



SOUTHWEST LRT community works

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Southwest LRT Community Works Steering Committee

Thursday, October 17, 2013

1:30-3:00 pm

Council Chambers, St. Louis Park City Hall

Agenda

- I. **Welcome & Introductions**

- II. **Approve September 2013 Meeting Minutes***
Chair Gail Dorfman, Hennepin County

- III. **Federal Transit Administration (FTA) New Starts**
 - "Telling Our Story"
 - Local Code Analysis & Recommendations*

- IV. **Southwest Transit Oriented Development (TOD) Strategy**
GB Arrington, GB Placemaking

- V. **Next Meeting: November 21, 2013**

- VI. **Adjournment**

**enclosed*

The Steering Committee will meet next on **Thursday, November 21, 2013**, from 1:30-3:00 at the St. Louis Park City Hall.

EDEN PRAIRIE ■ MINNETONKA ■ EDINA ■ HOPKINS ■ ST. LOUIS PARK ■ MINNEAPOLIS

METROPOLITAN COUNCIL





Southwest LRT Community Works Steering Committee

Meeting Minutes

Thursday, September 19, 2013

1:30 - 3:00 pm

St. Louis Park City Hall

Meeting Attendees

Steering Committee Members & Alternates

Chair Gail Dorfman, Hennepin County Member

Jan Callison, Hennepin County Member

Jason Gadd, City of Hopkins Member

Terry Schneider, Minnetonka Alternate

Anne Mavity, St. Louis Park Member

Nancy Tyra-Lukens, SouthWest Transit Member

Tony Wagner, Minnetonka Member

Mary Brindle, Edina Alternate

Jeff Casale, Minnehaha Creek Watershed District Alternate

Bob Fine, Minneapolis Park and Recreation Board Alternate

Anita Tabb, Minneapolis Park and Recreation Board Member

Jim Hovland, Edina Member

Caren Dewar, Urban Land Institute–Mn Ex Officio

Other Attendees

Katie Walker (Hennepin County), Kerri Pearce Ruch (Hennepin County), Allison Bell (Metropolitan Council), Nelrae Succio (Hennepin County), Kevin Locke (St. Louis Park), Julie Wischnack (Minnetonka), Janet Jeremiah (Eden Prairie), Meg McMonigal (St. Louis Park), Kathryn Hansen (SW Project Office), Kersten Elverum (Hopkins), Cathy Bennett (ULI), Barry Schade (BMNA), Vida Ditter (BMNA/ROC), Jeff Peltola (Public Works for Public Good), Karen Lyons (Met Council), Laeh Robertson (MMLA), Elise Durbin (Minnetonka), Chuck Salter (Hennepin County Attorney), Tania Mahtani (Eden Prairie), Kim (SPO), Larry Backstad (Minnehaha Creek Watershed District), Jason Zimmerman (St. Louis Park), Regina Rojas (Eden Prairie), La Shelle Sims (MICAH), John Doan (Hennepin County), Charles McCain (Belt Line Properties), Kathie Doty (KLD Consulting)

I. Welcome, Introductions and Announcements

Chair Dorfman convened the meeting and asked attendees to introduce themselves. She welcomed John Doan, Hennepin County's new Director of Housing, Community Works and Transit. Chair Dorfman reminded committee members that the annual Railvolution conference will take place in October in Seattle, and will be hosted by the Twin Cities in 2014. She also related that the Southwest Corridor Management Committee has discussed possible locations for an operations and maintenance facility and that it was looking like the most likely location is in Hopkins. Given this, City of Hopkins officials have asked that the Community Works program take that into consideration to help city make up for lost development opportunities in the area where the facility will be located. Jason Gadd thanked the

committee for that consideration, and stated that the Shady Oak station will be an especially important area for development.

II. August 15, 2013 meeting minutes

The minutes were moved and seconded, then passed on voice vote.

III. Guiding Principles

Chair Dorfman reviewed background on the need for guiding principles and history of work on such. She indicated that the goal today is to review the revised principles, discuss, and take action. Katie Walker talked about revisions to align drafted principles with Hennepin County Community Works principles. She related that the County established a ground breaking initiative, the Community Works program, in 1994 and defined its purpose and principles at that time.

Chair Dorfman led a discussion of the draft principles and committee members offered their comments and suggested changes. Chair Dorfman suggested adding language to show support for building healthy communities. The group discussed wording to reflect emphasis on vibrant station areas and other wording changes. Staff was directed to revise the draft guiding principles based upon the Committee discussion. With that direction the guiding principles were passed on a voice vote.

IV. New Starts: Land Use and Economic Development Rating

Chair Dorfman asked Katie Walker to provide an update on work with GB Arrington and Mariia Zimmerman on maximizing the land use and development score on the project's New Starts application. She indicated that the Southwest Project Office (SPO) plans to submit the application to the Federal Transit Administration in May or June of 2014. A technical work group led by Kathryn Hanson and Karen Lyons is working on preparing key elements of the application. Terry Schneider raised a question about how to address the State's eminent domain laws. Kathryn Hanson, SPO, responded that the strategy would be to work with property owners and do a direct purchase; she also stated that there has been a lot of discussion about this topic with the cities and at the Metropolitan Council; it is a very complicated issue. Mr. Schneider raised a concern about how we would handle a situation where the property owner is not willing to sell for redevelopment. Ms. Hanson also talked about the situation when federal funds are involved, which adds another layer of complication. Chair Dorfman asked for a list of private properties that will need to be acquired to build the stations, which we won't know precisely until the station locations are set.

V. Corridor-wide Housing Strategy Update

Chair Dorfman asked Kerri Pearce-Ruch to provide the update. Ms. Pearce-Ruch introduced Cathy Bennett, who is also working on the Housing Strategy. Ms. Pearce-Ruch described the structure of this work, including a Housing Work Group and a Regional Partners Group. She reported that the Housing Inventory has been completed, and a Request for Proposals for a Gaps Analysis is out at this time. There is very little affordable housing currently located within a ¼ mile of the stations, though there is more affordable housing at the ½ and 1 mile distances. Much of the affordable housing is what is called 'naturally occurring'.

This work is being coordinated with the Transitional Station Area Action Planning process. Work on the Gaps Analysis including strategies should be completed by the first quarter of 2014. Anne Mavity asked about definitions of affordable housing. Tony Wagner asked if this information will be relayed to city staff through Hennepin County. Ms. Pearce-Ruch offered that the report will come to the Steering Committee, then will be relayed to cities.

VI. Presentation: Metropolitan Council's Transit Oriented Development Program

Chair Dorfman introduced Allison Bell, manager of the Corridors of Opportunity program and lead staff on Transit Oriented Development (TOD) at the Metropolitan Council. Ms. Bell offered that her goal is to communicate where the Metropolitan Council is at with regard to TOD. It is a region-wide approach, and

much of the work is currently under development. She explained why the Council is interested in TOD; the mission and business purpose of the organization includes fostering efficient and economic regional growth, and supporting the transit system. The Council's grant-making role will continue with the TOD grant program within the Livable Communities program expected to be at the \$5 million per year level. With regard to the future, there is direction from leadership to go further, identify gaps and determine how the Council can add value. Four action items are being undertaken: adopt TOD policies; establish a TOD office; create an internal working group; and create an external advisory committee. The new TOD office will create one point of contact and make resources available to support TOD projects. It will not regulate land use, lead on projects without the blessing of local jurisdictions, or focus everywhere at once. The next step is Council action in October, and hiring to start in November.

Chair Dorfman asked about aligning funding from various sources to support projects. Nancy Tyra-Lukens was encouraged by the wording on how the TOD office will operate, but also was concerned about how TOD funding might be allocated. She also expressed dismay that this is being developed under Metro Transit as opposed to the Metropolitan Council, given that it seems to be getting into policy. Ms. Bell said cities would not have to work through the TOD office to qualify for TOD grants. Regarding why this is located in Metro Transit, Ms. Bell stated that best practices research showed that, around the country, TOD offices are located in transit agencies. This can support better decisions around development of transit systems.

Anne Mavity asked how this new office will interface with Community Works and other similar efforts. Ms. Bell offered that they take cues from Portland and Denver, which both have TOD programs in their transit agencies. In terms of working with Community Works, there will be key partnerships developed. Community Works is expected to have a bigger and broader mandate.

VII. Adjournment

Chair Dorfman adjourned the meeting. The next Southwest LRT Community Works Steering Committee meeting is scheduled for **Thursday, October 17** at 1:30 pm at the St. Louis Park City Hall.



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Southwest LRT Community Works

The Southwest 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

Vision

The Southwest LRT corridor: connecting people to jobs, housing, shopping and fun.

Goals

Economic Competitiveness and job growth

Promoting opportunities for business and employment growth

Housing Choices

Positioning the Southwest LRT communities as a place for all to live

Quality Neighborhoods

Creating unique, vibrant, safe, beautiful and walkable station area

Critical Connections

Improving affordable regional mobility for all users

Guiding Principles for Investment

1. Partner for Effective Planning and Implementation
2. Create Great Quality Transit Oriented Development and Achieve Unique, Vibrant Places
3. Stimulate Employment and Economic Development
4. Provide a Full Range of Housing Choices
5. Strengthen Communities through Connections and Access to Opportunity
6. Maintain and Improve Natural Systems
7. Build Healthy Communities
8. Enhance Tax Base



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Agenda Item 3: FTA New Starts	
	Steering Committee Action Requested: Information
Background/Justification: Southwest LRT Community Works staff and GB Arrington, GB Placemaking will provide an update on progress made towards portions of the FTA New Starts Application. The areas of focus are “telling our story” and local code analysis and recommendations.	
Previous Action on Request:	
Recommendation:	Financial Implications? None. Are These Funds Budgeted?
Attachments: <ul style="list-style-type: none"> Local Code Analysis & Recommendation Memorandum from GB Arrington, GB Placemaking 	
Comments:	



Memorandum

To: Katie Walker, Southwest LRT Community Works Manager

From: GB Arrington, GB Placemaking

RE: Southwest Corridor – Local Code Analysis and Recommendations

Southwest Corridor Land Use Review Summary

An analysis of local codes and plans for each of the five Cities in the SW Corridor was performed. Plans and policies included in the 2010 SW Corridor New Starts submittal were evaluated against the most recent Federal Transit Administration (FTA) Land Use & Economic Development New Starts Guidance. The analysis was completed with a view towards:

1. The alignment of local plans and policies with FTA's guidance for receiving a "high" New Starts rating, and
2. Identifying strategic modifications to local policies and regulations to better achieve transit-supportive outcomes and enhance the projects likely FTA rating.

A separate assessment is being performed relative to the affordable housing component of the economic development criteria.

What FTA Wants to See in Plans & Policies

The FTA policy and zoning criteria may be condensed into four topic areas:

- **Increased Density:** on average densities of 10-15 units /acre and commercial FARs of 1.0 should gain a medium rating, while over 25 residential units/acre and commercial FARs exceeding 2.5 on average should be expected to gain a high rating.
- **Transit-oriented Character:** the FTA criteria call for station area character that will encourage walking through good urban design and a mix of land uses within easy walking distance of each other.
- **Pedestrian Facilities and Connectivity:** In addition to the urban design and land use considerations above, the FTA will be looking for pedestrian facilities, which are functional with direct and convenient connections between destinations.
- **Reduced Parking:** Because free (or inexpensive) parking tends to discourage transit use, the amount of parking available within station areas is a major land use consideration for FTA. This is generally the area where the SW LRT Corridor jurisdictions need the most improvement.

Synthesis of Recommendations for SW Cities

Specific recommendations for each City are contained in a separate memorandum. What follows is a high level synthesis of the recommendations. In general the Cities have transit-supportive comprehensive plans in place. In most instances Cities will need to devote attention

to revising their zoning codes in three areas to realize transit-supportive outcomes and enhance the prospects for a high FTA rating.

Given the nature of the recommendations it is suggested that Cities undertake a path to

- a) Start drafting code changes now so the working drafts can be shared with FTA as part of the spring New Starts submittal, and
- b) Commit to adopting new zoning once the SW Corridor LRT has completed engineering and is moving into construction.

Recommended changes to zoning include the following:

Reduced Parking

- Parking reduction and efficiency needs to be addressed universally. The individual plans tend to be silent on this issue, and it will be important to create a strategy for reducing parking, especially within the station areas.
- Maximum parking standards should be adopted for station areas.
- Minimum parking requirements need to be reduced. Consider making parking reductions available to any development within all station areas

Increased Density

- Density minimums should be established for multi-family districts in station areas. Minimum densities of 25 units/acre within 600 feet of the station are recommended.
- Maximum FAR standards should be raised within 600 feet of the station to come closer to the FTA standard of 2.5 FAR for a high rating. Minimum FAR standards should also be considered for station areas.
- Mixed-use development is difficult to achieve under the current requirements. Create a Mixed-Use district along with a mechanism for how and when it will be applied at appropriate locations near stations.

Transit-oriented Character

- Design guidelines should be adapted to address the necessary elements for a good pedestrian environment (building setbacks, orientation to the street, façade treatment, parking location, etc.).
- Residential uses should be allowed more readily in commercial and employment districts.
- Auto-oriented uses such as motor fuel stations, drive-through, and other similar uses should be prohibited in stations areas or be subject to design standards that promote a good pedestrian environment (e.g., allowing drive-through only to the rear or side of buildings).
- The design requirements should consider how nonconforming development (e.g., front building setbacks) might be brought closer to compliance over time.

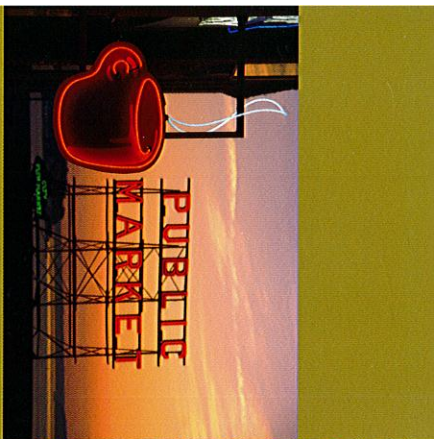


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Updates

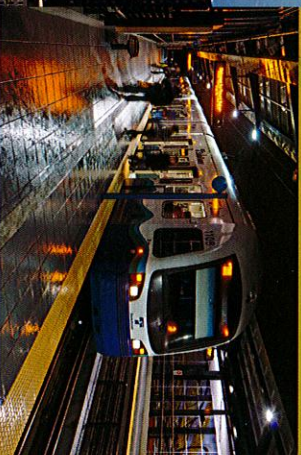
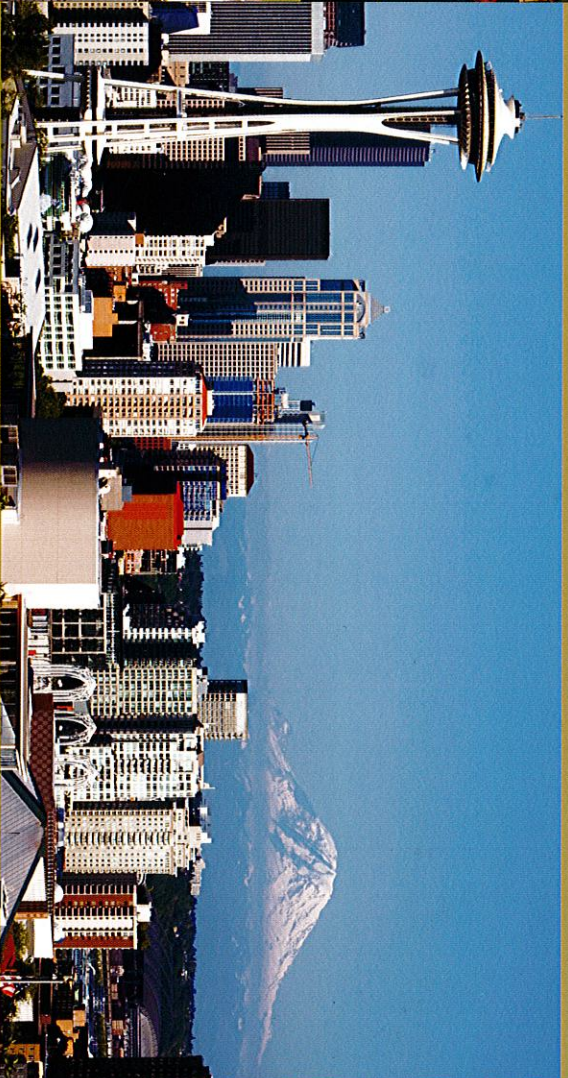
- Railvolution Conference, Seattle, October 20-23 (www.railvolution.org)
- Corridors of Opportunity
- Southwest LRT Project Office



Rail~volution 2013

Building Livable Communities with Transit

October 20-23 in Seattle, Washington



www.railvolution.org

Announcements

The next **Corridors of Opportunity Policy Board Meeting** is **Wednesday, October 30th, 12:30–2:30pm** at the **McKnight Foundation Board Room**.

The City of St. Louis Park is [hosting its final three workshops](#) of a series of four to explore options for the Wooddale station. All are at the Citizen's Bank building, 5000 West 36th St.

Workshop II:

Tues, Oct 8 6:30–8:30pm

Workshop III:

Tues, Oct 29, 6:30 – 8:30pm

Workshop IV:

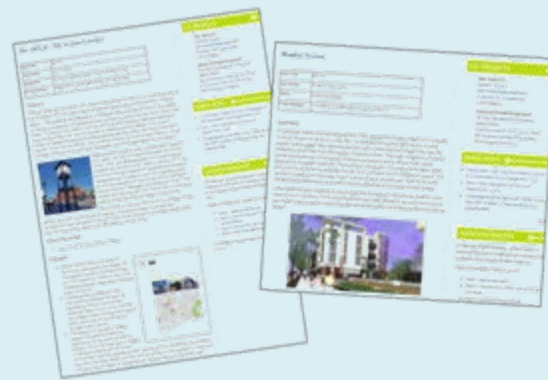
Tues, Nov 12, 6:30 – 8:30pm

The U.S. Department of Energy's [Better Buildings Challenge](#) continues to gain momentum. Check out its [Spring 2013 Progress Report](#) and help spread the word.

The U.S. Department of Transportation announced the 52 transportation projects receiving [TIGER 2013 grant funds](#). View additional information on individual TIGER grants [here](#).

News Spotlight: Reflections from a Corridors of Opportunity summer intern

Three graduate student interns were hired over the summer months to dig a little deeper into the CoO projects. One highlight of their summer work is the addition of detailed [project pages](#) on the CoO website.



[Read more about the work of the interns on the CoO blog...](#)

Capacity Building & Learning Opportunities

→ **Webinar: All Aboard: Making Equity Central in Transportation Planning**
Friday, Sep 27 – 1:30 – 3:00 CST

Transportation is a critical link to ensuring opportunity for all—connecting us to jobs, schools, housing, health care, and grocery stores. Even more, transportation planning and investment decisions – what we build, where it is placed, and who builds it – is central to creating equitable regions. Urban and rural communities that have sought to target transportation resources to places and people most in need have successfully maximized economic, environmental, and social equity benefits for the entire region.

This webinar will focus on how to incorporate equity into the transportation decision-making process in order to foster just and fair inclusion. Equity leaders across the country will describe their efforts to develop and implement strategies that expand public transportation including buses, rail, and vanpools; connect workers to quality jobs in the transportation sector; and foster healthy, sustainable, communities of opportunity.

Recent Corridors of Opportunity News

CORRIDORS OF OPPORTUNITY AND THE CENTRAL CORRIDORS FUNDERS COLLABORATIVE WERE RECOGNIZED WITH THE SECRETARY'S AWARD FOR PUBLIC-PHILANTHROPIC PARTNERSHIPS

The award recognizes excellence in partnerships that have led to measurable benefits for low and moderate-income families



HUD Secretary Shaun Donovan, Carleen Rhodes, president and CEO, the Saint Paul Foundation, and Vikki Spruill, president and CEO of the Council on Foundations

MOMENTUM BUILDS ALONG THE NORTHSTAR CORRIDOR

Cities along the Northstar Commuter Rail offer comments on the TOD Market Study and their current TOD developments. 9/24/13



Picture of Ramsey's station from the Star Tribune.

Speakers:

- Jeff Hobson, TransForm
- Barbara Major, New Orleans Regional Transit Authority Board of Commissioners
- Dr. Beverly Scott, Massachusetts Bay Transportation Authority
- Barbara Stiffarm, Opportunity Link
- Sam Tepperman-Gelfant, Public Advocates

Register: <https://cc.readytalk.com/cc/s/registrations/new?cid=6dryauongoc8>

→ Webinar: The Role of Equity in Sustaining Growth

Monday, Sep 30 – 2:00 – 4:00pm CST

Recent research has illustrated that there may be important links between social equity and economic growth at a metropolitan scale. Research by Manuel Pastor and Chris Benner in metro regions in the U.S. also suggests that inequality as well as other forms of “social distance”—such as residential segregation, city-suburb poverty differentials, fragmentation of governance structures, and even political polarization—can have a dampening impact on the length of a growth episode, with negative consequent effects on investor confidence and sustainability. In their 2012 book, *Just Growth* (<http://justgrowth.org>), Benner and Pastor used statistical analysis of the largest US metro regions and completed seven in-depth case studies to show the processes, policies, and institutional arrangements that help explain more equitable growth (or its absence) in metropolitan settings.

Speakers:

- Salin Geevarghese, Acting Director, Office of Sustainable Housing and Communities
- Manuel Pastor, Director, Program for Environmental and Regional Equity, University of Southern California
- Chris Benner, Associate Professor, Community and Regional Development, Department of Human Ecology, University of California Davis

Register: <https://cc.readytalk.com/cc/s/registrations/new?cid=1yg2vo84davx>

→ Webinar: Transitioning to Long-Term Community Engagement

Wednesday, Oct 2 - 12:00 to 1:30pm CST

Community engagement is the foundation of the Sustainable Communities Initiative. With the grant program's emphasis on increasing the engagement of historically marginalized communities in the planning process, local governments and regions have been forging new relationships, new problem-solving methods, and new, inclusive decision-making tables.

The challenge now facing these communities is how to transition this work into long-term strategies for continued community engagement beyond the grant-funding period. PlaceMatters, PolicyLink and Smart Growth America have therefore teamed up to host a webinar on strategies and resources for institutionalizing inclusive, meaningful engagement through behavioral, organizational, structural or other changes.

Register: <https://www3.gotomeeting.com/register/111568262>

→ Archived Webinar: Connecting Jobs and Workforce Development to Transit

Originally held on Wednesday, September 18

This webinar provided an overview of the benefits of employers and workforce training

ECONOMIC ACTIVITY ALONG GREEN LINE REACHES 5-YEAR HIGH AS CONSTRUCTION NEARS END

With one-third of the year to go, economic activity along Green Line hits \$143 million in 2013. 9/20/13

FIELD NOTES: LEARNING FROM MILWAUKEE ON THE GENERATION NOW LEADERSHIP VISIT

A group of emerging leaders from the Twin Cities gained some inspiration from a peer region to put into action here. 9/6/13

providers locating near transit for and addresses the barriers that often prevent them from choosing a transit-oriented location. Speakers from Denver, the San Francisco Bay Area, and Phoenix discussed how they are working to better connect workers to jobs around their regions via transit.

[Slides and recording from the September 18, 2013 webinar.](#)

[Download the Issue Brief](#)

Contact [Kallen Hayes](#) for more information on upcoming webinars.

The Corridors of Opportunity Monthly Newsletter is brought to you by Corridors of Opportunity Staff. Corridors of Opportunity is supported by funding from [two national initiatives](#) as well as local sources and is governed by a [24-member policy board](#) made up of top leadership from government, philanthropy, non-profit and private sector interests. Visit the Corridors of Opportunity website at www.corridorsofopportunity.org for more information on the initiative.

For more information on any newsletter items or to be removed from the newsletter list, email Kallen Hayes at kallen.hayes@metc.state.mn.us.



Date: October 8, 2013

To: Southwest Community Works Steering Committee

From: Chris Weyer, Southwest LRT Project Director

Re: Southwest LRT (Green Line Extension) progress report through September 2013

Project Development

- Work on resolving Project Development technical issues continued in September.
- SPO held Issue Resolution Team (IRT) meetings with project stakeholders.

Environmental Program

- Wetlands and environmental permitting consultant continued wetlands delineation.
- Phase II Archaeological Survey consultant continued fieldwork.
- Supplemental Phase Ia Architectural Survey consultant continued fieldwork.
- Supplemental Architecture/History Survey consultant completed fieldwork, and continued archival and technical research.
- Phase I Environmental Site Assessment consultant completed submittal of Phase I ESA reports authorized to date; additional Phase I work will be required to address alignment adjustments in Eden Prairie.

Advisory Committees

- SWLRT Corridor Management Committee held meetings September 4, 11 and 25 to discuss project scope and costs, freight rail location, locally requested betterments, and design options.
- SPO staff presented project scope and budget recommendation to the SWLRT Corridor Management Committee on October 2.
- SWLRT Corridor Management Committee meeting materials are available at <http://metrocouncil.org/Transportation/Projects/Current-Projects/Southwest-LRT/SWLRT-Committees/Corridor-Management-Committee.aspx>
- SWLRT Community Advisory Committee held a meeting focused on project updates September 26.
- SWLRT Business Advisory Committee held a meeting focused on project updates October 1.

Other Outreach and Communication Activities

During September 2013, SPO staff engaged in the following outreach activities:

- Met with City of St. Louis Park regarding station area planning for Wooddale and Louisiana Stations.
- Supported the Metro Transit booth at the State Fair.
- Participated in a bike tour of Kenilworth sponsored by the Sierra Club.
- Responded to approximately 120 calls and emails from the general public.
- Updated the swlrt.org website to include Corridor Management Committee agendas, minutes and presentations as well as information on upcoming meetings.