Hennepin County Transit Oriented Development Program

The Ellipse, St. Louis Park, 2009
What is Transit Oriented Development (TOD)?

• Development within walking distance of transit
  – Typically ¼ to ½ mile
  – 10 minute walkshed
  – 15 minute bikeshed
What is Transit Oriented Development (TOD)?

- Promotes a mixture of uses
  - Housing, retail, jobs, open space

- Example: The Shoreham
  - 10,000 sq. ft office on 1st floor
  - 145 units residential on floors 2-5

The Shoreham, St. Louis Park, 2015
What is Transit Oriented Development (TOD)?

• Compact development

• Example: Deephaven Cove
  – 28 townhomes
  – Along express bus service
  – Near commercial area

Deephaven Cove, Minnetonka/Deephaven, 2005
What is Transit Oriented Development (TOD)?

• Pedestrian and bicycle connections and amenities

• Example: Hawthorne Eco-Village
  – Inclusion of bike storage in building
  – New sidewalks

Hawthorne Eco-Village, Minneapolis, 2014
What is Transit Oriented Development (TOD)?

- Reduced parking

- Example: 2200 Snelling
  - 119 housing units
  - 94 parking stalls (.8 stalls/unit)
  - 144 bike parking stalls (1.2 stalls/unit)
  - Located 1 block from LRT station

2200 Snelling, Minneapolis, 2015
What is Transit Oriented Development (TOD)?

- Increased density

- Example: Oxford Village
  - Existing conditions - 6 residential properties
  - Planned development - 51 unit affordable rental building

Oxford Village, Hopkins, 2015
Benefits of TOD

- Reduced driving (lowered regional congestion, air pollution, greenhouse gas emissions)
- Walkable communities that accommodate more healthy and active lifestyles
- Increased transit ridership and fare revenue
- Increased and/or sustained property values
  Improved access to jobs and economic opportunity for low- to moderate-income
- Expanded mobility choices reducing dependence on cars, reducing transportation costs and freeing up income for other purposes

Boeser Site (Prospect Park), Minneapolis, 2012
Not all TOD is the same
Hennepin County TOD Program History

- Developed in 2003
- Support TOD
  - Redevelopment/new construction
  - Enhance transit ridership
  - Increase density
  - Compact development
  - Pedestrian/bicycle friendly

Broadway Flats, Minneapolis, 2013 & 2014
Hennepin County TOD Program History

• Since 2003:
  – Over 110 awards to 90+ projects
  – More than $27 million awarded
  – Split between suburban cities and Minneapolis

Lyndale Plaza, Richfield, 2010
Eligibility Requirements

- For-profit, non-profit, government entity or redevelopment authority
- Within a municipally-designated redevelopment area
- Funded activities must be completed within 2 years

Tower Light, St. Louis Park, 2009
**Program Criteria**

**The District and Community**
- Catalyze development, investment, transit ridership
- Fulfills an area or community need
- Makes the place more transit oriented (density, parking, shelters, etc.)

**The Design**
- Pedestrian and bicycle connections
- Uses TOD design principles
- Aligns with AHIF levels of affordability (if applicable)

**The Need**
- Identifies a public purpose
- Funds request and type
- Fills a demonstrated funding gap

**The Readiness**
- Likelihood the project moves forward
- Other secured funding
- Plans, policies that support TOD
- Impact of an award

W. 70th Street Extension, Eden Prairie, 2015
Eligible Activities

• Public Infrastructure
  – Pedestrian and bicycle facilities
  – Public plazas oriented to transit stop
  – Pedestrian scaled lighting
  – Transit shelters
  – Streetscaping

Central Avenue
Osseo, 2010
Eligible Activities

• Site activities
  – Clearing acquired property
  – Streets
  – Utilities
  – Site work (grading, excavation)
  – Landscaping
  – Stormwater
Eligible Activities

- Property acquisition
  - To create TOD
  - Remove, prevent, reduce blight or blighting factors
8th Avenue, Hopkins (Green Line Extension)

- Grants in 2010, 2012 and 2016 totaling $1,575,000
- Applicant: City
- Acquisition of select parcels for TOD redevelopment near Downtown Hopkins LRT station and infrastructure improvements along 8th Avenue.
- Has catalyzed other redevelopment in the area.
MoZaic Bridge, Minneapolis

- $265,000 grant in 2010
- Applicant: Private Developer
- Mixed use development in Uptown area
- Served by bus and Uptown Transit Station
- TOD funded improvement: bicycle/pedestrian bridge over Midtown Greenway with ADA accessible ramp to the greenway.
Bloomington Central Station (Blue Line)

- Multiple grants from 2004-2014
- Applicant: City
- 50 acre TOD site near the Bloomington Central LRT station. Includes park, residential, office, hotel and some retail.
- TOD improvements include: sidewalks, landscaping, streetscaping, lighting, stormwater, utilities
PLACE, St. Louis Park (Green Line Extension)

- $750,000 grant in 2016
- Applicant: Private Developer (award to city)
- Mixed use development (housing, hotel, commercial, e-generation) next to Wooddale LRT Station
- Funded improvements: acquisition, infrastructure
Green 4th, Minneapolis (Green Line)

- $485,000 grant in 2016
- Applicant: Non-profit partnership
- Infrastructure project in the Towerside Innovation District area (formally Prospect Park)
- Project will enhance streetscape, bike/ped connections beyond typical street project
Surly, Minneapolis (Green Line)

- $500,000 loan in 2013
- Applicant: Private developer
- Redevelopment of a blighted/contaminated parcel with a destination site and over 100 new jobs.
- Funds used for site work
Beyond the funding program

- Provide expertise to projects:
  - Corridors
  - Site specific
  - Joint development
  - Other Public Works divisions

Robbinsdale LRT Station Area, 2016

Blake Road Early TOD Implementation, Hopkins, 2016
Contact Info

Tonja West-Hafner
Federal programs Manager
612-348-2599
tonja.west-hafner@hennepin.us

Elise Durbin
TOD Program Manager
612-348-4191
elise.durbin@hennepin.us

Mound Transit Center, Mound, 2005