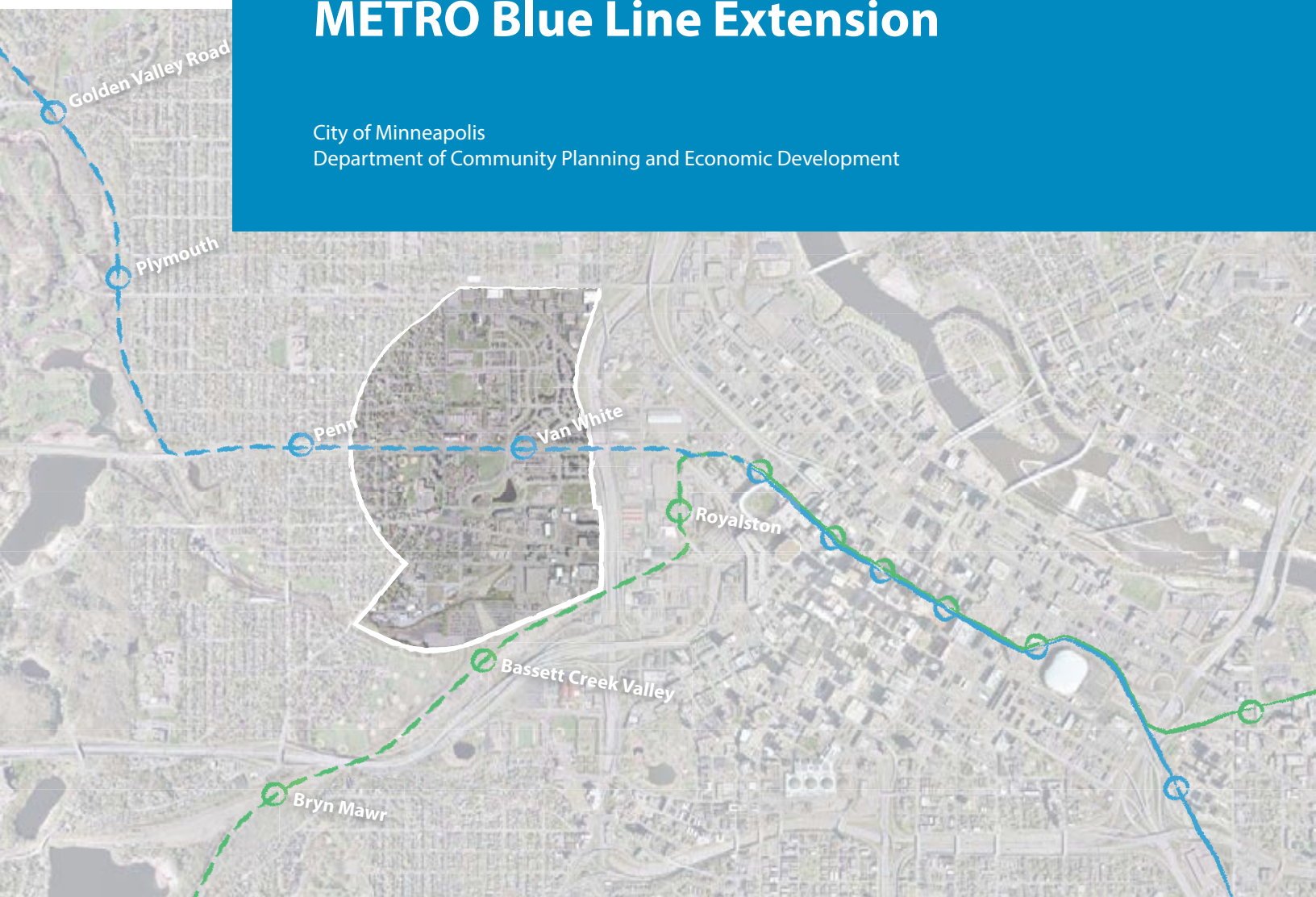


Van White Memorial Boulevard Station Area Plan METRO Blue Line Extension

City of Minneapolis
Department of Community Planning and Economic Development



**Adopted by City Council
December 8, 2017**

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1

INTRODUCTION

The METRO Blue Line Extension (Blue Line Extension) Light Rail Transit (LRT), also known as the Bottineau Transitway or Bottineau LRT, is a 13-mile addition to the existing Blue Line and will extend from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park, serving the northwest Twin Cities metro area. The Blue Line Extension will link to local and express bus routes at its stations and connect to the region's LRT system at Target Field Station in downtown Minneapolis (Figure 1-1). There will be two stations in Minneapolis on Olson Memorial Highway; one at Van White Memorial Boulevard (Van White station area) and the other at Penn Avenue North. There are also two other stations adjacent to the west boundary of Minneapolis in the rail corridor at Plymouth Avenue North and Golden Valley Road.

Station Area Planning

Station area planning is part of the larger Blue Line Extension project and is intended further the following broad purposes:

- Provide an opportunity for dialogue with station area residents, members of the business community, staff, and elected and appointed officials regarding land use concepts and ideas, infrastructure improvements, and whether changes are recommended to city, county, and regional plans, policies, and ordinances.
- To build capacity within community members to fully participate in City of Minneapolis planning, infrastructure, and development decisions; the Hennepin County Bottineau LRT Community Works program; and the project development process for the LRT line.
- To improve the Blue Line Extension project's likelihood of receiving Federal Transit Administration (FTA) New Starts funds which could pay for up to 50 percent of the capital costs of the project.
- Adoption as part of the comprehensive plan of the City of Minneapolis. The station area plans provide guidance for the City in designating land uses, making infrastructure investments, development and entitlement review processes, and developing and providing community services. The maps, goals, and policies of the plan provide the framework for adoption of regulations, programs, and services to implement the plan and help prepare for the Blue Line Extension as a major infrastructure investment.

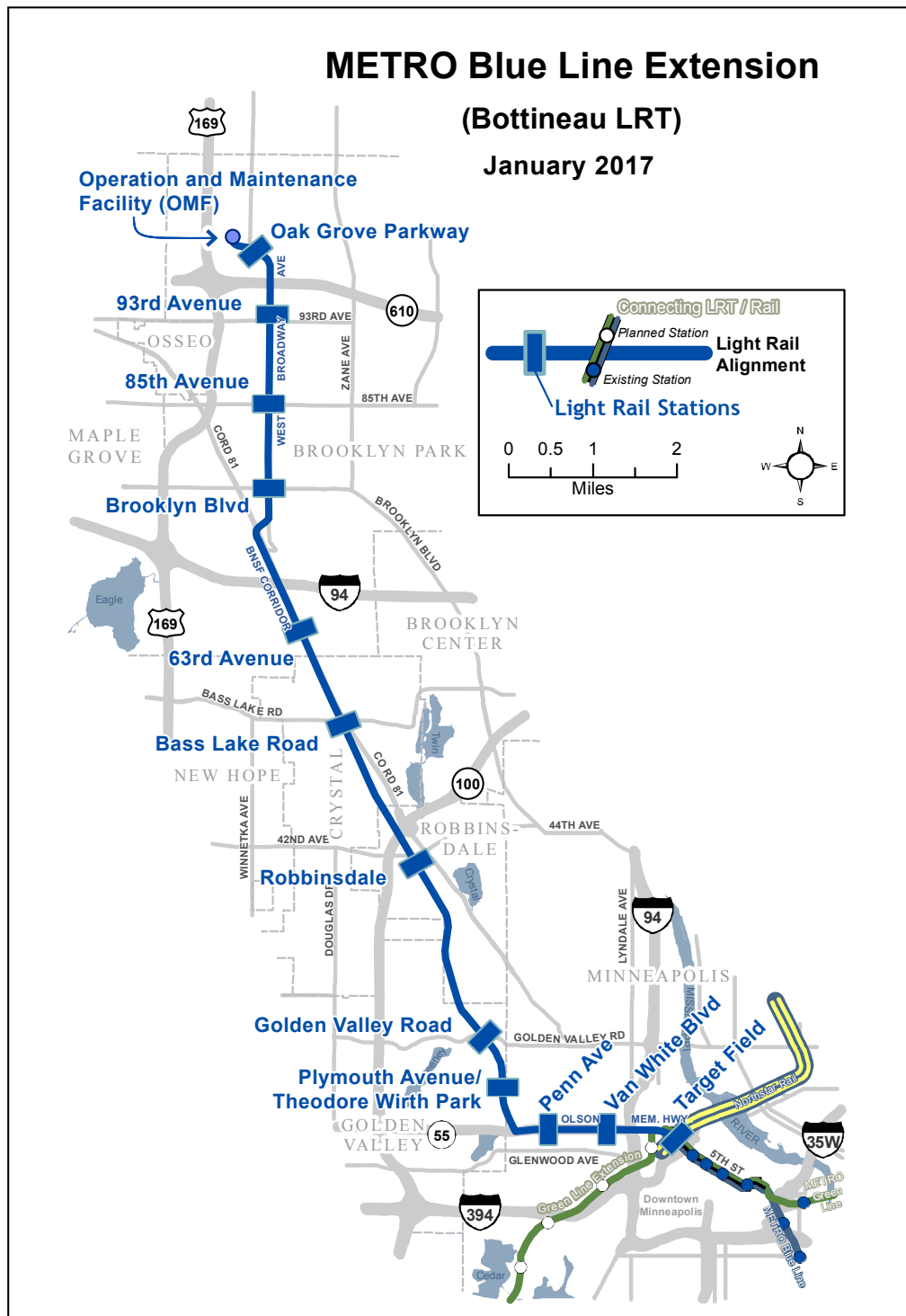
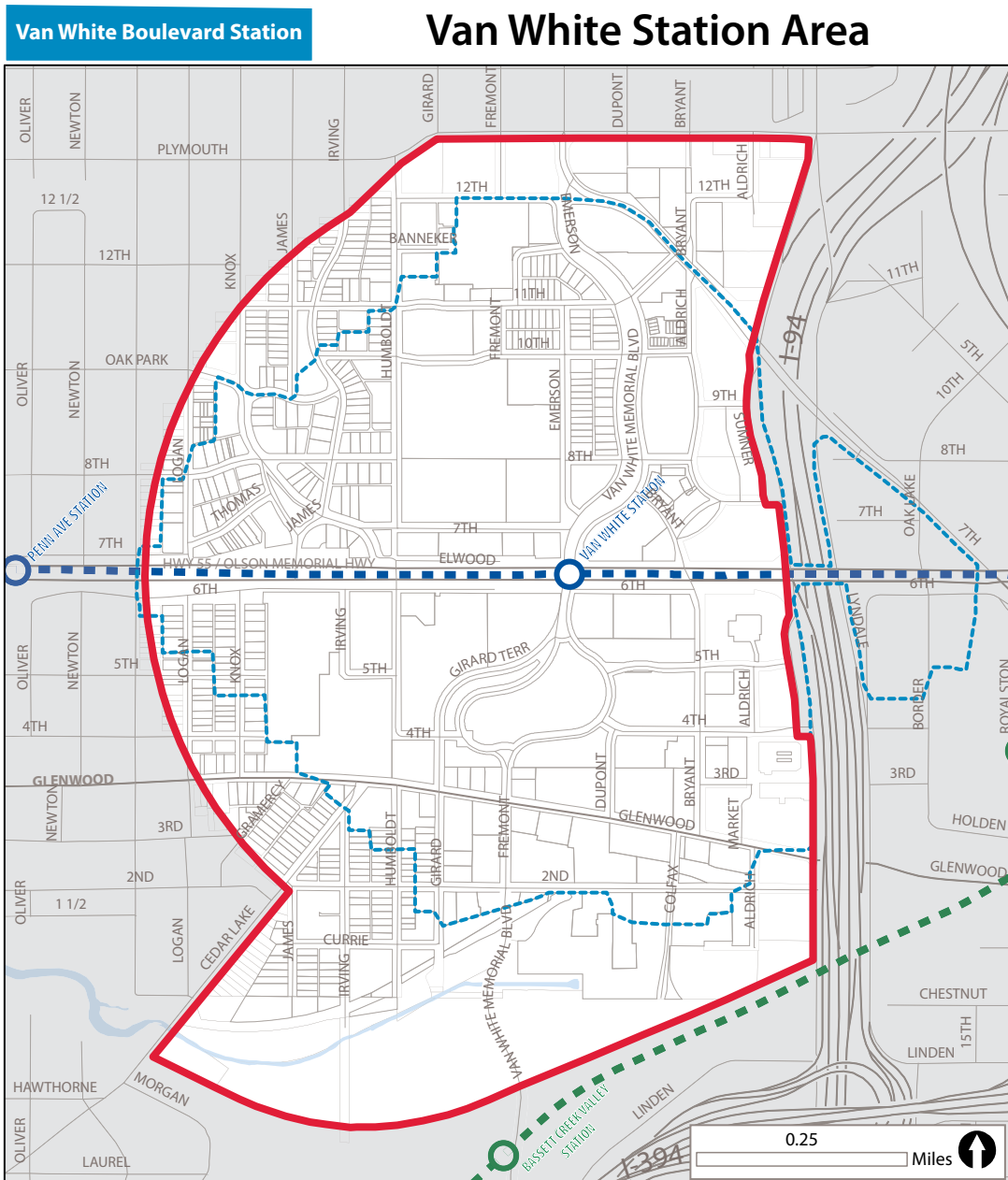


Figure 1-1. Metro Blue Line Extension. Source: Metropolitan Council. January 2017.

During the station area planning process community members discussed issues, needs, desires, and priorities. The process also considered city, corridor-wide, and metropolitan policies and goals related to transit, as well as policies pertaining to housing, economic development, land use, urban design, and heritage preservation. With this in mind, the station area planning process developed the following character and vision goals for the Van White station area in Minneapolis:

- Promote a multi-cultural community providing sustainable urban living that is poised for future growth that is supportive of new residential, retail, and employment.
 - Create mixed-income and mixed-use neighborhoods where people have the option of using transit, have housing choice, and have access to neighborhood serving retail and services.
 - Provide a range of density and housing types that supports housing choice and neighborhood-serving retail.
 - Preserve the ability of existing residents to stay in neighborhood, while creating opportunity for new residents to live in the area.
- Enhance pedestrian and bicycle friendly neighborhoods by incorporating green space, improving safety, and providing connectivity to stations to create a walkable area that knits together the design of new development, Olson Memorial Highway, and the Blue Line Extension.
 - Capitalize on development opportunity created by LRT investment, especially on the large tracts of publicly-owned land available in the station area.

The Van White station area covers the area roughly within a ½ mile radius of the LRT station, or what is typically a ten-minute walk to the station. The boundaries of the station area were expanded outward from this ½ mile radius to include the jobs park along Plymouth Avenue North on the north end and parts of the Bassett Creek Valley at the south end. The ½ mile radius was reduced on the east side along I-94 as that area is covered by the *North Loop Small Area Plan*.



Legend

- METRO Blue Line Extension Alignment*
 ○ METRO Blue Line Station*
- - - 10 Minute Walkshed from Van White Station
- METRO Green Line Extension Alignment*
 ○ METRO Green Line Station*
- Station Area

*Planned

CPED Long Range Planning November 2017

Figure 1-2. Van White station area boundaries and ten-minute walkshed.

Demographics and Community Context

Transit investments and station area planning can help narrow social and economic disparities. First, the LRT system connects residents to the larger metropolitan area and all of the educational and employment opportunities that entails. Second, station area planning promotes redevelopment of safe, walkable, mixed-use neighborhoods that have retail sales and services and housing choice for its residents. Finally, if done comprehensively it allows the opportunity of living without the cost burden of having to own a car. Existing demographic information lays the groundwork for understanding the context of the station area to inform the goals of the plan.

Existing Population Density (Figure 1-3)

This map shows the concentrations of residential population near the Van White station area. Currently high density housing exists only within pockets around the station area, and downtown Minneapolis.

Percentage of People of Color (Figure 1-4)

This map shows the concentrations the percentage of the residential population that are people of color. Many census blocks northwest of the Van White Station Area have resident populations with at least 50% people of color.

Percentage of Low Income Households (Figure 1-5)

This map shows the percentage of households that have reported incomes below the poverty level within the last 12 months. In many census tracts, at least 25% of the households are living in poverty. One of the aims of this plan is to create development that deconcentrates poverty in this part of Minneapolis.

Areas of Concentrated Poverty Where 50% or More of Residents are People of Color (ACP50s) (Figure 1-6)

Areas of concentrated poverty (ACP) are census tracts in the Twin Cities region where at least 40% of the residents have an individual or family income that is less than 185% of the federal poverty threshold. ACP50s are tracts where in addition to the poverty level of ACPs, more than 50% of the residents are people of color.

Percentage of Zero Car Households (Figure 1-7)

This map shows the percentage of households with no cars. Anywhere to 25-50% of households immediately near the Van White Station do not own a car and are more likely to be dependent on public transportation as a means of travel.

Employment Density (Figure 1-8)

This map shows employment density in the station areas as jobs per acre. Job intensity is highest in the Plymouth Avenue industrial area and along the Van White and Glenwood corridors.

Employment Inflow and Outflow (Figure 1-9)

This map shows the number of persons traveling into and out of the area for employment as well as residents who both live and work in the station area. A little over 1,400 more people flow into the area to work than those who live in the station area and travel elsewhere for work.

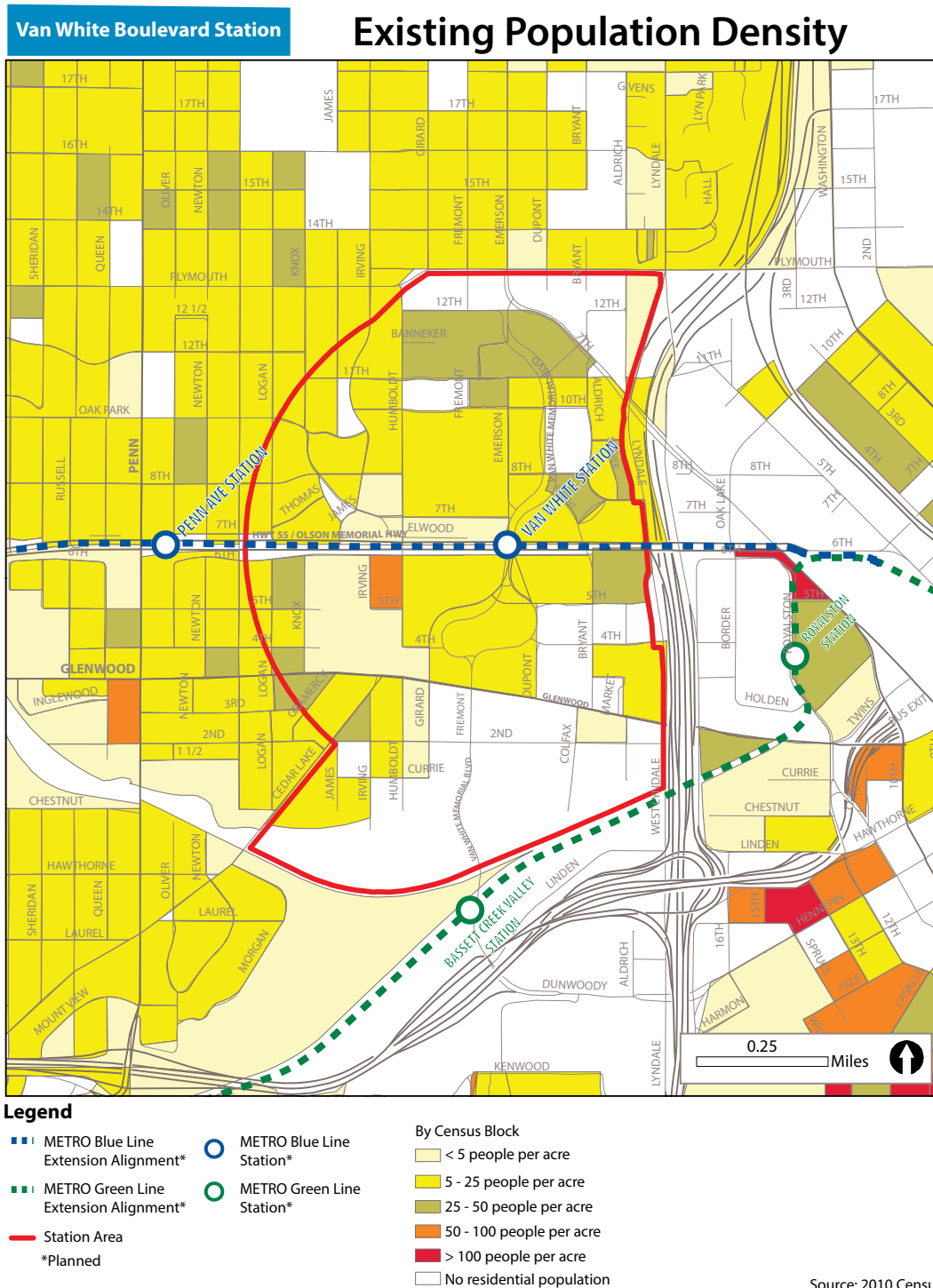


Figure 1-3. Existing population density.

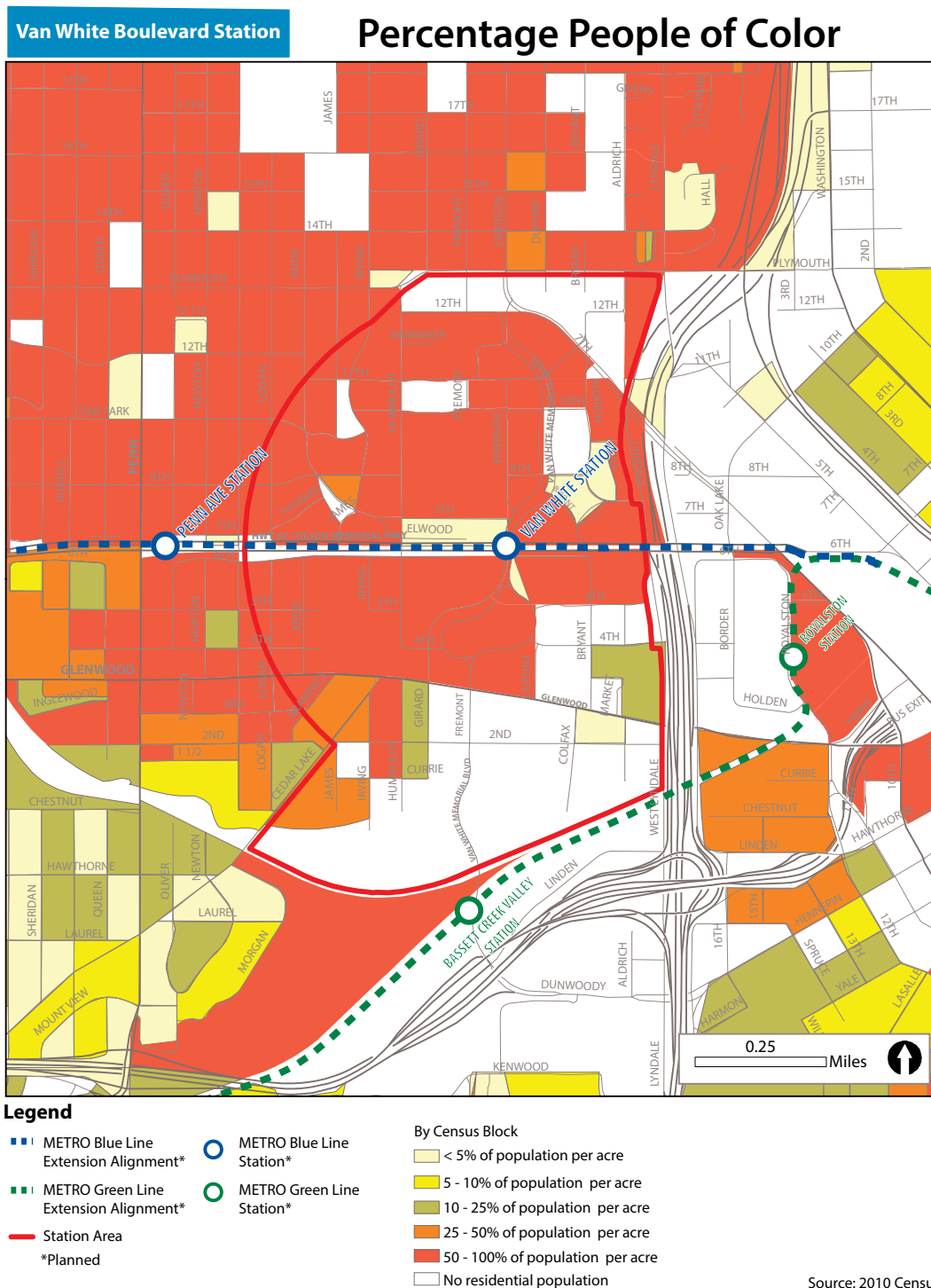
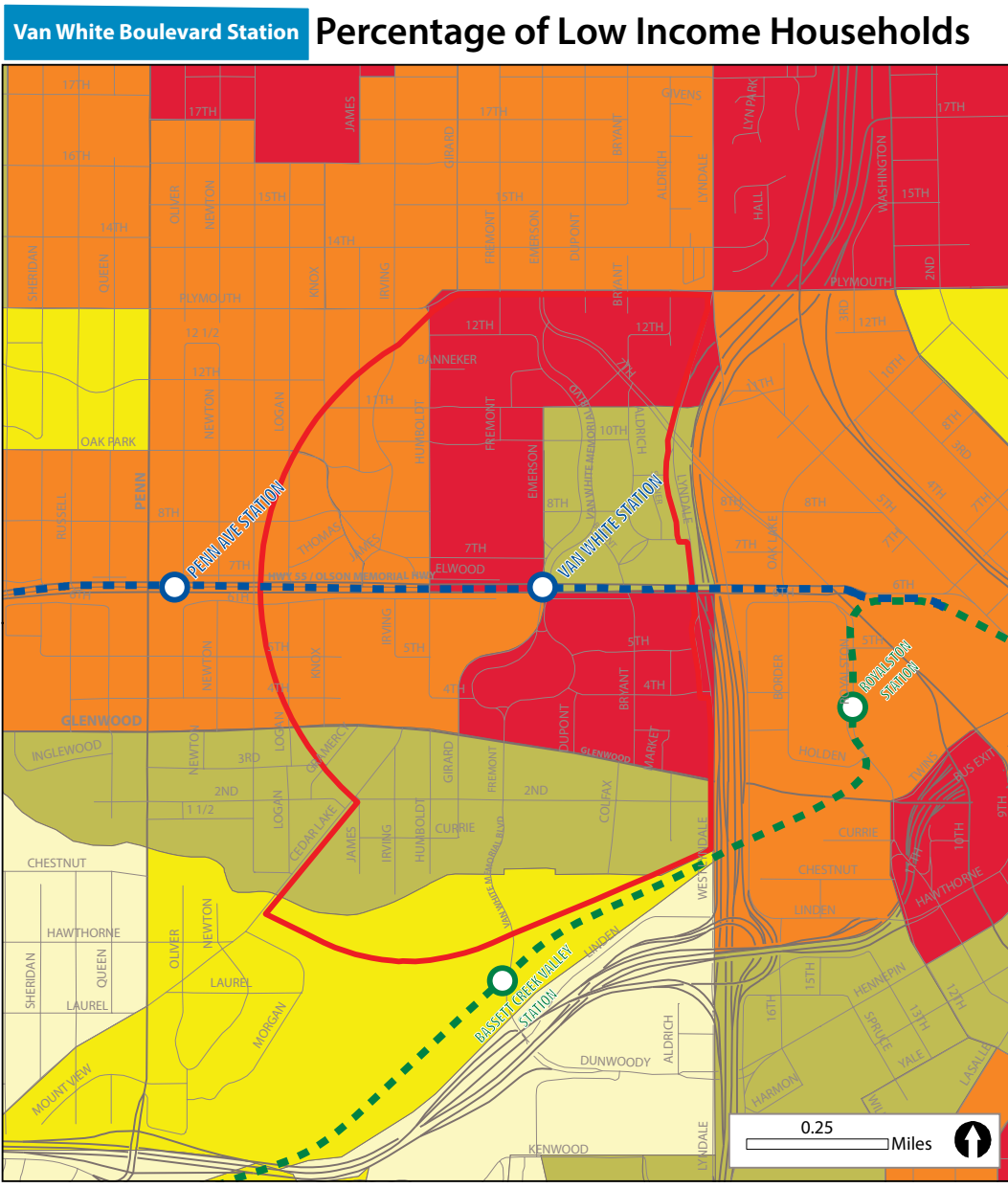


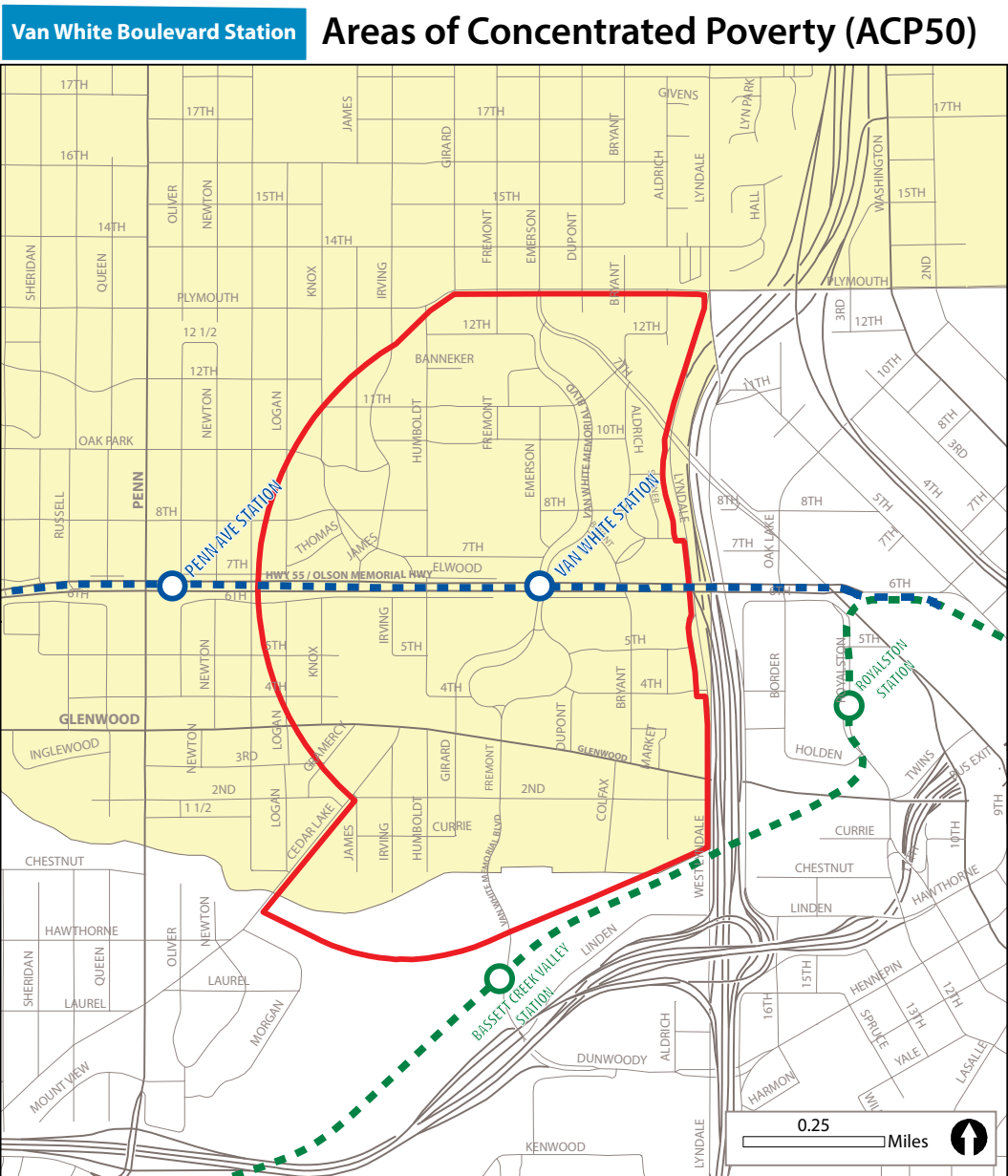
Figure 1-4. Percentage of people of color.



- Legend**
- METRO Blue Line Extension Alignment*
 - METRO Green Line Extension Alignment*
 - Station Area
 - *Planned
 - METRO Blue Line Station*
 - METRO Green Line Station*
- By Census Tracts**
- < 5% of households
 - 5 - 10% of households
 - 10 - 25% of households
 - 25 - 50% of households
 - 50 - 100% of households
 - No residential population

Source: 2015 5-Year American Community Survey
CPED Long Range Planning November 2017

Figure 1-5. Percentage of low income households.



- Legend**
- METRO Blue Line Extension Alignment*
 - METRO Green Line Extension Alignment*
 - Station Area
 - METRO Blue Line Station*
 - METRO Green Line Station*
 - Areas of concentrated poverty where 50% or more of residents are people of color
- *Planned

Source: Metropolitan Council
CPED Long Range Planning November 2017

Figure 1-6. Areas of concentrated poverty where 50% or more of residents are people of color.

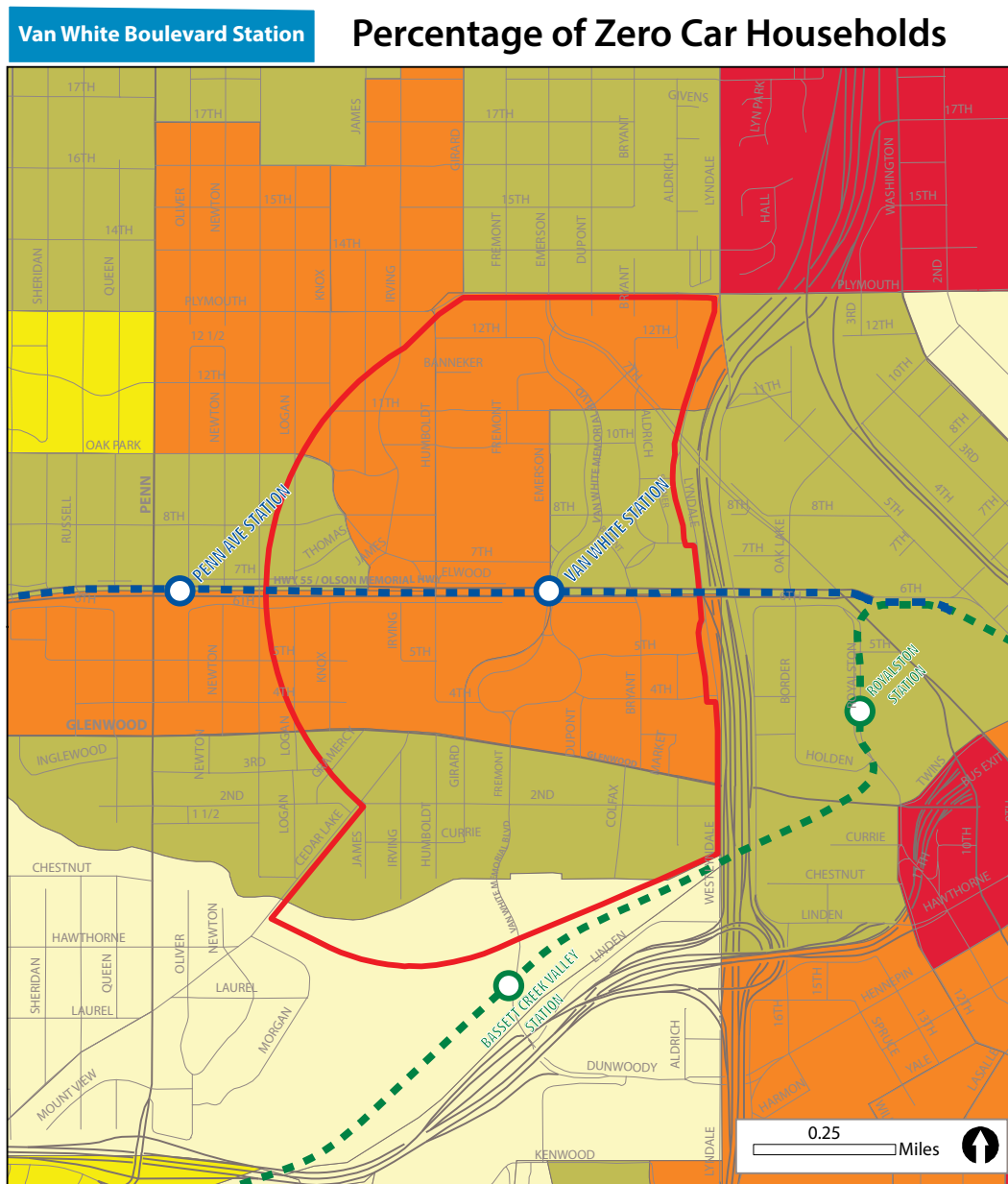


Figure 1-7. Percentage of zero car households.

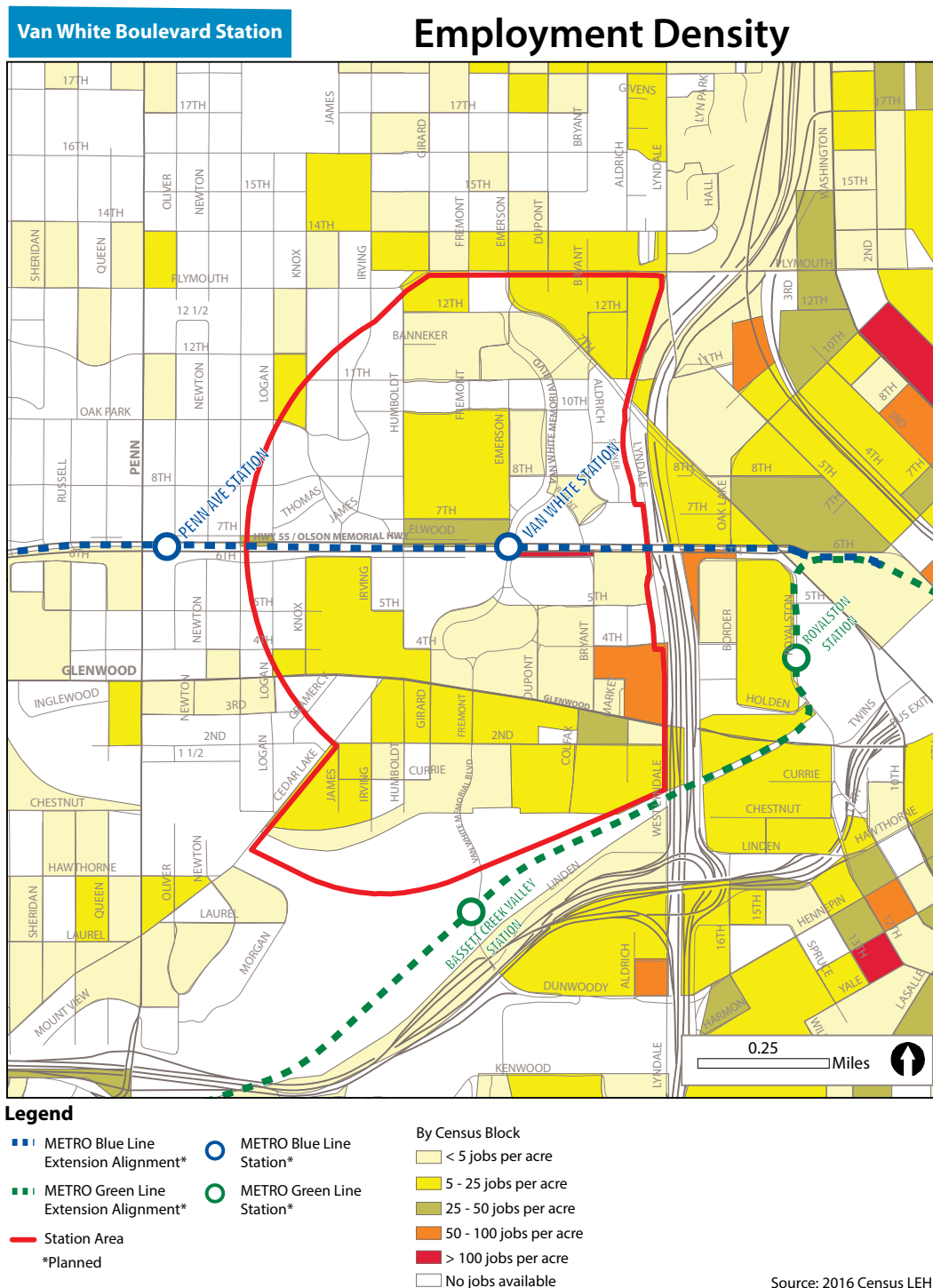
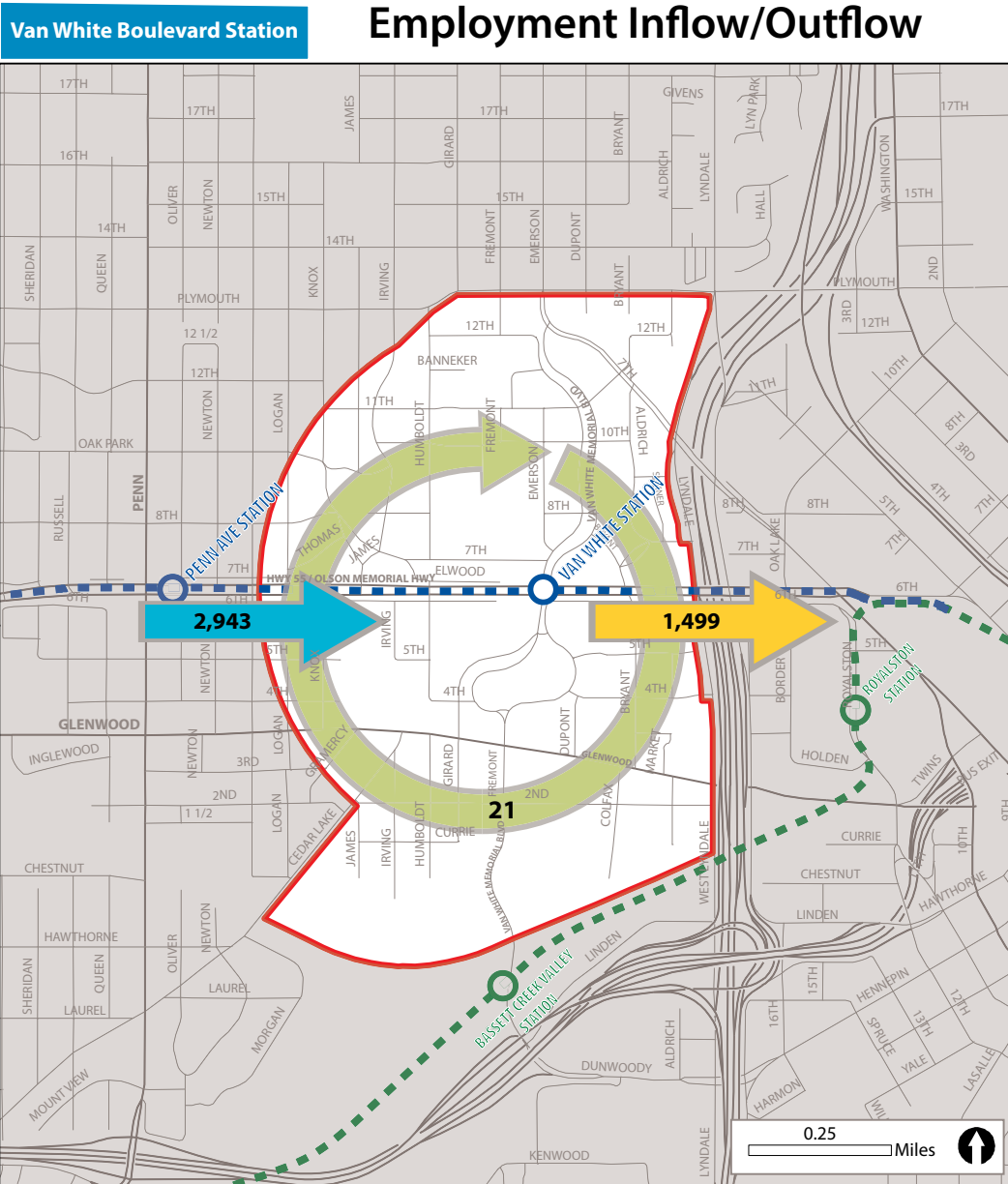


Figure 1-8. Employment density.



- Legend**
- METRO Blue Line Extension Alignment*
 - METRO Blue Line Station*
 - Jobs inside station area filled by workers outside the station area
 - METRO Green Line Extension Alignment*
 - METRO Green Line Station*
 - Employed and living in the station area
 - Station Area
 - Jobs outside the station area filled by residents inside the station area
 - *Planned

Source: 2016 Census LEHD
CPED Long Range Planning November 2017

Figure 1-9. Employment Inflow and Outflow.

The Van White station area is a diverse area. This is a positive characteristic of the neighborhood. However, the station area has a significant number of low income households resulting from historical social and economic factors including, but not limited to, disinvestment and an absence of employment and education opportunities. The goal of the plan is to have policies that reverse disparities in the station area, in a manner that improves the conditions and choices of residents, without forcing them to have to relocate as the conditions improve. For example, Chapter 2 describes how transit investments in coordination with housing and economic development strategies can create desired outcomes and serve as a catalyst for change in a way that does not further erode livability for economically challenged members of the community.

The station area has a significant number of zero car households. While this is not necessarily a negative condition (the goal of the station area plan is not to increase vehicle ownership) it does highlight the need to make transit efficient and easy to use. Chapters 2 Transportation and Chapter 5 Urban Design detail how public transit, walking, biking, and cars can be coordinated to maximize the positive benefits of the LRT investment.

The housing and employment density maps show that there is opportunity to increase housing choice and employment opportunities in the station areas. The plan outlines a strategy to increase the population and employment opportunities in the station area to provided economic opportunity and housing choice for existing and new residents.

Preliminary and Supporting Research

The station area planning process leading up to this document was a cooperative effort between the City

of Minneapolis and Hennepin County that began in 2012 and proceeded in phases with the publication of a draft station area plan in June of 2015. The phases included a pre-planning study, a Health Impact Assessment (HIA), inventory and analysis, development of alternatives, and production of the draft station area plans. Community engagement, supplemental studies, and technical support from partner agencies were concurrent and coordinated processes with the various phases. The following studies, in full with appendices, can be located at the Hennepin County Bottineau LRT Community Works webpage at the following link: <http://www.hennepin.us/residents/transportation/bottineau-community-works>.

Bottineau Transitway Station Area Pre-Planning Study - Published February 2013

The pre-planning study provided stakeholders with a foundation of objective information for future station area planning efforts. As a pre-planning study, it did not describe where and how change should occur. Rather, it provided some best practices for transit oriented development, established a corridor-wide vision, and suggested station typologies.

Bottineau Transitway Health Impact Assessment - Published December 2013

The Health Impact Assessment (HIA) studied where people live and their environment, genetics, income, education, and relationships with friends and family. Through this process, six categories of health determinants, or factors that affect population health, were identified and were assessed: physical activity, location affordability, employment, education access, traffic safety, and access to healthy foods. The HIA documented dramatic economic, environmental, and social inequalities in the Bottineau Corridor compared to the rest of the region. These inequalities result in lower life expectancy, poor health outcomes, and more traffic fatalities in the corridor. However, the Blue

Line Extension has the potential to improve health in the region by influencing multiple factors that shape health. To that end, the report has the following recommendations:

- Conduct additional analysis to determine transit-dependent, low-income, minority, immigrant, non-English speaking, disabled, senior, and youth populations in the Bottineau Corridor cities who live outside the Bottineau Station Areas but for whom a connector route service could efficiently connect them to the Bottineau Transitway.
- Continue to engage populations living in the Bottineau Corridor during the Bottineau Transitway Project Development and Bottineau station area land use planning processes and incorporate engagement strategies to reach traditionally underrepresented groups such as low-income, minority, immigrant, and non-English speaking populations.
- Focus Bottineau Corridor cities' residential and commercial growth in the station areas and implement zoning, parking requirements, and building codes that encourage higher density, mixed-use development and benefit existing communities.
- Incorporate pedestrian and bicycle infrastructure improvements into station area plans to improve traffic safety and facilitate access to the transit stations by foot and bike.
- Preserve existing affordable housing and support the development of affordable and mixed-income housing near transit locations using strategies that have

been successful for other transit-related investments throughout the U.S.

Inventory and Analysis - Spring and Summer 2014

This phase included collection of data and an in-depth analysis of several topics including Access and Circulation, Existing and Future Land Use, Amenities and Destinations, Economic Development, Housing Markets, and future character. Over the course of this phase, supporting reports and technical memoranda were developed on specific topics. These documents can be accessed as separate Appendices.

Metro Blue Line Extension Place Based Economic Development and Market Analysis – February 2015

The market analysis report provides a understanding of the types of real estate (housing, retail, offices, and employment) that are likely to be feasible within the station areas over the coming two decades, and identifies key “development opportunity sites” within each of the four station areas.

Estimated Costs for Select Station Area Elements & Potential Funding Sources – April 2015

Estimated construction costs were prepared for select infrastructure improvement projects recommended in the final station area plans. In addition, a list of potential funding sources was created.

Community Engagement Methods and Outcomes Memorandum – May 2015

This memo (613 pages) describes community engagement efforts throughout the station area planning process, outlines issues and themes expressed, and documents how the planning documents and overall process were shaped by community input.

Hennepin County – City of Minneapolis Draft Station Area Plans – June 2015

This document is a record of the community engagement process, along with the results of technical analyses, as well as station area concepts, future land use plan maps, and corresponding recommendations and implementation plan prepared for Hennepin County and the City of Minneapolis.

Civic Engagement

Through both the preliminary planning with Hennepin County and the final more detailed city plan, a robust collection of engagement opportunities were offered. This plan draws from that wide gamut of civic engagement conducted over the last five years.

Health Equity and Engagement Cohort In 2014

As follow up to the Health Impact Assessment and in parallel to the station area planning process, Hennepin County initiated an engagement process specifically aimed at integrating health equity principles into Bottineau Station Area Planning. The Health Equity and Engagement Cohort formed in 2014 and is comprised of representatives from Northside Residents Redevelopment Council, Harrison Neighborhood Association, Heritage Park Neighborhood Association, Comunidades Latinas Unidas en Servicio (CLUES), CAPI USA (formerly Center for Asian and Pacific Islanders), Lao Assistance Center of Minnesota, Redeemer Center for Life, and Masjid An-Nur. The cohort provided input to the station area planning process, and many individual members of the organizations listed above have participated in the process, as well.

Agency Engagement throughout the Process

A Technical Advisory Committee (TAC) comprised of representatives from the City of Minneapolis,

Hennepin County, and affected agencies met eight times throughout to review and provide comment and direction on both technical information and community engagement methods. TAC members engaged in difficult conversations to reconcile the differing priorities of their agencies, all of which retain an interest in the success of the Blue Line Extension and its stations. TAC members also participated in a design charrette, an intense all-day meeting with the purpose of identifying preferred land uses, solidifying preferred alternatives, and discussing potential implementation strategies.

Community Engagement

Robust public engagement was central to development of the station area plan over the last several years. The plan reflects input from a wide variety of residents, business community members, community organizations, and government agencies. A variety of methods were used to engage people throughout the project. The community engagement process began with a concerted effort to identify and invite people who live, work, or are otherwise interested in the station areas to join a Community Working Group (CWG), a group of community members that met monthly throughout the planning process to generate ideas, review drawings, maps, and documents, and provide direction on broader station area planning outreach efforts. Seven CWG meetings were held over the course of the planning process throughout 2014 and 2015. CWG meetings were open to the public and were well attended by members. In addition, City, County, and consultant staff met with many other stakeholders in small- group and one-on-one topical meetings, and conducted interviews with a broad cross-section of key stakeholders, as well as developers in the corridor and region.

Open houses were held at critical junctures to share information and gather input from a broader group of people regarding the Hennepin County-City of

Minneapolis draft plans. Open houses were thoroughly advertised on the Bottineau LRT Community Works email list, website, and noticed in public places and via community and neighborhood organizations. Open houses were very well attended, with more than 150 participants at each event. In particular, four major open houses were held:

- On November 12, 2014, a community open house was held to discuss station area circulation and development concepts. The meeting was at the University of Minnesota, Urban Research and Outreach-Engagement Center (UROC) at 2001 Plymouth Avenue North in Minneapolis.
- On January 29, 2015, a community open house was held to discuss station area circulation, public spaces, and land use. The meeting was at the University of Minnesota, Urban Research and Outreach-Engagement Center (UROC) at 2001 Plymouth Avenue North in Minneapolis.
- On June 4, 2015, a community open house was held that showed the land use vision for the Van White station. The meeting was at the Harrison Community (Recreation) Center at 503 Irving Avenue North.
- On July 29, 2015, a community open house was held in conjunction with the Bottineau Project Office to update the community on the progress of the LRT line design and engineering in conjunction with information about the station area plan(s). The meeting was at the Harrison Community (Recreation) Center at 503 Irving Avenue North.

Supplemental Community Engagement

Following the completion of the County-funded planning effort, CPED staff organized community meetings to inform the Harrison and Bryn Mawr neighborhoods and the Bassett Creek Valley Redevelopment Oversight Committee (ROC) about the planning work, including proposed changes to land use in the Bassett Creek Valley, TOD goals to increase density, and development constraints of the city-owned property near Van White Memorial Boulevard and 2nd Avenue North. Major public meetings were convened on July 29 and November 12, 2015, to explain the need for and design of higher density development. The meetings also covered recommended land use changes in the area south of 2nd Avenue North to expand from multi-family housing only to a mix of uses including commercial, office, and certain “maker” and creative uses. Both of the meetings were well attended. The neighborhood associations acted in late 2015 to recommend City Council approval of these revisions to the Bassett Creek Valley Master Plan. The ROC approved these recommend land use changes on November 18, 2015, and submitted a letter of support on December 26, 2015. This station area plan incorporates those recommendations.

Further, when the City submitted a request for proposals (RFP) for city-owned parcels at Van White and 2nd Avenue North in November of 2016, the ROC, the Harrison and Bryn Mawr neighborhoods, and the West Market Business Association were briefed on this effort. The community again had the chance to discuss and weigh in on the development goals and desired land uses of the station area plan as a part of that RFP discussion. The ROC continued to support changes to allow mixed-use, but did not support reverting back to allow all industrial uses in Bassett Creek Valley. However, they supported creative “maker” uses so long as they could be done in a new zoning designation that allowed job creation and prohibited heavy impact or intensity uses. As with all small area plans, a rezoning study will be conducted to update regulations after this plan is adopted by the City Council.

Minneapolis Van White Memorial Boulevard Station Area Plan

While significant technical, policy, and engagement work was done through the above noted processes, the timing and budget of the County project did not allow for some critical areas to be addressed by the time the process concluded. First, there was not a decision on the design layout and number of lanes for the reconstruction of Olson Memorial Highway. Therefore, it was not possible to make policy recommendations for many of the areas covered by the plan along the highway. Second, largely due to budget constraints, there was not a study of potential land use changes in the Bassett Creek Valley. Finally, the process was a cooperative effort between Golden Valley, Minneapolis, and Hennepin County, which necessitated compromise in plan style and formatting that was not always best suited for City of Minneapolis policy and permit review processes.

The City's Van White Station Area Plan updates the preliminary plan and addresses the issues that were not covered in that project. Additional information that was not possible to include in the draft plans, due either to time or budget constraints, has been added. The alignment, geometry, and major design features of Olson Memorial Highway are now set as a six-lane highway, but with various features to provide traffic calming and better pedestrian crossings. Additional engagement was completed regarding the land use in Bassett Creek Valley. Also, urban design and development scenarios are included. Finally, this plan is formatted in a style that is compatible with City policy and development review processes. This plan was created by CPED staff in conjunction with Public Works. The Bottineau Project Office provided technical support in regard to the LRT design and engineering.

Much of the substance of the draft Hennepin County-City of Minneapolis plan is retained in this document, but has been reformatted. For example, the land use and development intensity maps are the same, with a few changes, as those shown throughout the community engagement process. This document provides more detail on how and why land use and development intensity recommendations are made. The information on transportation, urban design, and heritage preservation is similar, but has been supplemented with additional information and has been separated into specific chapters. A Transit Oriented Development chapter contains the housing and economic development information from the market study and planning process, but is supplemented with detailed information by locations.

Plan Format

The plan document is divided into seven chapters, each of which covers a set of specific topics. Each chapter includes supporting maps and charts as well as policy guidance and recommendations.

- **Chapter 1 Introduction** – Provides an overview of the purpose of station area planning. This chapter also provides demographic and community context, information about the civic engagement process, and a summary of supporting research and related planning studies.
- **Chapter 2 Transportation** – Describes various transportation modes including, transit, pedestrians, bicycles, cars and associated infrastructure and how they coordinate with the LRT station at Van White Memorial Boulevard and along the Olson Memorial Highway alignment.

- **Chapter 3 Land Use** – Contains land use policy and development intensity recommendations for the station area.
- **Chapter 4 Transit-Oriented Development** – This chapter explains the necessary conditions for, and challenges to, successful transit oriented development. It further describes housing policy, commercial development, employment, and development strategies.
- **Chapter 5 Urban Design** – Provides guidance, themes, and phasing of public realm improvements for specific locations and place-types throughout the project area.
- **Chapter 6 Heritage Preservation** – Addresses preservation issues in the station area, particularly those identified by the Section 106 environmental review process for the Blue Line Extension.
- **Chapter 7 Implementation** – This chapter details the steps necessary to implement the goals and policies of the plan.

While the Van White Memorial Boulevard Station Area Plan is the official plan for the Van White station area, the other plans should be consulted where appropriate for a comprehensive approach to development and policy decision in the area. A list and description of these related plans and studies is found in the Appendix A.

A land use plan will be prepared for the Penn Avenue station following the adoption of this plan. The boundaries of the station areas overlap, but the land use guidance will be consistent across plans.

Other Related Documents

The Van White station area has been the focus of significant planning and policy work over the last 20 years that has resulted in documents and adopted plans with overlapping study areas. The area is also at the confluence of three city planning sectors (North, Southwest, and Downtown). In addition, the ½ mile station area overlaps with ½ mile radii for the Green Line Extension stations at Royalston (North Loop) and Bassett Creek Valley (formerly Southwest Van White).

2

TRANSPORTATION

A competitive and equitable region requires a transportation system that is efficient and serves all residents. A well-designed transportation system will accommodate a range of users and coordinate various modes to maximize the benefits of investments in the station area. It will provide residents access to education and jobs in the city and throughout the region. Further, it will support transit oriented development with a range of commercial and housing options in the station area. Finally, it will provide people with an option to live without a car (or with fewer cars), which is a significant household expense. The purpose of this chapter is to show how walking, biking, public transit, and cars, and the associated infrastructure, can be coordinated with the light rail transit system. Coordination of the various modes will improve mobility and support Transit Oriented Development (TOD) to reduce disparities, create complete neighborhoods, and offer housing and economic choice for residents.

The chapter provides information on the transit system, including Light Rail Transit, Arterial Bus Rapid Transit, and local bus service. It also details how pedestrian, bicycle, and street network improvements can connect residents to transit, the city, and the region. Chapter 5 Urban Design, has additional comprehensive guidance regarding the design of the elements discussed in this chapter.

Transit

Light Rail Transit (LRT)

The Blue Line Extension is a major once-in-a-lifetime investment in the station area, city, and region. The service will have access to major job centers and educational institutions. It will have direct connections to Downtown Minneapolis, the University of Minnesota, Downtown St. Paul, the Airport, the Mall of America, and the southwest and northwest suburbs (Figure 2-1). In order for the transit line to be a success, and for the station to be developed in a manner that benefits new and existing residents, all of the supporting and interrelated transportation systems and infrastructure will need to be coordinated to support the station area development and the light rail service. Coordination will ensure that people who utilize walking, biking, and transit are easily and conveniently connected to the neighborhood, city, and region.

Arterial Bus Rapid Transit (ABRT)

Arterial Bus Rapid Transit (ABRT) is a significant transit investment for North Minneapolis. ABRT has limited stops, more frequent service, payment at the station rather than on the bus for faster stops, and neighborhood scale stations with amenities all

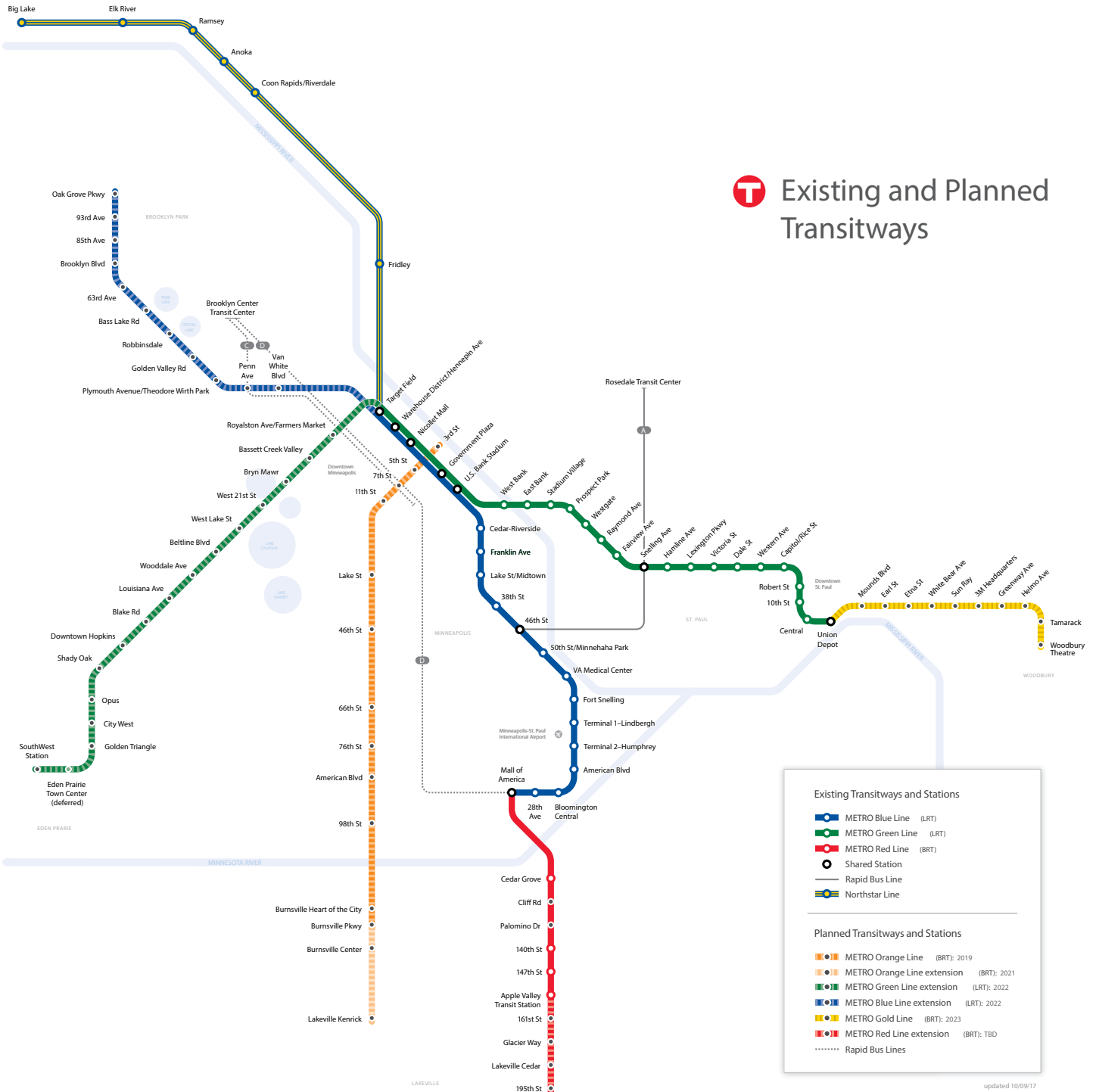


Figure 2-1. Existing and Planned Transitways. Source: <https://www.metrotransit.org/metro-system>.

designed to provide an improved rider experience and faster service. While the ABRT routes in North Minneapolis will be a major improvement to transit service independently, they are also an important complement to the LRT system that arose from the selection of the Blue Line Extension route.

The evaluation of the various Blue Line Extension routes in and through North Minneapolis occurred in between 2008 and 2012, with the decision of a Locally Preferred Alternative (LPA) in February of 2012. When the City endorsed the current route as the LPA, it also recommended a package of transit improvements to enhance transit service in North Minneapolis. Metro Transit, Hennepin County, and the City of Minneapolis elected to include two new ABRT routes in North Minneapolis; one on Penn Avenue North (C Line) and the other on Emerson/Fremont Avenue North (D Line).

Construction of the C Line is planned for 2018 with operations in 2019. The C Line will run on Olson Memorial Highway when it opens in 2019 with three stops in the station area along the Highway: at Humboldt Avenue, at Bryant Avenue, and at 7th Street. However, because light rail transit is also planned for on Olson Memorial Highway, the C Line will move to Glenwood Avenue when light rail service opens. The Glenwood Avenue alignment station locations will be determined in a separate station planning process, but there will be a C Line station at Penn Avenue North and Olson Memorial Highway.

The D Line ABRT is planned for Emerson and Fremont Avenues, would use 7th Street to enter downtown Minneapolis, and would travel south along Chicago and Portland Avenues south to Richfield and Bloomington at the Mall of America. Potential D Line stations include Emerson/Fremont & Plymouth and 7th Street & Olson. Final station locations will be determined through an ongoing station planning process anticipated to conclude in the summer of 2018.

While at a smaller scale, it is anticipated that many of the benefits resulting from LRT will also be evident along the ABRT routes. The TOD policies outlined in Chapter 4 Transit-Oriented Development will be applicable at the ABRT stations, especially those proximate to the LRT stations. In addition, an important feature ABRT routes is that they will provide connections to the Blue and Green Line Extensions, expanding the LRT service area for North Minneapolis. They will also significantly improve transit service independent of the LRT system. More information regarding the C and D Lines can be found at: <https://www.metrotransit.org/abrt>.

Local Bus Service

Four local bus routes serve the station area: Route 19 on Penn Avenue and Olson Memorial Highway, Route 9 on Glenwood Avenue, and Routes 5 and 22 on 7th Street North. The local bus system is critical for supporting light rail transit and providing service for residents. However, the local bus routes will be evaluated and revised before light rail service begins, so the focus of this plan on the local bus service is limited. The City will work with Metro Transit to ensure that the revisions are focused on maintaining and enhancing overall transit service in the station area and supporting the goals outlined in this plan.

Pedestrian Circulation

Pedestrians walk, use wheelchairs, and/or other mobility devices. This is an essential mode of travel that serves everyone. It can also be good for physical fitness and an environmentally friendly mode of transportation. Pedestrian-friendly environments can help create vibrant neighborhoods and commercial areas. The Van White station area has a high percentage of homes without cars, so walking and the use of mobility devices will be a significant way to travel to the LRT stations. A well-designed, attractive, and safe pedestrian circulation system is important for the success of the transit line and the development in the station area.

Gaps in the Existing Sidewalk System

In general most blocks in the station area have sidewalks on both sides of the street, but there are some areas with gaps in the network on one side of the street (see Figure 2-2). Gaps should be filled and closed in the following locations:

- The industrial area south of Plymouth Avenue on 12th Avenue North, west of 7th Street North and on 12th Avenue North and Aldrich Avenue North, east of 7th Street North.
- Humboldt and Fremont Avenue North, along the north side of 10th and 11th Avenues North and on Fremont Avenue between 10th and 11th Avenues North.
- East side of Elwood Avenue North between 7th Avenue North and Olson Memorial Highway. This is a priority for a new sidewalk as it is a connection to one of the pedestrian crossings of Olson Memorial Highway.
- All of the sidewalks gaps south of Olson Memorial Highway and north of 2nd Avenue North are all along the vacant developable sites owned by the MPHA.
- South of 2nd Avenue North, there is a gap along the east side of Colfax Avenue North that connects to the impound lot. This gap may or may not be an important connection for pedestrians depending on the final configuration of the City Impound Lot improvement process currently underway.

It is a high priority to complete the gaps in the sidewalk network to facilitate access to the station area. At the very least new sidewalks should be completed when

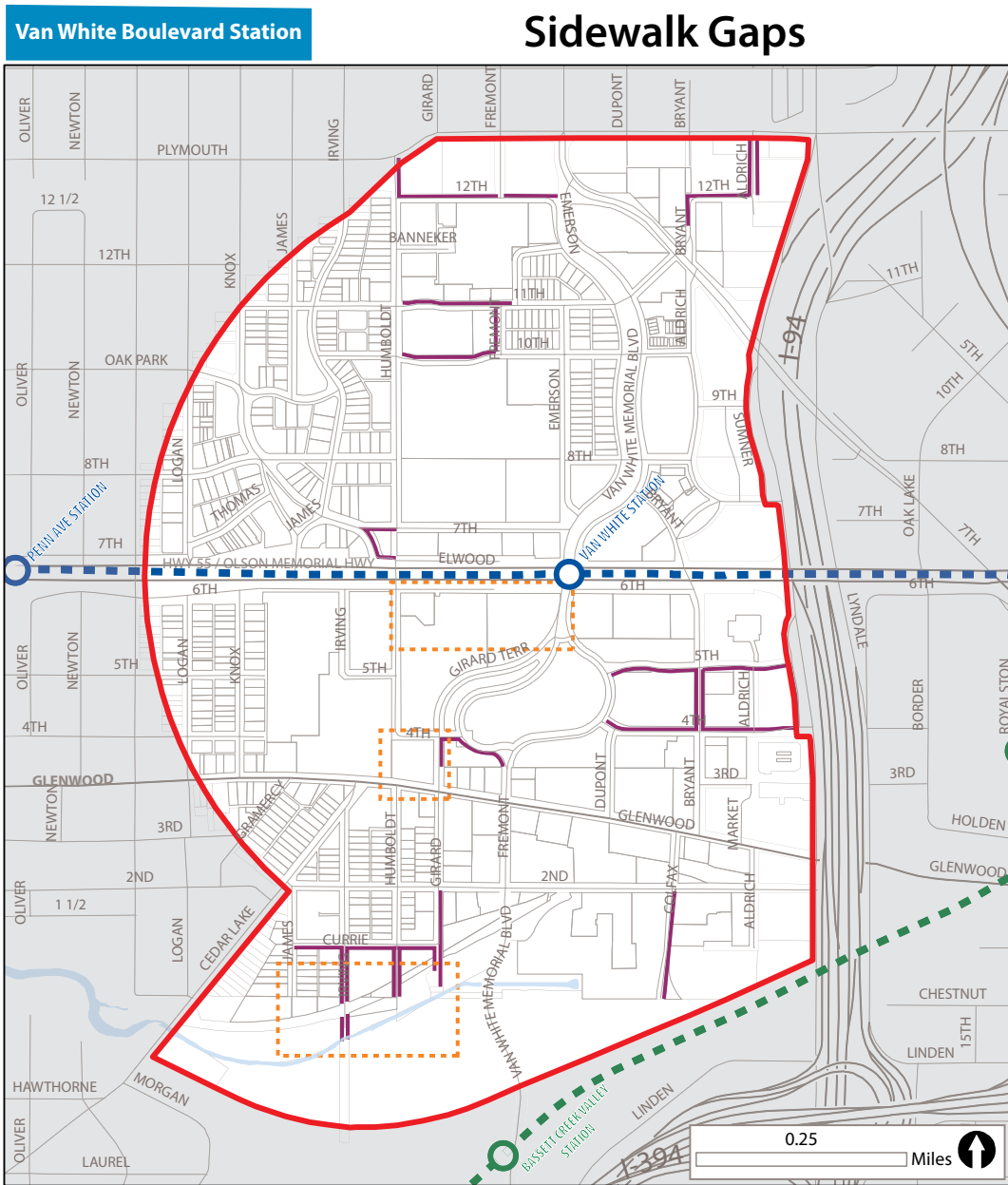
adjacent vacant parcels are developed, if not sooner. Figure 2-2 also indicates “future study areas” where it is known or anticipated that there will be development. Street and sidewalk additions and improvements will be necessary, but because the actual development plans are not yet known, a specific sidewalk plan is not yet possible. The purple lines on the map in these study areas are suggestive of how the grid and sidewalk network should be reconnected, but the actual implementation may be different due to site conditions. Additional information about the street and sidewalk connections and how they relate to development can be found in Chapter 5 Urban Design.

Major Pedestrian Barriers

Community engagement during the station area planning process identified Olson Memorial Highway, the Interstate, and the Bassett Creek Valley as major barriers to pedestrian movement in the station area.

Olson Memorial Highway

The conditions along Olson Memorial Highway are a barrier for pedestrians and bikes moving from north to south. There was a concern that the addition of the Blue Line Extension would further exacerbate this condition. To address this issue, additional signalized pedestrian only crossings were added in three locations along Olson Memorial Highway. They are located at James Avenue in the Van White station area and at ½ block east of Oliver Avenue and at Russell Avenue to the west in the Penn Avenue station area. These crossing will reduce the east-west distance pedestrians and bikes will have to travel to find a signalized crossing of the highway. An important feature is that they will have traffic signals, not flashing, lights that will bring traffic to a complete stop.



Legend

- ■ METRO Blue Line Extension Alignment*
 - ■ METRO Green Line Extension Alignment*
 - Station Area
 - METRO Blue Line Station*
 - METRO Green Line Station*
 - Sidewalk Gap
 - Study Area for Street Grid Improvements
- *Planned

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Figure 2-2. Sidewalk Gaps.

Interstate I-94 Pedestrian Barriers

Pedestrians, bicyclists, and drivers have just two options for crossing I-94 at the east side of the station area; on the Olson Memorial Highway bridge and at the Glenwood Avenue underpass. Additional crossing options between Olson Memorial Highway and Glenwood Avenue have been investigated, but in this location I-94 is surrounded by bridge abutments and a complex web of entrance and exit ramps at varying levels, making a pedestrian connection over or under the freeway physically infeasible.

An important part of realizing the vision for improved bicycle and pedestrian circulation in the Van White station area is to improve the conditions at the Olson Memorial Highway I-94 overpass and Glenwood Avenue I-94 underpass. These are routes that all bicyclists and pedestrian must use to reach downtown Minneapolis. Hennepin County is currently reconstructing Glenwood Avenue between 10th Street North west to Aldrich Avenue North. This reconstruction will include improved sidewalks, bikeways, and lighting under the I-94 bridge. The Olson Memorial Highway Bridge over I-94 will be modified for LRT infrastructure. It will also include a wider sidewalk across the north side of the bridge. This wider sidewalk will facilitate a shared use path connection from the Olson Memorial Highway bike facility east to 7th Street North, a major bike connection to downtown.

Bassett Creek Valley Pedestrian Barriers

Bassett Creek Valley contains natural and constructed physical barriers between north and south Minneapolis including Bassett Creek, railroad right-of-way, and large land-intensive public facilities. The Van White Memorial Boulevard Bridge mitigates these conditions, but the environment along the bridge can be isolating for pedestrian and bicyclists. Chapter 5 Urban Design discusses how development can be implemented to address this situation. New development should

be designed to interact and connect to Van White Boulevard, where possible, and make the most direct routes for pedestrians and bicyclists to the LRT stations. The street, sidewalk, and trail network through the valley should be reconnected to make easy and safe north-south and east-west connections through the valley and to the transit stations.

Safe Routes to Transit Stops

Most of the trips to the station platforms will be made by pedestrians and bicyclists. It is important that there are safe barrier-free routes to these stations. One aspect of safety involves the physical constraints. Addressing these physical constraints by closing sidewalk gaps and improving lighting, streetscaping, and wayfinding is a strategy to improve pedestrian circulation. This chapter and the Urban Design Chapter provide recommendations to make physical improvements. A second aspect of safety is crime prevention. This plan does not make specific policing recommendations, but does recommend that future planning process be coordinated with the Minneapolis and Metro Transit Police on policing strategies to enhance safe along routes to the transit stations.

Safe Routes to Schools

The City of Minneapolis and Minneapolis Public Schools encourage Safe Routes to School efforts that increase the number of students biking and walking to and from school (Figure 2-3). The safe routes identified in Figure 2-3 will not be closed by the final LRT project and there will continue to be signalized pedestrian crossings at Morgan Avenue North and Van White Memorial Boulevard at Olson Memorial Highway. However, it is recommended that the safe routes to school study be reevaluated and updated, if necessary, based on observation of the pedestrian activity after the LRT is running on Olson Memorial Highway.

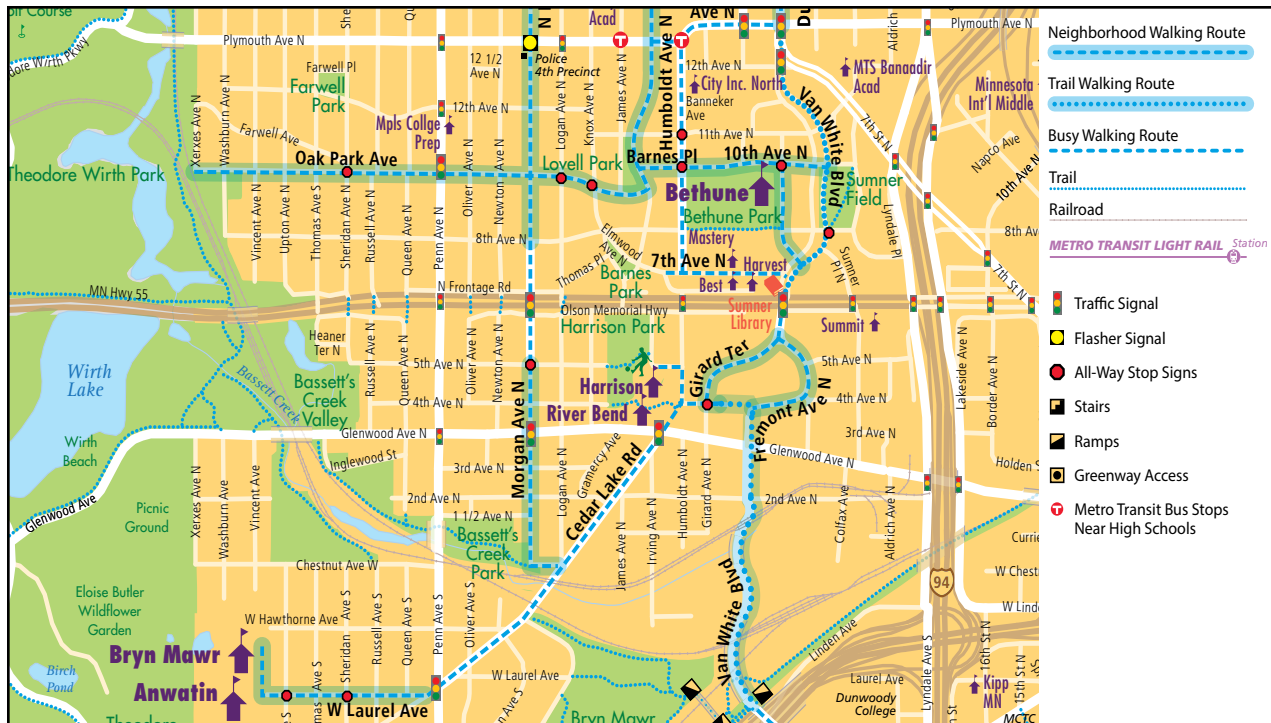


Figure 2-3. Safe Routes to School.

Bicycle Network

The *City of Minneapolis Bikeways Master Plan* states that, “bicycling is a mode of transportation that has many tangible benefits to the people of Minneapolis, including better health, a cleaner environment, less traffic congestion, and financial savings both to government and to individuals.” Transit service and bike routes that complement each other will magnify these benefits. For example, a well-connected and safe bicycle route will increase options for access to the transit system. This can be especially important in this station area with a high proportion homes without cars and where health disparities have been identified.

A system of regional and local bike lanes, trails, and boulevards serve the area well and are designated in the adopted *Minneapolis Bikeways Master Plan*. Major existing east-west facilities in the station include bikeways on Plymouth and Glenwood Avenues and the Cedar Lake Trail at the south extent of the station

area. Major north-south facilities include the Van White Trail and bike lanes on Emerson-Fremont, Cedar Lake Road, and 7th Street North. *The Minneapolis Bikeways Master Plan* proposes a new trail along Bassett Creek and a future facility for Queen Avenue North.

Protected Bikeways

Not everyone feels comfortable and safe riding on a busy street, even with a bike lane, so protected bikeways are an important element for making it easier for people to bike to transit. A protected bikeway is a bicycle facility that is physically separated from motor vehicle traffic. Off-street trails are the most common type of protected bikeway; however, protected bikeways may also be located within street corridors and separated from traffic lanes through parked cars, curbs, medians, bollards/flexible traffic posts, planters or other vertical feature. More information on protected bikeways in Minneapolis can be found at: <http://www.minneapolismn.gov/bicycles/WCMS1P-135610>.

Emerson-Fremont, Plymouth Avenue (east of Emerson-Fremont), the Van White Trail, 7th Street North and Cedar Lake Trail are existing facilities in the station area that are protected bikeways. *The Minneapolis Bikeways Master Plan* further proposes that the Bassett Creek Trail be a protected bikeway.

Other important improvements to the protected bikeway system include construction of the Olson Memorial Cycle Track and elimination of the Van White Trail gap. A potential improvement to the system is the *North Minneapolis Bicycle Greenway*.

Olson Memorial Highway Cycle Track Construction

Community engagement during the planning process identified the desire for an east-west protected bikeway along Olson Memorial Highway. *The Hennepin County Bottineau LRT/Metro Blue Line Extension Bicycle Study*, further explored and recommended this idea. It showed the addition of a separated protected bikeway and pedestrian sidewalk along the north-side of Olson Memorial Highway connecting to the Bassett Creek Trail on the west end and to the Van White Trail on the east end. The final design adds a shared-use trail to extend the bike facility across I-94 to 7th Street North. The cycle track and shared use trail extension will be constructed as a part of the LRT project.

Van White Bike Trail Gap Elimination

Currently there is a “gap” in the existing bicycle trail along Van White Memorial Boulevard from just north of Glenwood Avenue south to 2nd Avenue North. During the planning of the Green Line Extension (Southwest LRT) the community identified the elimination of this gap as an important step to improve access to the Green Line from the northside. The improvements to fill in this gap will be completed as part of the Green Line LRT Extension project.

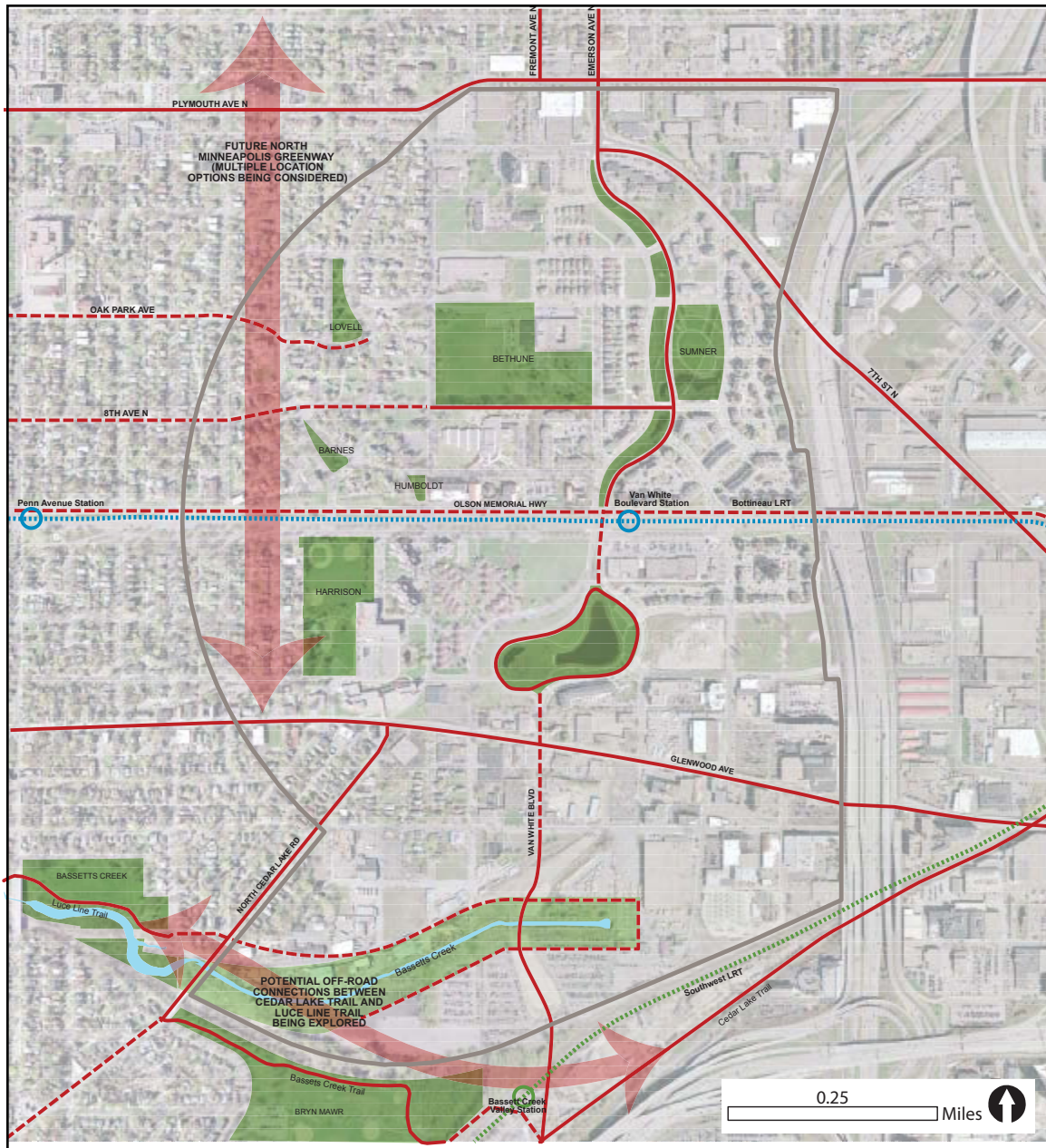
North Minneapolis Bicycle Greenway

The City of Minneapolis is exploring the concept of converting low-traffic streets into a greenway in north Minneapolis. In 2016, the project completed a community engagement phase that was focused on informing residents about the project and collecting input to help define a new transportation and recreation corridor. No final decisions have been made about the proposed greenway at this point. As part of the original study, several alternatives were proposed for the north-south crossing of Olson Memorial Highway at Humboldt, Knox, Logan, and Morgan Avenues. The Knox and Logan crossing will no longer be options, due to the elimination of crossing points at those intersections, but Humboldt and Morgan Avenues could still be considered.

Future Development of the Bicycle Network

The Bassett Creek Valley already features a number of high-quality off-road bikeways, including the Cedar Lake Trail and the Luce Line Trail. However, due to challenges including grade changes and railway rights-of-way, the trails are not linked off-road. Figure 2-4 is conceptual, but this map can serve as a guide for evaluating connections as the area develops. It is not intended to indicate that a facility will be built where shown on the map.

Van White Boulevard Station Potential Trail Gap Connections



- Legend**
- METRO Blue Line Extension Alignment*
 - METRO Green Line Extension Alignment*
 - Station Area
 - *Planned
 - METRO Blue Line Station*
 - METRO Green Line Station*
 - Existing parks & open space
 - Potential parks & open space
 - Existing bikeways
 - - - Planned/proposed bikeways

Figure 2-4. Potential Trail Gap Connections.

Street Network

As with gaps in the sidewalk network, there are changes to the street network that will improve pedestrian, bicycle, and vehicular circulation and also facilitate development. Figure 2-5 shows possible additions to the street network, which are described in the following sections. The new streets in Figure 2-5 are intended to show how the street network could be developed and reconnected. It is not intended to imply a street will be constructed.

Olson Memorial Highway Frontage Roads

The frontage roads on the south side of Olson Memorial Highway between Humboldt Avenue North and Bryant Avenue North will be impacted or removed by the construction of the LRT line. This plan supports their removal to facilitate larger developable parcels near the Van White Station. To the west of Knox Avenue North they could be relocated further south to create larger developable parcels along Olson Memorial Highway. They would be developed in conjunction with the excess right-of-way owned by MnDOT if it is transferred to the City or developers. Strategies for the frontage roads west of Knox Avenue North will be discussed in detail in the forthcoming plan for the Penn Avenue station.

Girard Terrace and MPHA parcels

Girard Terrace closely parallels Van White Memorial Boulevard between Olson Memorial Highway and 4th Avenue North. Because it is mostly redundant with Van White Memorial Boulevard, closure or a narrowing of Girard Terrace is proposed to allow more room for development in the heart of the station area. In addition, the large vacant parcel owned by the MPHA, west of Van White Memorial Boulevard and Girard Terrace (555 Girard Terrace), should not be redeveloped

as a “superblock”, but rather should restore the grid with a street network that is an extension of existing streets. This would include extending 5th Avenue North east from Humboldt to Van White Memorial Boulevard. It would also include creating another east-west street from Humboldt Avenue North to Van White Memorial Boulevard roughly half way between 5th Avenue North and Olson Memorial Highway. This street could also be further extended east of Van White Memorial Boulevard to Bryant Avenue North, should the Summit Academy site ever be redeveloped. Actual layout of the streets would be determined through a separate future development review process.

Humboldt Avenue North

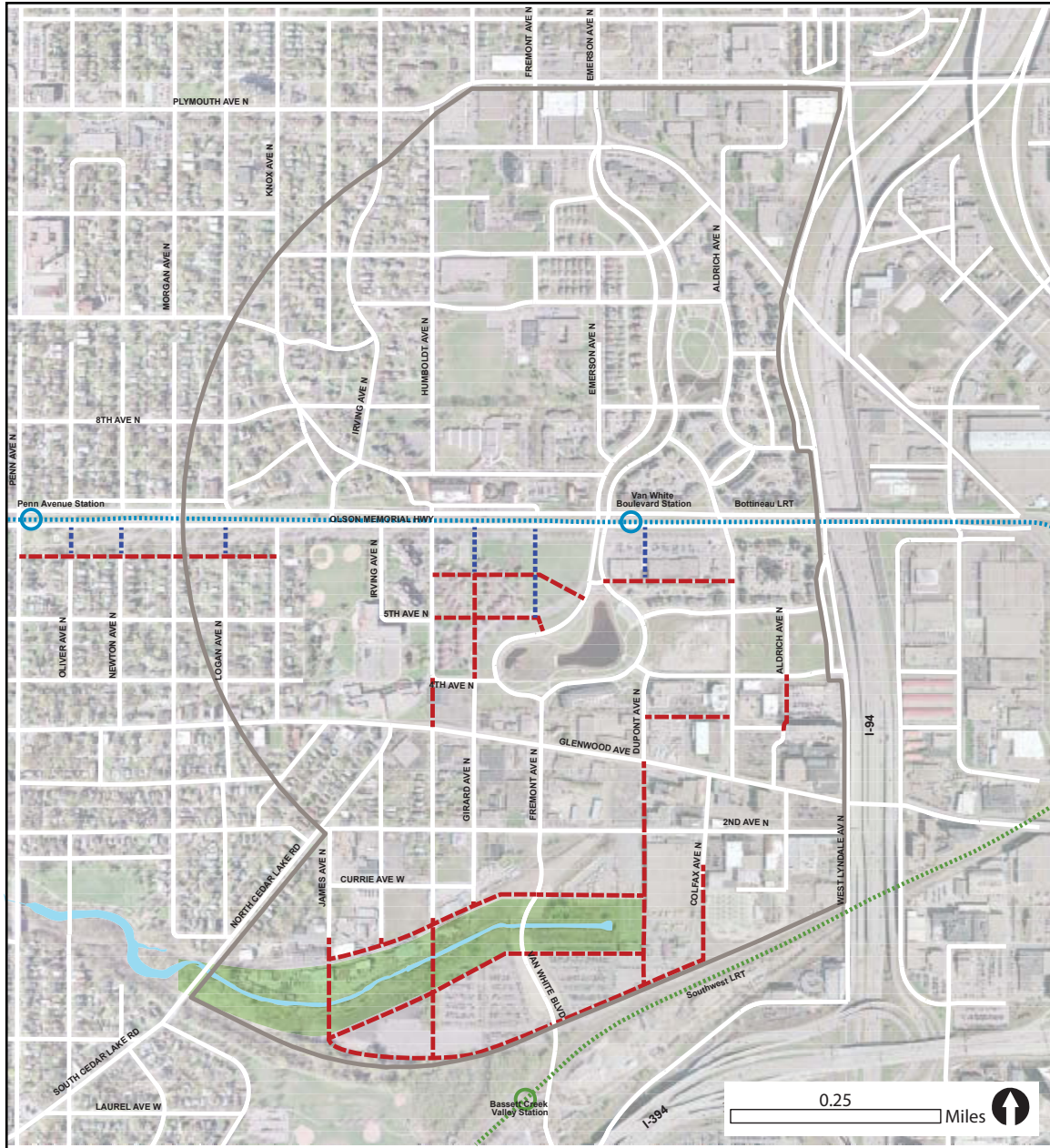
Community engagement identified the idea of connecting Humboldt Avenue North between 5th Avenue North and Glenwood Avenue. This area is currently occupied by a building. Also, no study about traffic impacts has been conducted as a part of the planning process. This plan identifies this idea as future area of study for pedestrian, bicycle, and vehicular connections should the site ever be redeveloped.

Street Connections Needed in Bassett Creek Valley

New east-west streets are envisioned along the open space/park that on both sides of Bassett Creek. The land south of the creek and west of Van White Memorial Boulevard (now occupied by the Impound Lot) will need a connection to the street network to allow for future development on areas not occupied by the open space/park. It may be possible to have an access off of the Van White Memorial Boulevard bridge approach. Other options would be a bridge across the creek at Irving (there is currently a substandard bridge at Irving now), Humboldt, or Girard Avenue. This will require future study to determine street connection options and feasibility.

Van White Boulevard Station

Street Network Framework



Legend

- ⋯ METRO Blue Line Extension Alignment*

 METRO Blue Line Station*

 Existing streets
- ⋯ METRO Green Line Extension Alignment*

 METRO Green Line Station*

 Potential street
- Potential bike/ped walkway

 Potential parks & open space
- Station Area
 *Planned

Figure 2-5. Street Network Framework.

Parking

The Minneapolis Plan for Sustainable Growth discourages the use of land that diminishes the transit and pedestrian character around transit stations. Auto-related uses, parking lots, and park-and rides inherently devote a large area to vehicle maneuvering and storage. Development with active uses like retail, residential, or production and processing that benefit residents are preferred. While off-street parking is not prohibited, priority should be given to pedestrian, bike, and transit access to the stations. Valuable land near the station should be preserved for development because it fosters a safe pedestrian and biking environment on routes to the station. The city reduced parking requirements in 2015 to facilitate these goals near transit stations.

Park-and-ride facilities are not supported at the Van White station area. While park-and-ride facilities can increase ridership at stations, they are an underutilization of land in an area with high potential for transit oriented development. They also attract driving in areas prioritized for transit and may encourage “hide-and-ride” parking in neighborhoods. Like accessory parking lots, they can have a negative impact on pedestrian, bike, and transit friendly routes to stations.

Recommendations

The following are proposed recommendations regarding transit elements of the station area. It is intended to cover major changes and themes and is not a list of every possible issue related to those elements.

- Complete gaps in the bicycle, pedestrian, and street network. Filling in these gaps will support access to transit stations and to improve the accessibility of the existing neighborhood and new development.
 - Prioritize the evaluation and implementation of proposed street network at appropriate time depending on development readiness and capital improvement plan priorities.
 - Evaluate the existing sidewalk gaps and prioritize them for inclusion in the City’s sidewalk gap program.
 - New development projects will complete any sidewalk gaps that remain adjacent to their parcels.
 - Reevaluate safe routes to schools work and maps after the LRT service is running to address any unforeseen changes needed due to new LRT infrastructure
 - Develop safe routes to transit strategies when revised bus feeder routes are established by Metro Transit.
- Continue to coordinate and consider all transit projects, bikeways, pedestrian elements when making development and infrastructure decisions (or entitlement reviews for individual projects) in the station area.

3

LAND USE

Land use and transit are interrelated. Transit investments influence land use patterns while higher density and diversity of land uses support transit ridership. This chapter details policy guidance for land use decisions in the station area, including the location, intensity, and mix of uses. The future land uses build upon the City's comprehensive plan and input received through the station area planning process. When redevelopment occurs within the station area, it will be required to adhere to the future land use plan. The resulting land use and development intensity maps are described in detail in the subsequent sections.

Existing Land Use

The Van White station area encompasses a mix of land uses and development types as depicted in Figure 3-1. The land uses shown on this map represent a period in time and may not exactly match actual land uses. It is intended to provide context.

Between Olson Memorial Highway and Bassett Creek are several large vacant and underutilized parcels. Their proximity to transit stations makes them important sites for implementing Transit Oriented Development. Additional density and diversity of land uses in the Van White station area are key to transforming and enlivening the community. They offer customer support to existing and desired retail areas. They support existing and new transit service. They provide housing choice and strengthen the

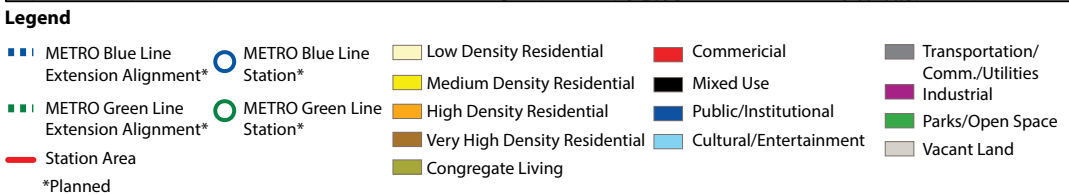
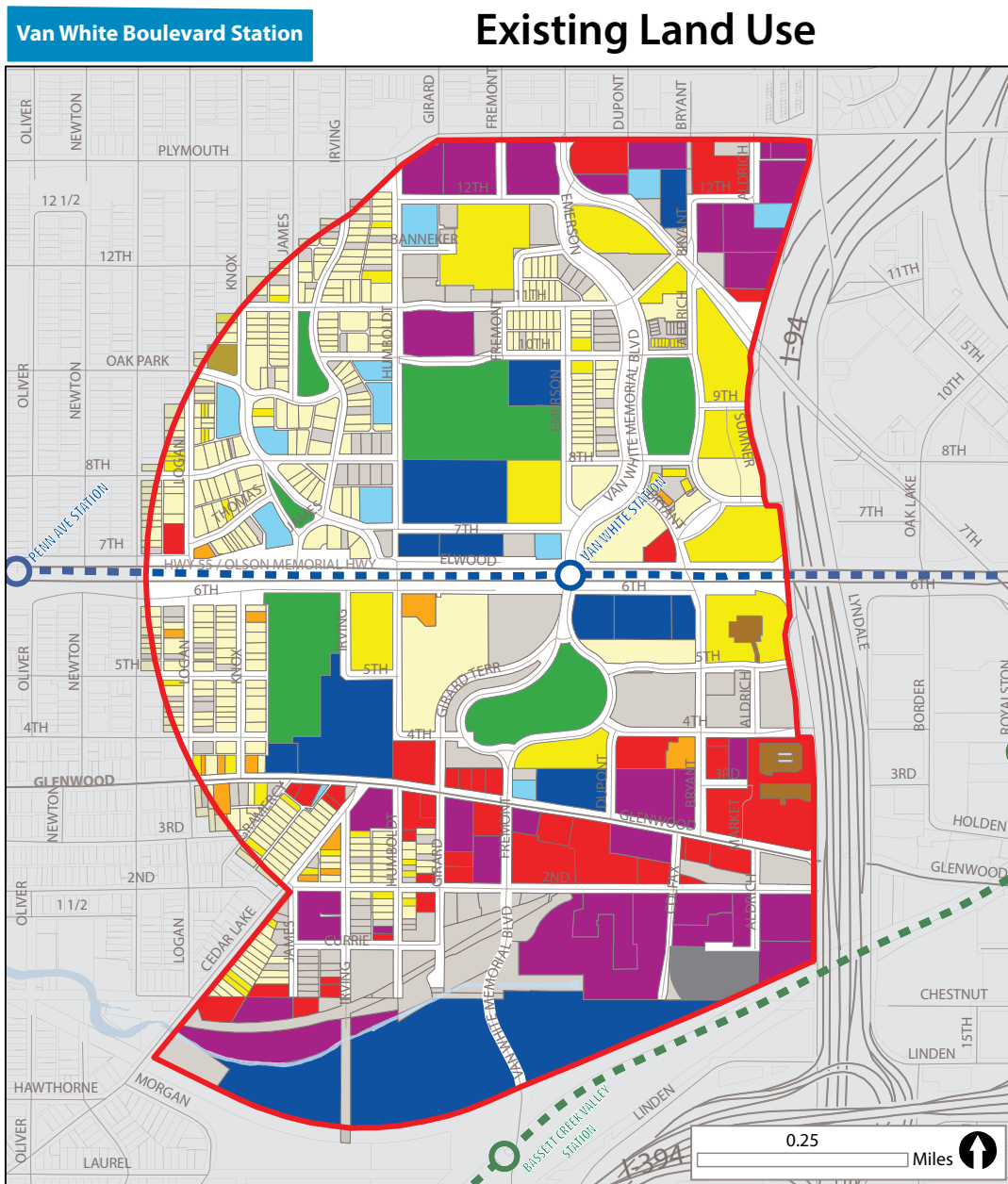
safety and stability of the neighborhood. The land use map update will facilitate the transition from existing vacant and underutilized land use to a more dense and diverse transit oriented neighborhood.

Future Land Use – Comprehensive Plan

Two land use features are recommended for the station area, based on policy guidance in the current comprehensive plan, *The Minneapolis Plan for Sustainable Growth*. First, the station area should be designated a Transit Station Area. Second, a Neighborhood Commercial Node feature should be added at Van White Memorial Boulevard and Olson Memorial Highway.

Currently the City of Minneapolis is in the process of a comprehensive plan update, *Minneapolis 2040*, with the goal of adoption of a new comprehensive plan in 2019. The important point to understand from the land use recommendations of this station area plan is the intent of the feature or category rather than the specific name. When the new comprehensive plan is adopted, land use decisions will utilize the feature or category that most closely aligns with the recommendations of this plan for policy guidance.¹

¹ The timing of the station area plan places it between the phasing out of the current comprehensive plan and the adoption of the new comprehensive plan. This creates some difficulty in that this plan uses the conventions of the existing comprehensive plan while knowing there will be changes in the future comprehensive plan document. The updated comprehensive plan will likely have different land use features and categories (or they may be named differently) than the current comprehensive plan.



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Figure 3-1. Existing Land Use.

Future Land Use – Parcel Based Maps

The parcel-based Future Land Use map (Figure 3-2) has a land use designation for each specific parcel. It indicates the appropriate land use necessary to accommodate development that will be commensurate with the transit investments being made in North Minneapolis. Where residential is allowed the category specifies a corresponding density. The land use categories and densities are based on the policies of *The Minneapolis Plan for Sustainable Growth*. Additional guidance for density and scale is detailed in the development intensity section later in this chapter.

Low Density Residential – Areas that are primarily single- and two-family residential, but may also have smaller cluster and townhome development. Density range is 8-20 dwelling units per acre. This land use category is generally most appropriate at the edges of the station area.

Medium Density Residential - Areas that allow multi-family at 20-50 dwelling units per acre. The Medium Density Residential district is intended to provide transitional density between the Medium to High Density Residential district and the Low Density Residential district. This land use category is generally most appropriate at the edges and middle of the station area.

Medium to High Density Residential – Areas that allow multi-family residential at 20-120 dwelling units per acre. This category is most appropriate for areas that are easily walkable to high volume transit like LRT and ABRT.

Mixed Use: Medium to High Density Residential – Allows for mixed-use development, including mixed-use with residential. Mixed-use may include a mix

of commercial, office, or residential uses within a building or a district. There is not a requirement that every building be mixed-use. Where residential is present, it is at densities of 20-120 dwelling units per acre. This category is most appropriate for areas that are easily walkable to high volume transit like LRT and ABRT.

Mixed Use: Medium to High Density Residential/Flex Space – Allows for mixed use development, including mixed use with residential. Mixed use may include a mix of commercial, office, production, processing, and warehousing flex space, or residential uses within a building or a district. There is not a requirement that every building be mixed use. Where residential is present, it is at densities of 20-120 dwelling units per acre. Production, processing, and warehousing flex space uses are environmentally friendly, job-intensive, and transit oriented uses that may require light industrial zoning, as their scale would be larger than the production, processing, and warehousing use allowed in commercial districts. While warehousing is allowed, it is not intended to be the sole use of a building and should be designed so it can transition to more productive and job intensive uses in the future. This category is not intended for I2 or I3 Medium or Heavy Industrial Zoning. This category is most appropriate for areas that are easily walkable to high volume transit like LRT and ABRT. For those blocks that are immediately adjacent to the LRT stop at Olson Memorial Highway and Van White Memorial Boulevard ground floor retail is required. Likewise, for those blocks that are immediately adjacent to the ABRT stop at Glenwood Avenue and Van White Memorial Boulevard ground floor retail is required.

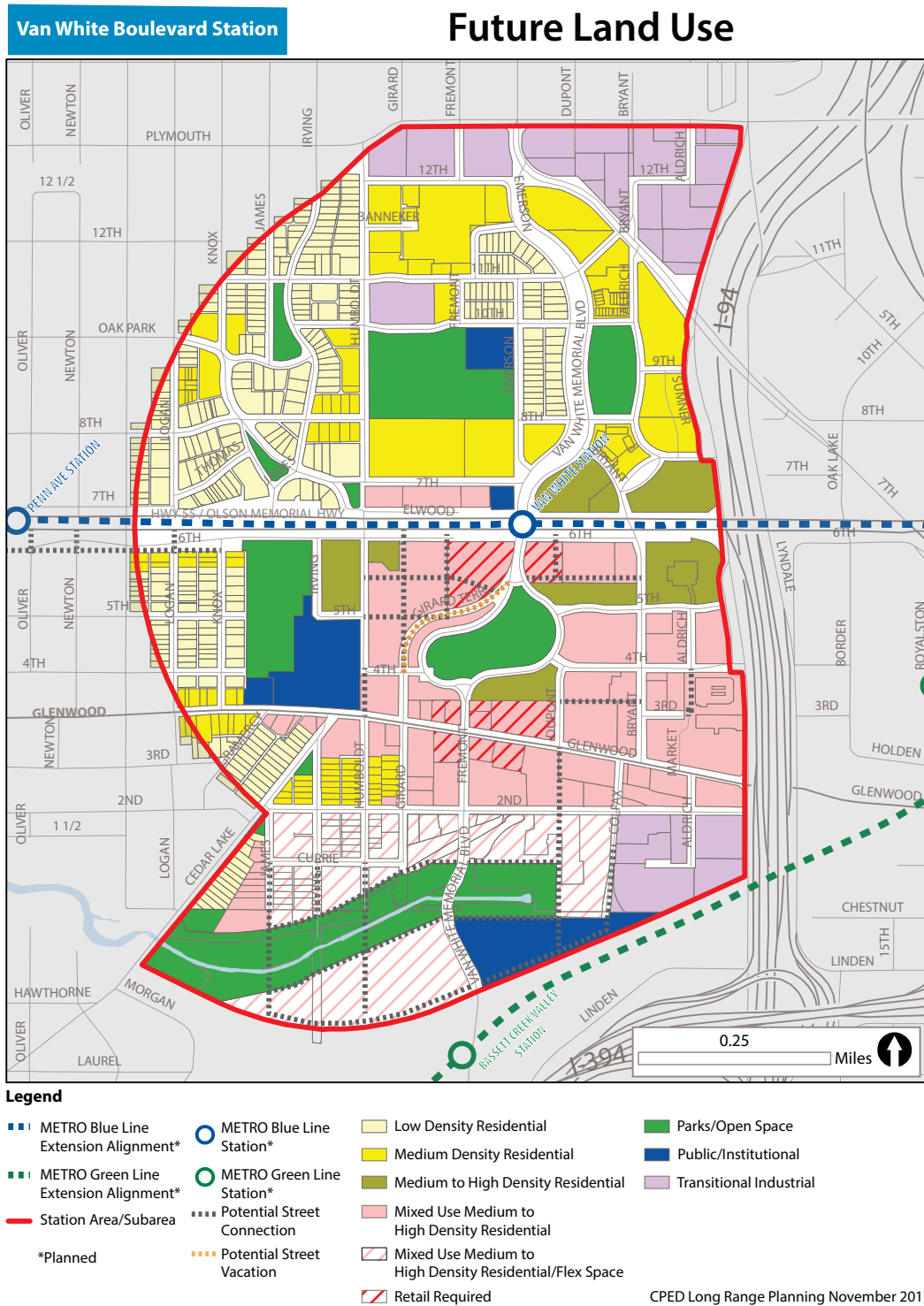


Figure 3-2. Future Land Use.

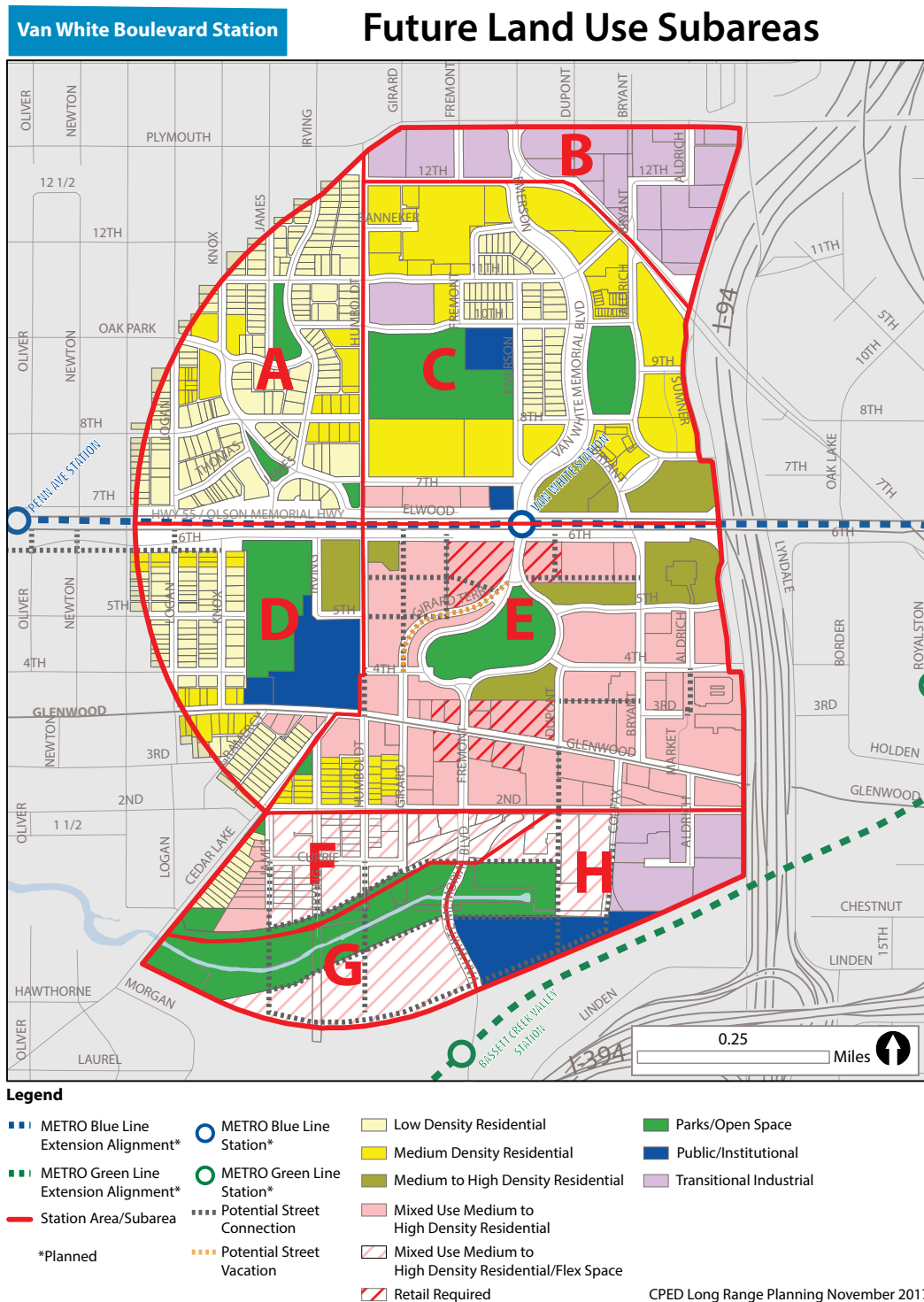


Figure 3-3. Future Land Use Subareas.

Parks and Open Space - Applies to land or water areas generally free from development. Primarily used for park and recreation purposes, natural resource conservation, or historic or scenic purposes. Private property shown as parks and open space indicates an aspiration for the area to transition to that use, but does not require a legally established use to become public park land unless acquired for that purpose.

Public and Institutional – This designation has been placed on public facilities including public schools, libraries, and the Impound Lot.

Transitional Industrial - Industrial areas (not necessarily all existing industrial uses) located outside of Industrial Employment Districts are labeled “transitional” since they may eventually evolve to other uses compatible with surrounding development. Although they may remain industrial for some time, they will not have the same level of policy protection as areas within industrial districts.

The categories above are meant to provide a general description of the land use for the station area. However, development proposals should be evaluated against the entire policy guidance of this plan (and other relevant plans and policies) to determine if they are an appropriate land use. The dwelling units per acre measurement is a guideline that should be evaluated contextually with other factors such as building height, setbacks, impervious surface, floor area ratio, and site design and is not intended to be a strict limit. For example, some buildings on very small sites, or buildings with smaller units, or buildings that qualify for density bonuses, may exceed the specified density range and still be considered an appropriate land use for the site. Further, the City’s current zoning code has already eliminated the minimum lot area per dwelling unit (a measurement of density) from most of the multi-family residential districts. Therefore, while this plan lists the dwelling unit per acre measurement, because it is the framework in the current comprehensive plan, it is to be considered a general guide and not a strict limit. It can be exceeded, when new buildings meet design standards and policy guidance of this plan. After the adoption of *Minneapolis 2040*, future land use decisions will utilize the policy guidance of that plan for development decisions.

Future Land Use Guidance by Subarea

The parcel-based land use map in Figure 3-3 divides the future land use map for the station area into sub areas. A corresponding narrative provides more detailed guidance for land use in each subarea, beyond the generalized categories listed in the preceding section.

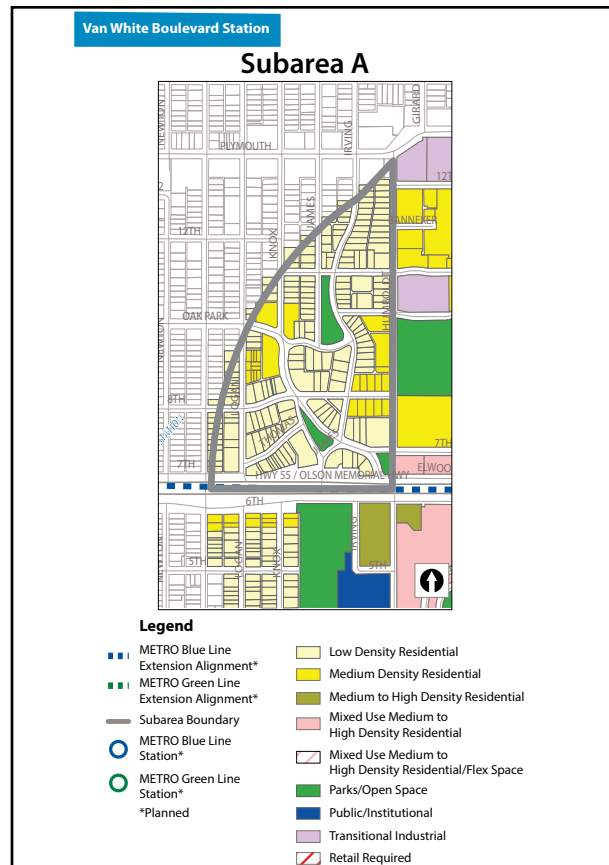


Figure 3-4. Future Land Use for Subarea A.

Subarea A

This area is primarily single and two-family homes with multifamily, religious, and institutional properties interspersed across the area. This is not an area of major change. The small area plan maintains the Low Density Residential designation for the majority of the subarea. However, where there are multi-family buildings or larger clusters of vacant lots currently with R4 or R6 residential zoning, the established land use pattern and shows those areas as Medium Density Residential.

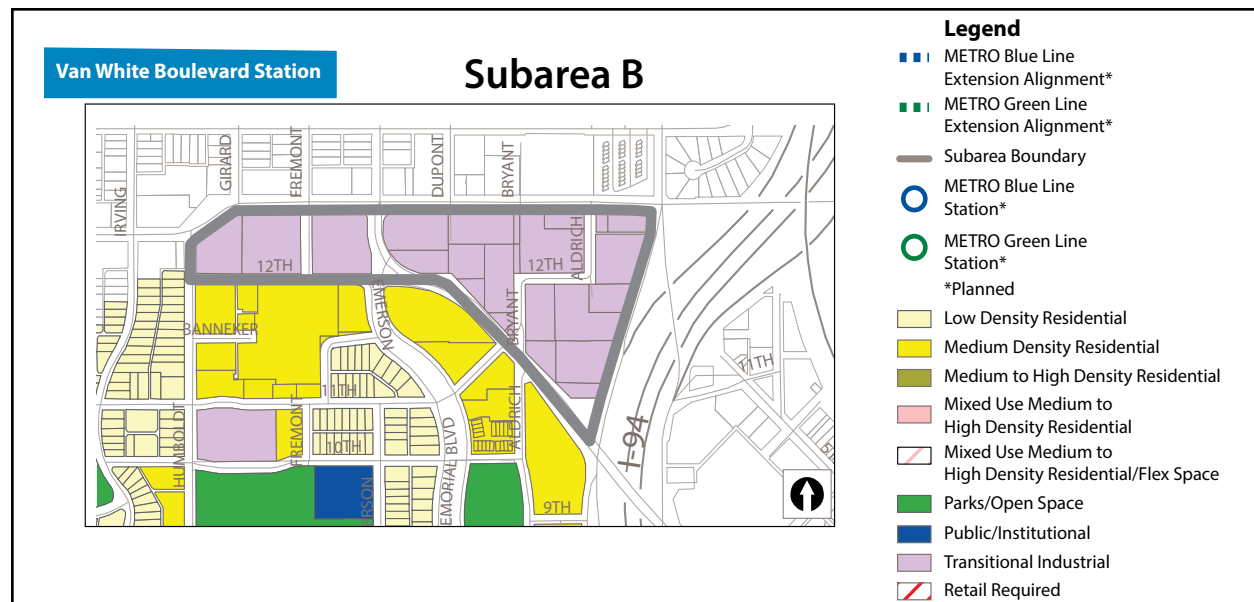


Figure 3-5. Future Land Use for Subarea B.

Subarea B

This area is comprised of one-story industrial, office, and institutional buildings, built in the 1980s and early 1990s. Before that time, Plymouth Avenue was historically a commercial corridor. By the 1960s this area was designated for future interstate expansion. When that segment of the interstate system expansion was discontinued, the city designated the land use for the area as light industrial. This land use category was continued from the 1970s through 2009, when the designation was changed to its current category of Transitional Industrial with the adoption of *The Minneapolis Plan for Sustainable Growth* in 2009. While this plan does not indicate a major change in land use, it does encourage significant intensification of the employment density in the subarea.

The station area plan will maintain the current Transitional Industrial designation for this subarea. *The Minneapolis Plan for Sustainable Growth* designates areas with industrial land uses that are located outside of Industrial Employment Districts as “transitional” because they may eventually evolve to other uses compatible with surrounding development. Although

they may remain industrial for some time, they will not have the same level of policy protection as areas within industrial districts. While the area is transitional, the preferred land use for the subarea is job-intensive uses rather than residential. However, mixed-used residential, that is compatible with the non-residential uses, can be considered where it is designed to be compatible with the adjacent industrial uses.

Subarea C

This area is a mix of relatively new medium-density, multi-family and low-density single-family housing resulting from the redevelopment of the area in the late 1990s known as Heritage Park. There is a mix of parkland, institutional, educational, multi-family, and even industrial uses that predate the Heritage Park redevelopment. In general, the future land use plan follows the land use pattern developed for Heritage Park by maintaining lots platted for single-family development as Low Density Residential and continuing the Medium Density Residential designation in other areas. However, the station area plan does recommend some changes from previous policy, as noted in the following sections.

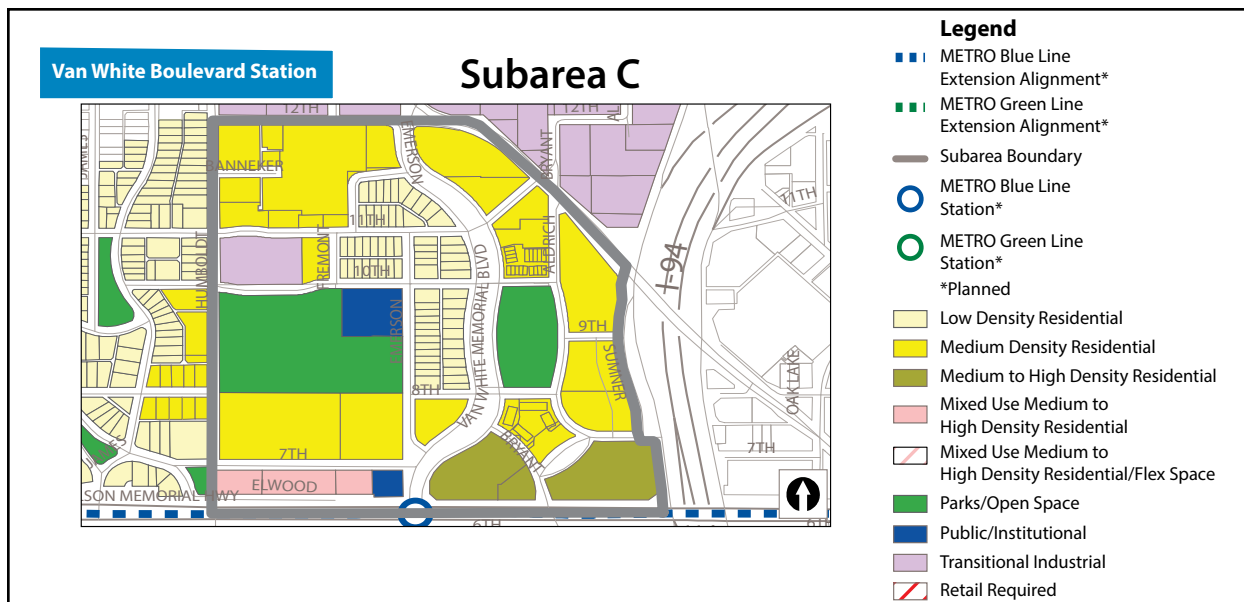


Figure 3-6. Future Land Use for Subarea C.

The area fronting on Olson Memorial Highway between Van White Memorial Boulevard and Humboldt Avenue North (excluding Sumner Library) has been updated to allow Mixed Use Medium to High Density Residential. This area contains educational, institutional, and religious institutions including the historic landmark eligible Wayman A.M.E. Church. The land use designation guides appropriate land use for the area, however, it should not be interpreted to mean that potential historic landmarks should be demolished and redeveloped. The mixed-use designation would guide appropriate internal uses for the buildings and for new development should surface parking be redeveloped.

The area fronting on Olson Memorial Highway between Van White Memorial Boulevard and West Lyndale Avenue North has been updated to allow Medium to High Density Residential. The structures in this area are relatively new and the buildings are not proposed for new construction at this time. However, in the long-term, if the sites were to be redeveloped, higher-density residential adjacent to the LRT station would be appropriate.

Subarea D

The area south of Olson Memorial Highway and west of Humboldt Avenue North and Cedar Lake Road is mainly single-family homes. There is multi-family residential and commercial along Glenwood Avenue. There are larger apartment buildings at the northeast corner of 5th and Irving Avenues North. No change to the development market is anticipated in this subarea. The plan continues the existing land use guidance, which reflects established land use patterns, for the majority of the area with a couple of exceptions explained in the following section.

Closer to the station development opportunity exists, so the south side of Olson Memorial Highway west of Harrison Park has been updated to allow Medium Density Residential for a depth of three to four lots to the south of the frontage road. This category would also be allowed on the excess right-of-way between the highway and the frontage road should that land be made available for development.

The southwest corner of Cedar Lake Road and Glenwood Avenue is comprised of one-story commercial buildings. The plan shows this area as Mixed Use Medium to High Density Residential to continue to allow commercial uses, but also to encourage residential development above the first floor.

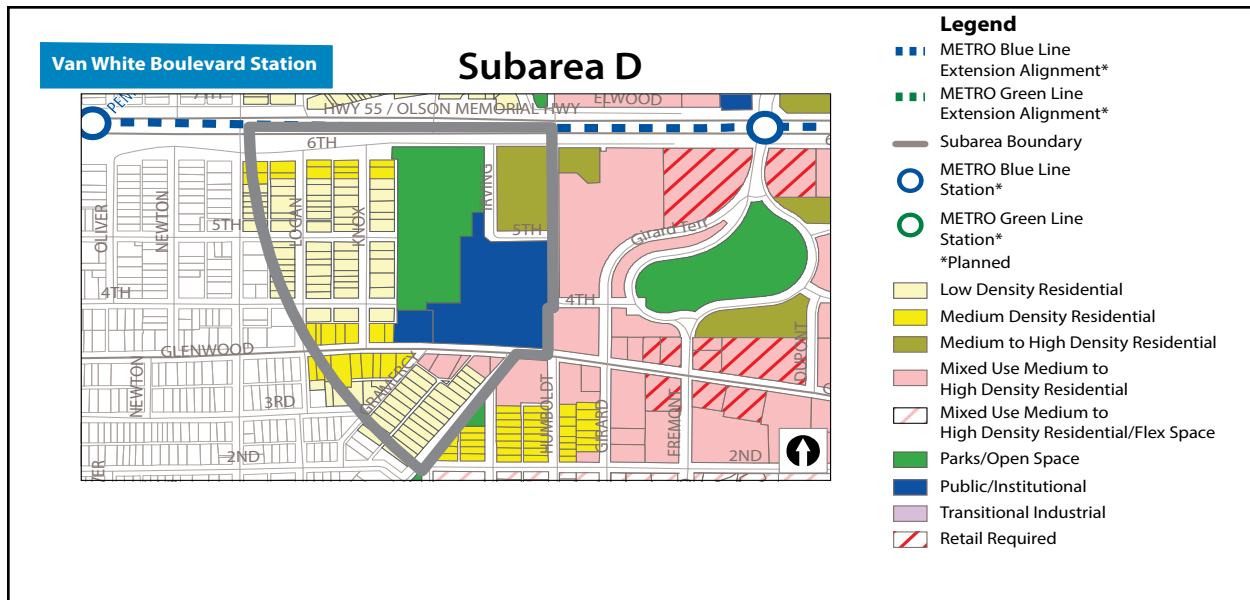


Figure 3-7. Future Land Use for Subarea D.

Subarea E

This area currently includes a mix of residential uses with mixed-use along Glenwood Avenue. Summit Academy is at the southeast corner of Olson Memorial Highway and Van White Memorial Boulevard. There are also large vacant parcels owned by the Minneapolis Public Housing Authority (MPHA). Because the opportunity to realize transit oriented development is so great in this area, the small area plan has updated several parcels in the subarea from residential to Mixed Use Medium to High Density Residential.

The station area plan promotes the development of two retail intersections on Van White Memorial Boulevard at Olson Memorial Highway on the north end and at Glenwood Avenue at the south end. The intersection of Van White Memorial Boulevard and Glenwood Avenue is already designated a Neighborhood Commercial Node. The intersection at Van White Memorial Boulevard and Olson Memorial Highway is recommended to become a Neighborhood Commercial Node. Van White Memorial Boulevard between the two commercial areas fronts on open space and is envisioned to be a pedestrian friendly

street with residential uses part of any development. Retail should be concentrated at the two nodes. While some parcels fronting on the open space are designated for mixed-use, it is preferred that they have housing component facing (on ground level or upper stories) the open space. While commercial is allowed along Van White, retail commercial is required at the nodes.

The preferred development alternative for the MPHA site at the southwest corner of Van White Memorial Boulevard and Olson Memorial Highway (555 Girard Terrace) is to create a mixed-use development with neighborhood serving retail, services, offices, and residential. It is the area most appropriate for a mixture of uses in taller buildings that have a high intensity of jobs and density of people. A vacation of Girard Terrace can be considered to make a larger developable area of this parcel. Developments proposals that include streets to reconnect the grid and to facilitate pedestrian access through the site are preferred (see Chapter 2 Transportation and Chapter 5 Urban Design). The size of this parcel makes it a good candidate for neighborhood serving retail (as part of a multi-story, mixed-use building) such as a supermarket. Retail is required on the ground floor of new developments.

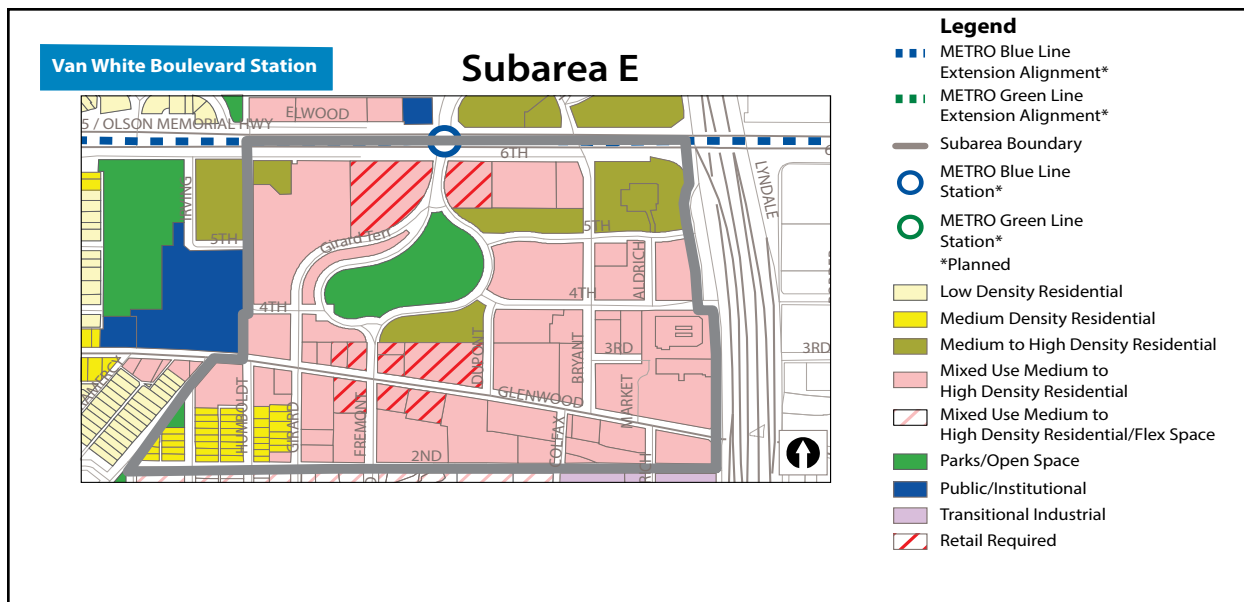


Figure 3-8. Future Land Use for Subarea E.

The area between Van White Memorial Boulevard and West Lyndale Avenue North and also between 4th and 5th Avenues North is comprised of large parcels owned by the MPHA. The station area plan updates the land use designation to Mixed Use Medium to High Density Residential. While the area fronting on the open space is designated for mixed-use, it is preferred that it have housing component facing (on ground level or upper stories) the open space. While commercial is allowed, retail commercial is required at the nodes.

The station area plan updates the land use designation at the northeast and northwest corners of 2nd and Girard Avenues North from residential to Mixed Use Medium to High Density Residential to reflect the historic and existing land use.

The southwest corner of Cedar Lake Road and Irving Avenue North is shown as parks and open space, to indicate a preference for a gateway open space feature at this location. This designation is to encourage that type of feature as a part of a development, but it should be noted that a private owner can't be mandated to provide that open space or parkland. If the land is not utilized as open space it would be considered Medium Density Residential like the adjacent parcels.

Subarea F

This area is a mix of uses. There is a continuous row of single and two-family homes on Cedar Lake Road, but there are also residential uses scattered throughout. The neighborhood also contains a checkerboard of railroad right-of-way parcels, vacant land, and industrial uses (some vacant). This is an area anticipated for significant redevelopment and growth in much of the subarea, because of the amount of vacant land and the proximity to the transit station and Bassett Creek.

The station area plan continues the designation of the properties fronting on Cedar Lake Road as Low Density Residential. A small parcel at the southwest corner of Cedar Lake Road and James Avenue is designated as parks and open space to indicate a preference for a gateway open space feature at this location. This designation is to encourage that type of feature, but it should be noted that a private owner can't be mandated to provide that open space or parkland. If the land is not utilized as open space it would be considered Low Density Residential like the adjacent parcels.

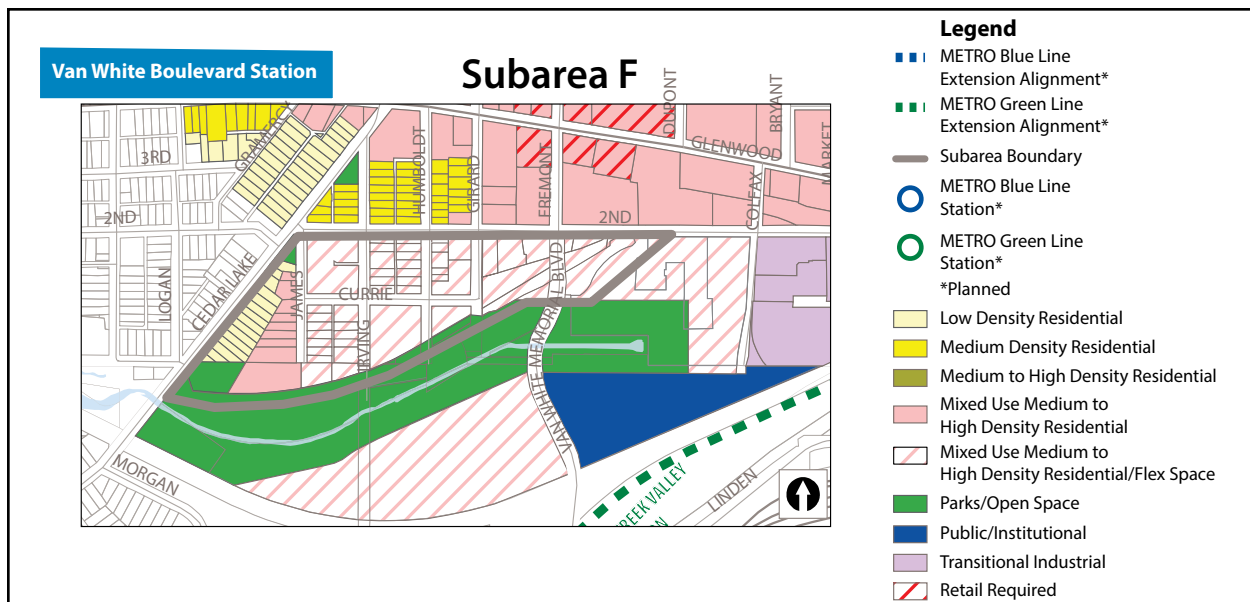


Figure 3-9. Future Land Use for Subarea F.

For the remainder of the area north of Bassett Creek, the land use map has been updated to Mixed Use Medium to High Density Residential/Flex Space. The intent is to provide flexibility to facilitate positive job-intensive development in an area with geotechnical and environmental challenges. In addition to commercial and residential uses, this land use category also allows production, processing, and warehousing flex space uses that are environmentally friendly, job-intensive, and transit oriented (job center for transit uses). Some uses may require light industrial zoning, as their scale would be larger than the production, processing, and warehousing uses allowed in the commercial zoning districts. While warehousing can be allowed, it is not intended to be the sole use of a building and should be designed so it can transition to more job intensive uses in the future. This land use category is not intended for I2 or I3 medium or heavy industrial zoning. A new zoning code district is recommended to more accurately allow the uses intended by this land use category.

There are difficult development issues in Bassett Creek Valley including poor soils, high water tables, and pollution. Because of this, taller buildings may be necessary to allow for above-ground structured parking and to cover increased development costs.

Further, the addition of mixed-use will allow for additional neighborhood services and employment opportunities. The wider range of land uses and the increased height and density, while necessary to overcome the development issues and to develop a vibrant neighborhood in the area, should be done in a manner that meets the goals of the plan. Taller buildings should be closer to the Bassett Creek Valley LRT station, stepping down to four to five stories toward the single-family areas. Site plans should encourage connectivity through the area and towards Bassett Creek and to the Bassett Creek Valley LRT station. Structured parking should be lined with active uses where fronting on public streets or Bassett Creek.

Subarea G

This area is the west storage yard of the City Impound Lot. The *Bassett Creek Valley Master Plan* (adopted 2007) proposed the creation of open space along Bassett Creek between Cedar Lake Road and Van White Memorial Boulevard. This is an area currently occupied by the City Impound Lot on the south side of the creek and parts of Pioneer Paper fronting on the north side of the creek. In November of 2015, the City Council approved a concept plan that relocated the majority of the Impound Lot off of the area west of Van White

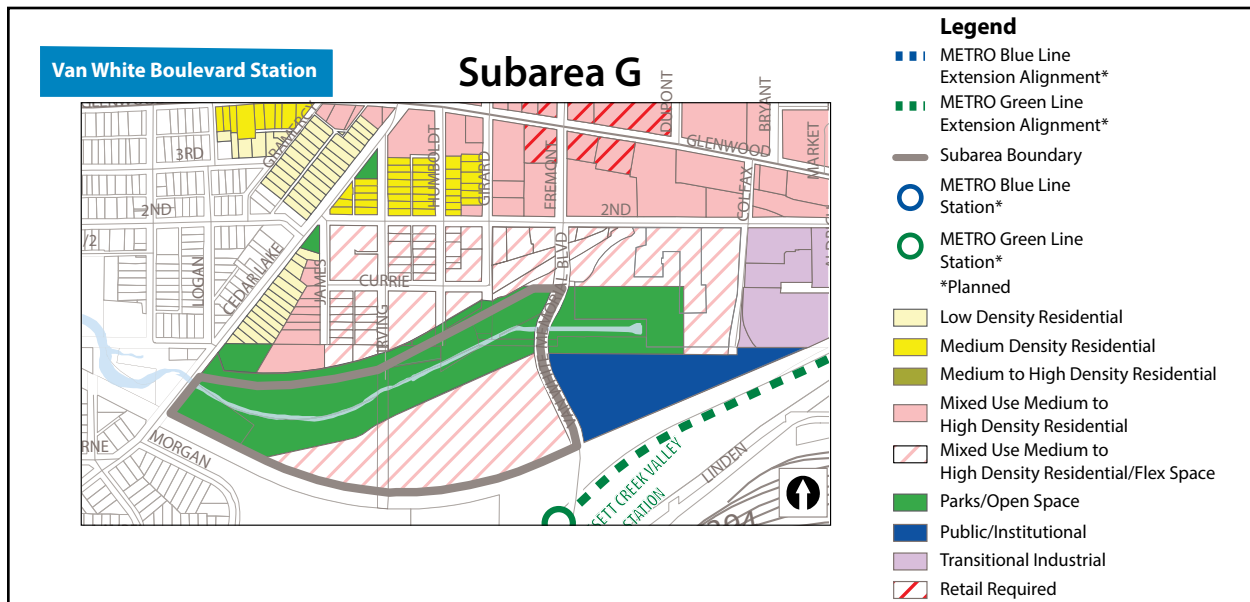


Figure 3-10. Future Land Use for Subarea G.

Memorial Boulevard (see Appendix B for the latest version of the Impound Lot design). This action will free up land for that open space. However, due to the significant environmental issues and costs associated with this vision, the station area plan recommends a smaller linear open space along the creek as an alternative that may be more feasible and that could incorporate development along Van White Memorial Boulevard. However, it is not intended to forgo the construction of the original proposal if it becomes possible. In either case, the intent is to provide an amenity for the neighborhood and to encourage future development in the area. Any open space or park development along Bassett Creek should have green space on both sides of the shoreline for a depth of at least 50 to 100 feet from the shoreline for the entire length of the creek.

Allowing development on the west side of Van White Memorial Boulevard will place activity and surveillance along the street in an area that is currently secluded. Future development in this area should be designed to have a “front” with physical connections facing both the open space and adjacent streets. This would include entrances, amenity areas, or even storefronts

opening onto the sidewalks and/or open space. Due to the grade of the bridge, bridge approach and adjoining abutments, and flood plain, this direct connection may not be possible in all instances, but should be explored. Regardless, the presence of the buildings would provide surveillance of the area.

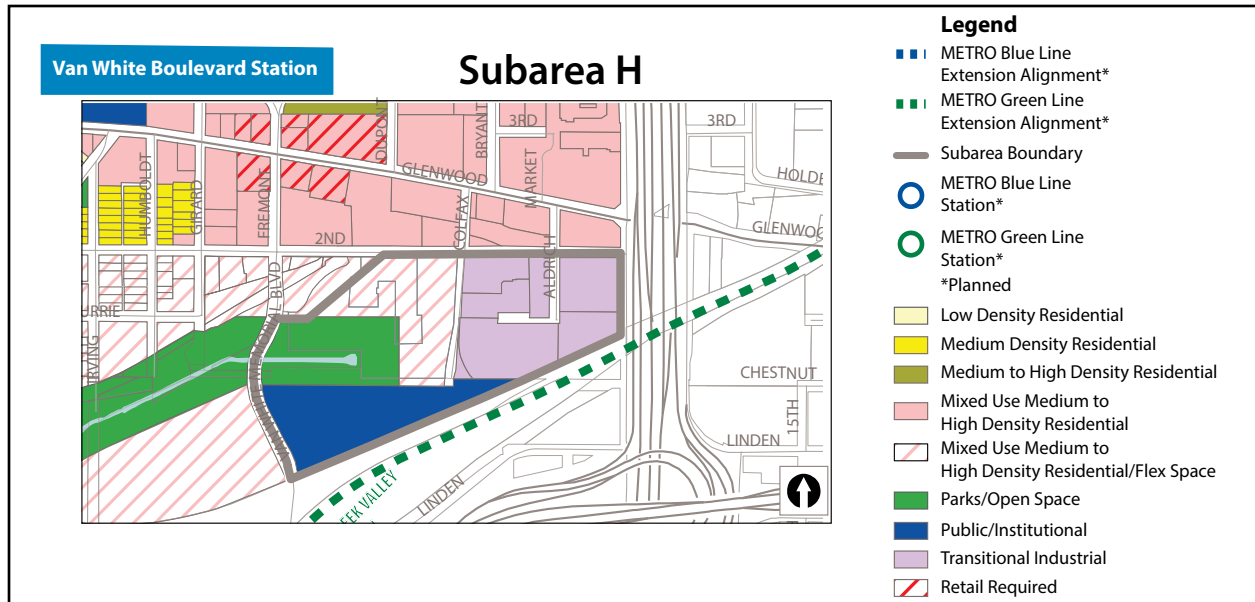


Figure 3-11. Future Land Use for Subarea H.

Subarea H

This area is a checkerboard of public uses, utilities, industrial, commercial, and offices. It includes the City Impound Lot, a school bus maintenance facility, and an electric power substation. As noted in the narrative for Subarea G, in November of 2015, the City Council approved a concept plan that relocated the majority of the Impound Lot off of the area west of Van White Memorial Boulevard and directed that the area east of Van White be improved for better operations and customer service (see Appendix B for the latest version of the Impound Lot design). This plan recognizes this direction and designates the land use for the impound lot as public/institutional. The Van White station area plan has updated the land use from residential to Mixed Use Medium to High Density Residential/Flex Space for parcels on the south side of 2nd Avenue North west of Colfax Avenue North to allow that type of development in the future, should it be possible.

Bassett Creek Flood Plain

Subareas F, G, and H all have areas within the current Federal Emergency Management Agency (FEMA) flood maps. Since the FEMA map was last updated in 2016 the Surface Water and Sewers Division of Public Works has completed a hydraulic/hydrology model of the area that shows flood risks to parcels beyond what is currently predicted by the FEMA floodplain map (see Appendix C for flood map). The Bassett Creek Watershed Management Organization (BCWMO) is also nearing completion of a hydrology model of the Bassett Creek Watershed that similarly predicts elevated flood risks to parcels. The City and the BCWMO modeling, utilizing recent precipitation data and information about the City's stormwater system, predict flooding in this area beyond what is represented by the current FEMA floodplain map.

Current land use maps (and development scenarios in the Urban Design Chapter) provide a potential vision for future development. Actual development will occur in consideration of the above noted information, future studies, site conditions, and stormwater management strategies. Some parcels shown as within flood areas may be able to be developed, others may be more appropriate as undeveloped. To minimize risks to City and private investors the City is committed to taking a comprehensive approach to mitigating flooding and managing stormwater in this area. This approach is preferable to trying to mitigate risks on a parcel by parcel basis. The plan to move forward with development that recognizes the need to mitigate flood risks comprehensively across the area will be consistent with the City's ultimate plan to manage water regionally.

In 2017, the City of Minneapolis has received a \$100,000 Transit Oriented Development predevelopment grant from the Metropolitan Council to study critical development issues related to the 20 acre Impound Lot site and the Van White Memorial Boulevard and 2nd Avenue North area. Grant funding will be used to evaluate flood mitigation opportunities and conceptual design of a regional storm water system, potential ways to extend utilities, soil conditions and pollution, and possible roads and bridge to access to the area west of Van White Memorial Boulevard. The grant will also begin to design a linear park or open space along Bassett Creek west of Van White Memorial Boulevard.

Development Intensity – Parcel Based Maps

Moderate to high-density development served by frequent transit with a mix of housing, retail, and employment choices will mitigate the forces of gentrification, provide housing choice, increase employment opportunities, and allow people to live and work with less or no dependence on a personal car. The intensity scale employed in this plan attempts to make development scale intuitive by correlating each district with a mix of compatible development intensities that are common in Minneapolis. The map in Figure 3-12 is parcel-specific, similar to the plan's Future Land Use map.²

The development intensity map assigns property in the Van White Boulevard station area—whether residential, commercial or mixed use—to one of three development districts. The three development districts represent different acceptable density levels.

Neighborhood Scale development district - supports low to medium-density development types in the existing residential neighborhoods. Includes single and two-family homes and Accessory Dwelling Units and in some areas and townhomes, cluster developments, or small apartment buildings may be appropriate. This category is generally most appropriate at the edges of the station area.

Urban Scale development district - supports medium-density development at three to four-story building heights. The Urban Scale development district is intended to provide transitional density between the Transit Scale development district and the Neighborhood Scale

² While the map is parcel specific, in the Bassett Creek Valley area, the intensity boundaries do not always match parcel boundaries, because future development will likely not match current parcel boundaries when the street and utility network is completed. For this area the intensity boundaries are a general guide that can be adjusted to meet future lot lines as streets are developed and parcels are platted.

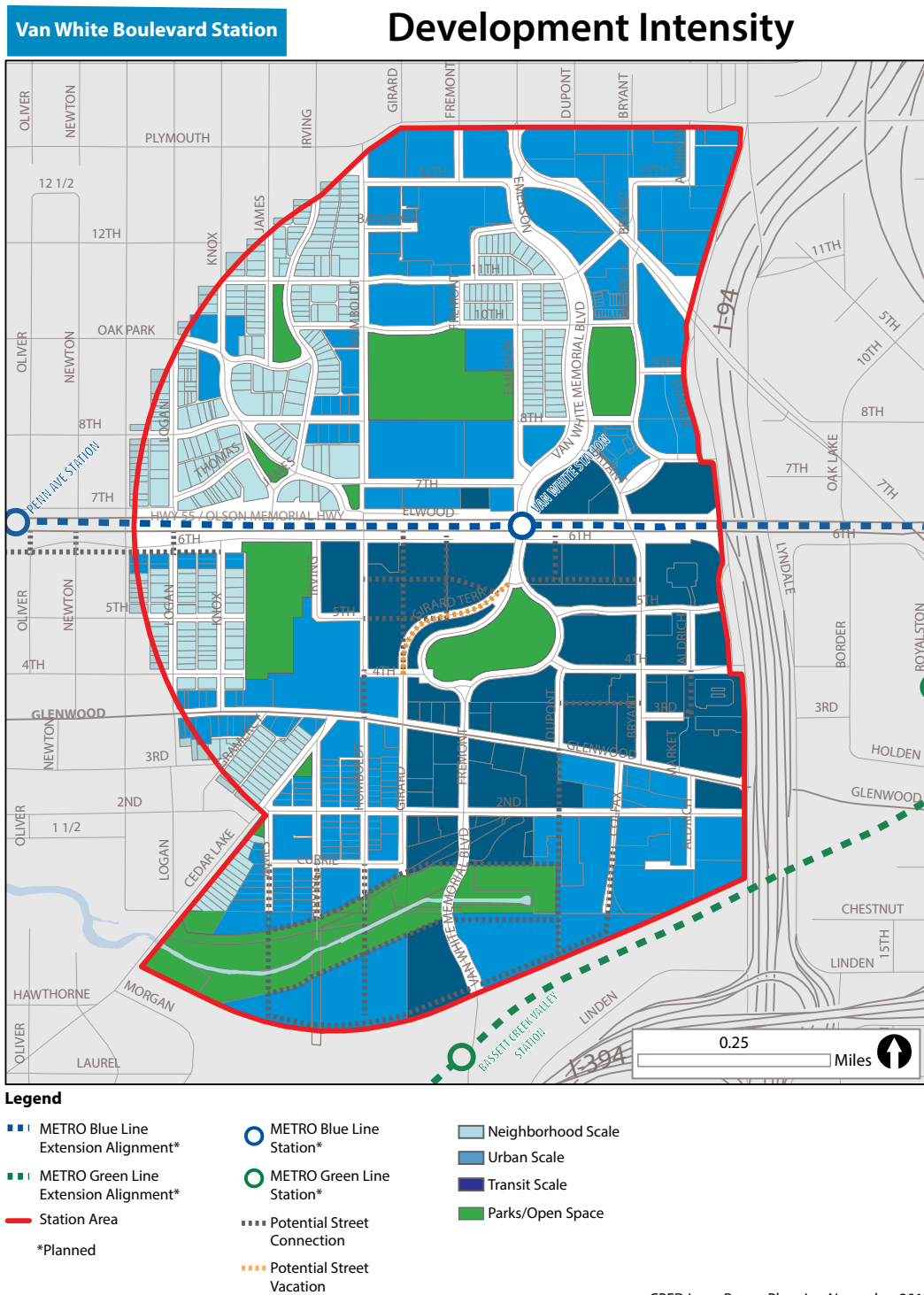


Figure 3-12. Future Development Intensity.

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development district. This category is generally most appropriate in the middle of the station area.

Transit Scale development district - supports the highest density development and suggests building heights of five-stories or greater. Due to soils, flood plain, water table, and environmental issues in the station area, taller buildings may be necessary to allow for development of certain parcels and would be evaluated utilizing the conditional use permit process and standards. The category is most appropriate on parcels nearest the LRT stations (both Blue and Green Line). On these parcels height (10-15 stories, or taller) is encouraged to meet the mixed-income, mixed-use, TOD goals of the plan.

The categories above are meant to provide a general description of the development intensity. Further, the corresponding development intensity map is designed to provide guidance for where building height could be allowed to further the objectives of the plan, but does not require that height. Development proposals should be evaluated against the policy guidance of the entire plan (and other relevant plans and policies); zoning code requirements such as building setbacks, impervious surface, floor area ratio, site design, standards for height; and factors such as surrounding character and transitions to adjacent uses. The zoning code has specific evaluation factors for increasing maximum height beyond the allowed height in each zoning district that are applicable as well.

Recommendations

The following are land use plan and development intensity recommendations. They are intended to cover major changes and themes and are not a list of

every possible parcel change. Please refer to land use and development intensity maps for that information.

- Add a Transit Station Area land use feature to the comprehensive plan land use map for the station area.
- Add a Neighborhood Commercial Node land use feature to the comprehensive plan land use map at Van White Memorial Boulevard and Olson Memorial Highway.
- Parcel specific guidance of the land use map will update land use guidance of previously adopted plans, as is illustrated in this chapter. Parcel specific guidance for development intensity will further guide the form of land use in the stations area.
- When *Minneapolis 2040* is adopted corresponding land use features and categories that most closely match the land use categories and features in this plan will be utilized.
- Encourage the highest-density and mixed-use land use for parcels closest to the transit stations and along corridors as shown on the land use and development intensity maps.
- Modify open space/park proposal shown in the *Bassett Creek Valley Master Plan* along and south of Bassett Creek and west of Van White Memorial Boulevard to also allow a smaller linear amenity option along both sides of Bassett Creek.

4

TRANSIT-ORIENTED DEVELOPMENT

A strong multi-modal transportation system that is convenient, connected, and flexible is necessary for a thriving and equitable economy. It gives residents access to education, employment, and the larger metropolitan area. In addition to the transit investments, purposeful planning and development around the transit stations will create housing options, employment opportunities, and access to needed commercial services for the neighborhoods around stations. This strategy of providing transit, housing, and economic options is known as Transit Oriented Development (TOD). It will maximize the benefits of transit and development, create a complete neighborhood, and work to reverse the disparities outlined in Chapter 1.

TOD is walkable, moderate to high-density development served by frequent transit with a mix of housing, retail, and employment choices designed to allow people to live and work with less or no dependence on a personal car.¹ Generally, the area from a quarter-mile (five-minute walk) to a half-mile (10-minute walk) from a transit station area is considered the most appropriate for TOD, with greater density closer to the station. Some of the goals and benefits of linking development to transit include:

- Increased transit ridership
- Reduced dependency on the use of single-occupant vehicles
- Lower housing and transportation costs, resulting in increased ability to afford housing

- Improved mobility for residents of all travel abilities, ages, and incomes
- Access to education, employment, and services
- Economic development
- A variety of housing choices
- Environmental, such as reduced congestion and carbon emissions

The concept of TOD and the connection between transit and development is relatively straightforward. However, the actual implementation has challenges and requires supportive conditions to be successful. A 2014 Government Accountability Office (GAO) study identified key conditions that support TOD including: demand for real estate, land available for development, supportive local residents, and transit lines that effectively connect to established job and activity centers.²

- Demand for Real Estate – Market demand is one of the primary factors developers consider when determining to build. It is influenced by the strength of the local economy.
- Land Available for Development – Large surface parking lots, vacant, or underutilized tracts of land are good candidates for redevelopment as TOD sites.

¹ <http://www.ci.minneapolis.mn.us/cped/transit/index.htm>

² Public Transportation – Multiple Factors Influence Extent of Transit-Oriented Development; Report to the Chairman, Subcommittee on Housing, Transportation, and Community Development, Committee on Banking, Housing, and Urban Affairs, U.S. Senate; Government Accounting Office, November 2014, pp 13-16.

- Transit effectively connected to job and activity centers – In general, people want to travel from where they live to where they work as quickly as possible.
- Supportive Local Residents – The study found that residents 18 to 34 years old tend to be more supportive of TOD than other age groups as they prefer shorter commutes over living in larger houses and in neighborhoods with a mix of uses and incomes.

The report further identified high construction costs, lender's reluctance to finance TOD, land use approval processes, resident opposition to density, and surrounding physical features as possible challenges to accomplishing TOD.³

- High Construction Costs – mixed use buildings can be more expensive than single-use buildings to construct, often due to different functions (separating residential and commercial) and the cost of structured parking.
- Lenders Reluctance to finance TOD – This can be a more significant issue in areas, unlike the Twin Cities, that have little experience with TOD.
- Land Use Approval Processes – lengthy and complicated development review processes can make undertaking a project more risky.
- Residents Opposition to Density – resident opposition to development can make a project more challenging.
- Surrounding Physical Features – features such as interstates, a poor pedestrian environment, large areas of vacant land with no activity can hinder TOD.

³ Ibid, pp. 16-19.

The Van White station area has key supportive conditions as well as challenges to successful TOD. An important asset is publicly owned land, including several large parcels that are available for development (Figure 4-2). There is also opportunity to redevelop existing mid-density housing at higher density to improve housing conditions and free up additional property for higher density residential and mixed use development closer to the station. Further, the Van White station area is in close proximity to downtown Minneapolis job centers, education institutions, and services. Planned transit investments will improve this access.

Historically, the real estate market has not been strong in the Van White station area, but there are signs that this is changing in a positive direction with median sales prices rising in the Near-North and Harrison neighborhoods in 2016 and 2017. Other challenges to TOD include the physical barriers, gaps in the utility network, and geotechnical and environmental challenges that contribute to high construction costs.

Successful TOD will require a coordinated and strategic investment in housing, economic development, infrastructure. This chapter focuses on the housing and economic development components of TOD, with the goal of realizing benefits to address the current economic, housing, and access disparities in the station area. Other important factors related to successful TOD can be found elsewhere in this plan, including connectivity of transit, bikes, and pedestrians in the Transportation Chapter; and development intensity and land use in the Land Use Chapter; and urban design best practices and scenarios in the Urban Design Chapter.

Housing

Mixed-income housing provides a better social, economic, environmental outcome for all residents of the station area. The diversity mixed-income housing provides not only reduces concentration of poverty, but also allows people of different backgrounds to share different perspectives.⁴ It also has the income diversity needed to support needed retail and services. In order to better understand the policy of developing mixed-income communities, it is important to explain the history of the Van White station area, affordable housing, and displacement.

History

The Van White station area was once home to one of the largest public housing developments in the city, the Sumner Field public housing development. Over the years, buildings and units were not properly maintained and this resulted in poor housing conditions, which primarily impacted communities of color. In 1995 the *Hollman v. Cisneros Consent Decree* was issued, an agreement between residents and local government entities to create policy changes in order to create equitable housing opportunities to support the deconcentrating of poverty and create racial equity.

This resulted in key policy themes:

- The demolition of housing projects that were in poor condition and redevelopment of mixed use and mixed income communities,
- Shifting away from the government production of homes to support public-private partnerships and improved housing choice and mobility for families through tenant based subsidies,

- Creating policy to decentralize public housing, and
- Approaching affordable housing solutions from a regional perspective

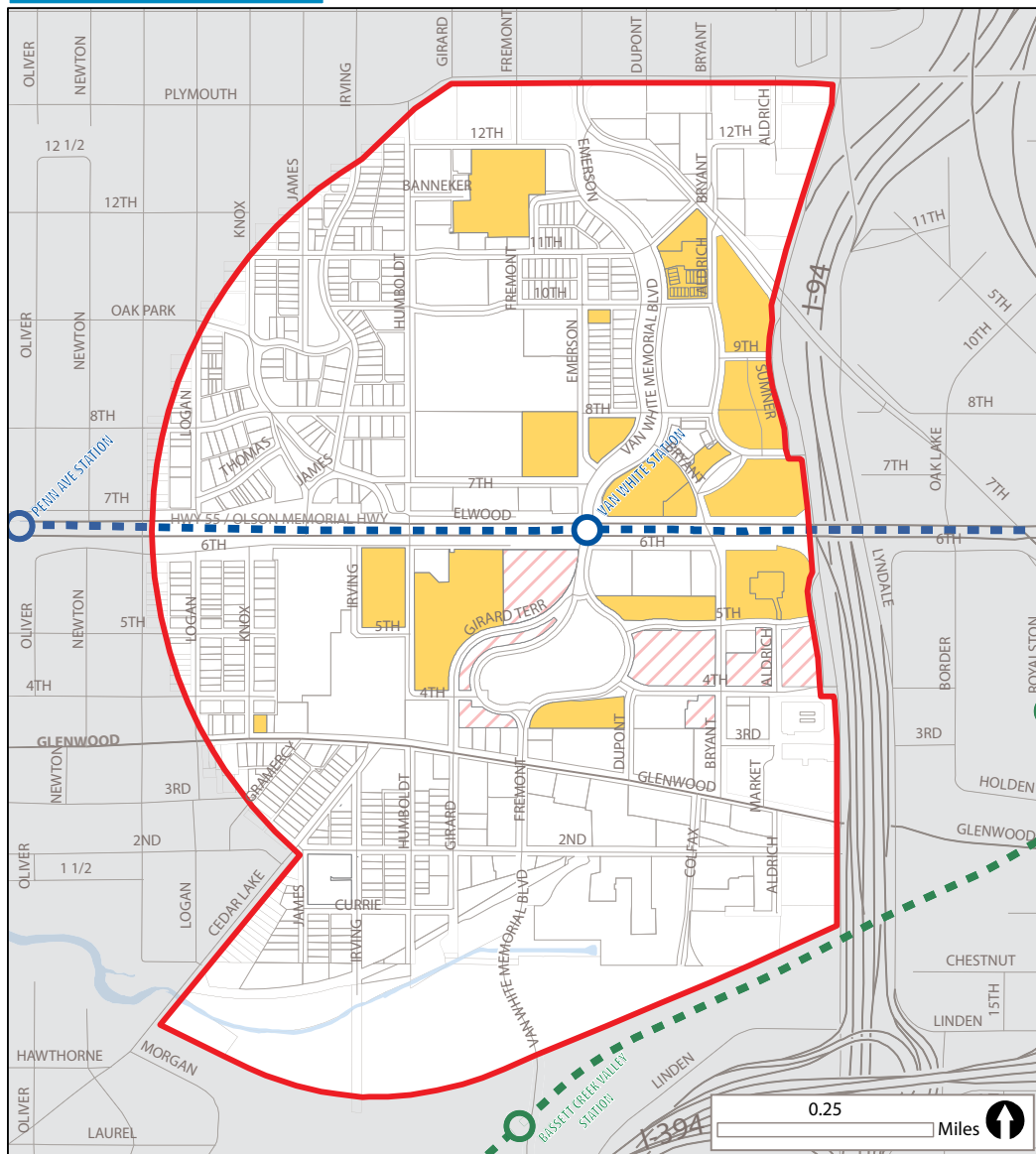
Affordable Housing

Housing is generally considered affordable if a household is paying no more than 30 percent of its gross income for housing costs including utilities. The term “affordable housing” commonly refers to housing, either subsidized or unsubsidized (“naturally occurring”), when sales price or rents are affordable to households at low or moderate income levels. The Van White station area has the largest amount of publicly subsidized housing of all the station areas on the Blue Line extension corridor (Figure 4-1). Various government funding sources for housing and TOD often have an affordable housing requirement, or give preference to projects that have an affordable housing component. For example, for most city-assisted housing developments at least twenty percent of the units in a development of ten or more units (whether rental or ownership) are required to be affordable to and occupied by households earning sixty percent or less of the Area Median Income. Other programs for cleaning up polluted land do not carry an affordability requirement.

Locating affordable housing near transit is important to accomplish many TOD goals. Access to affordable housing provides the opportunity to have disposable income for other living expense. Affordable housing and reduced transportation costs can also have health benefits such as increased purchasing power for healthy foods, clothing, and health care as well as reduced stress impacts from fear of not being able to pay expenses. (see the [Health Impact Assessment](#) for more information). However, the development in station areas should not be exclusively affordable housing as a range of housing options across the income spectrum is important to support retail and other services in mixed-use development.

⁴ Mixed-Income Housing near Transit, Increasing Affordability with Location Efficiency; Center for Transit Oriented Development, September 2009, p.3.

Van White Boulevard Station Existing and Potential Future Publicly Subsidized Housing



- Legend**
- METRO Blue Line Extension Alignment*
 - METRO Blue Line Station*
 - Existing Publicly Subsidized Housing
 - Vacant MPHA parcels
 - METRO Green Line Extension Alignment*
 - METRO Green Line Station*
 - Station Area
- *Planned

Source: HousingLink and MPHA

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Figure 4-1. Existing and Potential Future Publicly Subsidized Housing.

Promoting Inclusive Development

A growing population and new transportation and other public infrastructure investments can lead to new real estate developments, commercial investments, and rising property values. This can in turn cause unaffordable rents for existing community members and the possibility of displacement of residents, also known as gentrification. Gentrification can be defined and measured in different ways, but preliminary results from a study on gentrification in the Twin Cities, by the University of Minnesota Center for Urban and Regional Affairs (CURA), identified the area as having the potential to gentrify (please see the study for their definitions of gentrification).⁵ During the community engagement and public comment process residents and organizations anticipated this trend and expressed strong concern with the threat of displacement. They also expressed the need to preserve existing affordable housing around the station area and to incorporate new affordable housing units in new developments.

In 1995 a goal was established in the Van White station area to deconcentrate public housing, expand regional housing choice for residents of public housing, and develop high-quality affordable and market rate housing in the Van White station area. In line with that goal, new development should primarily focus on creating mixed-income neighborhoods, which includes affordable and market rate housing. The income diversity that results from a variety of housing price points in new developments will help to support new retail and other services.

Affordable housing units that are demolished as part of redevelopment activity should be replaced to prevent displacement of existing residents. While market rate housing is encouraged to support mixed-income communities, additional affordable housing should be included as part of mixed-income developments, to ensure that existing residents and low income

households have access to the benefits of new public investment and improvements. In the near term, subsidies may be necessary to build new housing, with a greater subsidy needed for the higher density multi-family developments that are critical to achieving mixed use TOD.

There are several factors that will help to create a mixed-income neighborhood while preserving affordable housing and preventing displacement of residents. They include the following:

- Much of the land area of the station area currently has publicly subsidized affordable housing (see Figure 4-1 for existing publicly subsidized housing).
- The MPHA has indicated that it will seek proposals for its vacant parcels to have an affordability component typically at the 30 percent or below the area median income (see Figure 4-2 for vacant MPHA properties).
- Developments utilizing public financial assistance will have affordability requirements.
- Sale of public land can be done through a Request for Proposals (RFP) process. The RFP can set specific goals, including affordability, for development that would need to be met for a private developer to acquire the land.
- Because there is so much undeveloped land in the station area a significant amount of new development can be built without having to buy or demolish existing homes or businesses. Increased density, will allow for a range of housing types and income levels in those developments.

⁵ <http://www.cura.umn.edu/gentrification>

- On August 3, 2017, the Minneapolis City Council issued a direction for staff from the departments of Community Planning & Economic Development, Regulatory Services, the City Attorney, and the City Coordinator's office to continue work as an interdisciplinary team on an enterprise-wide approach to fair housing in the City of Minneapolis, including issues related to affordable housing preservation, tenant protections, rental property owner engagement and housing availability and stability in all Minneapolis neighborhoods. Results of this process will be applied in the station area.
- The City update to the City's Comprehensive Plan, *Minneapolis 2040*, has a goal to address displacement and for the city to grow inclusively. The policies from the comprehensive plan will be applied to the station area as well. This will also continue the implementation of the mixed-income housing policy for the station area and support housing choice and economic mobility for existing residents. Small area plans follow the policy of the comprehensive plan. The draft plan is anticipated to be completed in the spring of 2018.
- There are a number of city programs that provide housing assistance. For example, the *Minneapolis Homes* program provides a range of opportunities to own a home in the city of Minneapolis including assistance to buy a move-in ready home, build a new home, or rehab an existing home: <http://www.minneapolismn.gov/cped/housing/MinneapolisHomes>.

Commercial Development and Employment

The Blue Line Extension has the opportunity to improve the economic conditions of residents in the stations area by improving their access to education and jobs. In addition, the line will be a catalyst for real estate development, which can create jobs and provide access to retail sales and services in the station area. A strategic approach to development, especially the large tracts of publicly-owned land, will be important to implement TOD, create a complete community, and to reverse the disparities outlined in Chapter 1 Introduction.

Human Capital and Employment

Improving access to economic opportunities via transit is especially important to households with lower incomes. These households spend a greater proportion of their income on housing and transportation costs and often have to travel long distances to find good-paying jobs or the training needed to obtain those positions. The Blue Line Extension will establish connections between housing, jobs, and educational opportunities. The service will provide access to major job centers and educational institutions that provide career ladders and workforce training for people of all incomes and skill levels. It will have direct connections to Downtown Minneapolis, the University of Minnesota, Downtown St. Paul, the Airport and Mall of America, and the southwest metro and northwest suburbs. According to the Metropolitan Council the Blue Line Extension will connect to over 570,000 jobs in the existing light rail transit corridors.

While the Blue Line Extension will provide residents access to various education institutions within the region, it will also make the educational assets, including Summit Academy OIC and Harvest Preparatory School, in the station area accessible to the region. A possible component of the economic development strategy for this station area can be to develop it as an educational hub or a part of a larger educational corridor.

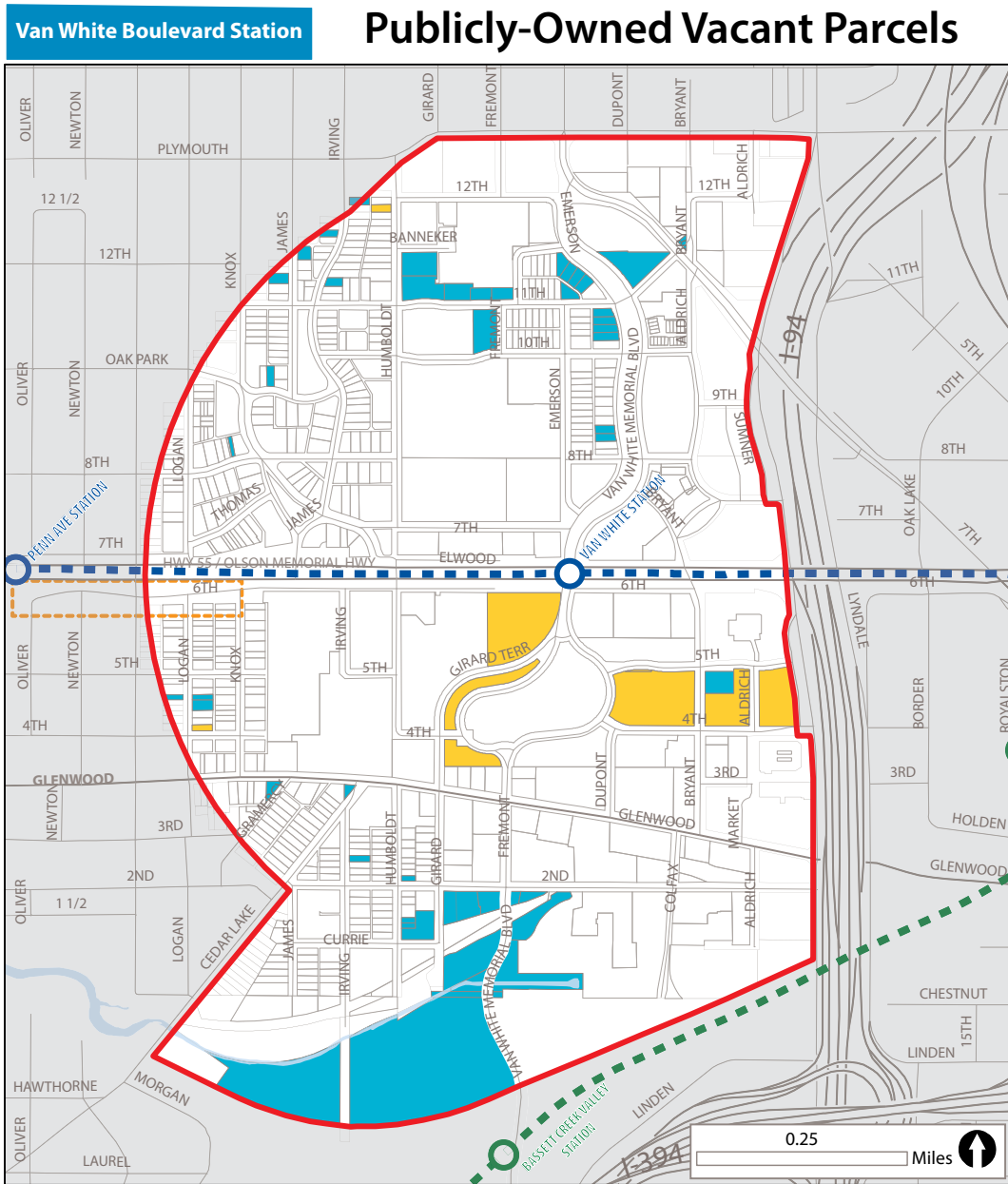
Another important component to facilitate human development is to promote services that commuters can utilize when traveling to and from work or school within the station area. For example, child care facilities will allow parents to drop off and pick up children on the way to and from work without having to make additional transit trips. Retail sales and services are also important to support this concept. These uses should be considered for development proposals at the station area. It is important to note that physical access to educational institutions and employment centers is one part of the equation. The recommendations of this plan for physical access to jobs and education will be more effective when implemented in conjunction with other efforts to promote equity.

Real Estate Development Strategy

In addition to creating better access to employment centers, a benefit of fixed rail transit is that it creates development opportunities. The fact that trains will be running in a fixed corridor for generations means that developers, companies, and businesses are likely to invest in property along that rail line, particularly at and around the stations where passengers embark and disembark trains on a regular basis.

There are four main reasons why the opportunity is so great at the Van White Station area:

- First, there is a great deal of existing developable land that is within 5-10 minutes walking distance of the station platform. Much of that land is in relatively large parcels - parcels which are vacant and do not require building clearance (see Figure 4-2).
- Second, because there is so much undeveloped land adjacent to the Van White station, it means that a significant amount of new development in this neighborhood can be built without having to buy or demolish existing homes or businesses.
- Third, much of the available land is within public ownership by the City of Minneapolis (CPED) or Public Works, the Minneapolis Public Housing Authority (MPHA), or the Minnesota Department of Transportation (MnDOT). If public agencies can work together on a coordinated vision, it will be easier to assemble land and bring it forward to the private sector to develop new residential, commercial, and retail uses that serve the neighborhood and the surrounding communities. That means that new housing opportunities, job-generating uses, and retail services can be developed for the surrounding community sooner (see Figure 4-2).
- Fourth, the introduction and construction of new high-volume transit is a once in a generation opportunity that will support development, housing, choice, commercial services, and employment opportunities.



- Legend**
- METRO Blue Line Extension Alignment*
 - METRO Green Line Extension Alignment*
 - Station Area
 - METRO Blue Line Station*
 - METRO Green Line Station*
 - CPED/City-owned vacant parcels
 - MPHA-owned vacant parcels
 - MndOT excess right-of-way
- *Planned

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Figure 4-2. Publicly-Owned Vacant Parcels.

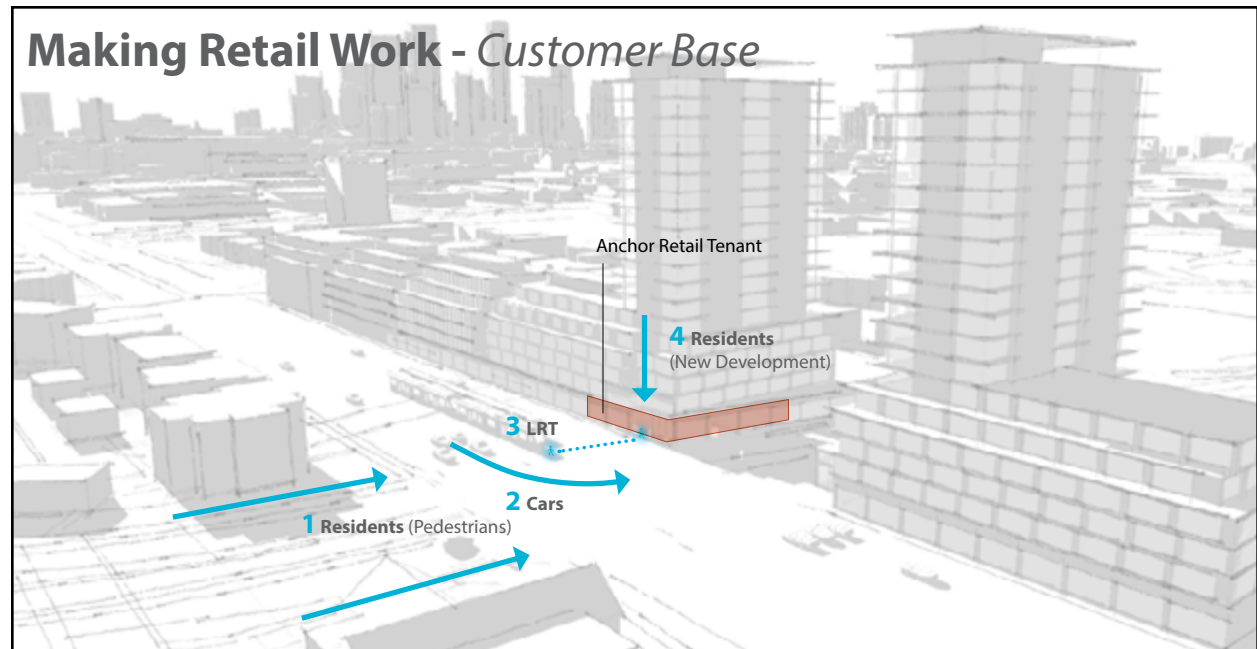


Figure 4-3. Successful retail in a mixed use development will be dependent upon several populations of people and modes of transit in order to work. These include pedestrians traveling from nearby neighborhoods, people driving their cars and commuting from work, LRT passengers and new residents of mixed use development at the station area (see E1 and E2 block guidance in Chapter 4 Transit-Oriented Development).

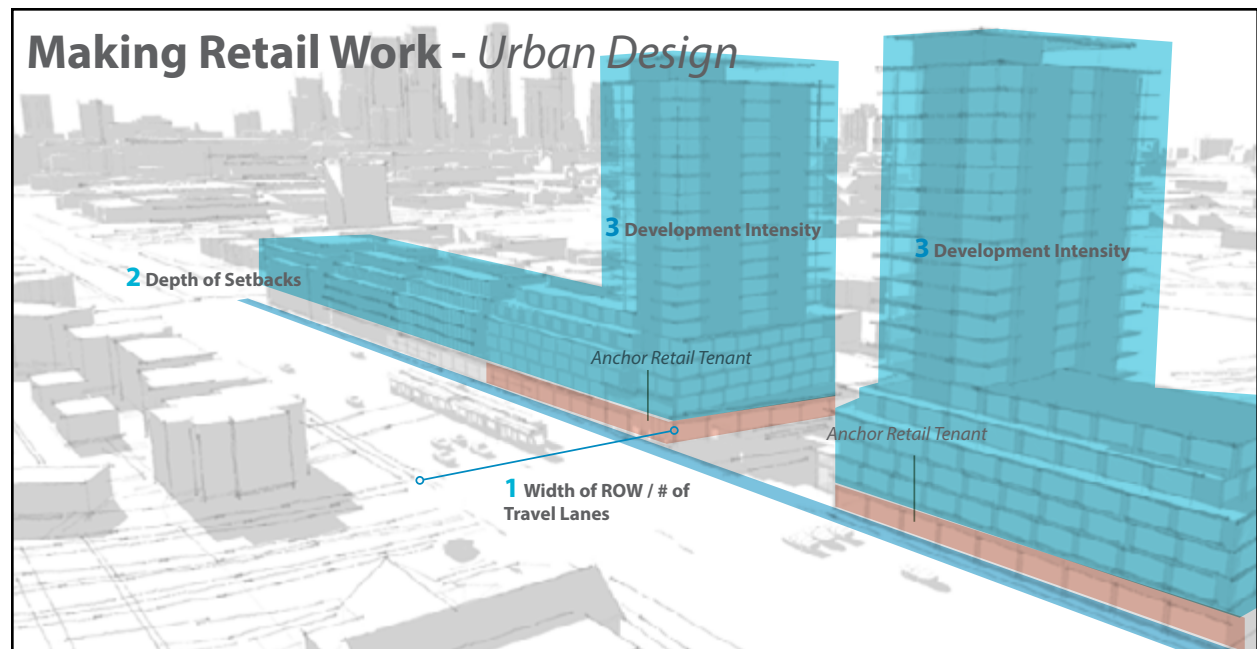


Figure 4-4. Creating a successful station area for all populations and users requires attention to several details of the urban design and character. These include the depth of the setback to development, the width of the right of way and number of travel lanes as well as the development intensity and population density in and around the station area (see E1 and E2 block guidance in Chapter 4 Transit-Oriented Development).

Public agencies have the ability to package and sell land according to adopted policy objectives and a defined housing strategy. That means that in order for the private development market to take advantage of the opportunities around the Van White Boulevard station, they would have to work with the public sector to make sure new development is balanced - that it yields the specific kinds of uses needed in the neighborhood (especially neighborhood serving retail), that it accentuates and expands income diversity, and that it meets employment targets. For instance, the parcels close-by the Van White Station are large enough to accommodate a regional supermarket. New residential development nearby the station would expand the market potential for a new regional supermarket by increasing the population and expanding the income demographics in the area (Figure 4-3 and 4-4). Coupled with the addition of new ridership on the LRT line and the existing resident population, this may be enough to tip the scales in favor of creating a node of important retail services for the area. As with almost any retail cluster, the foot traffic generated by a strong anchor - like a grocery store - helps to drive spin-off benefits for additional retail uses and services. In addition to bringing new products and services into the neighborhood, expanded retail also present new business and employment opportunities too.

Development Opportunity Sites

In order to facilitate this development strategy, properties in the Van White station area were evaluated and mapped (Figure 4-5) to identify development opportunity sites and to assign a general level of priority for city resources.

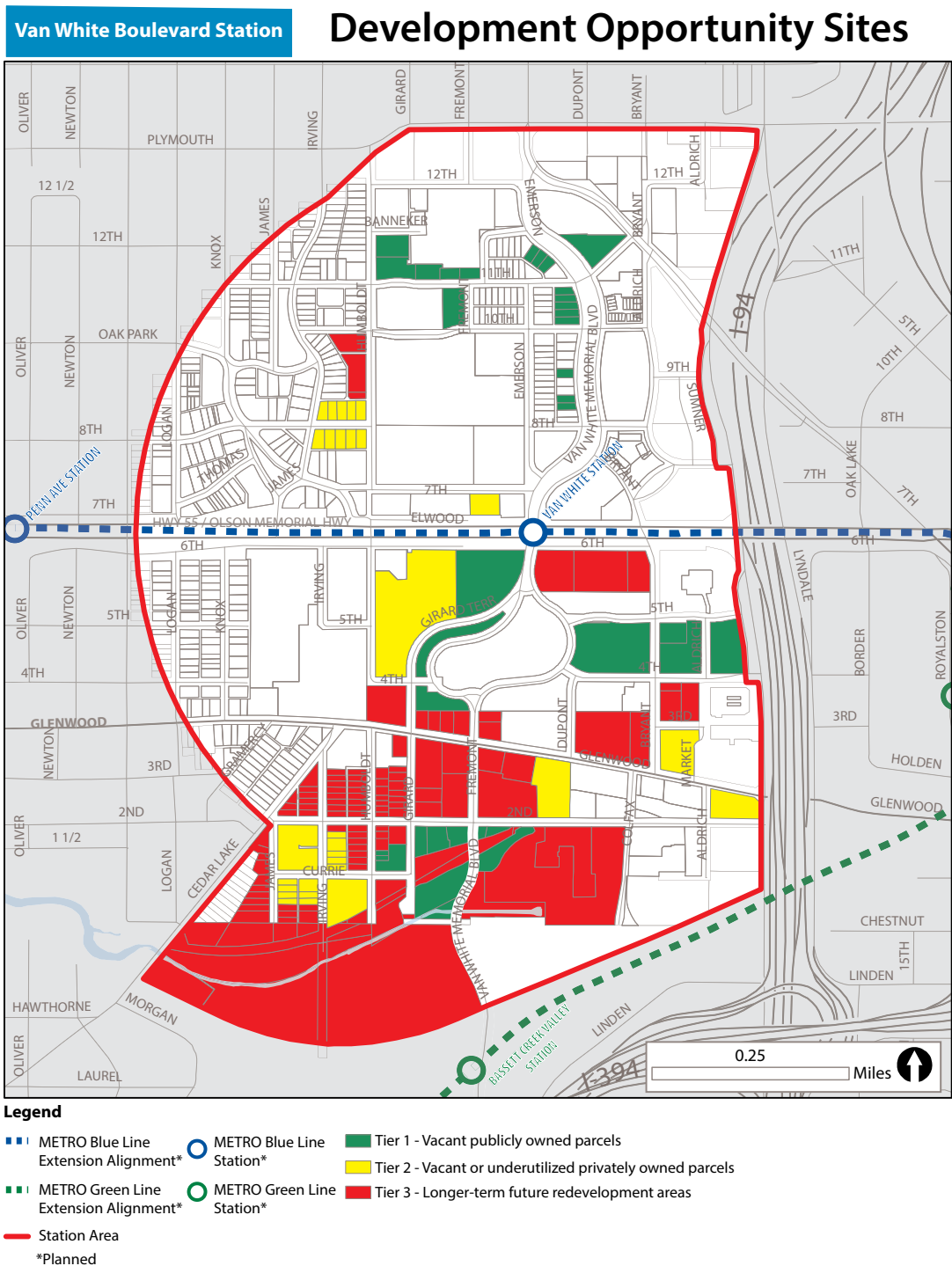
A broad set of criteria was used to determine development opportunity sites, including the following: public ownership, vacant or underutilized land, and opportunities for assembly.

- *Tier 1- Vacant publicly-owned parcels* – Because these sites are vacant and publicly owned, they should be a priority for city staff to promote for development.
- *Tier 2- Vacant or underutilized privately-owned parcels* – Because these sites do not have existing residents or structure, or are used for surface parking or outdoor storage, they can be a higher priority for TOD.
- *Tier 3 - Longer-term future redevelopment areas* – Because of private ownership, environmental or site conditions, or due to existing businesses or housing these sites will most likely be the last to redevelop.

A property that is identified as a Tier 1 or Tier 2 development opportunity is judged to be somewhat easier to develop than other properties in the area. In situations where property is privately owned, the property owner would have to be a willing seller or developer of the property before such a development could take place. The identification as an opportunity or priority is not intended to imply that the development will or should occur, or that the timing has to strictly follow the outlined priorities. Existing development may implement the goals of the plan better than a redevelopment. The exercise is intended to provide information that can be considered in setting City priorities for development related activities such as site assembly and development support. It can also be employed in conversation with developers about what opportunities might be available for redevelopment.

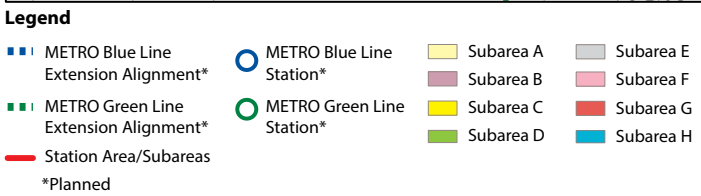
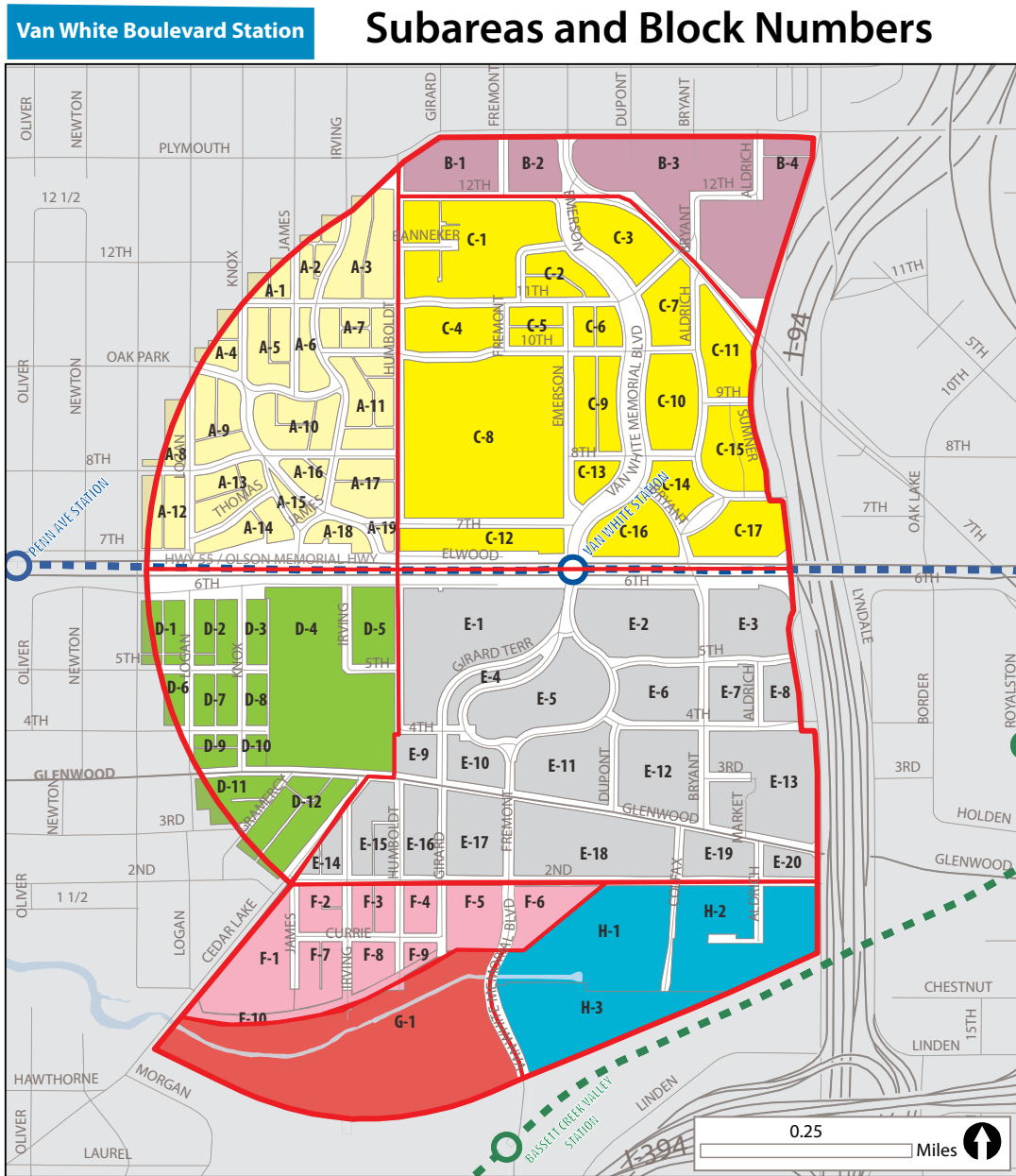
Subareas and Block Level TOD Strategies

The following section contains a map and tables divided into subareas and blocks to facilitate guidance on strategies, steps, and priorities for development (Figure 4-6). This information is intended to be considered in setting City priorities for development related activities such as site assembly and development support. It can also be employed in conversation with developers about what opportunities might be available for redevelopment. It does not supersede the land use or other policy guidance of this plan. If there are conflicts between the following TOD guidance and the land use map, the land use map governs.



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Figure 4-5. Development Opportunity Sites.



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Figure 4-6. Station Subareas and Blocks.

Subarea A

Subarea A is north of Olson Memorial Highway and west of Humboldt Avenue North. It is predominantly low-density residential (single and two-family) with some institutional and multi-family uses scattered throughout. Because this is a relatively stable residential area, redevelopment strategies are not proposed. The main housing and TOD strategy for this area will be through incremental increases in density, as allowed currently by the zoning code, which allows duplexes in the R2B zoning, or through the construction of accessory dwelling units. In the longer term, the vacant land and parking around 4th Avenue North and Humboldt Avenue North would be appropriate for multi-family housing and that could be considered for TOD funding sources, if needed. However, in the short term they would not be priority for funding over sites closer to the station. Because there are no publicly-owned vacant parcels, redevelopment would occur only if and when there are willing property owners.

Block	Existing Land Use	TOD, Housing, and Economic Development Strategies
A-1	Single-family or two-family residential with some vacant lots.	Infill, or incremental density (Two-family and Accessory Dwelling Units - ADU) by existing or future property owners.
A-2	Single-family residential with some vacant lots.	Infill, or incremental density (Two-family and Accessory Dwelling Units - ADU) by existing or future property owners.
A-3	Single-family or two-family residential with some vacant lots.	Infill, or incremental density (Two-family and Accessory Dwelling Units - ADU) by existing or future property owners.
A-4	Single-family, two-family, and multi-family residential.	Infill, or incremental density (Two-family and Accessory Dwelling Units - ADU) by existing or future property owners.
A-5	Single-family, two-family, and multi-family residential.	Infill, or incremental density (Two-family and Accessory Dwelling Units - ADU) by existing or future property owners.
A-6	Public park.	Public park.
A-7	Single-family or two-family residential with some vacant lots.	Infill, or incremental density (Two-family and Accessory Dwelling Units - ADU) by existing or future property owners.
A-8	Single-family or two-family residential with some vacant lots.	Infill, or incremental density (Two-family and Accessory Dwelling Units - ADU) by existing or future property owners.
A-9	Single-family, two-family, and multi-family residential or institutional, and vacant lots.	Infill, or incremental density (Two-family and Accessory Dwelling Units - ADU) by existing or future property owners.
A-10	Single-family or two-family residential with some vacant lots and a church.	Infill, or incremental density (Two-family and Accessory Dwelling Units - ADU) by existing or future property owners.
A-11	Single-family or two-family residential with some vacant lots and institutional.	Possible multi-family sites. Short-term not TOD funding priority.

Block	Existing Land Use	TOD, Housing, and Economic Development Strategies
A-12	Single-family or two-family residential with some vacant lots and institutional.	Infill, or incremental density (Two-family and Accessory Dwelling Units - ADU) by existing or future property owners.
A-13	Single-family or two-family residential.	Infill, or incremental density (Two-family and Accessory Dwelling Units - ADU) by existing or future property owners.
A-14	Single-family or two-family residential and a church.	Infill, or incremental density (Two-family and Accessory Dwelling Units - ADU) by existing or future property owners.
A-15	Public park.	Public park.
A-16	Single-family residential.	Infill, or incremental density (Two-family and Accessory Dwelling Units - ADU) by existing or future property owners.
A-17	Single-family residential, vacant lots, and a church.	Possible multi-family site on vacant land.
A-18	Single-family residential with a vacant lot.	Infill, or incremental density (Two-family and Accessory Dwelling Units - ADU) by existing or future property owners.
A-19	Public park.	Public park.

Subarea B

Subarea B is the area along south of Plymouth Avenue North and north of 12th Avenue North on the north and south ends, and 7th Street North and Lyndale Avenue North on the west and east ends. It is comprised of one-story industrial, office, and institutional buildings. As a transitional industrial area the existing uses can continue to operate, but over time they could be redeveloped for more job-intense uses. This area is generally not recommended to transition to residential, although a residential mixed-use project, that complements the jobs in the area, could be considered on the periphery. Because there are no publicly-owned vacant parcels, redevelopment would only occur if there was a willing property owner.

Block	Existing Land Use	TOD, Housing, and Economic Development Strategies
B-1	Industrial and office.	Support redevelopment to job-intensive uses if proposed.
B-2	Institutional.	Support redevelopment to job-intensive uses if proposed.
B-3	Industrial, office, institutional.	Support redevelopment to job-intensive uses if proposed.
B-4	Industrial, office, institutional.	Support redevelopment to job-intensive uses if proposed.

Subarea C

Subarea C is north of Olson Memorial Highway, and between Humboldt and Lyndale Avenues North. This area is mostly comprised of the Heritage Park redevelopment, but also includes institutional uses along Olson Memorial Highway, Bethune Park and School, an industrial building at Humboldt and 10th Avenues, and multi-family along 12th Avenue North and 7th Street North. There are several CPED-owned vacant lots in this area appropriate for new residential development. Depending on their size or location this could be medium-density multi-family or lower-density single, two-family or townhome development. Because these lots are cleared and owned by CPED they are good candidates for development and are considered priority sites. Redevelopment of the parking lots west of Sumner Library would also be considered priority site if proposed by the property owner.

Block	Existing Land Use	TOD, Housing, and Economic Development Strategies
C-1	Multi-family residential, institutional, vacant lots.	CPED-owned vacant land on north side of 11th Avenue North is a medium-density development site.
C-2	Single-family residential and vacant lots.	CPED-owned vacant lots. Infill strategy of single or two-family housing, or townhomes.
C-3	Multi-family residential and vacant lot.	CPED-owned vacant lot at corner of Van White Memorial Boulevard and 11th Avenue North is a medium-density residential development site.
C-4	One large industrial building, vacant lot.	CPED-owned vacant lot is a medium-density residential development site.
C-5	Single-family residential; vacant lot.	Single-family infill.
C-6	Single and two-family residential; vacant lots.	On CPED-owned vacant lots, infill strategy of single or two-family housing, or townhomes.
C-7	Various residential.	Recently developed. Not considered a priority redevelopment site.
C-8	Bethune Park, community center, schools, and apartment buildings.	Public park.
C-9	Single-family residential and vacant lots.	On CPED-owned vacant lots, infill strategy of single or two-family housing.
C-10	Open space.	Maintain open space amenity.
C-11	Multi-family residential.	Recently developed. Not considered a priority redevelopment site.
C-12	Institutions (school, church, and library).	Parking lots are a redevelopment opportunity for existing or future property owners.
C-13	Single-family and multi-family residential and townhomes.	Recently developed. Not considered a priority redevelopment site.
C-14	Multi-family residential.	Recently developed. Not considered a priority redevelopment site.
C-15	Multi-family residential.	Recently developed. Not considered a priority redevelopment site.
C-16	Multi-family residential.	Recently developed. Not considered a priority redevelopment site.
C-17	Multi-family residential.	Recently developed. Not considered a priority redevelopment site.

Subarea D

Subarea D is west of Humboldt Avenue North and Cedar Lake Road, and between Olson Memorial Highway and 2nd Avenue North. It is primarily single-family homes, with some duplexes and vacant lots. On the north end is excess right-of-way along Olson Memorial Highway that could be residential development opportunities. This right-of-way will need to be acquired by the City for redevelopment, so it is not an immediate opportunity. On the east side is Harrison Park, which will remain parkland. To the south is Glenwood Avenue, which also has the opportunity to support redevelopment to medium-density residential and mixed-use medium-density at the Cedar Lake Road intersection. Because there are no publicly-owned parcels on Glenwood Avenue, redevelopment would only occur if there was a willing property owner.

Block	Existing Land Use	TOD, Housing, and Economic Development Strategies
D-1	Single or two-family residential and vacant lots; Excess MnDOT right-of way along Olson Memorial Highway.	Multi-family development site on excess MnDOT right-of way within the frontage road along Olson Memorial Highway.
D-2	Single or two-family residential and vacant lots; Excess MnDOT right-of way along Olson Memorial Highway.	Multi-family development site on excess MnDOT right-of way within the frontage road along Olson Memorial Highway.
D-3	Single, two-family, and one multi-family residential.	Infill, or incremental density (Accessory Dwelling Units - ADUs) by existing or future property owners.
D-4	Harrison Park and Recreation Center, school, and fire station.	Refer to Environmental Data Access Tool (EDAT) resource for site environmental information.
D-5	Multi-family (high-density) residential (Park Plaza Apartments).	Large existing apartment building. Not a redevelopment priority. Frontage road will possibly be altered or removed with LRT construction.
D-6	Single-family residential and one community garden/vacant lot.	Infill, or incremental density (Accessory Dwelling Units - ADUs) by existing or future property owners.
D-7	Single-family residential and vacant lots.	Infill, or incremental density (Accessory Dwelling Units - ADUs) by existing or future property owners.
D-8	Single-family residential.	Infill, or incremental density (Accessory Dwelling Units - ADUs) by existing or future property owners.
D-9	Multi-family residential and one mixed-use building on Glenwood Avenue.	Medium-density redevelopment site by existing or future property owners. Not considered a priority site.
D-10	Multi-family residential.	Medium-density redevelopment site by existing or future property owners. Not considered a priority site.
D-11	Single-family and multi-family residential and vacant lots.	Medium-density redevelopment site along Glenwood by existing or future property owners. Not considered a priority site.
D-12	Single or two-family residential with commercial along Glenwood Avenue.	Medium to high-density mixed-use redevelopment site along Glenwood Avenue by existing or future property owners. Not considered a priority site.

Subarea E

Subarea E is between Olson Memorial Highway and 2nd Avenue North on the north and south end, and between Humboldt Avenue North/Cedar Lake Road and Lyndale Avenue North on the west and east end. This area is a mix of institutional, residential from townhomes to multi-family buildings, and commercial and industrial buildings along the Glenwood Avenue and 2nd Avenue North corridors. The vacant properties owned by the MPHA are high priority sites for development of mixed-use medium to high-density transit oriented development. Currently, the owner of Olson Townhomes (adjacent and to the west of 555 Girard Terrace) are working on a redevelopment proposal that would demolish and rebuild the townhomes. The construction would be phased to avoiding relocation of the residents and preserve the affordability of the units. If this can be accomplished, then a larger site combined with the adjacent MPHA parcel would be created for future development without relocating existing residents from the area or the elimination of the affordability component of the housing. This type of redevelopment is a high-priority for the station area as it accomplishes many goals of the plan. Other sites could also be good candidates for this type of development, but this will only occur if the property owner is willing. The International Market Square (Northwest Knitting Company historic landmark) is not a candidate for redevelopment. The multi-story brick storefront buildings, such as EXL Labs and 811 Glenwood, while not historic landmarks, are part of the character defining features of the corridors; and as such should be maintained and improved to preserve the form and character of the corridor and demolition is not encouraged.

Block	Existing Land Use	TOD, Housing, and Economic Development Strategies
E-1	Multi-family residential with community garden (Park Plaza and Olson Townhomes) and vacant land.	Very high-density Transit Oriented Development with a mix of commercial and residential uses. Retail on the ground floor is required. See Figures 4-3 and 4-4. Goal to preserve and replace affordable units if Olson Townhomes redeveloped. Highest priority sites.
E-2	Institutional (Summit Academy) fronting Olson Memorial Highway and residential townhomes on south end of the block.	Very high-density Transit Oriented Development with a mix of commercial and residential uses. Retail on the ground floor is required. See Figures 4-3 and 4-4. Redevelopment would be existing or future property owners.
E-3	Multi-family residential.	Recently developed. Not considered priority redevelopment sites.
E-4	Vacant land.	Vacant land owned by MPHA; medium to high-density mixed-use redevelopment sites. Could be combined with property to the west if Girard Terrace can be vacated to create larger site. High priority.
E-5	Open space.	Maintain open space amenity.
E-6	Vacant land.	Vacant land owned by MPHA; medium to high-density mixed-use redevelopment sites. Highest priority.
E-7	Vacant land.	Vacant land owned by MPHA; medium to high-density mixed-use redevelopment sites. Highest priority.

Block	Existing Land Use	TOD, Housing, and Economic Development Strategies
E-8	Vacant land.	Vacant land owned by MPHA; medium to high-density mixed-use redevelopment sites. Highest priority.
E-9	Commercial.	Refer to Environmental Data Access Tool (EDAT) resource for site environmental information.
E-10	Vacant land owned by MPHA, community garden, commercial on Glenwood Avenue.	New high-density Transit Oriented Development with a mix of commercial and residential uses. Retail on ground floor of new developments is required facing Van White Memorial Boulevard and Glenwood Avenue. The private Glenwood Avenue parcels could be combined with MPHA site for larger development opportunity. Refer to EDAT resource for site environmental information
E-11	Multi-family residential (MPHA Senior Housing) and institutions along Glenwood (Washburn Center and a church).	New high-density Transit Oriented Development with a mix of commercial and residential uses. Retail on ground floor of new developments is required facing Van White Memorial Boulevard and Glenwood Avenue. Refer to EDAT resource for site environmental information; Washburn Center for Children recently constructed. Church at corner could be considered for more intensive commercial development.
E-12	Institutional (MPHA assisted living and senior center) and industrial along Glenwood Avenue.	Refer to EDAT resource for site environmental information; MPHA assisted living and senior center recently constructed. Medium-density mixed-use redevelopment site along Glenwood Avenue by existing or future property owners, especially on underutilized outdoor storage areas.
E-13	Commercial and Industrial and with surface parking. International Market Square historic landmark on southeast part of the block.	Refer to EDAT resource for site environmental information; medium-density mixed-use redevelopment site on surface parking and northwest corner of block by existing or future property owners.
E-14	Single-family and multi-family residential.	Refer to EDAT resource for site environmental information; medium-density redevelopment site by existing or future property owners. Not considered a priority site.
E-15	Single or two-family residential with commercial along Glenwood Avenue.	Refer to EDAT resource for site environmental information; medium-density (mixed-use on Glenwood Avenue) redevelopment site by existing or future property owners. Not considered a priority site.

Block	Existing Land Use	TOD, Housing, and Economic Development Strategies
E-16	Single family and two-family residential, vacant lots, and commercial uses on south end of block. Commercial (Knock Inc.) on Glenwood.	Refer to EDAT resource for site environmental information; North end on Glenwood recently developed and not a priority redevelopment site. Medium-density redevelopment site on south end of block by existing or future property owners.
E-17	Industrial and commercial.	New high-density Transit Oriented Development with a mix of commercial and residential uses. Retail on ground floor of new developments is required facing Van White Memorial Boulevard and Glenwood Avenue. Refer to EDAT resource for site environmental information.
E-18	Industrial and commercial.	New high-density Transit Oriented Development with a mix of commercial and residential uses at the Van White Memorial Boulevard and Glenwood intersection. Retail on ground floor of new developments is required facing Van White Memorial Boulevard and Glenwood Avenue. For eastern half of the block, medium to high -density mixed-use redevelopment, by existing or future property owners, on underutilized land and surface parking, in conjunction with a shared parking strategy. The former EXL building is a character preservation building and a rehabilitation priority.
E-19	Commercial.	Refer to EDAT resource for site environmental information; medium to high-density mixed-use redevelopment sites by existing or future property owners. The 811 Glenwood Avenue building is a character preservation building rather than a redevelopment site.
E-20	Surface parking.	Medium to high-density mixed-use redevelopment of surface parking by existing or future property owners; refer to EDAT resource for site environmental information.

Subarea F

Subarea F is between 2nd Avenue North and the Soo Line rail corridor (north of Bassett Creek) on the north and south ends, and Cedar Lake Road and near Dupont Avenue North on the west and east ends. There are primarily industrial uses to the west and east of Van White Memorial Boulevard, which include the Minneapolis Public Schools bus maintenance facility and Pioneer Paper (and its associated truck parking). Additional parcels in the area include vacant land or have vacant buildings. The remainder have residential uses; mainly single-family homes.

Block	Existing Land Use	TOD, Housing, and Economic Development Strategies
F-1	Single or two-family residential, open space, industrial uses, and vacant land, railroad right-of-way.	Refer to EDAT resource for site environmental information; single-family along Cedar Lake Road. Medium to high-density mixed-use redevelopment by existing or future property owners.
F-2	Vacant industrial building (former Leef Brothers site).	Commercial redevelopment and new medium to high-density residential planned by property owners. This site has high brownfield cleanup costs. This development is a high priority.
F-3	Single or two-family residential, industrial parking/storage (former Leef Brothers site), commercial, and vacant land.	Refer to EDAT resource for site environmental information; medium-to high density mixed-use redevelopment by existing or future property owners.
F-4	Single or two-family residential and vacant land.	Medium-to high density mixed-use redevelopment by existing or future property owners. Part of block is owned by CPED and is included in 2nd and Van White RFP. Development of site is a high priority.
F-5	Industrial, railroad right-of-way, and vacant land.	Part of block is owned by CPED and is included in 2nd and Van White RFP. Development of site is a high priority. Refer to EDAT resource for site environmental information.
F-6	Industrial, railroad right-of-way, bus garage, and vacant land.	Refer to EDAT resource for site environmental information; likely to remain used for bus maintenance facility and impound lot.
F-7	Industrial uses, vacant land, and railroad right-of-way.	Refer to EDAT resource for site environmental information.
F-8	Vacant land (former Warden Oil site), railroad right-of-way.	Site has been cleaned to residential standards; medium-to high density mixed-use redevelopment by existing or future property owners.
F-9	Industrial (semi-parking), railroad right-of-way.	Medium-to high density mixed-use redevelopment by existing or future property owners.
F-10	Railroad right-of-way.	Refer to EDAT resource for site environmental information.

Subarea G

Subarea G is between the Soo Line rail corridor (north of Bassett Creek) and the Luce Line on the north and south ends, and Cedar Lake Road and Van White Memorial Boulevard on the west and east ends. It is primarily institutional with the only use as the City Impound Lot.

Block	Existing Land Use	TOD, Housing, and Economic Development Strategies
G-1	City Impound lot.	Create green space along Bassett Creek as amenity for future development; study access options to land south of Bassett Creek west of Van White. Medium-to high density mixed-use redevelopment on City-owned property remaining after impound lot vacates parts of it in the long-term.

Subarea H

Subarea H is between 2nd Avenue North and the Union Pacific rail corridor on the north and south ends, and Van White Memorial Boulevard and Lyndale Avenue North on the west and east ends. It is primarily of institutional and industrial uses east of Van White Memorial Boulevard, which includes the City Impound Lot and a Xcel Energy substation.

Block	Existing Land Use	TOD, Housing, and Economic Development Strategies
H-1	Bus garage and vacant land.	Refer to EDAT resource for site environmental information; Likely to remain used for bus maintenance facility.
H-2	Commercial, industrial, office, railroad right-of-way, and utilities.	Refer to EDAT resource for site environmental information; The 721 2nd Avenue North (Hirsfield's) and 815 2nd Avenue North buildings are charter preservation buildings rather than a redevelopment priority.
H-3	City impound lot.	City-owned property that will remain an impound lot in the long-term.

Development Resources

Property owners and developers are encouraged to meet with CPED staff on potential projects to understand policy and regulatory issues, community engagement, and possible development resources. The following is a list of possible development resources. It is not intended to be a list of every possible resource.

Metro Transit TOD

Metro Transit produces a comprehensive TOD funding guide that is updated annually is a snapshot of the current financing environment in the region for TOD projects.

<http://www.metrotransit.org/tod>

Metropolitan Council TOD Office

The TOD Office at Metro Transit takes the lead on coordinating efforts at the Metropolitan Council to support TOD and to engage communities and developers to integrate development at or adjacent to existing transit stations and facilities to provide opportunities for residents and businesses to locate near transit services. The TOD Office serves as the primary contact within the Metropolitan Council for developers who want to explore these opportunities, seek assistance with identifying funding resources, and want help in engaging communities.

[https://metrocouncil.org/Communities/Services/Transit-Oriented-Development-\(TOD\).aspx](https://metrocouncil.org/Communities/Services/Transit-Oriented-Development-(TOD).aspx)

Hennepin County Transit Oriented Development Program

The Hennepin County Board of Commissioners established the transit oriented development (TOD) program in 2003 to support both redevelopment and new construction that enhances transit usage. Since the program began, Hennepin County has awarded more than \$29 million, to-date, in general obligation bonding and levy funding to both urban and suburban projects. Funds have assisted projects along key Hennepin County transit corridors such as Hiawatha, Central Corridor, Southwest, Bottineau, and other high frequency and express bus routes. The TOD program criteria support projects and developments that generally:

- Enhance transit usage
- Increase density along transit corridors
- Reinforce both the community and the transit system
- Exhibit a compact and efficient use of available space, rather than auto-oriented sprawl
- Contain a diversity and mix of uses with daily conveniences and transit at the center
- Support pedestrian-friendly physical design that encourages walking, bicycling and access for people with physical disabilities
- Are within a comfortable walking distance to transit

<http://www.hennepin.us/business/work-with-henn-co/transit-oriented-development>

Environmental Data Access Tool (EDAT)

Hennepin County and the Minnesota Pollution Control Agency (MPCA) worked together to create an Environmental Data Access Tool (EDAT), which is an online interactive mapping tool that allows for easy data access and sharing related to area groundwater studies. The information provided in the EDAT may be sufficient to determine response actions or provide liability assurances under the MPCA Brownfield Program. The information may also be used to expedite the production of environmental investigation and/or response action plans.

<http://www.hennepin.us/business/property/edat>

City of Minneapolis Community Planning and Economic Development Department (CPED)

CPED administers a number of programs for the development and preservation of affordable and mixed-income rental and ownership housing. Funds are targeted to meet City housing priorities.

<http://www.ci.minneapolis.mn.us/cped/housing/index.htm>

CPED also has a variety of resources to help facilitate real estate, business, and workforce development.

<http://www.ci.minneapolis.mn.us/www/groups/public/@cped/documents/webcontent/wcms1p-129715.pdf>

City Adopted Redevelopment Areas

Generally, City redevelopment activities are carried out under the authority of a redevelopment plan, which is a legal document prepared by staff and formally adopted by the City Council. The plan guides the physical development of property within the project area and provides an opportunity for the City to express its social and economic goals for the project. The plan also relates anticipated activities in the project area to the City's comprehensive plan and adopted small area plans, ensuring that development conforms to land uses and densities identified in those plans. It enables the City to use its legal authority to acquire land and carry out other public redevelopment activities within a described geographic redevelopment project area. The redevelopment plan states the City's objectives in undertaking specified public redevelopment activities and establishes certain standards and controls to which private redevelopment activity receiving public assistance must conform. Figure 4-7 shows where the City has already established redevelopment plans in the station area.

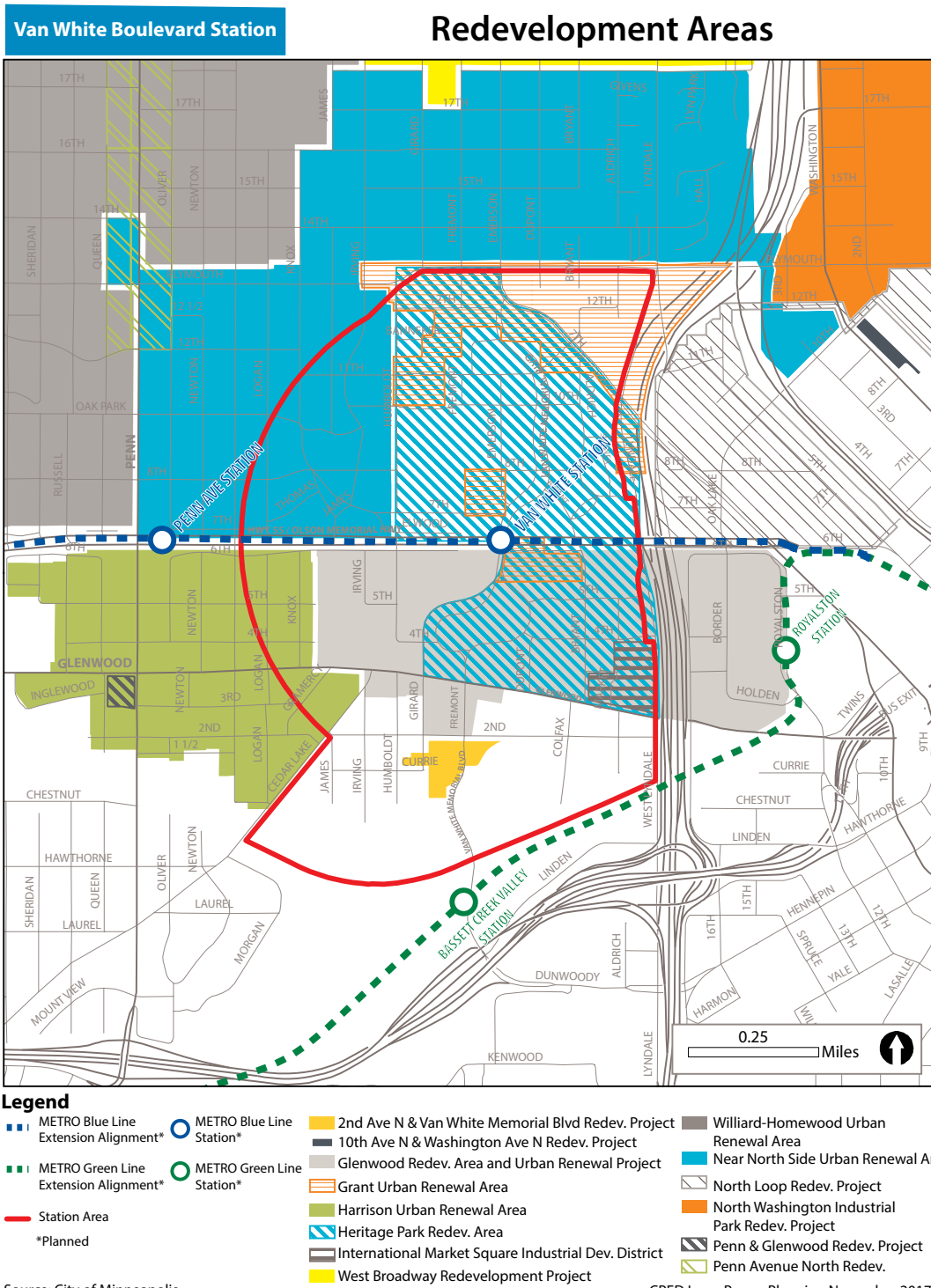


Figure 4-7. City of Minneapolis Redevelopment Areas.

Recommendations

The following are proposed recommendations regarding TOD elements of the station area. They are intended to cover broad themes and are not a list of every possible item or goal related to those elements.

- Mixed-use, mixed-income, multi-story development is most appropriate and preferred for the parcels nearest the station as designated on the land use map in Chapter 3.
- New residential development should primarily focus on creating mixed-income neighborhoods, which includes market rate housing.
- Existing affordable housing units for current residents should be preserved.
- New affordable housing is encouraged to replace existing affordable housing lost due to redevelopment, rising rents, or as part of mixed-income developments.
- Retail sales and services are the priority land use for the first floor of mixed-use buildings on parcels near the station platform. Encourage and support retail sales and services that provide “last mile” services for residents.
- New educational uses can complement the existing educational uses in the station area. If on parcels near the LRT station, they should be located within mixed-use buildings above the retail ground floor.
- Office uses located on parcels near the LRT station are preferred on floors above the retail ground floor.
- Non-residential uses should be job-intensive with living wages for employees. All uses, including non-residential uses, should generate transit ridership.
- Requests for Proposals and development of public land should ensure balanced development that includes (where applicable) neighborhood serving retail, accentuates and expands income diversity, meets employment targets, provides housing choice, and preserves affordable housing options.

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5

URBAN DESIGN

Good urban design helps create and maintain neighborhoods that are safe, active, comfortable, and livable and it is important to maximize the use of transit. For example, active uses adjacent to the pedestrian and bike routes make walking an appealing activity and add “eyes on the street” promoting public safety. Tree boulevards, between streets and sidewalks, have shade in the summer and room for snow storage in the winter, which makes the atmosphere more pleasant and the conditions less difficult when walking to the station.

This chapter provides urban design guidance on how the station area can be developed through specific treatments and infrastructure decisions. It further utilizes concepts to guide how those decisions could be designed and implemented throughout the station area. First, this chapter illustrates “street themes” and a suggested street network. This is done to show how new development and streets can reconnect the grid and how they can relate to each other. Next, the chapter describes development concepts for specific areas by showing how development could be designed and phased. Also, detailed guidance is shown regarding the streetscape along Olson Memorial Highway at the station. Lastly, the chapter lists some suggested urban design treatments that can be utilized throughout the station area.

New Street Themes and Framework

This plan envisions new streets to reconnect the grid and to support the buildout and benefits of TOD. The new street theme framework in Figure 5-1 is an example of how new streets can be located to reconnect the

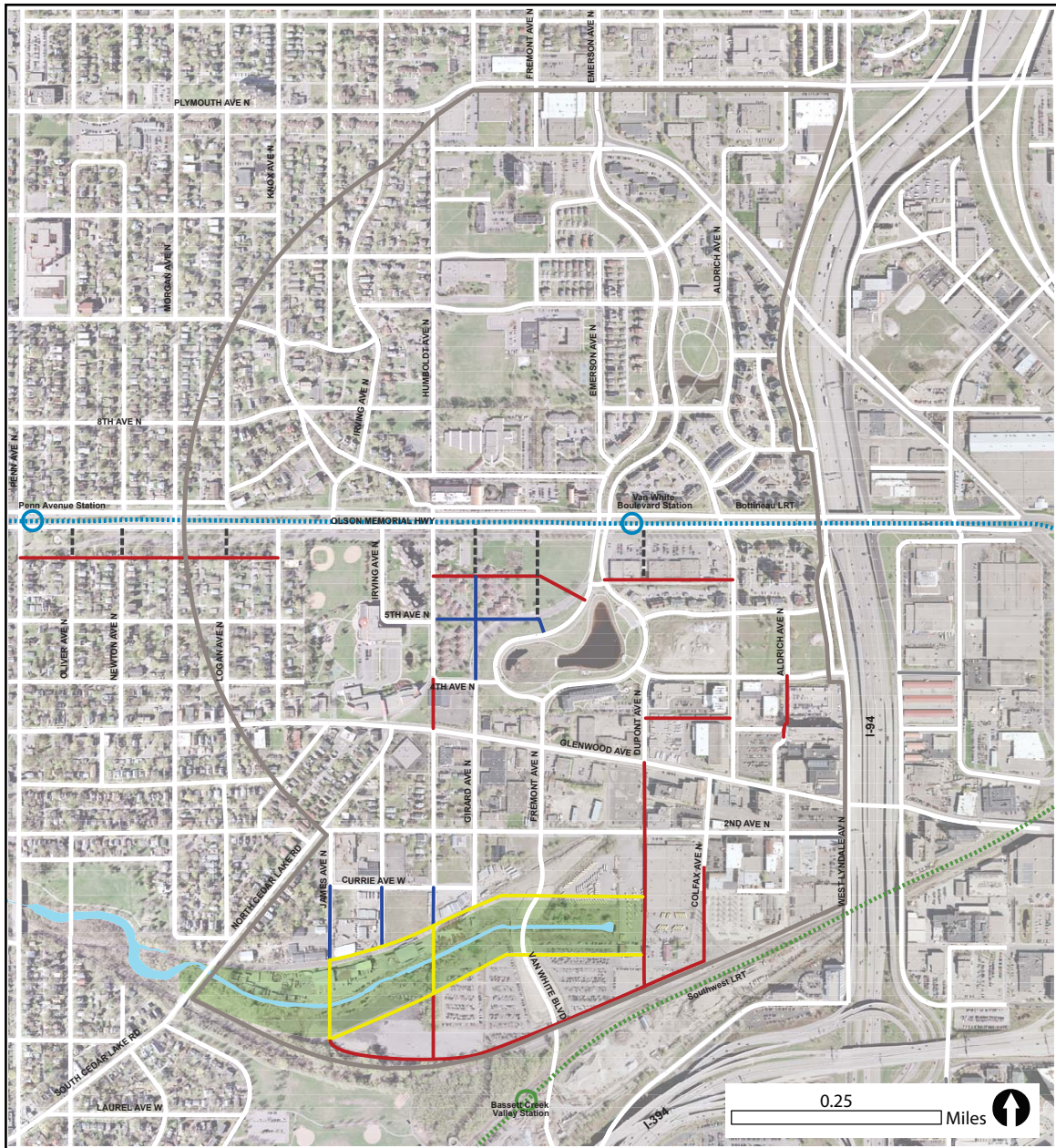
grid and to facilitate new development. In order to delineate that vision a series of “street themes” has also been created. The themes are a tool for organizing future infrastructure and development decisions in relation to their location and proposed development (see Figures 5-2 through 5-6). They are not intended as design guidelines or dimensioned cross sections for constructing streets. Rather, the standards outlined in *Access Minneapolis* and other relevant adopted City ordinances and policies will be followed at the design, engineering, and construction stages for integrating these streets into the project area. All street design decisions involve the Public Works Department and are complex decisions based on overarching policies, user needs, context, physical constraints and stakeholder input.

The framework selects the proposed streets based on the site location, conditions, and envisioned development. For example, where new open space is proposed along Bassett Creek, the framework shows a parkway. Near the LRT platform, where north-south pedestrian connections are important, but vehicular connections to Olson Memorial Highway will not be possible, shared streets and pedestrian/bikeways are shown. Actual street type, location, and design will depend on many factors at the time of design, engineering, and construction and will comply with *Access Minneapolis* and other relevant adopted City ordinances and policies.

The buildings in the drawings represent a type of use and density that could happen on a street and how it should relate to the street, but are not intended to be the policy guidance for land use and intensity for specific sites. The land use and development intensity maps in Chapter 3 Land Use provide this guidance.

Van White Boulevard Station

Street Theme Framework



Legend

- METRO Blue Line Extension Alignment*
- METRO Green Line Extension Alignment*
- Station Area
- *Planned
- METRO Blue Line Station*
- METRO Green Line Station*
- Potential parks & open space
- Urban village street
- Parkway
- Shared street
- Bike/ped walkway

Figure 5-1. Street theme framework.

Residential Street

Residential streets are the typical quiet streets with low-density homes that can be found in older neighborhoods throughout the city. The roadway is narrow and shared between moving vehicles, bicycles, and parked vehicles. A sidewalk and tree-lined boulevard typically lines each side of the street. The building setback creates a clear transition between the built environment of the public right-of-way and private property.

Urban Village Street

The streets of the Urban Village are lined with medium-density housing to high-density mixed-use (shown in the drawing) TOD. Buildings are oriented to pedestrians by being sited directly on, or a few feet back from the sidewalk. Windows allow views in and out of the buildings, promoting safe and interesting scenes along the street. The wide, shady sidewalks accommodate walking, sitting, and enjoying the businesses on the street level. Streets may or may not have parking and bike lanes. It's a vibrant and pleasant place to live, work, and shop. In new developing area this type of street will likely be the default unless the other street types are more appropriate. An example would be the proposed east-west street at the 555 Girard Terrace site at the southwest corner of Van White Memorial Boulevard and Olson Memorial Highway.

Parkway

A narrow ribbon of roadway and separated pedestrian and bike paths edge a linear open space, park, or waterway. On the other side of the roadway could be a variety of building types with various setbacks. The drawing depicts medium- or high-density mixed-use placed directly on the sidewalk, which gives the parkway a vibrant urban edge. An example would be streets fronting the new linear open space/park along Bassett Creek.

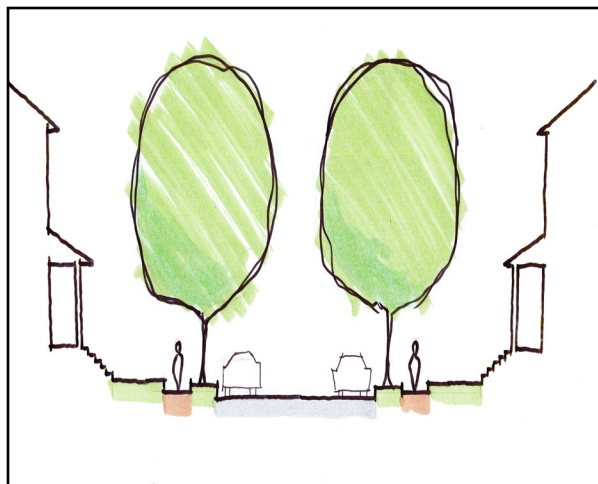


Figure 5-2. Residential street.

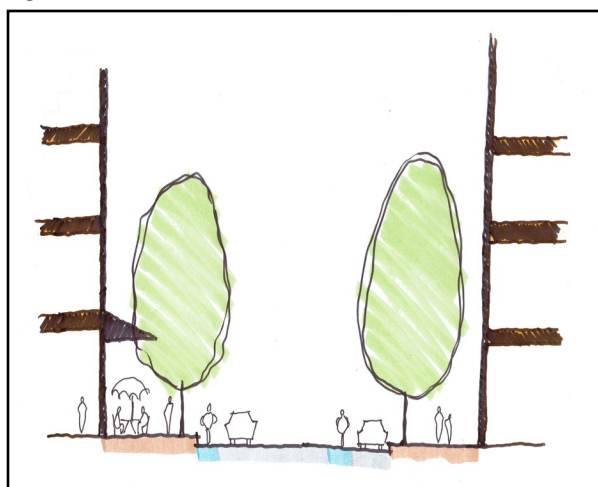


Figure 5-3. Urban Village street.

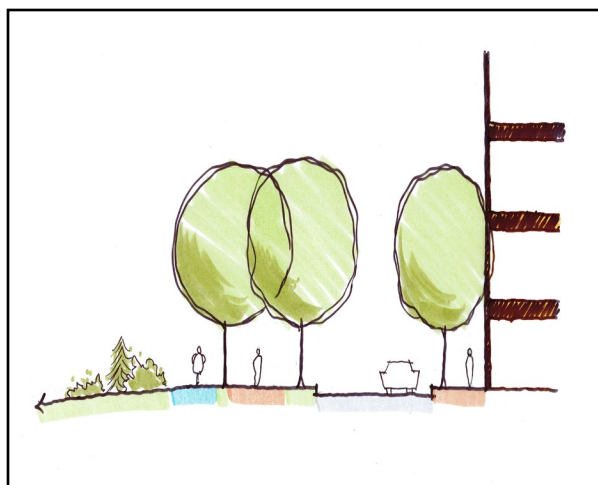


Figure 5-4. Parkway.

Shared Street

A shared street is a type of street that allows access for vehicles but prioritizes pedestrians and bicyclists. In this way, the street is calm and safe for users of all types. The actual structure of the street can vary but a defining feature is a lack of curbs. All users can use the roadway though often different paving types or treatments, bollards, or street trees identify where vehicles are not allowed. Plantings and street furniture create places to sit and relax, while wider open spaces can be used for children to play. Any type of building can line a shared street, from medium-density residential to mixed-use. It's a quiet but active street. An example would be the proposed east-west streets at the 555 Girard Terrace site at the southwest corner of Van White Memorial Boulevard and Olson Memorial Highway.

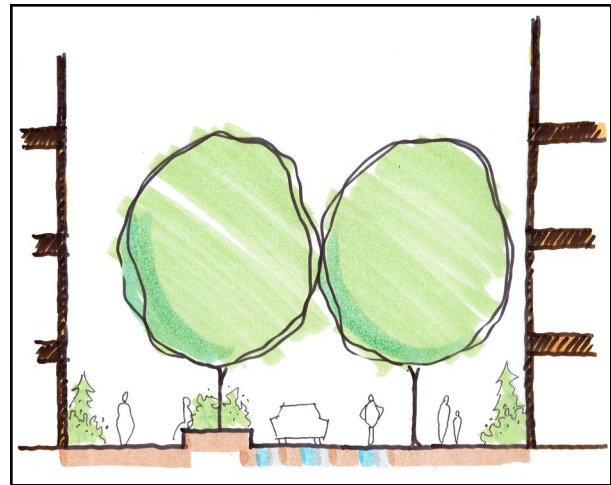


Figure 5-5. Shared street.

Pedestrian/Bikeway

Pedestrian/bikeways are connections that do not permit vehicular use. They can be found in any type of development intensity, from medium-density residential to high-density mixed-use (shown in the drawing). The width may vary, depending on the projected intensity of use but frequently can be treated as plazas or wide sidewalks, with seating, outdoor cafes, and other amenities. Examples would be the proposed north-south connection to the public sidewalk along the south side of Olson Memorial Highway. Vehicular access will not be allowed to connect to the highway, but it will still be necessary to have connections for bicyclists and pedestrians.



Figure 5-6. Pedestrian/bikeway.

Public Realm Improvements - Places

Public realm improvements are critical components of the station area as they create a safe and comfortable environment that support walking and biking to the station and between residential and commercial areas. These improvements also provide economic, environmental and social benefits that are supportive of overall neighborhood livability. The Public Realm Improvements - Places section provides detailed guidance for the following areas: Olson Memorial Highway/Boulevard, 555 Girard Terrace, and the Bassett Creek Valley, including concepts for design and phasing.

Olson Memorial Boulevard

A major theme of the community engagement process was the desire for a pedestrian friendly and green environment along Olson Memorial Highway. The highway will be rebuilt in coordination with the construction of the LRT. Several features have been incorporated into the design to improve the pedestrian conditions. It will have six-foot wide sidewalks with 10-foot green tree boulevards between the sidewalk and street. This tree boulevard will provide room for snow storage to help keep sidewalks from being covered with plowed snow. It will also create a buffer from the traffic on Olson Memorial Highway. In addition, the boulevard will have trees.

This plan envisions that the built form along Olson Memorial Highway at the Van White station area will have multi-story buildings constructed up to the sidewalks with pedestrian friendly amenities between the buildings and along the sidewalks that line the boulevard. The first floors should have retail or neighborhood serving services that are visible from the street and that are accessible to pedestrians, bikes, transit, and automobiles to support the retail and services. Taller buildings are encouraged on the south side of Olson Memorial Highway at the Van White Memorial Boulevard intersection adjacent to the station. As one moves west from Van White Memorial Boulevard the land use will transition from mixed-use to residential.

Though MnDOT intends for this to remain a state highway in name, these improvements will make the whole environment along the corridor function more like a boulevard. For this reason, the street environment needs to feel more like a boulevard. The following concepts illustrate how to accomplish a transition from Olson Memorial Highway to Olson Memorial Boulevard.

The following streetscape design concepts are illustrated for a portion of Olson Memorial Boulevard but are intended to be applied to the entire length of the corridor.

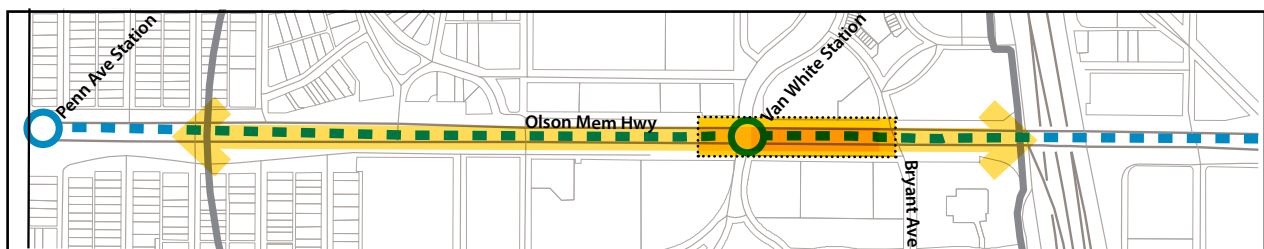


Figure 5-7. Olson Memorial Streetscape Design Concepts Extent.

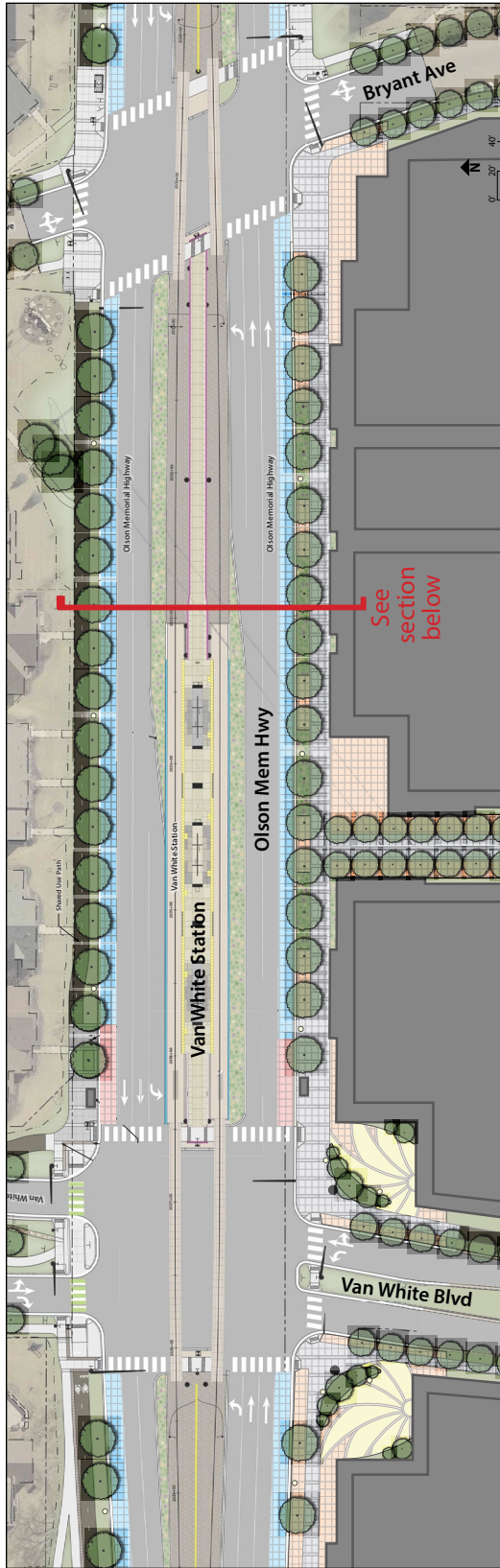


Figure 5-8. Streetscape on Olson Memorial Highway at Van White Station. Note: this urban design plan was drawn over a draft plan created by Kimley Horn / Bottineau Project Office.



Figure 5-9. Typical Street Section on Olson Memorial Highway at Van White Station.

Olson Memorial Streetscape Design Goals & Guidelines

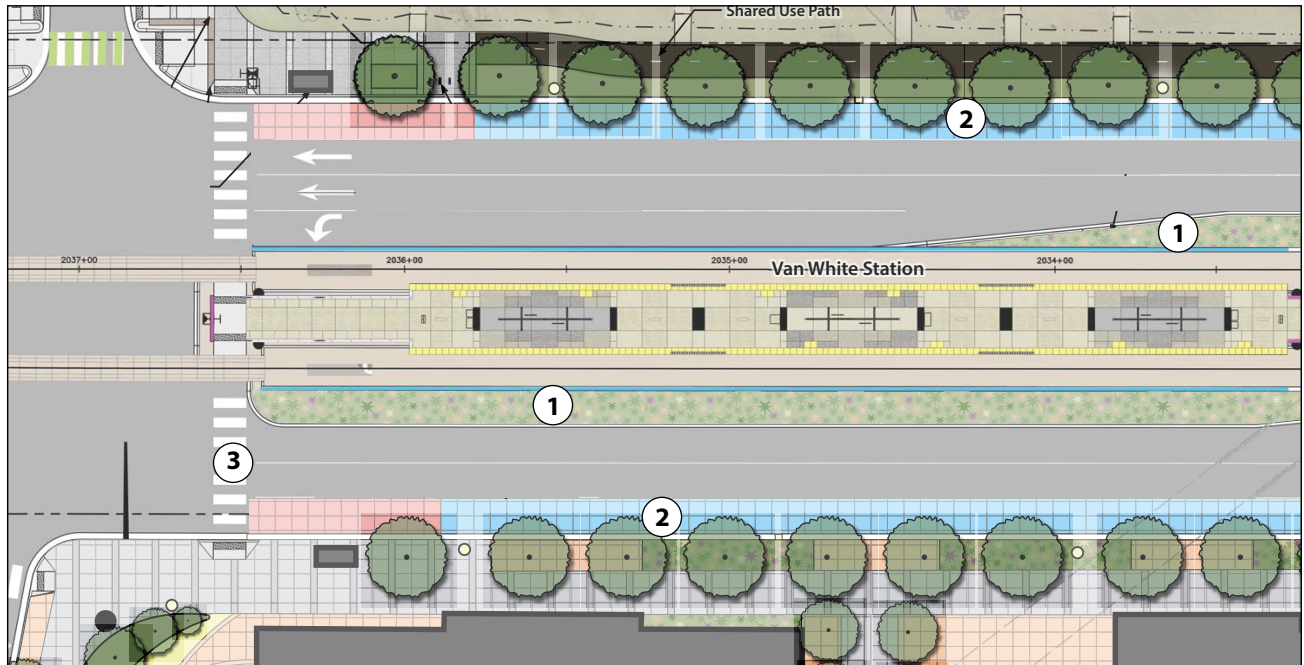


Figure 5-10. Olson Memorial Streetscape Design Concepts.

Goal: Create a safe environment for everyone through:

A. Slowing traffic on Olson Memorial Highway

1. Planting the turn lane shadow in center of street to minimize the perceived width of the street. See page 92 for more information.
2. In future, transition outermost travel lanes to parking lanes, marked with special paving or paint.

B. Delineating pedestrian space

3. Make crosswalks highly visible.

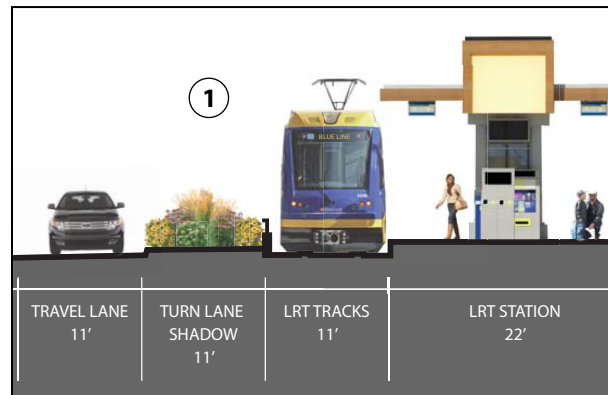


Figure 5-11. Planted turn lane shadow.

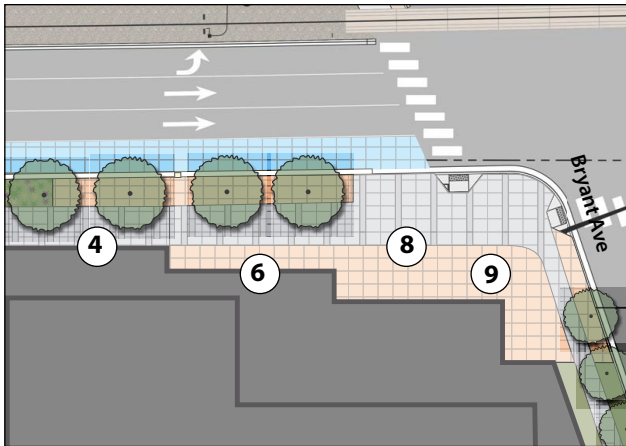


Figure 5-12. Olson Memorial Highway Sidewalk Features.

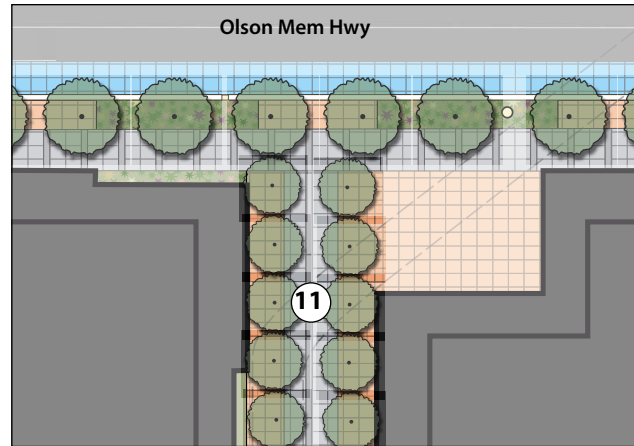


Figure 5-13. Pedestrian Walkways Between Buildings.

Goal: Make a comfortable pedestrian environment along the boulevard by doing the following:

C. Orienting ground-floor levels of all buildings to pedestrians

- 4. Buildings should meet the sidewalk and entrances should open onto the sidewalk.
- 5. Building windows should line sidewalks along as much of the building front as possible.
- 6. Vary and articulate building facades to add scale and visual interest along the street wall

D. Creating a vibrant, enjoyable sidewalk where people want to spend time:

- 7. Sidewalks along the south side of Olson Memorial Highway should be at least 12' to accommodate higher volumes of pedestrians due to transit, higher densities, and mixed-use development.
- 8. Establish legibility for pedestrians by creating a series of different zones that delineate various spaces. For instance, use a special paving in furnishing zones, frontage zones, and plazas to differentiate walking areas from gathering areas. Where appropriate, furnishing zones can also be planted with hardy, attractive perennials.
- 9. Widen sidewalks at intersection corners an additional 10' to create a frontage zone which can accommodate outdoor seating and other gathering spaces.
- 10. Encourage outdoor cafe seating, awnings, attractive signage, and other human uses of the sidewalk area.
- 11. Improve pedestrian connections by introducing walkways between buildings.



Figure 5-14. Pedestrian-oriented buildings.

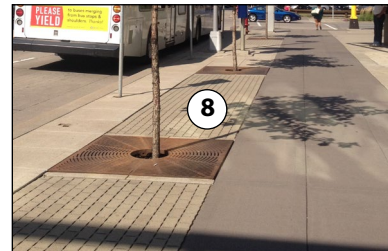


Figure 5-15. Sidewalk paving.

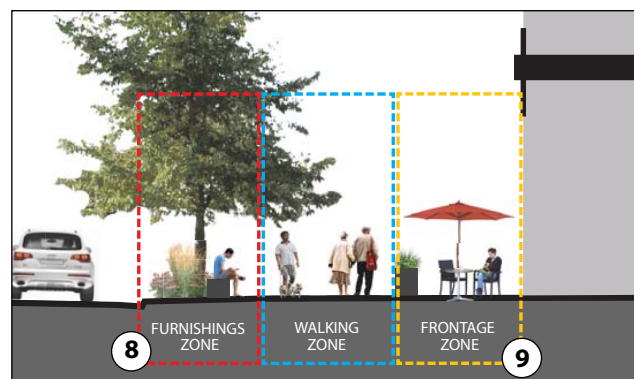


Figure 5-16. Streetscape zones.

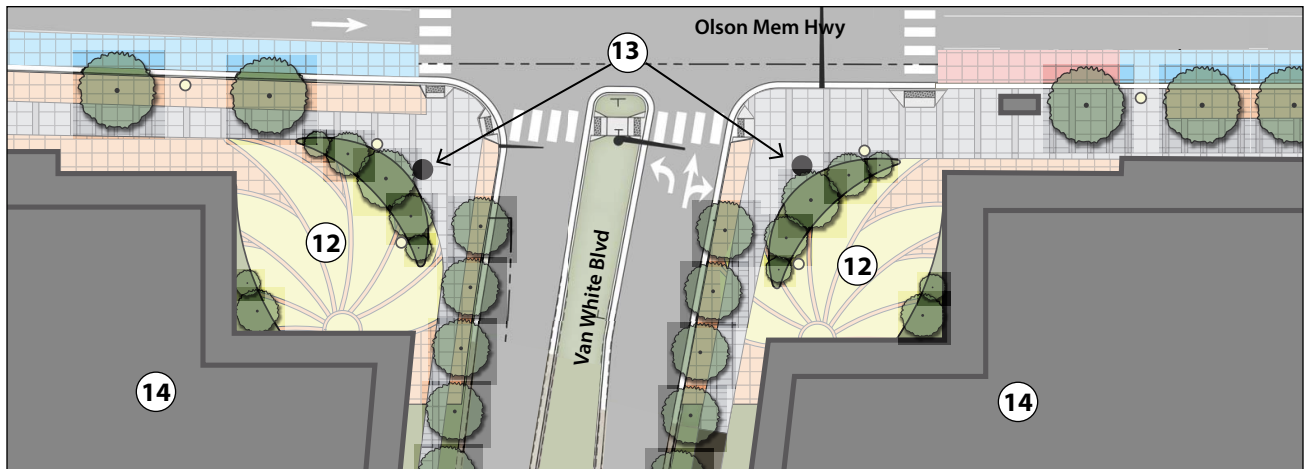


Figure 5-17. Plazas at Olson Memorial Highway & Van White Memorial Boulevard intersection.

Goal: Reinforce the identity of the neighborhood and station area by:

- E. Designing the corner of Van White Memorial Boulevard and Olson Memorial as a gateway with:**
 - 12. Small entry plazas on both corners
 - 13. Gateway elements and public art in the plazas
 - 14. Building towers on either side of the intersection



Figure 5-18. Small plaza.

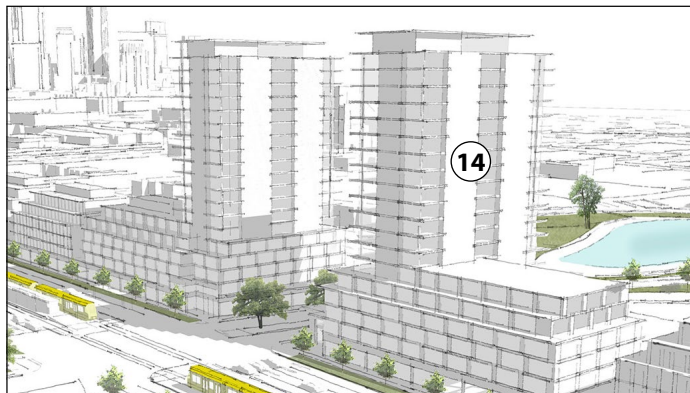


Figure 5-20. Building towers reinforce gateway at intersection.



Figure 5-19. Gateway element/artwork.



Figure 5-21. Section through plaza at intersection.

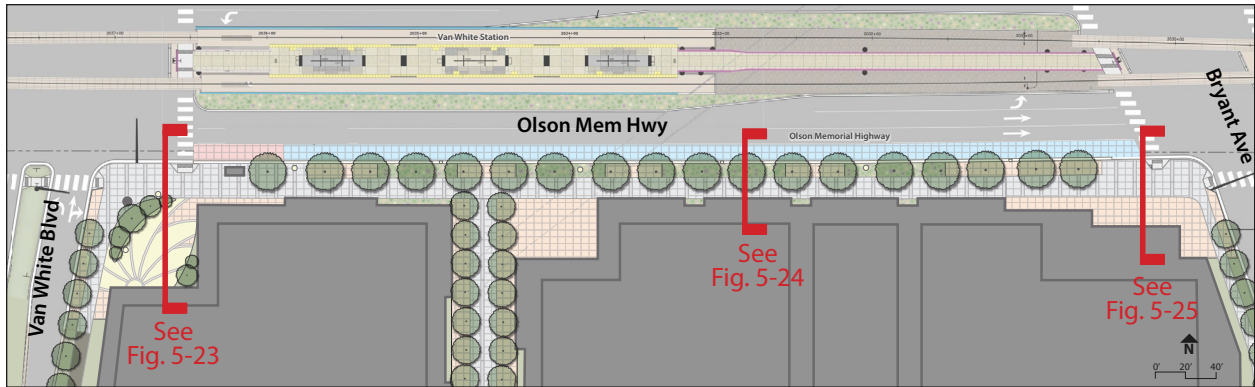


Figure 5-22. Proposed Sidewalk Conditions on South Side of Olson Memorial Highway.



Figure 5-23. Plaza at Van White Memorial Boulevard intersection.

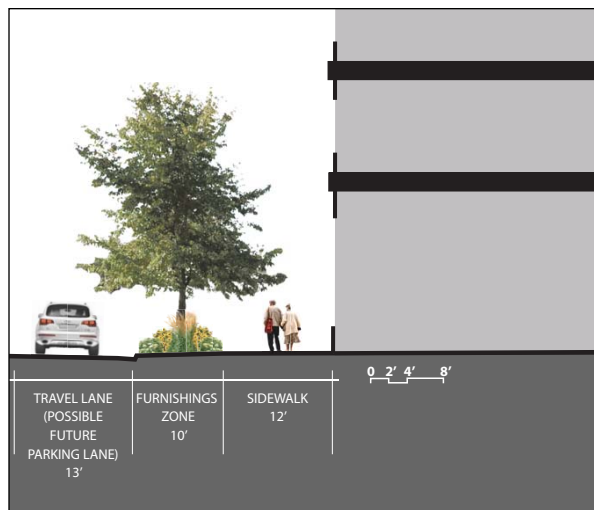


Figure 5-24. Buildings meet the sidewalk, mid-block.

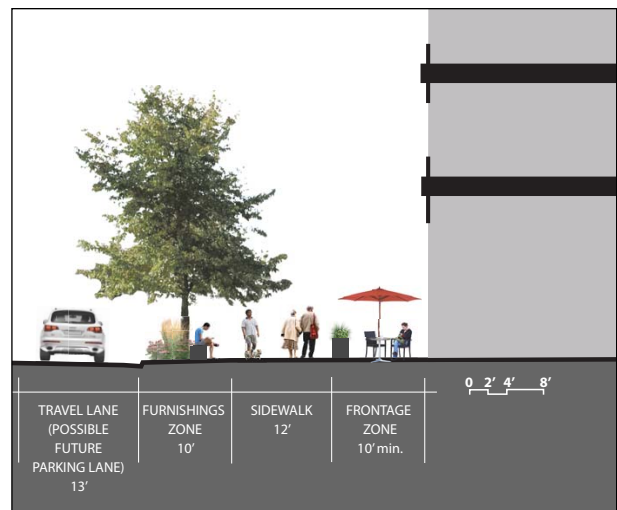


Figure 5-25. Wider sidewalk near intersections.

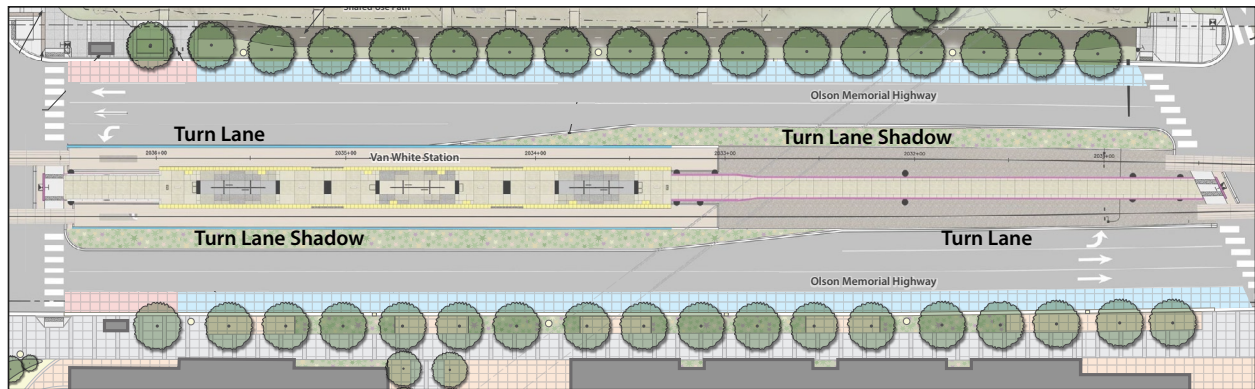


Figure 5-26. Turn lane shadow locations in relation to station and block -- this pattern is continued along the length of the corridor.

Turn Lane Shadow

The "turn lane shadow" is the portion of the center turn lane on Olson Memorial Highway that is not utilized for traffic use at certain points along its length. This area can be treated with paving or with planting.

The community has indicated that wants:

- A focus on safety along the corridor, especially for pedestrians.
- "Use as many tools as possible to slow down car traffic".
- "Keep the corridor green".
- Stations should be safe and comfortable.

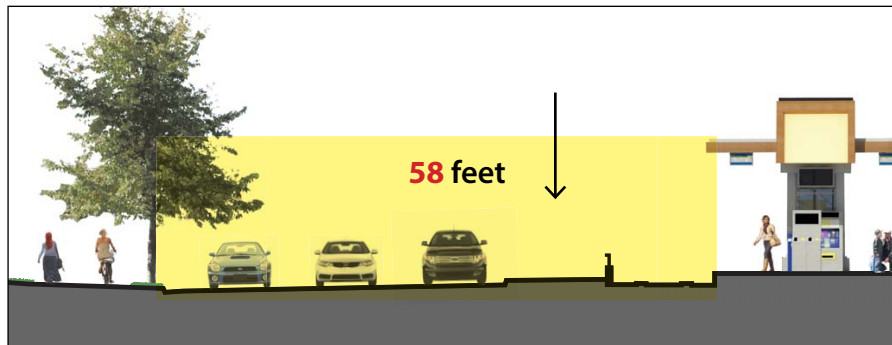


Figure 5-27. Perceived street width with paving in the turn lane shadow.

Paved option:

While the drivable roadway is only 33', the lack of a substantial vertical element in the turn lane shadow and LRT tracks creates the visual perception of a much wider roadway, encouraging higher vehicle speeds.

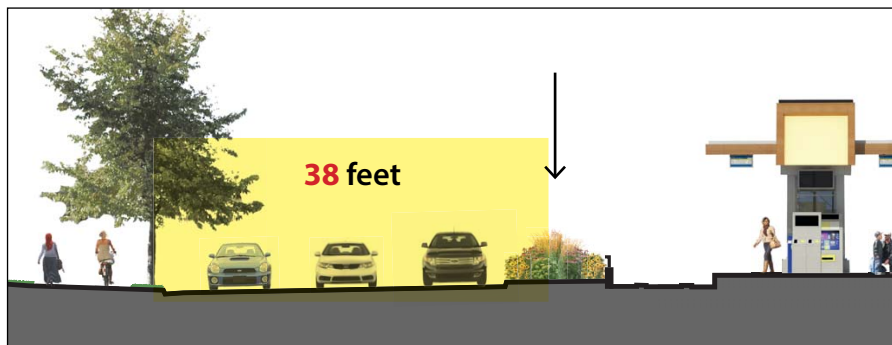


Figure 5-28. Perceived street width with a planting in the turn lane shadow.

Planted option:

The introduction of a planting in the turn lane shadow helps to corrects the spatial perception of the width of the roadway, naturally slowing vehicles.



Figure 5-29. View looking South on Van White Memorial Boulevard.



Figure 5-30. View looking Southwest on Olson Memorial Boulevard.

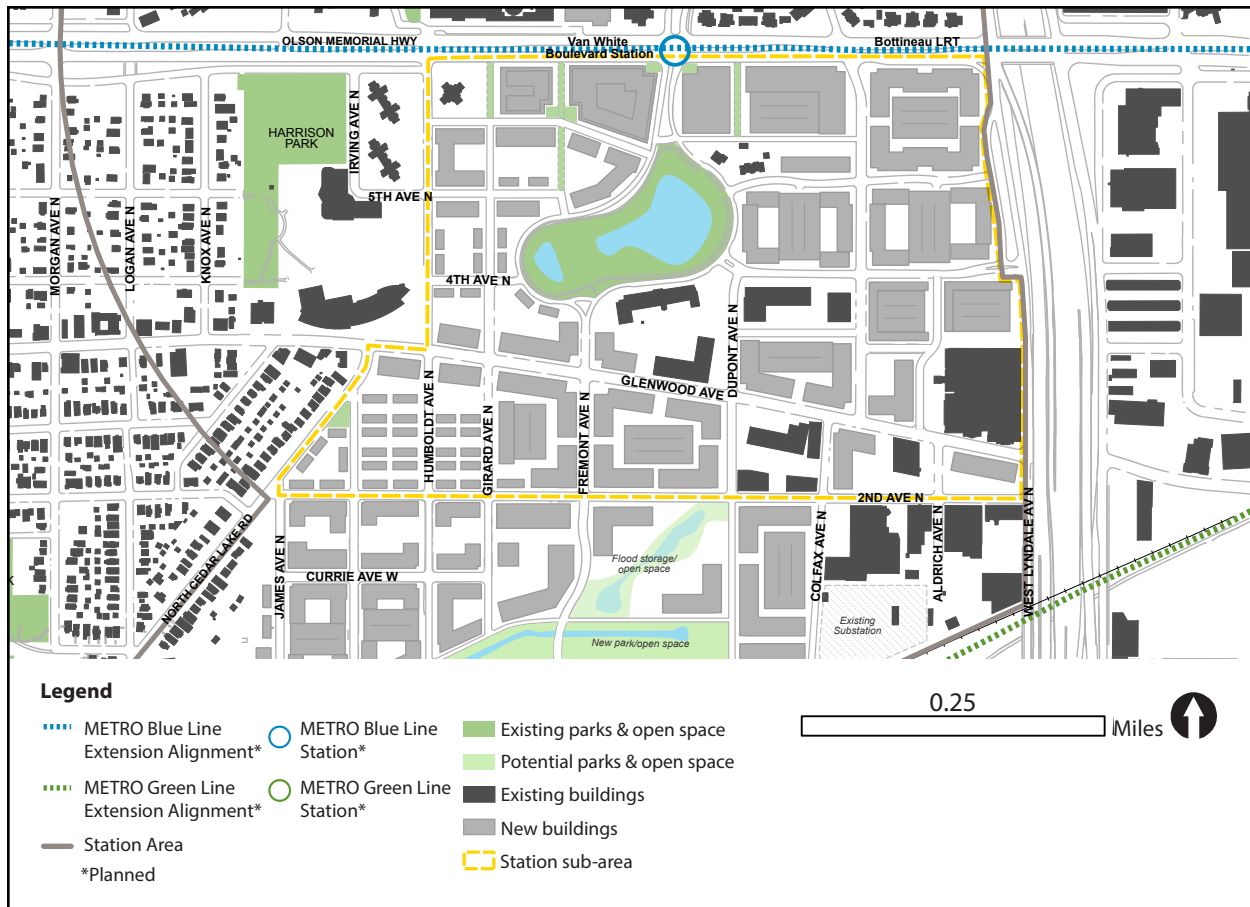


Figure 5-31. 555 Girard redevelopment concept.

555 Girard Terrace

The MPHA site (555 Girard Terrace) at the southwest corner of Van White Memorial Boulevard and Olson Memorial Highway provides an opportunity to create a mixed-use development with neighborhood serving retail, services, offices, and residential. It is the area most appropriate for a mixture of uses in taller buildings that have a high intensity of jobs and density of people. A vacation of Girard Terrace can be considered to make a larger developable site. Developments proposals that include streets to reconnect the grid and to facilitate pedestrian access through the site are preferred. The street network in Chapter 2 Transportation shows how the grid system could be reconnected at this site. The street design framework of this chapter provides further guidance on how the streets could be function.

In addition to adding streets and blocks, the arrangement of buildings and open spaces will be also be important. For instance, Figure 5-31 shows a conceptual redevelopment of the site and surrounding area. It shows how the area could implement TOD and a new street network. This concept suggests that larger lots near Van White Memorial Boulevard and Olson Memorial Highway be developed with mixed-use buildings with larger retail spaces on the first floor. Due to a high water table, above ground parking may be necessary, but strategies for reducing the amount of parking or structured parking are preferred over large surface parking lots. Where parking ramps are constructed they are lined with active uses. Pedestrian corridors and bikeways provide connections to through the site, accessing retail activities on Olson Memorial Highway, to and from the transit station.

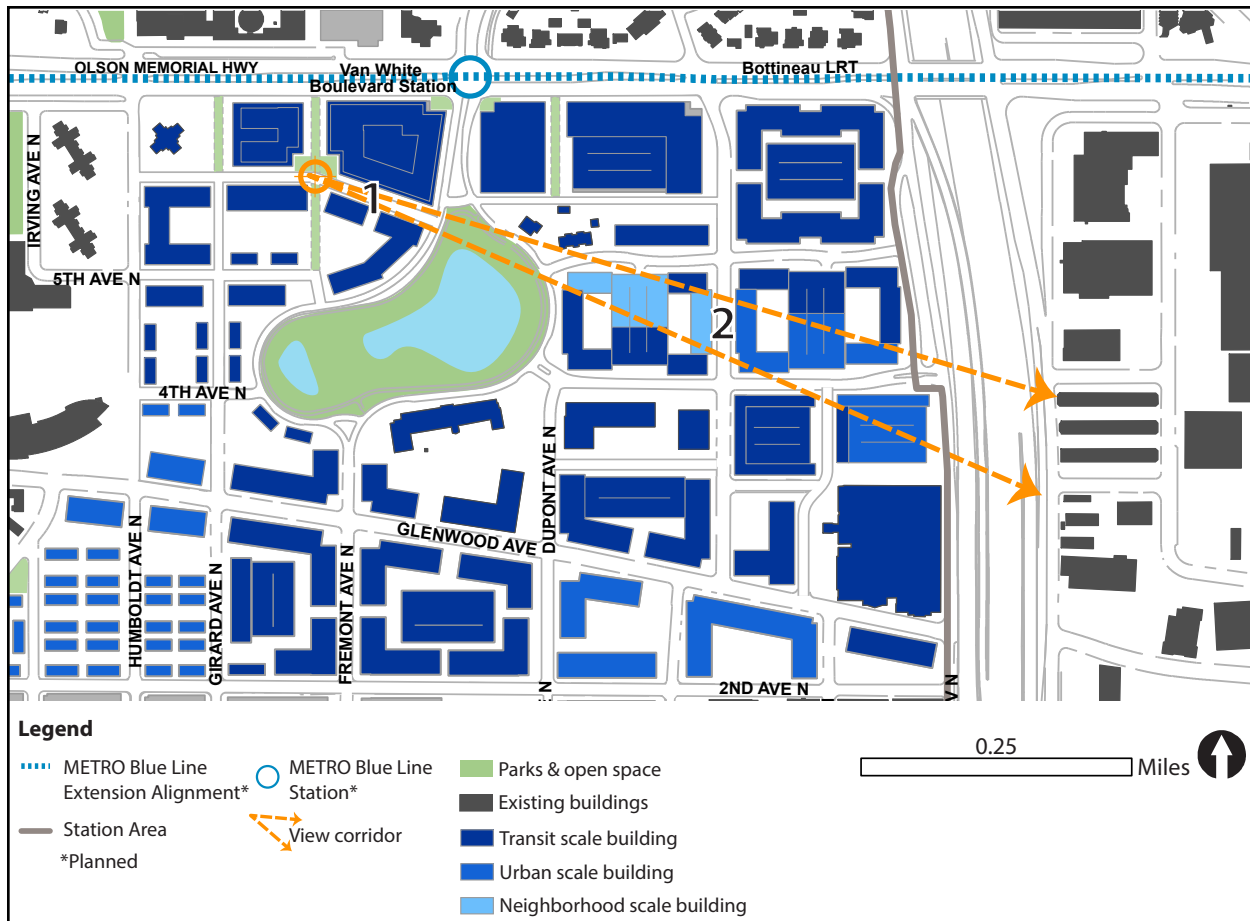


Figure 5-32. Development intensity in relation to the view corridor.

During the community engagement process one of the many things residents expressed an interest in was preserving the unique view of the downtown skyline, which is considered a major asset of the neighborhood. Currently, the City does not guarantee preservation of views from private property, but this plan establishes the intent to preserve views where possible, while still allowing the needed height and intensity of development. Figure 5-33 shows a potential view corridor of the five significant downtown buildings from the hill on the 555 Girard Terrace site. The main view corridor, which contains the three most significant downtown buildings, is between 18-25 degrees. Implementing infrastructure and development in a manner that orients to this view corridor from the hill can create a public community gathering area.

Figures 5-32, 5-34, and 5-35 show how new development could be oriented to frame this view from a public street on the hill at 555 Girard Terrace to create an amenity in the station area. New streets and development would be angled toward the skyline providing a public space at the top of the hill. Buildings that line the street will create a community gathering spot with a view along the public sidewalks. Looking east and south from the hill toward downtown, the new buildings on the large MPHA sites to the east can be placed to frame the view of downtown in the background with lower-scale development in the fore-ground and mid-ground. Taller buildings frame the views and allow the site to maintain overall transit scale density and intensity.

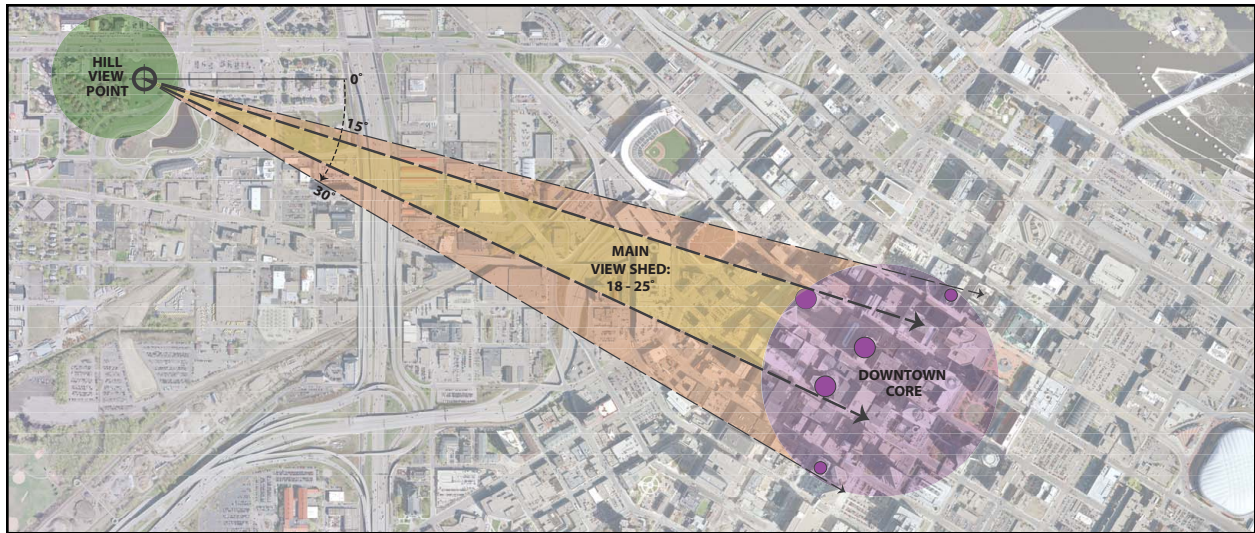


Figure 5-33. View corridor analysis.

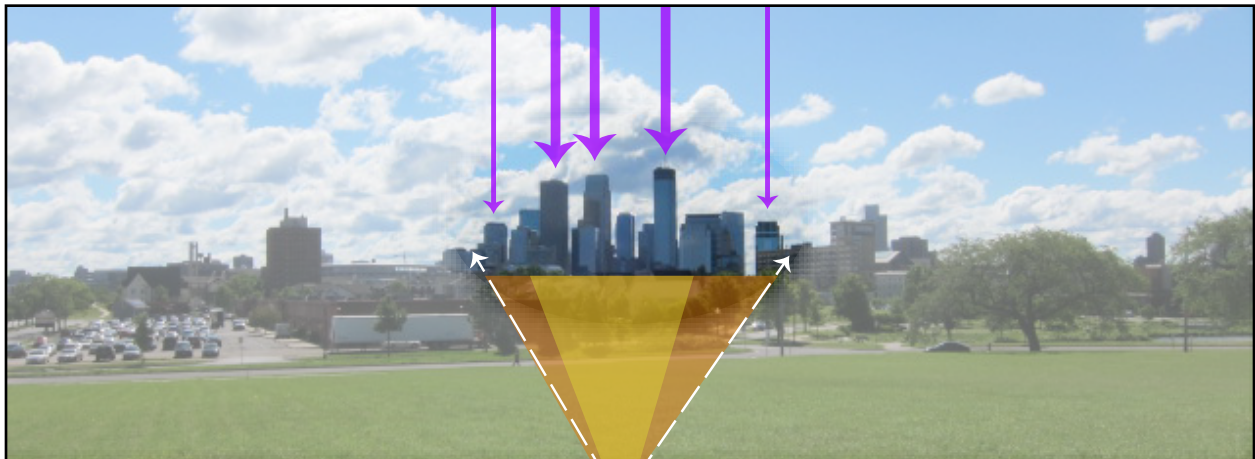


Figure 5-34. Views from the hill at 555 Girard Terrace looking south and east toward the downtown skyline.

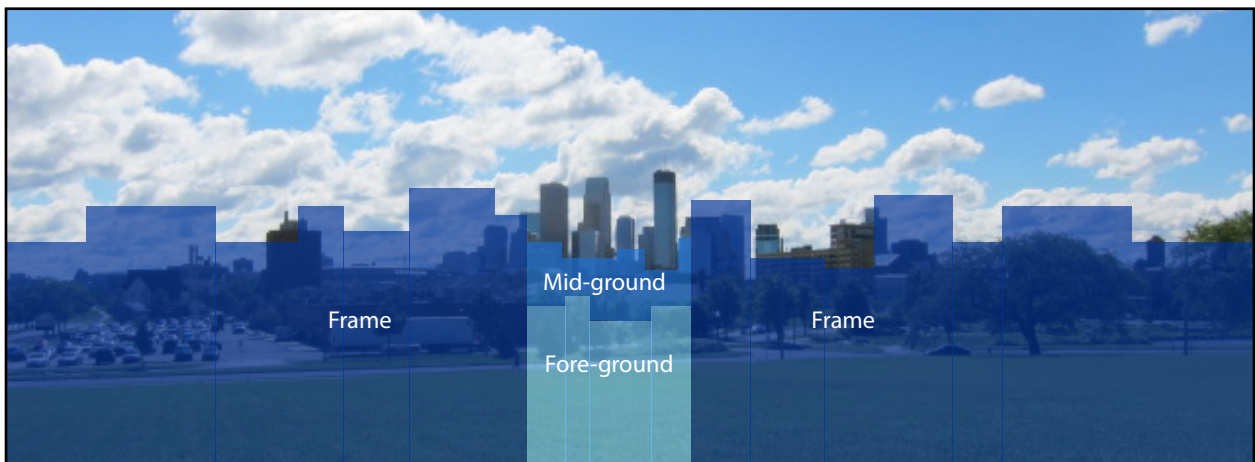


Figure 5-35. Framing the view of downtown (looking south and east) in the background with future development in the foreground and middle ground.

The view corridor is through the large vacant MPHA parcels located between Bryant and Lyndale Avenues North on the east and west and 4th and 5th Avenues North on the north and south. The Development Intensity Map in Chapter 3 Land Use identifies these sites transit scale development intensity. They are great candidates to create TOD as envisioned by this plan and will likely have taller buildings. Therefore, the ideal development would have transit scale development intensity while still allowing views of downtown from the public space on the hill at 555 Girard Terrace. This could be achieved by building taller narrow towers on the site framing the views, rather than a large boxy building. Individual buildings on the site may be built at different scales of intensity as long as the overall site meets the transit scale development intensity. However, the view corridor example is not intended to limit the height and density on the site or to mandate the preservation of any view corridor, but rather to show how development could meet multiple policy goals. Actual developments may not be able to preserve a view corridor, based on their program.

Bassett Creek Valley

There are several physical and environmental factors in the Bassett Creek Valley, including overhead transmission lines, storm and sanitary sewer lines, geotechnical conditions, soil contamination, and a flood plain that require further study to determine their effect on future development.

As noted in the land use chapter, Bassett Creek Valley has areas within the current Federal Emergency Management Agency (FEMA) flood map. Since the FEMA map was last updated in 2016 the Surface Water and Sewers Division of Public Works has completed a hydraulic/hydrology model of the area that shows flood risks to parcels beyond what is currently predicted by the FEMA floodplain map. Appendix C provides a detailed flood map. The Bassett Creek Watershed

Management Organization (BCWMO) is also nearing completion of a hydrology model of the Bassett Creek Watershed that similarly predicts elevated flood risks to parcels. The City and the BCWMO modeling, utilizing recent precipitation data and information about the City's stormwater system, predict flooding in this area beyond what is represented by the current FEMA floodplain map.

The following development scenarios of this chapter provide a potential vision for future development. Actual development will occur in consideration of the above noted information, future studies, site conditions, and stormwater management strategies. Some parcels shown as within flood areas may be able to be developed, others may be more appropriate as undeveloped. To minimize risks to City and private investors the City is committed to taking a comprehensive approach to mitigating flooding and managing stormwater in this area. This approach is preferable to trying to mitigate risks on a parcel by parcel basis. The plan to move forward with development that recognizes the need to mitigate flood risks comprehensively across the area will be consistent with the City's ultimate plan to manage water regionally.

In 2017, the City of Minneapolis has received a \$100,000 Transit Oriented Development predevelopment grant from the Metropolitan Council to study critical development issues related to the 20 acre Impound Lot site and the Van White Memorial Boulevard and 2nd Avenue North area. Grant funding will be used to evaluate flood mitigation opportunities and conceptual design of a regional storm water system, potential ways to extend utilities, soil conditions and pollution, and possible roads and bridge to access to the area west of Van White Memorial Boulevard. The grant will also begin to design a linear park or open space along Bassett Creek west of Van White Memorial Boulevard.

This section shows development concepts to illustrate how development can occur, but actual development may be different than the concepts due specific site conditions. The intent of the concepts is to show a preferred way for development to proceed and is based on the following basic goals and principles:

- Develop a publicly accessible open space amenity on both sides of Bassett Creek for its length in the station area. This could be a linear feature of at least 50-100 feet wide on both sides of the creek.
- The open space should be fronted by pedestrian and bicycle facilities that connect with the existing networks. They could also be fronted with a street that includes those facilities.
- New streets will reconnect the grid.
- New development will be oriented to have active uses with connections front the streets, bike and pedestrian facilities, and the open space to activate this part of the project area.
- Because there is a high water table, surface parking lots or above ground structured parking may be necessary. Solutions that minimize or eliminate parking to capitalize on the LRT investments in the area preferred, but where parking lots or structures are included, they should be lined with development between the parking facility and the streets, bike and pedestrian facilities, and public open space.

A phased concept on how the Bassett Creek Valley and open space could develop is shown in Figures 5-36 through 5-38. These concepts are presented to help facilitate future planning and infrastructure decisions. It is important to note that the Impound Lot will continue to operate, reduced in size, as affirmed by the City Council in 2015. The very long-term Phase 3 shows how development could happen if the Impound Lot were ever to be vacated, but is not a commitment to do so in the future.

The development concepts show a smaller linear open space along Bassett Creek as an alternative to the larger open space planned in the *Bassett Creek Valley Master Plan*. This option may be more feasible than what was originally proposed and it would allow development south of the creek. The addition of development on both sides of the creek will create a more active and less isolated area in the open space adjoining the creek. It also creates more space for commercial enterprises that would provide jobs in the station area. Future development should be designed to have a “front” facing both the open space and the street network (including pedestrian and bike only facilities) to encourage safe, active, and pedestrian friendly routes through the area.

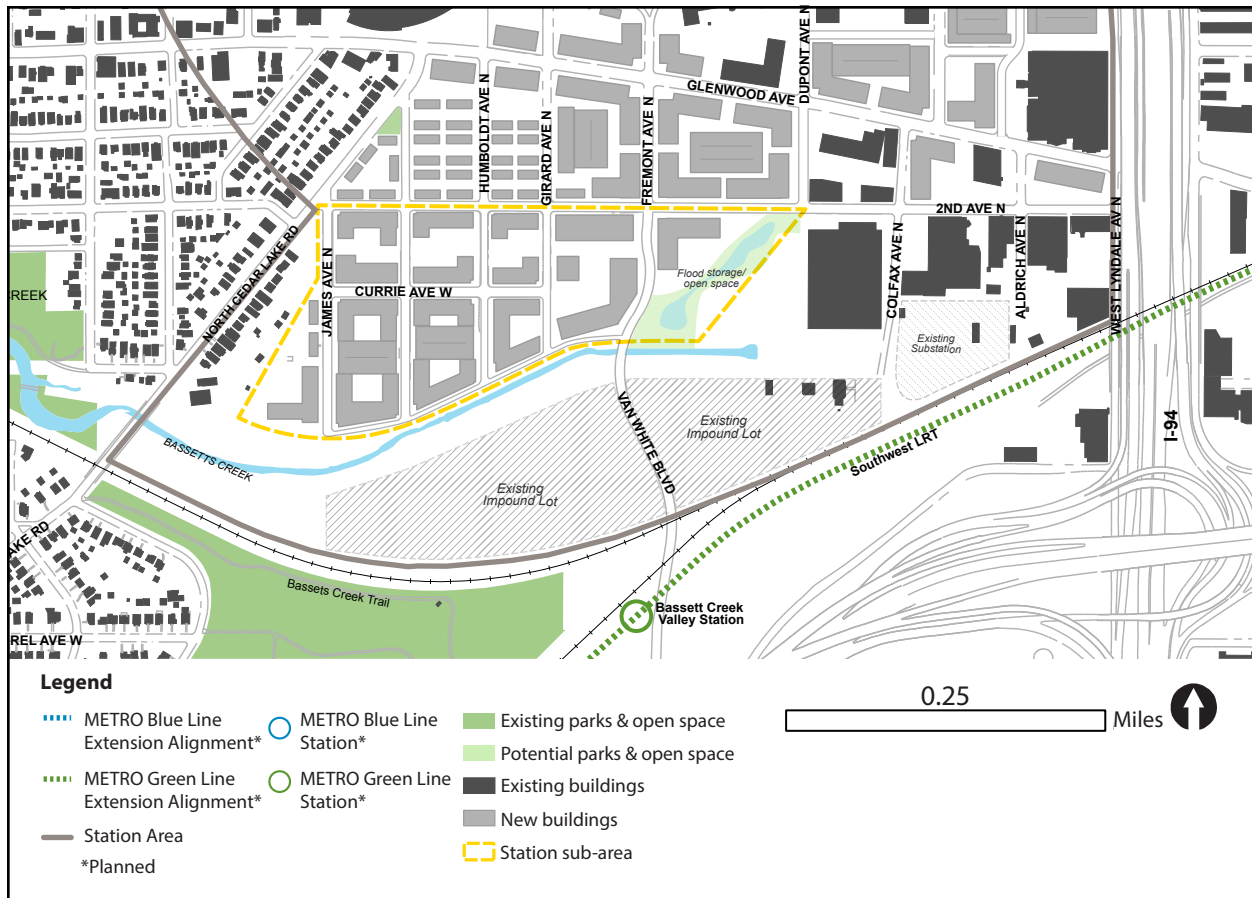


Figure 5-36. Bassett Creek Valley Phase One.

Phase One (Subarea F): 0 to 10 Years

The street grid south of 2nd Avenue and west of Fremont Ave is extended south to the creek, with a parkway (or trail, if there is not enough room for a parkway) connecting east and west along the creek. Due to the high water table in the area, parking is consolidated in above-ground parking ramps, which are tucked into the center of block and lined with urban-scaled, mixed-use development. Buildings are oriented to the sidewalks, pedestrian and bike facilities, and open space.

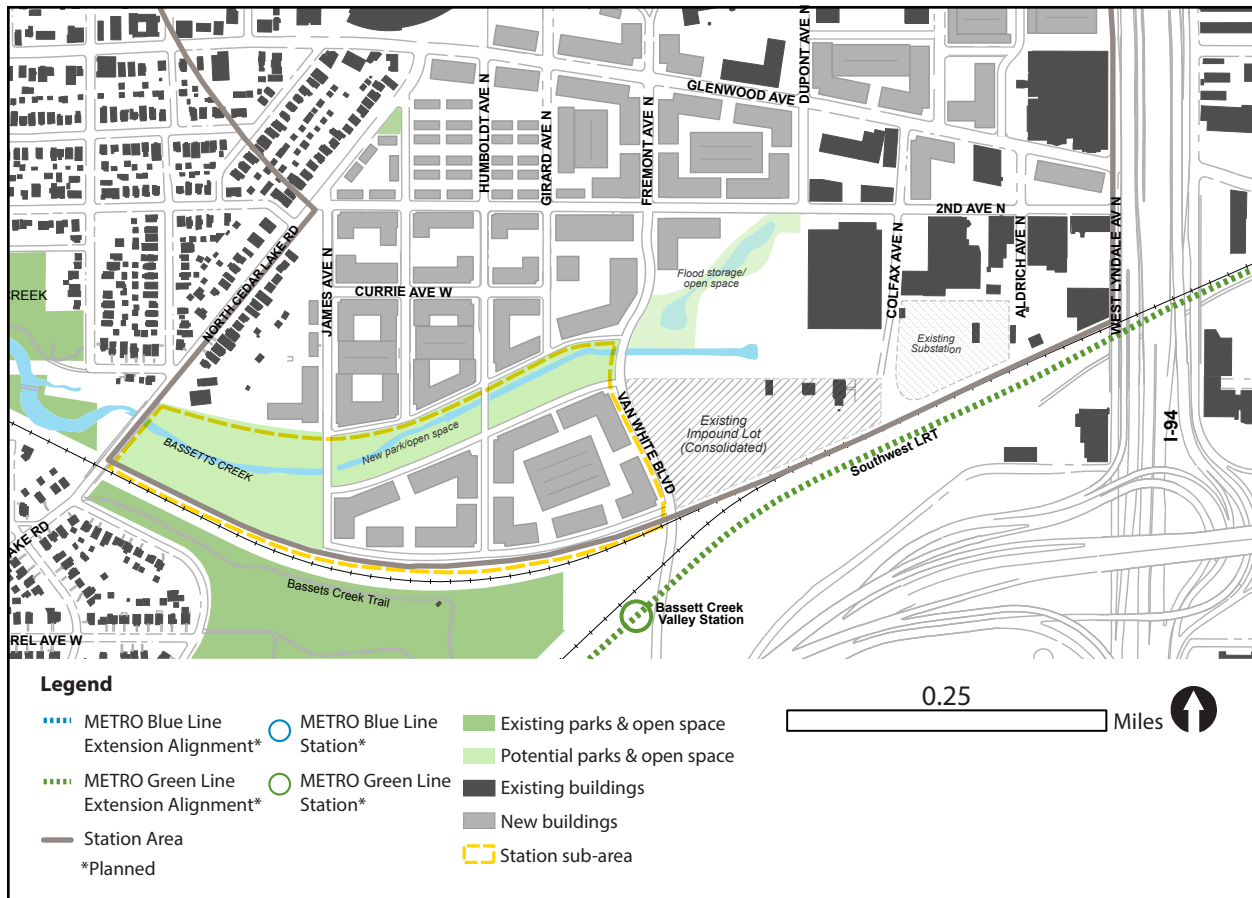


Figure 5-37. Bassett Creek Valley Phase Two.

Phase Two (Subarea G): 0-20 Years

The street grid is extended, via a bridge or two, across the creek. The bridges could occur in a number of different places. The open space along both sides of the creek is developed as a linear park with walking and biking trails, edged by a parkway. The former impound overflow lot south of the creek is developed as several mixed-use blocks. The buildings edge the parkways and other streets, creating pleasant and safe places to walk and enjoy the creek and valley.

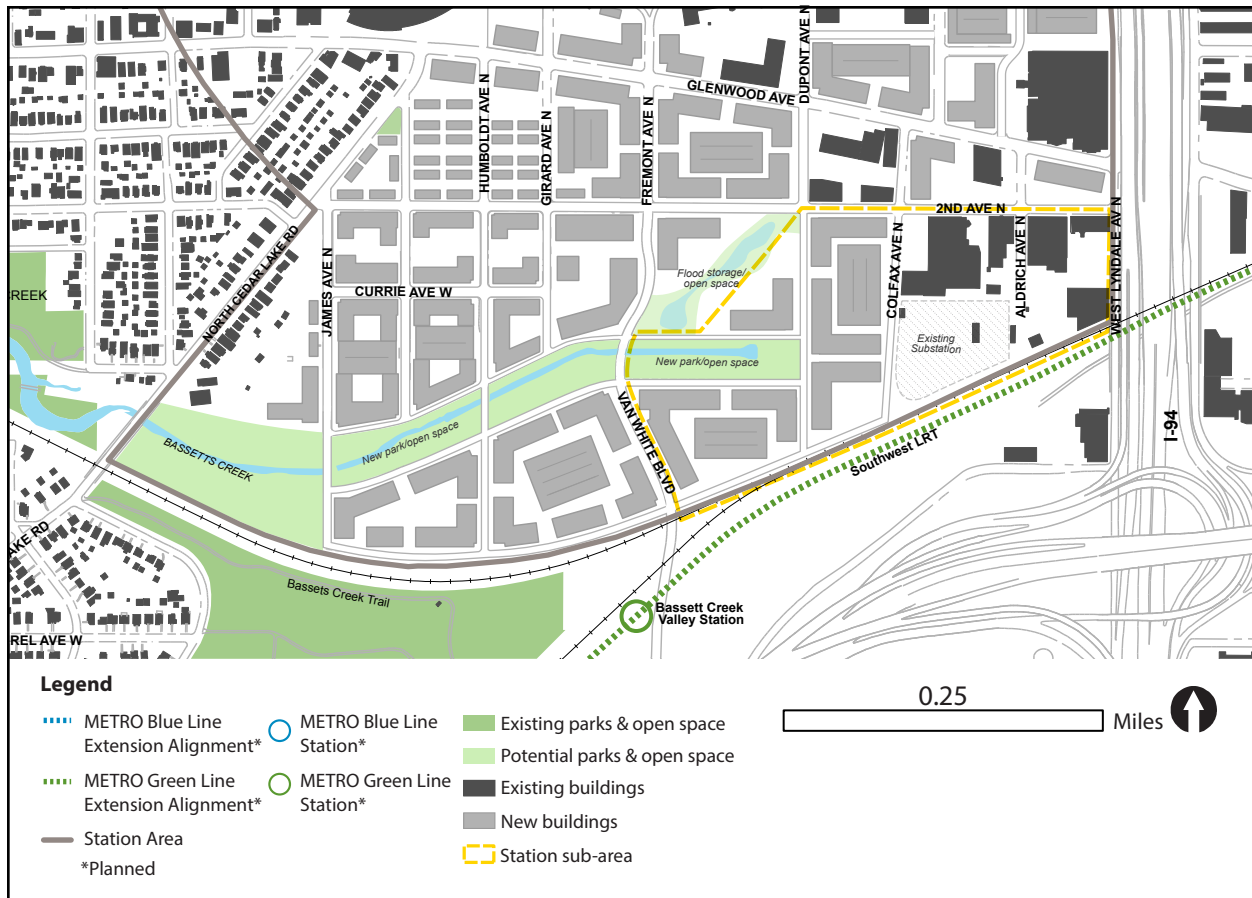


Figure 5-38. Bassett Creek Valley Phase Three.

Phase Three (Subarea H): 50+ Years

Phase three of the development of Bassett Creek Valley would likely not happen for at least 50 years and could only happen if the Impound Lot were no longer necessary. If the impound lot were no longer located east of Van White then the area could be developed with a linear open space, parkways, and development that extends to Colfax Ave North. Similar to the development in the previous phases, parking ramps are tucked into the center of blocks, which are then lined with urban-scaled, mixed-use buildings that face the street or the open space.

Public Realm Improvements - Treatments

The public realm is made up of any publicly owned street, road, corridor, pathway, parkway, plaza, location, or space with unique experiences that can be used or occupied by any member of the public. Private property adjacent to these public spaces also has an impact on the public realm. The sections below provide basic information regarding possible public realm improvements.

Existing Parks and Open Space

Park enhancements can provide additional amenities for the neighborhoods as well as transit users in the Van White station area. During the station area planning process community members recommended the identification of pedestrian routes through Bethune and Harrison Parks and suggested those routes include adequate lighting for safety. They also desired general improvements to the parks. Currently, the Minneapolis Park and Recreation Board is conducting their *North Service Area Master Plan (NSAMP)*, which includes all neighborhood parks north of I-394 and west of the Mississippi River. The NSAMP will evaluate and create improvement plans for the neighborhood parks in the station area including Lovell Square, Barnes Place Triangle, Bethune Park, and Harrison Park. The evaluation of pedestrian routes and associated lighting improvements may have to be evaluated after the LRT operations begin to most accurately reflect the routes that people will utilize.

Plazas

Outdoor plaza spaces can create a sense of neighborhood identity in the Van White station area and provide places for social gathering. They may include elements like special paving, seating, shelter, planting, public art, special lighting, signage, and wayfinding.

Streetscaping

Enhancing the streetscape environment in the Van White station area will facilitate improved mobility to and from the station platform from nearby amenities, destinations, homes, and businesses- and improve the character of the public realm. Streetscape enhancements may include improvements to pedestrian facilities, greening the streets, street and pedestrian lighting, street furnishings, signage, and wayfinding elements.

Wayfinding

Wayfinding and signage is an urban design element that orients and directs people to and from their destinations, and enhances the sense of character and identity of a place, neighborhood or community. Wayfinding is also an important element to delivering transit users to the station in a safe and convenient manner. Improved wayfinding can enhance mobility to and from the Van White Memorial Boulevard Station and increase transit ridership in the area. An attractive and comprehensive signage and wayfinding system should be incorporated into streetscape improvements. These should be located along Olson Memorial Highway, Van White Memorial Boulevard, and Glenwood Avenue, and within public plazas, parks and open spaces.

Public Art Opportunities

Public art is an important placemaking element in the public realm. It can communicate the history or character of a place, and draw connections to the larger community context. The integration of public art opportunities should be considered in conjunction with streetscape enhancements, plaza design, and redevelopment in the station area. Locations well-suited to new public art include sites at the rail platform, on Olson Memorial Highway and Van White Boulevard, Sumner Field Park, and key intersections along Glenwood Avenue. Private art should also be considered by developers for incorporation into projects. Public Art in the station area should be consistent with the City of Minneapolis vision and goals for public art: http://www.minneapolismn.gov/dca/dca_publicartpolicies.

Community Gardens

The planning process identified existing and future community gardens as important to community members. The gardens provide healthy food, relaxation, exercise, and are a place to meet with neighbors. They are also a place where people can get together with friends and neighbors. In the case of some gardens, such as the Olson Townhomes and the Laotian community, they are a place where to preserve their community, culture, and language. Development projects should preserve and incorporate these community gardens into future development plans.

Recommendations

The following are proposed recommendations regarding urban design elements of the station area. It is intended to cover major changes and themes and is not a list of every possible issue related to those elements.

- The built form along Olson Memorial Highway at the Van White Station area will have multi-story buildings constructed up to the sidewalks with pedestrian friendly amenities between the buildings and the sidewalks. The first floors should have retail or neighborhood serving services that are visible from the street and that are accessible to pedestrians, bikes, transit, and automobiles to support the retail and services.
- The MPHA site (555 Girard Terrace) at the southwest corner of Van White Memorial Boulevard and Olson Memorial Highway provides an opportunity to create a mixed-use development with neighborhood serving retail, services, offices, and residential. It is the area most appropriate for a mixture of uses in taller buildings that have a high intensity of jobs and density of people. A vacation of Girard Terrace can be considered to make a larger developable site. Developments proposals that include streets to reconnect the grid and to facilitate pedestrian access through the site are preferred.

- Development in the station area should consider ways to create and preserve view corridors of downtown in conjunction with new development. However, specific views from any property are not guaranteed and are not a priority over TOD.
- Develop a publicly accessible open space amenity on both sides of Bassett Creek for its length in the station area. This could be a linear feature of at least 50-100 feet wide on both sides of the creek. The open space should be fronted by pedestrian and bicycle facilities that connect with the existing networks. They could also be fronted with a street that included those facilities. New development will be oriented to front the streets, bike and pedestrian facilities, and the open space to activate those areas.
- Where there are geotechnical conditions or a high water table in the station area, surface parking lots or above ground structured parking may be necessary. Solutions that minimize or eliminate parking to capitalize on the LRT investments in the area preferred, but where parking lots or structures are included, they should be lined with development between the parking facility and the streets, bike and pedestrian facilities, and public open space.
- Support evaluation and implementation of proposed street network at appropriate time depending on development readiness and capital improvement plan priorities. Where proposed new streets will reconnect the grid.
- Identify pedestrian routes through Bethune and Harrison Parks to transit stations and provide applicable improvements to the routes including physical improvements and adequate lighting for safety.
- Work with corridor cities, Hennepin County Community Works, and the MPRB on a wayfinding strategy and design for the station area to the ABRT and LRT stations.
- Support the creation and installation of community gardens, public art, plazas and other public realm improvement throughout the station area and as suggested in this chapter.

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6

HERITAGE PRESERVATION

The Blue Line Extension will result in new development in the station area. As noted in previous chapters, this will be an opportunity to create complete neighborhoods with new retail and services, housing choice, and improvements to infrastructure. This should have a positive effect on potential and designated historic properties and reduce the risk of historic properties being neglected. However, there is also the possibility that development pressures could result in proposals to redevelop historic properties. The purpose of this chapter is to address the specific preservation issues identified through the environmental review of the METRO Blue Line Extension LRT project. The City's comprehensive plan should be consulted for more detailed information on heritage preservation goals and strategies beyond those identified in the environmental review.

Historic resources are considered to be properties with significant historical, cultural, architectural, archaeological or engineering importance. The federal government, as well as local and state governments, can designate historic resources. The federal designations are called the National Register of Historic Places (NRHP). Some properties have both local and NRHP designations.

The Van White station area has three locally designated landmarks within the ½ mile station area. Two of those local landmarks, Sumner Library and Northwestern Knitting Company, are also NRHP landmarks. (See Figure 6-1):

Rappaport House – 636 Elwood Avenue North

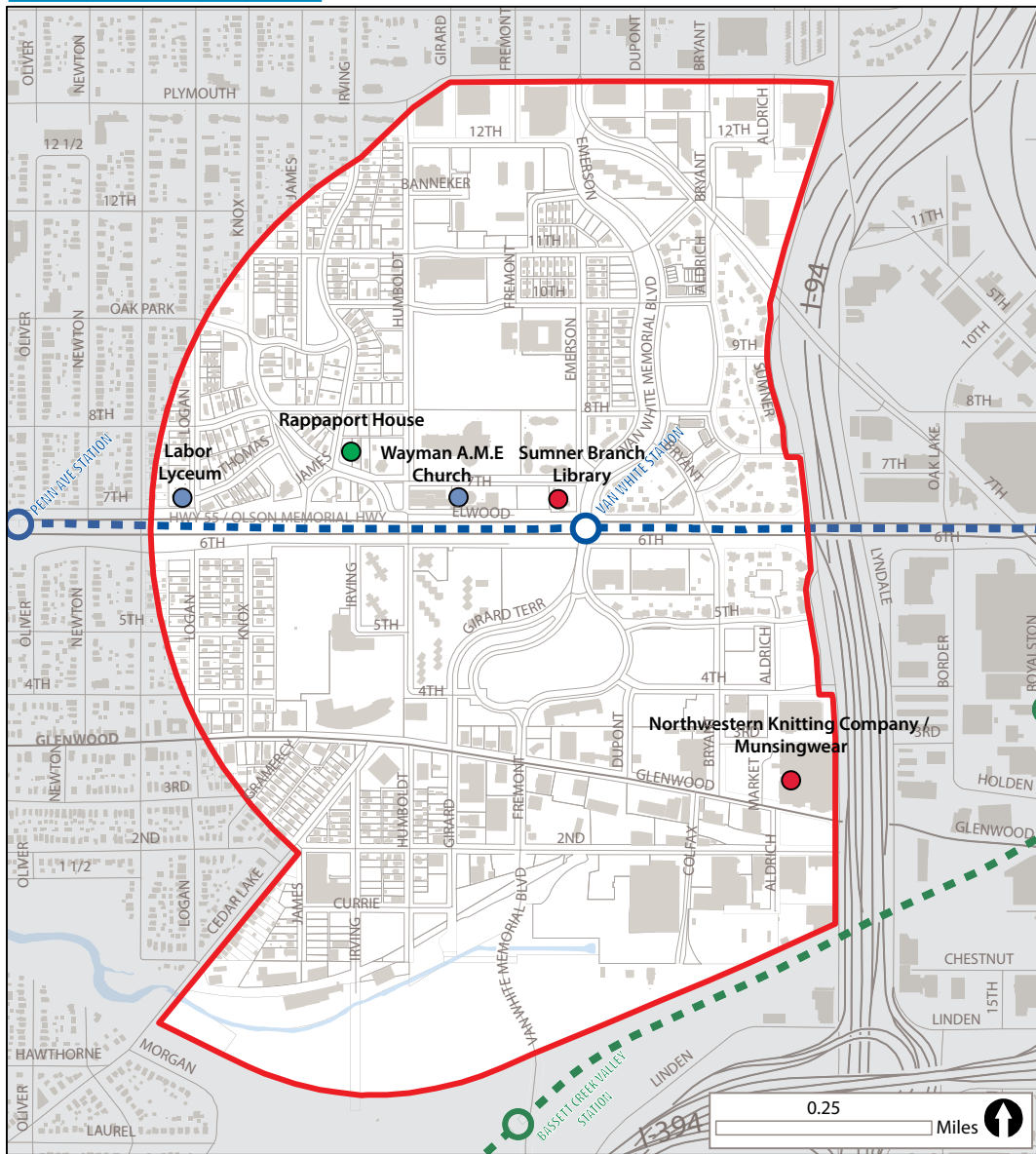
The Rappaport Residence is a two-story house designed in a vernacular style with Colonial Revival, Prairie, and Craftsman influences. Its significance stems from its association with the Rappaport family. Edward Rappaport and his family: Gusty, his wife, and their children James, Max, Claire, Mary, and Fred lived at the house from 1924 to 1946. Edward Rappaport's dramatic rise from poverty to prosperity is significant within the context of immigrant, Jewish, and corporate history in Minneapolis.

Sumner Branch Library – 611 Van White Memorial Boulevard (also NRHP)

The Sumner Library neighborhood branch played a crucial role in the accommodation of new immigrant populations in the early part of the twentieth century and was especially helpful to the large influx of Jewish immigrants on the near north side of Minneapolis. A survey conducted during the early years of operation revealed that approximately 95 percent of library card holders were Jewish. As a result, the city's entire Yiddish and Hebrew collections were placed at Sumner. The vision of Gratia Countryman, the first chief librarian in Minneapolis, to bring residents closer to educational resources was fully realized at the Sumner location. Of the thirteen branch libraries opened during Countryman's tenure from 1904 to 1936, the Sumner Branch perhaps played the most active role in the community. English courses as well as numerous clubs and social services met at the library. Funded by the Carnegie Corporation, the Tudor Revival style used by architect Cecil Bayless Chapman distinguished the building in the working class neighborhood.

Van White Boulevard Station

Historic Resources



Legend

- METRO Blue Line Extension Alignment*
 - METRO Green Line Extension Alignment*
 - Station Area
 - METRO Blue Line Station*
 - METRO Green Line Station*
 - Local & National Designation
 - Local Designation
 - Eligible for National Designation
- *Planned

CPED Long Range Planning November 2017

Figure 6-1. Local and National landmarks and National eligible properties.

Northwestern Knitting Company (International Market Square) – 718 Glenwood Avenue (also NRHP)

The profitable Minneapolis flour and lumber industries of the late nineteenth century have a tendency to overshadow the lesser-known textile industry, but in 1912 the Northwestern Knitting Company became the nation's leading manufacturer of underwear. Financially backed by two top millers, Clinton Morrison and Charles Pillsbury, the Northwestern Knitting Company operated under similar strategies of the flour giants: technological innovation, the promotion of a single brand name, and the imaginative innovation. In 1888, the company's founder, George Munsing, invented a method of plating woolen fibers with silk and cotton to take the "itch" out of woolen underwear. The less bulky, single-piece undergarments patented in 1891 propelled Munsingwear to become the nation's leading producer and distributor of underwear.

Federal Environmental (Section 106) Review for the METRO Blue Line Extension

This proposed LRT project is receiving funding from the Federal Transit Administration (FTA) and therefore, must comply with the Section 106 of the National Environmental Policy Act of 1966 (Section 106). Section 106 requires federal agencies to consider the effects of projects they carry out, approve, or fund on historic properties. To successfully complete this review, federal agencies must gather information to decide which properties in the area that may be affected by the project are listed, or are eligible for listing, in the National Register of Historic Places (NRHP); determine how those historic properties might be affected; explore measures to avoid or reduce harm ("adverse effect") to historic properties; and reach agreement with the Minnesota Historic Preservation Office on such measures to resolve any adverse effects.

The Section 106 process determined impacts on NRHP listed and eligible properties that would result from construction activities, mainly noise and vibration, and operations of the LRT line, including noise, vibration, and visual impacts. These effects will be resolved by designing the project to avoid or mitigate the effects of the noise and vibration during the construction and operation of the LRT line. In addition to the construction and operation effects, the Section 106 process also identified potential visual and or development impacts on three NRHP eligible or designated properties in the Van White station area; Sumner Library, Wayman A.M.E. Church, and the Labor Lyceum. Further the 106 process indicated that the impacts for Sumner Library and Wayman A.M.E. Church should be specifically addressed through the station area planning process.

Sumner Library (811 Emerson Avenue North)

Sumner Library is a local and NRHP landmark. The Section 106 review process identified a possible effect on the library from development pressure resulting from a transit investment of the scale of the Blue Line Extension. The land use plan shows the area around and the library as mixed-use with residential at medium to high-density. This land use designation guides appropriate land use for the area, however, it should not be interpreted to mean that existing or potential historic landmarks should be demolished and redeveloped. Further, the building is protected by local and national landmark status. It is also important to note that the land use guidance in the current comprehensive plan and the existing R4 and R5 Multi-family Residential zoning on the block where the library is located already allow larger buildings. Because of these factors, the proposed land use map and potential development pressure should not have an adverse effect on the library.

Wayman A.M.E. Church (1221 7th Avenue North)

The Section 106 review determined that the Wayman A.M.E. Church is eligible for listing on the NRHP. It is also a potential historic resource that could be considered for local landmark status. *The Phase I and II Architectural History Survey for the Bottineau Transitway, Volume 1*, states on page 189:

“Wayman A.M.E. Church is an outstanding and distinctive example of Mid-Century Modern ecclesiastical architecture in Minneapolis. It is the work of Harry Gerrish, a local architect, who appears to have been at least in part inspired by the groundbreaking North Christian Church in Columbus, Indiana. The design of the church and the period in which it was designed embodies principles of Modernist ecclesiastical architecture, namely that of abstract and religious philosophy-based designs. The church embodies many of the distinctive elements of this period, including its abstract and futuristic design that is defined by its iconic 75 foot tall, hexadecagon roof that pinches in as it rises to form a tall proboscis-like central steeple. Additionally, this church is the first in Minnesota to employ elements of Eero Saarinen’s North Christian Church design, especially its prominent tower, a form that was later incorporated on other ecclesiastical buildings throughout the Twin Cities. As such, the church is significant under NRHP Criterion C, in the area of architecture, for its modern ecclesiastical design. The period of significance for the church is 1966, representing the year in which it was built.”



Figure 6-2. Sumner Library. Source: Section 106 consultation presentation materials. 2013.



Figure 6-3. Wayman A.M.E. Church. Source: Bottineau 106 Phase I and II Architectural History Survey. June 2013.

The Section 106 review process identified a possible effect on the property from development pressure. The land use plan shows the area around and including the church as mixed-use with residential at medium to high-density. This land use designation guides appropriate land use for the area, however, it should not be interpreted to mean that potential historic landmarks should be demolished and redeveloped. The mixed-use designation would guide appropriate uses for the building should it ever cease to be a church. The land use guidance in the current comprehensive plan and the existing R4 and R5 Multi-family Residential zoning on the block where the church is located already allow larger buildings. As a part of the Section 106 process recommendations, the Metropolitan Council and MnDOT Cultural Resources Unit will prepare a nomination of the church to the NRHP to provide further protection for this resource.



Figure 6-4. Labor Lyceum. Source: Bottineau 106 Phase I and II Architectural History Survey. June 2013.

Labor Lyceum (1800 Olson Memorial Highway)

The Section 106 review determined that the Labor Lyceum is eligible for listing on the NRHP. It is also a potential historic resource that could be considered for local landmark status. *The Phase I and II Architectural History Survey for the Bottineau Transitway, Volume 1*, states on page 232:

“As home to the Jewish Labor Lyceum, both before and after its move, this building played a significant role in Jewish settlement in Minneapolis, specifically for its association with the Workmen’s Circle, which was active in the Jewish labor movement and radicalism in the early twentieth century.”

Impacts from the LRT project on the property are being mitigated through the project design. The 106 process did not recommend a specific station area planning action for the property.

Development and Heritage Preservation

While this chapter focuses on the issues identified during the Section 106 process in order to discharge the City’s responsibilities as a consulting party, it is not intended to be a complete inventory of all NRHP, state, or local historic landmarks and districts or potential landmarks or districts. As with any area of the city, regardless of the presence of a project at the scale of light rail, development decisions must consider designated and potential landmarks and districts, so that future development will be compatible with these resources. In addition to protecting heritage, preservation can be also a strategy in redevelopment or revitalization of a neighborhood or area of the city. Reuse and rehabilitation of historic buildings can be a catalyst for other investment.

Recommendations

The following are proposed recommendations regarding Section 106 review historic preservation items of the station area. It is not a list of every possible issue related to those elements or local historic preservation in the station area.

- Continue as a consulting party to the 106 review process.
- Facilitate the Metropolitan Council/MnDOT Cultural Resources Unit NRHP nomination of the Wayman A.M.E. Church.
- Honor the City's Preservation Plan policies.
- Encourage further research by the City and other interested individuals on the layered history of Olson Memorial Highway, Heritage Park, and Bassett Creek Valley and this whole area of the city.

7

IMPLEMENTATION

After adoption by the City Council, this plan will become a part of the City's comprehensive plan. While many implementation strategies will be the responsibility of the City, most of the directives will take a cooperative effort over time to achieve from community members and organizations, partner agencies, the design community, private developers, and property owners.

Comprehensive Plan Implementation and Follow-up

Implementing the development vision for the Van White station area requires modifications to City of Minneapolis policy and regulatory documents.

- This plan should be adopted by the City of Minneapolis as official City guidance for the Van White station areas. The plan should be referenced in the City's comprehensive plan in the list of adopted plans, and its area of impact denoted in the map that illustrates adopted plans.
- *The Minneapolis Plan for Sustainable Growth* is the City's current comprehensive plan. Modifications to the City of Minneapolis comprehensive plan, and specifically to its Future Land Use map, should be adopted, so as to make it consistent with the land use policy guidance in this plan. Two land use features—a Transit Station feature, and a Neighborhood Commercial Node feature—should be added to the map at Van White and Olson Memorial Highway. Areas of the map's parcel specific guidance should be modified as well, as is illustrated in the land use chapter.
- Currently the City of Minneapolis is in the process of a comprehensive plan update, *Minneapolis 2040* with the goal of adoption in 2018. The updated comprehensive plan will likely have changes to the land use map that may have different categories and features than shown in this station area plan. For example, this station area plan recommends that a land use feature called a Neighborhood Commercial Node be added at Van White Memorial Boulevard and Olson Memorial Highway. That land use feature could be refined or renamed according to the nomenclature used to define such places citywide in the new comprehensive plan. The important point to understand is the intent of the feature, having retail and commercial services at the station, not necessarily the specific name of a feature. When the new comprehensive plan is adopted, land use decisions should utilize the land use feature or category that most closely aligns with the recommendations of this plan for policy guidance.
- The *Near Northside Master Plan* will be retired with adoption of this plan as it will no longer be germane for the purposes of redevelopment in this part of the City.
- The *Bassett Creek Valley Master Plan* will be retired with adoption of this plan for those areas in the Van White station area plan boundaries.
- A rezoning study should follow adoption of this plan. Its purpose would be to propose changes in zoning that are consistent with the policy intent of this plan and that would advance its objectives.

- The creation of a new zoning district should be considered to support the production and processing flex space uses proposed for parts of the Bassett Creek Valley. It could allow producing and processing uses at a scale larger than allowed by the commercial districts. It would be for low-polluting and job-intensive uses that would not have significant truck traffic. This district would be an alternative to the current I1 Light Industrial District.

Health Impact Assessment (HIA)

The Health Impact Assessment (HIA) completed in 2013 found that LRT and that the potential land use changes and investments that come with LRT are likely to have a positive influence on health. These public health policy elements include physical activity, housing, transportation costs, employment, education access, traffic safety, and healthy food access. The integration of the HIA's findings into the implementation strategies is important to promote health and health equity in the communities of North Minneapolis. There will also be health policies in the updated comprehensive plan that should be consulted. The table in Figure 7-1 summarizes healthy community design features that are incorporated into the station area plan or a future implementation items.

Figure 7-1. Table of Healthy Community Design Features.

Healthy Community Design Feature Based on HIA	How Station Area Planning Is Addressing Healthy Community Design
Socially equitable and accessible community.	<ul style="list-style-type: none"> • The METRO Blue Line Extension will bring light rail transit (LRT) to underserved communities. • Transit helps improve overall health in communities by improving physical activity levels, job access, housing and transportation costs, traffic safety, education access and access to healthy food
Housing for different incomes and different stages of life.	<ul style="list-style-type: none"> • Land use maps allow a range of housing types and densities.
Easy connections to the METRO Blue Line Extension and the regional transit system.	<ul style="list-style-type: none"> • Plan provides strategies for filling gaps in the sidewalk network and for reconnecting the street grid. • Improvements to the bicycle network are proposed. • Metro Transit will investigate potential bus service improvements to coordinate with LRT service.
Mixed land uses where homes, shops, schools and work sites are located close together.	<ul style="list-style-type: none"> • Station area plans show a variety of land uses as appropriate to the station area.
Jobs and education are accessible from/within the community.	<ul style="list-style-type: none"> • Plan recommends land use changes to allow new employment and education land uses. • The METRO Blue Line Extension will improve access to jobs and education destinations.
Walking and biking are safe and comfortable.	<ul style="list-style-type: none"> • Safe crossings of Olson Memorial Highway are included in project design. • Sidewalks will be buffered from the street by tree boulevards. • New bicycle facilities and improvements are recommended. • Enhanced lighting, wayfinding, and streetscaping are recommended to improve walking to stations.
Public places for social interaction.	<ul style="list-style-type: none"> • Public plaza and gathering spaces are proposed.
Parks and green spaces.	<ul style="list-style-type: none"> • New sidewalk and bicycle connections to parks are included in the project design.
Outlets for fresh, healthy food.	<ul style="list-style-type: none"> • The mixed-use commercial nodes at the Van White Memorial Boulevard Station could accommodate a grocery store or a small farmers market. • Existing community gardens are recommended to be maintained.

Implementation Strategy

The chapter lists the necessary amendments to the comprehensive plan. It also has a table to outline initial ideas for how the recommendations in this plan can begin to be realized. The table lists implementing agencies and timeframes for implementation, based on the following categories:

- **Ongoing** – These recommendations will be implemented on an ongoing basis, largely through regular planning and regulatory processes.
- **Day of Opening** – These recommendations should be in place on the day the LRT begins revenue service.
- **Short Term** – It is expected that these can begin to be implemented within the next five years, though full implementation may take longer. Exact timing will depend on opportunities that arise, for instance new proposed development projects or availability of funding sources.
- **Medium Term** – It is expected that these can begin to be implemented within the next ten years, though full implementation may take longer. Exact timing will depend on opportunities that arise, for instance new proposed development projects or availability of funding sources.
- **Long Term** – It is expected that these projects will take more than ten years to be implemented. In most cases, this is due to complicated or expensive logistics associated with implementation. However, if opportunities to pursue these arise sooner, this does not preclude supporting them within a shorter time horizon.

This list of recommendations is not meant to convey an immediate obligation or intent to undertake all items at once. The implementation horizon for this plan is 20 years, though it will likely be revised before that time frame elapses. Resources are not readily available for all of these projects in the short term, so many will not proceed at once. However, having a plan in place allows the City and its partners to respond to opportunities as they emerge, and be proactive about making investments when the time is right. This list of recommendations can be used as a basis to track progress over time on plan implementation.

Implementation Items

Figure 7-2. Implementation Strategy Table.

Implementation Item	Agencies	Time Frame
Chapter 2 Transportation		
Continue to coordinate and consider all transit projects, bikeways, and pedestrian elements when making development and infrastructure decisions (or entitlement reviews for individual projects) in the stations area.	CPED, Public Works, Metro Transit	Ongoing
Pedestrian crossings of Olson Memorial Highway, as proposed in the Blue Line Extension project, implemented.	Bottineau LRT Project Office	Day of Opening
Pedestrian and bicycle improvements of the Glenwood reconstruction project under I-94.	Public Works, CPED, Hennepin County	Day of Opening
Revisit safe routes to schools work and maps for possible changes needed due to new LRT infrastructure.	CPED, Public Works	Short Term
Develop safe routes to transit strategies when revised bus feeder routes established.	CPED, Police Department	Short Term
Support implementation of proposed street network at appropriate time depending on development readiness and capital improvement plan priorities.	CPED, Public Works	Ongoing
Chapter 3 Land Use		
Comprehensive plan amendments	CPED	Day of Opening
Rezoning study	CPED	Short Term
Chapter 4 Transit-Oriented Development		
Develop strategy and resources to assemble sites.	CPED	Ongoing
Pursue mixed-use, mixed-income, multi-story development for the parcels nearest the station as designated on the land use map in Chapter 3.	CPED, MPHA	Short Term
New residential development should primarily focus on creating mixed-income neighborhoods, which includes market rate housing.	CPED	Ongoing
Existing affordable housing units for existing residents should be preserved or replaced when possible.	CPED	Ongoing
Encourage and support retail sales and services at the transit station to provide last mile services for residents.	CPED	Ongoing
Requests for Proposals and development of public land should ensure balanced development that implements the goals of the plan.	CPED, MPHA	Ongoing
Apply displacement mitigations strategies developed as part of the comprehensive plan update in the station area.	CPED, MPHA	Ongoing

Implementation Item	Agencies	Time Frame
Chapter 5 Urban Design		
Identify pedestrian routes through Bethune and Harrison Parks to transit stations and provide applicable improvements to the routes including physical improvements and adequate lighting for safety.	CPED, Public Works, MPRB	Short Term
Pursue development of linear open space or park along both sides of Basset Creek.	CPED, MPRB, Bassett Creek Watershed	Medium Term
Work with corridor cities and Hennepin County Community Works on a wayfinding strategy and design for the station area.	CPED, Public Works, Hennepin County	Short Term
Implement public realm improvements where possible in conjunction with new infrastructure and building development.	CPED, Public Works, Hennepin County	Ongoing
Chapter 6 Heritage Preservation		
Continue as a consulting party to the 106 review process.	CPED, MnDOT, Metropolitan Council, SHPO	Ongoing
Assist the Metropolitan Council/MnDOT Cultural Resources Unit NRHP nomination of the Wayman A.M.E. Church.	CPED, MnDOT, Metropolitan Council, SHPO	Short Term

Appendix

RELATED PLANNING DOCUMENTS

Appendix A – Related Planning Documents

The area around the METRO Blue Line Van White station area has been the focus of significant planning and policy work over the last 20 years that has resulted in documents and adopted plans with overlapping study areas. In addition, the Blue Line Van White Station area is at the confluence of three city planning sectors (North, Southwest, and Downtown). Also the Blue Line Van White ½ mile station area overlaps with the Southwest Royalston (North Loop) and Bassett Creek Valley (formerly Southwest Van White) ½ mile station areas. It is important to avoid evaluating development proposals within the confines of just one of the plans or within the artificial boundaries of planning sectors, wards, neighborhood boundaries, or ½ mile station areas. The Blue Line Van White Station Area plan is the official plan for the Van White station area. The following documents can be consulted for supplemental information or for policy in the areas adjacent to the station area boundary.

Bassett Creek Valley Master Plan – Adopted 2007

The *Bassett Creek Valley Master Plan* will be retired with adoption of this Van White Boulevard Station Area Plan for those areas inside the station area plan boundaries. The *Bassett Creek Valley Master Plan* should still be consulted for policy guidance in those areas it covers outside of the Van White station area boundary.

http://www.ci.minneapolis.mn.us/cped/planning/cped_basset-creek

North Loop Small Area Plan – Adopted 2010

The *North Loop Small Area Plan* provides policy guidance for the area east of Interstate 94 adjacent to the Van White station area boundary.

http://www.ci.minneapolis.mn.us/cped/planning/cped_north_loop

Southwest Corridor Transitional Station Area Action Plans and Investment Framework - Created January 2014

The *Southwest Corridor Investment Framework* guides public and private investments around the Green Line Extension (Southwest) LRT stations. The framework is comprised of 17 individual station area action plans that suggest ways to build on local assets, enhance mobility, identify infrastructure needs, and capitalize on promising development opportunities.

<http://www.swlrtccommunityworks.org/beyond-rails/planning-information/tsaap>

North Minneapolis Greenway: Technical Investigation Progress Report - June 2014

Prepared by the City of Minneapolis, the *North Minneapolis Greenway: Technical investigation Progress Report* documents a proposed 3.5-mile greenway route extending from the intersection of Humboldt Avenue N and 47th Avenue N to the intersection of Irving Avenue N and 16th Avenue N. Several alternative routes were identified between 16th Avenue N and Glenwood Avenue that were taken into consideration during station area planning.

<http://minneapolismn.gov/health/living/northminneapolisgreenway>

Bottineau Transitway Final Environmental Impact Statement - September 2016

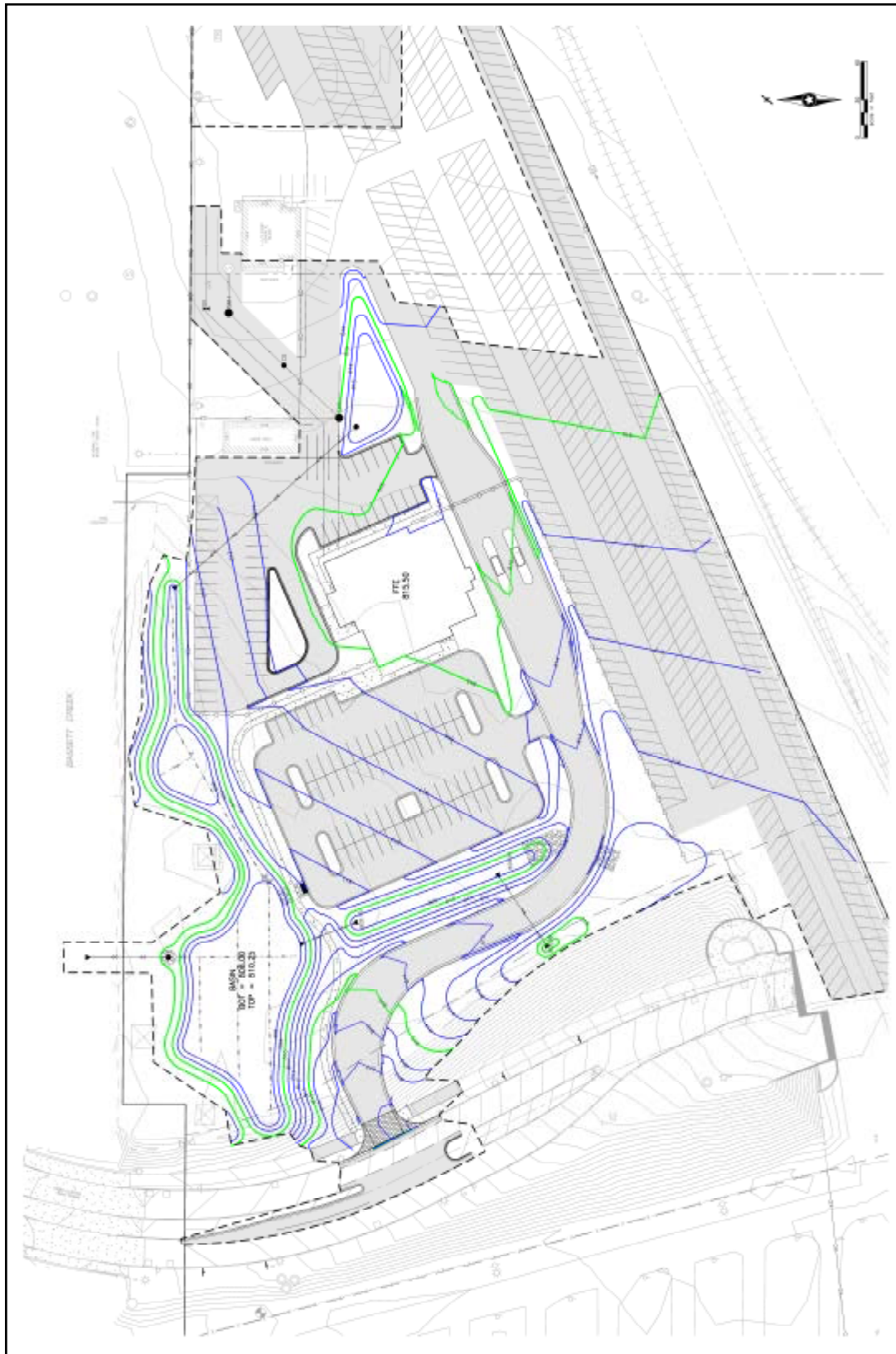
The *Bottineau Transitway Final Environmental Impact Statement* describes the transportation and environmental impacts associated with the construction and operation of an LRT project to improve transit service in the northwest part of the region. The Final EIS identifies impacts from the Blue Line Extension Project, including measures to avoid, minimize and mitigate these impacts. The Final EIS also includes the Project's Section 404 permit application, Amended Draft Section 4(f) and 6(f) Evaluation, Section 106 Memorandum of Agreement, and responses to comments received on the Draft EIS.

<https://metrocouncil.org/Transportation/Projects/Current-Projects/METRO-Blue-Line-Extension/Environmental/Final-EIS.aspx>

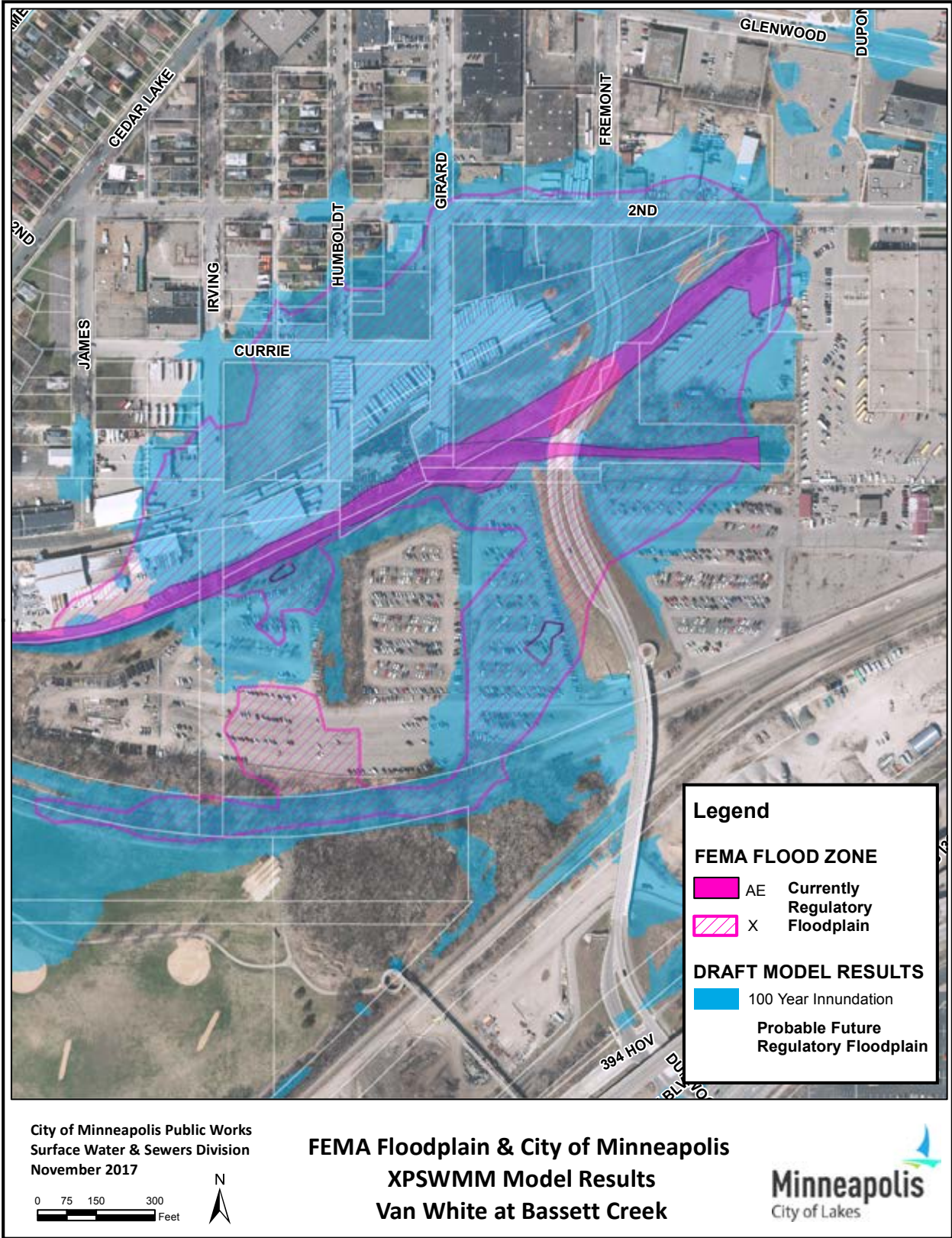
North Minneapolis Historic Context Study – 1998

Copy available in CPED offices.

Appendix B – Preliminary City Impound Lot Design Concept (October 2017)



Appendix C – Bassett Creek Valley Flood Plain Map



Appendix D – 45 Day Review Comments

Date of Comment	Submitted By	Comment	Response
10/16/17	Minneapolis Public Housing Authority	<p>Dear Mr. Voll,</p> <p>While MPHA is in support of the land use designations for the vacant land in Heritage Park, we do note the plan does not specifically address affordable housing or housing for low-income families. Any development of MPHA-owned parcels will require an affordable housing component. As MPHA looks to develop its vacant parcels, it will seek proposals that provide a strong focus on low income housing including families at a very low-income level (typically 30% or below the area median). MPHA is certainly open to a mix of housing types and a variety of income levels, but only where those efforts support the preservation or add new units for the lowest income families that we serve. Due to the high demand for affordable housing in Minneapolis, MPHA encourages the same for all areas along the Blue Line Extension.</p> <p>Thank you. Sincerely, Greg Russ, Executive Director/CEO</p>	<ul style="list-style-type: none"> • Language added to the Transit Oriented Development Chapter (Chapter 4) on page 60 to clarify the Minneapolis Public Housing Authority intent “seek proposals for its vacant parcels to have an affordability component typically at the 30 percent or below the area median income.”
10/16/17	Collene O’Connor Toberman – Blue Line Coalition	<p>Jim,</p> <p>I’m submitting Van White Station Area Draft Plan feedback on behalf of the Blue Line Coalition. The Blue Line Coalition (BLC) comprises 17 member organizations who have an interest in the METRO Blue Line Extension project. While some of our members have submitted their own responses to the Van White Station Area Draft Plan, BLC also holds several values in common as a coalition.</p> <p>BLC supports several elements of the Van White Station Area Plan. Our coalition supports dense and diverse development around the station area and we share an excitement for the opportunities the Blue Line will bring to the neighborhood. However, our chief concern is preventing displacement of residents and businesses who have lived in and contributed to this community for many years, even generations. The residents who have made this neighborhood vibrant deserve to benefit from the development around the future Blue Line, but instead they fear that they will no longer be able to afford to live in the neighborhood they have created.</p>	<ul style="list-style-type: none"> • Station area plan has been updated in Transit Oriented Design Chapter (Chapter 4) to clarify policy for displacement in station area. The specific actions recommended can be considered for implementation of vision. • Development review and RFPs will have community engagement or public notice of hearings.

Date of Comment	Submitted By	Comment	Response
		<p>To that end, we would like to see the Van White Station Area Plan include more clear discussion about community involvement, affordability, and the sale of public lands, as discussed below:</p> <p>Community Involvement</p> <p>We encourage the city to build in requirements for robust, inclusive community engagement for future station-area development. If zoning is too permissive and eliminates the need for any variances, there is less incentive for a developer to do robust community engagement, giving residents little power to shape new development in their neighborhood. The history of community engagement around the Van White Station Area plan shows clear neighborhood support for density, but that is not intended to give developers a free pass to build at will without community input. Community guidance is critical to great development outcomes, and developers should not be allowed to skip it.</p> <p>Housing</p> <p>BLC would like to see more clear discussion around affordable housing in the station-area plan. Specifically, BLC would like the Van White Station Area to have a zoning overlay that includes:</p> <ul style="list-style-type: none"> • Mandatory inclusionary zoning for all large developments, whether or not public funding is requested. • Community benefits (green space, affordable residential and commercial units, and/or public amenities) required in all developments over 5 stories high. • Limitations on converting rental units to condominiums. • Discussion of land trust and land bank strategies to maintain or increase community ownership of properties in the station area before land values skyrocket. 	

Date of Comment	Submitted By	Comment	Response
		<p>In addition, BLC urges the city to make more explicit policies for preventing displacement of low-income communities and communities of color from the station area. This could include policies such as offering renters the first right of refusal when their home is sold or requiring that affordable housing is built/replaced before current affordable housing is redeveloped into higher-cost units.</p> <p>Public Land</p> <p>The largest parcels of undeveloped land in the station area belong to public agencies. When these parcels are sold, developers will enjoy significant profits from the buildings they build. However, the neighbors in the station area have experienced generations of systemic neglect and oppression from public agencies. Their neighborhood has been polluted and left uncleaned, has been filled with vacant lots rather than needed amenities, and has a significant history of racial segregation that reduced wealth-building opportunities for people of color. The impacts of these decisions still resonate through the community. These community members have paid the price of government action/inaction and they deserve to benefit from the sale and development of government land. We would like the station area plan to include explicit discussion of how benefits for low-income communities and communities of color can be created during the sale and development of public lands. Benefits could include community ownership of land, affordable homeownership opportunities, affordable commercial space for minority-owned small businesses, development that remediates pollution and improves community health (access to healthy food, medical services, exercise facilities), etc.</p> <p>Thank you for your consideration.</p>	

Date of Comment	Submitted By	Comment	Response
10/18/17	Nichole Bueler – Harrison Neighborhood	<p>Dear Mr. Voll,</p> <p>I am writing to you on behalf of the Harrison Neighborhood Association (HNA) and Harrison residents who participated in the City's five year long process of community engagement around the Van White Station Area Plan. While we appreciate all the work that went into the community engagement process, we cannot give our approval to the City's current draft plan, as it fails to address a number of important resident concerns regarding displacement, affordable housing, density and pedestrian safety. Given that the plan is still in its draft phase, we are hopeful that you will use this comment period as an opportunity to incorporate resident input and address the issues outlined below.</p> <p>Displacement</p> <p>At multiple Open House and Community Work Group meetings, Harrison residents voiced concerns about displacement and demanded existing affordable housing be preserved in the neighborhood (see Stakeholder Engagement Memorandum p. 91, p. 111, p. 122, p.183, p.190, p.324, p.328, p. 329, p.460, p.476, and p.510). While the City makes reference to these concerns in its draft plan, it offers no strategy to guard against displacement or preserve existing affordable housing. Instead, the City thought it sufficient to kick the issue down the road to be addressed in the next Comprehensive Plan, a document that no one has seen, and is not even due to be completed until sometime next year (p. 32, Van White Station Area Plan). To sidestep the issue of gravest concern to Harrison residents, is unacceptable. For this reason, Harrison Neighborhood Association cannot approve this plan, nor will it approve any future plan, that does not offer concrete strategies to prevent displacement of Harrison residents.</p> <p>Development of New Affordable Housing</p> <p>Throughout the Van White Station Area Plan, the City makes clear that the focus of new housing development should be mixed-income, including market rate. There is a short discussion regarding the</p>	<ul style="list-style-type: none"> • Station area plan has been updated in Transit Oriented Design Chapter (Chapter 4) to clarify policy for displacement in station area. The specific actions recommended can be considered for implementation of vision. • Density defined in Land Use Chapter on pages 53-55. • Olson Memorial Highway design is finalized. Lane reduction is not part of design, but lane width reduction, additional pedestrian crossings, lower speed limit, tree boulevards between road and sidewalks all included in design to improve pedestrian conditions.

Date of Comment	Submitted By	Comment	Response
		<p>need to possibly incorporate affordable housing units into new developments to provide replacement housing for displaced residents (p. 32, Van White Station Area Plan). As stated above, Harrison Neighborhood Association would like to see concrete strategies implemented to prevent any displacement from occurring in the first place. However, if some displacement proves unavoidable even with those strategies in place, there will need to be a replacement plan with a realistic timeline. At the first Technical Advisory Committee meeting held on September 3, 2014, the City, MPHA and developers opined that "the quality of development will not go up until the light rail is built." If the City and developers are of the mind that development will not occur until after the light rail is built, this causes a timeline issue for replacement, as residents will likely already be displaced by that time, and from past experience, we know the majority of residents will not come back. We cannot have replacement after displacement. Again, this is another example of the City sidestepping an issue of great importance to Harrison residents. Harrison Neighborhood Association finds the absence of any meaningful plan to address the replacement of potentially lost affordable housing unacceptable, and therefore cannot approve this plan in its current form.</p> <p>To ensure the development of affordable housing, Harrison Neighborhood Association asks that the City implement Mandatory Inclusionary Zoning within the half-mile radius of Van White station.</p> <p>Upzoning and the Definition of Density</p> <p>On multiple occasions throughout the community engagement process, Harrison residents expressed their opposition to "high density housing." Speaking on behalf of residents at the Community Work Group meeting on October 8, 2014, HNA specifically stated that it wanted "moderate height everywhere, not tall buildings. [We] don't want to destroy views of downtown from Glenwood or Olson" (Stakeholder Engagement Memorandum, p. 328). However, the City's future land use plan calls for the majority of the neighborhood to be rezoned for high density housing with no limitations on height. What is perhaps even more concerning, is the City's failure to provide a</p>	

Date of Comment	Submitted By	Comment	Response
		<p>specific definition of density, instead leaving it to be defined by the new Comprehensive Plan. To ask residents to agree to something that is yet to be defined is unfair and lacking in transparency. Harrison Neighborhood Association cannot approve a plan that leaves such crucial details undefined.</p> <p>Highway 55</p> <p>While the Van White Station Area Plan envisions the "new" Highway 55 to look and feel more like a "boulevard," it is hard to imagine how such a goal will be achieved with six lanes of traffic still causing pedestrian angst. Throughout the community engagement process, residents discussed difficulties crossing the highway and expressed fear for their safety. With the addition of more pedestrians to the area using light rail to access the neighborhood, Harrison Neighborhood Association is worried that there will be an increase in pedestrian accidents. To avoid such an outcome, and to achieve the "boulevard" look and feel, we strongly suggest removing two lanes of traffic from Highway 55. The light rail construction presents us with an opportunity to make Highway 55 not only safe for pedestrians, but enjoyable. Harrison Neighborhood Association would prefer a plan that better accommodates pedestrian safety and maximizes the potential for an enjoyable pedestrian experience.</p> <p>For all of the reasons stated above, Harrison Neighborhood Association cannot lend its support or approval to the Van White Station Area Plan in its current form. All too often, Minneapolis residents see community engagement efforts end in a final product that does not reflect their voices. We do not want to see the Van White Station Area plan end with a similar result. It is our hope the City will use this comment period as an opportunity to create a Van White Station Area Plan that truly reflects the wishes of Harrison residents, and we look forward to continuing our work with the City to achieve that goal.</p> <p>Thank you for your time and consideration. Best Regards, Nichole Buehler</p>	

Date of Comment	Submitted By	Comment	Response
10/20/17	Martine Smaller - NRRC	<p>Dear Jim and Rattana,</p> <p>Thank you for your work to help plan a vibrant future for our community. On behalf of NRRC I would like to submit the following points on the draft of the Van White Station Area Plan.</p> <p>In regards to the area surrounding the Van White Station, the most pressing concern for those residents is retaining their ability to afford to live in their homes once the development that accompanies the station occurs. To this end, we think incorporating the following bullets into the plan will help achieve the goal of home ownership continuity.</p> <ul style="list-style-type: none"> • The City of Minneapolis commits to support the continued ownership and home improvement by current residents by exploring and creating housing programs for home rehab grants so that current residents can continue to live in their homes as the area is developed. (An example of this kind of investment occurred last summer when Hennepin County provided grants for residents along the Penn Avenue corridor to improve the front of their homes.) • Create a pathway through funding and programming for current residents to purchase foreclosed and/or vacant lots. • Design guidelines for new single family housing will be consistent with the scale of the existing single family homes. • Encourage city council to explore and create programs to support individuals who have less access to capital and are ineligible for public housing to purchase in the area. • Include language that requires all private developments to include a Community Benefits Agreement with the relevant neighborhood organization. • Limit the number of apartments that can be converted to condos. 	<ul style="list-style-type: none"> • The specific actions recommended can be considered for implementation of vision. • Design guidelines for single-family homes regulated by the zoning code and are designed to be compatible with surrounding structures. This will not be altered by the plan. • Text amended to read “preserve the ability of existing residents to stay in the neighborhood while creating opportunity for new residents to live in the area.”

Date of Comment	Submitted By	Comment	Response
		<ul style="list-style-type: none"> • Give renters the first rights of refusal to purchase their homes. • Designate 20-25% of any market rate multi dwelling housing unit for income based applicants to accommodate current residents of North Minneapolis. • Change the language under the fourth bullet of page four to read, "Preserve the ability of existing residents to stay in the neighborhood while creating opportunity for new residents to live in the area." <p>NRRC appreciates that the Van White Station Area Plan Draft is meant to serve as a guide for the development of this area and we believe the incorporation of these points into the plan is a concrete step towards insuring the residents who currently live in the station area benefit from the upcoming developments.</p> <p>Thank you for your consideration. If you have any questions I am available to clarify any points by phone or in person next week. Have a great weekend.</p> <p>Best, Martine</p>	
10/22/17	Bassett Creek Valley ROC	<p>The Bassett Creek Valley Redevelopment Oversight Committee reviewed the revised plans to the BCV Master Plan. It unanimously approved the changed design with the following provision.</p> <p>The concept of FlexSpace zoning in this area has been supported by the Bassett Creek Valley ROC as a way of providing opportunities for small, maker-businesses to be a part of what has traditionally been a residential neighborhood and which the ROC strongly hopes will continue to be so. The development priority for the FlexSpace should continue to be residential uses, but with new small businesses as equally desirable uses.</p> <p>Members of ROC</p>	<ul style="list-style-type: none"> • Flex Space Mixed Use Medium to High Density Residential allows for mixed use development, including mixed use with residential. Mixed use may include a mix of commercial, office, production, processing, and warehousing flex space, or residential uses within a building or a district. There

APPENDIX

Date of Comment	Submitted By	Comment	Response
			<p>is not a requirement that every building be mixed use. Where residential is present, it is at densities of 20-120 dwelling units per acre. Production, processing, and warehousing flex space uses are environmentally friendly, job-intensive, and transit oriented uses that may require light industrial zoning, as their scale would be larger than the production, processing, and warehousing use allowed in commercial districts. While warehousing is allowed, it is not intended to be the sole use of a building and should be designed so it can transition to more productive and job intensive uses in the future.</p> <p>This category is not intended for I2 or I3 Medium or Heavy Industrial Zoning, but could allow I1 Light Industrial zoning.</p> <p>This category is most appropriate for areas that are easily walkable to high volume transit like LRT and ABRT.</p>

Date of Comment	Submitted By	Comment	Response
10/26/17	HEEC	<p>Introduction</p> <p>It is vital that the Van White Station Area Plan and broader Minneapolis Comprehensive Plan go beyond efforts to mitigate harm but to proactively advance strategies to eliminate disparities in key social determinants of health for the populations living in and near the Van White Station Area. The population in the METRO Blue Line Extension Van White Station Area and surrounding community of Near North and broader North Minneapolis experience higher rates of chronic health conditions (obesity, hypertension, diabetes, etc.) with life expectancy being 5-10 years less than nearby census tracts¹. The communities in and near the station area have been the focus of overt and covert policies and practices of discrimination for nearly a century resulting in disparities in multiple social determinants of health.</p> <p>Health Equity and Social Determinants of Health Population health is largely driven by “social determinants of health” versus behavior or genetics. All are factors and should be addressed, however local government, institutions and private-sector leaders need to focus efforts and policies to address social determinants health and reverse the consequences of past and current policies that have contributed to entrenched and well documented racial disparities. Social determinants of health are factors that people are born into and/or live that are predictive of health outcomes. Social determinants of health include and are not limited to: education, income, employment, housing, neighborhood conditions, access to health care and racism.² Transportation is recognized as a social determinant although health is not typically considered in transit planning efforts.³</p> <p>In general, Station Area Plans affect multiple determinants of health through infrastructure investment, expanded transportation access, land-use policy, ordinances and general development policy. This creates an opportunity through thoughtful policy development, resource alignment and accountable implementation make significant gains towards the goal of achieving health equity.</p> <p>Health Equity is “When every person has the opportunity to realize their health potential — the highest level of health possible for that person — without limits imposed by structural inequities. Health equity means achieving the conditions in which all</p>	<ul style="list-style-type: none"> • The station area plan incorporates the work of the HEEC through reference to the significant work completed during the draft station area process with Hennepin County and the City of Minneapolis on pages 22-23 of the Introduction Chapter (Chapter 1). • The station area plan indicates that the HIA is important for implementation of the station area plan goals on pages 113-114 of the Implementation Chapter (Chapter 7). Language was added to show how the plan is implementing specific healthy outcomes as recommended in the HIA on page 114. • The specific actions recommended can be considered for implementation of vision. • Language added in the Transit Oriented Development Chapter (Chapter 4) on page 62 to clarify that physical access alone does not guarantee equitable outcomes regarding employment and education.

Date of Comment	Submitted By	Comment	Response
		<p>people have the opportunity to attain their highest possible level of health.”⁴</p> <p>Health Equity Engagement Cohort (HEEC) The Health Equity Engagement Cohort (HEEC) consisted of 12 community based organizations that participated in Phase I and II of the Station Area Planning process conducted by Hennepin County. The Van White Station Area was part of Phase I Planning. During Phase I, HEEC members informed nearly 1,000 people, gathered input from nearly 500 and over 80% were people of color. HEEC Members met monthly to coordinate individualized engagement efforts with other member groups and Hennepin County staff. Additionally, representatives from HEEC organizations participated in county facilitated workgroups and open houses.</p> <p>In general, HEEC member organizations viewed the Hennepin County drafted station area plans to be responsive to community input and supportive of healthy and equitable communities. The Hennepin County Station Area Plan community engagement narrative and recommendations should be used in the future as an important reference point for community priorities.</p> <p>Comment The following comment is intended to broad leaving specific comments to individual HEEC member organizations that have history, local knowledge and are in relationship with households that have been affected by past policies and are already experiencing the consequence of market shifts. Individuals groups will offer more textured comment related to community priorities and need. The following comments are intended to affirm positive plan elements, lift-up deep community concerns, and offer additional language that focuses on Health Equity.</p> <p>The following could be incorporated into the recommendations for implementation:</p> <p>Incorporate Health in All Policies (HiAP) to Station Area Plan implementation: Health in All Policies places health outcome at the center the decision-making process. This can be a powerful tool to inform policy,</p>	

Date of Comment	Submitted By	Comment	Response
		<p>set goals, and evaluate progress. The HiAP approach is an important option to consider due to the entrenched and stark health disparities in the Van White Station Area and along the entire line. There are increasing number of local municipalities using this approach to shape their comprehensive plans. Potential resource: http://plan4health.us/health-in-all-policies-resources/</p> <p>Utilize a Racial Equity Tool: The City of Minneapolis has embarked on a process of advancing racial equity enterprise-wide. The Van White Station Area and accompanying policy development related to housing, workforce development, business development, and redevelopment of public lands could be done utilizing the racial equity decision-making tools being used internally or by the Governance Alliance for Racial Equity (GARE). http://www.racialequityalliance.org/tools-resources/</p> <p>Apply Equitable Development Scorecard or modified form: Several HEEC members have been involved in the development of the Equitable Development Scorecard or its application in projects. This may also be a valuable tool for evaluating development projects in relationship to overall equity goals. http://thealliancetc.org/wp-content/uploads/2016/06/EquitableDevelopmentScorecard.pdf</p> <p>Consider Proactive Anti-Displacement Efforts: Substandard housing, displacement, gentrification and cost-burden were significant and consistent concerns throughout the community engagement process. A few members of the HEEC are educating cities on 16 different policies or tools to mitigate displacement, preserve existing affordable housing, and create new affordable housing. The four-page document is attached to this memo for reference. These types of measures could strengthen the recommendations in Chapter 2. Some of these tools are appropriate for City-wide policies others could be implemented in a more geographic focused manor through a TOD Overlay District or other designation.</p> <p>The following comments are numbered for reference, not priority: 1. The stated goal of the plan is positive and consistent with community priorities. "The goal</p>	

Date of Comment	Submitted By	Comment	Response
		<p>of the plan is to have policies that reverse disparities in the station area, in a manner that improves the conditions and choices of residents, without forcing them to have to relocate as the conditions improve” (Chapter 1, pg. 22). The focus to “reverse disparities” without displacement speaks to deep community concerns.</p> <p>2. The draft Station Area Plan makes important proposed changes in zoning to allow for mixed-use development accommodate a potential grocery store, childcare facilities, etc. is important to meet existing and future needs in the community. These changes fit with community desires.</p> <p>3. Important progress related to the built environment and transportation are moving forward. The improved bike routes, Olson Highway, sidewalks, etc. will improve the quality of life and physical activity of residents.</p> <p>4. Area of Concern: Employment status and income are critical social determinants of health. The Employment Inflow/Outflow on page 21 highlights the significant employment mismatch that exist station areas. This has been a concern raised throughout the engagement process – that physical access does not equal opportunity. The TOD recommendation section on pages 48-49 do not provide actions that address the spatial-mismatch, employment discrimination and or other strategies to address employment disparities such as first source hiring, referral systems, etc.</p> <p>Summary The investment in this portion of North Minneapolis is a once in a lifetime opportunity. The goal of “reversing disparities” without displacing existing community is in alignment with community priorities and an appropriate goal considering the history of explicit discrimination and disinvestment that has taken place over the last century. However, achieving health equity will require a set policy actions and tools that go beyond what is currently referenced in the plan as recommendations.</p>	

Date of Comment	Submitted By	Comment	Response
10/16/17	Eric Nesheim – MN Literacy Council	<p>Dear Mr. Voll,</p> <p>We at the Minnesota Literacy Council along with our site in North Minneapolis, the Open Door Learning Center, believe that the coming transit changes bring the promise of improved housing, economic development and employment opportunities for its residents. We are happy to help by playing a leadership role and to ensure that the opportunities and benefits extend to all of North Minneapolis residents and that benefits connect its students to housing, economic development and job opportunities throughout the region.</p> <p>While this change can certainly help the community, we also are aware of the potential adverse effects that can occur. We would oppose changes that come at the cost of elimination of affordable housing, or dislocation of existing neighborhood associations, parks, and community centers. Accessibility to businesses during construction is another concern. Our population is made up of newcomers and other vulnerable adults. We insist that infrastructure to support our students be left in place throughout the process.</p> <p>Finally, we would like to voice our support for the branding of the section from Penn Ave to I-94 as the Northside Education Corridor.</p> <p>Thanks you for the opportunity to voice our concerns and support. Please call with questions, thoughts or concerns.</p> <p>Eric Nesheim Executive Director Minnesota Literacy Council</p>	<ul style="list-style-type: none"> • Station area plan has language regarding affordable housing in Transit Oriented Development Chapter (Chapter 4) • Neighborhood associations, parks, and community centers are not proposed to be eliminated. • Plan makes reference to educational uses in corridor on page 61 in Transit Oriented Development Chapter (Chapter 4)

Date of Comment	Submitted By	Comment	Response
9/4/17	Dan Collison	<p>Jim,</p> <p>This station area plan is a remarkable body of work. Please keep me informed about the progress and approvals, etc.</p> <p>Well done!</p> <p>Dan</p>	<ul style="list-style-type: none"> • Comment noted.
9/5/17	Alex Cecchini	<p>Hello,</p> <p>I'd like to submit a few comments on the Draft Van White Station Area Plan found here. While I do not live in the area (I live in the CARAG neighborhood), I travel through here quite regularly and look forward to using the Blue Line extension (as well as other transit improvements in the area).</p> <p>Overall, I really like this plan - it's very ambitious and makes many recommendations even above what some of the city's current Comprehensive Plan (and supporting documents around land use & transportation) puts forward. As a former member of the city's Pedestrian Advisory Committee, it's obvious that the plan takes into consideration many of the concerns citizens had around the Blue Line/Olson Memorial municipal consent. Some comments:</p> <ul style="list-style-type: none"> • I appreciate that the station area includes more than a 10-minute walkshed. While this is a good rule of thumb for station area planning, the reality is that people will be willing to walk longer than 10 minutes to reach this (and other) stations, or bike there, or even connect to it via other transit. Practically speaking, I-94 to the east and overlapping station areas with Penn and SWLRT's Bassett Creek Valley Station (and it's associated BCV Master Plan) make expanding the station area any more a bit duplicative. That said, it might make sense to include more land to the north/northwest given current and planned bike facilities. • Related to the above. I disagree with the 	<ul style="list-style-type: none"> • Walkshed maps were not revised, as 10 minute walk shed is convention used in plan. • Neighborhood scale is convention used in other small area plans. Development Intensity will likely be revised as part of comprehensive plan update and may have different name. • Street design and improvements will be addressed with update to Access Minneapolis. • Plan has general recommendations regarding the bike systems. Specific treatments will be considered in conjunction with Minneapolis Public Works. • Comment noted on difference

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		<p>strategy of zoning outlying areas of the station area plan for low-density residential. Even using the term "Neighborhood Scale" (pg 79) has implications that privilege certain residents and their preferences - is Loring Park, filled with mid- to high-rise apartment and condo towers, not a "neighborhood"? Subarea 2 straddles two light rail stations on the same LRT line (one would give great access to those coming to/from downtown and beyond, the other giving great access to people heading to/from Robbinsdale and beyond). Subarea 4 straddles two different stations serving different lines - granting an even better job/amenity access without the need for a transfer than almost anywhere in the region outside downtown Minneapolis. We should not accept single family + ADU/two-family homes as the maximum allowed density here. We shouldn't really accept that a 20-minute walk from the station, either. The plan should clearly communicate that zoning for growth in these areas does not mean it will happen immediately, but that even at this point in time it's important to allow it in as many places as possible. This will help the stated goals around preventing/mitigating displacement (more development opportunities in places where people own their homes reduces pressure elsewhere and tilts the scale away from redeveloping only rental properties).</p> <ul style="list-style-type: none"> I really appreciate the new "Shared Street" and "Pedestrian/Bikeway" designs shown in this plan, as well as the "Urban Village" template that gives more flexibility to street design than the standard residential street found in the plan and across the city. I also appreciate that the Shared and Ped/Bikeway designs are quite common for the new street grid, with frequent bike/ped connections to Olson Memorial Hwy. A suggestion for improvement is to designate several *existing* streets that connect in- 	<p>between Van White station area plan and draft plans for other Blue Line Stations.</p>

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		<p>line with new (proposed) shared/urban village streets to continue that design when they are reconstructed. I recognize the North Minneapolis Greenway test was met with mixed reactions, but the reality is these treatments are known to improve storm water retention, slow vehicles, and allow for more urban tree canopy and plants (helping with air quality and heat island effects). This plan should be more aggressive in pushing for conversion.</p> <ul style="list-style-type: none"> • Bike parking and bike share. The plan should be more specific in calling for ample bike parking and bike-share (including Nice Ride but also potential dockless systems using designated parking racks) near the transit station to encourage multi-modal trips. On neighborhood streets nearby, particularly new ones, the city should be more specific about including bike racks at corners (ideally taking up 1-2 car parking spaces in a curb bulb-out). • Disparity between this station area and others along the Blue Line Extension in Minneapolis: While this plan is very ambitious, it's a little disheartening to compare the land use plans to the preliminary plan for the Plymouth Ave station, which calls for nearly no change in zoning (and the potential for a historic district designation for the Homewood area might solidify this even further). It's right to be ambitious here, and it should be for Plymouth Ave Station (only a couple minutes more from downtown via Blue Line) as well - an area directly adjacent to a world-class regional park and within walking distance of a future aBRT line along Penn Ave as well. Even the Penn Ave Station preliminary station plan - a mere 3,700 ft west and still along a major regional road, connecting to a future aBRT line and potential Highway BRT (along 55) - doesn't call for nearly the growth and mixes of use. 	

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		<p>If industrial and vacant land near Van White makes for a more natural redevelopment in the early years after the Blue Line opens, that's okay. But we shouldn't limit the potential of other sites simply because existing residents (who are more likely to be wealthier, white, single family homeowners) make up a stronger political constituency than brownfield sites.</p> <p>Thanks so much for all your great work on this. It's exciting to see a bold plan for such a major investment like this.</p> <p>Alex Cecchini</p>	
9/13/17	Dave Colling	<p>Looking through the Van White Blvd Station Area Plan draft I noticed on page 38 there are area, E13-E-17 designated as Sumner Glenwood, those areas are within Harrison. Is this a City designation that is different from the neighborhood boundaries we work under?</p> <p>We will have some public input soon on the plan, I've already heard from a couple of folks they are worried about density of buildings in the Bassett Creek valley. As I understand it though the ground there is to unstable because of the high water table to support very much without significant investment in very deep footings.</p> <p>Dave Colling Harrison Neighborhood Association</p>	<ul style="list-style-type: none"> • Neighborhood boundaries are not changing. Draft plan updated so subareas given letters rather than neighborhood names to avoid confusion.
9/28/17	Ryan Kronzer	<p>Hi Jim I am sorry I am just getting these comments to you.</p> <p>I skimmed to plan and think, in general, it is done well. I only focused on a couple of areas. My comments:</p> <ol style="list-style-type: none"> 1. The image credit in the UD chapter should include Metro Transit. Metro Transit/Met Council is the project sponsor and KHA was paid to preform the work the work. 2. p88 and p92 - the turn lane shadow will have a limited 	<ul style="list-style-type: none"> • Draft plan updated to add Metro Transit credit to applicable drawings. • Draft plan updated to reflect lower plantings. • Comment noted. Draft plan was

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		<p>planting height in some locations based on sight lines of motorist, peds and train operators. Should mention some limitation here. The image in the plan may only work in the mid block area.</p> <p>3. p90 and others - the corner plaza areas. I like these and the space they make. I am wondering if language could be added to promote wider sidewalk/public realm that also has better solar access - meaning along Van White. I am think about "winter city" best practices and would think some flexibility as to exactly where the plazas/wider public realm should be included in the plan.</p> <p>4. p69 - Mixed use/residential should be the land use surrounding the kidney shaped park. It makes little sense to push commercial use off of the main street thru the neighborhood. Residential will still be the majority use anyway.</p> <p>5. p78 - building heights. I am in favor of not have building heights in the plan (or any SAP), however I recognized the need to describe the character and size of the difference districts. how does this sounds?: Neighborhood scale: low to medium density, with low to mid-rise buildings Urban Scale: medium density with mid-rise buildings Transit Scale:high density with mid to high-rise buildings</p> <p>A statement is probably needed to say the zoning code controls building height and allows for a Conditional Use Permit process fro increasing height. This may already be in the plan.</p> <p>6. p99 - avoid creating super-blocks. Some block south of Glenwood are pretty large. showing parking structures int he middle of block removes the use of alleys or secondary path ways.</p> <p>thanks, Jim Ryan</p>	<p>not updated to include winter cities language or solar orientation, but will rely on existing policy for winter cities and zoning code requirements for plazas.</p> <ul style="list-style-type: none"> • Existing language in land use chapter of draft plan allows mixed us on parcels noted, but draft plan Future Land Use map updated to change most parcels facing park/open space to Mixed Use Medium to High Density Residential. • Building heights were maintained in plan to provide guidance for development review and transparency to area residents. • Language regarding the zoning code requirements for an increase in height is present on page 55 in the land use chapter. • Transportation and Urban Design Chapters show how grid can be reconnected in station area in line with existing grid and site conditions.

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10/04/17	Catherine Fleming	<p>Jim, You've seen these renderings from other projects but I've included them as a reminder. My comments regarding the Van White Station are attached:</p> <p>Catherine Fleming- public comments Van White Station and beyond</p> <p>There are five main reasons why the opportunity is so great at the Van White Station area:</p> <ul style="list-style-type: none"> • First, there is a great deal of existing developable land that is within 5-10 minutes walking distance of the station platform. Much of that land is in relatively large parcels - parcels which are vacant and do not require building clearance. • Second, because there is so much undeveloped land adjacent to the Van White station, it means that a significant amount of new development in this neighborhood can be built without having to buy or demolish existing homes or businesses. • Third, much of the available land is within public ownership by the City of Minneapolis (CPED), the Minneapolis Public Housing Authority (MPHA), Hennepin County, or the Minnesota Department of Transportation (MN DOT). If public agencies can work together on a coordinated vision, it will be easier to assemble land and bring it forward to the private sector to develop new residential, commercial, and retail uses that serve the neighborhood and the surrounding communities. That means that new housing opportunities, job-generating use, and retail services can be developed for the surrounding community sooner. • Fourth, the introduction and construction of new high-volume transit is a once in a generation opportunity that will support development, housing, choice, commercial services, and employment opportunities. Public agencies have the ability to package and sell land according to adopted policy objectives and a defined housing strategy. 	<ul style="list-style-type: none"> • Development examples provided would generally be appropriate in station areas when medium to high density residential and mixed-use are shown on Future Land Use Map. • Station area plan has been updated in Transit Oriented Design Chapter (Chapter 4) to clarify policy for displacement in station area. The specific actions recommended can be considered for implementation of vision.

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		<p>That means that for the private development market to take advantage of the opportunities around the Van White Boulevard station, they would have to work with the public sector to make sure new development is balanced - that it yields the specific kinds of uses needed in the neighborhood (especially neighborhood serving retail), that it accentuates and expands income diversity, and that it meets employment targets. For instance, the parcels close-by the Van White Station are large enough to accommodate a regional supermarket. New residential development nearby the station would expand the market potential for a new regional supermarket by increasing the population and expanding the income demographics in the area. Coupled with the addition of new ridership on the LRT line and the existing resident population, this may be enough to tip the scales in favor of creating a node of important retail services for the area. As with almost any retail cluster, the foot traffic generated by a strong anchor - like a grocery store - helps to drive spin-off benefits for additional retail uses and services. In addition to bringing new products and services into the neighborhood, expanded retail also present new business and employment opportunities too.</p> <p>36 City of Minneapolis D R A F T CHAPTER 2 Development Opportunity Sites To facilitate this development strategy, properties in the Van White station area were evaluated and mapped to identify development opportunity sites and to assign a general level of priority for city resources. A broad set of criteria was used to determine development opportunity sites, including the following: public ownership, vacant or underutilized land, and opportunities for assembly.</p> <ul style="list-style-type: none"> • Tier 1- Vacant publicly-owned parcels – Because these sites are vacant and publicly owned, they should be a priority for city staff to promote for development. • Tier 2- Vacant or underutilized privately-owned parcels – Because these sites do not have existing residents or structure, or are used for surface 	

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		<p>parking or outdoor storage, they can be a higher priority for TOD. • Tier 3 - Longer-term future redevelopment areas – Because of private ownership, environmental or site conditions, or due to existing businesses or housing these sites will most likely be the last to redevelop. A property that is identified as a Tier 1 or Tier 2 development opportunity is judged to be somewhat easier to develop than other properties in the area. In situations where property is privately owned, the property owner would have to be a willing seller or developer of the property before such a development could take place. The identification as an opportunity or priority is not intended to imply that the development will or should occur, or that the timing must strictly follow the outlined priorities. Existing development may implement the goals of the plan better than a redevelopment. The exercise is intended to provide information that can be considered in setting City priorities for development related activities such as site assembly and development support. It can also be employed in conversation with developers about what opportunities might be available for redevelopment. District and Block Level TOD Strategies</p> <ul style="list-style-type: none"> • Fifth, the Van White Station is close to or adjacent to two local parks (Bethune and Harrison). The opportunity to enhance these local parks and forge a relationship between the parks and the Van White transit node will not only provide venues for outdoor activities but will promote more community-related activities for both residents and transit riders. <p>This proposed relationship between the Van White Station and the Minneapolis Parks and Open Spaces and Recreation may be an opportunity for additional revenue sources for the project. By providing shuttle service to and from the Van White Station to the parks would be an amenity for the community.</p> <p>Enhancing the parks to add art work, concerts, covered benches and entertainment would increase foot traffic</p>	

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		<p>and community engagement.</p> <p>VAN WHITE STATION DEVELOPMENT AS PART OF A LARGER PLAN FOR OLSON MEMORIAL HIGHWAY FROM VAN WHITE TO THE BRIDGE INTO GOLDEN VALLEY, MN</p> <p>Attached please see samples of the type of development that can happen on Olson Memorial Hwy.</p> <p>Olson Memorial Hwy should be established as a commercial node and business park.</p> <p>Van White Station</p> <p>a. Mixed use building with ground-level retail, 2nd-level indoor parking, 3rd -level offices and 4th-level apartments- rooftop deck and garden to take advantage of City views</p> <p>b. Ground level retail would include a major grocery store and a major retailer</p> <p>c. On the 3 ½ acres owned by MPHA, a business park using a campus format (i.e. buildings surrounding a garden-like, green space with plants, seating, artwork, etc.)</p> <p>d. A covered atrium and pathway leading to both Bethune Park and Harrison Park from the Van White Station</p> <p>e. A market-place setting with umbrella tables, covered benches outside of each building where vendors and entertainers can be showcased, heated sidewalks and sidewalk vendors complete the look.</p> <p>f. Amenities geared toward senior citizens Van White Station to Penn Ave</p> <p>1. Additional mixed-use buildings 2. Residential brownstone buildings as a source of affordable housing for any displaced residents 3. Senior citizen housing (see attached)</p> <p>Gentrification and Displacement (what other cities are doing to address the issue)</p>	

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		<p>https://www.colorlines.com/articles/gentrification-spotlight-how-portland-pushing-out-its-black-residents</p> <p>https://www.colorlines.com/articles/gentrification-spotlight-how-portland-pushing-out-its-black-residents-part-2</p> <p>North Minneapolis- Addressing Gentrification and Displacement-Options</p> <p>a. Establish a “tax-freeze” zone for low-income homeowners around a transit node that would guarantee their current property taxes would not increase for 10 years due to an increase in their property value. This would help decrease the possibility of displacement.</p> <p>b. Require landlords with tenants forced to move due to a substantial rent increase to pay for the tenants moving costs up to a maximum of ???(tbd)</p> <p>c. Require developers and owners of retail space to hire residents as a job priority group</p> <p>d.Start-up minority businesses will have the opportunity to secure free office or retail space for a minimum of 2 years using a lottery-system to identify the lucky winners</p> <p>e. Have a rent increase moratorium for tenants</p> <p>f. Establish new guidelines for defining “affordable housing” in order to qualify incomes less than 40k for these housing options</p> <p>g.Work with lenders (provide incentives) and developers to build ADU’s on existing home sites that currently do not have a garage. Where applicable, this can include moving garages from vacant lots and relocating them to amenable, existing homeowners.</p>	

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10/13/17	Maddie Shaw	<p>Dear James and Rattana,</p> <p>Thank you for coming and presenting at Harrison Neighborhood Association last night.</p> <p>I wanted to include an additional comment about the plan that I did not include on my comment card last night.</p> <p>The biggest concern I have heard from residents regarding the proposed LRT and stations is housing affordability. I very much appreciate that there were several parts of the small area plan that made goals and recommendations regarding how to keep affordable housing in the community. I believe that the small area plan should go further, and be more explicit about measures to prevent housing price increases that will displace large numbers of residents.</p> <p>For example, I think the small area plan should include more specific language about keeping a certain percentage (say 30%) of housing at 30% of the MMI. The plan could also recommend that a factor in choosing developer bids be that the developer allocate funding to help relocate any residents that might be displaced somewhere else nearby in the neighborhood. Or that developers who as building mixed- or residential-buildings be required to keep a certain percentage of units (say 50%) at the current (2017/predevelopment) market rate.</p> <p>I understand that this issue is being addressed by City Council, and I plan to comment on the 2040 plan as well. However, displacement of residents due to development and gentrification is a very real threat, and I think it is important to be as proactive as possible at every step to seek to mitigate this. I know that this deviates somewhat from the traditional role of small area plans, but this is 2017, and I think it is time to be bold and flexible and take principled stands in our work.</p> <p>Cordially,</p> <p>maddy shaw</p>	<ul style="list-style-type: none"> • Station area plan has been updated in Transit Oriented Design Chapter (Chapter 4) to clarify policy for displacement in station area.

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10/16/17	Tim Davis	<p>Good Afternoon Jim -</p> <p>I am a Harrison resident, and below are my comments for the Van White Station Area Plan:</p> <p>1- The Van White Station Area Plan should not include any FlexSpace zoning. All zoning should be residential and commercial. Any variance from that should go through the neighborhoods and ROC on an individual-project-basis.</p> <p>2- Building heights restrictions should be relaxed to allow for taller buildings (taller than 15 stories) along HWY 55, Glenwood, and Van White Blvd.</p> <p>3- All projects in this area should be mixed use and mixed income projects.</p> <p>4- Van White Station (blue line) and Bassett Creek Valley Station (green line) should not be designed in a vacuum; Van White Boulevard should be a cohesive plan for the city to develop with new freeway off-ramps to connect the light rail lines to the interstate system.</p> <p>Thank you for coming out to speak with the neighborhoods last week; I really appreciate your work on this and feel with a more cohesive vision for this area we can maximize the potential for this area, clean the environment, and provide maximum opportunities for area residents.</p> <p>-Tim Davis</p>	<ul style="list-style-type: none"> • Flexspace category remains on land use map. • Development Intensity Map allows taller buildings along Hwy 55, Glenwood, and Van White where mapped as part of the Transit Scale development intensity category.
10/16/17	Monica Arons	<p>Mr. Voll,</p> <p>I attended the CPED community meeting on Thursday, October 12. I am a resident of the Harrison neighborhood, residing at 219 Morgan Av N. Overall, I am pleased with the plan for the development of the area south of 2nd Av and East of Irving.</p> <p>My biggest concern is the "flex space" planned along Bassett Creek. I do not want single story buildings of mixed use at this location. This is the perfect opportunity for higher valued single family, townhouse or condominium units along a waterway/ Bryn Mawr parkland. I hope you consider this option</p>	<ul style="list-style-type: none"> • Flex space will allow, but not require buildings taller than one story.

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		<p>moving forward.</p> <p>I am hopeful the West Minneapolis area will be developed in a fashion similar to Northeast Minneapolis.</p> <p>Thank you.</p> <p>Monica Arons</p>	
10/17/17	Steve Wiley	<p>Dear Jim,</p> <p>Thanks for returning my earlier call and for talking with me just now. The future land use map in the Sept. 1 document appears unchanged from its predecessor. I am concerned about potential impacts of the new land use plans on current residents of Harrison (my neighborhood; I live on North Cedar Lake Rd.).</p> <p>Harrison Neighborhood is bisected by Glenwood Avenue, but the proposed land use changes, understandably, move westward from Lyndale. As I understand it, zoning regulations will be based on land use designations, and your colleague explained that any development plan submitted to the city is routinely sent to the appropriate neighborhood association. So far, so good. What can you tell me about historical patterns of development in land use areas designated Mixed Use Medium to High Residential and the same with Flex Space at the end, in similar city neighborhoods over the last 20 years or so? The descriptions on p. 68 allow for a great deal of flexibility. What process or regulations guide the decision-making process from the time HNA would receive a development proposal until the deadline for feedback from residents and HNA?</p> <p>Any clarification of the processes and history you can provide us will be much appreciated. Development is a good thing, provided that those affected understand the particulars and the big picture and have enough time to deliberate and respond effectively.</p>	<ul style="list-style-type: none"> • Future Land Use and Development Intensity maps allow a mix of uses. Neighborhoods will be notified of development proposals when they go through the development review process.

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		<p>I think none of us wants to see unbroken lines of high-rises along 55, Glenwood, or 2nd. We want a judicious mix of small businesses and medium-to-high density residential. Thanks.</p> <p>Steve Wiley</p>	
10/18/17	David Wellington	<p>Jim – thanks again for your work on the Van White Station Area Plan. It is clear that a lot of effort and careful thinking went into the document and I think it reflects really well on you and your team. I also thought you did a very nice job communicating effectively with the Harrison neighbors last week on the work. Your presentation was very smooth and accessible for a broad audience. The limited number of questions and generally positive tenor may well be a response to your presentation as much as the work itself.</p> <p>As I've mentioned a few times in person and on the phone these last few weeks wellington management, Inc. (WMI) is generally very pleased with the direction your team has taken the draft station area plan (sap), particularly south of 2nd Ave. N. We do have a few items that we'd like to ask for further clarification or detail on. These are listed as bullet points below with the more specific questions fleshed out thereafter.</p> <ul style="list-style-type: none"> • Timing of rezoning study and reclassification – the discussion of subarea 6 reinforces the desire for flexibility in zoning classifications and support for a wide range of uses. It introduces the recommendation that the city create a new zoning district that incorporates the desired range of uses. The adoption of a new zoning district will not occur until after adoption of the plan. The plan recommends that a rezoning study be undertaken in the “short term”, which could mean within the next five years. WMI and other developers will face the continued dilemma of having to choose between commercial or industrial zoning district where neither may allow for the needed combination of uses and tenants. • What can be done to assist developers in achieving the desired economic 	<ul style="list-style-type: none"> • Rezoning study and zoning code text changes will follow the adoption of the new comprehensive plan at earliest. If plan and Future Land Use map is adopted, it will provided guidance for land use changes, but current zoning will need to utilize until rezoning study is completed. • Educational facilities would be allowed in the land use category proposed for Subarea F. • No detailed discussion of revised zoning districts has been undertaken. • A Pedestrian Oriented Overlay (PO) District may be applied in the station area. This would be considered as part of a rezoning study and based

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		<p>development while waiting for the final zoning to be adopted?</p> <ul style="list-style-type: none"> • When does CPED anticipate initiating and completing the rezoning study and adopting the new district classification? • Inclusion of education facilities within types of uses envisioned for subarea 6 – does CPED anticipate including education facilities within the types of uses envisioned for subarea 6? • Has CPED considered any specific provisions of a new zoning district beyond what is described in the draft plan? • If so what uses and restrictions (e.g. Floor area, etc.) Are being discussed? • PO district overlay – does CPED anticipate that some parts of the study area to be included in a pedestrian oriented overlay district? • If so, where? • Minimum height or floor area within PO district overlays – does CPED anticipate including minimum height or floor area ration requirements in applicable ordinances (e.g. TSA in a PO district)? • If so, at what minimum limits? • Design requirements for at grade parking – does CPED anticipate including design requirements for lining of parking lots or structures in ordinance? • Economic factors as a determinant – market factors are a primary determinant of the feasibility of underground and structured parking. • Would CPED consider revising the urban 	<p>on the policies of the updated comprehensive plan.</p> <ul style="list-style-type: none"> • Minimum height or Floor Area Ratio (FAR) as well as design requirements for parking structures (beyond those already in the zoning code) could be considered as part of a rezoning study or new zoning district.

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		<p>design guidance for Bassett Creek Valley to recognize economic factors and “encourage” lining of parking facilities, rather than stating that they “should” be lined?</p> <p>Please let me know if any of these questions or comments do not read clearly or if I should recast them in any way. WMI is committed to working with the City to bring needed additional vibrancy and economic development to the Bassett Creek Valley and supports additional flexibility in zoning and design requirements to ensure this development can happen in an incremental pattern. Again, thank you for all your efforts to push this project forward and please do not hesitate to reach out.</p>	
10/17/17	Victoria Bayerl	<p>Hello,</p> <p>I apologize for being late on my comments.</p> <p>I really do like the idea of more accessible transit and in areas that need more access to jobs. I just wanted to point out a few things that concern me.</p> <p>I saw the plans for the mall, and towers, and housing, etc. These concerned me. We already have a trash problem in Heritage Park. The trash companies won't put more trash cans unless someone pays for it. It's such a mixed up area with too many associations and groups trying to run the place. They don't empty trashes enough and don't provide enough cans.</p> <p>A mall will bring more people to the area into a residential area. Brings possibly more vandalism and trash. The current light rail stations tend not to have enough trash cans too. Too many people are lazy, and if the trash isn't within a few feet, they drop it.</p> <p>I do agree that Minneapolis needs to fulfill their contract and get more affordable housing on those empty lots. Not market rate only. Or have mixed housing like on the north side of Olson Hwy.</p> <p>I am also concerned about some of your light rail drivers. They lay on the horn 80% of the time that</p>	<ul style="list-style-type: none"> • Trash and litter is addressed by existing city policies and programs. • Light Rail operated by Metropolitan Council and operation of trains not addressed by small area plan. • Bottineau Project office and MnDOT verify that I-94 Bridge is structurally able to carry LRT trains.

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		<p>they drive. They don't discern for emergency honking. I asked them, and some think they are doing it for safety. Yet, other drivers never honk or do a short blast once in awhile.</p> <p>I live 3/4 mile from the Target Field light rail, I walk their every day. I can hear the bells at that station. Will there be bells at the Van White station? I can continue to report problems to MTC, but it gets tiring regarding repetitive drivers and their behaviors.</p> <p>I feel there will be more noise from drivers, and more trash. But I do want more access to transportation.</p> <p>Oh... I don't think that Olson bridge over hwy 94 is strong enough to hold the rail activity. How long will that be out of commission to repair/replace it? How old is it? That bridge carries lots of car and foot traffic. There is at least one accident a week on that bridge. Typically, from those that turn west from the north bound lane.</p> <p>I would like to see the vagrants disappear from those two corners of Olson and Lyndale. 24x7, they are there and leave bags of trash - which Mpls does not pick up weekly even when notified. see attached picture taken in Seattle area, there are some areas where Mpls needs to post a sign like that.</p> <p>I hope that's everything. Good luck with planning.</p>	
10/12/17	Comment Card	<p>I appreciate the thoroughness of the plan. However, I have several concerns: 1. Residents have expressed safety concerns regarding leaving Olson Hwy as a 6-lane road (rather than doing a lane-reduction, which would allow for safer crossing for pedestrian and slow traffic). I'd like to see the City push harder for that. 2. I'd like to see the City put as strong of recommendations as possible regarding keeping affordable housing in the neighborhood not just keeping the same amount of public housing units but keeping an equivalent (or at least ample) amount of units at the current (pre-development) market price. 3. Request for a lower recommended upper limit for high density mixed-use (5-10 stories max)</p>	<ul style="list-style-type: none"> • Olson Memorial Highway design is finalized. Lane reduction is not part of design, but lane width reduction, additional pedestrian crossings, lower speed limit, tree boulevards between road and sidewalks all included in

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			<p>design to improve pedestrian conditions.</p> <ul style="list-style-type: none"> • Station area plan has been updated in Transit Oriented Design Chapter (Chapter 4) to clarify policy for displacement in station area. • Height ranges on Development Intensity map do not have an upper limit for the Transit Scale category to allow for more density near transit platforms and along corridors to implement goals outlined in plan.
10/12/17	Comment Card - anonymous	<p>Still want the city to help us get Olson Highway reduced in size to make for safer pedestrian crossings + slower traffic in keeping with the residential character of the neighborhood! And am also concerned about the lack of height restrictions + rezoning leading to big building changing the landscape + contributing to displacement of current residents - something many Harrison neighborhoods have asked the city to address. Affordability, mixed - income residential nature + preserving housing for low-income residents of color - honoring the Northside's rich history - are all priorities for me as a resident of Harrison + the proposed LR corridor.</p>	<ul style="list-style-type: none"> • Olson Memorial Highway design is finalized. Lane reduction is not part of design, but lane width reduction, additional pedestrian crossings, lower speed limit, tree boulevards between road and sidewalks all included in design to improve pedestrian conditions. • Station area plan has been updated in Transit Oriented Design Chapter

Date of Comment	Submitted By	Comment	Response
			<p>(Chapter 4) to clarify policy for displacement in station area.</p> <ul style="list-style-type: none"> • Height ranges on Development Intensity map do not have an upper limit for the Transit Scale category to allow for more density near transit platforms and along corridors to implement goals outlined in plan.
10/12/17	Comment Card-anonymous	<p>I want to see lane reduction the community has real safety concerns and want to see them in the plans. Also the community wants to see affordable housing and no more than 5 stories. I hope to see this reflected in the plan!!!</p>	<ul style="list-style-type: none"> • Olson Memorial Highway design is finalized. Lane reduction is not part of design, but lane width reduction, additional pedestrian crossings, lower speed limit, tree boulevards between road and sidewalks all included in design to improve pedestrian conditions. • Station area plan has been updated in Transit Oriented Design Chapter (Chapter 4) to clarify policy for displacement in station area. • Height ranges on Development Intensity map

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			do not have an upper limit for the Transit Scale category to allow for more density near transit platforms and along corridors to implement goals outlined in plan.
10/12/17	Comment Card – Joanne Johnson	I like the thought put into affordability and mixed use. I encourage continued input to City Council to incentivize mixed development like grocery stores, cafes and other small businesses! - Joanne Johnson (glenwood resident)	<ul style="list-style-type: none"> • Comment noted.
10/12/17	Comment Card – Rejeanie Nickles	Hi my name is Rejeanie I live in Park Plaza. I approve of what you are doing by brining LTR to the community I think it is a super thing to do and beside we do need a grocery store, cleaners, and retail. I believe it is good for our community. Thank you. Rejeanie Nickles.	<ul style="list-style-type: none"> • Comment noted.
10/12/17	Comment Card – Laura Dickinson	Flexspace must be 50% housing. Why do we care about parking when the area is surrounded by Light rail?	<ul style="list-style-type: none"> • Flexspace land use category allows housing, but does not require housing. • Plan continues policy of no park and ride facilities near station. Plan does not require uses to provided parking, but provides guidance should parking be included in development proposals.