



**IMAGINE<sup>20</sup><sub>50</sub>**

# Residential Density for Transit Station Areas

Land Use Advisory Committee

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# Today's Agenda



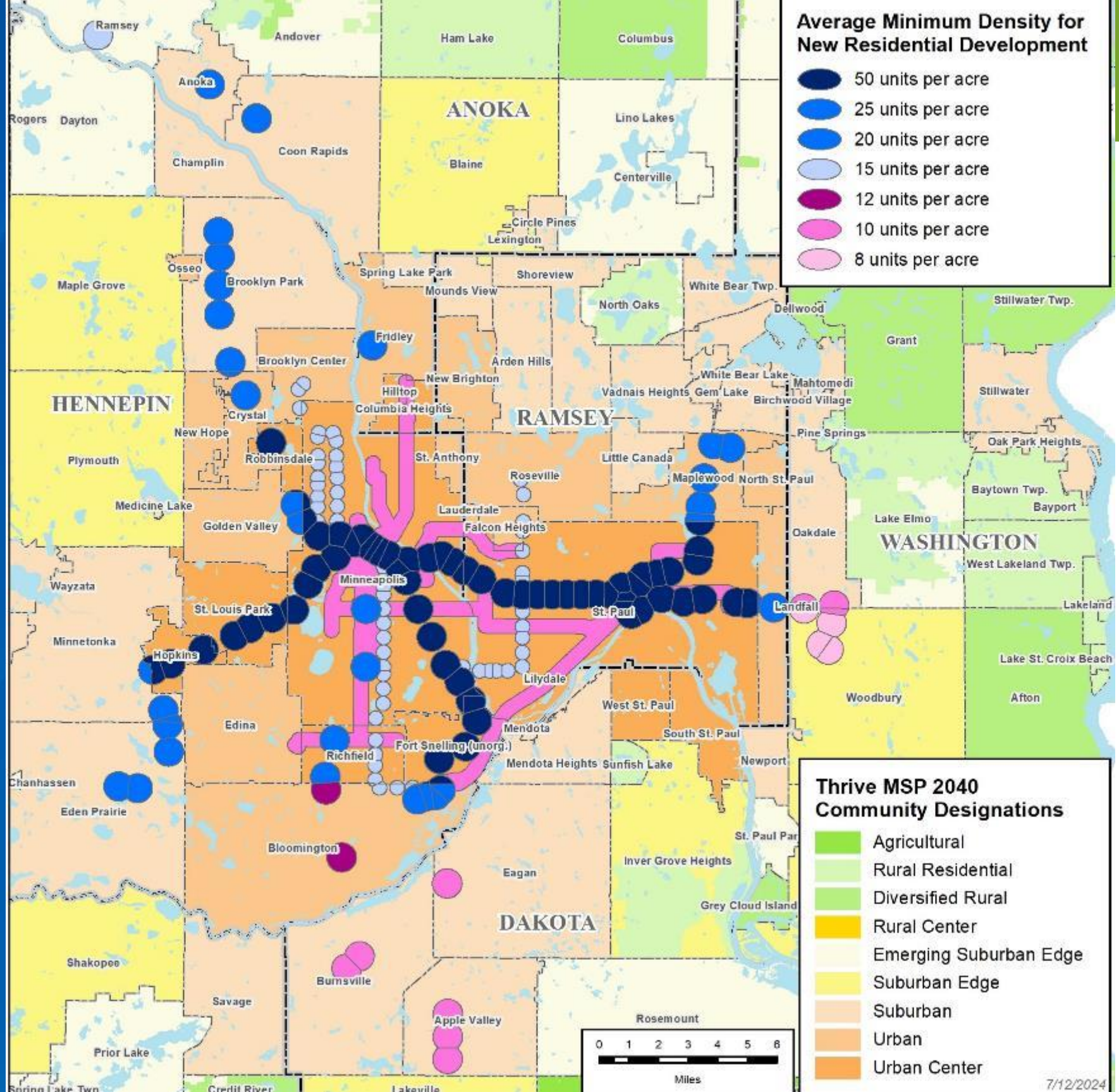
Residential Density Policy for Transit Station Areas

Current Policy Requirements

Development Analysis

Discussion and Next Steps

# Residential Density Policy for Station Areas



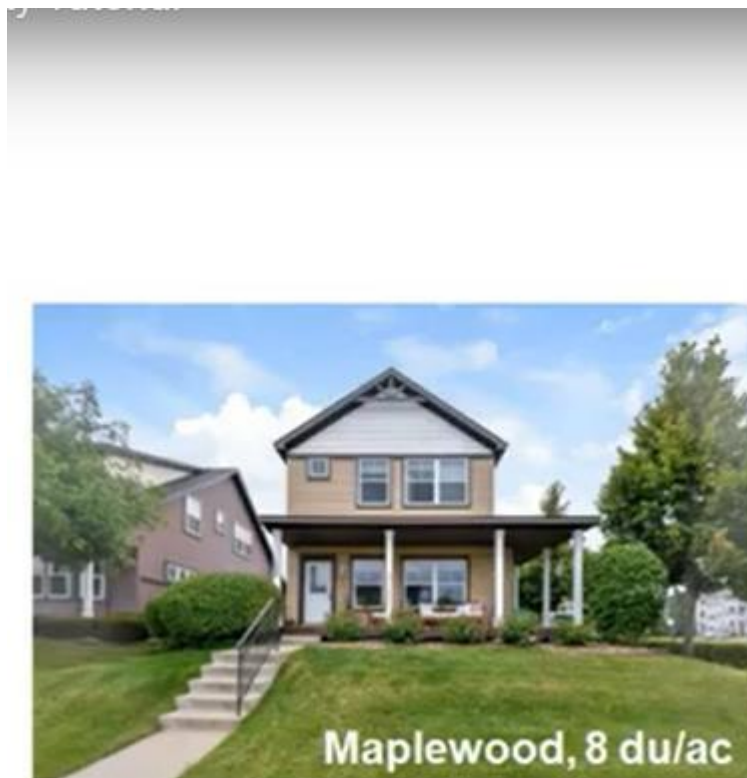
# Thrive 2040 station area residential density requirements and targets

	Geography	Urban Center		Urban		Suburban		Suburban Edge	
		Min. Required	Min.-Max. Target	Min. Required	Min.-Max. Target	Min. Required	Min.-Max. Target	Min. Required	Min.-Max. Target
<b>Light Rail Commuter Rail Dedicated BRT</b>	1/2 mile radius	50	75-150	25	50-100	20	40-75	15	40-75
<b>Highway BRT</b>	1/2 mile radius	25	40-75	12	25-50	10	20-40	8	20-40
<b>Arterial BRT</b>	1/4 mile radius	15	20-60	15	20-60	15	20-60	15	20-60
<b>High Frequency Bus</b>	1/4 mile along	10	15-60	10	15-60	10	15-60	10	15-60

# Current station minimums 8-12 du/acre

## 8-12 dwelling units / acre

- Highway BRT
  - Suburban (12 du/acre)
  - Suburban Edge (10 du/acre)
  - Urban Center (8 du/acre)
- High Frequency Bus
  - All designations (10 du/acre)



# Current station minimums 15-25 du/acre

## 15-25 dwelling units / acre

- Light Rail, Commuter Rail and Dedicated BRT
  - Urban (25 du/acre)
  - Suburban (20 du/acre)
  - Suburban Edge (15 du/acre)
- Highway BRT
  - Urban Center (25 du/acre)
- Arterial BRT
  - All designations (15 du/acre)



# Current station minimums 30-50 du/acre

## 30-50 dwelling units / acre

- Light Rail, Commuter Rail and Dedicated BRT
  - Urban Center (50 du/acre)



# 2009-2023 Station Area Development



## Recent Residential Development

- Development trends around station areas based on 2,650 residential building permits between 2009 and 2023
- Data for stations across the region sorted by transit mode and community designation



# Development Performance is Strong

	Urban Center	Urban	Suburban	Suburban Edge
High-Frequency Bus Route	Exceeding Maximum Target	Below Minimum Requirement	No Data	No Data
Arterial Bus Rapid Transit	Exceeding Minimum Target	Exceeding Minimum Target	No Data	No Data
Highway Bus Rapid Transit	At Maximum Target	At Maximum Target	At Maximum Target	No Data
Commuter Rail	No Data	Exceeding Minimum Requirement	At Minimum Requirement	Exceeding Minimum Requirement *
Dedicated Bus Rapid Transit	Below Minimum Requirement	Exceeding Minimum Target	At Minimum Target	Below Minimum Requirement
Light Rail	Exceeding Minimum Target	At Minimum Target	At Minimum Target	No Data

# Market + best practice = higher minimums



## Potential Options

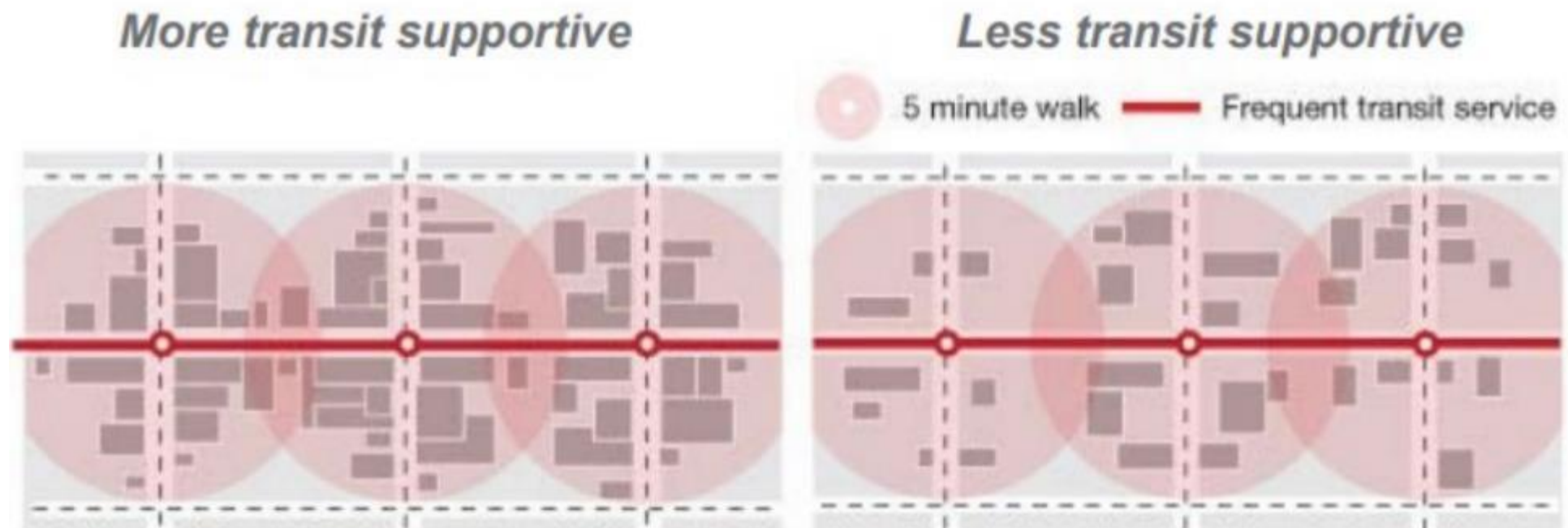
- Increase minimum requirements to better align with development market.
- Simply station area density policy by focusing on minimum requirements and dropping target densities.
- Simplify by reducing the variation in requirements across modes and community types.

# Activity Level Guidelines



## Housing, jobs, commerce and more...

“The Met Council’s research to update its Transit Market Index, which measures an area’s propensity to support ridership, found job and population density are the main drivers of transit ridership currently, along with walkability.”



# Discussion

## Question Prompts

1. Does increasing the minimum required residential densities make sense?
2. What are the most important considerations for identifying new minimums?
3. Should the target densities be retained or dropped?



# Next Steps for Density Policy



## Moving toward the public comment draft

- Continued discussions:
  - Update the Density Analysis Report and Recommendations based on ongoing engagement
  - Finalize TOD Analysis and Recommendations
  - Develop criteria for MUSA Expansion
- Balance revisions; weigh feedback of underrepresented communities to ensure voices are heard equitably.

# Questions

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