

## V. Case Study Sites

The Midtown Greenway project area includes a wide variety of neighborhood contexts with diverse development opportunities. To better understand these contexts and how they affect choices concerning site layout and the design of development, four (4) representative Case Studies were selected for analysis and public engagement. These sites were chosen because they individually represent common conditions that exist throughout the corridor. Their selection is not meant to signify that they are the most desirable or imminent development opportunities; rather, they simply offer opportunities to explore ways that the Greenway-friendly development principles might be applied to real sites.

### Case Study Site Descriptions and Concepts

The following describes each of the four case study sites, their individual characteristics and the redevelopment concepts associated with each. This includes an explanation of why the sites were chosen and their relevance within the Midtown Greenway Land Use and Development Plan.

#### Case Study #1: Lake Street and Calhoun



*Case Study #1: Lake Street and Calhoun*

#### Site Characteristics

The 6.1 acre “Calhoun Village” site is located on the north side of West Lake Street and south of the Midtown Greenway. The site is currently zoned C3S (Community Shopping Center District) with a commercial (retail and office) land use. Total property value of the site is \$12,400,000 (land = \$5,100,000, building = \$7,300,000).

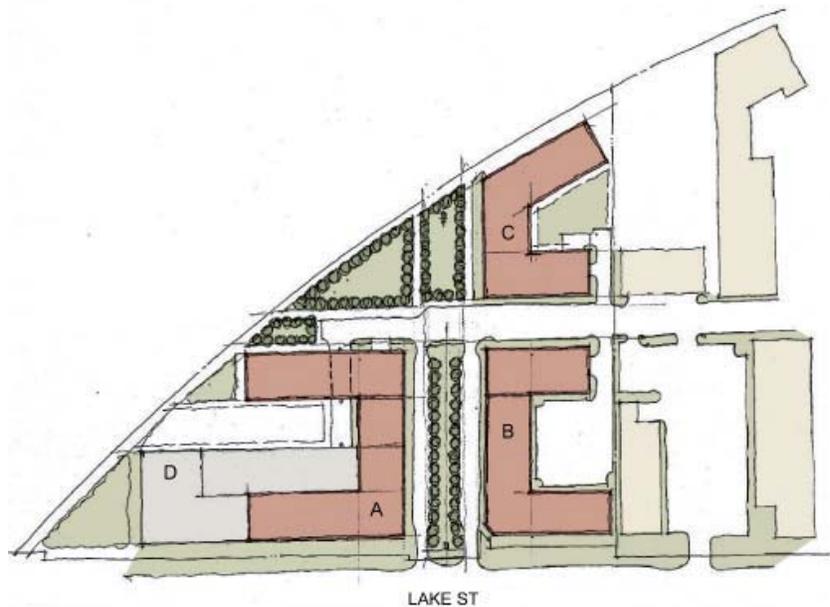
Lake Street/Calhoun is the only case study site west of Hennepin Avenue and is also unique among the four case studies in that it has commercial frontage on Lake Street. There is considerable on-site surface parking, which

is oriented towards West Lake Street, in addition to some structured parking. It is adjacent to current/recent development, including the new Tryg's restaurant and future medium- to high-density mixed-use residential projects to the east. Additionally, the site is near a proposed future Southwest Corridor transit station, currently planned for the southeast quadrant of West Lake Street and the Greenway.

### Redevelopment Concept

This case study examines the potential for the site to be redeveloped using a more intensive development pattern. It suggests a more defined block and street pattern that connects with other proposed development in the area. A mixed-use development is shown organized around a boulevard that connects to a community greenspace at the Greenway. More intensive development is situated along Lake Street and includes structured parking and retail uses on the ground floor. Lower scale residential buildings front the Greenway. In comparison w/ the existing development, the redevelopment concept creates more activity at the street level and is less oriented to automobile usage.

Use	SF	Units
Mixed-Use	39,600	
Condo/TH		43
Rental Units		403
<b>Total</b>	<b>39,600</b>	<b>446</b>

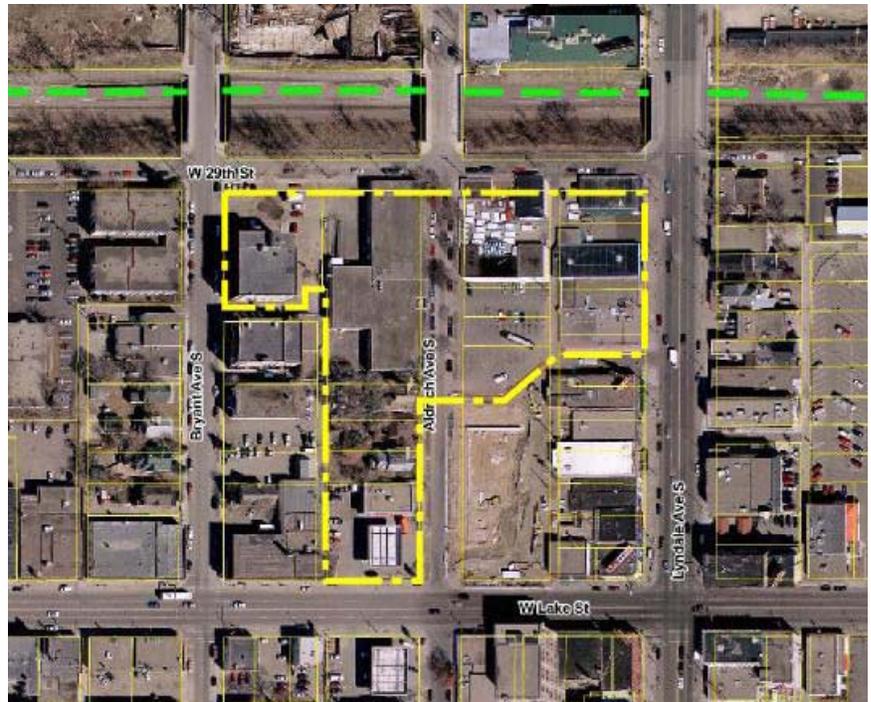


Case Study #1: Redevelopment Concept Plan



Case Study #1: Redevelopment Concept Axon View

## Case Study #2: Lyndale Avenue & 29<sup>th</sup> Street



Case Study #2: Lyndale Avenue & 29<sup>th</sup> Street

### Site Characteristics

Case Study Site #2 is a 3.4-acre site that consists primarily of the northern half of the two blocks bounded by Lyndale and Bryant Avenues, and Lake and 29<sup>th</sup> Streets. The site is zoned both C2 (Neighborhood Corridor Commercial District) and I1 (Light Industrial District) with a variety of land uses, including commercial/retail, light industrial and surface parking. Total property value of the site is \$4,700,000 (land = \$1,200,000, building = \$3,500,000).

The Lyndale Avenue/29<sup>th</sup> Street site was chosen for several key reasons. Most importantly, it is the only case study site located on the south side of the Greenway and it thus allows an analysis of mitigation factors for development and its affect on Greenway shadowing. Also, it is located on 29<sup>th</sup> Street with direct adjacency to a proposed future transit stop in the Greenway at Lyndale Avenue. Other unique characteristics for this site are that it is located in an Activity Center (Lyn/Lake) and along a Commercial Corridor (Lyndale) as designated in The Minneapolis Plan.

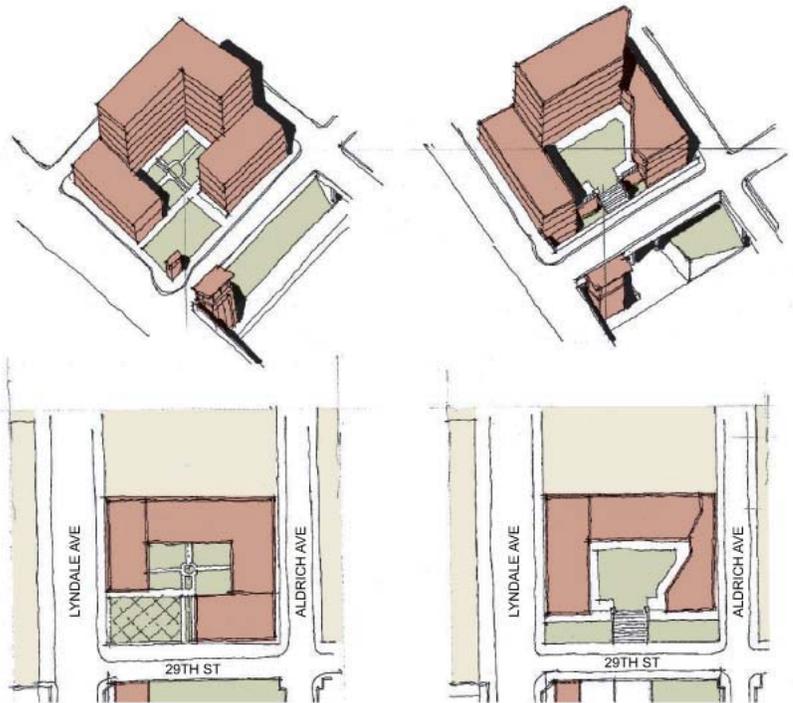
### Redevelopment Concepts

This case study was prepared in order to illustrate how transit-oriented development, and specifically the transit station itself, can integrate and actively engage development with the Greenway in the trench. Three options were shown that organize a building type which is accessible from both the upper (street level) and lower (Greenway level) grades.

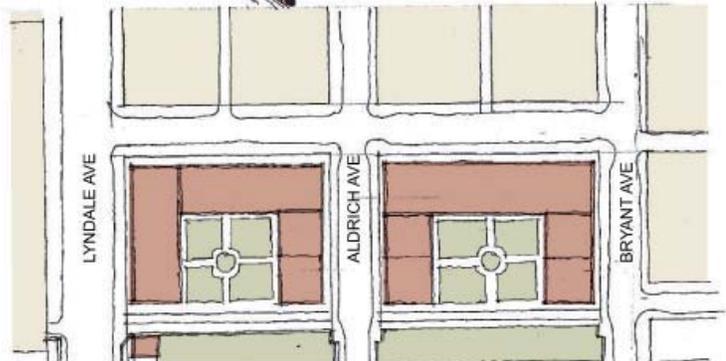
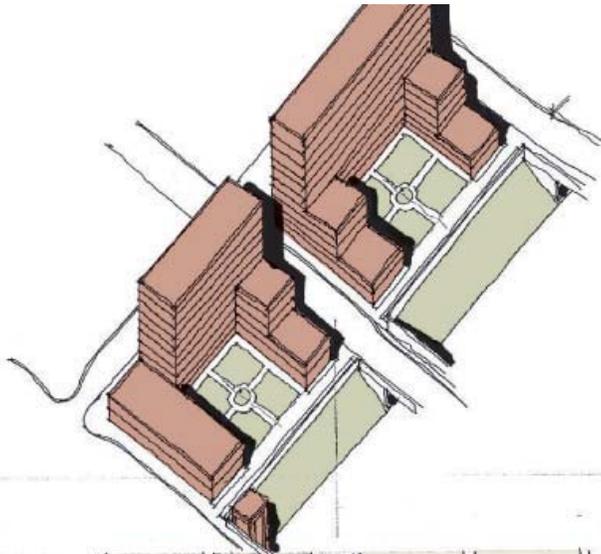
Each option includes stepping down the building massing toward 29<sup>th</sup> Street and the Greenway as one way of minimizing shadows on the Greenway. The second options reduces shadowing further by shaping the higher part of the building to allow more light to reach the Greenway over the course of the day. The second option also illustrates a courtyard building that accommodates at-grade access to the Greenway by excavating under 29<sup>th</sup> Street and creating a “bridge.” The third option proposes the idea of re-aligning 29<sup>th</sup> Street to the rear of Greenway-fronting development. It accommodates building development directly on the Greenway while still allowing for a pedestrian connection along the former 29<sup>th</sup> Street right-of-way.

These case study illustrations elicited lots of feedback from the public. Some of it focused on deficiencies in the menu of illustrations. None of the case study illustrations, for example, show a transit plaza of any size at the greenway level. Nor do they include a scenario where there is access to new development at the greenway, which would allow interesting possibilities for making goods and services available to transit users at the transit level. In short, many intriguing possibilities for place-making at transit station areas are unexplored in the case study illustrations. An additional concern is whether the scale of the buildings illustrated would result in too much shading of the Midtown Greenway.

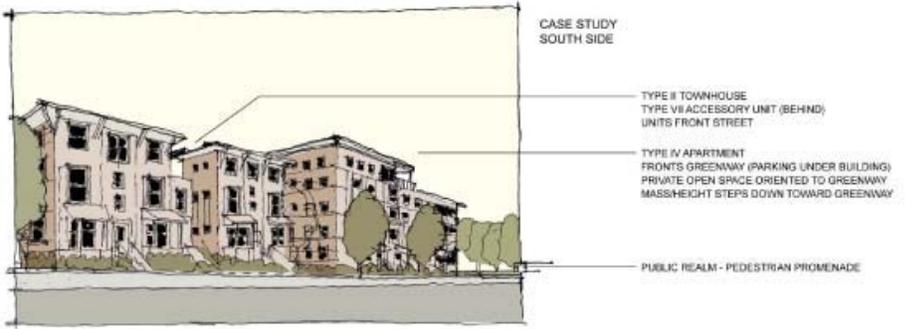
To expand the range of options illustrated, an additional illustration is included in this section. Created by Michael Nelson, an architect and Midtown Greenway Coalition board member, it depicts a scenario where a plaza is created in association with the Lyndale Avenue transit station area. The plaza is quite large, extending beyond the current Midtown Greenway property line. It is bounded, at its southern edge at the Greenway level, by new development which enlivens the plaza by the provision of food or drink or other types of commercial goods and services to transit riders and others.



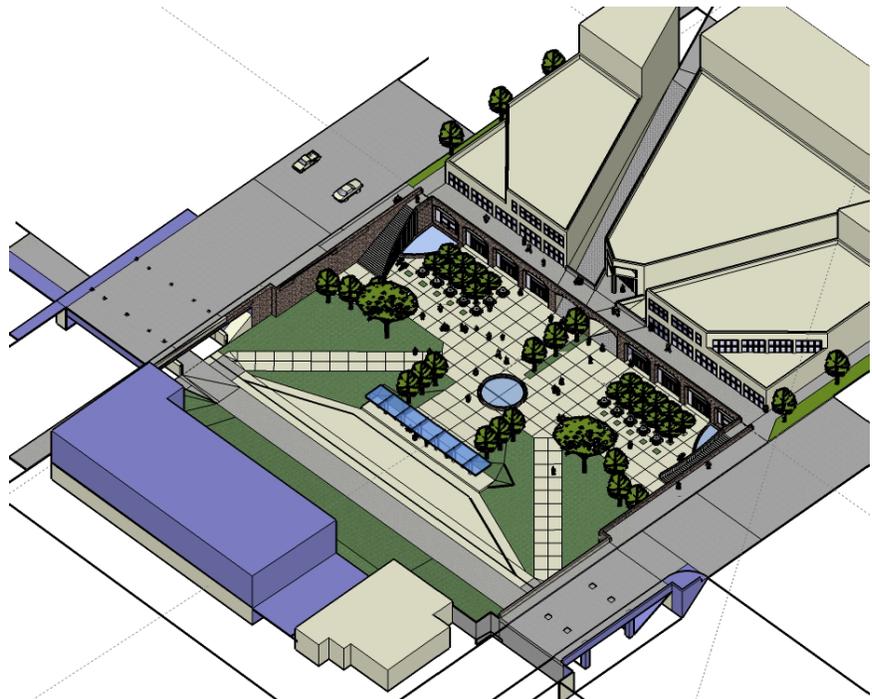
Case Study #2: Redevelopment Concepts 1 and 2



Case Study #2: Redevelopment Concept 3



*Case Study #2: Redevelopment Concept Perspective View*



*Transit Station Area Concept Illustration, Michael Nelson*

### Case Study #3: North Side of Greenway, Near Midtown



Case Study #3: North Side of Greenway, Near Midtown

#### Site Characteristics

The third Case Study site, located along the north side of the Greenway, is approximately 3.4 acres within portions of two city blocks. The site is two blocks east of the new Midtown Exchange development and fronts on the Midtown Greenway between 12<sup>th</sup> and 14<sup>th</sup> Avenues. The site is zoned I1 (Light Industrial District) and is currently being used for industrial purposes, including outdoor storage and an airplane parts yard. Total property value of the site is \$1,200,000 (land = \$320,000, building = \$840,000).

This site is noteworthy because of its proximity to an area undergoing significant redevelopment, the former Sears building on Lake Street. Additionally, its location directly adjacent to the north side of the Midtown Greenway allows for redevelopment concepts to consider building types that address the Greenway at grade. The area surrounding the case study site is an established single-family neighborhood. This made possible the exploration of options for making new medium density development sensitive to adjacent lower-density homes.

#### Redevelopment Concept

This case study illustrates the potential to redevelop within an existing neighborhood while responding to and maintaining the character and pattern of existing development. As a site on the north side of the Greenway, the case study shows multi-family residential that “fronts” onto the Greenway while also providing land for a pedestrian promenade along the greenway. This particular block configuration allows access to the building from the streets and connects to the alley. Facing the cross-streets are ‘big house’ style residential structures that are scaled and proportioned similar to a single family house but may accommodate up to 6 units per building. Off

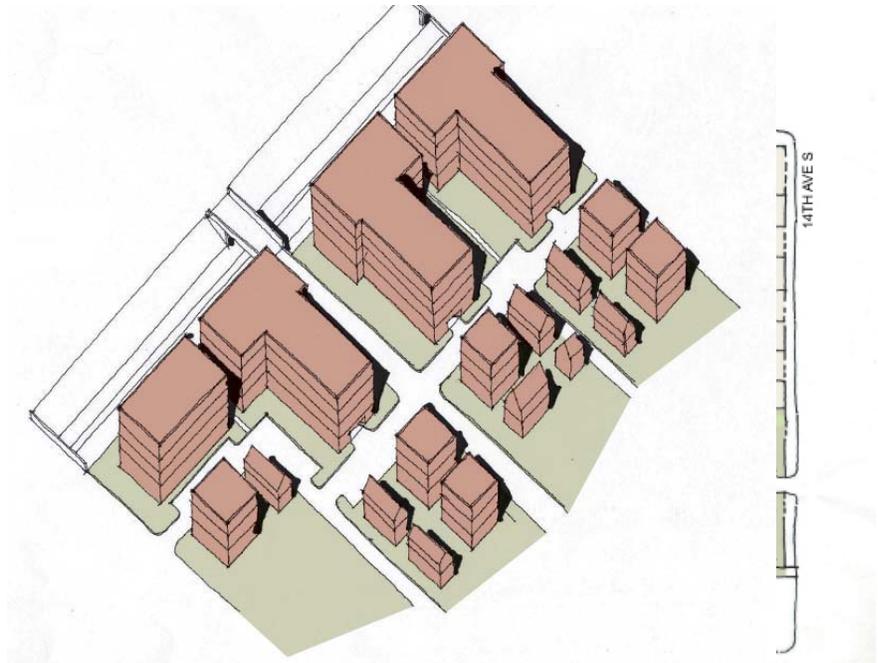
the alley above the garage is a third building type, an accessory unit that provides another potentially cost-effective option for adding density to a site.

A variation on this scenario would show the buildings flipped north to south so that the courtyard would be visible from the greenway promenade. Another variation would be for one or both blocks to include greenway buildings in which the building façade extends down to the greenway level. If the promenade network is interrupted by the building, a promenade at the rear of the building could be substituted.

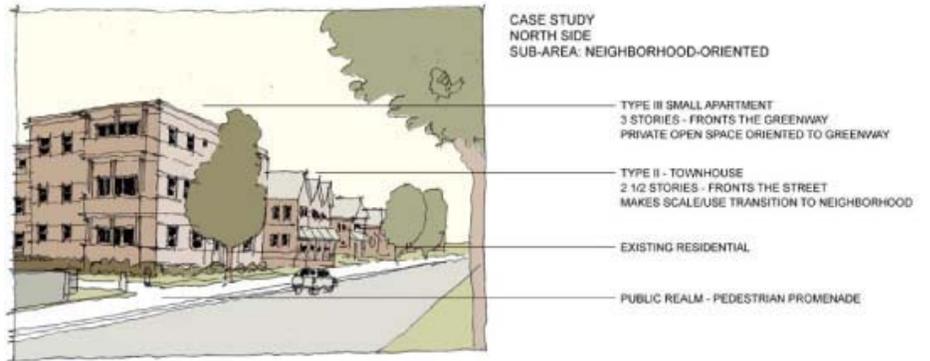
Use	SF	Units
Condo		140
Mansion Apts		36
Accessory Units		6
Single Family		1
<b>Total</b>		<b>183</b>



Case Study #3: Redevelopment Concept Plan



*Case Study #3: Redevelopment Concept Axon View*



*Case Study #3: Redevelopment Concept Perspective View*

## Case Study #4: Industrial at 28<sup>th</sup> Street and Hiawatha



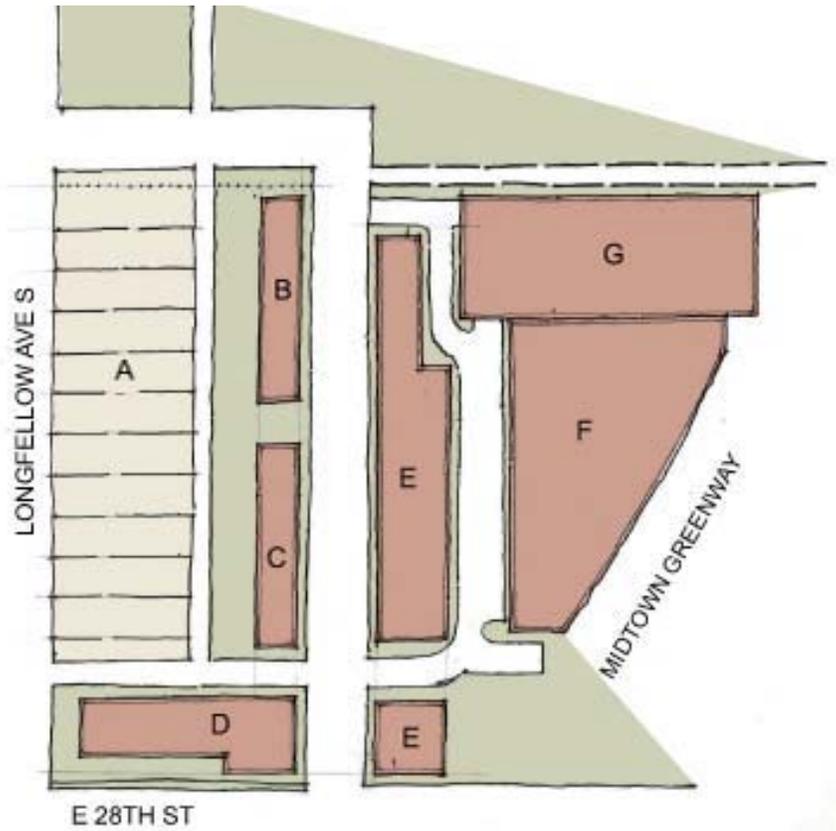
Case Study #4: Industrial at 28<sup>th</sup> Street and Hiawatha Avenue

### Site Characteristics

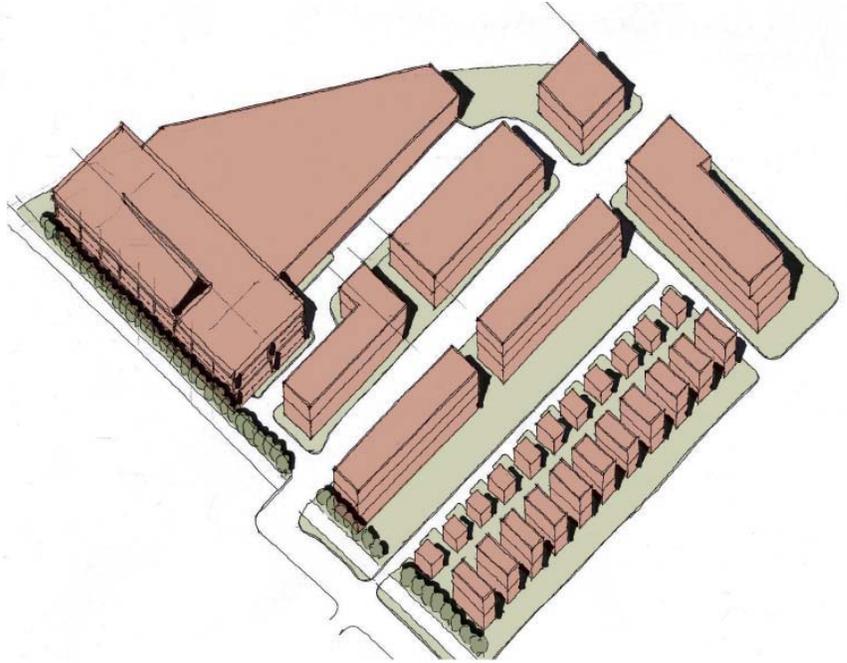
The fourth and final Case Study site is located at the eastern-most end of the study area. It focused on property between East 28<sup>th</sup> and 26<sup>th</sup> Streets, west of Hiawatha Avenue and east of Longfellow Avenue South. The 16.6 acre site is comprised of the Roof Depot (7.7 acres), and a City of Minneapolis Public Works facility (8.9 acres). The case study looked at edge conditions between industrial and residential uses. The site is a short distance from a LRT station, but is also attractive for industrial businesses because of its direct access to Hiawatha Avenue. The site is zoned I1 (Light Industrial District) and I2 (Medium Industrial District), and its land uses are industrial and some vacant commercial. Total property value of the site is \$3,500,000 (land = \$600,000, building = \$2,900,000).

This case study is unique in examining currently heavy industrial uses and their adjacency to an established residential neighborhood to the west. It considers how to maintain certain industrial uses along the Greenway in a manner that improves their relationship to neighboring property and the Greenway.

Use	SF	Units
SF Residential		12
Townhouse		9
Live/Work		9
Apartment		9
Office	56,800	
Workplace	41,200	
Parking		298 spaces
<b>Total</b>	<b>98,000</b>	<b>64</b>



Case Study #4: Redevelopment Concept Plan



*Case Study #4: Redevelopment Concept Axon View*