

SEWARD COMMONS

A Planned Transit Oriented Development





Redesign, Inc.

is a placed-based non-profit community development corporation with strong ties to and history with the communities we serve. Our mission is to use development to engage the energy and creativity of residents and businesses in the evolution of neighborhoods to serve future generations.

Seward Commons

The perfect urban site.



Project Goals

An extension of the Seward neighborhood, with housing that is:

multi-generational,

offers multi-modal
transportation convenience,

green and sustainable,

intrgrated with urban
agriculture and local foods,

and affordable.

Location, location, location...

Seward Commons is the first development in the Franklin Light Rail Station area and will open up access to the Franklin LRT station through improved streets, public spaces and well-designed pedestrian and bicycle connections. Numerous opportunities exist for multi-family residential development, including elements of office and retail.

The site is located in the Seward neighborhood, an area well-known for its progressive, green, urban lifestyles formed by long-term association with students, college staff, downtown professionals and hospital employees. These associations arise from Seward's location just outside of Downtown, its proximity to the University of Minnesota, Augsburg College and Fairview Riverside Hospital, its varied and historic housing stock and its natural and retail amenities including West River Road Parkway, the Seward Co-op Grocery and Midtown Greenway.

| | |
|---------------------|--|
| Location | Minnehaha Ave. S & East 22nd Street, Minneapolis, MN 55404 |
| Size | 3.84 Acres (167,624sf) |
| Parking | Lower level possibilities Density Bonuses Opportunities for subsidized structured parking |
| Zoning | I1 & I2 |
| Overlay | Industrial Living Overlay |
| Districts | Pedestrian Overlay |
| Amenities | Highly visible location near Hiawatha, Franklin and Cedar Access via HWY 94, Hiawatha, and 35W Direct access to Greenway bike trail Steps to Franklin LRT Station and numerous major bus routes Close proximity to CBD, University of MN, Augsburg College, Riverview Hospital Walking distance to Seward Coop Grocer, Matthews Park and MN River Parkway |
| Resources | Predevelopment design studies Stormwater masterplan |
| Neighborhood buy-in | Easily attainable LEED for Neighborhood Development certification Existing neighborhood relationship and buy-in through Redesign |



I want a place where safety and affordability aren't mutually exclusive.

The Site

The Seward Commons site consists of several parcels totaling **3.84 acres** (167,624sf).

The site sits adjacent to the Hiawatha transit bike trail/Greenway connection system, and between East 22nd Street to the North and East 24th Street to the South.

Project Addresses

| | |
|-------------------------------------|-----------------------|
| 2115 Snelling Avenue | Parcel 1 |
| 1912 East 22nd Street | Parcel 2 |
| 2200 Minnehaha Ave. | Parcel 3 |
| 2204 Minnehaha Ave. | Parcel 4 |
| 1915 East 22nd Street | Parcel 5 |
| 2215 Snelling Avenue | Parcel 6 |
| 2200, 2206, 2210, 2214 Snelling Ave | Parcels 7, 8, 9, & 10 |
| 2218 & 2304 Snelling Avenue | Parcel 11 |
| 2310 Snelling Avenue | Parcel 12 |



Locational Amenities

Future tenants will be attracted to the numerous amenities this site and neighborhood has to offer:

Transit, Walking and Biking

The site is steps from the Franklin Light Rail Station. The Eastern edge of the property directly abuts the pedestrian/bike path that parallels the Hiawatha Light Rail Transit Line. New residents on the site will be able to walk out their door and walk a block to the Franklin Station with no street crossings. The Hiawatha LRT links the Mall of American and Minneapolis-St. Paul Airport with Downtown Minneapolis, including the new Twins Ballpark.

The pedestrian/bike path also connects to the Midtown Greenway bike path a few blocks to the south of the site. The Midtown Greenway connects across the City to the Mississippi River and Minneapolis' lakes and award winning park system. Convenient access to main thoroughfares include HWY 94, HWY 35W, Hiawatha (HWY 55), Cedar Avenue and Franklin Avenue. The pedestrian/bike path also continues north from the site into the Minneapolis Downtown Business District.

Campuses

The Seward Commons site is within walking distance to the south of the University of Minnesota West Bank, Augsburg College, and Fairview Riverside Hospital. In addition to providing ready access to education and health care, these campuses represent significant numbers of jobs and a corresponding opportunity for marketing housing on the site.

Grocery, Retail, Restaurants

Seward is known for its new and expanded Seward Co-op Grocery and Deli, located on Franklin Avenue just a few blocks east of the site. The Co-op has become an increasingly popular destination to satisfy the appetite of Seward residents and those from outside the community for healthy, locally grown food. An Aldi is also within walking distance to the east. Cub Foods, Rainbow and Target are all located at Minnehaha and Lake Street only a few blocks to the south.

Seward is also home to an increasing number of popular restaurants including True Thai, Pizza Luce', the Birchwood Cafe, Seward Café, Himalayan Restaurant and Koyi Too Sushi.

Seward is also populated with a variety of other neighborhood businesses including coffee shops, convenience stores, and such active, neighborhood institutions like Welna Hardware, Hoffman Guitar, Northern Clay Center, the Movement Arts Center, the Joint and Cabooze Bars and the Playwright Center.



Seward Co-op Grocery & Deli is a full-service grocery, open to the public.

Welna II Hardware is a locally owned hardware with delivery services.



Zoning

The Seward Commons site will support a variety of uses by its current zoning and overlay district classification, including the density needed to build 250-300 residential units on the site.

The site is currently zoned I-1 and I-2, with both an Industrial Living Overlay and Pedestrian Oriented Overlay across the entire site.

Office and retail uses are also permitted within the existing zoning (see Zoning in the Appendix).

Market

Seward has long had a strong and desirable reputation as an ideal urban neighborhood. The housing market has remained strong even in recent years.

A 1 mile radius market snapshot is attached in the Appendix. Larger radii profiles are available upon request.



The Milwaukee Avenue Historic District is located three blocks east of the site. A pedestrian only mall is an enjoyable and walkable connection to the Franklin Avenue business district.

Streets and Circulation

Seward Commons is fronted on one side by Snelling Avenue and on the other by the pedestrian and bike path that links the site directly to the Franklin Light Rail Transit Station one block to the north.

The ability to walk out ones door and stroll to the Transit Station without street crossings is a signal feature of the site.

Seward is also a bike and pedestrian oriented community. Strong east-west links through the site and to the neighborhood will be enhanced on both 24th Street and 22nd Street. At the south end, 24th Street is a designated City bike corridor and will be rebuilt from the LRT Trail to Minnehaha Avenue to enhance the pedestrian environment and add dedicated bicycle paths.

Partial funding from Minnesota Department of Employment and Economic Development (DEED) has been committed and additional funding is being sought from Mississippi Watershed Management Organization (MWMO) for that project.



I want to live in a place where public transit is easier than individual.

Streets and Circulation

At the north end of the site 22nd Street will also be reconstructed. One, now a dead-end, will be reconnected to Cedar Avenue. The entire street will be reconstructed, including a significantly enhanced pedestrian realm. Redesign is committed to work with Minneapolis Public Works and Transit for Livable Communities to further enhance bicycle and pedestrian connections through the site and into the neighborhood to Milwaukee Avenue. This connection will provide enhanced access to the Franklin Avenue retail corridor from the site. Over \$1 million in federal TIPED funds are committed to this work along with \$550,000 in Metropolitan Council Local Community Development Account (LCDA) funds.

Snelling Avenue runs the two blocks from rebuilt 22nd Street on the north to 24th Street on the south and will be rebuilt to reflect urban, residential evolution of the area. While Snelling will provide the primary access to underground parking at Seward Commons, it will

continue to be a local street with a strong pedestrian character. Traffic lanes will be shared by bicycles and cars but no dedicated bicycle lanes are anticipated. Redesign will seek additional DEED, LCDA and Mississippi Watershed Management Organization funding for this work.

It is likely that all buildings at Seward Commons will be constructed with one level of underground parking. Sharing of access ramps will be encouraged. Limited at-grade parking will be provided off Snelling Avenue for the convenience of visitors. Pedestrian and bicycle circulation will be a priority for the interior of the site, including both inside and outside bicycle storage.

Multi-modal transportation options will be further encouraged through the negotiation of discount transit coupons for all residents and employees of the site as well as the visible and convenient location of Hour-Car and Nice Ride facilities on site.



The Franklin Station of the Hiawatha LRT is a one block walk along the pedestrian/bike trail, adjacent to the site.

Neighborhood Vision

Redesign worked intensively with the Seward Neighborhood Group, the Seward Civic and Commerce Association and the broader community in 2009 to develop a shared vision for the redevelopment of Seward Commons (formerly Bystrom Bros.).

The Seward community has embraced the Seward Commons Redevelopment as a part of the community and an important pedestrian and bicycle link to the LRT corridor. Redesign has a long-term working relationship with these organizations and will continue to engage stakeholders in discussions as redevelopment progresses.

Vision of housing developments on site, as it faces the Hiawatha LRT train and bike trail. Residents can walk out their door to the path and travel only one block, without crossing any streets, to arrive at the Frankli LRT station.



Development Assumptions

Seward Commons will be a sustainable, transit-oriented residential community that is knit together with the Seward neighborhood.

250 to 300 multifamily housing units:

A mix of affordable and market rate, rental and ownership located in multiple buildings.

A minimum of 30% of the units across the site will be affordable.

20,000 to 30,000 square feet of commercial space:

Commercial uses will be concentrated at the outer edges of the site, close to street intersections that carry higher traffic counts, for example, at Snelling and Minnehaha and 22nd Street.

Retail will be limited to that which provides goods, services and amenities to Seward Commons' residents and its immediate neighbors; Franklin Avenue remains the principal retail corridor for this area.

4 to 6-story buildings are encouraged. Higher scaled buildings are encouraged at the higher visibility corner at the north edge of the site where height will capture Downtown views without shadowing other buildings.

Density should be as high as possible within the limits of buildable parking will allow, while keeping the majority of the parking below grade. It is also assumed that, given the location near transit and other amenities of the site, that parking density will be at the lower end of normal ranges.

Building massing and orientation should promote access to views and daylight for residential tenants.



I want a place where my daughter can grow up with her grandparents.

Development Assumptions continued...

Seward Commons will be a sustainable, transit-oriented residential community that is knit together with the Seward neighborhood.

Automobile traffic will be limited within the development parcels in a manner that gives emphasis to the pedestrian and bicyclist.

Greenspace and streetscape will be designed to aid in managing stormwater collection and infiltration.

An at-grade pedestrian and bike path through the development will connect the LRT bike path where it intersects the north edge of the site to 22nd Street east to Milwaukee Avenue.

A **plaza or other open space amenity** will be created at the crossing of 22nd Street and Snelling and area where the LRT bike path intersects the north edge of the site; art installations, stormwater features, kiosks will be considered for these locations.



Public spaces designed for residents and the greater community.

Development Assumptions continued...

Seward Commons will be a sustainable, transit-oriented residential community that is knit together with the Seward neighborhood.

Environmental:

Redesign has conducted environmental analysis for the entire site. Across the site, remediation costs are estimated at \$12 to \$15 per square foot. The need to remove 4 to 8 feet of contaminated soil site-wide further drives the assumption that underground parking will be a key feature of Seward Commons. Redesign has secured partial funding for remediation, and is committed to continued fundraising to remediate the site.

Redesign has commissioned Liesch Associates to undertake extensive environmental review across the entire site. Bystrom Bros., the prior use on the site, was a machine shop that operated on the site for many years. Consequently extensive soil boring and analysis have been completed, including an interim Response Action Plan from the Minnesota Pollution Control Agency. The site is contaminated by heavy metals and chlorinated solvents as well as some areas impacted by diesel range organics. A Development Response Action Plan has been approved for Phase I of the redevelopment and funding is in place from DEED and the Hennepin County Environmental Response Fund to complete remediation.

Preliminary geotechnical review has also been completed. Soils are permeable and have adequate load bearing capacity to support multi-story development. Soil borings confirm bedrock at 28 feet and water table at 24 feet in most areas across the site.



I want to live in a place where day care is synonymous with family time.

Development Assumptions

Options for Phasing:

Redesign has structured the acquisition of Seward Commons to retain maximum flexibility to pursue development in response to the market. While nearly all of the existing light-industrial buildings have been leased in order to defray holding costs, all leases can be terminated on 90-120 days notice and all tenants have waived relocation benefits. By structuring interim uses, development can proceed across the entire site or in individual phases by tax parcel or otherwise as needed to respond to opportunities.

Underground Parking

Given the amount of soil that will need to be exported for remediation and the higher density of development desired for the site, underground parking is assumed to be a part of the end development. It is also assumed that, given the location near transit and other amenities of the site, that parking density will be at the lower end of normal ranges.

Building Performance Standards:

Seward Commons will promote strategies that inspire and support healthy lifestyles of a diverse population and stewardship of our natural environment. Sustainable Building 2030 is required by all buildings in the Seward Commons development, achieved through recognized methodology. The development assumes professional third party verification but certification by third-parties such as LEED will remain at the discretion of individual developers.



View north on Snelling Avenue of housing and streetscape elements, including stormwater infiltration swales and street trees.

Design Principles

Seward Commons will be an urban development that foregrounds an urban pedestrian experience. A development that provides a range of pedestrian experiences and gathering places; common promenades, private and common gardens and semi-private pedestrian streets.

General Site Design Principles

Automobile traffic will be restricted from within the development parcels, with the exception of resident and guest shared electric vehicles and / or 'hour car' facilities, and managed around the site on 22nd and 24th Streets and Snelling Avenue in a manner that gives emphasis to the pedestrian and bicyclist.

Streetscape design will provide opportunities to manage stormwater runoff collection and infiltration.

Buildings along the Hiawatha Trail side will provide a 'graded' edge that mediates between the public trail and individual units. A semi-public aggregate paved 'promenade' will provide a 'soft' landscape buffer and unified edge to the development.

22nd Street should maintain an 80' ROW, with two travel lanes, two 8' parallel parking lanes, and a generous sidewalk. 22nd Street should be the primary connector between Seward neighborhood and the Hiawatha Trail and Light Rail line, 22nd should also incorporate a generous pedestrian way lined with plazas and greenspace.

Snelling Avenue an Urban Mixed-Use Streetscape, should maintain an 80' ROW, two travel lanes, parallel parking on both sides of the street, and a generous walk. Varying size and shape planters reflect the geometries and character of the architecture, buffer the pedestrian from vehicles, soften the landscape and provide an opportunity for stormwater runoff collection and infiltration.



I want to live in a place where everything I need is within walking distance.

Design Principles

General Site Design Principles

Greenspace and natural plantings will be integrated with stormwater management features across the site.

Higher development densities can be achieved while meeting City stormwater and infiltration requirements using swales, cisterns, rain gardens and weirs as well as underground fixtures. Redesign is also working with Minneapolis Public Works to incorporate tree trenches, permeable pavers and other features into the reconstruction of the streets adjacent to the site.

A plan is being advanced for the on-site stormwater features to function with the public realm as an integrated, complementary system that will model stormwater management standards of the Mississippi Watershed Management Organization.

Redesign is also exploring the option of urban agriculture as one of the greenspace features of the site.

Stormwater concept plan by Bonestroo.



Design Principles

General Building Design Principles

Snelling Avenue:

Building placement and wall articulation should provide a 'streetwall' of varied textures and openings around the scale and pace of a pedestrian experience. Buildings should establish a clear 'built-edge' while placed to allow for visual access into and through the site as well as provide ample daylight penetration onto the Snelling Avenue streetscape.

Relief should be provided at various scales along Snelling Avenue through; private elevated and recessed residential 'porches', common building entries with glazed lobbies, semi-private residential gardens.

Hiawatha Trail:

Building placement and wall articulation should provide a well defined edge of the neighborhood. Buildings should establish a clear 'built-edge' while placed to allow for visual access into and through the site and establish clear and direct public pedestrian and bike access points into the development and through to the neighborhood.

'Grade level' residential units should be elevated and provided with recessed private outdoor balconies and buffered with a planted strip parallel to the Hiawatha Trail.

Interior parcel edges:

Buildings should be placed to allow for generous daylight within the development. The open spaces separating parcels should provide for a variety of functions; private resident gardens, shared car parking, bike storage, interior pedestrian / bike only 'streets'...

Multiple 'common' building entries are encouraged to create relatively smaller communities within the larger development.

Private entries should respond to the particular conditions of the site and provide measures to delineate private and public thresholds.



Example of variety of functions at parcel edges, Freiburg, Germany.