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Summary of Lessons Learned/Observations – Rail~Volution 2016, San Francisco, CA

Workshop Co-Presenter – TOD By The #'s – Realistic Expectations

I recommended an approach to arrive at realistic TOD expectations for a region, station area and a specific project. The approach, teaming TOD “experts” with local real estate developers, was used successfully on the SWLRT project. Three efforts were highlighted:

- Fall 2012 (Region): “TOD 3.0” with Will Fleisseg of TransAct for entire alignment and a more focused look at five SWLRT stations.
- Fall 2014 (Station Area): LISC Twin Cities Corridor Development Initiative (CDI) for three of the five cities along the alignment. Three stations were studied.
- Spring 2016 (Development Project): ULI-MN TAP at two LRT stations (Key input for the St. Louis Park FTA JD project and the Watershed Districts Cold Storage site)

Mobile Workshop Participant – San Mateo, CA – TOD in 1<sup>st</sup> Ring Suburb of Oakland, CA

San Mateo was very similar to the Downtown Hopkins and the Robbinsdale Station. San Mateo’s LRT Station and Bus service were co-located on the edge of this quaint, historic downtown area. San Mateo’s pedestrian and bicycle infrastructure is well designed and provides a good link to the downtown area. The city identified sites within the downtown that could support denser development projects without sacrificing the historic, less dense downtown commercial node. I took many pictures and obtained planning and economic development staff contacts to pass along to Hopkins and Robbinsdale.

Overall Impressions/Themes

1. Zip Code = Life Expectancy: A survey of 17 major U.S. cities found life expectancy differences of 15-20 years in different zip codes within the same city.
2. Problems of Success: San Francisco BART was built for 200K capacity and is currently servicing 440K riders. In addition, the local economy is very strong but only the wealthy can afford to live comfortably in San Francisco.
3. Capitalize Supportive Services: Dommer Development capitalizes the supportive services for their developments so they aren’t dependent on state/local social service programs/budgets. I will make contact with this developer to discuss further.
4. Displacement of Culture and Businesses, not just people: Displacement of people is well understood but displacement of the businesses that supported that population and its culture is often times displaced as well.
5. Corridor/District Perspective is Powerful: HC CW program is a good example for other cities to emulate.