



Transit Oriented Development

Transportation Committee March 23, 2015

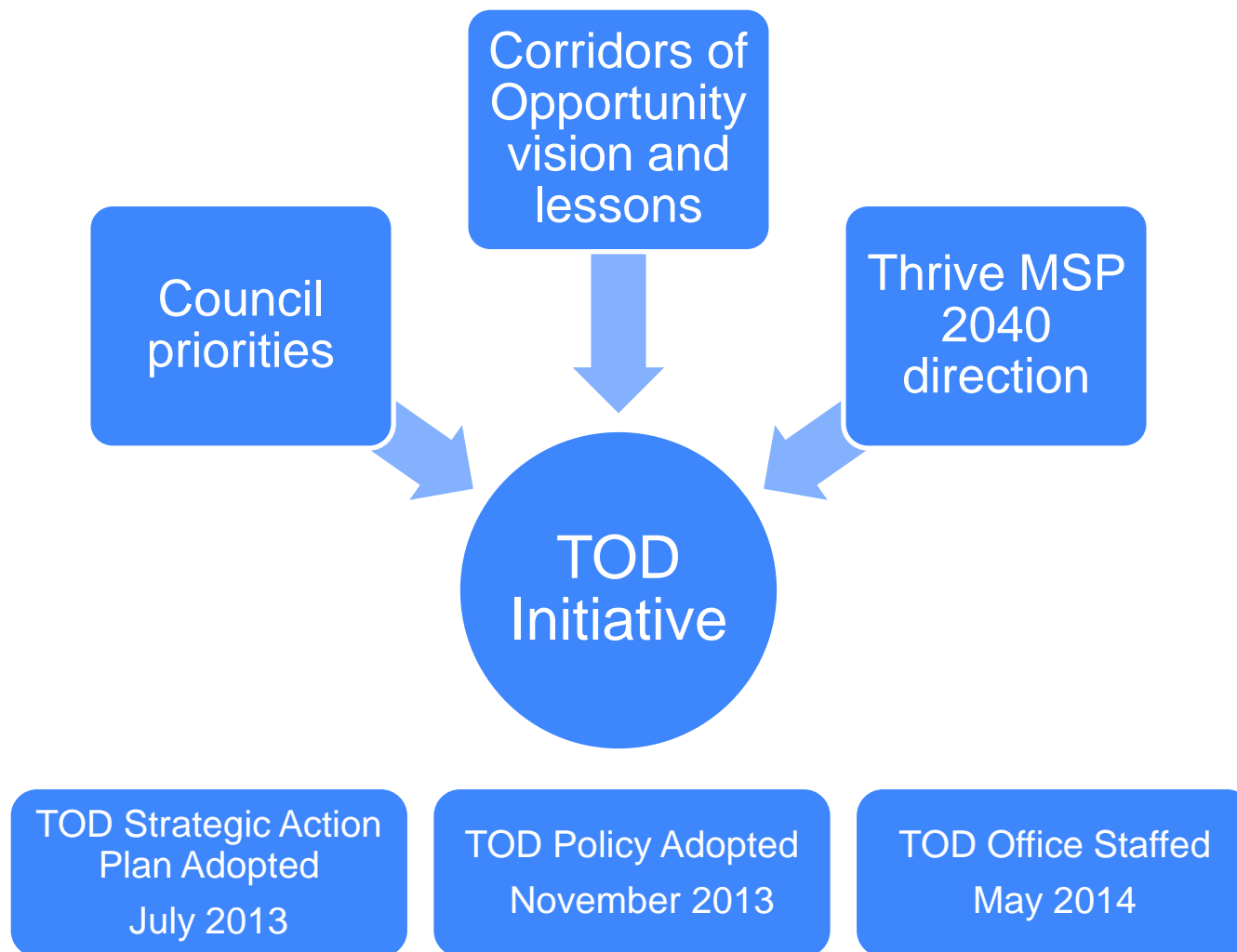
Lucy Ferguson Galbraith, AICP, Director
Amy Geisler, AICP, Development Manager
TOD Office

WHAT: Walkable compact community supported by transit

WHY: Market demand, economic vitality, sustainability

WHERE: TOD belongs around all kinds of transit- LRT, Commuter Rail, BRT, & Fixed Route Bus

HOW: Today's topic: How the TOD Office is moving to implement TOD on properties we own in the region



- **1. Maximize the development impact of transit investments**
Community building
- **2. Support regional economic competitiveness**
More customers & employees connected to employment centers
- **3. Advance equity**
Affordable housing & good jobs in TODs
- **4. Support a 21st century transportation system**
Increase ridership & revenues



*Blue Line TOD @ 46th Street
Served by Bus Routes
7, 9, 46, 74, 84, 436, 446*



- **Prioritize Resources**
- **Focus on Implementation**
- **Effective Communication**
- **Collaborate with Partners**
- **Coordinate Internally**



NorthStar TOD @ Ramsey Station

- Joint Development = TOD project with public-private participation:
 - Partner jurisdiction projects (grants, other support)
 - Existing properties projects (today's focus)
 - New transitway projects (next quarter)
- FTA- Joint Development TOD has federal funding & these four components:
 - Economic benefit
 - Public transportation benefit
 - Fair share of revenue for public transportation
 - Tenants must pay fair share of costs

Preliminary assessment of potential site, using TOD Policy criteria, internal review



Analyze development feasibility, including market conditions, infrastructure needs, partner support, etc.

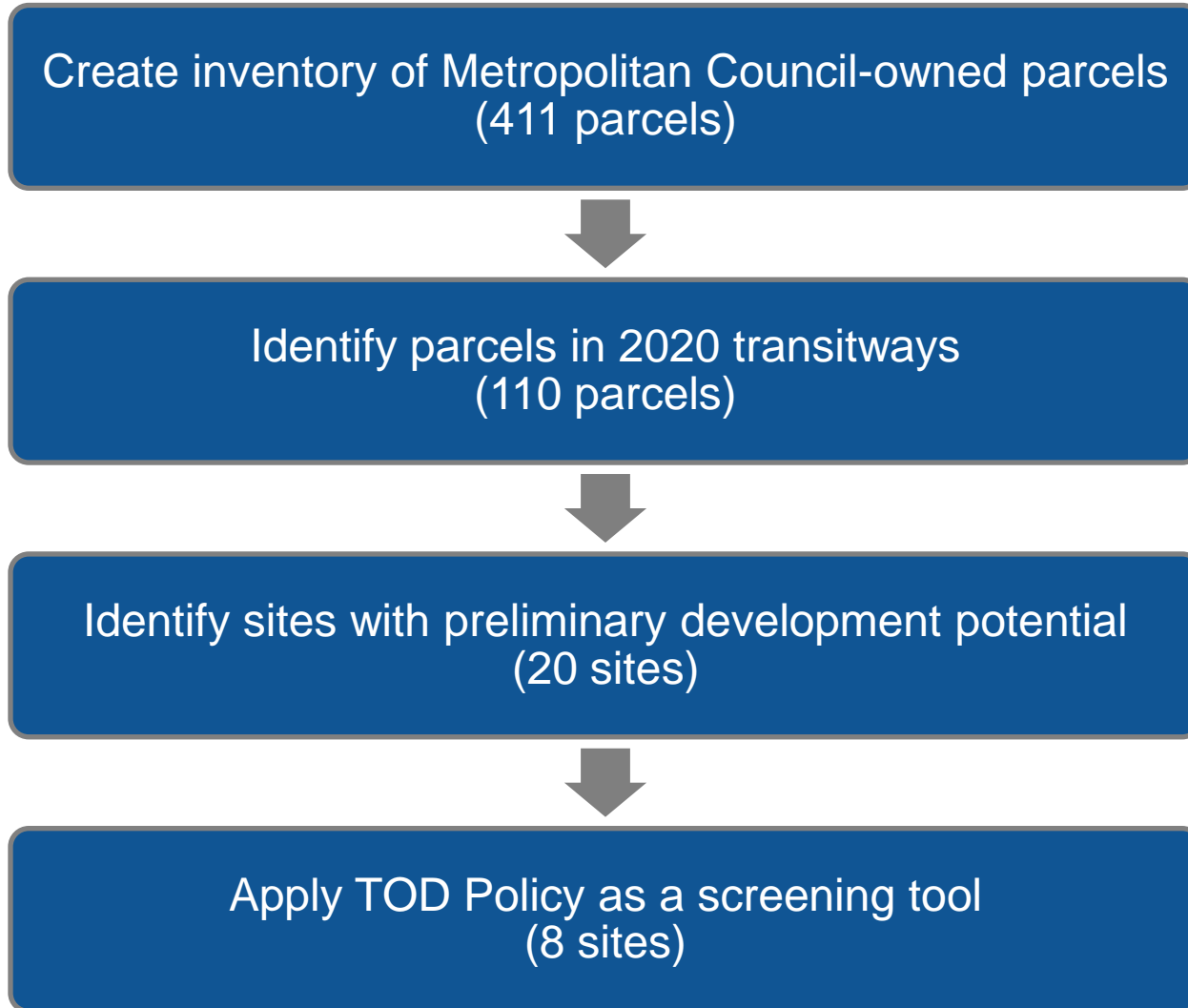


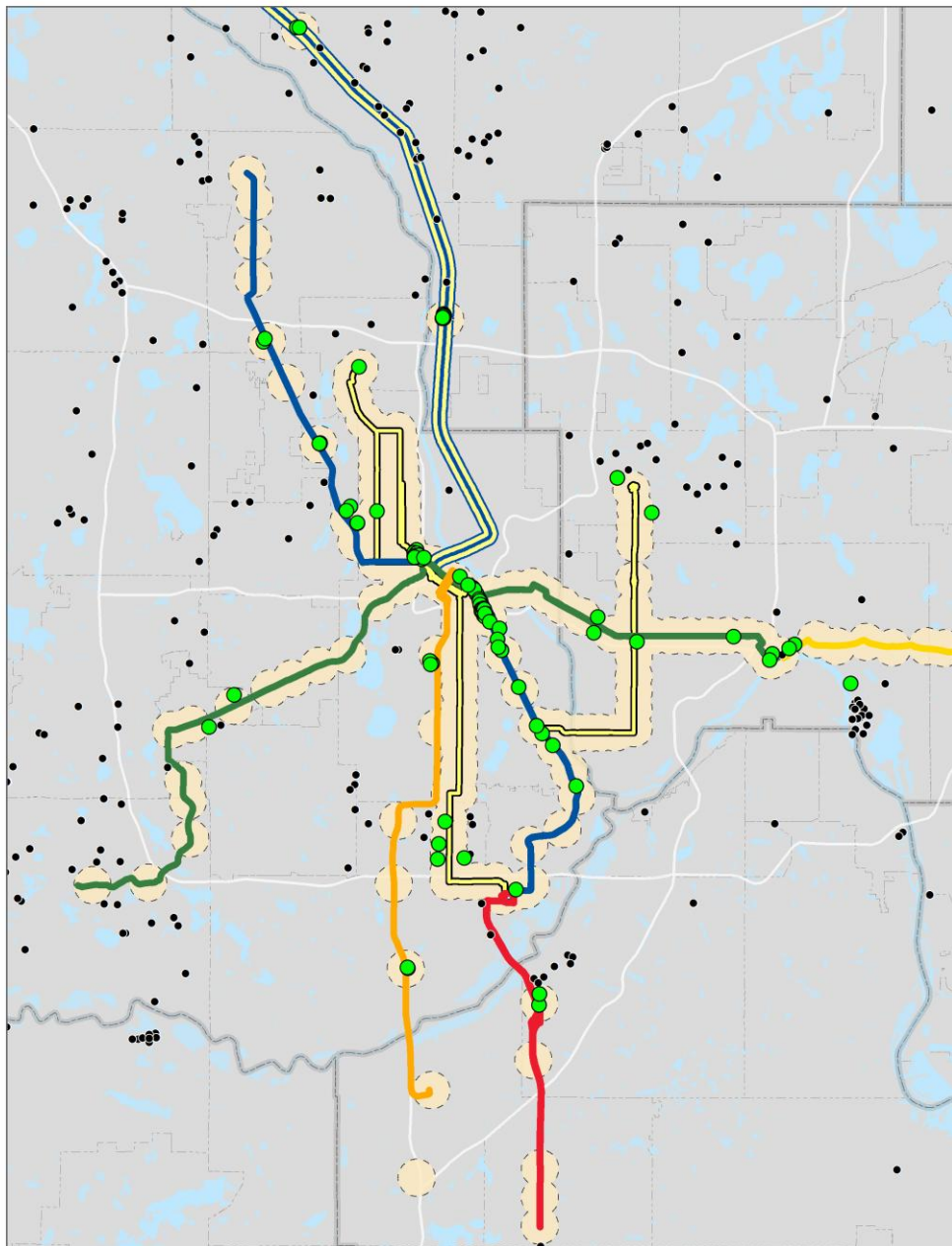
Working with partner jurisdiction, develop solicitation scope and criteria for selection



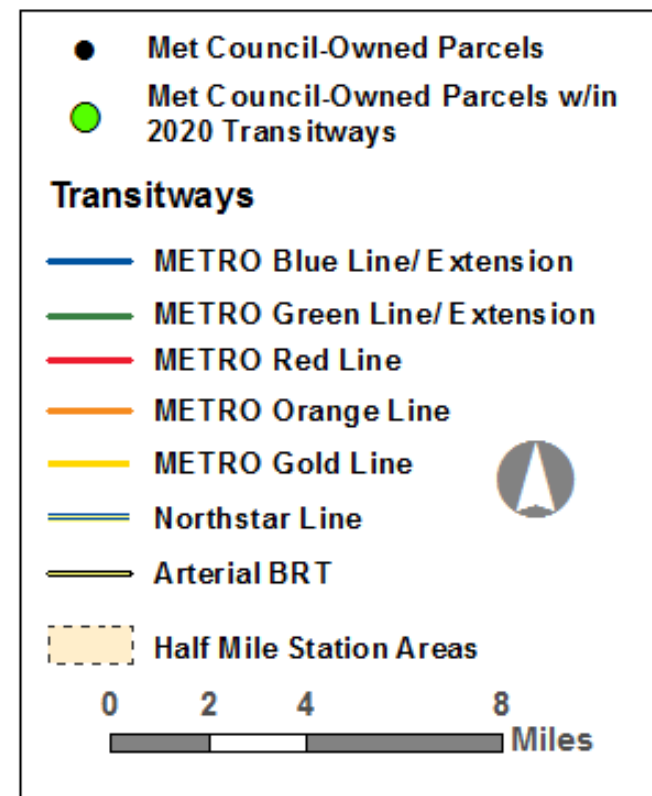
Working with the Real Estate Office, issue solicitation, review responses, prepare recommendation for Council action

- Competitive solicitations are the default. Any alternative requires approval in advance of pursuing the alternative process
- Solicitations do not commit the Council to any action. Any recommended action to dispose of or otherwise commit Council resources requires Council action.
- Unsolicited solicitations will be considered and evaluated for possible recommendation to Council for action.





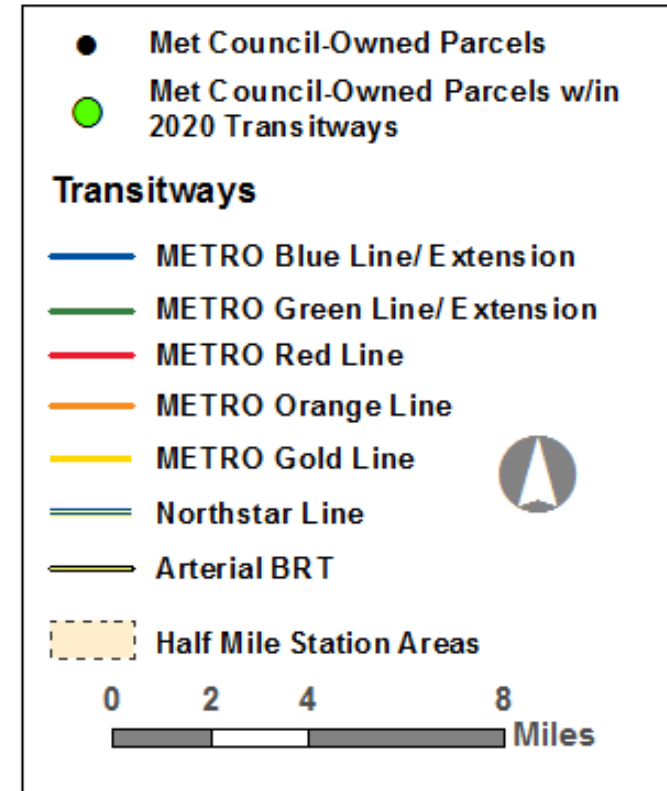
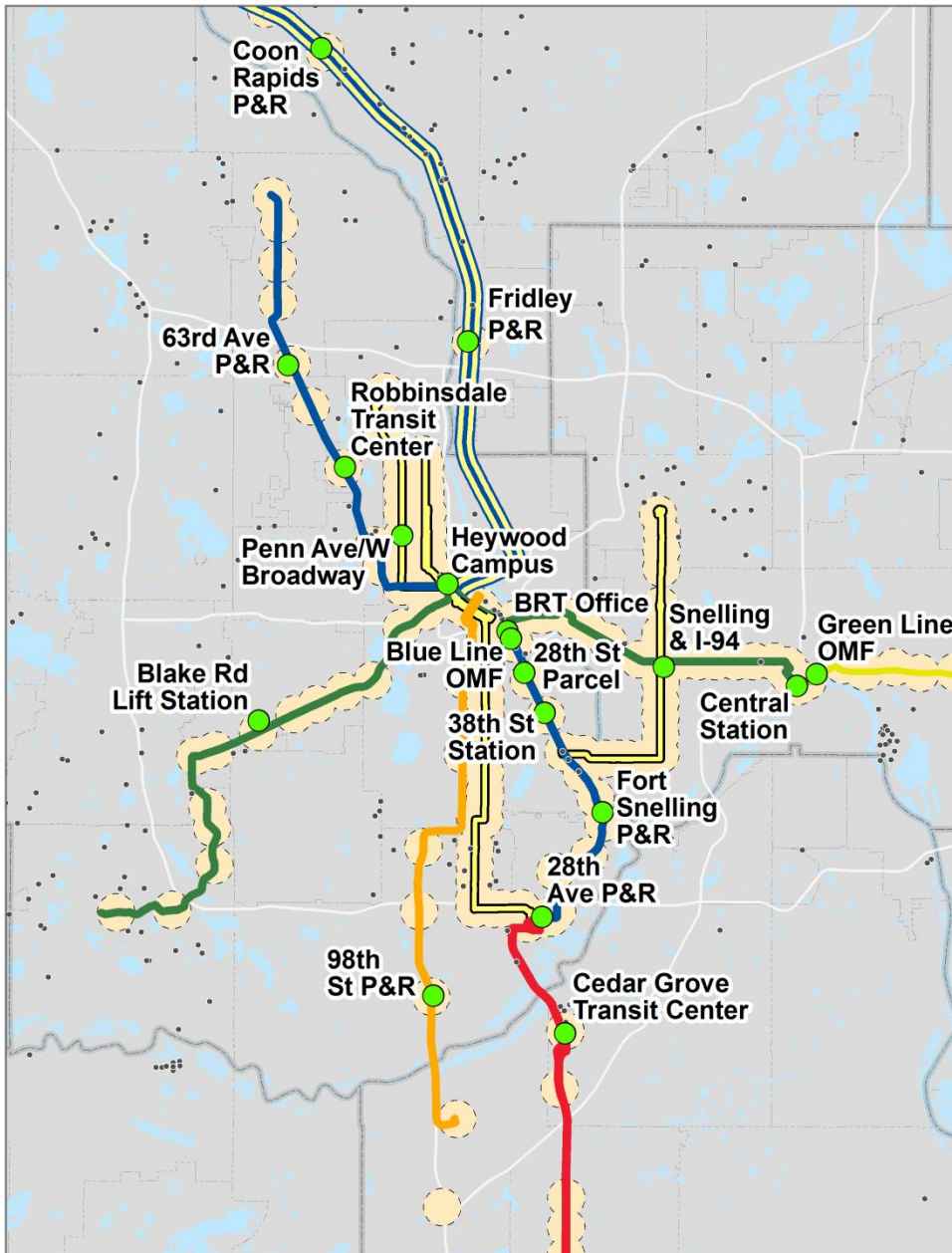
- 411 parcels owned by the Metropolitan Council
- 110 located within identified transitways



Sites-Preliminary Development Potential



20 sites identified for further assessment (Big Lake and Elk River sites not shown)



1. *Maximize the development impact of transit investments*
 - Transit service frequency
2. *Support regional economic competitiveness*
 - Area multifamily rents (proxy for market readiness)
 - TOD Classification Tool category
3. *Advance equity*
 - Location in an Area of Concentrated Poverty
4. *Support a 21st Century transportation system*
 - Location in a station area on a 2020 transitway

Meetings with partners:












Preliminary assessment of local planning and support – meetings with: Bloomington, Fridley, Hopkins, Minneapolis, St. Paul, Hennepin County and Ramsey County

Apply TOD Policy

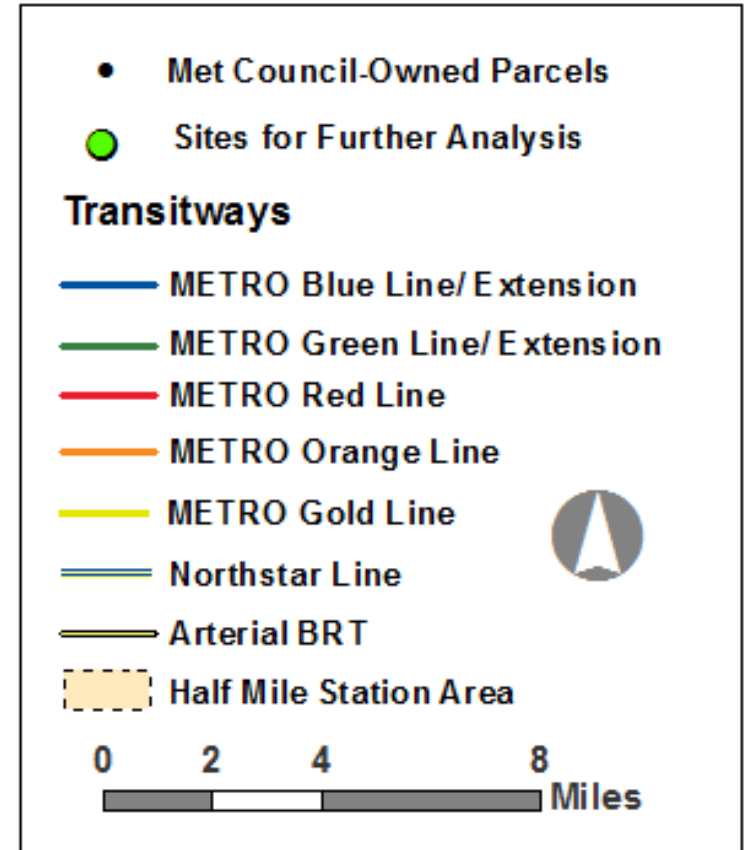
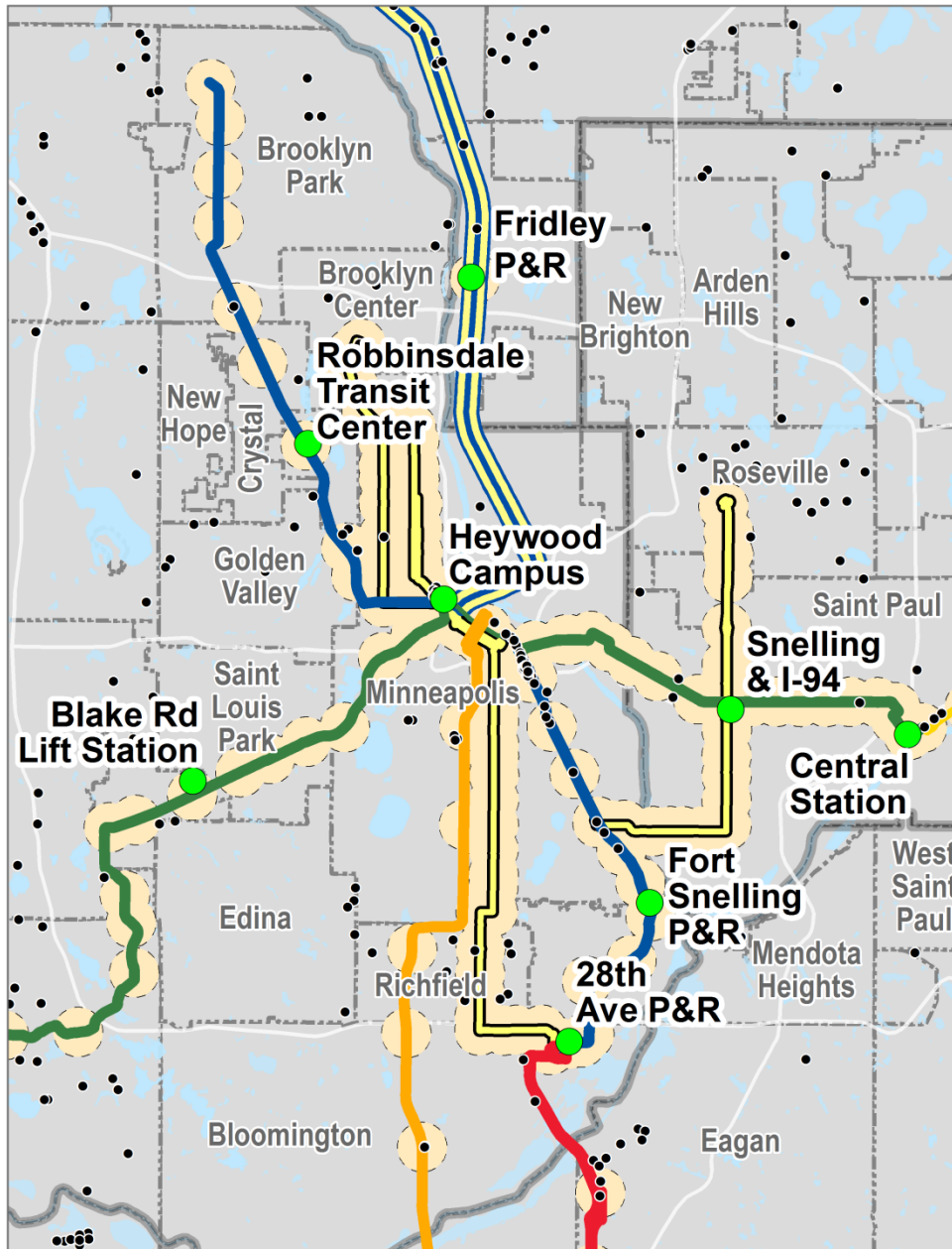


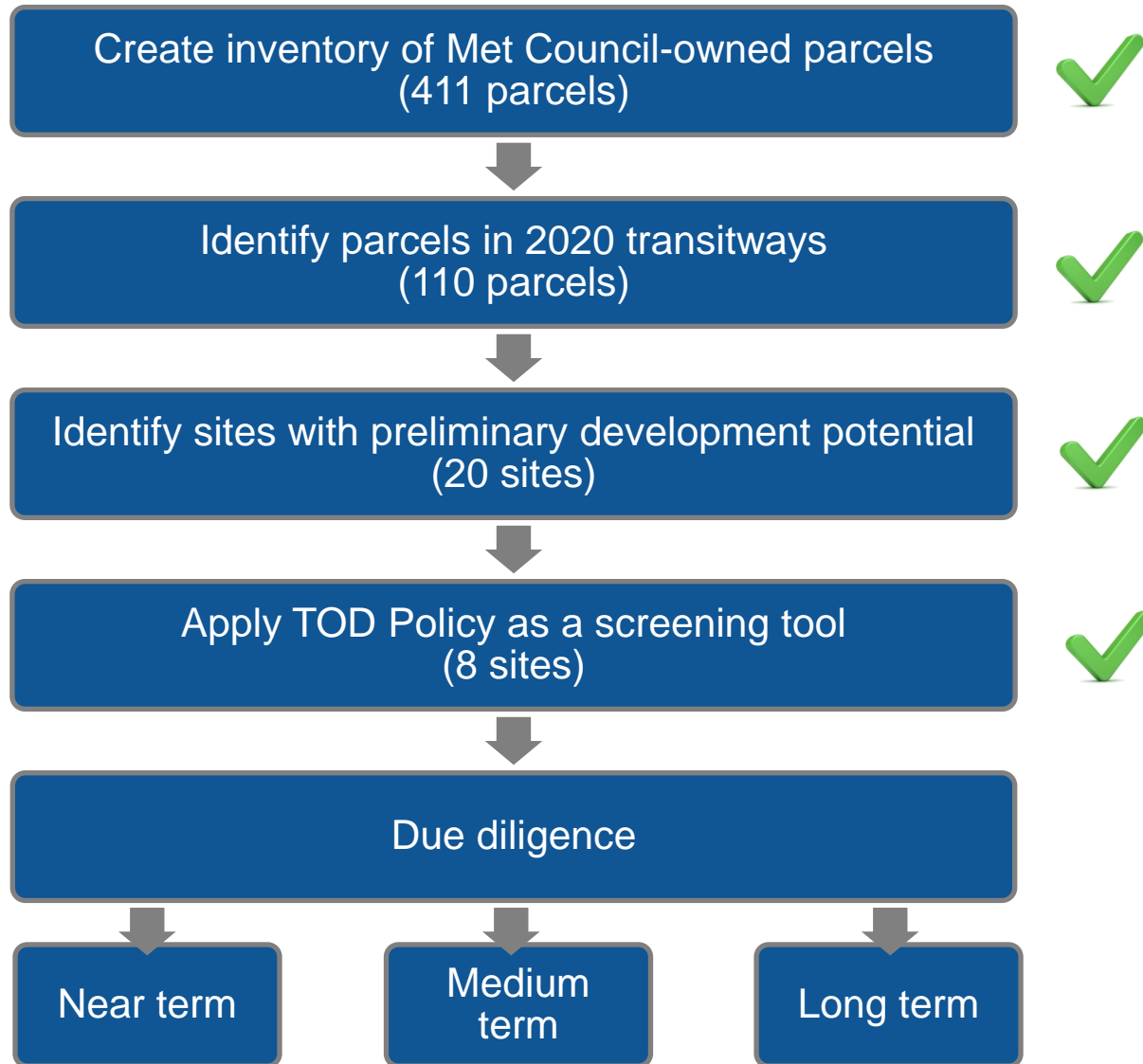
Site	Area Multifamily Rents	TOD Classification Tool Category	Area of Concentrated Poverty?	Transit Service Frequency	Local Plans and Support
Heywood Campus	Green	Green	Yellow	Green	Green
Fridley Northstar P&R	Red	Yellow	Yellow	Yellow	Green
Snelling & I-94 (Bus Barn site)	Red	Green	Green	Green	Green

Key

	\$2.00/SF+		Raise the Bar, Catalyze, Connect		Yes		10-15 min service		Met w/City, TOD support in place
	\$1.50-2.00/SF		Transition, Plan & Partner		No		30 min+ service		TBD
	<\$1.50/SF+								

Sites Moving Into Due Diligence





Preliminary assessment of potential site, using TOD Policy criteria, internal review



Analyze development feasibility, including market conditions, infrastructure needs, partner support, etc.



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Questions?

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metrotransit.org/tod