

Lid Projects

Urban Systems

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

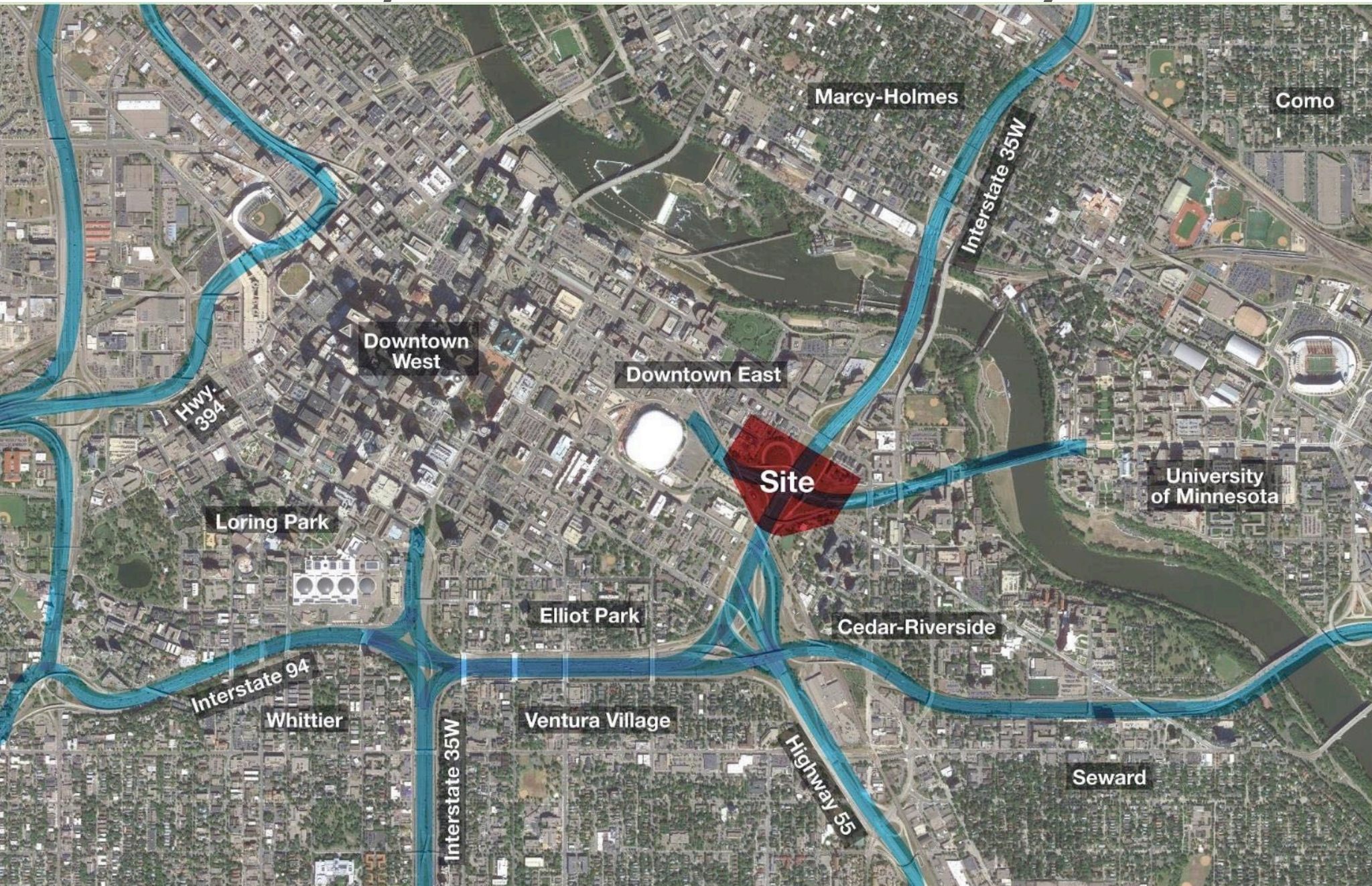
*Minnesota Department of
Transportation TAP*

Metropolitan Design Center
University of Minnesota

May 25, 2016

Minneapolis 35W Lid Project

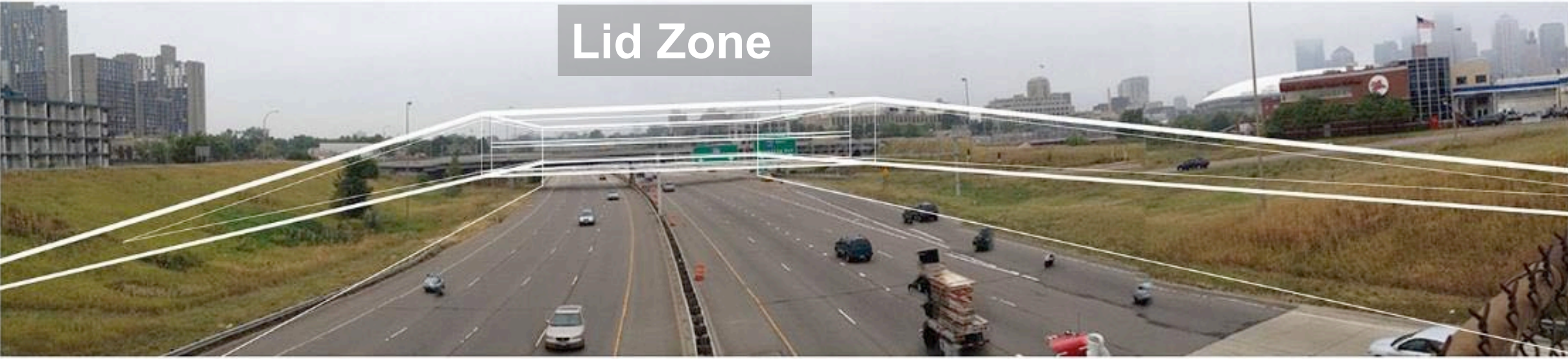
35W Site, Context and History



35 W Today



Lid Zone



Existing Land Use

35W SITE DATA



Legend

GeneralizedLandUse2010

LUSE_DESC

Agricultural

Airport

Extractive

Farmstead

Golf Course

Industrial and Utility

Institutional

Major Highway

Manufactured Housing Parks

Mixed Use Commercial

Mixed Use Industrial

Mixed Use Residential

Multifamily

Office

Open Water

Park, Recreational, or Preserve

Railway

Retail and Other Commercial

Seasonal/Vacation

Single Family Attached

Single Family Detached

Undeveloped

Estimated Land Value

35W SITE DATA

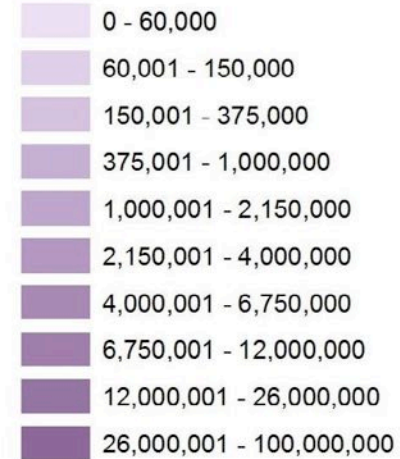


\$1.5 - \$2 MILLION

Legend

ParcelsHennepin

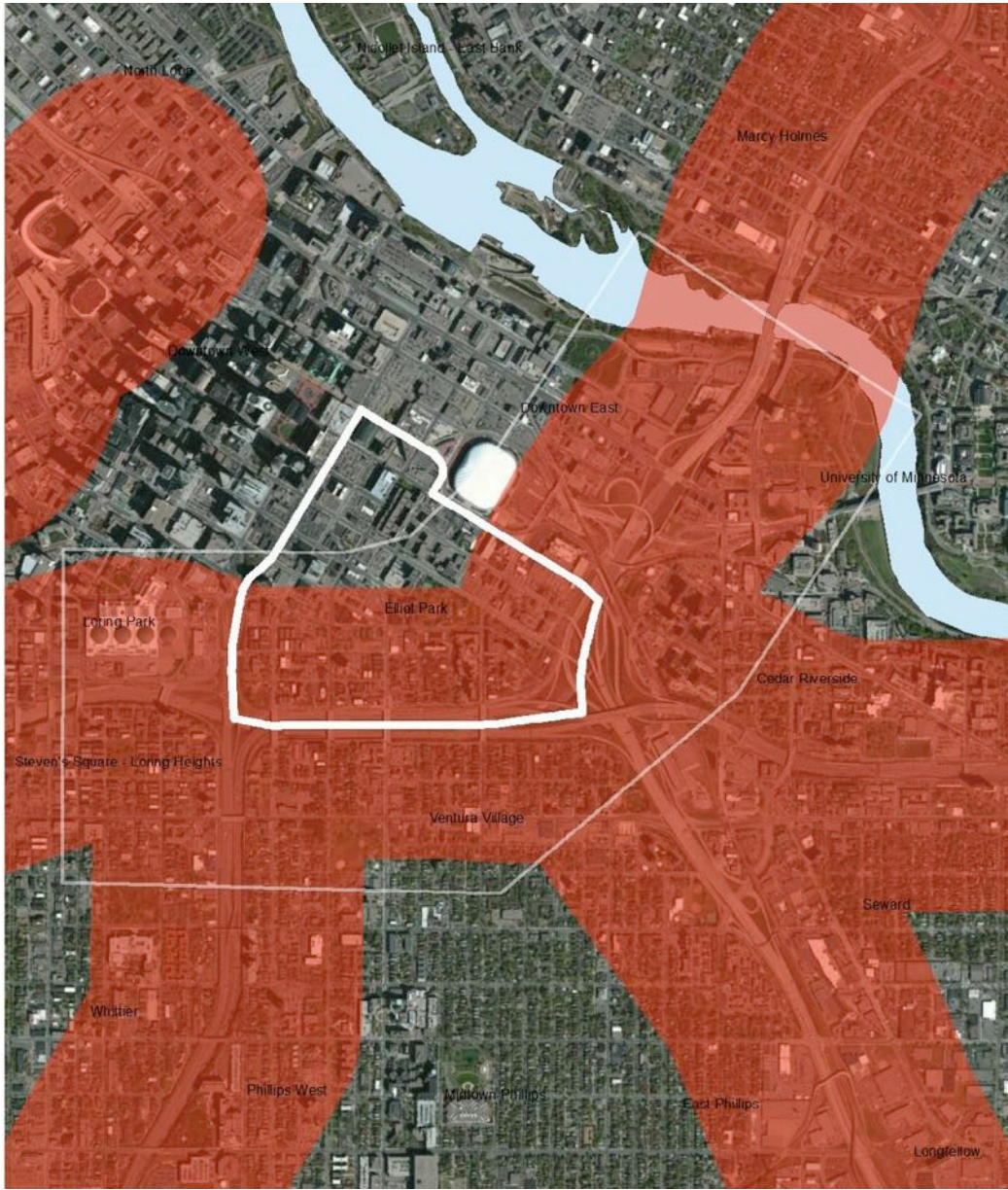
EMV_LAND



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%**

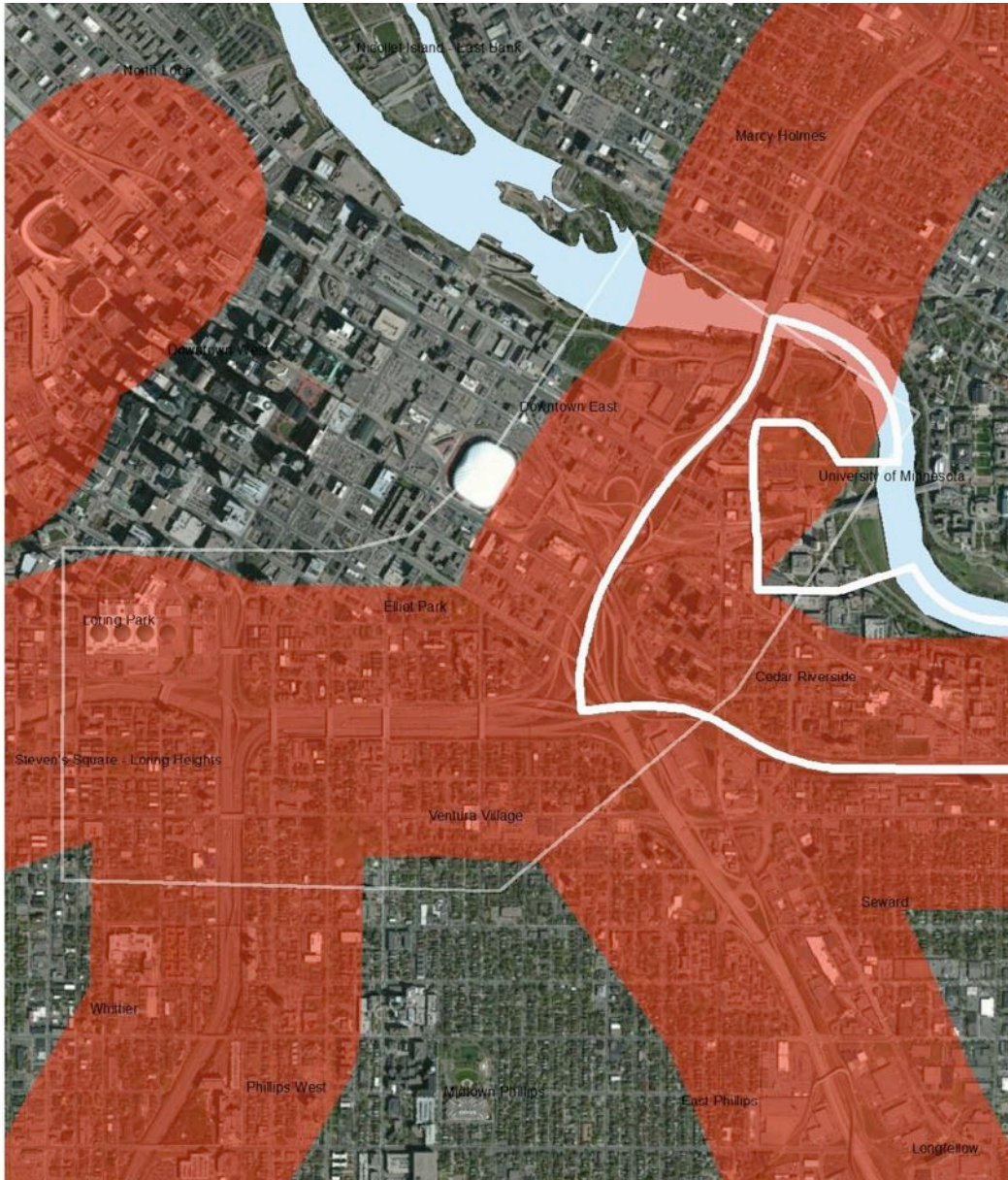
TRAVEL TIME TO WORK 30+ MINUTES: **24.1%**

 **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%**

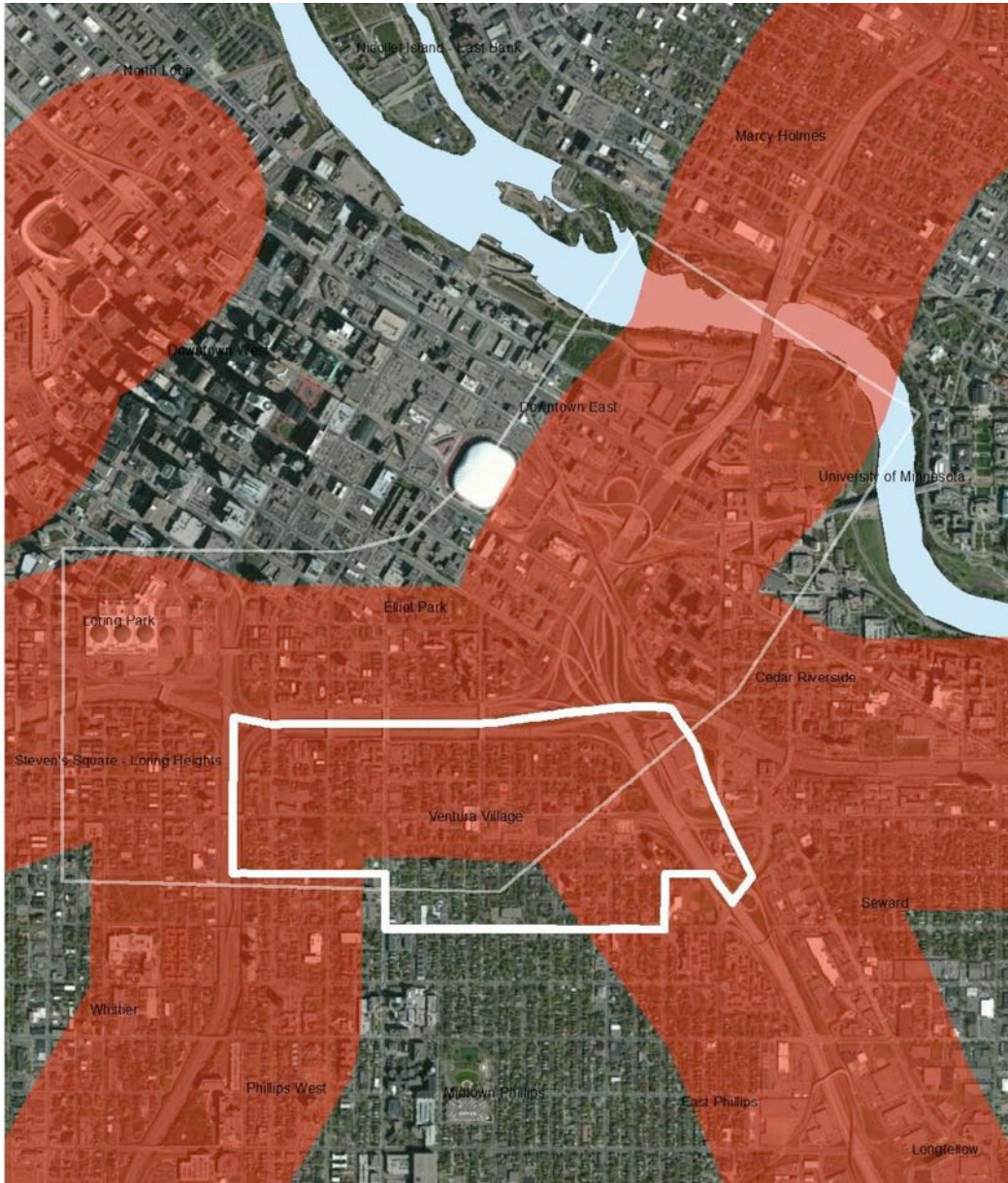
TRAVEL TIME TO WORK 30+ MINUTES: **28.7%**

 **1600' POLLUTION ZONE**

* DATA SOURCE: THE AMERICAN COMMUNITY SURVEY
2008-2012

Ventura Village

35W SITE DATA



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%**

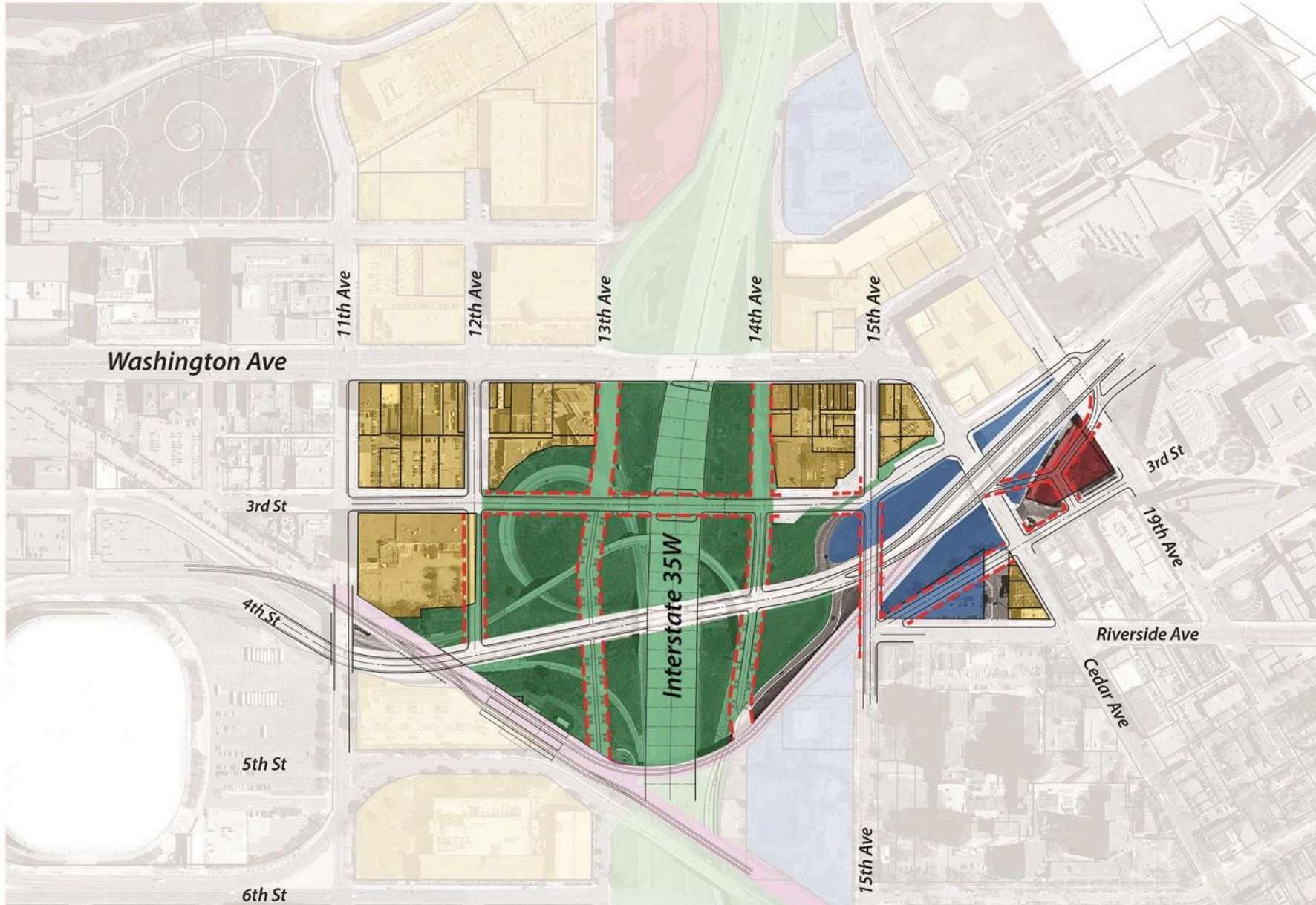
TRAVEL TIME TO WORK 20-29 MINUTES: **23.1%**

TRAVEL TIME TO WORK 30+ MINUTES: **22.5%**

 **1600' POLLUTION ZONE**

* DATA SOURCE: THE AMERICAN COMMUNITY SURVEY
2008-2012

Land Ownership

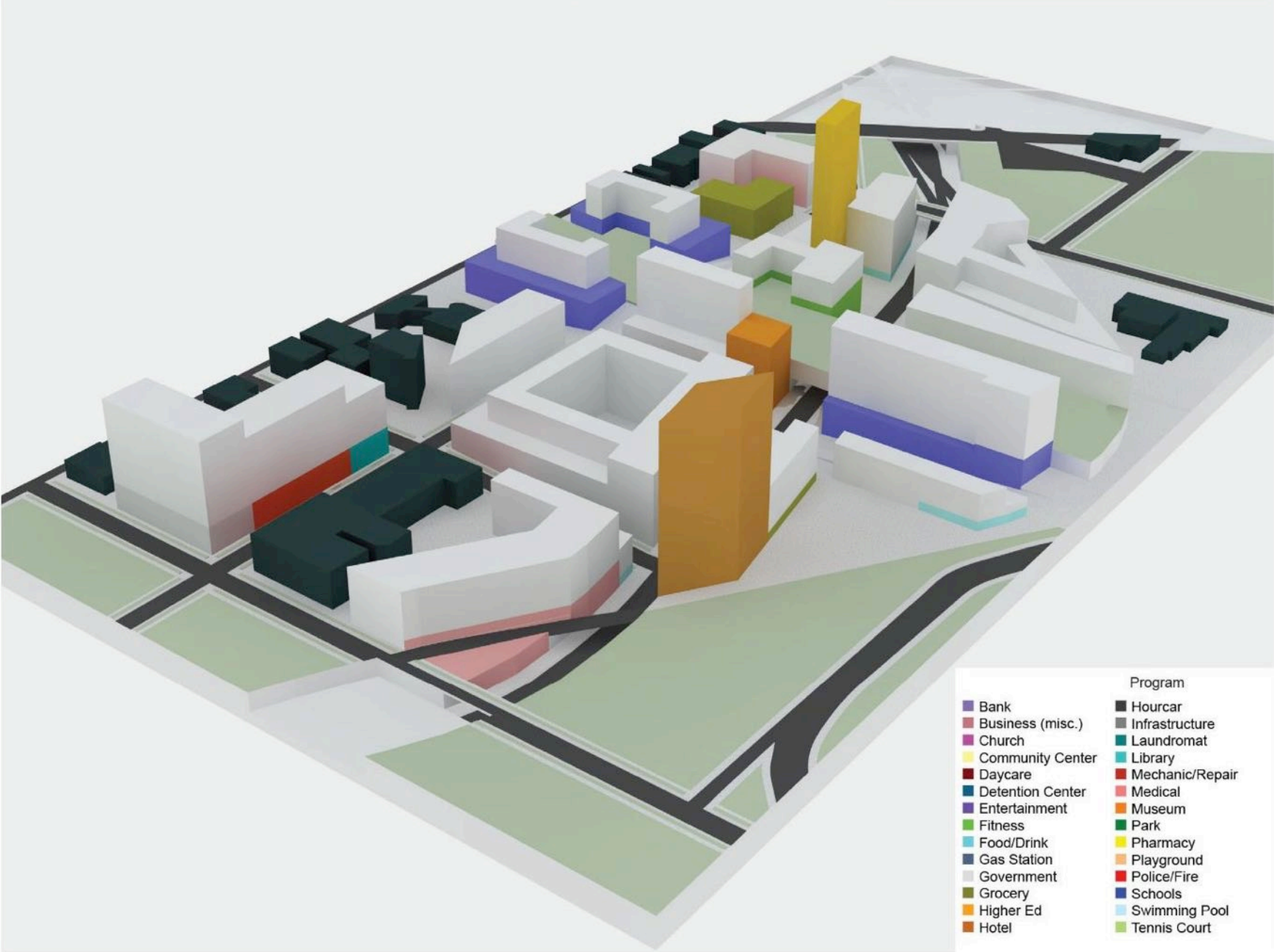


- New Right/Way
- Privately-owned Property
- University of Minnesota
- City of Minneapolis
- Metropolitan Council
- County or State

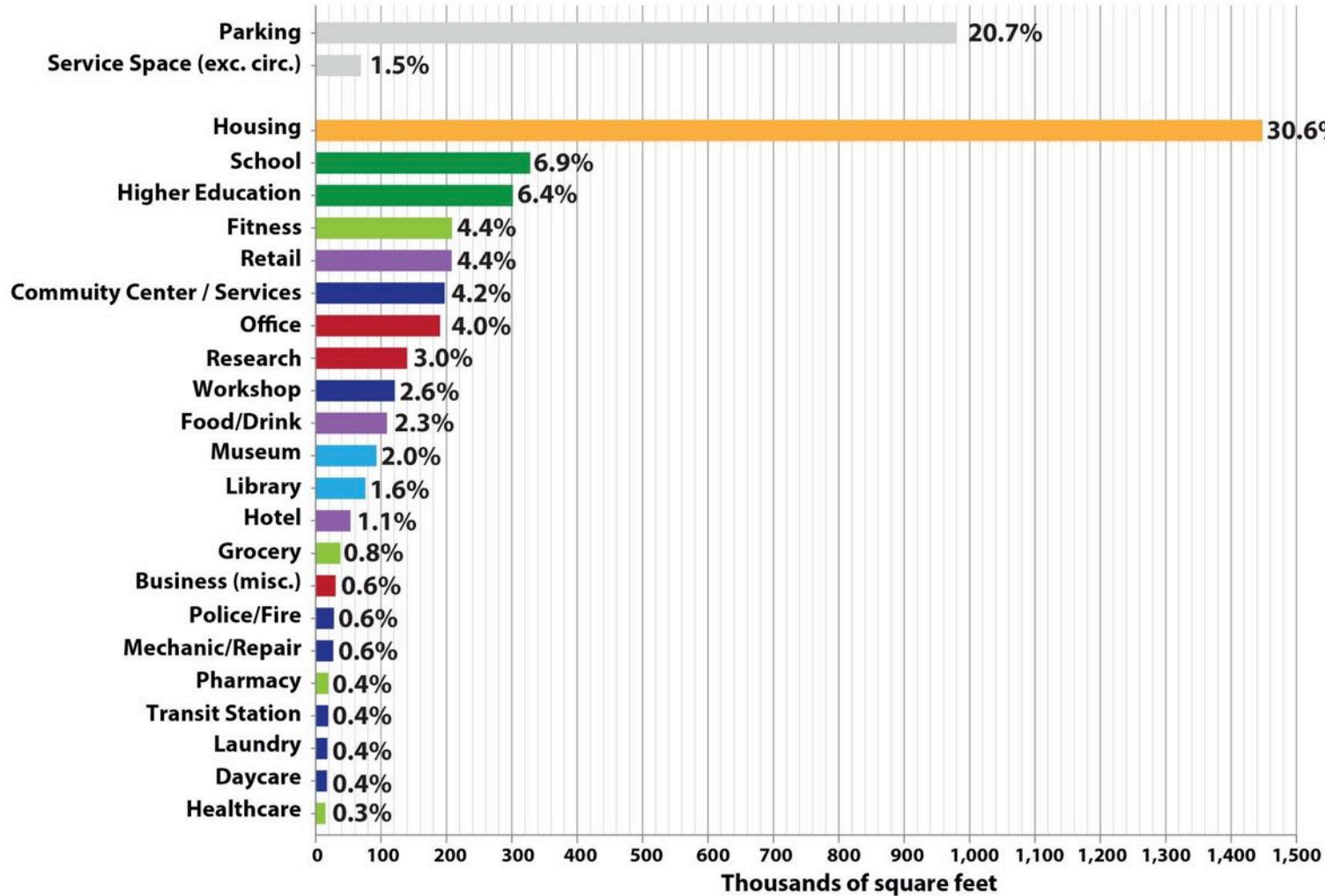
Concept



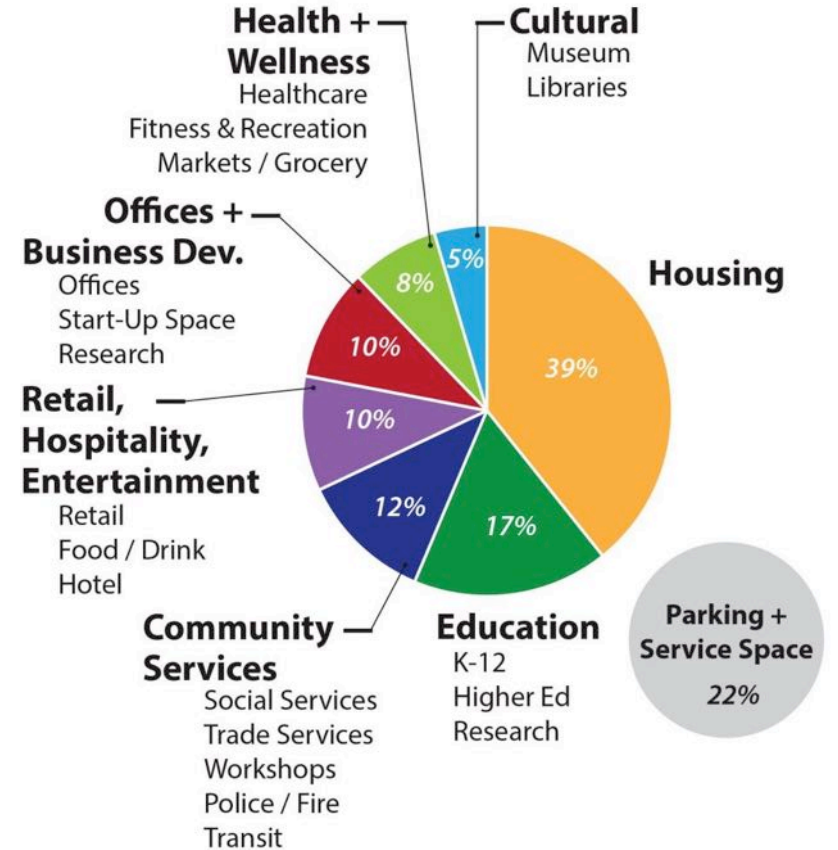
Neighborhood Program



Fall 2013 35W Lid Development Outcomes



4.74 million sf Total Development



Potential Land and Development Program



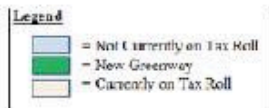
Block Number	Block Area (Acres)	Gross Square Feet at 5 FAR	Percent Residential	Residential Square Feet	Percent Commercial / Industrial	Commercial / Industrial Square Feet	Percent Institutional	Institutional Square Feet
1	2.5	544,500	85%	462,825	15%	81,675	0%	0
2	2.4	522,720	85%	444,312	15%	78,408	0%	0
3	0.9	196,020	50%	98,010	0%	0	50%	98,010
4	1	217,800	50%	108,900	0%	0	50%	108,900
5	2	435,600	85%	370,260	15%	65,340	0%	0
6	2.8	609,840	25%	152,460	75%	457,380	0%	0
7	2.2	479,160	85%	407,286	15%	71,874	0%	0
8	0.9	196,020	85%	166,617	15%	29,403	0%	0
9	0.8	174,240	85%	148,104	15%	26,136	0%	0
10*	1	457,800	25%	114,450	75%	343,350	0%	0
11*	1.2	501,360	25%	125,340	75%	376,020	0%	0
12	1	217,800	50%	108,900	0%	0	50%	108,900
13	1	217,800	85%	185,130	15%	32,670	0%	0
14	1.3	283,140	85%	240,669	15%	42,471	0%	0

* These blocks feature 10-20 story towers totalling 240,000 additional square feet

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

Potential Development Benefits

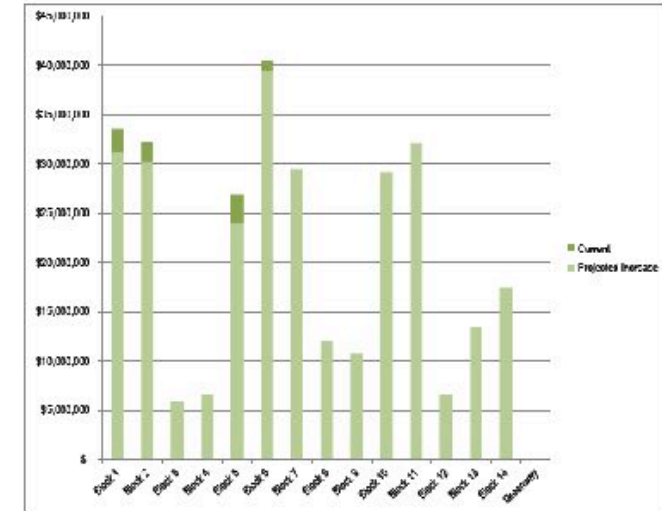
Tax Status of Parcels in 35W Lid Project



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

10 Year Incremental Property Tax Revenue: \$288 Million

	Projected Increase	Current
Block 1	\$31,239,510	\$2,278,550
Block 2	\$30,223,830	\$1,953,498
Block 3	\$5,913,874	-
Block 4	\$6,670,971	-
Block 5	\$24,003,852	\$2,810,596
Block 6	\$39,351,710	\$1,047,850
Block 7	\$29,405,892	-
Block 8	\$12,066,501	-
Block 9	\$10,725,770	-
Block 10	\$29,179,228	-
Block 11	\$32,072,899	-
Block 12	\$6,570,971	-
Block 13	\$13,407,224	-
Block 14	\$17,420,391	-
Greenway	-	-
Total	\$288,251,640	\$8,090,494



- Constructing new buildings generates additional tax revenues
- These revenues provide additional resources for the city, county, schools and state to serve its citizens
- Not included are the increases in nearby property values

*Data provide by JLL (Jones Lang LaSalle)

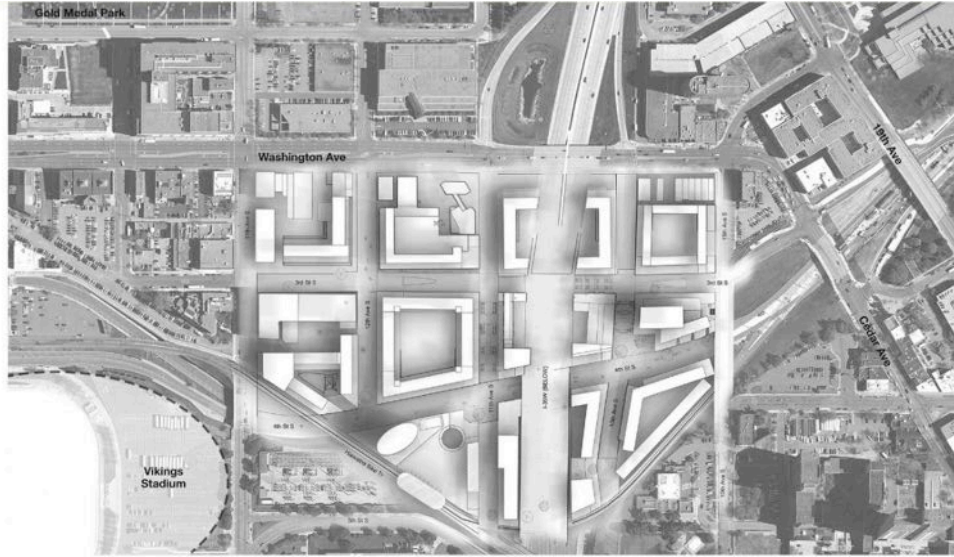
Re-assembling the City

District Goals:

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

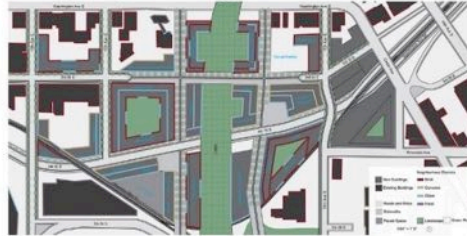
Design Guidelines:

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

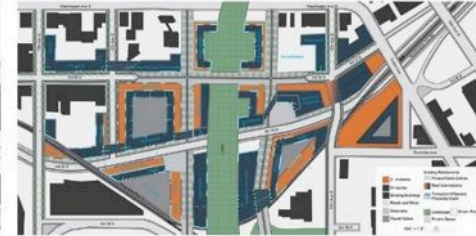


Building and District Relationships

Material Relationships as District Identity



Building Height Relationships to Form Enclosure

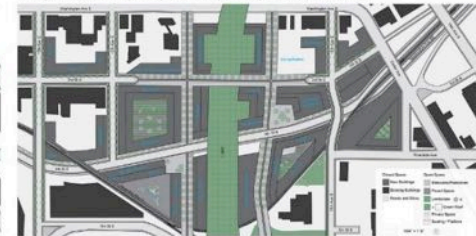


Public Space and Pedestrian Environment

Streets as a Function of Daily Life

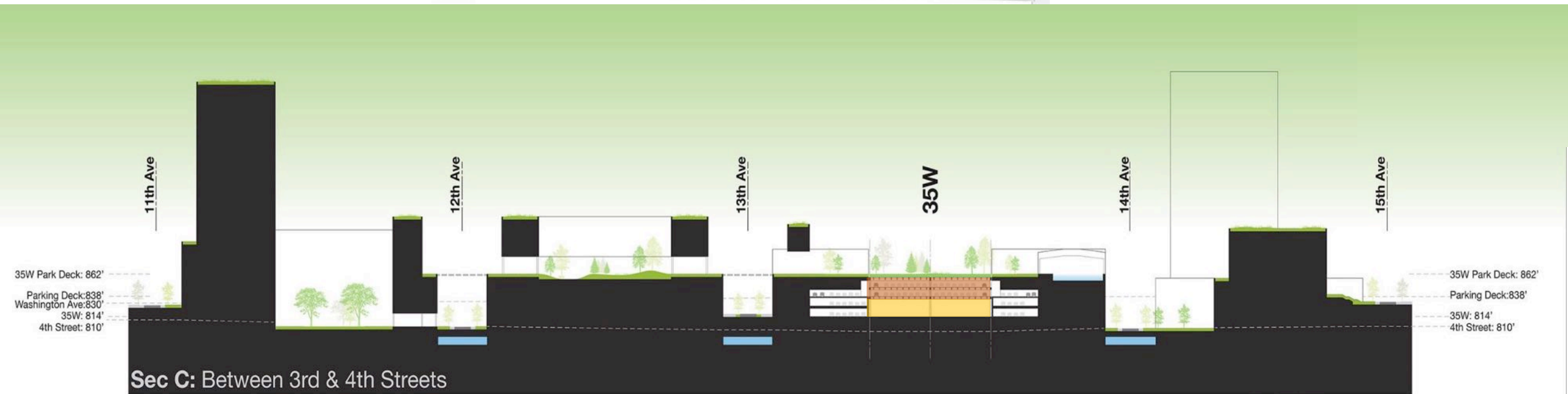
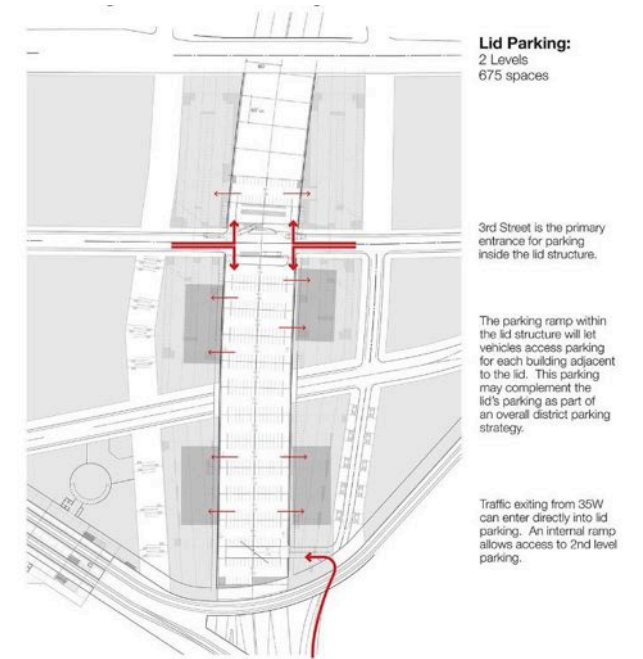


Multiple Scales of Open Space Accept Multiple Public Activities



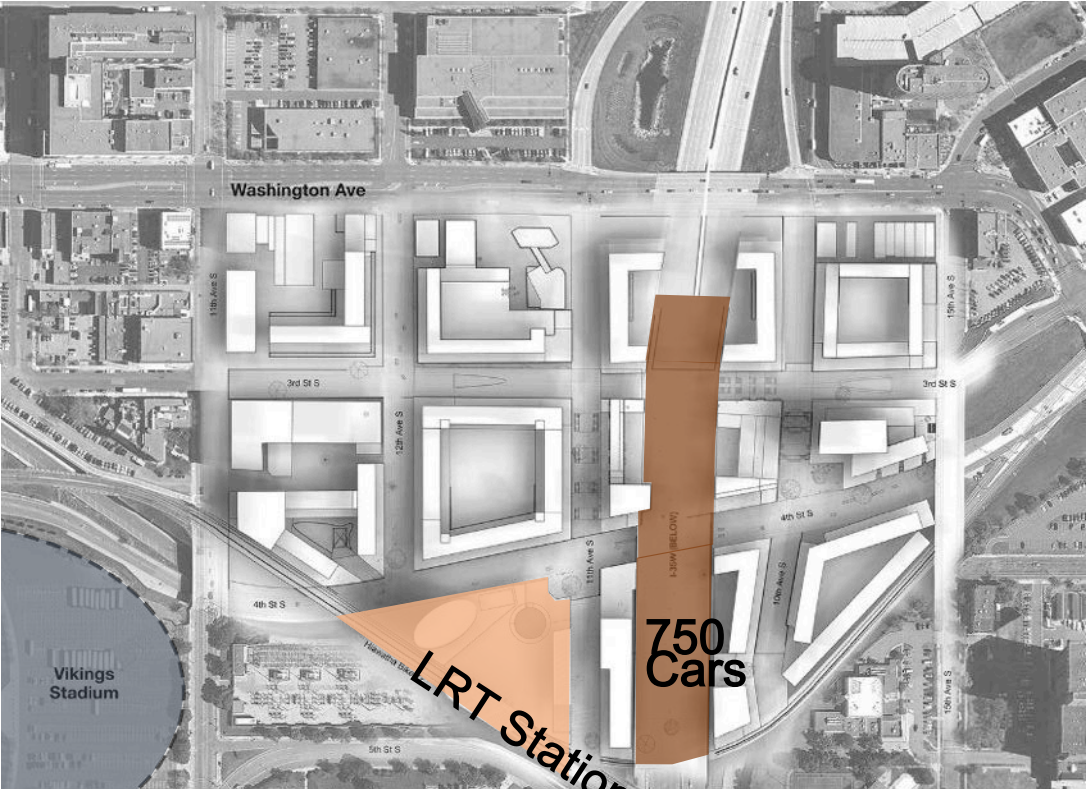
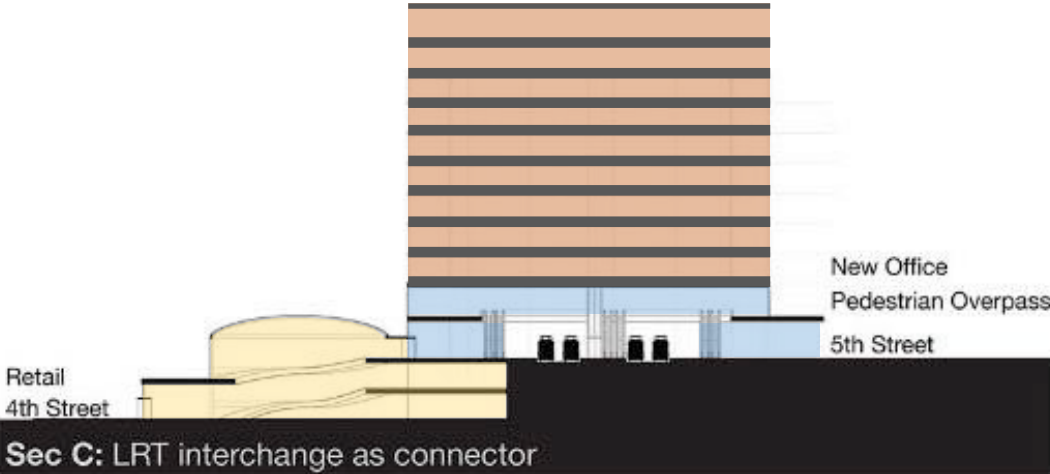
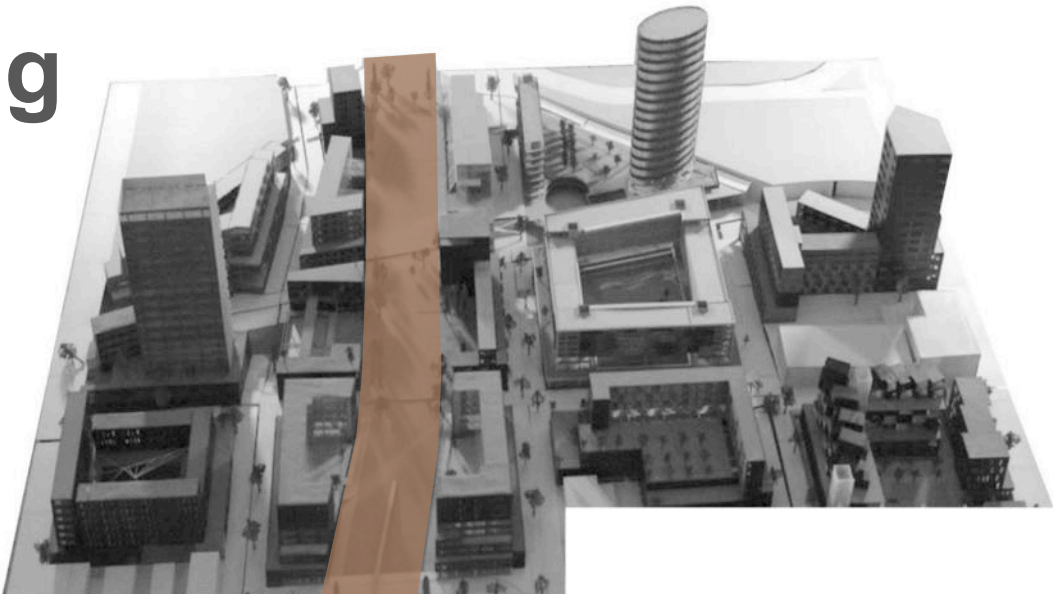
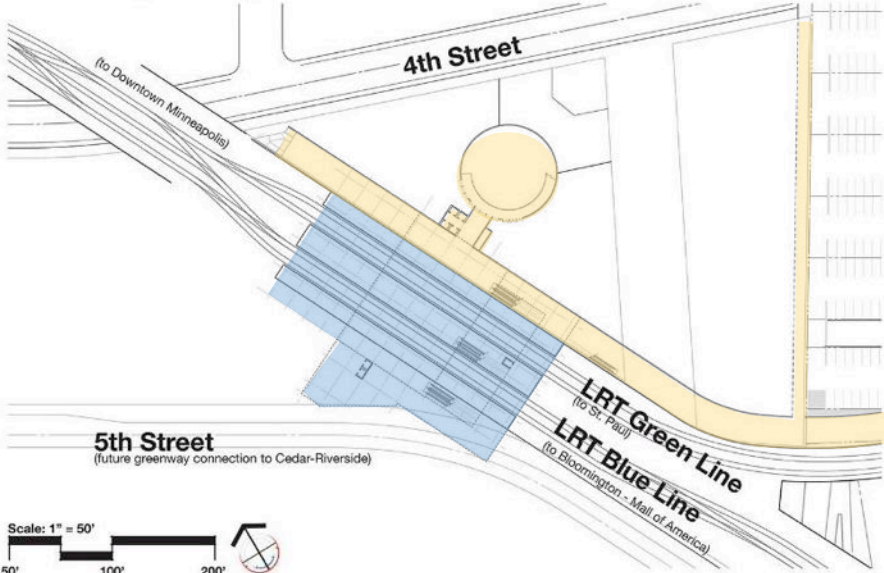
South Nicollet Mall

35W Lid Parking



LRT and the 35W Lid Parking

Level 1: Linking Lid Parking and 5th Street





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.

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

New Tax Base

17.75 Acres of new development
\$350,000,000 over 10 years (JLL)

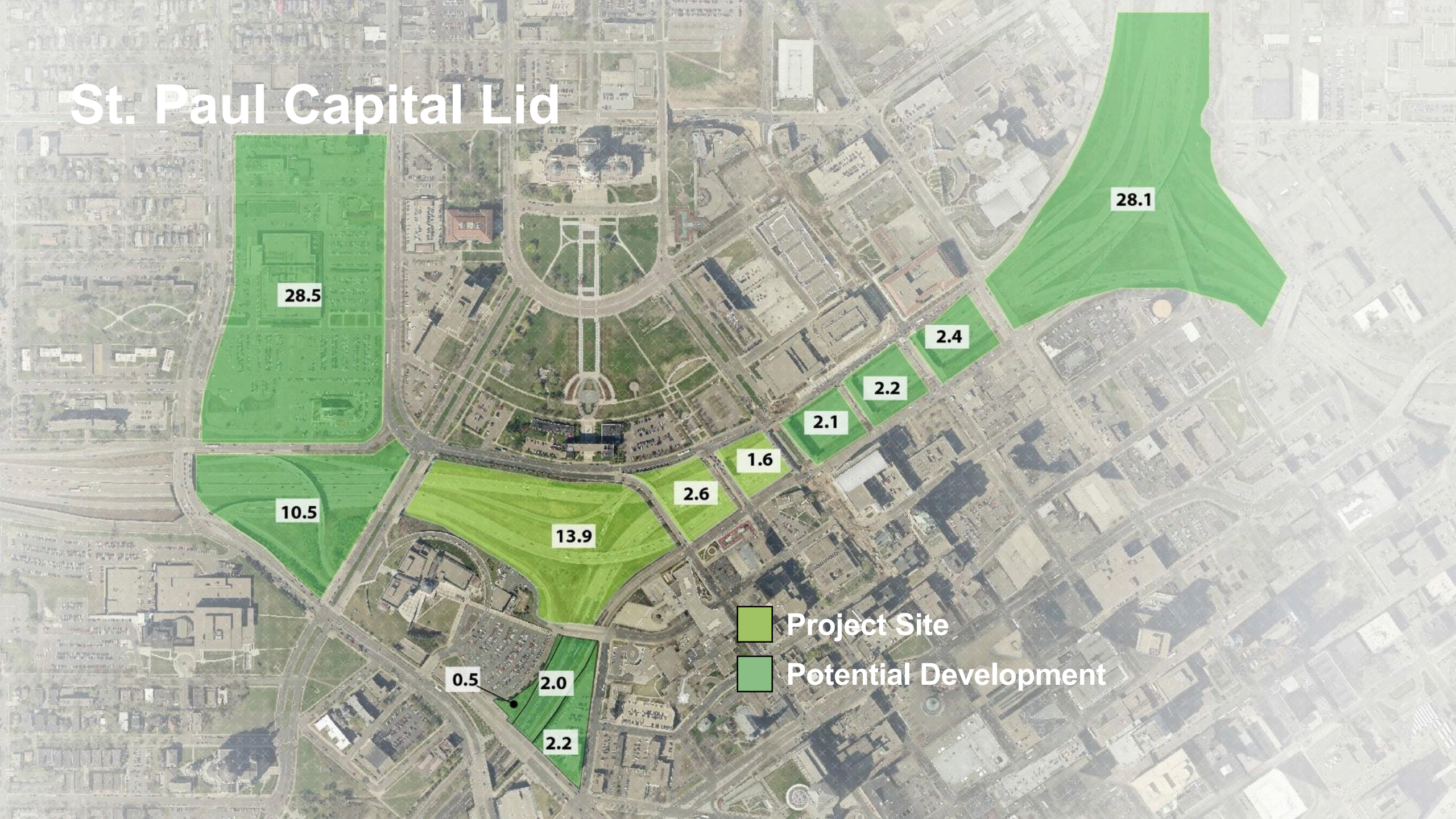
Parking Structure over 35W

750 cars

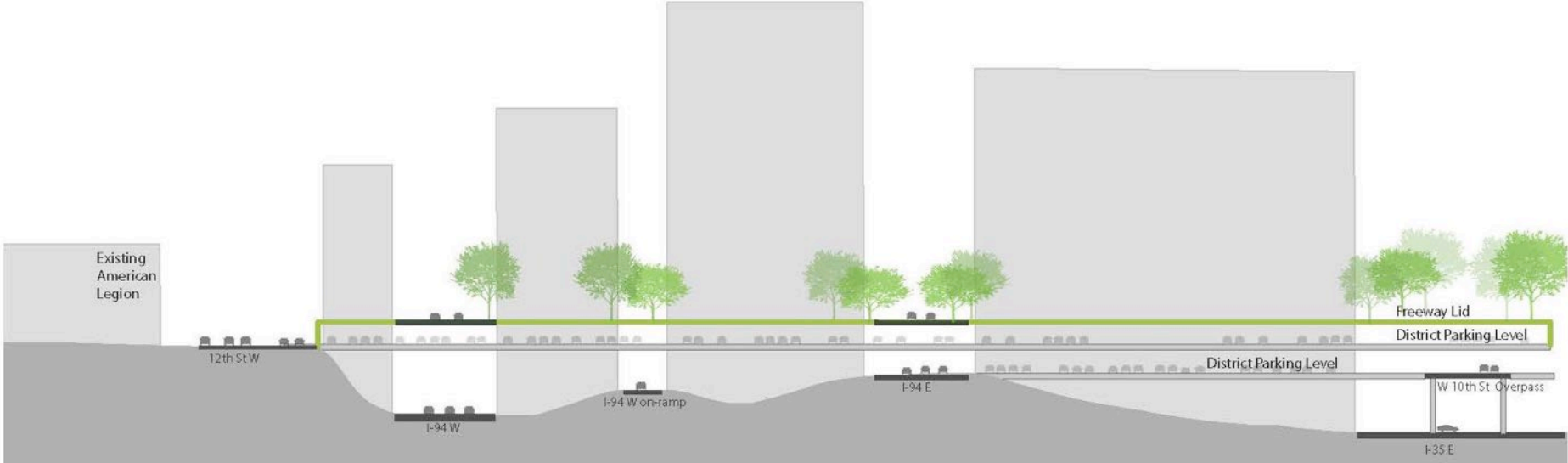
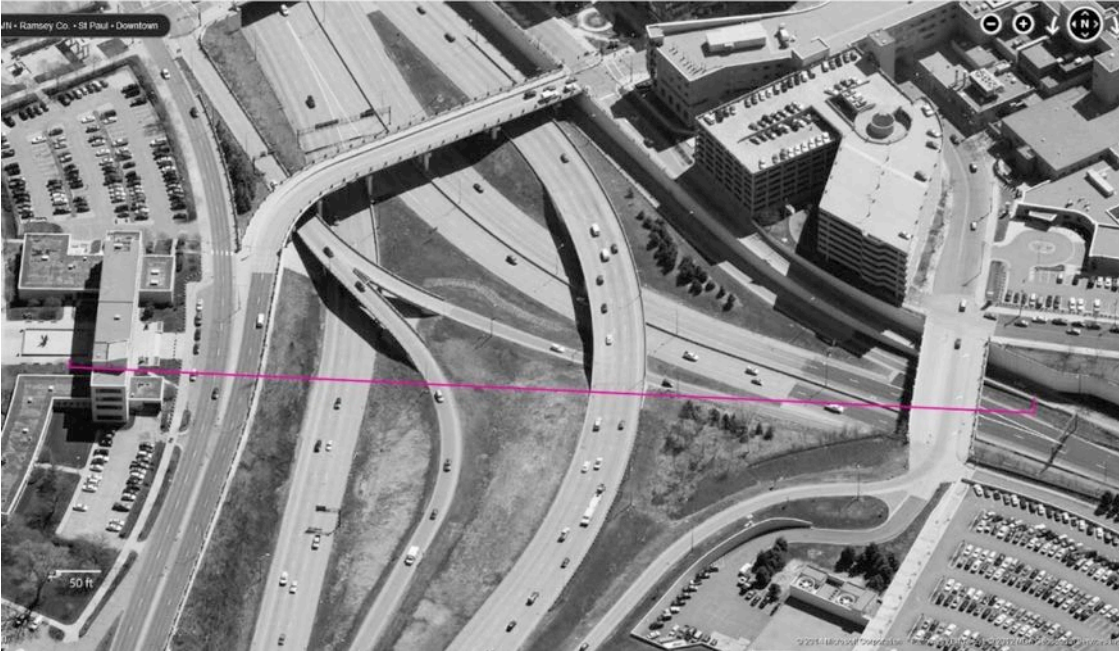
Cost: approx. 25,000 per car excluding the Green Roof

St Paul 94/35E Lid Project

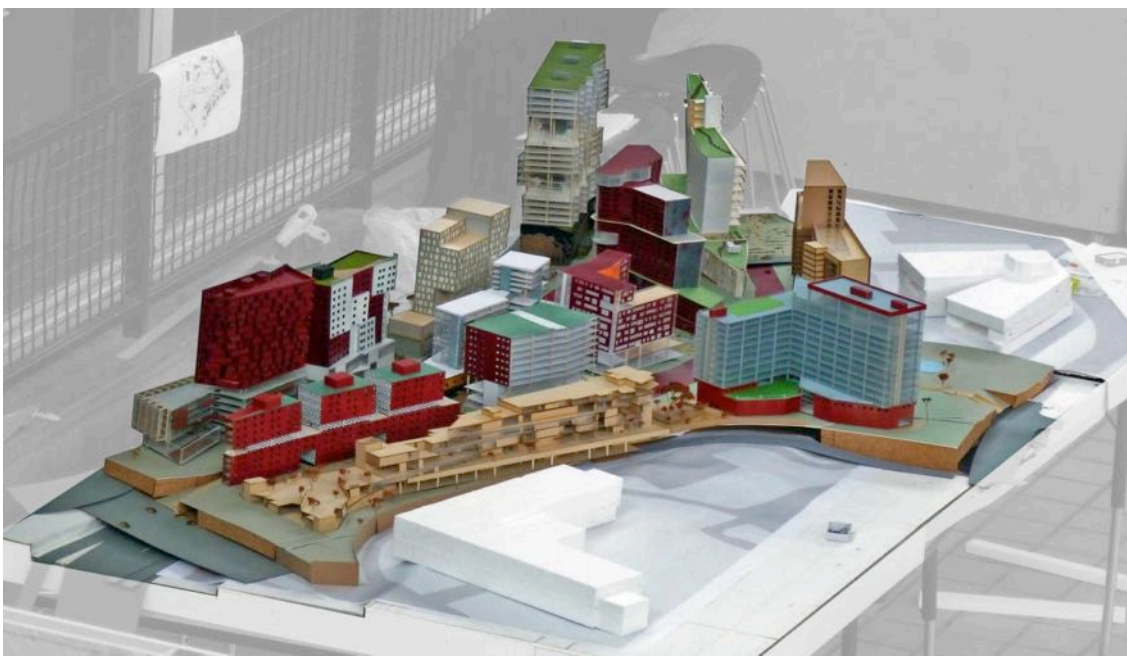
St. Paul Capital Lid



St. Paul Capital Lid



St. Paul Capital Lid



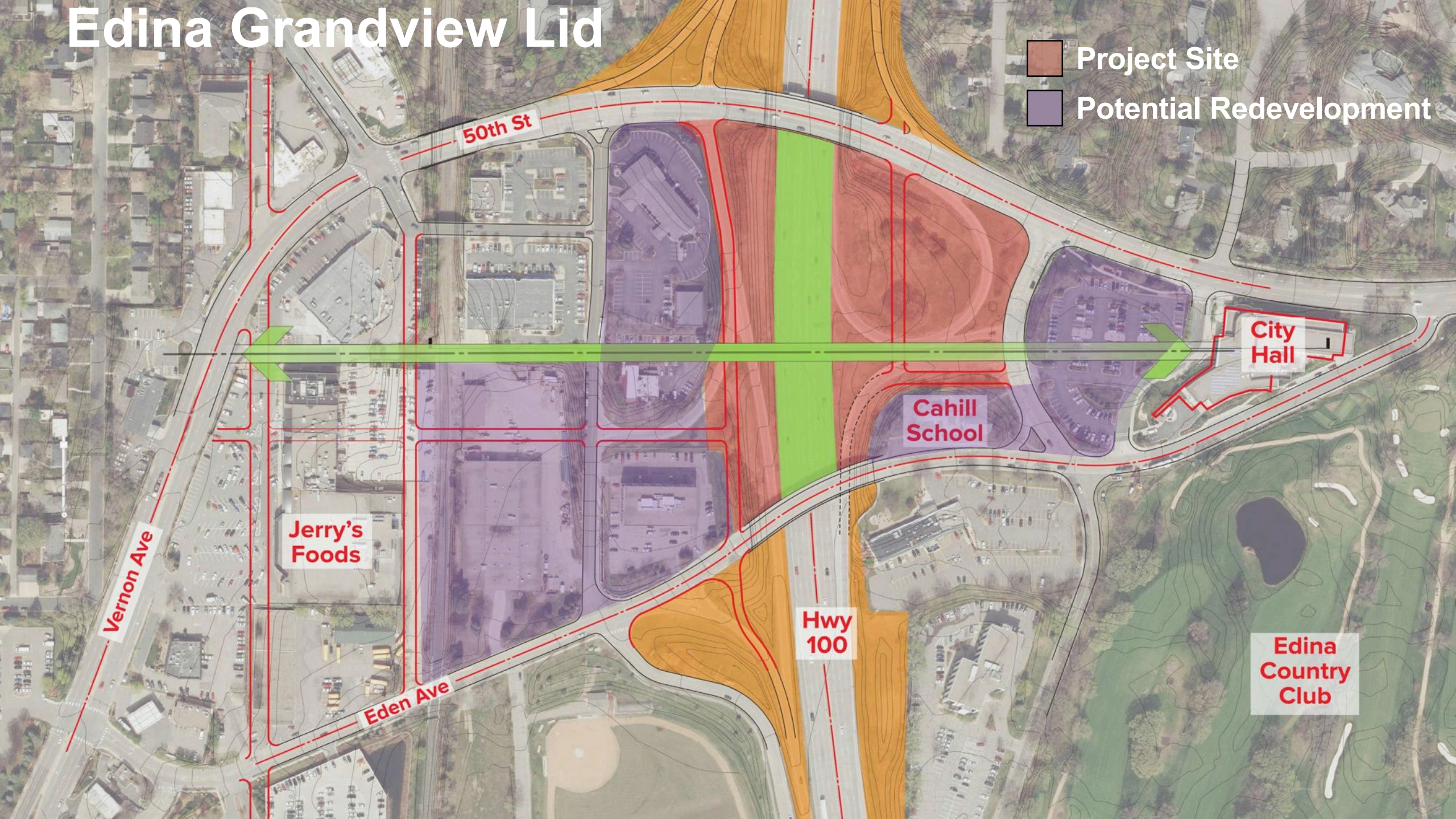
St. Paul Capital Lid

- **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

Edina Grandview Lid



-  Project Site
-  Potential Redevelopment

Vernon Ave

50th St

Jerry's
Foods

Eden Ave

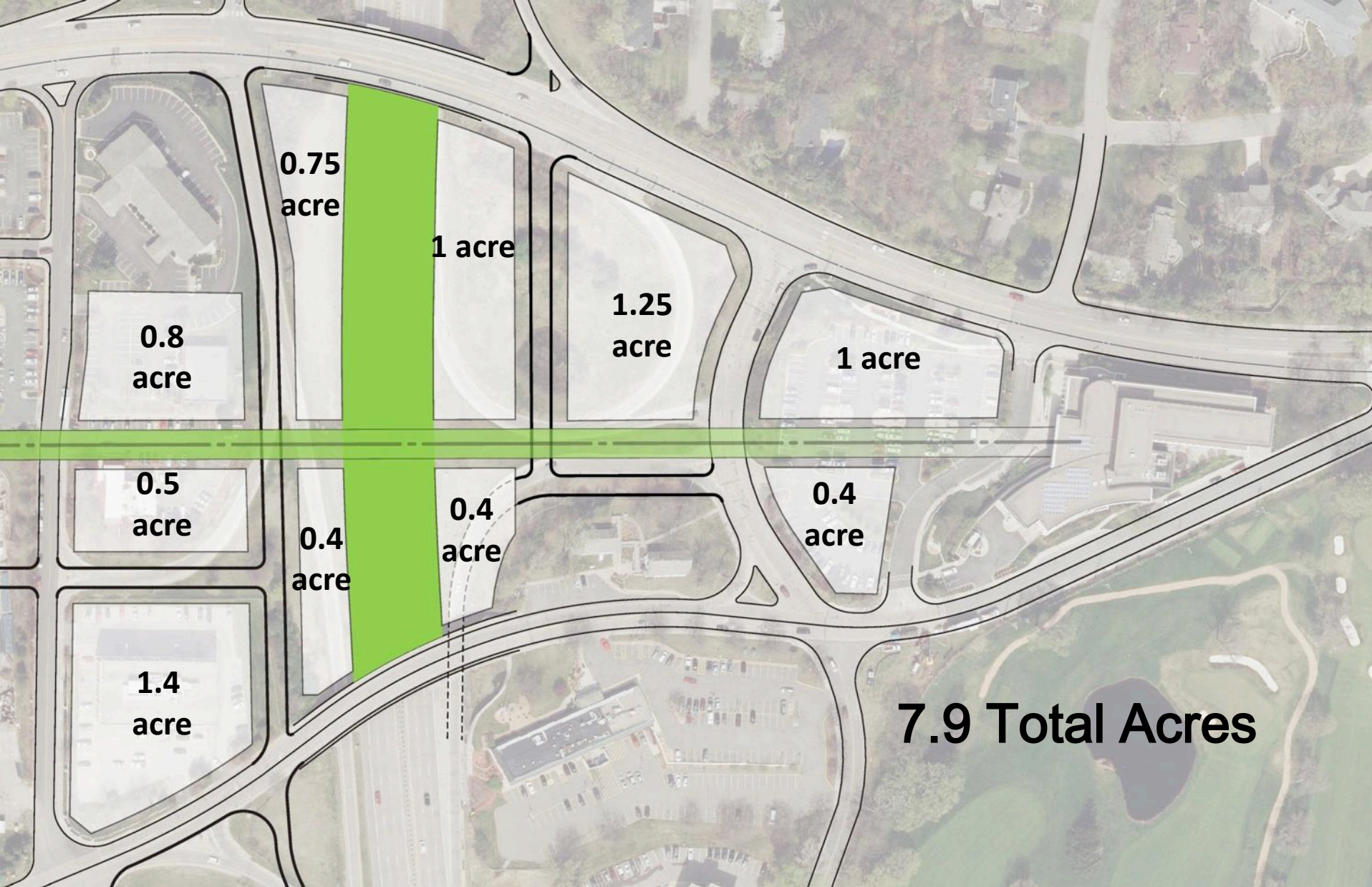
Hwy
100

Cahill
School

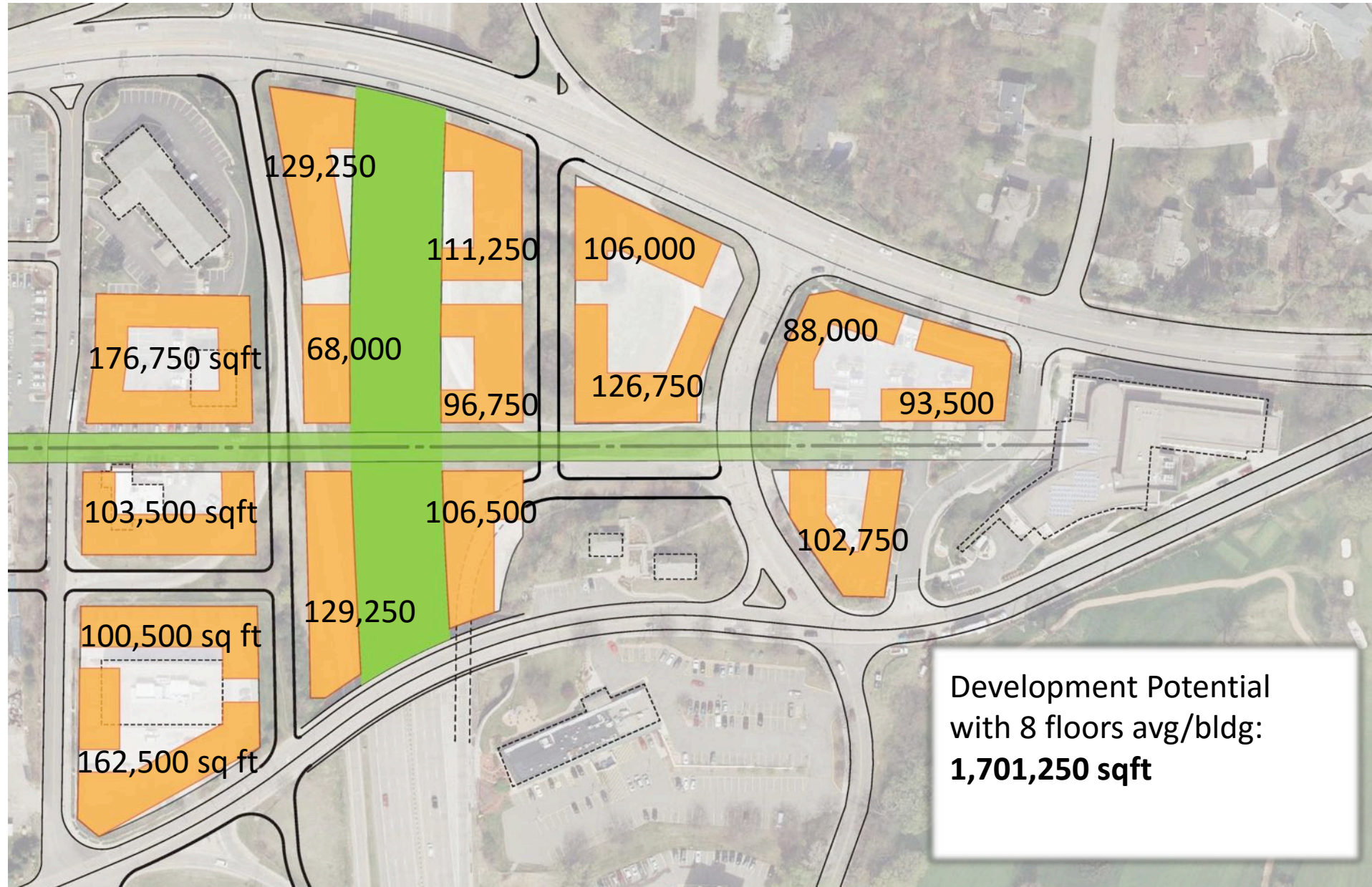
City
Hall

Edina
Country
Club

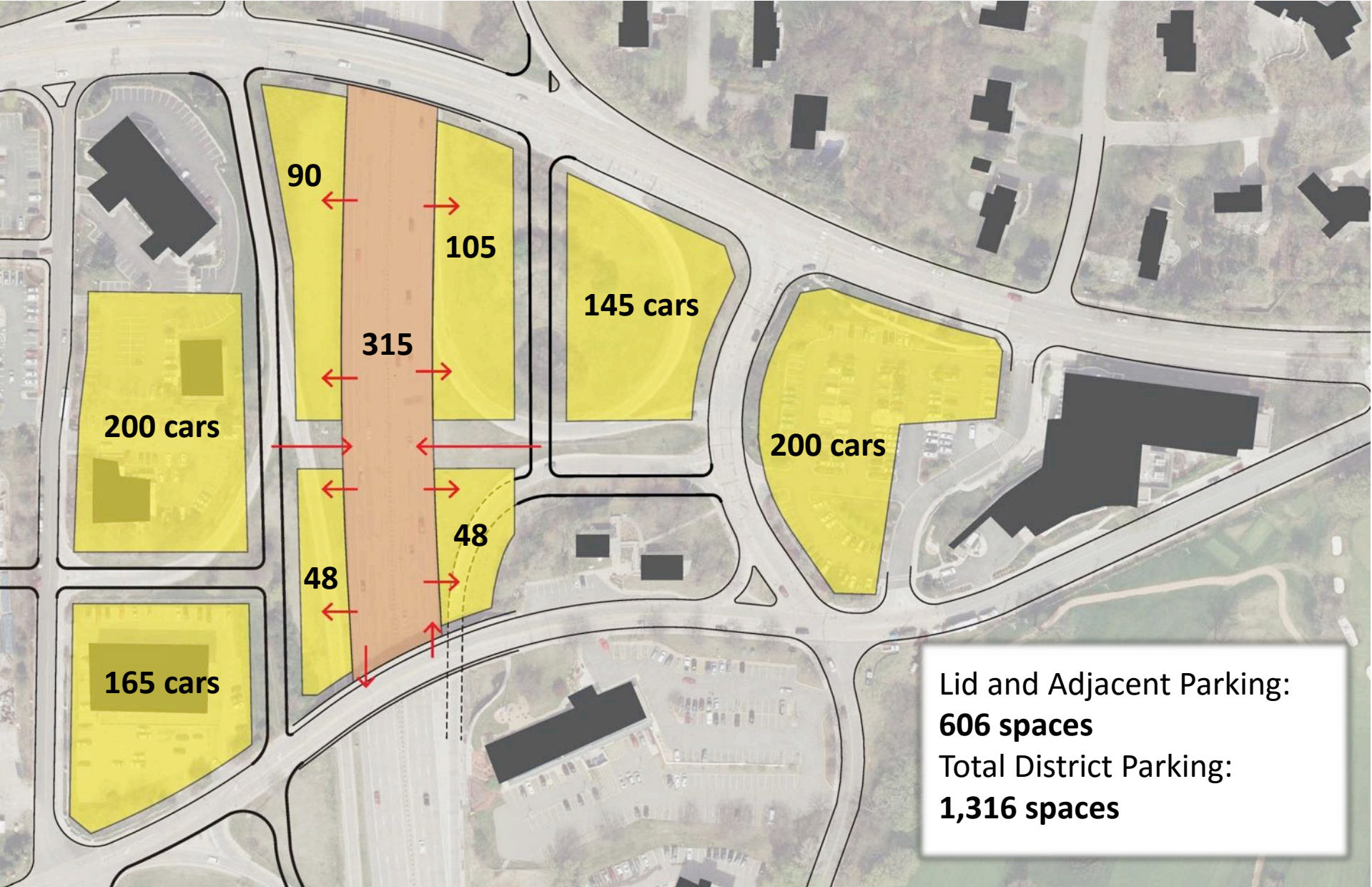
New Parcels



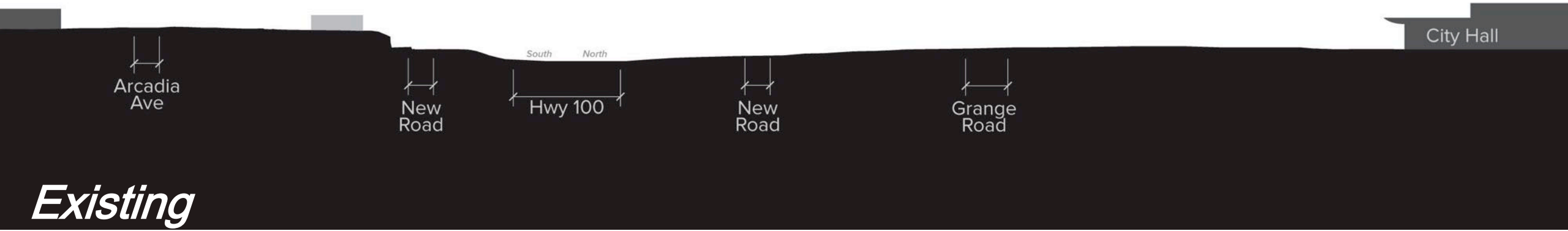
Example of Build-out Potential



District Parking



Lid Section





50th St

Grange Rd

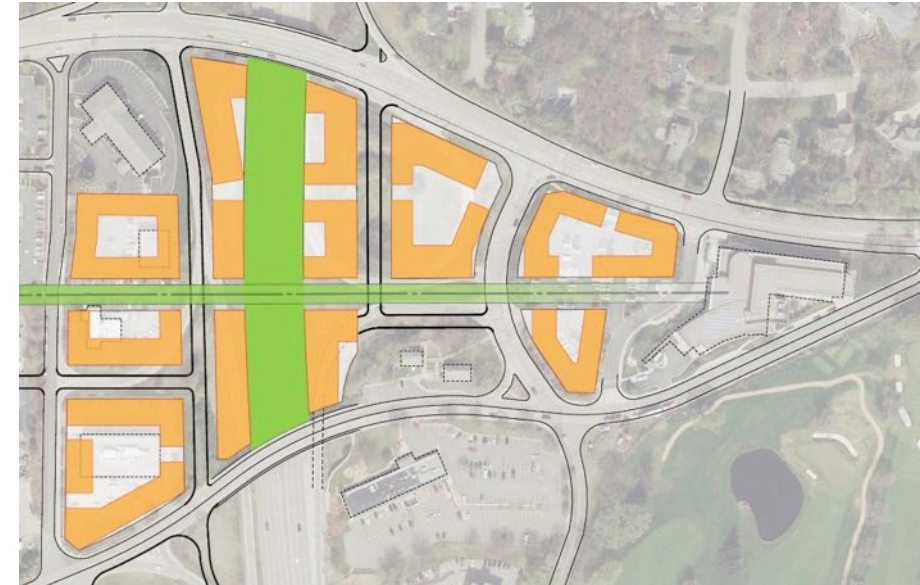
Arcadia Ave

Eden Ave

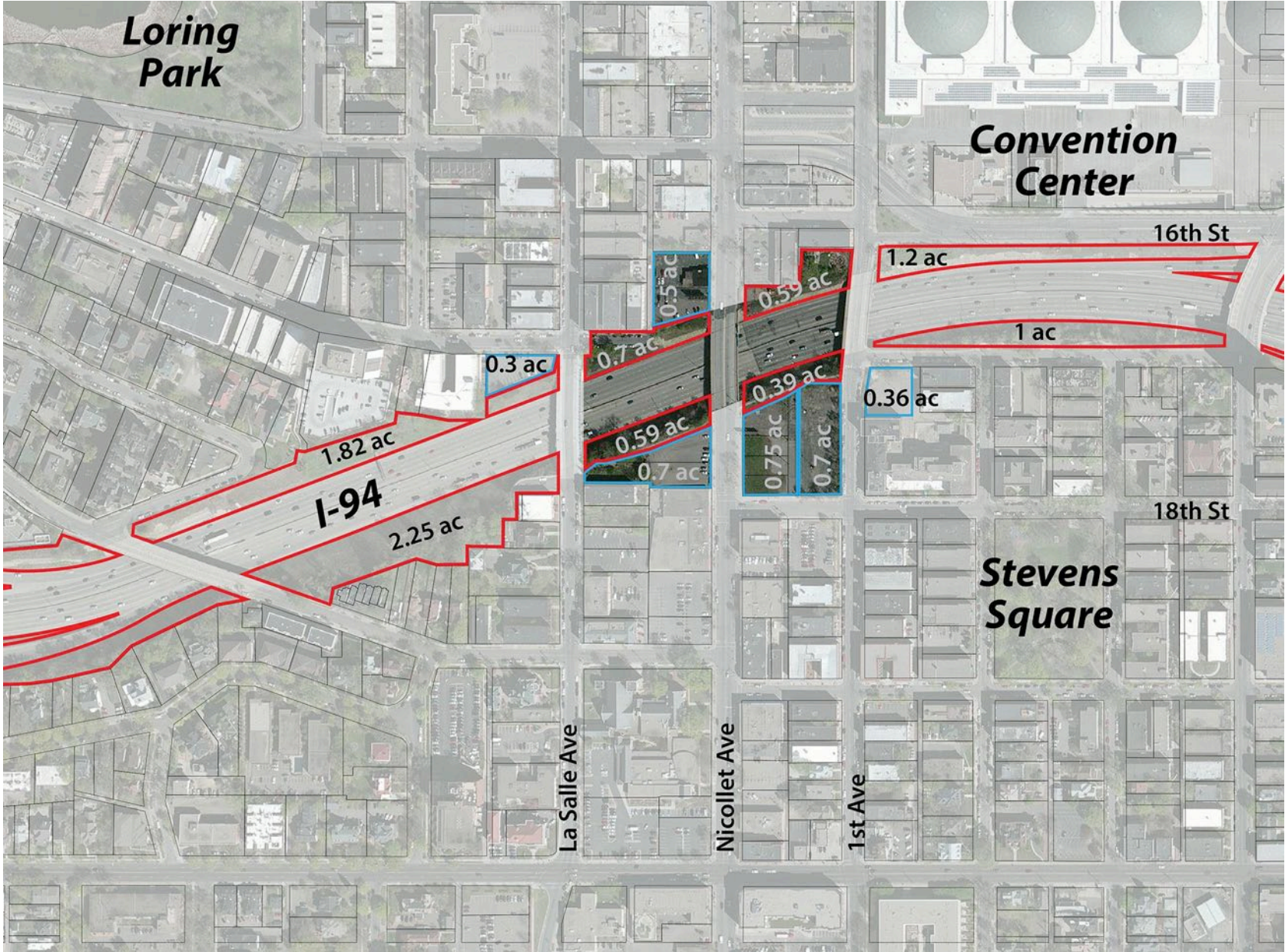
Hwy 100

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



- MnDot land
- Privately owned underutilized land



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

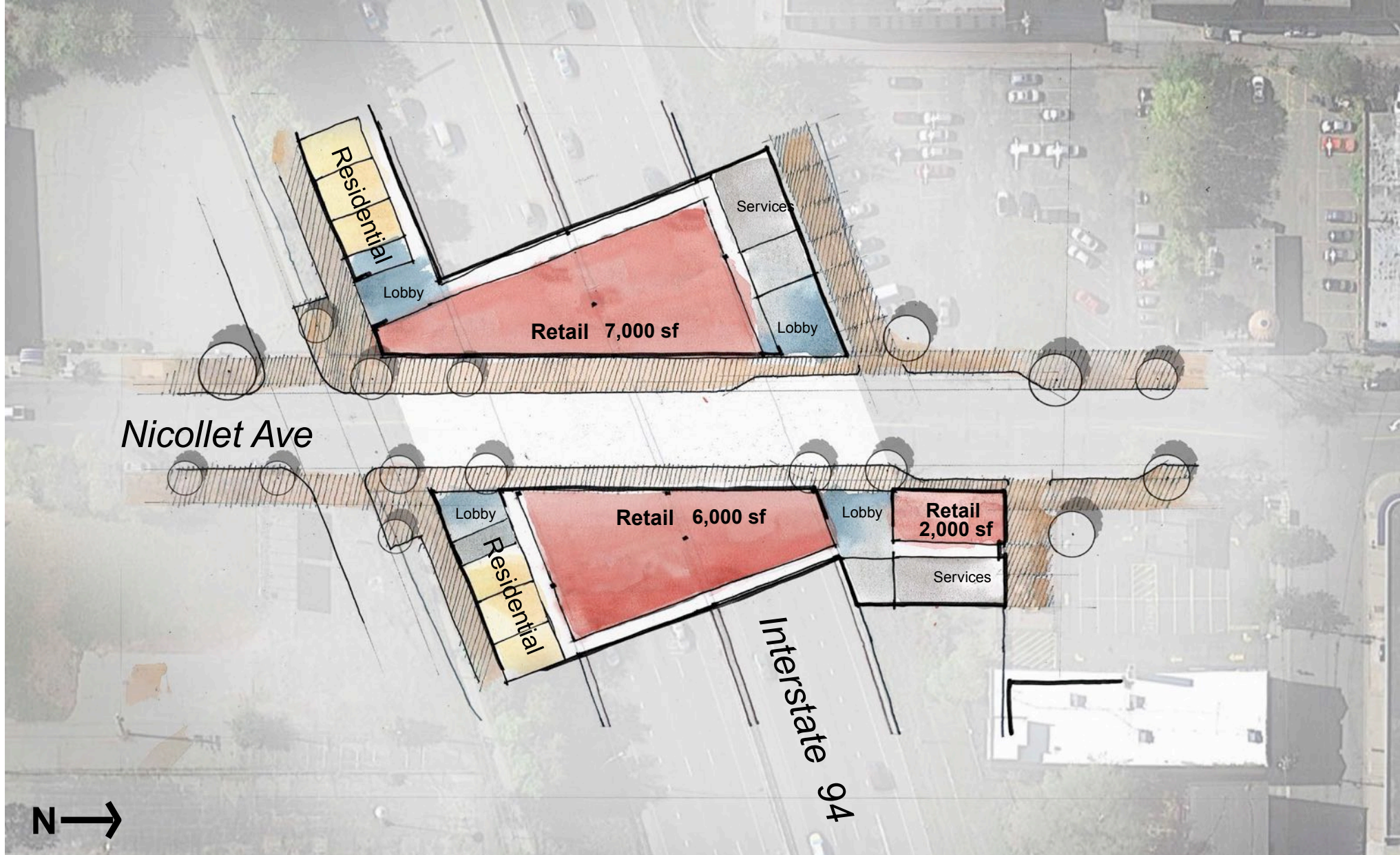


Phase 3: Expand to neighboring bridges

- + 2 new lids: 180,000 sf ea
- + redeveloped adjacent parcels



**View North on
Nicollet Ave**



Site Plan