

SNELLING STATION AREA TRANSIT ORIENTED DEVELOPMENT OPPORTUNITY

GREEN LINE LIGHT RAIL, SAINT PAUL



SITE INFORMATION

For additional information please contact:

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Metro Transit



**Central Corridor
Design Center**

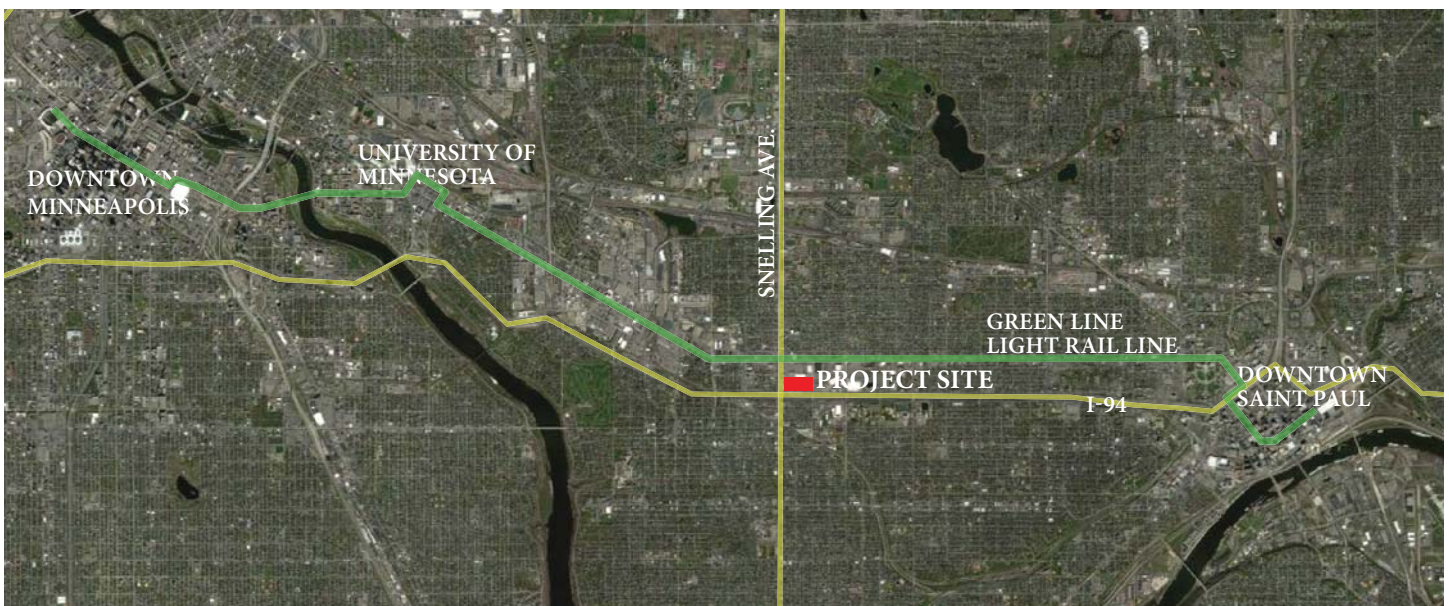
SNELLING AND STATION AREA DEVELOPMENT OPPORTUNITY

PROJECT DESCRIPTION

Summary:

The development site is on the corner of Snelling and St. Anthony Avenue and is a 15 acre site within a 2 minute walk of the Snelling Station on the Green Line LRT in a commercial area of Saint Paul, Minnesota. The site consists of two parcels: one owned by the Metropolitan Council and the other under option by the Saint Paul Housing and Redevelopment Authority. The site is located in a thriving commercial district and adjacent to key arterial roads. The property is near new light rail service, and surrounded by diverse urban neighborhoods, midway between downtown Saint Paul and Minneapolis.

The project site is included in the Snelling Avenue Station Area Plan, which was adopted by the City as part of the Comprehensive Plan in 2008. The Metropolitan Council and its subsidiary Metro Transit, the City of Saint Paul and the Saint Paul Riverfront Corporation have been working together since 2012 to facilitate the redevelopment of the site and surrounding area. The site will become available for development in 2014.



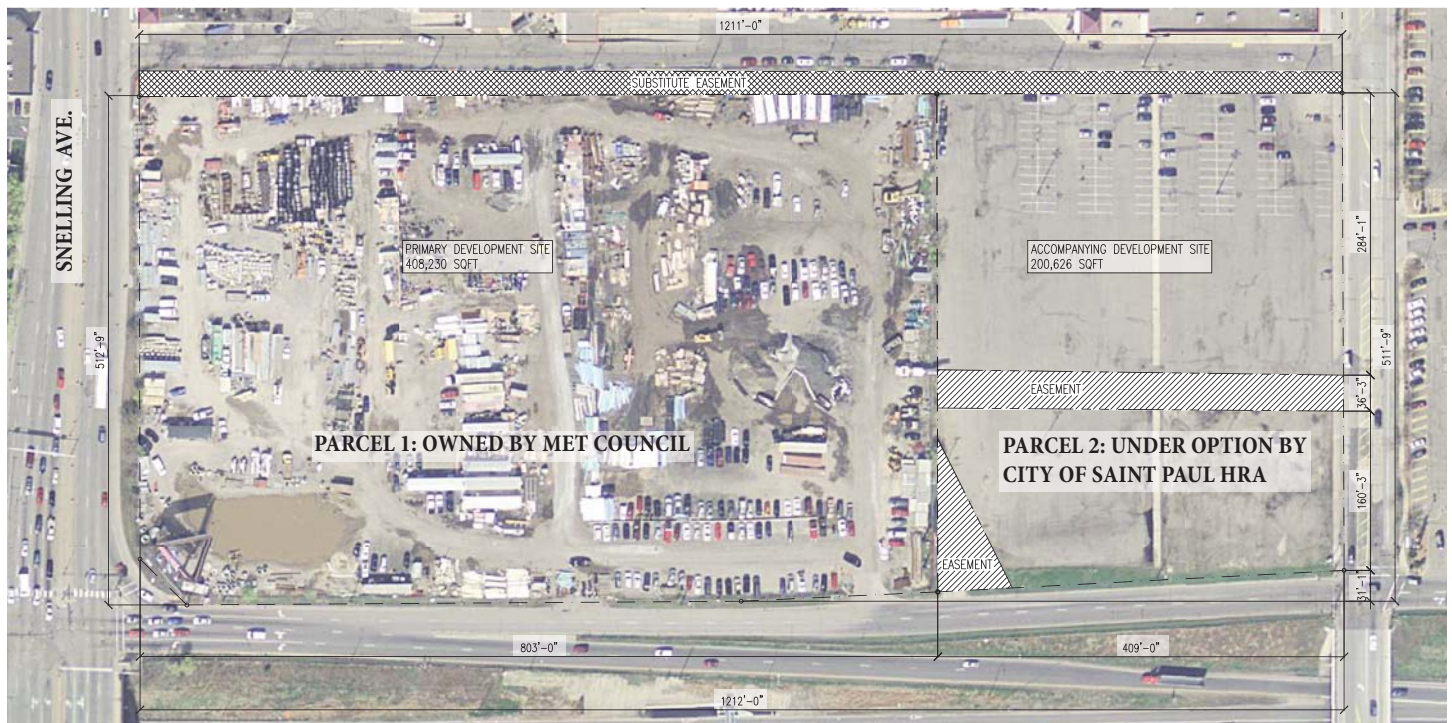
Site location map

SNELLING AND STATION AREA DEVELOPMENT OPPORTUNITY

SITE DESCRIPTION

Summary:

Site Location:	Snelling and Interstate 94 Snelling LRT Station Area PID: 342923320003 & 342923320008
Square Footage:	608,856 square foot or 15 acres
Zoning:	T4 zoning: High-density mixed-use Minimum FAR 1.0, no maximum FAR 75ft height limit at property boundary No maximum interior height limit
Existing infrastructure:	Light rail service - est. 41k daily riders Light rail station within 700 ft Access to I-94 - 300k daily vehicles Access to Snelling Ave - 42k daily vehicles Additional access easements secured
Development Goals :	Transit oriented development Mixed retail, residential, commercial space, office space Innovative open space and infrastructure



Site map with dimensions and easements.

*A portion of the site is currently a staging area for light rail construction, to be completed in 2014.

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Physical Description:

The project site is approximately 15 acres or 600,000 square feet. The site is bounded by Snelling Ave. on the west, St. Anthony Ave. (and I-94) on the south, Pascal St. to the east and a strip mall to the north. The site includes 500+ feet of frontage along Snelling Ave. and a total perimeter of approximately 3500 linear feet.

Environmental Cleanup:

This site was previously used for industrial purposes. Remediation was undertaken as part of demolition in 2001.

Access Easement and Purchase Options:

- Saint Paul HRA has two access easements across the vacant property to the east that is owned by Midway Shopping Center: 1) triangular easement to allow shared access for both properties from St. Anthony Avenue; and 2) a 33 ft. wide access easement through the parcel from Pascal St. (which can be transferred to be along the potential new street between Midway Shopping Center and the bus barn site if/when Midway Shopping Center mortgage holders allow this easement).
- HRA also has a purchase option on the vacant 4.8 acre adjacent parcel owned by Midway Shopping Center. This option allows the HRA to purchase the parcel for \$6.25 million (approx. \$30/sq. ft.) through Nov. 2014. This option can be assigned to another developer.



Project site map

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SITE PHOTOS



View of the site beyond the shopping center from the station. Potential project facade marked in yellow zone.
Station is 700 feet from proposed site.



Looking southeast along northern edge of property near northern corner of parcel next to Snelling Ave. (Corner of Snelling and proposed Fuller Street extension.)

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SITE PHOTOS



Site image (southwest corner).



Looking west along St. Anthony Ave. from the corner of St. Anthony and Pascals St.

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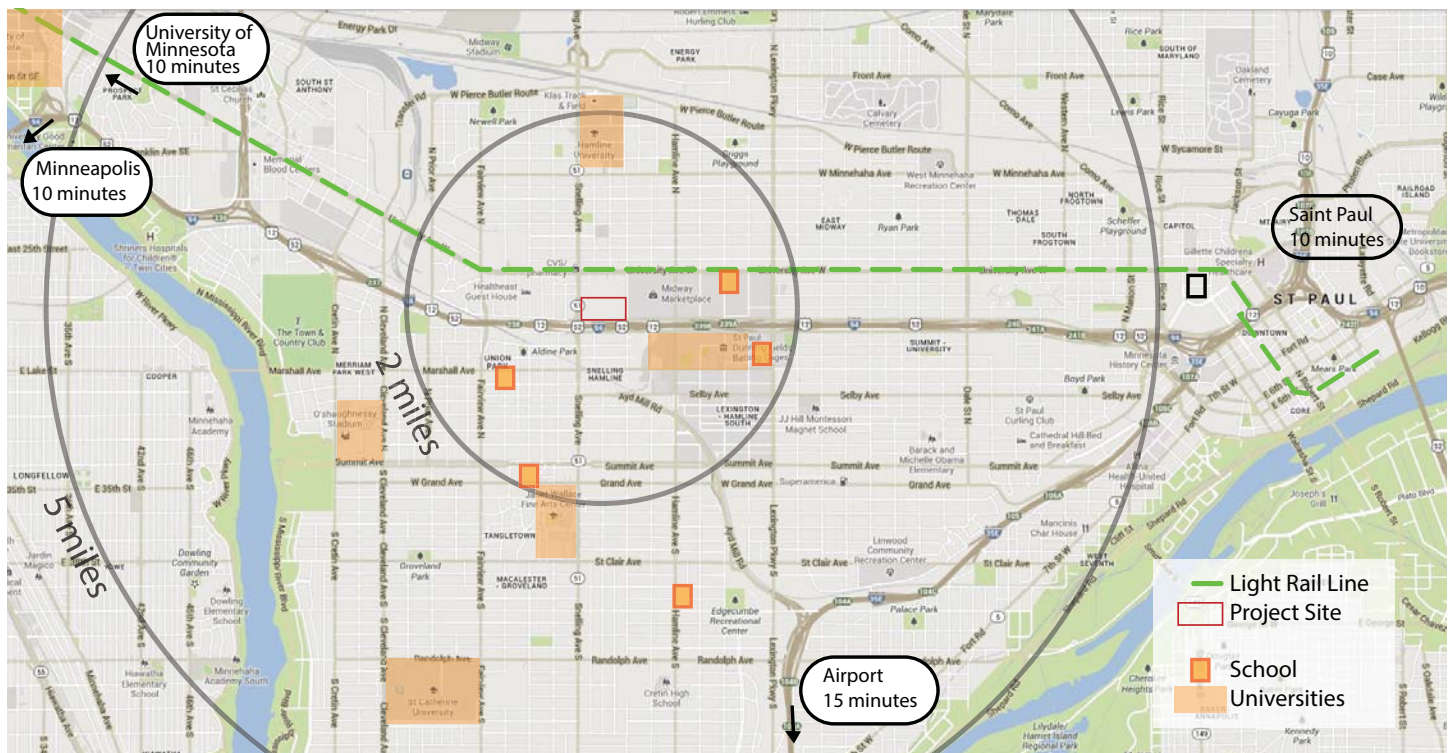
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Neighborhood Context:

The Snelling site is on the southwest corner of the Midway Shopping District, which includes several major retailers, local businesses, and government and healthcare services. Currently an auto-oriented shopping center, the area is positioned politically and economically for a strong mixed-use redevelopment based on Transit Oriented Development principles. Efforts to transition the neighborhood into more efficient land use include potential public investment in infrastructure, such as streets and public spaces.

The Midway Shopping District has experienced strong commercial activity in the past 5 years. It is the largest commercial district in Saint Paul.

The introduction of the Green Line light rail service on University in 2014 and the proposed Rapid Bus Line on Snelling add transportation resources to the area. The site enjoys less than 10 minute auto access to the both downtown Minneapolis and downtown Saint Paul. Additionally, it is a 15 minute trip by car to the Minneapolis/Saint Paul International Airport.



Amenities map

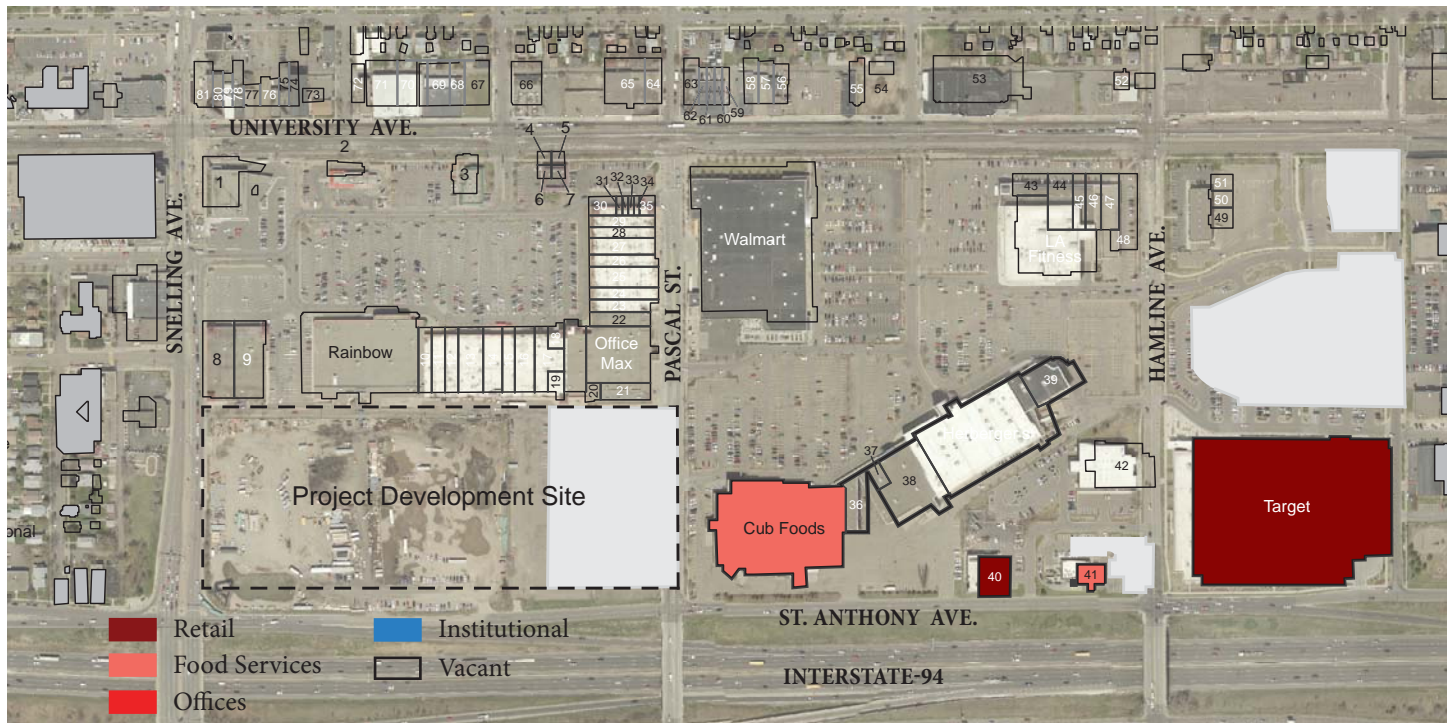
SNELLING AND STATION AREA DEVELOPMENT OPPORTUNITY

SITE DESCRIPTION

	Area			
	0.5 miles	1 miles	2 miles	5miles
Population				
2012	3,712	23,132	79,539	393,696
2000	3,835	23,590	82,158	386,035
Households				
2012 Households	1,712	9,273	32,051	158,523
2012 Average Household income	\$ 48,460	\$ 58,432	\$ 66,573	\$ 59,600
2012 Housing Units	1,872	9,973	34,363	158,523
2012 Owner Occupied	36%	42%	47%	48%
2012 Vacant	9%	7%	7%	8%
Total Employees				
2012	5668	13557	40524	n/a

*compiled with ESRI Community Analyst

Summary Population Demographics. Produced with Community Analyst, 2012.



2012 use/occupancy map

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Transit Line Map

Transit System Context:

The Central Corridor and Metro Rail system links 5 major centers of activity in the Twin Cities region: downtown Minneapolis, the University of Minnesota, the Midway area, the International Airport and downtown St. Paul. These areas currently contain almost 280,000 jobs. By 2030, this number is expected to grow to 345,000 jobs.

The Green Line has been built on 11 miles of exclusive right of way between downtown St. Paul and downtown Minneapolis. The line's eastern terminus is at Union Depot Station in downtown St. Paul. It connects with the Blue Line (Hiawatha LRT) at the Metrodome Station and its western terminus is at the Minneapolis multimodal station that will also serve the Northstar commuter rail line. Trains will begin running on the Green Line in 2014. Service will extend to the southwest metro in 2018.

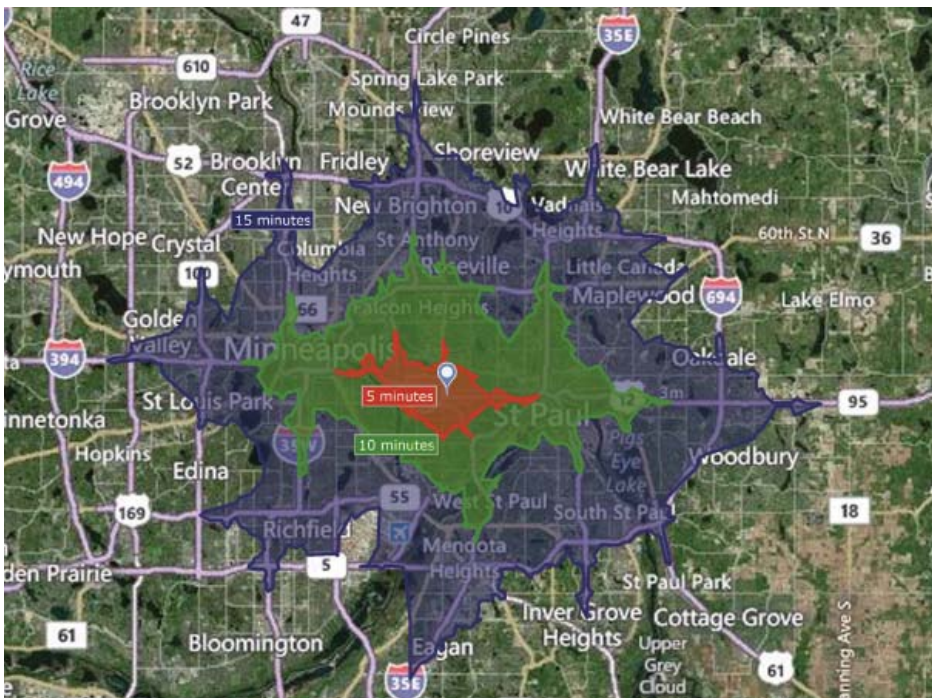
Trains will operate every 10 minutes during peak travel periods, with a travel time of 39 minutes between downtown St. Paul and downtown Minneapolis.

SNELLING AND STATION AREA DEVELOPMENT OPPORTUNITY

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Traffic Count Map. Produced with Community Analyst.
Source Market Planning Solutions 2012



Drive times to Snelling and St. Anthony TOD site.
Produced with Community Analyst.

SNELLING AND STATION AREA DEVELOPMENT OPPORTUNITY

DESIGN AND ZONING ANALYSIS:

Vision for the Area:

- The City of Saint Paul's Snelling Station Area Plan lay out a clear vision for the future development of this quadrant as a mixed-use, pedestrian-friendly area that supports retail, office, entertainment, and residential uses.
- Key to the transformation of this area will be planned investment coordinated with public infrastructure improvements.

Urban Design Goals:

- New street grid to break up the existing superblock and create more development frontages.
- Improved streetscape and pedestrian amenities.
- New public space around which new development is oriented.
- Increased transit ridership

Fuller Avenue Extension: The Snelling Station Area Plan include an extended Fuller Avenue, which will run east-west throughout the commercial district. The alley south of Midway Shopping Center is proposed as either a private street called Midway Drive or a continuation of Fuller Avenue.

Snelling Commons: This new open space will create a focal point for the redevelopment of the bus barn site. Investment in green space and pedestrian amenities will be designed to contribute to the value of this parcel. A green open space might support development of a significant new employment center, research park, institutional campus, urban format retail center, hotel , or entertainment use.

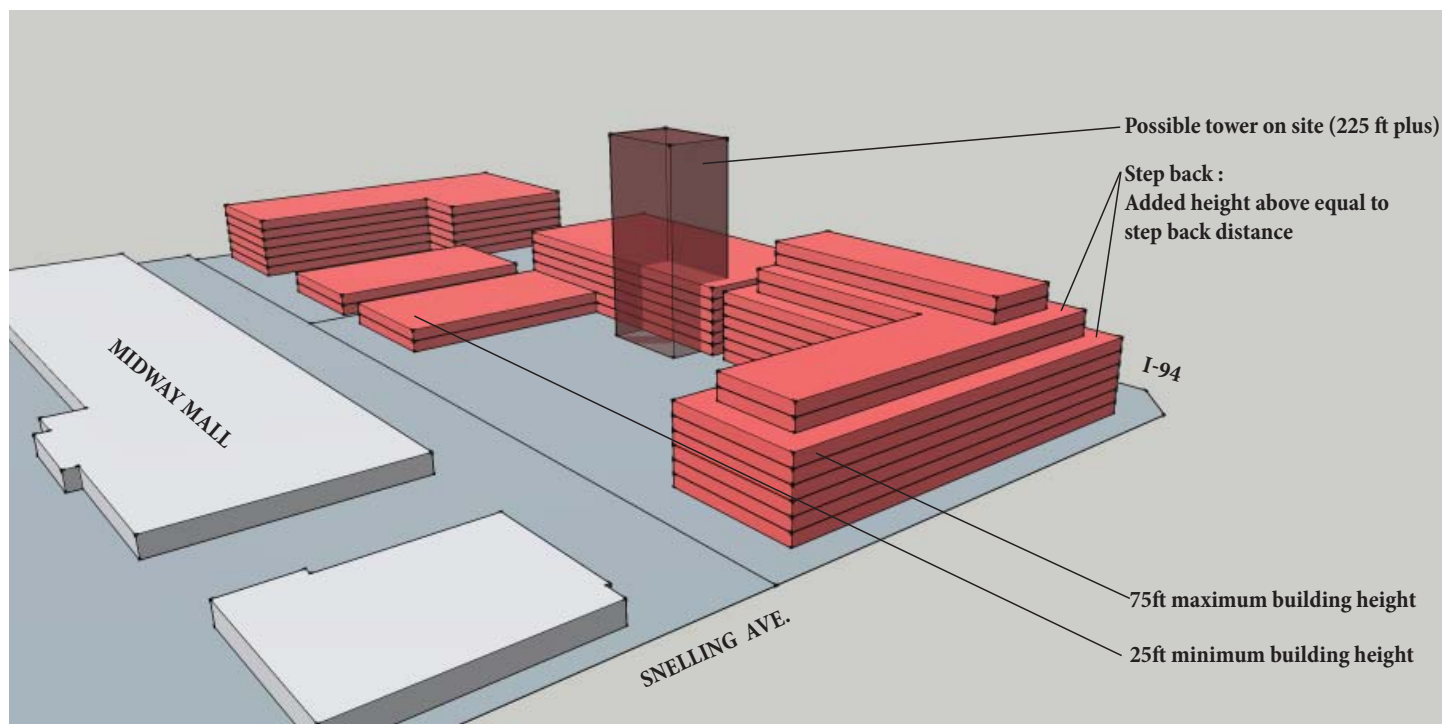
Snelling Transit Parkway: This will be a new gathering place contiguous to the LRT platform, where public transit riders can access the Midway Mall and bus barn sites.



City of Saint Paul Station Area Plan

SNELLING AND STATION AREA DEVELOPMENT OPPORTUNITY

DESIGN AND ZONING ANALYSIS:



Potential Build Out Envelope Diagram

T-4 ZONING	Density (FAR)		Height (feet)		Yard Set Backs		
	min.	max.	min.	max.	Front (min-max)	Side min	Rear min
Multifamily	.5 min	none (d)	25	75 (more w/step back)(e)(d)	10-25 (j)	0-6 (k)	0-6 (k)
Nonresidential or mixed use	.5 min	none (d)	25	75 (more w/step back)(e)(d)	0-25 (j)	0-6 (k)	0-6 (k)

*see section 66.331 for additional information

Zoning Summary for T-4 zoning

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DESIGN AND ZONING ANALYSIS:

Design Standards for Transit Oriented Development:

The development site is located within the Station Area and T-4 zoning district. Below are the City of Saint Paul's Design Standards for Transit Oriented Development. They illustrate the design requirements for new development on the Snelling site and other similar transit oriented developments.

Neighborhood Fit

- Block Length: Blocks should reflect the historical block lengths of Saint Paul.
- Neighborhood Transitions: Higher-density and tall buildings should be designed to transition from station areas to adjacent lower-density neighborhoods.
- Street and Alley Networks: Missing Links from the street and alley networks should be added whenever possible.
- Rehabilitation and Reuse: Historical and well-built buildings should be reused and preserved to the greatest extent possible.

Entrances

- Building Entrances: Main entrances to buildings should be along the primary street.
- Entrance Orientation: Primary entrances to building, should be in close proximity to and oriented towards transit stations.
- Residential Entries: Residential entries should be clearly defined and delineated between public and private spaces.

Site Plan

- Land Use Diversity: Provide a mix of land uses at transit station areas.
- Sidewalk Design: Sidewalk widths should support anticipated levels of pedestrian traffic and ground-floor uses.
- Street Trees: Street trees should be provided along all public sidewalks.
- Building Placement: Setbacks should be for circulation or programmed use.
- Setback Design: Setbacks should be appropriate to building use.
- High-Quality Materials: Building should use high-quality materials and detailing to ensure longevity.
- Anchor the Corner: Buildings should be oriented toward street and sidewalk intersections.

Facade

- Facade Continuity: Provide a continuous building face in transit station areas.
- Building Height: Building heights must respond to their context.
- Eyes on the Street: Clear visibility between street-level uses and the sidewalk should add to an inviting pedestrian and commercial environment.
- Building Base: Building bases should be detailed in a way that can be appreciated at walking speeds.
- Service Equipment: Service areas and equipment should be incorporated within the design of a development and screened from public view.

Parking

- On-Street Parking: Provide on-street parking when new street connections or extensions are built.
- Off-street Parking: parking lots and ramps must be designed to not detract from the pedestrian environment.
- Multi-modal Parking: Surface lots should be designed for both vehicles and pedestrians.
- Residential Parking: Access to residential parking should be from the rear of the building or the alley.