Lid Projects

Urban Systems

Work from the Metropolitan Design Center and Department of Architecture Studios at the University of Minnesota

Minnesota Department of Transportation TAP

Metropolitan Design Center
University of Minnesota

May 25, 2016
Minneapolis 35W Lid Project
35W Site, Context and History
Existing Land Use
35W SITE DATA
Estimated Land Value

35W SITE DATA

$1.5 - $2 MILLION

Legend
ParcelsHennepin
EMV LAND
- 0 - 60,000
- 60,001 - 150,000
- 150,001 - 375,000
- 375,001 - 1,000,000
- 1,000,001 - 2,150,000
- 2,150,001 - 4,000,000
- 4,000,001 - 6,750,000
- 6,750,001 - 12,000,000
- 12,000,001 - 26,000,000
- 26,000,001 - 100,000,000

GENERAL EMV (BALLPARK GUESS)
Elliot Park
35W SITE DATA

MEDIAN HOUSEHOLD INCOME: $25,307

HOUSEHOLDS WITH INCOME <$35K: 64%
HOUSEHOLDS WITH INCOME $50K-$75K: 12.7%
HOUSEHOLDS WITH INCOME BELOW POVERTY LINE: 33%

MEDIAN RENT: $622
BURDENED RENTER HOUSEHOLD: 55.5%
BURDENED OWNER HOUSEHOLD: 10.8%

TRANSPORTATION TO WORK (CAR, TRUCK, VAN...): 49.2%
TRANSPORTATION TO WORK/PUBLIC TRANSIT: 17.2%
WALK/BIKE/WORK FROM HOME: 33.6%

TRAVEL TIME TO WORK 10-19 MINUTES: 40.4%
TRAVEL TIME TO WORK 20-29 MINUTES: 21.1%
TRAVEL TIME TO WORK 30+ MINUTES: 24.1%

1600' POLLUTION ZONE

* DATA SOURCE: THE AMERICAN COMMUNITY SURVEY 2008-2012
Cedar Riverside

35W SITE DATA

MEDIAN HOUSEHOLD INCOME: $13,511

HOUSEHOLDS WITH INCOME <$35K: 79.6%
HOUSEHOLDS WITH INCOME $50K-$75K: 4.5%
HOUSEHOLDS WITH INCOME BELOW POVERTY LINE: 55.3%

MEDIAN RENT: $578
BURDENED RENTER HOUSEHOLD: 71.4%
BURDENED OWNER HOUSEHOLD: 27.1%

TRANSPORTATION TO WORK (CAR, TRUCK, VAN...): 42.8%
TRANSPORTATION TO WORK/PUBLIC TRANSIT: 25.20%
WALK/BIKE/WORK FROM HOME: 32%

TRAVEL TIME TO WORK 10-19 MINUTES: 29.3%
TRAVEL TIME TO WORK 20-29 MINUTES: 22.9%
TRAVEL TIME TO WORK 30+ MINUTES: 28.7%

1600’ POLLUTION ZONE

* DATA SOURCE: THE AMERICAN COMMUNITY SURVEY 2008-2012
MEDIAN HOUSEHOLD INCOME: $21,595

HOUSEHOLDS WITH INCOME <$35K: 65.5%
HOUSEHOLDS WITH INCOME $50K-$75K: 13.6%
HOUSEHOLDS WITH INCOME BELOW POVERTY LINE: 47.4%

MEDIAN RENT: $559
BURDENED RENTER HOUSEHOLD: 13.6%
BURDENED OWNER HOUSEHOLD: 50.1%

TRANSPORTATION TO WORK (CAR, TRUCK, VAN...): 50.3%
TRANSPORTATION TO WORK/PUBLIC TRANSIT: 31.8%
WALK/BIKE/WORK FROM HOME: 17.9%

TRAVEL TIME TO WORK 10-19 MINUTES: 27.7%
TRAVEL TIME TO WORK 20-29 MINUTES: 23.1%
TRAVEL TIME TO WORK 30+ MINUTES: 22.5%

Ventura Village
35W SITE DATA

1600’ POLLUTION ZONE
* DATA SOURCE: THE AMERICAN COMMUNITY SURVEY 2008-2012
Land Ownership
Concept
Neighborhood Program
Fall 2013 35W Lid Development Outcomes

4.74 million sf Total Development

- Housing: 30.6%
- Offices + Business Dev.: 12%
- Retail, Hospitality, Entertainment: 17%
- Education: 10%
- Community Services: 10%
- Health + Wellness: 8%
- Cultural: 5%
- Parking + Service Space: 22%
Potential Land and Development Program

<table>
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<th>Block Number</th>
<th>Block Area (Acres)</th>
<th>Gross Square Feet at S FAR</th>
<th>Percent Residential</th>
<th>Residential Square Feet</th>
<th>Percent Commercial / Industrial</th>
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<th>Percent Institutional</th>
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* These blocks feature 10-20 story towers totaling 240,000 additional square feet

Total Developable Square Feet: 5,053,800

- Residential Square Feet: 3,132,262
- Commercial Square Feet: 1,604,727
- Institutional Square Feet: 315,810
Potential Development Benefits

Tax Status of Parcels in 35W Lid Project

10 Year Incremental Property Tax Revenue: $288 Million

- Government owned parcels do not generate tax dollars, so selling them for development projects immediately generates revenues.
- Privately held parcels typically increase in value when they are near large development.

*Data provide by JLL (Jones Lang LaSalle)
Re-assembling the City

District Goals:

Accessibility
Community
Context
Density
Economic Diversity
Equity
Full-Life
Health
Interconnectivity
Living Public Realm
District Identity
Rebranding

Design Guidelines:

Form-Based Codes
Design Quality
Pedestrian Oriented
District Character
Environmental Design
Zero Carbon

South Nicollet Mall
35W Lid Parking

Sec C: Between 3rd & 4th Streets

- 35W Lid Parking:
  - 2 Levels
  - 477 spaces

- 3rd Street is the primary entrance for parking into the lid structures.

- The parking areas within the lid structures will have separate access parking for each building adjacent to the lid. This parking is in addition to the garage parking as part of an overall project parking strategy.

- Traffic exiting from 35W can enter directly into lid parking. An internal ramp allows access to the 2nd floor parking.
LRT and the 35W Lid Parking

Level 1: Linking Lid Parking and 5th Street

4th Street

5th Street (future roadway connection to Cedar-Riverside)

LRT Green Line
LRT Blue Line

5th Street

New Office
Pedestrian Overpass
5th Street

Sec C: LRT interchange as connector

Washington Ave

Vikings Stadium

750 Cars
This project: Lidding 35W and developing 17.75 acres of new development

*It bridges I-35W between the University of Minnesota and downtown Minneapolis, returning 11 blocks of taxable real estate to the city’s coffers*

*It utilizes air rights above the highway to generate revenue for the state, while reducing weather-related impacts on the highway itself*

*It generates revenue to pay back the initial infrastructure investment and leverages private capital for public good, like a new light-rail transfer station*

*It creates public parks and district parking for a whole new family friendly community for roughly 5,000 residents and the support services they need*

*It stitches back together the city, divided by the interstate highways so long ago and turns undesirable land into some of the most desirable in the city*

*It provides space for office and research space for businesses that benefit from proximity to the University*

*It offers a strategy of creating more open space and accommodating more density without interfering with existing neighborhoods*

*It reduces the noise and pollution affecting other major public and private investments like the Vikings Stadium*

*It extends the open space of the Yard and that around the stadium and makes it easier to walk between the University and East Downtown*
This project: Lidding 35W and developing 17.75 acres of new development.

Total Development Square Feet  5,053,800
Residential Square Feet        3,133,263
Commercial Square Feet         1,604,727
Institutional Square Feet      315,810

New Tax Base
17.75 Acres of new development
$350,000,000 over 10 years (JLL)

Parking Structure over 35W
750 cars
Cost: approx. 25,000 per car excluding the Green Roof
St Paul 94/35E Lid Project
St. Paul Capital Lid

Project Site

Potential Development
St. Paul Capital Lid
St. Paul Capital Lid
St. Paul Capital Lid

- **1/4-mile of green street** that links district assets and places, emphasizing pedestrian activity over vehicles
- **2.5 acres** of public space at the district center
- **16 acres** of underutilized land unlocked for development
- **1.6 million sf** of development, representing a community of 1,500 new residents and all of the services, spaces, and activities needed for a fully-functional neighborhood
- **$320 million** construction cost
Edina Highway 100 Lid Project
New Parcels

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<tr>
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</table>

7.9 Total Acres
Example of Build-out Potential

Development Potential with 8 floors avg/bldg: 1,701,250 sqft
District Parking

Lid and Adjacent Parking:
606 spaces
Total District Parking:
1,316 spaces
Lid Section

Existing

Proposed Section along Pedestrian Mall
Edina Grandview Lid

- **8 acres** of underutilized land unlocked for development
- **1.8 acres** of public space at the heart of the district
- **1.7 million sf** of potential development, representing a community of 2,000 new residents and all of the services, spaces, and activities needed for a fully-functional neighborhood
- **1,300 district parking** spaces / 600 in freeway lid and connected buildings
- **1/3-mile green pedestrian mall** that links district assets and places, emphasizing pedestrian and street activity over vehicular movement
- **60’-tall facade / 20’-wide sidewalks** define outdoor “street rooms” as places of energy, light, and living
Nicollet Avenue Lid Project
Existing Freeway and Embankments
Structural System

With a span of 80 feet and a depth of up to 14 feet, concrete trusses can easily span a highway and efficiently create logical configurations for typical housing and retail patterns.
Assembly
Phase 1: Inhabited Bridge

19,500 sf retail
66 units @ 900-1,600 sf ea, 185,000 sf total development
Phase 2: New Development
Generated by Phase 1 lid
+ 225,000 sf of new development on adjacent vacant properties
Phase 3: Expand to neighboring bridges
+ 2 new lids: 180,000 sf ea
+ redeveloped adjacent parcels
View North on Nicollet Ave
Site Plan