

Chapter 3: Land Use
 Appendix



Appendix 3-A: Definitions

The following paragraphs outline Golden Valley’s definitions of the terms goal, policy, objective, program, and standard and illustrates how they are used in the Land Use Plan.

Goal

“An idealized end state that serves as a focus for planning efforts. Goals reflect situations toward which to strive without necessarily expecting full attainment.”

Policy

“An ongoing guide or set of criteria for undertaking legislative or administrative actions in conformance with plan goals. Policies are specific enough to provide direction in a decision-making context and are intended to be used whenever applicable throughout the life of the plan.”

In other words, policies provide the structural framework for making land use decisions that will properly implement the General Land Use Plan by building firmly on its goal foundation. The City’s land use policies are listed on pages _____, along with references to the primary underlying goal or goals for each policy.

Objective

“An intermediate milestone on the way toward a goal. Objectives are specific, measurable, and achievable and are generally intended to be met within a short (three- to five-year) time frame.”

Objectives are the building blocks that fill in the structural framework as it rises upward from the foundation. This term does not appear in state law, but statutes do require cities outline specific actions toward plan implementation, which comes to much the same thing. The City’s current land use objectives are listed starting on page 3-8, again with references to primary underlying goals.

Program

“Usually an established source of assistance—whether financial, legal, physical, or informational—offered through a public or private agency. A program could also be any coordinated set of actions designed to yield a specified product.”

Programs provide the tools for erecting the structural framework and setting the building blocks in place, while standards form the structural specifications. The City has identified land use programs and standards within policy and objective statements as appropriate rather than listing them separately.

Standard

“A specified index of measurement or threshold of acceptability.”

Appendix 3-B: Land Use Table In 5-Year Stages

Existing and Planned Land Use Table (in acres)									
Within Urban Service Area			Existing (2008)	2010	2015	2020	2025	2030	Change 2000-2030
Residential Land Uses									
	Allowed Density Range Housing Units/Acre								
	Minimum	Maximum							
Low Density Residential	0.1	5	2714	2714	2714	2714	2700	2700	-14
Medium Low Density Residential	5	11.9	201	200	225	225	225	225	24
Medium High Density Residential	12	19.9	0	41	41	60	60	60	60
High Density Residential	20	30	100	60	65	70	70	80	-20
Commercial/Industrial Land Uses									
	Est. Employees/Acre								
Office	5172		95	95	95	100	100	100	5
Retail/Service	5172		95	95	112	75	75	75	-20
Light Industrial	16,160		85	85	260	85	85	85	0
Industrial	5495		95	95	89	80	80	80	-15
I-394 Mixed Use	5334		200	200	200	200	220	220	20
Public/Semi-Public Land Uses									
Open Space			58	58	58	65	65	65	7
Schools and Religious Facilities			1375	1375	1375	1349	13349	1349	-26
Public Facilities			403	403	403	403	397	397	-6
Semi-Public Facilities			305	305	305	300	290	290	-15
Road Rights of Way			700	700	700	700	700	700	0
Railroad			150	150	150	150	150	150	0
		Subtotal Sewered							0
Undeveloped									
Wetlands			169	169	169	169	169	169	0
Open Water, Rivers, and Streams			295	295	295	295	295	295	0
Total			7040	7040	7040	7040	7040	7040	0
For planning purposes, I-394 Mixed-Use is assumed to be approximately 25% residential use with five to 11.9 units/acre allowable density. Medium Low, Medium High, and High Density Residential are assumed to be 100 percent residential use.									

Appendix 3-C: Golden Hills Redevelopment Plan

Golden Hills Redevelopment Plan *Originally adopted in 1984 Amended in 1998*

Golden Valley, Minnesota
23 pages

GOLDEN HILLS REDEVELOPMENT PLAN

ORIGINALLY ADOPTED IN 1984

- HRA Approval Date (No Resolution): September 10, 1984
- City Council Approval Date (Resolution 84-120): October 16, 1984

AMENDED IN 1998

- Initial HRA Approval Date (HRA Resolution 98-7): September 8, 1998
- City Council Approval Date (Resolution 98-100): December 1, 1998
- Final HRA Approval Date (HRA Resolution 99-2): February 9, 1999



GOLDEN HILLS REDEVELOPMENT PLAN

Part I: OVERVIEW

Area Location and Extent

The Golden Hills redevelopment area (Exhibit A) abuts Golden Valley's southerly city limits for almost a mile between Trunk Highway 100 on the east and Colorado Avenue on the west. Except for a small "panhandle" at Highway 100, the area lies entirely north of I-394. As established in 1984, the northerly boundary of Golden Hills generally ran behind a row of single family houses and a nursing home on Circle Down and then jogged north to follow Laurel Avenue west from Turners Crossroad. That original redevelopment area included about 91 acres of land.

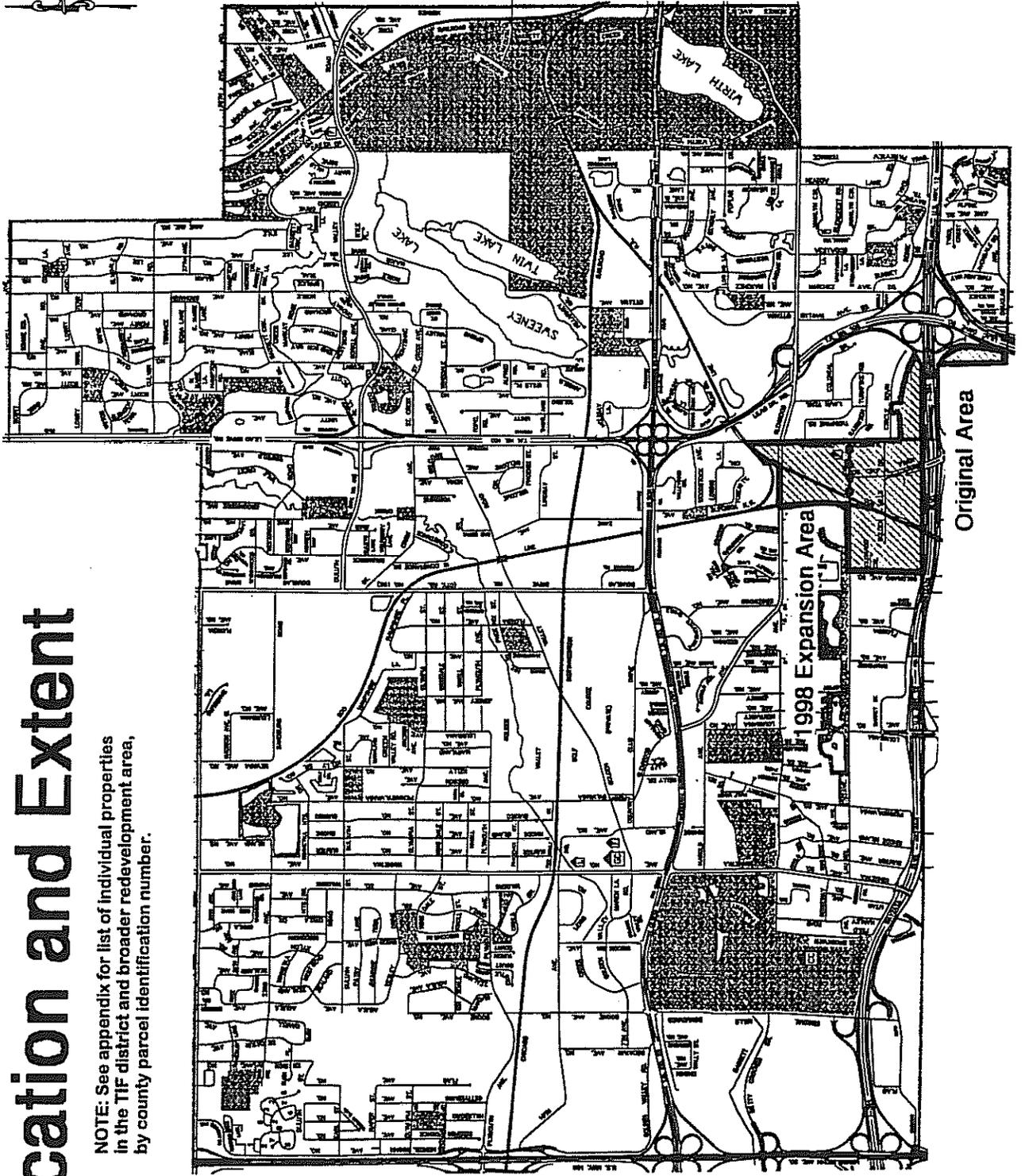
The main purpose of this 1998 plan amendment is to expand Golden Hills by drawing in additional land area lying between Turners Crossroad and the Soo Line Railroad, extending northward to a point just beyond Glenwood Avenue. Because of a 1997 boundary adjustment between Golden Valley and neighboring St. Louis Park, a thirty-foot-wide strip of land running from Xenia to Colorado Avenue is also being added to Golden Hills at this time. Total land area as amended is about 129.5 acres.

Golden Hills incorporates a Tax Increment Financing (TIF) district. The boundaries of the TIF district are contiguous with the boundaries of the original Golden Hills redevelopment area except that the district excludes the portion of the redevelopment area lying south of I-394. The newly added land in the redevelopment area will not become part of the TIF district.

Exhibit A: Golden Hills Redevelopment Area

Location and Extent

NOTE: See appendix for list of individual properties in the TIF district and broader redevelopment area, by county parcel identification number.



Background

One of the reasons for establishing the Golden Hills redevelopment area was to provide a means for addressing issues and opportunities arising in connection with plans to upgrade old Trunk Highway 12 (now I-394) to interstate highway status. Golden Valley opposed the highway upgrade for many years, but began positioning itself for dealing effectively with the accompanying land use impacts once the decision to construct I-394 became inevitable.

The City's first step was to enact a construction moratorium along the entire Highway 12 corridor from September 1979 to September 1980 while waiting for the final I-394 design plans. Following a period of background research and documentation, Golden Valley's 1982 comprehensive plan update identified part of the highway corridor as a "study area" due to "signs of deterioration within the area and potential for redevelopment in conjunction with anticipated upgrading of Highway 12 to I-394." Another moratorium from April 1984 to April 1985 allowed the HRA to establish the Golden Hills redevelopment area, Golden Hills TIF district, and related plan documents for both.

The original Golden Hills redevelopment plan examined then-existing land use conditions, determined appropriate long-term land use categories, and established more specific redevelopment uses that corresponded to the land use categories. The plan also defined the area to be covered by the Golden Hills TIF district, provided an outline for development or redevelopment within the TIF district, and connected proposed development or redevelopment to local land use objectives. Because the redevelopment plan indicated general land uses appropriate to replace the "study area" designation in the comprehensive plan, it was considered a base for amendment of the comprehensive plan and the related City zoning map. All of those elements have been retained with the current Golden Hills plan amendment, except for such changes as necessary or desirable to bring the plan up to date.

The original Golden Hills plan anticipated programming of redevelopment activities over a period of five to ten years. A real estate market decline in the late 1980's resulted in several years of unsuccessful marketing attempts on the part of the HRA and unfeasible proposals by interested developers. The situation was exacerbated by temporary access and circulation disruptions while the new interstate highway was under construction. With I-394 complete and the real estate market going strong again, the redevelopment plan for Golden Hills is back on track, delayed by several years but still providing a valid blueprint for successful revitalization of this area.

Findings in Support of Redevelopment

To use the redevelopment powers authorized for local HRA's under state law, a city must first make certain "findings" about any area proposed for redevelopment.

For the Original Redevelopment Area

Findings for the original Golden Hills area were outlined in summary form in the body of City Council Resolution 84-120, adopted on October 16, 1984. They were spelled out more fully within the redevelopment plan itself, and consist of the following statements:

- ◆ Land in the Golden Hills Redevelopment District would not be made available for redevelopment without public financial aid. Provision of redevelopment lands in the Golden Hills Redevelopment District requires removal of deteriorated and obsolete buildings, clearance of overdeveloped parcels, correction of soil conditions on vacant land, and assembly of existing lots into redevelopment parcels of appropriate size and configuration. Assembly and development of property requiring clearance or soil correction is not economically feasible for private developers without public subsidy.
- ◆ Redevelopment plans for the Golden Hills Redevelopment District afford maximum opportunity for redevelopment by private enterprise. The Golden Hills Redevelopment Plan encourages private redevelopment in the area and promotes cooperation or participation of existing landowners in redevelopment projects. Several current property owners in the Golden Hills Redevelopment District are in contact with the City concerning cooperation with the HRA in assembly and redevelopment of land or sale of property to the HRA for assembly and redevelopment by developers. The role contemplated by the HRA in redevelopment includes acquisition, assembly, and clearance of parcels, with sites subsequently transferred to private developers, thus involving private enterprise in the construction phase of redevelopment in all cases.
- ◆ The Golden Hills Redevelopment Plan conforms to the adopted City of Golden Valley Comprehensive Plan. The Comprehensive Plan, adopted November 16, 1982, designates the Golden Hills area as a study area for potential redevelopment activity. The Golden Hills Redevelopment Plan outlines redevelopment uses which reflect appropriate long-term land uses for the area. Long-term land use designations shall be incorporated into the Comprehensive Land Use Plan Map in an amended City of Golden Valley Comprehensive Plan.

With the current amendment to the Golden Hills plan, the HRA finds each of the above points still valid as generally applied to the redevelopment area.

For the Added Redevelopment Area

A recent traffic study by SEH, Inc., revealed a need for improved north/south access into and through Golden Hills to accommodate and facilitate the full extent of redevelopment activity contemplated in the plan. The existence of excess railroad right-of-way located just north of the Golden Hills Central Area offers an opportunity to provide such improved access by expanding overall area boundaries and undertaking certain additional activities as outlined later in this amended plan. With regard to the newly added area, the HRA finds the following:

- ◆ Land in the Golden Hills Redevelopment District would not be made available for redevelopment without public financial aid. Completion of redevelopment activities requires improved north/south access. The provision of such access requires close coordination with the railroad company and substantial public investment in order to acquire the necessary right-of-way and design and build the new road.
- ◆ Redevelopment plans for the Golden Hills Redevelopment District afford maximum opportunity for redevelopment by private enterprise.
- ◆ The Golden Hills Redevelopment Plan conforms to the City of Golden Valley Comprehensive Plan. The Golden Hills plan contemplates no redevelopment activities that would alter long-range uses identified in the land use element of the comprehensive plan. The transportation element of the comprehensive plan has been amended to reflect the new road corridor, which is being incorporated into a new land use plan map as part of a general land use element update currently underway.

Redevelopment Objectives

Specific redevelopment uses and activities are identified in Part II of this plan. Broader objectives are identified in seven categories as follows:

General

- ◆ Create an attractive I-394 corridor for the City of Golden Valley in the vicinity of Turners Crossroad.
- ◆ Reverse deterioration and degradation of current Trunk Highway 12 frontage in the area of Turners Crossroad.
- ◆ Stimulate and coordinate area redevelopment not possible without public subsidy to private development.
- ◆ Provide for orderly physical and economic growth of the area through controlled development and redevelopment.
- ◆ Strengthen and increase area tax base.

Coordination With I-394 Project

- ◆ Take advantage of the incentive that I-394 construction provides for upgrading land use as a catalyst to further area redevelopment.
- ◆ Coordinate the upgrading of land uses and area redevelopment with the conversion of Highway 12 to interstate status.
- ◆ Minimize public costs of I-394 right-of-way acquisition and redevelopment site acquisition through joint MnDOT/HRA purchases.
- ◆ Coordinate redevelopment time schedules with I-394 project time schedules in order to minimize construction period inconvenience.
- ◆ Integrate I-394 acquisition parcel remnants into redevelopment sites.

Blight Removal

- ◆ Remove and replace dilapidated, deteriorated, and vacant buildings which constitute a blight on the area.
- ◆ Remove and replace, or rehabilitate and upgrade, obsolete and code deficient buildings which have a blighting influence on the area.
- ◆ Redevelop or upgrade properties which are unsightly due to lack of aesthetic amenities including landscaped yards, paved parking areas, and curb-separation between pavement and landscaping, or due to loading docks facing the street.
- ◆ Remove buildings that are overcrowded on small lots, resulting in inadequate parking, nonconforming landscaped yard areas, and lack of space for normal business expansion.
- ◆ Clear and assemble overdeveloped small lots into larger redevelopment sites allowing space for adequate parking, required landscaped yards, and anticipated business expansion.
- ◆ Eliminate unsightly land uses, including unscreened outside storage of equipment or materials, which constitute a blight on the area and adversely impact land value and marketability of surrounding properties.
- ◆ Replace deleterious and inappropriate land uses incompatible with surrounding land uses and detrimental to area property values.
- ◆ Develop or redevelop underutilized properties with potential for greater contribution to the tax base and economic welfare of the community.
- ◆ Develop vacant and potentially useful land blighted by virtue of difficult physical character of the ground, including poor soil conditions.
- ◆ Eliminate or correct undesirable soil or topographic characteristics, including poor soil conditions, to allow development of affected property.

Redevelopment Land Use

- ◆ Achieve the highest and best use of Golden Valley properties bordering I-394 in the vicinity of Turners Crossroad.
- ◆ Assemble redevelopment sites to accommodate more intense land uses directly adjacent to I-394.
- ◆ Provide desired expansion space for the Golden Hills Shopping Center.
- ◆ Assemble redevelopment sites to accommodate industrial operations with future expansion potential.
- ◆ Rearrange area land uses to result in more functional and complementary land use relationships.

Private Investment

- ◆ Minimize public redevelopment costs by encouraging private redevelopment of the area and by promoting cooperation or participation of existing land owners in redevelopment efforts.
- ◆ Encourage upgrading by owners and tenants of existing commercial and industrial buildings and properties not targeted for redevelopment.

Circulation

- ◆ Redesign local traffic circulation patterns and intersections in order to eliminate existing traffic hazards and points of traffic congestion, including inadequate frontage road separations from I-394 ramps.
- ◆ Reorient building fronts to adjust to changes in street frontages resulting from the I-394 project.

Relocation

- ◆ Provide nearby sites and opportunities for expansion to existing businesses displaced by redevelopment but still compatible with designated redevelopment uses in the area.
- ◆ Minimize potential hardships created by relocation of conflicting or incompatible land uses.

The current plan amendment does not require any new redevelopment objectives. The HRA's aims for the expanded area are already encompassed by statements in the seven categories above. With regard to circulation in particular, The Xenia Avenue extension is planned as a traffic redesign project to eliminate existing hazards and points of congestion along Turner's Crossroad from Golden Hills Drive to Glenwood Avenue.

Part II: REDEVELOPMENT PLAN COMPONENTS

Golden Hills is divided for planning purposes into five sub-areas (Exhibit B). Included in the originally-established boundaries are the West Area, the Central Area, the East Area, and the South Area. The current plan amendment adds a Xenia Avenue Extension Area. The following pages describe each sub-area in turn, outlining land use characteristics and summarizing planned and completed redevelopment activities. A substantial amount of additional documentation on initial property conditions can be found in the original Golden Hills plan and in other records maintained by the HRA.

West Area

Although serious redevelopment activities did not get off the ground in the West Area until the 1990's, it is now closer to being completely rebuilt than any of the other five Golden Hills sub-areas. Construction on the last of its redevelopment sites is expected to be finished by the year 2000. (Exhibit C)

Boundaries and Size

Bounded on the west by Colorado Avenue, on the south by the adjusted city limits/I-394 fence line, on the east by the Soo Line railroad, and on the north by Laurel Avenue.

Approximately 31.7 acres in size.

Initial Land Use Characteristics (1984)

- ◆ Large scale outside asphalt and gravel processing operations resulting in noise, dust, and odors in addition to visual blight.
- ◆ Widespread, and sometimes large scale, unscreened outdoor storage of equipment, materials, and junk, often on unpaved surfaces or deteriorating paved surfaces with weedy overgrowth.
- ◆ Widespread zoning nonconformities, including commercial use of industrial structures, inadequate on-site parking, inadequate or nonexistent landscaped areas, and structures too big for sites.
- ◆ Increasing building and fire code violations, structural decline, and building vacancy.
- ◆ Most of area never platted, some parcels with no direct street access, several parcels of inadequate size or poor configuration for optimized site use.

- ◆ Many parcels encumbered by numerous overlapping public and private easements for a variety of access and utility purposes.
- ◆ Limited number of structurally sound buildings on sites mostly conforming with building, fire, and zoning codes.

Known/Anticipated I-394 Impacts (1984)

- ◆ Minimal, if any, permanent right-of-way acquisitions.
- ◆ Substantial limiting of highway access, with nearest access point at Xenia Avenue, requiring careful attention to planning for local traffic circulation between West and Central Areas.

Planned Characteristics

Mix of large scale office, office/warehouse, office/ industrial, light industrial, and related service uses. Higher-density office development preferred adjacent to I-394. Lower-impact, lower-density uses along Laurel Avenue, with adequate buffering to protect residential neighborhood to the north. Provision of adequate access and circulation system.

Activities Completed or Underway to Date

- ◆ Acquisition and clearance of all previously-existing West Area properties.
- ◆ Platting of all previously-existing parcels to establish appropriate development sites with clear title, and to reserve rights-of-way for improved street system.
- ◆ Minor adjustment of Golden Valley/St. Louis Park city limits.
- ◆ Construction of regional storm water detention pond.
- ◆ Construction of redesigned internal street system.
- ◆ Remediation of soil and groundwater pollution generated by former uses.
- ◆ Holiday Inn Express development – 83-unit motel, now expanded to 109 units, with plans for additional future expansion.
- ◆ CyberOptics development – 91,000 square foot office/industrial facility.

Current Action Plan Components

- ◆ Completion of any necessary soil corrections as part of site development work.
- ◆ Development of 70,000 to 80,000 square foot office/industrial facility on site north of Golden Hills Drive.
- ◆ Development of 65,000 to 90,000 square foot office/industrial facility or office building on site south of Golden Hills Drive.

Central Area

This sub-area was the earliest focus of activity in Golden Hills, with proposals under consideration for today's Colonnade office tower as soon as the redevelopment plan was in place. Redevelopment efforts lost steam as the real estate market took a downturn in the late 1980's, but market recovery and the completion of I-394 have combined to make the area very attractive to developers once again. (Exhibit D)

Boundaries and Size

Bounded on the west by the Soo Line railroad, on the south by the adjusted city limits/I-394 fence line, on the east by Turners Crossroad, and on the north by Laurel Avenue.

Approximately 42.7 acres in size.

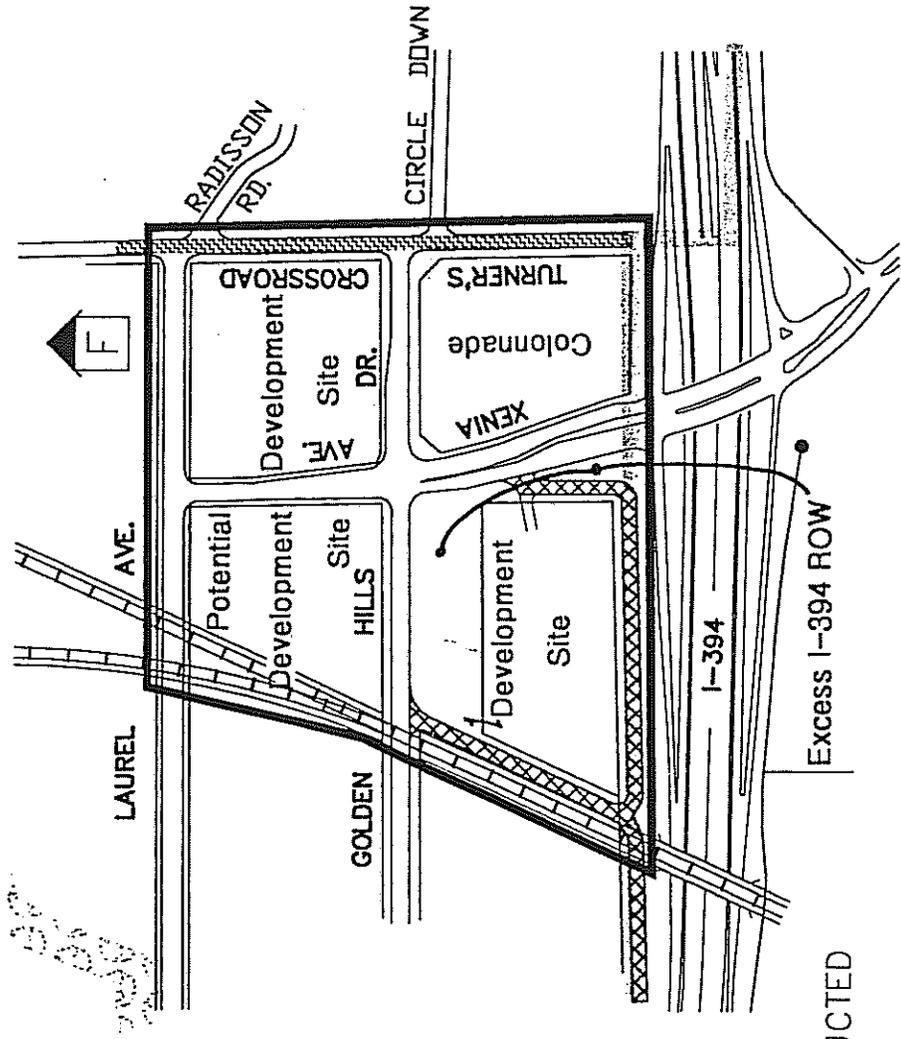
Original Land Use Characteristics (1984)

- ◆ Mix of industrial, commercial, and hospitality/service uses, not always correctly zoned.
- ◆ Numerous other zoning nonconformities, including inadequate on-site parking, inadequate or nonexistent landscaped areas, structures too big for sites, and unscreened outdoor storage of equipment or materials.
- ◆ Increasing building and fire code violations, structural decline, and building vacancy.
- ◆ Traffic congestion on Turners Crossroad approaching Highway 12.
- ◆ Very limited east-west circulation options.
- ◆ No part of area ever platted, extreme variation in parcel sizes, several parcels of inadequate size or poor configuration for optimized site use.

Known/Anticipated I-394 Impacts (1984)

- ◆ I-394 interchange at Xenia Avenue with associated detachment of local frontage road segment, requiring significant right-of-way acquisition.
- ◆ Change in north/south traffic circulation patterns, and associated change in orientation of some building "fronts" due to highway approach route shifting from Turners Crossroad to Xenia Avenue.
- ◆ Reduced traffic congestion, but potential negative impacts on businesses abutting highway, due to detached location of new frontage road.

Exhibit D: Golden Hills Central Area



-  TO BE REMOVED
-  TO BE RECONSTRUCTED
-  PROPOSED ROAD

AREA = 42.7 ACRES



Planned Characteristics

Mix of medium to high density office, service, and light industrial uses. Highest densities and greatest emphasis on office uses immediately adjacent to I-394. Structured parking encouraged in order to maximize site density without compromising green space. Provision of improved access and circulation system. Some existing buildings may be suitable for retention with aesthetic and code compliance improvements.

Activities Completed or Underway to Date

- ◆ Construction of missing Laurel Avenue segment.
- ◆ MnDOT construction of I-394 access elements.
- ◆ HRA acquisition of excess I-394 right-of-way remnants.
- ◆ Minor adjustment of Golden Valley/St. Louis Park city limits.
- ◆ Colonnade office development – 409,000 square feet of office and related service uses in 15-story-high building with associated parking ramp.

Current Action Plan Components

- ◆ Minor acquisition of additional Xenia Avenue right-of-way between detached frontage road (Golden Hills Drive) and Laurel Avenue, plus completion of road and signalization work to accommodate new development.
- ◆ Acquisition of properties in block bounded by Xenia Avenue, I-394, the railroad tracks, and Golden Hills Drive.
- ◆ Potential acquisition of properties lying north of Golden Hills Drive on both sides of Xenia Avenue.
- ◆ Completion of development on Colonnade block.
- ◆ Development of 220,000 or more square foot office building with associated parking deck and related service uses at southwest quadrant of Xenia/Golden Hills Drive.
- ◆ Potential cooperation with owner of Olympic Printing on expansion/upgrading or demolition/redevelopment of printing facility at northwest quadrant of Xenia/Golden Hills Drive, or redevelopment of the site by others.
- ◆ Development of 130,000 to 230,000 square foot office building, not to exceed six stories in height, on the block northeast of the Xenia/Golden Hills Drive intersection.

East Area

When Golden Hills was first established, and again in the late 1980's, there was some discussion of possibly expanding the East Area to take in some or all of the residential neighborhood to the north, but the idea had little serious potential. There has been almost no redevelopment activity in this sub-area to date, partly due to the impact of the adjacent I-394 construction process. (Exhibit E)

Boundaries and Size

Bounded on the west by Turners Crossroad, on the south by the city limits/I-394 fence line, on the east by the Highway 100/I-394 interchange, and on the north by the nursing home and row of single family lots lining the south side of Circle Down. Approximately 9.6 acres in size.

Original Land Use Characteristics (1984)

- ◆ Golden Hills strip shopping center (source of redevelopment area name) and other commercial or service uses on poorly differentiated individual land parcels.
- ◆ Two-building apartment complex containing 24 dwelling units.
- ◆ Vacant land with poor soil conditions.
- ◆ Numerous zoning nonconformities, including inadequate on-site parking, inadequate or nonexistent landscaped areas, structures too big for sites, and unscreened outdoor storage of equipment or materials.
- ◆ Increasing building and fire code violations and structural decline.
- ◆ Traffic congestion on Turners Crossroad approaching Highway 12.

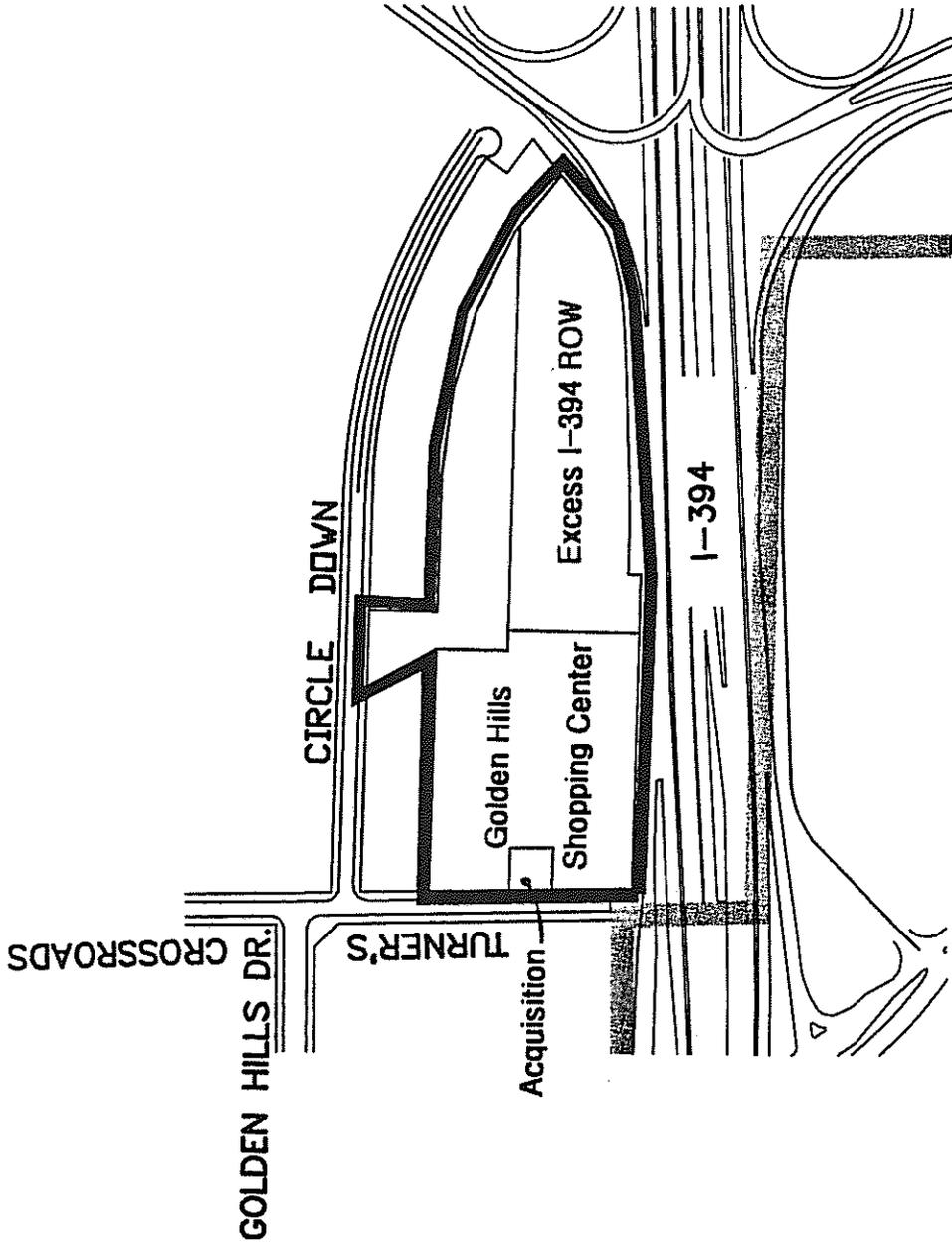
Known/Anticipated I-394 Impacts (1984)

- ◆ Significant right-of-way acquisitions along south side of commercial properties.
- ◆ Substantial limiting of highway access to commercial properties with shift of access route from Turners Crossroad to Xenia Avenue.

Planned Characteristics

Continued commercial use, including office or service facilities, with continued medium density residential use an acceptable alternative for existing apartment site. Provision of adequate buffering to protect adjacent residential neighborhood to the north.

Exhibit E: Golden Hills East Area



AREA = 9.6 ACRES

Activities Completed or Underway to Date

- ◆ MnDOT construction of I-394 project elements.
- ◆ Acquisition of former Emergency Veterinary Clinic property.
- ◆ HRA-assisted turn-back of excess I-394 right-of-way to owners of Golden Hills Shopping Center.

Current Action Plan Components

- ◆ Improvement or redevelopment of Golden Hills Shopping Center, incorporating former Emergency Veterinary Clinic property and excess I-394 right-of-way into a Planned Unit Development with office, hotel, restaurant, and/or retail uses served by adequate and well-located public access and parking.

South Area

This sub-area constitutes one end of a large redevelopment site that spans the Golden Valley/St. Louis Park city limits. For many years, the entire site has been held by a developer whose long-range plans include eventual demolition of existing buildings and construction of a new office park. Discussions between the developer and both cities have been intermittent but generally ongoing since the establishment of Golden Hills. (Exhibit F)

Boundaries and Size

Bounded on the west and south by the city limits, and on the east and north by the Highway 100/I-394 interchange.

Approximately 7.1 acres in size.

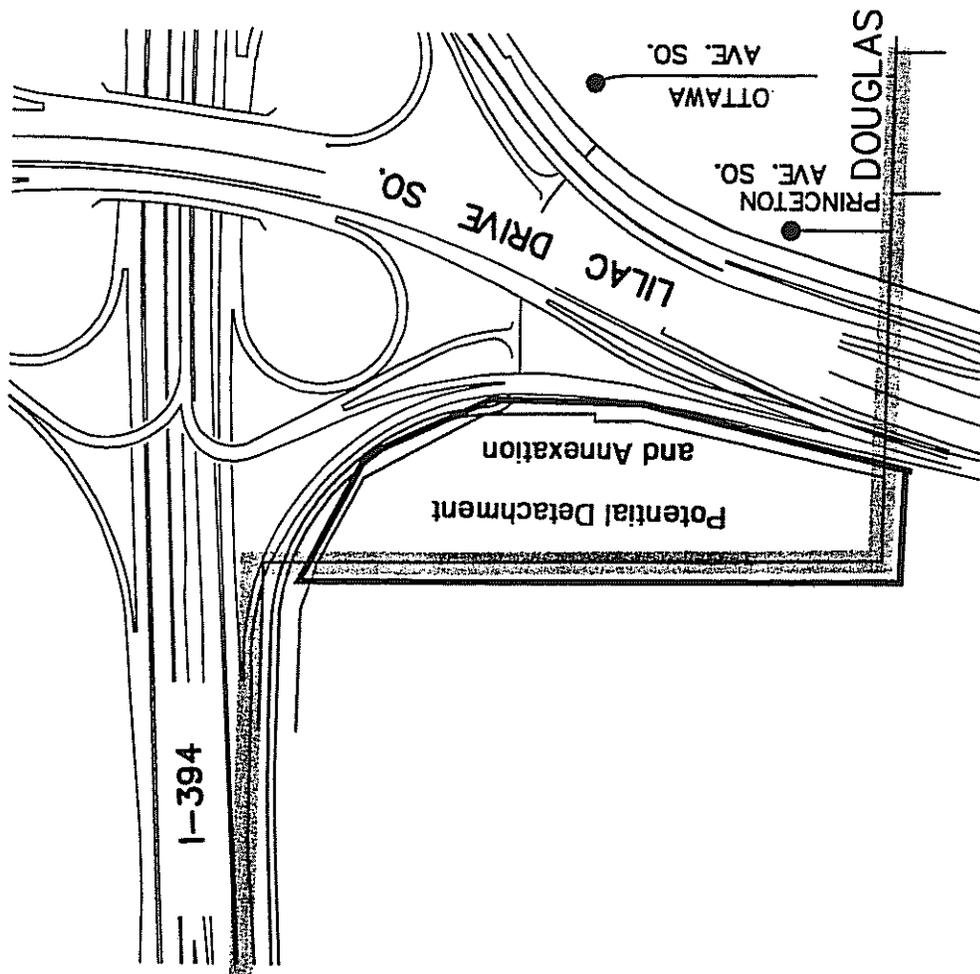
Original Land Use Characteristics (1984)

- ◆ Office uses in three buildings on poorly differentiated land parcels.
- ◆ Parking area for restaurant building located in St. Louis Park.
- ◆ Moderate zoning nonconformities, including inadequate on-site parking and inadequate or nonexistent landscaped areas.

Known/Anticipated I-394 Impacts (1984)

- ◆ Minimal, if any, permanent right-of-way acquisitions.
- ◆ Substantial limiting of highway access, with nearest access point at Xenia Avenue (known as Park Place on St. Louis Park side of I-394).

Exhibit F: Golden Hills South Area



AREA = 7.1 ACRES

Planned Characteristics

Continued office use as part of larger, medium to high density office park.

Activities Completed or Underway to Date

- ◆ I-394 frontage road system is in place.

Current Action Plan Components

- ◆ Coordination of redevelopment process with St. Louis Park, including possible detachment and annexation between cities.

Xenia Avenue Extension Area

This new sub-area of Golden Hills, as its name implies, will allow for the extension of Xenia Avenue northward from Laurel Avenue to a new terminus at Turners Crossroad north of Glenwood Avenue. The street extension will alleviate a hazardous intersection at Glenwood Avenue and Turners Crossroad as well as simplifying the poorly-defined north/south access route between the Central Area and the rest of Golden Valley. (Exhibit G)

Boundaries and Size

Bounded on the west by a westerly branch of the Soo Line railroad, on the south by Laurel Avenue, on the east by Turners Crossroad, and on the north by Glenwood Avenue and an easterly branch of the Soo Line Railroad.

Approximately 38.3 acres in size.

Original Land Use Characteristics (1998)

- ◆ Mix of low to high density residential uses, not always correctly zoned, plus a church campus and City fire station.
- ◆ Unplatted and oversized single-family residential parcels, resulting in inefficient use of available land; two parcels with no street access.
- ◆ Rarely-used spur segment of Soo Line Railroad located in close proximity to alternate branch of same line, with associated excess railroad right-of-way.

Planned Characteristics

Medium to high density residential use except for church campus, City fire station, and possible expansion of adjacent school campus. Some land may be reserved for regional storm water detention pond to serve adjacent Central Area.

Activities Completed or Underway to Date

- ◆ Preliminary design study for Xenia Avenue alignment.
- ◆ Acquisition of two single family properties.
- ◆ Acquisition of excess railroad right-of-way.

Current Action Plan Components

- ◆ Partial or complete acquisition of other parcels as necessary to provide adequate Xenia Avenue extension corridor or to accomplish other redevelopment purposes.
- ◆ Construction of Xenia Avenue extension.
- ◆ Construction of regional storm water detention pond, if determined to be feasible and in the best interests of the Golden Hills area.
- ◆ Partial closure of access to and from Turners Crossroad, limiting it to neighborhood use.
- ◆ Potential sale of excess land to Independent School District 270 for use by Meadowbrook School.
- ◆ Sale, and incorporation into appropriate adjacent sites, of any excess land not needed for public improvements or other redevelopment purposes.

Part III: IMPLEMENTATION

Plan Amendment

The Golden Hills Redevelopment Plan may be amended from time to time as required for adjustment to changing conditions. Approval of any such amendment must be undertaken in accordance with applicable provisions of state law.

A plan amendment may be made at any time before or after the lease or sale of property within the redevelopment area as long as both the HRA and City Council take formal action to approve the amendment following notice and public hearing as required for adoption of the original plan.

Where the HRA determines that a change in the plan is necessary, and further determines that such change does not alter or affect overall redevelopment area boundaries, nor does it depart substantially from the general land uses established in the plan, such change shall not constitute an amendment to the approved Golden Hills Redevelopment Plan and shall not require City Council approval.

Relocation

The HRA will provide relocation benefits and assistance to owners and tenants displaced by Golden Hills redevelopment activities. To ensure full compliance with applicable state and federal statutes and regulations, the HRA will secure the services of qualified relocation experts to carry out the relocation work. Relocation personnel will conduct interviews with each affected owner or tenant to determine relocation needs, and will be conveniently available to any affected owner or tenant for the purpose of providing information regarding owner and tenant rights relative to relocation services and compensation.

Financing of Activities

Costs incurred by the Golden Valley HRA in its Golden Hills redevelopment activities fall into several categories. These include land acquisition, building demolition, business and household relocation, environmental remediation, public improvements such as streets and utilities, and administrative costs. The original

redevelopment plan identified four funding sources that might be used to cover certain types of costs: tax increment financing, joint acquisition of properties between MnDOT and the HRA, Community Development Block Grants, and sale of land to developers. To varying extent, as discussed in the following paragraphs, most of those four sources are still available today.

Tax Increment Financing (TIF)

The Golden Hills redevelopment area includes a formally designated TIF district. The TIF mechanism allows Golden Valley's HRA to finance its activities throughout the redevelopment area from taxes generated by "captured" increases in taxable value. In most cases financing occurs in the form of tax increment bonds issued at the onset of any given redevelopment project. The detailed TIF plan required by state law is contained in a companion document to this redevelopment plan, but a brief explanation of TIF may be helpful here.

The taxable valuation of a TIF district is "frozen" when the district is created. Over the life of the district, taxes on this base valuation continue to be collected and distributed among all authorized taxing jurisdictions as usual. As redevelopment activities generate increased valuation for properties within the district, taxes on the amount of valuation over and above the base valuation are disbursed directly to the HRA on an annual basis. These captured moneys are known as tax increment. The debt service on the bonds issued to finance the redevelopment activities is repaid from the annual tax increment. Tax increment not needed for debt service on the bonds can be used to directly finance additional redevelopment expenditures. When the TIF district expires, taxes on total current valuation are once again collected and distributed among all authorized taxing jurisdictions just as they were before the creation of the district.

Joint Acquisition

Certain properties in Golden Hills were so situated as to be candidates for both HRA redevelopment activities and MnDOT I-394 right-of-way. During the I-394 final design and acquisition stages, the HRA worked with MnDOT to identify such properties and acquire them jointly, with MnDOT retaining possession of the portion of each affected property needed for highway purposes and the HRA taking the remainder for assembly into suitable redevelopment sites. This coordinated approach allowed the two agencies to share costs for appraisals, relocation, site clearance, and other related activities in addition to actual land and building purchase costs. Now that I-394 is finished, this funding source has terminated; however, the HRA and MnDOT continue to cooperate on such activities as fine-tuning the highway right-of-way limits to maximize the redevelopment potential of adjacent sites.

Community Development Block Grants (CDBG)

The City of Golden Valley receives an annual allocation of federal CDBG money by way of Hennepin County. Those funds can be used for redevelopment activities that serve to eliminate urban blight. Through the late 1970's and the 1980's, Golden Valley's HRA put CDBG money into all three of the City's redevelopment areas. By the late 1980's, increasing regulatory strings on the use of CDBG funds and ongoing federal debate over the future of the entire program caused the City to divert its annual allocation to other purposes, but the possibility of using CDBG money in Golden Hills remains open today.

Sale of Land to Developers

In order to promote redevelopment in accordance with the Golden Hills plan, the HRA's practice is to sell assembled sites to developers at values approximating the prevailing market rate for vacant land. Although the income from such land sales does not cover all HRA costs of acquisition, clearance, and site preparation, land sales are a source of income contributing to financing of ongoing HRA activities.

APPENDIX: PARCELS IN REDEVELOPMENT AREA

Parcels in TIF District

04-117-21-23-0008
04-117-21-23-0011
04-117-21-23-0012
04-117-21-23-0017
04-117-21-23-0018
04-117-21-23-0019
04-117-21-23-0026
04-117-21-23-0027
04-117-21-23-0028
04-117-21-23-0029
04-117-21-23-0030
04-117-21-23-0031
04-117-21-23-0032
04-117-21-23-0033
04-117-21-23-0040
04-117-21-23-0041
04-117-21-23-0042
04-117-21-23-0044
04-117-21-23-0045
04-117-21-23-0047
04-117-21-23-0048
04-117-21-24-0006
04-117-21-24-0007
04-117-21-24-0008
04-117-21-24-0009
04-117-21-24-0021
04-117-21-24-0024
04-117-21-24-0025
04-117-21-24-0026
04-117-21-24-0027
04-117-21-24-0028
04-117-21-24-0029
04-117-21-24-0030
30-029-24-23-0001
30-029-24-23-0002
30-029-24-23-0004
30-029-24-23-0006
30-029-24-23-0007
30-029-24-23-0008
30-029-24-23-0009
30-029-24-23-0050
30-029-24-23-0057
30-029-24-23-0058

Parcels outside TIF District

30-029-24-23-0034
30-029-24-23-0033
30-029-24-23-0032
30-029-24-23-0031
30-029-24-22-0082
30-029-24-22-0069
30-029-24-22-0072
30-029-24-22-0073
30-029-24-22-0074
30-029-24-22-0075
30-029-24-22-0076
30-029-24-22-0077
30-029-24-22-0078
30-029-24-22-0079
30-029-24-22-0080
30-029-24-22-0081
30-029-24-22-0059
19-029-24-33-0011
19-029-24-33-0012
19-029-24-33-0013
19-029-24-33-0015
04-117-21-21-0001
04-117-21-21-0002
04-117-21-21-0003
04-117-21-21-0004
04-117-21-21-0005
04-117-21-21-0006
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04-117-21-21-0010
04-117-21-21-0012
04-117-21-21-0013
04-117-21-21-0014
04-117-21-21-0015
04-117-21-21-0016
04-117-21-21-0018
04-117-21-21-0021
04-117-21-21-0023
04-117-21-21-0024
33-118-21-34-0004
33-118-21-34-0005

Appendix 3-D: North Wirth Redevelopment Plan

North Wirth Parkway Redevelopment Plan *Originally adopted in 1978* *Amended in 1997*

Golden Valley, Minnesota

10 pages

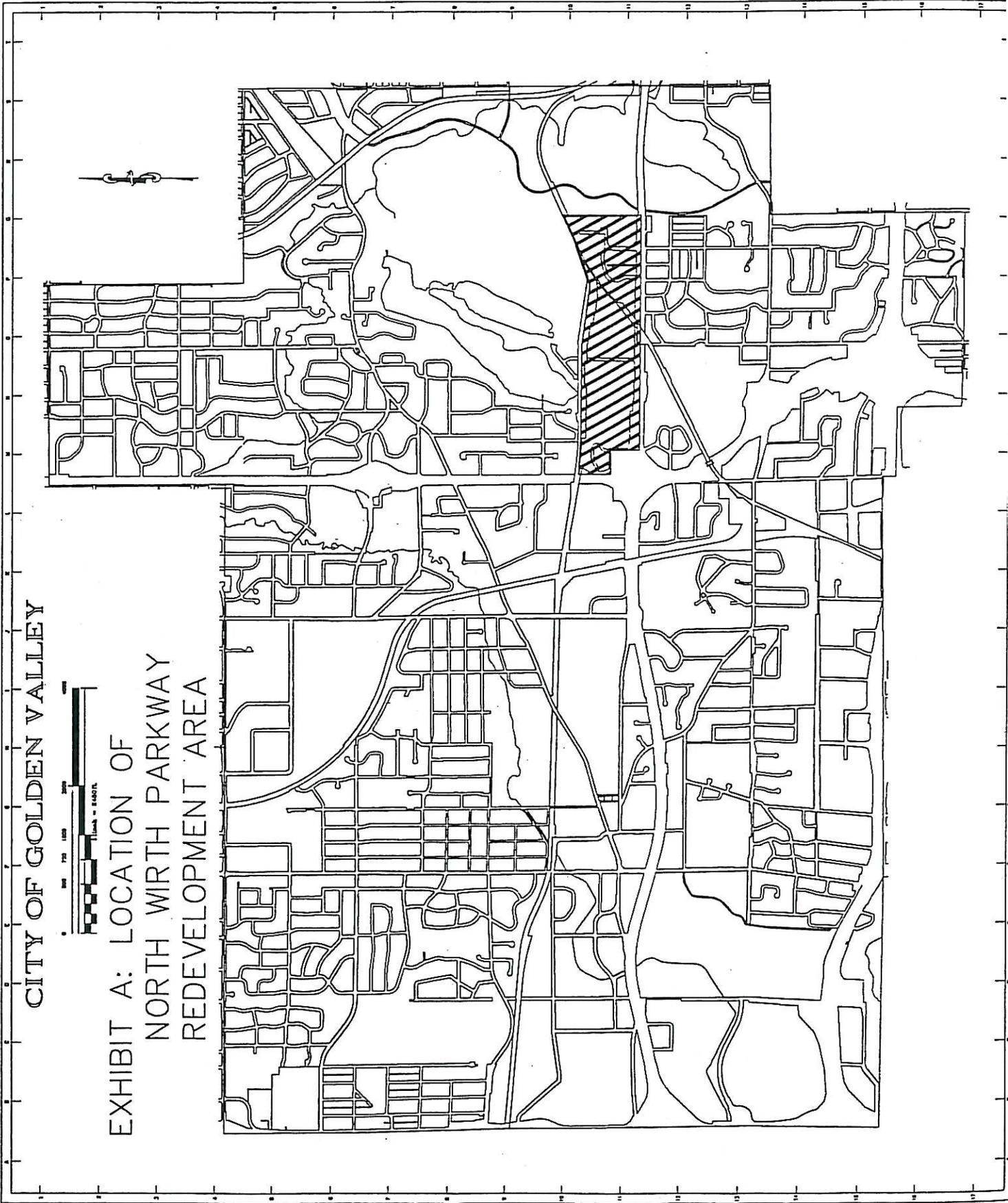
NORTH WIRTH PARKWAY REDEVELOPMENT PLAN

ORIGINALLY ADOPTED IN 1978

- HRA Approval Date (No Resolution): September 18, 1978**
- City Council Approval Date (Resolution #128): October 16, 1978**

LAST AMENDED IN 1997

- HRA Initial Approval Date (Resolution 97-5): February 18, 1997**
- City Council Approval Date (Resolution 97-35): March 18, 1997**
- HRA Final Approval Date (Resolution 97-9): May 13, 1997**



CITY OF GOLDEN VALLEY

EXHIBIT A: LOCATION OF
NORTH WIRTH PARKWAY
REDEVELOPMENT AREA



Environmental Remediation

One area to be addressed in this amendment is environmental investigation and remediation which must be done to redevelop the property and comply with federal and state requirements. In 1991 the railroad property (mostly in the East Area) purchased for redevelopment was discovered to have significant contamination. In 1993 a Central Area combined site composed of the former White House restaurant land and the land platted as the Schaper Natural Area was placed on the State Superfund Permanent List of Priorities. The contamination is considered a blight, to be cleaned up to create developable parcels and to avoid migration to adjoining property through surface or ground water.

Financing of Activities

North Wirth's East Area is a tax increment financing (TIF) district. That designation allows Golden Valley's HRA to finance redevelopment activities throughout the redevelopment area from taxes generated by "captured" increases in taxable value. The taxable valuation of a TIF district is "frozen" when the district is created. Taxes on this base valuation continue to be collected and distributed among the various taxing jurisdictions as usual.

As redevelopment activities generate increased valuation for properties within the district, taxes on the amount of valuation over and above the base valuation are distributed directly to the HRA on an annual basis. These moneys, known as tax increment, are used to finance redevelopment activities throughout the redevelopment area. When the district expires these moneys will be distributed to the various taxing jurisdictions.

Of course, this is a much simplified explanation of TIF, but it conveys the general idea of how the Golden Valley HRA is able to finance the improvement of the North Wirth area. More detailed financial information is provided in Part III of this plan. More information on the creation and administration of TIF districts can be found in Minnesota Statutes 469.174 - 469.179.

Redevelopment Goals and Objectives

There have been changes in details and wording of statements over the years, but the basic aims of the North Wirth Redevelopment Plan have remained fairly constant throughout all of its amended versions. Specific redevelopment uses and activities are identified in Part II of this plan. Broader goals and objectives are as follows:

Goal Remediation of blighting conditions to stimulate appropriate private redevelopment efforts.

Objectives

- Acquire and demolish dilapidated, deteriorated, or vacant buildings for which rehabilitation is deemed unfeasible.
- Acquire and demolish obsolete buildings or buildings with substantial code deficiencies for which modernization is deemed unfeasible.
- Acquire and demolish facilities with substantial nonconformities in parking/loading areas, landscaped yard areas, percentage of lot coverage, or other aspects of zoning or land use.
- Investigate and correct areas of contaminated soil or groundwater.
- Identify and implement strategies as necessary to reduce the likelihood of future environmental degradation through intentional dumping or unintentional spills or leaks.

Goal Strengthening of area tax base through coordination of redevelopment activities.

Objectives

- Assemble small lots or poorly configured unplatted parcels of land into new development sites of suitable size and configuration to meet modern zoning standards and land use demands.
- Promote expansion or redevelopment of uses on currently under-used parcels that have potential for greater contribution to the economic welfare of the community.
- Evaluate and facilitate reasonable development of vacant land encumbered by steep slopes, poor soils, excessive wetness, or other development-inhibiting natural conditions.
- Identify appropriate uses for targeted redevelopment sites, seek qualified developers, and ensure successful redevelopment outcomes via negotiated development agreements.

Part II: REDEVELOPMENT PLAN COMPONENTS

As indicated in Part I of this plan, North Wirth is divided for planning purposes into three sub-areas: the East Area, the Central Area, and the West Area (Exhibit B). The following pages present a summary of land use characteristics and planned and completed redevelopment activities for each sub-area.

East Area

Among the three sub-areas, the East Area displayed the least advantageous initial land use characteristics. Ten years older than the other two parts of North Wirth, it has also been the focus of the most extensive redevelopment activity over the years. Even with time out for remediation of significant soil and groundwater contamination, most targeted redevelopment projects have been completed or are well in hand. (Exhibit C)

Boundaries and Size

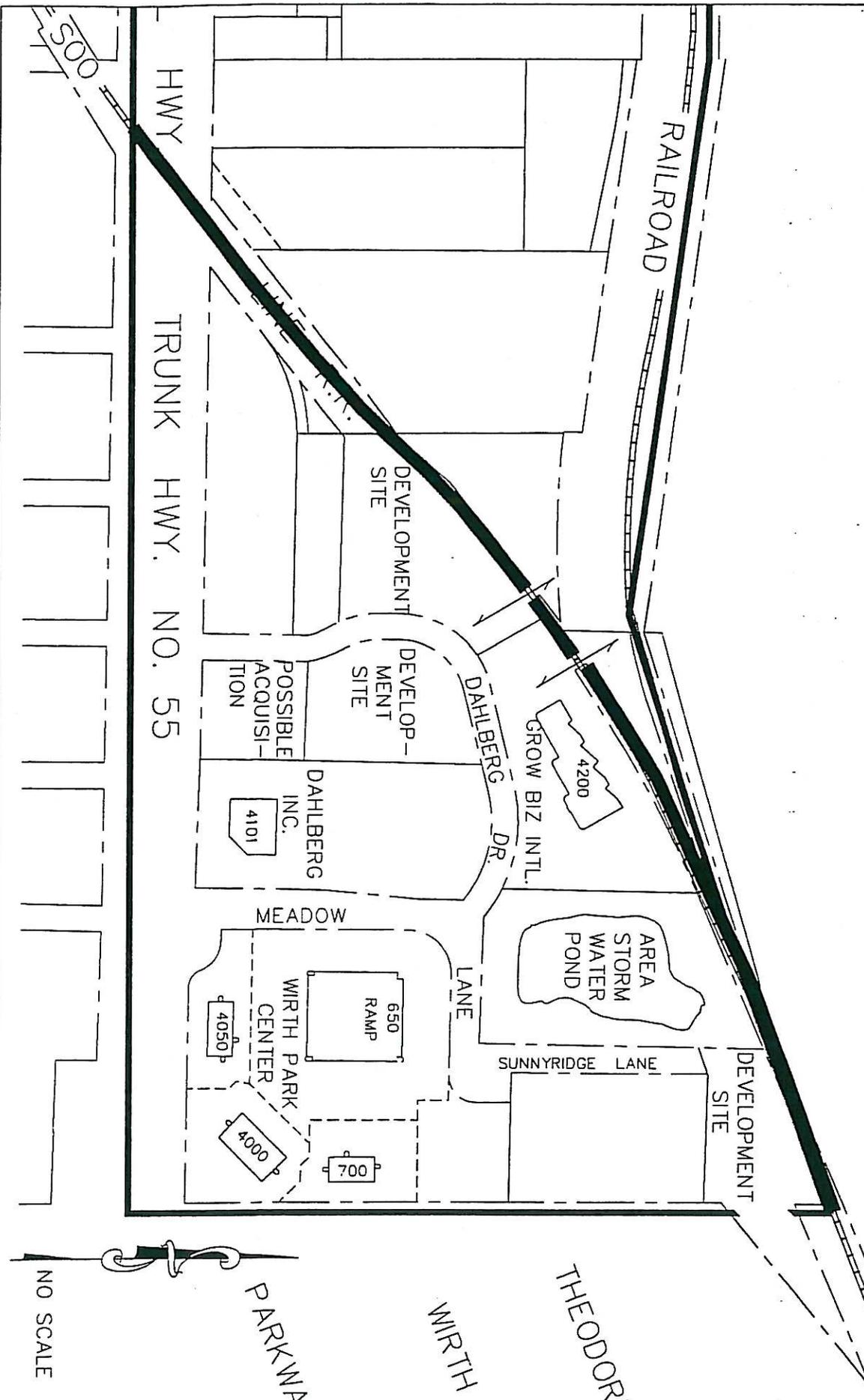
Triangular area bounded on east by Wirth Park, on south by Olson Memorial Highway (Hwy. 55), and on northwest by railroad tracks. Also known as "original" North Wirth Parkway area.

Approximately 38 acres in size.

Initial Land Use Characteristics (1978)

- Unplanned intermixing of small scale residential, commercial, and industrial uses near park and highway, with Hennepin County Animal Humane Society, a major box manufacturer, and encroaching railroad uses extending southeasterly from the railroad tracks.
- Most of area platted in small (40 to 50 feet wide) residential lots dating back to 1915.
- Many vacant lots under widely dispersed ownership.
- Widespread zoning nonconformities, including businesses in residential structures, inadequate on-site parking, inadequate or nonexistent landscaped areas, and structures too big for sites.
- Increasing building code violations and structural decline.
- Inadequate and hazardous access to and from highway.
- No curbs, gutters, or sidewalks on internal streets; pavement nonexistent or deteriorated; many street and alley segments vacated for railroad yard use.

EXHIBIT C: EAST AREA AND TAX INCREMENT DISTRICT



Central Area

Central Area redevelopment plans have been the least ambitious of the three, with few targeted redevelopment sites. Activities have been slowed by three factors: the need to wait for MnDOT to complete necessary highway frontage road and access improvements, the discovery of previously unsuspected soil and groundwater contamination, and legal problems arising in connection with one of the proposed redevelopment sites. (Exhibit D)

Boundaries and Size

Area bounded on north and east by railroad tracks, on south by Olson Memorial Highway (Hwy. 55), and on west by property line between City-owned open space area and Valley Village Apartments excess land.

Approximately 43 acres in size.

Original Land Use Characteristics (1988)

- Mix of industrial, office, showroom, and hospitality/service uses, not always appropriately zoned.
- Highly visible vacant and deteriorating restaurant building fronting on highway, on a site partially filled with construction debris, later determined to include contamination.
- Excess railroad right-of-way sitting vacant in northeasterly angle between tracks, with difficult topography and no street access to accommodate sale and development.
- Moderate zoning nonconformities, including inadequate on-site parking and inadequate or nonexistent landscaped areas.
- Most of area never platted, some parcels with no direct street access, several parcels of ample size but with poor configuration for optimized site use.
- Poorly located frontage road with hazardous access to and from highway.
- Approximately 15 acres of City-owned permanent open space in westerly half of area, providing a natural surface water management area at the westernmost edge, portions of which were filled in with construction debris; site of illegal dumping over the years.

Planned Characteristics

Same basic mix of industrial, office, and hospitality/service uses, with open space at west end. Most existing buildings to remain in place, with site improvements as feasible. Productive re-use of excess railroad right-of-way and former restaurant property, and augmented use of permanent open space.

Activities Completed to Date

- Construction of redesigned highway frontage road and signalization of access.
- Acquisition of excess railroad right-of-way, platting and provision of street access through linkage to East Area development site.
- City-ordered demolition of deteriorated former restaurant building.
- Environmental studies and commencement of remediation activities for soil and groundwater contamination found on City-owned open space and former restaurant site.
- Commissioning of study for proposed lighted ball fields and related storm water management improvements on City-owned open space.

Current Action Plan Components

- Completion of clean-up activities on City-owned property .
- Coordination of platting for relocated frontage road segment and various parcels of land affected by it, including City-owned property and tax-forfeit former restaurant property
- Acquisition of former restaurant site, currently a tax-forfeited property, for completion of environmental clean-up and ultimate redevelopment in combination with small portion of City-owned property "orphaned" by construction of new frontage road.
- Establishment of lighted ball fields, trail, tot lot and other park facilities on City-owned open space, and upgrading of area to be retained for storm water management.
- Development of former excess railroad right-of-way site which is part of an East Area lot.

West Area

West Area redevelopment plans have experienced the least progress of the three. There is some uncertainty about the redevelopment potential of the westernmost end of the area due to the lack of final design plans for Highway 100 expansion and associated frontage road reconstruction. In the late 1980's, a proposal for complete area redevelopment with high density luxury apartments fell through due to poor market conditions, which have only recently begun to improve again. (Exhibit E)

Boundaries and Size

Area bounded on south and west by Highways 55 and 100, on north by railroad tracks, and on east by property line between Valley Village Apartments excess land and City-owned open space area.

Approximately 27 acres in size.

Original Land Use Characteristics (1988)

- Aging, low density apartment development (111 units on 16 acres -- three unplatted parcels, two of them mostly vacant, wet and low), restaurant, General Motors employee training facility, and part of an old motel converted for small office uses (remainder of motel buildings demolished several years earlier, with bulk of site left vacant).
- Widespread zoning nonconformities, including inadequate on-site parking and inadequate or nonexistent landscaped areas.
- All parcels except two in apartment site small and/or with difficult to develop configurations.
- Hazardous access to and from both highways.

Planned Characteristics

Medium to high density residential use, which may involve more efficient redevelopment of existing apartment site. Possibility of limited office or convenience/service facilities along either highway frontage.

Activities Completed to Date

- Construction of redesigned Highway 55 portion of frontage road; closing of hazardous access points on both highways, with traffic channeled to new signalized access in Central Area.

Current Action Plan Components

- Support of and assistance with MnDOT efforts in final design and construction of Highway 100 frontage road.
- Support of and assistance with MnDOT efforts to consolidate and dispose of any remnant parcels created by additional right-of-way acquisitions for Highway 100 frontage road.
- Extension of storm water management improvements as identified for Central Area.

City of Golden Valley - HRA - Tax Increment
District Projections

EXHIBIT F

North Wirth Tax Increment Fund:

	1997	1998	1999	2000	2001
Projected Cash Balance @1/1	\$4,500,000	\$2,246,565	\$2,707,205	\$3,179,450	\$3,840,120
Plus:					
Estimated Tax Increment	1,225,000	1,225,000	1,225,000	1,225,000	1,225,000
Less:					
Trans. to Cap. Proj. Funds:					
Central Area Ballfields (Incl. Environmental Cleanup & Wetland Mitigation)	(2,730,000)				
Debt Service:					
1995 Taxable Tax Incr. Ref. Bonds (5.81%)	(748,435)	(764,360)	(752,755)	(564,330)	(534,820)
Projected Cash Bal. @12/31	\$2,246,565	\$2,707,205	\$3,179,450	\$3,840,120	\$4,530,300
Bonds Outstanding @ 12/31	\$2,365,000	\$1,715,000	\$1,040,000	\$520,000	\$0

Appendix 3-E: Valley Square Redevelopment Plan

Valley Square Redevelopment Plan

Originally adopted in 1978

Revised in 1979, 1982, 1991

Amended in 1997

Golden Valley, Minnesota

20 pages

VALLEY SQUARE REDEVELOPMENT PLAN

ORIGINALLY ADOPTED ON JULY 10, 1978

Revised May 14, 1979
Revised April 6, 1982
Revised August 10, 1982
Revised May 7, 1991

LAST AMENDED IN 1997 (Area B only)

-- HRA Approval Date (Resolution 97-11): October 14, 1997
-- City Council Approval Date (Resolution 97-82): November 18, 1997



Policy on Plan Revision

This redevelopment plan will require many years to implement completely and will have a major impact on the community during that period. In order to assure that this plan remains consistent with changing community needs and objectives, further review must be provided.

The redevelopment plan may be modified at any time before or after the lease or sale of the project area or any parts contained therein, provided that modification shall be accomplished in accordance with the requirements of applicable law.

VALLEY SQUARE REDEVELOPMENT PLAN

Part I: OVERVIEW

Introduction

Located in West Central Golden Valley (Exhibit 1), the Valley Square area was the site of some of the earliest business development in the City. A primary impetus in the creation of the Valley Square Redevelopment Area and TIF District was the desire to revitalize this aging business area, centering on Winnetka Avenue north of Highway 55. With the main City offices also located in the area, the intent has been to establish a full-service, mixed-use district that will provide a renewed sense of focus for a community divided by two school districts, three major highways, three railroads, and three metropolitan districts.

The Valley Square Commission was appointed in 1976, after a decade of periodic studies and recommendations had failed to result in any significant upgrading of the area. The Commission was charged with producing a coordinated study of land use, traffic, and physical appearance issues within the Valley Square area, including recommendations for improvements. A draft report was completed and submitted to the City Council in January of 1978. Following an approval process that incorporated formal and informal reviews by local residents and business owners, various local interest groups, the Planning Commission, the HRA, and the City Council, the Valley Square Redevelopment Plan was adopted in July of 1978. It has been revised several times.

Redevelopment Area Boundaries

Historically, the limits of the Valley Square area tended to depend on who was looking at it, and for what reason. With the adoption of the Redevelopment Plan in 1978, an official Tax Increment District was created for financing purposes, and was certified by the State Auditor's Office. The boundaries of the Tax Increment District then became the permanent boundaries of the Valley Square Redevelopment Area (Exhibit 2). A set of subareas identifies locations within the Redevelopment Area where specific projects are planned or have now been completed. The various subareas will be discussed in Part II of this Plan.

EXHIBIT 1:
VALLEY SQUARE LOCATION MAP

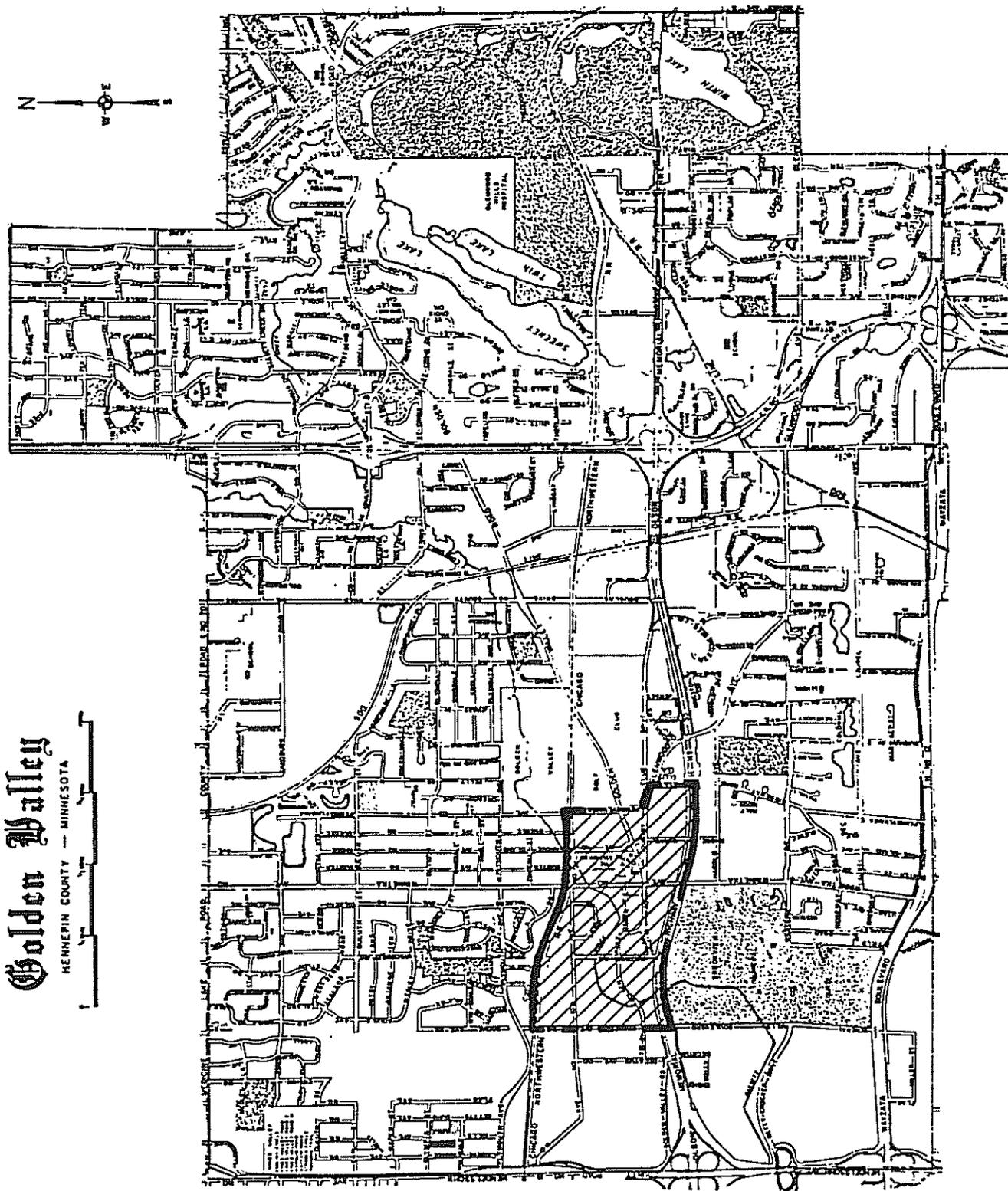
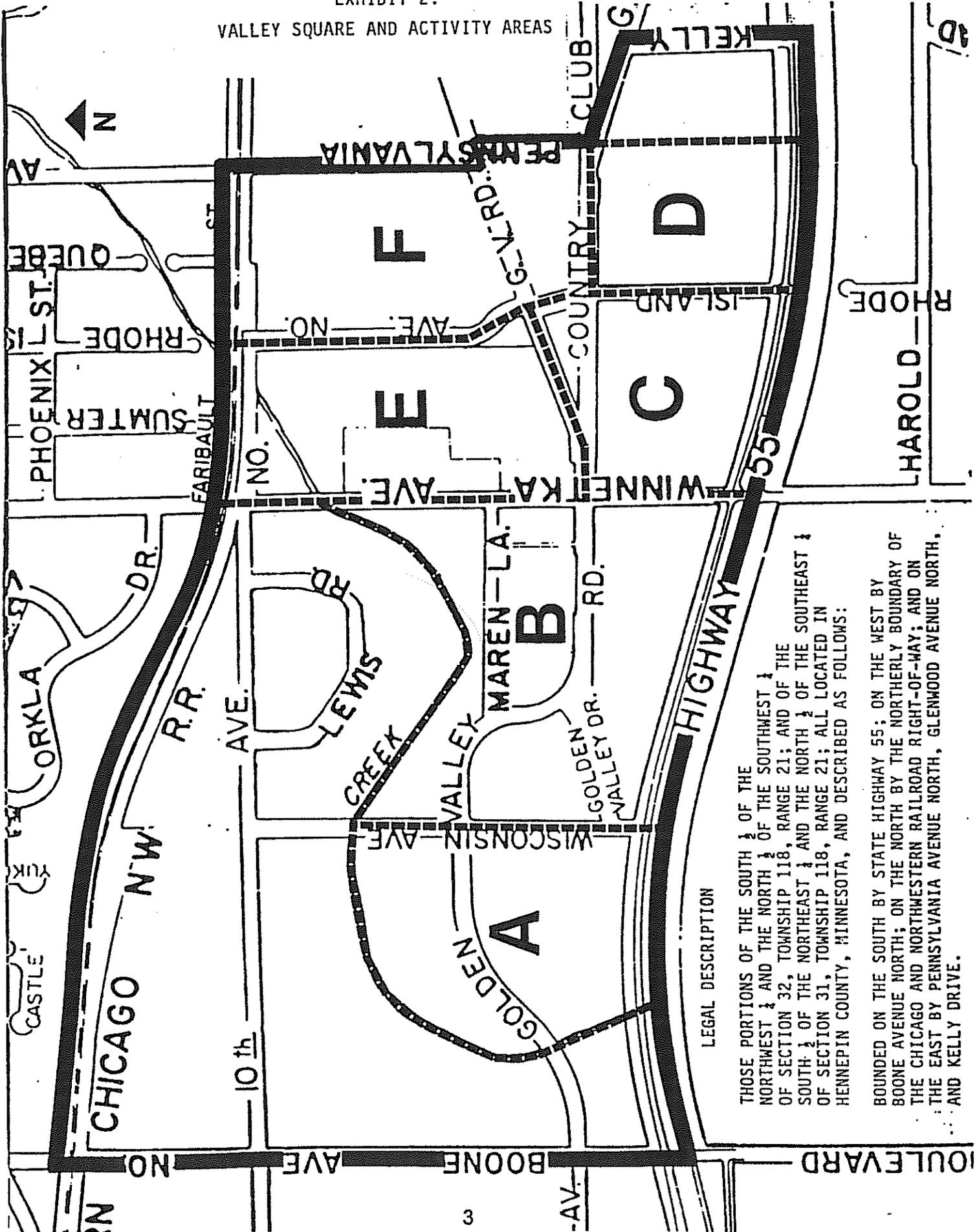


EXHIBIT 2:
VALLEY SQUARE AND ACTIVITY AREAS



LEGAL DESCRIPTION

THOSE PORTIONS OF THE SOUTH 1/2 OF THE NORTHWEST 1/4 AND THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 32, TOWNSHIP 118, RANGE 21; AND OF THE SOUTH 1/2 OF THE NORTHEAST 1/4 AND THE NORTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 118, RANGE 21; ALL LOCATED IN HENNEPIN COUNTY, MINNESOTA, AND DESCRIBED AS FOLLOWS:

BOUNDED ON THE SOUTH BY STATE HIGHWAY 55; ON THE WEST BY BOONE AVENUE NORTH; ON THE NORTH BY THE NORTHERLY BOUNDARY OF THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT-OF-WAY; AND ON THE EAST BY PENNSYLVANIA AVENUE NORTH, GLENWOOD AVENUE NORTH, AND KELLY DRIVE.

Justification for Redevelopment Area

State law requires that certain findings be made regarding blight and deteriorating conditions in areas to be certified as Tax Increment Districts. The findings for Valley Square were established by resolution of the City Council in 1978 (Resolution #96; July 17, 1978). Initially formulated during the redevelopment planning process, the findings cover seven bases as follows:

1. **Blighting Conditions** – the Valley Square area exhibits clear symptoms of blight in the form of
 - A. undeveloped or underdeveloped parcels that fail to contribute to the local tax base to their full potential;
 - B. obsolete, unattractive, and/or worn out structures, site layouts, and amenities;
 - C. unnecessary clutter such as above-ground utilities, a profusion of signs, poorly screened outdoor service or delivery areas, and poorly maintained or nonexistent green areas;
 - D. a multitude of vehicular and pedestrian circulation hazards; and
 - E. an adverse image in the eyes of residents, the local business community, and realtors.
2. **Need for Immediate Intervention** – without prompt action as recommended by the redevelopment plan, the area may deteriorate beyond any hope of saving.
3. **Need for Government Intervention** – the area has already deteriorated beyond the point where the private sector can be relied upon to turn it around without government assistance.
4. **Support for Private Redevelopment Efforts** – the redevelopment plan is designed to foster optimum conditions for private participation in redevelopment efforts.
5. **Adequacy of the Redevelopment Plan** – the redevelopment plan adequately defines development goals and standards for the area, and provides sufficient guidance as to appropriate land uses.
6. **Availability of Relocation Options** – the City has reviewed available resources and guarantees to follow all applicable federal or state guidelines and requirements regarding the relocation of displaced residents and businesses.
7. **Consistency with Comprehensive Plan** – the goals, objectives, and general intent of the redevelopment plan are in conformance with the City's currently adopted Comprehensive Plan.

These findings show that the Valley Square area is in need of a government-assisted redevelopment program, and that the City of Golden Valley has laid the groundwork to properly direct such a program.

Redevelopment Goals and Objectives

To direct the course of redevelopment in the Valley Square area, the City has established a set of broad, philosophical goals for the area as a whole, and three sets of more narrowly focused goals and objectives relating to certain development aspects of the area.

Overall Goals

1. Stimulate and coordinate an aggressive revitalization effort that no single business, developer, or government agency has the capacity to undertake.
2. Establish a unified commercial and civic center that is a distinctive source of identity for Golden Valley.
3. Strengthen and increase the tax base of the area.
4. Reverse deteriorating conditions by providing opportunities for private investment and reinvestment.
5. Provide for the orderly physical and economic growth of the area through controlled development and redevelopment.
6. Work toward a land use pattern within the project area which results in more functional and complementary relationships.

Infrastructure Goals And Objectives

1. Maximize trade area accessibility and circulation safety by creating a more organized traffic pattern.
 - A. Identify, and augment as necessary, an arterial and collector street system servicing the area.
 - B. Identify and correct traffic safety hazards.
 - C. Provide for safe and convenient pedestrian movement.
2. Upgrade the appearance and amenity-level of public rights-of-way.
 - A. Provide pedestrian-oriented benches, litter containers, attractive lighting, and plantings.
 - B. Relocate utilities through underground construction.

Land Use Goals And Objectives

1. Create an atmosphere conducive to increased levels of economic activity.
 - A. Replace old deteriorating structures with new development, or rehabilitate structurally sound buildings.
 - B. Remove and relocate conflicting or non-complementary uses.
 - C. Encourage participation by owners and tenants in private renovation of existing commercial buildings.
2. Promote redevelopment that is diversified, but coordinated.
 - A. Increase the amount of office space.
 - B. Provide the commercial core with support from high-density housing.
 - C. Encourage new development to be organized in a planned environment.

Social Goals And Objectives

1. Create a community focus and sense of area identity.
 - A. Improve the physical appearance of the government center and its environs.
 - B. Improve the physical appearance of the commercial core.
2. Minimize potential hardships in the acquisition and relocation of conflicting or non-complementary uses.
3. Achieve a balance in the variety of commercial businesses and services to satisfy the needs of the neighboring residents and larger market area.

Specific action plan components, whether already completed or still in the planning stages, will be discussed in Part II of this Plan.

Part II: REDEVELOPMENT PLAN COMPONENTS

Initially, the Valley Square Redevelopment Plan was organized into phases of development that bore a general relation to geographic location within the Valley Square area, but were not specifically location-based. Over time, it has been discovered that redevelopment activities are easier to stage and to track based on geographic subareas within the overall district. Therefore, this revision of the plan, which summarizes activities completed to-date as well as outlining future redevelopment components, will deal with development staging within each subarea identified back in Part I of the plan (Exhibit 2, page 3).

At this time, the most critical element of the plan is considered to be the Winnetka Avenue Improvement Project, and the coordination of Area C redevelopment with that project. Previously, Area C redevelopment was expected to precede and act as a trigger for the street improvements. However, a reanalysis of the situation, including such elements as the local and regional redevelopment climate, traffic congestion occurring in the area, and the financial prospects for the City and the County, has caused the City to reorder its priorities. In the following pages, the "Winnetka Avenue Overlay Area" has its own summary of activities, and cross-references are made within the summaries for other areas as appropriate.

Area "A"

Location:

Bounded on the north and west by the curve of Bassett Creek; on the south by Highway 55; on the east by Wisconsin Avenue.

Overall size – 17 acres

1978 Characteristics:

Large portion of the area occupied by Reiss Greenhouse, a commercial grower; also included two single-family homes occupied by Reiss family; no other uses.

Plan Characteristics:

Improved traffic circulation; high-density residential development along creek, large office site fronting on Highway 55.

Redevelopment Activities Completed to-Date:

- ◆ Acquisition and clearance of all property in area
- ◆ Extension of Wisconsin Avenue northward to intersect 10th Avenue
- ◆ Opening of Wisconsin Avenue access onto Highway 55

- ◆ Realignment of Golden Valley Road from location adjacent to highway to a more northerly, curving route across area, subdividing the site into two parcels identified as "A-1" and "A-2"
- ◆ Construction of 3-story, 122 unit apartment complex, mostly market rate but including low-income set-aside, on A-2 site adjacent to Bassett Creek
- ◆ Bassett Creek walking path

Current Action Plan Components:

- ◆ Preparation for and attraction of large-scale development, preferably office, to the A-1 site

Area "B"

Location:

North of Highway 55, extending up to Bassett Creek; West of Winnetka Avenue, extending to Wisconsin Avenue.

Overall size – 29 acres

1978 Characteristics:

Mid-size commercial strip center with three outlying buildings on Highway 55; two small-size commercial strip centers on Winnetka Avenue; supermarket and other small commercial operations; two single-family homes along Creek.

Plan Characteristics:

Improved traffic circulation; generally mixed uses with emphasis on commercial and residential uses.

Redevelopment Activities Completed to-Date:

- ◆ Acquisition and removal of two houses
- ◆ Acquisition and removal of Hennepin Co-op building (business relocated within Valley Square, on Lewis Road) for street realignment purposes
- ◆ Acquisition and removal of former Jerry's NewMarket building
Vacation of Vermont Avenue adjacent to street realignment
- ◆ Realignment of Golden Valley Road to a more northerly location, beginning just west of supermarket and continuing through Area A
- ◆ Former Golden Valley Road alignment west of Vermont Street alignment closed to through traffic but retained for local access and to protect underlying utilities

Current Action Plan Components:

- ◆ Mixed use redevelopment of sites cleared for Winnetka Avenue improvement (see Winnetka Avenue Overlay Area) and additional land acquired between Golden Valley Road and Bassett Creek
- ◆ Acquisition of vacant lot from Marquette Bank of Golden Valley adjacent to Bassett Creek and Wisconsin Avenue
- ◆ Bassett Creek amenities

Area “C”

Location:

North of Highway 55, extending up to Golden Valley Road, East of Winnetka Avenue, extending to Rhode Island Avenue.

Overall size – 11 acres

1978 Characteristics:

Mid-size commercial strip center on Highway 55; Dahlberg, Inc. (hearing aid manufacturer), small office building, and assorted small commercial operations to the north of strip center; two single-family homes on Rhode Island; triangle of vacant publicly owned land between Golden Valley Road and Country Club Drive.

Plan Characteristics:

Improved traffic circulation; unified, mixed-use development over entire site; high-density residential component desirable but not mandatory.

Redevelopment Activities Completed to-Date:

- ◆ Both residences acquired and removed
- ◆ Gas station at Winnetka and Golden Valley Road acquired and leased out pending future removal
- ◆ Small office building acquired and temporarily being used by the Golden Valley Public Safety Department Drug Task Force pending completion of improvements to the Public Safety Building, located in the Government Center Block
- ◆ Dahlberg, Inc. acquired (business relocated to North Wirth Redevelopment District)
- ◆ All other miscellaneous small properties acquired, with leases to be continued pending future removal

Current Action Plan Components:

- ◆ Acquisition of commercial strip center (Krelitz property); HRA plans to acquire property in 1991 even without a development agreement
- ◆ Coordination of redevelopment site with Winnetka Avenue improvement (see Winnetka Avenue Overlay Area)
- ◆ Vacation of Country Club Drive to improve configuration of redevelopment site (underground utilities must be preserved)
- ◆ Establishment of large-scale, mixed use development to fill area
- ◆ Widening of Rhode Island Avenue at approach to Highway 55

Area "D"

Location:

West half of block bounded by Highway 55, Rhode Island Avenue, Country Club Drive, Glenwood Avenue, and Kelly Drive.

Overall size – 7 acres

1978 Characteristics:

Trevilla Nursing Home, largest land use; gas station at Rhode Island and Highway 55 with adjacent wet area to east; five single-family residences along Rhode Island.

Plan Characteristics:

Area to be shared by Trevilla Nursing Home and mid-size office development

Redevelopment Activities Completed to-Date:

- ◆ Acquisition and removal of all five residences
- ◆ Acquisition and removal of gas station
- ◆ Drainage improved
- ◆ Construction of 81,000 sq.ft. Valley Square Corporate Center

Current Action Plan Components:

- ◆ None; public sector redevelopment activity in Area D is considered substantially complete

Area “E”

Location:

North of Golden Valley Road, between Winnetka and Rhode Island Avenues; also known as the Government Center Block.

Overall size – 16 acres

1978 Characteristics:

Golden Valley City offices on most of block; public library and post office along Winnetka; McDonald’s and another small commercial building also along Winnetka; original block was wider, with row of single family residences along Rhode Island, but street relocation marks current boundary with all residences counted in Area F (see below).

Plan Characteristics:

City offices in a campus setting; Library and McDonald’s to be only other uses.

Redevelopment Activities Completed to-Date:

- ◆ Construction of new street segment along northern boundary, connecting Rhode Island to Winnetka
- ◆ Acquisition and removal of small commercial building
- ◆ Reconfiguration and redevelopment of McDonald’s operation
- ◆ Reconfiguration of City parking areas and access, and partial landscaping of campus area

Current Action Plan Components:

- ◆ Completion of landscaping, including a walkway between City offices and library
- ◆ Redevelopment of post office site after taking for Winnetka Avenue improvement (see Winnetka Avenue Overlay Area); relocation of post office within Valley Square preferred but not mandatory

Area “F”

Location:

North of Country Club Drive, between Pennsylvania and Winnetka Avenues.

Overall size – 17 acres

1978 Characteristics:

Calvary Lutheran Church; 19 single-family residences along both sides of former Rhode Island Avenue alignment; small office building south of Golden Valley Road at Pennsylvania

Plan Characteristics:

Calvary Lutheran Church, including associated out-buildings, and high density residential north of Golden Valley Road; mixed office uses south of Golden Valley Road.

Redevelopment Activities Completed to-Date:

- ◆ Acquisition and removal of all residences along old Rhode Island
- ◆ Construction of realigned Rhode Island Avenue
- ◆ Construction of high-rise senior housing complex including 80 subsidized rental units and 120 market-rate co-op units
- ◆ Construction of small, multi-tenant office building adjacent to existing office building

Current Action Plan Components:

- ◆ None; public sector redevelopment activity in Area F is considered substantially complete

Winnetka Avenue Overlay Area

Location:

Winnetka Avenue right-of-way and abutting properties on east and west, extending from just north of Orkla Drive on north to Harold Avenue on south (Exhibit 3).

Note: In order to provide the full improvements as necessary within the Valley Square Area, this overlay area must extend slightly beyond the Valley Square boundaries on its north and south ends.

1978 Characteristics:

Lack of capacity at peak periods, inadequate channelization, proliferation of driveways, and high accident rate.

Plan Characteristics:

Added lanes for improved channelization, reduction and coordination of driveways, center median.

Redevelopment Activities completed to-Date:

- ◆ Redevelopment activities in Area E (Government Center Block) have reduced the number of driveways accessing onto Winnetka Avenue, have created better spacing between remaining driveways, and have reserved necessary right-of-way expansion area across all but the post office property
- ◆ Two of the affected properties in Area C have been purchased and are being leased out to businesses that will vacate as the actual construction period approaches

Current Action Plan Components:

- ◆ Acquisition of additional right-of-way across 12 residential and 5 business properties
- ◆ Acquisition and potential removal of 2 residential and 7 business properties that may no longer remain viable due to road widening needs (in some instances, simple right-of-way acquisition may still be possible)

PART III: FINANCE PLAN

The objective of the Finance Plan for the Valley Square Redevelopment Area and Tax Increment District is to indicate the ability of the City to finance public redevelopment activities as described in Part II of this report. Since the inception of the Valley Square Redevelopment Plan in 1978, much has been done and the City is well on its way to completing its planned activities before the tax increment finance funding source ends in 2001.

The public improvements that have already been completed in Valley Square, including the rerouting of Golden Valley Road, Rhode Island Avenue, Wisconsin Avenue, and the clearing and sale of land in Areas A, D and E for private development, have all been financed by previous bond issues now being paid back by tax increment financing (Exhibit 4); projections clearly indicate that the City can continue to meet its obligation on these bond payments.

Projects Remaining to be Financed

There are two planned activities for which the City must sell bonds before the Tax Increment Finance District ends in 2001. These two activities are key to the original intent of the Valley Square Redevelopment Plan. Since these two projects are costly, the only way they can be financed is through the issuance of bonds. Unless these bonds are issued within the next two years, the projects may become financially infeasible. The projects are:

A. Upgrading of Winnetka Avenue from Harold Avenue on the south to Orkla Avenue on the north

The upgrading of Winnetka Avenue (Co. Rd. 156) has been a key element of the Valley Square Redevelopment Plan since 1978. The road now has four narrow lanes without turn lanes. Intersection improvements are needed at both Golden Valley Road and 10th Avenue. In addition, the road carries over 20,000 vehicles per day. This section of Winnetka Avenue has a very high accident rate in comparison to other Hennepin County Roads.

The City and County plan is to upgrade Winnetka Avenue in 1992. The upgrading will include wider lanes, turn lanes, a center median, sidewalks, streetscape features and new traffic signals and intersection improvements at Golden Valley Road and 10th Avenue. The upgraded road will reduce accidents, carry the traffic more smoothly, and generally enhance the area.

Recommended Financing

The upgrading of Winnetka Avenue is a joint project with Hennepin County. Since it is a County road, the County is the lead agency. Both the County

and City Capital Improvement Plans call for upgrading in 1992. In order to fund the project, the County has asked for significant City participation including 50% of the construction costs and 100% of the right-of-way acquisition needed to widen the roadway. The City plans to fund its share by the issuance in 1991 of \$4,000,000 of tax exempt, general obligation tax increment bonds. These funds will be used to acquire the necessary right-of-way during late 1991 and early 1992. In 1992, the City anticipates the need to issue another \$2,000,000 in tax exempt, general obligation tax increment bonds to pay for the City's share of the construction. Both bond issues would run until the year 2001 when the Tax Increment Financing District expires.

B. Area C Land Acquisition

As described in Part II, the City plans to redevelop the entire Area C block. The City has yet to negotiate a private development agreement for its redevelopment. However, it is anticipated that a developer will soon come forward.

The City, through the HRA, plans to complete the acquisition of all parcels in Area C. Currently, the HRA owns five parcels on the block. The Valley Plaza Shopping Center and adjacent property owned by Phillip Krelitz are the only parcels left in the area for which the HRA has not negotiated a purchase agreement.

The HRA is going ahead with the acquisitions in Area C without a developer in order to better influence and control the development of this Area, which is the key development area in the Valley Square Redevelopment Plan due to its prime location at the NE corner of Winnetka and TH 55. Since the Valley Square Tax Increment Fund has the funding available, the City believes it is in its best interest to go ahead with the acquisition of all parcels in Area C before the ability to finance the project ends in 2001.

Recommended Financing

The City has programmed the financing of the acquisition of the remaining parcels in Area C partly through available excess increment in the Valley Square Tax Increment Fund. The acquisitions of the M&I building at \$230,000 and the Down in the Valley building at \$185,000 in the Spring of 1991 were financed in this manner.

The acquisition, including relocation and demolition, of the Valley Plaza Shopping Center is estimated to cost \$4,500,000 for budgetary purposes. Fifty percent (50%) or \$2,250,000 is to be paid from available excess increment in the Valley Square Tax Increment Fund and the remaining 50% by the issuance of a short term, (two-year), \$2,250,000 general obligation tax increment bond issue. This issue will be a tax-exempt issue.

Financial Projections

The financial projections for the Valley Square Increment Fund are shown on Exhibit 4, including the funding of the two proposed projects described above. The projections indicate that the City is able to finance these new and past obligations.

The projections shown are conservative in several ways. First, they do not include as revenue any interest earnings. Second, the interest rate used for future bond issues is higher than the City will probably pay due to the City's Aa-1 bond rating and market conditions. Third, the City has not indicated any proceeds from the sale of land that the HRA owns or will own in Area A-1, B or C. Fourth, the City has not indicated any tax increment proceeds from the future development that is sure to take place in these areas.

The future projects outlined in this plan, upgrading of Winnetka Avenue and Area C land acquisition, are essentially the last major projects that will be needed in the Valley Square Redevelopment Area in order to provide for all of the future redevelopment anticipated for this area.