HANDBOOK FOR TRANSIT-ORIENTED DEVELOPMENT GRANTS

LIVABLE COMMUNITIES PROGRAM

Spring 2014

METROPOLITAN COUNCIL

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The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for low- and moderate-income individuals and families. The 17-member Council board is appointed by and serves at the pleasure of the governor.

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About this Handbook

Since 1996, the Metropolitan Council has awarded over 800 grants worth $280 million to communities in the 7-county region through the Livable Communities Program. In 2011, the Council established the Livable Communities Transit-Oriented Development grant category (LCA-TOD), within the Livable Communities Demonstration Account (LCDA-TOD) and Tax Base Revitalization Account (TBRA-TOD), to support development near current and future transitways. More information about LCDA-TOD and TBRA-TOD grants can be found online[1].

LCA-TOD applications are evaluated in a two-step process using criteria approved by the Metropolitan Council[2]. The first step, a technical evaluation by Council staff, includes two TOD criteria categories that are explained at right in greater detail. Other categories include Housing, Jobs & Economic Competitiveness, Environmental Design, and Partnerships and Leverage. Applications that meet the minimum threshold are reviewed by the Livable Communities Advisory Committee[3], which evaluates the potential for a project to serve as a TOD model for the region, catalyze additional investment, and are ready to break ground within the 3-year grant term.

This handbook is intended for use by cities, developers, and consultants involved in preparing LCDA-TOD and TBRA-TOD applications. The handbook provides a detailed review of metrics and qualitative analysis used in four evaluation categories that are directly related to transit-oriented development, as well as profiles of model projects funded by Livable Communities. The information and examples are provided solely as a resource for application preparers and do not represent all grant criteria or Council policy. The guidelines are grounded in national best practices for evaluating the transit-orientation of development projects, and are consistent with the principles presented in the Council's 2006 Guide for Transit-Oriented Development.

Transit-Oriented Development-related LCA-TOD Evaluation Categories

Transit Accessibility, Walkability & Ridership

A station area analysis of connectivity, transit-supportive retail, transit service, urban design qualities, and estimated commuting potential of workers and residents associated with the development project.

TOD Design

An evaluation of the proposed projects' density, parking supply, urban design qualities, and the city's commitment to adopting plans, strategies, and zoning ordinances that facilitate TOD

TOD Model / Demonstration Value

The Livable Communities Advisory Committee recommends projects that will serve as a model of transit-oriented development for the Minneapolis-St. Paul region.

[1] http://metrocouncil.org/Communities/Services/Livable-Communities-Grants/Transit-Oriented-Development.aspx
[2] http://metrocouncil.org/Communities/Services/Livable-Communities-Grants/Maps,-forms-misc/2014-LCA-Fund-Distribution-Plan.aspx
[3] http://metrocouncil.org/Communities/Services/Livable-Communities-Grants/Livable-Communities-Advisory-Committee-(LCAC).aspx

Contents

Introduction to Transit-Oriented Development

The Metropolitan Council, as part of an adopted Transit-Oriented Development (TOD) Policy[1], defines TOD as:

> ***"…walkable, moderate to high density development served by frequent transit with a mix of housing, retail, and employment choices designed to allow people to live and work without need of a personal automobile."***

Through a focus on TOD, the Council aims to integrate transportation, jobs, and housing, leverage private investment, advance equity, and increase transit ridership.

Research has demonstrated that compact, efficient, and walkable development served by transit:

- mitigates congestion
- reduces total vehicle miles traveled[2]
- has positive health benefits,
- curbs greenhouse gas emissions,[3] and
- offers affordable transportation choices
- leverages additional tax base through more intensive land uses.

Scholars and practitioners have found a strong relationship between the built environment and its impact on the social, economic, and environmental outcomes listed above. According to one study, higher density, walkable development with more integrated land use patterns could reduce greenhouse gas emissions by up to 24%.[3] Transit investments also have a positive economic impact on adjacent properties, which could lead to greater returns for transit-oriented development projects and increased tax base.[4] More recently, market demand for urban living has increased dramatically with the changing preferences of the millennial generation and baby boomers entering retirement. It is anticipated that this trend will continue in the years ahead.

TOD Resources:

Reconnecting America
www.reconnectingamerica.org

Six Principles of TOD

In her book "Made for Walking: Density and Urban Form"[5], urban designer Julie Campoli identifies six general principles that can be used to define transit-oriented development:

Diversity

A mix of land uses located within close proximity, preferably accessible by foot or a short transit trip

Density

A higher concentration of infrastructure and amenities, and a compact built environment that allows more workers and residents to live near transit

Design

High-quality, safe, pedestrian-oriented streets and public spaces

Distance to transit

Development is ideally within a 10-minute walk of transit

Destination accessibility

Proximity to transit-supportive retail, jobs, and institutions that allow people to meet daily needs without the use of a car

Parking

Limited parking supply for residents, workers, and customers and coordinated, district-wide parking solutions for the station area

[1] *http://metrocouncil.org/Communities/Services/Transit-Oriented-Development-(TOD)/Transit-Oriented-Development-Policy-(pdf).aspx*

[2] Transportation Research Board, "Driving and the Built Environment: The Effects of Compact Development on Motorized Travel, Energy Use, and CO2 Emissions," *National Academy of Sciences* Special Report 298 (2009)

[3] Cambridge Systematics, Inc. "Moving Cooler: Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions." *Urban Land Institute* (2009)

[4] Goetz, Edward G., et al "The Hiawatha Line: Impacts on Land Use and Residential Housing Value," *University of Minnesota Center for Transportation Studies* (2010)

[5] Campoli, Julie, *Made for Walking: Density and Neighborhood Form* (Washington, DC: Lincoln Institute of Land Policy and Julie Campoli, 2012)

Transit Accessibility, Walkability, & Ridership

Level of Transit Service

Frequent, ample transit service is fundamental to attracting workers and residents to a station area. The Metropolitan Council, through Metro Transit, and other providers offer a variety of transportation options throughout the region. For LCDA-TOD and TBRA-TOD grants, the *type* of service, *peak and weekend frequency,* and the *number of routes within one-quarter mile* factor into the evaluation. Shown below is an example that demonstrates how each factor contributes to the level of transit service score.

To qualify for LCDA-TOD or TBRA-TOD grants, projects must be located within a LCA-TOD- eligible area, which are areas within walking distance of current or future transitways operational by 2020. The map at right shows areas eligible for LCDA-TOD or TBRA-TOD grants in 2014.

Hypothetical Project: Lake Street Midtown Station, Blue Line

There are several routes within ¼ mile of the project, as well as LRT and two high frequency local bus routes

Peak/Weekend Frequency (minutes)

No service	>20/ >30	11-20/ 16-30	<11/ <16

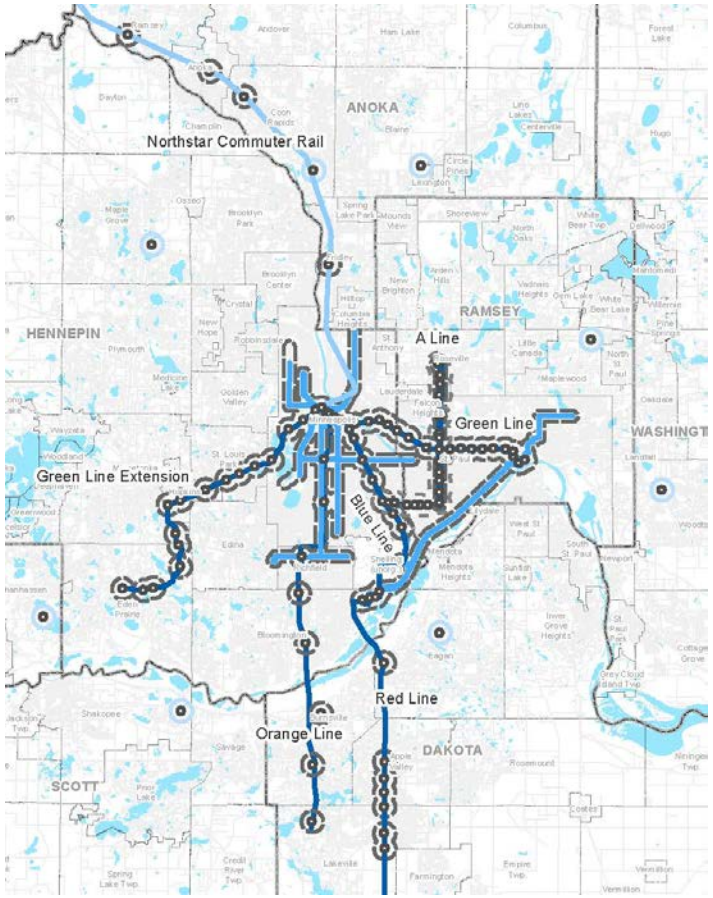
Service Type

Express bus	Commuter rail	Hi-frequency local bus	LRT/BRT/ arterial BRT	LRT + HF bus or BRT

Routes within ¼ Mile

0	1-2	3-5	>5

2014 LCA-TOD-Eligible Areas



LRT/BRT/Arterial BRT

Commuter rail

High-frequency local bus routes

Express bus station areas

Additional Resources

LCA Make-a-Map Application *draw your project, toggle supporting information, and select from a list of LCA-TOD Eligible Areas:* http://giswebsite.metc.state.mn.us/publicmaps/lca

MetroTransit Interactive Map *learn about transit routes near your project:* http://www.metrotransit.org/map

LCA-TOD Eligible Area Maps *station area and regional maps; for category drop-down, select "LCA-TOD":* http://giswebsite.metc.state.mn.us/gallery/Default.aspx

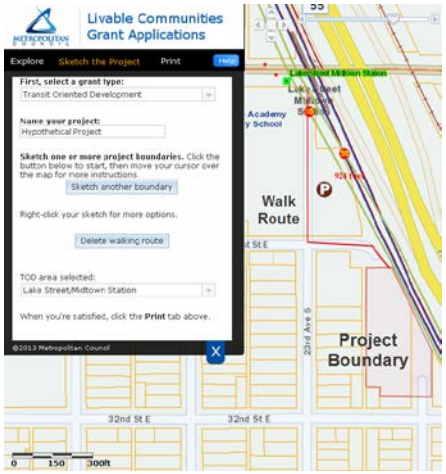
Walk Route, Block Size & Intersection Density

While a site may be within a LCA-TOD-eligible area, it is not necessarily within easy walking distance of transit. Generally, a site located ½-mile from a station "as the crow flies" equates to a 10-minute walk. Research has shown that most people will not consistently use transit if their home or workplace is more than a 10-minute walk from a station. Often, however, the actual route to the station along streets and paths is more circuitous and may take longer than 10 minutes. This is usually a function of larger blocks and fewer intersections, which makes it more difficult for pedestrians to navigate a station area. The example at right illustrates how block size and intersection density are measured.

The Metropolitan Council has created a tool that allows applicants to determine the walk route distance from a proposed project to the station. Listed below are instructions for using the Make-a-Map tool for LCDA-TOD or TBRA-TOD applications.

Hypothetical Project: Walk Route to Lake Street Midtown Station

Livable Communities Make-a-Map Application:
http://giswebsite.metc.state.mn.us/publicmaps/lca



Walk Route to Station **924'**
4-minute walk

Instructions for Using Make-a-Map:

1. Zoom into your site or type an address
2. Click "Sketch the Project", Choose "Transit Oriented Development" and sketch a boundary. Be sure to name your map.
3. Click "Sketch a Boundary" and use the crosshairs to draw the project boundary; double-click when finished. Right-click the shape to edit or label.
4. When done, click "Sketch walking route" and draw the route to the station along publically-accessible paths and sidewalks. Do not draw through parking lots
5. If project is located within more than one qualifying route, select the named TOD area from the list. Print maps.

Block Size and Intersection Density

The typical urban block in Minneapolis and Saint Paul, outside of downtown, is roughly 5 acres (330' x 660'). This example from Minneapolis shows a wide variety of block sizes, with much larger block sizes in an industrial district along the northern half of the station area. In addition to the road network, pedestrian paths and trails also delineate independent blocks, as shown by the Midtown Greenway. Correspondingly, the quality and density of intersections varies throughout the station area. A higher concentration of 3 and 4-segment intersections can be found in areas adjacent to Lake Street.

Average Block Size **7.5** acres

Number of Intersections **75**

Enclosed blocks (acreage indicated)

Intersections

Transit-supportive Amenities

Successful station areas feature a mix of pedestrian-oriented retail and jobs within easy walking distance of transit. These amenities allow residents and workers to meet their daily needs without the use of a personal vehicle. As a rule, at least 40% of a mixed-use core should have ground-floor retail, restaurants, cafes, service/commercial, or personal services. This does not apply to the station area as a whole, but generally to a 1-3 block area immediately adjacent to the transit station. In low intensity bus corridors, as little as 5,000 square feet of retail is sufficient.

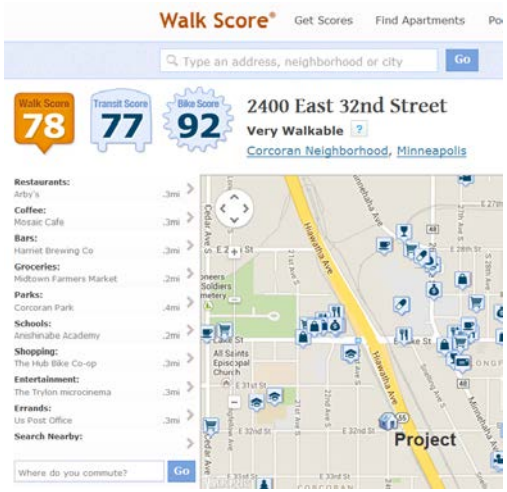
Walkscore®: A Tool to Evaluate Commercial Amenities

Walkscore uses the concepts of walk route and block size to calculate the number of amenities within a 30-minute walk of any given address. In general, a site within easy walking distance to a high concentration of amenities will receive a higher walk score. A total of 100 points is possible. A numerical score using this tool is not directly factored into the overall point total for Step 1 review of LCDA-TOD and TBRA-TOD applications.

Walkscore® website
http://www.walkscore.com

Hypothetical Project

Walkscore® 78/100
Very Walkable



90-100	**Walker's Paradise** *Daily errands do not require a car*
70-89	**Very Walkable** *Most errands can be accomplished on foot*
50-69	**Somewhat Walkable** *Some errands can be accomplished on foot*
25-49	**Car-Dependent** *Most errands require a car*
0-24	**Car-Dependent** *Almost all errands require a car*

Transit-Supportive Amenities & Institutions

Grocery Stores

Restaurants

Health Services

Bars and Clubs

Clothing & Accessories

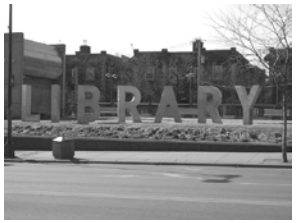
Banks & Credit Unions

Sports, book, & music stores

Movie theaters & Entertainment

General Merchandise

Education Services & Libraries



Checklist: Accessible, Walkable, and Transit-Supportive Station Areas

Urban Design

		YES	NO
1.	Are first floor uses “active” and pedestrian-oriented?	☐	☐
2.	Are buildings placed and designed to encourage access to and from the station?	☐	☐
3.	Are building designs interesting by themselves and visually appealing?	☐	☐
4.	Do buildings come all the way to the street or build-to line?	☐	☐
5.	Do buildings avoid placing blank walls along sidewalks and walkways?	☐	☐
6.	Do buildings incorporate architectural features that convey a sense of place and relate to the street and pedestrian environment?	☐	☐
7.	Does the station area provide high quality, publically-accessible space for people to sit, mingle, and/or recreate?	☐	☐
8.	Are streetscape amenities present, including seating, pedestrian-scale lighting, trees and landscaping, and awnings to provide enclosure and protection from the element?	☐	☐
9.	Are sidewalks in good condition?	☐	☐
10.	Is the walking environment pleasant?	☐	☐

Land Use

1.	Are auto-oriented land uses minimized within the station area?	☐	☐
2.	Will the planned mix of uses attract people around the clock and throughout the week?	☐	☐
3.	Are uses available near the station that would be conveniences for surrounding residents, commercial tenants and transit patrons, e.g. coffee and newspapers, grocery stores, daycare and drycleaners?	☐	☐
4.	Are commercial uses concentrated?	☐	☐
5.	Is the station area secure (low vacancy rate, buildings are well-maintained, safe)?	☐	☐
6.	Will new and existing residents and tenants generate enough demand to support proposed retail uses?	☐	☐

Mobility

1.	Does the topography lend itself to comfortable walking?	☐	☐
2.	Does the station area incorporate a well-connected, pedestrian-oriented network that is directly connected to the station?	☐	☐
3.	Do pedestrian pathways and buildings incorporate universal design principles for accessibility?	☐	☐
4.	Are curb cuts kept to a minimum?	☐	☐
5.	Are most of the roads through a project designed for speeds less than 30 miles per hour?	☐	☐
6.	Are sidewalks and intersections designed for safe movement by all users, including pedestrians of all ages and abilities?	☐	☐
7.	Are streets designed to provide access for bicycles or is there a planned network of bicycle routes?	☐	☐
8.	Is parking located behind buildings or underground?	☐	☐
9.	Is secure and convenient bicycle parking available?		
10.	Is some short-term parking allowed in front of street-fronting retail?	☐	☐
11.	Are car-share stations such as HOURcar or Car2Go present in the station area?	☐	☐
12.	Are bike-share stations present in the station area?	☐	☐
13.	Do pedestrian pathways directly and safely connect the station to nearby bus stops to facilitate transit transfers?	☐	☐

TOD Design –
Urban Design – **Building Design Guidelines**

LCA-Funded Project:
222 Hennepin
Hennepin & Washington Avenues, Minneapolis

The 222 Hennepin project incorporates many building design principles. Large windows, articulated with mullions, awnings, and vertical structures, create visual interest and allow sunlight into the building. At night, the light and busy activity within a grocery store activates the sidewalk. A large, turret-like structure, adjacent to a highly visible entrance, anchors the North Loop neighborhood, creates an attractive gateway, and provides a point of entry from an underground parking garage and into an adjacent store.
The building maintains a continuous presence along the street, with minimal curb cuts for underground residential and commercial parking.

Design Guidelines

Orientation
Buildings should be oriented to the primary street with minimal setbacks. All main entrances should be prominently featured and directly connected to the primary street façade.

Access + Visibility
Mixed-use developments should include separate, visible, and accessible entrances for housing and commercial uses. Retail storefronts should have ceiling heights of at least 14' for visibility and passive solar heating and illumination.

Articulation
Instead of flat panels, building facades should be articulated with partial setbacks, awnings, louvers, turrets, balconies, or other architectural elements to create interest.

Transparency
At least 40% of the primary façade should feature windows (glazing), with a higher percentage at the ground floor. Facades should enclose active uses that contribute to the vitality of the streetscape. Blank walls, store displays, or other implements should be kept away from windows.

Continuity
As much as possible, the primary façade should be uninterrupted along the street, except to allow for public gathering areas. Parking lots and curb cuts along the primary street should be avoided to improve pedestrian safety and enhance the urban feel of the block.

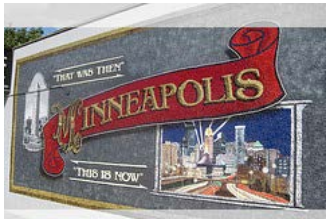
Anchors
Anchors give buildings prominence and can help to establish a sense of place for the surrounding neighborhood. They can also serve as a common point of entry for retail and office tenants.

Scale
Setbacks can be used to make higher density structures less imposing for pedestrians. Setbacks should be considered for buildings taller than 3-5 stories, with a 3-5 story "plinth" structure built to the lot line and a "tower" structure set back 8'-12' feet from the edge.

Building Design Elements

Signage

On Grand Avenue in Saint Paul (left), storefront signage is provided on, below, and above, awnings, at building corners, and on sandwich boards to create visual interest. Wayfinding signage and maps, including directions to major district-wide destinations and transit, can also be added to buildings.

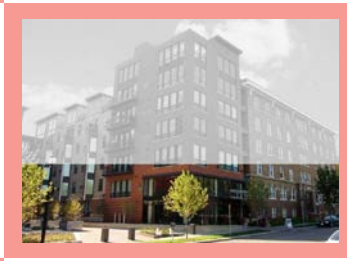


Public Art

Murals, decorative building installations, and even poetry inscriptions can help to create a sense of place and turn a building into a memorable landmark.

Terraces, Porches, Balconies

Street-facing terraces, porches, and balconies facilitate interaction among pedestrians and add to the vibrancy of the streetscape. Arts Quarter Lofts (left) on Nicollet Avenue provides balconies and patio seating. Uptown's Walkway project offers outdoor restaurant seating on two levels.



ADA Accessibility

The Eitel building in the Loring Park neighborhood of Minneapolis includes an ADA-friendly plaza that navigates a slope without stairs. Buildings should include highly-visible entrances with push-button door openers and accessible, comfortable waiting and rest areas.

Color, Material

A rich and diverse palette of brick, limestone, and other cladding was used for the Excelsior and Grand project in Saint Louis Park.

Outdoor Interface

This restaurant in Lowertown features large doors that open directly onto a sidewalk sitting area. Other businesses have used garage doors. Fruit and newspaper stands, floral arrangements, and sandwich boards can be used to create an interesting streetscape that invites customers inside.

Design for Climate

Arcades, like the one shown here in the North Loop, along with awnings, screened porches, louvers, covered walkways, and other installations can protect pedestrians from the elements during extreme weather events.

Break up building mass

A pass-through at the Lyric at Carleton Place (left) allows for pedestrian movement. Set-backs, where the 2nd or 3rd floor is pushed back from the lot line by about 10', can also help to make a building more human-scaled. Large, singular structures should be avoided in favor of multiple buildings with smaller footprints.

Glazing

Vue Apartments in Minneapolis features a significant number and wide variety of windows. At least 40% of the length of the first floor should include windows, which enhances safety and regulates temperature. Storefronts should have ceiling heights of at least 14-15' to allow for solar access and visibility.

Lighting

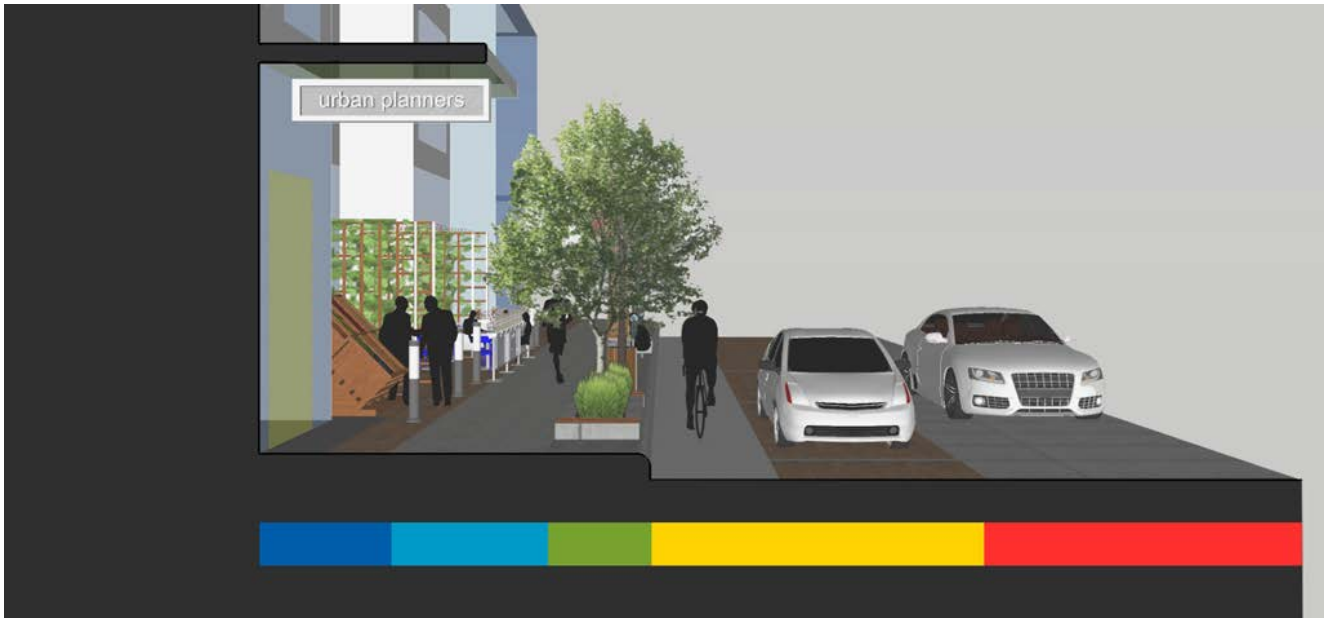
At 50th and France in Edina, lights are installed on buildings, both as uplights and for pedestrians. Pedestrian-level lighting, taller street fixtures, and waist-high bollards provide illumination at all levels. The lighting scheme creates a vibrant commercial district and promotes safety at night.

Streetscape Guidelines

Safe and well-maintained streetscapes, with significant placemaking features, are an essential component of walkable station areas. Public investments in enhanced streetscape infrastructure can leverage additional investment from businesses and developers, who view these corridors as a stable source of new residents and a reliable customer base. Livable Communities offers funding for "placemaking" activities, which can include many of the design elements listed on the following page.

Streetscape Zones

*Most streetscapes can be divided into 5 streetscape zones. Each zone has a specific function. In the **frontage** zone, buildings can be set-back between 2' and 10' to allow for a variety of uses, including product displays, sandwich boards, seating, and even sidewalk cafes. The pedestrian **throughway** zone should be kept as clear as possible to allow for the safe and efficient passage of pedestrians. Public art, boulevard trees, stormwater devices, bus stops and transit shelters, or parking meters and other utilities can be placed in the **furnishings** zone. The **extension**, situated between the curb and drive lane, can include bike lanes and on-street parking stalls. **Drive lanes** should be no more than 12' wide, and multiple lanes in each direction should be limited to the extent possible in order to narrow the overall street width and promote pedestrian safety.*



Streetscape Zone	Frontage	Throughway	Furnishings	Extension	Drive Lane
Recommended Width	*Min. 2' Max. 10'*	*Min. 6'*	*Min. 4' with 2' edge zone*	*Max. 8' parking lane and min. 5' bike lane*	*Max. 11'*

Sample Design Elements

Portland – curbside stormwater

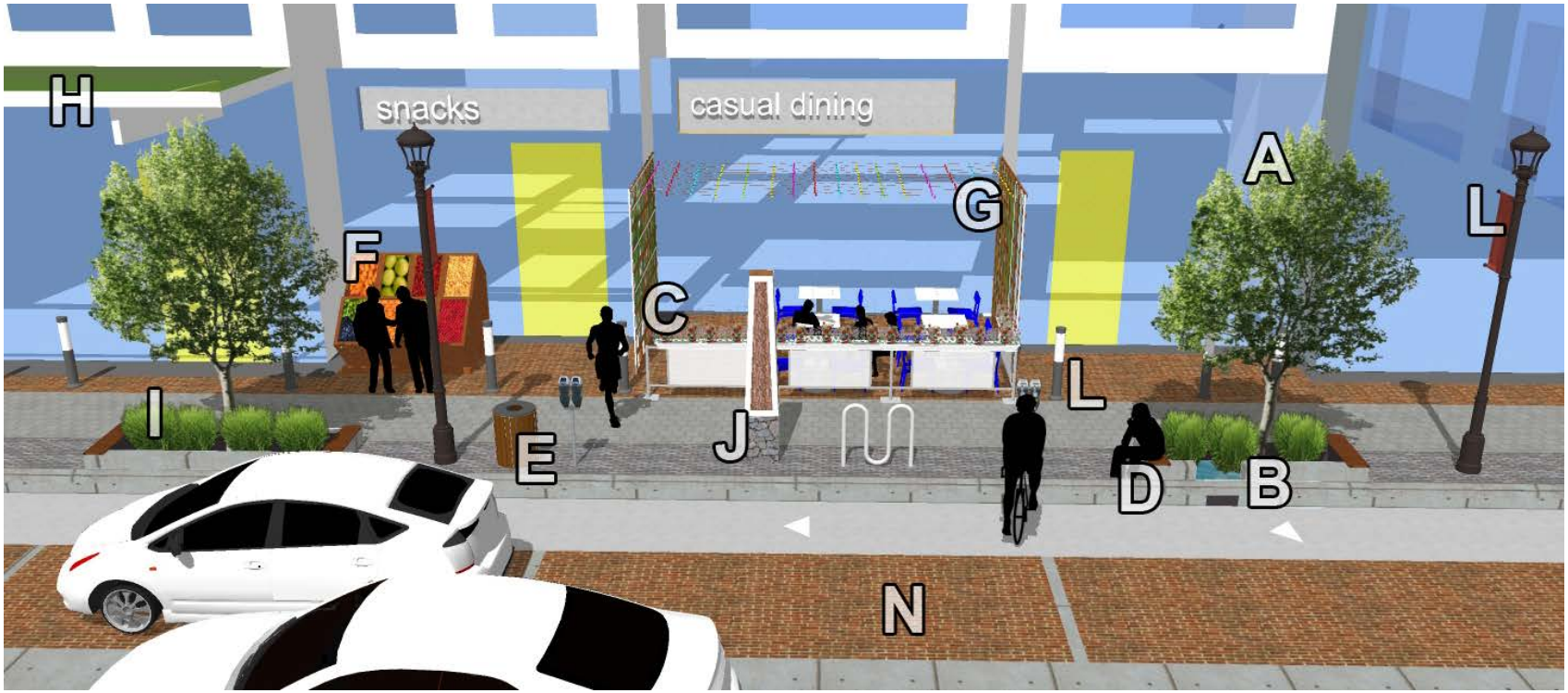
Paris – sidewalk cafe

Cologne – sidewalk art

Brisbane – vegetation

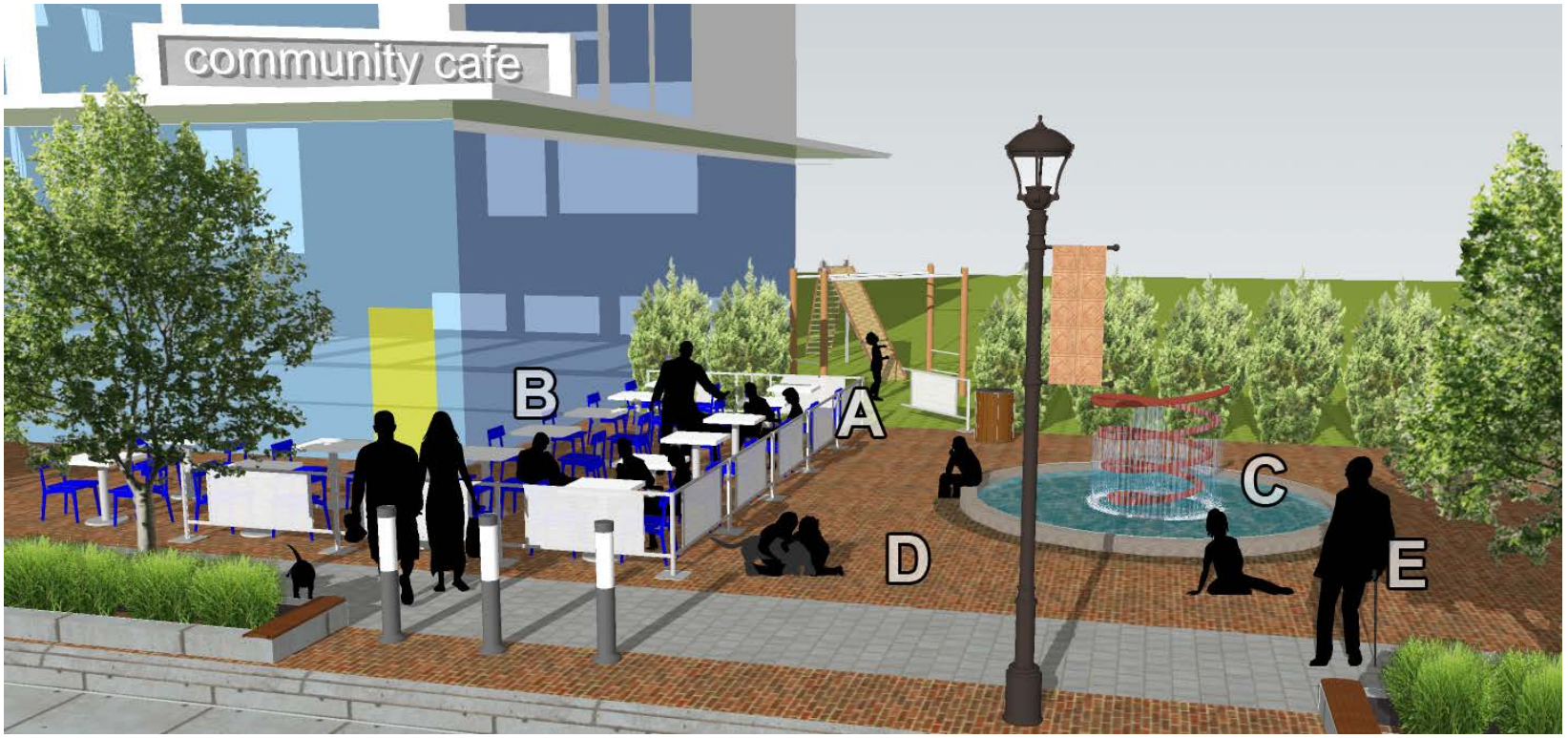
San Francisco – planters, outdoor seating

Streetscape Guidelines



Essential Features	*Potential Design Elements*
Tree Canopy and Vegetation	**A** continuous canopy of street trees to provide shade **B** stormwater infiltration devices using native vegetation, pervious pavers **C** planters, hanging baskets, and vegetation at all levels
Street Furniture	**D** benches, ledges, chairs, places to gather and sit **E** trash cans, utility boxes, drinking fountains, hydrants, parking meters **F** transit shelters, bus stop sign, canopies, kiosks, vendors
Outdoor Dining	**G** enclosed area for patio seating **H** covering to provide protection from the elements **I** vegetation to create an attractive buffer
Wayfinding + Safety	**J** kiosks, maps, street signs to highlight important destinations **K** ADA-accessible ramps to navigate grade changes, sidewalks and entrances clear of snow
Pedestrian-Scale Lighting	**L** sidewalk fixtures at 12'-14' that are shielded, uplights, building-mounted; illuminated bollards, banners to create identity **M** 20'-22' lighting for drive lanes
Public Art and Landmarks	**N** sidewalk art, colorful/patterned pavers **O** stormwater integrated into public art installations **P** interactive installations

Open Space Guidelines



A	**Distinguish between public and private space**	*In a mixed-use, housing and retail development, public space should be designed in such a way that the public and private uses are clearly defined. Resident tot lots should be fenced in, and other private areas can be screened with vegetation.*
B	**Orient active building walls to open space**	*Restaurants, coffee shops, and other active retail uses should be located next to public space, if possible, to provide passive surveillance and make public spaces lively and exciting.*
C	**Integrate stormwater management with amenities**	*Where possible, pervious pavers, tree trenches, rain barrels, and other visible stormwater management devices should be used[1]. Stormwater features can often be incorporated into public art installations.*
D	**Design for a wide variety of purposes**	*Common areas, especially small, urban, public spaces, should not be overly-programmed and should be designed with as little clutter as possible to allow for more flexibility.*
E	**Incorporate safety considerations**	*Crime Prevention through Environmental Design (CPTED)[2] principles should be considered when designing public spaces to protect vulnerable visitors such as children and seniors. Dark, secluded areas should be avoided.*

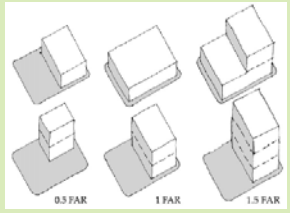
Additional Resources

[1]**MPCA Stormwater Manual** *overview best practices, and design standards: http://stormwater.pca.state.mn.us/index.php/Stormwater_Manual_Table_of_Contents*

[2]**CPTED Design Guidelines** *considerations for designing safe and accessible public space: http://cptedsecurity.com/cpted_design_guidelines.htm*

Land Use – Measuring Density

Four common measures of density are used to evaluate LCA-TOD applications. For projects without a residential component, floor-area ratio can be used as a basis for comparison across all projects. For each metric, averages from all LCDA-TOD and TBRA-TOD-funded projects are included for reference only. These averages do not represent Council policy and do not imply that a project would not receive funding due to below average performance on a particular measure.

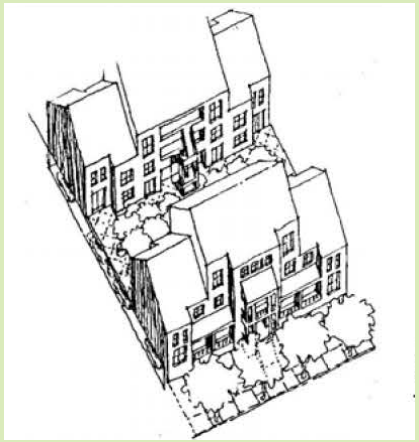
Metric	*Calculation*	*LCA-TOD-Funded Projects*
1. Floor-Area Ratio (FAR) *Net FAR. Measures overall building coverage on the site, exclusive of land uses. Can exclude "unbuildable areas", as defined at right.*	**Calculate total floor space (in sq. ft.) (x)** *Include: Residential, retail, restaurant, office, industrial, institutional, hotel* **Calculate buildable site square footage (y)** *Can exclude unbuildable areas: Slopes >18%, wetlands, publically-owned parks, hydric soils* **Divide x by y (x/y) to yield Net FAR** 	FAR <1.5 *Low* 1.5-2.5 *Average* 2.6-3.5 *Above Average* >3.5 *High*
2. Dwelling Units per Acre (DUPA) *Net DUPA. Measures residential density on a site-by-site basis.*	**Total the number of dwelling units (x)** **Calculate buildable site acreage (y)** *One Acre = 43,560 square feet* *Can exclude unbuildable areas: Slopes >18%, wetlands, publically-owned parks, hydric soils* **Divide x by y (x/y) to yield Net DUPA** 	DUPA <50 *Low* 50-75 *Average* 76-110 *Above Average* >110 *High*
3. Intensity *An estimate of the number of regular workers and new residents associated with the development project who could use transit.*	**Total the number of FTE jobs (x)** *Full-time job = 1; Part-time job = .5* **Breakout dwelling units by number of bedrooms, use multipliers, total (y)** *Studios yield 1 person; 1 bdrm. units yield 1.6 people; 2 bdrm. units yield 2 people, etc.* **Add x and y to yield estimated Intensity**	Intensity <75 *Low* 75-125 *Average* 126-200 *Above Average* >200 *High*
4. Job Density *Net job density. Measures density of jobs per acre on a site-by-site basis.*	**Total the number of FTE jobs (x)** *Full-time job = 1; Part-time job = .5* **Calculate buildable site acreage (y)** *One Acre = 43,560 square feet* *Can exclude unbuildable areas: Slopes >18%, wetlands, publically-owned parks, hydric soils* **Divide x by y (x/y) to yield Net Job Density**	Jobs/Acre <10 Low 10-25 Average 26-75 Above Average >75 High

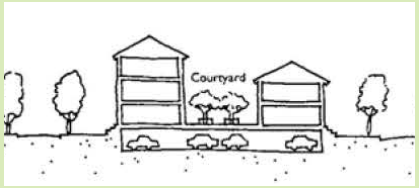
Density Examples

There are a number of ways to configure transit-oriented development projects to achieve optimal density targets and design objectives. The sketches below compare three projects in terms of their land use mix, density, and intensity. The floor-area ratios (FAR), dwelling unit per-acre (DUPA) metrics, intensities, and job densities are benchmarked against outcomes for all projects that have been awarded LCDA-TOD or TBRA-TOD funding.

Multifamily with structured parking

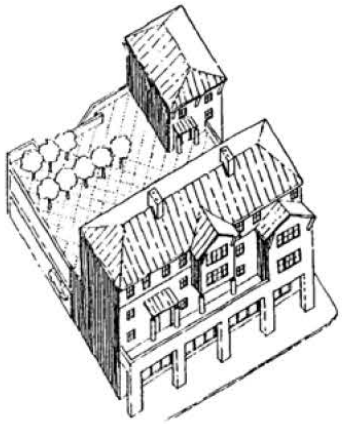
Parcel Size: 1 acre
Residential

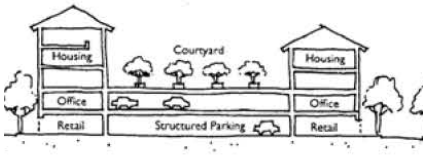




Mixed-use with structured parking

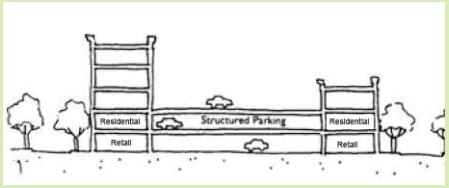
Parcel Size: 1.5 acres
Residential, Office, Retail





Multifamily with structured parking

Parcel Size: 1.5 acres
Residential, Retail



2.0	*Average*	2.75	*Above Average*	3.0	*Above Average*	Floor-Area Ratio
45	*Low*	60	*Average*	90	*Above Average*	Dwelling Units per Acre
85	*Average*	125	*Above Average*	140	*Above Average*	Intensity (workers + residents on 1 acre of land)
5	*Low*	30	*Above Average*	10	*Average*	Job Density

Mobility – Parking Strategies

While the objective of transit-oriented development is to promote walking and the use of transit, TODs should accommodate a balance of modes, including trips by personal vehicles. Traditionally, most developments have utilized surface parking lots to meet demand, and often supply more parking than is necessary. Surface parking is land consumptive and discourages walking. Even structured parking, if oversupplied, can be very expensive - the average cost is roughly $25,000 per stall – and can worsen congestion. Further, surface parking lots generate contaminated stormwater runoff. Presented here are five effective strategies and resources for limiting the demand for parking and encouraging walking and the use of transit.

strategies

A

Utilize on-street and structured parking

Surface parking lots should be avoided, except for a limited number of guest parking or retail spaces behind buildings. On-street, short term spaces (1hr. max.) can be maximized to support retail uses. Above-grade ramps or below-grade garages should be used for medium-high density developments. LCA funds can be used to support publically accessible parking structures. Liner buildings can be used to wrap parking structures with habitable, leasable space.

B

Share parking among station area users

Blocks or development projects with a mix of uses can often utilize the same parking spaces throughout the day. Researchers have observed that there are complementary peak use times that vary by land use type. For example, a commuter who works from 9-5 can make available a parking space for a customer who arrives during peak retail time in mid afternoon, effectively reducing the need for two spaces.

C

Promote car sharing

The Twin Cities now has several car-sharing services available, including HOURcar, ZipCar, and Car2Go. These services provide access to an automobile for residents who primarily walk or take transit and do not want to pay to own, store, and maintain a personal vehicle. Cities can promote car sharing by encouraging dedicated private or public car-share parking stalls.

D

Create parking improvement districts

Parking revenues from meters and paystations should be reinvested in the TOD area to support management, enforcement, maintenance, and investment in future parking infrastructure. Parking fees should be high enough to maintain a 15% vacancy rate at any time.

E

Unbundle parking from monthly rent

For rental properties, parking should be provided for a separate, monthly fee. Many residents will opt to not pay for parking and decide to use alternative forms of transportation, which will, in effect, reduce the overall demand for parking spaces.

resources

SHARED PARKING CALCULATOR

The Council has prepared a shared parking calculator that can be used to estimate the total number of spaces needed by a variety of land use types:

Access the Shared Parking Calculator here

CARSHARE ORGANIZATIONS

HOURcar website (Saint Paul & Minneapolis)

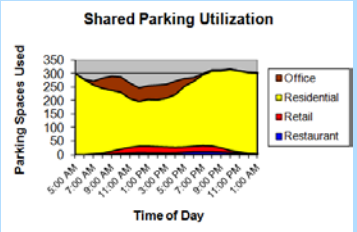
ZipCar website

Car2Go website (Minneapolis only)

PARKING MITIGATION STRATEGIES

"*Why and How to Reduce the Amount of Land Paved for Roads and Parking Facilities*"

Todd Litman, © 2011



calculating parking ratio

Residential and commercial parking ratios are evaluated during the review of LCA-TOD applications, if such land uses are included. Projects with lower residential or commercial parking ratios receive more points in Step 1 evaluation.

Residential Parking Ratio

Total the Number of Stalls Dedicated for Dwelling Units (x)

Total the number of dwelling units (y)

Divide x by y (x/y) to yield Residential Parking Ratio
Expressed as "Stalls per Unit"

Commercial Parking Ratio

Total the Square Footage of Commercial Uses (x)
Include industrial, retail, restaurant, institutional, and office uses

Total the number of Stalls Dedicated for Commercial Uses (y)

Divide x by y (x/y) to yield Commercial Parking Ratio
Expressed as "1 stall per "z" commercial square feet"

Design Guidelines for Connectivity

This Handbook presents suggested station-area averages for block size and intersection density, but well-connected communities require careful design and planning at the block scale. Included below are four design guidelines to help promote walkable station areas.

A — Encourage short blocks

The standard, 330' x 660' (5 acre) Minneapolis and St. Paul block promotes adequate circulation between jobs, housing, public space and transit. Other regions, such as Portland, OR, feature blocks as small as 250' x 250'. The case study at right, at 50th and France in Edina, features a 5-acre block.

Large superblocks with monolithic structures should be avoided.

B — Include fine grain, pedestrian connections

While circulation should be provided along the streets that frame blocks, alleyways, arcades, mid-block paths, and other connections should be included to facilitate pedestrian movement. The map at right shows internal pedestrian circulation between a parking ramp and retail and residential uses within a single block. At 50th and France, these passageways have opened up opportunities for additional retail storefronts and office space.

Several structures with smaller footprints are encouraged. This approach promotes better pedestrian connectivity throughout the station area.

C — Provide continuous, ample sidewalks

Continuous, well-maintained, and safe sidewalks should be provided throughout the station area. Cities should identify gaps in pedestrian infrastructure and provide adequately-sized sidewalks as needed. In addition, cities should promote infill development with limited setbacks on vacant sites to enhance the pedestrian experience.

D — Calm traffic

In residential areas and shopping districts, the number of driving lanes should be minimized in favor of wider sidewalks, bike routes, and associated infrastructure.

Cities can use a number of devices to calm traffic:

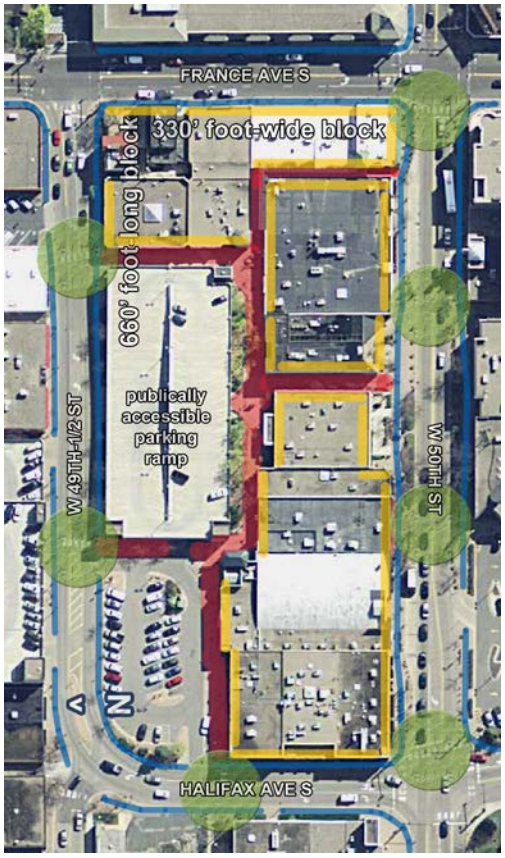
- Bump-outs
- On-street parking
- Trees and vegetation to frame lanes and limit driving speeds
- Illuminated and/or signalized crosswalks
- Adequate lighting to promote nighttime safety
- Well-marked crosswalks with pavers and striping

Case study: 50th and France: Edina, Minnesota

Trees and other vegetation, lighting, and seating areas calm traffic along 50th Street

Access to internal pedestrian circulation network from retail corridor along 50th Street. Additional retail storefronts and office space front can be found along the route between 50th Street and a parking ramp on W 49-1/2 Street.

Bump-outs reduce pedestrian crossing distance and encourage vehicles to slow down, while signage draws attention to the mid-block pedestrian crossing.



Retail frontage

Internal pedestrian circulation

Well-marked crosswalks

Street-facing sidewalks

Checklist: TOD Design Considerations for Development Projects

Urban Design

		YES	NO
1.	Are first floor uses “active” and pedestrian-oriented?	☐	☐
2.	Are buildings placed and designed to encourage access to the rest of the neighborhood?	☐	☐
3.	Are building designs interesting by themselves and visually appealing?	☐	☐
4.	Do buildings respect the scale and design of existing development and other planned development?	☐	☐
5.	Do buildings come all the way to the street or build-to line?	☐	☐
6.	Do buildings avoid placing blank walls along sidewalks and walkways?	☐	☐
7.	Do buildings incorporate architectural features that convey a sense of place and relate to the street and pedestrian environment?	☐	☐
8.	Are there trees sheltering streets and sidewalks?	☐	☐
9.	Is there pedestrian-scale lighting?	☐	☐
10.	Does the project provide high quality, publically-accessible space for people to sit, mingle, and/or recreate?	☐	☐
11.	Is the site used efficiently?	☐	☐

Land Use

1.	Are proposed uses transit-friendly? Will many of the people traveling to them find it convenient to use transit rather than a car? (e.g. stand-alone “big-box” retail is not easily accessible other than in a car)	☐	☐
2.	Will the planned mix of uses attract people around the clock and throughout the week?	☐	☐
3.	Are uses accessible within a 10 minute walk of the project that would be conveniences for surrounding residents, commercial tenants and transit patrons, e.g. coffee and newspapers, grocery stores, daycare and drycleaners?	☐	☐
4.	Will new and existing residents and tenants generate enough demand to support proposed retail uses?	☐	☐

Mobility

1.	Does the project incorporate a well-connected, pedestrian-oriented network that is directly connected to the station?	☐	☐
2.	Are there protected places to walk if it is raining or snowing? Are there places to wait for the train?	☐	☐
3.	Do buildings include a clear entrance so that people do not have to search for the way in?	☐	☐
4.	Do pedestrian pathways and buildings incorporate universal design principles for accessibility?	☐	☐
5.	Are curb cuts kept to a minimum?	☐	☐
6.	Is parking located behind buildings or underground?	☐	☐
7.	Are different uses sharing the same parking spots at different times of the day?	☐	☐
8.	Are there car-share parking spaces in private parking lots or on the street?	☐	☐
9.	Is bicycle parking available?		
10.	Are there facilities for bike commuters such as showers, bike lockers, or repair stations?	☐	☐

TOD Model & Demonstration Value

Livable Communities Advisory Committee

LCDA-TOD and TBRA-TOD applications that meet the Step 1 threshold are reviewed by the Livable Communities Advisory Committee (LCAC), a 13-member technical review group that is appointed by the Metropolitan Council Chair. LCAC members evaluate the potential for a project to serve as a TOD model for the region, catalyze additional investment, and are ready to break ground within the 3-year grant term.

In addition to the LCAC Chair, 12 additional members are appointed with the following expertise:

- **Local Government**
  Planning, economic, or community development (two members)
- **Development finance**
  One private finance member, one public finance member
- **Development**
  One new development member, one redevelopment member
- **Transportation**
  Transportation and development relationship (two members)
- **Environment**
  Integration of natural and water resources in development (two members)
- **Site design**
  Architecture, land planning specialty (two members)

TOD Model / Demonstration Categories

The Livable Communities Advisory Committee recommends projects that will serve as a model of transit-oriented development for the Minneapolis-St. Paul region. Since 1996, Livable Communities has funded hundreds of projects that have demonstrated new technologies, innovative partnerships and creative design.

There are a number of ways to demonstrate new TOD practices in the region. The most common demonstration categories include, but are not limited to:

Urban Design

High-quality building design, including orientation to transit, façade articulation, and minimal setbacks, amenities such as plazas, common areas, and supportive services for residents and customers

Land Use

Projects that incorporate efficient land use principles for higher-density development and effectively maximize opportunities for the creation of public space, and include a mix of land uses.

Mobility

Parking and transportation strategies to minimize the supply of parking and provide alternative modes of transportation. Connections internal and external to the TOD Area, with a focus on walking, bicycling, and the use of transit. Projects should include short blocks, an ample supply of paths, sidewalks and trails, and safe, well-designed, and attractive streetscapes.

Environmental Design

High-quality environmental design, including innovative stormwater management features, green building design, improved access to the regional park system, and/or preserved natural resources.

Partnerships

Creative partnerships among community groups, residents, developers, public agencies, or finance professionals that result in innovative projects.

Profiles of Demonstration Projects

This section includes one-page profiles of a sample of transit-oriented development projects that have received Livable Communities funding.

Additional Resources

Transit-Oriented Development

U.S. Department of Housing and Urban Development, Sustainable Communities
http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities

Urban Land Institute: Ten Principles for Successful Development Around Transit,
www.uli.org/ResearchAndPublications/Reports/~/media/Documents/ResearchAndPublications/Reports/ Ten Principles/TP_DevTransit.ashx

Reconnecting America, Center for Transit-Oriented Development, www.reconnectingamerica.org/public/reports

"What Does Density Look Like?" *http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/convert_266012.pdf*

Saint Paul Transit-Oriented Development Guidebook for the Central Corridor, http://www.stpaul.gov/DocumentView.aspx?DID=18571

Transit Corridors

Regional Transportation: http://www.metrocouncil.org/transportation/transportation.htm

METRO Green Line: *http://metrocouncil.org/Transportation/Projects/Current-Projects/Central-Corridor.aspx*

METRO Blue Line: *http://www.metrotransit.org/metro-blue-line*

METRO Red Line: *http://www.metrocouncil.org/Transportation/Projects/Furture-Projects/Cedar-Avenue-Corridor-Bus-Rapid-Transit.aspx*

Northstar Commuter Rail: *http://www.metrotransit.org/northstar*

METRO Green Line Extension: *http://www.metrocouncil.org/Transportation/Projects/Current-Projects/Southwest-LRT.aspx*

METRO Blue Line Extension: *http://www.metrocouncil.org/Transportation/Projects/Furture-Projects/Bottineau-Transitway.aspx*

A Line Arterial BRT: *http://www.metrotransit.org/snelling-BRT*

Resources for Counties and Municipalities

Corridors of Opportunity Resource Page (corridor development plans, precedents, feasibility studies):
http://www.corridorsofopportunity.org/resources/project-focused-resources-corridors-opportunity

Active Living Hennepin Communities, www.hennepin.us/activeliving

Active Design Guidelines, www.nyc.gov/html/ddc/html/design/active_design.shtml

Minnesota Complete Streets Coalition, www.mncompletestreets.org/

Livable Communities Transit-Oriented Development Grants

MIDWAY VILLAGE

Midway Village will include 168 senior rental housing units for a range of income levels and health needs. The multi-story building will also feature separate entrances for each of the housing components, underground parking, and a neighborhood coffee shop on the corner. Within the building will be The Plaza, a center for services and amenities, as well as an indoor winter garden and outdoor courtyard. The campus is next to Iris Park, with its pond, fountain, and pathways, which will receive improvements through LCA funding that will make the area more livable for Midway Village residents.

Funding Cycle:
2011

Location:
1890 University Ave.
Minneapolis, MN

LCDA-TOD Award:
$2,000,000

Dwelling Units per Acre:
140 units/acre

Floor-area Ratio (FAR):
3.25

Project Size:
1.2 acres

Total Development Cost:
$33.5 million

TBRA-TOD Award:
$0

Use of Funds: land acquisition, stormwater management, demolition, new sidewalks, curb and gutter, placemaking

Benefits: 168 units (57% of which are affordable); 402 jobs (52 of which are permanent), 1,400 sq. ft. of retail

FAIRVIEW STATION AREA

Direct access to station platform from project, walking distance to two parks, retail and supportive social services nearby, 20-mins. to both downtowns by LRT, medium-density buildings, limited setbacks

Mode:
Green Line LRT

Station Area Type:
Urban

Walk Route to Station:
60', 1 minute

Average Station Area Block Size:
8 acres

Demonstrate

The project features market-rate apartments with catered living services, memory care units, and affordable units for seniors. Located next to Fairview Station and Iris Park, residents will have easy access to retail, entertainment options, and recreation. New retail along University, envisioned as a community space, will become a destination for residents of the project and neighborhood.

Interrelate

Midway Village provides access to open space, with an internal, private courtyard, indoor winter garden, and direct connections to Iris Park. The project will be oriented to University Avenue, with a limited setback, visible building entrances, and ample windows that will help to activate the streetscape. In addition, to limit the need for parking, Episcopal Homes will subsidize employee transit passes and provide bike storage.

Intensify

Like the original Episcopal Homes campus at Fairview and University, Midway Village will raise the bar for density along University Avenue. At 7 stories, the project will include 168 units on 1.2 acres, for 140 dwelling units per acre and a floor-area ratio of 3.25.

TOD grants promote moderate to high-density mixed-use development projects located within walking distance of a major transit stop. To learn more, contact Adam Maleitzke: Adam.Maleitzke@metc.state.mn.us ; (651) 602-1633

METROPOLITAN COUNCIL

Livable Communities Transit-Oriented Development Grants

HI-LAKE TRIANGLE

Hi-Lake Triangle, located on a small parcel next to the Lake Street Midtown Station, offers retail, senior housing, and a covered pathway between the project and station platform. Stormwater runoff is managed on-site through pervious pavers and a rain garden that doubles as a placemaking feature. A transit plaza next to service-oriented retail will provide important amenities and a destination for the neighborhood. This high-density project includes far fewer parking spaces than is usually associated with projects of a similar size.

Funding Cycle:
2010

Location:
2216 Lake St. E
Minneapolis, MN

LCDA Award:
$1,034,000

Dwelling Units per Acre:
75 units/acre

Floor-area Ratio (FAR):
2.0

Residential Parking Ratio:
.5 stalls/unit

Project Size:
.85 acres

Total Development Cost:
$11.5 million

Commercial Parking Ratio:
1 space per 470 sq. ft.

Use of Funds: site preparation and grading, utility relocation, canopy connection to platform, stormwater management

Benefits: 64 senior housing units (100% of which are affordable); 8,000 sq. ft. of retail

LAKE STREET MIDTOWN STATION AREA

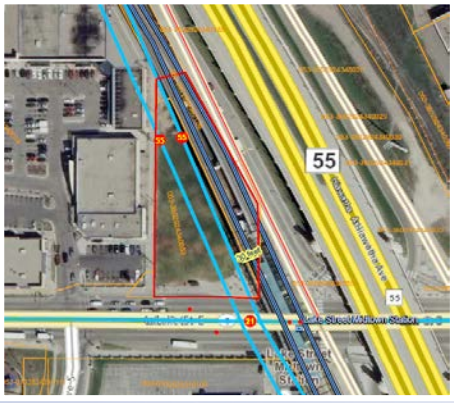
Urban street grid, retail destination, access to trails, high % of area residents and workers use transit, enhanced streetscape with traffic calming devices

Mode:
Blue Line LRT

Station Area Type:
Urban

Walk Route to Station:
30', 1 minute

Average Station Area Block Size:
7 acres



Demonstrate

The project makes use of a difficult, irregularly shaped site next to the Lake Street Midtown Station platform for a high-density, mixed-use development. A canopy between the project and the station platform will provide shelter for residents, customers, and workers. Stormwater will be managed on-site through the use of pervious pavers and a rain garden that doubles as a placemaking feature for the adjacent transit plaza.

Interrelate

Service-oriented retail will be provided by the project, providing an important amenity next to the station platform for area residents. The project is directly connected to the station platform through a canopy and transit plaza, which bring activity to the station area. The project will also feature a trail connection to the nearby Midtown Greenway.

Intensify

The project includes 64 units of housing on a .85 acre site, for 75 dwelling units per acre. Due to a transit-supportive zoning ordinance, the project will offer .5 parking stalls per unit, far fewer than what is typically included in projects of a similar size.

TOD grants promote moderate to high-density mixed-use development projects located within walking distance of a major transit stop. To learn more, contact Adam Maleitzke: Adam.Maleitzke@metc.state.mn.us ; (651) 602-1633

METROPOLITAN COUNCIL

Livable Communities Transit-Oriented Development Grants

HAMLINE STATION

The Hamline Station project will include the development of two four-story, mixed-use buildings connected by underground parking and a mid-block pocket park along the Green Line in Saint Paul. The project will create high-quality, higher density workforce housing next to a LRT station with excellent access to regional job centers, and incorporate community-based retail and live-work units that will offer growth opportunities to local entrepreneurs.

Funding Cycle:
2011

Location:
1333 University Ave.
Saint Paul, 55104

LCDA-TOD Award:
$2,000,000

Dwelling Units per Acre:
60 units/acre

Floor-area Ratio (FAR):
1.5

Residential Parking Ratio:
1 stall/unit

Project Size:
1.8 acres

Total Development Cost:
$25 million

TBRA-TOD Award:
$500,612

Commercial Parking Ratio:
1 space per 360 sq. ft.

Use of Funds: land acquisition, utility line relocation

Benefits: 108 units (all of which are affordable); 155 jobs (5 of which are permanent), 13,700 sq. ft. of retail

HAMLINE STATION AREA

Urban street grid, retail corridor, close to job centers, zoned for high density development, significant redevelopment potential, high % of area residents use transit

Mode:
Green Line LRT

Station Area Type:
Urban

Walk Route to Station:
30', 1 minute

Average Station Area Block Size:
5 acres

Demonstrate

With two separate structures, the project provides for more mid-block connections through the site, allows for easier financing of a workforce housing project with retail, and includes a publically-accessible pocket park. Live-work housing, oriented to University Avenue in the east building, provides opportunities for entrepreneurs and small business development. The project also demonstrates sensitive infill of a half-block site along the Green Line and will include underground storage chambers to process stormwater.

Interrelate

Located next to Hamline Station on the Green Line, the project will include retail amenities that will allow more residents to live in the neighborhood without the use of a car. Residents can board the Green Line and commute to jobs in either downtown in under 20 minutes. The Hamline Station project will also feature a mid-block pocket park that will become an anchor for retail uses and tie the project back into single family homes located to the north.

Intensify

The project converts a former car dealership to a high-density, mixed use development.

TOD grants promote moderate to high-density mixed-use development projects located within walking distance of a major transit stop. To learn more, contact Adam Maleitzke: Adam.Maleitzke@metc.state.mn.us ; (651) 602-1633

METROPOLITAN COUNCIL

Livable Communities Transit-Oriented Development Grants

GALLERY FLATS

Gallery Flats is a 163-unit apartment project located along the 8th Avenue Corridor in Hopkins, an important connection between Hopkins' Main Street commercial corridor and the future light rail station platform. The project establishes a market for future high-density residential and mixed-use development along the corridor and will allow residents to be within walking distance of shopping, transit, regional job centers, trails and recreation, and entertainment.

Funding Cycle:
2011

Location:
815 1st St. South
Hopkins, 55343

LCDA-TOD Award:
$900,000

Dwelling Units per Acre:
135 units/acre

Floor-area Ratio (FAR):
2.25

Project Size:
1.2 acres

Total Development Cost:
$23 million

TBRA-TOD Award:
$137,000

Residential Parking Ratio:
1 stall/unit

Use of Funds: asbestos abatement, environmental monitoring, soil remediation, land acquisition, geotechnical, design and engineering for 8th Avenue streetscape

Benefits: 163 dwelling units; 4 permanent jobs

DOWNTOWN HOPKINS STATION AREA

Urban grid in half of station area, direct pedestrian connection to retail corridor, parks and trails near station

Mode:
Green Line LRT

Station Area Type:
Suburban

Walk Route to Station:
750', 3 minutes

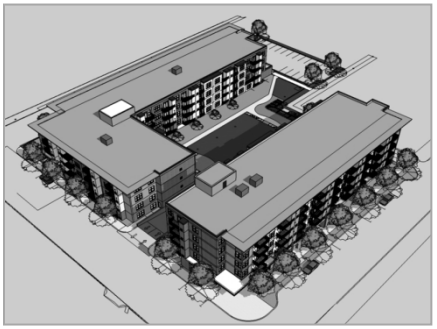
Average Station Area Block Size:
7 acres

Demonstrate

The project demonstrates that significant residential density is possible within an established suburb along a future light rail line. The project is the first major redevelopment in many years along the 8th Avenue corridor, which will be an important connection between the Downtown Hopkins station platform and Hopkins' Main Street commercial corridor. It is anticipated that Gallery Flats will catalyze additional transit-oriented development along 8th Avenue.

Interrelate

The City of Hopkins envisions that the 8th Avenue Corridor will become a walkable, vital connection between the platform and downtown. Funds will be used to develop detailed plans for enhancing the walkability and safety of the corridor, in order to spur additional investment. In addition, the project features walk-up units that activate the streetscape along 8th Avenue and 1st Street.



Intensify

Gallery Flats features a residential parking ratio of 1 space per unit, which is lower than many new developments in similar suburban settings. The project makes efficient use of the site, with 163 units on roughly 1.2 acres of developable land.

TOD grants promote moderate to high-density mixed-use development projects located within walking distance of a major transit stop. To learn more, contact Adam Maleitzke: Adam.Maleitzke@metc.state.mn.us ; (651) 602-1633

METROPOLITAN COUNCIL

Livable Communities Transit-Oriented Development Grants

FIVE15 ON THE PARK

Five15 on the Park, located just steps from the Cedar Riverside station, is a mixed-use project that offers 259 residential units and generates an estimated 14 jobs. By offering commanding views of the Minneapolis skyline and access to the local Currie Park, the project addresses a local need for affordable family housing. Five15 on the Park transforms the last large undeveloped parcel in the Cedar-Riverside neighborhood into a family- and pedestrian-oriented environment.

Funding Cycle:
2012

Location:
515 15th Ave S
Minneapolis, MN

LCDA-TOD Award:
$993,229

Dwelling Units per Acre:
145 units/acre

Floor-area Ratio (FAR):
3.57

Project Size:
1.7 acres

Total Development Cost:
$52 million

TBRA-TOD Award:
$0

Residential Parking Ratio:
.74 stalls/unit

Use of Funds: perimeter and plaza plantings with native vegetation; vegetation for stormwater Management; utilities extension; demolition; excavation; streetscape installation

Benefits: 259 units (130 of which are affordable); 14 of which are permanent), 5,200 sq. ft. of retail

CEDAR-RIVERSIDE STATION AREA

Urban street grid, on-street bike paths and intersecting transit lines encourage walking and transit usage. Retail amenities within walking distance.

Mode:
Blue Line LRT

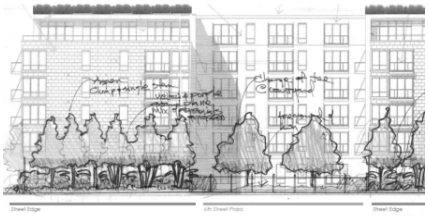
Station Area Type:
Urban

Walk Route to Station:
302', 2 minutes

Average Station Area Block Size:
6 acres

Demonstrate

By offering 50 percent of its two- and three-bedroom units at or below 60 percent of area median income, Five15 on the Park proves that transit-oriented living is not reserved for the wealthy and single. Integrating mixed-use and mixed-income development ensures a complete neighborhood addition.



Interrelate

While encouraging walking and commercial activity near the station platform and Currie Park for area visitors, Five15 on the Park also offers residents easy access to a pedestrian lifestyle, providing access to the region's major job centers via both Light Rail Transit and major bus corridors.

Intensify

Five15 on the Park offers more than just living space to the community. Area residents will have access to 5,800 square feet of neighborhood commercial space and amenities, including on-site office and management, child care, a health commons, a coffee shop, and a community room.

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METROPOLITAN COUNCIL

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