



*Penn Avenue & West Broadway Avenue*

# TRANSIT-ORIENTED DEVELOPMENT DESIGN GUIDELINES



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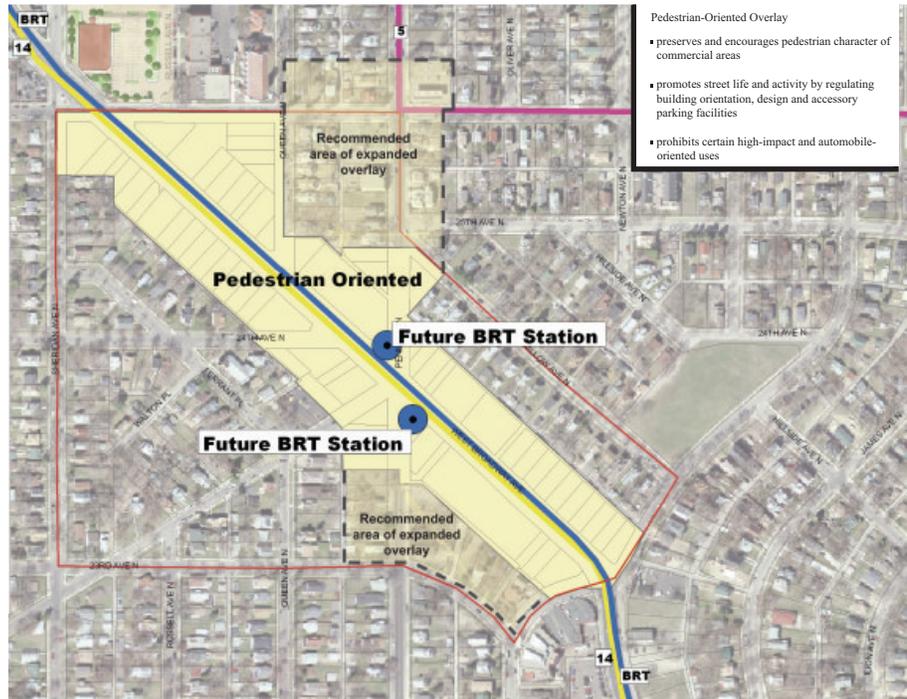


## *Purpose*

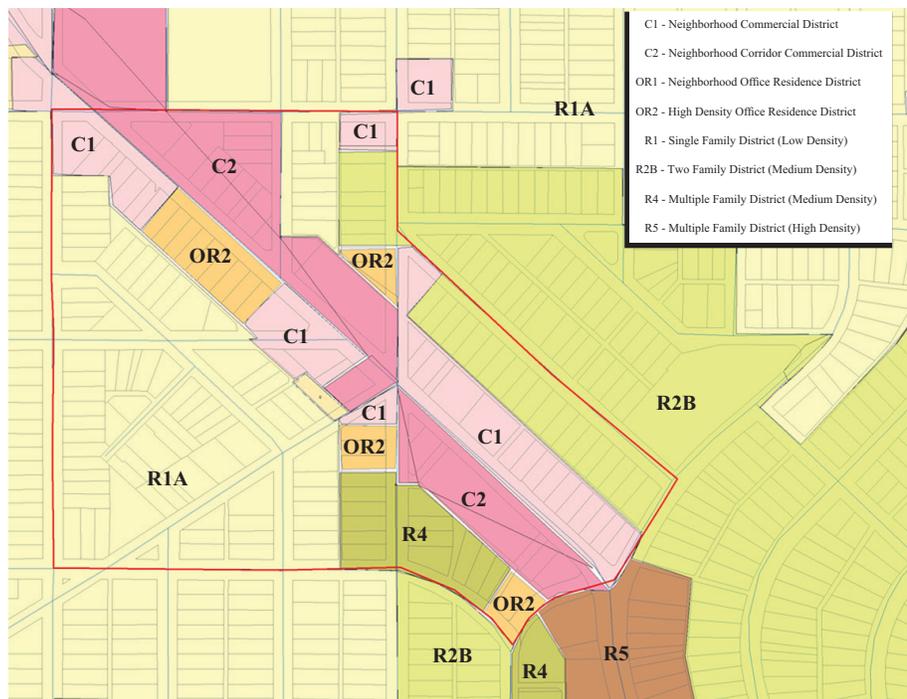
The design guidelines in this study report for Transit-Oriented Development in the North Minneapolis Penn-West Broadway Avenue redevelopment area are the result of a nine-month long public planning process.

The intersection of Penn-West Broadway Avenue will be the location for an inbound and outbound Bottineau Boulevard Bus Rapid Transit (BRT) station, scheduled for construction in late 2006. The BRT stations will be heated, well-lit and partially enclosed, with ticket machines for off-board fare collection and real-time information kiosks that show the arrival time of the next bus. Bus Rapid Transit combines efficiency, speed and the lower cost of buses using service features such as limited stops and signal priority.

These design guidelines present the vision of the West Broadway Community Advisory Committee and the West Broadway community for the future and should inspire and guide redevelopment within the Penn-West Broadway Transit-Oriented Development (TOD) District.



Recommended expansion of the Pedestrian-Oriented Overlay district



Existing primary zoning

## *The District*

Transit-Oriented Development (TOD) districts are generally defined by a quarter-mile walking/shopping distance and a broader, half-mile transit ridership draw area.

The Penn Avenue and West Broadway Avenue Transit District Plan focuses on the West Broadway Avenue commercial corridor, but the transit influence is assumed to extend roughly a quarter of a mile in all directions from the Penn Avenue intersection (see map below). Development within this district should be required to meet these TOD design guidelines.

Currently West Broadway has a Pedestrian-Oriented Overlay zoning district along the avenue. We recommend that this Overlay District be extended along Penn Avenue at least one block in both directions (see top map on Page 2). Note the several types of zoning in this area (see bottom map on Page 2); properties may have to be upzoned to allow development that will meet the guidelines' recommendations for mixed-use, height and density.



Study area within a walkable transit district of 1/4 mile

## *Planning Design Values*



Development should build upon and enhance the assets of the West Broadway community.



Build upon the materials and characteristics of the existing businesses.

Future changes, development and redevelopment should support the following values identified by the West Broadway community:

- Transit is necessary to the vitality of urban living and an integral component of the Penn-West Broadway commercial node.
- Development and future redevelopment should celebrate, build upon and enhance the neighborhood-chosen design elements and assets of Penn-West Broadway and the surrounding community.
- Existing businesses have the deep support of the community. The community welcomes new businesses, but any new commercial use should complement the existing neighborhood while increasing the diversity of products and services available in North Minneapolis.
- New and redeveloped buildings should balance, enhance or complement the existing character of the West Broadway community.
- New housing units should complement and supplement the existing housing types found in the surrounding neighborhood.
- Public art awareness is encouraged in design(s) and planning, especially for public spaces and uses.
- The transit stations or facilities at this node should be designed as civic places and focal points for the community; transit-oriented development should support and enhance the design of spaces.

## *Transit-Oriented Development (TOD) Density*



Residential units above commercial units is encouraged as a mixed-use guideline for development.

- New development or redevelopment should strive to substantially increase density with a district-wide minimum goal of doubling the existing density to reach a minimum of 15 units per acre needed to support transit.
- Additional height (beyond three to four stories) should be considered where feasible.
- Mixed-use development (multi-family units above street-level commercial) is encouraged along West Broadway Avenue in the TOD district and, where feasible, should extend down Penn Avenue as well.

## Site Design

- The transit stations should be integrated into the design of the pedestrian environment (an open civic space with unique paving that incorporates the parking lot, recessed bus “stopping bays,” pedestrian islands and striped crosswalks) at the two corners - the northeast corner and the southeast corner of Penn and West Broadway Avenues.
- Development should embrace the stations as vital elements of the urban fabric and public/civic realm. Land adjacent to the transit stations is best used for active commercial or mixed-use development.
- Commercial building entries should be visible from the street, and each should have an entrance on a streetfront sidewalk where the majority of the public will be entering. An entrance located along a busier, main street can aid in inhibiting criminal activity according to the principles of Crime Prevention Through Environmental Design (CPTED).
- Parking for commercial buildings along West Broadway Avenue should not be located between a building and the street, rather should be distributed to the side and back of buildings.
- The transition between high-density development and lower-density development and/or existing residential neighborhoods should be carefully considered in site design and architectural massing.
- Active outdoor spaces such as outdoor dining spaces are encouraged within the transit district.
- Commercial areas should include seasonal “greening” materials such as vegetation in baskets or flower boxes that can be added to West Broadway Avenue businesses, shops and housing units. Where a parking lot is located along a street, it should be well landscaped and screened with a combination of fencing or wall plantings along the street edge.
- Both Penn and West Broadway Avenues have very narrow sidewalks and limited parking due to road-widening procedures to accommodate traffic demand. We recommend that new development within the overlay dedicate an additional eight to ten feet to sidewalk space.
- Public zones should allow for sidewalks, street trees, street lighting, areas for seating, and separate areas designated for other street furniture and commercial opportunities including newspaper boxes and trash receptacles. Where narrower sidewalks exist, some street elements may need to be eliminated. Where wider sidewalks exist, more amenities, landscaping and street trees can be added.



This potential site plan for the Penn Avenue & West Broadway Avenue intersection details the importance of pedestrian safety, improvements, and how art can be included to create a public, civic space.



Development should embrace the existing urban façades.



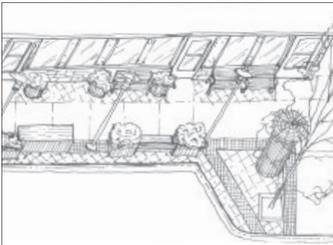
Where wide enough, public sidewalks should include street trees, lighting and other pedestrian amenities.



Land adjacent to transit stations should be developed with commercial or mixed-use buildings.



Below-grade parking with rear (shown here) or side access is encouraged. Garages should be as invisible from the street as possible to create a traditional neighborhood feel.



Public zones should include parking, sidewalk, and landscaping in front of commercial buildings.

## *Parking*

- Public parking that can support transit ridership should be conveniently located within a two- to five-minute walk from a station but need not be immediately adjacent to it.
- Varying parking demands between mixed uses, the community and transit users in the TOD area are encouraged to take advantage of shared parking.
- Businesses are encouraged to establish or participate in a municipal parking district providing shared, public parking with reductions in required on-site parking.
- Commercial development is highly encouraged to provide affordable parking free of time restrictions.
- Parking should be distributed around or on the side and/or rear of commercial buildings meeting the Pedestrian-Overlay requirements. No parking lot should be greater than 60 feet along a street frontage. Where a parking lot is located along a street, it should be well landscaped and screened with a combination of fencing or wall plantings along the street edge.
- Multi-level parking should be encouraged using parking decks on above- or below-grade structures; parking structures along either avenue should be wrapped with commercial uses.
- Multi-family residential buildings should be oriented to minimize views of garages and parking areas from the street:
  - free-standing garages should not be allowed;
  - garages should be built underground where possible.

# Architecture

- Development on both sides of West Broadway Avenue should be a minimum of two stories and up to five stories or more in height.
- Commercial buildings should be oriented to the street with fully articulated street façades based on traditional storefronts (doors and display windows) along the sidewalk.
- Building façades on both sides of West Broadway Avenue should be constructed of high-quality, long-lasting materials and contain large, clear windows unobstructed by signage.
- Awnings, overhangs and arcades are encouraged where pedestrians are expected to walk and shop to provide overhead protection and to create significant entrances.
- Building entries should be visible from the street, well lit, covered or protected from weather, and include significant glazing and glass doors where the public will be entering buildings.
- Buildings should be designed with “four-sided architecture,” using the same quality materials on all sides:
  - all façades shall be articulated with a variety of materials, glazing, awnings, or other details to add visual interest;
  - roof lines and cornice details shall be completed in a three-dimensional manner so that the features on the back of the roof or similar unfinished areas are not visible;
  - the front façade may have a unique design or more significant glazing.



Building entries should be well lit and visible from the street.



Development should complement existing buildings in material quality and type and should not be more than five stories high.



Front façades are encouraged to include awnings, overhangs and arcades to maximize the significance and safety of the building entry.

## *Partnerships/Community Participation*

Transit infrastructure is a metropolitan area-wide investment which should be leveraged to draw additional investment from both the public and private sectors working in partnership to support Transit-Oriented Development. Public/private partnerships provide opportunities to set mutual expectations and to share risks, costs and rewards. To help ensure a successful outcome, partners work together, obtaining financial leverage through tools such as tax increment financing, state and federal financing and foundation grants.



Existing storefronts at northeast corner of West Broadway & Penn Avenue



Potential future development at northeast corner of West Broadway & Penn Avenue  
(provided by Landform)



Potential future development at southeast corner of West Broadway & Penn Avenue  
(provided by Landform)

# Credits & Acknowledgements

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Dean Rose, Bean Scene Owner/Operator, appointed by Council Member Johnson  
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## THE WEST BROADWAY AREA COALITION (WBAC)

## THE WEST BROADWAY BUSINESS ASSOCIATION (WBBA)

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