

Local	County	Regional
<ol style="list-style-type: none"> 1. Zoning code revisions to set minimum FAR rather than maximum 2. Form-based or hybrid codes to limit variances needed for TOD 3. Maximum parking requirements and no minimum 4. Pattern books (e.g. parking, drive-thrus, housing density, etc.) 5. Financial gap analysis to engage stakeholders around options. 6. Define transitional zoning and interim uses (if legal) 7. Link policy development and rezoning closely 8. Affordable housing policies for areas near transit 9. Streamline public review processes for TOD sites 10. Strengthen community engagement around land use and defining community benefits 11. Implement Complete Streets 12. Incorporate context sensitive design into infrastructure improvement projects 13. Provide growth center companion strategies: business improvement districts, community benefit agreements, etc. 14. Align public financing with community benefit agreements 15. Local infrastructure system to feed LRT / BRT – bikes, peds, other transit, connected street network 16. Percent for art programs 	<ol style="list-style-type: none"> 1. (CTIB) Use 1.25% of ¼ cent sales, 5 county sales tax for bike / walk connection to transitways 2. Work with cities to strengthen community engagement around land use and community benefits 3. Implement Complete Streets 4. Region-wide market analysis to prioritize investment areas (coordinate competitive grants rather than all competing with one another) 5. Align public financing with community benefit agreements <p><i>Special Purpose Unit of Local Govt</i> Watershed Districts</p> <ol style="list-style-type: none"> 1. Improve watershed planning and coordination with cities 2. Identify regulatory obstacles for TOD and find creative ways to resolve them 	<ol style="list-style-type: none"> 1. Regional market analysis to prioritize investment areas 2. Identify regional growth centers – including two downtown’s and transitway corridors station areas 3. Address woefully failing regional benchmarks 4. Use limited transitway funding to incent TOD competition among corridors 5. Fund the Inclusionary Housing account 6. Align public financing with community benefit agreements <p>Met Transit</p> <ol style="list-style-type: none"> 1. Work with cities to develop station typologies to help jurisdictions identify specific TOD strategies 2. Achieve systems approach (e.g. LRT in a build-up city requires concurrent investments in other non-car modes such as bikes, peds, buses) 3. Public art as part of Metro Transit investments in place-making 4. Use planning, urban design policy to influence design, engineering of LRT, BRT system <p>Livable Communities Act</p> <ol style="list-style-type: none"> 1. Redefine LCA as a TOD program.

TOD Policy Options by Governmental Level – DRAFT 9/8/10

State	Federal	Private / Advocacy
<ol style="list-style-type: none"> 1. Financing Implementation Tools – Incentivize TOD (i.e. TIF to do place-making elements first, loan guarantees and credit enhancement, etc.) 2. Pass Tax Increment Financing (TIF) for transit-oriented development (TOD) legislation 3. Increase funding for transit 4. Revise regional tax sharing 5. Support updated TPP, MHSIS and fix-it-first 6. Implement Complete Streets 7. Tax surface parking 8. Align public financing with community benefit agreements 	<ol style="list-style-type: none"> 1. Change FTA New Starts criteria to better reward local zoning that allows for TOD 2. Build America Bonds 3. Identify regulatory obstacles for TOD and find creative ways to resolve them 4. Align public financing with community benefit agreements 5. Continue to fund sustainable communities program 6. Have Transportation Infrastructure Finance and Innovation Act (TIFIA) work better for transit, TOD 7. Modify federal STP 	<ol style="list-style-type: none"> 1. Reduce impediments in the private market (i.e. parking requirements by private lenders, vertical mixed use, etc.) 2. Create a revolving TOD fund or contingency back-up parking fund 3. Expand car sharing program 4. Create a TOD, compact development campaign (see Governor’s playbook). 5. Translate transit and TOD planning and implementation into layperson’s terms. 6. Advocate against decentralized employment locations. 7. Promote strategies, activities, and programs that assist in the preservation of affordable housing, including mixed use TOD and transit. 8. Land banking resources (patient capital) and strategies 9. Land trust options for residential and commercial sites.
<p>MHFA</p> <ol style="list-style-type: none"> 1. Keep TOD sustainability as funding priority for targeted investment 		
<p>MnDOT</p>		