

## **Penn Plymouth Properties RFP Q&A**

### **The SW Site parcels are zoned OR2. The SE Site parcels are zoned C2. What development does the City envision for those sites?**

The intersection of Penn and Plymouth Avenues North is designated as a Neighborhood Commercial Node, which supports retail sales and services that serve the surrounding neighborhood and high-density residential (50-120 dwelling units per acre) transitioning down to medium density (20-50 dwelling units per acre) in surrounding areas. Multi-family residential uses should transition to the surrounding neighborhood. Transit and pedestrian-oriented development is encouraged. Traditional urban design and structures of at least two stories are encouraged, automobile services and drive-throughs are discouraged, and multi-family housing is encouraged to have commercial uses on the ground floor.

### **Is there a way to provide vehicular access to the SE Site via 12½ Ave N and/or Oliver Ave N?**

In general, while it would be procedurally and physically possible to have access via 12½ Avenue North, the policies of the comprehensive plan, zoning code, and the Public Works Department discourage or prohibit commercial traffic into residential neighborhoods and will recommend traffic to be directed to Penn or Plymouth Avenues.

### **What is the City's perspective on studying and alleviating the parking issues/pressures at the intersection?**

The City has not completed a parking study for this area. Typically, a developer or property owner conducts a parking study to address the parking needs of their use or business or to justify more parking than allowed by the zoning code. Otherwise, Public Works staff are consulted regarding solutions to parking problems on public streets.

For a grocery store, the minimum parking requirement is 1 stall per 500 square feet of gross floor area after the first 4,000 square feet. The maximum limit would be 1 stall per 200 square feet of gross floor area. Where parking does not meet the parking minimums, or exceeds the parking maximums, the zoning code allows variances, shared parking agreements, and transit incentives that are evaluated based on the particular proposal and may or may not be approved or allowed depending on the specific facts of the proposal.

### **How much of the parcels would be taken by the government if the Bottineau Light Rail Transit line comes down Penn Avenue?**

One of the possible alignments for the Bottineau LRT line includes rail lines on Penn Avenue. This alignment may involve taking some right of way, most likely on the SW Site. At this stage, the Hennepin County Bottineau LRT project is in a planning phase. A locally preferred alternative for the alignment of the Bottineau LRT line may be chosen as early as the first quarter of 2012. The staff at Hennepin County able to help with possible right-of-way acquisition questions are Brent Rusco ([Brent.Rusco@co.hennepin.mn.us](mailto:Brent.Rusco@co.hennepin.mn.us)) and Joe Gladke ([Joseph.Gladke@co.hennepin.mn.us](mailto:Joseph.Gladke@co.hennepin.mn.us)). The project webpage also has a lot information at <http://bottineautransitway.org/index.html>.

### **Is it the City's preference to have buildings up to the corners, at the sidewalk?**

The policies of the comprehensive plan and the zoning code require that buildings be located within eight feet of the front lot line or front setback line (both frontages on a corner lot). There are very few instances where the city has deviated from these policies and regulations and usually only when there are unique issues with the site. The possible LRT alignment and land takings, if any, could be a justification for setting the building back to accommodate any taking, but would not be a reason to put parking between the building and the public streets.

### **How will the City consider proposals that may have building footprints or other site features that are in conflict with possible LRT plans?**

The Bottineau LRT plans add complexity to proposals at this time. It is advisable to not place expensive structures directly on Penn Avenue. More collaboration with Hennepin County is expected in 2012, and more clarity is expected soon regarding the preferred alignment, which may or may not run down Penn Avenue.

**Has the City considered purchasing any residential properties south of the SE Site parcels to increase the size of the overall redevelopment site?**

No specific consideration has been made to date about acquiring additional residential property. The City of Minneapolis is currently working to adopt a Penn Avenue Redevelopment Area Plan that details property that the City may acquire or sell in the future; this plan does not contain any specific visions for this area.

Expanding to the south would require a rezoning of the properties to match the commercial zoning of the RFP parcels. Staff would have to evaluate any specific proposal to determine if it were in conformance with the comprehensive plan.

Reestablishing the L-shaped alley to access Penn Avenue will require discussions with the Public Works Department. Also, it is important to include appropriate screening or buffering between any new commercial uses and the existing residential parcels adjacent to the new development.

**Is it possible to submit a proposal for a development using just one of the three parcels that are noted as the SW Site?**

Yes, a proposer can submit a proposal for a smaller parcel. The City will, however, consider all proposals and favor larger projects that are economically feasible and add desirable commercial uses and greater density to the area.

**Can the City provide interested parties with access to the environmental studies done on the parcels, including Phase II studies?**

Yes, the following is a complete list of all the studies available.

Southeast Site:

- Limited Site Investigation (modified) 1256 Penn Avenue, November 15, 2002, Terracon
- Phase 1 Environmental Site Assessment 1256 Penn Avenue, October 2003, Wenck

Southwest Site:

- [Focused Phase II Environmental Site Assessment 1245 Penn Avenue, February 2002, Braun](#)
- [Focused Feasibility Study 1245 Penn Avenue, May 2002, Braun](#)
- [Development Response Action Plan & Construction Contingency Plan Implementation 1245 Penn and 2201/2215 Plymouth, January 2006, Braun](#)

If an electronic copy is available a link is provided, if only a hard copy is available, please contact Jacob Brown at [Jacob.brown@minneapolismn.gov](mailto:Jacob.brown@minneapolismn.gov) or 612-673-5769 to arrange a time to come to the CPED offices to view them. If desired, copies can be made for a fee of the entire document or of specific pages when you are in to view the documents in person.

City staff is investigating the possibility of securing EPA grant funding early in 2012 to fund a Phase 2 environmental study and DRAP for the SE Site. More information on this possibility may be available in coming weeks.

**The proposal response time is short and not sufficient to vet all possible issues with completing a development. How would the City like interested parties to respond given many unknowns at this time?**

The City does not expect proposers to address every possible question at this time. The proposals are an opportunity to introduce your team and concept for the Site(s) to the City for review and negotiations. Text and graphics will hopefully explain the overall project scope and present a preliminary project budget, including possible funding sources and uses.

**Has anyone communicated with the neighborhood groups and residents in the area to find out what they are interested in seeing at the intersection?**

City staff have briefed the Northside Residents Redevelopment Council Residential Commercial Task Force and held an open house on November 3, 2011. There is a perception that North Minneapolis is somewhat of a "food desert" with many residents desiring more fresh foods. Finalists for the properties will be expected to present their plans to all appropriate neighborhood organizations.

The City will be securing an independent appraisal in 2012 after the preferred LRT route is selected.