

Snelling Site Redevelopment

Community Development Committee Information Item May 19, 2014

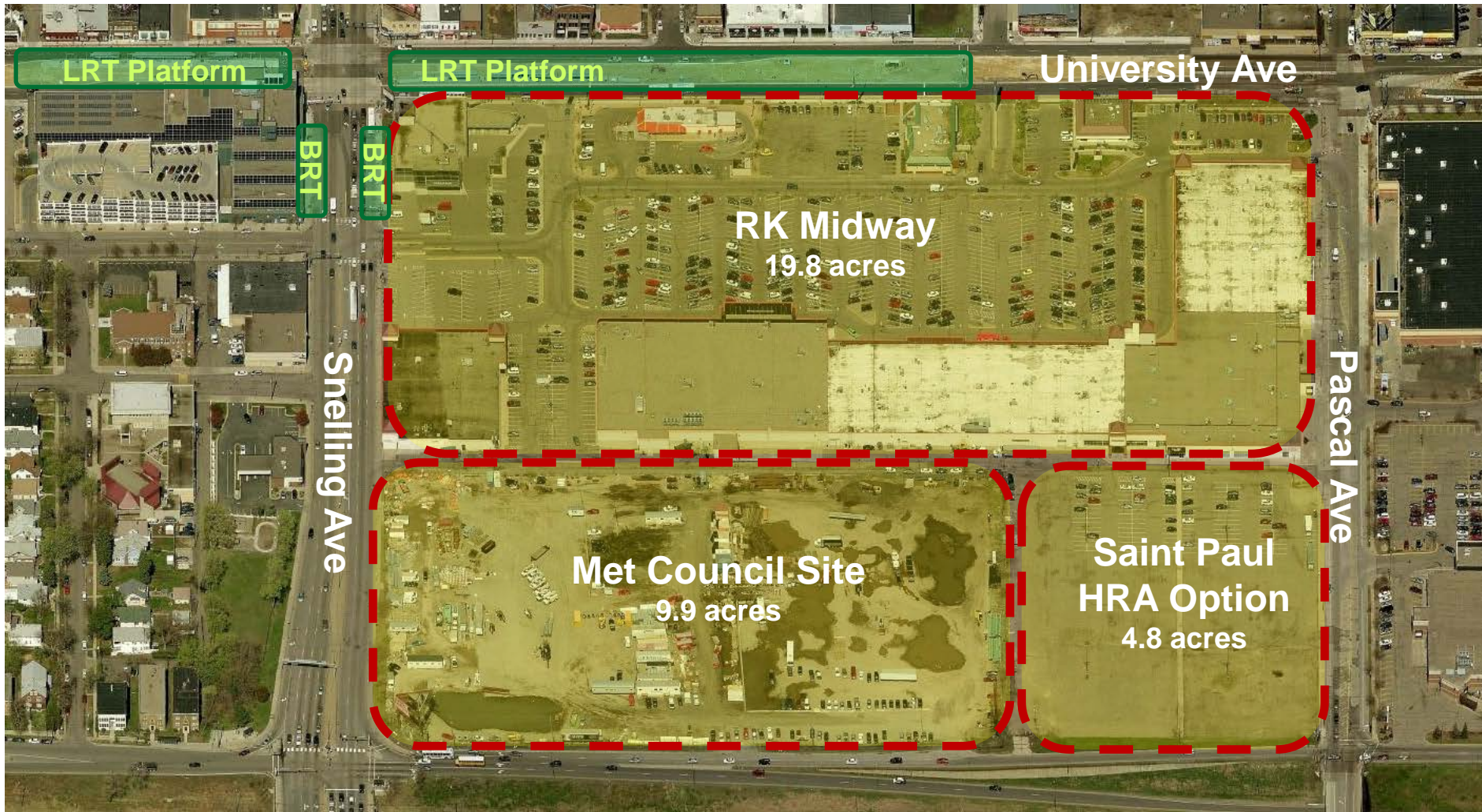
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Site Overview



- 2930 projected daily LRT boardings
- 1150 projected daily BRT boardings
- 42,000 vehicles daily on Snelling Ave
- 150,000 vehicles daily on I-94

Shared objectives

- Model for regional TOD
- Supported by the community
- Maximize redevelopment potential
- Improves livability of area
- Minimizes additional traffic

Metro Transit

- Aligns with TOD policy
- Doesn't conflict with operations
- Maximizes return
- Has a clear, reasonable time frame

Property Owner

- Viable, efficient redevelopment
- Respects existing revenue
- Enhances value

City of Saint Paul

- Consistent with Snelling Station Area Plan
- Increases tax base and jobs
- Results in new public spaces and streets
- Promotes intensification of the Midway area

Community

- Includes a mix of uses
- High quality design
- Inclusion of public space and public art



1. Maximize the development impact of transit investments by integrating transportation, jobs and housing.



2. Support regional economic competitiveness by leveraging private investment.



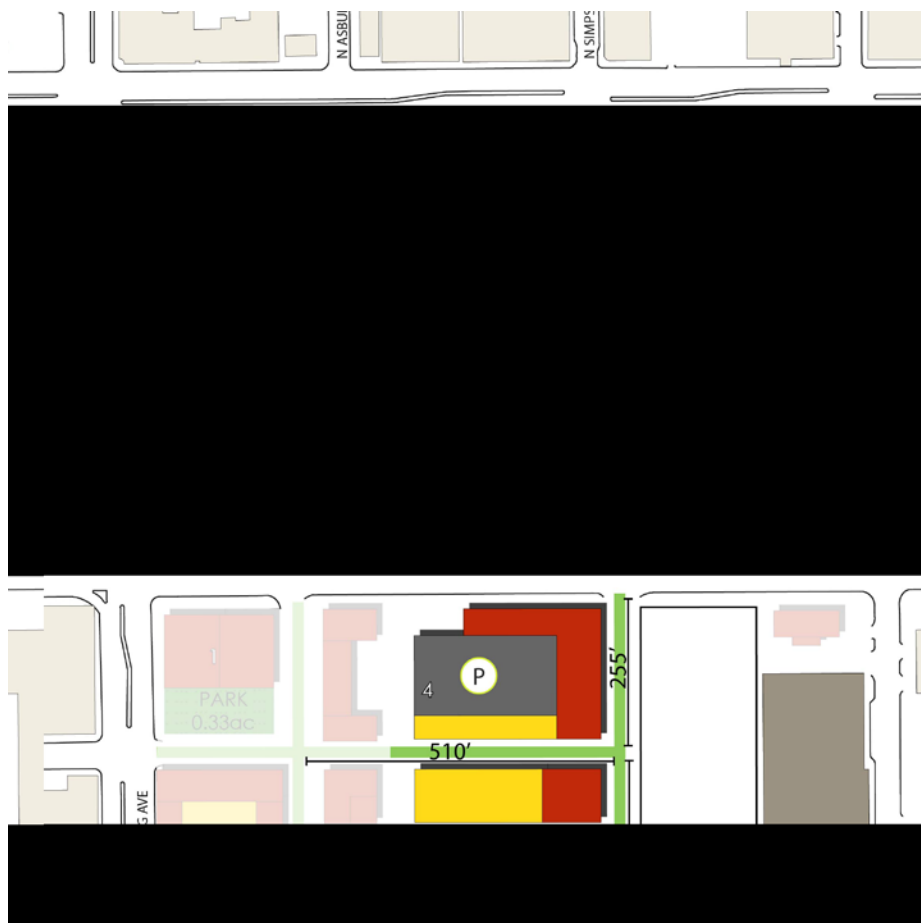
3. Advance equity by improving multimodal access to opportunity for all.



4. Support a 21st century transportation system through increased ridership and revenues.



Establishing a Development Framework



- Location of streets, development pads and open spaces
- Identify needed infrastructure
- Set expectations on use and scale
- Provide a financial model and realistic phasing
- Identify structure of an agreement and next steps to enable redevelopment

	MIXED USE COMMERCIAL		PARKS / OPEN SPACE
	MIXED USE RESIDENTIAL		PARKING RAMP
	OFFICE / INSTITUTIONAL		EXISTING BUILDING

Development Approach

- Flexible to future opportunities
- Change image of site
- Align public and private interests
- Respect existing revenue sources
- Pair development with infrastructure
- Create value over time
- Draw transit users into the site
- High-value TOD land for TOD uses

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- Precedent application of Council's TOD Policy
- Balance near-term capital needs and TOD benefits
- Nature of public-public-private partnership
- Finding optimal point between the ultimate TOD and feasibility



- Perform cost and gap analysis
- Better define TOD benefits relative to Council involvement
- Receive consultant's final report
- Development agreement between Metro Transit, RK, and the City w/ related decision on land disposition



Questions? Comments?