

SOUTHWEST

Green Line LRT Extension



# Transit Oriented Development and Joint Development

Business Advisory Committee

October 30, 2013



# Today's Topics

- Intro to Transit Oriented Development (TOD)
- Metropolitan Council and TOD
- SWLRT and Joint Development (JD)



# Intro to Transit Oriented Development

# Definition of TOD

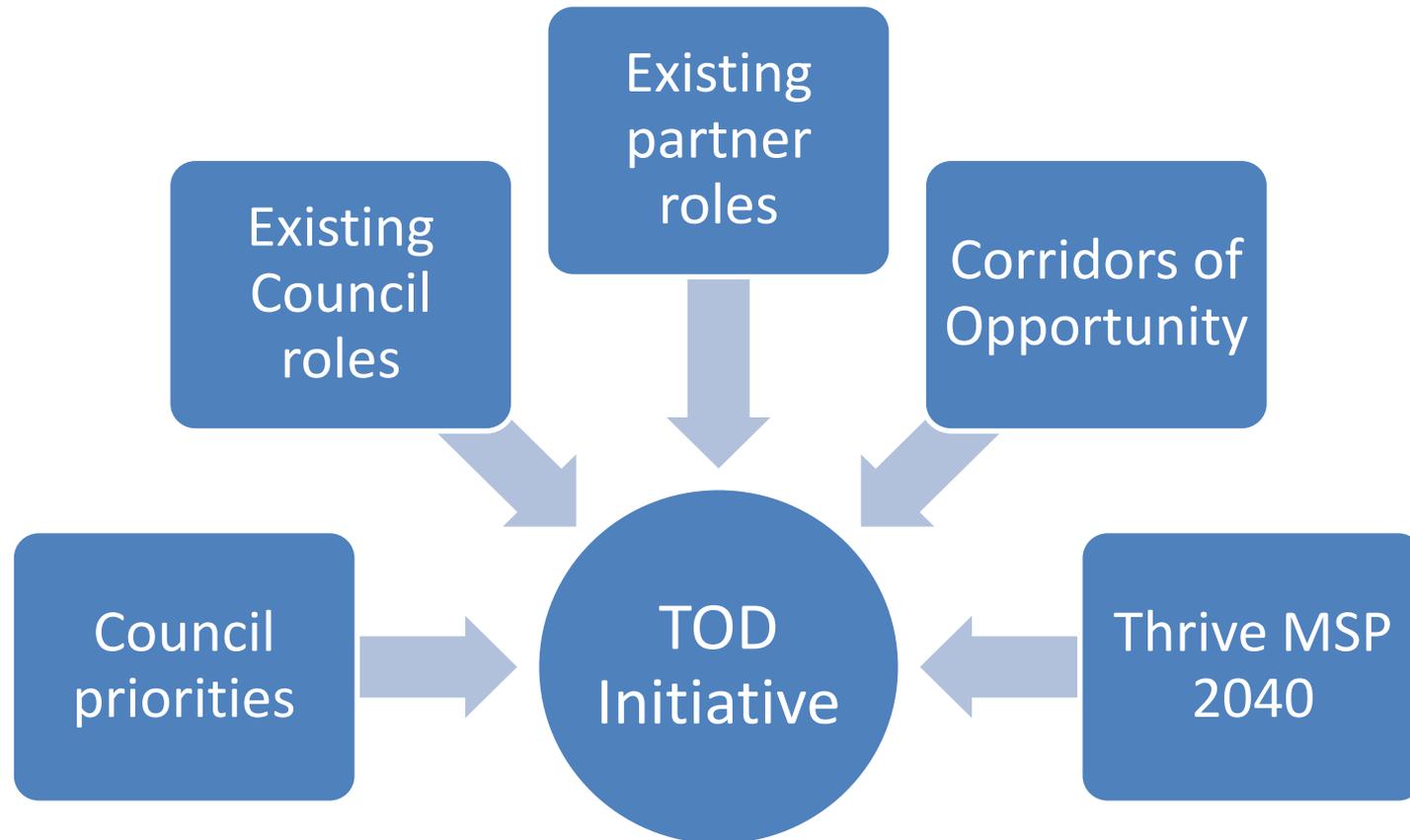
“Walkable, moderate to high density development served by frequent transit with a mix of housing, retail, and employment choices designed to allow people to live and work without need of a personal automobile.”

# Southwest LRT Project Office TOD

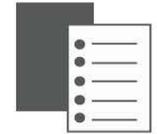
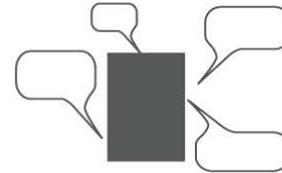
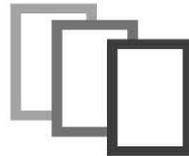
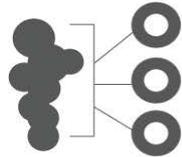
- Established a TOD and Land Use section
- Set a goal for 2013 to identify 5 joint development opportunity sites
- City Public Works and **Community Development Staff** Participation in Issue Resolution Team (IRT) Process and Technical Project Advisory Committee (TPAC)
- Support Hennepin County led Southwest LRT Community Works Transitional Station Area Action Plan (TSAAP) Process

# Metropolitan Council and Transit Oriented Development

# Origins of the Council's TOD Initiative



# TOD Strategic Action Plan - Process



1

2

3

4

5

Rigorous  
Preparation

Develop & Analyze  
Strategic Choices

Access Choices &  
Determine Direction

Vet the Preferred  
Strategy

Strategy and  
Action Agenda



May –  
August  
2012

September  
2012

February  
2013

May  
2013

July  
2013

Interviews  
and  
research

Think  
Tank 1

Think  
Tank 2

Think  
Tank 3

Council  
adoption

# TOD Strategic Action Plan: Feedback From Partners

- Be brave in creating successful TOD in the region
- Develop a TOD Policy
- Align principles and priorities with TOD policy
- Play a more proactive role
- Focus on implementation, yet continue to plan for TOD
- Be a regional leader by providing TOD expertise
- Build strong partnerships
- Be nimble and flexible
- Strengthen internal Met Council coordination

# TOD Strategic Action Plan: Goals

Collaborate with partners

Prioritize resources for impact

Focus on implementation

Improve internal coordination

# TOD Strategic Action Plan: Immediate Steps

Establish a TOD office

Adopt a TOD policy

Create an internal working group

Create external advisory group

# Developer Feedback

- Unanimous support for a more proactive Council role
- TOD has visibility, but transit alone does not make a project
- Support “replicable” and “catalytic” projects to move the market
- Develop strategy for commercial and mixed use TOD
- Be nimble, entrepreneurial, predictable, focused, timely

# TOD 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.**

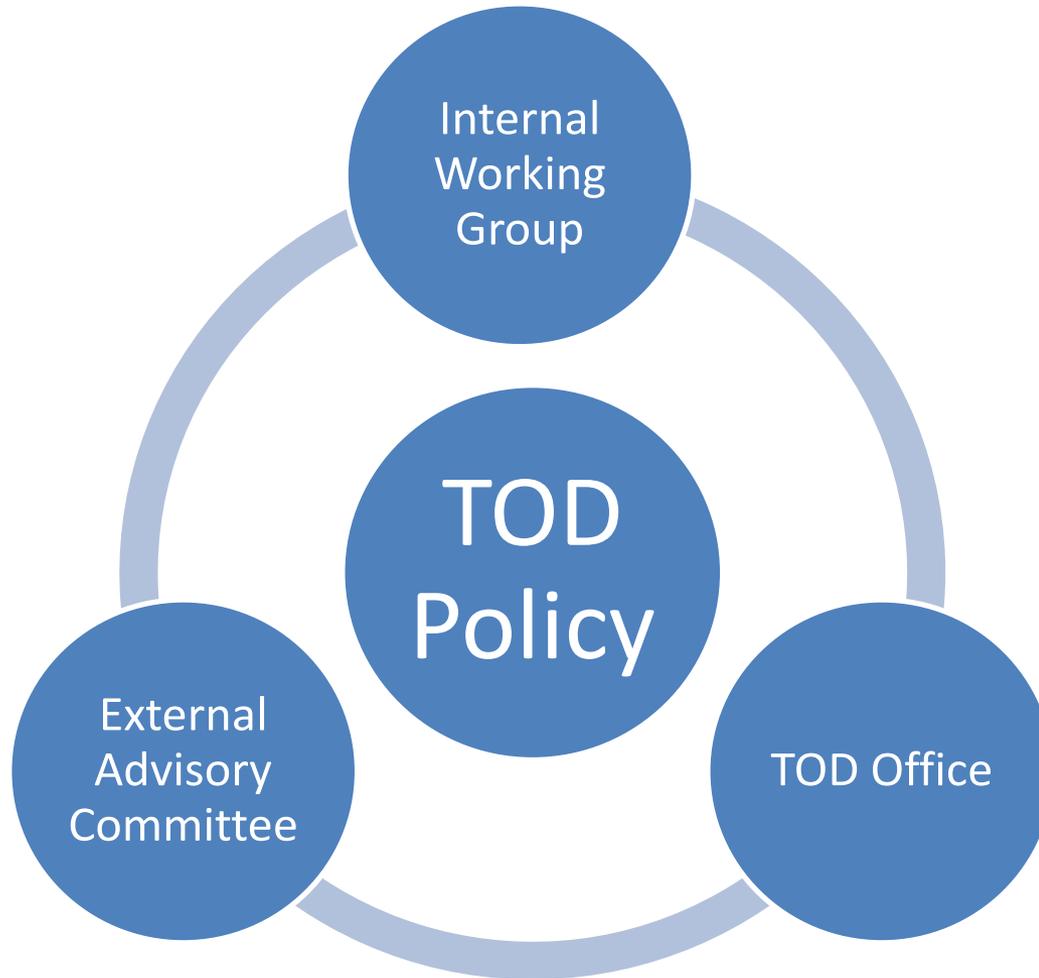


**4. Support a 21<sup>st</sup> century transportation system through increased ridership and revenues.**

# TOD Policy: Strategies to Achieve Goals

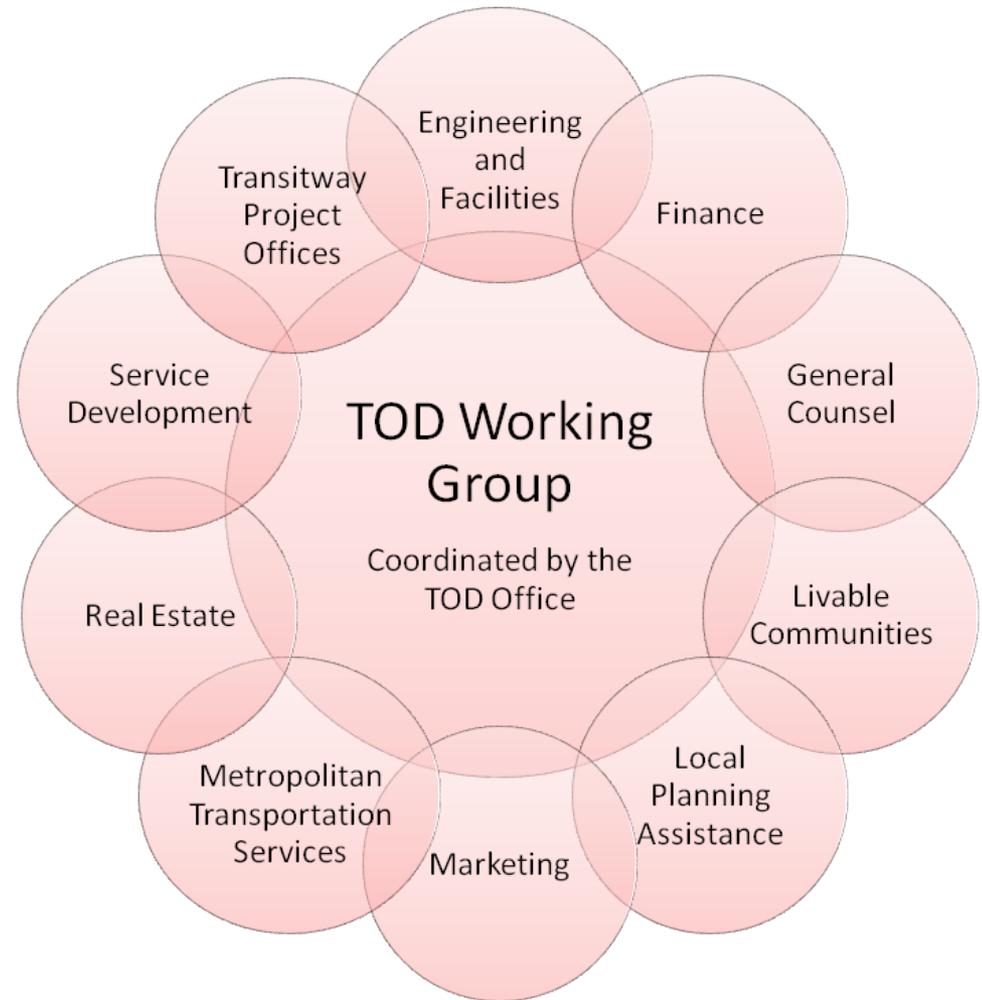
- Prioritize resources
- Focus on implementation
- Communicate effectively
- Collaborate with partners
- Coordinate internally

# Collaborative Approach to Implement TOD Policy



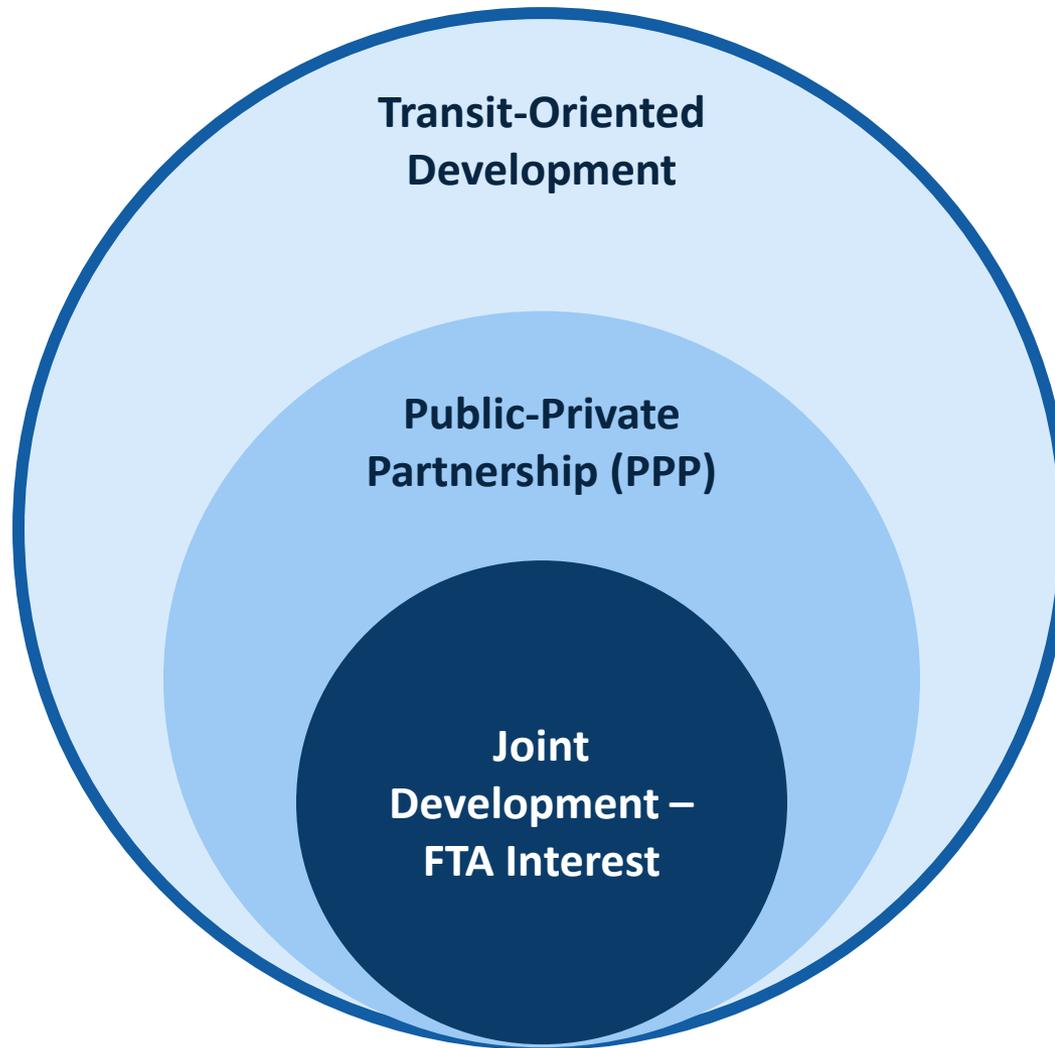
# Internal TOD working group

- Implement the TOD Policy
- Ensure consistency across TOD-related activities
- Share information and resources about TOD-related activities across the organization
- Align efforts to achieve Council TOD goals



# Southwest LRT and Joint Development

# Joint Development: A Subset of TOD



# Joint Development: Defined by FTA



A transit project



Integrally related to commercial, residential or mixed-use development



May include public, private or non-profit development associated with transit capital investments



FTA financial assistance = "a federal interest"



# Joint Development Project Eligibility

- 1 Creates an economic benefit
- 2 Enhances public transportation
- 3 Provides a fair share of revenue for public transportation
- 4 Requires JD tenants to pay a fair share of costs of occupied facility

# FTA Eligible Joint Development Activities

- Land acquisition and relocation costs
- Demolition of existing structures
- Site preparation, including environmental work
- Utilities, roadways and other infrastructure including building foundations
- Pedestrian and bicycle access
- Site amenities (streetscape, plazas, etc.)
- Project development activities including design, engineering, and real estate packaging
- Construction of exterior commercial space
- Station master planning

# Why Do Joint Development?

- JD Benefits Transit and Land Use
  - Increases transit ridership
  - Fosters economic development
  - Improves passenger experience: safety, connectivity, amenities, etc.
  - Can increase local tax base

# Why Do Joint Development?

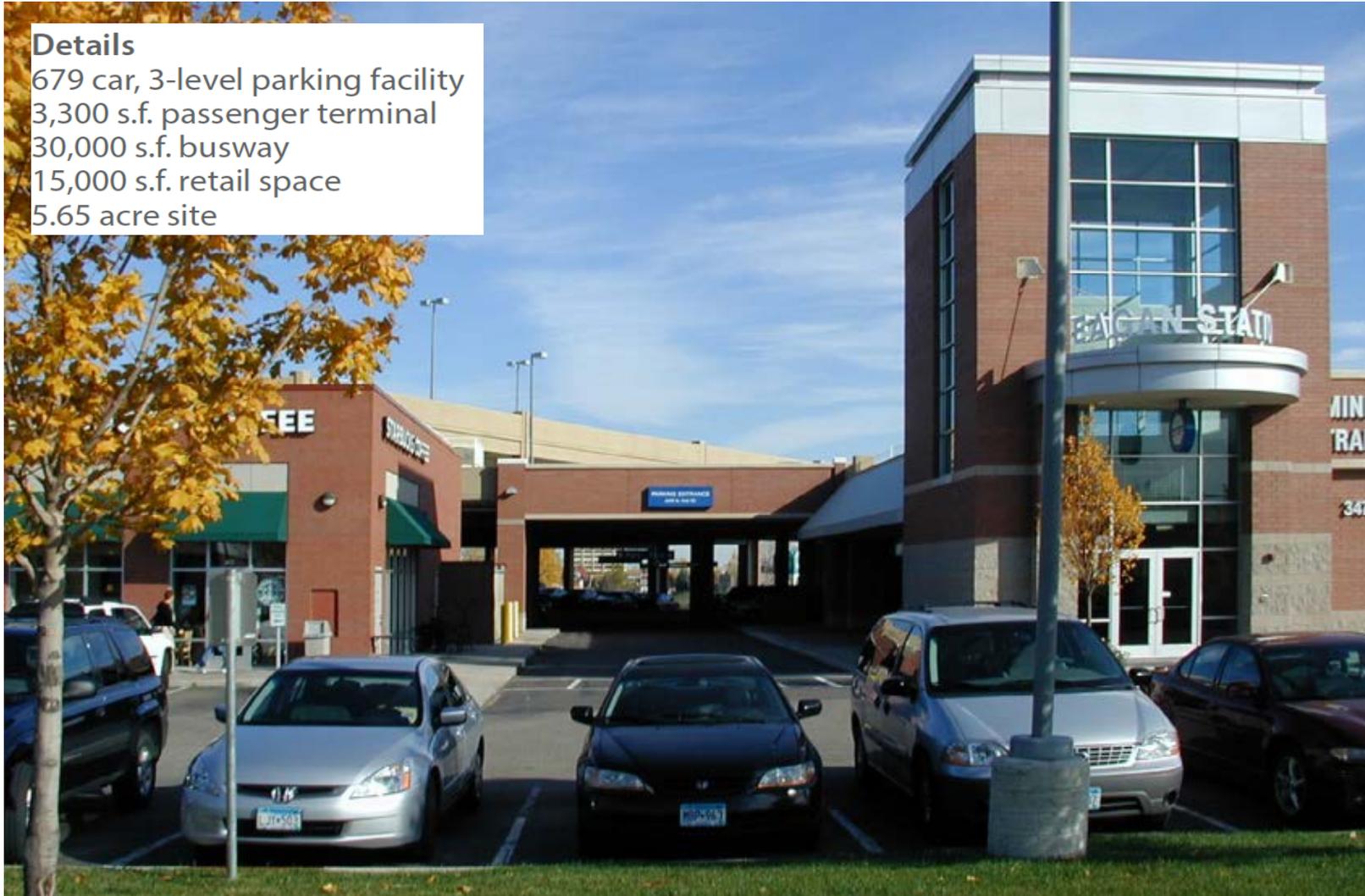
- JD leverages Federal Funds
  - All revenue stays local
  - Can reduce the need for TIF
  - Revenue to transit agency reduces O&M costs
  - Local TOD funds can be used for additional projects
  - New Starts Application Advantages: establishing JD Program is key to obtaining a high rating in economic development category

# Regional Joint Development Examples

# Eagan Transit Station

## Details

679 car, 3-level parking facility  
3,300 s.f. passenger terminal  
30,000 s.f. busway  
15,000 s.f. retail space  
5.65 acre site



# SouthWest Village

## Details

Transit center includes:

Passenger area (1,400 s.f)

Parking facility (3-level/511 stalls)

8-acre site includes:

Transit center

Residential development (33 owner-occupied townhomes)

Commercial devlpmt (18,000 s.f.)



# SouthWest Station: Large Scale Integrated Mixed-Use Development



## Details

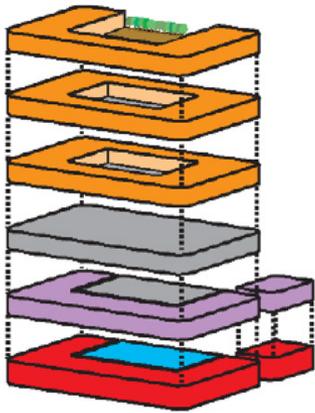
- 924-stall / 4-level parking facility
- 9,000 s.f. transit station
- 6-bay articulated bus platform
- Bus access tunnel to TH 212
- 20 acre site includes restaurants, retail/commercial space and housing



# La Crosse Grand River Station

## Details

- Passenger terminal
- 8 bus-transfer bays
- Parking facility
- Retail space
- 70 rental units (upper 3 levels)



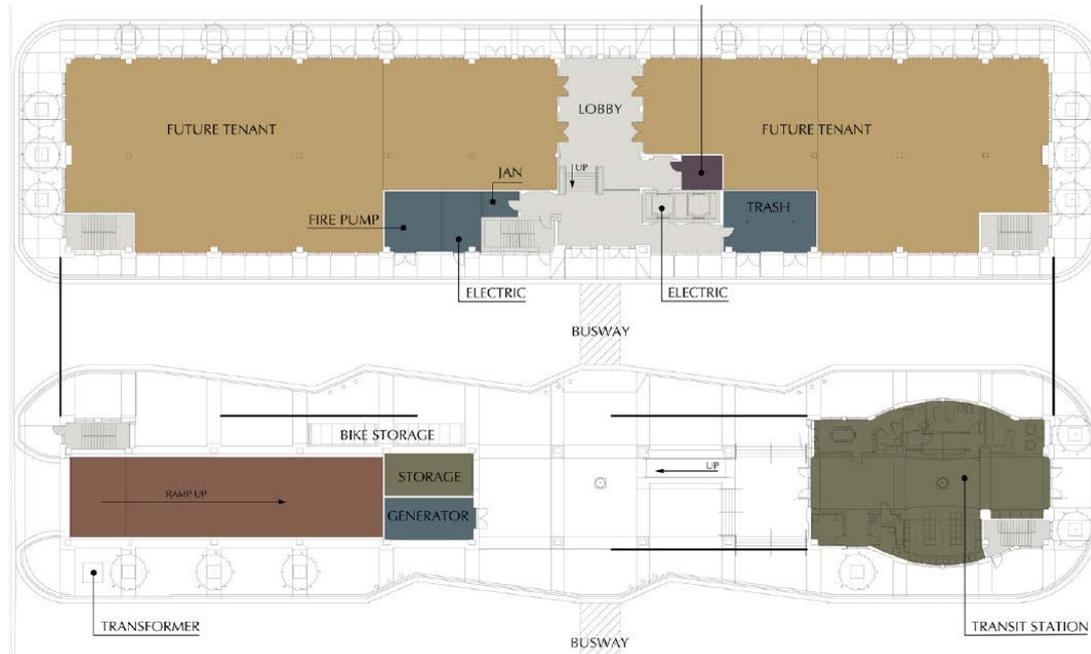
**6th floor:** 20 units housing; roof-top deck

**4th and 5th floors:** 30 units housing/level

**3rd floor:** 164 parking stalls

**2nd floor:** 28K sq. ft. office; 60 parking stalls

**1st floor:** 34K sq. ft. retail; transit station

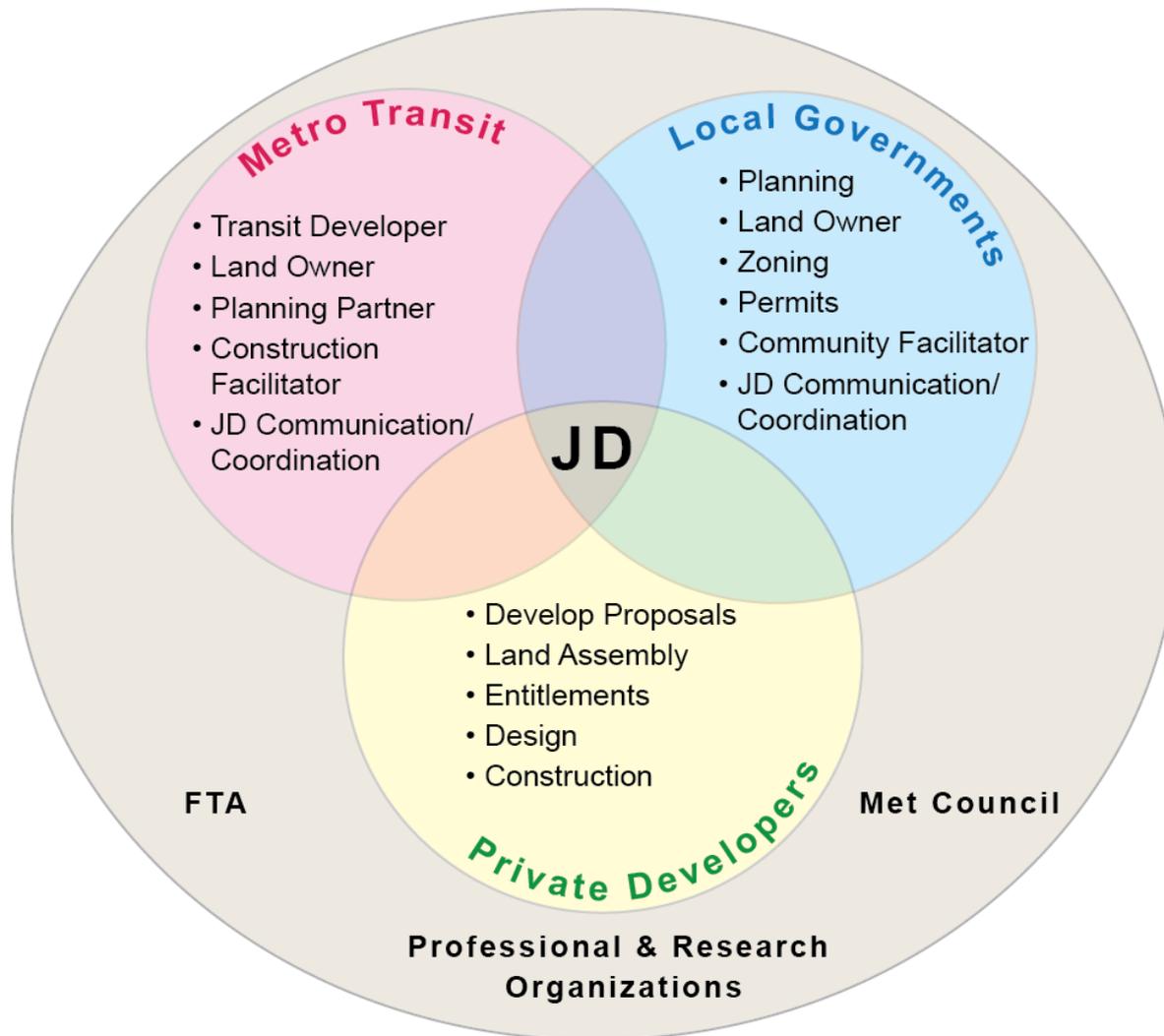


# Grand River Station

## Vertically Integrated Mixed-Use



# Joint Development = Collaborative Process



# SWLRT Joint Development Site Identification Process

- Series of 4 meetings held with each city and Hennepin County staff
- Joint Development opportunities at stations discussed and analyzed
- Stations categorized into Tiers

# Joint Development Tiers\*

- Tier 1: JD project can be completed as part of the SWLRT Project (4 stations):
  - Royalston
  - West Lake
  - Beltline
  - Blake
- Tier 2: JD opportunity identified but is not “ripe” for inclusion with the SWLRT Project (6 stations)
- Tier 3: JD opportunity not identified at this time (7 stations)

\*Tier classifications reflect Joint Development opportunities not TOD or PPP opportunities

# More Information

Online:

[www.SWLRT.org](http://www.SWLRT.org)

Email:

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Twitter:

[www.twitter.com/southwestlrt](http://www.twitter.com/southwestlrt)

