



# Northwest Crossing Development Guide

MARCH 2020





# **Hennepin County and Greater MSP coordinated with the following cities, agencies, and organizations in the creation of this document:**

- Blue Line Coalition
- City of Brooklyn Park
- City of Crystal
- City of Golden Valley
- City of Minneapolis
- City of Robbinsdale
- Metropolitan Council
- Metro Transit
- Perkins and Will



# Introduction

The **Northwest Crossing Development Guide** is a brief introduction to the people and the opportunities found along the Bottineau Corridor. For over 150 years, the Corridor has been a vital link between the Twin Cities and central and northwestern Minnesota as well as the Dakotas and Canada. In recent decades it has been one of the primary growth corridors for the Twin Cities as the region expanded northwestward.

With more than 100,000 people living within a mile of the Corridor, it is on the verge of a major transformation with the extension of Metro Transit’s Blue Line LRT (light rail transit). Based on the experience of other recently completed LRT lines, the people and businesses of the Bottineau Corridor will become increasingly connected to the rest of the Twin Cities region and vice versa. This will bring the potential for tremendous change. This document will help you learn more about the Corridor and provide insight into how you can be apart of the transformation.



## Report Organization

This report begins with a brief overview of the Bottineau Corridor. However, because most of the changes in the Corridor will be driven by the new LRT, the report primarily focuses on the areas within 1/2-mile of each station.

 Click on the banner at the bottom of the page to learn more about a particular station area



# Introduction | Context



**Oak Grove Pkwy Station:**  
Target North Campus & potential to develop a new transit-oriented, mixed-use village.

**85th Ave Station:**  
Regionally important civic center, including the North Hennepin Community College.

**Brooklyn Blvd Station:**  
Important shopping district with a mixture of large, national retailers and smaller locally-owned businesses.

**Robbinsdale Station:**  
Pedestrian-scaled main street with a thriving restaurant scene.

**Golden Valley Rd Station:**  
Access to Theodore Wirth Park and Sochacki Park. Select sites may be candidates for long-term redevelopment.

**Plymouth Ave/Theodore Wirth Park Station:**  
Direct access to main entrance of Theodore Wirth Park, including the historic Wirth Chalet and the Trailhead facility.

**93rd Ave Station:**  
Expanding employment district with opportunities to add amenities that support nearby businesses.

**63rd Ave Station:**  
Established residential area with an existing Park and Ride and a key site immediately available for redevelopment.

**Bass Lake Rd Station:**  
Anchored by newly renovated Becker Park with adjacent shopping district.

**Penn Ave Station:**  
Established residential district with access to both downtown Minneapolis and Theodore Wirth Park.

**Van White Blvd Station:**  
Closest station to downtown Minneapolis and a growing education center.

Click on any photo or the banner at the bottom of the page to learn more about a particular station area



# Introduction | Context

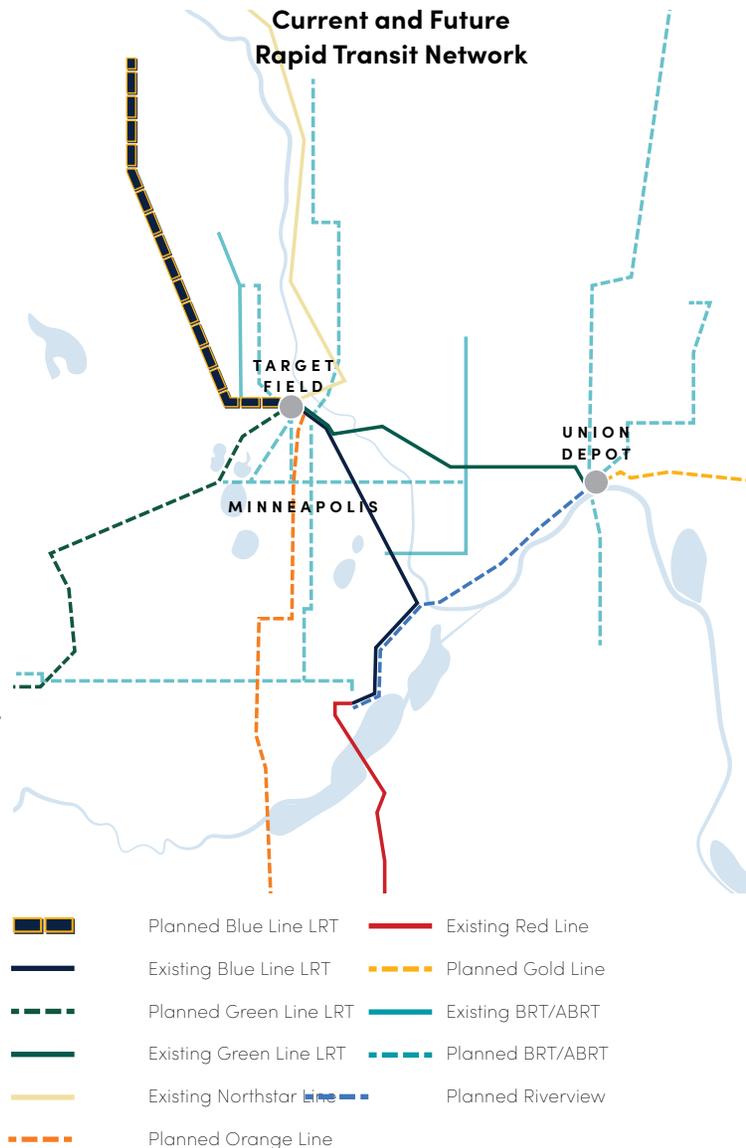
## Status of the LRT

The Bottineau Corridor has been identified by the Metropolitan Council as a key regional transit corridor best served by future light rail transit service (LRT). Coordinated planning efforts along the Corridor have determined an optimal alignment for the LRT and the location of specific stations. More importantly, the results of these planning efforts also mean that the Corridor has received preliminary approval from the Federal Transportation Administration to receive critical federal funding for the LRT project. Once funding is fully approved, construction of the line is estimated to take four years.

## Development Potential of LRT

The transformative potential of LRT is significant. According to a 2019 Metro Transit study, corridors with high-frequency transit service have captured nearly \$12 billion in permitted development from 2003 to 2018. This is over 35% of the region's development value on only 3% of the region's land. Furthermore, an additional \$8.2 billion in development is planned along high frequency transit, representing 60% of the currently planned development for the region.

To see the full report, click [here](#)



### Development Along Major Transit Corridors:

**\$12 Billion**  
Permitted Development 2003-2018  
Accounts for: **35%** of Permitted Development in the Metro Area

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**\$8 Billion**  
Currently Planned or Proposed Development  
Accounts for: **60%** of Planned Development in the Metro Area

Source: Metro Transit 2019 Development Trends Report





# Introduction | Context

The Bottineau Corridor is one of the most demographically and culturally diverse areas of the Twin Cities metropolitan region. Throughout the Corridor there are important concentrations of communities of color and new Americans representing a wide variety of cultures, languages, and experiences. These communities add vibrancy to the Corridor, and any development should highlight and celebrate this unique aspect of the area.



## Did You Know?

The Bottineau Corridor is home to one of the nation’s largest Liberian communities. According to the US Census, there are an estimated 10,000 Liberian-Americans that live in the Corridor, many of which are in Brooklyn Park. To learn more detailed information about the demographic make-up of the Corridor, click on the following link: <https://gis.hennepin.us/Templates/MapJournal/BottineauOverview.html>





# Introduction | Context

The Bottineau Corridor contains people of all backgrounds and walks of life. This is not only a defining characteristic, but also a significant asset. Therefore, in order to leverage this asset, it will be important that future investments benefit both existing and future stakeholders. The following are strategies that can help ensure a bright future for everyone in the Corridor.



Source: City of Robbinsdale

## Best Practices for Community Engagement

Because the Bottineau Corridor is so diverse, traditional engagement strategies are often ineffective and don't necessarily lead to desired outcomes.

Although all engagement needs to be tailored to the stakeholders one is trying to reach, some best practices include:

- Use of various media
- Meetings at accessible times and locations
- Use of a trusted advocate
- Use of a translator
- Use of incentives
- Use of easily understood exhibits and descriptions of the process

To learn more about how to best structure community engagement, please click [here](#)

## Equitable Development Scorecard

The Blue Line Coalition, a

coalition of community-based organizations, has developed a scorecard that can assist developers and other potential investors to evaluate their projects in terms of community equity.

To learn more about the scorecard, please click [here](#)

## Innovative Financing

The Metropolitan Council is currently developing a set of Innovative Financing Strategies to help support TOD development along the Bottineau Corridor. Once in place, they will assist the public and private sectors with technical assistance for specific development projects/ concepts that face financing barriers; recommendations to address commercial affordability issues due to the impact of light rail transit, and identification of funding and financing strategies to minimize resident and business displacement along the corridor.





# Van White Boulevard

## Station Area

**Van White Station** is the closest station to downtown Minneapolis and a prominent education center

Including portions of the Sumner Glenwood, Near North, Harrison, and the North Loop neighborhoods, the Van White Boulevard station is the closest Bottineau Corridor station to Downtown Minneapolis. The station area has seen significant change in the last decade. Recent years with the development of Heritage Park, a mixed-income residential community, the addition of new commercial businesses along Glenwood Avenue, and the building boom in the nearby North Loop area. Furthermore, the station area has become a center of education with six different institutions located within 1/4-mile of the station.

Despite all the recent change, the Van White Boulevard station area still has a variety of potential sites, both large and small, that could accommodate significant future mixed-use developments.



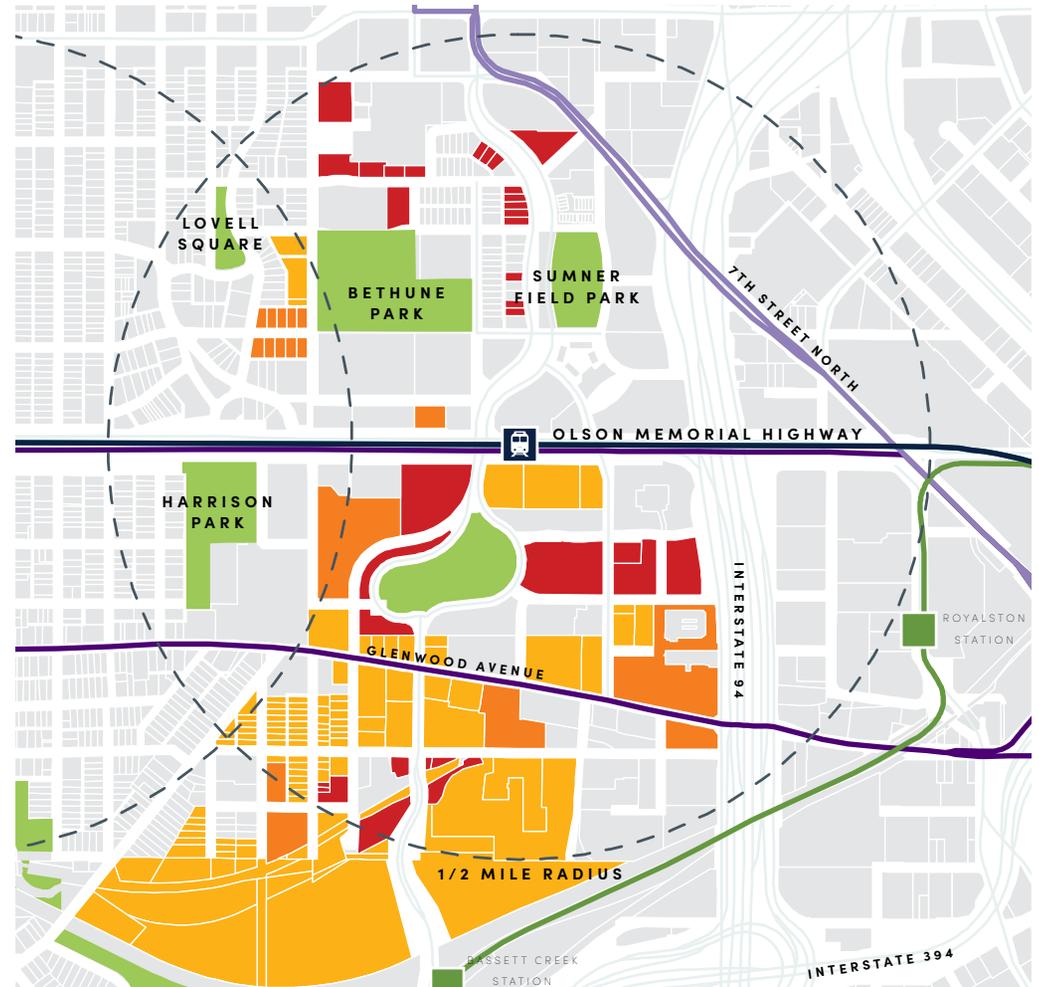


## Potential Sites:

- Tier 1: Vacant Publicly Owned Parcels
- Tier 2: Vacant or Underutilized Privately Owned Parcels
- Tier 3: Long-term Future Redevelopment Areas
- Penn Avenue North BRT (C Line)\*
- Proposed Emerson/Fremont Avenue North BRT (D Line)
- Proposed Blue Line LRT Alignment
-  Proposed Blue Line LRT Station
- Proposed Green Line / Southwest LRT Alignment

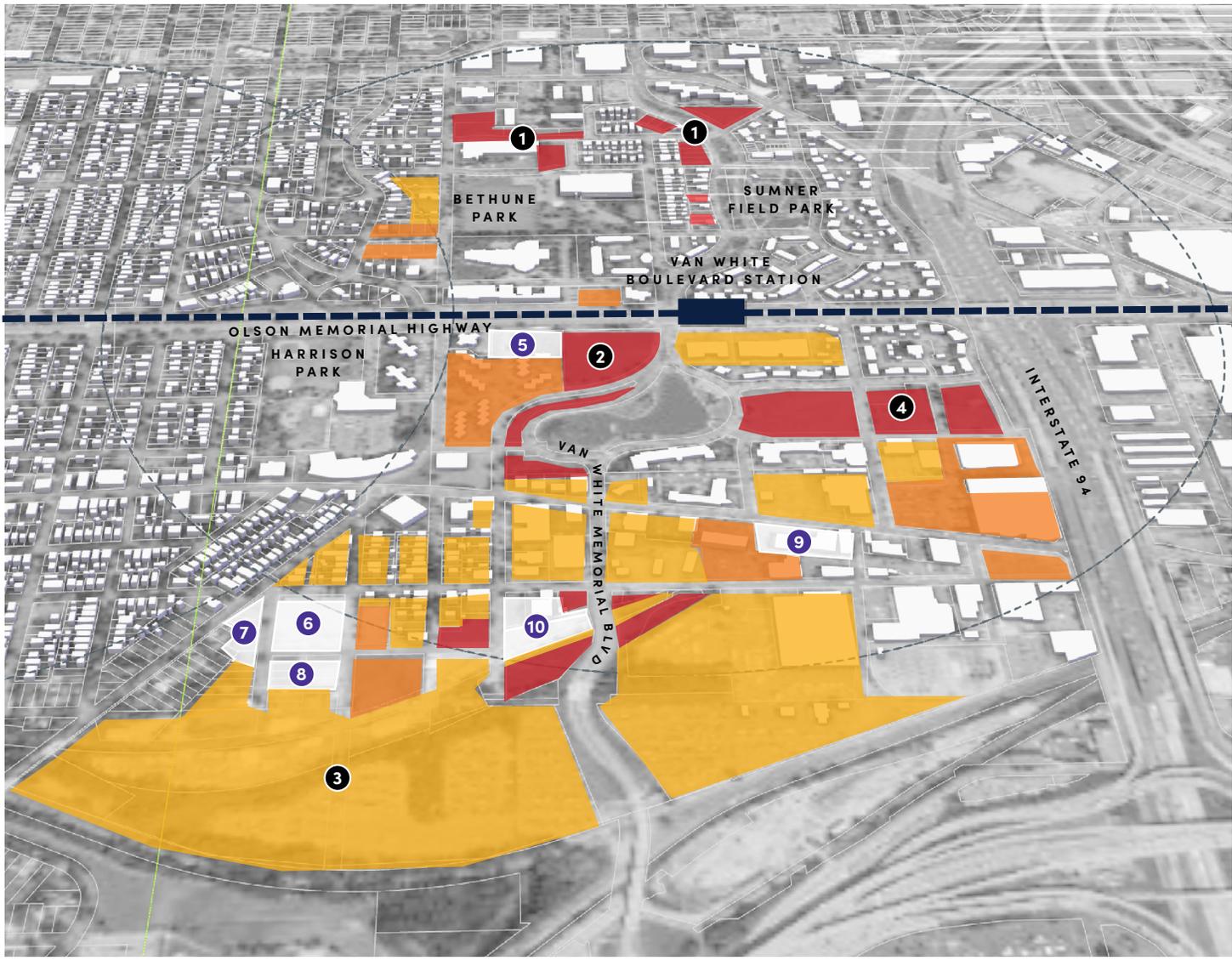
\*Click [here](#) for further details on the station area plan

\* C Line will run on Glenwood after Blue Line extension is operating



There are a significant number of sites with short-term opportunity for redevelopment.

# Van White Boulevard | Opportunities

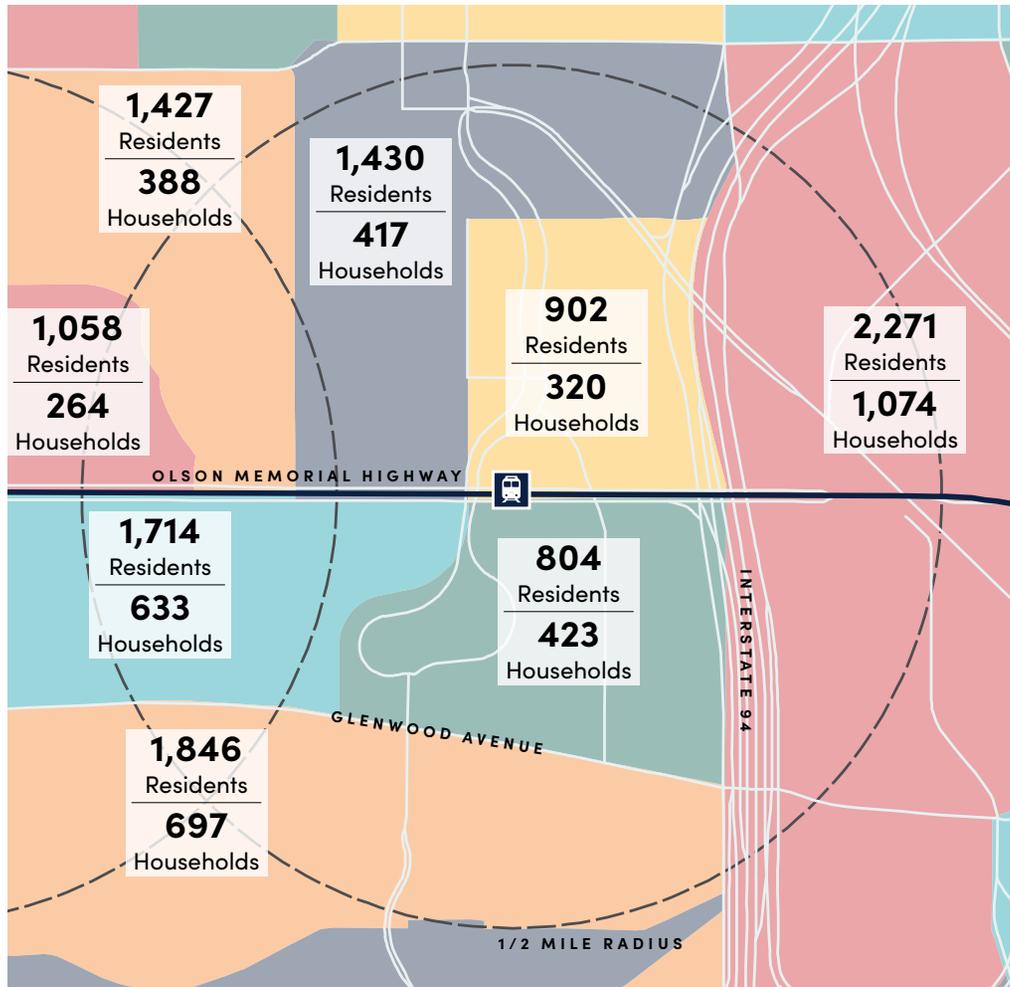


- Opportunity Sites**
- 1** **Ownership:** CPED/City  
**Current Use:** Vacant  
**Guided Use:** Medium Density Residential
  - 2** **Ownership:** MPHA  
**Current Use:** Vacant  
**Guided Use:** Mixed Use Medium-High Density Residential; Retail Required
  - 3** **Ownership:** CPED/City  
**Current Use:** Vacant/city impound lot  
**Guided Use:** Mixed Use Medium-High Density Residential / Flex Space
  - 4** **Ownership:** MPHA / CPED  
**Current Use:** Vacant  
**Guided Use:** Mixed Use Medium-High Density Residential

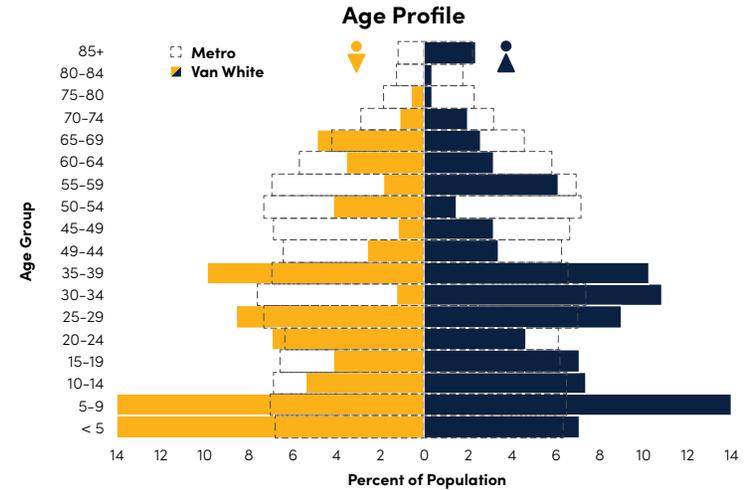
- Pending/Recent Investments**
- 5** Olson Towne Homes
  - 6** LEEF / Artspace Northside Lofts
  - 7** Harrison Townhomes
  - 8** LEEF South
  - 9** Swervo Development
  - 10** Creek Side at Van White



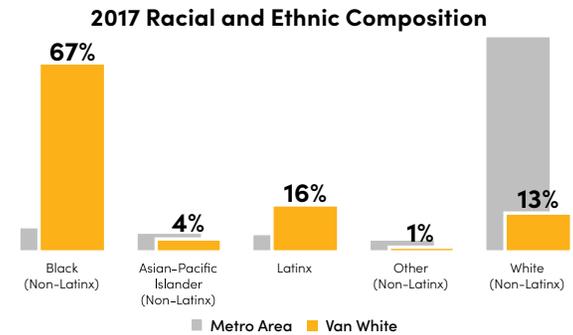
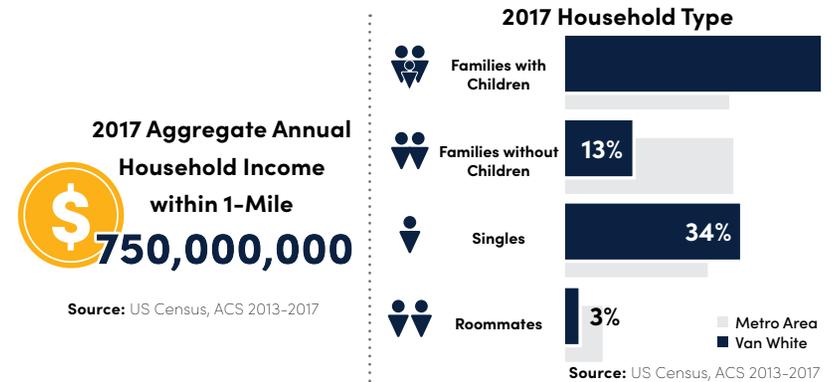
# Van White Boulevard | Residents



	1/2 Mile	1-Mile	3-Mile
2019 Population Estimate:	6,453 Residents	28,085 Residents	217,538 Residents
5 Year Projected Growth Rate:	N/A	7.7%	5.6%



Source: US Census, ACS 2013-2017



# Van White Boulevard | Housing



**1,858**  
Existing Housing Units  
within 1/2 mile radius

## 2018 Housing Gap Analysis:

### Demand = 500+ new units through 2040

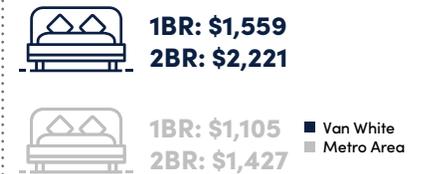
- New affordably-priced owner-occupied townhomes and condominiums would help diversify the mostly renter-occupied housing stock
- Preservation of affordable housing will be critical because of the station area's proximity to downtown and the pressure to raise rents and home prices

## 2018 Median Home Sales Price



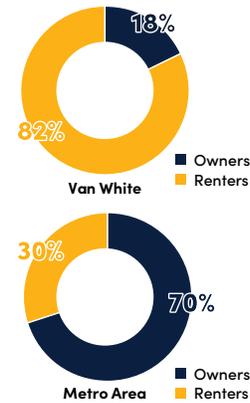
Source: Minneapolis Area Association of Renters

## 2018 Median Market Rate Rent



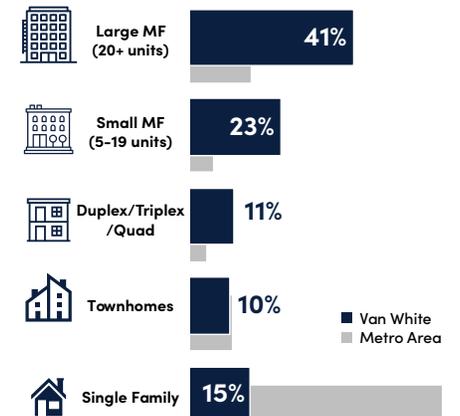
Source: CoStar

## Housing Tenure



Source: US Census, ACS 2011-2015

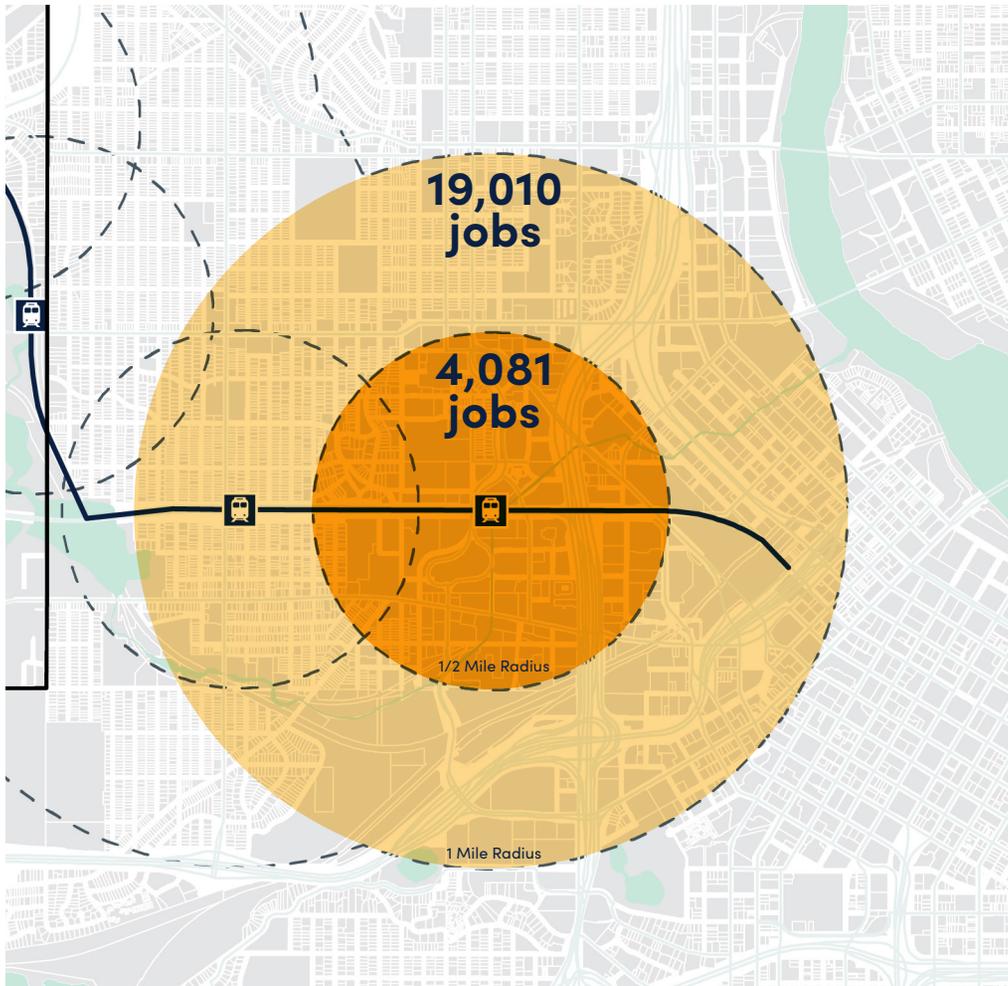
## Housing Types



Source: US Census, ACS 2011-2015



# Van White Boulevard | Employment



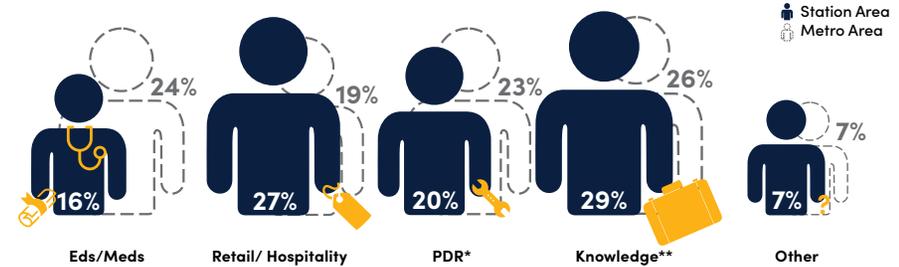
Source: US Census, 2017 LEHD data set

## Forecasted Employment Growth thru 2040: 4%



### Employment Breakdown by Industry:

(Within 1-mile of station)



\* Production, Distribution, and Repair industry sectors

\*\* Finance, Insurance, Real Estate, Management, Information, and Professional Services industry sectors

Source: US Census, 2017 LEHD data set



# Van White Boulevard | Amenities



## Parks, Trails, & Open Space Amenities

- Parks And Open Space
- Existing Trails
- - - Planned Trails

## ● Shopping, Dining & Entertainment Amenities

1. Glenwood Avenue Shops
2. Lyndale Farmers Market

## ● Schools

1. Bethune Community School
2. School Readiness Learning Academy
3. Metroschools College Prep
4. River Bend Education Center
5. Summit Academy OIC
6. Harvest Network of Schools

## ● Community Centers/Libraries

1. Phyllis Wheatley Community Center
2. Sumner Library
3. Harrison Recreation Center

## — Proposed Blue Line LRT Alignment

## ■ Proposed Blue Line LRT station



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



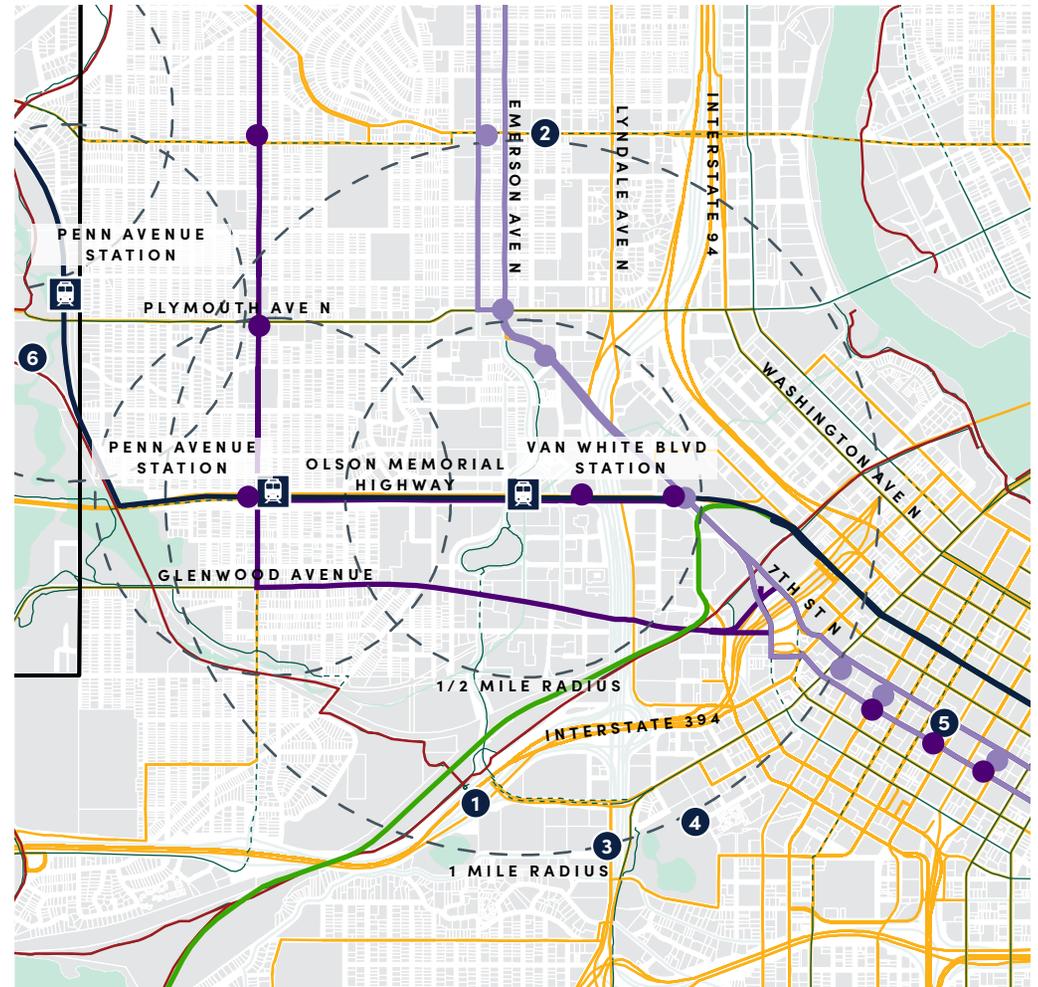
# Van White Boulevard | Connectivity



## Transportation Options & Distance to Prominent Destinations From the Light Rail Station

- 1 Proposed Green Line Van White LRT station: 0.7 miles
- 2 West Broadway Commercial Area: 1.0 miles
- 3 Walker Art Center and Sculpture Garden: 1.1 miles
- 4 Loring Park: 1.1 miles
- 5 Downtown Minneapolis Core: 1.2 miles
- 6 Theodore Wirth Park: 1.25 miles

- Existing Bikeway
- Planned Bikeway
- Bus Transit Route
- Regional Trail
- Proposed Blue Line LRT Alignment
- Proposed Blue Line LRT station
- Penn Avenue North BRT (C Line)\*\*
- Emerson/Fremont Avenue North BRT (D Line)
- Existing Blue Line LRT
- Proposed Green Line / Southwest Proposed Blue Line LRT Alignment
- Existing Green Line / Southwest LRT



The construction of the LRT will increase new sidewalk and bicycle connections that will support access to nearby destinations.

\*\* C Line will run on Glenwood after Blue Line extension is operating





# Van White Boulevard | Resources

## Process:

- Overall city policy guidance for station area is provided by the Comprehensive Plan, Minneapolis 2040
- In the Van White station area additional guidance (except for land use) for development is provided by the Van White Station Area Plan
- General questions about zoning, licensing, and the building code can call 311 (612-673-3000 outside of Minneapolis)
- Larger scale projects that need housing or business assistance can contact the CPED Residential Finance or Business Development sections for technical assistance; or Jim Voll to triage the most appropriate person or team of people to provide assistance

## Staff Contact:

**Jim Voll**, Planning Project Manager

Long Range Planning

James.Voll@minneapolismn.gov

(612) 673-3887

**City Website:** [www.minneapolismn.gov](http://www.minneapolismn.gov)

## Valuable On-Line Information:

Minneapolis Comprehensive Plan:

<https://minneapolis2040.com/>

Van White Station Area Plan:

<http://minneapolismn.gov/cped/projects/vanwhitestationareaplan>

City of Minneapolis Economic Development and Business Assistance:

<http://www.minneapolismn.gov/cped/ba/index.htm>

City of Minneapolis Housing Developer Resources:

<http://www.minneapolismn.gov/cped/housing/WCMS1P-125170>



# Penn Avenue Station Area

**Penn Avenue Station** is an established residential neighborhood with excellent access to both Downtown Minneapolis and Theodore Wirth Park.

Largely residential in character, the Penn Avenue station area includes portions of the Harrison, Near North, and Willard-Hay neighborhoods in Minneapolis. New investment has been occurring near the Penn Avenue station in recent years. For example, two buildings with a combined 100,000 square feet of commercial space were constructed in 2018 at the intersection of Penn and Plymouth Avenues a 1/2-mile north of the station stop.

As a mostly residential area, the station area has an aggregate income of over \$400 million. Nevertheless, there are very few options to obtain basic goods and services within a mile of the station. This means there is a significant untapped demand for stores and other businesses that serve the local household base.





# Penn Avenue | Opportunities



## Opportunity Sites

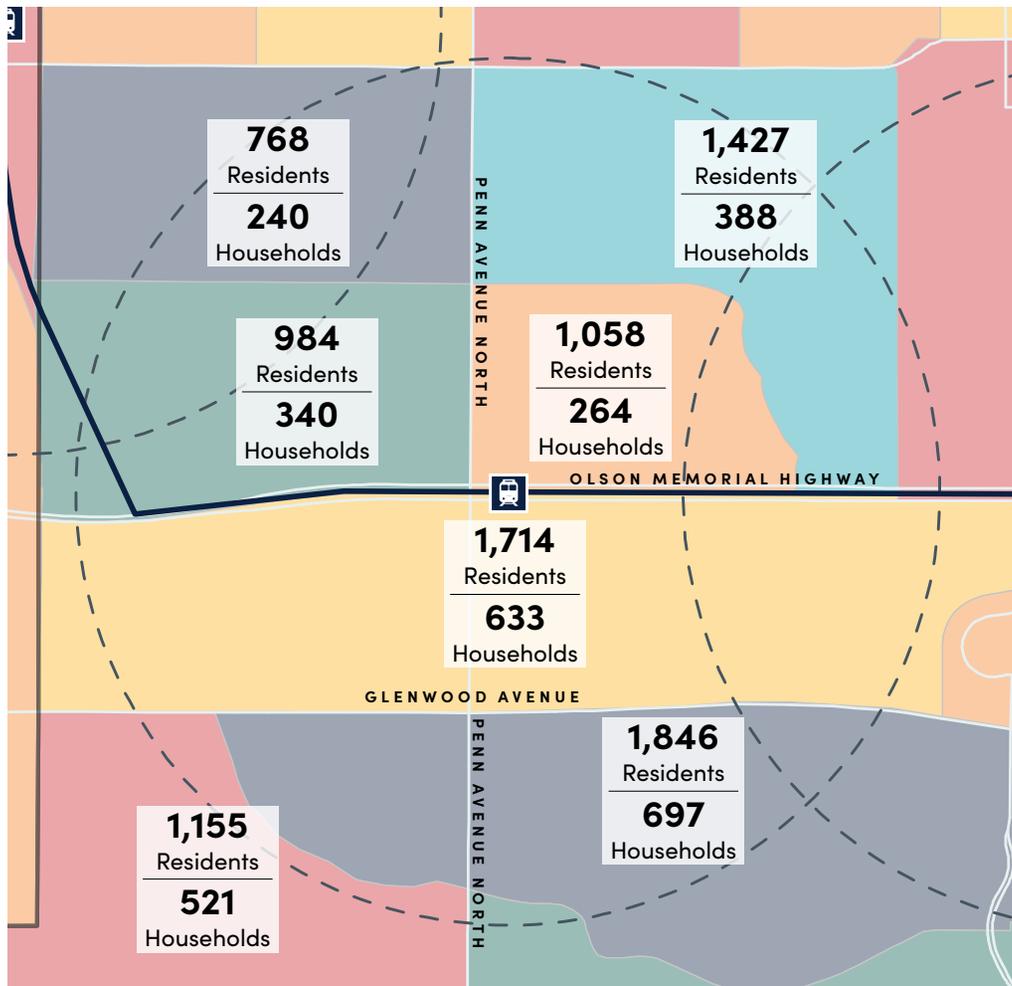
- 1** **Ownership:** Minneapolis Public Schools  
**Current Use:** Vacant  
**Guided Use:** Medium Density Residential
- 2** **Ownership:** Varied  
**Current Use:** Residential  
**Guided Use:** Mixed Use Medium / Medium-High Density Residential
- 3** **Ownership:** Varied  
**Current Use:** Residential  
**Guided Use:** Mixed Use Medium-High Density Residential

## Pending/Recent Investments

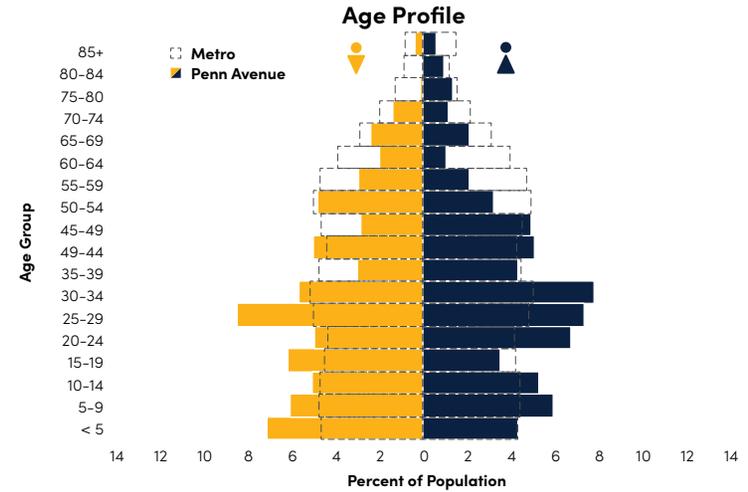
- 4** Estes Funeral Home
- 5** Regional Acceleration Center
- 6** Northpoint Health and Wellness
- 7** LEEF / Artspace Northside Lofts
- 8** Harrison Townhomes
- 9** LEEF South



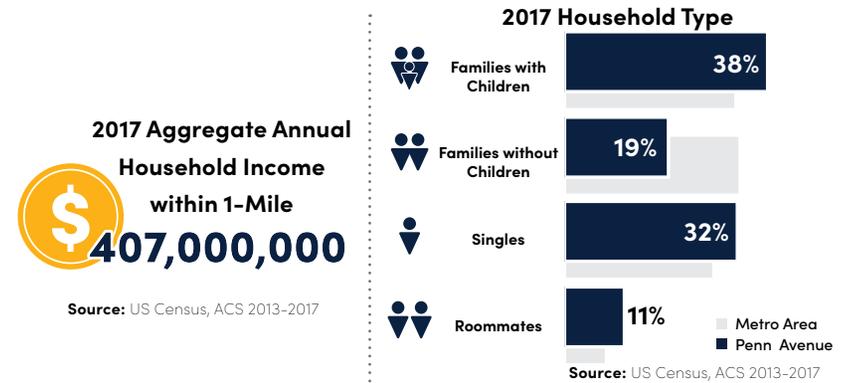
# Penn Avenue | Residents



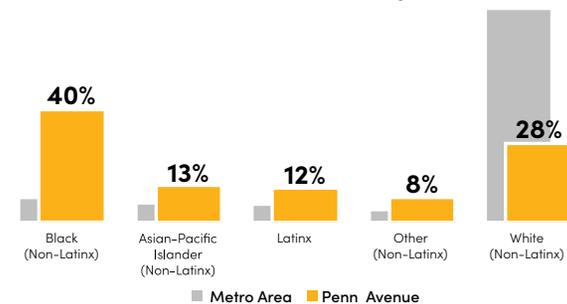
	1/2 Mile	1-Mile	3-Mile
2019 Population Estimate:	5,294 Residents	15,668 Residents	193,869 Residents
5 Year Projected Growth Rate:	N/A	3.4%	5.4%

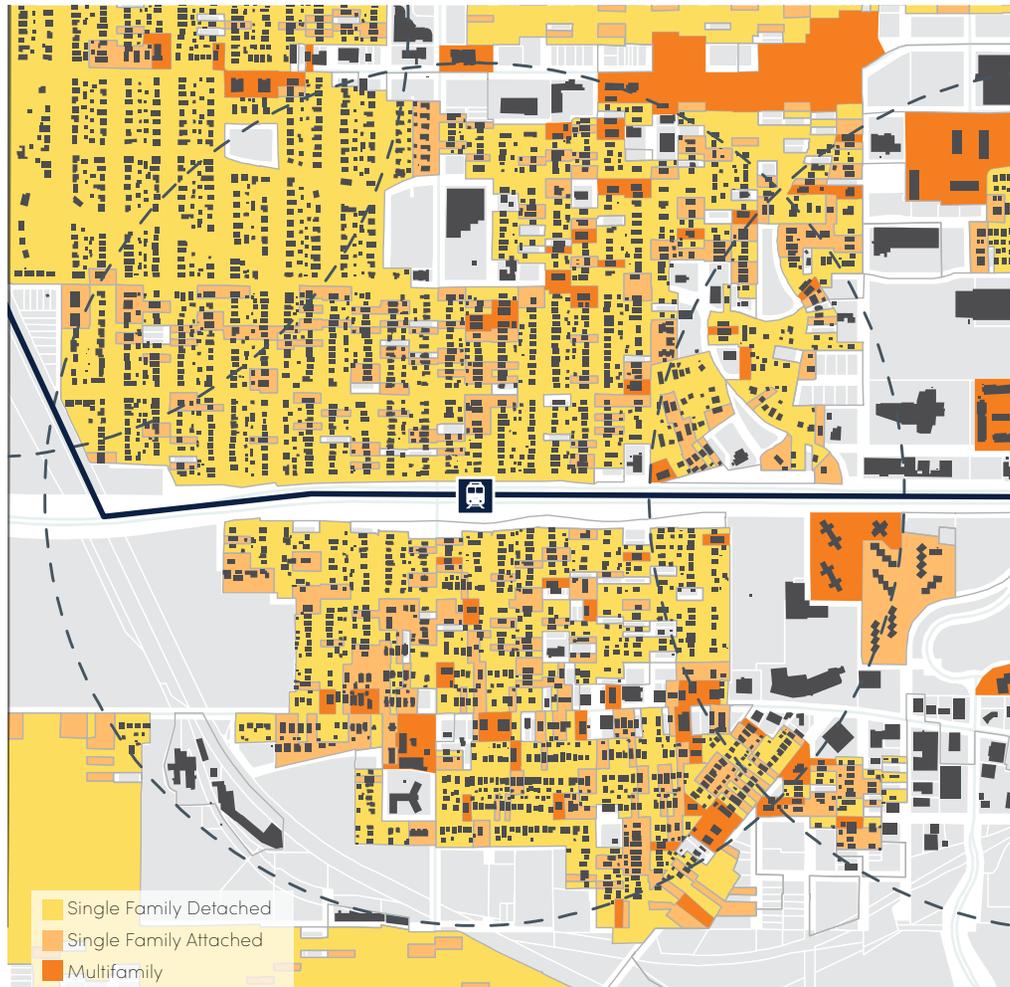


Source: US Census, ACS 2013-2017



## 2017 Racial and Ethnic Composition





**2,287**  
Existing Housing Units  
within 1/2 mile radius

## 2018 Housing Gap Analysis:

### Demand = 200-400 new units through 2040

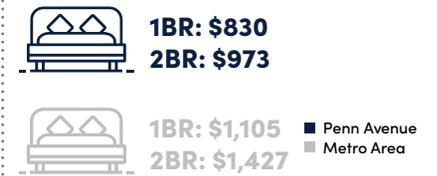
- Rental housing with a mix of market rate and income-restricted units
- Small multifamily properties (2-4 units) on infill lots
- Senior housing
- New construction would help improve overall quality of aging housing stock

## 2018 Median Home Sales Price



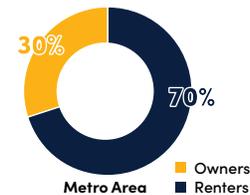
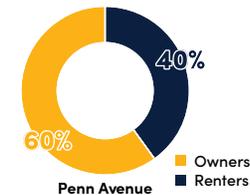
Source: Minneapolis Area Association of Renters

## 2018 Median Market Rate Rent



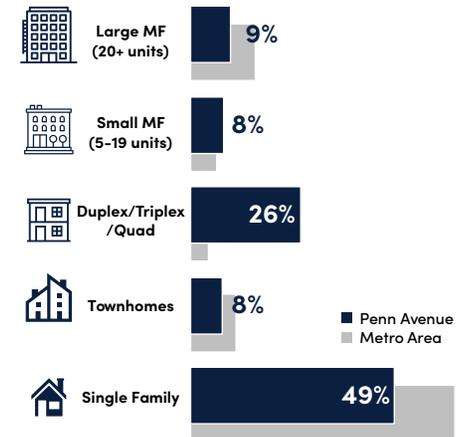
Source: CoStar

## Housing Tenure



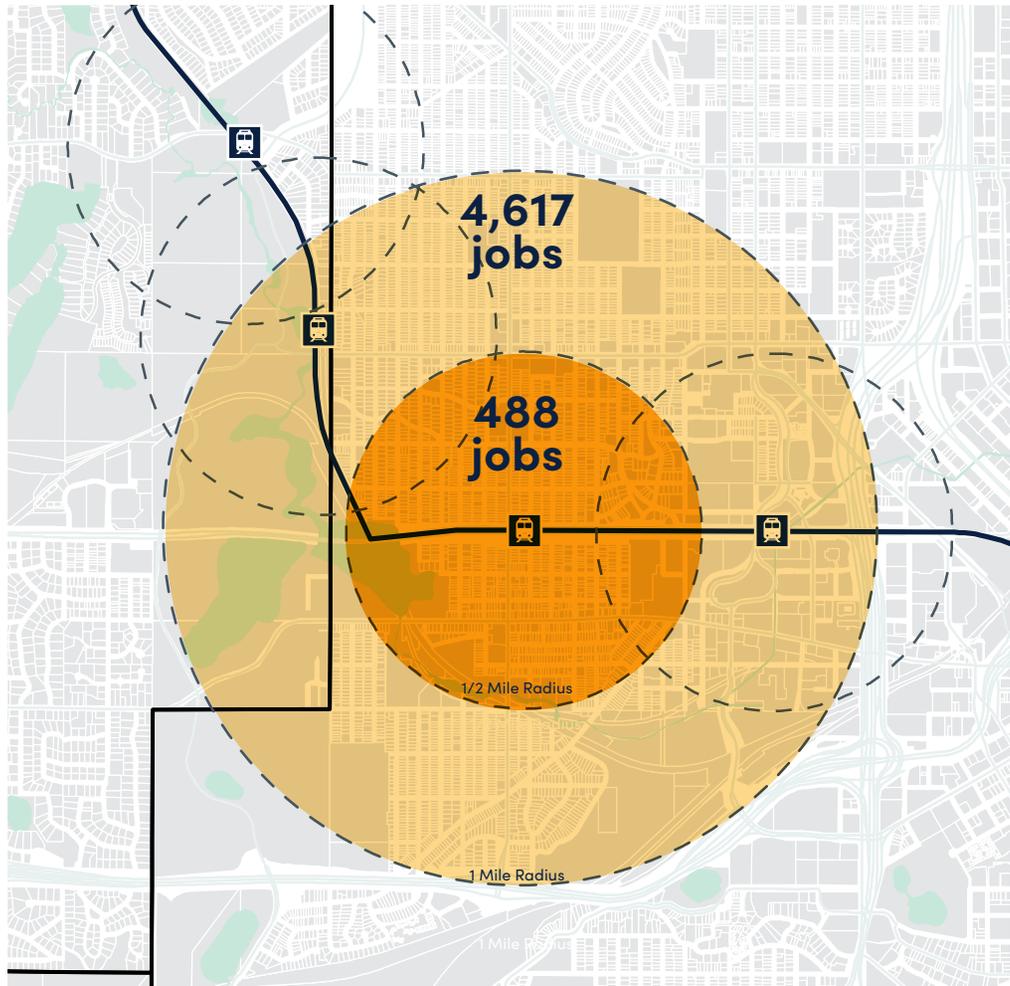
Source: US Census, ACS 2011-2015

## Housing Types



Source: US Census, ACS 2011-2015





Source: US Census, 2017 LEHD data set

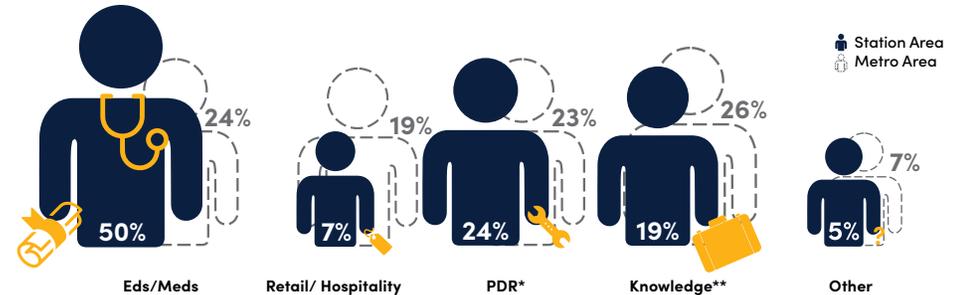
## Forecasted Employment Growth thru 2040: 2.4%



Image courtesy of CoStar

### Employment Breakdown by Industry:

(Within 1-mile of station)



\* Production, Distribution, and Repair industry sectors

\*\* Finance, Insurance, Real Estate, Management, Information, and Professional Services industry sectors

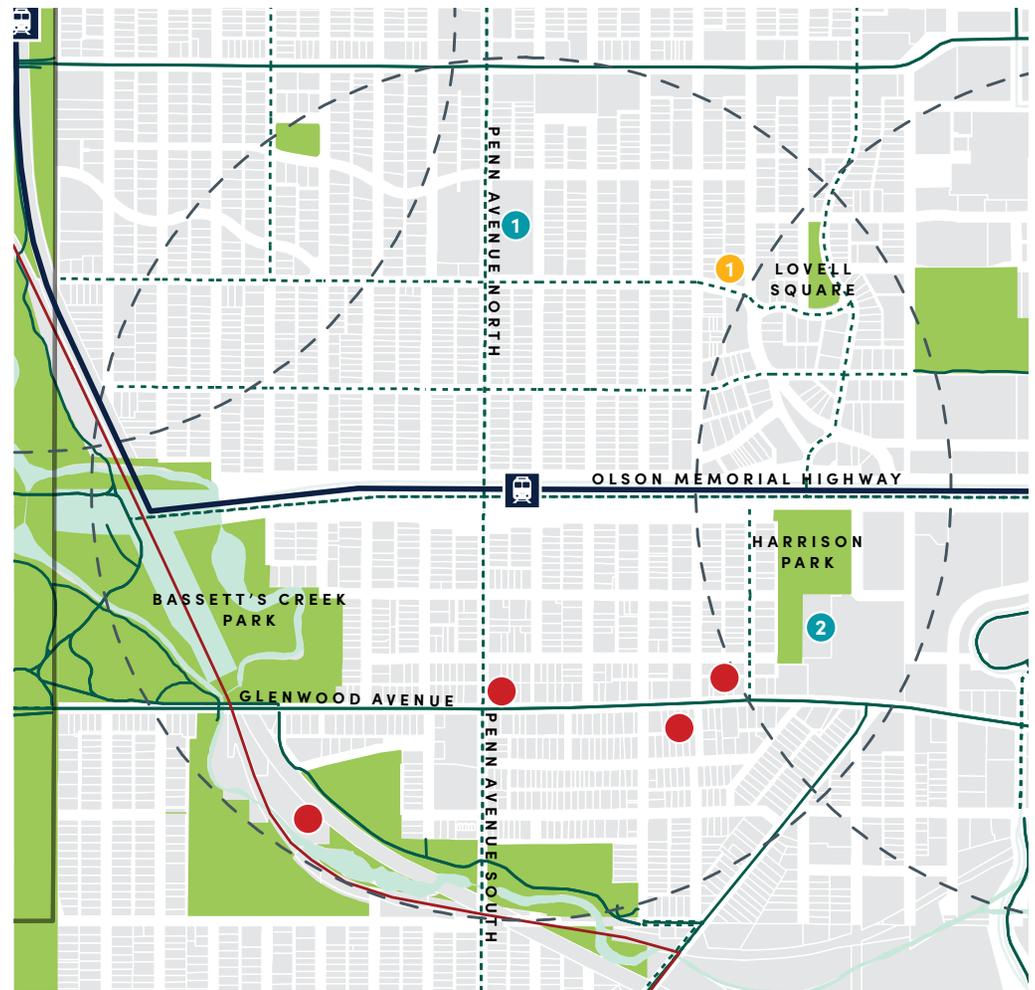
Source: US Census, 2017 LEHD data set



# Penn Avenue | Amenities



- Parks, Trails, & Open Space Amenities**
- Parks And Open Space
  - Existing Trails
  - - - Planned Trails
- Shopping, Dining & Entertainment Amenities**
- 
- Schools**
- 
1. Hay School
  2. Harrison Education Center
- Community Centers/Libraries**
- 
1. Oak Park Neighborhood Center
- Proposed Blue Line LRT Alignment**
- 
- Proposed Blue Line LRT station**



There are limited shopping, dining, and entertainment options in the Penn Avenue station area, especially north of Highway 55 (Olson Memorial Blvd). As more housing is constructed in the station area, this will add to an already sizable household base and create significant opportunity for new businesses.



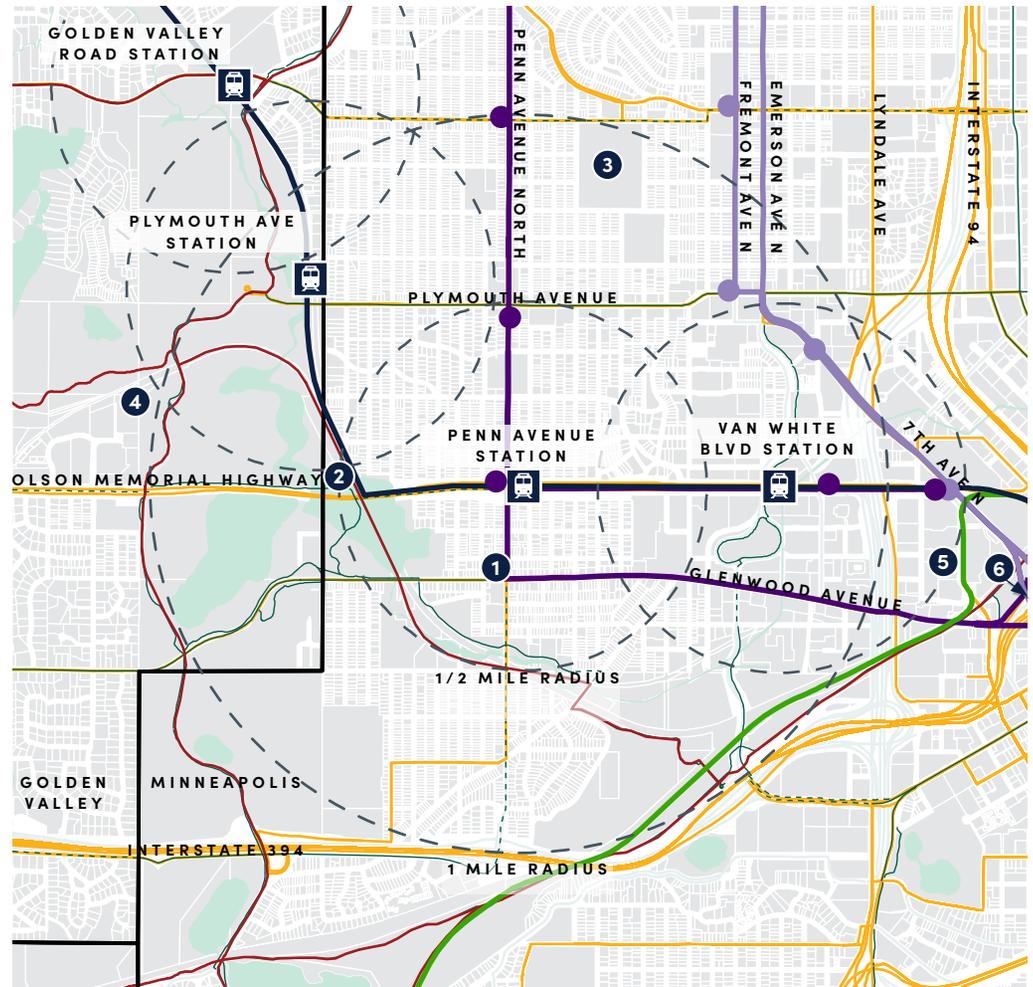
# Penn Avenue | Connectivity



## Transportation Options & Distance to Prominent Destinations From the Light Rail Station

- 1 **Glenwood Avenue Shops And Restaurants:** 0.3 miles
- 2 **Theodore Wirth Regional Park:** 0.4 miles
- 3 **North Commons Park:** 0.8 miles
- 4 **Animal Human Society:** 1.05 miles
- 5 **Lyndale Farmers Market:** 1.1 miles
- 6 **Downtown Minneapolis Core:** 1.7 miles

- Existing Bikeway
- Planned Bikeway
- Bus Transit Route
- Regional Trail
- Proposed Blue Line LRT Alignment
- Proposed Blue Line LRT Station
- Penn Avenue North BRT (C Line)\*\*
- Emerson/Fremont Avenue North BRT (D Line)
- Existing Blue Line LRT
- Proposed Green Line / Southwest Proposed Blue Line LRT Alignment



\*\* C Line will run on Glenwood after Blue Line extension is operating





# Penn Avenue | Resources

## Process:

- Overall city policy guidance for station area is provided by the comprehensive plan, Minneapolis 2040
- General questions about zoning, licensing, and the building code can call 311 (612-673-3000 outside of Mpls)
- Larger scale projects that need housing or business assistance can contact the CPED Residential Finance or Business Development sections for technical assistance; or Jim Voll to triage the most appropriate person or team of people to provide assistance.

## Staff Contact:

**Jim Voll**, Planning Project Manager

Long Range Planning

James.Voll@minneapolismn.gov

(612) 673-3887

**City Website:** [www.minneapolismn.gov](http://www.minneapolismn.gov)

## Tools:

Minneapolis Comprehensive Plan:

<https://minneapolis2040.com/>

City Of Minneapolis Economic Development and Business Assistance:

<http://www.minneapolismn.gov/cped/ba/index.htm>

City of Minneapolis Housing Developer Resources:

<http://www.minneapolismn.gov/cped/housing/WCMS1P-125170>



# Plymouth Avenue/Theodore Wirth Park Station Area

## Plymouth Avenue/Theodore Wirth Park Station is the front door of Theodore Wirth Park

The Plymouth Avenue and Theodore Wirth Park station straddles the cities of Golden Valley and Minneapolis. The Golden Valley portion of the station area almost entirely consists of Theodore Wirth Park. The Minneapolis portions are largely residential in character and is within the Willard-Hay neighborhood.

Because there are limited opportunities for new development in the near-term, activity in and around the station area will be heavily influenced by visitors to Theodore Wirth Park.

Theodore Wirth Park, however, is one of the most well-attended of the Twin Cities regional parks. In 2016, the park had over 650,000 visits. Moreover, regional parks are becoming increasingly significant destinations. The regional park system of the Twin Cities experienced a near doubling in attendance from 2004 to 2017. This growth has been fueled by a growing metropolitan population, but more so because of greater interest in attending regional parks, especially those that have added complementary amenities, such as restaurants, to their traditional choice of activities.





## Potential Sites:

- Tier 1: Vacant Publicly Owned Parcels
- Tier 2: Vacant or Underutilized Privately Owned Parcels
- Tier 3: Long-term Future Redevelopment Areas
- Penn Avenue North BRT (C Line)\*
- Proposed Blue Line LRT Alignment
-  Proposed Blue Line LRT Station
- City Border

\*Click [here](#) for further details on the station area plan

\* C Line will run on Glenwood after Blue Line extension is operating



Despite limited development potential, there will be substantial commercial and vendor opportunities as well as a new park program for the community to partner with the Minneapolis Park Board to leverage benefits that come from increased visitorship to Theodore Wirth Park.



# Plymouth Avenue/Wirth Park | Opportunities



## Opportunity Sites

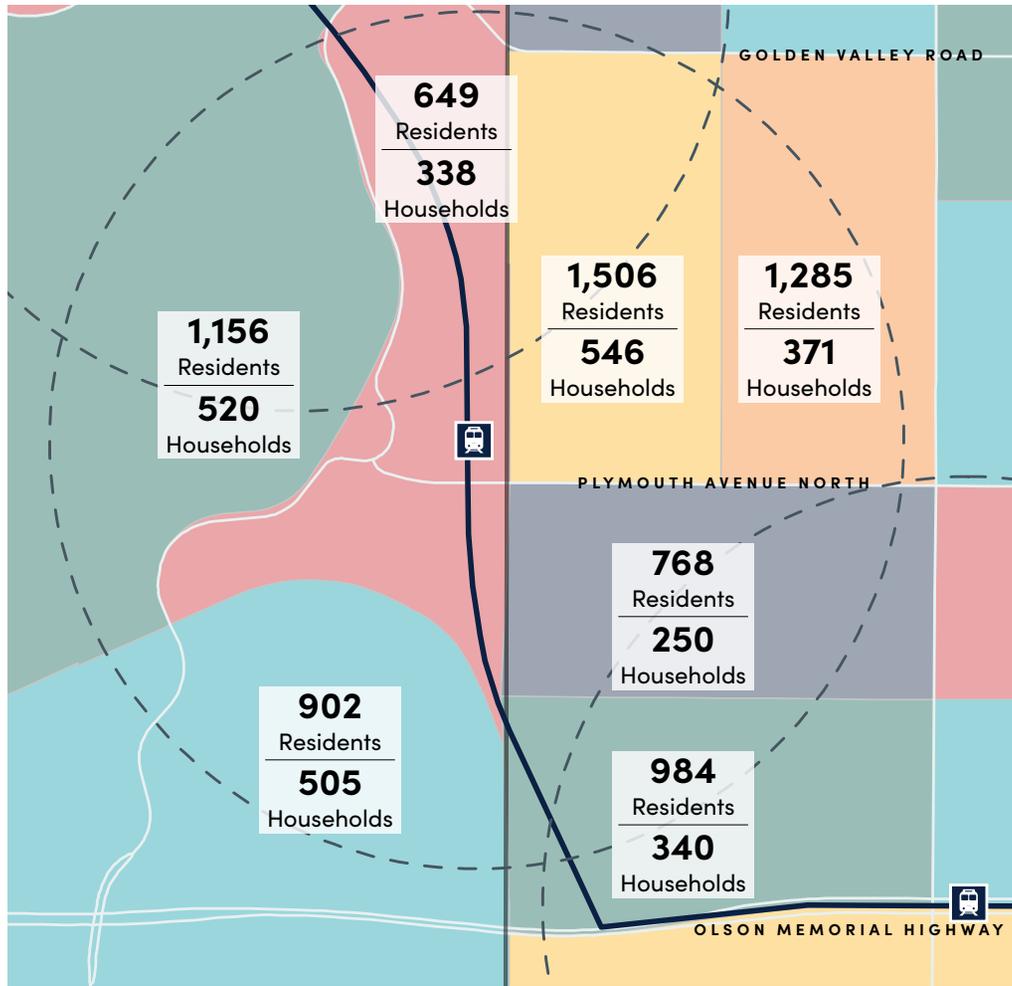
- 1** **Ownership:** St. Margaret Mary Church\*  
**Current Use:** Institutional  
**Guided Use:** Mixed Use  
 \* The church has no current plans to redevelop
- 2** **Ownership:** New Life Ministry  
**Current Use:** Institutional  
**Guided:** Medium-Density Residential

## Pending/Recent Investments

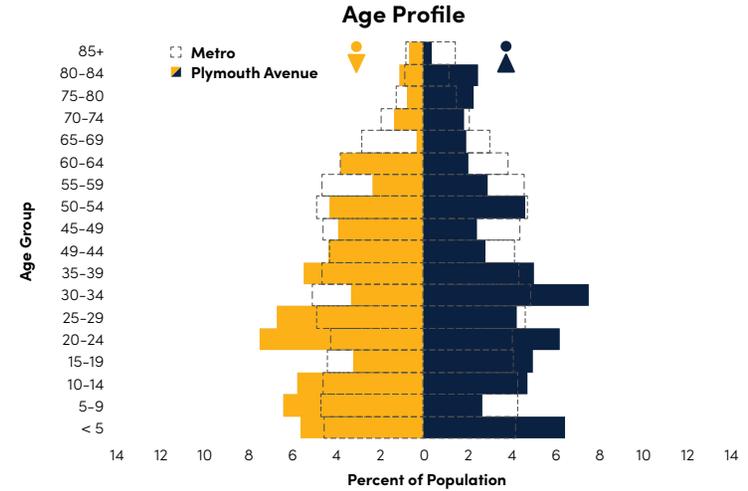
- 3** Estes Funeral Home
- 4** Regional Acceleration Center
- 5** Northpoint Health and Wellness



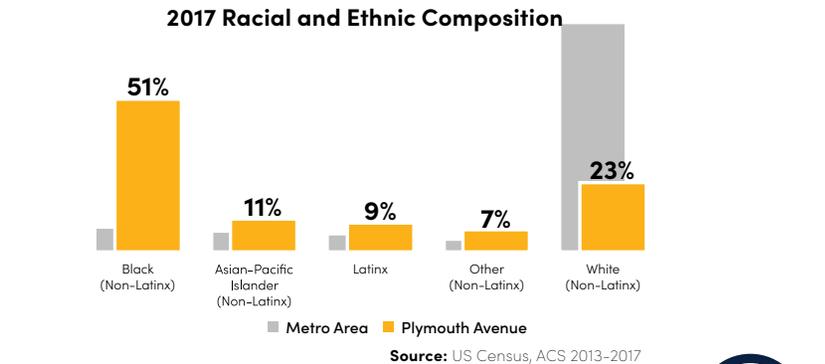
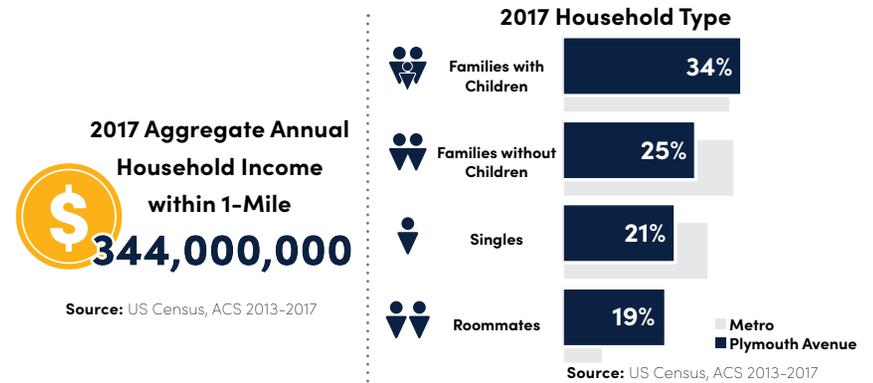
# Plymouth Avenue/Wirth Park | Residents



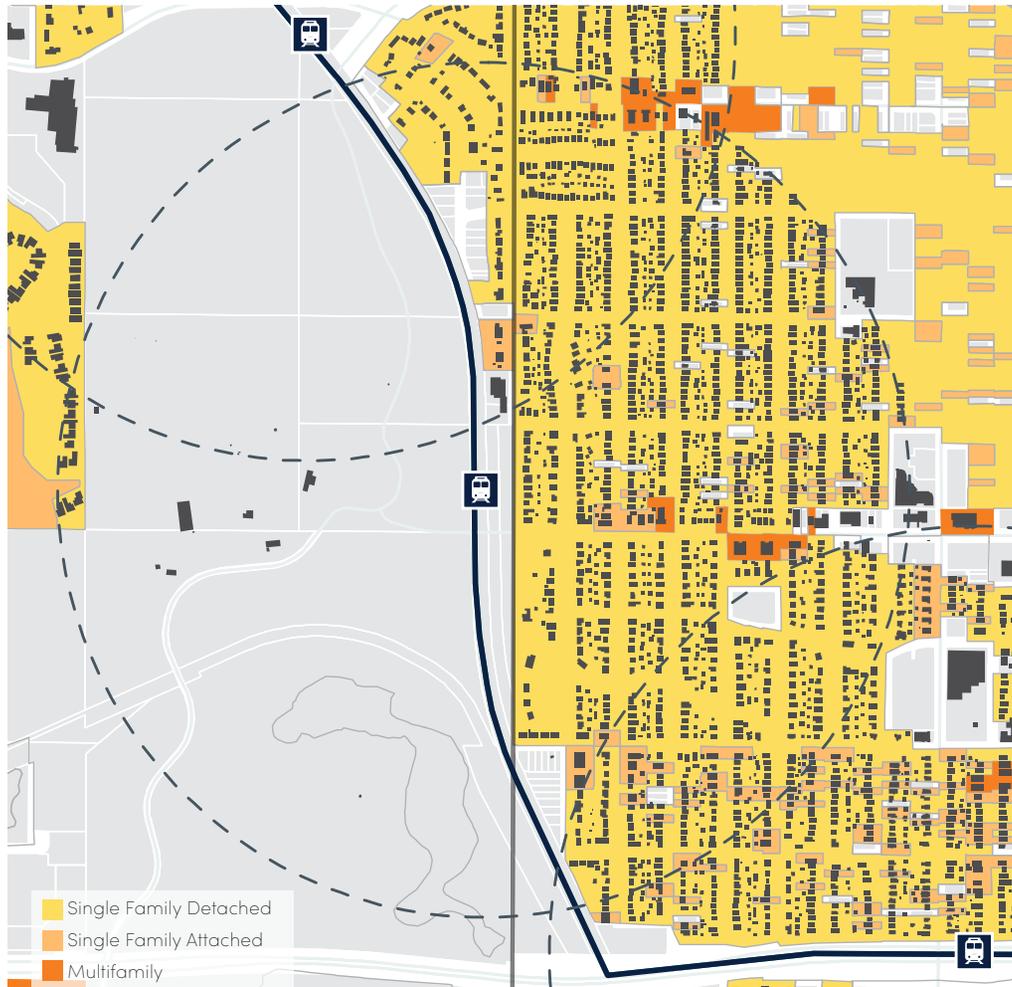
	1/2 Mile	1-Mile	3-Mile
2019 Population Estimate:	3,932 Residents	14,858 Residents	154,194 Residents
5 Year Projected Growth Rate:	N/A	3.6%	5.4%



Source: US Census, ACS 2013-2017



# Plymouth Avenue/Wirth Park | Housing



**1,350**  
Existing Housing Units  
within 1/2 mile radius

## 2018 Housing Gap Analysis:

**Demand = 100 new units through 2040**

- Small multifamily properties 2-4 units on in-fill lots
- Accessory dwelling units

## 2018 Median Home Sales Price



Source: Minneapolis Area Association of Renters

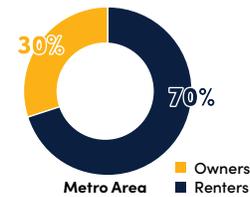
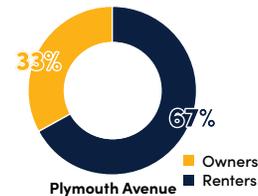
## 2018 Median Market Rate Rent



■ Plymouth Avenue  
■ Metro Area

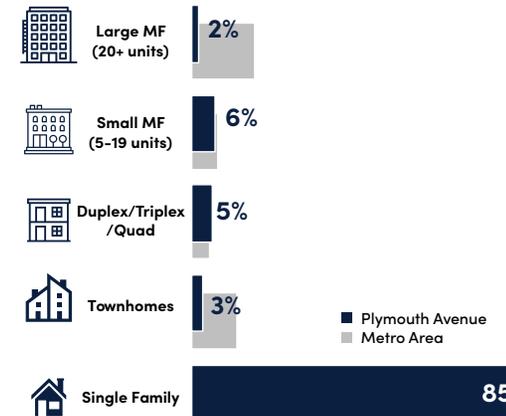
Source: CoStar

## Housing Tenure



Source: US Census, ACS 2011-2015

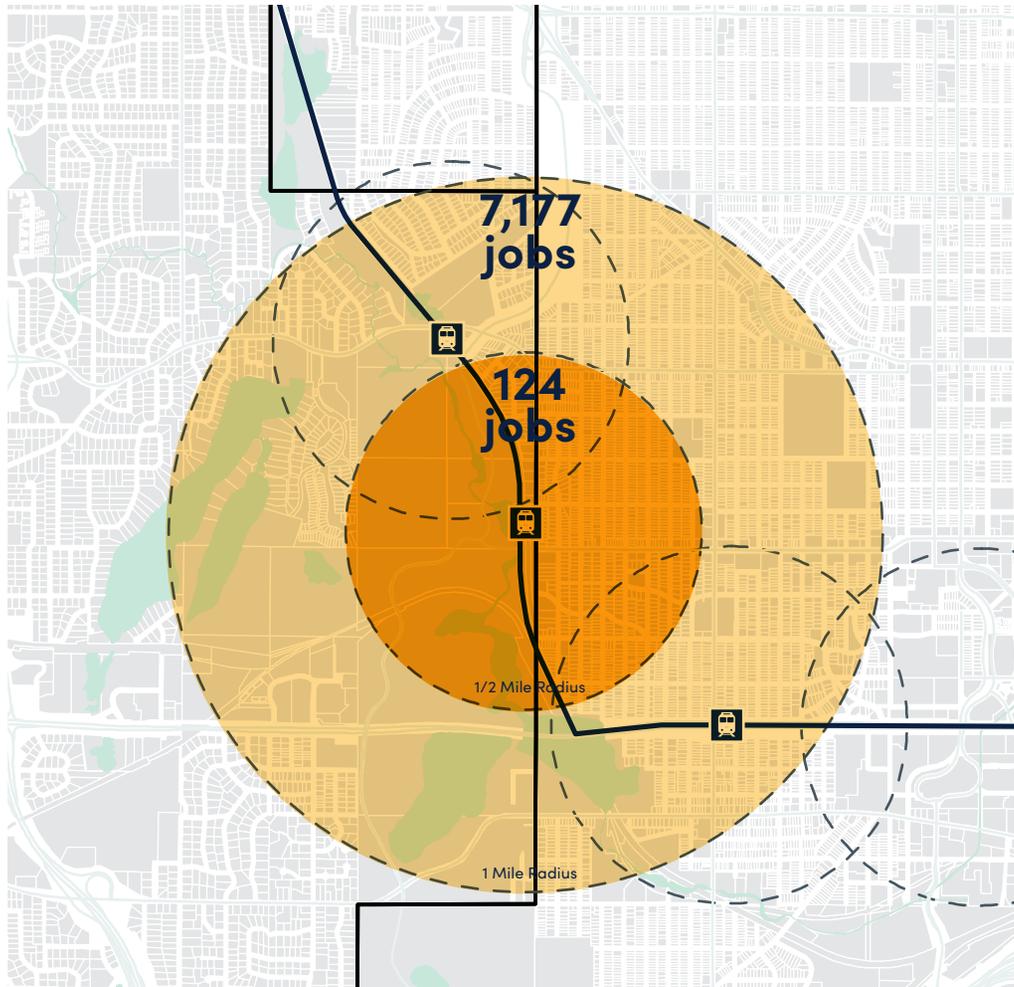
## Housing Types



Source: US Census, ACS 2011-2015



# Plymouth Avenue/Wirth Park | Employment



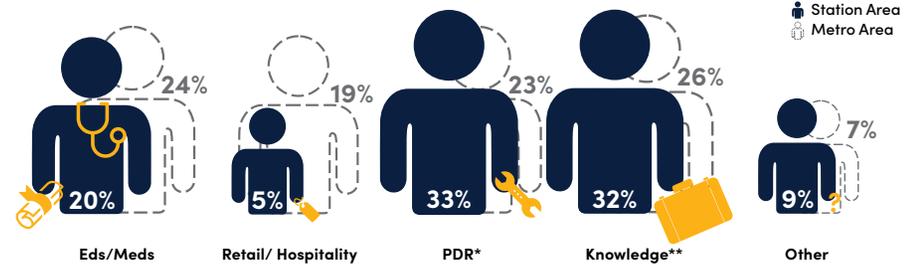
Source: US Census, 2017 LEHD data set

## Forecasted Employment Growth thru 2040: 1.8%



### Employment Breakdown by Industry:

(Within 1-mile of station)



\* Production, Distribution, and Repair industry sectors

\*\* Finance, Insurance, Real Estate, Management, Information, and Professional Services industry sectors

Source: US Census, 2017 LEHD data set

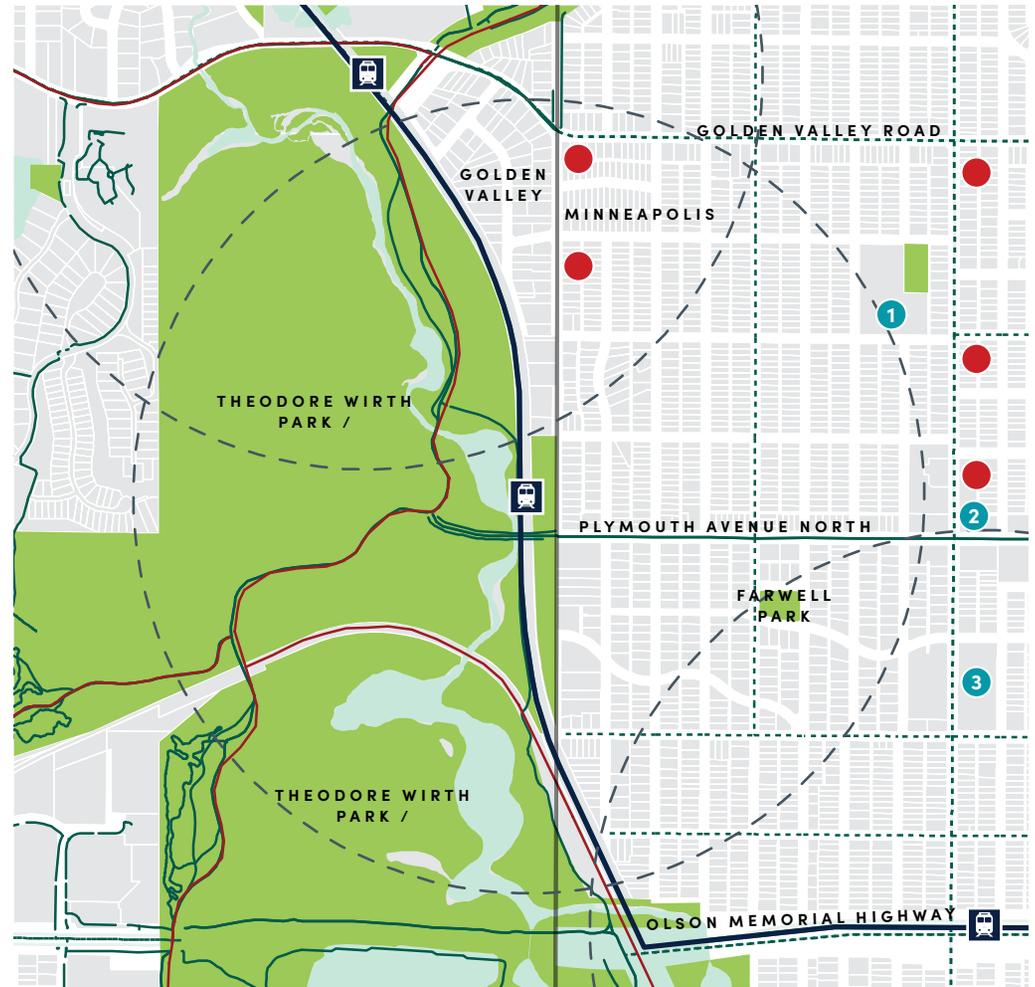


# Plymouth Avenue/Wirth Park | Amenities



## Parks, Trails, & Open Space Amenities

- Parks And Open Space
- Existing Trails
- - - Planned Trails
- **Shopping, Dining & Entertainment Amenities**
- **Schools**
  1. Willard Elementary School
  2. Urban League Academy Elementary School
  3. Hay School
- **Proposed Blue Line LRT Alignment**
- **Proposed Blue Line LRT station**



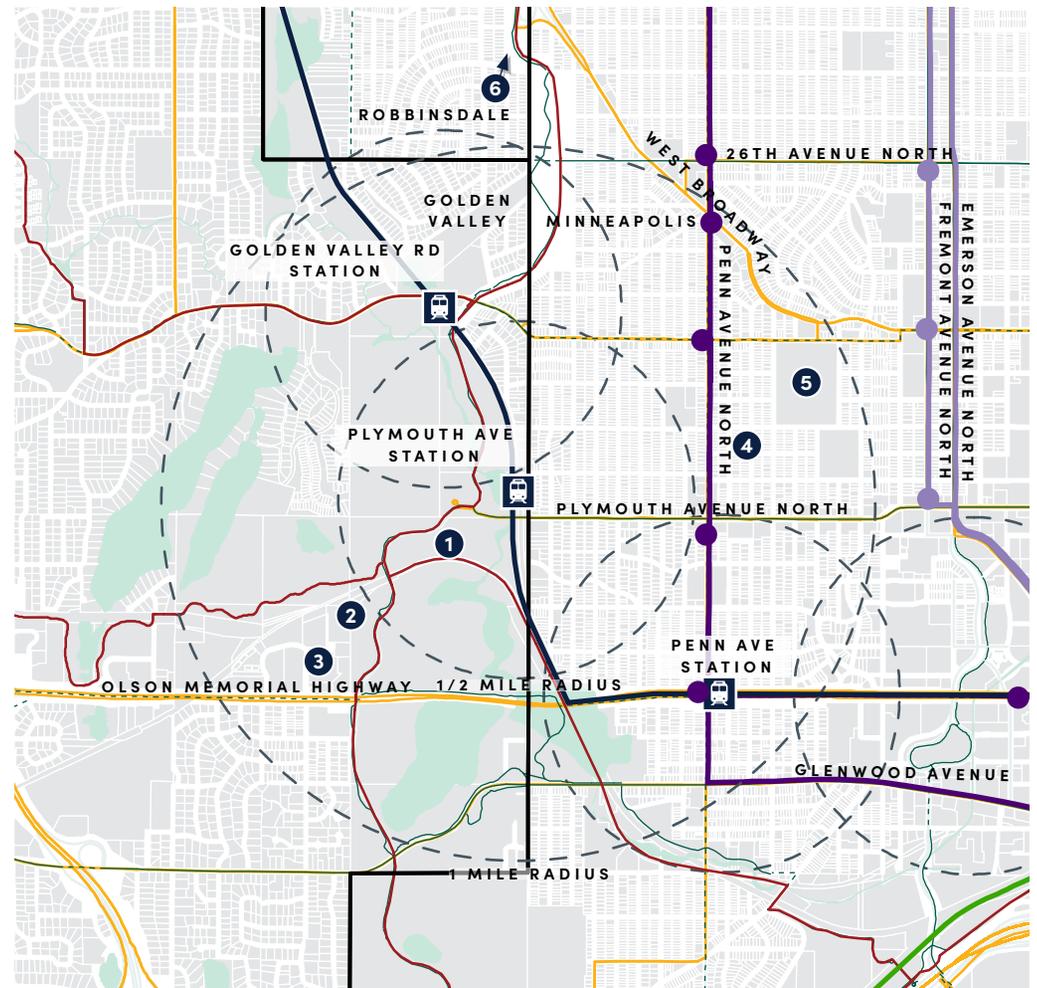
# Plymouth Avenue/Wirth Park | Connectivity



## Transportation Options & Distance to Prominent Destinations From the Light Rail Station

- 1 Theodore Wirth Regional Park: 0.3 miles
- 2 Animal Humane Society: 0.5 miles
- 3 Mortenson Company: 0.7 miles
- 4 Minnesota African American Heritage Museum & Gallery: 0.7 miles
- 5 North Commons Park: 0.9 miles
- 6 North Memorial Hospital: 1.5 miles

- Existing Bikeway
- Planned Bikeway
- Bus Transit Route
- Regional Trail
- Proposed Blue Line LRT Alignment
- Proposed Blue Line LRT Station
- Penn Avenue North BRT (C Line)\*\*
- Emerson/Fremont Avenue North BRT (D Line)
- Proposed Green Line / Southwest Proposed Blue Line LRT Alignment



\*\* C Line will run on Glenwood after Blue Line extension is operating





# Plymouth Avenue/Wirth Park | Resources

## City of Minneapolis:

- Overall city policy guidance for station area is provided by the comprehensive plan, Minneapolis 2040
- General questions about zoning, licensing, and the building code can call 311 (612-673-3000 outside of Mpls)
- Larger scale projects that need housing or business assistance can contact the CPED Residential Finance or Business Development sections for technical assistance; or Jim Voll to triage the most appropriate person or team of people to provide assistance.

## Staff Contact:

### City of Minneapolis:

**Jim Voll**, Planning Project Manager

Long Range Planning

James.Voll@minneapolismn.gov

(612) 673-3887

**City Website:** [www.minneapolismn.gov](http://www.minneapolismn.gov)

Minneapolis Comprehensive Plan:

<https://minneapolis2040.com/>

City of Minneapolis Economic Development and Business Assistance:

<http://www.minneapolismn.gov/cped/ba/index.htm>

City of Minneapolis Housing Developer:

<http://www.minneapolismn.gov/cped/housing/WCMS1P-125170>

## City of Golden Valley:

- Overall city policy guidance for the station area is provided by the 2040 Comprehensive Plan.
- General questions about zoning, licensing, and the building code can call the Physical Development Department: (763) 593-8030

## Staff Contact:

### City of Golden Valley:

**Jason Zimmerman**, Planning Manager

JZimmerman@goldenvalleymn.gov

(763) 593-8099

**City Website:** [www.goldenvalleymn.gov](http://www.goldenvalleymn.gov)

[www.goldenvalleymn.gov/planning/index.php](http://www.goldenvalleymn.gov/planning/index.php)

[www.goldenvalleymn.gov/planning/comprehensiveplanupdate](http://www.goldenvalleymn.gov/planning/comprehensiveplanupdate)

[www.goldenvalleymn.gov/planning/metro-blue-line-extension.php](http://www.goldenvalleymn.gov/planning/metro-blue-line-extension.php)

[www.goldenvalleymn.gov/planning/housing/index.php](http://www.goldenvalleymn.gov/planning/housing/index.php)



# Golden Valley Road Station Area

## Golden Valley Road Station is the back door to Theodore Wirth Park

It is noteworthy that the Golden Valley Road station area is located at the northern end of Theodore Wirth Park. Although the station is located entirely within the City of Golden Valley, the station area also encompasses portions of the Willard-Hay neighborhood of Minneapolis.

The station area is dominated by residential uses and park park. However, the Courage Center and St. Margaret Marys Church and School are prominent institutions in the station area.

The median age of residents within a ½-mile of the Golden Valley Road station is 42, which is the highest median age along the Bottineau Corridor and well above the metro area median age. Furthermore, there is very little age-restricted housing within one-mile of the station. Therefore, the potential to support new senior housing that would allow many local residents to remain in the neighborhood is very high should suitable sites become available.





## Potential Sites:

-  Tier 1: Vacant Publicly Owned Parcels
-  Tier 2: Vacant or Underutilized Privately Owned Parcels
-  Tier 3: Long-term Future Redevelopment Areas
-  Penn Avenue North BRT (C Line)\*
-  Proposed Blue Line LRT Alignment
-  Proposed Blue Line LRT Station
-  City border

\*Click [here](#) for further details on the station area plan



Limited near-term potential for redevelopment, but demographic conditions and lack of nearby services suggest strong local demand should sites become available.



# Golden Valley Road | Opportunities

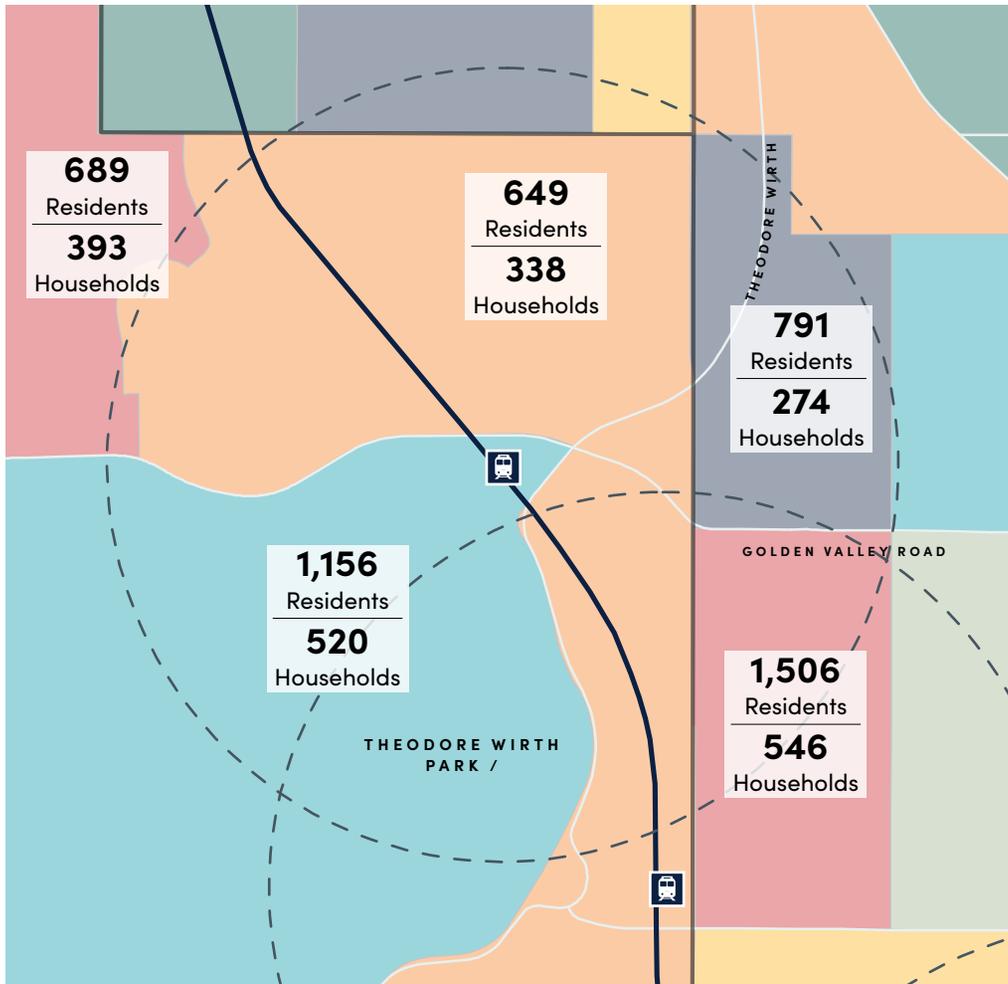


## Opportunity Sites

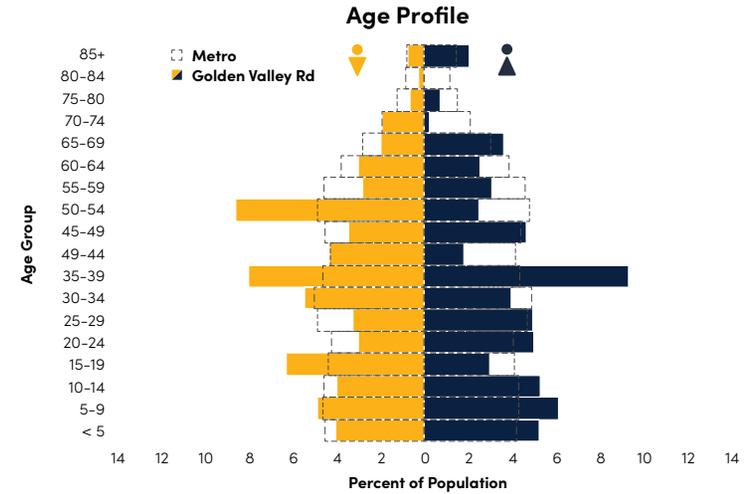
- 1** **Ownership:** St. Margaret Mary Church\*
- Current Use:** Institutional
- Guided Use:** Mixed Use
- \*The church has no current plans to redevelop



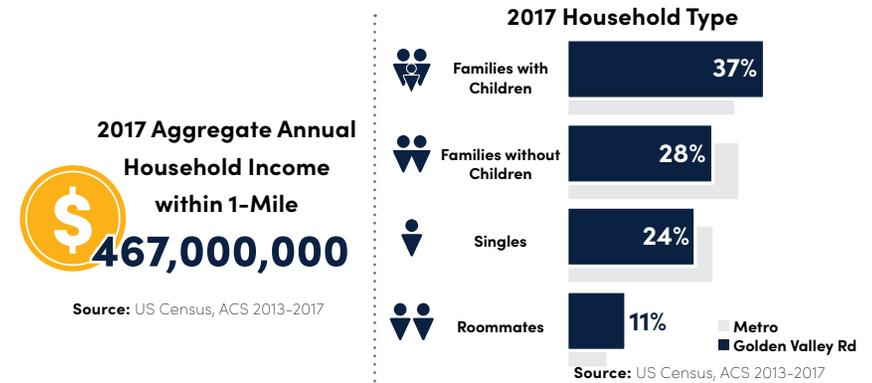
# Golden Valley Road | Residents



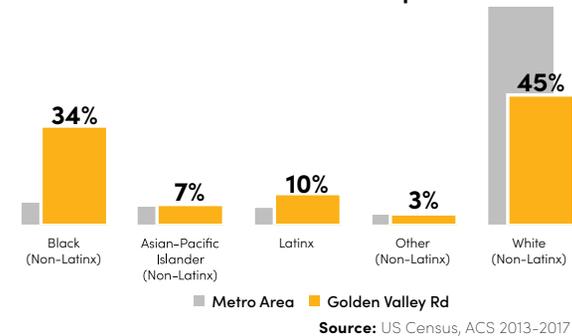
	1/2 Mile	1-Mile	3-Mile
2019 Population Estimate:	1,821 Residents	9,705 Residents	128,690 Residents
5 Year Projected Growth Rate:	N/A	2.9%	4.9%



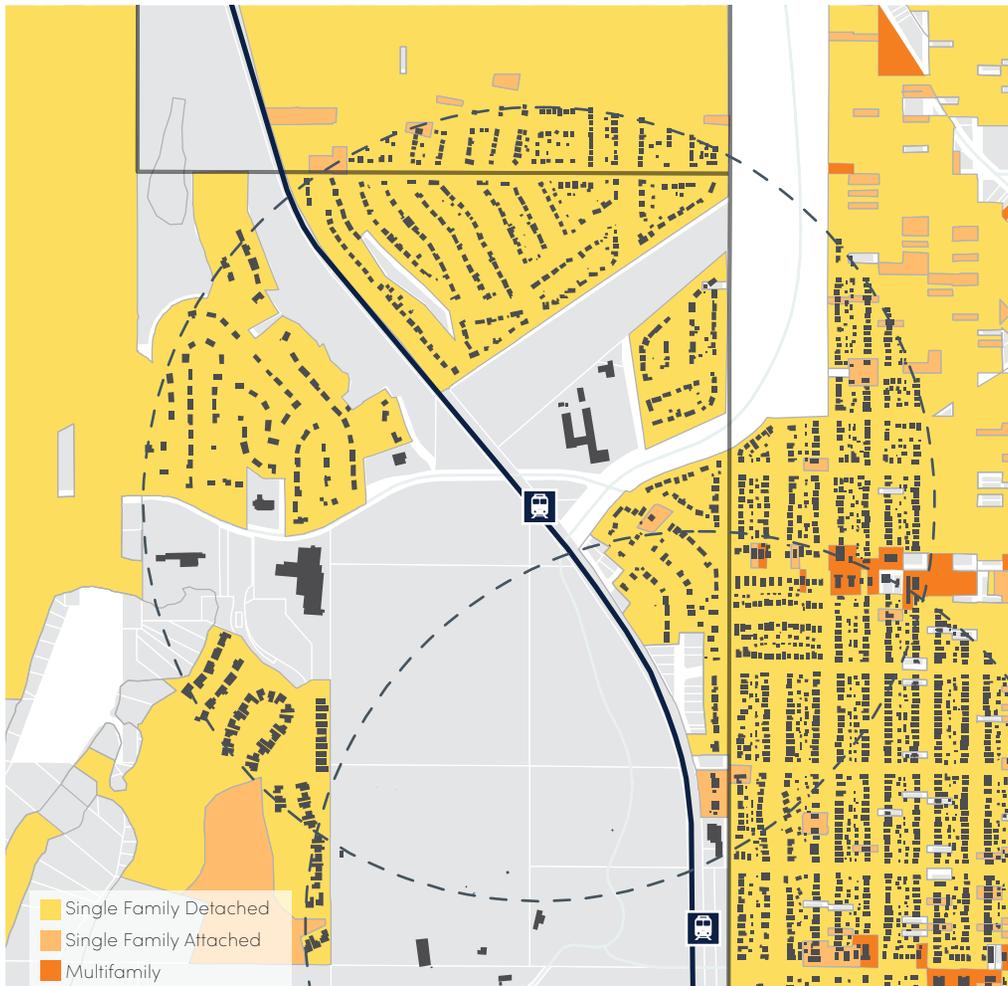
Source: US Census, ACS 2013-2017



## 2017 Racial and Ethnic Composition



# Golden Valley Road | Housing



**1,151**  
Existing Housing Units  
within 1/2 mile radius

## 2018 Housing Gap Analysis:

**Demand = 100-200 new units through 2040**

- Senior Housing

## 2018 Median Home Sales Price



Source: Minneapolis Area Association of Renters

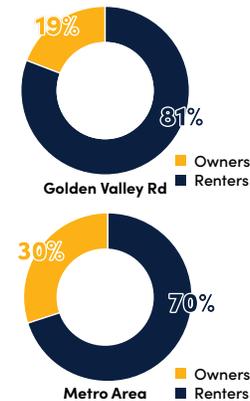
## 2018 Median Market Rate Rent



■ Golden Valley Rd  
■ Metro Area

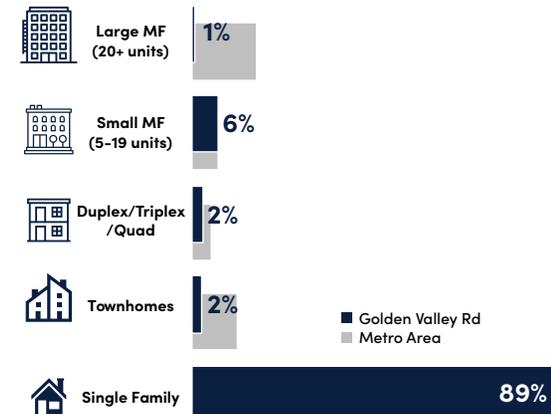
Source: CoStar

## Housing Tenure



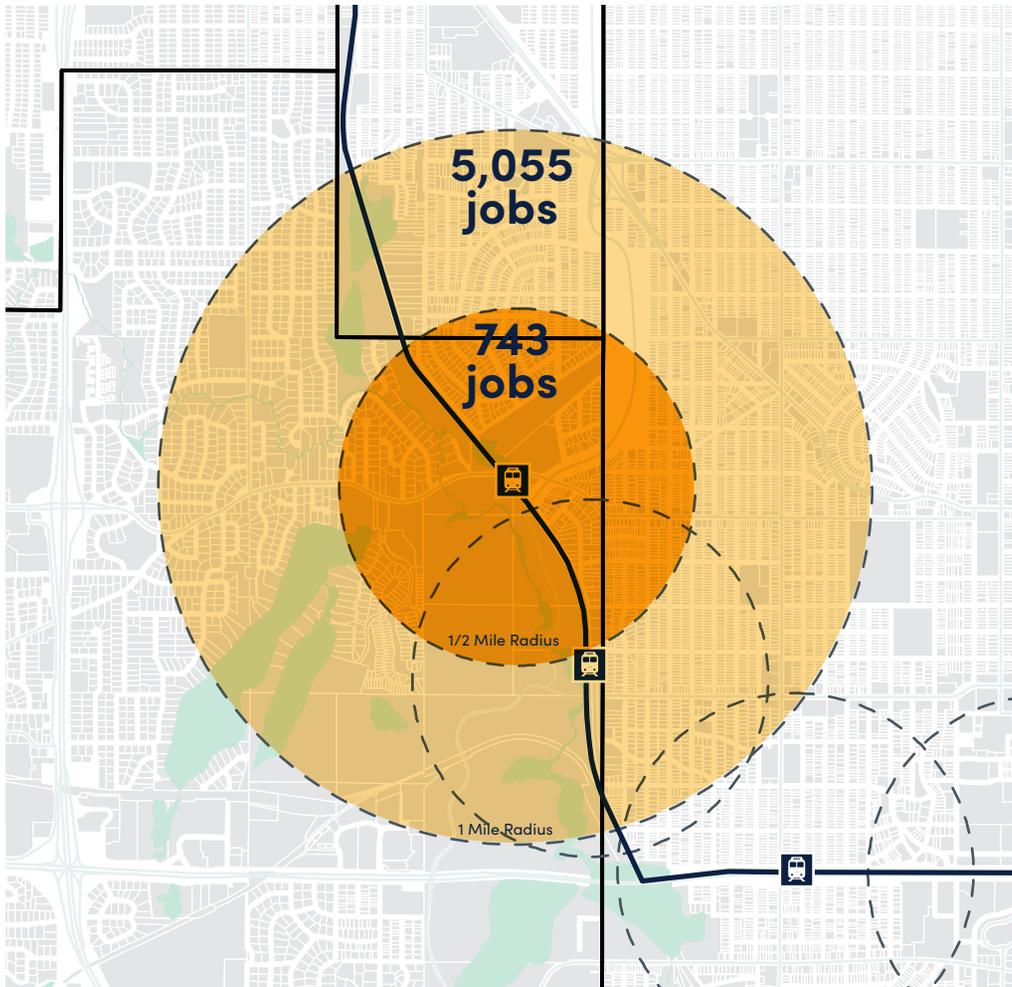
Source: US Census, ACS 2011-2015

## Housing Types



Source: US Census, ACS 2011-2015



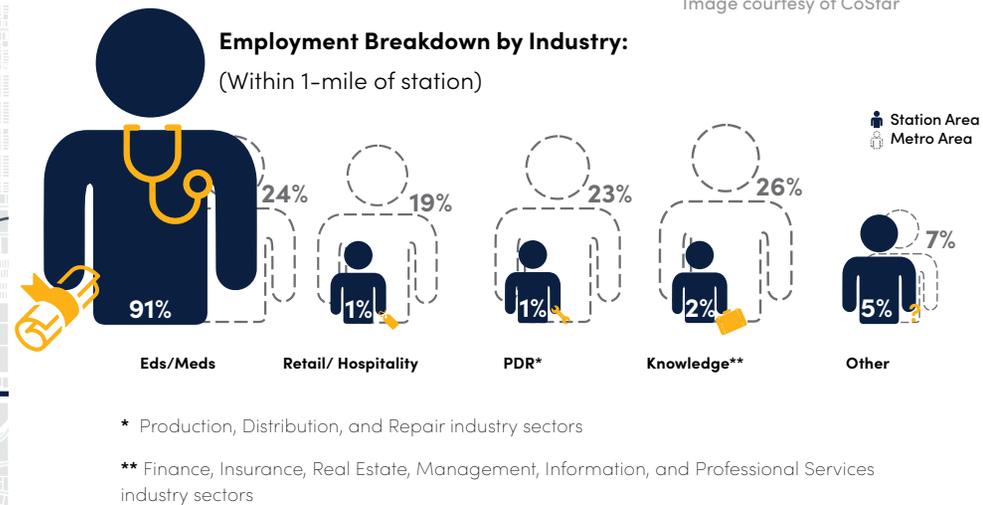


Source: US Census, 2017 LEHD data set

## Forecasted Employment Growth thru 2040: 19.6%



Image courtesy of CoStar



Source: US Census, 2017 LEHD data set



# Golden Valley Road | Amenities



## Parks, Trails, & Open Space Amenities

Parks And Open Space

Existing Trails

Planned Trails

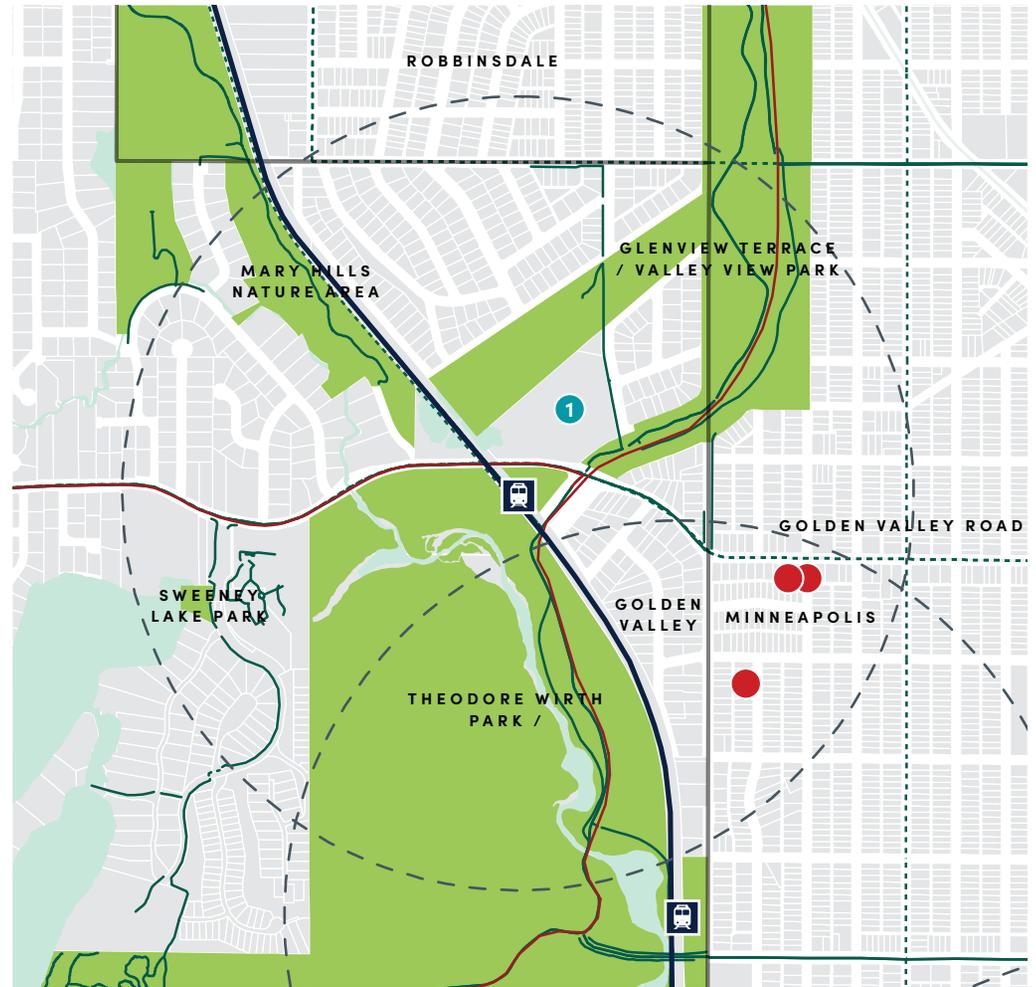
Shopping, Dining & Entertainment Amenities

Schools

1. St Margaret Mary Church Charter School

Proposed Blue Line LRT Alignment

Proposed Blue Line LRT station



# Golden Valley Road | Connectivity

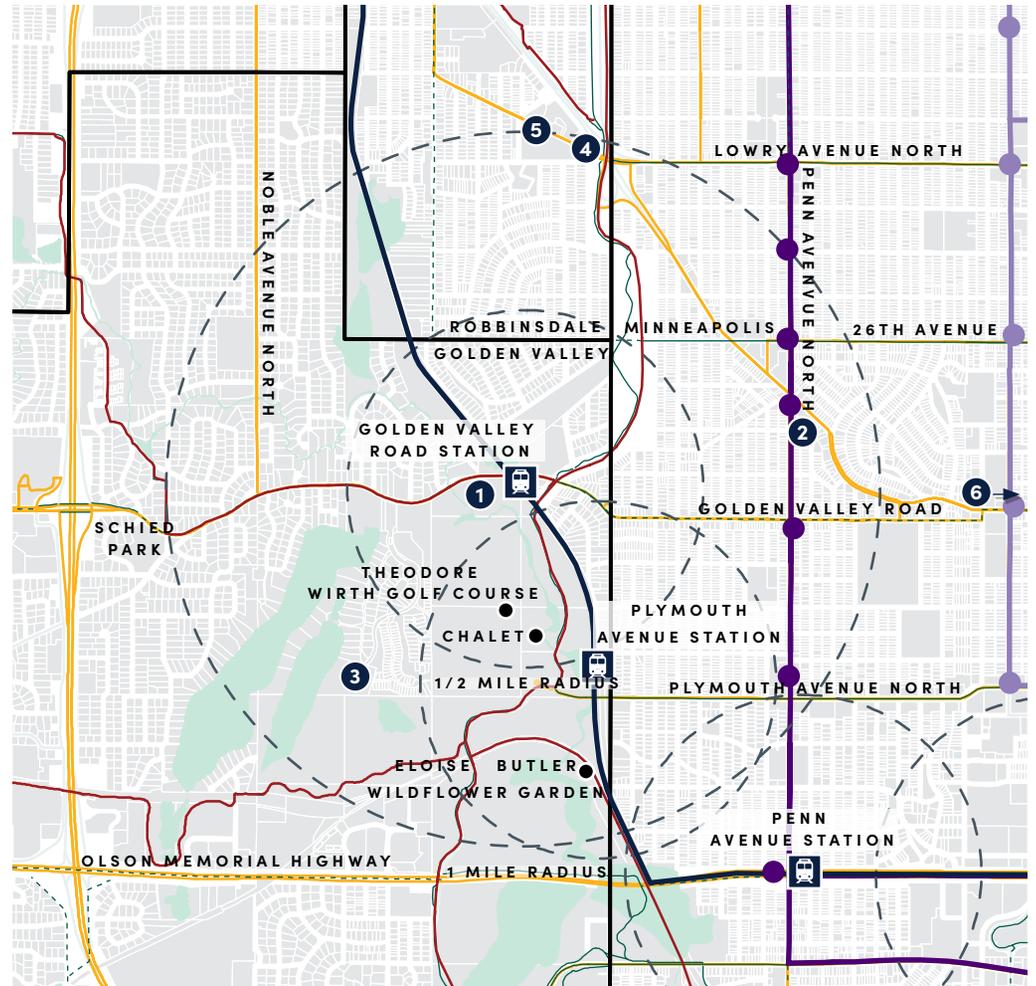


## Transportation Options & Distance to Prominent Destinations From the Light Rail Station

- 1 **Courage Kenny Rehabilitation Institute:** 0.25 miles
- 2 **Capri Theater:** 0.7 miles
- 3 **Regency Minneapolis:** 0.75 miles
- 4 **Victory Memorial Park:** 0.9 miles
- 5 **North Memorial Hospital:** 1.0 miles
- 6 **West Broadway Shops and Restaurants:** 1.45 miles

- Existing Bikeway
- Planned Bikeway
- Bus Transit Route
- Regional Trail
- Proposed Blue Line LRT Alignment
- Proposed Blue Line LRT station
- Penn Avenue North BRT (C Line)\*\*
- Emerson/Fremont Avenue North BRT (D Line)

\*\* C Line will run on Glenwood after Blue Line extension is operating



# Golden Valley Road | Resources



## City of Minneapolis:

- Overall city policy guidance for station area is provided by the comprehensive plan, Minneapolis 2040
- General questions about zoning, licensing, and the building code can call 311 (612-673-3000 outside of Mpls)
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## Staff Contact:

### City of Minneapolis:

**Jim Voll**, Planning Project Manager

Long Range Planning

James.Voll@minneapolismn.gov

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City of Minneapolis Housing Developer:

<http://www.minneapolismn.gov/cped/housing/WCMS1P-125170>

## City of Golden Valley:

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- General questions about zoning, licensing, and the building code can call the Physical Development Department: (763) 593-8030

## Staff Contact:

**Jason Zimmerman**, Planning Manager

JZimmerman@goldenvalleymn.gov

(763) 593-8099

**City Website:** [www.goldenvalleymn.gov](http://www.goldenvalleymn.gov)

[www.goldenvalleymn.gov/planning/index.php](http://www.goldenvalleymn.gov/planning/index.php)

[www.goldenvalleymn.gov/planning/comprehensiveplanupdate](http://www.goldenvalleymn.gov/planning/comprehensiveplanupdate)

[www.goldenvalleymn.gov/planning/metro-blue-line-extension.php](http://www.goldenvalleymn.gov/planning/metro-blue-line-extension.php)

[www.goldenvalleymn.gov/planning/housing/index.php](http://www.goldenvalleymn.gov/planning/housing/index.php)



# Robbinsdale

## Station Area

**Robbinsdale Station** is the only pedestrian scaled commercial area along the entire Bottineau Corridor

Downtown Robbinsdale has been experiencing an important renaissance in recent years. Its historic main street (West Broadway Avenue) between 41st Avenue North and 42nd Avenue North is emerging as a regional destination for dining. This has resulted in nearly every building along this stretch of its main street having some sort of major investment within the last 10 years. Furthermore, increased awareness of this dynamic has been catalyzing new development in areas near or adjacent to the downtown. Just south of the downtown, a new full-service grocery store and two market rate multifamily developments are furthering the trend.





## Potential Sites:

-  Long-Term Future Redevelopment Areas
-  Transit-Oriented Development Area
-  Post-LRT Development Area
-  Green space
-  LRT alignment
-  LRT station
-  City border

\*Click [here](#) for further details on the station area plan



There is a mixture of both large and small sites in and near Downtown Robbinsdale that would make them candidates for redevelopment.



## Opportunity Sites

- 1** **Ownership:** U.S. Bank, Varied  
**Current Use:** Office / Commercial  
**Guided Use:** High-Density Residential / Commercial / Mixed Use
- 2** **Ownership:** Varied  
**Current Use:** Mixed Use  
**Guided Use:** Mixed Use; City Hall
- 3** **Ownership:** Varied  
**Current Use:** Medium Density Residential  
**Guided Use:** Medium-High Density Residential

## Pending/Recent Investments

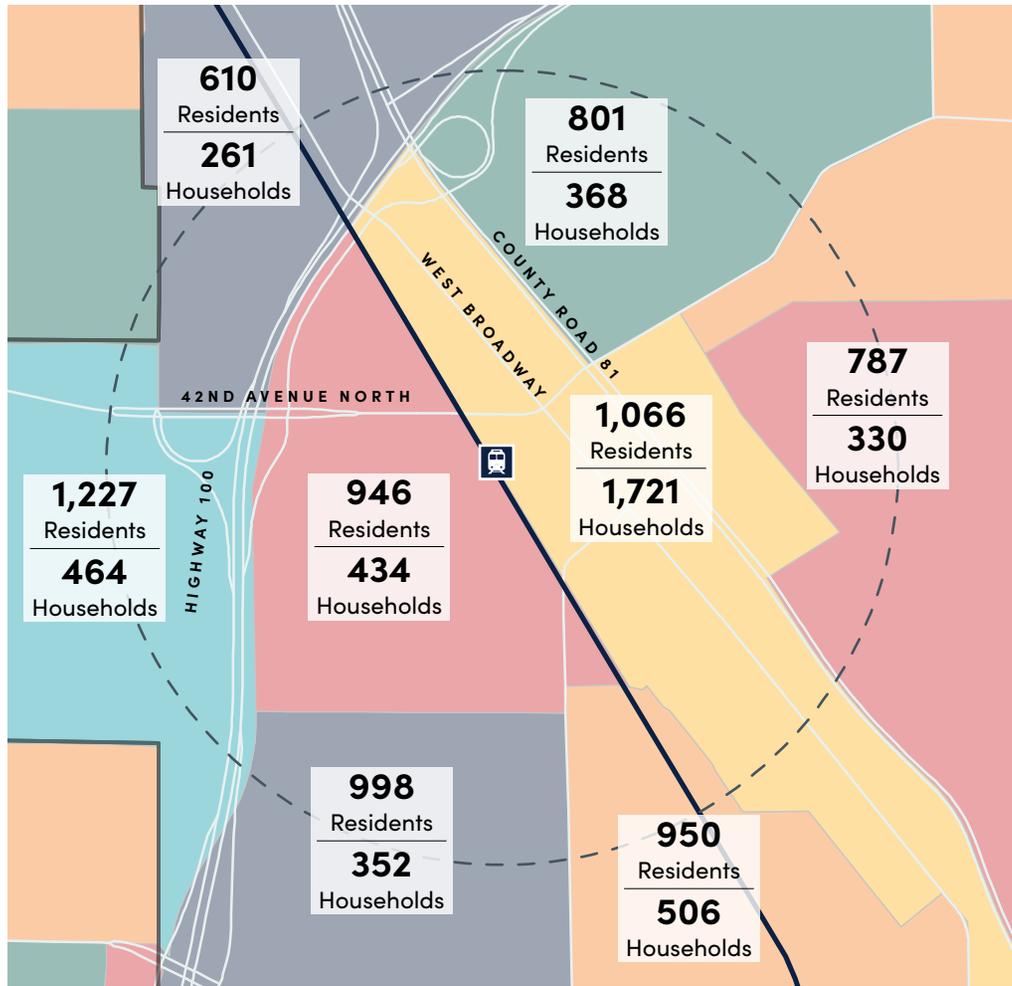
- 4** **Ownership:** Hy-Vee  
**Current Use:** Mixed Use / Commercial
- 5** **Ownership:** Parker Station Flats LLC  
**Under Construction:** 198 Units
- 6** **Ownership:** Birdtown Flats  
**Completed May 2020:** 152 Units
- 7** **Current Use:** Office  
**Approved:** for 118 Multiple Family Residential

## Post LRT Developments

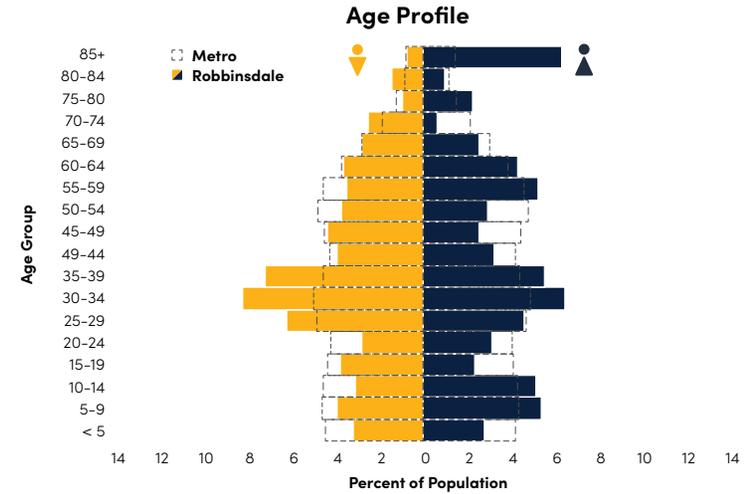
- 8** **Ownership:** Varied  
**Current Use:** Mixed Use  
**Guided Use:** High-Density, Mixed Use Residential
- 9** **Ownership:** Varied  
**Current Use:** Mixed Use  
**Guided Use:** 400 Space Parking Ramp -Wrap



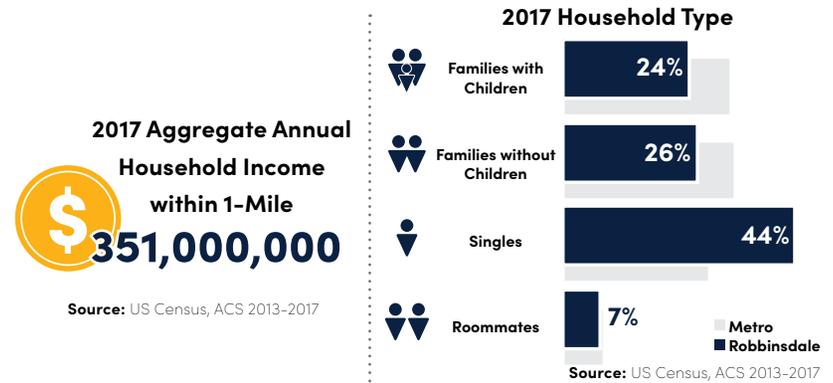
# Robbinsdale | Residents



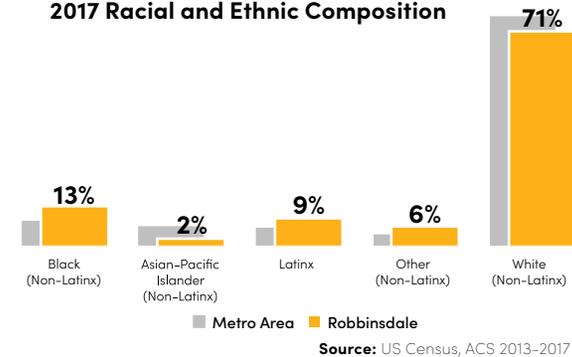
	1/2 Mile	1-Mile	3-Mile
2019 Population Estimate:	4,224 Residents	15,343 Residents	131,639 Residents
5 Year Projected Growth Rate:	N/A	4.4%	4.3%

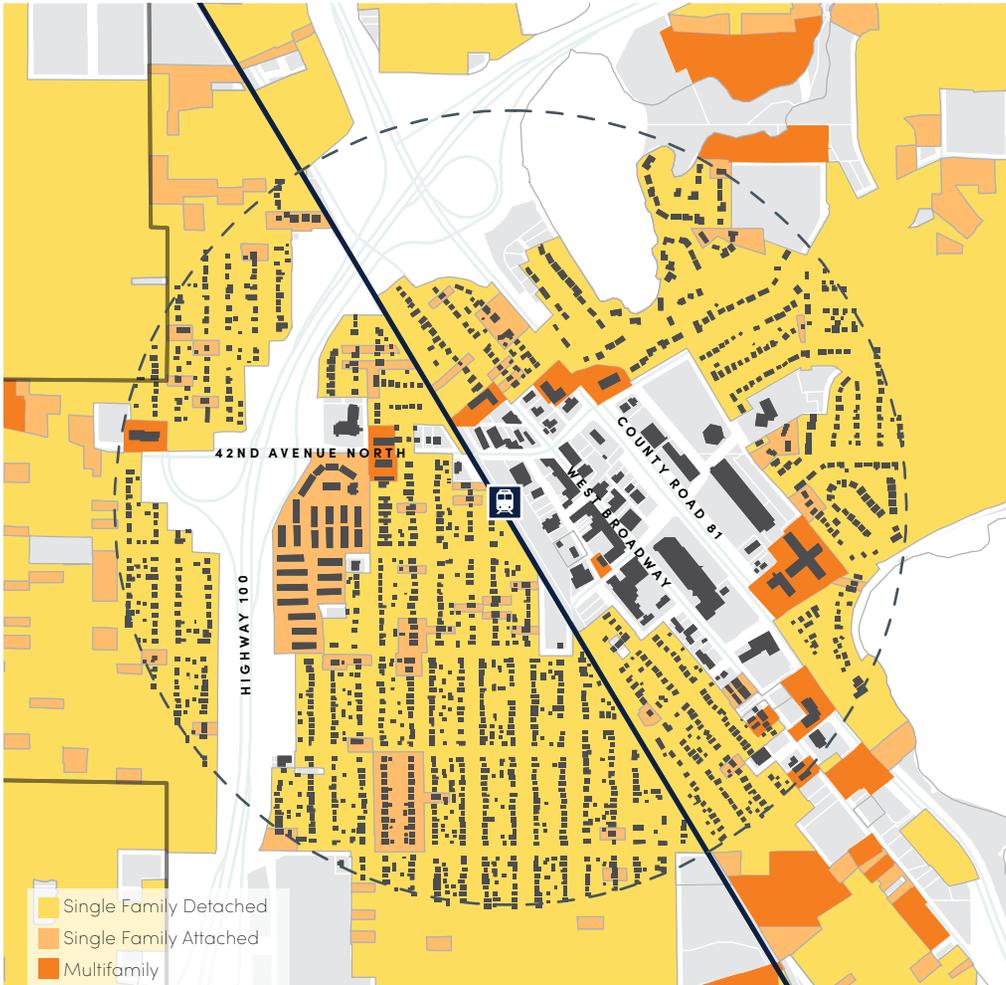


Source: US Census, ACS 2013-2017



## 2017 Racial and Ethnic Composition





**1,875**  
Existing Housing Units  
within 1/2 mile radius

## 2018 Housing Gap Analysis:

**Demand = 100-200 new units through 2040**

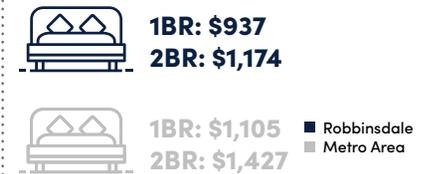
- Middle market rental housing
- Owner-occupied townhomes with 3BR+ units

## 2018 Median Home Sales Price



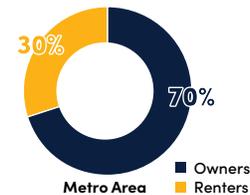
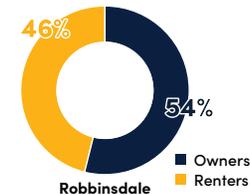
Source: Minneapolis Area Association of Renters

## 2018 Median Market Rate Rent



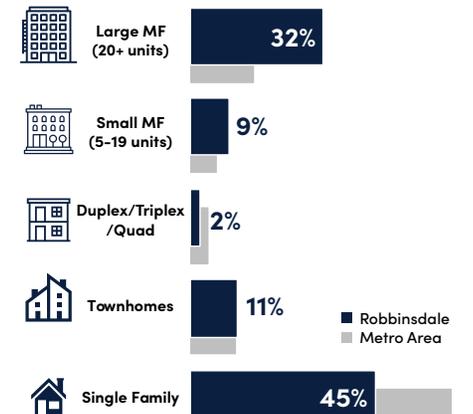
Source: CoStar

## Housing Tenure



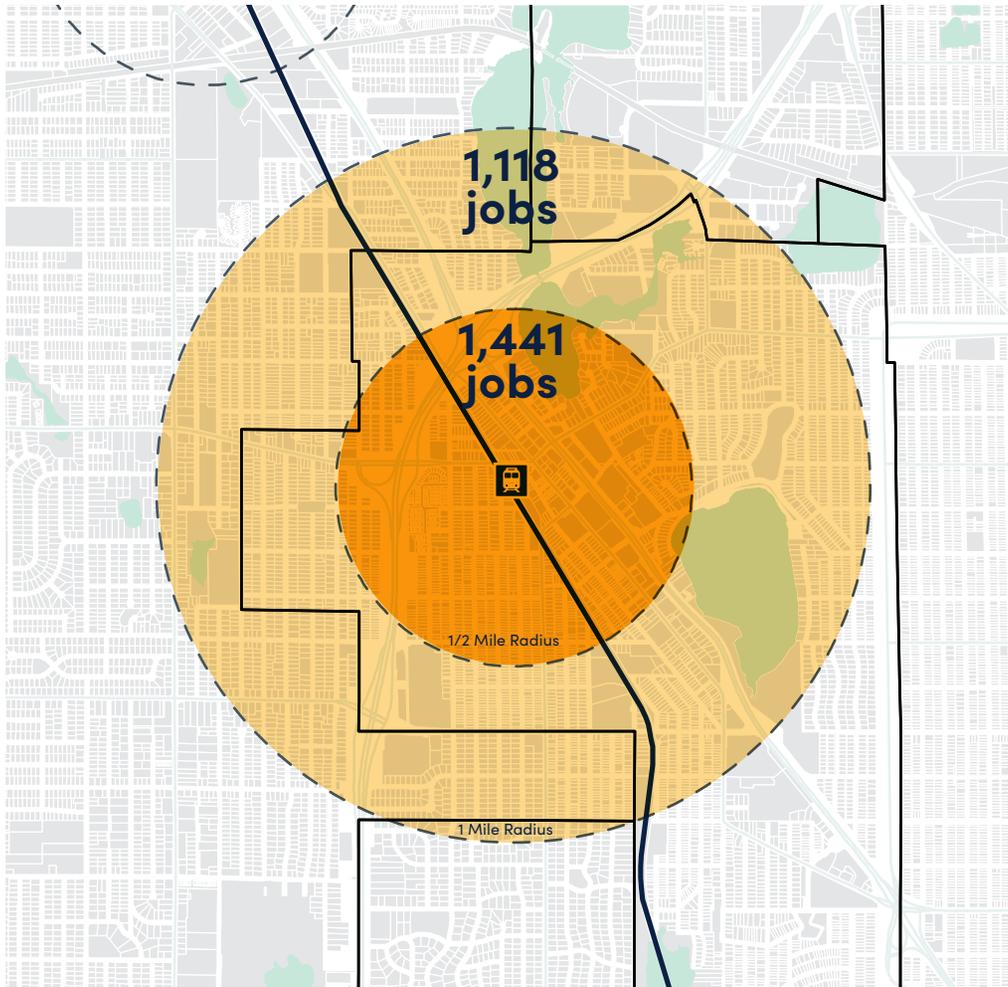
Source: US Census, ACS 2011-2015

## Housing Types



Source: US Census, ACS 2011-2015





Source: US Census, 2017 LEHD data set

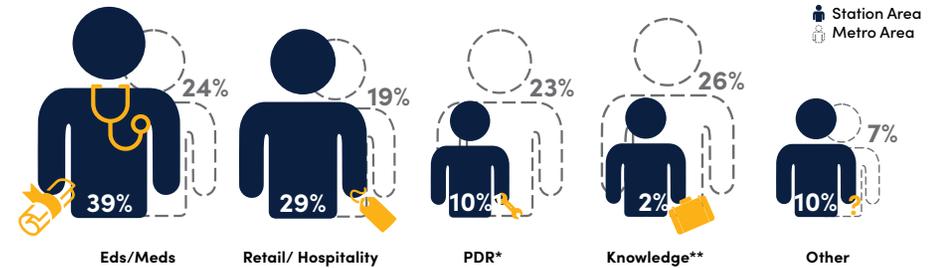
## Forecasted Employment Growth thru 2040: 1.5%



Image courtesy of CoStar

### Employment Breakdown by Industry:

(Within 1-mile of station)



\* Production, Distribution, and Repair industry sectors

\*\* Finance, Insurance, Real Estate, Management, Information, and Professional Services industry sectors

Source: US Census, 2017 LEHD data set



# Robbinsdale | Amenities



## Parks, Trails, & Open Space Amenities

- Parks And Open Space
- Existing Trails
- - - Planned Trails Bicycle Boulevard / Neighborhood Slow Street

## Shopping, Dining & Entertainment Amenities

1. Robin Center
2. Town Center
3. Wicked Wort Brewing Company
4. Travail Kitchen

## Schools

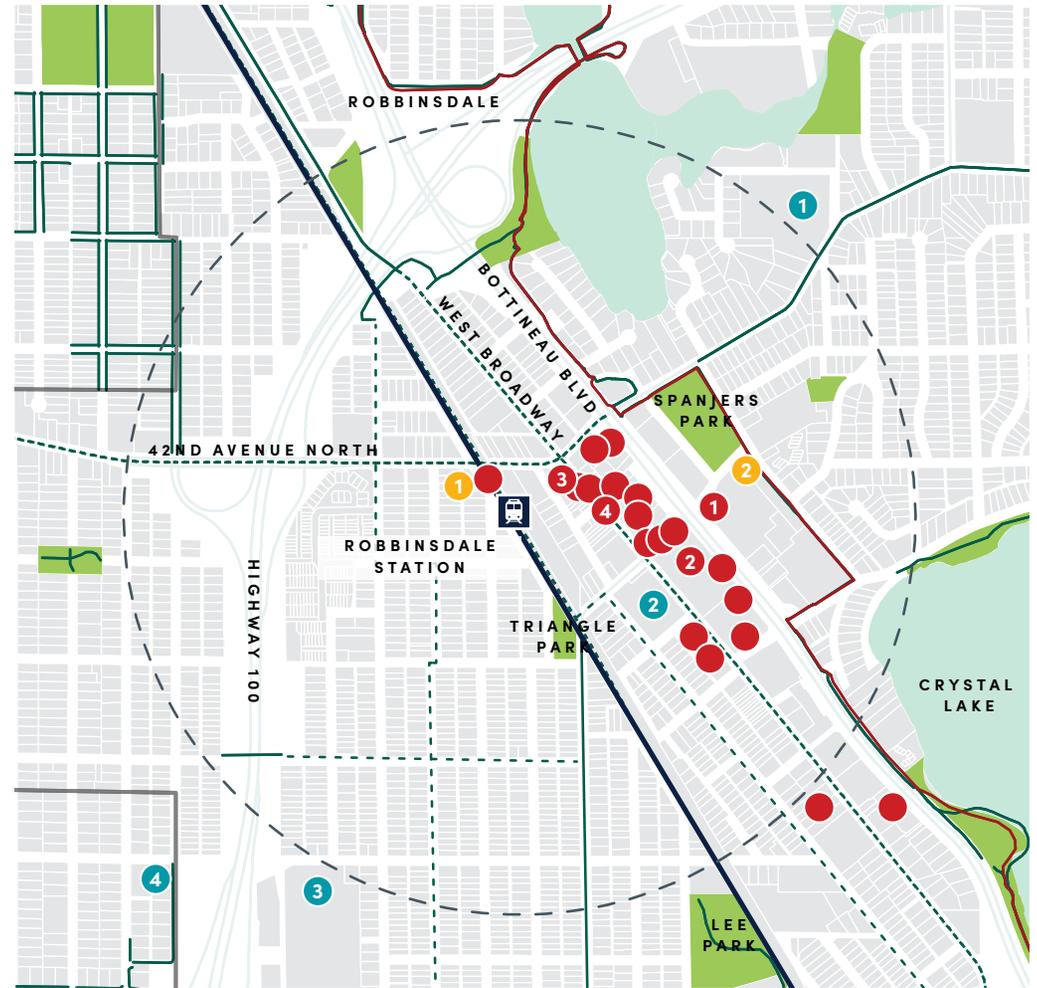
1. Lakeview Elementary School
2. Sacred Heart Catholic School
3. Robbinsdale Middle School
4. RiverTree School

## Community Centers/Libraries

1. Robbin Gallery / Historical Museum
2. Robbinsdale City Hall

## Proposed Blue Line LRT Alignment

Proposed Blue Line LRT station

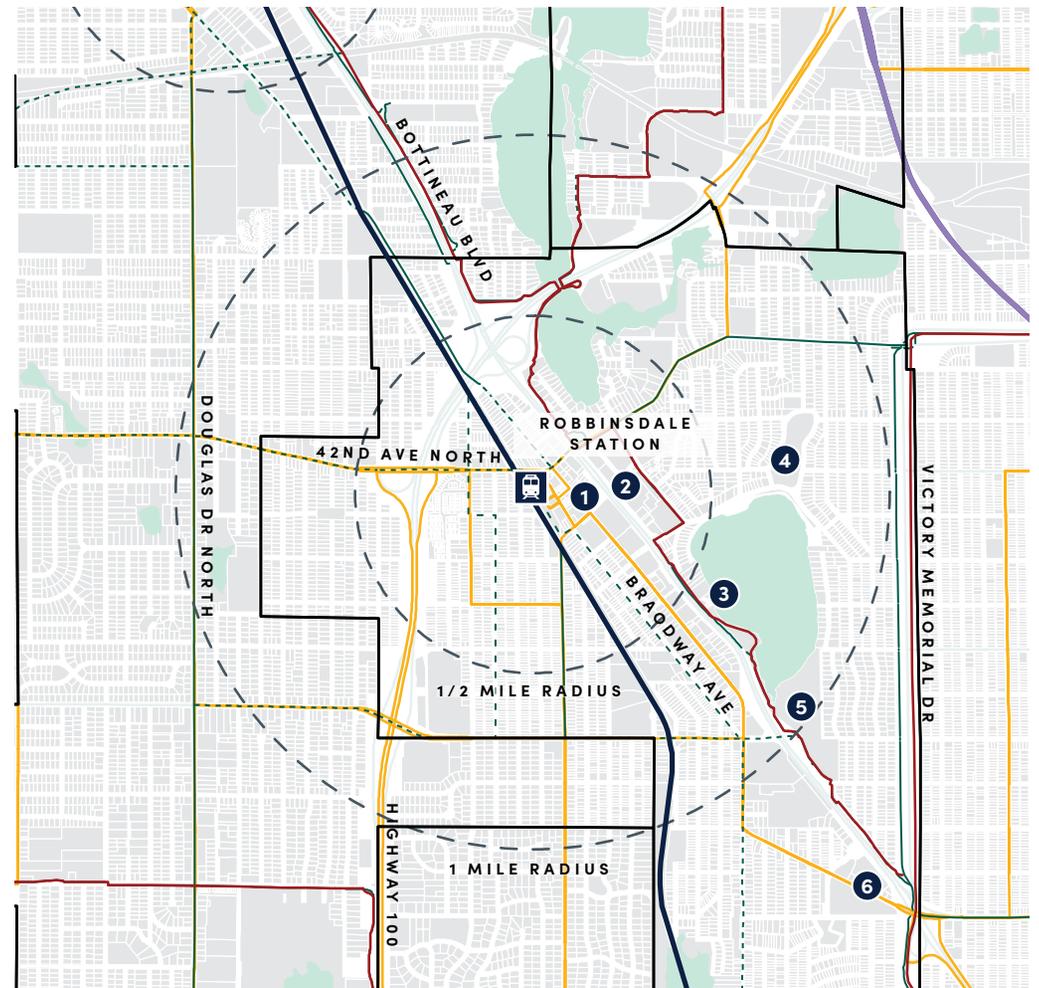




## Transportation Options & Distance to Prominent Destinations From the Light Rail Station

- 1 Robbinsdale Downtown:** 0.1 miles
- 2 Robbinsdale City Hall:** 0.2 miles
- 3 Crystal Lake:** 0.6 miles
- 4 Sanborn Park:** 0.7 miles
- 5 Lakeview Terrace Park:** 0.9 miles
- 6 North Memorial Health Hospital & Medical Center:** 1.2 miles

- Existing Bikeway
- Planned Bikeway
- Bus Transit Route
- Regional Trail
- Proposed Blue Line LRT Alignment
- Proposed Blue Line LRT station
- Emerson/Fremont Avenue North BRT (D Line)



# Robbinsdale | Resources



## Staff Contact:

**Marcia Glick**

City of Robbinsdale

mglick@ci.robbinsdale.mn.us

(763) 531-1258

City Website: [www.robbinsdalemn.org](http://www.robbinsdalemn.org)

## Tools:

Robbinsdale Station Area Plan:

<https://www.hennepin.us/-/media/hennepinus/residents/transportation/bottineau/Robbinsdale-station-area.pdf?la=en&hash=391647A8DF6A885CF1B811BDB244283EC4F40784>

CDI Development Guidelines:

<https://www.robbinsdalemn.com/home/showdocument?id=10402>

County Business District Grant Money

Forgiveable Loans



# Bass Lake Road Station Area

**Bass Lake Road Station and renovated Becker Park are signature amenities that will refashion a new town center district.**

The intersection of Bass Lake Road and West Broadway is the center of a prominent community-scale shopping district that contains over 500,000 square feet of retail and commercial space. Strong market conditions have driven down vacancy rates in recent years. Although this means there are few underutilized properties that are near-term candidates for redevelopment, it does indicate strong market fundamentals. Therefore, should properties become available, it suggests an opportunity to significantly increase investment on a per square foot basis.

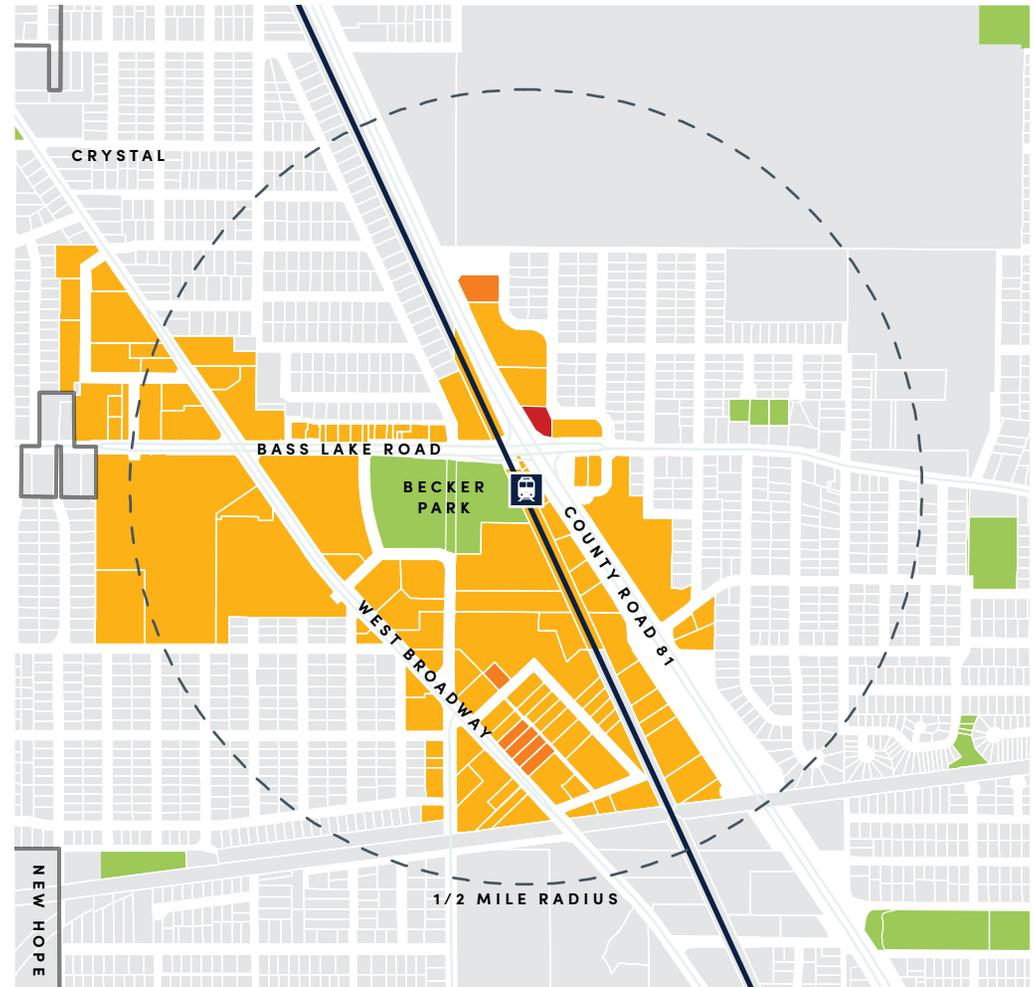




## Potential Sites:

- Tier 1: Vacant Publicly Owned Parcels
- Tier 2: Vacant or Underutilized Privately Owned Parcels
- Tier 3: Long-Term Future Redevelopment Areas
- Green space
- LRT alignment
- LRT station
- City border

\*Click [here](#) for further details on the station area plan



Crystal's new Town Center zoning district allows greater development density in this area - potentially up to 80 units/acre on some sites. The city is looking for redevelopment that complements Becker Park's role as a town square/community gathering space.



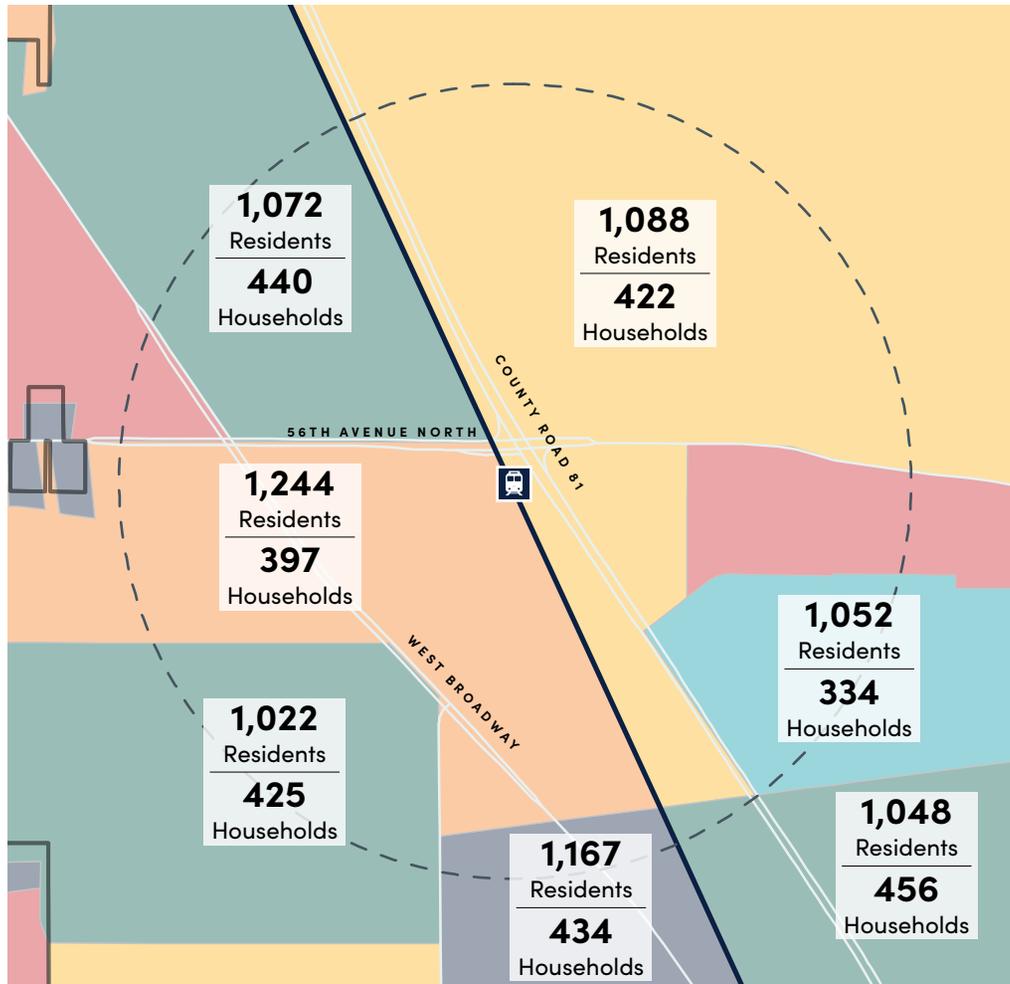


## Opportunity Sites

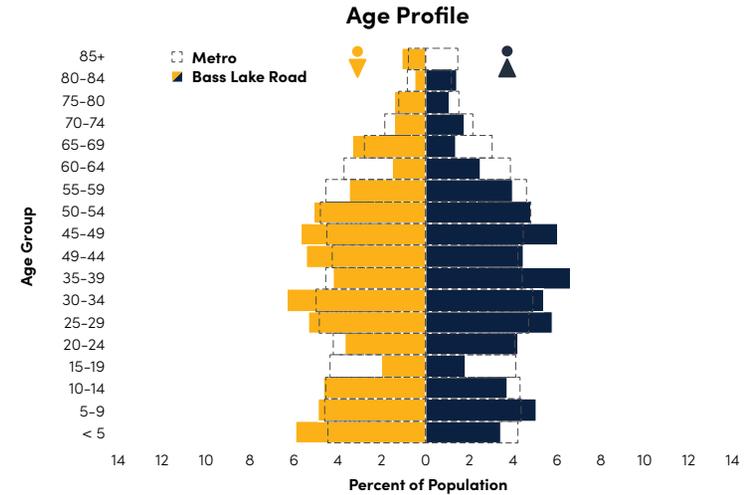
- 1** **Ownership:** 2 Owners (County 1 of 2 owners)  
**Current Use:** Offices  
**Guided Use:** Mixed-use
- 2** **Ownership:** 1 Owner  
**Current Use:** Apartments  
**Guided Use:** Mixed-use
- 3** **Ownership:** 2 Owners  
**Current Use:** Minnesota Grinding/Steen Engineering  
**Guided Use:** Mixed-use
- 4** **Ownership:** 2 Owners  
**Current Use:** Restaurants  
**Guided Use:** Mixed-use
- 5** **Ownership:** 2 Owners  
**Current Use:** Crystal Gallery Mall/Tire Shop  
**Guided Use:** Mixed-use
- 6** **Ownership:** 4 Owners (Crystal is one owner)  
**Current Use:** Retail  
**Guided Use:** Mixed-use
- 7** **Ownership:** 1 Owner  
**Current Use:** Retail  
**Guided Use:** Mixed-use



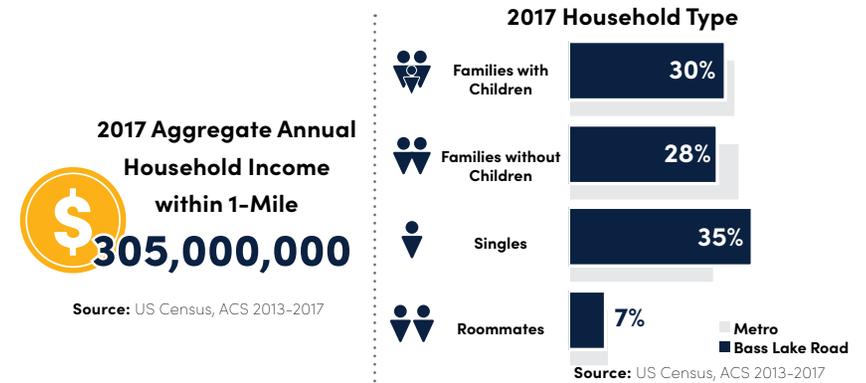
# Bass Lake | Residents



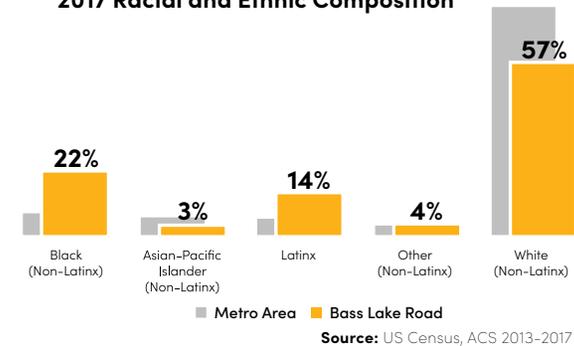
	1/2 Mile	1-Mile	3-Mile
2019 Population Estimate:	2,321 Residents	10,814 Residents	113,132 Residents
5 Year Projected Growth Rate:	N/A	4.4%	4.1%

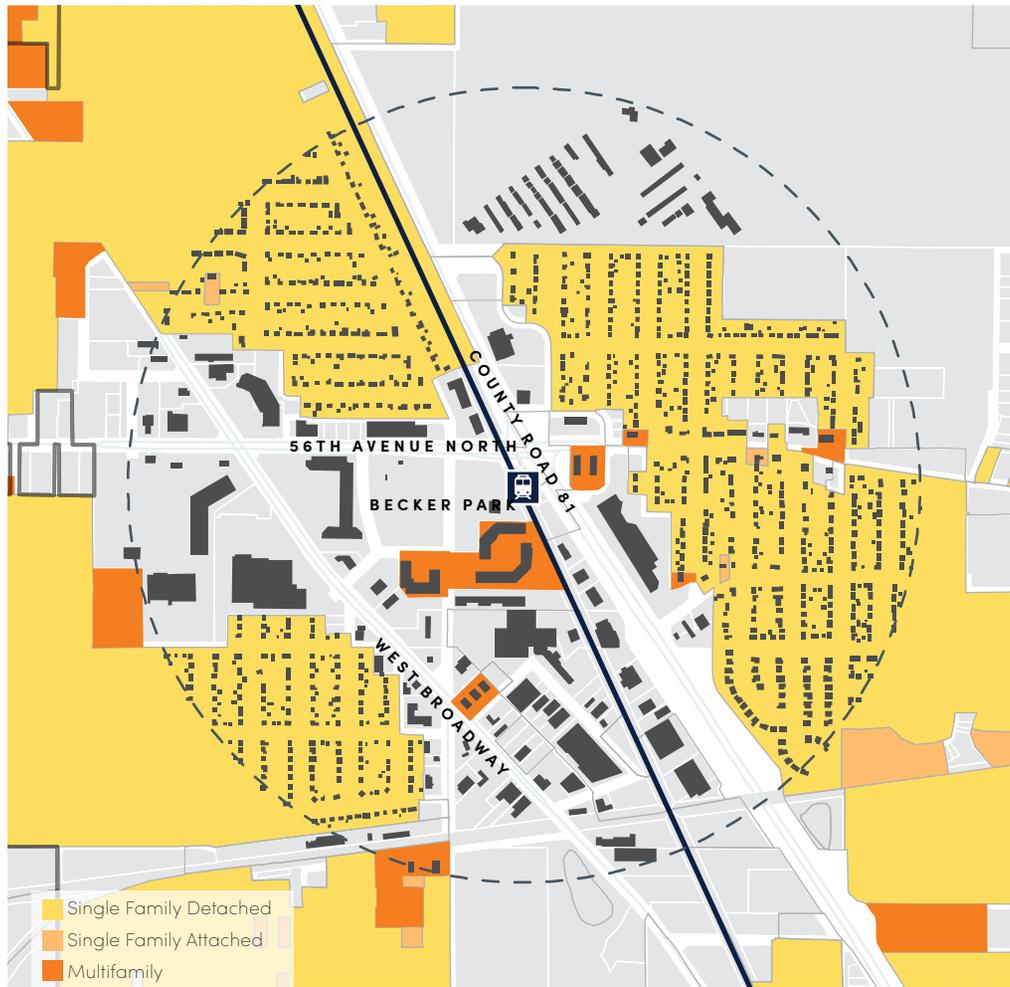


Source: US Census, ACS 2013-2017



## 2017 Racial and Ethnic Composition





■ Single Family Detached  
■ Single Family Attached  
■ Multifamily

## 950

### Existing Housing Units

within 1/2 mile radius

#### 2018 Housing Gap Analysis:

#### Demand = 400-600 new units through 2040

- Middle market rental housing
- Middle market rental housing with a higher proportion of 2BR+ units
- Owner-occupied townhomes and condominiums
- Senior housing

#### 2018 Median Home Sales Price



Source: Minneapolis Area Association of Renters

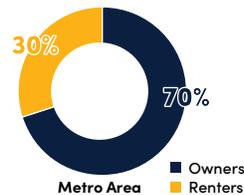
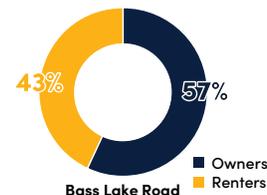
#### 2018 Median Market Rate Rent



■ Bass Lake Rd  
■ Metro Area

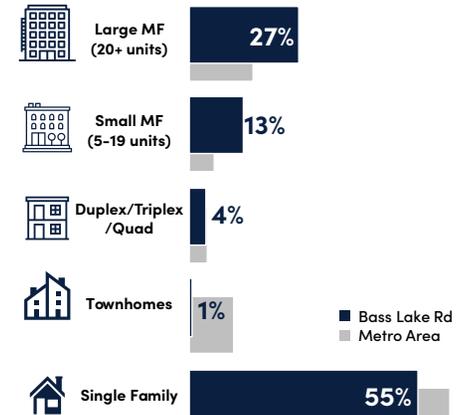
Source: CoStar

#### Housing Tenure



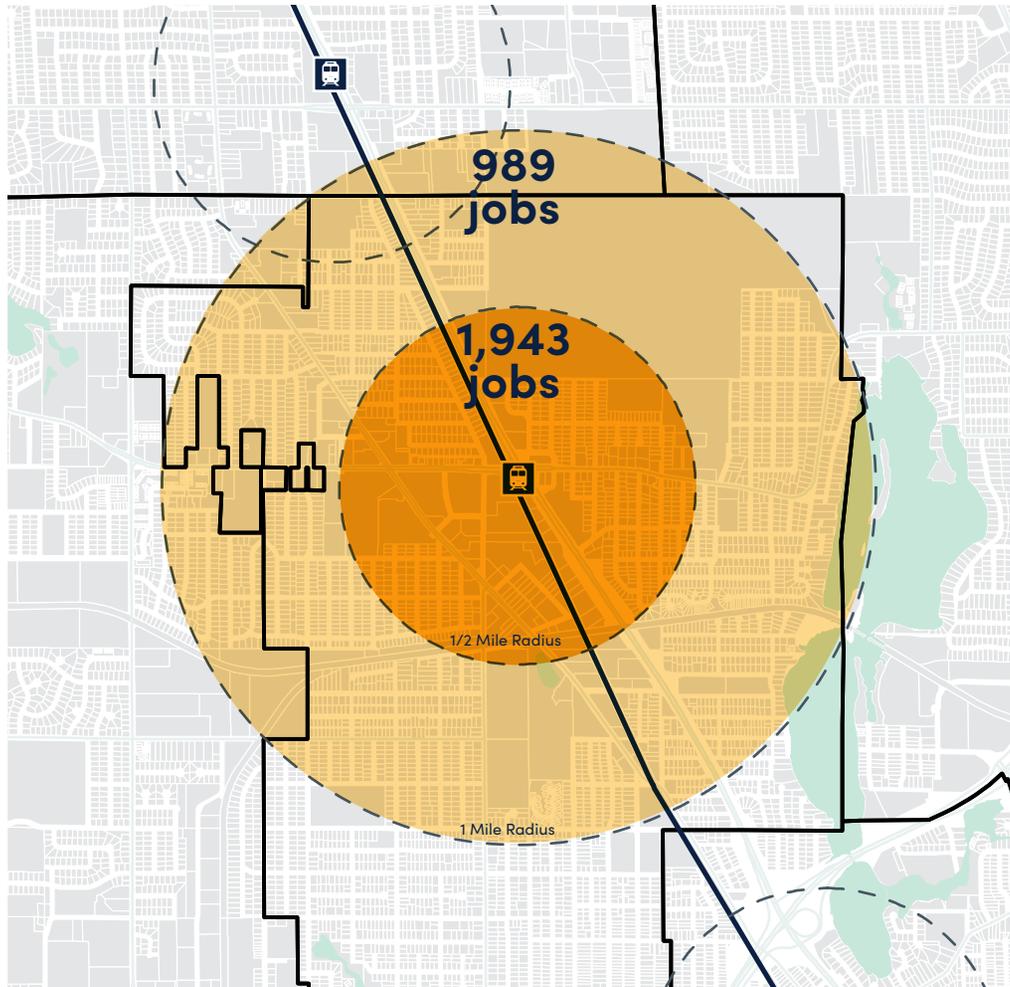
Source: US Census, ACS 2011-2015

#### Housing Types



Source: US Census, ACS 2011-2015





Source: US Census, 2017 LEHD data set

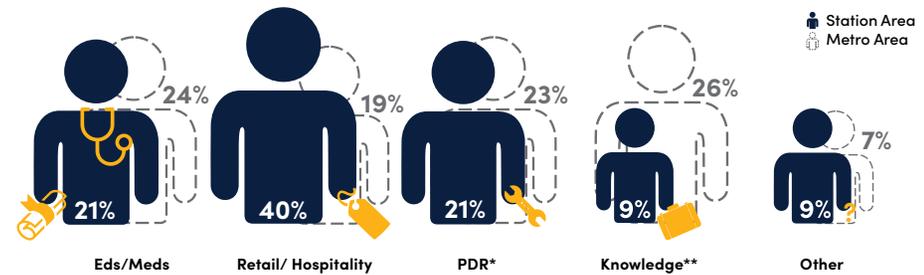
## Forecasted Employment Growth thru 2040: 8.3%



Image courtesy of CoStar

### Employment Breakdown by Industry:

(Within 1-mile of station)



\* Production, Distribution, and Repair industry sectors

\*\* Finance, Insurance, Real Estate, Management, Information, and Professional Services industry sectors

Source: US Census, 2017 LEHD data set



# Bass Lake | Amenities



## Parks, Trails, & Open Space Amenities

-  Parks And Open Space
-  Existing Trails
-  Planned Trails

## Shopping, Dining & Entertainment Amenities

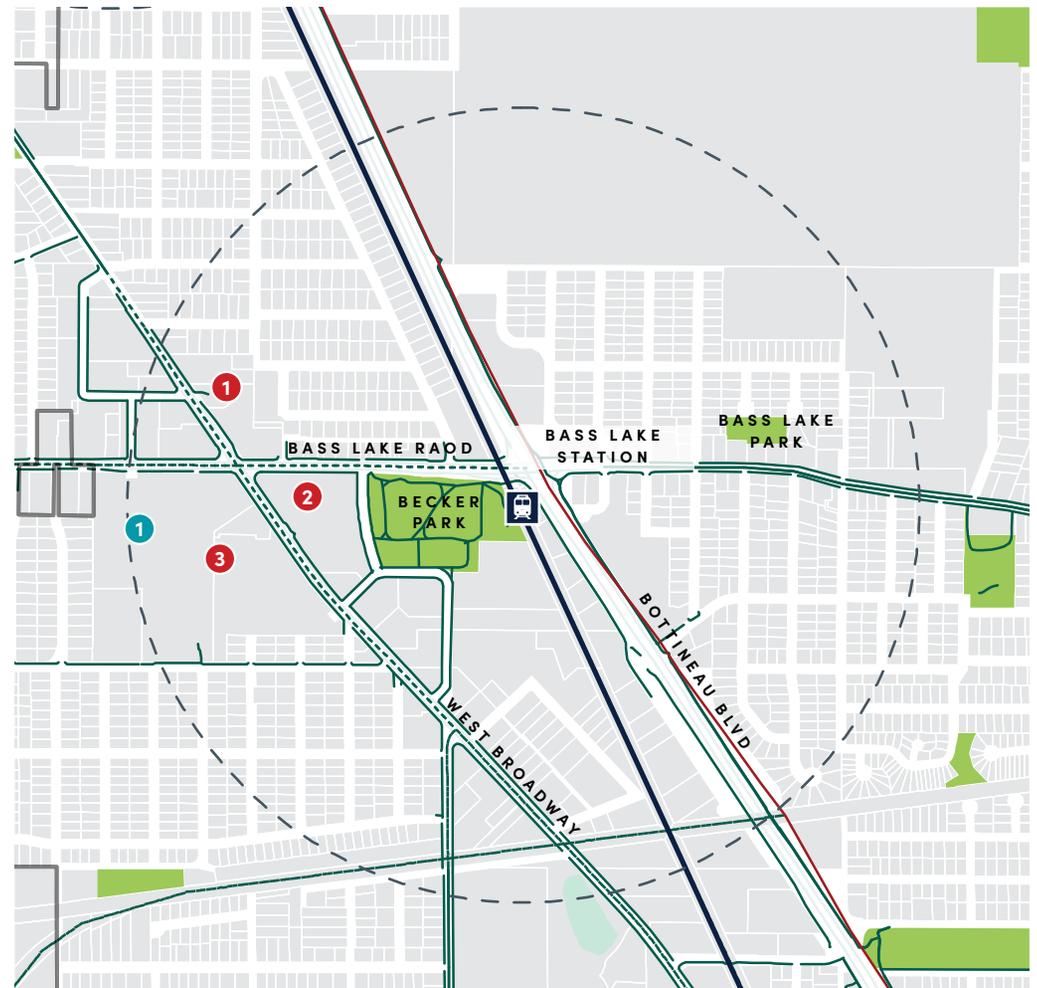
1. Crystal Town Center
2. Crystal Gallery Mall
3. Crystal Shopping Center and Target

## Schools

1. Crystal Learning Center (Robbinsdale School District)

## Proposed Blue Line LRT Alignment

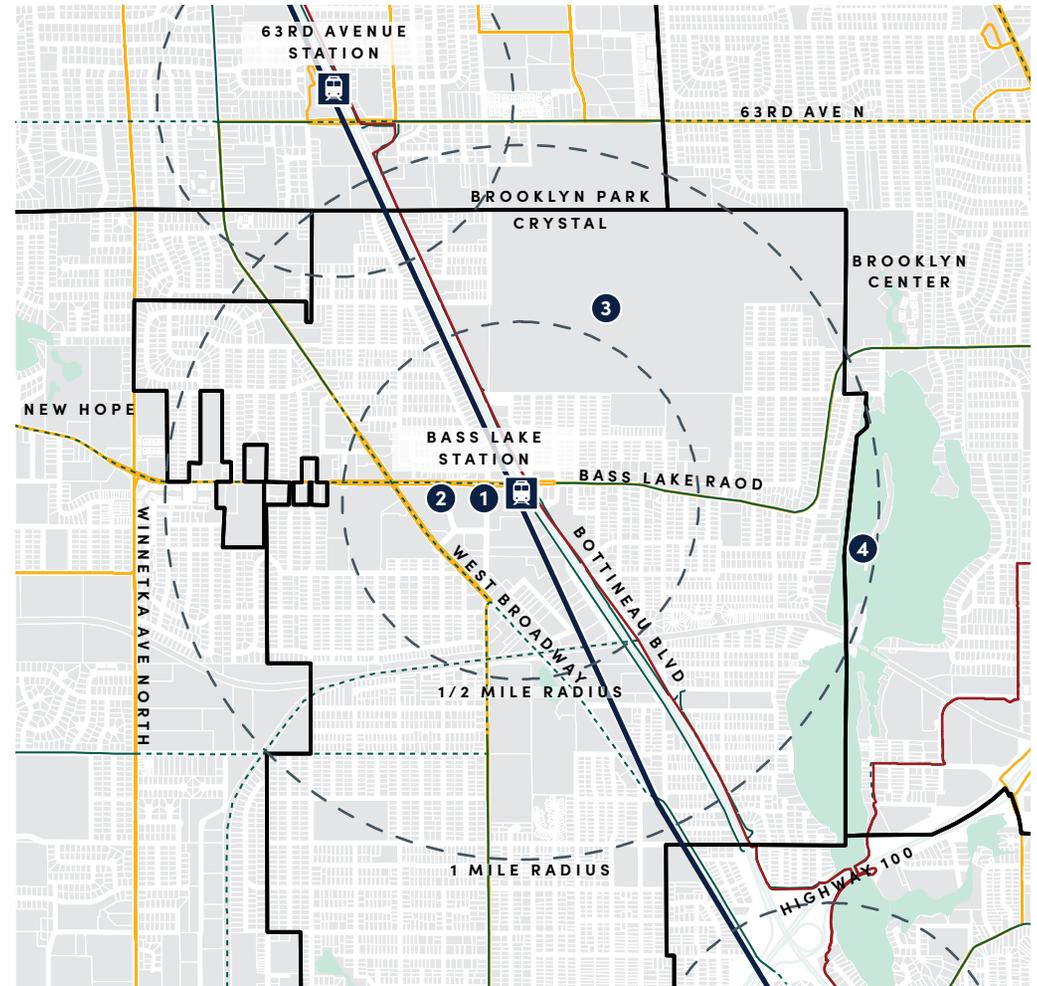
-  Proposed Blue Line LRT station





## Transportation Options & Distance to Prominent Destinations From the Light Rail Station

- 1 **Becker Park:** 0.1 miles
  - 2 **Crystal Shopping Center and Target:** 1.0 miles
  - 3 **Crystal Airport (general aviation - no passenger service):** 0.5 miles
  - 4 **Twin Lake:** 1.1 miles
- Existing Bikeway
  - Planned Bikeway
  - Bus Transit Route
  - Regional Trail
  - Proposed Blue Line LRT Alignment
  - Proposed Blue Line LRT Station



# Bass Lake | Resources



## Process:

- 6-8 week development review process
- Optional: Pre-application presentation to Council / EDA
- Optional: Neighborhood meeting
- Land use application
  - Planning Commission hearing
  - Council action

## Staff Contact:

**Dan Olson**, City Planner

[dan.olson@crystalmn.gov](mailto:dan.olson@crystalmn.gov)

(763) 531-1142

City Website: [www.crystalmn.gov](http://www.crystalmn.gov)

## Tools:

- Town Center Ordinance
- TOD Grants
- Brownfield Grants
- TIF
- Tax Abatement
- Tax Exempt Bonds



2019 Art on the Strip event and Fabric of the Community mural



# 63rd Avenue

## Station Area

**63rd Avenue Station** is an established residential area with an existing park and ride and a key site immediately available for redevelopment.

The 63rd Avenue station area is largely a residential area with a variety of housing styles including single-family homes, townhomes, and apartments. Adjacent to the station is an existing Park and Ride facility that underscores how this station area will primarily facilitate the ability of local residents to access employment centers along the Corridor. Over the long-term, though, there will likely be opportunities to add a significant amount of new housing and neighborhood-scale residential.

Nevertheless, as suitable sites potentially become available there are distinct market opportunities. For example, a 2018 housing gaps analysis of the Corridor revealed that the supply of housing in the station area does not meet the needs of the population that lives there. According to the study, the average number of persons per bedroom in the station area is 1.2, which is more than 30% higher than the metro area average (0.92 persons per bedroom). Given that the station area also has a very high proportion of one-bedroom units that make up the housing stock, this means that many households are living in overcrowded conditions. Therefore, increasing the supply of housing with larger unit types (three bedrooms or more), especially among units that are rented, would help alleviate current instances of overcrowding.





## Potential Sites:

- Tier 1: Vacant Publicly Owned Parcels
- Tier 2: Vacant or Underutilized Privately Owned Parcels
- Tier 3: Long-Term Future Redevelopment Areas  
(Assemble Single Parcels into Larger Development Sites)
- Transit-Oriented Development Districts
- Green space
- LRT alignment
- LRT station
- City border

\*Click [here](#) for further details on the station area plan



Key site owned by Hennepin County on the southeast corner of 63rd Avenue and County Highway 81 (Bottineau Boulevard) is ripe for redevelopment. Other potential sites within the station area are long-term opportunities requiring a willing seller and the need to acquire multiple properties.





## Opportunity Sites

- 1** Ownership: Varied  
 Current Use: Transit-Oriented Development  
 Guided Use: Transit-Oriented Development
- 2** Ownership: Varied  
 Current Use: Multi-Family Residential  
 Guided Use: Transit-Oriented Development
- 3** Ownership: County / City  
 Current Use: Vacant  
 Guided Use: Transit-Oriented Development
- 4** Ownership: Varied  
 Current Use: Multi-Use Industrial / Industrial  
 Guided Use: Transit-Oriented Development



Intro

Van White Boulevard

Penn Avenue

Plymouth Avenue/Wirth Park

Golden Valley Road

Robbinsdale

Bass Lake Road

63rd Avenue

Brooklyn Boulevard

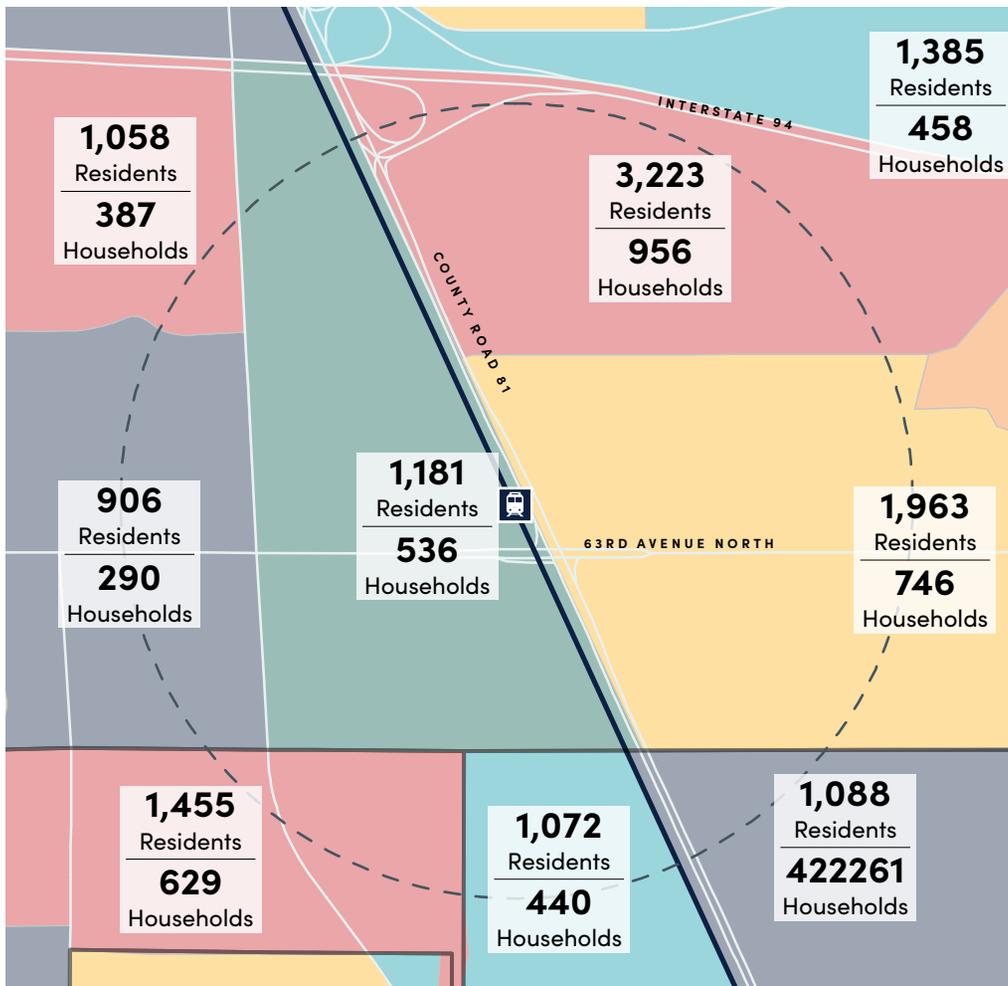
85th Avenue

93rd Avenue

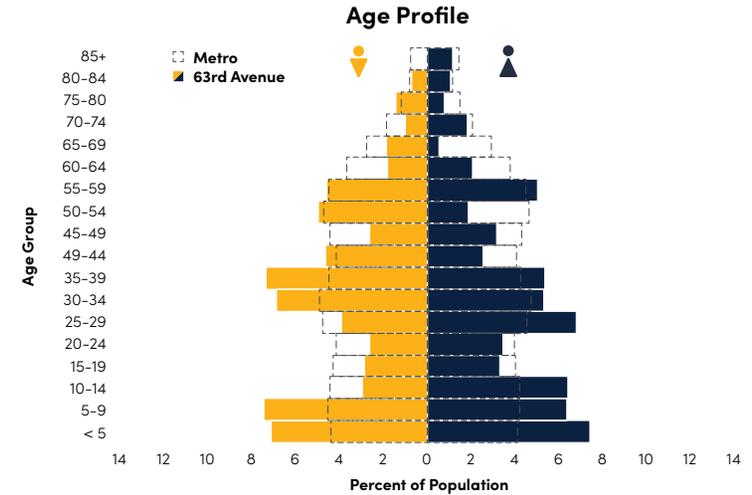
Oak Grove

Resources

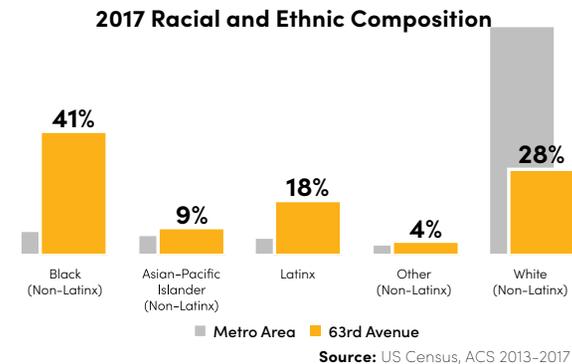
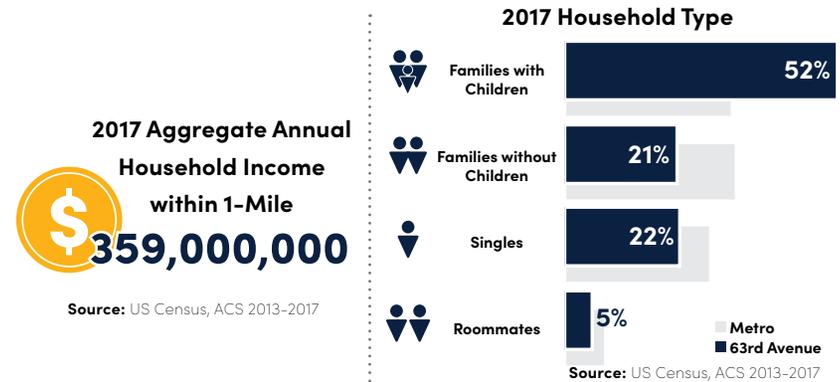
# 63rd Avenue | Residents



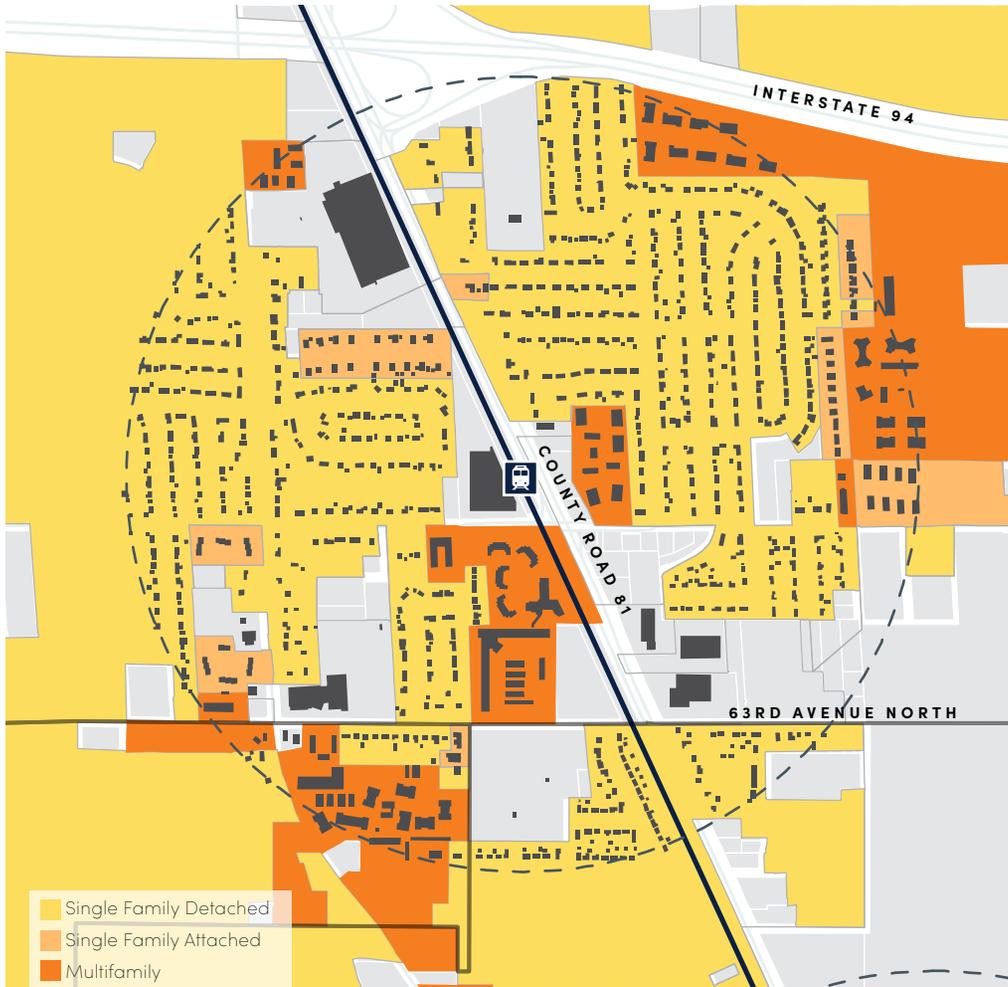
	1/2 Mile	1-Mile	3-Mile
2019 Population Estimate:	4,340 Residents	13,885 Residents	98,689 Residents
5 Year Projected Growth Rate:	N/A	3.7%	4.1%



Source: US Census, ACS 2013-2017



# 63rd Avenue | Housing



Single Family Detached  
Single Family Attached  
Multifamily

## 1,875

### Existing Housing Units

within 1/2 mile radius

#### 2018 Housing Gap Analysis:

#### Demand = 300-600 new units through 2040

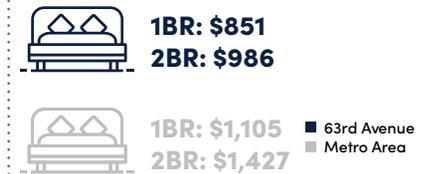
- Priority need for preserving existing affordable housing
- Large unmet demand for 3BR and 4BR units
- New construction would help improve overall quality of aging housing stock

#### 2018 Median Home Sales Price



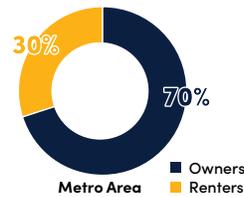
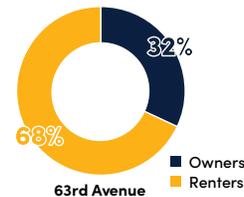
Source: Minneapolis Area Association of Renters

#### 2018 Median Market Rate Rent



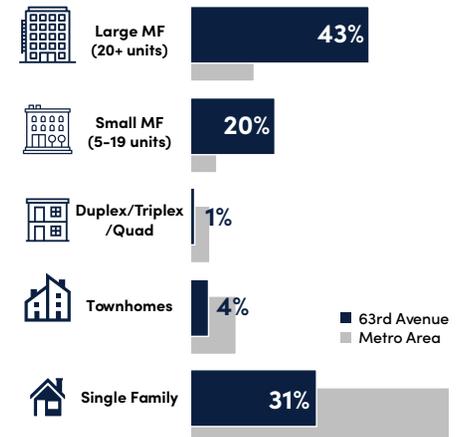
Source: CoStar

#### Housing Tenure



Source: US Census, ACS 2011-2015

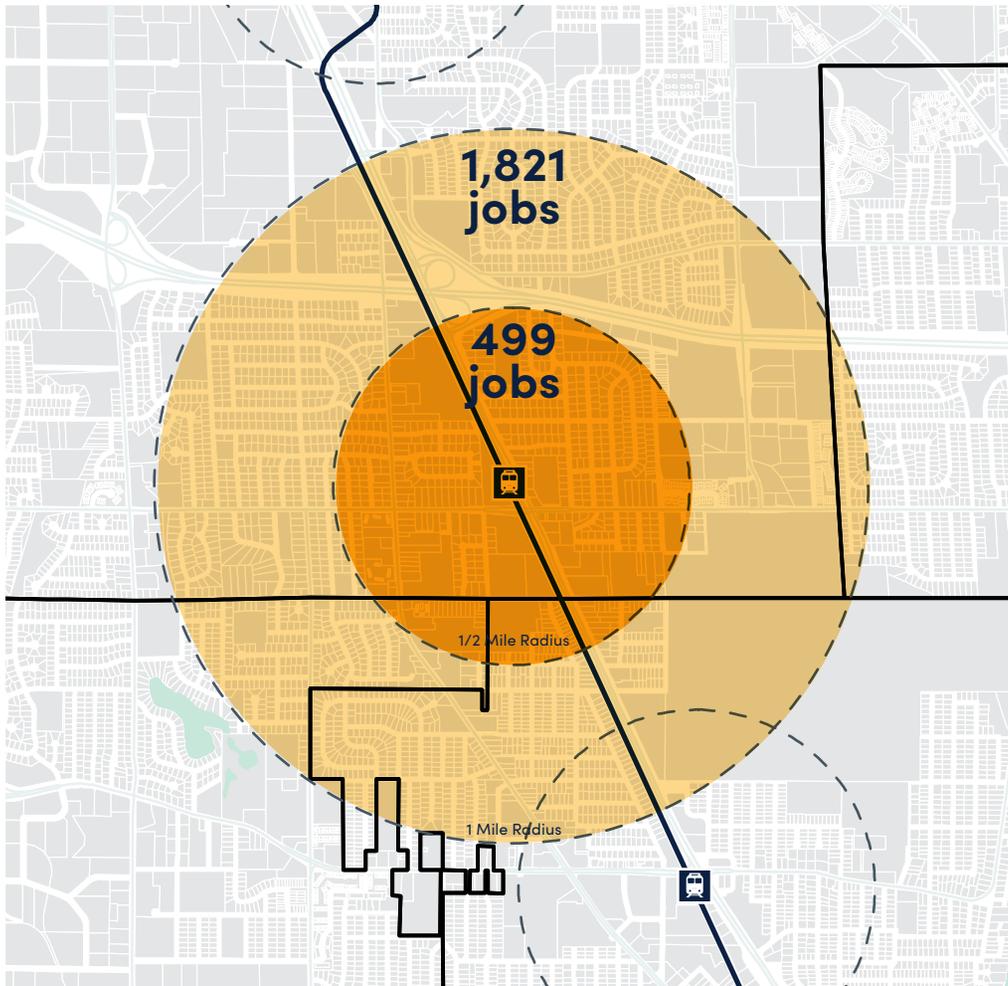
#### Housing Types



Source: US Census, ACS 2011-2015



# 63rd Avenue | Employment



Source: US Census, 2017 LEHD data set

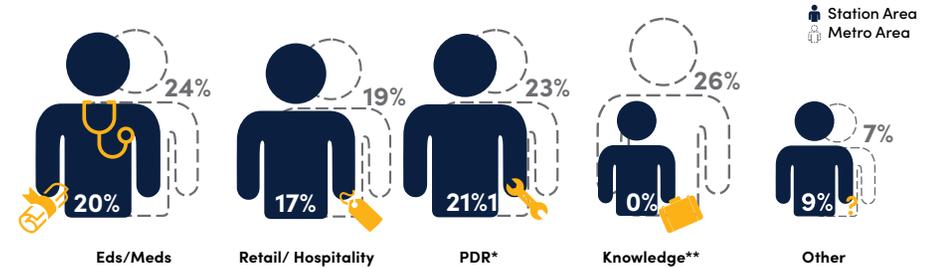
## Forecasted Employment Growth thru 2040: 1.1%



Image Courtesy of CoStar

### Employment Breakdown by Industry:

(Within 1-mile of station)



\* Production, Distribution, and Repair industry sectors

\*\* Finance, Insurance, Real Estate, Management, Information, and Professional Services industry sectors

Source: US Census, 2017 LEHD data set



# 63rd Avenue | Amenities



## Parks, Trails, & Open Space Amenities

Parks And Open Space

Existing Regional Trails

Existing Trails

Planned Trails

Shopping, Dining & Entertainment Amenities

Schools

1. Fair Oaks Elementary

2. Minnesota International University

Proposed Blue Line LRT Alignment

Proposed Blue Line LRT station



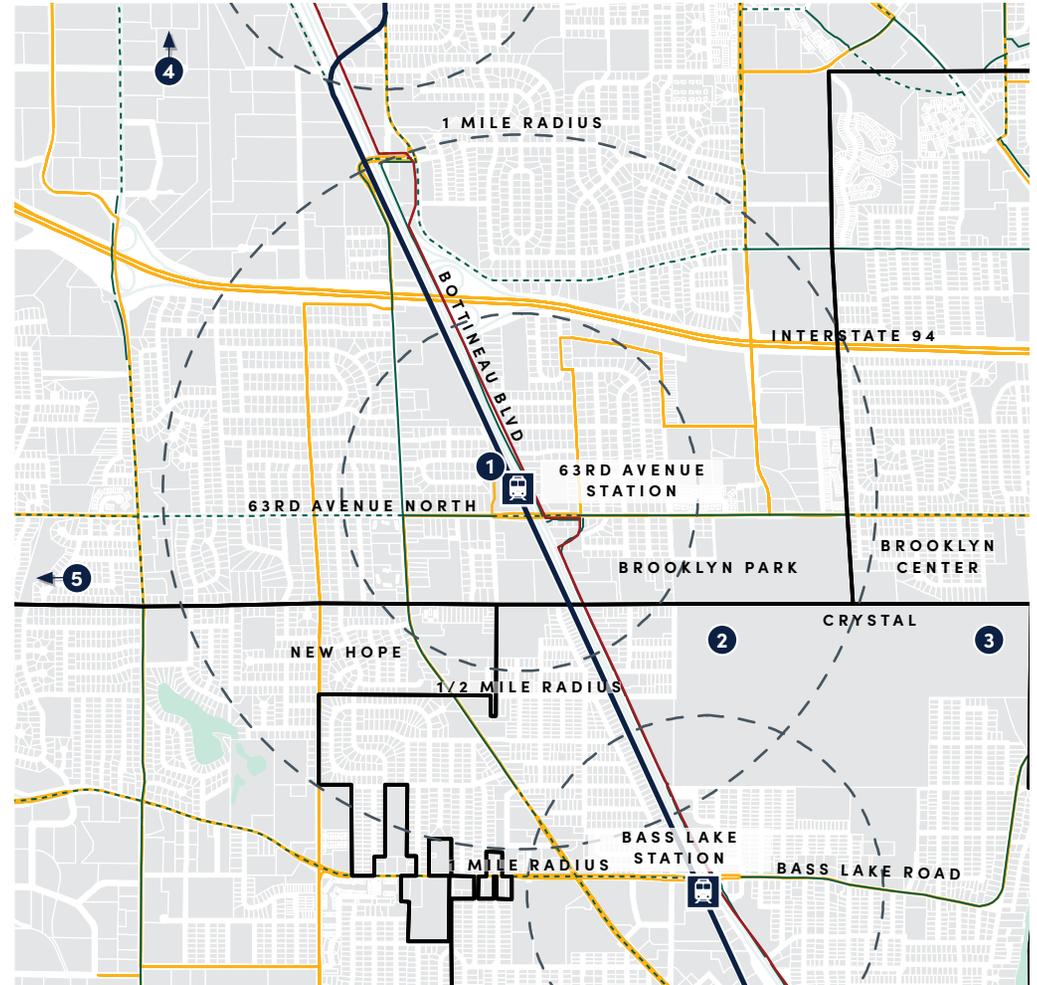
# 63rd Avenue | Connectivity



## Transportation Options & Distance to Prominent Destinations From the Light Rail Station

- 1 **63rd ave Park and Ride:** 0.1 miles
- 2 **Crystal Airport:** 0.8 miles
- 3 **Crystal Mac Wildlife Area:** 1.5 miles
- 4 **Hennepin Technical College:** 2.3 miles
- 5 **Eagle Lake Regional Park:** 1.2 miles

- Existing Bikeway
- Planned Bikeway
- Bus Transit Route
- Regional Trail
- Proposed Blue Line LRT Alignment
- Proposed Blue Line LRT Station





# 63rd Avenue | Resources

## Typical Development Review Process:

01. Attend a pre-application meeting
02. Attend a neighborhood meeting (recommended but optional)
03. Submit application
04. Application review
05. Public notice and public hearing
06. City Council review
07. City attorney's review

## For more information, visit:

<https://www.brooklynpark.org/development-plans/>

## Staff Contact:

Jennifer Jordan, LRT Senior Project Manager

[jennifer.jordan@brooklynpark.org](mailto:jennifer.jordan@brooklynpark.org)

City Website: [www.brooklynpark.org/developers-and-builders/](http://www.brooklynpark.org/developers-and-builders/)

## Tools:

- Financial Resources: [www.brooklynpark.org/financing](http://www.brooklynpark.org/financing)
- Small Business Micro Loan
- Real Estate/Equipment Loan
- Loan Guarantee Program
- Minnesota Investment Fund
- Job Creation Fund
- LRT Planning: [www.brooklynpark.org/light-rail-transit/](http://www.brooklynpark.org/light-rail-transit/)





# Brooklyn Boulevard

## Station Area

**Brooklyn Boulevard Station** is a community-scale shopping district with a mixture of large, national retailers and smaller, locally-owned businesses

The Brooklyn Boulevard station area is dominated by a community-scale retail district anchored by several national retailers and complemented with numerous small retailers. In recent years, this commercial district has experienced a fair amount of reinvestment. Nevertheless, the auto-oriented design of many retail centers suggests that there is long-term opportunity to fill-in parking areas with mixed-use developments.

One of the unique attributes of this location is that it is near the center of one of the most culturally diverse populations in the Twin Cities metro area. In the Brooklyn Boulevard station area, 70% of the population are people of color. This is reflected in the variety of businesses in the shopping district. Many of these businesses, more importantly, are not only serving the local household base but also attracting customers from throughout the region, which is starting to make the shopping district function as a destination.

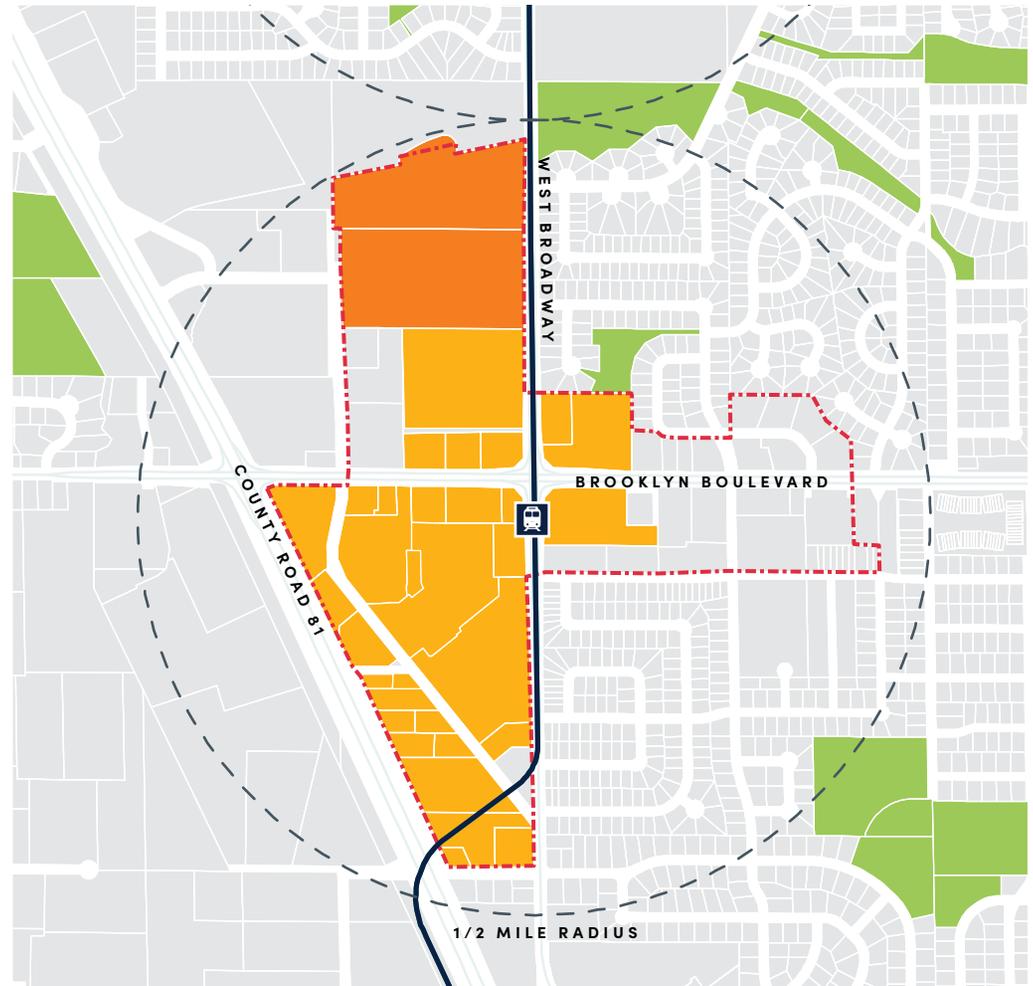




## Potential Sites:

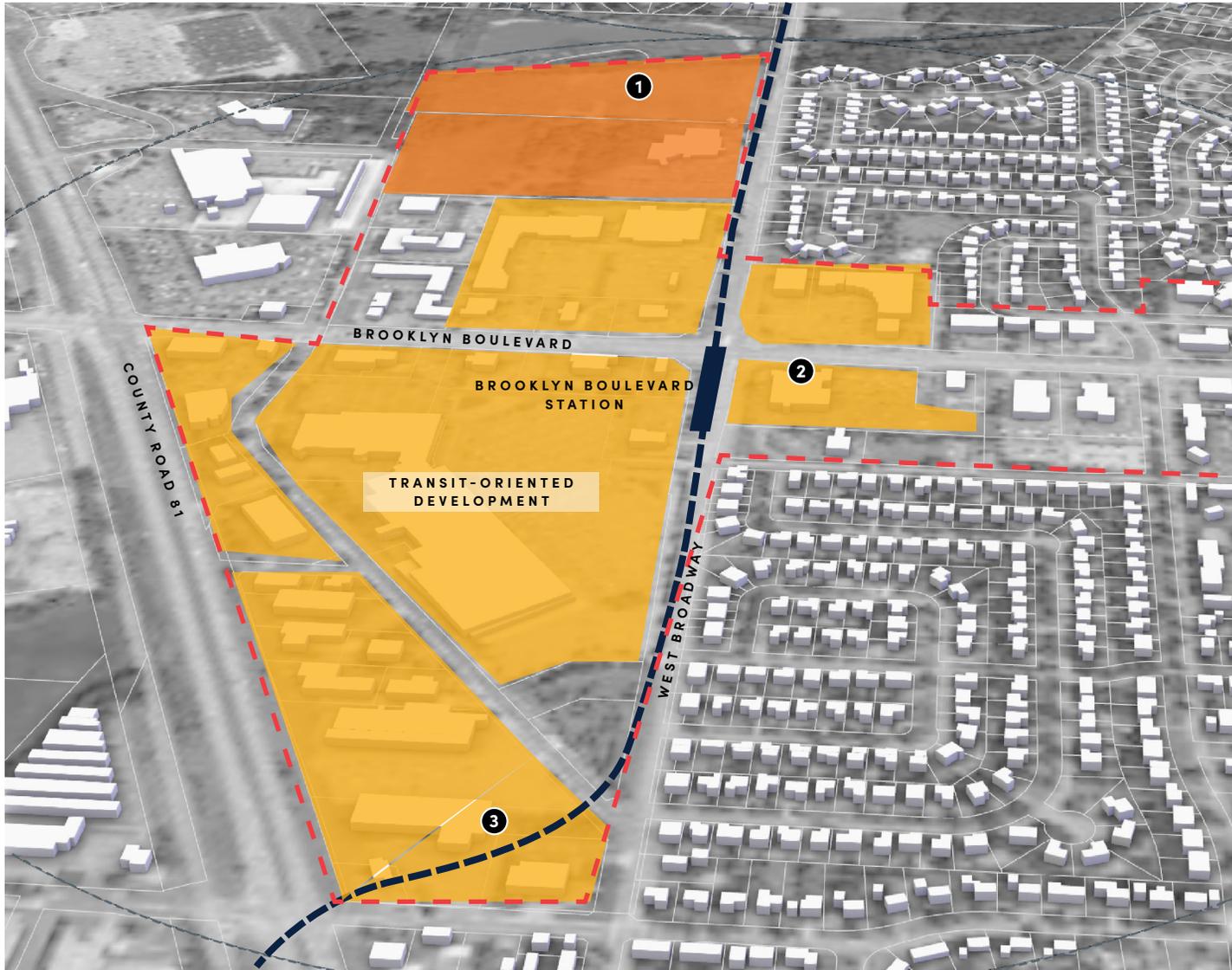
- Tier 1: Vacant Publicly Owned Parcels
- Tier 2: Vacant or Underutilized Privately Owned Parcels
- Tier 3: Long-Term Future Redevelopment Areas  
(Assemble Single Parcels into Larger Development Sites)
- Transit-Oriented Development Districts
- Green space
- LRT alignment
- LRT station
- City border

\*Click [here](#) for further details on the station area plan



Vacant sites in the northern portion of the station area present opportunities for near-term development. Longer-term potential, however, exists throughout the station area because of the amount of surface parking that could be filled-in with strategically located development or redevelopment.

# Brooklyn Boulevard | Opportunities

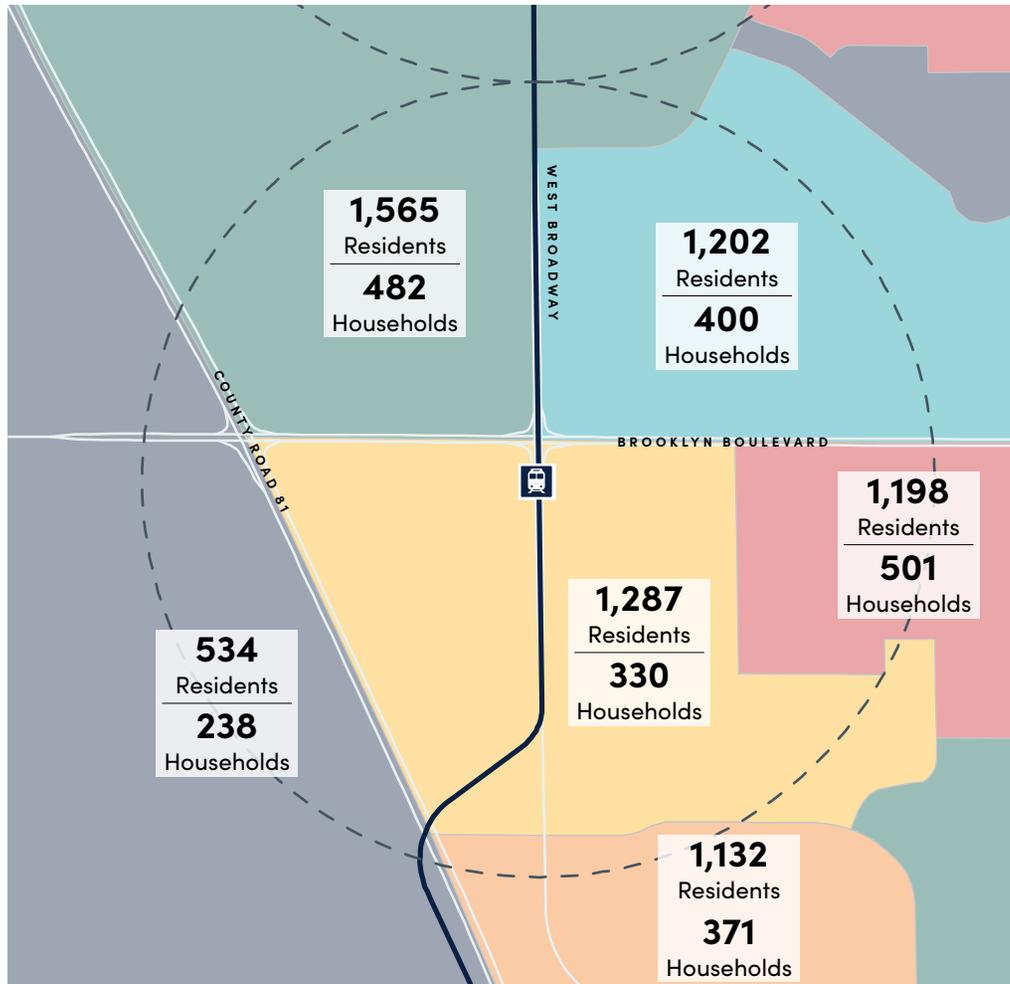


## Opportunity Sites

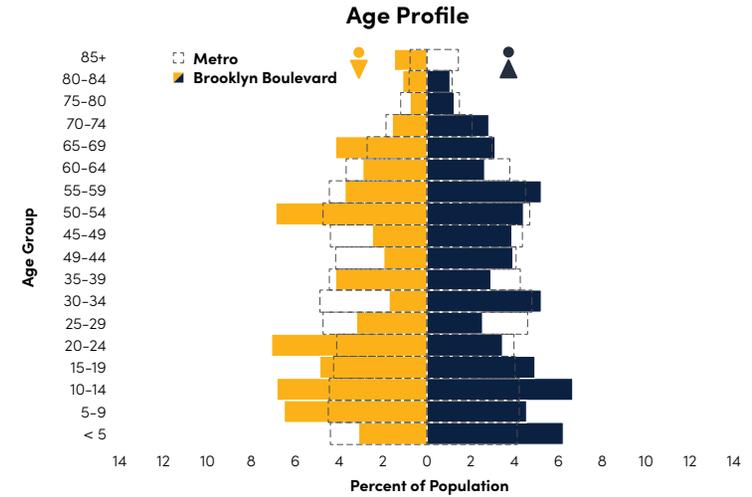
- 1** **Ownership:** Candlelight LLC  
**Current Use:** Vacant  
**Guided Use:** Transit-Oriented Development
- 2** **Ownership:** Varied  
**Current Use:** Commercial and Industrial  
**Guided Use:** Transit-Oriented Development
- 3** **Ownership:** Varied  
**Current Use:** Office / Medium-Density Residential  
**Guided Use:** Transit-Oriented Development



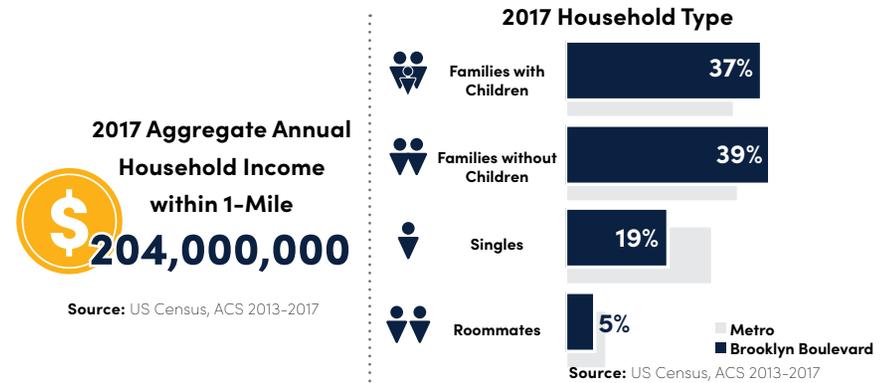
# Brooklyn Boulevard | Residents



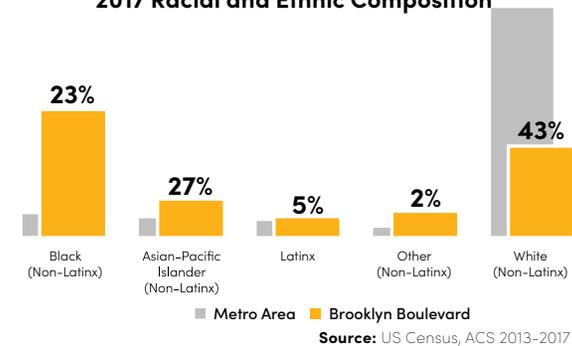
	1/2 Mile	1-Mile	3-Mile
2019 Population Estimate:	1,994 Residents	8,895 Residents	90,356 Residents
5 Year Projected Growth Rate:	N/A	7.7%	5.6%



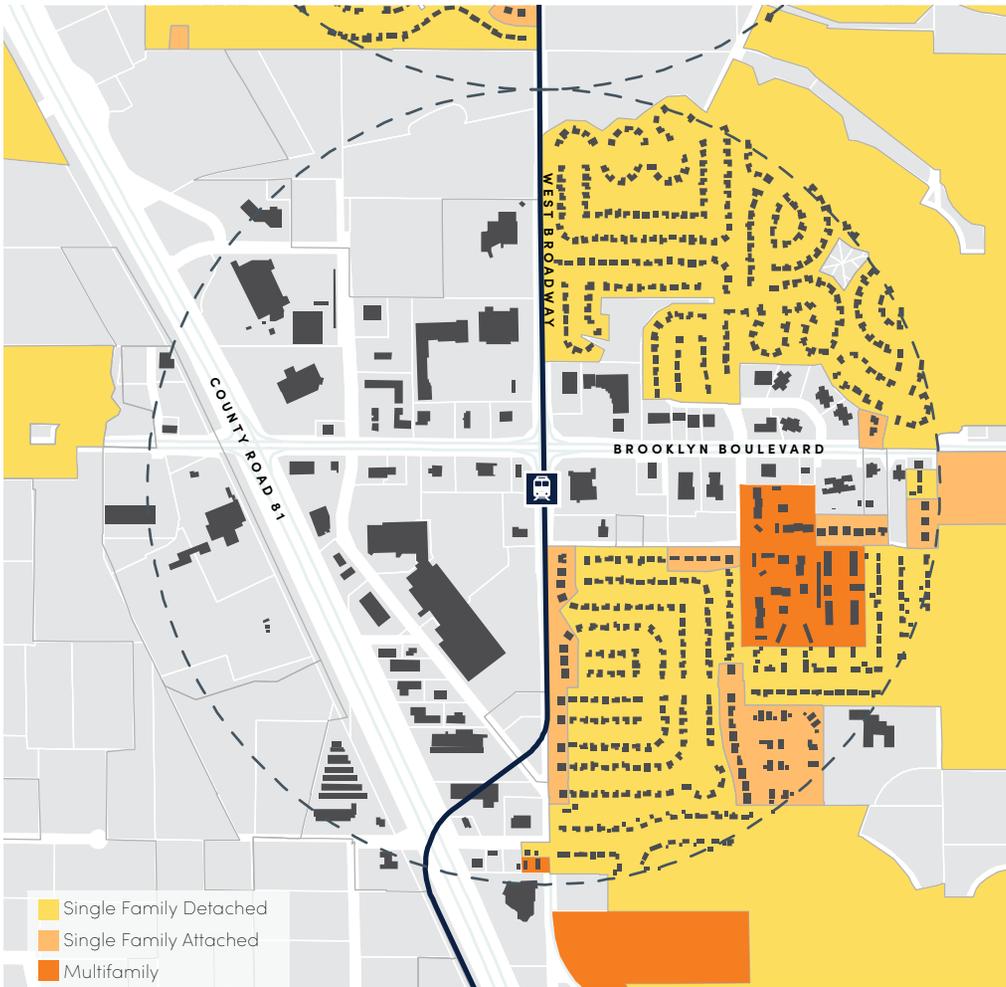
Source: US Census, ACS 2013-2017



## 2017 Racial and Ethnic Composition



# Brooklyn Boulevard | Housing



**728**

## Existing Housing Units

within 1/2 mile radius

### 2018 Housing Gap Analysis:

**Demand = 300-600 new units through 2040**

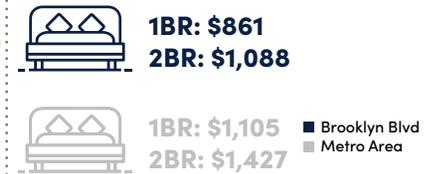
- Senior housing
- Affordable rental housing with a mix of market-rate and income-restricted units
- New owner-occupied townhomes

### 2018 Median Home Sales Price



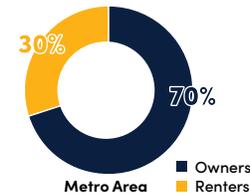
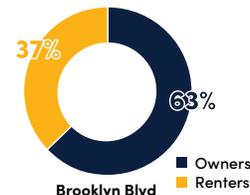
Source: Minneapolis Area Association of Renters

### 2018 Median Market Rate Rent



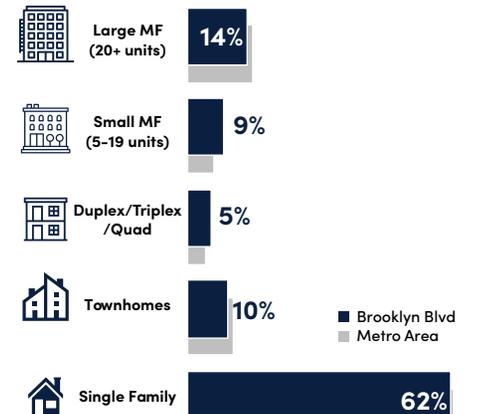
Source: CoStar

### Housing Tenure



Source: US Census, ACS 2011-2015

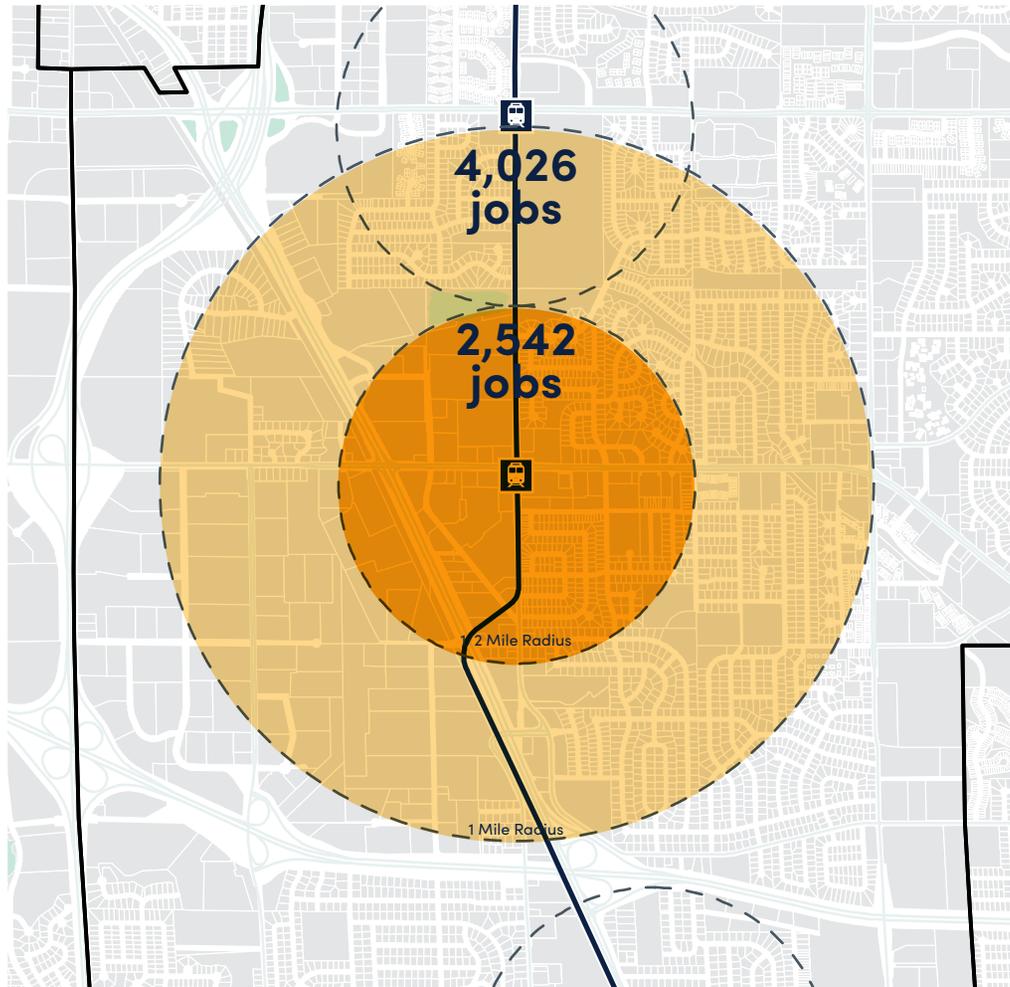
### Housing Types



Source: US Census, ACS 2011-2015



# Brooklyn Boulevard | Employment



Source: US Census, 2017 LEHD data set

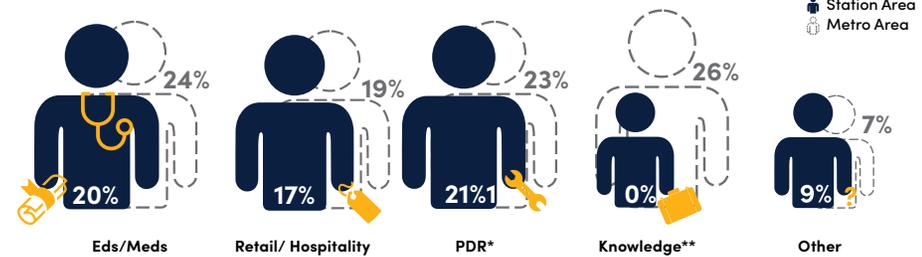
## Forecasted Employment Growth thru 2040: 7.2%



Image courtesy of CoStar

### Employment Breakdown by Industry:

(Within 1-mile of station)



\* Production, Distribution, and Repair industry sectors

\*\* Finance, Insurance, Real Estate, Management, Information, and Professional Services industry sectors

Source: US Census, 2017 LEHD data set



# Brooklyn Boulevard | Amenities



## Parks, Trails, & Open Space Amenities

 Parks And Open Space

 Existing Trails

 Planned Trails

## Shopping, Dining & Entertainment Amenities

1. Parksquare Shopping Center
2. Starlite Center
3. Northwind Plaza

## Schools

1. Park Brook Elementary

## Proposed Blue Line LRT Alignment

 Proposed Blue Line LRT station



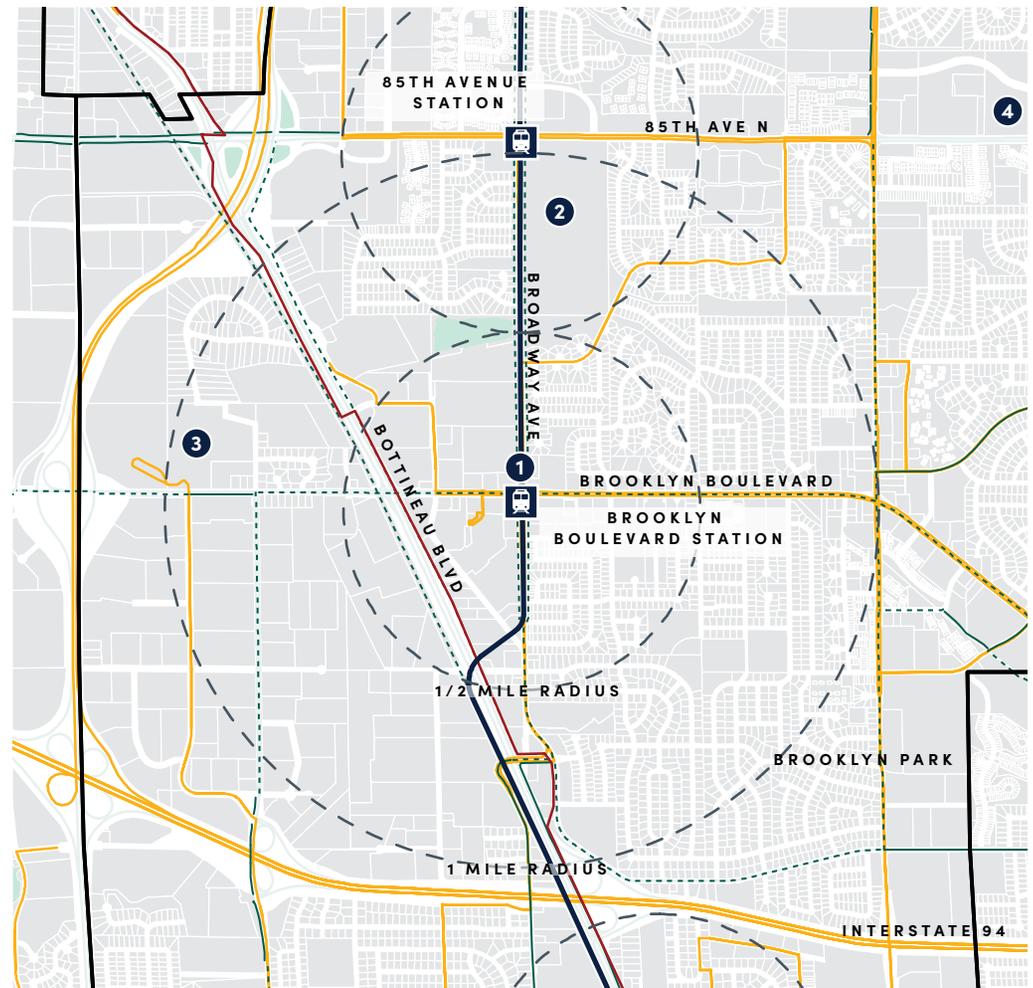
# Brooklyn Boulevard | Connectivity



## Transportation Options & Distance to Prominent Destinations From the Light Rail Station

- 1 Brooklyn Boulevard and West Broadway Shopping District: 0.2 miles
- 2 North Hennepin Community College: 0.9 miles
- 3 Hennepin Technical College: 1.1 miles
- 4 Brooklyn Park City Hall: 1.8 miles

- Existing Bikeway
- Planned Bikeway
- Bus Transit Route
- Regional Trail
- Proposed Blue Line LRT Alignment
- Proposed Blue Line LRT Station





# Brooklyn Boulevard | Resources

## Typical Development Review Process:

01. Attend a pre-application meeting
02. Attend a neighborhood meeting (recommended but optional)
03. Submit application
04. Application review
05. Public notice and public hearing
06. City Council review
07. City attorney's review

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<https://www.brooklynpark.org/development-plans/>

## Staff Contact:

**Jennifer Jordan**, LRT Senior Project Manager

[jennifer.jordan@brooklynpark.org](mailto:jennifer.jordan@brooklynpark.org)

**City Website:** [www.brooklynpark.org/developers-and-builders/](http://www.brooklynpark.org/developers-and-builders/)

## Tools:

- Financial Resources: [www.brooklynpark.org/financing](http://www.brooklynpark.org/financing)
- Small Business Micro Loan
- Real Estate/Equipment Loan
- Loan Guarantee Program
- Minnesota Investment Fund
- Job Creation Fund
- LRT Planning: [www.brooklynpark.org/light-rail-transit/](http://www.brooklynpark.org/light-rail-transit/)



# 85th Avenue Station Area

**85th Avenue Station** is a cultural and educational district anchored by North Hennepin Community College and a branch of the Hennepin County Library

At the core of the 85th Avenue station area is a robust mixture of institutional uses including North Hennepin Community College, the Brooklyn Park Library, and a planned center for innovation and the arts. This civic and educational district, however, is also surrounded by established residential neighborhoods and a thriving employment center.

The activity generators in the station area indicate a strong market base for new residential and commercial development. For example, North Hennepin Community College has an enrollment of nearly 10,000 students. Due to the lack of existing commercial and residential choices targeted to students, this means there is a significant amount of pent-up demand for these uses should sites become available.





## Potential Sites:

- Tier 1: Vacant Publicly Owned Parcels
- Tier 2: Vacant or Underutilized Privately Owned Parcels
- Tier 3: Long-Term Future Redevelopment Areas  
(Assemble Single Parcels into Larger Development Sites)
- Transit-Oriented Development Districts
- NHCC Master Facilities Plan (<https://www.nhcc.edu/>)
- Green space
- LRT alignment
- LRT station
- City border

\*Click [here](#) for further details on the station area plan



Strong near-term opportunity located adjacent to North Hennepin Community College.





## Opportunity Sites

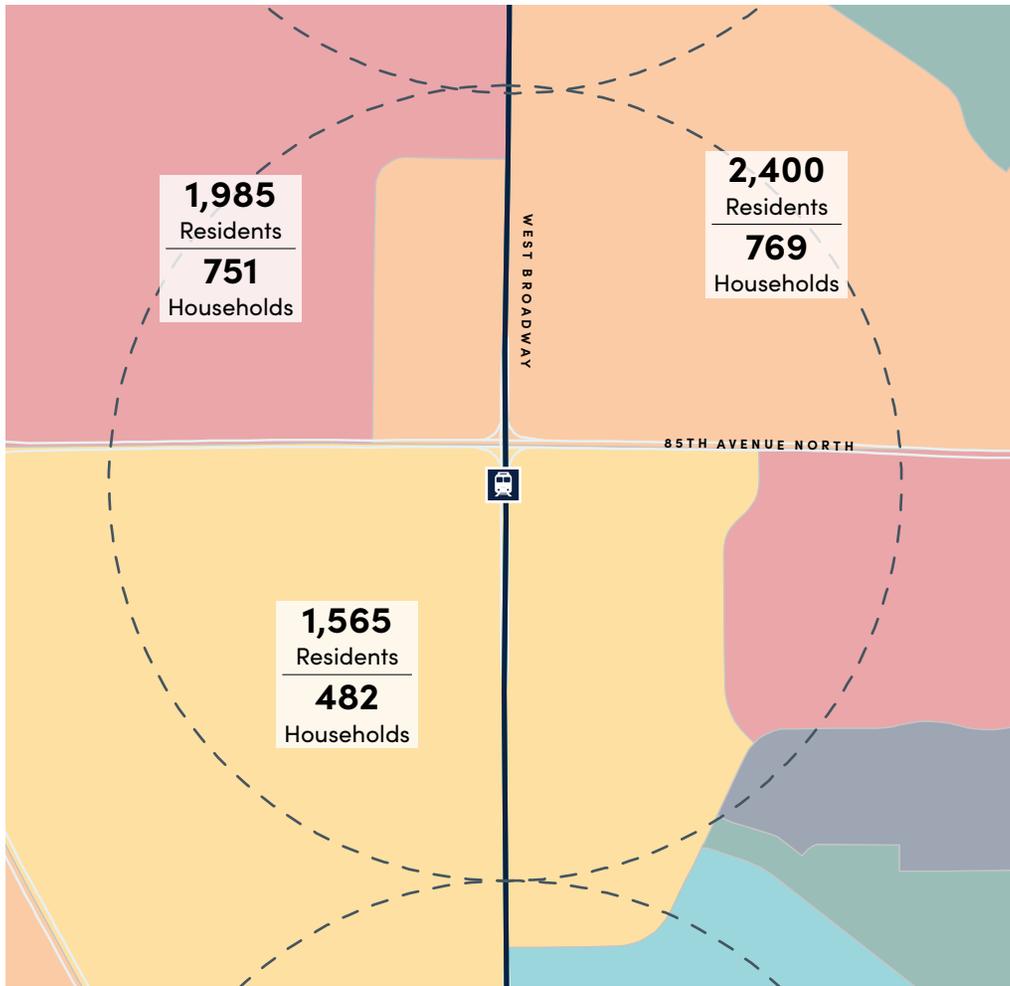
- 1** **Ownership:** Century Life of America  
**Current Use:** Commercial  
**Proposed:** Transit-Oriented Development
- 2** **Ownership:** NHCC  
**Current Use:** Undeveloped  
**Proposed:** Transit-Oriented Development Targeted at Supporting NHCC Students, Faculty, Staff, etc.

## Pending/Recent Investment

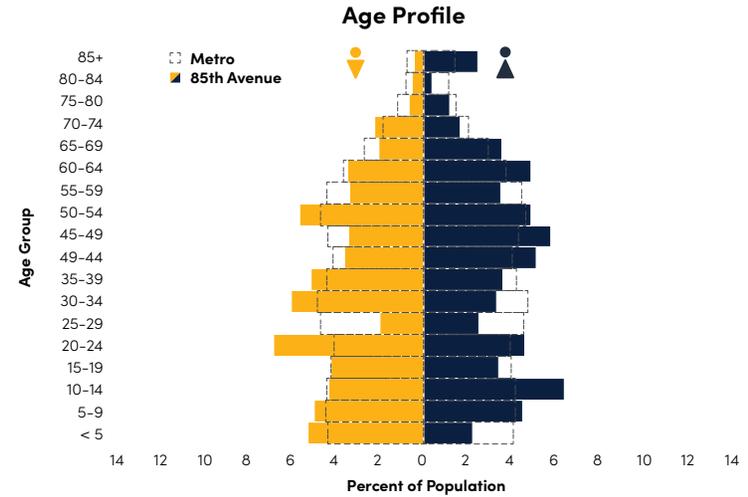
- 3** Brooklyn Park Library
- 4** Center for Innovation & The Arts (CITA) Facility



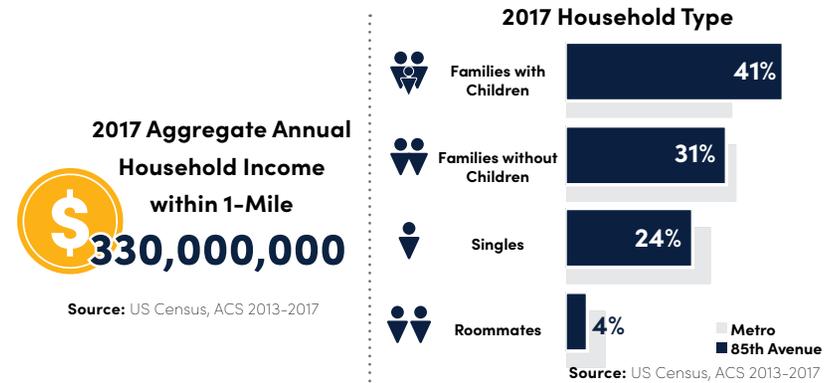
# 85th Avenue | Residents



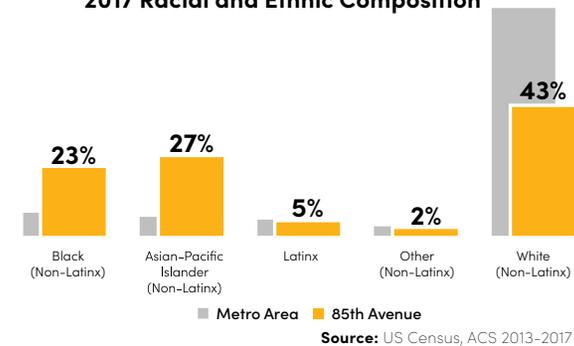
	1/2 Mile	1-Mile	3-Mile
2019 Population Estimate:	3,368 Residents	10,161 Residents	85,652 Residents
5 Year Projected Growth Rate:	N/A	5.0%	5.5%



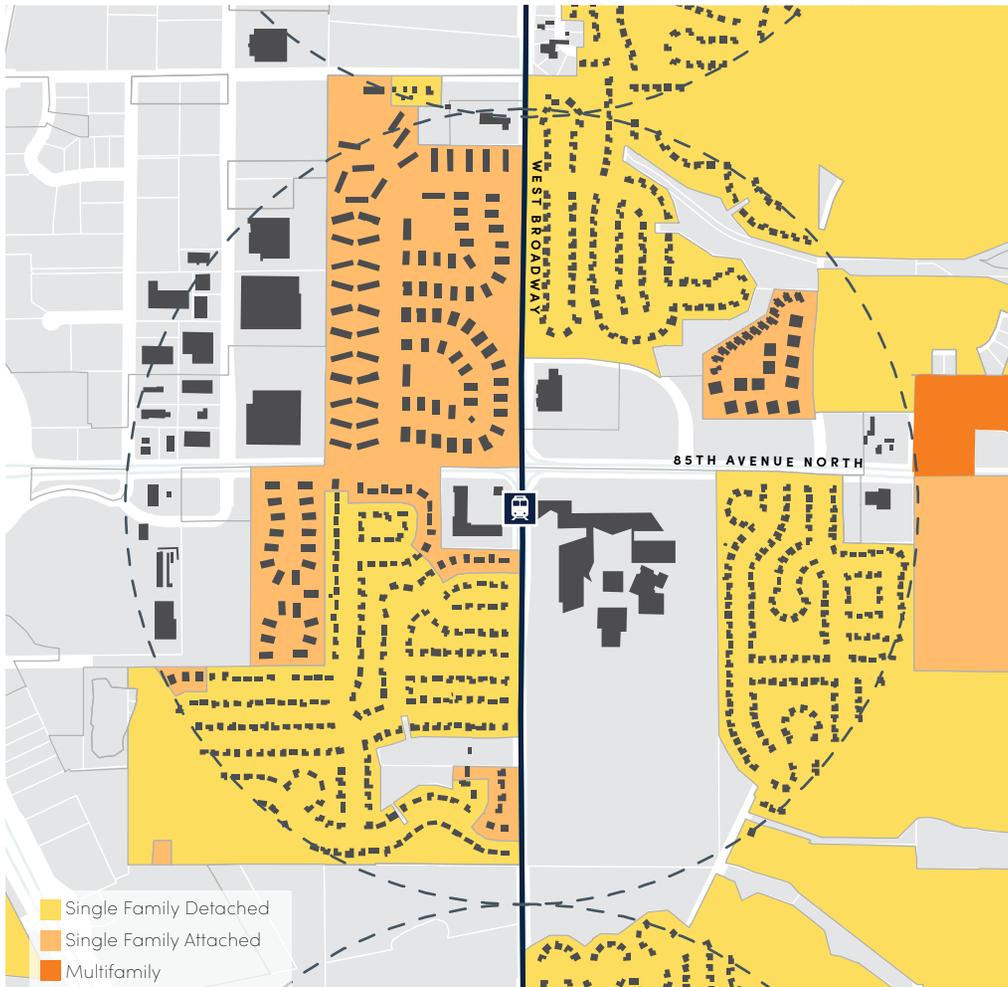
Source: US Census, ACS 2013-2017



## 2017 Racial and Ethnic Composition



# 85th Avenue | Housing



**1,263**  
Existing Housing Units  
within 1/2 mile radius

## 2018 Housing Gap Analysis:

**Demand = 300-600 new units through 2040**

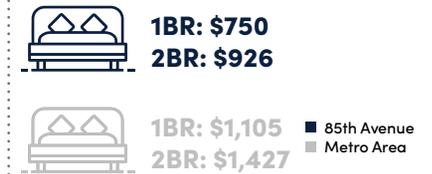
- Senior housing
- Affordable rental housing with a mix of market-rate and income-restricted units
- New owner-occupied townhomes

## 2018 Median Home Sales Price



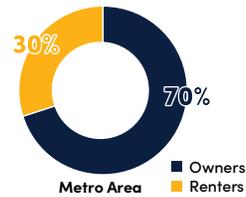
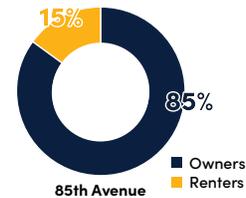
Source: Minneapolis Area Association of Renters

## 2018 Median Market Rate Rent



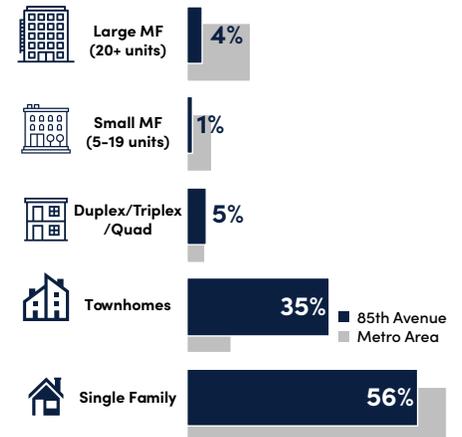
Source: CoStar

## Housing Tenure



Source: US Census, ACS 2011-2015

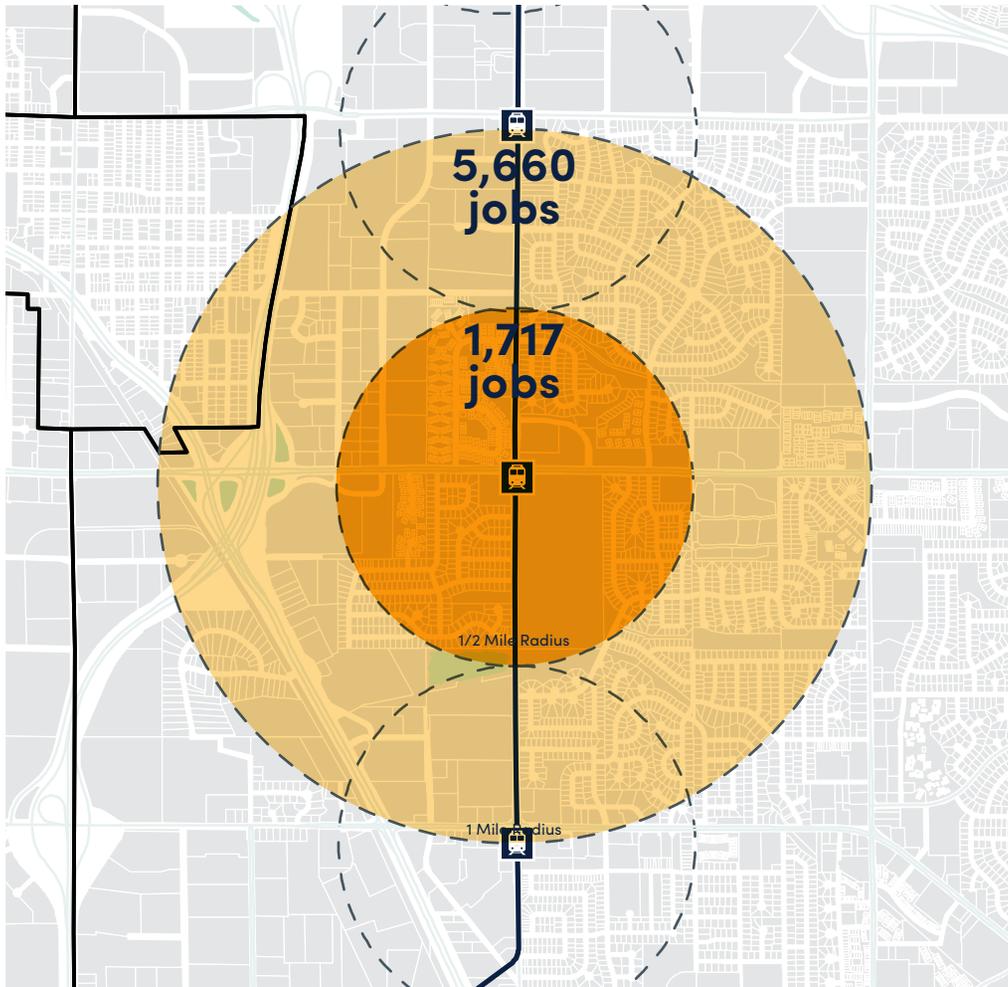
## Housing Types



Source: US Census, ACS 2011-2015



# 85th Avenue | Employment



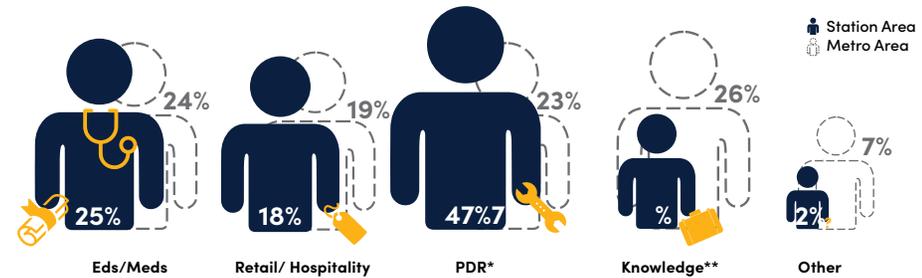
Source: US Census, 2017 LEHD data set

## Forecasted Employment Growth thru 2040: 2.4%



### Employment Breakdown by Industry:

(Within 1-mile of station)



\* Production, Distribution, and Repair industry sectors

\*\* Finance, Insurance, Real Estate, Management, Information, and Professional Services industry sectors

Source: US Census, 2017 LEHD data set



# 85th Avenue | Amenities



## Parks, Trails, & Open Space Amenities

Parks And Open Space

Existing Trails

Planned Trails

## Shopping, Dining & Entertainment Amenities

### Schools

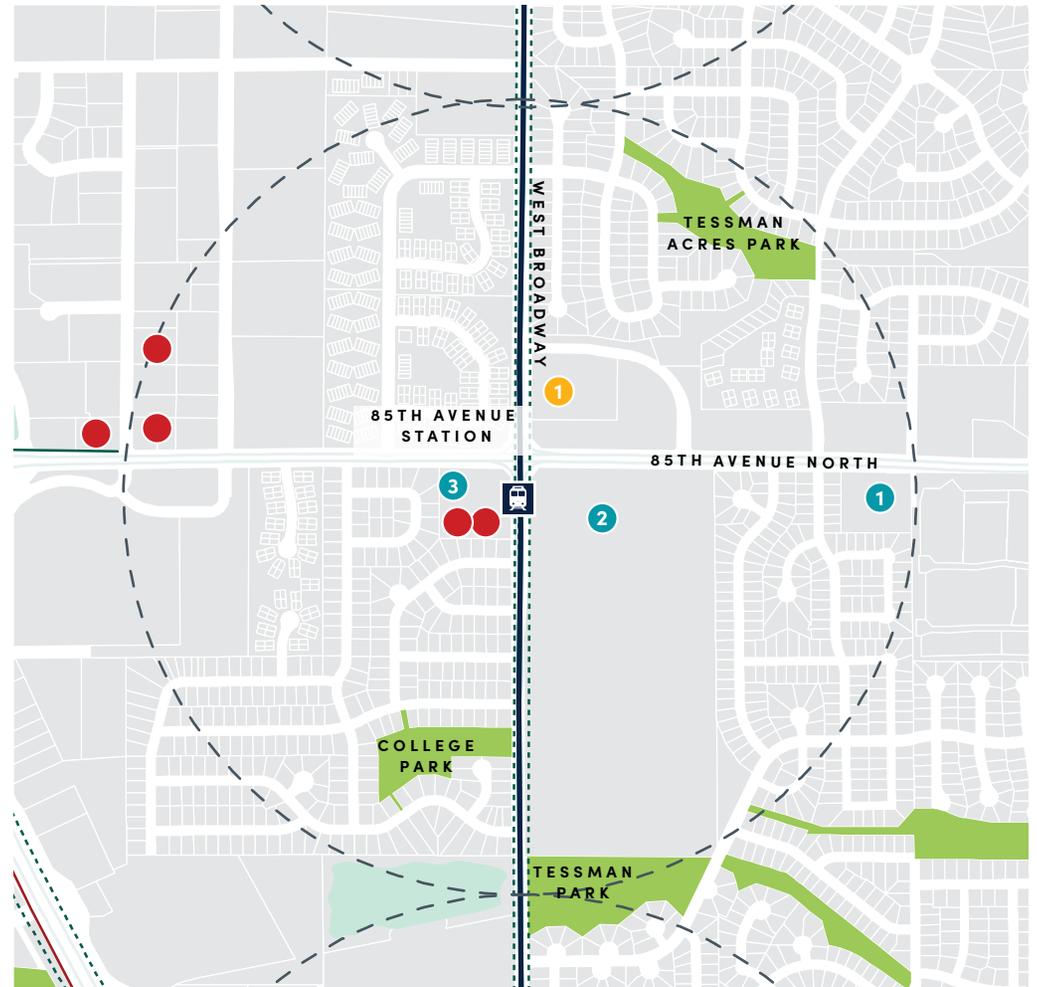
1. Nasha Shkola K-8 Russian - American Charter School
2. North Hennepin Technical College
3. Step By Step Montessori School Of Brooklyn Park

### Community Centers/Libraries

1. Brooklyn Park Library

## Proposed Blue Line LRT Alignment

Proposed Blue Line LRT station

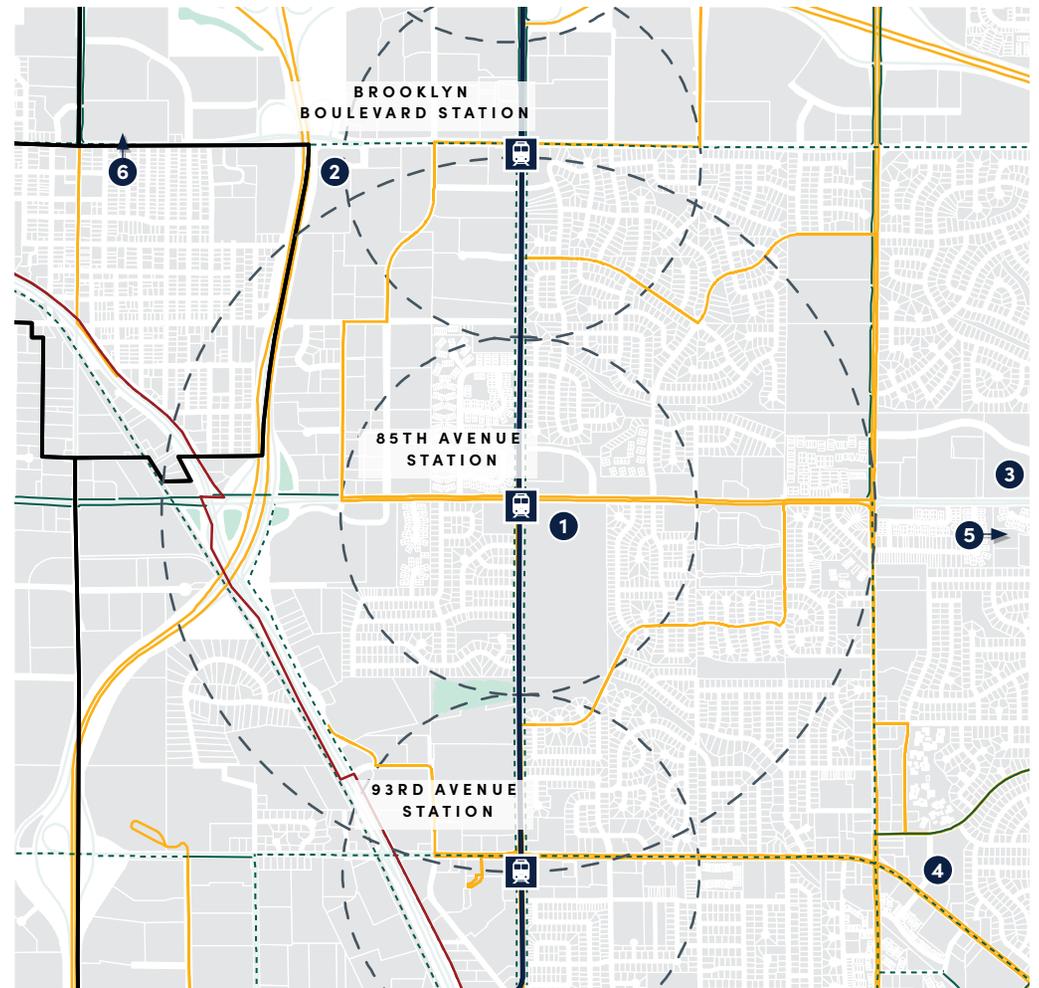


# 85th Avenue | Connectivity



## Transportation Options & Distance to Prominent Destinations From the Light Rail Station

- 1 North Hennepin Community College: 0.1 miles**
  - 2 Rasmussen College - Brooklyn Park/Maple Grove: 1.15 miles**
  - 3 Brooklyn Park City Hall: 1.43 miles**
  - 4 Downtown Brooklyn Park: 1.5 miles**
  - 5 Central Park: 1.6 miles**
  - 6 Elm Creek Park Reserve: 3.75miles**
- Existing Bikeway
  - Planned Bikeway
  - Bus Transit Route
  - Regional Trail
  - Proposed Blue Line LRT Alignment
  - Proposed Blue Line LRT Station





# 85th Avenue | Resources

## Typical Development Review Process:

01. Attend a pre-application meeting
02. Attend a neighborhood meeting (recommended but optional)
03. Submit application
04. Application review
05. Public notice and public hearing
06. City Council review
07. City attorney's review

## For more information, visit:

<https://www.brooklynpark.org/development-plans/>

## Staff Contact:

**Jennifer Jordan**, LRT Senior Project Manager

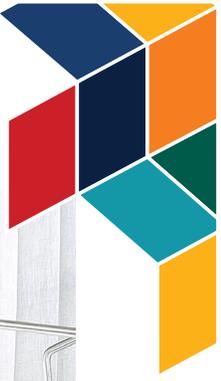
[jennifer.jordan@brooklynpark.org](mailto:jennifer.jordan@brooklynpark.org)

**City Website:** [www.brooklynpark.org/developers-and-builders/](http://www.brooklynpark.org/developers-and-builders/)

## Tools:

- Financial Resources: [www.brooklynpark.org/financing](http://www.brooklynpark.org/financing)
- Small Business Micro Loan
- Real Estate/Equipment Loan
- Loan Guarantee Program
- Minnesota Investment Fund
- Job Creation Fund
- LRT Planning: [www.brooklynpark.org/light-rail-transit/](http://www.brooklynpark.org/light-rail-transit/)





# 93rd Avenue Station Area

**93rd Avenue Station** is an employment district with opportunities to add amenities that support nearby businesses

The Highway 610 corridor extending east-west across Brooklyn Park has been a job growth dynamo. Between 2007 and 2017, the corridor went from roughly 6,000 jobs to over 13,500 jobs. A lot of this growth has had to do with the establishment of Target's north headquarters, which is located closer to the Oak Grove station, but still impacts the 93rd Street station area. However, substantial employment growth due to other business investment has occurred throughout the corridor, as well, with room to grow.





## Potential Sites:

- Tier 1: Vacant Publicly Owned Parcels
- Tier 2: Vacant or Underutilized Privately Owned Parcels
- Tier 3: Long-Term Future Redevelopment Areas  
(Assemble Single Parcels into Larger Development Sites)
- Transit-Oriented Development Districts
- Green Space
- Proposed Blue Line LRT Alignment
- 🚊 Proposed Blue Line LRT Station
- City Border

\*Click [here](#) for further details on the station area plan



A recent surge of new development in the station area has dwindled the supply of potential sites. Nevertheless, there are still a couple undeveloped sites in the station area that are near-term opportunities for development.



## Opportunity Sites

① Ownership: Varied

Current Use: Office

Guided Use: Business Park Development

## Pending/Recent Investments

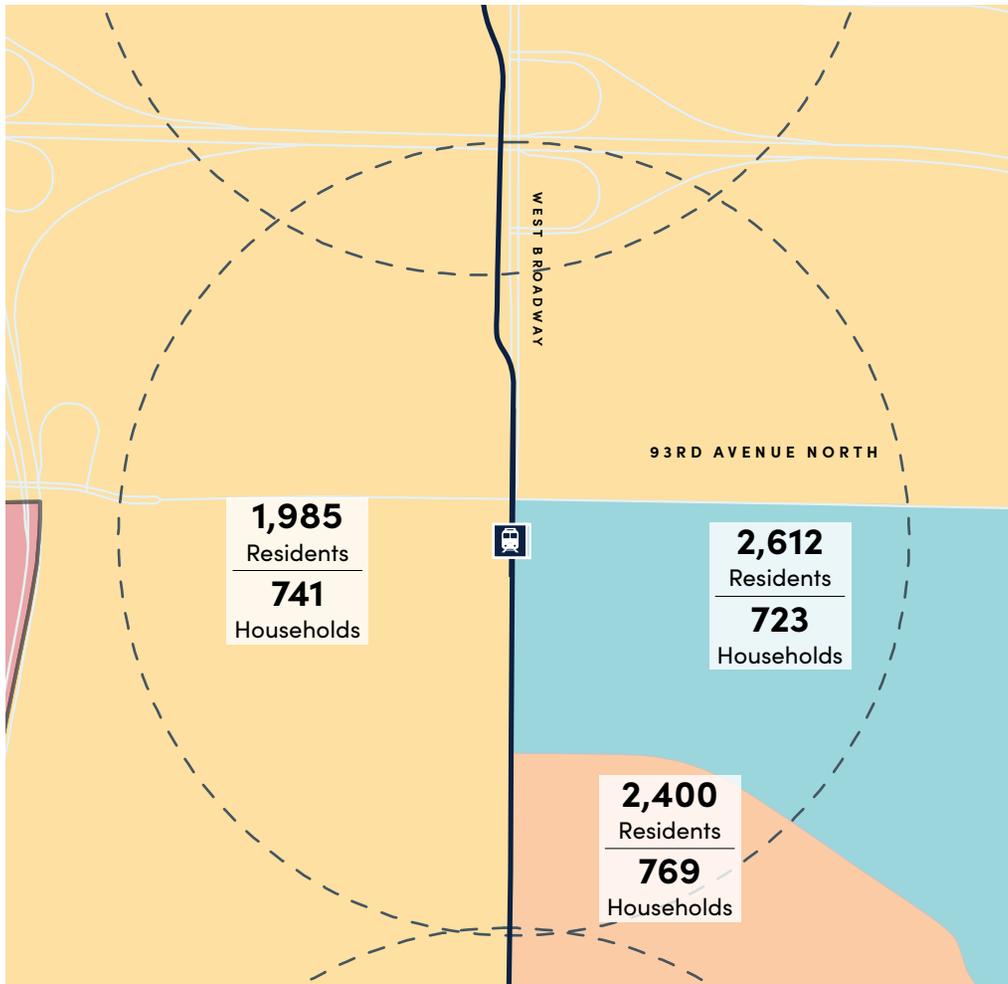
② Capstone Business Center (220,000 SF warehouse)

③ Hampton Inn and Home2 Suites (200 hotel rooms)

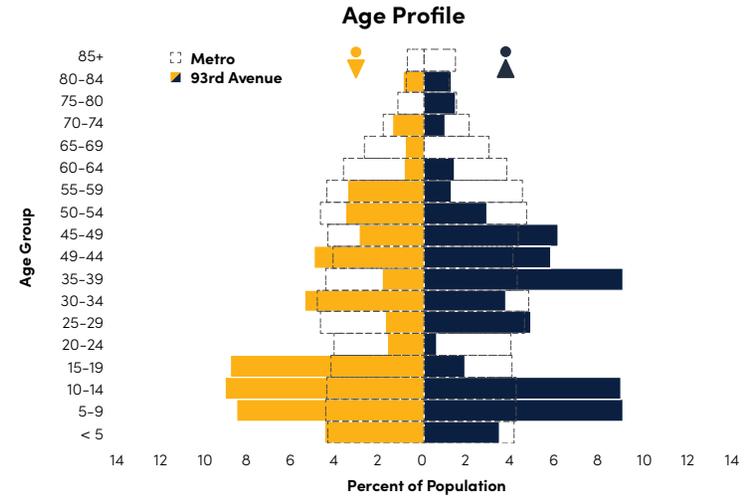
④ Commerce Center (400,000 SF warehouse)



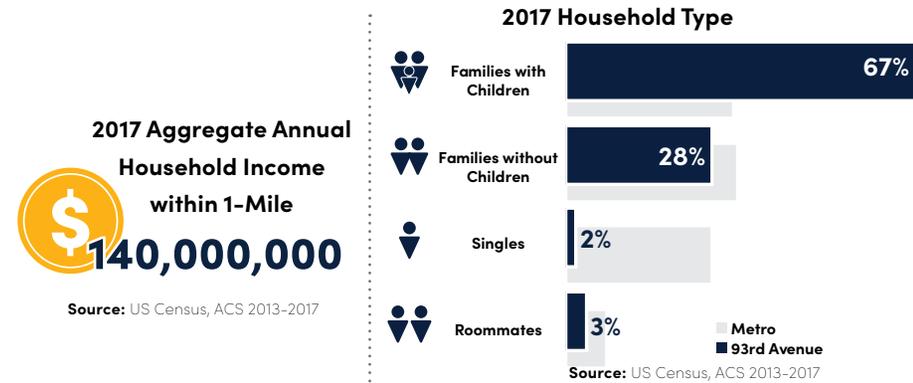
# 93rd Avenue | Residents



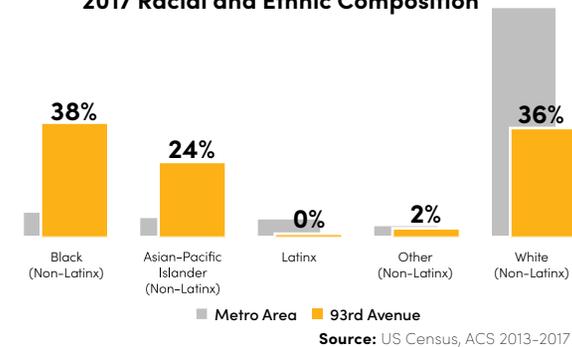
	1/2 Mile	1-Mile	3-Mile
2019 Population Estimate:	1,124 Residents	6,466 Residents	80,668 Residents
5 Year Projected Growth Rate:	N/A	5.0%	5.5%



Source: US Census, ACS 2013-2017



## 2017 Racial and Ethnic Composition





## 264

### Existing Housing Units

within 1/2 mile radius

#### 2018 Housing Gap Analysis:

#### Demand = 100-200 new units through 2040

- New rental apartments with rents aligned with wages of jobs in the station area
- Senior housing
- New owner-occupied townhomes with prices aligned with wages of jobs in the station area

#### 2018 Median Home Sales Price



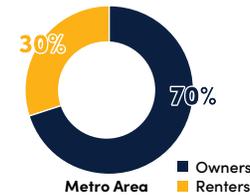
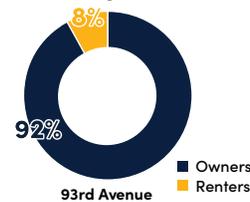
Source: Minneapolis Area Association of Renters

#### 2018 Median Market Rate Rent



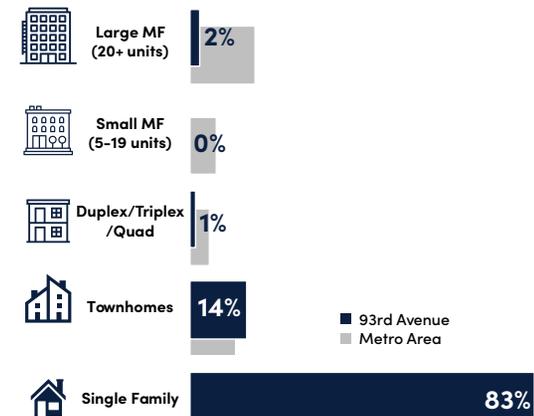
Source: CoStar

#### Housing Tenure



Source: US Census, ACS 2011-2015

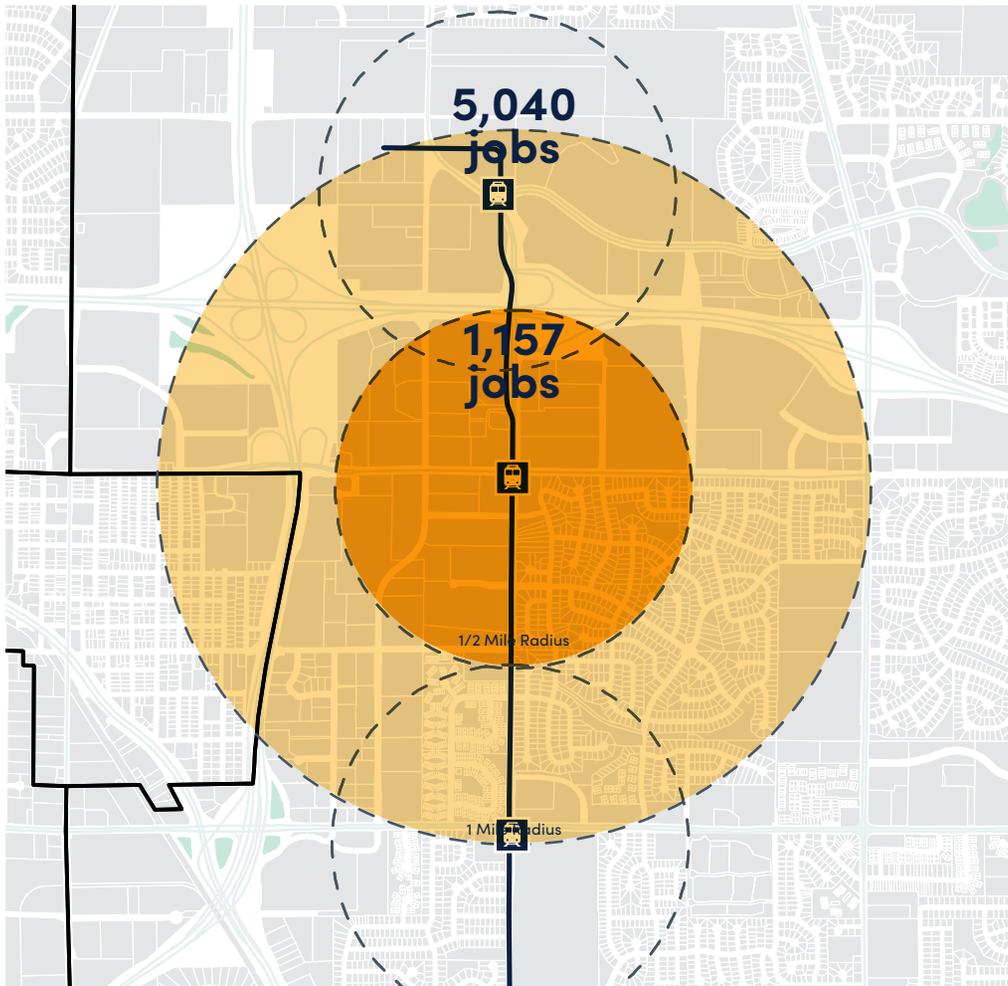
#### Housing Types



Source: US Census, ACS 2011-2015



# 93rd Avenue | Employment



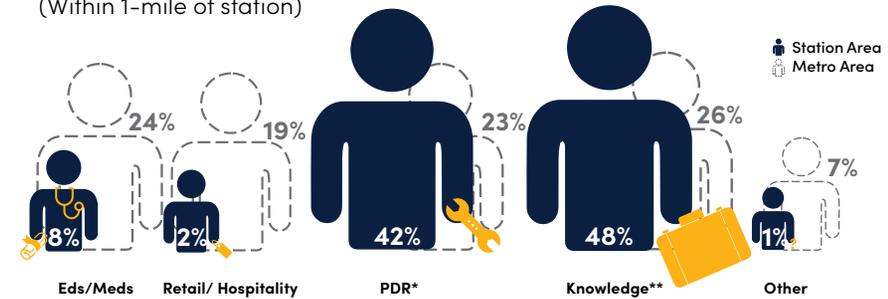
Source: US Census, 2017 LEHD data set

## Forecasted Employment Growth thru 2040: 18.4%



### Employment Breakdown by Industry:

(Within 1-mile of station)



\* Production, Distribution, and Repair industry sectors

\*\* Finance, Insurance, Real Estate, Management, Information, and Professional Services industry sectors

Source: US Census, 2017 LEHD data set

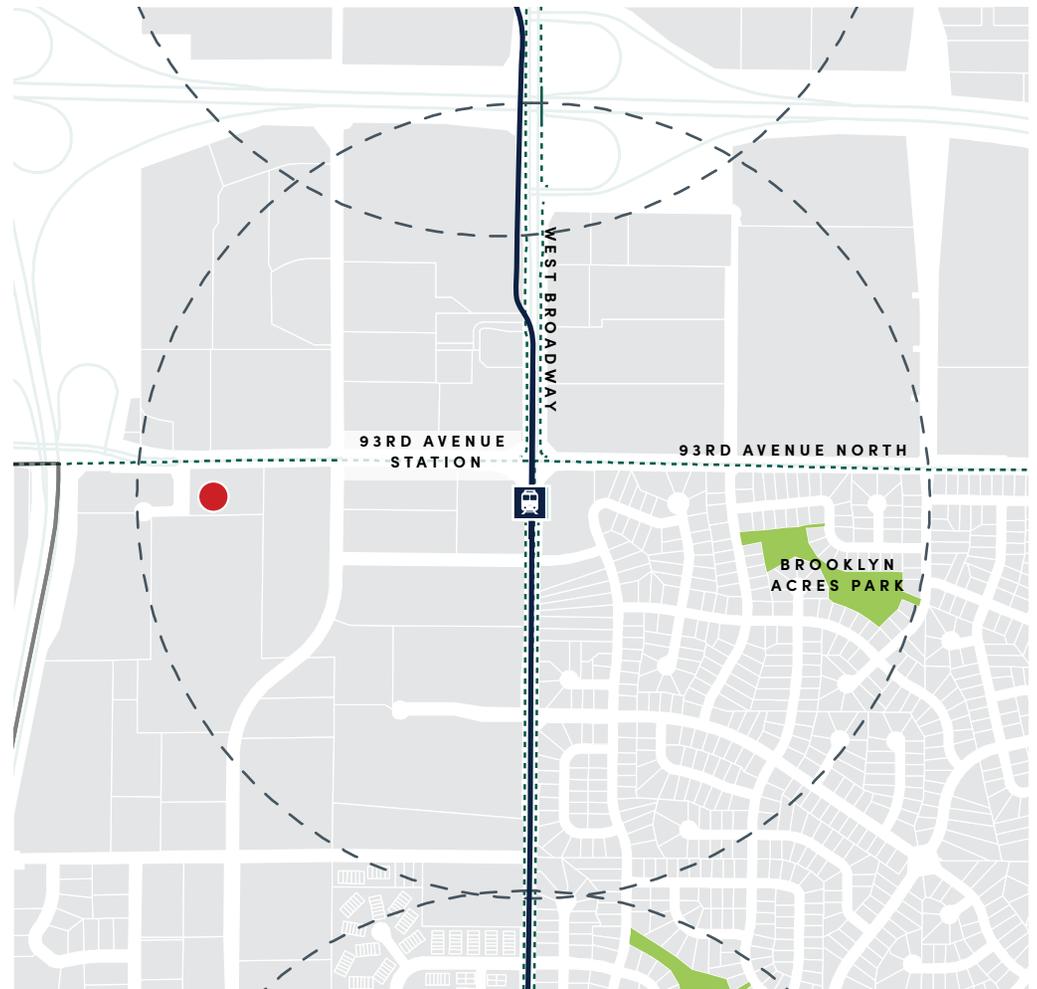


# 93rd Avenue | Amenities



## Parks, Trails, & Open Space Amenities

- Parks And Open Space
- Existing Trails
- - - Planned Trails
- Shopping, Dining & Entertainment Amenities
- Proposed Blue Line LRT Alignment
- Proposed Blue Line LRT station



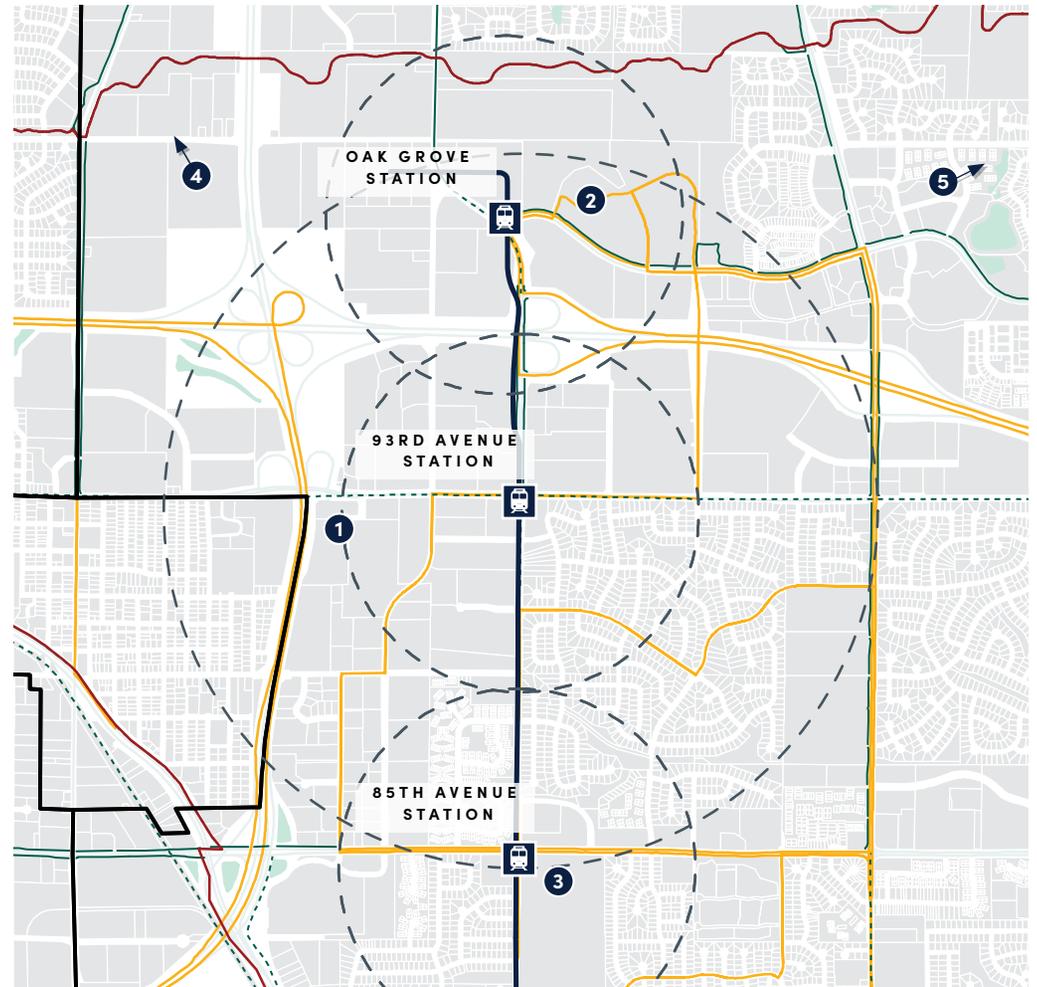
# 93rd Avenue | Connectivity



## Transportation Options & Distance to Prominent Destinations From the Light Rail Station

- ❶ **Rasmussen College:** 0.5 miles
- ❷ **Target Northern Campus:** 0.9 miles
- ❸ **Northern Hennepin Community College:** 1.1 miles
- ❹ **Elm Creek Reserve:** 3.1 miles
- ❺ **Coon Rapids Dam Regional Park:** 3.3 miles

- Existing Bikeway
- Planned Bikeway
- Bus Transit Route
- Regional Trail
- Proposed Blue Line LRT Alignment
- Proposed Blue Line LRT Station



# 93rd Avenue | Resources



## Typical Development Review Process:

01. Attend a pre-application meeting
02. Attend a neighborhood meeting (recommended but optional)
03. Submit application
04. Application review
05. Public notice and public hearing
06. City Council review
07. City attorney's review

## For more information, visit:

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## Staff Contact:

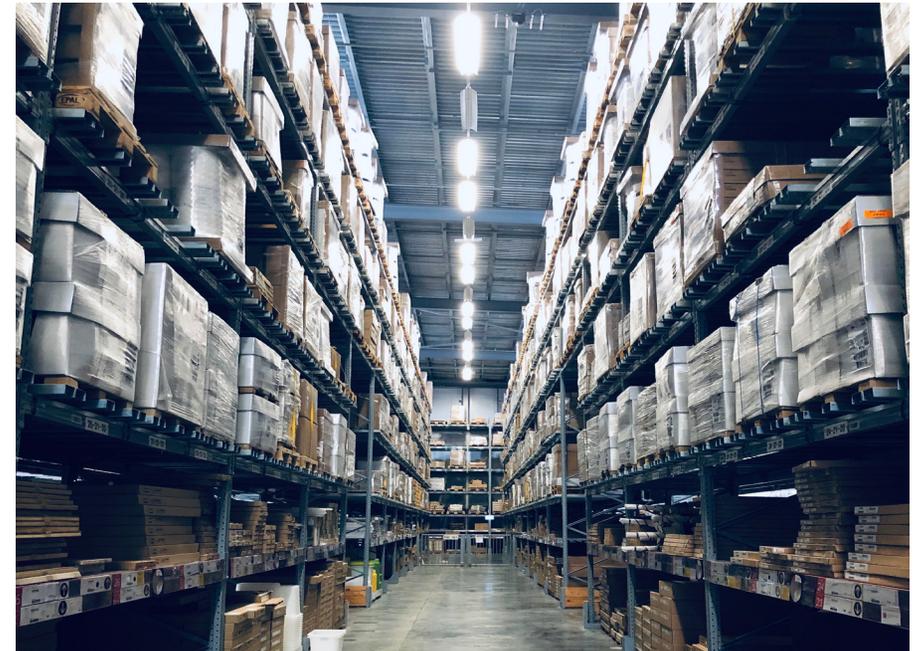
Jennifer Jordan, LRT Senior Project Manager

[jennifer.jordan@brooklynpark.org](mailto:jennifer.jordan@brooklynpark.org)

City Website: [www.brooklynpark.org/developers-and-builders/](http://www.brooklynpark.org/developers-and-builders/)

## Tools:

- Financial Resources: [www.brooklynpark.org/financing](http://www.brooklynpark.org/financing)
- Small Business Micro Loan
- Real Estate/Equipment Loan
- Loan Guarantee Program
- Minnesota Investment Fund
- Job Creation Fund
- LRT Planning: [www.brooklynpark.org/light-rail-transit/](http://www.brooklynpark.org/light-rail-transit/)



# Oak Grove Station Area

**Oak Grove Station** is anchored by a fortune 500 headquarters and has substantial tracts of vacant land and a significant opportunity to develop a new transit-oriented, mixed use village

The Oak Grove station area is currently anchored by Target's north headquarters. Surrounding the campus, however, are several hundred acres of vacant land. Therefore, this is the only station area along the Bottineau Corridor that presents a true "blank slate" for future opportunities.

Underscoring the potential impact of the LRT is the fact that the adjacent Highway 610 corridor has been a job growth dynamo in recent years. Between 2007 and 2017, the corridor went from roughly 6,000 jobs to over 13,500 jobs. A lot of this growth has had to do with the establishment of Target's north headquarters. However, substantial employment growth due to other business investment has occurred throughout the corridor, as well, with room to grow.

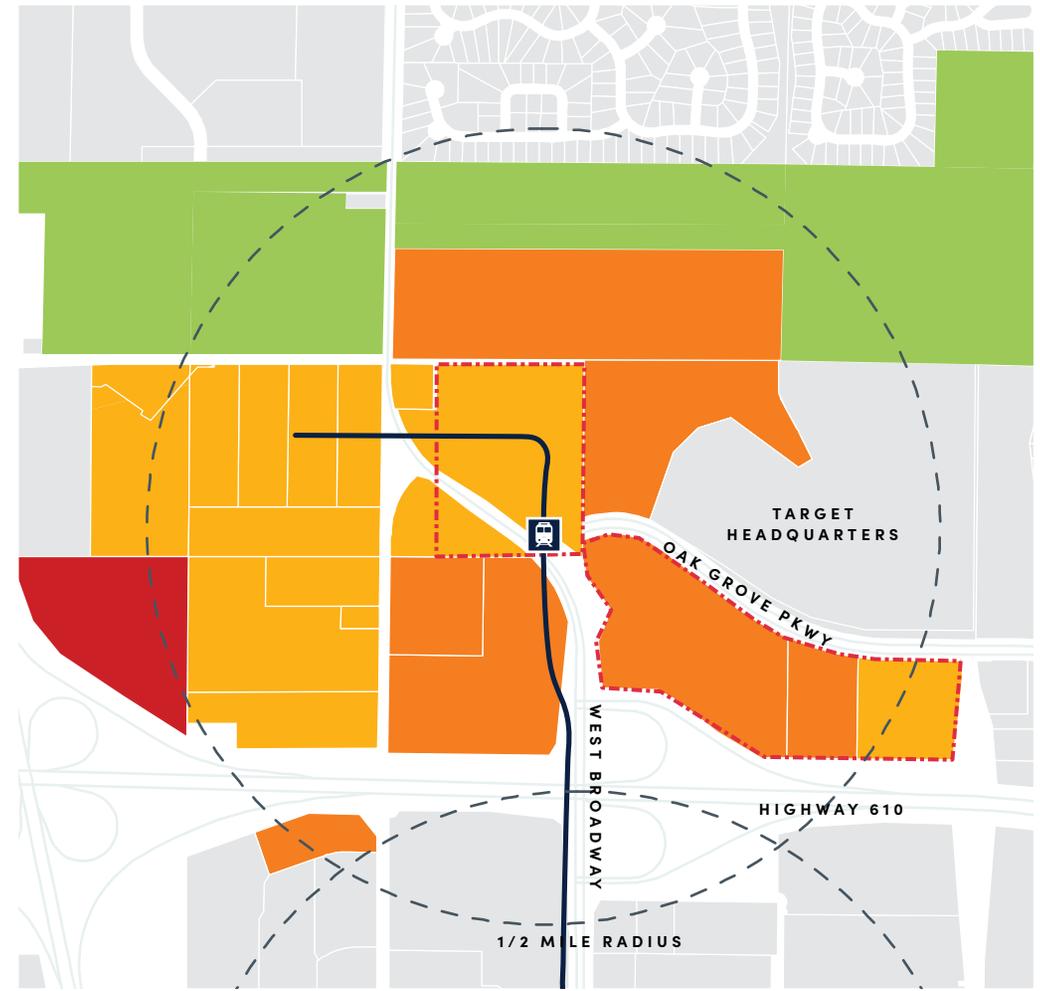


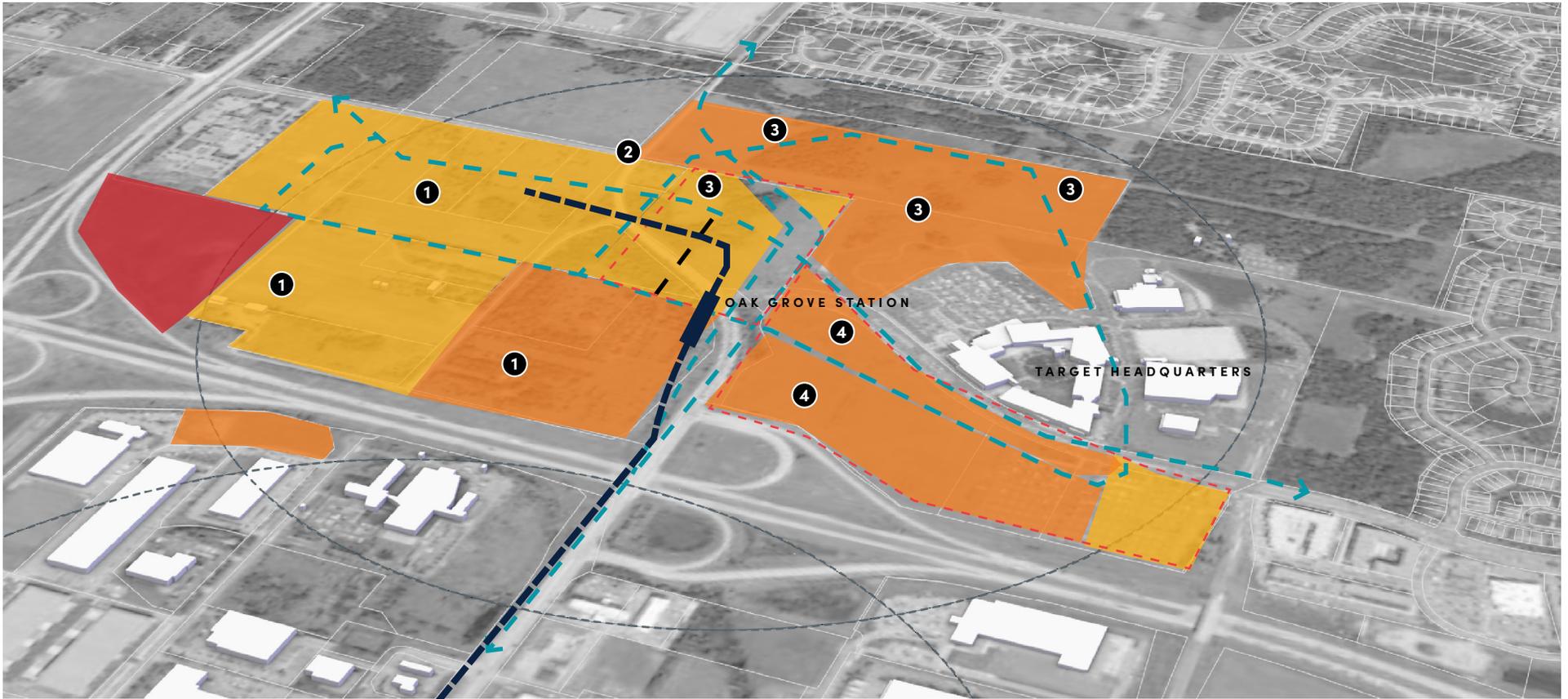


## Potential Sites:

- Tier 1: Vacant Publicly Owned Parcels
- Tier 2: Vacant or Underutilized Privately Owned Parcels
- Tier 3: Long-Term Future Redevelopment Areas  
(Assemble Single Parcels into Larger Development Sites)
- Transit-Oriented Development Districts
- Green Space
- Proposed Blue Line LRT Alignment
- 🚊 Proposed Blue Line LRT Station
- City Border

\*Click [here](#) for further details on the station area plan



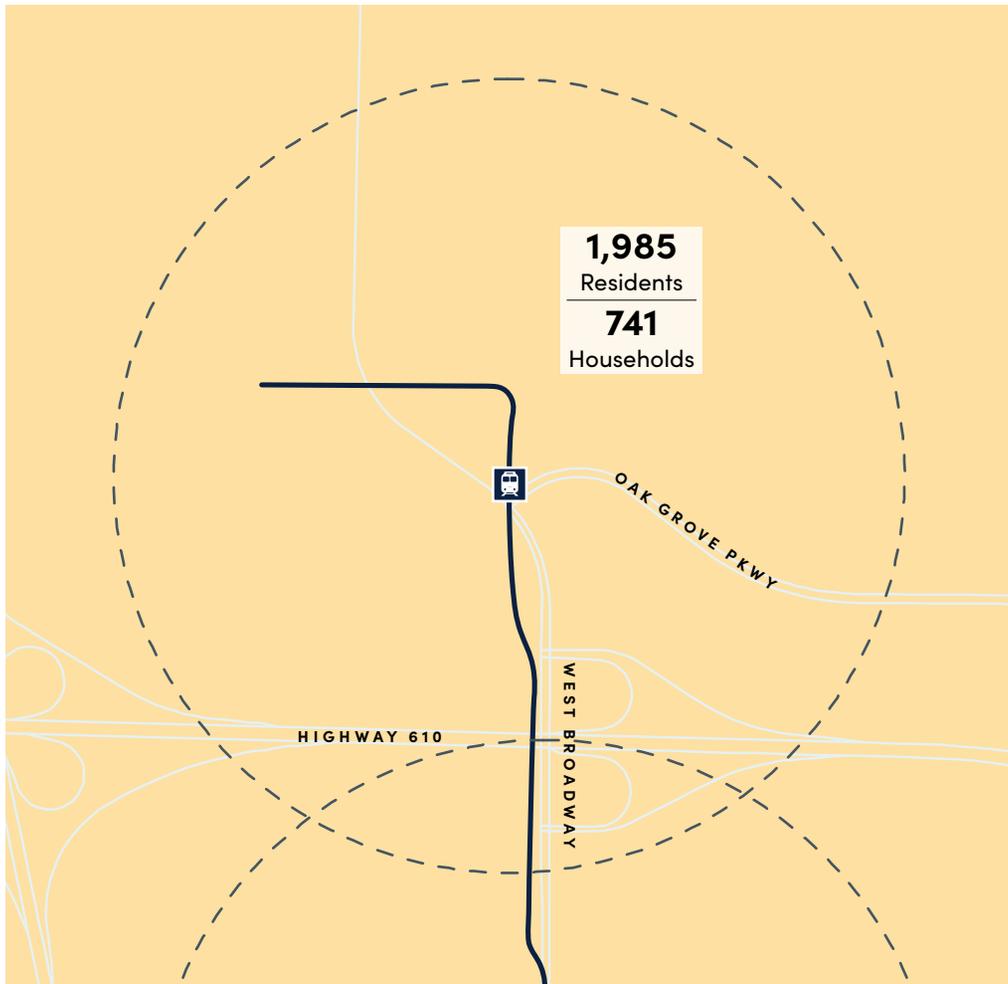


## Opportunity Sites

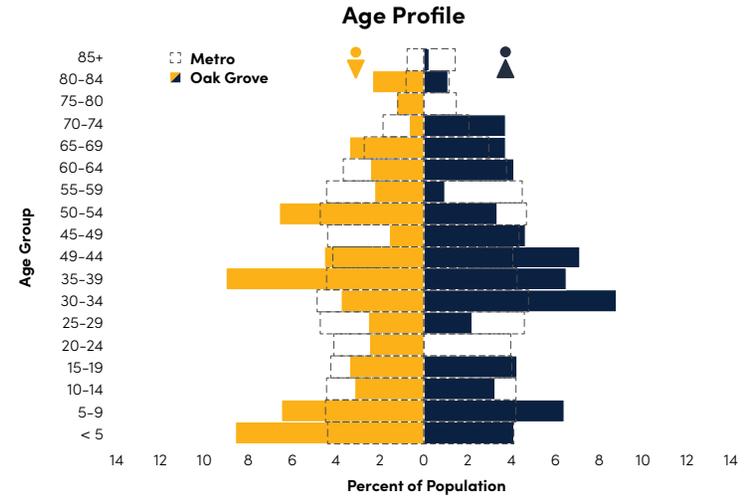
- |   |  |
|---|--|
| <p><b>1</b> Ownership: Target<br/>Current Use: Agricultural / Undeveloped<br/>Guided Use: Office Campus / Mixed-Use Development</p> <p><b>2</b> Ownership: Target<br/>Current Use: Undeveloped<br/>Guided use: To Be Determined</p> | <p><b>3</b> Ownership: Target<br/>Current Use: Undeveloped<br/>Guided Use: Target - Northern Campus Expansion</p> <p><b>4</b> Ownership: Target<br/>Current Use: Undeveloped<br/>Guided Use: Mixed-Use Development</p> |
|---|--|



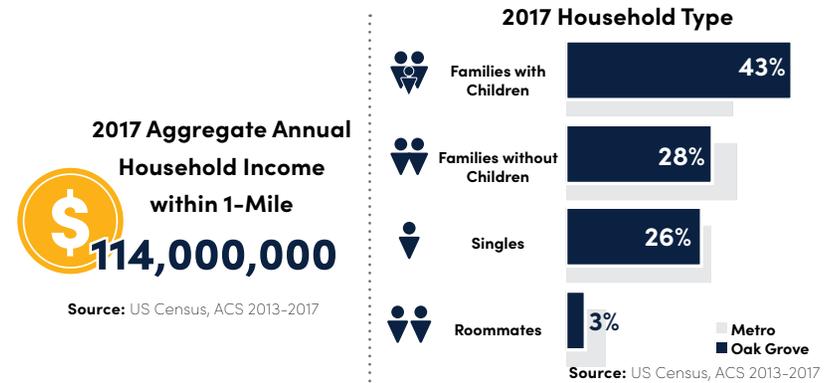
# Oak Grove | Residents



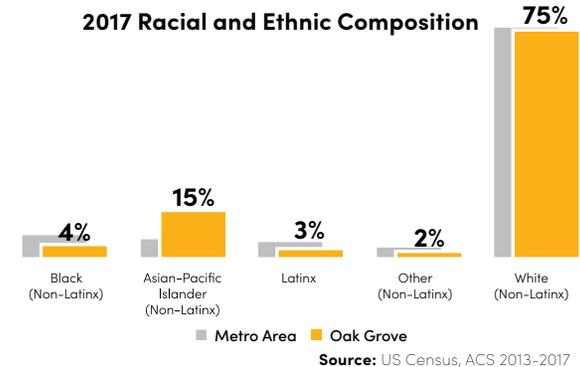
	1/2 Mile	1-Mile	3-Mile
2019 Population Estimate:	438 Residents	2,601 Residents	78,040 Residents
5 Year Projected Growth Rate:	N/A	9.8%	5.2%

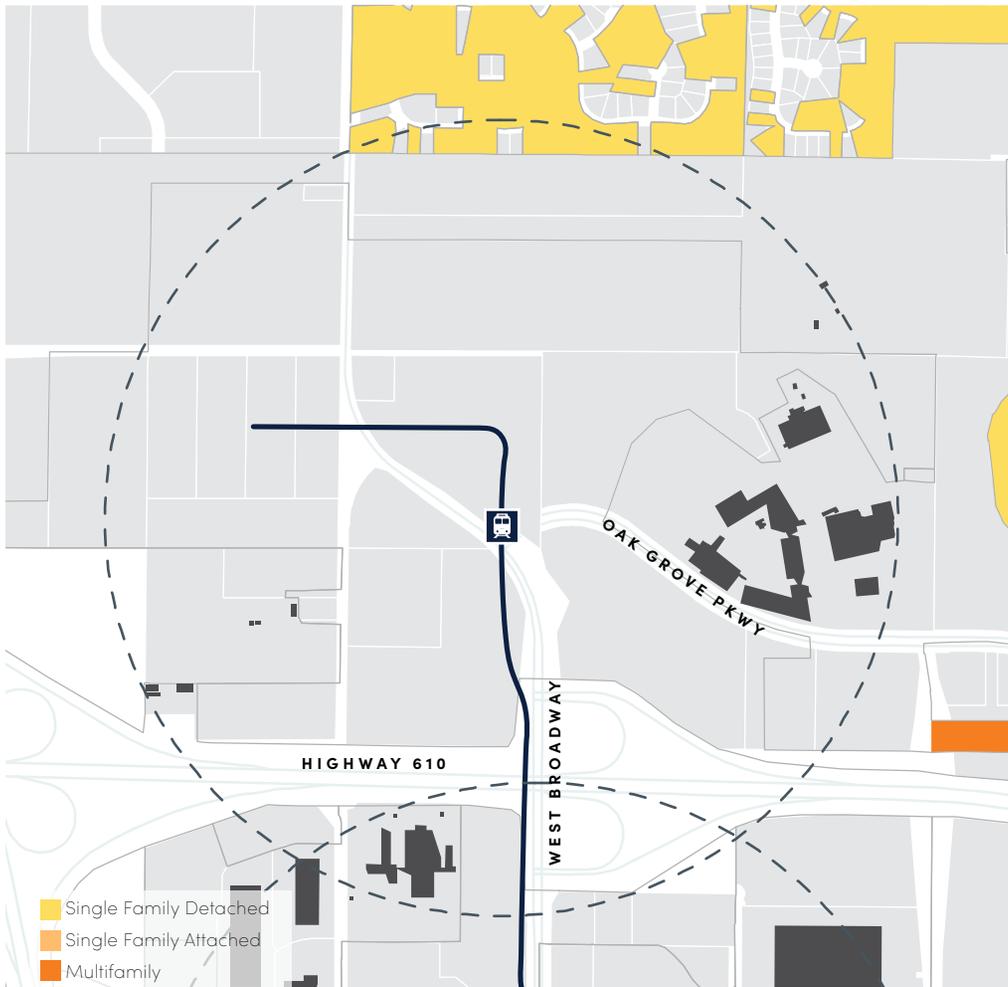


Source: US Census, ACS 2013-2017



### 2017 Racial and Ethnic Composition





## 342

### Existing Housing Units

within 3/4 mile radius

#### 2018 Housing Gap Analysis:

**Demand = 1,500-2,000 new units through 2040**

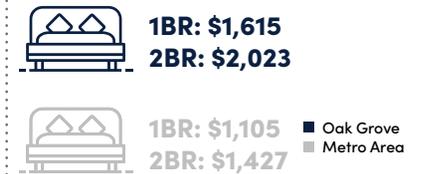
- All multifamily housing types and styles will be demanded in the station area as it is built out and becomes a new mixed-use district

#### 2018 Median Home Sales Price



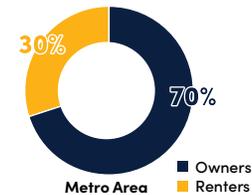
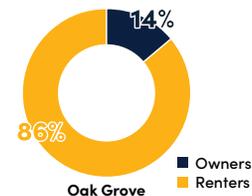
Source: Minneapolis Area Association of Renters

#### 2018 Median Market Rate Rent



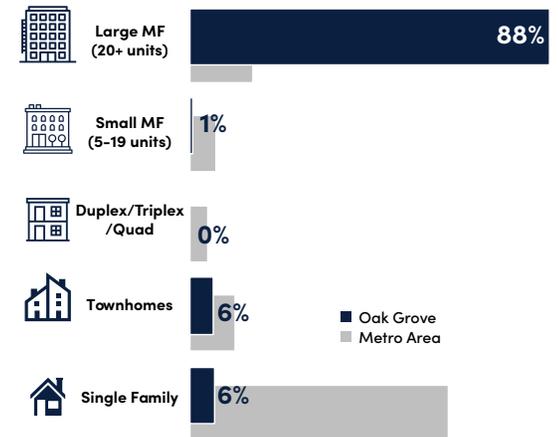
Source: CoStar

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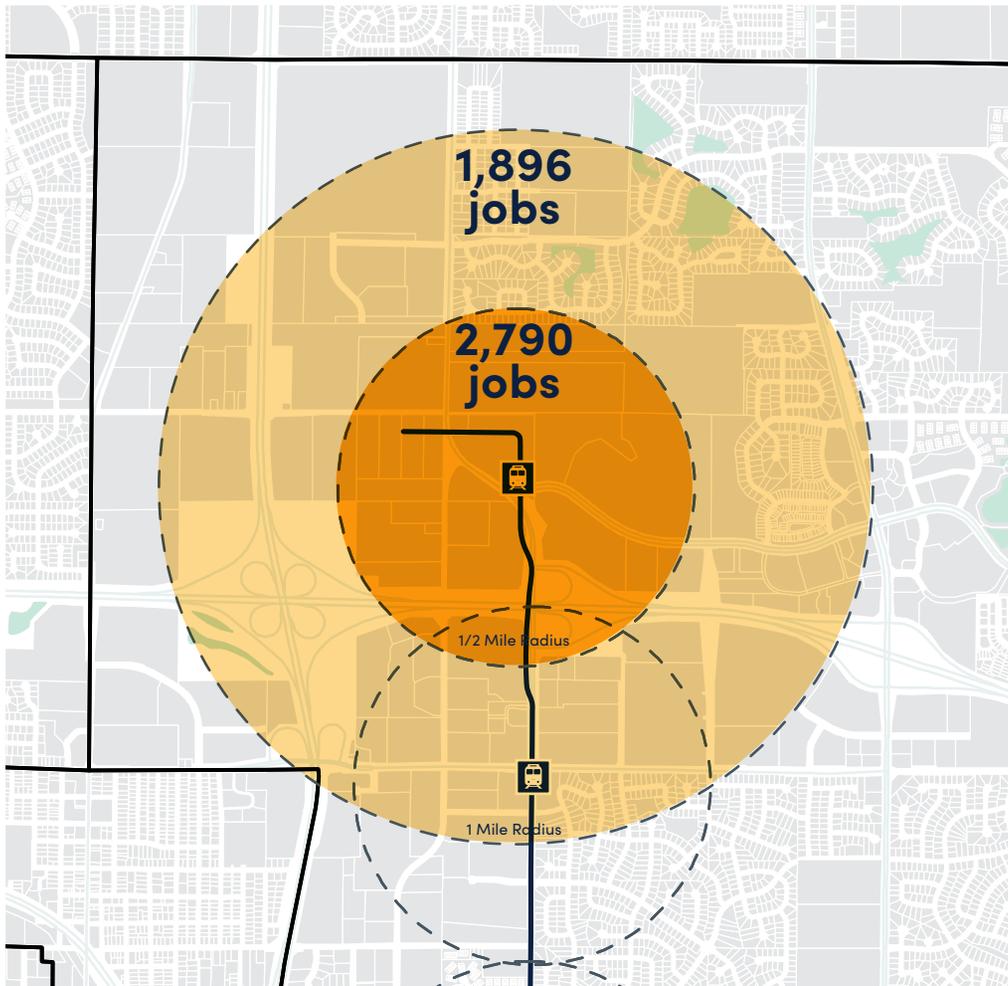
Source: US Census, ACS 2011-2015

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Source: US Census, ACS 2011-2015





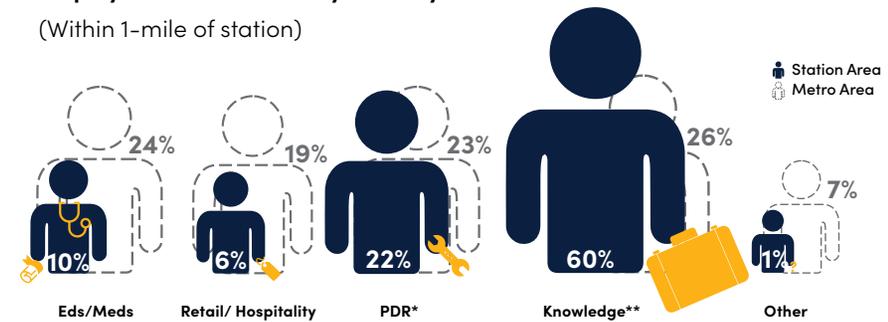
Source: US Census, 2017 LEHD data set

## Forecasted Employment Growth thru 2040: **79.9%**



### Employment Breakdown by Industry:

(Within 1-mile of station)



\* Production, Distribution, and Repair industry sectors

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Source: US Census, 2017 LEHD data set



# Oak Grove | Amenities



## Parks, Trails, & Open Space Amenities

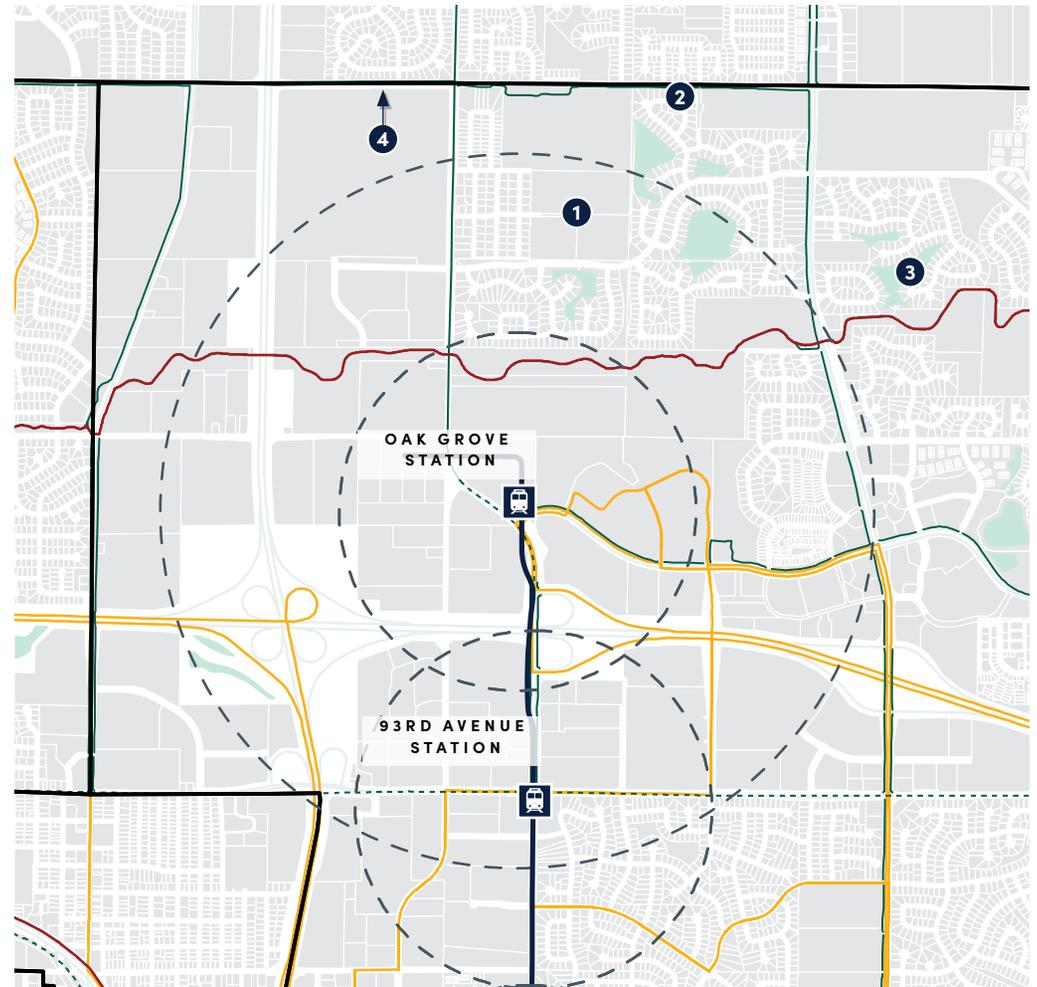
- Parks And Open Space
- Existing Trails
- Planned Trails
- Shopping, Dining & Entertainment Amenities
- Proposed Blue Line LRT Alignment
- Proposed Blue Line LRT station





## Transportation Options & Distance to Prominent Destinations From the Light Rail Station

- 1 Target Northern Campus:** 0.2 miles
  - 2 Oak Grove Park:** 0.7 miles
  - 3 Fairview Brooklyn Park Clinic:** 1.0 miles
  - 4 Twin Cities Maze:** 1.4 miles
-  Existing Bikeway
  -  Planned Bikeway
  -  Bus Transit Route
  -  Regional Trail
  -  Proposed Blue Line LRT Alignment
  -  Proposed Blue Line LRT Station





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- Loan Guarantee Program
- Minnesota Investment Fund
- Job Creation Fund
- LRT Planning: [www.brooklynpark.org/light-rail-transit/](http://www.brooklynpark.org/light-rail-transit/)



# Glossary



**ACS: American Community Survey** - an on-going survey conducted by the US Census Bureau to gather socio-economic data about the population of the United States.

**Bikeway:** a transportation facility designed to accommodate bicycles. The physical form of a bikeway may take many shapes, but the most common are off-street bike trails and on-street bike lanes.

**BRT: Bus Rapid Transit** - a type of mass transit that uses busses but replicates other forms of mass transit, such as light rail transit, with higher frequency of services, distinct stations, and payment of fares before boarding.

**CPED:** Minneapolis Department of Community Planning and Economic Development.

**Flex Space:** Generic real estate term that indicates a highly flexible building space that could be used for a variety of needs, such as offices, retail, warehouse, or manufacturing.

**Latinx:** a gender-neutral term to refer to people of Latin American cultural or ethnic identity in the United States. Sometimes used instead of Latino or Latina.

**LEHD:** Longitudinal Employment-Householder Data - a research program conducted by the US Census Bureau that links employment data with commuter patterns.

**LRT: Light Rail Transit** - a type of mass transit that differentiates itself from “heavy” rail, such as subway lines or commuter rail lines, but often provides the same level of frequency of serve and capacity.

**Mixed-Income:** A residential development that includes both market rate units and subsidized units available to lower-income households.

**Mixed-Use:** A type of development pattern that mixes different, such as residential and retail, in the same building or an adjacent properties.

**MPHA:** Minneapolis Public Housing Authority





# Contact Information

## Minneapolis

**Jim Voll**, Planning Project Manager  
Long Range Planning  
James.Voll@minneapolismn.gov  
(612) 673-3887

**City Website:** [www.minneapolismn.gov](http://www.minneapolismn.gov)

## Golden Valley:

**Jason Zimmerman**, Planning Manager  
JZimmerman@goldenvalleymn.gov  
(763) 593-8099

**City Website:** [www.goldenvalleymn.gov](http://www.goldenvalleymn.gov)

## Robbinsdale

**Marcia Glick**  
City of Robbinsdale  
mglick@ci.robbinsdale.mn.us  
(763) 531-1258

**City Website:** [www.robbinsdalemn.org](http://www.robbinsdalemn.org)

## Crystal

**Dan Olson**, City Planner  
[dan.olson@crystalmn.gov](mailto:dan.olson@crystalmn.gov)  
(763) 531-1142

**City Website:** [www.crystalmn.gov](http://www.crystalmn.gov)

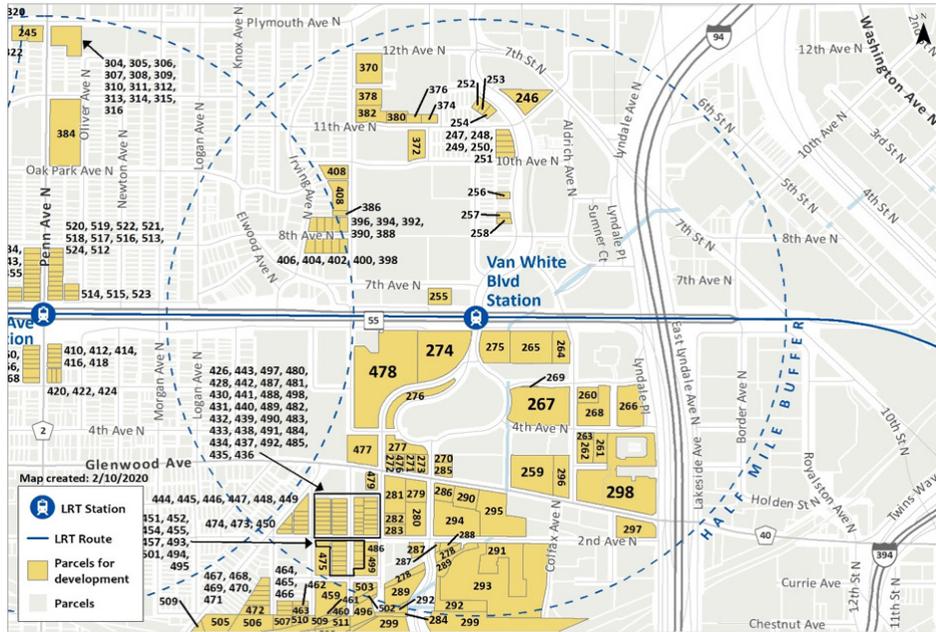
## Brooklyn Park

**Jennifer Jordan**, LRT Senior Project Manager  
[jennifer.jordan@brooklynpark.org](mailto:jennifer.jordan@brooklynpark.org)

**City Website:** [www.brooklynpark.org/developers-and-builders/](http://www.brooklynpark.org/developers-and-builders/)



# Parcel Information (Van White)



ID	PID (Property Identification)	Acres
246	2102924110089	1.124647
247	2102924120135	0.142809
248	2102924120136	0.163175
249	2102924120137	0.177027
250	2102924120138	0.184814
251	2102924120139	0.193105
252	2102924120188	0.155328
253	2102924120189	0.159184
254	2102924120190	0.165032

255	2102924130006	0.664865
256	2102924130029	0.154845
257	2102924130032	0.138056
258	2102924130033	0.14559
259	2102924410002	2.640316
260	2102924410009	0.558817
261	2102924410010	0.740056
262	2102924410011	0.665623
263	2102924410012	0.191449
264	2102924410022	0.954948

265	2102924410023	2.35811
266	2102924410026	1.795296
267	2102924410035	3.891659
268	2102924410036	1.656111
269	2102924410038	0.032706
270	2102924420004	0.248496
271	2102924420013	0.31005
272	2102924420015	0.23152
273	2102924420019	0.412765
274	2102924420020	3.796226
275	2102924420022	1.65714
276	2102924420117	1.095388
277	2102924420118	0.902547
278	2102924430007	0.807705
279	2102924430008	0.799077
280	2102924430009	1.186116
281	2102924430010	1.350234
282	2102924430011	0.400128
283	2102924430012	0.411063
284	2102924430034	0.223296
285	2102924430073	0.414059
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287	2102924430089	0.419546
288	2102924430090	0.167433

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290	2102924430098	0.854927
291	2102924430104	2.508927
292	2102924430118	1.425986
293	2102924430119	8.771925
294	2102924430122	2.457211
295	2102924430123	2.841304
296	2102924440003	1.138858
297	2102924440049	1.23752
298	2102924440051	6.446176
299	2802924120024	28.263595
300	2802924210001	0.967102
301	2802924210005	4.21713
302	2802924210024	1.671107
370	2102924120111	1.337365
372	2102924120192	0.866315
374	2102924120197	0.235704
376	2102924120198	0.229998
378	2102924120199	0.745246
380	2102924120200	0.397389
382	2102924120201	0.826908
386	2102924240024	0.131657
388	2102924240153	0.208793





# Parcel Information (Van White Continued)

390	2102924240154	0.190896
392	2102924240155	0.190896
394	2102924240156	0.190896
ID	PID (Property Identification)	Acres
396	2102924240157	0.195355
398	2102924240158	0.210179
400	2102924240159	0.20929
402	2102924240160	0.206715
404	2102924240161	0.207128
406	2102924240162	0.243641
408	2102924240165	1.469356
426	2102924340041	0.117172
428	2102924340042	0.117175
430	2102924340043	0.117178
431	2102924340044	0.11718
432	2102924340045	0.117183
433	2102924340046	0.117186
434	2102924340047	0.117189
435	2102924340048	0.117191
436	2102924340049	0.117192
437	2102924340050	0.117189
438	2102924340051	0.117187
439	2102924340052	0.117184

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441	2102924340054	0.117179
442	2102924340055	0.117176
443	2102924340056	0.117174
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449	2102924340062	0.117191
450	2102924340063	0.116423
451	2102924340077	0.126025
452	2102924340078	0.126028
453	2102924340079	0.126031
454	2102924340080	0.126034
455	2102924340081	0.126037
456	2102924340082	0.12604
457	2102924340083	0.123112
458	2102924340089	0.126107
459	2102924340090	1.661323
460	2102924340091	0.192334
461	2102924340092	0.016711
462	2102924340096	0.132167
463	2102924340097	0.260947

464	2102924340098	0.129069
465	2102924340099	0.132249
466	2102924340100	0.132246
467	2102924340105	0.156163
468	2102924340106	0.125378
469	2102924340107	0.150416
470	2102924340108	0.175455
471	2102924340109	0.200494
472	2102924340110	0.469983
473	2102924340195	0.103521
474	2102924340196	0.105823
475	2102924340199	0.753775
476	2102924420014	0.25453
477	2102924420017	1.551652
478	2102924420021	7.386295
479	2102924430038	0.33943
480	2102924430039	0.108524
481	2102924430040	0.162786
482	2102924430043	0.108524
483	2102924430044	0.108524
484	2102924430045	0.108524
485	2102924430046	0.152365
486	2102924430047	0.335828
487	2102924430055	0.104069

488	2102924430056	0.104069
489	2102924430057	0.069379
490	2102924430058	0.06938
491	2102924430059	0.069379
492	2102924430060	0.071688
493	2102924430061	0.065174
494	2102924430066	0.06234
495	2102924430067	0.06234
496	2102924430079	0.782063
497	2102924430083	0.138759
498	2102924430094	0.162786
499	2102924430095	0.60379
500	2102924430099	0.094514
501	2102924430101	0.154846
502	2102924430103	0.268806
503	2102924430107	0.452981
504	2802924120005	0.154817
505	2802924210002	0.924415
506	2802924210003	1.198354
507	2802924210004	0.417829
508	2802924210006	0.63909
509	2802924210018	1.994198
510	2802924210019	0.241986
511	2802924210020	0.397729



Van White Boulevard

Penn Avenue

Plymouth Avenue/Wirth Park

Golden Valley Road

Robbinsdale

Bass Lake Road

63rd Avenue

Brooklyn Boulevard

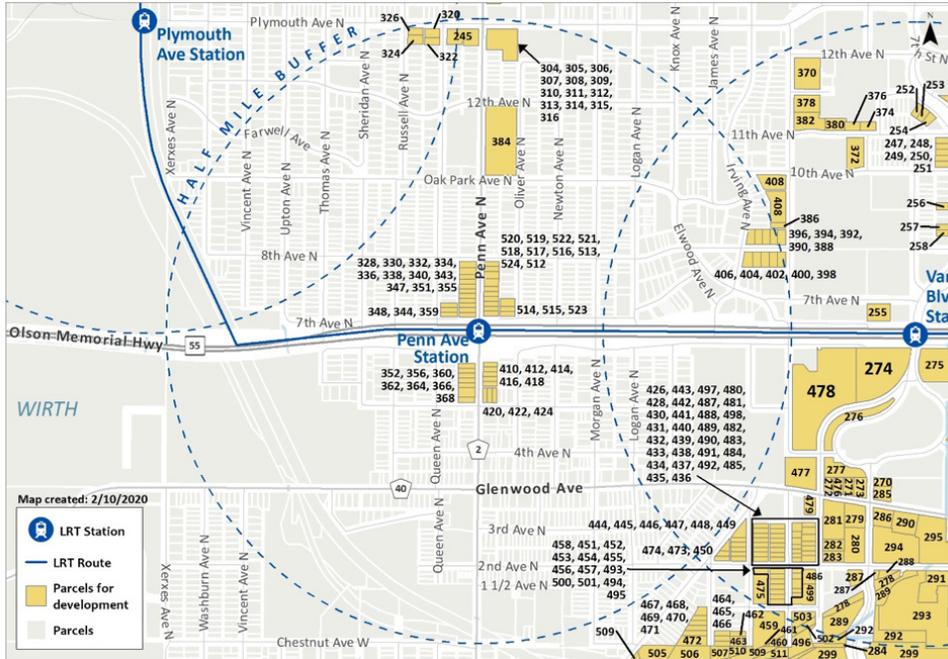
85th Avenue

93rd Avenue

Oak Grove



# Parcel Information (Penn Ave)



ID	PID (Property Identification)	Acres
245	2002924110172	0.846012
304	2102924220222	1.312502
305	2102924220223	1.312502
306	2102924220224	1.312502
307	2102924220225	1.312502
308	2102924220226	1.312502
309	2102924220227	1.312502
310	2102924220228	1.312502
311	2102924220229	1.312502

312	2102924220230	1.312502
313	2102924220231	1.312502
314	2102924220232	1.312502
315	2102924220233	1.312502
316	2102924229002	1.312502
320	2002924110020	0.227137
322	2002924110021	0.18584
324	2002924110039	0.236834
326	2002924110040	0.165819
328	2002924140002	0.1682
330	2002924140104	0.196736

332	2002924140105	0.131157
334	2002924140106	0.131157
336	2002924140107	0.131157
338	2002924140108	0.131157
340	2002924140109	0.131157
343	2002924140110	0.131157
344	2002924140116	0.131148
347	2002924140111	0.131157
348	2002924140117	0.131148
351	2002924140112	0.131157
352	2002924410006	0.133911
355	2002924140113	0.131157
356	2002924410007	0.133911
359	2002924140115	0.131148
360	2002924410008	0.133911
362	2002924410009	0.133911
364	2002924410010	0.133911
366	2002924410011	0.267822
368	2002924410012	0.149099
384	2102924220064	3.545584
386	2102924240024	0.131657
388	2102924240153	0.208793
390	2102924240154	0.190896
392	2102924240155	0.190896
394	2102924240156	0.190896
396	2102924240157	0.195355

398	2102924240158	0.210179
400	2102924240159	0.20929
402	2102924240160	0.206715
404	2102924240161	0.207128
406	2102924240162	0.243641
410	2102924320154	0.110192
412	2102924320155	0.110192
414	2102924320156	0.110192
416	2102924320157	0.118456
418	2102924320158	0.118329
420	2102924320159	0.109044
422	2102924320160	0.114784
424	2102924320161	0.114784
512	2102924230077	0.121109
513	2102924230079	0.121384
514	2102924230073	0.182068
515	2102924230074	0.121403
516	2102924230080	0.121365
517	2102924230081	0.121345
518	2102924230082	0.121325
519	2102924230086	0.121246
520	2102924230087	0.121227
521	2102924230207	0.181951
522	2102924230208	0.181906
523	2102924230075	0.121101
524	2102924230078	0.121404



Van White Boulevard

Penn Avenue

Plymouth Avenue/Wirth Park

Golden Valley Road

Robbinsdale

Bass Lake Road

63rd Avenue

Brooklyn Boulevard

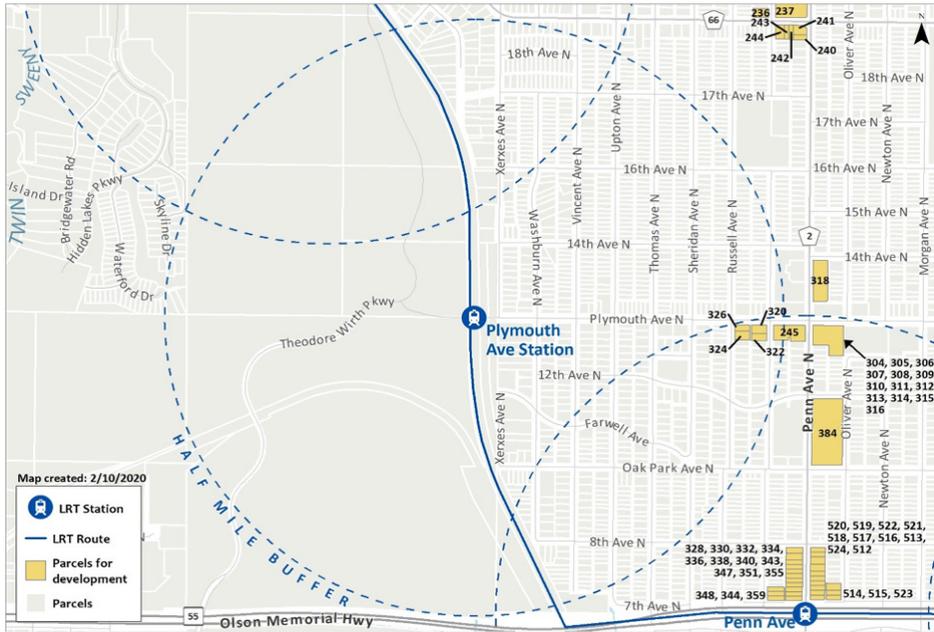
85th Avenue

93rd Avenue

Oak Grove



# Parcel Information (Plymouth Ave)



ID	PID (Property Identification)	Acres
245	2002924110172	0.846012
304	2102924220222	1.312502
305	2102924220223	1.312502
306	2102924220224	1.312502
307	2102924220225	1.312502
308	2102924220226	1.312502
309	2102924220227	1.312502
310	2102924220228	1.312502
311	2102924220229	1.312502

312	2102924220230	1.312502
313	2102924220231	1.312502
314	2102924220232	1.312502
315	2102924220233	1.312502
316	2102924229002	1.312502
318	1602924330234	1.027963
320	2002924110020	0.227137
322	2002924110021	0.18584
324	2002924110039	0.236834
326	2002924110040	0.165819
328	2002924140002	0.1682

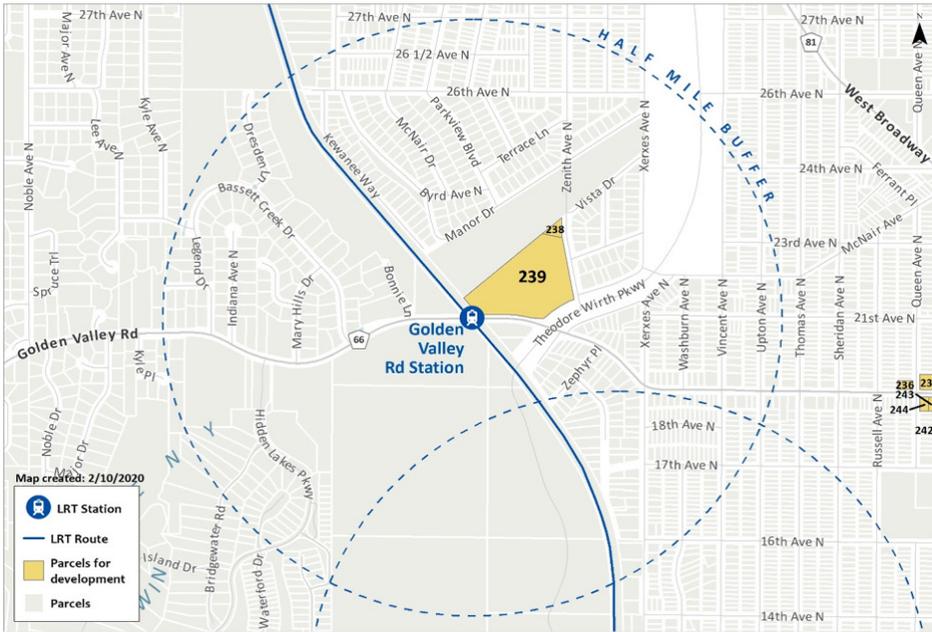
330	2002924140104	0.196736
332	2002924140105	0.131157
334	2002924140106	0.131157
336	2002924140107	0.131157
338	2002924140108	0.131157
340	2002924140109	0.131157
343	2002924140110	0.131157
344	2002924140116	0.131148
347	2002924140111	0.131157
348	2002924140117	0.131148
351	2002924140112	0.131157
355	2002924140113	0.131157
359	2002924140115	0.131148
384	2102924220064	3.545584

521	2102924230207	0.181951
522	2102924230208	0.181906
523	2102924230075	0.121101
524	2102924230078	0.121404





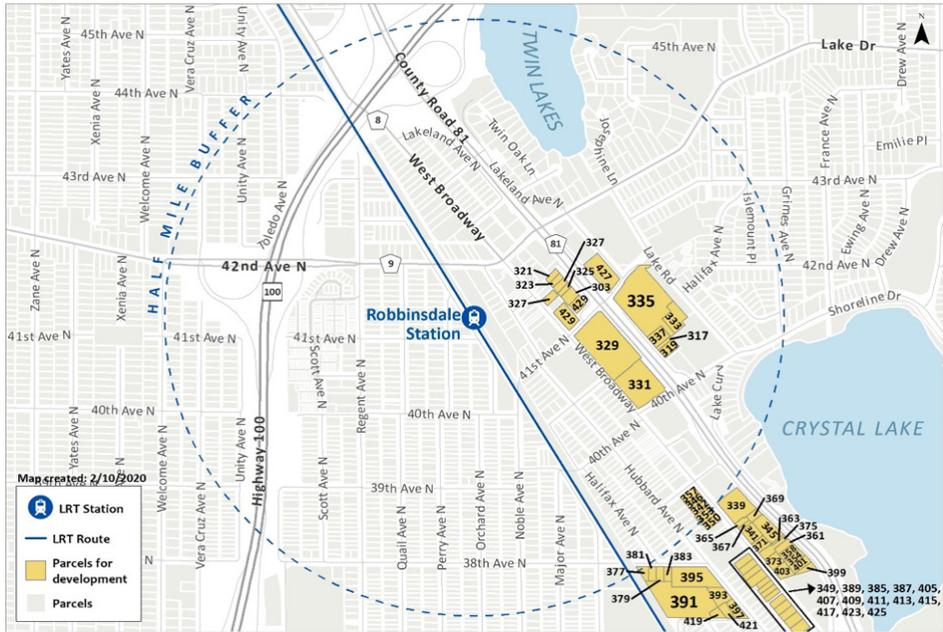
# Parcel Information (Golden Valley Road)



ID	PID (Property Identification)	Acres
236	1702924140229	0.228786
237	1702924140239	0.895248
238	1702924210002	0.334555
239	1702924240001	9.919497
242	1702924410003	0.115377
243	1702924410004	0.113435
244	1702924410005	0.218996



# Parcel Information (Robbinsdale)



ID	PID (Property Identification)	Acres
303	0602924130003	0.293826
317	0602924130077	0.108815
319	0602924130078	0.32569
321	0602924130101	0.149771
323	0602924130102	0.14976
325	0602924130106	0.131506
327	0602924130119	0.382541
329	0602924130122	3.892348
331	0602924130123	2.330383

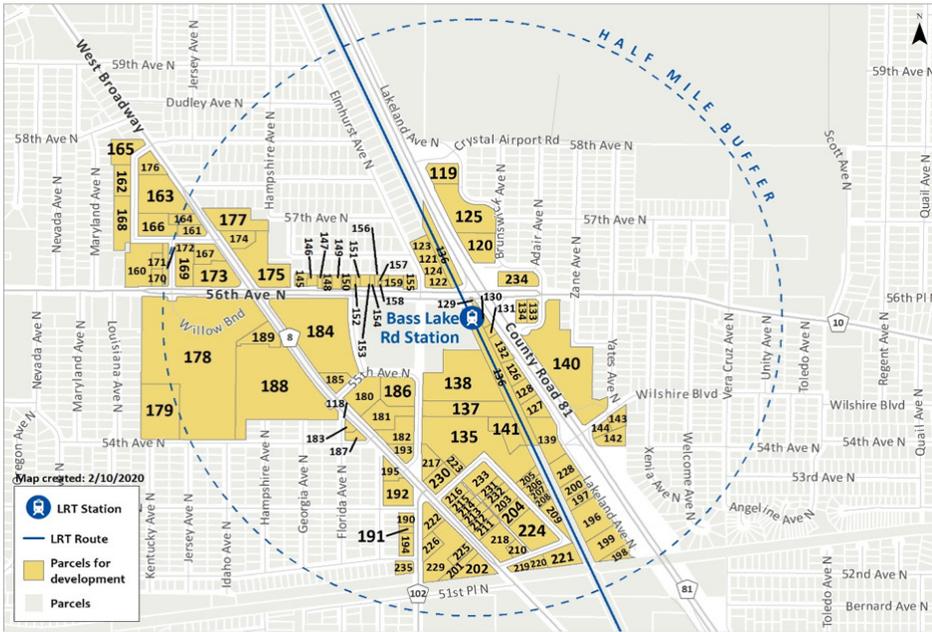
333	0602924130127	0.735117
335	0602924130128	4.223343
337	0602924130129	0.433812
339	0602924410007	1.275872
341	0602924410009	0.443908
342	0602924410022	0.222452
345	0602924410011	0.740424
346	0602924410023	0.222452
349	0602924410013	0.235447
350	0602924410026	0.22383
353	0602924410019	0.373135

354	0602924410031	0.287017
357	0602924410020	0.275483
358	0602924410032	0.2724
361	0602924410033	0.21713
363	0602924410035	0.055047
365	0602924410046	0.131961
367	0602924410069	0.082674
369	0602924410070	0.187614
371	0602924410081	0.300607
373	0602924410083	0.33063
375	0602924410084	0.335765
377	0602924430002	0.205091
379	0602924430003	0.194014
381	0602924430004	0.194014
383	0602924430006	0.194014
385	0602924440010	0.20614
387	0602924440011	0.317421
389	0602924440012	0.235876
391	0602924440013	3.097611
393	0602924440014	0.492727
395	0602924440015	1.516179
397	0602924440016	0.361715
399	0602924440017	0.190654

401	0602924440018	0.299109
403	0602924440019	0.36123
405	0602924440026	0.138683
407	0602924440027	0.149597
409	0602924440028	0.149702
411	0602924440029	0.149806
413	0602924440118	0.212402
415	0602924440119	0.226138
417	0602924440120	0.225463
419	0602924440131	0.199916
421	0602924440132	0.236359
423	0602924440139	0.272446
425	0602924440140	0.308856
427	0602924130145	1.13941
429	0602924130146	0.885627



# Parcel Information (Bass Lake)



ID	PID (Property Identification)	Acres
118	0511821440010	0.004689
119	0411821320025	1.051151
120	0411821320103	1.558027
121	0411821320105	1.846676
122	0411821320106	1.846676
123	0411821320107	1.846676
124	0411821329000	1.846676
125	0411821320113	3.076778
126	0411821330001	0.630152
127	0411821330004	0.768853

128	0411821330005	0.63894
129	0411821330006	0.093106
130	0411821330007	0.230648
131	0411821330009	0.182725
132	0411821330010	0.613936
133	0411821330015	0.44936
134	0411821330016	0.450914
135	0411821330032	6.909438
136	0411821330035	4.676584
137	0411821330039	2.389077
138	0411821330040	5.456135

139	0411821330042	1.69303
140	0411821330043	7.438461
141	0411821330044	1.27062
142	0411821340061	0.758173
143	0411821340062	0.519218
144	0411821340063	0.367343
145	0511821410096	0.278335
146	0511821410097	0.208529
147	0511821410098	0.116629
148	0511821410099	0.230502
149	0511821410100	0.230502
150	0511821410101	0.230502
151	0511821410102	0.097502
152	0511821410103	0.115251
153	0511821410104	0.195275
154	0511821410105	0.096684
155	0511821410108	0.336065
156	0511821410111	0.172113
157	0511821410113	0.003558
158	0511821410116	0.035584
159	0511821410121	0.369563
160	0511821420032	2.110003
161	0511821420035	0.530936
162	0511821420040	0.890674

163	0511821420056	2.86185
164	0511821420057	0.586644
165	0511821420060	1.112088
166	0511821420063	1.372892
167	0511821420064	0.891401
168	0511821420066	1.492243
169	0511821420069	1.340077
170	0511821420073	0.336903
171	0511821420074	0.302658
172	0511821420075	0.42874
173	0511821420076	1.781113
174	0511821420077	0.851507
175	0511821420078	2.865563
176	0511821420081	0.784469
177	0511821420082	1.955551
178	0511821430003	21.097584
179	0511821430004	3.69868
180	0511821440006	1.561851
181	0511821440007	1.595329
182	0511821440026	1.282626
183	0511821440028	0.162911
184	0511821440046	7.744773
185	0511821440047	0.684897
186	0511821440048	1.696209





# Parcel Information (Bass Lake Continued)

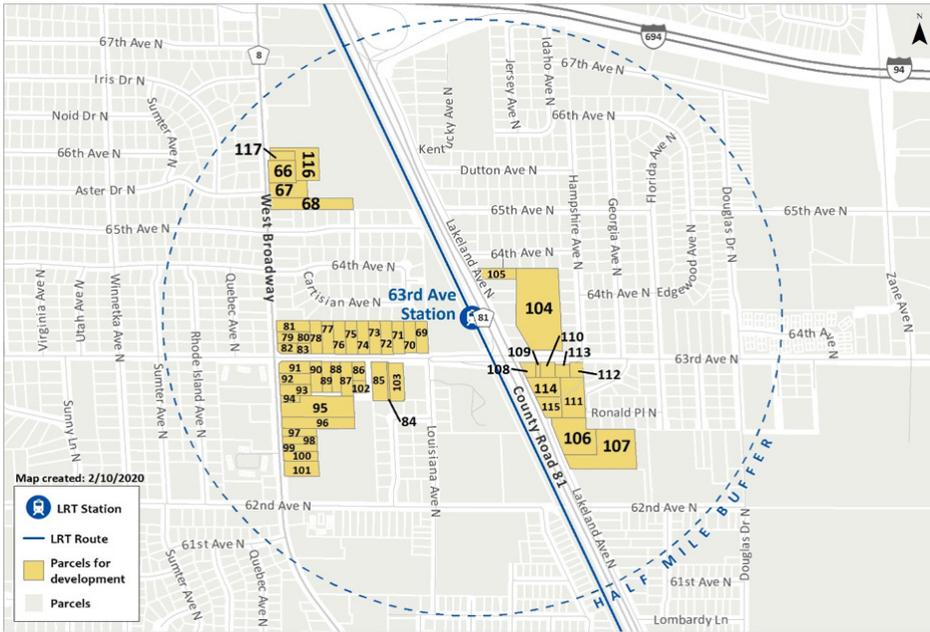
187	0511821440050	0.296423
188	0511821440051	10.372872
189	0511821440052	1.097328
ID	PID (Property Identification)	Acres
190	0811821110079	0.344194
191	0811821110082	0.17005
192	0811821110134	1.316473
193	0811821110136	0.545496
194	0811821110138	0.573402
195	0811821110139	0.49888
196	0911821210004	1.89584
197	0911821210006	0.559911
198	0911821210009	0.456267
199	0911821210010	1.440631
200	0911821210060	0.649238
201	0911821220006	0.546373
202	0911821220007	0.956692
203	0911821220009	0.602704
204	0911821220010	0.782317
205	0911821220017	0.3893
206	0911821220018	0.346592
207	0911821220019	0.303885

208	0911821220020	0.261178
209	0911821220021	0.673245
210	0911821220028	0.38224
211	0911821220030	0.477503
212	0911821220031	0.430039
213	0911821220032	0.429306
214	0911821220033	0.41038
215	0911821220034	0.406971
216	0911821220035	0.573052
217	0911821220036	0.797059
218	0911821220038	1.343928
219	0911821220039	0.339798
220	0911821220040	0.305019
221	0911821220041	1.068819
222	0911821220042	0.815398
223	0911821220044	0.397516
224	0911821220046	1.936155
225	0911821220049	0.41134
226	0911821220052	0.616444
227	0911821220054	0.035429
228	0911821220056	1.022649
229	0911821220057	2.277824
230	0911821220059	0.910973
231	0911821220061	0.430541

232	0911821220062	0.430524
233	0911821220063	1.080879
234	0411821320112	1.003588
235	0811821110006	0.403749



# Parcel Information (63rd Ave)



ID	PID (Property Identification)	Acres
66	3211921240014	1.05991
67	3211921240016	1.04765
68	3211921240018	1.650473
69	3211921310001	0.646937
70	3211921310002	0.646507
71	3211921310003	0.669034
72	3211921310004	0.680132
73	3211921310005	0.679702
74	3211921310006	0.679271

75	3211921310007	0.678841
76	3211921310008	0.678411
77	3211921310009	0.67798
78	3211921310010	0.67805
79	3211921310012	0.421161
80	3211921310013	0.229925
81	3211921310014	0.652232
82	3211921310078	0.356836
83	3211921310079	0.248588
84	3211921340002	0.11945
85	3211921340003	1.051163

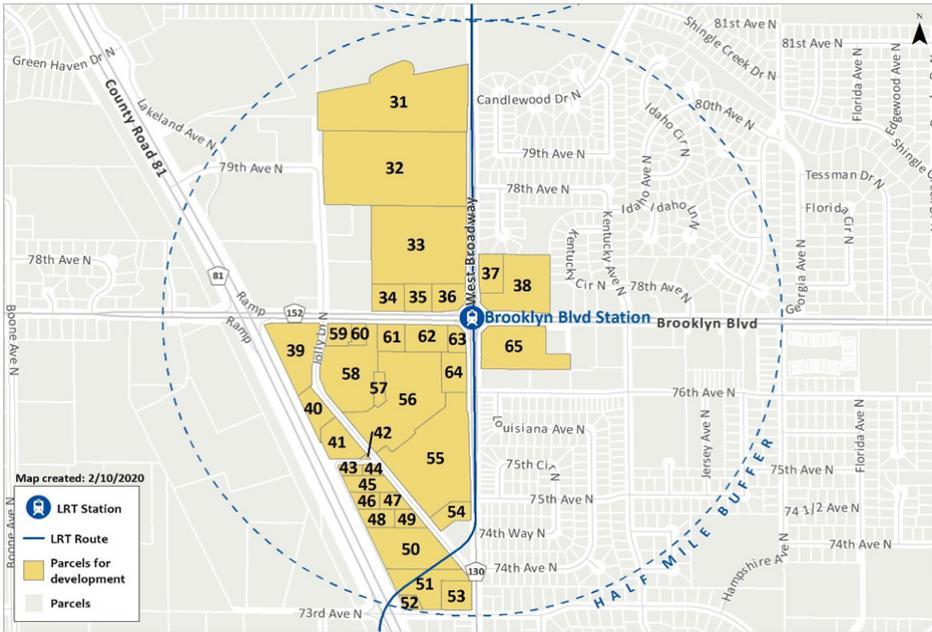
86	3211921340006	0.428501
87	3211921340007	0.701287
88	3211921340008	0.505849
89	3211921340009	0.505848
90	3211921340010	0.614087
91	3211921340011	0.637077
92	3211921340012	0.614049
93	3211921340013	0.61405
94	3211921340014	0.230441
95	3211921340015	2.492088
96	3211921340016	1.404709
97	3211921340017	0.493013
98	3211921340018	0.446843
99	3211921340019	0.446606
100	3211921340020	0.557924
101	3211921340021	0.948719
102	3211921340045	0.277244
103	3211921340049	0.969287
104	3211921420054	5.977274
105	3211921420175	0.700534
106	3211921430029	2.336782
107	3211921440077	3.442013
108	3211921430001	0.33461
109	3211921430002	0.121211
110	3211921430003	0.382866

111	3211921430007	1.638605
112	3211921430025	0.344712
113	3211921430026	0.331518
114	3211921430027	1.011916
115	3211921430028	0.755971
116	3211921240031	1.52585
117	3211921240030	0.392886





# Parcel Information (Brooklyn Boulevard)



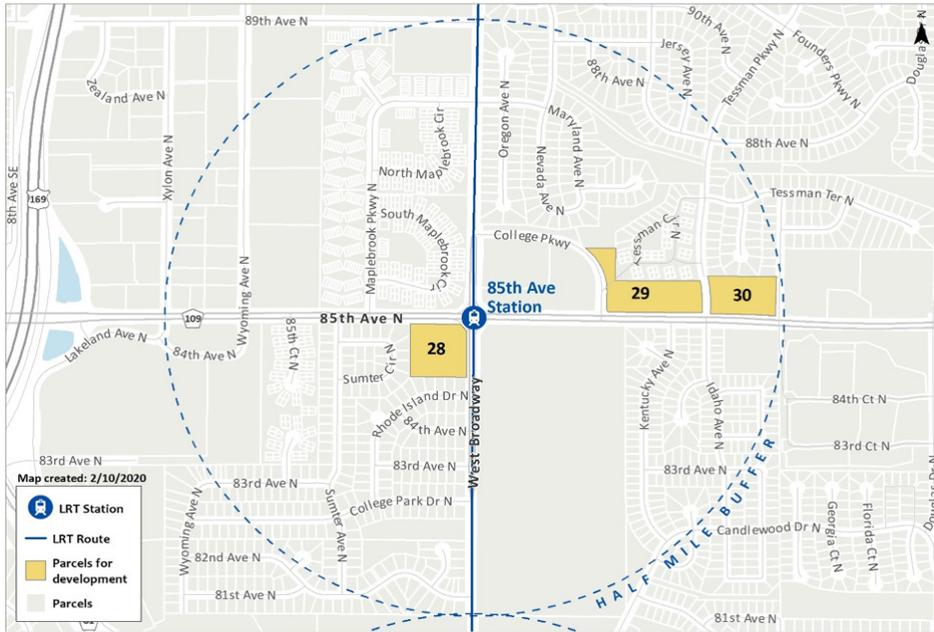
ID	PID (Property Identification)	Acres
31	2011921320012	14.683718
32	2011921320010	18.457347
33	2011921330006	12.865563
34	2011921330003	1.544441
35	2011921330004	1.328124
36	2011921330005	1.54125
37	2011921340080	1.645044
38	2011921340079	5.325995
39	3011921110009	4.121886

40	3011921110007	1.46012
41	2911921220020	2.026554
42	2911921220021	0.055539
43	2911921230002	0.441351
44	2911921230001	0.344809
45	2911921230003	1.29831
46	2911921230005	0.762208
47	2911921230004	0.759827
48	2911921230006	1.038201
49	2911921230007	0.812737
50	2911921230008	4.946757

51	2911921230009	3.281093
52	2911921230010	0.443061
53	2911921230019	1.550924
54	2911921230017	1.23957
55	2911921220024	11.474346
56	2911921220023	10.289092
57	2911921220025	0.642593
58	2911921220026	6.129426
59	2911921220029	0.938107
60	2911921220028	0.57391
61	2911921220010	1.294092
62	2911921220011	2.054641
63	2911921220012	0.772593
64	2911921220022	1.747134
65	2911921210096	5.486161



# Parcel Information (85th Ave)

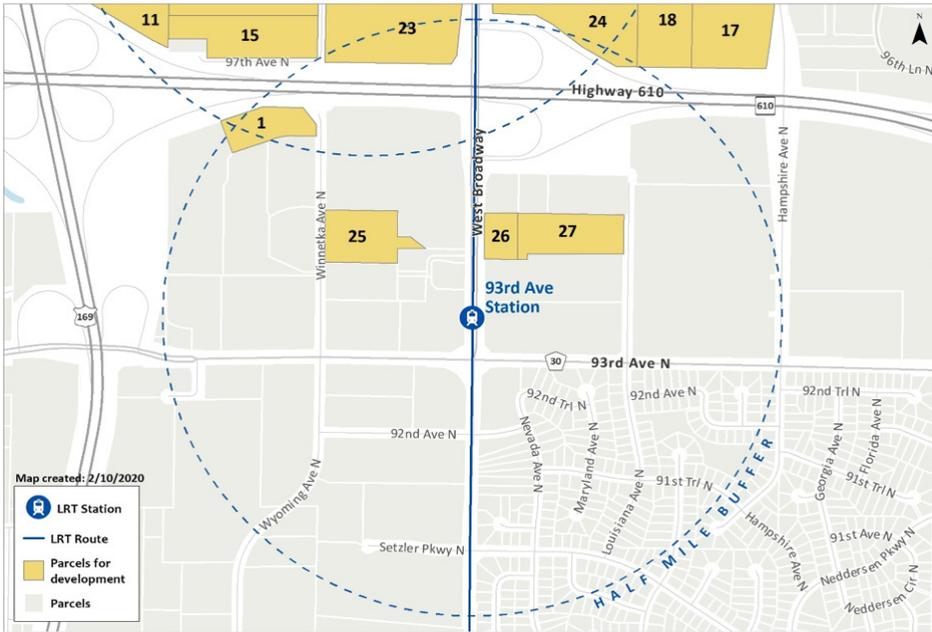


ID	PID (Property Identification)	Acres
28	2011921220096	5.146788
29	1711921430071	6.156637
30	1711921430001	4.366808





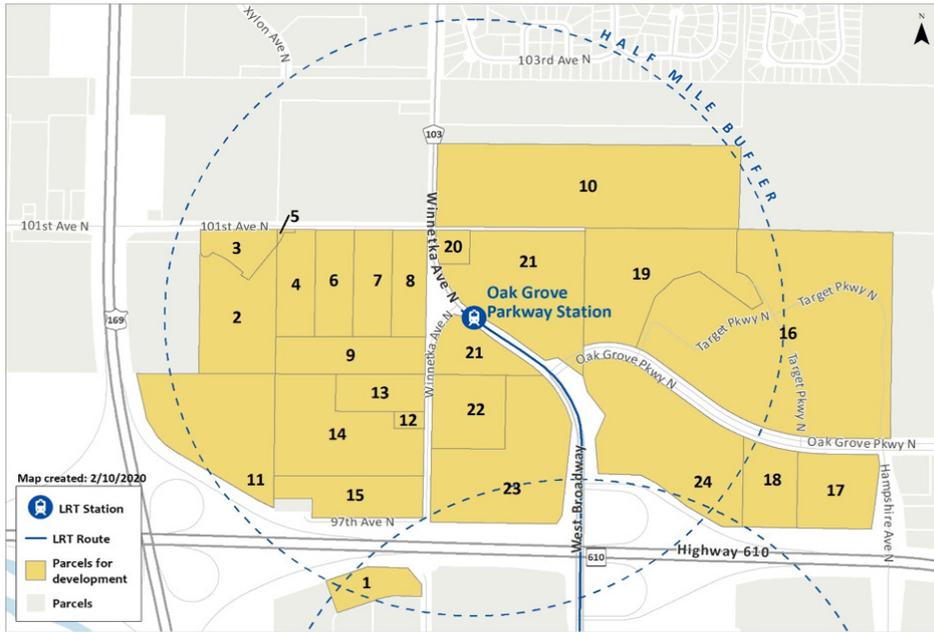
# Parcel Information (93rd Ave)



ID	PID (Property Identification)	Acres
1	0711921410010	4.849402
25	0811921330018	6.979036
26	0811921340009	2.656327
27	0811921340011	7.476163



# Parcel Information (Oak Grove Parkway)



ID	PID (Property Identification)	Acres
1	0711921410010	4.849402
2	0711921120005	14.902928
3	0711921120006	4.348543
4	0711921110008	6.950406
5	0711921110007	0.188309
6	0711921110003	7.131614
7	0711921110004	7.124593
8	0711921110005	6.402009
9	0711921110006	9.675664
10	0511921330002	43.835804
11	0711921130005	21.947231
12	0711921140001	0.88507
13	0711921140002	5.750549
14	0711921140005	19.689784
15	0711921140006	9.679282
16	0811921120006	69.455929
17	0811921130003	10.221041
18	0811921130004	7.744014
19	0811921210005	22.136812
20	0811921220001	1.953124
21	0811921220002	30.766671

22	0811921230002	9.38952
23	0811921230004	24.696739
24	0811921240004	27.273176



