

HAMLIN STATION

TRANSIT ORIENTED DEVELOPMENT GUIDE

PROJECT SUMMARY

St. Paul's Hamline Station redevelopment includes two 4-story, mixed-income and mixed-use buildings connected by a central public plaza adjacent to the METRO Green Line Hamline Station. The Metropolitan Council's Livable Communities Grants supported the City of St. Paul and Project for Pride in Living (PPL) in this redevelopment.



Saint Paul, University Avenue. Looking west from the platform of the METRO Green Line Hamline Station toward the Hamline Station development.

HOW DOES THIS PROJECT SUPPORT TOD AND LIVABLE COMMUNITIES?

Connect: Residents can board the METRO Green Line and commute to downtown St. Paul or downtown Minneapolis in under 20 minutes. Residents can walk to shopping, transit, regional job centers, recreation, and entertainment.

Intensify: The project converted a vacant used car dealership into a high-density, mixed-use development that includes underground parking. The west building includes housing and ground-floor retail space. Nine units of live-work housing in the east building provide opportunities for entrepreneurs and small business development.

Demonstrate: Hamline Station demonstrates the feasibility of projects that include a mix of uses as well as a mix of affordability, both of which can be difficult to finance. Obstacles were overcome by creating two separate structures and a condominium for the commercial space. A mid-block plaza between the two buildings is an amenity for tenants and retail customers, as well as nearby residents.

CHALLENGES AND LESSONS LEARNED

Challenges for Project Developer

The project's busy location, constrained site, and multiple financing sources created challenges. The project is located between two busy roadways to the south and west, as well as across an alley to the south of 12 single family homes. This left only one access point by Syndicate Avenue to the east.

Project scheduling and staging were also challenging because low-income housing tax credits were used to finance the east building. Consequently, this drove the construction schedule for the entire project. Because of limited access, the west building needed to be completed first. Furthermore, PPL also needed to identify a nearby site for storage of construction material.

FAST FACTS

PROJECT FACTS

Developer:

Project for Pride in Living (residential) and Excelsior Bay Partners (commercial)

Total Development Cost: \$25 M

Total Public Investment: \$9 M

Dwelling Units: 108

Percent of Affordable Units: 14 units for previously homeless and/or disabled at 30% area median income (AMI); 94 units at or below 60% AMI

Commercial Square Feet: 13,000 sq. ft.

TOD METRICS

Stories: 4

FAR: 1.5

Dwelling Units/ Acre: 60

Commercial Parking Ratio:

1 space per 360 sq. ft.

Residential Parking Ratio:

1 Stalls per Unit

STATION AREA

Transit: METRO Green Line

Station: Hamline Station

Station Area: Urban street grid, retail corridor, close to major employment centers, high percentage of residents use transit

Metropolitan Council Livable Communities Grants

Applicant: City of St. Paul

Year: 2011

TOD grant amount: \$3,450,612

Funded elements:

Land acquisition, soil remediation, and utility line relocation

Challenges for City Staff

In its development agreement with the City of St. Paul, the City required PPL to bury overhead utilities. At that time, the City and PPL did not realize that the utility companies would also require adjacent properties to the north to bury their utilities. PPL needed to coordinate with property owners and cover the entire cost even though the utility companies did not provide cost estimates up front. Although burying utilities ended up being costly, it increased the attractiveness of the redevelopment.

Lessons Learned by Project Developer

Early in project development, PPL recognized the importance of establishing and maintaining connections with the neighborhood. PPL and its contractors built relationships with existing neighbors and took the time to meet with them aside from meetings as part of the City development process. This created ongoing support and kept the construction schedule moving forward. It also helped PPL and its contractors keep neighbors updated whenever issues arose during the construction process.



[Click on image for an aerial view of the project.](#)



Looking west from Syndicate Avenue along alley between the Hamline Station development and homes that front Sherburne Avenue.

Lessons Learned by City Staff

PPL assumed it would be possible to create a Vertical Registered Land Survey (VRLS) for separate ownership of the commercial space. This would have improved financing options for the project, increased financial feasibility, and eliminated the need for PPL to maintain and lease the retail component. Unknown to the developer and City at the time, state statute only allows a VRLS when all building systems are separate. Since the development included some shared systems, a VRLS was not possible. The developer and commercial brokerage firm then explored alternatives that included the creation of a condominium for the retail component, as well as a long-term lease. The developer and future commercial owners chose to create a condominium, which accomplished the same financing and ownership objectives.

LEARN MORE

[Metro Transit Rider's Almanac Story](#)

www.metrotransit.org/at-hamline-station-a-welcome-combination-of-affordable-housing-and-transit

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