

APPLE VALLEY Downtown and BRTOD Planning



Metropolitan Council
Community Development Committee

4/1/13

Objective

- ❑ Introduction
- ❑ BHAG – The Mission
 - ULI
 - SDAT-AIA
 - Making “it” happen
- ❑ Existing Conditions
 - ADT
 - County Objectives
 - Business Objectives
 - City Objectives: (Evolution of 900 acres)
 - Multi-Modal Great Street
 - Reduce Congestion
 - Places to live, work, learn, play

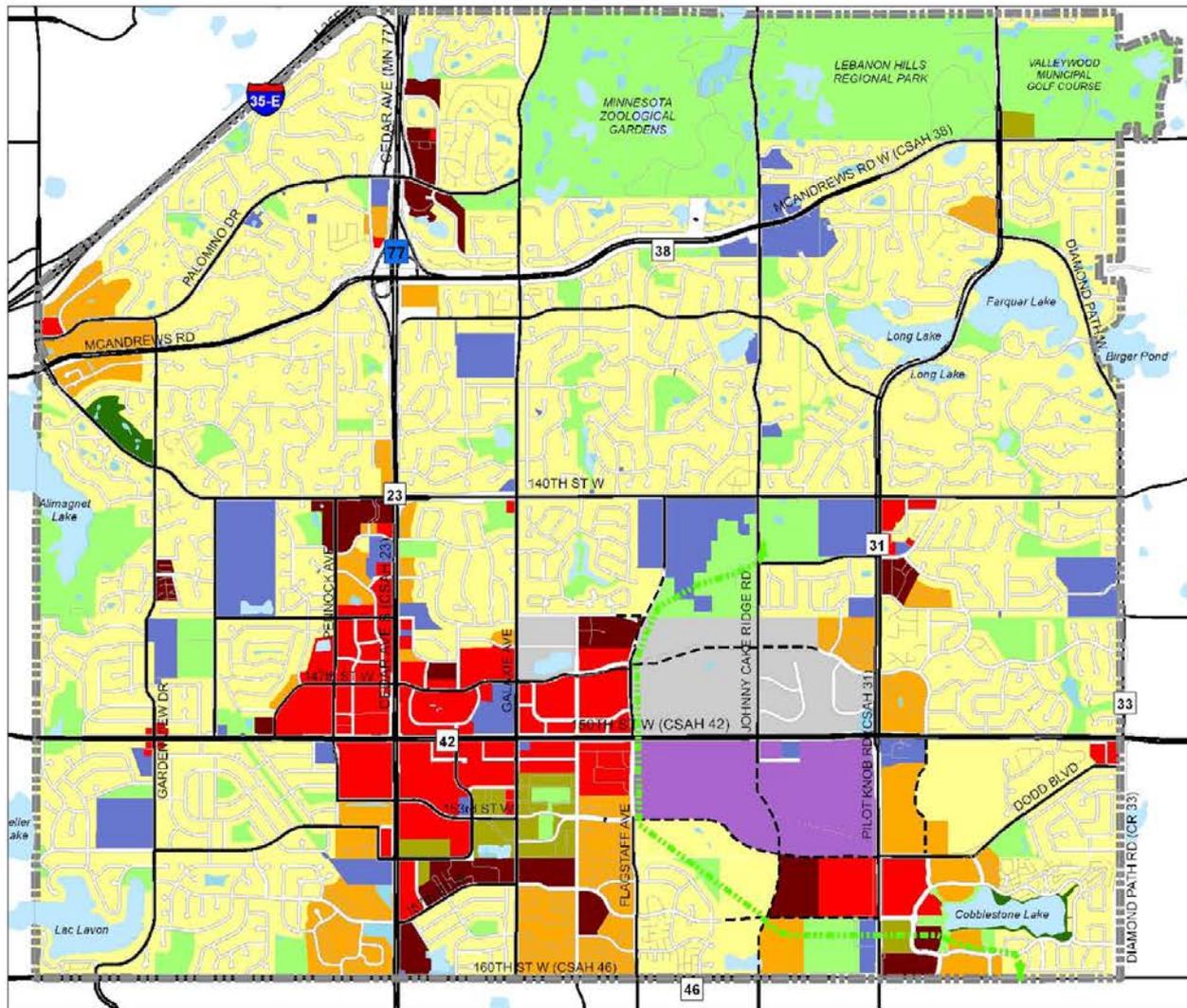
CEDAR AVENUE BRT TIMELINE

- **1998** Cedar Avenue Corridor Study initiated development of the Transitway
- **2004** Federal Transit Administration (FTA) compliant Alternatives Analysis (AA) completed
- **2004** Dakota County Regional Railroad Authority (DCRRA) selected Bus Rapid Transit (BRT) as the locally preferred alternative mode
- **2004** Metropolitan Council's 2030 Transportation Policy Plan identified the Cedar Avenue Transitway as one of five Tier 1 transitways
- **2006** Preliminary Engineering and Environmental Documents commenced
- **2008** Transit-Oriented Land Use Planning and Development Evaluation completed
- **2009** Final design commences
- **2009** Lakeville Cedar Avenue Park and Ride opens
- **2010** Apple Valley Comprehensive Plan updated adopted
- **2010** Apple Valley Transit Station and the Cedar Grove Transit Station opens
- **2010** Cedar Avenue Transitway construction begins
- **2011** AIA Communities by Design – Transit Oriented Development in the Cedar Avenue Corridor completed by the American Institute of Architects Sustainable Design Assessment Team (SDAT)
- **2012** Bus Rapid Transit Oriented Development Guide Plan (in progress)
- **2013** Red Line/Cedar Avenue BRT Market and Development Study to be completed
- **2013** Red Line opens for service!

APPLE VALLEY BRTOD PLAN

LAND USE TYPOLOGIES

2030 Land Use Map
Figure 4.5

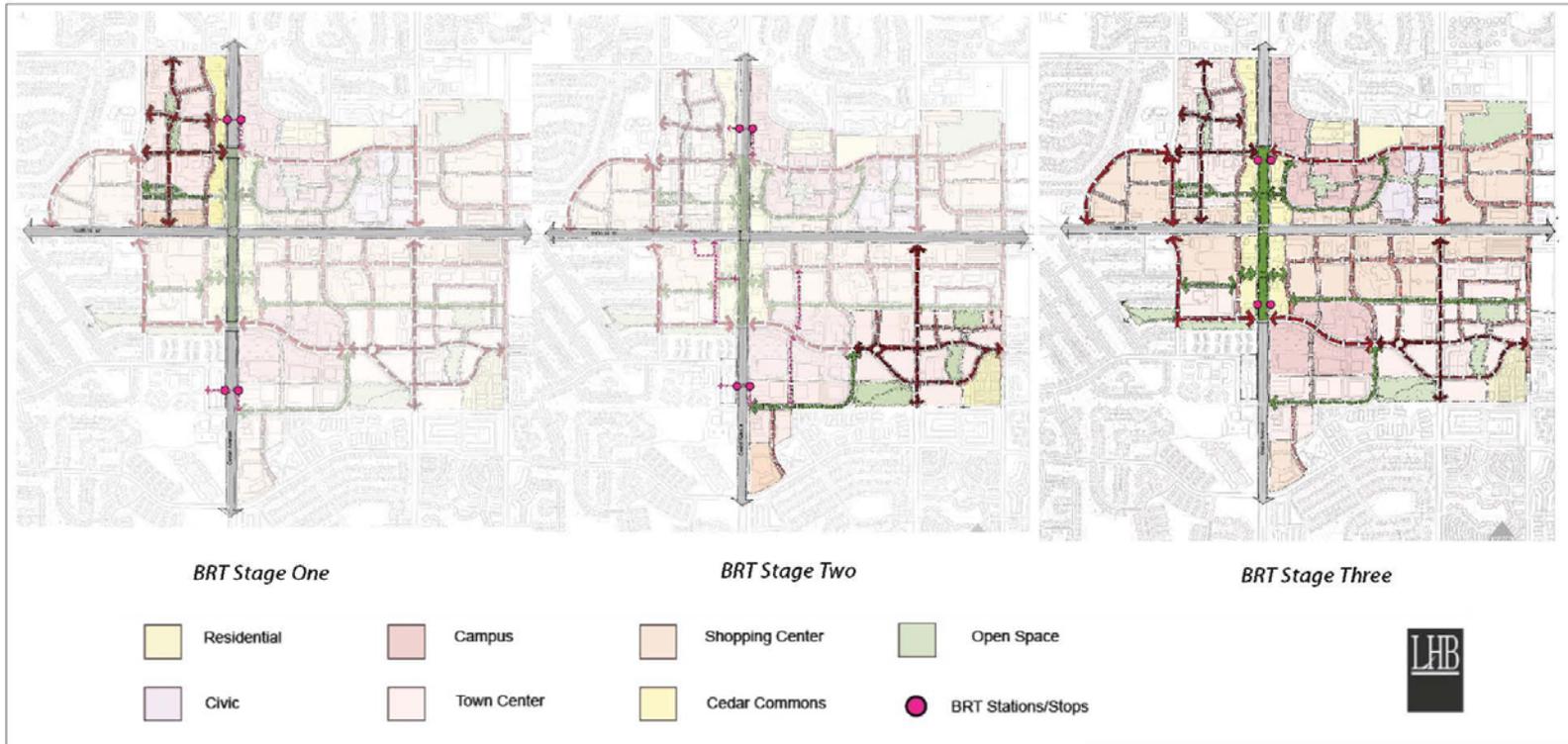


Legend

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Industrial
- Mixed Business Campus
- Mixed Use
- Institutional
- Parks and Open Space
- Private Recreation
- Water/Pond
- Future Street
- Proposed Greenway Trail

0 0.5 1 Miles
Source: Apple Valley, Dakota County, MnDNR, Metropolitan Council, MnDOT, & FEMA

Map Date: 10/06/2008
Hoisington Koegler Group, Inc.



Stages of BRT in Cedar Avenue Corridor

Figure 6.6

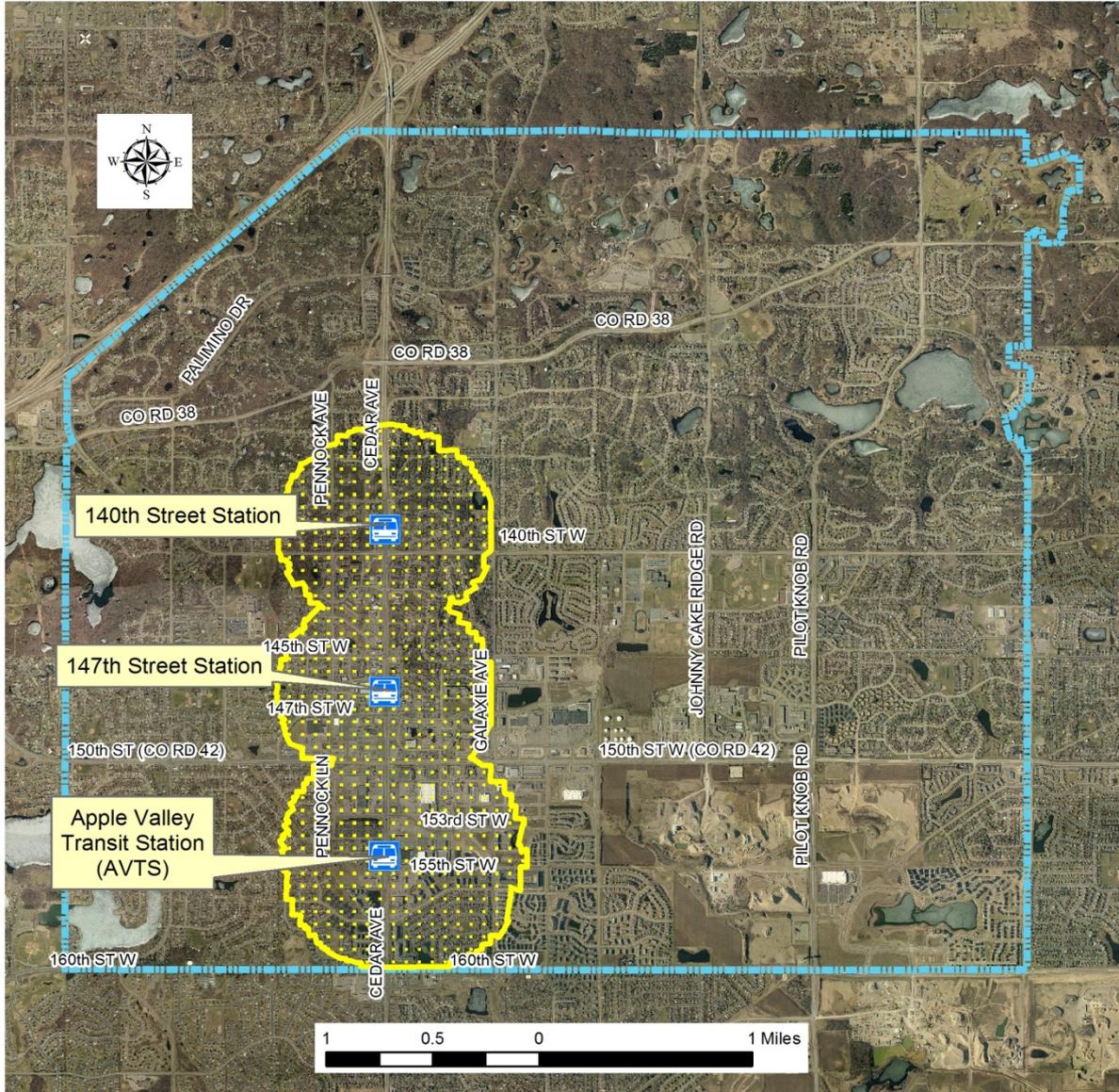
for ponding, parks and right-of-way, approximately 210 acres are available for Mixed Business Campus. Based on historical development within the Metropolitan Area, it is suggested that approximately 170 acres be focused on Mixed Business Campus development and 40 acres be considered for a hospital and medical office area. Further modeling of land use approaches suggests there can also be medium to high density housing for up to 40 acres of

available land, reducing the 170 acres to approximately 130 acres. The intensity of development will be further evaluated in cooperation with the land owner. Some guiding principles that will be discussed, reviewed and considered during the period of this Comprehensive Plan, and when establishing zoning requirements, include:

- ♦ A measure of floor-to-area (FAR) ratio. More intensive land uses place a higher amount of square footage,

typically in multi-level buildings, on a given acreage. If a portion of the business area proceeds as residential, then a desired FAR ratio, and job creation, does not diminish. With the land area available, a FAR ratio of .5 to .6 is a desirable intensity being observed for the first time in the Apple Valley marketplace. There is an interest in replicating that intensity. The marketplace readily builds at a FAR of .25 to .30. To do more may

City of Apple Valley BRT Station Areas

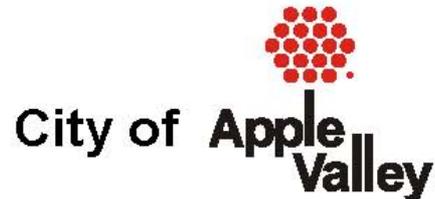


Legend

-  BRT Stations
-  1/2 Mile Station Areas
-  City Limits



140th Street Transit Station



140th Street Transit Station – The Housing Station Opportunity and Direction

- The gateway to Downtown Apple Valley
- Provides residents with new transportation option
- Future multi-unit housing development possibilities
- Future expansion of higher education center
- Skyway construction likely necessary as corridor traffic increases
- Approximately 15 acres of vacant and available property for new and intensified development

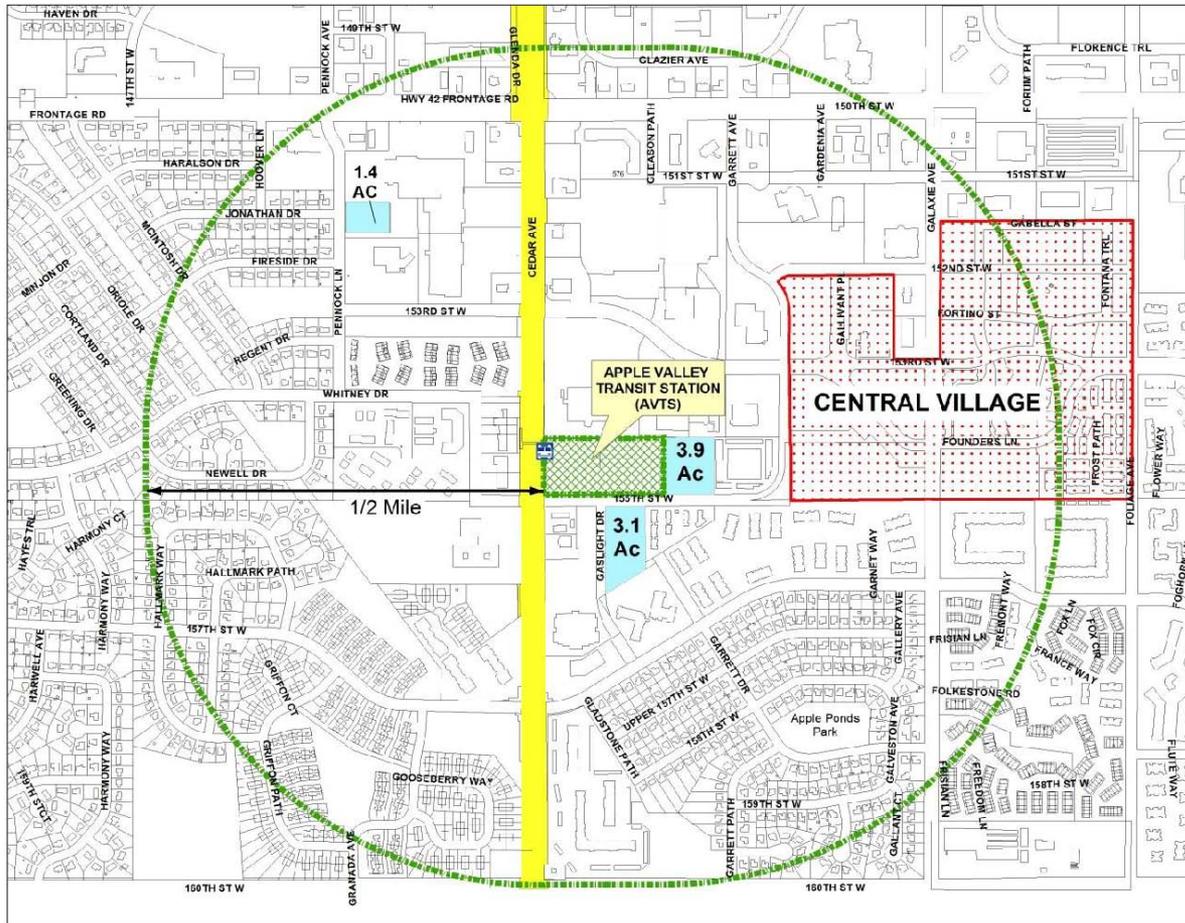
147th Street Transit Station



147th Street Transit Station – The Business Station Opportunity and Direction

- Closest to County Road 42 and Cedar Avenue, one of the busiest at-grade intersections in Minnesota
- Highest density of businesses in Downtown
- Highest concentration of office buildings
- Location most ready for transformation to vertical and horizontal mixed-use development
- Transit use will increase need for safe crossings over Cedar Avenue
- Approximately 9 acres of vacant and available property for new and intensified development

Apple Valley Transit Station



Plant 🍏 Grow 🍏 Prosper

Apple Valley Transit Station

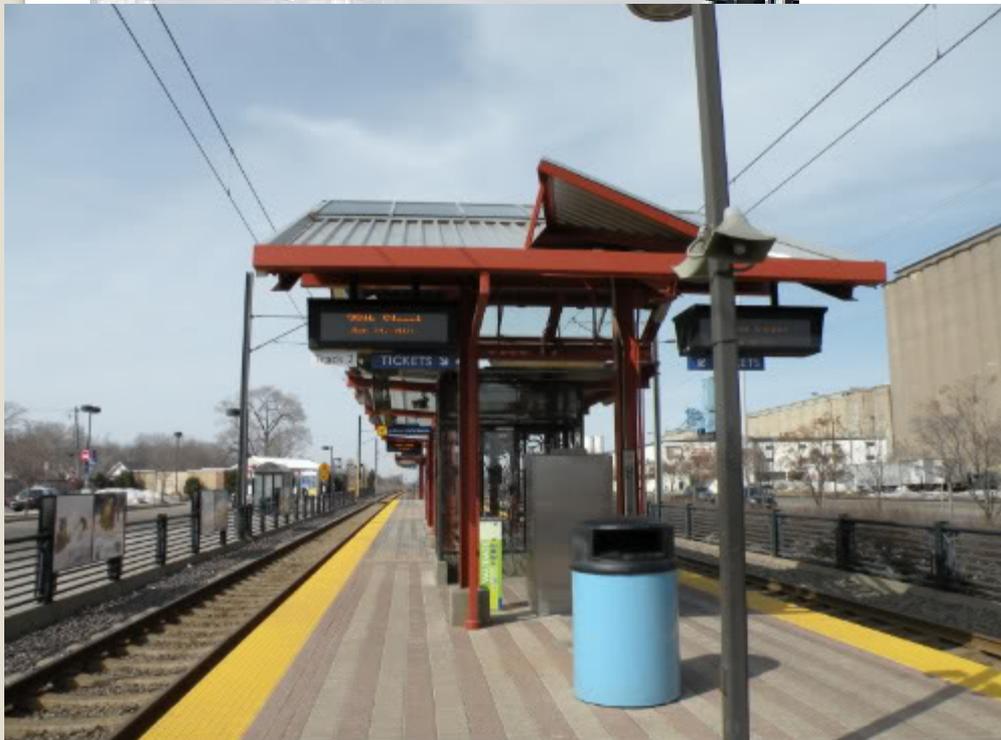


Apple Valley Transit Station - The Services/Entertainment Station Opportunity and Direction

- Highest volume station south of the river
- Park & Ride evolving to provide service for BRT, walk up, and commuter passengers
- Parking deck can be expanded; allows for 2 additional levels when needed
- AIA-SDAT study prioritizes infill, connection, mixed use, better utilization of existing parking fields
- Largest number of vacant sites nearby to create BRTOD
- Approximately 32 acres of vacant and available property for new and intensified development

Bus Stops





LRT Stations



46th St. BRT
Station

Apple Valley Transit Station



BRT Station Attributes Sought:

- Safe crossing of high ADT and wide, high speed corridors
- Materials consistent with other corridor investment
- Permanence that attracts investment and ridership by employers
- Facilities that support rider's comfort and choice to ride, not drive; ease of crossing, weather protection on 15 minute intervals

2011 APPLE VALLEY AIA-SDAT

Recap of the
July 20-22, 2011
Workshop

Challenges and Opportunities

- ❑ Compared Cedar Avenue to a river
- ❑ Creating “place” along the corridor is difficult
- ❑ Opportunity to create “villages” around it
- ❑ Autos define downtown and parking dominates
- ❑ We want to walk and bike
- ❑ Create opportunities for mixed-use districts and connections to transit

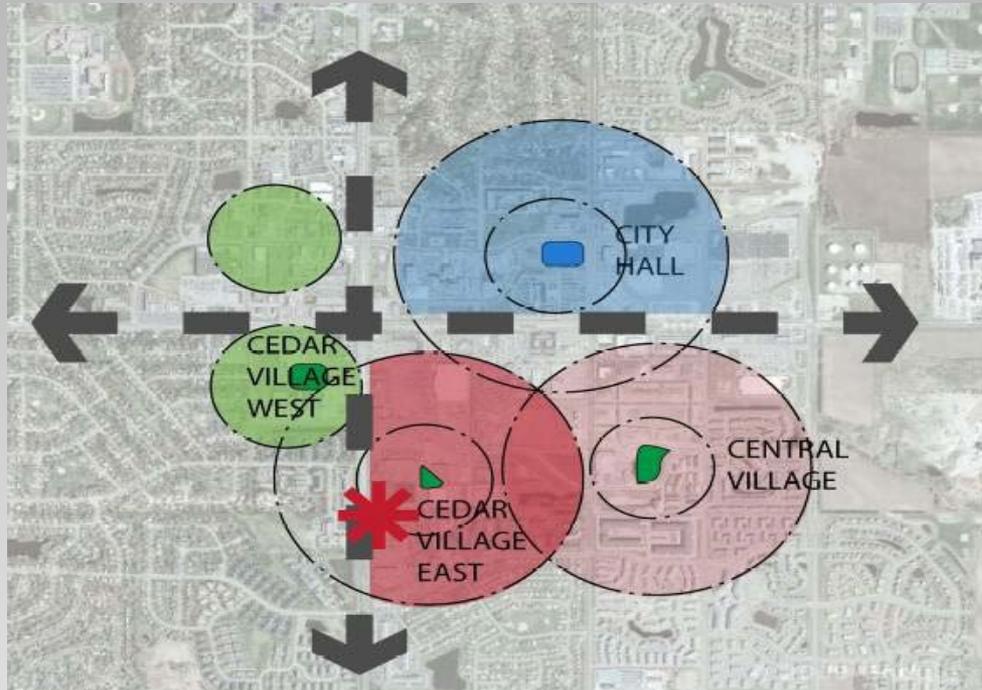
**2011 APPLE VALLEY
AIA-SDAT**

Challenges and Opportunities

- ❑ Build on our assets
 - Strong community identity
 - Small town character
 - Sense of community
- ❑ Expand jobs
- ❑ Create a green future
- ❑ Assets First + BRT = Development Opportunity

**2011 APPLE VALLEY
AIA-SDAT**

Areas to Explore



**2011 APPLE VALLEY
AIA-SDAT**

Findings

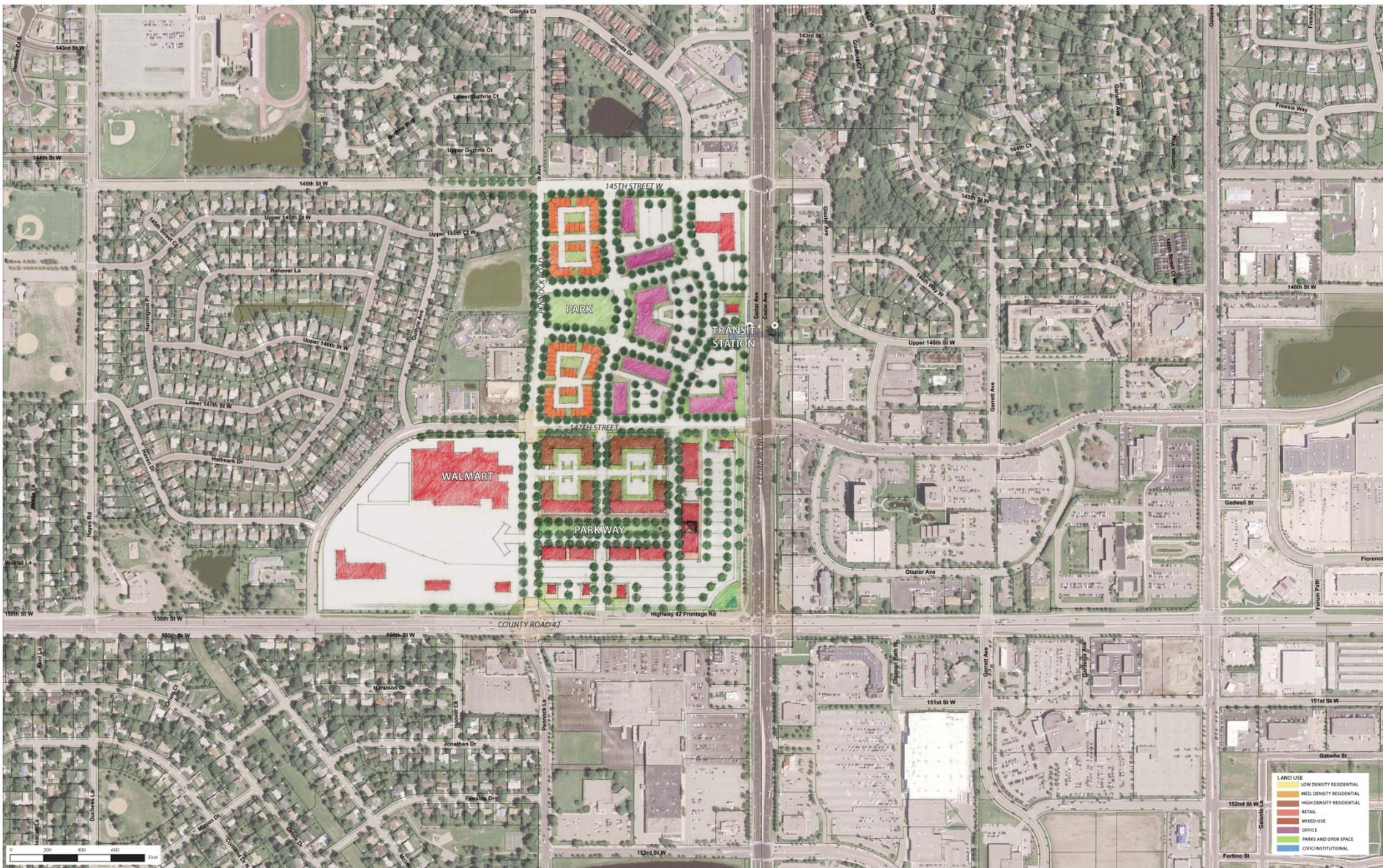
- ❑ Apple Valley good at creating “parking zones” instead of “development zones”
- ❑ Best initial area to develop “suburban intensive” project is the southeast quadrant of Cedar Avenue/CSAH 42
- ❑ Should provide opportunities and market place choices for the “millennials”
- ❑ Connection in the quadrants is essential

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AIA-SDAT**

Cedar Village

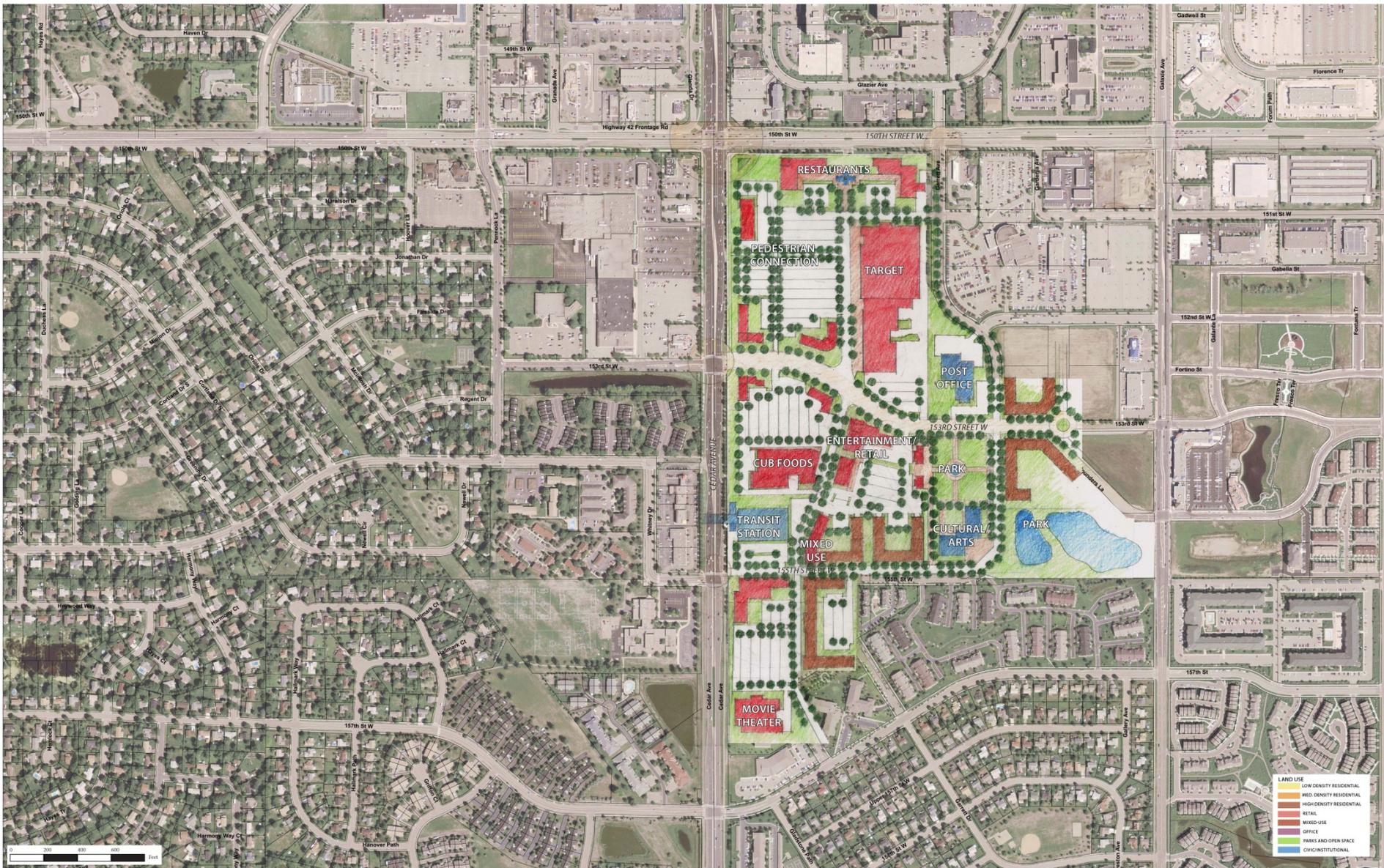


**2011 APPLE VALLEY
AIA-SDAT**



APPLE VALLEY BRTOD PLAN

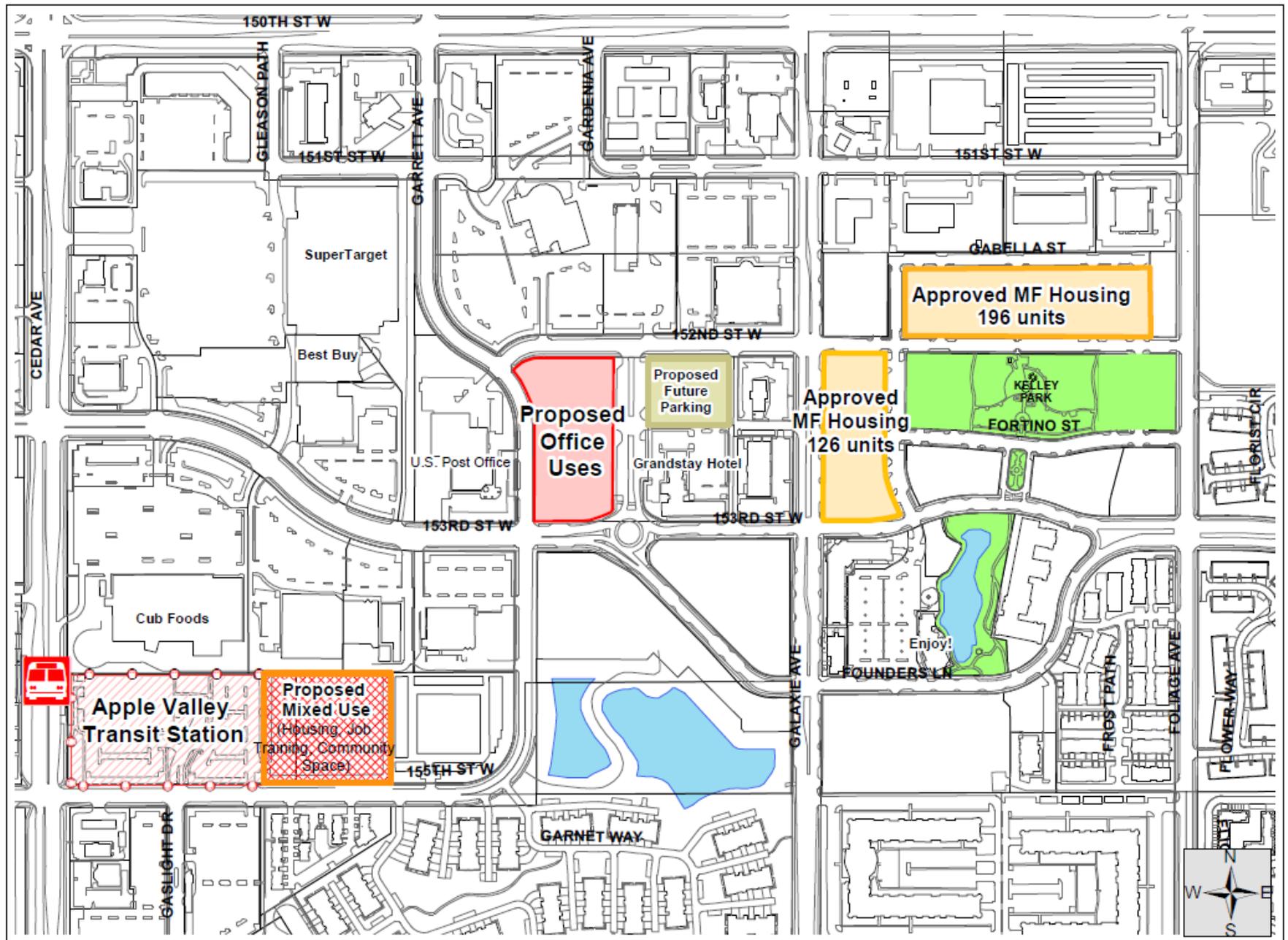
147TH STREET STATION BUILDING MASSING DIAGRAM 2

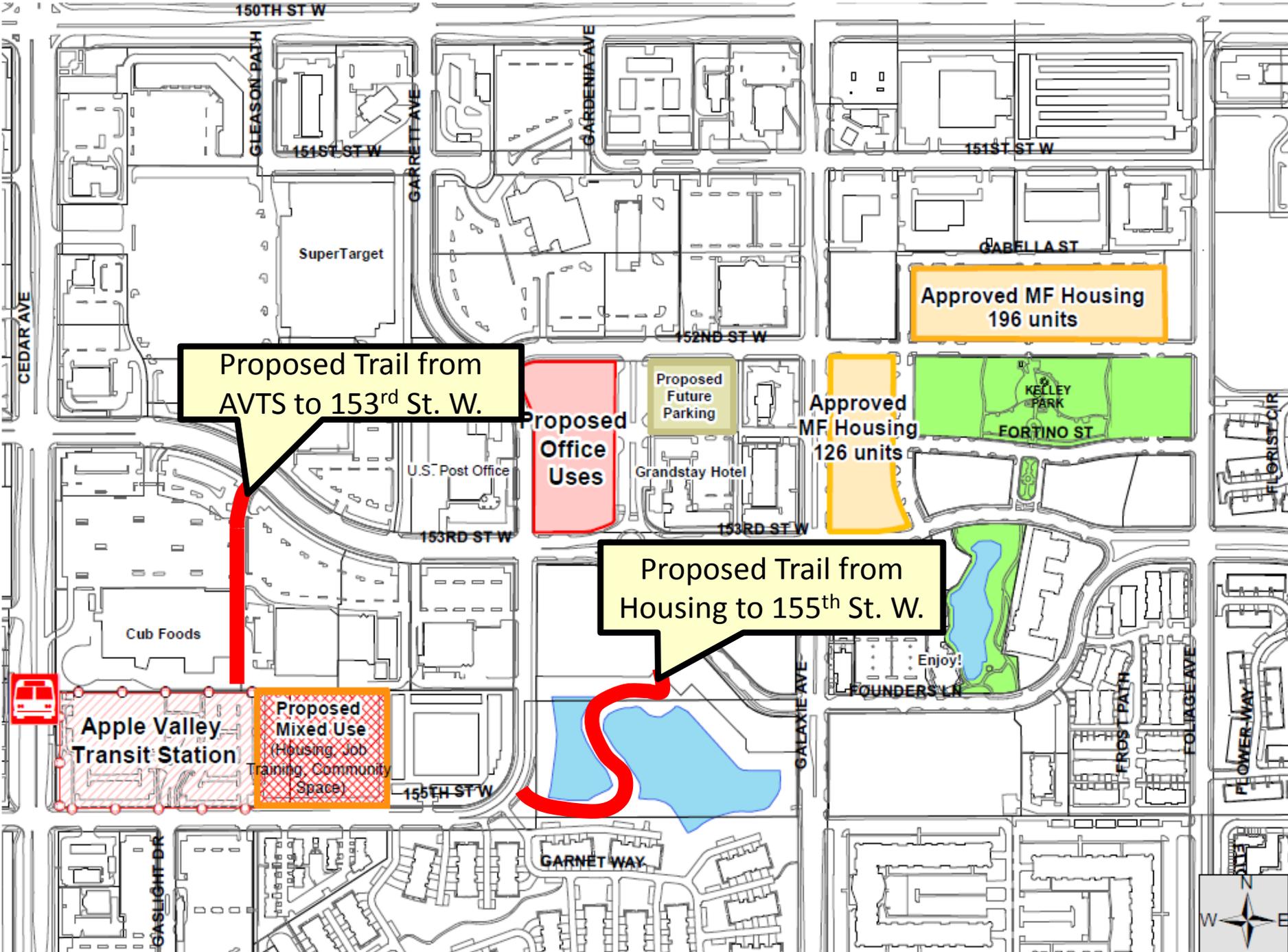


APPLE VALLEY BRTOD PLAN

155TH STREET STATION BUILDING MASSING DIAGRAM

DOWNTOWN DEVELOPMENT CONCEPTS





Proposed Trail from AVTS to 153rd St. W.

Proposed Office Uses

Proposed Trail from Housing to 155th St. W.

Approved MF Housing 196 units

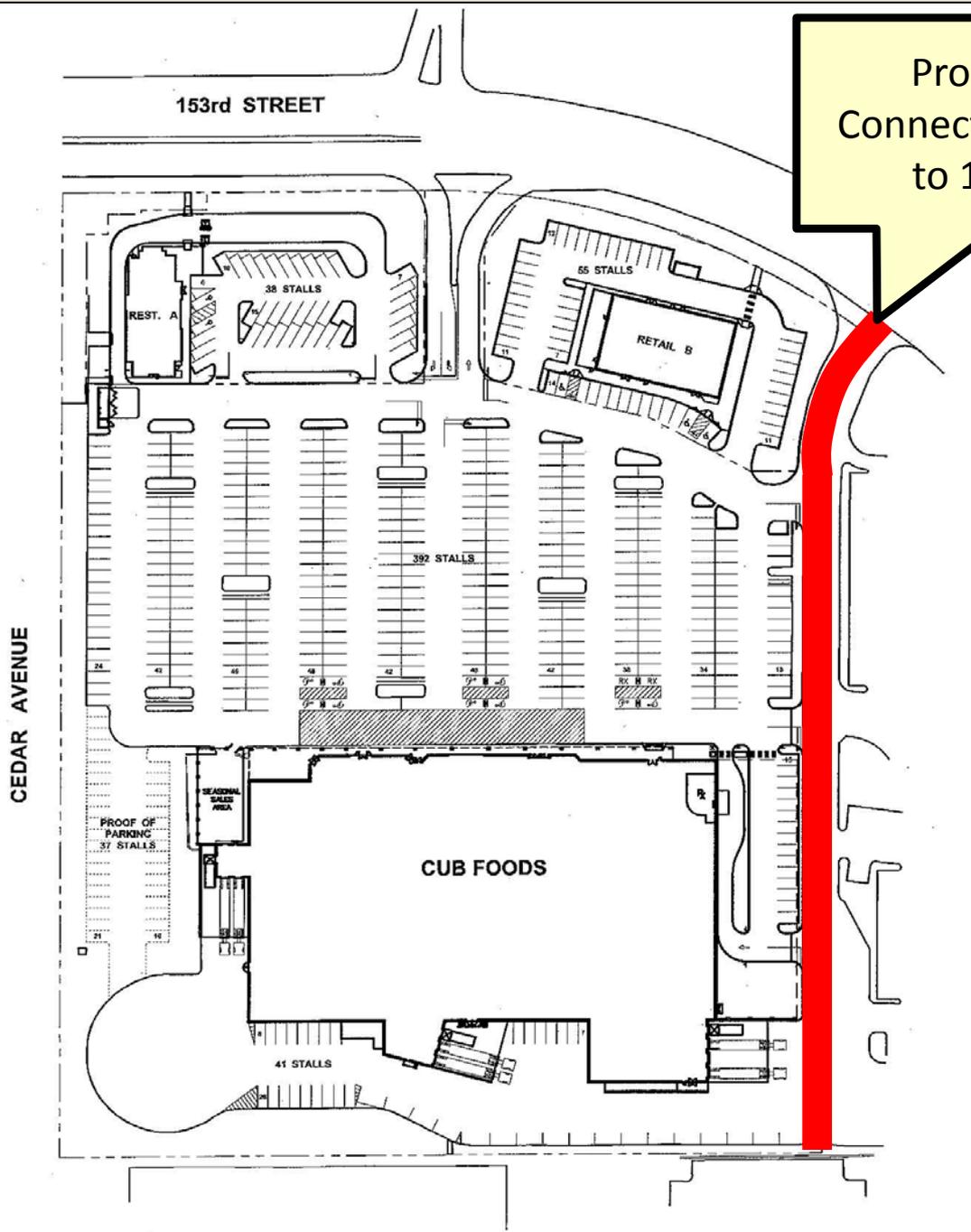
Approved MF Housing 126 units

Proposed Mixed Use (Housing, Job Training, Community Space)

Apple Valley Transit Station



Proposed Trail
Connection from AVTS
to 153rd St. W.



CEDAR AVENUE

153rd STREET

REST. A

38 STALLS

65 STALLS

RETAIL B

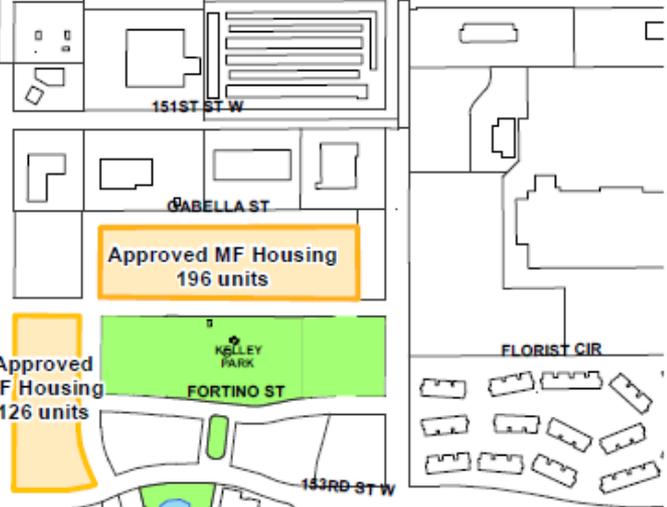
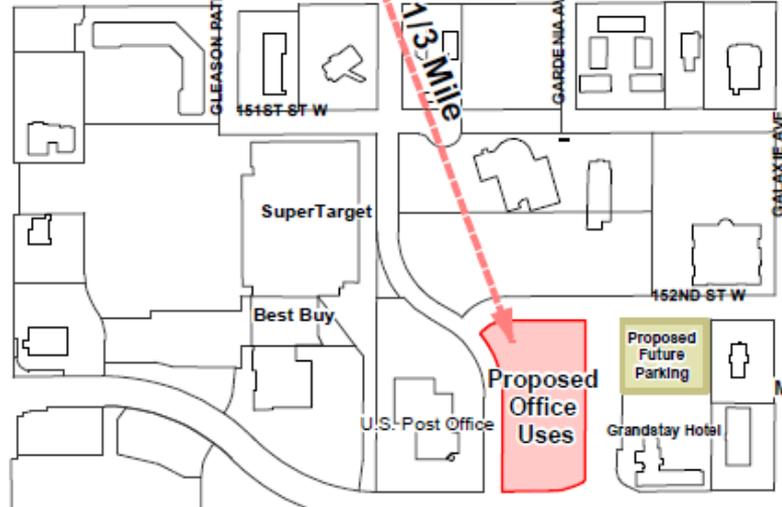
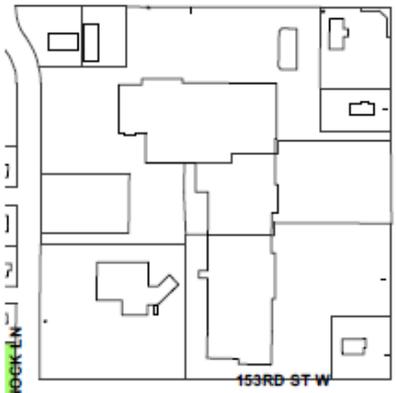
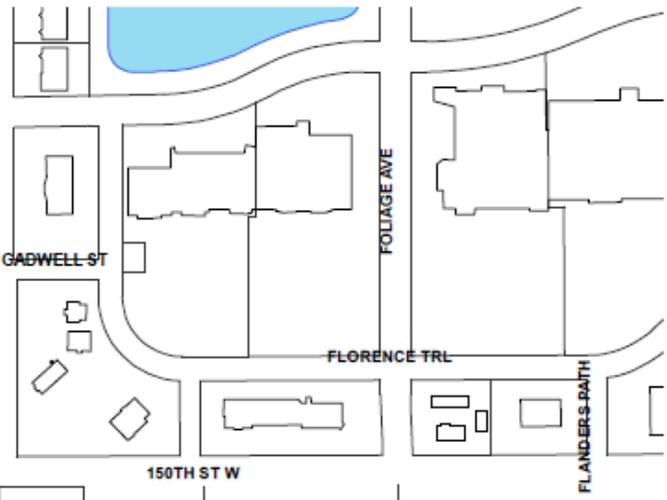
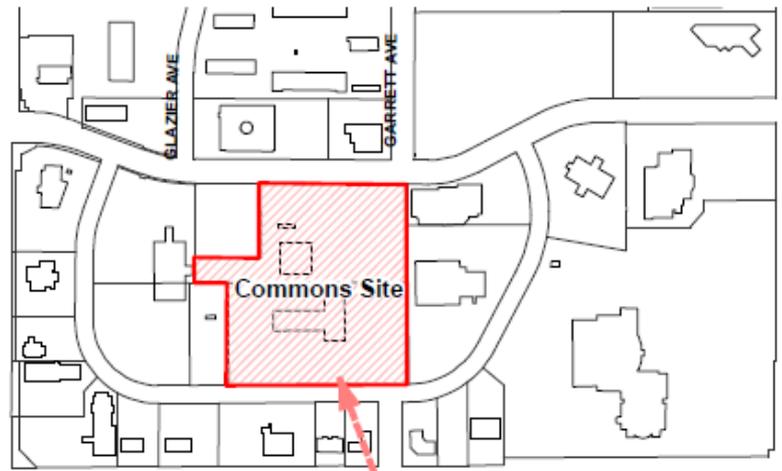
392 STALLS

PROOF OF PARKING
37 STALLS

SEASONAL SALES
AREA

CUB FOODS

41 STALLS



1/3 Mile

Approved MF Housing
196 units

Approved MF Housing
126 units



Needs Identified

- 70,000 sq. ft., two story office connected to 30,000 sq. ft. headquarters
- In first 12-18 months:
 - 300 employees in office and 50 in headquarters
- After 36 months:
 - 650 employees in office and headquarters.
- Two owner/builder teams involved in proposal.

152nd St W

- APPLE VALLEY SITE DIAGRAM

TOTAL BUILDING SIZE: 100,000 G.S.F.
NUMBER OF STORIES: 2
AREA PER STORY: 50,000 G.S.F.
TOTAL PARKING PROVIDED: 164 STALLS SURFACE

CALL CENTER
33,697
SF

CORPORATE OFFICES
14,917
SF

- APPLE VALLEY SITE DIAGRAM

SCALE 1:60 2.12.13



Site Comparison for LCDA-TOD Grant

	Commons II	Central Village West
Grant Amount	\$866,000	\$866,000
# Jobs	550	650
• 12 to 18 months	250	350
• 36 months	300	300
Building Area	66,738 sq. ft.	100,000 sq. ft.
Headquarters?	Yes	Yes
% Transit Users	20%	20%
Private Investment	\$9.6 million	\$14 million
Public Investment	\$3 million	\$4 million
Housing	No	In 2013, 65 of 322 nearby rental units affordable at 50% of median; additional 300 units planned nearby
Distance from Transit Station	1,400 ft. from 147 th St. Station	1,160 ft. from AVTS

Master Plan



**PARKSIDE VILLAGE
MASTER PLAN**

Discussion Summary

- It took years to deliver on BRT in Dakota County
- BRTOD will evolve over time once launched
- Plan for Millennials and empty nesters
- Prioritize connectedness and safe crossing
- Attract businesses that will leverage transit
- Be open to BRTOD that is “suburban intensive”
- BRT is more than a bus route, it’s part of place making