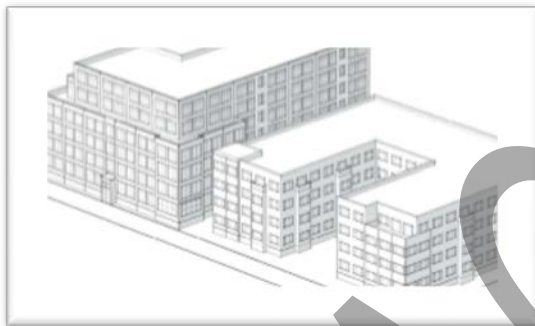


EXPECTING TRANSIT ORIENTED DEVELOPMENT

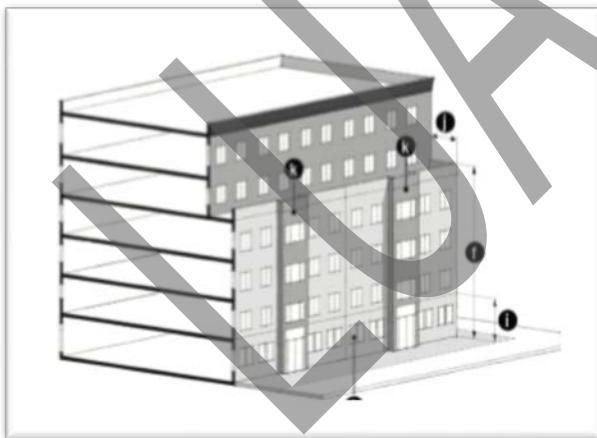
The City of Eden Prairie collaborated with planning firm HKGi to develop a Transit Oriented Development (TOD) zoning ordinance in 2016, supported by a \$60,000 grant from Metropolitan Council's [Livable Communities Program](#). The ordinance promotes higher density, pedestrian-oriented development near its transit stations. It requires site plans that are oriented toward the pedestrian, and it prevents uses that would have low residential and employment densities.

The TOD zoning ordinance includes three distinct zoning districts: TOD-Mixed Use (TOD-MU), TOD-Residential (TOD-R), and TOD-Employment (TOD-E). As the names suggest, each allows for varying proportions of residential, office, commercial retail, industrial, and public uses. Property within a ½-mile of light rail transit (LRT) or commuter bus station is eligible for one of these districts, provided such rezoning is consistent with the comprehensive plan.

Groundwork for the TOD Ordinance began in 2007, when the City adopted its Town Center (TC) Zoning Ordinance. Though the principles for TOD were similar to those for the Town Center, the City needed ordinances that were better suited to the different planning objectives for each of its four LRT stations.



The ordinance provides illustrations on how regulations impact form and orientation.



The ordinance illustrates performance standards that address height, setbacks, and facade articulation.

FAST FACTS

Transit:

[METRO Green Line Extension](#)

Stations:

[City West](#)

[Golden Triangle](#)

[Eden Prairie Town Center](#)

[SouthWest Station](#)

TOD-Mixed Use

40 units/acre minimum

1.5 FAR minimum

TOD-Residential

25 units/acre minimum

TOD-Employment

0.5 FAR minimum

Residential Parking

1 per unit minimum

1 per bedroom maximum

Commercial Parking

3 to 5 per 1,000 square feet gross floor area

Parking Location

Predominantly in enclosed building/structure and away from primary transit streets

KEY DATES

Dec. 2007:

Town Center Zoning established

August 2016:

City adopts TOD Zoning

July 2017:

City rezones 2.93 acres from Commercial Regional Services (C-REG-SER) to TOD-R

IMPLEMENTATION

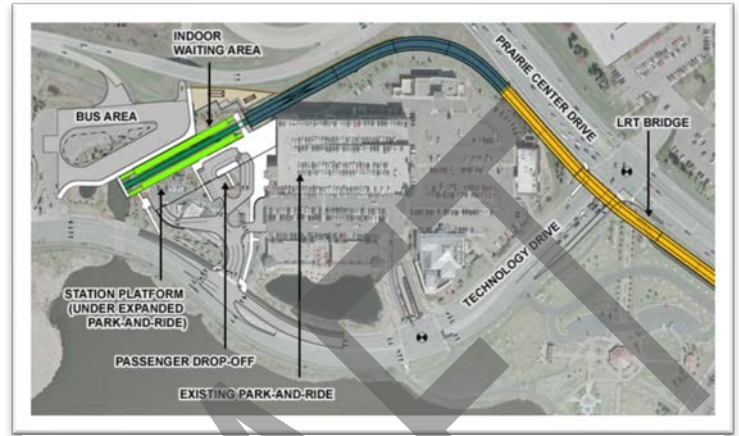
The City will support rezoning to TOD to implement its comprehensive plan and station area plans. The City does not plan to preemptively rezone land where a change in land use is not expected soon.

TOD zoning was first implemented in the [Elevate at SouthWest Station](#) development. This project, opening in the Summer of 2019, is located adjacent to the existing [SouthWest Transit Station](#). The 2.93-acre site was rezoned from Commercial Regional Services to TOD-Residential. The six-story project will include 222 units and 13,000 square feet of commercial retail space. Because the site has catalytic and demonstration value, the Metropolitan Council's [LCA-TOD program supported this project](#) with a grant of \$750,000. These funds supported site acquisition and preparation; bicycle racks, placemaking features, and stormwater management.

HOW DOES THIS PLANNING WORK SUPPORT TOD?

Connect: The density and variety of land uses required by TOD zoning connect multiple daily destinations within a walkable radius. Ground floor visibility requirements promote connection between the private and public realm. Frequent street-facing façade articulation adds visual interest to the built environment and brings larger buildings to a more human scale. Frequently spaced and architecturally distinct building entrances enhance pedestrian access. Bicycle parking is required for all land uses, promoting multi-modal travel.

Intensify: The TOD Zoning Ordinance allows for an intensity of residential and commercial uses that is not otherwise allowed. TOD-MU standards are designed to be applied closest to the transit station and require the highest FAR of all three zoning designations. TOD-R standards are intended to allow slightly more latitude in density while still promoting transit-supportive density and pedestrian-oriented design. Limitations on individual commercial tenant space contribute to a concentrated mix of goods and services in all TOD districts. Lower density land uses such as warehouses are only permitted in the TOD-E district and may not exceed 15% of the Gross Floor Area of a structure. Light industrial uses are only permitted in the TOD-E category.



The SouthWest station site in Eden Prairie will include the future LRT station and the Elevate development to the east of the existing park-and-ride.



The 2.93-acre Elevate site was rezoned from Commercial Regional Services to TOD-Residential.



Looking north toward the future Elevate at SouthWest.

Demonstrate: TOD zoning promotes compact urban form. With limited space for landscaping, a higher level of detail and intentionality is required to remain consistent with landscaping norms in the local context. Building design expectations outlined in the TOD ordinance also emphasize maintaining aesthetic consistency with the local built environment.

LESSONS LEARNED

The City made a concerted effort to engage business owners in the area early and often, keeping them informed about how zoning changes might affect their businesses, and listening to their concerns. The City met with them individually and in groups.

Keeping stakeholders involved and informed reduced the potential for anxiety over forthcoming changes. Having the Town Center Zoning as a precedent helped facilitate the process of establishing the TOD zoning ordinance. This proactive and sustained community engagement process contributed to the smooth initial implementation of TOD zoning in Eden Prairie, setting an example for future zoning changes in the City.

LEARN MORE

[TOD Zoning Code text](#)

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FEEDBACK

Did you find this information useful? Do you have questions or suggestions for improvement? Contact us at TODGuide@metc.state.mn.us.