

Type 1: Urban Villages

Type 1 sites represent large parcels of currently vacant or underutilized land located within a ¼ mile or five-minute walking distance from a station. There are four Type 1 sites along the Corridor, providing an opportunity to concentrate higher-density mixed-use development close to stations, encouraging transit ridership and strengthening destinations along the route. Development of Type 1 – Urban Village sites provides an opportunity to reintegrate these large parcels back into their surroundings through the re-introduction of streets and building forms that are more compact in form and pedestrian-friendly in nature. This form of development is not new to Saint Paul; successful examples include the popular Wacouta Commons and Upper Landing urban villages.



Key Characteristics

- Large parcels of land typically greater than 1 or 2 city blocks in size
- Generally located within ¼ mile of a transit stop
- Currently under-utilized or vacant
- Require substantial redevelopment & new street networks



The examples above demonstrate some key characteristics of urban villages: (clockwise from top right) a mix of housing types focused on a neighborhood open space; a mixed-use building with retail at-grade; Wacouta Commons, with a mix of uses, new and adapted housing around a central open space; Upper Landing Flats with individual entrances located at-grade.

Key Principles of Type 1 Development:

Making Development “Fit”

- Provide building heights ranging from 3-5 stories.
- Allow for building up to 15 stories in height, where appropriate, adjacent to public open spaces and at key intersections.

Transit-Supportive Land Uses & Densities

- Provide active uses at-grade along major streets such as the Avenue, and at important intersections internal to new development.

Transit-Supportive Access, Circulation & Parking

- Locate parking inside buildings, below ground or in shared structured parking.
- Extend the surrounding street grid into the site where possible.
- Access parking off of alleys and secondary streets.

A Green, Attractive & Connected Pedestrian Environment

- Establish clear open space connections to and from the station areas.
- Create an accessible, pedestrian-friendly environment with good connections to surrounding neighborhoods, streetscape treatments and lighting.



The existing Sears site on the edge of the downtown is a prime candidate for a new TOD Urban Village.



An aerial rendering of Capitol Hill Urban Village demonstrates the opportunity to extend Western Sculpture Park east towards the Capitol. Extending the surrounding streets through the site helps to strengthen connections, create a variety of new development blocks and link the new development with the community.



An alternative concept demonstrates how the Sears store could continue to operate on site by relocating it south, adjacent to the highway. In this example, Fuller Avenue is not continued through to the Capitol in order to reduce the number of intersections on Rice Street.

Demonstration of an Urban Village at Rice and University

This site on the edge of downtown is one of the best candidates for a new Transit-Oriented Development (TOD) Urban Village. The multi-block potential of the site can yield a wide range of land uses and significant building types, while extending the street system and creating a series of new public spaces. The new urban village would be a strong anchor to the Capitol Hill neighborhood and return a stronger marketplace for retail to the University corridor. A new north/south street through the site connects the LRT station to the neighborhood.

The schemes show residential buildings generally in the 6-8 story range.

Two variations are shown, with the difference being the inclusion of a large-format retail or a residential module on the southwest block. Both rely primarily on structured and underground parking to provide the required 600 to 800 parking spaces for retail and commercial uses.

The residential component would be in the range of 1000 to 1300 units. With over 500,000 square feet of commercial space, an employee population of 2000 to 2500 could be achievable.

A significant extension of the Western Sculpture Park through the site, as recommended in the Comprehensive Plan for the Minnesota State Capitol, and the extension of Leif Erikson Park will provide a strong connection to the Capitol Campus open space.

Design Directions

1. Reintroduce an urban block structure.

- Extend surrounding streets into the site where possible.
- Establish and /or preserve a direct connection to LRT.

2. Establish an open space framework.

- Where opportunities exist, extend existing open space networks into the site.
- Establish a hierarchy of open spaces that range in scale, function and character.
- Use the network of open spaces to create strong pedestrian connections with LRT.

3. Encourage intensification.

- Establish minimum Floor Area Ratio (FAR) and density targets to ensure new development takes full advantage of the LRT investment.
- Create structured parking to free up surface parking for new development.
- Encourage below-grade parking in larger office and residential developments.

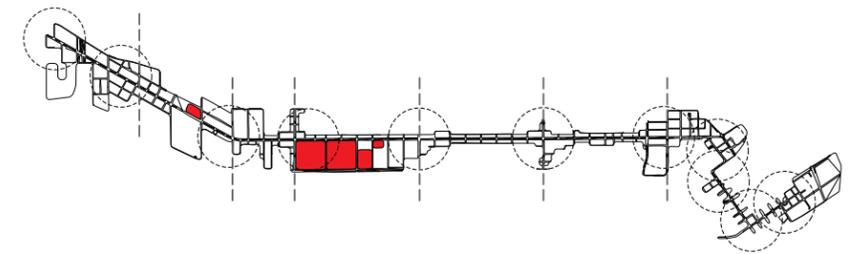
4. Create buildings that frame spaces and face onto streets and parks.

- Frame streets and open spaces with buildings.
- Front residential entrances and active uses onto public streets and open spaces.

5. Provide a mix of buildings and form.

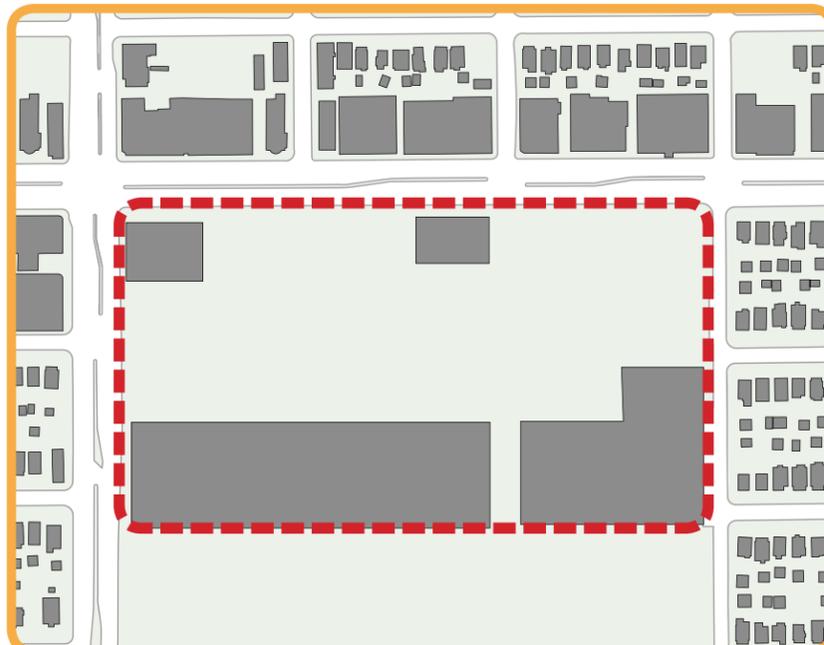
- Encourage a variety of residential building types that range in scale and density.
- Introduce a range of uses where possible.
- Increase densities, where appropriate, next to open spaces, at major intersections along the Avenue and in downtown.
- Provide active uses at-grade.

Towards a Transit-Supportive Corridor



Type 2 - Market Intensification Sites

Intensification of Type 2 sites provide an opportunity to better utilize land, improve pedestrian conditions, introduce a greater mix of uses, increase jobs, and better meet customer needs. By creating new parking ramps, an opportunity exists to free up areas currently occupied by surface parking and gradually fill in the gaps between buildings and along streets. Intensification of Type 2 sites provide an opportunity to better utilize land, improve pedestrian conditions and introduce a greater mix of uses. New buildings will help reintegrate large consolidated parcels of land back into their surroundings, fill in the gaps along the streetscape, and encourage visitors to walk instead of drive between destinations.



Key Characteristics

- Large sites with “big-box” retail development
- Large portions of site utilized by surface parking
- Primary buildings located towards rear of site with some smaller outlot buildings closer to the street



Montreal, Quebec



Easton Town Center, Ohio



Sunnyvale, Atlanta



Toronto, Ontario



Easton Town Center, Ohio



London, U.K.

The examples above demonstrate some key characteristics of gradual intensification sites: (clockwise from the top left) An open space acts as a focus for a mixed retail / office development; the reintroduction of public streets at a redeveloped shopping center; a proposal for an intensified shopping center in Atlanta; a residential complex atop a big box store in London; grouped buildings filling in the gaps; a nine-story mixed-used development atop a large format retail store.

Key Principles of Type 2 Development:

Making Development “Fit”

- Provide a range of building heights from 1-6 stories.
- Allow for building up to 15 stories in height, where appropriate, adjacent to public open spaces and at key intersections.

Transit-Supportive Land Uses & Densities

- Provide for or preserve active uses at-grade along major streets (such as the Avenue) and at important intersections internal to new development.
- Require active uses at-grade in parking ramps located on primary streets and facing open spaces.

Transit-Supportive Access, Circulation & Parking

- Locate parking inside buildings, below ground or in shared structured parking.

- Extend the surrounding street grid into the site to break up existing “super-blocks” and reduce walking distances.
- Accommodate retail parking in ramps or on the roofs of buildings to free up vast areas of land for new development.

A Green, Attractive & Connected Pedestrian Environment

- Design open spaces as a focus for new intensified development and to mark important gateways into the site.
- Establish clear open space connections to and from the station areas.
- Consolidate fragmented open spaces to create a stronger open space network.
- Create an accessible, pedestrian-friendly environment with good connections to surrounding neighborhoods, streetscape treatments and lighting.



An aerial rendering of what the Midway Shopping District might look like in the future after it has been gradually intensified and transformed into a transit-oriented retail, office and residential development. An important part of the transformation is the gradual introduction of public streets to break up the large block structure and create a more walkable environment.



A rendering of a built-out Midway Shopping District. Parking ramps and rooftop parking (in dark blue) have freed up large areas of surface parking to allow for new development along the Corridor and urban-format, big box development adjacent to the highway.

Demonstration of an Intensified Midway Shopping District

The Midway Shopping District is a significant opportunity to create an expanded offering for retail and entertainment, while adding new land uses to make the site more transit-supportive. The plans shown represent a change that could be made over time or as a significant rework of larger properties to take advantage of additional market demand or improved retail diversity.

The scheme includes a front-and-back strategy aimed at making the continuation of large-scale retail and entertainment possible along the freeway frontage, while the University Avenue frontage takes on a more fine-grained, diverse, mixed-use character at a higher density that is capable of supporting both a mix of chain and smaller “mom and pop” specialty stores. The strategy would allow for the blending of density between the front and back to make the site transit-supportive. The public realm plan of streets, blocks and open spaces seeks to make this area a more integrated, walkable neighborhood of mixed uses. Park space could total approximately 2.5 acres.

The intensification requires the use of structured parking to free up surface parking. The plans as shown could include as many as 4,000 - 5,000 parking spaces, depending on the availability of shared use and other types of parking. Primary access to the area is anticipated to occur off of St. Anthony and Pascal, which both may require upgrades to support future levels of use.

As depicted, the site could include 1,000 - 1,500 residential units in a variety of building types with mixed use at grade, and a wide range of retail and commercial establishments to expand and strengthen market potential.

Design Directions

1. Create an urban block structure.

- Extend surrounding streets into the site where possible.
- Begin to establish and/or preserve for an east/west mid-block connector.
- Use new sidewalk connections to establish blocks and create pedestrian amenity where streets cannot be extended.
- Undertake improvements to St. Anthony and Pascal to support future servicing and access requirements.
- Continue to extend surrounding streets into the site as new opportunities arise.

2. Establish an open space framework.

- Identify and establish the preferred location of open spaces within the area.
- Identify the intended character and roles of the open spaces
- Link key open spaces.
- Identify primary active frontages adjacent to open spaces that need to be addressed with new development.
- Establish blocks with sidewalks and other pedestrian infrastructure and landscaping where streets cannot be extended.

3. Encourage intensification.

- Create parking ramps and internal parking configurations to release land for new development.
- Require larger residential, mixed use and office developments should provide parking below-grade.
- Establish minimum FAR to ensure new development takes full advantage of the proximity of LRT.

4. Establish a face along University.

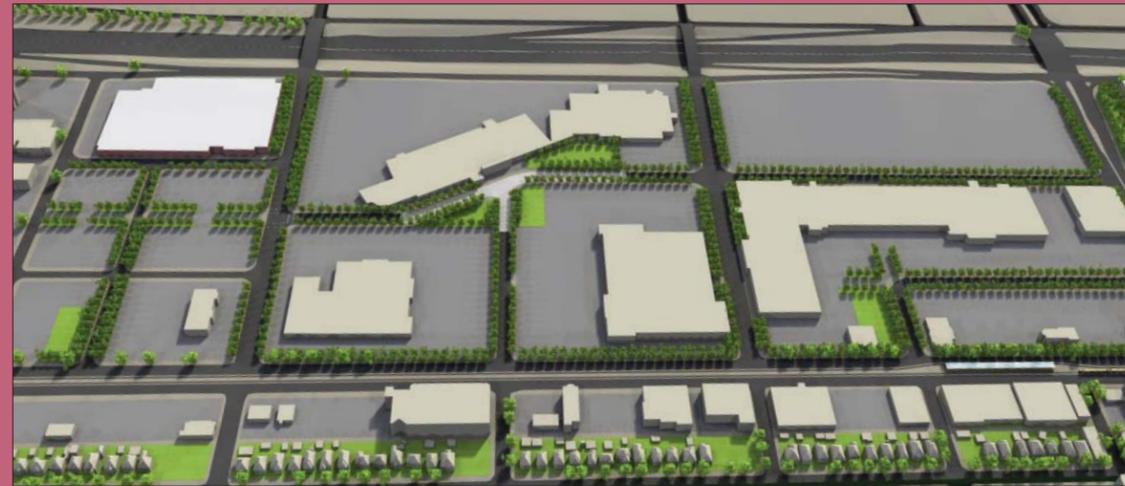
- Establish a zone along the front of the Market that will act as the “face” for the area and define University Avenue.
- Set minimum frontage and FAR standards.
- Develop a series of guiding principles about the bulk and form of new development.

5. Capitalize on new opportunities for greater place making.

- Strengthen open space systems by connecting fragmented open spaces.
- Increase intensity of uses.
- Introduce a broader mix of uses.

Type 2 - Market Intensification Sites

This sequence demonstrates how an area such as the Midway Shopping District could be gradually intensified over time. Beginning with the creation of a block structure and open space framework, new structured and rooftop parking (in dark blue) is used to free up areas of surface parking for new development. Over time, the result is a more walkable, mixed-use neighborhood.



1

Create an urban block structure.

A preliminary block structure is created by extending surrounding streets such as Albert and Simpson into the site and establishing an east/west street midway through the block. Key open spaces are identified next to the proposed station, at key entrances into the Shopping District and at important intersections.

2



3

Establish an open space framework & encourage intensification.

New parking ramps and rooftop parking (both in dark blue) begin to free up areas of surface parking for new developments that are more urban in nature.



4



Establish a face along University.

New higher-density developments along University Avenue begin to establish a face for the district, framing open spaces and key entrances to the area.



Capitalize on new opportunities for greater place-making.

When opportunities present themselves, fragmented open spaces are connected and reinforce a sense of place.

5

Continue to follow through with the plan.

Over time as retail uses change, streets are extended further into the site and uses continue to intensify.

