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

- Existing Council roles
- Existing partner roles
- Corridors of Opportunity
- Council priorities
- Thrive MSP 2040
TOD Strategic Action Plan - Process

1. Rigorous Preparation: May – August 2012
   - Interviews and research
2. Develop & Analyze Strategic Choices
3. Access Choices & Determine Direction: February 2013
   - Think Tank 2
4. Vet the Preferred Strategy: May 2013
   - Think Tank 3
5. Strategy and Action Agenda: July 2013
   - 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 21st 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 Working Group
- External Advisory Committee
- TOD Office

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

- Transit-Oriented Development
- Public-Private Partnership (PPP)
- Joint Development – FTA Interest
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

Southwest Station / Retail & Housing
Eden Prairie, Minnesota
La Crosse Grand River Station

Details
Passenger terminal
8 bus-transfer bays
Parking facility
Retail space
70 rental units (upper 3 levels)
Grand River Station
Vertically Integrated Mixed-Use
Joint Development = Collaborative Process

- Metro Transit:
  - Transit Developer
  - Land Owner
  - Planning Partner
  - Construction Facilitator
  - JD Communication/Coordination

- Local Governments:
  - Planning
  - Land Owner
  - Zoning
  - Permits
  - Community Facilitator

- Private Developers:
  - Develop Proposals
  - Land Assembly
  - Entitlements
  - Design
  - Construction

- Professional & Research Organizations

- FTA
- Met Council

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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

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