



Central Corridor TOD Investment Framework

September 8, 2010



Working Group

- Ramsey County Commissioner, Jim McDonough (co-chair)
- Hennepin County Commissioner, Peter McLaughlin (co-chair)
- Mayor of Saint Paul, Chris Coleman
- Minneapolis - Mike Christenson for Mayor R.T. Rybak
- Met Council Chairman, Peter Bell
- Minnesota Housing Commissioner, Dan Bartholomay

TOD Investment Framework Purpose

- Create a comprehensive public investment framework that includes **strategies** to **leverage** the **public investment** to attract, **shape**, and **accelerate** appropriate **private investment** in the Central Corridor.
- Identify critical investments that might otherwise be missed by individual jurisdictions and participants.
- Establish a coordinated voice to support future corridor-wide funding needs, strategies for various funding partners, and provides information to support individual jurisdiction funding requests.

TOD Investment Framework Process

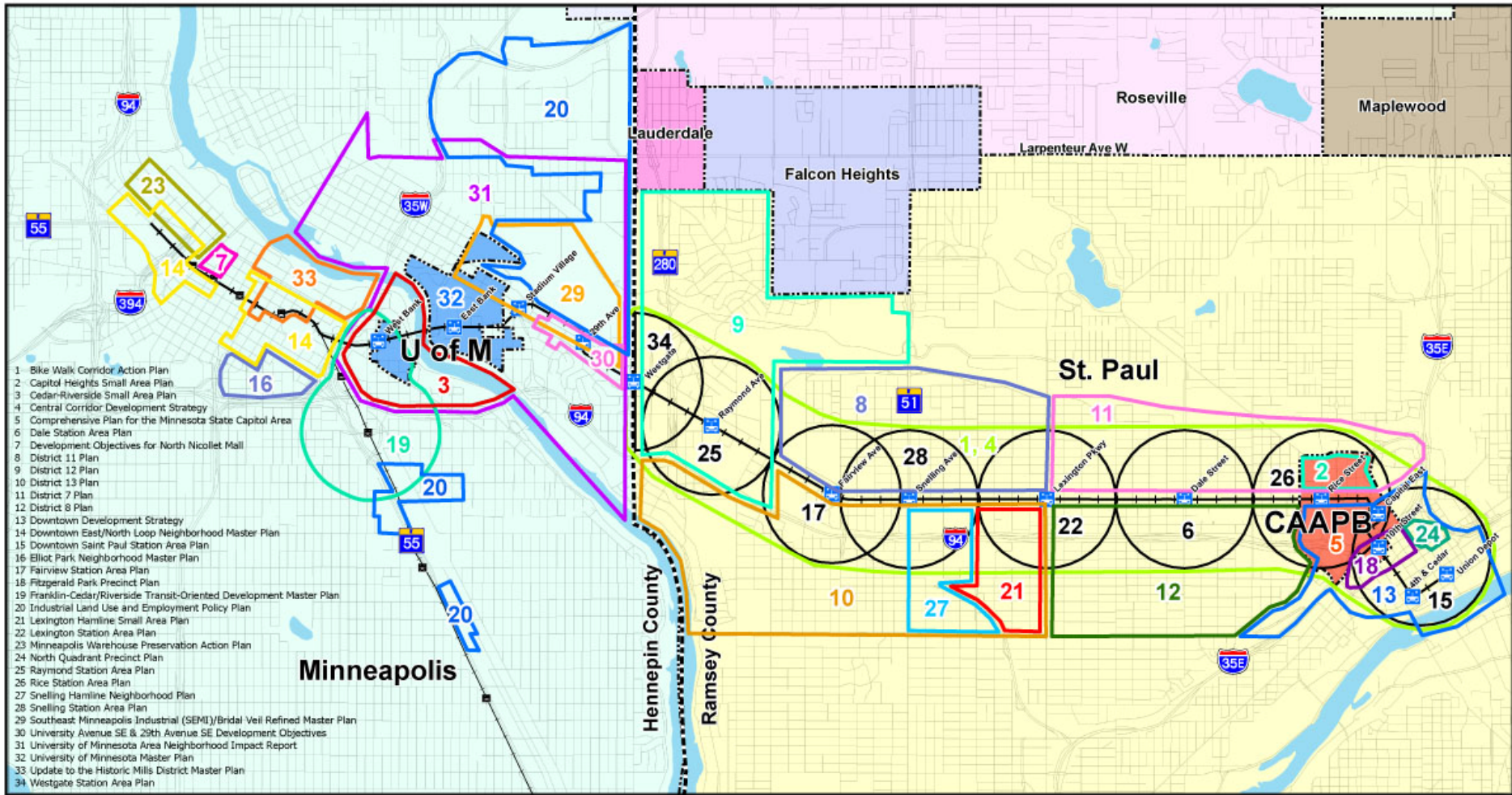
- Identify infrastructure and related investments needed to accomplish the visions of the community-based plans in the corridor
- Assess the potential impact of market conditions on implementation
- Identify and measure sustainable, value-added funding resources
- Prepare Corridor Implementation Tool (CIT)

Step 1:
Information Assembly and Analysis

Step 1 Goals

- Maps and spreadsheets with detailed inventory of improvements, including cost estimates by:
 - Type of infrastructure
 - Station area
 - Subarea
 - Corridor-wide

Corridor-wide cost summaries inform macro-level strategies. Smaller scaled summaries will inform strategies related to individual projects and neighborhoods



Recent Planning Studies Along or Near Central Corridor

Central Corridor Investment Framework Plan



- Central Corridor LRT Line
- Central Corridor LRT Stations
- Hiawatha LRT Line
- Hiawatha LRT Stations
- County Boundary
- Other Jurisdiction Boundaries
- City Boundary
- metrowt

*CAAPB - Capitol Area Architectural & Planning Board

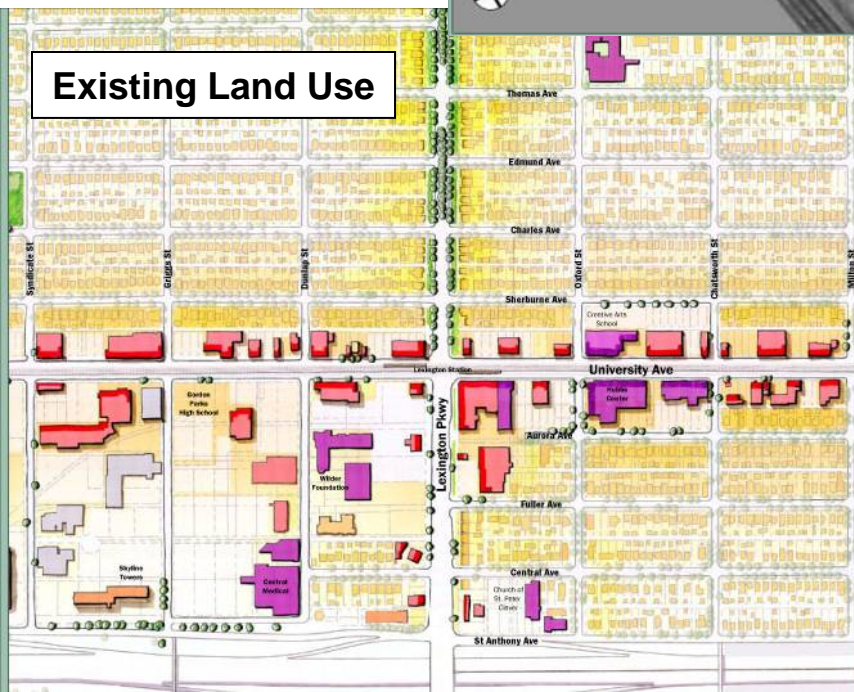
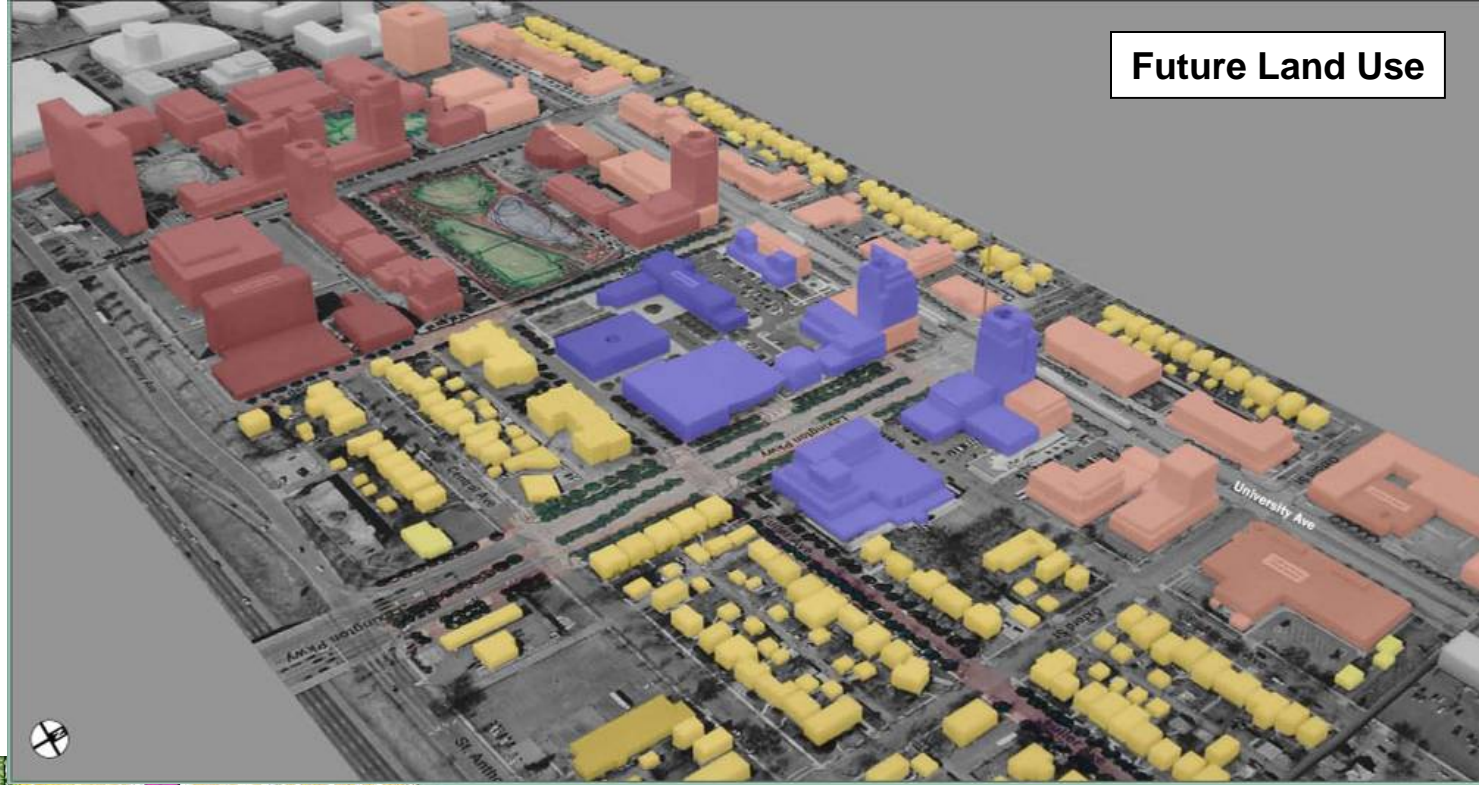
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Future Land Use

Lexington Avenue Station



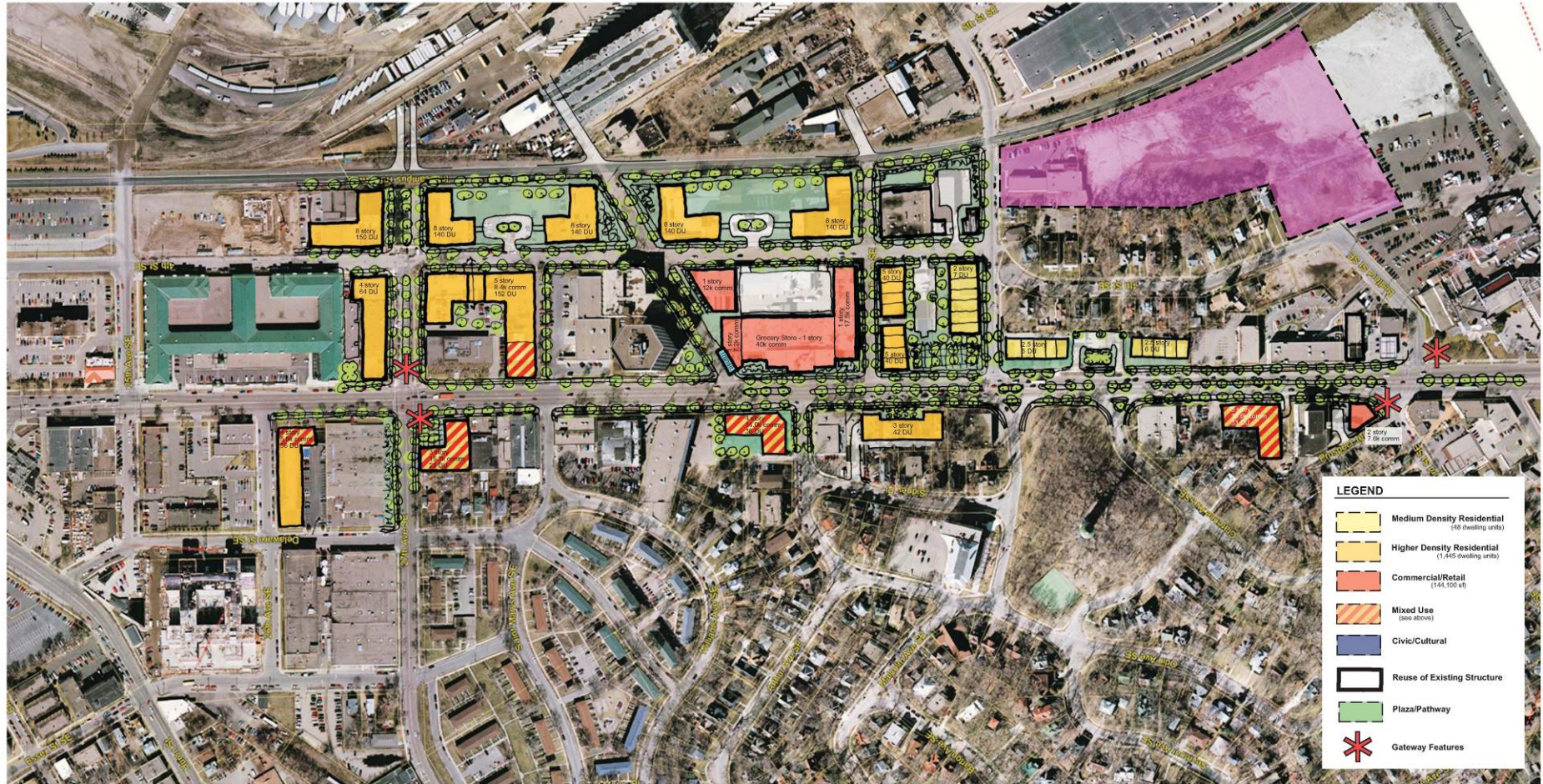
Existing Land Use

Lexington Station Area Market Potential

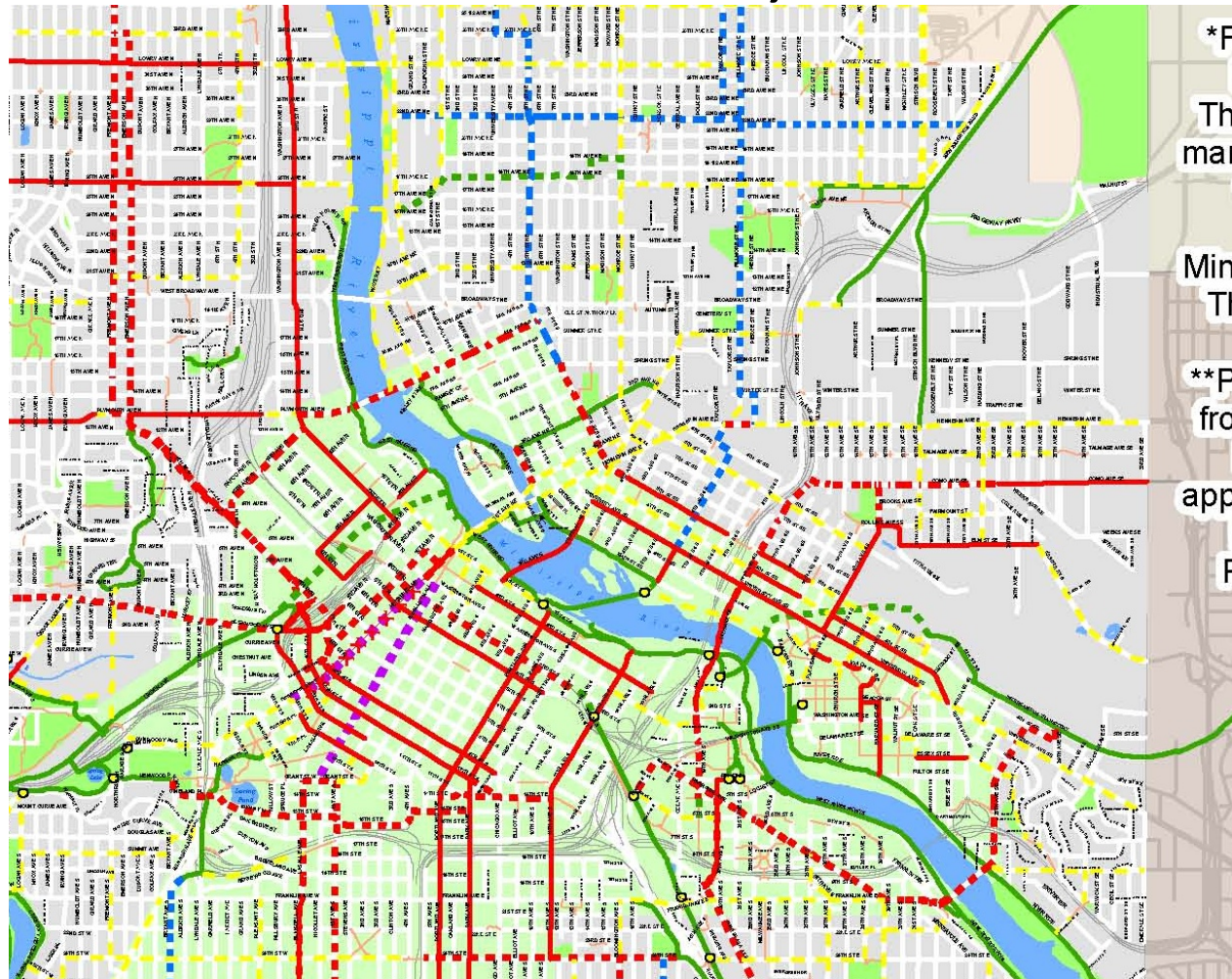
	Market Forecast 2030 January 2008	Pre-Construction 2008-2009	During Construction 2010-2014	Early Operation 2015-2020	Mature Operation 2020-2030	Specific Market Opportunities
Residential: Rent	200 - 250	-	-	50 - 75	150 - 175	-
Residential: Own	75 - 150	-	-	25	50 - 125	Rental market must be established first to push ownership market.
Office Space (sq ft)	250,000	-	50,000	75,000	125,000	Institutional development will drive office development first 10-15 years.
Retail Space (sq ft)	90,000	-	-	30,000	60,000	Ample redevelopment sites for retail development. Siting will influence success at Lexington.
Industrial (sq ft)	-	-	-	-	-	-
Hotel Rooms	-	-	-	-	-	-

FIGURE 2.2 - The **Lexington Station Area development forecast** predicts modest growth with opportunities for mixed use infill development and additional institutional facilities.

University Avenue & 29th Avenue SE Development Objectives (Scenario A)



Minneapolis Bikeways: Existing, Funded, and Planned



*Funded projects are those known as of June 2009. These projects include those managed by Hennepin County, the Minneapolis Park & Recreation Board, Minneapolis Public Works, and Three Rivers Park District.

**Planned bikeways originate from the City of Minneapolis Bikeways Master Plan, approved in December of 2001 by the City Council and Park & Recreation Board.

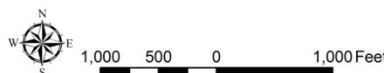
Legend

-  Access Point to Bicycle Path
-  Existing Bike Lane or Shoulder
-  Existing Bike Lane, to be Removed
-  Planned Bikeway (Not Funded)**
-  Bicycle Boulevard (Funded)*
-  Bicycle Lane or Marked Shared Lane (Funded)*
-  Combined Bus Bicycle Lane (Funded)*
-  Off Street Bicycle Path (Funded)*
-  Existing Off-Street Bicycle Path
-  Pedestrian Shortcut
-  Bike Share Service Area



Potential Infrastructure Improvements

Central Corridor TOD Investment Framework



- | | | | | |
|--|--|-----------------------------|--------------------------------|------------------------------------|
| Central Corridor LRT Stations | Conceptual Parks/Major Park Improvements | Bikeway Improvements | Pedestrian Bridge Improvements | Historic Interpretation/Public Art |
| LRT Track Centerline | Parcel Boundary/Existing Right-of-Way | Sidewalk/Trail Improvements | Utility Improvements | Multi-Modal Center |
| Half-Mile from Central Corridor LRT Stations | Future Right-of-Way | Streetscape Improvements | Interchange Improvements | Bridge Improvements Needs |
| Wayfinding Area | District Heating Improvements | Street Improvements | Alley Improvements | Phase I ESA High Potential Sites |

April 14, 2010



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Breakdown of Westgate Station Area Costs

Type of Improvement	Description of Project	Average cost per unit	Amount	Cost
Sanitary Sewer	Curfew St Ext	\$90	680	\$61,200
	Eustis Street	\$90	0	\$0
	Berry Street-Wabash to Franklin	\$90	900	\$81,000
	New North-South Street	\$90	600	\$54,000
	Curfew Commons Park Street	\$90	1,600	\$144,000
	Sharon Avenue Extension	\$90	0	\$0
SUBTOTAL				\$340,200
Storm Sewer	Curfew St Ext	\$120	680	\$81,600
	Eustis Street	\$120	0	\$0
	Berry Street-Wabash to Franklin	\$120	900	\$108,000
	New North-South Street	\$120	600	\$72,000
	Curfew Commons Park Street	\$120	1,600	\$192,000
	Sharon Avenue Extension	\$120	0	\$0
SUBTOTAL				\$453,600
Water	Curfew St Ext	\$110	680	\$74,800
	Eustis Street	\$110	0	\$0
	Berry Street-Wabash to Franklin	\$110	900	\$99,000
	New North-South Street	\$110	600	\$66,000
	Curfew Commons Park Street	\$110	1,600	\$176,000
	Sharon Avenue Extension	\$110	650	\$71,500
SUBTOTAL				\$487,300
District Heating				\$0
Electric				\$0
Gas				\$0
Telecom				\$0
Solid Waste				\$0
Street	Curfew Street Extension	\$600	680	\$408,000
	ROW	\$1,000,000	6.18	\$6,180,000
	Bldg Demo	\$250,000	1	\$250,000
	Eustis Street	\$600	4,000	\$2,400,000
	Berry Street-Wabash to Franklin	\$400	1,300	\$520,000
	ROW	\$1,000,000	1.80	\$1,800,000
	Bldg Demo	\$250,000	1	\$250,000
	New North-South Street	\$400	600	\$240,000
	ROW	\$1,000,000	0.80	\$800,000
	Bldg Demo	\$250,000	1	\$250,000
	Curfew Commons Park Street	\$400	1,600	\$640,000
	ROW	\$1,000,000	2.20	\$2,200,000
	Bldg Demo	\$250,000	1	\$250,000
	Sharon Avenue Extension	\$400	1,300	\$520,000
	ROW	\$1,000,000	1.80	\$1,800,000
	Bldg Demo	\$250,000	1	\$250,000
SUBTOTAL				\$18,758,000

Type of Improvement	Description of Project	Average cost per unit	Amount	Cost
Alley				\$0
Sidewalk		\$100		\$0
Bikeway	Franklin Bike Lane	\$130	2,920	\$379,600
	Curfew Bike Blvd	\$130	3,600	\$468,000
	Territorial Bike Blvd	\$130	2,890	\$375,700
	SUBTOTAL			
Bridge	Territorial	\$7,500	400	\$3,000,000
	Avenue	\$7,500	420	\$3,150,000
	Franklin	\$7,500	340	\$2,550,000
	Wabash	\$7,500	500	\$3,750,000
SUBTOTAL				\$12,450,000
Bridge (Ped/Bike)				\$0
Streetscape	Curfew Street	\$25	93,000	\$2,325,000
	Eustis Street	\$25	140,000	\$3,500,000
	Highway 280	\$10	150,000	\$1,500,000
	Franklin Avenue	\$25	60,000	\$1,500,000
	Additional	\$75,000	1	\$75,000
	University Avenue	\$1,500,000	1	\$1,500,000
SUBTOTAL				\$10,400,000
Public Art	Gateway	\$200,000	1	\$200,000
	Parks	\$50,000	3	\$150,000
SUBTOTAL				\$350,000
Parks	Curfew Commons	\$3,006,370	1	\$3,006,370
	Technology Commons	\$2,866,710	1	\$2,866,710
	Avenue Pocket Parks	\$15	25,000	\$375,000
SUBTOTAL				\$6,248,080
Water Feature				\$0
Plazas				\$0
Remediation		\$500,000	15	\$7,500,000
Parking Ramp		\$8,000	700	\$5,600,000
Housing		\$180,000	2,500	\$450,000,000
Office		\$200	700,000	\$140,000,000
Retail		\$150	60,000	\$9,000,000
Hotel		\$100,000	150	\$15,000,000
Institutional		\$200		\$0
Underground				\$1,281,100
Surface				\$49,429,380
Site (i.e. private)				\$627,100,000
Total				\$677,810,480

Financing Strategy in Warm or **Hot** Market Locations (aka “Value Capture”):



Financing Strategy in **Cooler** Market Locations (aka “Unlocking Private Capital”):



Transit Increases Property Values and Enhances Development Potential



Strategic Public Investments also Add Value

For Example:

- Philadelphia, PA: a study found that **streetscape improvements are associated with a 28% increase** in home value
- Greenville, SC: a study found that **proximity to neighborhood parks is associated with a 13% increase** in home values
- A national study found that an additional **one point increase in Walk Score was associated with between a \$700 and \$3,000 increase** in home values



Source: Rice Station Area Plan, Urban Strategies Inc, 2008

Step 3:
Corridor Implementation Tool

Matching Funding Sources to Uses

- Public utilities
- Public amenities (parks, enhancements)
- Adjacent infrastructure improvements
- Parking infrastructure (public and private)
- Affordable Housing
- Relocation, demolition, blight removal, soil correction, land write down
- Carrying costs (land banking etc)

Traditional Public Sources

- Local
 - Park Dedication Fees (impact fees)
 - Assessments
 - Abatements
 - Tax Increment (value added)
 - All have limits on use, qualification, duration/term and authority. There are always possible statutory adjustments.
- Other public (regional, state, federal)

Sources and Uses of Funds - Summary

Project Name	Affordability Tax Credit Adjustmen	Status	Conceptual
Station Area	Affordability Tax Credit Adjustmen	Lead Public Entity	Met Council
Location	TBD	Private Developer	N/A
Project Type	All		
Current Property Taxes	N/A		
Estimated New Property Taxes	N/A		

USES

Public Improvement Costs		
Underground Infrastructure	\$	38,257,954
Surface Improvements	\$	450,117,233
Total - Public Improvements	\$	488,375,187

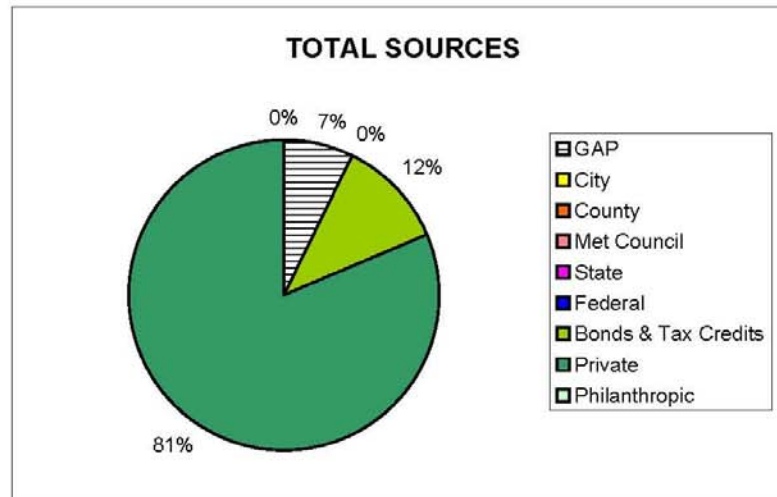
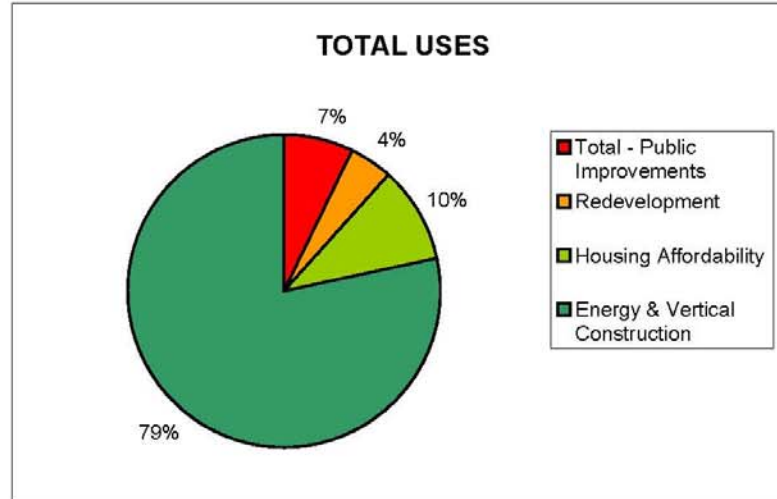
Site Development

Redevelopment	\$	299,388,750
Housing Affordability	\$	682,970,000
Energy & Vertical Construction	\$	5,309,360,000
Site Development	\$	6,291,718,750

TOTAL USES	\$	6,780,093,937
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SOURCES

GAP	\$	488,375,187
City	\$	-
County	\$	-
Met Council	\$	-
State	\$	-
Federal	\$	-
Bonds & Tax Credits	\$	780,683,000
Private	\$	5,511,035,750
Philanthropic	\$	-
TOTAL SOURCES	\$	6,780,093,937



Sources and Uses of Funds - Summary

Project Name University Dale Apartments
Station Area Dale Street
Location 627 Aurora

Project Type Rental Residential
Current Property Taxes N/A
Estimated New Property Taxes N/A

Status Completed
Lead Public Entity City of St Paul
Private Developer Legacy Mgmt

USES

Public Improvement Costs

Underground Infrastructure	\$	-
Surface Improvements	\$	2,300,000
Total - Public Improvements	\$	2,300,000

Site Development

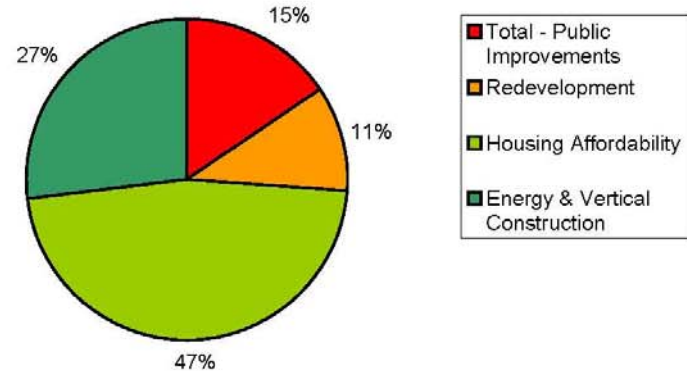
Redevelopment	\$	1,574,867
Housing Affordability	\$	7,000,000
Energy & Vertical Construction	\$	4,000,000
Site Development	\$	12,574,867

TOTAL USES	\$	14,874,867
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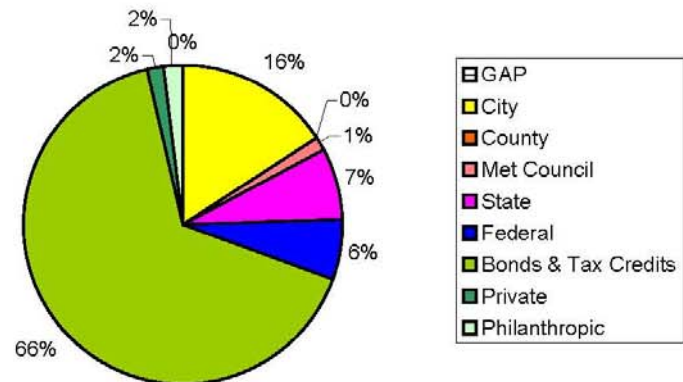
SOURCES

GAP	\$	-
City	\$	2,365,000
County	\$	-
Met Council	\$	200,000
State	\$	1,091,657
Federal	\$	900,000
Bonds & Tax Credits	\$	9,760,843
Private	\$	257,367
Philanthropic	\$	300,000
TOTAL SOURCES	\$	14,874,867

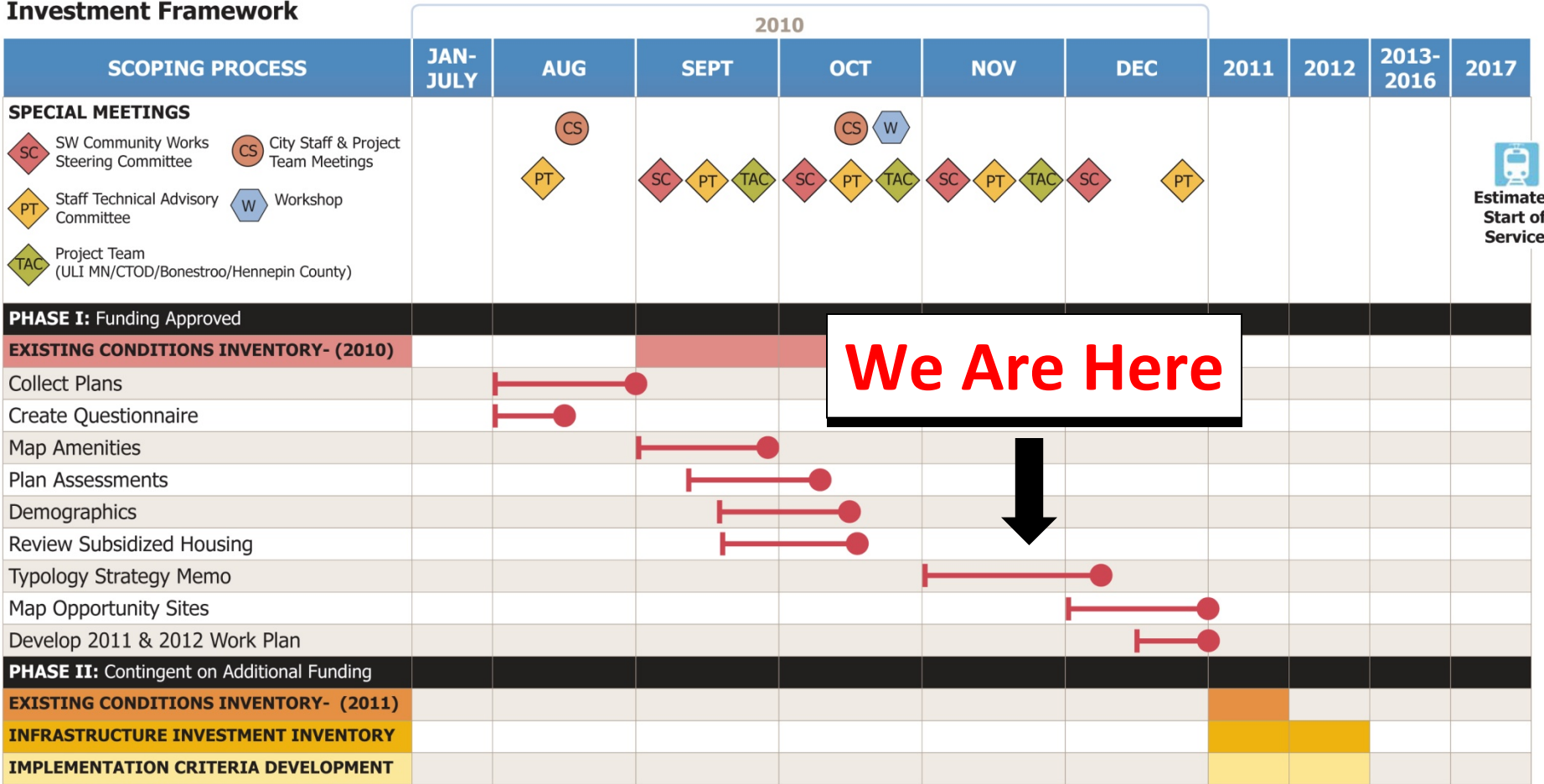
TOTAL USES



TOTAL SOURCES



Southwest Corridor TOD Investment Framework



Estimated Start of Service



Benefits of Corridor Implementation Tool

- All of the information is in one place – costs, possible sources of revenue
- Management tool that can track activities over time
- Information sharing with corridor partners
- Advances private sector due diligence
- Coordination – can respond to funding opportunities easily and demonstrate collaboration and organization
- Model for other corridors in the region and beyond