



Snelling Site Update

Metropolitan Council
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TOD Policy Goals



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.







Snelling Bus Barn
9.78 Acres

*Note: Parcels are from Ramsey County
Aerial Imagery Date: Summer 2012

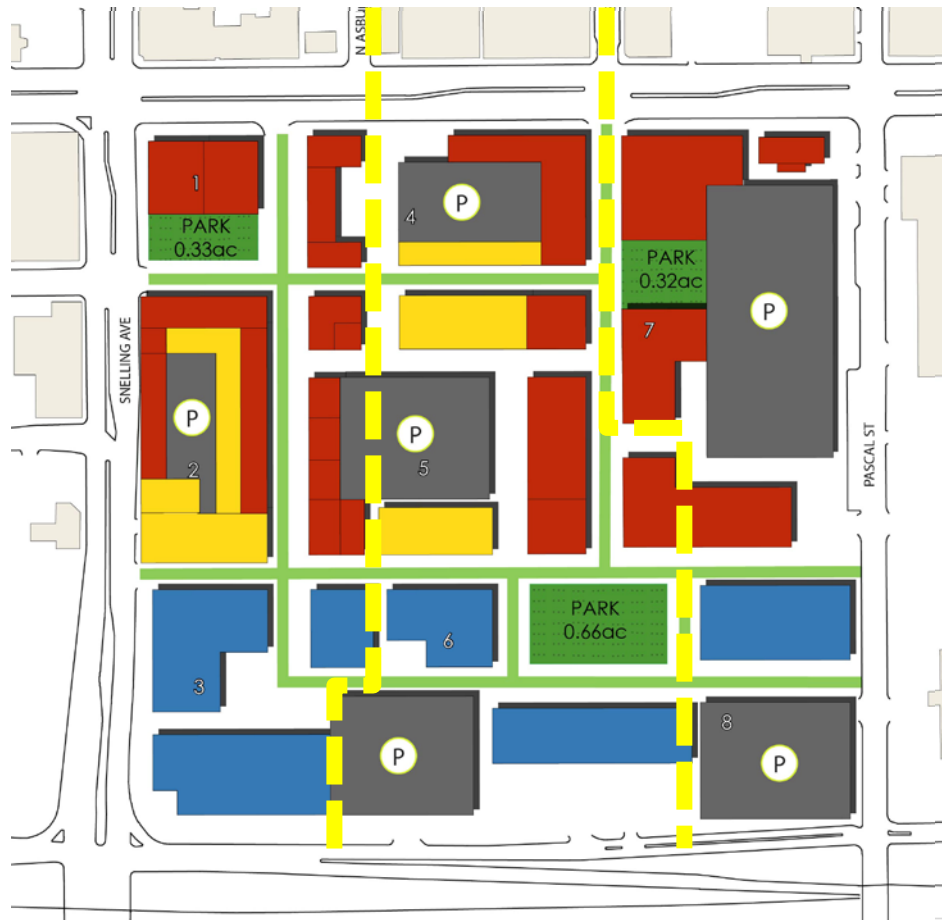
-  Green Line Station
-  Green Line
-  Half Mile Station Area
-  Met Council Owned Parcels

2012—City of Saint Paul and Metro Transit agreed to plan the redevelopment of the two parcels at the southern end of the site.

2014—The City, the Council, and the property owner of the large parcel to the north signed a nonbinding memorandum of understanding to hire a consultant to explore redevelopment of the entire combined site. The consulting team led by UIG, a Colorado-based firm, delivered the final report in June 2014

Shared goals and objectives as listed in the MOU:

1. Maximize the use of transit
2. Promote TOD adjacent to the Snelling LRT Station
3. Maximize the redevelopment potential of the Snelling Midway Super-Block
4. Minimize additional traffic
5. Develop a timely process for accomplishment of the redevelopment
6. Establish general non-binding guidelines for the redevelopment
7. Create a model redevelopment with higher density within a pedestrian and transit-user friendly environment



- Identified location of streets, development pads and open spaces
- Identified needed infrastructure
- Proposed concept of use and scale
- *Provide a financial model and realistic phasing*
- *Identify structure of an agreement and next steps to enable redevelopment*

Consultant Report Findings



- The site has several factors supportive of redevelopment – large assemblage, access, zoning, location, recent public investment, etc.
- There is a large gap between the cost of the infrastructure needed and what the market will support.
- Projected market values suggest that this gap is unlikely to close in a reasonable time frame.

	Phase 1	Phase 2	Phase 3
Total Infrastructure Costs	\$8.7 M	\$26.9 M	\$28.7 M
(Structured parking costs)	\$2.0 M	\$16.2 M	\$21.9 M
Gap between infrastructure cost and current land value			
Low (Higher land value)	\$1.9 M	(\$6.9 M)	(\$16.2 M)
High (Lower land value)	(\$0.2 M)	(\$10.9 M)	(\$18.7 M)

- Analyze Met Council site development potential, given existing codes and regulations. Review findings with City staff and resolve any issues
- Determine market feasibility for the site
- Draft scope for the solicitation
- Issue solicitation
- In cooperation with the City, evaluate responses
- Recommend action step to Council

Questions?

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