GUIDE FOR TRANSIT-ORIENTED DEVELOPMENT

OVERVIEW



This guide highlights key ideas about transit-oriented development. and shows how local Twin Cities projects have put these ideas to work.

The suggestions outlined in this guide are advisory only and are not part of requirements of the Metropolitan Land Planning Act.

Please direct comments about this guide to <u>Connie Kozlak</u> at the Metropolitan Council.

Across the country, communities are "putting two and two together" and getting more than the usual answer. Over the past several decades, cities have been combining clusters of mixed land uses with transit stations and producing prime examples of efficient and livable growth patterns that make walking and transit use more convenient.

These transit-oriented developments (TODs) have appeared in urban and suburban settings from Seattle to Atlanta, from Chicago to Dallas.

What's in a name?

"Transit-oriented development" is the term most commonly used, but several others are also in play – "transit-supportive development" and "transit-friendly development."

- Definitions of TOD
- <u>Topic index</u>
- <u>Twin Cities project descriptions</u>
- Information resources

POTENTIAL TWIN CITIES MARKET FOR TOD

In the Twin Cities area, changing demographics, individual preferences and highway congestion have created a potential market for TOD-type projects.

Mirroring a national trend, the Twin Cities area is seeing population changes that are affecting the real estate market. Smaller homes close to amenities are becoming more attractive to members of the aging baby-boom generation who have graduated from child-rearing to empty-nest status.

The Twin Cities area will be home to one million more residents over 30 years. Congestion (measured in vehicle-miles traveled per day) is expected to grow by more than 51% over the same three decades.

TOD ELEMENTS Transit-oriented developments (TODs) come in various sizes and shapes but they share common elements.

Compact Development



- Transit-supportive development: medium- to high-density housing and employment.
- TOD locations within comfortable walking distance of transit station or stop (about one-quarter mile).

Left: Excelsior on Grand, St. Louis Park Right: Regency, Hopkins

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Mix of Uses





- Diverse and complementary high-activity uses, such as retail, professional services, housing and employment, within the central area of a TOD and adjacent to transit.
 - Left: Wesley Commons, Golden Valley

Pedestrian Oriented





 Attractive pedestrian environment, with street-facing buildings and a network of pedestrian-scaled streets connecting the transit stop or station with the TOD's commercial, civic and residential areas.

Left: Grand Place, St. Paul Right: Liberty on the Lake, Stillwater

Transportation Interfaces





- Transit facilities rail and bus stations and stops – tailored to the level of transit service.
- Parking to accommodate transit users and TOD customers.
- Left: Hennepin and 28th Street Transit Station Right: LRT/Bus Transfer Station

BUILDING THE TRANSIT	The foundation of transit-oriented development is transit.	
FOUNDATION	To accommodate growing travel demand, the region and the state will build a system of transitways that includes light-rail transit (LRT), bus rapid transit (BRT), regular-route buses and commuter rail.	
	Guiding the construction of this foundation are two regional plans adopted by the Metropolitan Council – the <u>Regional Development</u> <u>Framework</u> and the <u>Transportation Policy Plan</u> .	 Framework policies/strategies for transportation Framework map showing where
	The <i>Framework</i> is a plan for how the Metropolitan Council—in partnership with local communities, builders, environmentalists and others—can guide the region's growth and shape its future.	 various transportation and transit strategies apply <u>Transportation policies/strategies</u>
	The Council's <i>Transportation Policy Plan</i> details regional transportation goals, system plans and investment priorities to ensure an efficient, well-functioning system as the region's population grows by one million by 2030.	supporting transit-related development
Local Transit Arterials	Local bus service can help create opportunities for TODs in higher- density urban neighborhoods and moderate-density suburban areas. Here, TODs are likely to take the form of a nearly continuous and narrow corridor of development with frequently spaced stops and high service levels. Each TOD could encompass land within a short walking distance of a bus stop or transfer station.	Local transit arterials – located within the I-494/694 ring – will have enhanced bus service to help support TODs. Selected transit arterials will enjoy new limited-stop routes, improved frequency and longer service hours.
Transit Corridors	The Metropolitan Council intends to provide improved and expanded	Transitways on dedicated right-of-
	 (1) express commuter-bus corridors, and (2) corridors with dedicated rights-of-way. 	variety of transit modes, including bus rapid transit, light-rail or commuter rail facilities.

The most promising locations for TODs served by express commuter-bus corridors would be at the origin and destination of those corridors. For transitways on dedicated rights-of-way, they would be at station stops along the corridor.

TRANSIT ARTERIALS, CORRIDORS AND MARKET AREAS

TRANSIT MARKETS

AND TOD SETTINGS

The local transit arterials and major transit corridors traverse different <u>transit market areas</u> that generally form a concentric pattern, with the Minneapolis and Saint Paul downtowns at the center. These market areas vary in <u>characteristics</u> and thus in <u>transit services</u> corresponding to their respective needs and ridership productivity.

Mapping an <u>overlay</u> of the local transit arterials and transit corridors onto the transit market areas shows that the type of TODs along the arterials and corridors can vary according to the type of transit service tailored to each market area.

TODs vary by location, composition, size and function to fit their respective markets for transit, housing, retail and commercial space.



Transit arterials/transitways (map)

- <u>Transit market areas</u> (map)
- <u>Market areas' transit service</u> (table)
- <u>Transit/market area overlay</u> (map)
- <u>Additional standards</u> for transit service and performance (Appendix M, *Transportation Policy Plan*)

Transit market characteristics

Urban Downtown

- Transit Market Area I
- TOD locations: Downtown Minneapolis and Saint Paul

Left: Nicollet Mall LRT Station Right: Government Plaza LRT Station, Minneapolis



Urban Neighborhood/Corridor

- Transit Market Area I or II
- TOD locations: Older neighborhoods surrounding the two downtowns
- Left: 46th Street LRT Station, Minneapolis

Suburban Town Center

- Transit Market Area II or III
- TOD locations: Concentrations of employment shopping, services and housing.
- Left: Falcon Heights Town Square



Commuter Town

- Transit Market Area III or VI
- TOD locations: Park-and-ride facilities with express service to downtown Minneapolis and Saint Paul
- Left: SouthWest Metro Transit Station, Eden Prairie

CHECKLIST

Each TOD project faces unique issues and challenges. Selecting ideas and tools from a range of options can mean tailored solutions that meet both the needs of a particular project and goals for the regional transit system. This checklist offers features and characteristics to consider in the development of TOD projects.

Compact Development

- **TOD scale**: TOD locations within convenient walking distance
 - **Block size**: Small enough for quick pedestrian access
 - Land-Use Densities: Sufficient to support transit and land uses
 - Residential
 - Commercial

Compact Development section

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Guide for Transit-Oriented Development

Mix of Uses	 Creating a Destination Magnet: Complementary land uses that work together to make a "neighborhood" focus 	Mix of Uses section
	• Retail: Retail concentrated in central part of TOD, near transit	
	 Residential Mix: Broad range of housing types 	
	• Commercial: Moderate-to-high intensity forms of employment	
	• Civic Uses: Attractive public spaces and buildings	
Pedestrian Orientation	 Creating an Attractive Setting: Design, scale and quality of buildings, streets and landscaping 	Pedestrian Orientation section
	 Building Placement and Features: Street-facing buildings, windows and entrances, and building height 	
	• Design for Climate: Shelter and protection from the weather	
	• Street Connections: A grid network of interconnected streets	
	 Street Design: Traffic management and pedestrian street crossings 	
	• Street Alignment: Avoiding high traffic volumes through the TOD	
	 Sidewalks: Separation of pedestrians from traffic and sufficient maneuvering space 	
	• Bike Facilities: Bike lanes and coordination with vehicle traffic	
	 Connections to Surrounding Areas: Providing adjacent neighborhoods with access to TOD opportunities 	
	 Barrier-Free Access: Creating an environment that enables people with mobility impairments to navigate the TOD 	

Transportation Interfaces	• Transit Stops and Stations: Central location in a TOD, designed various ways to meet different needs	Transportation Interfaces section
	Range of Transit FacilitiesTransit Stop and Station Design	
	 Parking in a TOD: Sufficient but not excessive space, configured to keep the TOD pedestrian-friendly 	
	Amount of Parking	
	 TOD Parking Management Strategy 	
	On-Street Parking	
	Surface Parking	
	 Redeveloping Parking Lots 	
	 Structured Parking 	
	 Park-and-Rides: Workable in particular situations 	
	• Bicycle Parking: An element of a TOD's multi-modal nature	
TWIN CITIES AREA PROJECTS	The last few years have seen a host of TOD-related projects developed in the Twin Cities area. The projects offer lessons about how TOD can work for cities, neighborhoods, developers and citizens.	Project descriptions Lessons learned
RESOURCES	The interest in transit-oriented development around the country has generated a wealth of information resources.	Information resources
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DEVELOPMENT FRAMEWORK POLICIES		
A GROWTH PLAN	The <i>Framework</i> is a plan for guiding the region's growth and shaping its future. The <i>Framework's</i> transportation policies and strategies support	Complete Framework document
	transit-oriented development as one way to grow. The <i>Framework</i> clearly expresses the Metropolitan Council's commitment to integrating transportation and land use. It emphasizes the need for intensified development in centers with convenient access to transportation corridors and in rural centers that want to grow and that lie along major highways.	The same commitment underlies the policies of the Council's <u>Transportation Policy Plan</u> .
Multi-Modal Transportation Policy	Policy 2 of the <i>Framework</i> underscores the importance of transportation to the growth of the region: <i>Plan and invest in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.</i>	
TRANSPORTATION STRATEGIES IN THE FRAMEWORK	The <i>Framework</i> includes specific <u>strategies for transportation</u> , <u>including transit</u> , tailored to different parts of the region (<u>geographic</u> <u>planning areas</u>), including developed communities, developing communities and rural areas.	
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• Framework map showing where

various transit strategies apply

DEVELOPMENT FRAMEWORK STRATEGIES

TRANSPORTATION-RELATED STRATEGIES FOR ALL COMMUNITIES

STRATEGIES FOR DEVELOPED COMMUNITIES A number of transportation- and transit-related strategies in the *Development Framework* promote greater efficiency of land use and transportation infrastructure by integrating these two elements.

Council Role

• Plan a multi-modal, interconnected transportation system in cooperation with state agencies, counties and local governments.

Community Role

- Develop local land uses linked to the local and regional transportation systems.
- Plan for connections between housing and centers of employment, education, retail and recreation uses.

Council Role

- Provide and improve transit connections by coordinating planning for infill and redevelopment projects with state agencies, counties and local communities.
- Implement, maintain and operate (along with the opt-outs) transitways, transit stations and transit service; plan appropriate station-area land uses with local governments and business

Community Role

- Make local transportation, transit, pedestrian and bicycle investments to improve connections between workplaces, residences, retail, services and entertainment activities.
- Plan land use patterns that support transit service and development.
- Adopt ordinances to support integrated land use (examples: ordinances encouraging or allowing shared parking; centers, transit oriented developments).

STRATEGIES FOR	Council Role	
Developing Communities	 Plan for regional highway and transit systems, pedestrian and bicycle investments to improve connections between workplaces, residences, retail, services and entertainment activities and to accommodate growth. 	
	Community Role	
	 Plan land use patterns to support transit development and service expansion. 	
	 Adopt ordinances to support integrated land use (examples: ordinances encouraging or allowing shared parking; centers; transit oriented developments). 	
STRATEGIES FOR	Council Role	
RURAL GROWTH CENTERS	 Provide park-and-pool or park-and-ride and express-bus links to urban areas based on demand and the availability of resources. 	
	Community Role	
	 Plan for an interconnected system of local streets, pedestrian and bicycle facilities. 	
STRATEGIES FOR	Council Role	
RURAL RESIDENTIAL AREAS	 Plan for regional transportation infrastructure consistent with a rural level of service. 	
	Community Role	
	 Plan for and construct local transportation infrastructure sufficient to serve local needs. 	
	 Construct an interconnected local public street system. 	

STRATEGIES FOR
DIVERSIFIED RURAL
AREAS

Council Role

• Plan regional transportation infrastructure consistent with a rural level of service.

Community Role

• Plan for and construct local transportation infrastructure including trails sufficient to serve local needs.

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TRANSPORTATION POLICY PLAN

	The <i>Transportation Policy Plan</i> spells out specific ways to further develop a transportation system that is geographically balanced, cost-effective and relies on various modes of travel. The system includes transit, highways, bicycle, walking, and freight movement. Integrating land use and transportation is central to the Metropolitan Council's <i>Development Framework</i> and is a key objective of the Council's <i>Transportation Policy Plan</i> . Policies in the plan recognize the mutually reinforcing effects of transportation and land use. They're also intended to help strengthen the transit foundation of transit-oriented development.	 Transportation maps and data: <u>Transit Arterials/Transitways</u> (map) <u>Transit Market Service Areas</u> (map) <u>Market Areas' Service Features</u> (table) <u>Transit Passenger Facilities</u> (map) <u>Metropolitan Highway System</u> (map) <u>Metropolitan Highway System</u> (map) <u>Transportation Policy Plan</u>
Policy 1: Land Use and Transportation Investments	"Regional transportation investments will be coordinated with land use objectives to support and encourage the intensification of development at key nodes and along major transportation corridors within the Metropolitan Urban Service Area to accommodate growth and reinvestment and minimize loss of vital natural resources. Transportation services and facilities will serve existing development needs and help shape future patterns and intensity of development."	(complete document)
Policy 5: Tailoring Transit Services to Diverse Market Conditions	"The Council will make the transit system more compatible with different land use patterns and socioeconomic conditions, following the design standards and service delivery strategies defined in Tables 4 and 5 of the Transit System Plan. The Council will also promote development of more transit-compatible land uses, in line with Regional Development Framework objectives."	

Policy 7: Transitways	"The Metropolitan Council will strongly pursue the cost-effective implementation of a regional network of transitways on dedicated rights of way and express bus rapid transit-routes to provide a travel-time advantage for transit vehicles, improve transit service reliability and increase transit accessibility to jobs."	
<u>Top of section</u> <u>Back to main section</u>		Appendix M of the <i>Transportation</i> <i>Policy Plan</i> contains detailed standards for transit service in various market areas and transit- performance standards.
TRANSPORTATION STRATEGIES	Several strategies in the Metropolitan Council's <i>Transportation</i> <i>Policy Plan</i> promote the development of transit-oriented communities and neighborhoods.	
STRATEGIES FOR POLICY 1: LAND USE AND TRANSPORTATION INVESTMENTS	 Strategy 1a: "Transportation investments and land development along major transportation corridors will be coordinated to intensify job centers and increase transportation links between job centers and medium-to-high density residential developments to improve the jobs/housing connections, community vitality and efficiency of the transportation system." Strategy 1b: "Transit stations and service should be catalysts for 	
	the development or growth of centers along transit corridors."	
	Strategy 1c: " Transportation investments and land development will be coordinated to create an environment conducive to alternative travel modes including transit, pedestrian and bicycle travel."	

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STRATEGIES FOR POLICY 5: TAILORING TRANSIT SERVICES TO DIVERSE MARKET CONDITIONS **Strategy 5d: Pedestrian- and Transit-Oriented Communities.** "The Council will encourage cities, through regional incentives, to create more pedestrian- and transit-oriented communities that can be more effectively and efficiently served by transit and ridesharing with an interconnected system of streets, bikeways and pedestrian walkways.

"Such regional incentives include federal TEA-21 funding, Livable Communities demonstration funding and other sources of funding available through the Council. The location of these types of communities with respect to the current and future regional transit system should determine whether they are transit-oriented or pedestrian-oriented. Pedestrian-oriented development, absent the presence of transit, is a desirable land use design."

Strategy 5f: "Transit Centers/Stations/Park-and-Ride Facilities. The Council will work with cities to site and design transit centers and stations for access to economic centers and neighborhoods and to expand regional park-and-ride facilities to support service expansion as expected growth occurs within express corridor areas and along dedicated transitways. As land use changes occur, the opportunity to accommodate strategically located and appropriately sized transit facilities must be an active part of all regional and local planning and development processes.

Well-planned and -located park-and-ride facilities provide transfer opportunities and create the intensification necessary to provide cost-effective transit service in low-density areas. Such facilities need to be designed for ease of access, both for the transit rider and for transit vehicle operations. The development by the private sector of complementary services such as childcare, convenience outlets and health clubs on sites adjacent to stations, centers and park-and-ride facilities will provide additional enhancements to of transit services." STRATEGIES FOR POLICY 7: TRANSITWAYS

Strategy 7c: Transitway Coordination. "Transitway implementation will be coordinated with other transportation and transit facilities (for example, park-and-ride lots, transit centers, transit stations), with other transit advantages (for example, signal preemption, automatic vehicle location and other intelligent transportation system applications) and pedestrian facilities and regional trails, where appropriate."

Strategy 7f: Transitways and Development. "The Council will work with local units of government to ensure that transitway implementation promotes the *Framework* objectives of efficient, mixed-use development and redevelopment opportunities. Local units of government will be expected to develop consistent local comprehensive plans, zoning and community development strategies to ensure that more intensified mixed-use development occurs along transitway corridors and that the development is effectively linked to the transitway. Critical to the development of transitways, stations will be designed with weather-protective elements and provide transfer opportunities between different parts of the system."

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DEFINITIONS OF TRANSIT-ORIENTED DEVELOPMENT



Definitions of TOD vary but they share a few central themes:

- Compact scale
- Mix of land uses
- Pedestrian-friendly features
- Transit & other transportation facilities

"Transit Oriented Development (TOD) refers to residential and commercial centers designed to maximize access by transit and nonmotorized transportation, and with other features to encourage transit ridership. A TOD neighborhood has a center with a rail or bus station, surrounded by relatively high-density development, with progressively lower-density spreading outwards.

"For example, the neighborhood center may have a transit station and a few multi-story commercial and residential buildings surrounded by several blocks of townhouses and small-lot singlefamily residential and larger-lot single-family housing farther away.

"TOD neighborhoods typically have a diameter of one-quarter to one-half mile (stations spaced one-half to 1 mile apart), which represents pedestrian scale distances. It includes these design features:

"The neighborhood is designed for cycling and walking, with adequate facilities and attractive street conditions.

Marya Morris (ed), *Creating Transit-Supportive Land-Use Regulations*, Planning Advisory Service Report No. 468, American Planning Association, 1996.

	"Streets have good connectivity and traffic calming features to control vehicle traffic speeds.	
	"Mixed-use development that includes shops, schools and other public services, and a variety of housing types and prices, within each neighborhood.	
	"Parking management to reduce the amount of land devoted to parking compared with conventional development, and to take advantage of the parking cost savings associated with reduced automobile use."	
	"Transit-Oriented Development (TOD) is moderate to higher-density development located within easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto. "TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitates transit use."	California Department of Transportation, <i>Statewide Transit-</i> <i>Oriented Development Study –</i> <i>Factors for Success in California</i> , 2002
	"Development influenced by and oriented to transit service that takes advantage of the market created by transit patrons."	Chicago Regional Transportation Authority of Northeast Illinois
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COMPACT DEVELOPMENT



The compact nature of development in a TOD makes it possible to be within easy walking distance of a transit stop or station and the housing, retail, office space and public areas of a TOD. A TOD can work well if all areas within it have easy pedestrian connections.

TOD SCALE



Left: The extent of a TOD around a transit stop, defined by the walking distance (here, 2,000 ft.)

The mixed-use central area, housing, and other uses in the TOD have easy access to the station. Secondary employment areas are across an arterial.

The area surrounding the TOD, which also provides ridership and retail patrons, extends up to 1 mile from the transit station.

TODs along transitways with dedicated rights-of-way, such those located at light rail stations and major bus transfer centers in urban areas, are generally large because transit service is frequent and high capacity.

TODs along bus route corridors will typically be smaller than those along rail stations because bus stops tend to be spaced closely together. A string of TODs centered on bus stops along a bus route will define a fairly continuous narrow corridor of development.

A highly connected street pattern with smaller blocks shortens walking distances between destinations in a TOD.

If large blocks are unavoidable, publicly accessible pedestrian easements and pathways can provide more frequent connections through the blocks and can break up the scale of the development.

Rules of Thumb Maximum block sizes:

- Residential uses = 3 acres.
- Employment uses =
- 7 acres at rail-based TODs.
- 4 acres at bus-based central city TODs.
- 7 acres at bus-based inner and outer suburban TOD locations.

BLOCK SIZE

LAND-USE DENSITIES With a variety of building types and architecture, higher densities are possible without negative visual impacts and, with care, can fit into a neighborhood. In a TOD, the transit stop and higher-density uses are located at the center of what is a pedestrian-oriented district. Areas adjacent to the high-density center generally have lower densities.

Residential Densities Residential areas of moderate to high density can broaden the range of housing choices in a TOD. The proportion of multifamily to single-family units can vary as long as the overall density is sufficient to sustain the TOD and the level of transit service provided.

Numerous studies have shown that residential densities need to be at least 7 to 12 units per acre along bus routes. For higherfrequency busways or rail service, a minimum average of 20 to 30 units per residential acre is needed.

Rules of Thumb Land-use densities



Visual examples of densities: <u>Metropolitan Design Center,</u> <u>University of Minnesota</u>

Left: Example of 7 dwelling units per acre

Right: Examples of 20+ dwelling units per acre



Left: Single-family types using garage and/or surface parking

- 5 to 15 units per acre
- Possible uses: Small-lot singlefamily, standard-lot singlefamily, duplexes, carriage units

Left: Multifamily types using attached garages

- 20 to 35 units per acre
- Possible uses: "Tuck-under" apartments, townhomes, live/work units



Left: Multifamily with surface parking

- 15 to 25 units per acre
- Possible uses: Garden apartments, senior housing

Left: Multifamily with structured parking

- 35 to 60 units per acre
- Possible uses: Mid-rise apartments, podium apartments, mixed-use retail with apartments

Left: Examples of alternative housing combinations that produce a net housing density of 18 units per acre.

Commercial Areas

The more employment opportunities within a TOD, the more jobs there are within walking distance to transit. Office and mixed-use buildings, with ground-floor retail and upper-story office space, are promising commercial land uses in a TOD. Rules of Thumb Land-use densities



Left: Lawson Commons, Saint Paul

Right: Elliot Park multi-story structured parking, Minneapolis

Left: Office types with surface parking

- 18 to 80 jobs per
- Possible uses: Low-intensity office, research & development, industrial





Floor area ratio (FAR) can be a useful measure of development intensity for mixed-use and commercial areas in the TOD. FAR is the ratio of total building floor area to parcel area, exclusive of streets. If a project uses this particular measure, there are various ways it can meet a TOD's FAR objectives.



Left: Diagrams showing different ways of meeting various FAR objectives.

For example, a 1.0 FAR can be achieved with a one-story building occupying an entire lot (middle top)...

...or with a two-story building with a footprint of half the lot (middle bottom).

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LAND-USE DENSITIES: RULES OF THUMB

These guidelines are recommendations that communities and developers can use in building walkable, transit-supportive development.

	Transit-Oriented Development Settings			
		Urban Downtown	Urban Neighborhood	Suburban Town Center/ Commuter Town
TOD size by location in a transitway (acres)		1 - 3	10 - 50	50 - 125
Residential Uses	Apartments, condominiums, townhomes (alone or as part of a mixed-use building), duplexes and small-lot single-family homes			
Minimum units/acre*	Bus	50	25	15
	Rail	75	40	30
Employment Uses	Office, health care educational, hotel or other employment uses with high employees/acre ratio			
Minimum employees/acre		200	75	50
Mix of Uses	Retail, restaurants, personal services, office, cinema, grocery, hotel, apartments/condominiums, day care, civic uses, park/plaza.			
Mixed uses as percent of TOD center	At least 40% of TOD's mixed-use center has ground-floor retail, restaurant/cafes, commercial or personal services. Small TODs, bus-stop areas or areas surrounding the TOD central area have as little as 5,000 square feet of these uses.			
Number of different uses	At least 5 to 15 types mixed with residential			
Minimum net FAR**	Bus	3.0>	1.0>	0.5
	Rail	3.0>	2.0	1.5

*Residential densities shown in table (gross densities) equal the number of units divided by all land devoted to residential use, including local streets but excluding parks and constrained land. Net densities, on the other hand, are generally 25% higher than gross densities. General guideline: minimum number of housing units within a TOD = 300+

** Floor Area Ratio (FAR) is averaged based on all uses including residential. The intention is to allow a diversity of uses within the TOD. Net FAR is based on the parcel size and does not include streets or other public spaces. The FAR is based on reduced parking square footage per retail square footage ratio of three stalls per 1,000 square feet.

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MIX OF USES



Creating a Destination Magnet

A diversity of uses – such as retail, housing, offices, civic and entertainment within the TOD – creates a destination magnet for transit users and TOD neighbors. A transit station or stop is the focus of the most wide-ranging mix of land uses, an arrangement that allows transit patrons to do errands near the station.

Achieving balance and diversity of uses





TODs usually have a variety of land uses, including civic, commercial (employment and retail) and residential. Together, this mix of uses can create a lively center of activity.

Mixed-use areas with streetoriented buildings encourage walking and foster ongoing activity. (Graphic source: Snohomish County, Washington, *Guide to Land Use and Public Transportation, Volume I*, 1993.

Balanced, diverse land uses can create a range of opportunities, whether housing or employment, all within the same district.

Left: A small mixed-use center, appropriate to a smaller urban or more suburban TOD.

Right: About 40% of the TOD occupied by a mixed-use center area.





The central area of the TOD has a mix of retail, civic, and other public-oriented uses, such as day care adjacent to the transit stop or station.

Left: The central area of a TOD in a more suburban setting, where parking lots might be necessary. Buildings define a positive public space around the transit stop, and parking lots are sited at the rear of buildings.

Rule of Thumb

• Central area of TOD = 10% to 40% of total TOD area. Exception: In Outer Suburban

Zone, 5% to 30% of TOD area.

RETAIL

Concentrating retail uses the central TOD area helps focus activity and development there. Retail is essential to creating a high activity level in the TOD's central area.

Retail may not be viable in the TOD, however, if access is poor or if market demand is low because adjacent areas already contain enough retail activity.

Rule of Thumb

40% or more of land in central part of TOD in retail.
Exception: Along local bus arterial corridor, as little as 5,000 square feet of retail.



Smaller shops can be inserted between the sides of "big box" stores and the sidewalk to reinforce pedestrian-oriented streets. Small "outparcel" buildings at the sidewalk in front of parking lots can help provide services and interest adjacent to transit facilities and act as a pedestrian gateway to the development.

RESIDENTIAL MIX

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A broad range of housing types is desirable throughout the TOD, both within and outside the TOD's central area. A mix of residential types offers a wider spectrum of housing opportunities for different households, helps to accelerate absorption rates in new and redeveloping areas, and better responds to a changing housing market.

Residents can provide continuous day and evening activity and "eyes on the street" for enhanced community security. To support transit service and the retail uses in the core, residential use should meet a minimum density that will vary with the type, size, and location of the TOD. The highest density housing should be located in the core of the TOD.

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COMMERCIAL

Higher employment intensities within TODs place more jobs within walking distance of transit. Office uses and other moderate-to-high intensity forms of employment are encouraged within TODs, to maximize the number of people having access to jobs via transit. Employment or commercial intensity is measured with Floor Area Ratio (FAR), the ratio of total building floor area to the area of a parcel, exclusive of streets.

CIVIC USES AND PUBLIC SPACES

Attractive public spaces and buildings can become community focal points and help set the "look and feel" of other development in the TOD. Public spaces can also add value to abutting properties. Uses can include parks, plazas, clinics, libraries, government service centers, postal substations and community centers

Small parks and plazas could be distributed throughout the TOD, including adjacent to the transit station, so that no location in the TOD is more than a few blocks away from open space.

For smaller TODs along bus corridors, public open space can be a small landscaped park or seating area where people might sit to eat lunch or rest.



Rule of Thumb

• At least 10% of total TOD area in civic use, such as parks and plazas.

Parks and civic spaces are an important component of TODs, creating public gathering and recreation places that act as a meeting place for the community.





Civic buildings such as town halls, community centers, churches, and day care, as well as small community parks, help reinforce the sense of a lively public realm in the TOD.

With the Twin Cities' extreme weather conditions, indoor parks and plazas (with, for example, ball courts, running tracks, skating rinks, tot playgrounds, amphitheaters and ample seating) can help provide public recreation and gathering spaces in all seasons.



Food-oriented retail uses, such as cafés adjacent to the public space, encourage gathering and people-watching. These active uses help make public spaces safer by providing "eyes on the street" or informal surveillance.

Metropolitan Council	Mix of Uses Guide f	or Transit-Oriented Development
TRANSPORTATION ELEMENTS	• Transit is the foundation element for transit-oriented development. Transit stations and stops provide the focus for the higher- intensity land uses in a TOD. Also supporting the TOD are the roadways, pedestrian network and parking facilities.	Transportation interfaces
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PEDESTRIAN FEATURES



CREATING AN ATTRACTIVE DESTINATION The design, scale and quality of buildings, streets and landscaping can create TOD areas that are pleasant places to walk, bike, relax and attract people. Pedestrian safety and comfort are crucial to the success of transit-oriented development.

Public areas or places around the transit stops or stations can be part of a community or neighborhood "lifestyle center" that is friendly to pedestrians. Features could include public plazas, pedestrian malls, outdoor markets, decorative gardens or other public amenities.
BUILDING PLACEMENT AND FEATURES

Building Placement

Buildings can create an attractive environment for pedestrians by being close to the sidewalk. Putting street-facing buildings at the street with minimal setbacks helps "define" the sidewalk as a pedestrian environment, adds activity and architectural variety to the sidewalk and street, and creates an interesting environment for walking.



KEY:

Transit Stops

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Street-facing facades that are relatively blank and parking lots in front of buildings are not friendly to pedestrians.

Windows and Entries

Having recurring windows and multiple entries helps keep an "eye" on the street, making the street safer for pedestrians, and making the street a more interesting walking environment.



Display windows are an option but not mirrored windows or clerestory (high-level windows that admit light while preventing outsiders from looking in).

Rule of Thumb

Minimum amount of ground-floor window space in central TOD area = 40 percent of building's length

Mixed-use and commercial buildings in a TOD address neighborhood streets with entries and windows, not blank walls or loading docks.



Clerestory windows do not provide "transparency" between public and private spaces and, consequently, can detract from a pedestrian-friendly environment.

Building Height

Multi-story buildings provide definition and a sense of enclosure to the street and establish a sense of vitality (see sketch below).



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DESIGN FOR CLIMATE

Arcades, awnings and other overhangs on buildings can mitigate the effects of the region's snowy winters and hot summers. Building design and placement need to provide enough room for snow storage so that pedestrian movement is not impeded as the winter progresses and snow banks get larger and higher.



Shelters, such as awnings, arcades and trellises, can help protect pedestrians from summer heat and winter cold.

STREET CONNECTIONS

A grid of pedestrian-scaled streets enhances accessibility between the areas nearest the transit stop or station, on one hand, and the adjacent commercial, residential and civic areas, on the other. An interconnected network of streets minimizes walking and cycling distances and distributes traffic to reduce volumes on local streets.

Streets with sidewalks and pedestrian paths through the TOD offer direct, quick connections to transit and the area next to it. Neighborhood or local streets are narrow, to slow down drivers and thus "calm" automobile traffic to speeds that are more compatible with children, pedestrians and cyclists. Through traffic remains outside the TOD, on larger, arterial streets.

Rules of Thumb

Minimum internals for streets through TOD:

- Suburban settings = every 1,200 feet.
- Urban settings = every 800 feet
- Pedestrian connections = more frequent intervals.



Frequent access points and local connections help distribute traffic and create a pedestrian friendly street network. (The dimensions shown here are maximum desirable separations; more frequent connections are preferred).

The addition of internal street or alley connections can break up the scale of mega-blocks in existing suburban areas. Existing cul-de-sacs could be connected back to through-streets, either with automobile-accessible roads or pathways.

STREET DESIGN

Streets in TODs can be designed to slow traffic and minimize pedestrian crossing distances, while accommodating reasonable traffic demand levels and access requirements for emergency vehicles.

Traffic management and convenient pedestrian street crossings are especially important in the TOD, surrounding transit stops or stations and other areas where high levels of pedestrian activity are expected. Narrower roadway widths, raised crosswalks, and other traffic calming strategies help slow and manage automobile traffic so that pedestrians feel more comfortable. Metropolitan Council



Small changes to street widths can make a big difference in creating a pedestrian-friendly environment. (Graphic source: "Creating Transit Station Communities," Puget Sound Regional Council, 1999)

Traffic calming techniques can reduce and slow traffic on streets in the TOD central area. Existing wide roadways can be narrowed to "tame the street" by, for example:

- Adding on-street parking
- Widening sidewalks
- Adding center median planting strips or
- Using "bulbs-outs" (where sidewalks are widened into the parking lane of streets at pedestrian crossings) at corners.

Drainage and snow removal and storage are factors to consider in the design and maintenance of these features.

Pedestrian-Oriented Features | Guide for Transit-Oriented Development











Left: Textured crosswalk paving such as brick, helps slow down cars at intersections, making pedestrian crossings safer. Brightly painted crosswalks help as well.

Right: Raised and/or textured intersections force cars to slow down through an entire intersection.

Left: Angled slow points (left) are curbed or other physical barriers to a straight path on a roadway.

Right: Knockdowns or bulb-outs narrow the intersection or at midblock. They preserve room for onstreet parking and make it easier for pedestrians to cross otherwise-wide streets.

Left: Chicanes are another example of varying the roadway alignment to slow down traffic.

Right: Roundabouts deflect cars out of their straight-line path through an intersection. Adding landscaping also helps break up the uninterrupted sight lines, which encourage drivers to speed.







Left: Forced-turn barriers also help change the traffic routes through a neighborhood, while allowing traffic on a through street to remain unchanged.

Right: Street narrowing by adding on-street parking or restriping the street to narrow driving lanes creates a wider parking lane, which can also function as a cycling path.

Left:

Diagonal road closures can reduce or slow cut-through traffic. The closure can be a continuous planted strip, bollards, or circular planters. Bollards and planters enable bicycle access through the barrier.

STREET ALIGNMENT

Local street alignments should discourage high volumes of through traffic in the TOD. High volumes of through traffic should remain outside the TOD.

Retail businesses that traditionally locate on high-traffic streets to be visible to through traffic can still be sited on an arterial that defines the edge of a TOD, adjacent to the transit station and other public services.

Streets within TODs can be offset using T-intersections to slow traffic. Traffic calming measures can also discourage through traffic by reducing speeds on local streets.

Pedestrian-Oriented Features | Guide for Transit-Oriented Development



When heavy traffic adversely affects neighborhood streets, road closures can convert 4-way intersections to T-intersections while retaining pedestrian and bicycle connections.

SIDEWALKS

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The design of sidewalks is crucial in TODs and surrounding areas. A planting strip with street trees is one way to separate sidewalks from roadways. Street trees and planting strips enhance neighborhoods, separate pedestrians from cars, shelter pedestrians from hot summer sun, and provide a location for snowplows to dump snow without blocking sidewalk paths.

Planning efforts to retrofit developed areas can explore methods to fit in street trees and other pedestrian amenities. Examples include retrofitting planting strips, widening sidewalks or planting trees in "bulb outs" within parking lanes. Widened sidewalks also allow greater maneuverability by wheelchair users.

June 2006

BIKE FACILITIES

Car Door

Zone

Tree Grate Through Furniture

Two-Way

Clearance/ Pedestrian Shopping

Traffic

Window

Planting strips between curbs and sidewalks, with recurring shade trees, make walking a pleasant experience, buffer pedestrians from street traffic and provide a place for plows to dump snow.

Sidewalks can be scaled to their level of use. While continuous planting strips are appropriate in residential areas, continuous sidewalks with tree wells may be more appropriate in front of retail shops.



5'-0'

6'-0"

Tree Lawn Sidewalk Residential Setback

Varies

- -



Metropolitan Council	Pedestrian-Oriented Features Guide f	or Transit-Oriented Development
	The slower traffic and lower volumes on local streets in the TOD make them amenable to bicyclists riding in the same travel lanes as automobile traffic.	
	Bus movements, stops, and staging areas should be designed to minimize conflicts with bicyclists.	
	Mn/DOT provides State Aid Standards for combined bike/pedestrian facilities. The department also has adopted Bicycle Transportation Planning and Design Guidelines. The American Association of State Highway and Transit Officials (AASHTO) provides similar guidelines.	
CONNECTIONS TO SURROUNDING AREAS	Street and trail connections should extend into adjacent areas to encourage walking and bicycling to TOD conveniences and transit. In the surrounding area, frequent street and trail connections to the TOD will encourage pedestrian and bicycle trips to the core and facilitate the use of TOD transit, retail, and public facilities by surrounding area residents and employees.	
	The distance from the core area of a TOD measured in terms of walking time usually 5-8 minutes or one-quarter mile (1,300 feet) and may extend one-half mile around transit stop or extend to $\frac{1}{2}$ mile around transit stop or each side of a centerline of a transitway.	
BARRIER-FREE Access	The Americans with Disabilities Act (ADA), with its statutory requirements, has raised public awareness of designing building and their surroundings for people with disabilities.	
	Building design and site planning in TODs should provide special attention to creating barrier-free environments to enable the disabled and mobility impaired, the elderly or parents with baby	

strollers, to move easily without restrictions through public spaces.

Barrier-free accessibility includes access to transit stops and stations and to the retail, civic, employment and residential uses found in a TOD.

Planning for accessibility requires thinking through the trip a person with a disability makes from beginning to end. In particular, site and building design should provide:

- Sufficient width and maneuvering room to accommodate people using wheelchairs;
- Features that require turning or reaching (such as door openers, ticket machines, and other devices) that are designed to be usable by everyone;
- Tactile or audible cues to allow the vision-impaired to move about independently;
- Visible cues for hearing-impaired;
- Short, smooth, direct, well-signed routes, preferably on level ground and weather-protected, to minimize distances that disabled and elderly people should travel between transit, building entrances, and other common destinations;
- Accessible, comfortable waiting and rest areas.

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TRANSPORTATION INTERFACES



Just as transit-oriented development works to support transit use, the transportation interfaces, including transit, sustain the TOD and the people who use it. The transportation side of the TOD equation typically consists of (1) transit stops or stations (bus or rail), (2) parking facilities, (3) park-and-rides and (4) <u>streets</u>.

 Street alignment and design are discussed in this guide's <u>Pedestrian-Oriented Features</u> section. TRANSIT STOPS AND STATIONS

Transit service is usually located within the center area of a TOD rather than at its edge. Where possible, bus service along arterial roads is diverted into the center of major TODs.

Light rail stations are also centrally located, as long as the tracks do not interfere with pedestrian movement. Where transit speeds would be compromised by routing into the center of a TOD, the transit can remain at the edge of the TOD at an arterial, with appropriate pedestrian-friendly connections.



In a TOD, transit stops are located in an easily accessible central area, surrounded by retail, civic and other higher-intensity uses.

TODs can be designed so that transit riders disembarking from a bus or train can orient themselves easily. Locating common destinations in view from the stop or station reduces the perceived walking distance for pedestrians.

Transportation Interfaces | Guide for Transit-Oriented Development

Where a TOD is created from a redeveloped site, fences, earth berms and other barriers to pedestrian and bicycle movement are removed. Parking lots, busy roads and other obstructions do not interrupt pedestrian and bicycle access to transit.

When designed well, transit stops or stations are prominent focal points for the TOD, not just as passenger waiting areas. They serve and strengthen the core of the TOD.

Transit facilities in TODs range from on-street transfer points to large transit stations. Each facility requires a different scale and treatment.

Range of Transit Facilities



On-Street Transfer Point

- Serves intersecting routes, generally with untimed transfers
- Often used to transfer to other routes; buses do not lay over

Typically located in a central business district or on a commercial corridor

Transit Center

- Timed-transfer centers located in small-scale development, part of a subregional circulation system
- Accommodates several buses at a time, with space for layovers
- Encourage multiple modes of transportation

Left: On-Street Transfer Point Right: Transit Center

TOD Settings for On-Street Transfer Point and Transit Center:

- Urban Downtown
- Urban Neighborhood/Corridor
- Suburban Town Center



Transit Station

- Freestanding timed-transfer center located in a large-scale development such as shopping mall or independent site; part of regional circulation system
- Accommodates several buses simultaneously; space for bus layovers



Facility that requires commuter

parking and immediate access

to Interstate highway system

pools and parked vehicles; size

express service, land for

Accommodates buses, van

Park-and-Ride

may vary

Left: Transit Station Right: Park-and-Ride

TOD Settings for Transit Station:

- Urban Downtown
- Suburban Town Center

TOD Settings for Park-and-Ride:

- Suburban Town Center
- Commuter Town

Transit Stop and Station Design in TODs

For All TOD Transit Facilities

- Well-lighted
- Enables visual surveillance from adjacent streets and buildings
- Not located adjacent to blank walls and fences
- Comfortable waiting areas, appropriate to year-round weather
- Shelters complement the architectural character of neighborhood
- Sited where the street is level, where there is a barrier-free sidewalk, and where there is space to build a firm-surfaced pad that can accommodate a wheelchair as well as standing passengers

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- Transit system maps that include connecting routes
- Bicycle storage where bicycle traffic warrants
- Shopping-cart corrals for transit users where transit customers patronize large retailers (grocery or big box)

For Medium and Large Transit Facilities

- Designed and planned as prominent public landmarks
- Distinguished with attractive plazas, landscaping, active retail and other amenities.
- Display monitors for arrival information or large windows with direct views of arrival areas
- Telephones to facilitate being picked up on arrival or for emergencies

For Stops and Stations Along Bus Corridors

- Simple facilities at stops with lower patronage, such as a shaded bench in a paved waiting area.
- Enclosed or otherwise protected shelters at stops with moderate to high patronage

PARKING IN A TOD Providing space and facilities for parking is necessary to sustain a TOD, and there are various ways to do it – on-street parking, surface lots, parking structures or under ground. Generally, TODs need fewer parking spaces than parking requirements cities typically impose for residential, retail and employment land uses.

Amount of Parking TODs can increase transit accessibility and, in combination with mixed land uses, offer opportunities to reduce the number of parking spaces below conventional community parking requirements for residential, retail and employment uses.

The savings can be significant. The cost of surface parking on highcost land can start at \$5,000 per space. A parking space in structures can cost from \$10,000 to \$20,000 per space. Underground parking exceeds \$20,000 per space, depending on geologic conditions and the number of levels provided.

Considering that the combinations of land uses in a mixed-use configuration can vary widely, a TOD project needs to incorporate an analysis of parking needs. However, as a general rule of thumb, a TOD's parking needs can be reduced minimally by 10% to 12% from conventional parking requirements.

TOD Parking Management Strategy

Adopting a TOD parking management strategy can reduce parking demand and the number of parking spaces needed. Key features the strategy include:

Shared Parking

Shared parking is publicly and/or privately owned parking that is used by two or more separate land uses without conflict. The success of shared parking depends on the specific uses on site and the interaction of uses. Shared parking works best when adjacent land uses have different peak-activity periods.

District Parking

District parking is a large-scale application of shared parking, usually implemented in urban commercial and retail areas using one or more parking facilities. District parking can be particularly beneficial to new development because it can reduce the marginal costs of new construction. Districts can allow developers to contribute cash in lieu of providing parking themselves.

Shared parking calculator (Microsoft Excel)

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Promotion of Increased Transit Use

A significant percentage of new residents in a TOD is expected to use transit. Project-specific transit promotional programs or the use of TDM strategies can be used to boost transit use.

Reduction in Vehicle Use

Residents and commuters to a TOD will live and work close enough to a variety of uses to be able to walk, bike or use transit to meet many of their daily needs. The result can be a reduction in vehicle ownership as some households decide to meet their mobility needs with one auto rather than two.

In-Lieu Parking Fees

Developers can be given the option to pay parking fees used to construct and operate parking structures that provide shared parking for the TOD.

On-Street Parking

On-street parking is an important source to meet parking demand. It helps meet projected parking demand with convenient parking in front of businesses, homes and other buildings



On-street parking is an important part of the parking supply calculation.

On-street parking counts toward the overall supply of parking in an area. On-street parking is beneficial from a livability standpoint because it slows traffic and creates a buffer between pedestrians and traffic.

Transportation Interfaces | Guide for Transit-Oriented Development

Surface Parking

In TODs, surface parking lots are minimized. Where necessary, they can be sited to the rear of buildings, away from local streets and pedestrian connections.

Parking lots are best positioned in the center of the block, surrounded by buildings, or adjacent to busy automobile-oriented arterials where pedestrian traffic is less.

Surface parking lots can be an interim use in a new growth or redeveloping area that is being transformed over time (perhaps over 5 to 10 years) to a TOD with a higher intensity of development.

Best practices include treating stormwater on-site with landscaped detention and infiltration ponds to reduce stormwater outflows and minimize demand on infrastructure.



Left: Large parking lots should have landscaped pedestrian pathways to improve pedestrian connections and safety. (Graphic source: "Creating Transit Station Communities," Puget Sound Regional Council, June 1999.

Right: If surface parking lots are unavoidable, they can have "orchard" tree planting to reduce solar heat gain, provide shade and improve the appearance of the property.



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PARK-AND-RIDES

Generally, park-and-ride lots are not part of TODs because they reduce the potential for the more intensive land uses that encourage a greater diversity and activity of uses. They can work successfully, however, in a number of special circumstances.

In Outlying Areas

Park-and-ride facilities can be built at transit locations where regional automobile and transit accessibility is good but the potential for TOD is poor. For example, locations where the contiguous developable area is restricted by busy highways, power lines or other constraints are more suitable for park-and-ride lots.

Across from a TOD

Occasionally, surface park-and-ride lots may be appropriate on one side of a transit station or stop when that side is cut off from the other by an arterial street, highway, tracks or other barrier. This configuration creates a one-sided TOD, requiring safe and convenient pedestrian connections and crosswalks from the parkand-ride lots. The distance from the park-and-ride to the transit station would be walkable, and the large expanse of parking would not detract from core retail and civic uses or residential neighborhoods within the TOD.

As Structured Parking

Where park-and-rides are inevitable within pedestrian-oriented districts, parking space can be built as a structured and/or underground facility. Above-ground parking structures fronting on pedestrian-oriented streets can create a pedestrian-friendly environment by providing leaseable ground-floor space for retail or other uses.

In Linear Configurations

"Parking streets" can provide minimal surface parking at transit stations, with one or two rows of diagonal parking running adjacent to light rail tracks or along linear parks adjacent to transit. Parking streets offer parking spaces that do not interfere with pedestrian access or displace higher-intensity uses from the TOD's center.

Metropolitan Council	Transportation Interfaces Guide f	or Transit-Oriente
	As an Interim Use	
	Surface park-and-ride lots can also constitute an interim use, banking land where higher-intensity uses are ultimately expected. As the TOD is developed at a higher density, the park-and-ride lot could be moved outside the TOD and the parking lot infilled with buildings. Alternately, the lot could be replaced with a structured or underground parking.	
BICYCLE PARKING	In a TOD, ample bicycle parking is needed in secure, convenient locations.	
	Bicycle traffic can be further accommodated by offering convenient opportunities to safely park bikes. Larger employers may be in a position to provide lockers and showers to encourage bicycle commuting.	
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Figure 4-5 Transit Passenger Facilities





TRANSIT MARKET AREAS AND TOD SETTINGS		
Market Area 1	 Developed area with highest intensity of activity – housing and jobs. Historic core of the Twin Cities. Major activity centers – the greater downtowns of St. Paul and Minneapolis and the University of Minnesota. Higher-density neighborhoods adjacent to activity centers, with mix of housing types (predominately higher-density with some detached single-family) and mixed-use commercial corridors – University Avenue, Lake Street, Franklin Avenue, Central Avenue, Selby Avenue, Phalen Boulevard. Established integrated fine-grain grid street and pedestrian system. 	 TOD Settings: Urban Downtown/ Transit Corridor Urban Neighborhood/Corridor
Market Area II	 Developed area with moderate intensity of activity. Jobs located in office/industrial parks, retail centers, institutional campuses (educational, medical) or in traditional or new suburban downtowns/town centers. Housing predominately detached single-family with mix of medium- to high-density housing in or near activity centers or along commercial/local arterial routes. Established highway/arterial roadway system with less developed interconnected local street and pedestrian system. 	 TOD Settings: Urban Neighborhood/Corridor Suburban Town Center

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Market Area III	 Developing area with low-to-moderate intensity of activity—jobs located in pockets of moderate concentrations in office/industrial parks. Housing predominately single-family detached. Overall lower density (3-units per developed residential acre as a base). Significant areas left for new development—residential and commercial-industrial. Served by regional highway system; arterial roadway system incomplete as is interconnected local street and pedestrian system. 	 TOD Settings: Suburban Town Center Commuter Town/ Joint-Use Park-and-Ride
Market Area IV	 Rural area with freestanding growth centers. 	 TOD Setting: Commuter Town/ Joint-Use Park-and-Ride
<u>Map of market areas</u> <u>Market area densities</u> <u>Market area transit services</u>		
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TRANSIT MARKET AREAS AND TOD SETTINGS

Market Area	Land Use Patterns	Transit Service Options	Service Characteristics	TOD Settings
I	Established urban environment with highest concentrations of activity, housing and jobs	Regular-route locals, all-day expresses, special-needs paratransit (ADA, seniors), ridesharing	 Frequencies: 5-15 minute, local and circulator. Span of Service: 18-24 hours, 7 days per week. Access: Locals spaced 0.25-0.5 mile apart with 8 bus stops per mile. 	 Urban Downtown Urban Neighborhood /Corridor
II	Established urban environment with moderate concentrations of jobs, housing and activities	Regular-route locals, all-day expresses, small vehicle circulators, special- needs paratransit (ADA, seniors), ridesharing	 Frequencies: 15-30 minute or 30-60 minute, depending on land use pattern. Span of Service: 12-20 hours per day, 7 days per week. Access: Locals spaced 0.5-1.0 mile apart with 6-8 bus stops per mile. 	 Urban Neighborhood/ Corridor Suburban Town Center
III	Some established and developing land use patterns. Generally lower concentrations with intermittent pockets of moderate concentrations (pockets would receive highest service levels)	Expresses during peak period only, small vehicle dial-a-ride, midday circulators, special-needs paratransit (ADA, seniors) ridesharing	 Frequencies: Expresses during peak period only, 1-2 hour midday frequencies. Dial-a-ride advance registration. Span of Service: 10-14 hours per day, weekdays and limited weekends. Access: Services tied to park-and-ride lots and hubs 	• Suburban Town Center • Commuter Town
IV Map of ma	Generally rural or small town centers. Lowest concentrations of housing and jobs.	Dial-a-ride, volunteer- driver programs, ridesharing	 Frequencies: As needed Span of Service: 8-10 hours per day, weekdays Spacing: Services tied to park-and-ride and park-and-pool lots 	 Suburban Town Center Commuter Town
Market are	ea characteristics			

Market area densities

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TRANSIT MARKET AREA DENSITIES

Area I	Population density = 15 or more persons/acre OR Job density = 50 or more jobs/acre AND 10,000 more contiguous jobs
Area II	Population density = 9 to 14.9 persons/acre augmented by contiguous areas of high transit dependency
AREA III	 Population density = 5 to 8.9 persons/acre (excluding isolated pockets) augmented by: (a) Contiguous areas with job density = 10 to 49 jobs/acre AND 3,000 or more contiguous jobs OR (b) Contiguous areas with major travel destinations: 50 or more non-home bound trips/acre
AREA IV	 Population density = less than 5 persons/acre. Within this market, there are often pockets meeting at least one of the following: (a) Population density = more than 5 persons/acre (isolated pockets only) (b) Job density = 10 to 49 jobs/acre AND 3,000 or more contiguous jobs (isolated pockets only) (c) Major travel destinations: 50 or more non-home bound trips/acre (isolated pockets only) (d) Areas of high transit dependency (isolated pockets only)
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Map of market areas Market area characteristics Market area transit services

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TWIN CITIES TOD PROJECTS

	The Twin Cities area can claim a sizable roster of transit-oriented development projects. Those shown here are keyed to the four major Transit Market Areas and include links to profiles with specific information about individual projects. The list will be expanded and the information updated as projects progress over time.	Map of project locations
TRANSIT MARKET AREA I URBAN DOWNTOWN/ CORRIDOR	 Bloomington Central LRT Station, Bloomington <u>Dale Street Station Area</u>, Saint Paul <u>East Village</u>, Minneapolis (part of Downtown East LRT Station Area) <u>Fairview Avenue Station Area</u>, Saint Paul <u>Raymond Avenue Station Area</u>, Saint Paul <u>Westgate Station Area</u>, Saint Paul (includes Emerald Gardens, 808 Berry Place, and Metro Lofts at Prospect Park, 2700 The Avenue and University Enterprise Labs) 	
TRANSIT MARKET AREAS II & III URBAN NEIGHBORHOOD/ CORRIDOR	 <u>The Dakotah</u>, West St. Paul <u>Excelsior and Grand</u>, St. Louis Park <u>Grand Place</u>, Saint Paul <u>Kensington Park</u>, Richfield <u>Marketplace Lofts</u>, Hopkins 	

Metropolitan Council	Twin Cities TOD Projects Guide f	or Transit-Oriented Development
Transit Market Areas II, III & IV	 <u>Falcon Heights Town Center</u>, Falcon Heights <u>Heart of the City</u>, Burnsville 	
SUBURBAN TOWN CENTER		
Transit Market Areas III & IV	 <u>Clover Ridge</u>, Chaska <u>Ramsey Town Center</u>, Ramsey 	
Commuter Town/ Joint-Use Park-and-Ride	• SouthWest Metro Transit Station, Eden Prairie	
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LESSONS FROM THE TWIN CITIES EXPERIENCE	A wide range of projects in the Twin Cities area provide useful experiences about TOD-type development that are worth sharing. Some lessons are noted on this page. Specific information about individual developments is available from the project profiles.	
VARIOUS TYPES OF TRANSIT SERVICE ATTRACT DEVELOPMENT.	 TOD can work for bus service as well as fixed guideway (LRT, BRT, commuter rail). 	Ramsey Town Center Raymond Avenue Station Area SouthWest Station Westgate Station Area
DEVELOP A SHARED VISION.	 Take time to develop a common vision and consensus in cooperation with neighbors and businesses. Community education is key. Create a development concept and development guidelines. Maintain communication with businesses and neighbors. Develop a land-use plan that demonstrates community-desired development goals. Allow for flexibility in implementing the plan within an overall vision and development guidelines as the project evolves 	Clover Ridge Dale Street Station Area East Village Excelsior and Grand Falcon Heights Town Square Grand Place Heart of the City Marketplace Lofts Ramsey Town Center SouthWest Station
ENSURE THAT THE DEVELOPMENT IS A PRIORITY FOR CITY GOVERNMENT.	 The development should have a public commitment and priority by the city's elected leadership and professional staff. 	<u>Clover Ridge</u> Excelsior and Grand Heart of the City

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Lessons Learned | Guide for Transit-Oriented Development

FINANCING REQUIRES MULTIPLE PARTNERS.	 Multiple funding sources are needed to bring about a mixed-use project and multiple project goals. Public infrastructure investment and incentives play an important role. "Leveling the playing field" for redevelopment and brownfield projects requires financial assistance. 	<u>Clover Ridge</u> <u>The Dakotah</u> <u>East Village</u> <u>Excelsior and Grand</u> <u>Falcon Heights Town Square</u> <u>Heart of the City</u>
CREATE PARTNERSHIPS TO SUPPORT THE PROJECT.	 Advocates for change and improvement are important sources of support. The public needs to be involved and informed (neighborhood meetings, task forces). Developer experience with similar projects is important, as well as having a master developer. 	Clover Ridge The Dakotah East Village Excelsior and Grand Falcon Heights Town Square Grand Place Heart of the City
REDEVELOPMENT AND MIXED-USE PROJECTS TAKE TIME.	 Redevelopment projects are complex. Cities need to anticipate change and monitor market conditions. Plans will evolve. Be prepared for changes. Be prepared for the long haul. 	The Dakotah East Village Excelsior and Grand Falcon Heights Town Square Grand Place Heart of the City Kensington Park Ramsey Town Center

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Lessons Learned | Guide for Transit-Oriented Development

OBSERVE MARKET CONDITIONS AND REALITIES.	 Tenant mix is the key for mixed-use project success. The market controls commercial tenant selection and residential unit size. Know the regional and local market context for the project. The previous zoning may need to change to accommodate market realities (for example, pruning back retail-zoned land). The transit customer isn't the only retail customer in a mixed-use development. 	Excelsior and Grand Falcon Heights Town Square Heart of the City Kensington Park Raymond Avenue Station Area SouthWest Station Westgate Station Area
ESTABLISH LAND-DEVELOPMENT POLICIES.	 Offer density bonuses, lot-size reductions and setback reductions. Allow accessory units. Adopt flexible regulatory tools. 	<u>Clover Ridge</u> Excelsior and Grand Marketplace Lofts
USE PROVEN TECHNIQUES TO SHAPE STREET DEVELOPMENT:	 Reduce right-of-way and pavement width; allow on-street parking; provide sidewalks on both sides of the street; set boulevard-tree locations; allow alleys and roundabouts. Create walkable-street design. Establish shared-parking requirements. 	<u>Clover Ridge</u> <u>Excelsior and Grand</u> <u>Heart of the City</u> <u>Ramsey Town Center</u>
CREATE A "SENSE OF PLACE."	 Citizens consider public gathering spaces and plazas and access to green open spaces to be important features. 	<u>Clover Ridge</u> <u>East Village</u> <u>Excelsior and Grand</u> <u>Heart of the City</u> <u>SouthWest Station</u>
ONE GOOD DEVELOPMENT CAN TRIGGER BROADER AREA REVITALIZATION.	 A good development can send a favorable signal to the community and development community. A resulting property-tax value increase can be an incentive for additional revitalization. 	Dale Street Station Area Fairview Avenue Station Area Marketplace Lofts Westgate Station Area
Lessons Learned | Guide for Transit-Oriented Development

PAY ATTENTION TO PARKING NEEDS AND POSSIBILITIES.	 Structured parking supports increased density (mixed use and higher-density residential). Surface parking is important to retail. A master plan for parking, including shared parking, is important. 	East Village Excelsior and Grand Grand Place Heart of the City Marketplace Lofts
PEDESTRIAN CONNECTIONS HELP A DEVELOPMENT SUCCEED.	 Sidewalks and walkable streets support pedestrian traffic. Trails and bicycle paths enhance the pedestrian experience. Bus stops/park-and-rides need to be integrated into the streetscape design. 	Clover Ridge East Village Excelsior and Grand Fairview Avenue Station Area Westgate Station Area
COMPATIBILITY WITH ADJACENT PROPERTIES AND DEVELOPMENTS IS ESSENTIAL.	 Compatibility helps make the overall development area work well. It boosts community acceptance and helps reinforce a sense of place. 	Falcon Heights Town Square Grand Place
PLAN FOR EASING DISLOCATIONS DURING DEVELOPMENT PHASES.	 Multi-phased projects require attention to residents/tenants and customers during construction. 	SouthWest Station
PLAN WITH FUTURE CHANGES IN MIND.	 Build in flexibility for expansion and accommodating changing market needs and lifecycle needs 	<u>Clover Ridge</u> <u>SouthWest Station</u>
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Transit-Oriented Development Project Profile

Bloomington Central Station Area, Bloomington

TOD Setting: Urban Neighborhood/Hiawatha LRT Corridor

Project Location and Description

 Airport South, a 2,500 acre area south of the Airport and southeast of I-494 and Cedar Avenue (TH 77), is adjacent to the Minnesota River and Minnesota Valley National Wildlife Refuge.



- The area encompasses:
 - Ten hotels
 - The 4.26 million sq ft Mall of America (the largest entertainment/shopping complex in the country, with 118,000 daily shoppers & visitors)
 - A new IKEA store
 - · HealthPartners headquarters offices
- Restaurants, offices and other uses
- The area is served by three LRT stations:
 - Mall of America
 - 28th Avenue park-and-ride station, with 550 spaces (to expand in 2007 by 1,100 more spaces in a parking structure)
 - Bloomington Central
- A fourth Bloomington station, just south of I-494 on 34th Avenue, will be added by 2010 to serve hotels and other activities to the east, coinciding with new hotel and condo developments to the west.
- Airport South has the second-highest transit ridership in the region, second only to downtown Minneapolis. The 28th Avenue and Mall stations have connections to numerous Metro Transit, Minnesota Valley Transit and Southwest Metro Transit bus routes that serve western Bloomington, Edina, Richfield, St Paul, Minneapolis, Dakota and Scott County communities.

Area Features

- A number of attractive market attributes in Airport South are encouraging development that is more walkable, transit friendly, and more intense.
- These market drivers include:
 - Abundant redevelopable property presently being used for surface parking
 - · Central regional location and good highway access
 - High-quality transit service via LRT to major destinations

 Downtown Minneapolis, International Airport, colleges, medical facilities, etc.
 - Frequent bus service to Downtown St Paul and other parts of the metro area.
 - Minnesota Valley National Wildlife Refuge natural amenities.
 - Scenic views of Downtown Minneapolis and St Paul, and Minnesota River Valley (connected by trails).
- Nearby businesses, 10 hotels, and significant retail, and significant amount of employment and visitors. (The Airport South Area employs about 27,000 people within 3.8 million sq. ft. of airport-related businesses and the Mall of America.)

Total Planned Development (2015 to 2020)

- More than 2,000 housing units
- 41,800 jobs (14,000 of them new)
- A variety of mixed uses
- Sixteen hotels
- 4 to 5 million sq. ft. of new office space
- A 5.6 million sq ft, \$1 billion expansion of the Mall of America
- A new \$730 million urban district on the eastern two-thirds of Airport South area surrounding Bloomington Central Station
- New hotel, condos and retail surrounding the 4th new station.



Bloomington Central Station Area

- Bloomington Central Station, LLC, a partnership between McGough Development and Health Partners, has begun a 5-phase, \$730 million development of a new 43-acre urban district surrounding Bloomington Central Station.
- When complete in 10 to 15 years, the development, will include:
- + 2,000 residents in 1,100 housing units, at 95 units/acre
- 9,000 jobs (7,000 of them new)
- · Almost 2 million sq. feet. of new office space
- Full service hotel with 350 rooms
- 75,000 sq. ft. of street level retail and restaurant space
- Existing 550,000 sq. ft. Health Partners Corporate Center (now surrounded by its 2,500 surface parking stalls)
- A 1.59-acre public park adjacent to the LRT station
- District approach to energy and parking, with parking underground and in decks





Bloomington Central Station Area – potential building massing

Bloomington Central Station Phase I

- In 2005, McGough moved embarked upon the first phase of Bloomington Central Station development, with:
 - Health Partners Corporate Headquarters renovation, completed
 - Reflections Two 17-level condominium towers with 267 units, to be completed in June 2006. The towers include one-, one+den and two-bedroom units and penthouses ranging in size from 690 to 2,300 sq. ft. and 380 underground parking spaces (1.4 spaces/unit).









Bloomington Central Station Phase II

The second phase of new construction will begin in summer 2006 and involve:

- 830 for-sale townhome and condominium units at a density of 90 units per acre, and starting at \$185,000
- Construction of Central Park between the station and new hotel, providing a multipurpose space for public activities
- Temporarily replacing HealthPartner's surface parking while the park is constructed (The interim surface parking eventually will be replaced with high-density housing and underground parking.)
- Construction of public infrastructure extensive design, site work and public infrastructure construction to include:
- An extensive system of pedestrian trails and walkways
- New auto access and circulation systems, including new north/south street systems
- Landscape/streetscape and pedestrian amenities
- District energy system
- District parking
- Construction of office, retail, restaurants, and other development surrounding Bloomington Central Station



Mall of America Expansion

Mall of America Company plans a major expansion of the Mall of America on the former 53-acre Met Center site. A 5.6 million sq. ft., \$1 billion mixed-use center connected directly with the existing Mall began with the 2005 opening of IKEA.

The Mall expansion is proposed to include:

- 6,000 seat performing arts center
- 4 hotels with 1,350 rooms
- 74,000 sq. ft. dinner theater
- museum
- hockey rink
- water park
- cinema space
- restaurants
- retail
- 400,000 sq. ft. Bass Pro Shop





Lessons Learned and Benefits

- Bloomington's Airport South's high-intensity mixed use redevelopment replaces outdated, incompatible land uses and abandoned buildings with development that maximizes the area's potential and is more compatible with LRT
- Size, scale and amount of development will support LRT investment and generate substantial transit ridership.
- Development will have good connectivity and mix of uses (housing, jobs, retail, services, recreation, entertainment) and be well-oriented to transit.
- The LRT station and Central Park create a plaza and place that tie uses together, serving as a hub for development.
- All housing units will be within a walk of Bloomington's stations, reducing need for personal automobiles in the area.
- Housing choices, with a range of prices, are offered.
- Significant site preparation and public infrastructure is required with development of this large area, including new public streets and green/open space, pedestrian and bicycle paths, building renovation, parking, etc. – thus requiring phasing.
- Housing construction is required to meet airport noise standards, which directly impact affordability of the housing.
- Airport South area by 2020 will have:
 - High densities: 90 units per acre and FAR of 1.55.
 - 7,000 net new jobs in Bloomington Central Station area, and 7,000 throughout the remainder of Airport South area.

Transit-Oriented Development Project Profile

Cover Ridge, Chaska

TOD Setting: Commuter Town/Joint-Use Park-and-Ride

Project Location and Description

• Clover Ridge is a 255-acre mixed use, pedestrian and transit-oriented residential neighborhood in Chaska.



 Clover Ridge will have approximately 1,100 housing units, 12,000 square feet of commercial retail space, and a 10,500 sq. ft. community commons with housing above and connected to a park-and ride, several parks and natural areas and an elementary school. Final build-out is planned for 2007.

Area Features

- Chaska is an older, established community, founded in 1851, that is now at the southwestern edge of suburban development in the Twin Cities metro area.
- Chaska is an employment center (10,251 jobs in 2000) as well as a developing residential community (21,478 est. in 2004). The city is expected to grow to 35,700 by 2030.
- The 1970s new town of Jonathan lies just to east. Clover Ridge is connected to an interconnected city and regional trail system.
- A new 160-acre office-industrial park is planned to the south of Clover Ridge.
- The site has protected a 50-acre wetland.





- Chaska began the planning process for Clover Field in 1999 with the adoption of purpose statement and development objectives. In 2000, neighborhood design guidelines and concept plan were adopted. Public informational meetings have been conducted throughout the process.
- Construction began in 2001. Initial development consisted of constructing Clover Ridge Elementary School, vacating a street to connect the school with Community Park, and developing a joint use playground (school district and city).
- Community Center commons, a civic gathering space to foster a sense of community, is located on the first floor of the Clover Fields with 48 condominiums above. A parkand-ride, operated by Southwest Metro Transit, is located behind.



- The core area (housing over retail and commons, elementary school, park-and-ride) serves as the point of integration for the open space and trail systems (Clover Ridge and Jonathan).
- 75% of the housing is with $\frac{1}{4}$ -mile of the core area and the remaining 25% is within $\frac{1}{2}$ mile.

Partnerships:

- Public: Independent School District #112, Carver County Parks and Recreation, Carver County HRA, City of Chaska, City of Victoria, the Jonathan Association. Community Housing Trust and the Metropolitan Council.
- Development: Chaska Investment, Rottlund Homes, Dean Johnson Homes, Norse Homes, Dutoit Partnership, and Central Community Housing Trust.

Lessons Learned and Benefits • Create tools to foster the development

- Land development policies: density bonuses, lot size reductions, setback reductions, and allowing accessory units.
- Street development policies: right-of-way and pavement width were reduced, on-street parking allowed, sidewalks provided on both sides of the street, boulevard tree location set, alleys allowed, and roundabouts allowed.

City Vision/Development Plans

- The city spent time up front to make clear the vision, concept and development guidelines for developers to follow in developing the four parcels that comprise Clover Ridge:
 - Housing affordability
 - Pedestrian and transit-friendly neighborhood design and integrated network of walkable streets
 - Diversity of land uses, building types, building sizes, building prices, and styles of ownership
 - Sustainable development design
 - Development compatibility with adjacent neighborhoods and historic and "small town" feel of Chaska.
- Developers prepared detailed concept plans that were reviewed and approved by the city.
 - The city focused its new development activities on Clover Ridge during its build-out.
 - Planned land uses and building types allow for future needs by having a variety of housing options, transportation options, and services for individuals at different stages in their lifecycle.
- 30 percent of the owner-occupied housing units are planned to be affordable as stipulated in the PUD and Development Agreement. A density bonus increased the units allowed from 330 to nearly 1,100 units. Modular construction has helped reduce costs and enhance affordability.
- Through a public-private partnership with the City of Chaska, the Chaska Community Land Trust (CLT) has created permanent affordable housing opportunities in Clover Ridge (8 scattered-site units supported by a LHIA grant and others supported by an Affordable Housing TIF district for Clover Ridge). Chaska CLT retains ownership of the land and leases lots to homeowners. The ground lease stipulates that sale price is restricted to maintain subsidies and assure the home is affordable to a new buyer household.

- Central Community Housing Trust (CCHT) is building The Sinclair with 115 units of affordable rental housing and 12,000 square feet of commercial space on the ground level. It is located in the core area across from Clover Fields. Underground parking will allow green space for a courtyard with structure play space. Construction will begin in 2006 and be completed in 2007.Lessons Learned and Benefits
- Community planning and involvement is critical. Station area land-use planning plays an important role in shaping transit- and pedestrian-oriented development and in achieving community-desired development goals.
- One good development can trigger broader area revitalization. A challenge for city revitalization for 30 years, this area has seen little investment since the Model Cities program helped build the UniDale Shopping Center in the 1970s.
- Proactive development commitment by the public and private sectors is essential. Western Bank's development, along with St Paul's commitment to locate their largest branch library at this corner, signaled to the community and developers that Dale/University is a place worthy of investment.



 Planned overall gross density is 4 units/acre with densities of 50 units/acre in the core area.



For more information, go to www.chaskamn.com

Transit-Oriented Development Project Profile

The Dakota, West St. Paul

TOD Setting: Urban Neighborhood/Corridor

Project Location and Description

 The Dakotah is a mixed-use redevelopment project located along South Robert Street between Annapolis and Hurley in West St. Paul.



- The Dakotah is a partnership between the City of West St. Paul and the Dakota County Community Development Agency to revitalize a portion of an old commercial arterial street.
- A Metro Transit bus stop (route 68) is located on the same block as The Dakotah. A park-and-ride is two blocks away.



- West St. Paul has a master plan for Robert Street –
 "Redevelopment Design Framework: A Strategy for South Robert Street's Renaissance."
- The Dakotah exemplifies the design framework buildings close to the street, parking in the rear or side, pedestrianfriendly walkways/sidewalks, housing over retail/ commercial.

Area Features

- Robert Street is an established commercial corridor that serves communities in northern Dakota County and St. Paul's West Side community. Robert Street has a wide variety of retail establishments, ranging from freestanding small buildings and retail strip centers to larger shopping centers, such as Signal Hills, and big box retailers like Menard's, Wal-Mart and Target.
- Residential neighborhoods are located on either side of Robert Street.

- The Dakotah has 6,630 square feet of ground-level commercial space and 59 units of senior housing.
- Total square footage of the building is 85,622 (including 18,024 square feet of underground parking and 6,630 square feet of ground level commercial space). Gross density is 46 units/acre.
- The site minimizes impervious surface with the limited number of parking spaces available. Since there was onstreet parking available around the building and the building also has heated underground parking, the surface parking was held to a minimum.
- Sidewalks on all three sides of the building provide access to transit, the neighborhood and nearby commercial and retail opportunities.





Developer: Dakota County Community Development Agency **Construction:** Kraus-Anderson Construction

Design: KKE Architects, Inc.

Finance:

- Total cost for acquisition, demolition and relocation on the site was \$1,363,000. Sources: City of West St. Paul, Dakota County Community Development Agency, Community Development Block Grant, Department of Employment and Economic Development and Metropolitan Council.
- Total construction cost was approximately \$6 million.
 Financing for the construction came from issuing taxexempt bonds, credit enhanced with a general obligation pledge from Dakota County. Proceeds from the sale of the bonds pay for construction costs.

Lessons Learned and Benefits

Redevelopment takes time.

- Since the site required acquisition of existing businesses and properties, it took 10 years from start to finish. It also required additional funding sources to acquire and demolish the existing properties.
- The Dakota County CDA began acquiring properties on the block in 1994. Most properties were acquired as property owners decided to move or, in the case of business owners, retire. With the exception of one vacant commercial building, which was acquired through condemnation, the CDA successfully negotiated purchase agreements with all property owners and relocated one business to a nearby location on South Robert Street.

- Partnerships are important
- The South Robert Street Business Association strongly advocated for additional commercial space on the north end of South Robert Street and the City of West St. Paul supported a mixed-use building for the site.
- The size of the site allowed the CDA to develop a mixeduse housing development incorporating 6,630 square feet of ground-level commercial space and 59 units of senior housing.



For more information, go to: www.dakotacda.org

Transit-Oriented Development Project Profile

Dale Street Station Area, Saint Paul

TOD Setting: Urban Neighborhood/Corridor

Project Location and Description

• The Dale Street Station Area is five minutes from the State Capitol and Downtown Saint Paul.



- Revitalization of this area, surrounding the intersection of University Avenue and Dale Street, is under way. Three recent development projects include:
 - Rondo Community Outreach Library and University and Dale Street Apartments
 - Western State Bank
 - Dale Street Village on University Avenue
- Redevelopment concepts for UniDale Mall and other locations have been proposed.
- The area is well served by transit Routes 16, Route 50 on University Avenue and Route 65 on Dale Street. Highway access to the area (I-94 and I-35) is also nearby.



Area Features

- The Dale Street Station area is a short trip from the State Capitol, Downtown St Paul, and numerous educational facilities (e.g., Hamline University, Saint Paul College, and elementary and secondary public schools).
- Midtown Business Center (northwest corner of Dale and University) houses 20 minority owned businesses.

• A mix of commercial and residential surrounds Dale Street and University Avenue.



This transit-oriented development framework plan, adopted in 2004 by the City of Saint Paul, envisions redevelopment on the four corners and extending outward along University Avenue and Dale Street.

Rondo Library and Dale Street Apartments

- 32,000 sq ft library located at street level
- 98 housing units (92 apartments and 6 townhomes) on upper three floors
- Parking underground and on second floor
- 80% of 98 apartments for low-income households
- Building hugs the sidewalks on Dale and University
- \$45,000 set aside for public art

Completion: 2006

Development Partners: Collaboration of Saint Paul, Saint Paul Public Library, Legacy Management & Development Corp, Aurora St Anthony Neighborhood Development Corporation, Selby Area CDC

Design: BKV Group

Construction: Krause-Anderson

Financing & Sources: \$23.5 million (\$9.3 library; \$14.2 housing). Minnesota Housing Finance Agency, Family Housing Fund, Low-Income Housing Tax Credits, City of Saint Paul, Multifamily Housing Revenue Bonds, Neighborhood Investment Initiative Funds, Metropolitan Council.



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Dale Street Village

- The Dale Street Village plan is for two new 4-story buildings with 88 housing units above underground parking and first floor commercial space.
- The building facing University will have 60 units of affordable senior rental housing (12 at 50% of median income; 48 between 50 & 80% of median); 95% of rental units to have restrictive covenant to ensure long-term affordability.
- The Sherburne Avenue side of building will have 28 marketrate condominiums with underground and enclosed surface parking.
- Density will be at 59 units per acre.
- Commercial space, 14,200 sq. ft., includes space for a restaurant, coffee shop, and other shops.
- Underground and enclosed surface parking will maximize site use.
- Dale Street Village will expand the sidewalks at this northeast corner to 20 feet, providing a higher quality pedestrian environment.
- Outdoor restaurant space, landscape and lighting all will provide for safer connections between uses and transit and for a more pedestrian friendly neighborhood.

Completion: 2007

Development Partners:

- Greater Frogtown Community Development Corporation has been approved for Tentative Developer Status (partner in the University Dale Redevelopment Holding Company (UDRHC)
- Neighborhood Development Corporation
- City of Saint Paul
- Lyngblomsten (senior housing)
- LISC
- Greater Metropolitan Housing Corporation
- Model Cities Community Development Corporation

Design: Glendening Architectural Services

Construction: Flannery Construction

Financing & Sources: \$21.6 million. Saint Paul Housing Revenue Bonds/Tax-Increment Financing, Tax Credit Equity, Private, Metropolitan Council.

Western Bank

- Western Bank replaced its headquarters with a new 20,000 sq. ft., two-story building at St. Albans and University, one block west of Dale.
- Development received University United's 2005 "Project of the Year" award, noted as a catalyst and model for development because of its strong urban presence created by the following features:
 - Public entrance on University Avenue
 - Design reflecting older stately buildings nearby
- "Eyes on the street" design with 2-story glass storefronts
- High-quality and eclectic mix of building materials
- Building set near sidewalks
- Parking and drive-up banking in rear
- Lighting provides security yet provides dramatic decorative effects at night
- Offers meeting spaces, bicycle racks, fitness room/ shower facilities, and outdoor patio atop drive-up canopy



Completion: 2005 Design: HTG Architects Construction: Flannery Construction Development Cost: \$6 million

Revitalization in Area

- UniDale Mall has changed ownership and revitalization of this shopping center at the southeast corner is likely.
- A two-story office building is proposed at University and St. Albans, across the avenue from Western Bank.

Lessons Learned and Benefits

- Community planning and involvement is critical. Station area land-use planning plays an important role in shaping transit- and pedestrian-oriented development and in achieving community-desired development goals.
- One good development can trigger broader area revitalization. A challenge for city revitalization for 30 years, this area has seen little investment since the Model Cities program helped build the UniDale Shopping Center in the 1970s.
- Proactive development commitment by the public and private sectors is essential. Western Bank's development, along with St Paul's commitment to locate their largest branch library at this corner, signaled to the community and developers that Dale/University is a place worthy of investment.

For more information, contact Donna Drummond, City of Saint Paul (donna.drummond@ci.stpaul.mn.us).

East Village, Minneapolis

TOD Setting: Urban Downtown/Transitway Corridor

Project Location and Description

- East Village is located adjacent to Elliot Park in City of Minneapolis at the intersection of 8th Street South and 11th Avenue South.
- It is a redevelopment project in an older Downtown neighborhood.
- The project is served by Metro Transit (Routes 14 and 24) and the Downtown East/Metrodome LRT station.
- Joint effort of Central Community Housing Trust, Elliot Park Neighborhood, Inc., and Augustana Care Center.
- Minneapolis Public Housing Agency manages the twin Elliot Towers on the east side of East Village, which are connected by a greenway to Elliot Park and community center.



Area Features

- East Village is located in the Elliot Park neighborhood in Downtown Minneapolis in close proximity to Augustana Care Center, Hennepin county Medical Center (HCMC), North Central University, and the HHH Metrodome.
- The Elliot Park neighborhood is bounded on the south and east by Interstate freeways (I-94 and I-35W).





- A \$29.5 million vertical mixed use and mixed income development that added 180 rental housing units and 6,000 square feet of commercial space to an underutilized and neglected site in the Elliot Park neighborhood.
- The 2.9-acre site included surface parking, deteriorated rental homes and several obsolete commercial buildings.
- The scale, design and architectural features of this mixeduse project compliment the surrounding historic neighborhood. It has a residential density of 62 units per acre on this 2.9-acre site.
- East Village provides a mix of 180 affordable and marketrate rental housing units, including studio, one, two, three, and four-bedroom apartments and townhomes creating housing options for downtown employees.
- Forty affordable housing units are available to residents earning 50 percent of the median income.
- The remaining market rate units have rents affordable to households earning 80 percent of the median income.
- The project includes 6,000 square feet of neighborhood retail and services, including a coffeehouse, mini-market and restaurant.
- A landscaped median and quiet lane along the very busy 8th Street (Highway 55) create an attractive buffer from traffic.
- Underground parking shared with Augustana Care Center allows for a common landscaped greenway (250 spaces for residents and 100 for Augustana).
- The roof of the underground parking garage is landscaped with grass and perennial plantings to help handle runoff and to provide open space for the residents.

Completion: 2001

Developer: Central Housing Community Trust

Design: Miller Hanson Partners

Construction: Watson-Forsberg Co.

Financing & Sources:

- \$29.2 million
- Sources: City of Minneapolis, Minnesota Housing Finance Agency/Family Housing Fund,
- Neighborhood Revitalization Program, Elliott Park Neighborhood, Metropolitan Council, Augustana Care Corporation, Central Community Housing Trust, Syndication Equity, Minnesota Department of Employment and Economic Development

Lessons Learned and Benefits

- Mixed-use and redevelopment projects take time and are facilitated by partnerships –planning and implementation/funding partnerships:
- Joint planning included of Central Community Housing Trust, Elliot Park Neighborhood, Inc, and Augustana Care Center.
- Financing partnerships included Central Community Housing Trust, City of Minneapolis (formerly MCDA now CPED), Minnesota Housing Finance Agency, Metropolitan Council, U.S. Department of Housing and Urban Development, Augustana Care Corporation, Minnesota Department of Employment and Economic Development (formerly DTED), and Elliott Park Neighborhood (NRP).
- The project was conceived in the mid-1990s with construction beginning in December 1999 and completed in September 2001.

Parking needs were met by drawing on a variety of parking facilities.

- The project provides sufficient underground, structured parking spaces to serve the residential and commercial users (250) and workers from the Augustana Care Center who used the previous surface lots.
- Separate parking entrance and area is provided for the Augustana employees.
- Street parking is provided for visitors/customers.





Amenities promote connections within the development.

- Sidewalks and pathways that go through the development connect the land uses around the site – parks, jobs, services.
- The apartment towers to the east of the site are connected to retail shops and Elliott Park and community center by the central greenway.
- The apartments are organized into smaller pods with front and rear entrances.
- The townhouses also have front and rear access. This design for "eyes on the street" increases public safety and encourages a sense of ownership by residents.





For more information, go to: <u>www.ci.minneapolis.mn.us</u> and <u>www.ccht.org</u>

Excelsior and Grand, St. Louis Park

TOD Setting: Urban Neighborhood/Corridor

Project Location and Description

• The project is located at Excelsior Boulevard and Grand Way in St. Louis Park.



- The project is a mixed-use, transit-oriented and pedestrianfriendly redevelopment project that began in 1994 with a community vision – "Vision St. Louis Park" – to reinvent Excelsior Boulevard as a thriving, mixed-use, pedestrian corridor.
- Excelsior and Grand, occupying 15 acres, is the first phase of a larger 125-acre Park Commons Initiative designed to create a community focal point/downtown for the city.
- This section of Excelsior Boulevard was a blighted arterial with obsolete and underutilized land uses including outdated strip commercial buildings.
- The city's goals were to improve community identity, interaction and housing choices and to revitalize the area and create a town center. Through extensive public/private partnerships the City and TOLD Development worked together to see that the community's vision was met.

Area Features

- Park Commons is a 125-acre area in the center of the city.
- Approximately 35 acres are devoted to recreational amenities, including Wolfe Park with Veterans Memorial Amphitheater, the St. Louis Park Recreational Center with ice rink and aquatic park, and Bass Lake tennis courts.



• Within a 1-mile radius over 10,000 jobs including Park Nicollet Medical Center and over 6,000 housing units.

 Retail, entertainment and services within a 1-mile radius include Target, Byerly's, and Miracle Mile Shopping Center.







Project Features

- The completed development will include 338 apartments, 322 condominiums, 91,000 square feet of retail space for shops and restaurants, and 1,650 structured parking spaces (joint-use parking).
- Phase 1 (complete) of the development includes 338 apartments, 65,000 square feet of retail space, and 850 structured parking stalls and 265 on-street parking stalls.
- The mixed-use project's design is transit friendly. Metro Transit serves the project along Excelsior Boulevard (Regular Routes 12, 114, and 605). There are also two circulator routes connecting employment, community and housing centers.
- There is a 1.5-acre town green and a 300-seat amphitheater for civic events and celebrations.
- The city made significant upgrades to Wolfe Park, improving the connections to the neighboring recreation center and regional bike trails.

Completion:

Developer: TOLD

Design: Damon Farber Associates

Construction: BOR-SON Construction, Inc.

Financing & Sources:

- \$60 million Excelsior and Grand Phase 1
- \$128.2 million (total estimated) Excelsior and Grand Phases 1, 2 & 3
- Sources: Private \$98.2 million, public \$30.0 million (City of St. Louis Park, Metropolitan Council and Minnesota Department of Employment and Economic Development)



Lessons Learned and Benefits

• Mixed-use and redevelopment projects take time and are facilitated by a shared vision and partnerships.

- Shared Vision: The city employed an extensive public participation process that included:
- A citywide visioning effort (1994-95),
- A charrette for Park Commons, the larger precinct where Excelsior and Grand is located (1996),
- Task forces, and
- Neighborhood and individual meetings (1997-2000).

This process resulted in a set of goals and objectives and a vision for the area, which guide the development and its evolution.

The first developer dropped out after a year and a half of working on the project (1998 to May 2000). TOLD was selected in July 2000 to develop the project.

Funding Partnerships:

- The city provided tax increment financing;
- The Metropolitan Council provided Livable Communities Act program funds for predevelopment planning (community design charrette and market and transit studies for the Park Commons Initiative) and infrastructure improvements (structured parking and pedestrian and transit improvements); and
- The Minnesota Department of Trade and Economic Development (now DEED) provided pollution clean-up funding.
- Approval and Construction Process: The project benefited from:
 - Continued, ongoing public involvement,
 - Clear city goals for project (town green, public edge to Wolfe Park, vertical mixed-use development with affordable housing component, structured parking, pedestrian and transit-friendly design, police "cop shop" substation and public restrooms, high-quality design, and civic space for public events and celebrations),
 - · A strong city project management team, and
 - Regulatory tools.
- **Project Flexibility:** The project evolved over time with several development design iterations in response to changing market conditions/trends and a change in developer.
- The town green design changed to be more supportive of the ground floor retail tenants – narrower with angled, onstreet parking while maintaining a "public green" connection to Wolfe Park.
- The market determined the residential unit size and mix, the commercial tenant selection. The developer had flexibility in the type of affordable housing program used.

For more information, go to: www.stlouispark.org

Fairview Avenue Station Area, Saint Paul

TOD Setting: Urban Neighborhood/Corridor

Project Location and Description

• Episcopal Homes' campus on University Avenue at Fairview, on the site of a former auto dealership.



- The project includes four senior housing options:
- Seabury Apartments
- Cornelia House & Coventry Chapel
- Episcopal Church Home
- Iris Park Commons
- 159 senior housing units, a transitional nursing care and rehabilitation center, and interfaith chapel make up Episcopal Homes' campus.
- Transit routes 16 and 50 provide service to residents, patients, visitors. A future light rail line on University Avenue will enhance transit service.



Area Features

- The Episcopal Homes campus is located in the St Paul Midway area, home to significant population and employment.
- Halfway between the two downtowns, the Midway area is in the midst of a major transformation from industry, warehousing and distribution (rail and truck) to a mix of retail, housing, office and light manufacturing.

 Restaurants, retail, and services are located all along University Avenue, as well as neighborhood parks.
 Episcopal Homes overlooks Iris Park.



 Goodwill/Easter Seals retail and headquarters building opened in 2004 northwest of the University/Fairview intersection. New development is envisioned on an open lot in front of that complex.

Episcopal Homes Campus Features

- The project encompasses a continuum of senior housing options with a sense of community.
- Buildings are set near street and sidewalks.
- The complex has ample public green space and walkways.
- There's a bus stop (routes 16 and 50) and a future LRT station site located immediately adjacent to complex. One bus stop is integrated into the building at the corner of Fairview and University Avenues.

Iris Park Commons

- 59 apartment homes for adults age 55 and older.
- Studios, one & two bedrooms, with kitchenettes or full kitchens; some with balconies.
- Two activities rooms, beauty shop and wellness clinic.
- Support services offered, such as housekeeping, meal delivery and onsite dining.
- Originally opened in 1992; expanded in 2002.



Seabury Apartments

- 50 HUD subsidized apartments opened in 2002 for people aged 62 and older who meet income guidelines.
- Activities such as exercise classes, speakers, computer training, bingo, and dining are offered on site.





Episcopal Church Home

- Skilled nursing care facility with transitional care.
- Rehabilitation center offering physical, occupational, and speech therapy.
- Dining rooms, courtyards, computer station, coffee shop, hobby room.



Cornelia House

- 50 one and two-bedroom independent living apartments for adults 62 or older.
- 40 apartments at moderate market rates; ten at 30 to 50% of median income.
- Adjoining new interfaith Coventry Chapel.
- Opened 2005.
- Cornelia House and Coventry Chapel at Episcopal Homes was University United's "Uni Award" winner in 2005 as a project that is transit friendly and has architectural designs that blend well with the existing neighborhood.



Lessons learned and benefits

- Complex provides for a continuum of senior housing options and care, at a range of prices, within St Paul's Midway area and allows area seniors opportunities to stay within their community.
- Location along a major transit corridor allows residents of Episcopal Homes freedom of access to retail, services and other activities.
- High-quality campus design successfully combines higher density residential buildings and public spaces.
- Episcopal Homes campus, the first new housing in the corridor in 75 years, influenced public perception of the viability of new residential development all along the corridor.



For more information, contact Donna Drummond, City of Saint Paul (donna.drummond@ci.stpaul.mn.us)

Town Square, Falcon Heights

TOD Setting: Suburban Town Center

Project Location and Description

- Falcon Heights Town Square is located in the southeast quadrant of intersection of West Larpenteur and North Snelling Avenues, a major crossroads for the city and Ramsey County.
- It is a redevelopment of an older, obsolete strip commercial area.
- The project is served by Metro Transit (route 61).





Area Features

- Retail centers to the north and northwest have been updated with major exterior improvements and building rehabilitation, including several business that relocated from the project area.
- Minnesota State Fair Grounds and the University of Minnesota's St. Paul campus are located to the south and west.
- Curtiss Field, a nearby city park, is linked to the project by improved access/design.



- A 4.5 acre mixed-use project with 12,000 sq. ft. of commercial space, 56 units of senior apartments with underground parking, 119 units of multifamily apartments with underground parking, and 14 owner-occupied townhomes.
- Commercial tenants include restaurants, a barbershop, a dentist office and an insurance office.
- A site-integrated transit shelter is part of the development at the corner of Arona and Larpenteur.



Senior Rental--Opened Fall 2004

Developer: Sherman Associates

Design: Elness Swenson Graham Architects, Inc.

Construction: Kraus Anderson Construction

Lessons Learned and Benefits

Community Involvement:

- A challenge in redevelopment projects is to establish a relationship between the developer and the public/city. This requires early, meaningful public participation. It took 15 years for the community to pull together to redevelop this highly visible intersection.
- Key was a redevelopment process and public involvement process that developed a vision for the area. Compatibility with adjacent neighborhood was important.
- Over the 2000-2003 period, about 20 community meetings were held, resulting in a consensus on the need for senior housing and multifamily housing and for a set of development design guidelines.

Market and Financial Feasibility along with an Experienced Developer:

- The project evolved in terms of number of housing units and commercial space in response to financial needs and market conditions.
- The developer had experience in building and marketing mixed-use redevelopment projects.

Public Partnerships:

- Project design and community support benefited from the public involvement process.
- Redevelopment projects that involve acquisition, relocation, demolition, environmental remediation, senior and affordable housing often require financial assistance to "level the playing field." Project funding partners include the city, Ramsey County, Metropolitan Council, State of Minnesota, Family Housing Fund, Fannie Mae, Greater Metropolitan Housing Corporation, U.S. Department of Housing and Urban Development, Glaser Financial Group, and WNC & Associates.

Project Financing:

- \$37.0 million total project
- Sources: Private, City of Falcon Heights, Minnesota Housing Finance Agency, Metropolitan Council, Family Housing Fund, Ramsey County





Rezoning of Area in March 2003 to Facilitate Redevelopment (from B-3 to PUD):

Falcon Heights City Code Chapter 9-16.01:

"**Purpose.** The Planned Unit Development district is intended to permit flexibility of site design, the conservation of land and open space through clustering of buildings and activities, and an incentive to developers to plan creatively by providing density bonuses.

"This flexibility can be achieved by allowing deviations from standards including setbacks, heights and similar regulations. PUDs are characterized by central management, integrated planning and architecture, joint or common use of parking, open space and other facilities, and a harmonious selection and efficient distribution of uses."

For more information, go to: www.ci.falcon-heights.mn.us

Grand Place, Saint Paul

TOD Setting: Urban Neighborhood/Corridor

Project Location and Description

- Grand Place is located at the southwest corner of Grand and Victoria, St. Paul.
- The project is an infill commercial development on a former surface parking lot located at a key intersection along an historic commercial/streetcar street, now a Metro Transit local arterial corridor (bus route 63).





Area Features

- The other three quadrants of the Grand and Victoria intersection contain commercial/retail space.
- William Mitchell College of Law is located one block to the north.
- Sidewalks connect Grand Place to the adjacent Summit Hill neighborhoods.

Project features

 Ground floor retail (26,000 square feet) with two floors of structured parking above (208 parking spaces).

- The building architecture is compatible with traditional structures along Grand Avenue. The structure is built to the street with sidewalks; building height blends in; and store fronts are designed to look like an array of small shops.
- A bus stop is located at corner of Grand Avenue and Victoria
- There are street entrances to stores along Grand Avenue, sidewalk connections to adjacent residential neighborhoods, bicycle racks and an entrance to a parking ramp from a side street (Victoria).
- The project includes a mix of retail shops home furnishings, clothing and a bookstore – that complement adjacent commercial uses (retail and restaurants) and the residential neighborhood.

Developer: Exeter Real Estate

Financing & Sources: Privately financed, no public funds used.





Lessons Learned and Benefits

- Infill projects take time and require addressing successfully the issues raised by neighbors and adjacent users.
 - Exeter Realty participated in 100+ public meetings, resulting in an improved building and greater acceptance among neighbors.
 - The project was approved by the city in June 2000. The review process took about 12 months.
- Issues and Their Resolution
- **Parking**. The project provides sufficient spaces to serve the commercial users whose customers used the previous surface lot and to meet city zoning requirements for the projects new businesses. The parking was put above the stores because two levels of underground parking would have been too costly.
- **Height and mass**. The initial plans were criticized by residential neighbors as being out of scale with the neighborhood.
 - To break down the scale, the building facade was divided to look like 3 or 4 separate buildings.
 - The developer was required to lower the building height by 3 feet, which added to construction costs. The approved building looks like a two-story building within the scale of surrounding structures.
 - Spandrel glass windows were added on the second story to shield the parking ramp.
- **Deliveries**. Residents across the alley were concerned that delivery trucks would block the alley and that the back area would be an eyesore.
 - The building footprint was setback from the alley 14 feet.
 - · Landscaping was added in the setback area.



Parking ramp entrance and rear service entry

- **Traffic.** Neighbors were concerned about additional congestion.
- The developer hired a consultant to do a traffic study, which showed that the project would not have a significant impact. The city's public works department concurred.

The project is located at an intersection with a traffic light; this helped some with traffic concerns.

• The project helped address an existing traffic problem. Cars would back up on Victoria waiting to turn into the parking lot. The new ramp was designed to have an entry ramp long enough for 8 cars to wait for a space to open up in the ramp, thus avoiding having cars waiting on Victoria to enter the ramp.





For more information, go to: <u>http://www.ci.stpaul.mn.us</u>

Transit-Oriented Development Project Profile

Heart of the City, Burnsville

TOD Setting: Suburban Town Center

Project Location and Description

• Heart of the City is a 54-acre mixed-use, pedestrianfriendly new downtown area for the second-tier suburb Burnsville.



- A community visioning project, Partnerships for Tomorrow, and community feedback identified the creation of a central, community area as a community goal.
- Heart of the City is served by bus routes 425, 426, 444, 460, and 464. The Burnsville Transit Center (Minnesota Valley Transit Authority) is located to north across Hwy 13.



- Burnsville ISD converted Diamond Head strip mall into an Education Center in 1998; two office buildings underwent major renovation.
- Gateway Office Plaza, a 4-story class A office building, completed in 1999.
- Grande Market Place, mixed-use rental apartments and retail project, opened in 2003.
- Dakota County CDA opened 34-unit affordable workforce family rental townhomes in 2003.
- Grande Market Square, mixed use retail, office and culinary center built in 2003.
- Heart of the City park-and-ride opened in 2004; 370 space ramp was developed in partnership with MVT Authority.
- Nicollet Commons Park, 1.5 acre "town square," dedicated in 2004.
- First phase of Uptown Landing condominium development opened in 2005 with 37 units. Two additional phases planned (2007).
- Villas in the Heart of the City, 14-unit condominium project opens in 2005.
- Nicollet Plaza mixed-use project replaces vacated K-Mart building and restaurant. The project includes a Cub Food store and adjoining retail (2005) and two mixed-use buildings with retail on first floor and 200 condominiums above (available 2006); freestanding bank and retail (2005) and 30 townhomes (summer 2006).
- Park Crest on Nicollet, mixed-use project with retail on firstfloor and 84 condominiums above is scheduled to open in summer 2006.



Burnsville Transit Station, with Heart of the City in the background, has 1,300 parking spaces and is served by nearly 300 buses a day and the Jefferson Lines intercity bus service.



Development Partners:

- Park and ride: Minnesota Valley Transit Authority (MVTA), MNDOT, Metropolitan Council (TEA-21 grant)
- Nicollet Commons Park: Metropolitan Council (LCDA grant), Dakota County CDA, The Burnsville Foundation, MARAFIE Foundation, Burnsville Rotary
- City master developer partners: Sherman & Assoc., King Construction, OPUS/KSH, Dakota County CDA, Springbrook Corp., Stonebridge Development, and Lintor Corp.

Project History

- The Heart of the City (HOC) redevelopment project grew from a streetscape improvement project in 1995.
- In 1998 the city becomes the master developer for the project; a Development Framework for the project adopted in 1999 along with formation of HOC 1 and 2 zoning districts.
- Burnsville Foundation formed in 1999 to accept donations for public art.
- Heart of the City Design Review Committee formed to guide development consistent with HOC ordinance and design framework manual.
- City purchased AAA Building to facilitate possible hotel and performing arts center in 2001. Additional parcels purchased in 2002.
- TIF district approved to "enable redevelopment of the property within the district as the 'Heart of the City'."
- City conducts feasibility study for a city-owned performing arts center in 2005. Pre-design phase expected in 2006.

Lessons Learned and Benefits

- Business leaders, citizens, church representatives, school personnel, and members of the arts community were engaged in planning process for the Heart of the City that created a shared vision.
- Process started with "Partnerships for Tomorrow," a community visioning process that suggested a streetscape project, then evolved to a concept for a "downtown."



- Upfront meetings with affected landowners and tenants.
- Website. monthly "construction meetings" for developers and citizens; annual communication event; regular updates for adjacent residents
- Events in Nicollet Park Commons scheduled to bring people into the project to see progress and benefits—art fair, jazz festival, concerts, holiday events.



Transit-Oriented Development Project Profile

Kensington Park, Richfield

TOD Setting: Urban Neighborhood/Corridor

Project Location and Description

- Kensington Park is a mixed-use project that is part of the Lyndale Gateway Redevelopment Plan (LGRP) in Richfield. It is located along Lyndale Avenue between 76th and 77th Streets.
- Richfield is a first-ring suburb that developed rapidly after the World War II and into the 1950s.
- Kensington Park is Phase 2 of the Lyndale Gateway, a redevelopment of an older, obsolete commercial strip development. The area was first addressed in a 1985 plan and further refined in the 1996 LGRP and 2001 RFP for developers.



Area Features

- Mainstreet Village, Phase 1 of LGRP, lies across Lyndale Avenue to the east. This development contains 161 senior apartments and 38,000 sq. ft. of office space. Also, there are 40 townhomes on the eastside of Garfield Avenue.
- Lyndale Avenue was reconstructed and streetscape improvements added in 2004-5.
- The Shops at Lyndale are located to the south.
- Single-family residential development is the predominant land use surrounding Lyndale Gateway area to the east, north and west.





Project Features

Mixed-Use Development

- Residential units: 94 condominiums and 14 townhomes
- Commercial: 27,000 sq. ft. of street-level space (coffee shop, hair salon, restaurants)









Financing & Sources: \$32 million. Private, City of Richfield, Metropolitan Council.

Developer: The Cornerstone Group

Design: ESG Architects

Construction: BOR-SON Construction, Inc.

Lessons Learned and Benefits

- As communities age, the market changes, requiring communities to monitor shifts and adapt.
- An environment of investment can be created if the decline can be reversed and the reversal proven to the marketplace.
- Strong commercial retail areas strengthen neighboring housing, and strong neighborhoods strengthen neighboring commercial/retail areas.
- Plans become outdated and must evolve (1985 large area plan, 1996 Lyndale Gateway Plan, 2001 RFP)
- Developers come and go; at least nine developers made proposals for the Lyndale Gateway area, one of which foundered after city approval.
- Capitalize on location—significant employment along I-494 and strong residential neighborhoods adjacent.
- Lifecycle housing options (type and cost) can replace lost housing.
- Higher density is needed to maximize TIF.
- For strip commercial areas, prune back the retail-zoned land.
- Retail needs to be of a neighborhood scale.

For more information, go to: http://156.142.111.22/cd/redevelopment/projects/kensington/kensington.htm

Marketplace Lofts, Hopkins

TOD Setting: Urban Neighborhood/Corridor

Project Location and Description

- Marketplace Lofts is a mixed-use redevelopment project located between 7th and 8th Avenues on the south side of Mainstreet in downtown Hopkins
- The city's goal was to anchor the east end of the downtown and to provide catalyst for additional development.
- The project is served by Metro Transit (routes 12, 612, 614, 661, 664).





Area Features

- Marketplace Lofts is close to other retail shops, services, restaurants and offices.
- The project is included in the Hopkins downtown overlay district. The guidelines are intended to convey desirable elements. They are recommendations not requirements, unless public financing is involved (TIF was used for Marketplace Lofts). Standards identified are requirements and enforced through the City's Planning Department.
- Other civic uses within waking distance include the Hopkins Center for the Arts, library, city hall, Downtown Park, the Hopkins Activity Center (senior programs) and two elementary schools.



Project Features

- This mixed use, four-story building has 17,000 sq. ft. of retail space at street level and 48 condominium units above.
- Developer selection included members of the business community and project design guidelines were developed by a committee made up of residents, business owners, Historical Society members and city staff.
- A new bus shelter was added at the SE corner of Mainstreet and 7th Avenue.
- Parking for the project is handled by underground structured parking for residents and surface parking behind and street side for commercial tenants and visitors.



Parking at Marketplace Lofts

Developer: The Cornerstone Group

Design: DJR Architecture, Inc.

Construction: Weis Builders

Financing & Sources:

- **\$11,600,000**
- Sources: Private, City of Hopkins and Metropolitan Council









Lessons Learned and Benefits

- Public and business community participation is key.
 - The Cornerstone Group worked closely with the City, the Historical Society, local business groups and neighbors in the project's design to ensure it met the needs of the community.
- Design guidelines are important to achieving community objectives:
 - The building details and scale of the project reinforce the existing architecture of Main Street Hopkins.
 - Variations in the facade, streetscape improvements, and sidewalk dining create a pleasing pedestrian environment that encourages sidewalk activity.

Parking is the key catalyst for the project.

- In mixed-use, higher density projects it is important to utilize underground or structured parking (works well for residential tenants).
- Commercial and retail tenants prefer surface parking for customers (surface parking lots or on-street spaces or combination).

Markets acceptance requires pioneers.

 A new mixed-use development with retail-condominiumstownhomes is under construction north of the project (Marketplace and Main)



For more information, go to: www.hopkinsmn.com

Ramsey Town Center, Ramsey

TOD Setting: Commuter Town/Joint-Use Park-and-Ride

Project Location and Description

• The Ramsey Town Center is a 400-acre, mixed use center located north of Highway 10 and the BNSF railroad line in the City of Ramsey.



- The Town Center will encompass:
 - More than 2,400 housing units
 - 775,000 square feet of commercial, retail, office, and civic uses, including a new Municipal Center
 - + 25 acres of new parkland, and
 - A station for the future Northstar Commuter Rail. In 2006 a park-and-ride stop will open when a parking ramp is completed.



Area Features

- Ramsey is a northwestern Metro Area suburb located in Anoka County with a population of 20,040 (estimate 04/01/04). The city is expected to grow to 44,000 in 2030.
- Highway 10 is the major transportation corridor connecting the city to the rest of the metro area.



- The Ramsey Town Center design emphasizes pedestrian orientation, a mix of land uses, and connections to existing trails and neighborhoods in Ramsey.
- The park component of the Town Center will include trails, meeting facilities, plazas, alternative stormwater infrastructure, and passive and active open space.
- The Town Center was originally envisioned in the Comprehensive Plan process begun in 1998, and has an extensive history of citizen involvement and partnership with Anoka County, the Metropolitan Council and State of Minnesota.
- A Town Center Task Force was established as a resource for the review and approval process to ensure that individual buildings and projects meet the Town Center Development Guidelines and the city's overall vision for the Town Center.
- Planned overall density is 15 units/acre with a minimum of 15 in the core of the Town Center.
- Approximately 15 to 20 percent of the new housing is planned to be affordable.



Lessons Learned and Benefits

Be prepared for the long haul.

- A mixed-use development will not happen overnight. Be prepared to take at least 1 to 2 years to set the stage for the development and before any actual dirt is turned.
- Educate stakeholders on mixed-use development principles.
- Prepare a concept plan and vision.
- Create new zoning and development guidelines to foster the developments.



- Create tools to foster the development.
 - Development guidelines and mixed-use codes should be used as both a "carrot" (flexible controls that are applied on a case-by-case basis) and "stick" approach (absolute standards that must be met).
 - Set minimum residential density that must be met with no cap on how dense a project can go.
- Be prepared to hear about "market realities."
 - Find developers who understand mixed-use developments and who will implement the development guidelines.

Parking, Parking, Parking.

- An overall master plan on parking is critical.
- The plan should include requirements for shared parking and realistic parking standards.
- While expensive to construct and maintain, parking structures will get people to park once and get out to experience many parts of the development.

• Make sure the developer is able to pull it off

- An overall master developer can bring together the various types of development expertise (residential, owner and rental; commercial retail and office; and industrial) critical to the success of a mixed-use development.
- The developer should have experience in working with both commercial and residential lending professionals.

Partnerships

• The city forged partnerships with the Metropolitan Council, Anoka County, and the State of Minnesota.



Construction of a stormwater retention pond for park



Construction of 103 townhomes, built by D.R. Horton, began in the fall of 2004



Townhomes being built adjacent to Town Center Park (Chazin Homes' Parkside Village at Ramsey Town Center)



A 95,000 sq. ft. of commercial/retail, anchored by a 60,000 sq. ft. Coborn's grocery store, opened in fall of 2005.

For more information, go to: www.ci.ramsey.mn.us

Raymond Avenue Station Area, Saint Paul

TOD Setting: Urban Neighborhood/Corridor

Project Location and Description

 Carleton Place Lofts is a two block, 6.2-acre reuse of three 100-year-old historic buildings located at 2341, 2295, and 2285 University Avenue, between Hampden and Carleton Avenues. The site is midway between Minneapolis' and St. Paul's downtowns on University Avenue.



- The three to five story buildings will contain 353 housing units.
- Phase I: Three warehouse buildings will be converted into 169 new rental units, with preserved historic fronts.
- Phase II: Two infill buildings are proposed with 184 units.
- For 30 years, until 2000, Johnson Brothers Liquor Co. used this property as a distribution facility.
- TH 280 and I-94 are in close proximity, and bus Routes 16 and 50 serve the area. A future Raymond Avenue Central Corridor station is proposed for the location directly in front of Carleton Place Lofts.

Area Features

- Carleton Place Lofts is located in a newly designated historic district in the St, Anthony Park neighborhood because of its national, state and local status as an historic transportation and industrial area.
- The area has an interesting mix of services, restaurants, small retail, offices and industrial/warehouse uses.
- Many examples of restored historic buildings are located in this area. An example is the 1906-built Northwestern Furniture Company at 2356 University, most recently occupied by the Specialty Manufacturing Company until its conversion to office, restaurant, retail and manufacturing.



- Phase I of Carleton Place Lofts involves renovation of the three brick buildings into 169 apartments. About 42 units will be general occupancy and 127 marketed to artists and local workers interested in live-work units.
- Phase I density will be 27 units per acre; after Phase II the density will total 57 units per acre.



 Project Features, continued Apartments will have one to three bedrooms, ranging from 800 to 1,200 sq ft. All Phase I units will be income restricted and rented to those with incomes at or below 60% of median income 80% affordable to 60% of median income 10% affordable to 50% of median income 10% affordable to 30% of median income 	 Public Relations: Padilla Speer Beardsley Development Cost: \$120 million Financial Support: Historic tax credits, TIF, Metropolitan Council TBRA funds Lessons Learned and Benefits The development market is becoming more attracted to transit corridors. 				
 Community workshop, gallery space, outdoor courtyard areas, and a rooftop deck/garden will be available. 	 Traditional Neighborhood Development zoning allows for more intensity and mixing of uses. 				
 To soften the street edge green space will be provided. Below grade, tuck-under and surface parking spaces will be provided. Completion: May 2007 	 Although the historic district status requires special local, state and federal conditions, the developer views the historic status as an asset to Carleton Place Lofts. Redevelopment often requires public funding support; in 				
Developer: University Carleton Development & Dominium Development & Acquisition, LLC	Carleton Lofts' case, asbestos cleanup, historic preservation assistance are necessary.				
Design: BKV Group Construction: Weis Builders	 Structured, underground parking is needed to support higher density housing development. 				

For more information, contact Donna Drummond at the City of Saint Paul (donna.drummond@ci.stpaul.mn.us)

Transit-Oriented Development Project Profile

Metropolitan Council

SouthWest Station, Eden Prairie

TOD Setting: Commuter Town/Joint-Use Park-and-Ride

Project Location and Description

 The SouthWest Station (SWS) is located at the intersection of TH 5, 212 and I-494 in Eden Prairie. It is part of an integrated pedestrian- and transit-oriented development.



- SWS and adjacent retail and housing (apartments and condominiums) were built on 22 acres of excess highway right-of-way.
- SouthWest Metro Transit owns and operates the station and parking garage. Routes serving the transit center:
- Eden Prairie Express service to Downtown Minneapolis, the U of MN and Uptown Minneapolis
- Chaska, Chanhassen and Victoria express service to downtown Minneapolis, U of M and Uptown Minneapolis
- Normandale Lakes Area and Southdale service to Normandale Community College and Southdale
- Eden Prairie Circulator and Saturday Circulator
- Chaska, Chanhassen and Eden Prairie Circulator
- Saturday Mall of America Service





Project Features

- SWS has 6,000 sq. ft. of office space and 905 park-and-ride stalls a 5-story parking ramp.
- The commercial retail center has 45,000 sq. ft. of restaurant/retail and 235 housing units.
- SWS was designed to support bus rapid transit features. There is an exclusive "busway exit tunnel" and "busway entrance lane."
- The station and platform were designed to allow quick and convenient boardings and departures.



 On-site ponding prevents untreated stormwater from entering the adjacent wetland system.



Financing and Sources:

- Transit Hub: \$4,900,000
- Parking Ramp: \$10,986,000
- Federal Grants, City of Eden Prairie, SouthWest Metro Transit, Metropolitan Council.

Commercial/Housing Developer:

North American Properties







Lessons Learned and Benefits

- The importance of a shared vision with the host city is vital to success and working with developers.
- The site and tenant mix at SWS was driven by parking that was available on nights and weekends. SWMT would learn later that the site was too focused on the lunch crowd, which causes a shortage of daytime parking on the site. Don't rely on one retail segment. Establish a team of real estate professionals to assist.
- The transit customer isn't the only retail customer. Transit customers can add to the success of businesses but they cannot be the only type of customer.
- Plan for the future. Originally only four levels of parking were planned but, at the last minute, a fifth was added, which is full on many days but wasn't projected to be so until 2030. The site is capable of serving future Bus Rapid Transit or Light Rail Transit.
- TOD can work for bus. TOD can work well in suburban environment.
- Create a "sense of place." Creating a sense of place with good design and layout assisted efforts to overcome public misconceptions about bus service. At SWS all private development is market rate and no TIF funds were used. Open space and public plazas are key assets.
- t is important to accommodate existing service during the build-out of the site. The schedule eventually did detract some prime tenants. The site schedule consisted of first building the transit station, followed by the parking ramp, then the retail and housing.



Westgate Station Area, Saint Paul

TOD Setting: Urban Neighborhood/Corridor

Project Location and Description

- 808 Berry Place, Emerald Gardens, Metro Lofts at Prospect Park and 2700 The Avenue are located west of Highway 280 between University Avenue and Franklin Avenue in St. Paul's St. Anthony Park neighborhood and next to Prospect Park in Minneapolis.
- The four developments offer 642 housing units (267 apartments and 375 condos) and retail space (24,500 sq. ft.) on land formerly used for industrial purposes.
- Street-level retail along University Avenue will include a coffee shop and grocery store.
- Recently developed is a biotech center, built as part of the Westgate Office/Industrial Park.
- Several other housing and mixed-use projects are also in proposal phases.
- University Avenue is served by high-frequency bus (Metro Transit routes 16 and 50) and the Franklin Avenue bus (route 8). The developments are adjacent to the future Central Corridor LRT Westgate Station.
- Street-level retail along University Avenue will include coffee shop and grocery store
- The developments are well situated between the two downtowns, University of Minnesota and other business and educational facilities.



Area Features

- Court International office buildings
- KSTP television studios and Hubbard Broadcasting
- Neighborhood parks (South St. Anthony and Prospect Park) and access to Mississippi River
- Office and retail along University Avenue (restaurants, cafes, banks, credit unions, drug store, hardware store)
- Westgate Office/Industrial Park northeast of station

808 Berry Place

808 Berry Place



- 267 rental apartments at 66 units per acre:
 - 10% affordable at less than 30% of median income
- + 20% affordable at less than 50% of median income
- 17% affordable at less than 80% of median income
- 4-story building with studios to 3-bedroom units
- Interior courtyard and amenities
- Parking in underground garage
- Named "2004 Project of the Year" by University United for its transit-friendly features and architectural design that blends well with the existing neighborhood.



Completed: 2003-2004 Developer: Dominium Development & Acquisition Design: Walsh Bishop Architects Construction: Weiss Builders Financing: \$43,351,655

Westgate Office/Industrial Park

• Westgate Office/Industrial Park's 500,000 sq. ft. expansion drew in the University Enterprise Lab's biosciences research incubator (125,000 sq. ft.). The lab received University United's 2005 "Uni Award." Further development is planned.



Emerald Gardens



- 212 condominium units –urban townhomes and lofts--in four 4-story buildings
- One- to three-bedroom units; variety of price ranges
- Density at 62 units/acre
- Ground floor townhomes with individual entries
- Porches, balconies, terraces, gardens, courtyards
- Underground parking spaces

Completed: 2003-04

Developer: Wellington Management, Inc., and Hunt Associates

Design: Elness Swenson Graham Architects

Construction: Borson Construction

Financing (Phase I, 108 units): \$28,357,000. Private \$25,889,740; TIF \$2,467,260.

2700 The Avenue



- 96 loft condominiums in 5-story building above street level grocery store
- Variety of unit sizes and price ranges
- Density of 55 units per acre
- Underground parking

Construction: Begins Spring 2006 **Developer:** Wellington Management, Inc. **Design:** Elness Swenson Graham Architects

The Metro Lofts at Prospect Park



- 67 owner occupied condominiums in 5-story building
- 6,500 square feet street commercial fronting University Avenue to include coffee shop
- Variety of price ranges and affordability
- One and two-bedroom units
- Underground parking spaces

Completion: Summer 2006

Developer: Wellington Management, Inc.

Design: Elness Swenson Graham Architects

Construction: Borson Construction



Lessons Learned and Benefits

- Housing developers are building higher intensity residential, mixed use projects in major transit corridors, marketing the advantage of locations with transit access to key destinations.
- Obsolete industrial land can be redeveloped for higherdensity housing along transit corridors with pedestrianoriented design (in this area, it included new streets, sidewalks and streetscape).
- Underground parking and an interconnecting sidewalk system are important to serve higher-density developments (transit, open space, services, and convenience retail).
- Redeveloping underused industrial properties can yield substantial tax revenue. Considering only Metro Lofts, Emerald Gardens and Berry Place:
 - Properties previously valued at \$ 2.45 million were valued in 2004 with finished elements at \$70 million.
 - Before redevelopment, area generated \$98,000 annually in property taxes; after (2004), almost \$1 million in taxes.

For more information, contact Donna Drummond, City of Saint Paul (donna.drummond@ci.stpaul.mn.us).

RESOURCES

BEST PRACTICES	<u>The New Transit Town: Best Practices in Transit Oriented</u> <u>Development</u> , Center for Transit-Oriented Development, 2004.
	<u>Statewide Transit-Oriented Development Study – Factors For</u> <u>Success in California</u> , Caltrans, 2002.
	Ten Principles for Successful Development Around Transit (PDF 4.55 Mb), Urban Land Institute, 2003.
	Transit Oriented Development: Best Practices Handbook, City of Calgary, January 2004.
DENSITY	Transit Oriented Development, Northeastern Illinois Planning Commission, page 7, "Table 2 - Assumptions Used in Employment and Population Calculations."
PARKING	Parking Management (PDF 1.57 Mb), Urban Design Collaborative, Atlanta Regional Commission, 2003
	Parking Management Strategies for More Efficient Use of Parking Resources, TDM Encyclopedia, Victoria Transport Policy Institute, March 2005.
Ροιις	Transit-Oriented Development Policy, Denver Regional Transit District, April 2006
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