

Snelling Site Redevelopment

Transportation Committee Information Item
April 28, 2014

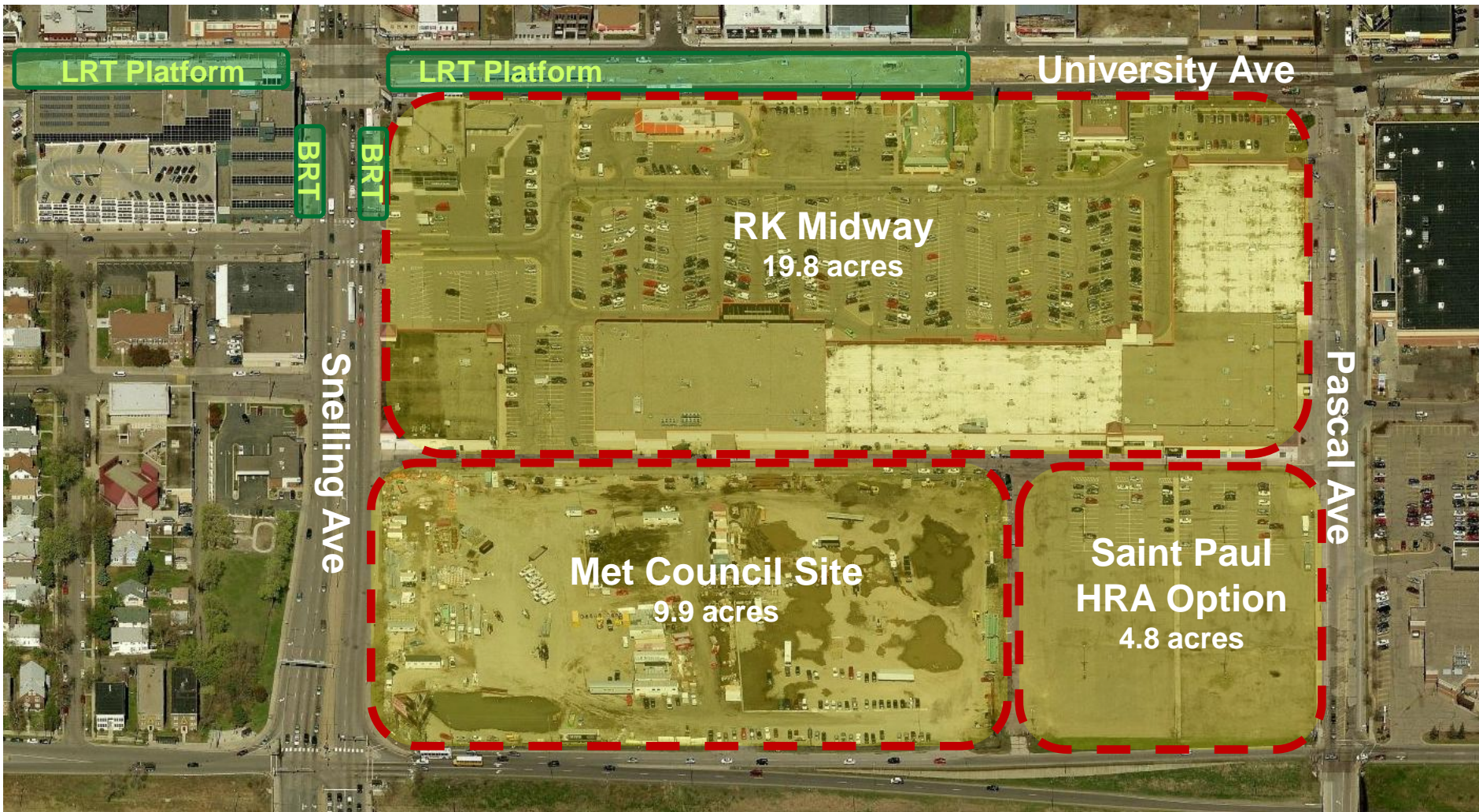
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Site Overview



- 2930 projected daily LRT boardings
- 1150 projected daily BRT boardings
- 42,000 vehicles daily on Snelling Ave
- 300,000 vehicles daily on I-94

Shared objectives

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

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.



IMPLEMENTATION OF
SNELLING STATION AREA PLAN

Development Review & Approval

Development Proposal

Agreement amongst owners to coordinate development

RK Midway

Met Council

City

RK Midway current and
future aspirations

City's adopted zoning

Met Council's Transit Oriented
Development Policy

SNELLING STATION AREA PLAN

Current work





- 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 next steps to enable redevelopment

Suggested Phasing of Redevelopment



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

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



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



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



Questions? Comments?