A Strategy for Success
New Starts & Land Use

August 2013
Two Part Strategy

1. Help assure highest possible New Starts rating for land use & economic development
   - Isolate most effective points
   - Identify gaps for attention

2. Maximize return on investment from SW LRT by enabling broad implementation of TOD
   - Station areas as special places
   - Do a very good job in a few places
   - v mediocre everywhere
1) Broaden your view

- ‘Story board’ story regionally & for SW LRT
- Capture region wide “transit supportive” actions / successes achieved / benefits realized
  - TOD / Economic Development supportive actions
  - Comprehensive documentation of built TODs
  - Adopted plans & implementation tools
  - Binding affordable housing policies and actions,
  - Private sector involvement in TOD
2) Strengthen Codes & Policies

- Through the lens of FTA’s New Starts criteria identify & recommend changes to:
  1) local codes & policies
  2) affordable housing policies & outcomes
- Considering the greatest chance for implementation and the most beneficial impact on the New Starts rating
3) Adopt TOD Plans & Policies

- **Steering Committee adopt:**
  - SW LRT Principals & Supporting Strategies

- **Cities adopt:**
  - SW LRT Principals & Supporting Strategies
  - TSAAP plans, policies & strategies
  - Targeted changes to zoning & policies
  - Modifications to plans & policies to strengthen affordable housing elements
4) SW Corridor LRT

- Continue to enhance project design to enable TOD & capture joint development opportunities
- Include joint development projects supportive of TSAAP as part of project
5) TOD Implementation Tools

- Hennepin County:
  - Adopt SW Corridor TOD Investment Criteria
  - Solicitation of initial SW Corridor TOD grants
6) Partner with Private Sector

- Proactively involve the private sector (ULI, Business Investment Partnership, land owners) in TOD planning and implementation
Southwest LRT Community Works
Guiding Principles
Southwest LRT Community Works

Adopted Vision Statement

The Southwest LRT Community Works Initiative collaborates with citizens, businesses and government to align land use and transit planning so that the Southwest LRT Corridor is a premiere destination that is accessible, livable and vibrant.
Guiding Principals

1. Partner to Leverage Resources and Maximize Investment
2. Achieve More Diverse, Compact Development Surrounding Transit Facilities
3. Accelerate Economic Competitiveness and Job Growth
4. Provide a Full Range of Housing Choices
5. Create Great Places Focused Around Transit Facilities and Key Destinations Quality Places
6. Shape Supportive Connections Between LRT and the Surrounding Areas Critical Connections
1. Partner to Leverage Resources and Maximize Investment

Promoting partnership to leverage resources (private and public) with the ultimate goal of maximizing the return on investment from the Southwest LRT line and realizing community visions.
2. Achieve More Diverse, Compact Development Surrounding Transit Facilities

Transit Oriented Development (TOD) includes a mix of land uses (new and existing), higher and more compact densities, high quality pedestrian environment, an active defined center and limited and/or managed parking and auto oriented uses.
3. Accelerate Economic Competitiveness and Job Growth

Promoting opportunities for business and employment growth to accelerate economic competitiveness of the SW Corridor
4. Provide a Full Range of Housing Choices

Positioning the Southwest LRT communities as a place for all to live and thrive
5. Create Great Places Focused Around Transit Facilities and Key Destinations  Quality Places

Creating unique, vibrant, safe, beautiful, and walkable station
6. Shape Supportive Connections Between LRT and the Surrounding Areas Critical Connections

Improving affordable regional mobility for all users
Corridors of Opportunity (CoO) Vision

Transitway corridors will guide our region’s growth, vitality, and competiveness.

Development along transitways will create distinctive places and strengthen local assets while increasing ridership and expanding access to jobs, affordable housing, and essential services for residents of all incomes and backgrounds.
Southwest LRT: A national model for early integration of LRT engineering & land use planning so that the region’s investments benefit residents, businesses, and communities, and provide opportunities for all.

TSAAP “Beyond the Rails”

Engineering:
- Tracks
- Stations
- Park & Ride
- Multi-modal access
Systemic Organizational Change: Integration

- Integrated organizational structures (e.g. CAC and BAC)
- Land Use Division within Southwest LRT Project Office (SPO)
- Assistant Project Director for Land Use/Community Works in SPO
- On-site “design exchange” to facilitate exchange of accurate & timely information
- Cross Discipline/Cross Jurisdictional Workshops/Training (Technical Design Charrettes, EPA Parking Audit, LRT + Development Basics Workshop)
- Transitional Station Area Action Plan (TSAAP) Process
Preliminary Engineering and TSAAP Process

**Preliminary Engineering (PE) Southwest LRT**
- Track alignment
- Station Platforms
- Multi-modal connections (sidewalks/roads/buses)
- Park & Ride

**Integration**
- Education Workshops
- Weekly PE/TSAAP Coordination Meetings
- Technical Design Charrette
- Open Houses/Public Meetings
- Monthly City Meetings
- Issue Resolution Team Meetings
- Advisory Committees

**Transitional Station Area Action Plan (TSAAP)“Beyond the Rails”**
- Short-term (2018) development scenarios
- Access/Circulation, plans (2018)
- Community Engagement,

**Final Station Area Action Plans**

**Investment Framework**
Transitional Station Area Action Plan (TSAAP) Process

- Weekly PE/TSAAP Coordination Meetings: 60+ hours
- Technical Design Charrette: 40 hours
- Open Houses, Public & Community Meetings: 50 hours
- Monthly City Meetings: 80 hours
- Issue Resolution Team Meetings: 320 hours
- Advisory Committees: 32 hours

Total: 582 hours

Equates to 45% of worktime spent on INTEGRATION
Key Results

• LRT Engineering modified to take advantage of future economic development opportunities

• Infrastructure improvements to support LRT opening day and beyond identified

• Strong working relationships & collaboration established
TSAAP Update
Community Works Steering Committee
August 15, 2013
Land Use/Economic Development/Engineering Integration
Station Examples

Eden Prairie Town Center

Shady Oak Road

West Lake
Eden Prairie Town Center

- Based on charrette outcomes – advocated for a central location serving Town Center
- Examined Singletree and Comp Plan alignments as candidate station locations
- Emphasis on pedestrian connections to Eden Prairie Center
Eden Prairie Town Center

Access and Circulation

Pedestrian Connections
- Focus sidewalks and street enhancements along Singleton Lane and Elder Road (depending on which station location is selected), as well as a collection of north and south-oriented roadways consistent with the Eden Prairie Town Center plan.
- Provide safe and convenient pedestrian connections to the nearby regional trails.
- Improve pedestrian crossings along Singleton Lane, Egypt Road, Prairie Center Drive, Eden Road, and all new road connections constructed consistent with the Eden Prairie Town Center plan.
- Design Singleton Lane as a complete, multi-modal street.

Transit Connections
- Improve pedestrian connections between the LRT station and bus transit stops.

Bike Connections
- Provide on-street bike facilities (lanes, routes, signage, etc.) on local streets to better connect the station to nearby homes, businesses, stops, amenities, and destinations.
- Provide bike-parking, lockers and bike ride facilities in a highly visible area near the station platform.
- Provide bike connections to the nearby regional trails.
- Provide on-street bike lanes on Singleton Lane and Eden Road.

Roadways
- The Eden Prairie Town Center plan calls for a collection of new roadways that will create smaller block sizes and form a grid of streets. The plan establishes a network of new roads consistent with the surrounding area.
- The new portions of roadways and the new portions associated with street should be laid out in a way that creates a compact mixed-use town center environment served by light rail transit.

Kiss and Ride
- Kiss and ride facilities should be located near the station platforms, either on Singleton Lane, Eden Road, or Main Street, depending on which station location is selected.

Park and Ride
- Long-term park and ride facilities are not anticipated at the Eden Prairie Town Center station, however, near them park and ride facilities may be necessary to reduce the occurrence of "ride and ride" at this station.

Station Amenities
- Wayfinding
- Seating
- Lighting
- Public Art
- Restrooms
Shady Oak Road

- Based on charrette outcomes – advocated platform shift to the north
- Examined phased strategy for park and ride
- Emphasized 17th Avenue as the critical station link with roadway roundabout and enhanced pedestrian connections
- Future redevelopment in both communities
Shady Oak Road

Access and Circulation

Pedestrian Connections
- Focus sidewalks and enhance elements along singleaxes Laned and Eden Road (depending on which station location is selected), as well as a collection of nodes and proposed crosswalks consistent with the Eden Prairie Town Center plan.
- Provide safe and convenient pedestrian connections to the nearby regional trails.
- Improve pedestrian crossings along singleaxes Lane, Eden Road, Prairie Center Drive, Eden Road, and all new roadways constructed consistent with the Eden Prairie Town Center plan.
- Design singleaxes Lane as a complete, multi-modal street.

Transit Connections
- Improve pedestrian connections between the LRT station and bus transit stops.

Bike Connections
- Provide on-street bike facilities (lanes, routes, signage, etc.) on local streets to better connect the station to nearby homes, businesses, shops, services, and destinations.
- Provide bike parking, lockers and bike ride facilities in the highly visible area near the station platform.
- Provide bike connections to the nearby regional trails.
- Provide on-street bike lanes on singleaxes lane and Eden Road.

Roadways
- The Eden Prairie Town Center plan calls for a collection of new roadways that will create smaller block size and form a grid of streets. The plan illustrates a network of new roads with limited access that will improve connectivity to the area and the new nodes associated with them. Full development in the area has a compact mixed-use town center environment served by light rail transit. All new roads should include pedestrian and bike-friendly standards, safe and well-marked pedestrian crossings.

Kiss and Ride
- Kiss and ride facilities should be located near the station platforms, either on singleaxes Lane, Eden Road or Main Street, depending on which station location is selected.

Park and Ride
- Long-term park and ride facilities are not anticipated at the Eden Prairie Town Center station; however, near them park and ride facilities may be necessary to reduce the occurrence of "ride and ride" at this station.

Station Amenities
- Wayfinding
  - Signage
  - Lighting
  - Public Art
  - Plaza
West Lake

• Based on charrette outcomes – bus connections need to recognize redevelopment potentials
• Enhanced connections to Lake Calhoun and area trails
• Emphasis on true multi-modal aspect of West Lake Station
West Lake

Access and Circulation

Pedestrian Connections
- Focus sidewalks and crosswalk enhancements along Singletree Lane and Elder Road, depending on which station location is selected, as well as a collection of nonstop and proposed routes consistent with the Eden Prairie Town Center plan.
- Provide safe and convenient pedestrian connections to the nearby regional trails.
- Improve pedestrian crossings along Singletree Lane, Elder Road, Prairie Center Drive, Lakeunted Road and all new pedestrian crossings for future station construction consistent with the Eden Prairie Town Center plan.
- Design Singletree Lane as a complete, multi-modal street.
- Design the future Main Street as a complete street.

Transit Connections
- Improve pedestrian connections between the LRT station and bus transit stops.

Bike Connections
- Provide on-street bike facilities (lanes, routes, signage, etc.) on local streets to better connect the station to nearby homes, businesses, shops, supermarkets, and destinations.
- Provide bike parking, lockers and Bike Ride facilities in a highly visible area near the station platform.
- Provide bike connections to the nearby regional trails.
- Provide off-street bike areas on Singletree Lane and Elder Street.

Roadways
- The Eden Prairie Town Center plan calls for a collection of new roadways that will create smaller block size and form a grid of streets. The plan illustrates a network of new roads that will connect to existing roadways and the new station. The streets associated with both should catalyze development in this area. The new compact walkable town center environment is served by light rail transit. All new roads should include pedestrian and bike-friendly sidewalks, safe and well marked pedestrian crossings.

Kiss and Ride
- Kiss and ride facilities should be located near the station platforms, either on Singletree Lane, Elder Road or Main Street, depending on which station location is selected.

Park and Ride
- Long term park and ride facilities are not anticipated at the Eden Prairie Town Center station. However, near them park and ride facilities may be necessary to reduce the occurrence of ‘ride and ride’ at this station.

Station Amenities
- Wayfinding
- Seating
- Lighting
- Public Art
- Restrooms
Work in Process

• Continuing station area refinements
• Building form and footprint studies for key stations
• Opening day recommendations
• Infrastructure recommendations
• Assembling initial sections of SW Corridor Investment Framework (TSAAP Document)