

# Neighborhood Planning for Community Revitalization

## Humboldt Industrial Area Community Land Use Plan

A CONSORTIUM PROJECT OF: Augsburg College; College of St. Catherine; Hamline University; Higher Education Consortium for Urban Affairs; Macalester College; Metropolitan State University; Minneapolis Community College; Minneapolis Neighborhood Revitalization Program; University of Minnesota (Center for Urban and Regional Affairs; Children, Youth and Family Consortium; Minnesota Extension Service); University of St. Thomas; and Minneapolis community and neighborhood representatives.

**CURA RESOURCE COLLECTION**

**Center for Urban and Regional Affairs  
University of Minnesota  
330 Humphrey Center**

**Humboldt Industrial Area  
Community Land Use Plan**

Conducted on behalf of  
Shingle Creek Neighborhood Association

Prepared by  
Faith Cornwall, Undergraduate Research Assistant  
Macalester College

August 2002

*This report (NPCR 1184) is also available at the following internet address:  
<http://www.npcr.org>*

## Table of Contents

NPCR Acknowledgment/Disclaimer.....	1
Executive Summary.....	2
Report.....	3
- Section One: Introduction.....	3
- Section Two: Humboldt Industrial Area.....	3
- Section Three: Connecting Assets to the Community.....	10
Works Cited.....	13

## NPCR Acknowledgement/Disclaimer

August 16, 2002

Neighborhood Planning for Community Revitalization (NPCR) supported the work of the author of this report but has not reviewed it for publication. The content is solely the responsibility of the author and is not necessarily endorsed by the NPCR.

NPCR is coordinated by the Center for Urban and Regional Affairs at the University of Minnesota. NPCR is supported by grants from the U.S. Department of Housing and Urban Development's East Side Community Outreach Partnership Center, the McKnight Foundation, Twin Cities Local Initiatives Support Corporation (LISC), the St. Paul Foundation, and The St. Paul.

Neighborhood Planning for Community Revitalization  
330 Hubert H Humphrey Center  
301 – 19<sup>th</sup> Avenue South  
Minneapolis, MN 55455

phone: 612.625.1020

e-mail: [npcr@freenet.msp.mn.us](mailto:npcr@freenet.msp.mn.us)

website: <http://www.npcr.org>

## Executive Summary

The goals of the research assistantship project changed over the summer. Originally intended to be a landscaping project, that goal was eliminated when the Shingle Creek Neighborhood Association (SCNA) hired Melchert Walkky, Inc, a landscape architecture firm. Melchert Walkky completed their assessment in mid-May, before the assistantship started. As a result, the focus changed to the Humboldt Industrial Area, specifically the undeveloped fifteen acres in the northwest corner. Owned by Canadian Pacific Rail and currently on the market, residents were concerned about what types of development could occur there and curious as to what their potential impact would be. They also wanted to know if and how they could influence the development.

At the midpoint assessment meeting, representatives from the Shingle Creek Neighborhood Association were largely satisfied with the progress of the research on the fifteen acres. They decided to redirect the project towards identifying ways to connect the assets of the Shingle Creek area to local and citywide residents. Due to this bifurcation, my report is split into three parts. The initial section provides background information on the Shingle Creek neighborhood. The second is devoted to the Humboldt Industrial Area. The third develops ideas from the midpoint meeting.

With its current zoning, the 15 acres could be developed for light industrial purposes; findings from the MCDA support this. Commercial development would also be appropriate and would answer a need in the neighborhood. Parkland would be inappropriate and unfeasible.

A fishing pier could be built at Ryan Lake and a bike path could connect it to either the Grand Round or the Shingle Creek Parkway.

For the fishing pier or commercial development to be successful, the community would need to organize and make their voices heard. Currently, attendance is low at the Shingle Creek Neighborhood Association meetings. Perhaps this could be helped by providing childcare at the meetings and/or publicizing new initiatives more aggressively.

## Section One: Introduction

Shingle Creek is a residential neighborhood in northwest Minneapolis, bordered by 53<sup>rd</sup> Avenue North to the north, Xerxes Avenue North to the west, 49<sup>th</sup> Avenue North and the Humboldt Industrial Area in the south and Humboldt Avenue North to the east. Within these blocks, there are 3,170 people housed in 1,100 units, over 90% of which are owner-occupied.<sup>1</sup> There is an elementary school and a junior high, and a recently renovated bike path runs along Shingle Creek. Currently, there are no commercial establishments in the neighborhood, although neighboring Lind-Bohannon, Victory and Webber-Camden are home to commercial corridors and various places of business in addition to residences. The one piece of property that is zoned for commercial use, at 4900 Xerxes Avenue North (intersection of 49<sup>th</sup> Ave North, Xerxes Avenue North, and Osseo Road/Brooklyn Boulevard,) is currently vacant.

The Humboldt Industrial Area (HIA) is bounded by 49<sup>th</sup> Avenue North to the north, Humboldt Avenue North to the east, Memorial Parkway to the south and Osseo Road to the west. It houses a Canadian Pacific Railway yard, a General Mills granary, Tri-state Land, GE On-site Machining Service, an Owens Corning fiberglass plant, Minneapolis Park Board, Minneapolis Refuse Inc., Rakos Remodeling and Macintosh Repair. It currently provides the city with 462,010 dollars in tax revenue.<sup>2</sup>

In the past few years, the Shingle Creek Neighborhood Association (SCNA) has realized the importance of learning about and working with their industrial neighbors to the south. Most HIA employees do not live in Shingle Creek, and most Shingle Creek residents do not work in the HIA. Thus, although the two have co-existed for decades, there has been little communication between them until fairly recently.

There are a number of issues stemming from the industrial park that concern Shingle Creek residents. These include truck traffic/routing/parking/pollution, industrial pollution, and landscaping around the HIA to moderate the visual impact of the industry.

To date, the SCNA has hired Biko Associates to do a traffic study detailing truck route options (project completed May 2002), Melchert Walkky, Inc. for a landscaping proposal (project completed May 2002), and the Green Institute to deal with pollution issues (project underway). The Green Institute is collaborating with the Retired Engineers Technical Assistance Program (RETAP) to work with the businesses in order to lessen their environmental impact. In addition, HDR Inc. has been hired by Owens Corning to do a more extensive traffic study.

Canadian Pacific Railway owns two abutting, undeveloped properties totaling fifteen acres in the northwest corner of the site that are currently for sale (2501 and 2601 49<sup>th</sup> Avenue North). To the extent that they can, neighbors would like to influence the sale and development of this property. They will welcome light industrial or commercial development that is as unobtrusive as possible. They would prefer to keep traffic and pollution to a minimum while maximizing job growth and tax revenues. They would prefer a profitable business, one that would be an asset not only to Shingle Creek but the Humboldt Industrial Area as well.

## Section Two: Humboldt Industrial Area

### *Possibilities for 2501 and 2601 49<sup>th</sup> Avenue North*

---

<sup>1</sup> United States. United States Census Bureau. 2000 Census.

<sup>2</sup> As for the number of jobs provided, the as yet incomplete RETAP/Green Institute report will include that count.

Currently, 2501 and 2601 are zoned I1 (light industry.) Therefore, light industry and select uses may be built without a zoning variance or amendment. Osseo Road, 49th Avenue North, the Canadian Pacific rail yard, and office and warehouse space that currently houses Rakos Remodeling and Macintosh Repair border the property. The plot has street access to 49<sup>th</sup> Avenue North and is in an ideal position to ship material via rail.

Up to the present, however, this land has not been developed. Over the years it has attracted various gardens, kids on bikes, and wildlife. Ryan Creek runs east from Ryan Lake, under Osseo Road and the railroad tracks and surfaces at 2501/2601 before being channeled into underground pipes that go beneath the HIA. The creek exits from the pipes into Shingle Creek near Humboldt Avenue and the bike path. From there, Shingle Creek runs into the Mississippi River.

*Residents identified three potential uses for the property: parkland, commercial use, and industrial use. I will address each of these.*

### **Parkland and/or Open Space**

The park idea stems from the desire of some neighbors to keep the area as is. With the assessor valuing the land at approximately a million and half dollars<sup>3</sup> and Canadian Pacific Rail asking for significantly more, however, it is beyond the budget of a small community organization. Nevertheless, I did some research on parks of a similar size (10 – 20 acres) and shape within Minneapolis. They included: Dean Parkway, Lyndale Farmstead, Pershing Field, Todd Park, Longfellow Park, and Matthews Park. I assessed each site looking for similarities with the situation at 2501 and 2601, reasoning that if there existed a pleasant, well-used park located near railroad tracks and busy streets, there was a slight possibility that the park idea could gain credibility.

Dean Parkway is the area between Lake Calhoun and Lake of the Isles. The existence of the lakes, Uptown, and the shape of the parkway itself preclude any comparison with 2501/2601.

Lyndale Farmstead, located near Lake Harriet, is surrounded predominantly by housing and a few commercial entities. A cemetery and more parkland lie to the west. It is hilly and houses a recreational center and a variety of amenities, including soccer and baseball fields and playground equipment.

Pershing Field, Todd Park, Longfellow Park, and Matthews Park are all parks a block square with similar amenities (including baseball fields, basketball fields, horseshoes, tennis courts, playgrounds, recreational centers, open fields, paths). All of them are located in leafy residential neighborhoods, some abutting or across the street from elementary schools or the occasional grocery store.

Since there is no evidence to suggest that the Humboldt site would be appropriate for park space, the land is prohibitively expensive, and there are many other fine park facilities in the area (Shingle Creek Bike Path, the grounds of Jenny Lind and Creekview schools), it is sensible to assume that the Minneapolis Park Board and/or any other non-profit/community group would not take on such a project.

Another route proposed to keep at least part of the area green was to participate in the Minnesota Department of Transportation's (MnDOT) Landscape Partnership Program (LPP). The LPP provides funds to landscape MnDOT owned rights-of-way in an effort to beautify neighborhoods. At the time of this project's completion, it was unclear whether this would be possible due to confusion regarding ownership and size of the right-of-way.

---

<sup>3</sup> Hennepin County Property Information Search. <http://www2.co.hennepin.mn.us/pins/>

On the other hand, Canadian Pacific Rail has of yet no buyer for the property. Until they do, 2501/2601 will remain as is. One resident suggested that the area be used for a Christmas tree farm; Canadian Pacific could potentially make a profit on the land as they waited for a buyer, and the residents would appreciate the visual effect of the wooded area. It should be noted however, that evergreen trees can take 10-20 years to mature into saleable Christmas trees, and Canadian Pacific Rail will probably not be willing to tie up the land for so long.

The only prospective buyer that the SCNA is aware of was Milk Source/Meyer Brothers. They lost interest due to the land and development costs and associated timelines; in addition, they preferred to buy an existing building. They reportedly are looking for 4-5 acres, preferably in the metro area. As for impact, such a facility would've included 27 trucks and 2 tankers with raw milk per day, with service mostly to the western suburbs. There would have been no odors affiliated with the facility. On the other hand, the neighborhood, strong community and good access to freeways appealed to the company.<sup>4</sup>

### **Commercial Use: Ideas**

Due to the fact that there is so little commercial space in Shingle Creek, some residents have expressed a desire for 2501/2601 to be developed for such a purpose. One person I spoke with noted that the neighborhood has lost two service stations and a Dick's Dairy in the past two years (partially due to the construction of the Humboldt Greenway.) Currently, residents must drive to do such basic errands as shopping for groceries, picking up milk, mailing a letter, or filling prescriptions. This becomes especially troublesome in the winter, when the driving conditions are poor and there is a threat of being snowed in.

The 3,170 residents in Shingle Creek would probably not be able to support more than a local convenience store. However, the HIA is one mile from Highway 100 and two from I-94; 49<sup>th</sup> Avenue North is accessible to both and is used by commuters who do not live in Lind-Bohannon or Shingle Creek. According to Biko Associates, there are currently between 4600 and 6400 car trips made on 49<sup>th</sup> Avenue North each day.<sup>5</sup> Osseo Road has 17,500 trips per day and Highway 100 sees 50,000 per day.<sup>6</sup> This opens up the possibility of developing the northwest corner of the HIA in a manner that would appeal to both local residents and commuters. Such a development could include a convenience store with groceries and household items, a walk-in / drive-through coffee and sandwich shop, a barbershop, a pharmacy, or a service station.

Ideally, such a development would be designed with convenient and safe ingress and egress not only for commuters on the go, but for local pedestrians and bikers as well. Considering the number of families in the neighborhood, it would be logical to make a route safe for children. Perhaps it could be connected to the bike path<sup>7</sup>, either with a devoted lane on one of the streets or possibly through the HIA itself. With proper screening, fencing, and clearly

---

<sup>4</sup> SCNA Board of Directors Meeting: Minutes, March 12 2002.

<sup>5</sup> Biko Associates, Inc. "Draft: Humboldt Industrial Area Traffic and Transportation Visioning Study." Minneapolis: Biko Associates, July 2002, p.11.

<sup>6</sup> Peter H. Mork and Steven T. Nilsson. "Light Industrial Redevelopment Market Study Prepared for the MCDA." Minneapolis: C.B. Richard Ellis, 31 January 2001.

<sup>7</sup> On p.9-10 of the Melchert Walkky Inc., Humboldt Industrial Park Site Analysis (17 May 2002) the author proposes a bike path as interim use for the site, to have in conjunction with development or to phase out with construction. I believe the path would be much more useful and worthwhile if it extended offsite, and believe that the possibility of incorporating the path into the development should be seriously considered.

marked entry and exit, this could be accomplished without disrupting the privacy of the HIA businesses. Fencing and greening would also make the trip more aesthetically pleasing for the shoppers. At their destination, there would be bike racks in an area away from the cars to separate the two types of traffic. Some people feel, however, that this option would be undesirable due to the narrow area available.<sup>8</sup> There was also concern expressed for the people living in the abutting private homes.

Other possibilities for access include a designated crosswalk or perhaps a pedestrian bridge; if it connected the business at 4900 Xerxes Avenue North (site currently vacant) with the HIA, the cross traffic could be beneficial for all. The Xerxes site could even be developed in conjunction with 2501/2601.

The development should be screened from the industrial area for aesthetic purposes, yet without limiting access from the businesses located there. HIA employees should have a clear, safe route to the development, where they could run errands or pick up lunch. The proposed bike/pedestrian route could accomplish this, although it would have to be designed in a manner to discourage curious children from trying to get into the industrial area.

Another group of people that could use this facility would be senior citizens, especially those who live at Common Bonds, an independent living facility located a few blocks away on the Humboldt Greenway. Common Bonds is not on a public transit line, which limits the residents' mobility. It would be relatively easy to run a shuttle bus from Common Bonds to the proposed development so the residents could buy groceries and convenience items and pick up prescriptions.

Currently, Common Bonds residents dependent on public transport must walk at least one block to reach a bus stop with limited service, or two blocks to reach a stop with more frequent service (lines 22 and 5 at 44<sup>th</sup> and Humboldt.) There is not enough traffic from Common Bonds to warrant front-door service according to Metro Transit's policy.<sup>9</sup> In addition, due to an accident in which a bus was hit by a train, buses no longer cross the tracks. As a result, the senior citizens themselves must walk over the tracks to reach the bus stop. This makes running errands and meeting friends more difficult. I spoke with Wanda Anstett, the services coordinator at Common Bond, and she informed me that residents are responsible for cooking their own meals and providing their own food. The local Kowalski's runs a shuttle bus from Common Bond to their grocery store on Tuesday mornings. The Greater Lakes Food Bank delivers once a week, but the contents and quantity of their deliveries vary. Other than that, residents without cars must depend on family members or the public bus system for transport. Anstett informed me that other common trips include visits to the doctor, beautician, church, drycleaner, dentist, convenience store, and pharmacy. Usually residents head to Brookdale for these services. There is a local pharmacy near the facility, but it is small and owned privately, and therefore prohibitively expensive for seniors who are often taking many medications. Therefore, a commercial development that included some of these facilities, especially a grocer and pharmacy, would be very helpful to the Common Bond residents, especially if it provided shuttle bus transportation.

### **Commercial Use: Feasibility, Impact and Design**

Developing 2501/2601 would increase the local tax base, but it is difficult to say by how much. The property would be taxed according to its assessed value. Value is determined by a

---

<sup>8</sup> Biko Associates, 6.

<sup>9</sup> Biko Associates, 5.

number of factors, including location, quality of construction, and square footage. Currently, the taxation rate for property in both commercial and industrial zones is 3.5%. Virtually any development would generate more tax revenue than vacant land.

The number and type of jobs (professional, unskilled, full-time, part-time) would depend on the businesses. For instance, pharmacists are well-paid professionals with advanced degrees, but clerks do not need a college education and are paid lower wages. Depending on how development is approached, there could possibly be a mix of small-business ownership (perhaps the coffee shop/ lunch stop) with chain retail (a pharmacy that could provide competitive pricing on medication and necessities.)

There would not be a significant amount of added pollution, and accidents involving industrial substances like asphalt (such as the ones at Owens Corning) would not be expected.

The development could possibly attract more automobile traffic, although the development may not be big enough for a significant increase. Rather, customers would be created from the existing commuter population. The development would attract pedestrians, and it is imperative that their existence be planned for and catered to. If not, the development would merely become another piece of disconnected commerce tolerated but not utilized by Shingle Creek residents. Depending on the design, bikes may be a factor in traffic considerations as well. Like the pedestrians, bikers should have a safe route to the development. Bike racks would encourage more customers because they could shop for a longer time without the worry of theft.

As with any commercial development, the site should be designed appropriate to the population it serves, with consideration taken to the number of shoppers and employees, traffic patterns to facilitate ingress and egress, visibility to local roads, carefully thought out site planning, attractive and clear signage, aesthetically pleasing exterior elevations, a viable tenant mix, and competent security features. In addition, plans should take into account the income level, lifestyles, age, education levels, occupations, and ethnicities of both employees and customers to best accommodate their needs. The development can and should be environmentally friendly, durable in its constitution, flexible in its space, and visually attractive. It should be designed with the intention to craft a valued asset to the Shingle Creek neighborhood and Humboldt Industrial Area for years to come. It should not be a generic strip mall inserted into the landscape without regard to the local needs and thus doomed to blight from the beginning.

It should be noted that such development may require a zoning variance and or amendment. A variance is "...intended to provide a means of departure from the literal provisions of the zoning ordinance where strict adherence would cause undue hardship because of the condition or circumstances unique to an individual property."<sup>10</sup> Property owners can petition for a variance if they believe that unique circumstances are preventing them from using their property the same way others in the zoned district can use their land.<sup>11</sup> Therefore, 2501/2601 is probably not an appropriate application. An amendment "... to the text of the zoning ordinance and the zoning maps are made for the purpose of promoting the public health, safety and general welfare, and in consideration or changing conditions, conservation of property values, the trend of development, and the current and anticipated use of the property."<sup>12</sup> Amendments may be initiated by members of the city council, persons with a legal or equitable

---

<sup>10</sup> City of Minneapolis Zoning Ordinance ch 525, article VI para 525.460, "Purpose of Variances."

<sup>11</sup> "The Citizens Guide to Zoning." Herbert H. Smith. Planners Press, APA Washington D.C. 1983, 113.

<sup>12</sup> City of Minneapolis Zoning Ordinance ch 525, article VI para 525.250, "Purpose of Zoning Amendment."

interest in the property, or the city planning commission. In this case, the SCNA would have to align itself with one of the above parties to obtain an amendment.

### **Industrial Use: Possibilities**

Since 2601/2501 is currently zoned for light industry, it would be easiest to develop the plot for that use. "Light industrial uses are low impact uses which produce little or no noise, odor, vibration, glare, or other adverse affect. Light industrial uses generally do not include processing of materials or production of primary materials."<sup>13</sup> It includes various aspects of production in such areas as apparel, computers, electronics, leather products, furniture, house appliances, measuring/analyzing/controlling instruments, medical/optical instruments, musical instruments, novelty pens/pencils/buttons, office/commercial equipment, paper/paperboard, pharmaceuticals, health and beauty, precision-machined products, printing and publishing, signs, sporting goods, and telecommunications.<sup>14</sup>

"Limited commercial, parking, institutional, public uses and public services are allowed" in I1 zones as well.<sup>15</sup> Permitted uses include: film, video and audio production, food and beverage products, furniture moving and storage, wholesale greenhouse, commercial laundry, packaging of finished goods, research/development and testing laboratory, self service storage, wholesaling/warehousing/distribution, art gallery art studio, building material sales, child care center, office supply sales and service, photocopying, offices, coffee shop with limited entertainment, restaurant (delicatessen), restaurant (sit down with alcohol and general entertainment), indoor recreation area, hotel, radio/TV station, regional sports arena, clinic (medical or dental), laboratory (medical or dental), school (K-12), school (vocational or business), athletic field, club or lodge with general entertainment, community center, community garden, development achievement center, educational arts center, park, and religious place of assembly.<sup>16</sup>

"Conditional uses" are uses allowed "provided that the use complies with all other applicable provisions of this ordinance. Persons wishing to establish or expand a conditional use shall obtain a conditional use, permit for such use, as specified in Chapter 525, Administration and Enforcement."<sup>17</sup> Conditional uses of I1 property includes: dry cleaning, industrial machinery and equipment sales/ service/rental, planned industrial development, contractor's office, day labor agency, farmer's market, liquor store (off-sale), automobile convenience facility, automobile rental, automobile repair (minor and major), automobile sales, car wash, nightclub, fast food restaurant, hospital, ambulance service, bus garage or maintenance facility, horse and carriage assembly or transfer site, limousine service, package delivery service, taxicab service, towing service, truck/trailer/boat/mobile home sales/service/rental, parking facility, religious mission, community correctional facility (up to 32 people), animal shelter, bus turnaround, electric/gas substation, fire station, garage for public vehicles, electricity generation plant (hydroelectricity), heating or cooling facility, mounted patrol stables, passenger transit station, police station, post office, railroad right-of-way, storm water retention pond, street equipment maintenance facility, telephone exchange, vehicle emission testing facility, water pumping and filtration facility.

---

<sup>13</sup> City of Minneapolis Zoning Ordinance, Ch 550, article 1 paragraph 550.30 section 1, page 338.

<sup>14</sup> ibid 338.

<sup>15</sup> ibid 337.

<sup>16</sup> ibid 340.

<sup>17</sup> ibid 341.

There are thus many ways to develop 2501/2601 within the category of "light industry." As for the structures themselves, there could be one large facility with one or multiple companies housed in it. As suggested by the Melchert Walkky, Inc. report, there could be a group of smaller buildings clustered on the property, with care taken to plant vegetation to screen them from the street and the residents from the industrial facades. The development could include bike paths that extend off the site for commuter purposes should the employee base of the new tenant warrant.

Development could occur in phases, as suggested by the Melchert Walkky report, with the open public space slowly replaced by business. Perhaps this slower manner of development would help the neighborhood ascertain significant changes and adjust accordingly (i.e. altering traffic patterns, etc.)

Biko Associates noted that 250,000 square feet of office/warehouse development would generate approximately 1,000 trips per day, which could be accommodated with current infrastructure.<sup>18</sup>

Regardless of how the buildings are eventually arranged, they should be painted and screened in such a manner as to lessen the visual impact on the neighbors.<sup>19</sup> If traffic is expected to increase significantly, calming techniques could be considered.

With such a wide variety of activity included under "light industry," it is difficult to predict the impact on the neighborhood. In general, however, the neighborhood can expect the impact to be lighter than medium or heavy industry. The pollution rates and types would vary widely, although working with the Green Institute could alleviate the impact. Traffic, and traffic type (i.e. automobiles or trucks, onsite employees versus truck drivers) would vary widely as well.

### **Industrial Use: Feasibility**

In July 2000, the MCDA commissioned a report from CB Richard Ellis on possible light industrial re-development sites in Minneapolis.<sup>20</sup> Of an initial seven sites, five were chosen for further investigation: Le Jeune Steel, Linden Yards, Central and Broadway N.E., North Lyndale/Camden Industrial and Humboldt Railyards. Of these five, only Humboldt and Linden Yards received the authors' recommendation to purchase the land and begin redevelopment.

I contacted Tom Daniel at the MCDA to inquire why the MCDA had not followed through. Apparently, the price of the land was prohibitive. The asking price is currently five dollars a square foot, or approximately 3.3 million dollars for fifteen acres.<sup>21</sup> The value of the land is assessed at 1.6 million dollars. Daniel's assessment of the situation is as follows:

*"If CP Rail were willing to reduce the price of the land, and if general economic conditions were favorable, Humboldt Yards would likely be redeveloped privately. The MCDA could possibly be involved in providing gap financing for such a redevelopment. The MCDA does not have the resources, however, to acquire the site itself. Nor would the MCDA be willing to pay more than the fair market value for the land."<sup>22</sup>*

---

<sup>18</sup> Biko Associates, 7.

<sup>19</sup> For more information regarding neighborhood impact reduction, see the Melchert Walkky Report. They address issues of paving, foliage, screening, fencing and exterior painting.

<sup>20</sup> Peter H. Mork and Steven T. Nilsson. "Light Industrial Redevelopment Market Study Prepared for the MCDA." Minneapolis: CB Richard Ellis, 31 January 2001.

<sup>21</sup> Tom Daniel. "RE: MCDA Light Industry Report." E-mail to Faith Cornwall. 19 June 2002.

<sup>22</sup> Tom Daniel. "RE: MCDA Light Industry Report." E-mail to Faith Cornwall. 18 June 2002.

Of course, the situation has further changed with the release of the McKinsey Report in June 2002. The suggestions in the report call for a reorganization that would affect the planning and economic development departments in the city. Many functions of the MCDA would be absorbed into CPED, the Community Program for Economic Development. Whether or not Humboldt would be a priority in this hypothetical situation remains unknown.

Nonetheless, the fact remains that a private consulting firm did advise that the Humboldt site be redeveloped. According to CB Richard Ellis, the site can accommodate 250,000 square feet of development with 216 surface parking spaces. Their report and findings could be used to support light industrial development plans in the future.

### Section Three: Connecting Assets to the Community

#### **Potential Bike Path and Fishing Pier**

Currently, the Shingle Creek neighborhood is included in Minneapolis' Grand Round, a fifty mile pedestrian and bike path that encircles the city. Shingle Creek residents can access the many parks and amenities via Victory Memorial Parkway, only a few blocks to the South.

There is a possibility that a bike path could be routed to a new fishing pier at Ryan Lake, located to the west of Shingle Creek. Although the lake is technically part of Minneapolis, it is bordered on three sides by Robbinsdale residents. For the project to be successful and welcomed, the cooperation of residents from both side of the border may be necessary.

One possible route would run from the potential pier and beside the railroad tracks to a spiral ramp at the Osseo Road bridge. From the bridge, there are two options. The path could go to 49<sup>th</sup> Avenue North, where bike path striping on the road would lead cyclists to the Shingle Creek Parkway a few blocks east. The other option is for the path to run through the land referred to as the Superfund site. The site, approximately nine acres, lies directly south of the Canadian Pacific Rail tracks that run through the HIA. It starts at Osseo Road and continues three blocks east. It contains a business which one SCNA resident suggested could be approached for landscaping. The bike path would then have to cross through industrial property. Melchert Walkky mentioned that a thirty foot setback for a bike path be requested from the railroad, noting that it would provide a buffer for the abutting residential property as well. They also mention that this would require the cooperation of the railroad and property owners and could thus be very difficult and costly to achieve.<sup>23</sup>

There are a number of elements that need to be solved for the project to be successful. The people living around the lake may oppose the creation of a bike path, as they would lose some of their privacy and solitude. The planner would have to find a way to safely transport bikes and pedestrians alongside trains, and find enough space to put in a ramp. In addition, it has been opined that running the path through the Superfund site would be logistically impossible, and any path would be undesirable given the cost considering the fact that Victory Memorial Parkway and Shingle Creek Parkway are both so close.

As for funding, Council Member Barbara Johnson suggested that the Department of Natural Resources (DNR) could be helpful. They have a wide variety of grants that could be applicable to both the pier and path; applications for some of these grants are included in the final project folder, under "DNR Sample Applications." The DNR has a very helpful website that addresses specifics at [www.dnr.state.mn.us](http://www.dnr.state.mn.us). In addition, grant coordinators are included on the "Contact Information" sheet provided.

---

<sup>23</sup> Ronald Melchert. "Humboldt Industrial Area Site Analysis." Minneapolis: Melchert Walkky Inc, 17 May 2002.

## **Highway Concerns**

Highway 100 currently runs North-South along the western edge of Minneapolis. Shingle Creek lies between it and Highway 94 to the west. As a result, cars and trucks traverse 49<sup>th</sup> Avenue North to get from one to the other. Shingle Creek residents have expressed a desire that Highway 100 be connected directly to 94 to alleviate this problem. Currently, although 100 connects directly to 694, drivers must exit at the segment between France Avenue and 694 in order to access an on-ramp for 94.

## **Truck Traffic**

A closely related problem, some residents would prefer to remove all truck traffic from 49<sup>th</sup> Avenue North and other neighborhood streets. One suggestion is the routing of trucks through the Humboldt Industrial Area, under the Osseo Road bridge alongside the railroad tracks to an exit by the former Howe fertilizer building. There they could get on Osseo Road/Brooklyn Boulevard and go directly to the highway.

Biko Associates included an idea that could be used in conjunction with the Osseo Road bridge suggestion in their report (option 2A.) The service road on the north side of the railroad tracks from Colfax/45<sup>th</sup> Avenue North to Humboldt Yard would be developed under the plan, as would an on-site circulation route for trucks alongside the back sides of on-site buildings. This would successfully remove truck traffic from Shingle Creek Drive, 47<sup>th</sup> Avenue North and the Humboldt Greenway. If used in conjunction with the Osseo Road bridge exit, then it would remove truck traffic from 49<sup>th</sup> as well.

There may not be enough room under the bridge to fit both trains and trucks, although initial consultation with the Department of Public Works indicates it is a possibility. Elevations of the site from the DPW are included at the end of the report, along with contact information. Also, Canadian Pacific Rail may not be willing to build it because of the cost.

As for constructing the service road between Colfax and Humboldt Yard, there may not be enough space with the removal of buildings or other modifications. Since this is, by some counts, the best option for the neighborhood, it should be considered despite the potential cost involved.

## Closing Thoughts

For any change to occur in the neighborhood, it is vital that the residents make their voices heard. A planning process that incorporates both business and individuals will have the most balanced, successful output. I highly encourage both the businesses and people of Shingle Creek to work together to realize the neighborhood's potential.

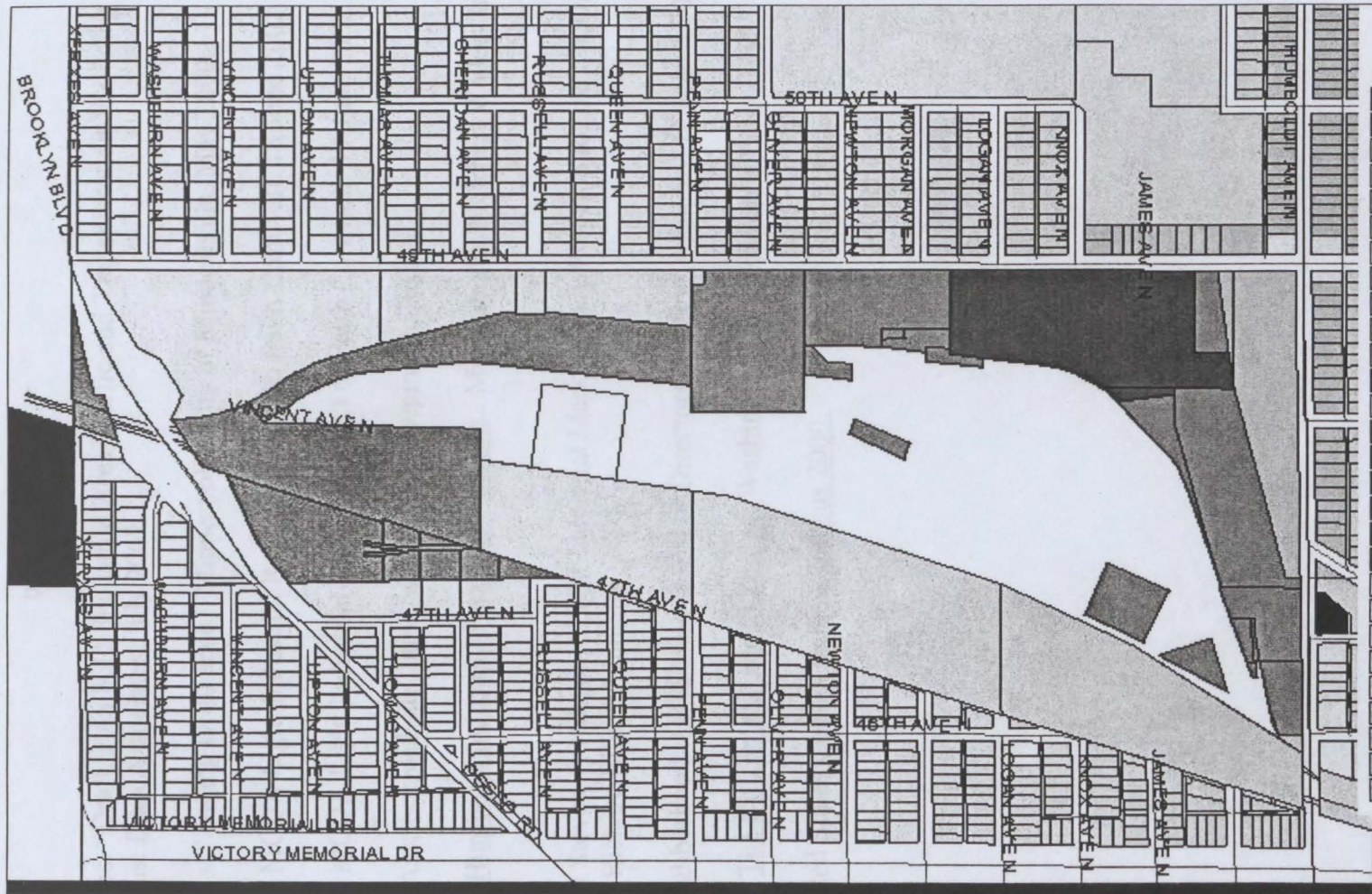
## **For More Information**

Please contact Amy Luesebrink (763.561.1616, joeandjeannabor@aol.com) or Jeff Strand (612.588.4817, strand-jeppesen@mn.rr.com) for follow-up resources. These include:

- contact information for a variety of relevant people and departments (MCDA, Green Institute, Planning, etc.)
- sample applications for DNR grants
- information on zoning, including amendment procedure
- information on eco-industrial parks, provided by the Green Institute

- the MCDA / CB Richard Ellis report on Light Industrial redevelopment
- Shingle Creek census information
- Biko Associates traffic studies
- the Melchert Walkky Inc. landscape assessment
- site plans for the Osseo Road bridge

# Humboldt Industrial Area Zoning



## Zoning

- B41 - Downtown Business
- B42 - Downtown Business
- B4C1 - Downtown Commercial
- B4C2 - Downtown Commercial
- B4S1 - Downtown Service
- B4S2 - Downtown Service
- C1 - Neighborhood Commercial District
- C12 - Neighborhood Commercial District
- C2 - Neighborhood Corridor Commercial
- C3A - Community Activity Center District
- C3G - Community Shopping Center District
- C4 - General Commercial District
- I1 - Light Industrial District
- I2 - Medium Industrial District
- I3 - General Industrial District
- MU - Mixed Zoning
- OR1 - Neighborhood Office Residence District
- OR2 - High Density Office Residence District
- OR3 - Institutional Office Residence District
- R1 - Single Family
- R1A - Single Family
- R2 - Two Family
- R2A - Two Family
- R2B - Multiple Family
- R3 - Multiple Family
- R4 - Multiple Family
- R5 - Multiple Family
- R6 - Multiple Family

**GIS**  
MINNEAPOLIS  
2000

NOTE: The City of Minneapolis assumes no legal responsibility for the information represented here in the map layout



## Works Cited

- Biko Associates, Inc. "Draft: Humboldt Industrial Area Traffic and Transportation Visioning Study." Minneapolis: Biko Associates, July 2002.
- City of Minneapolis. "Zoning Ordinance." Minneapolis: City of Minneapolis, May 2000.
- Daniel, Tom. "RE: MCDA Light Industrial Report." E-mail to Faith Cornwall. 18 June 2002.
- Daniel, Tom. "RE: MCDA Light Industrial Report." E-mail to Faith Cornwall. 19 June 2002.
- Hennepin County Assessor website. <http://www2.co.hennepin.mn.us/pins/>
- Melchert, Ronald. Humboldt Industrial Park Site Analysis. Minneapolis: Melchert Walkky Inc., 17 May 2002.
- Mork, Peter H. and Steven T. Nilsson. "Light Industrial Market Study Prepared for the MCDA." Minneapolis: C.B. Richard Ellis, 31 January 2001.
- Shingle Creek Neighborhood Association Board of Directors Meeting: Minutes, 12 March 2002.
- Smith, Herbert H. The Citizen's Guide to Zoning. Washington D.C.: Planner's Press, 1983.
- United States. United States Census Bureau. Census 2000.