



# PLANNING COMMISSION STAFF REPORT

**DATE: MARCH 22, 2010**

ITEM FOR PLANNING COMMISSION INFORMATION:  
Follow-up regarding Prioritization of County Roads discussion.

## I. BACKGROUND

In follow-up to the February 8th discussion with City Transportation Engineer Jeff Pearson, the Planning Commission will be asked to rank County road segments for repair based on their potential for redevelopment.

At that meeting, the Commission listed a number of possible criteria for ranking redevelopment potential of the corridors. Those criteria are listed below in italics along with a brief staff response:

*Number of Vacant lots along the corridor in question:* The most recent data for vacant parcels was compiled in 2007. A map of these parcels (attached) seems to show no clear pattern of vacant properties along any one specific county or arterial road.

*Parcels in which the Zoning designation and Comprehensive Plan designations "match."* Staff recommends little weight be put on this factor given that the State requires the two plans to match and staff is currently working on identifying changes that must be made given the recently adopted Comprehensive Plan.

*Predominant zoning classification along each roadway:* While the Planning Commission had stated a desire to evaluate the zoning along each roadway, staff is suggesting that an evaluation of the Comprehensive Plan designation would be more beneficial as it shows the ideal land uses along the roads. A review of the Comprehensive Plan map (attached) shows the following trends for each roadway:

### High Density Mixed Used

- ARS-1 (Lyndale north of 67th Street)
- ARS-6 (77th Street/I-494 Corridor)
- CRS-5 (Penn Avenue north of 68th Street)

### A mix of Medium Density Commercial, Office and Residential Uses

- ARS-3 (Cedar Avenue/Richfield Parkway north of 66th Street)
- ARS-4 (Cedar Avenue/Richfield Parkway south of 66th Street)
- CRS-1 (66th Street west of Penn Avenue)
- CRS-3 (66th Street between I-35W and Portland Avenue)
- CRS-4 (66th Street between Portland Avenue and Richfield Parkway)
- CRS-6 (Penn Avenue south of 68th Street)
- CRS-7 (Nicollet Avenue between Crosstown Hwy 62 and 67th Street)

UPS-1 (77th Street Underpass at Trunk Highway 77)

Primarily Low and Medium Density Residential

ARS-2 (Lyndale Avenue between 67th and 76th Streets)

ARS-7 (East 76th Street)

ARS-5 (West 76th Street)

CRS-2 (66th Street between Penn Avenue and I-35W)

CRS-8 (Nicollet Avenue between 67th Street and 76th Street)

CRS-9 (Portland Avenue north of 66th Street)

CRS-10 (Portland Avenue between 66th Street and 76th Street)

*Redevelopment interest as gauged by staff:* Currently, developer interest is highest in those areas most appropriate for medium to high density rental housing. The reason for this elevated interest in this type of use is due to market demands and the ability to obtain financing for this type of use.

*Areas with specific redevelopment plans:*

- Cedar Corridor
- Penn Avenue (north of 68th Street)
- Lakes at Lyndale
- I-494 Corridor

*Availability of additional redevelopment funds:* Typically, redevelopment funding is equally available to all geographic areas. There are a couple of notable exceptions, however, including:

- Pre-Established TIF District for the Cedar Avenue area (including ARS-3 and ARS-4);
- Likely Metro Transit funding for transit related projects in the Penn Central area (CRS-5)

**Staff Recommendation**

To date, neither staff nor elected/appointed officials have ever “ranked” our redevelopment areas. This is largely due to the changing nature of market demands, real estate availability and development financing.

The staff recommendation is that the redevelopment potential be identified in more generalized terms rather than numerically ranked. Such generalized descriptors could include:

Planned for Redevelopment  
Potential for Redevelopment  
Large-scale Redevelopment Unlikely

Currently, staff would recommend the grouping of the Redevelopment Potential of the County and Arterial Roads (see attached map) as follows:

Planned for Redevelopment

ARS-1 (Lyndale north of 67th Street)

ARS-3 (Cedar Avenue/Richfield Parkway north of 66th Street)

ARS-4 (Cedar Avenue/Richfield Parkway south of 66th Street)

ARS-6 (77th Street/I-494 Corridor)

CRS-5 (Penn Avenue north of 68th Street)

### Potential for Redevelopment

CRS-1 (66th Street west of Penn Avenue)

CRS-2 (66th Street between Penn Avenue and I-35W)

CRS-3 (66th Street between I-35W and Portland Avenue)

CRS-4 (66th Street between Portland Avenue and Richfield Parkway)

CRS-6 (Penn Avenue south of 68th Street)

CRS-7 (Nicollet Avenue between Crosstown Hwy 62 and 67th Street)

UPS-1 (77th Street Underpass at Trunk Highway 77)

### Large-Scale Redevelopment Unlikely

ARS-2 (Lyndale Avenue between 67th and 76th Streets)

ARS-5 (West 76th Street)

ARS-7 (East 76th Street)

CRS-8 (Nicollet Avenue between 67th Street and 76th Street)

CRS-9 (Portland Avenue north of 66th Street)

CRS-10 (Portland Avenue between 66th Street and 76th Street)

In discussions with Transportation Engineer Jeff Pearson, a generalized grouping of redevelopment potential” as opposed to a finite ranking, should meet the needs of the Transportation Commission in making their evaluation of County and Arterial Roads Prioritization.

II. ATTACHMENTS
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- Vacant parcels
- Comprehensive Plan map