



Transit Oriented Development Policy Update

Land Use Advisory Committee | 7/16/2026

metrotransit.org/tod

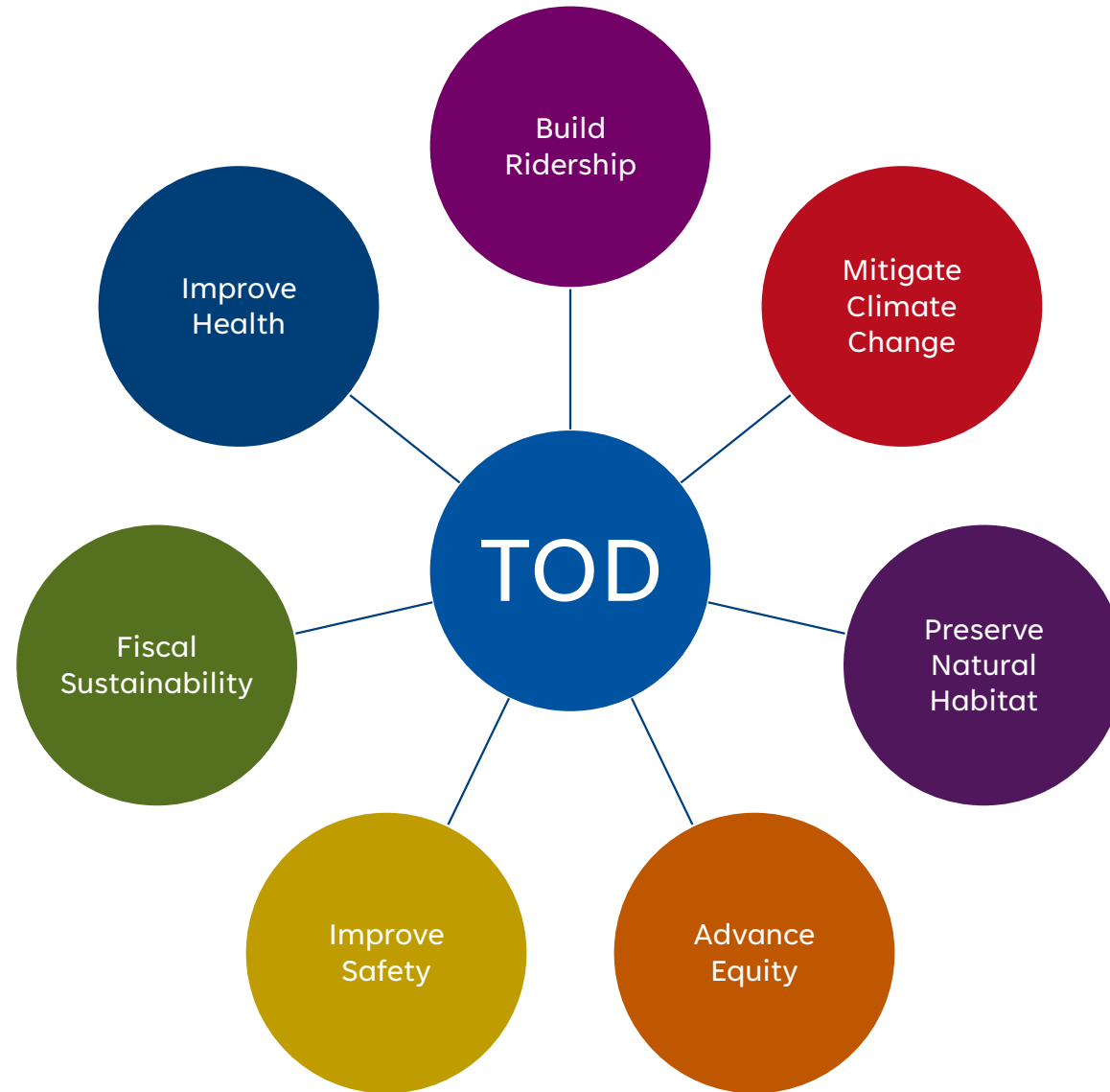


Purpose of today's engagement

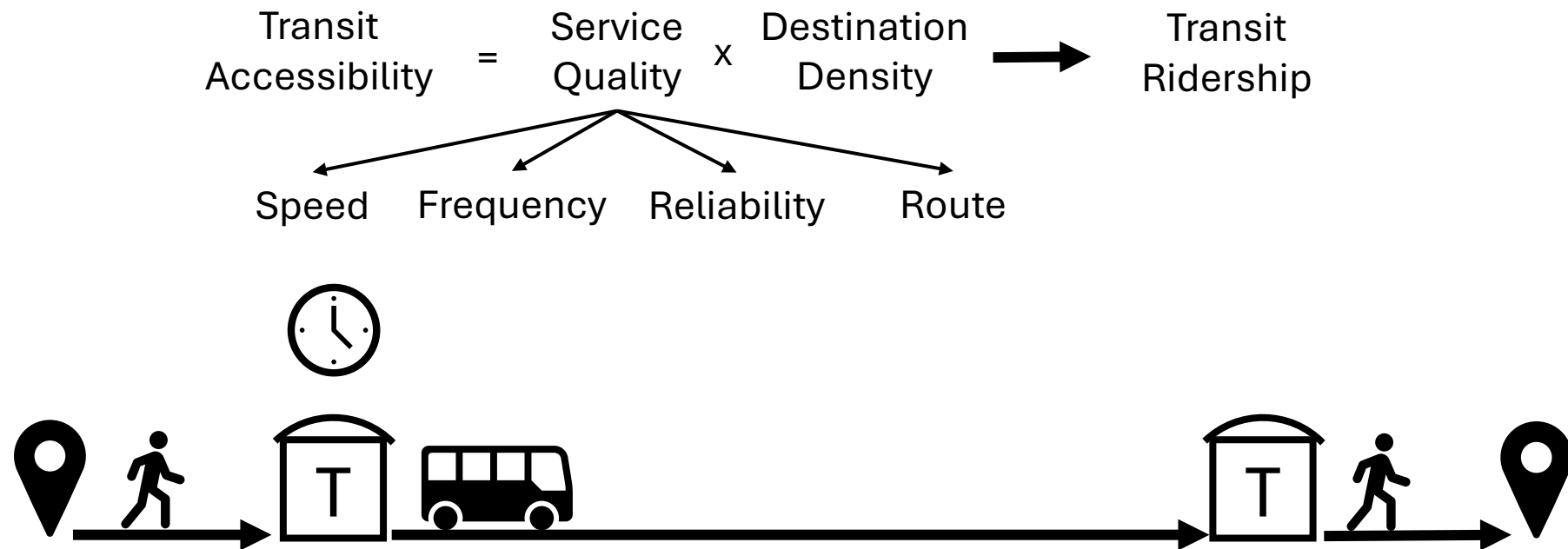
- Review TOD Policy background
- Provide an overview of the need and process to update the Council's TOD policy
- Review engagement feedback
- Seek feedback on policy and engagement themes



Why TOD?



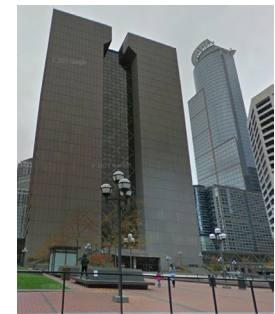
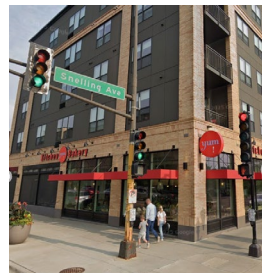
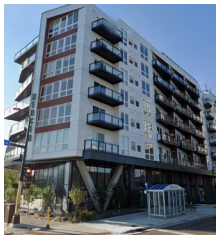
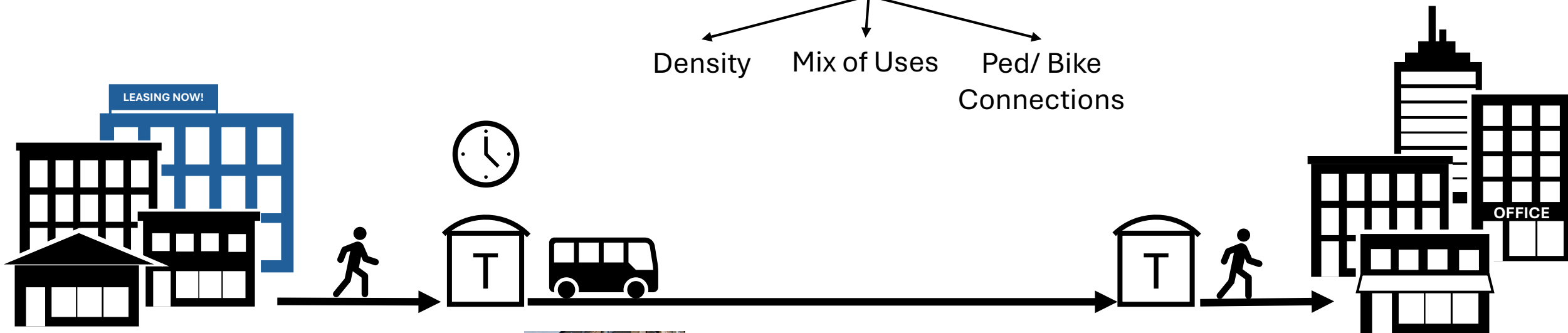
Grow Ridership



Grow Ridership

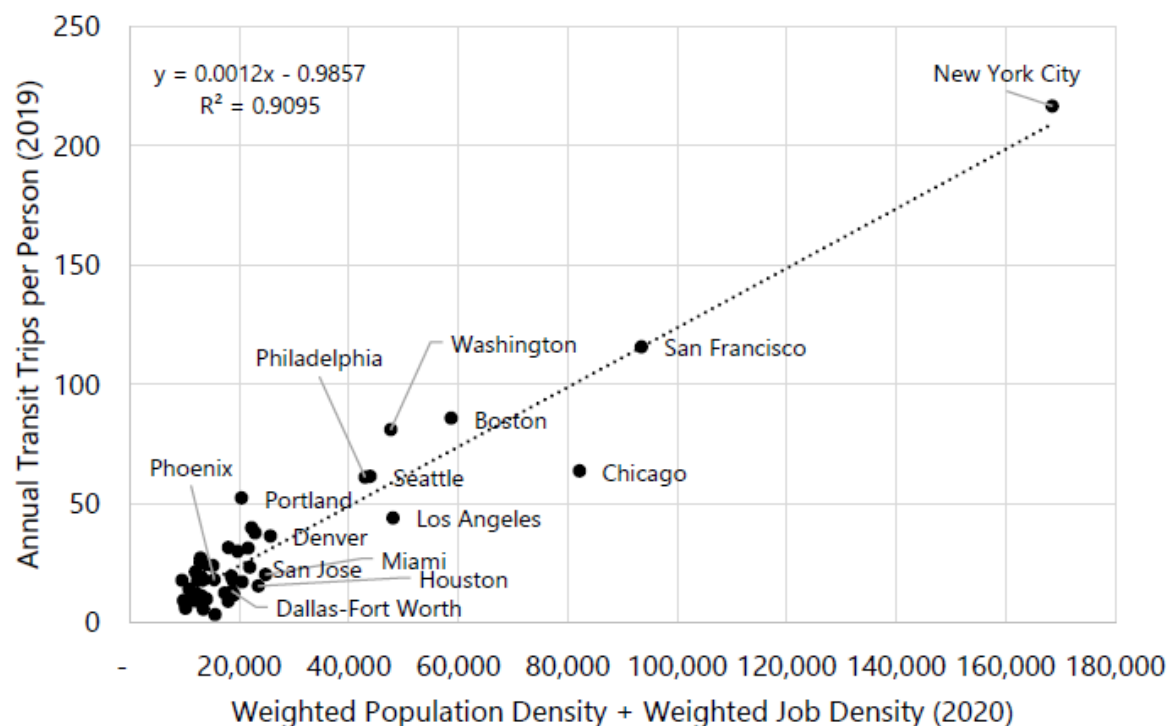
$$\text{Transit Accessibility} = \text{Service Quality} \times \text{Destination Density} \rightarrow \text{Transit Ridership}$$

Density Mix of Uses Ped/ Bike Connections

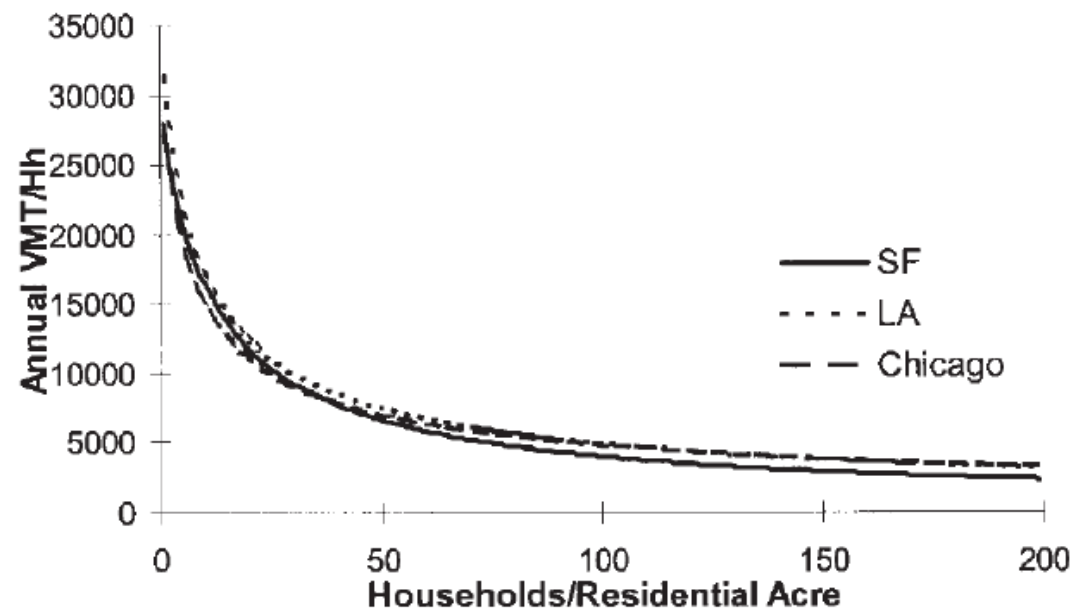


Land Use, Transit Ridership, and Auto Use

Annual Unlinked Per Trips Per Capita vs Tract-Weighted Population and Job Density



Annual Vehicle Miles Traveled Per Household vs Neighborhood Residential Density



Source: Holtzlaw et al. (2000), *Location Efficiency: Neighborhood and Socioeconomic Characteristics Determine Auto Ownership and Use – Studies from Chicago, Los Angeles, and San Francisco*

Why the Metropolitan Council?

Metropolitan Council

Transit Provider

Regional Planning

Housing &
Redevelopment
Authority

Metro Transit

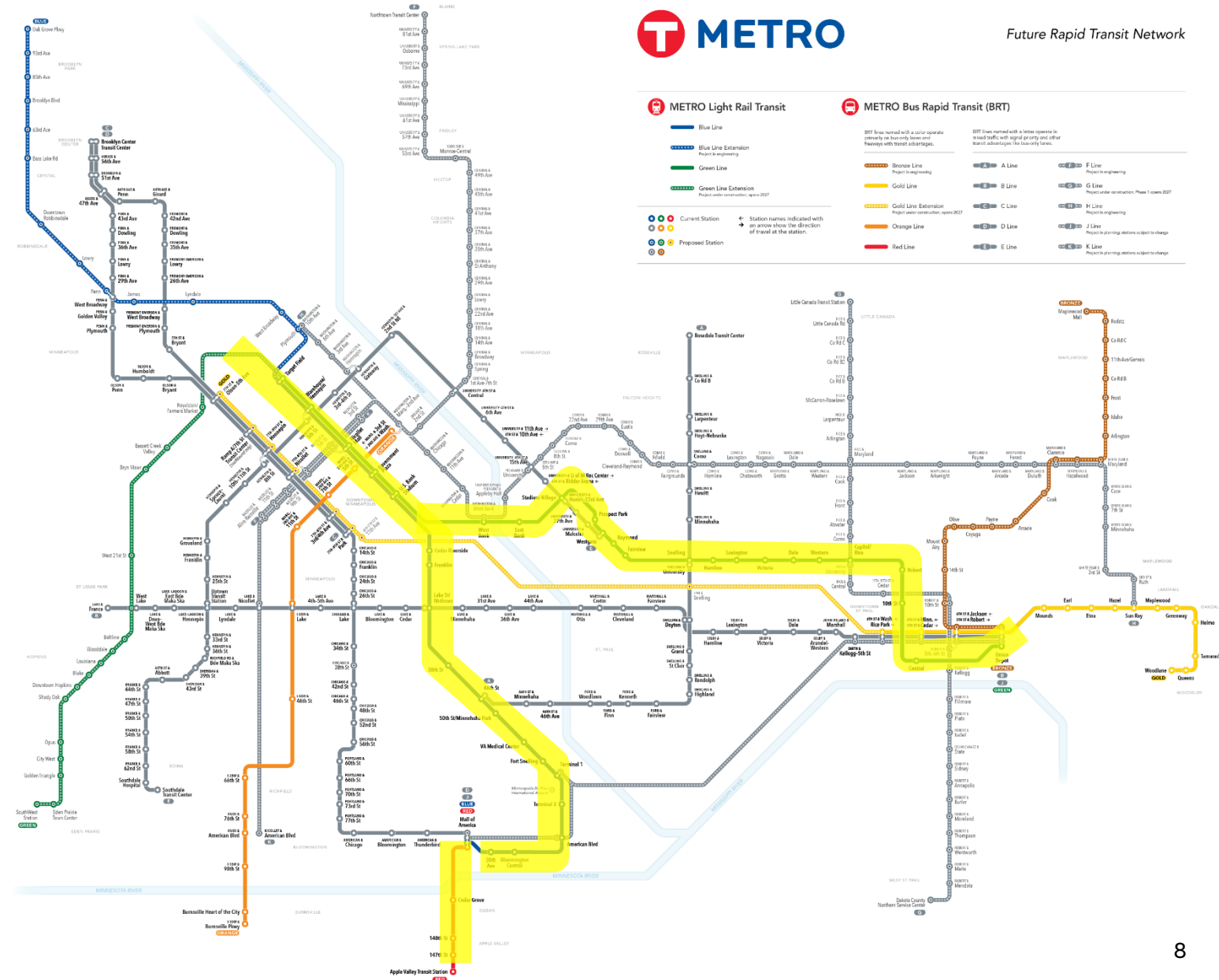
Land Use

Transportation
(MPO)

Housing
Provider

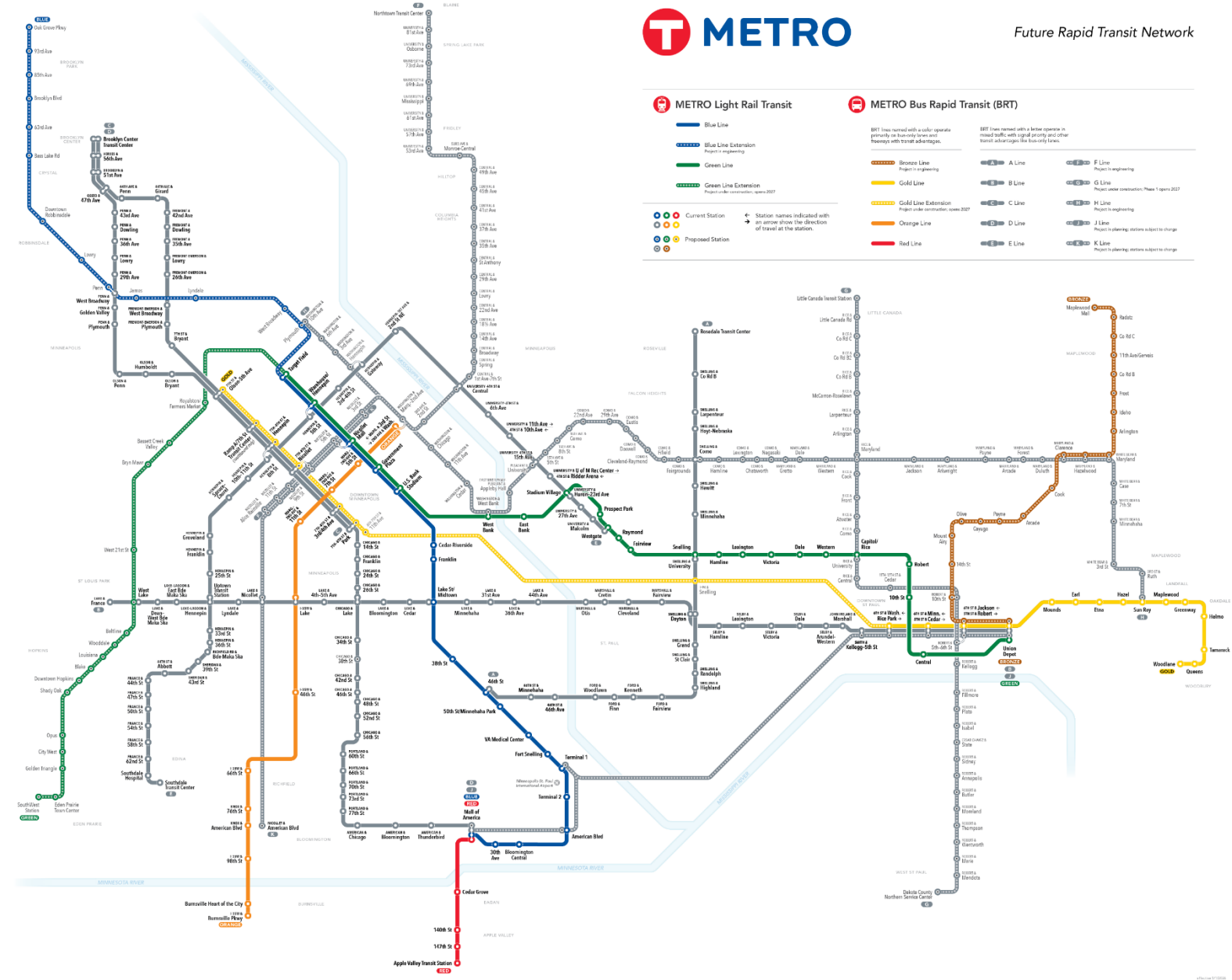
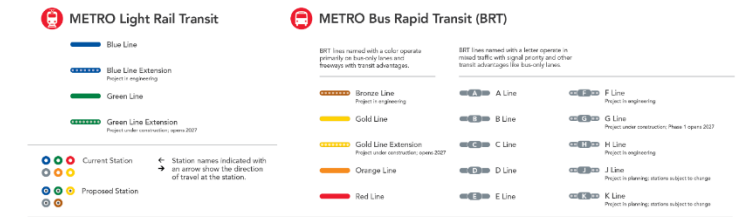
Why 2013?

- Blue Line
- Red Line
- Green Line





Future Rapid Transit Network



Since 2013

Operating

- Blue Line
- Red Line
- Green Line
- A Line
- B Line
- C Line
- D Line
- E Line
- Orange Line
- Gold Line

Future

- Green Line Ext.
- F Line
- G Line
- H Line
- J, K, L Lines
- Blue Line Ext.
- Bronze Line
- Gold Line Ext.

Existing TOD Policy Goals

- Maximize the development impact of transit investments
 - by integrating transportation, jobs and housing.
- Support regional economic competitiveness
 - by leveraging private investment.
- Advance equity
 - by improving multimodal access to opportunity for all.
- Support a 21st century transportation system
 - through increased ridership and revenue.



Existing TOD Policy Strategies



**Advance
Projects**



**Share
Resources**



Coordinate

TOD Policy Strategies

- 1. Prioritize Resources:** Prioritize TOD in the planning, engineering and operation of transit; Prioritize TOD in the development of Council-owned land and facilities.
- 2. Focus on Implementation:** Pursue private sector and local government partnerships to accelerate development and land acquisition for TOD; Develop and share technical resources and education materials to improve regional TOD capacity.
- 3. Effective Communication:** Provide clear policy guidance to local partners concerning the types of plans and local controls that will be needed to effectively implement these policies; Provide on-going and publicly accessible information on TOD; Connect partners with site specific TOD resources and opportunities.

TOD Policy Strategies

4. **Collaborate with Partners:** Engage with communities and private sector stakeholders in TOD and joint development activities including policy development and specific Council-led projects; Engage with local partners in station area planning to enable TOD.
5. **Coordinate Internally:** Align TOD goals into clear outcome-based criteria for grant, loan and transportation funding programs; Integrate TOD goals into regional planning documents.



Legend

Filters

Layers

Residential Permits

Permit Value in \$ Millions

- ≥ 20.0
- 10.0 - 19.9
- 1.0 - 9.9
- < 1.0

Commercial Permits

Permit Value in \$ Millions

- ≥ 20.0
- 10.0 - 19.9
- 1.0 - 9.9
- < 1.0

Industrial Permits

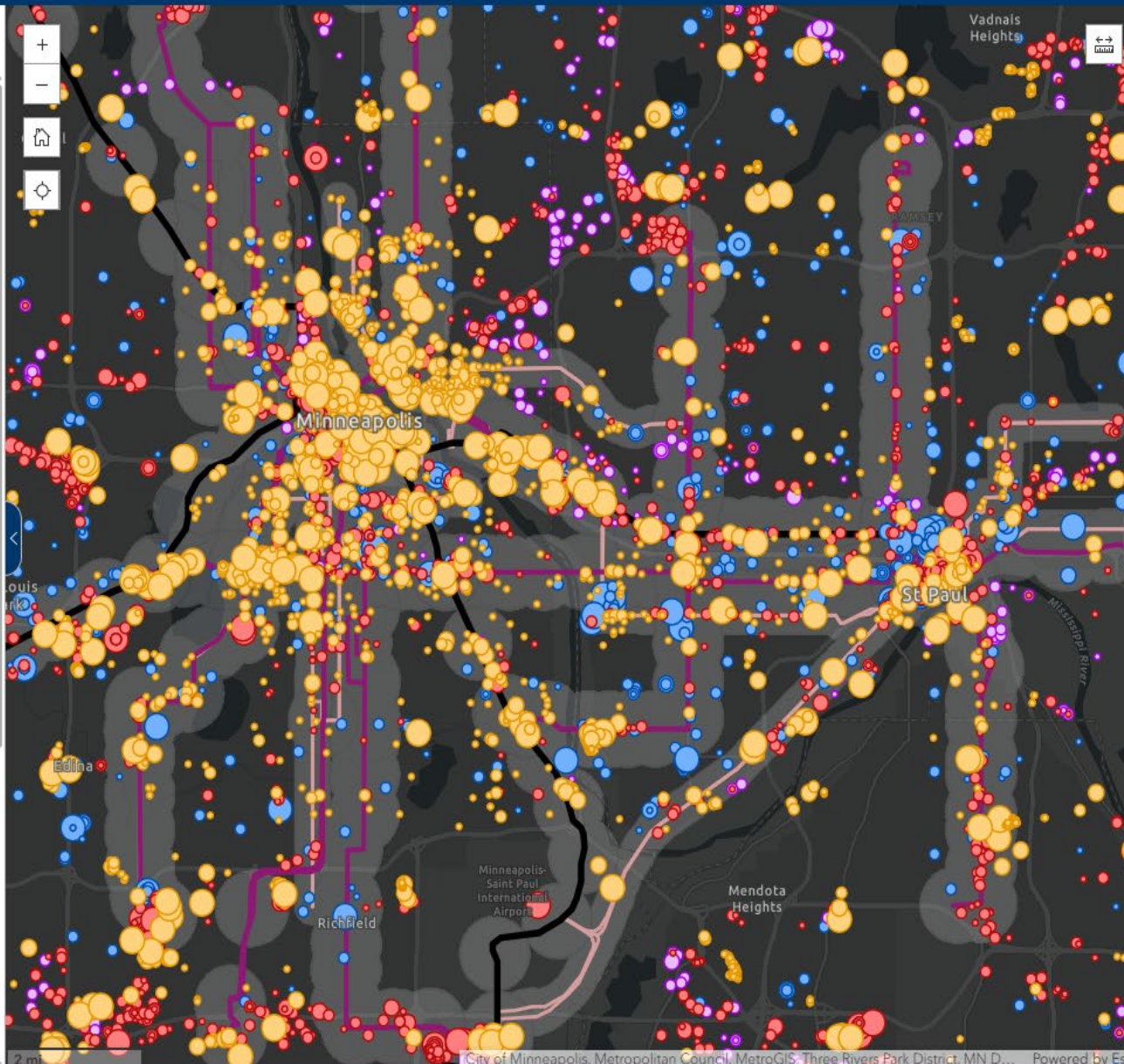
Permit Value in \$ Millions

- ≥ 20.0
- 10.0 - 19.9
- 1.0 - 9.9
- < 1.0

Public-Institutional Permits

Permit Value in \$ Millions

- ≥ 20.0
- 10.0 - 19.9
- 1.0 - 9.9
- < 1.0



Analysis

Download tables

Summary statistics for filtered permits in current extent

Residential units:	86,995
Residential permit value:	\$ 13,812,787,133
Commercial permit value:	\$ 8,401,020,209
Industrial permit value:	\$ 800,842,940
Public/institutional permit value:	\$ 4,664,706,784
Total value of all permits:	\$ 27,679,357,066

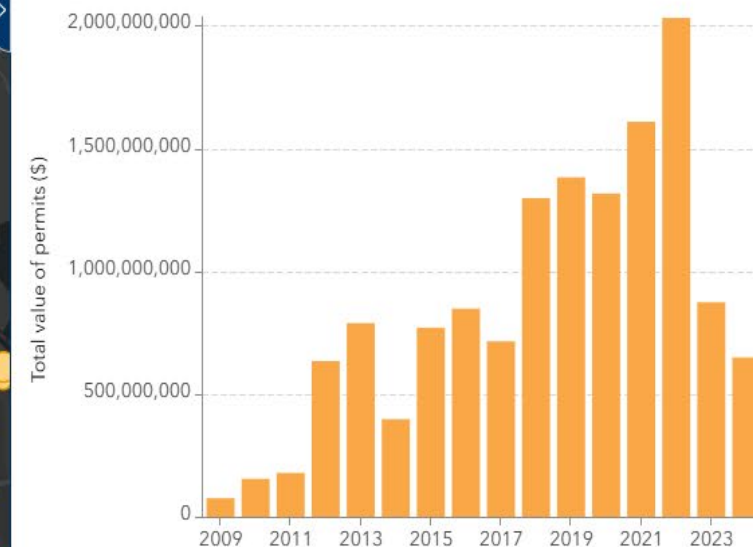
Residential

Commercial

Industrial

Public/Institutional

Residential permit value





MetroTransit Public Parcels - Metro Communities

Transit-Oriented Development Website



Transit Alignments

— BRT

— LRT

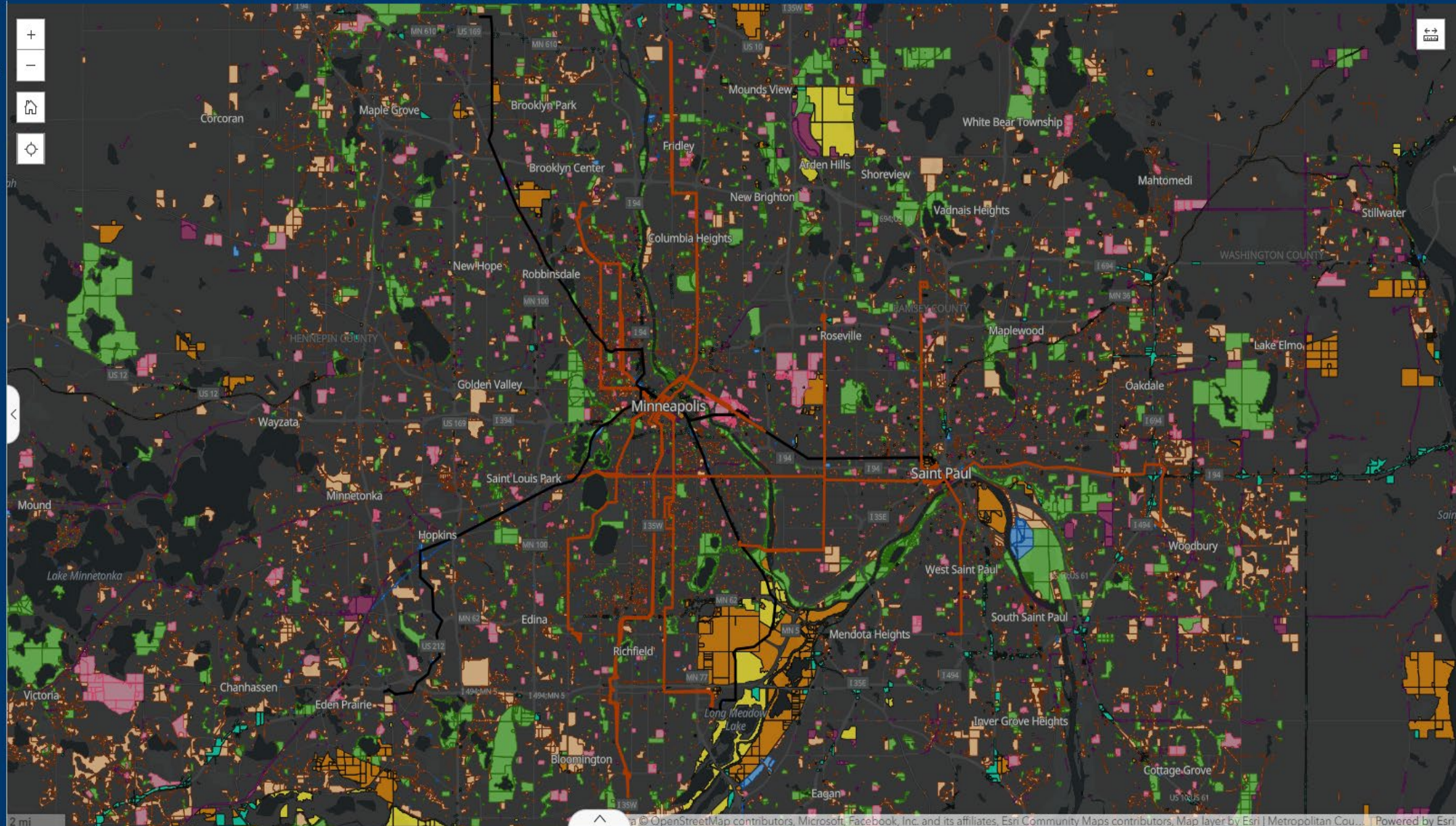
High Frequency Network

— High Frequency Local Bus

Public Parcels - Metro CTUs

Owner Level

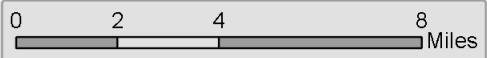
- County
- Municipal
- Educational
- State
- State - MnDOT
- Metropolitan Council
- Park/Watershed Dist
- Federal



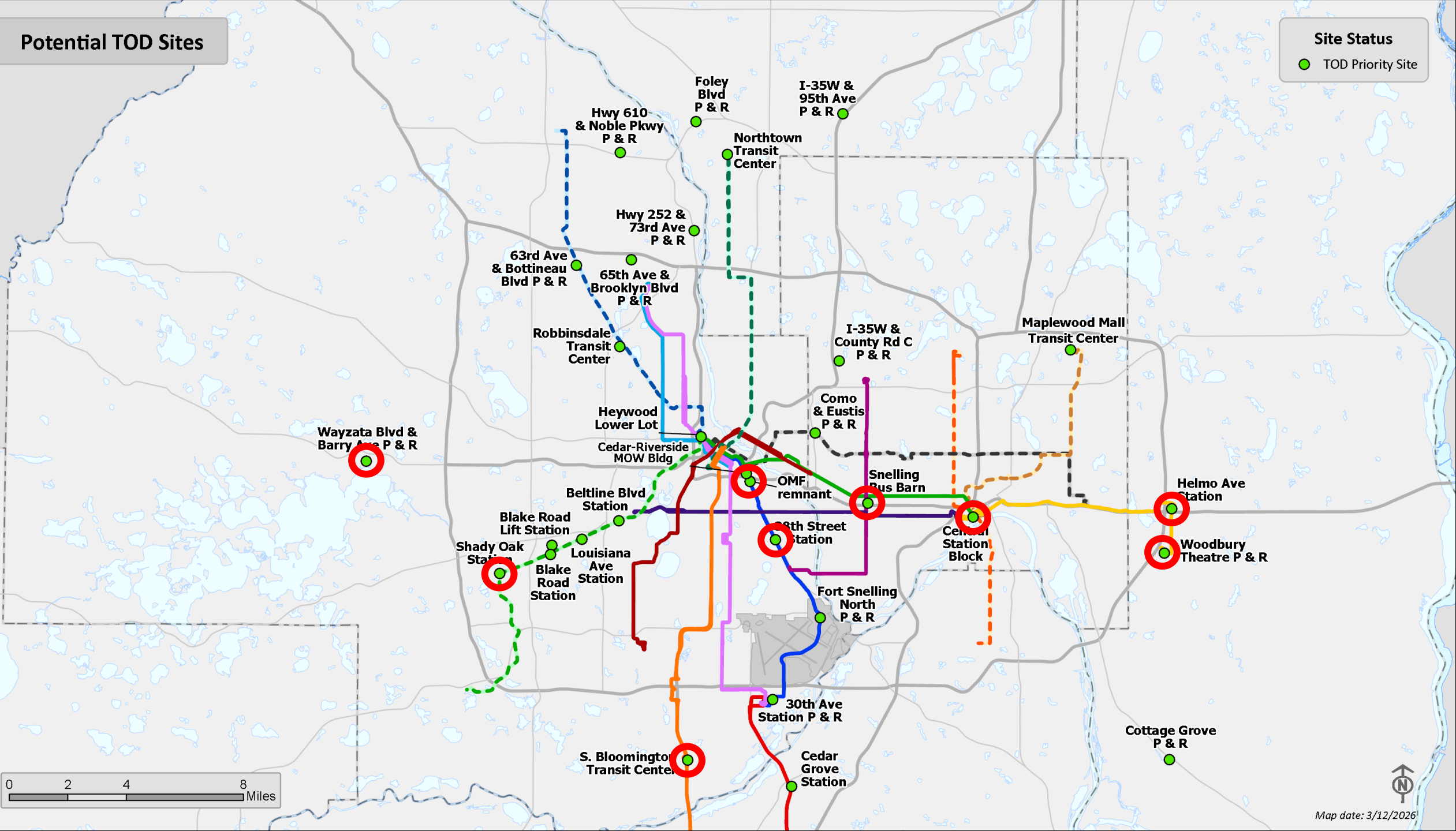
Potential TOD Sites

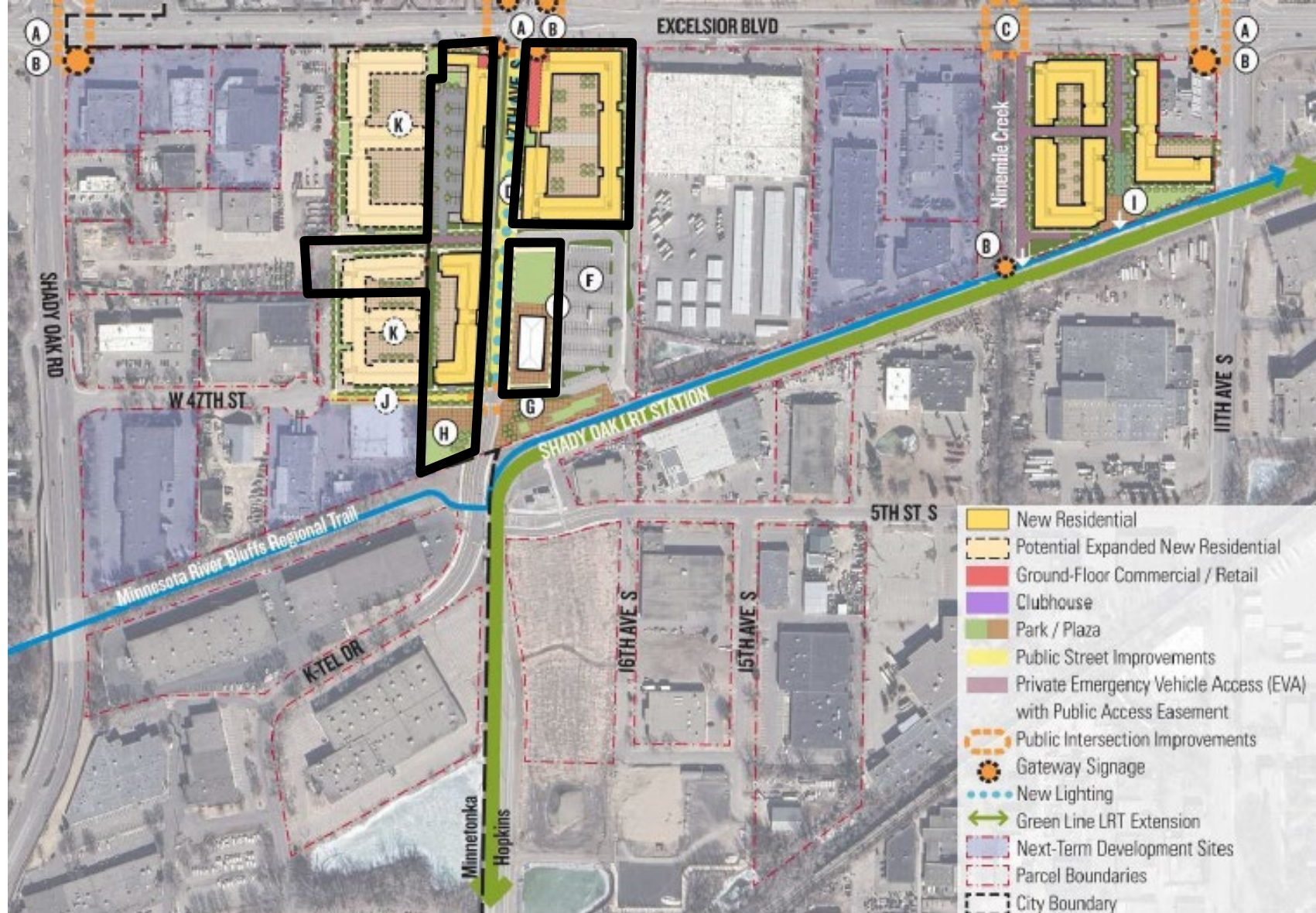
Site Status

● TOD Priority Site



Map date: 3/12/2026





Shady Oak Station Vision – Near Term

Why Update the TOD Policy Now?

- Align with Imagine 2050 and Metro Transit Forward
- State of the practice has evolved
- Leverage over a decade of experience
- Generational investment in transit
- Establish clear direction for council-owned properties
- Define the Council's role supporting cities and communities

Excerpted Relevant Imagine 2050 Policy

Policy	Implementing Party	Plan
Focus local-level growth near high frequency transit service and station areas, to leverage infrastructure investments, support transit ridership, and encourage compact and vibrant mixed-use, walkable areas.	Met Council / Local Government	Land Use
Support regional centers of economic activity through pollution clean-up, preservation, accessibility improvements, land acquisition for public investment and other planning support.	Met Council / Local Government	Land Use
When using Met Council-owned land for development, seek opportunities to prioritize housing options accessible to residents experiencing housing instability and/or voucher holders.	Met Council	Housing
Develop and implement transit-oriented development (TOD) policies and design at all stages of development (site plan, subdivision, long-range plan).	Local Government	Land Use
Focus planned residential and commercial development near available and planning transportation and transit infrastructure.	Local Government	Land Use

Common TOD program areas



Informing transit
project siting and
design



Facilitating TOD
on agency-owned
property



Collaborating on
station area
planning



Planning and
facilitating station
access



Funding TOD
planning,
infrastructure,
and/or projects

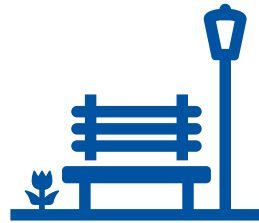
Common TOD project goals established by agencies



Transit
connectivity



Higher
densities



Pedestrian-
orientation



Reduced auto-
orientation



Equity
outcomes



Retail &
services



Housing diversity &
affordability



First/last mile
connections



Environmental
sustainability



Public
spaces

Schedule

Project Task	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Project Start	★												
Council Engagement				◆				◆			◆		
Steering Committee	◆			◆			◆		◆				
PHASE 1: Policy Review													
PHASE 2: Stakeholder & Peer Engagement													
PHASE 3: Synthesis & Recommendation													
PHASE 4: TOD Policy & Procedures Development													
Council Action													★

We are here

Our approach to engagement

- 25+ small group conversations conducted by project team members between March and June
- Subgroups:
 - Met Council leadership
 - Steering committee subgroups
 - Local city and county staff
 - Non-profit and for-profit development parties
 - Peer agencies

Emerging themes from local stakeholder engagement

Theme 1: Align Council/city goals, project by project

Theme 2: Strengthen municipal partnerships

Theme 3: Build the internal framework for consistent TOD delivery

Theme 4: Calibrate Council role to community capacity

Theme 5: Clarify equity and anti-displacement goals; articulate and scale tools to achieve them

Theme 6: Clarify the tools the Council brings to each TOD role

Theme 1: Align Council/city goals, project by project

What we heard

- Stakeholders consistently emphasized the critical importance of collaboration between the Council, Metro Transit, and local governments, given city land use authorities.
- Stakeholders brought a wide range of city perspectives toward partnership and development density; the TOD policy should anticipate the range.



Capitol/Rice Station

(Image source: Flickr – [Mac H \(media601\)](#))

Theme 1: Align Council/city goals, project by project

Representative observations

- “Some cities will be receptive to partnership; others may not. Some cities trust Met Council and others don’t. The policy update should consider how the agency can be flexible to property and partner context.”
- “Every project goal must be a shared goal with the community with the development. We should not try to force housing into an area where the community sees economic development.”
- “Value what visions cities have for their own cities. Define a repeatable RFP process.”

Theme 2: Strengthen municipal partnerships



Green Line, University & Snelling Station
(Image source: Metro Transit)

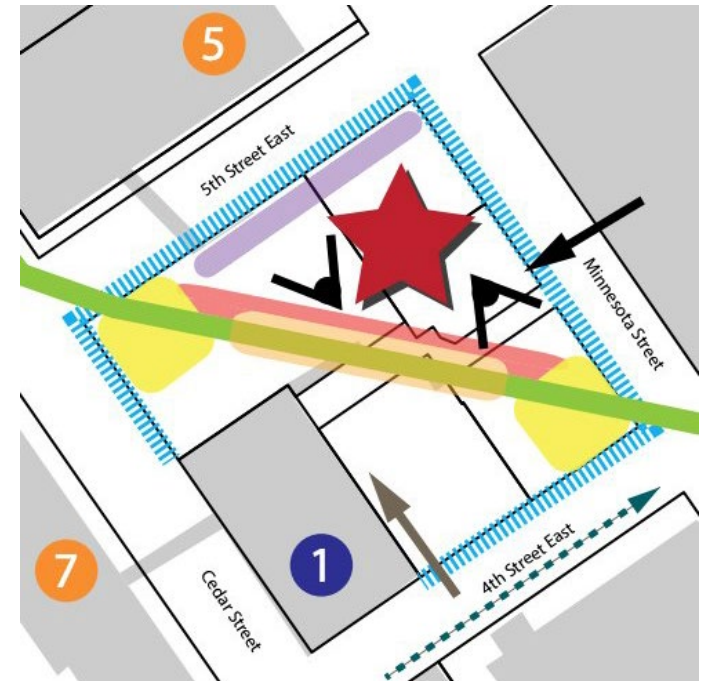
What we heard

Interest in ongoing engagement and semi-standardized process to coordinate legal reviews, pursuit and use of grant funds, and Met Council publication of RFPs that provide joint Council and city guidance to respondents.

Theme 2: Strengthen municipal partnerships

Representative observations

- "TOD is most successful when it is done in partnership."
- "Cities want to understand expectations early and be involved throughout the process."
- "Met Council should incentivize pre-planning, placemaking, connectivity to set up future TOD areas for success. Value what visions cities have for their own cities. Define repeatable RFP process to streamline future projects (not just who will bid highest)."



Central Station Design Framework, 2017
(Image source: City of Saint Paul)

Theme 3: Build the internal framework for consistent TOD delivery

What we heard

- Stakeholders generally supported TOD goals but identified challenges related to implementation.
- Common concerns included unclear processes, inconsistent expectations, lengthy timelines, and limited coordination across departments and partners.
- Stakeholders expressed interest in clearer guidance for land disposition, project evaluation, and TOD project delivery.
- Interest in early consideration of TOD in transit capital decisions given how station orientation, easements, and facility footprints influence later development potential.



B Line Groundbreaking

(Image source: Metro Transit)

Theme 3: Build the internal framework for consistent TOD delivery

Representative observations

- “The vision is generally clear; implementation is the challenge.”
- “Pre-plan sites for TOD development as the transit station is being sited, to maximize the TOD development.”
- “There is a lack of clarity and consistency about the process.”
- “Next step is we need to update our internal procedures — our procurement process for TOD; right now trying to fit it into the contractor procurement process, which doesn’t [fit].”
- “Different parts of the Council are not always aligned.”

Theme 4: Calibrate Council role to community capacity

What we heard

- Cities expressed interest in earlier and more sustained engagement throughout TOD planning and implementation.
- Stakeholders emphasized the importance of flexibility to respond to local context, market conditions, and community priorities.



Gold Line, Helmo Station
(Image source: Minnesota Star Tribune)

Theme 4: Calibrate Council role to community capacity

Representative observations

- “The Council should tailor its role based on local capacity — support strong cities, partner with those balancing priorities, and take a more hands-on role where capacity is limited, while ensuring consistent, equitable outcomes across the region.”
- “Treat each community differently with how we might support them. The Council may have to 'help more' for some communities than others — and that is OK. Our role also needs to continue its engagement starting early in the process.”

Theme 5: Clarify equity and anti-displacement goals; articulate and scale tools to achieve them

What we heard

- Stakeholders emphasized that TOD should advance broader community outcomes, including housing affordability, economic opportunity, accessibility, and equitable development.
- Internal stakeholders highlighted anti-displacement for residents and businesses as a top priority meriting its own findings of fact, toolbox and ongoing measurement.
- Stakeholders indicated that TOD success should be measured by more than development intensity alone.

Theme 5: Clarify equity and anti-displacement goals; articulate and scale tools to achieve them

Representative observations

- “TOD should create benefits for existing and future residents.”
- “Housing affordability and access remain key priorities.”
- “While we focus on the best outcome for a specific project, we must include anti-displacement outcomes in every project.”
- “Success should be measured by community outcomes, not just development activity.”
- “The City values not just affordable, but also market rate housing along transit. We want to prioritize mixed-income housing — not just affordable.”

Theme 6: Clarify the tools Council brings to each TOD role

What we heard

- Stakeholders expressed uncertainty regarding how the Council can support TOD implementation in different contexts.
- Many described existing TOD as poorly understood or difficult to navigate.
- Stakeholders emphasized that TOD tools should be applied in ways that reflect local needs, community priorities, and desired outcomes.



Fred T. Heywood Office Building and Garage
(Image source: Metro Transit)

Theme 6: Clarify the tools Council brings to each TOD role

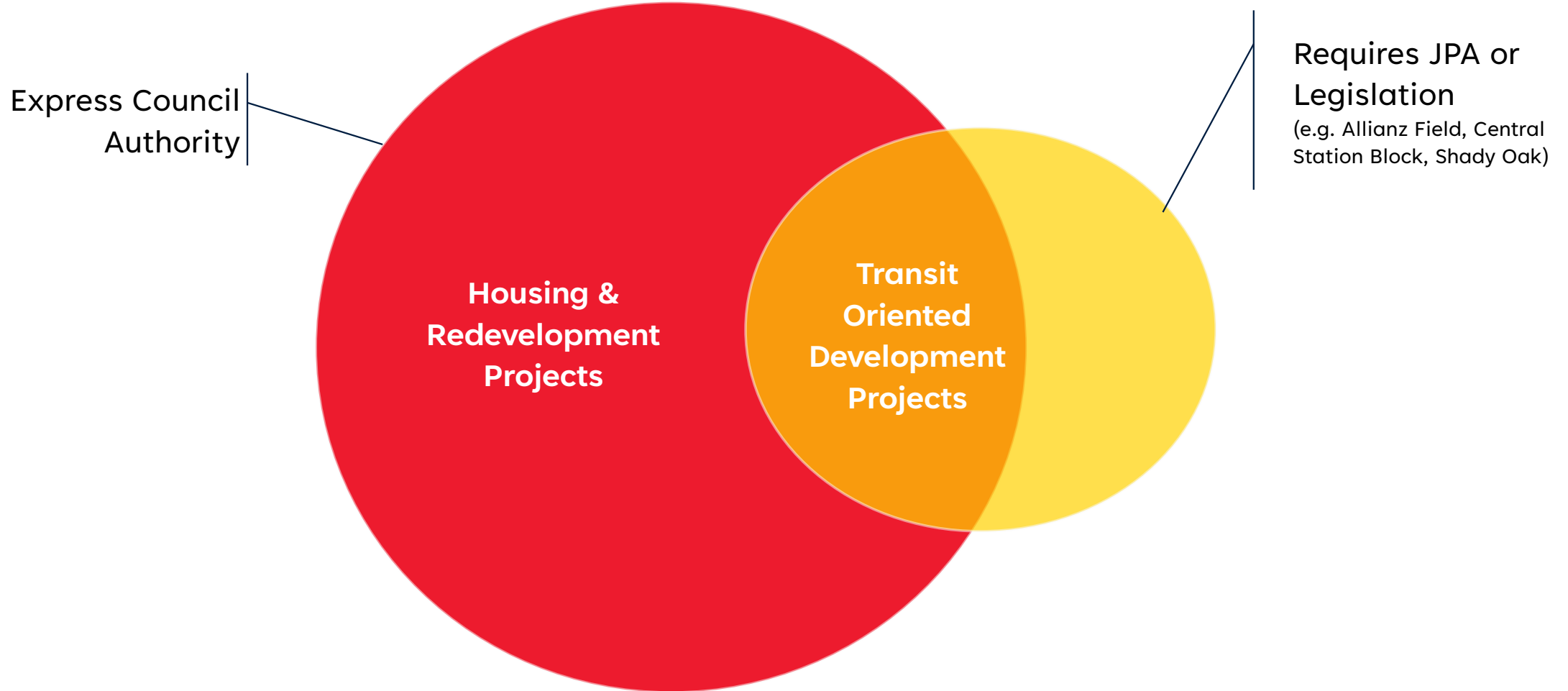
Representative observations

- "What is the Council's role—facilitator, partner, or implementer?"
- "There is broad support for TOD goals, but less agreement on how active the Council should be in achieving them."
- "The Council should calibrate its role by adopting a tiered, capacity-based support model that differentiates between mentorship, partnership, and direct intervention. Each according to their need."

Council Authority is Limited

- Council may only exercise powers expressly granted in statute.
- HRA powers are Council's only development-related authority.
- Council authority is further constrained by funding interests on specific Council-owned sites.

HRA vs. TOD Projects



Lessons from peer agencies

Goals at the portfolio scale drive decision making.

Strategic site management improves implementation.

Partnerships and planning create project readiness.

Lessons from peer agencies

Goals at the portfolio scale drive decision making.

Many agencies established explicit TOD goals related to housing production, affordability, ridership, or community outcomes.



Examples

- LA Metro: 10,000 housing units by 2031
- BART (Bay Area): 7,000-unit housing goal
- VTA (San Jose): 40% affordable housing target

LA Metro Joint Development Housing Project
(Image source: metro.net)

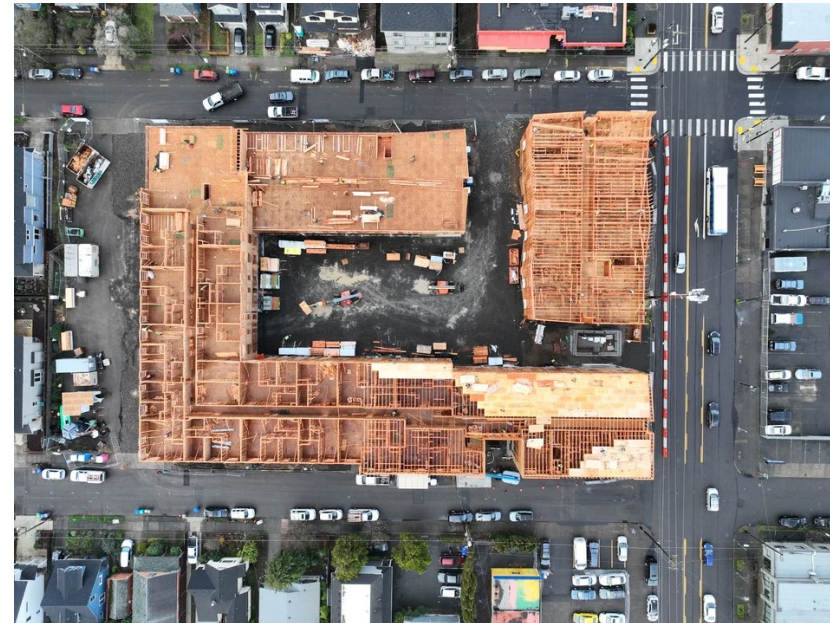
Lessons from peer agencies

Strategic site management improves implementation.

Rather than pursuing every opportunity, agencies developed inventories, prioritization frameworks, and evaluation criteria to focus resources where they could have the greatest impact.

Examples

- DART (Dallas) inventory of 37 sites
- BART (Bay Area) rank-ordering station opportunities
- TriMet (Portland) and SFMTA (San Francisco) property inventories
- Oregon Metro land acquisition strategy



Oregon Metro TOD Grant Project

(Image source: oregonmetro.gov)

Lessons from peer agencies

Partnerships and planning create project readiness.

Agencies frequently invested in planning assistance, local partnerships, and community engagement before development projects advanced. Funded planning assistance is a common tool peers use to serve communities with lower levels of capacity.

Examples

- RTA (Chicago) planning assistance program
- LA Metro technical assistance grants
- VTA (San Jose) planning grants and TOD playbooks
- Oregon Metro community values process
- Joint development partnerships with local governments (several agencies)

Discussion Question

- Are these themes and peer agency themes consistent with or different from what you expected? Is anything missing?

Discussion Question

- When you think about what transit investments should produce for this region — for riders, for communities, for housing, for the economy — what outcomes matter most?

Discussion Question

- Where can the Council provide the most value to communities interested in cultivating transit-ready or transit-supportive neighborhoods: station area planning, policy, technical assistance, resources, best practices...?

Thank you!

Michael Krantz, Senior Manager, Transit-Oriented Development

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