Land use opportunities – Subgroup notes from the 2/14/11 West Midway Task Force meeting

**Truck routes – existing ones will likely remain. In addition to current truck routes, any industrially-zoned area can have truck access. The only new stoplight will be at Berry Street. With LRT, left turns will be restricted to stop lights.*

Land use recommendations may happen at a variety of scales – building scale, site-scale, block-scale, and/or multi-block scale:

- *Rehabilitation, Redevelopment, and/or [Building] Reuse are possible recommendations*
- *Building types could be possible recommendations:*
  1. *[Heavy rail-dependent] warehouse for production or distribution*
  2. *Mixed office/warehouse ("light industrial", oftentimes 20% office space / 80% warehouse space)*
  3. *One- to two-story office building with surface parking*
  4. *3+ story office building (including transit-oriented development that is not predominantly housing)*
  5. *Flexible, multi-tenant affordable spaces (may be in any building type)*

Subgroup notes/narrative (in grey text):

1. FLEX DISTRIBUTION/PRODUCTION - AREA 1 (THE UNIVERSITY AVE AREA, INCLUDING THE TRANSITION AREA ON UNIVERSITY AVE, THE TRANSITION AREA NORTH OF THE FAIRVIEW STATION, AND ROCK-TENN)

- The east-west connection re-emerged as a priority, particular for facilitating truck/vehicular movement; the idea is to create a multi-modal street between Prior and Vandalia north of University, either extending from Minnehaha, or from Charles/Territorial. The street would likely need to bridge over and through the old Amtrak facility (a bike/ped connection from Prior to Transfer was already prioritized in the BWCCAP)
- The area north of University between Vandalia and the east side of Transfer has many sites with direct rail access, meaning key opportunities for heavy rail-dependent industry. These sites are also easily-accessible by trucks from the I-94/Vandalia exit. Utilizing heavy rail is cost-effective, energy-efficient, and "green"
- Sites along the western side of Vandalia might (re-)develop as mixed office/warehouse development ("light industrial" such as 20% office space / 80% warehouse space), especially if a north-south connection is made
- Several existing buildings were identified as opportunities for the Creative Enterprise Zone/Greenpoint Manufacturing model: 550 Vandalia; the Silgan building; and the church located on Prior/Fairview north of the Fairview Station Area
- Development along University Ave between the Raymond and Fairview Station Areas could be light industry but should utilize pedestrian-friendly and transit-oriented design standards to ensure continuity with the station area planning designs
- The Transition Area north of Fairview Station had a variety of possible employment uses identified by the subgroup; what was prioritized was a high job density, and opportunities for possible entrepreneurial activities using a "walk-to-work" concept
- Several sites were identified as "flex" employment opportunity sites, particularly within the Raymond Station Area

Vacant or Opportunity sites
550 Vandalia - across from Rock-Tenn, on I-94 frontage of Cretin
Living Word Church and World Outreach Ministries—in Transition area north of Fairview Station

Noteworthy buildings

- C+E building – now vacant but expected to convert to market rate housing
- Dow Building
- Rock-Tenn

- Silgan building
- Griggs-Midway
- Goodwill
- Remmele Engineering
- 1956 Feronia – 10,000 sq ft, possible affordable space for entrepreneurs

Creative Enterprise Zone – loosely defined as area between HW 280, Vandalia, I-94 and the co-op.

2. FLEX DISTRIBUTION/PRODUCTION - AREA 2 (THE NORTH AREA THAT INCLUDES THE BNSF INTERMODAL FACILITY, A NUMBER OF TRUCKING FIRMS, AND HAMPDEN PARK TRANSITION AREA) AND THE STATE FAIR/MIDWAY STADIUM AREA ALONG COMO

- Any north-south connection through this area will happen in the long-term; an exact alignment is uncertain. This will drive the type of development opportunity in the areas south of the railroad tracks and north along Energy Park Drive, including large opportunity sites such as the Midway Stadium site.
- LRT will change traffic patterns in the Hampden Park Transition area and industrial area north of University and east of Raymond, with left turns for vehicles only possible at Carleton, Hampden and Vandalia; while the LRT impacts may make it harder for trucks to access the area, its location at a walkable distance from the Raymond LRT station and Raymond Ave itself might drive development towards higher-intensity uses such as **mixed office/warehouse** ("light industrial", oftentimes 20% office space / 80% warehouse space) or **one- to two-story office buildings** with surface parking.

Vacant or Opportunity sites
- State Fair properties
- Midway Stadium site
- Capp Road site (debris/dump site)
- 902 Hersey (next to Catholic Charities, owned by City/HRA)

Noteworthy buildings
2325 Endicott building
Midway Distribution Center (large warehouse site near MN Commercial key transload facility)
Hallman Oil building

Creative Enterprise Zone – loosely defined as area between HW 280, Vandalia, I-94 and the co-op.

3. EMERGING HIGH TECH / NORTH WESTGATE STATION / CORE MANUFACTURING AREA - NORTH OF THE RR TRACKS AND WEST OF 280, CONNECTED FUNCTIONALLY TO MINNEAPOLIS EMPLOYMENT DISTRICTS

- Make use of an "etched-in" **transitway** bus stop at the Jefferson Commons housing development and fully utilize the transitway (whether by U of MN transit, Metro Transit, or para-transit vehicles). Economic development strategy of linking Westgate Station with U of MN's Biomedical Discovery district *(East Gateway District Master Plan (2009)*, accessible by the Stadium Village LRT station at 23rd Ave.
    - Accompanies vehicular access: Minneapolis' Granary Road extension to Westgate Drive (either via 5th Ave SE or Granary Rd extension to it)
    - Create opportunities along the transitway and/or Granary Road for private ventures that commercialize East Gateway district research (building on the private development opportunities suggested along the north side of the transitway - on both sides of 25th Ave, and between 25th Ave and 27th Ave)
- **Core Manufacturing area**, along Hunting Valley Road – north of railroad tracks, west of 280, south of Como – Area of unrealized value for industrial uses due to 1) no residential

uses nearby; 2) railroad spurs. Recommendation of extending Doswell Ave west from Hunting Valley Rd, to create a new block by connecting up to Como Ave for improved vehicular access, and to open up access to railroad spurs just south of Como.

- **Hampden Park Transition area and industrial area north of University and east of Raymond** - location at a walkable distance from the Raymond LRT station and Raymond Ave itself might drive development towards higher-intensity uses such as **mixed office/warehouse** ("light industrial", oftentimes 20% office space / 80% warehouse space) or **one- to two-story office buildings** with surface parking. Entire Hampden Park Transition area could turn into a **private sector incubator,** as what happened during the Latimer administration at the Warehouse Rentals building.
    - Maintain industrial zoning within this boundary/area to ensure the area is an "employment center"
- **3**+story buildings along University Avenue itself
- Single-story buildings are good as "employment landbanks" for re-development later

Vacant or Opportunity sites

- 2700 University – on hold for financing/leasing
- Case warehouse site – vacant but in planning phase
- Quality Metals site - being used, even though the lot behind is empty.
- Weyerhauser site

Noteworthy buildings

Vacant buildings in the northwest Core Manufacturing area -- The one behind the sports bar on Como, a large building at on the southwest corner of Como and Hunting Valley, and a building at the southwest corner of Doswell and Hunting Valley.