



Southwest LRT Community Works Steering Committee

Thursday, May 21, 2015

1:30 – 3:00 PM

Council Chambers, St. Louis Park City Hall

Agenda

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| I. Welcome and Announcements
<i>Chair Jan Callison</i> | 1:30 to 1:40 PM |
| II. Approval of the March 2015 Meeting Minutes*
<i>Chair Jan Callison</i> | 1:40 to 1:45 PM
<i>(Action)</i> |
| III. Committee Updates
<i>Technical Implementation Committee (TIC)</i>
<i>Business & Community Advisory Committees (BAC/CAC)</i> | 1:45 to 2:00 PM
<i>(Information)</i> |
| IV. Southwest LRT Project Status Update
<i>Kathryn Hansen, Southwest LRT Project Office (SPO)</i> | 2:00 to 2:10 PM
<i>(Information)</i> |
| V. New Starts Application (Land Use & Economic Development)
<i>Kathryn Hansen, Southwest LRT Project Office (SPO)</i> | 2:10 to 2:30 PM
<i>(Presentation & Discussion)</i> |
| VI. St. Louis Park Station Area Development Update
<i>Meg McMonigal & Greg Hunt, St. Louis Park</i> | 2:30 to 2:50 PM |
| VII. Investment Framework Infrastructure Updates
<i>Bike Facilities Assessment</i>
<i>Blake Road Corridor Study</i>
<i>West Lake Multi-Modal Study</i> | 2:50 to 3:00 PM
<i>(Information)</i> |

*enclosed

The next Southwest Community Works Steering Committee meeting will be held on Thursday, **August 20, 2015** at the St. Louis Park City Hall at 1:30 PM.



SOUTHWEST LRT
community works

Beyond the Rails
swlrtccommunityworks.org

Southwest LRT Community Works
Steering Committee

2015 Meeting Schedule

Meetings are held on the third Thursday of the month at 1:30 PM at the St. Louis Park City Hall, Council Chambers.

February 19

March 19

May 21

~~July 16~~

August 20

September 17

November 19

**Southwest LRT Community Works Steering Committee
Roster (May 2015)**

Representing	Name	Member	Email Address
Hennepin County	Jan Callison (Chair)	Member	jan.callison@hennepin.us
	Linda Higgins	Member	Linda.higgins@hennepin.us
Hennepin County Regional Railroad Authority	Marion Greene	Member	Marion.greene@hennepin.us
	Peter McLaughlin	Alternate	Peter.mclaughlin@hennepin.us
Metropolitan Council	Jennifer Munt	Member	jennifer.munt@metc.state.mn.us
City of Minneapolis	Linea Palmisano	Member	Linea.palmisano@minneapolismn.gov
	Lisa Goodman	Alternate	Lisa.goodman@minneapolismn.gov
City of St. Louis Park	Anne Mavity	Member	anne@annemavity.org
	Sue Sanger	Alternate	suesanger@comcast.net
City of Edina	James Hovland	Member	jhovland@ci.edina.mn.us
	Mary Brindle	Alternate	mbrindle@comcast.net
City of Hopkins	Kristi Halverson	Member	khalverson@hopkinsmn.com
	Aaron Kuznia	Alternate	akuznia@hopkinsmn.com
City of Minnetonka	Tony Wagner	Member	twagner@eminnetonka.com
	Terry Schneider	Alternate	tschneider@eminnetonka.com
City of Eden Prairie	Kathy Nelson	Member	knelson@edenprairie.org
	Brad Aho	Alternate	baho@edenprairie.org
Minnehaha Creek Watershed District	Dick Miller	Member	dickrmiller@gmail.com
	Jeff Casale	Alternate	jasale@minnesotahomes.com
Minneapolis Park and Recreation Board	Anita Tabb	Member	atabb@minneapolisparcs.org,
	Meg Forney	Alternate	megf@visi.com
SouthWest Transit	Nancy Tyra-Lukens	Member	ntyra-lukens@edenprairie.org
Urban Land Institute-Minnesota	Caren Dewar	Ex-officio	caren.dewar@uli.org
	Cathy Bennett	Alternate	Cathy.bennett@uli.org
Community Advisory Committee	Russ Adams	Ex-officio	russ@metrostability.org
Business Advisory Council	Will Roach	Ex-officio	Will.Roach@bakertilly.com



SW Community Works Steering Committee

Meeting Minutes

Thursday, March 19, 2015

1:30 – 3:00 PM, St. Louis Park City Hall

Meeting Attendees:

Steering Committee Members and Alternates:

Chair Jan Callison, Hennepin County Member

Russ Adams, Community Advisory Committee Member

Will Roach, Business Advisory Committee Member

Dick Miller, Minnehaha Creek Watershed District Member

Jeff Casale, Minnehaha Creek Watershed District Alternate

Cathy Bennett, Urban Land Institute – Minnesota Alternate

Marion Greene, Hennepin County Regional Rail Authority Member

Kathy Nelson, City of Eden Prairie Member

Anita Tabb, Minneapolis Park and Recreation Board Member

Linea Palmisano, City of Minneapolis Member

Nancy Tyra-Lukens, Southwest Transit Member

Terry Schneider, City of Minnetonka Member

Other attendees: Katie Walker (Hennepin County) Chuck Darnell (Hennepin County), Janet Jeremiah(EP), Elise Durbin(Minnetonka), Kersten Elverum(Hopkins), Ryan Kelley (St. Louis Park), Kerri Pearce Ruch(Hennepin County), Dan Pfeiffer(SPO), Barry Schade (BMNA), Larry Blackstad (MCWD), Ryan Kronzer (SPO), Sarah Ghandour (SPO), Kim Koempel (SPO), Allyson Luenenberg (Aide to Commissioner Callison), Nathan Koster (Minneapolis), Tara Beard (Met Council), Karen Lyons (Met Council).

I. **Welcome and Announcements:** Chair Callison called the meeting to order and began with a viewing of the Downtown Hopkins Station, which was produced by KLD Consulting to promote and broaden communications about the opportunities presented by the introduction of LRT to Hopkins. It was then announced that the City of St. Louis Park recently acquired the McGarvey Coffee site at the Wooddale Station, and the City of Hopkins was awarded \$517,000 from Minnesota Housing for improvements to the DOW Tower building near the Downtown Hopkins Station. Chair Callison also announced that the City of Minneapolis will be conducting a Multi-modal Study of the West Lake Station to assess opportunities to improve safety, access, connectivity, and mobility for all modes of travel surrounding the West Lake Station area.

II. **Approval of February 2015 Minutes:** Chair Callison requested action on the February 2015 minutes. A movement was made and seconded, and the minutes from February meeting were approved on a voice vote.

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

III. **Committee updates:** Katie Walker, co-chair of the Southwest Community Works Technical Implementation Committee (TIC), provided an update on committee activities. The TIC is working on identifying funding sources to implement the infrastructure projects contained in the Southwest Corridor Investment Framework as well as sharing information on development projects.

Chair Callison introduced Will Roach and Russ Adams from the Business and Community Advisory Committees (BAC/CAC). Will Roach has served as the co-chair of the BAC since July 2012, and he is currently with Baker Tilly. Russ Adams was recently appointed co-chair of the CAC, and he is the executive director of the Alliance for Metropolitan Stability. Will Roach and Russ Adams each provided an update on the current activities of the BAC/CAC, and both stated that they are interested in further solidifying the relationship between the BAC/CAC and the Steering Committee.

IV. **Membership Nominations:** Katie Walker, Hennepin County staff, updated the Committee on the process for nominating new members noting that the membership nomination form was included in the packet.

V. **LRT Station Architecture:** Sarah Ghandour, Southwest Project Office, provided an overview and update on the SPO's Station Architecture process. Ms. Ghandour spoke to site elements that will be present on station platforms, station design goals and approaches, and gave an overview of the four types of station architecture that are being considered along the line. Member Tabb asked whether there was potential for the LRT to skip stations at certain times of the day, like late at night. Ms. Ghandour stated that she would take that question back to staff at SPO, and provide more information at the next meeting. The SPO will be hosting community meetings in early April to solicit input into the station architecture process, and a list of those meetings was shared with the Steering Committee.

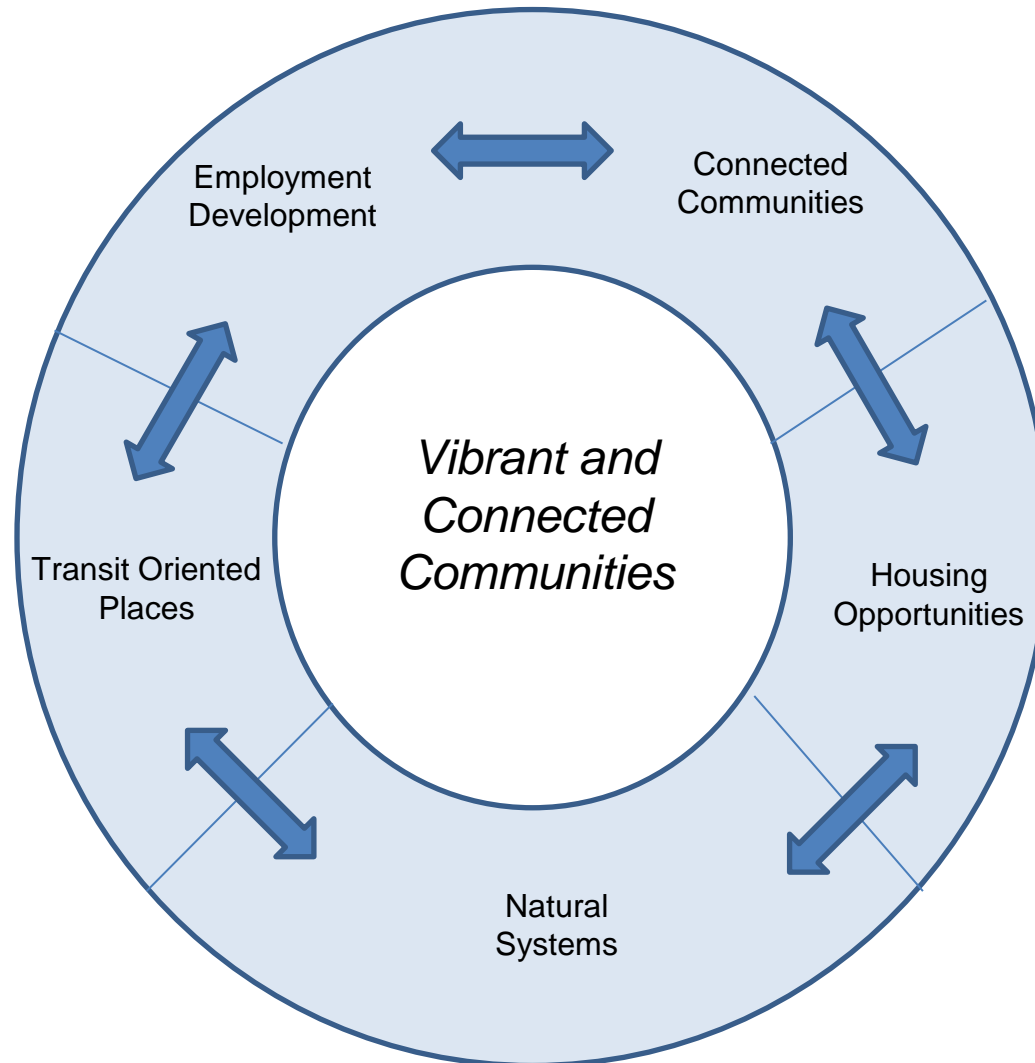
VI. **Draft Corridor Wide Housing Strategy:** Elise Durbin, City of Minnetonka, provided an overview of the draft Corridor Wide Housing Strategy. Ms. Durbin described each section of the Housing Strategy, with a focus on the goals, targets, objectives, implementation strategies, and next steps. Member Palmisano supported the Housing Strategy and noted that the document should maintain flexibility to allow a focusing of efforts on stations that have the most opportunity for housing development. Chair Callison requested action to accept the draft and direct staff to conduct outreach activities over the next few months. A motion to accept was made, seconded, and passed on a voice vote. Staff will conduct outreach and return with a final draft at the August Steering Committee meeting.

VII. **2015 Workplan:** Katie Walker, Hennepin County staff, provided an overview of the proposed 2015 Steering Committee Workplan. Focus areas include the Investment Framework, Housing, Finance Tools, Transit Oriented Development, and Strategic Marketing and Communications. Chair Callison requested action to adopt the workplan. A motion was made, seconded, and the 2015 Workplan was adopted on a voice vote.

VIII. **Adjournment:** Chair Callison reminded the group that the next Steering Committee meeting is scheduled for May 21, 2015, and then adjourned the meeting at 3:00 PM.

Southwest Community Works Vision

“connecting people to jobs, housing, shopping and fun”





Agenda Item III – Committee Updates

Steering Committee Action Requested:
Information

Background:

The Business Advisory Committee met on March 24th and the Community Advisory Committee met on March 28th. Meeting summaries are enclosed.

Previous Action on Request:

Recommendation:

Attachments:

Comments:





**Southwest Light Rail Transitway (SWLRT)
Business Advisory Committee Meeting
March 24, 2015
Southwest Project Office
6465 Wayzata Blvd, Suite 500
St. Louis Park, MN 55426
7:30 AM – 9:00 AM**

Meeting Summary

BAC Members/Alternates: Will Roach, Dan Duffy, Bill Beard, Dave Pelter, Duane Spiegle, Gary Orcutt, Rick Weiblen, Tony Barranco, Joan Suko

Agency Staff and Guests: Gina Bystedt, Alysene Neese, Greg Hunt, Katie Walker, Jim Alexander, Ryan Kronzer, Sarah Ghandour, Dan Pfeiffer, Sophia Ginis.

1. Welcome and Introductions

BAC co-chair Roach opened the meeting with a round of introductions. No edits to the February 25 meeting summary were noted.

2. Community Works Update

Katie Walker (Hennepin County) presented a background on the Hennepin County Community Works Steering Committee. The Steering Committee is looking for closer collaboration with the Business Advisory Committee. The adopted 2015 focus areas and work plan includes; Investment Framework, Corridor Wide Housing Strategy, Finance Tools, Transit Oriented Development (TOD), and Strategic Marketing and Communications.

Will Roach asked how strategic marketing and communication occurred on the Green Line. Katie responded that the Central Corridor Funders Collaborative used the same consultant that Hennepin County is using. Dave Pelter asked if a similar community works program existed on Central Corridor. Katie responded that the closest was the Central Corridor Funders Collaborative which was foundation based but some parallels. Bill Beard asked if the committee would be developing plans that go back to cities to incorporate into comprehensive plans. Katie responded that there are strong ties between the Transitional Station Area Action Plans in the Investment Framework and the city's comprehensive plans.

3. Project Overview

Jim Alexander presented a project overview including the scope, budget, and timeline. Will Roach asked about the recent Federal Transit Administration scoring. Jim responded that the project's overall rating went from medium to medium-high. Rick Weiblen asked about status of the state's funding. Jim Alexander responded that the Metropolitan Council is working with the Governor's office to secure funding. Will Roach noted that the tax proposal is going on at the Capitol tonight. Dave Pelner asked if the project was refreshing the budget. Jim Alexander responded that the project is in process of a refresh.

4. Member and Committee Reports/Public Forum

Nothing noted.

5. Station Open House Preview

Ryan Kronzer and Sarah Ghandour presented on the station design goals, approach, four station types, design consistency, and design flexibility. Dave Pelner asked if the materials have been selected. Sarah Ghandour responded that it is still conceptual. Dave Pelner asked if there are any thoughts on whether use of materials can make the stations unique. Jim Alexander responded that the floor plan is uniform and that the applied art pulls out the unique characteristics. The members then went to view the open house boards.

6. Adjourn



**Southwest Light Rail Transitway (SWLRT)
Community Advisory Committee Meeting
March 31, 2015**

**Southwest Project Office
6465 Wayzata Blvd, Suite 500
St. Louis Park, MN 55426
6:00 PM – 7:30 PM**

Meeting Summary

CAC Members/Alternates: Council Member Munt, Russ Adams, Amanda Kappes, Andrew Pieper, Bill James, David Greene, Ian Kees, Jamil Ford, Jeff Strate, Kathryn Campbell, Kevan Hanson, Lee Munnich, Mathews Holinshead, Melissa Everett, Sana Elassar, Shirajoy Abry, Vida Ditter, Hildy Shank, Janet Weivoda, Sarah Maaske.

Agency Staff and Guests: Peter Kivimak, Kerri Pearce Ruch, Doug Cook, Ken Rodgers, Ryan Fox, Alysen Nesse, Ann Beuch, Jim Alexander, Ryan Kronzer, Sarah Ghandour, Dan Pfeiffer, Sophia Ginis.

1. Welcome and Introductions

CAC co-chair Munt opened the meeting with a round of introductions. No edits to the February 24 meeting summary were noted.

2. Community Works Update

Kerri Pearce Ruch (Hennepin County) presented a background on the Hennepin County Community Works Steering Committee. The Steering Committee is looking for closer collaboration with the Community Advisory Committee. The adopted 2015 workplan includes; Investment Framework, Corridor Wide Housing Strategy, Finance Tools, Transit Oriented Development (TOD), and Strategic Marketing and Communications.

David Greene asked if Community Works is looking at connecting services. Jim Alexander responded that the Southwest Project Office coordinates with Metro Transit bus operations and with Southwest Transit. Metro Transit anticipates conducting a corridor sector study to look at bus routes along the corridor and their interface with the LRT stations. The study would begin approximately two years before passenger operations begin on Southwest LRT and the changes would be implemented with opening. This study involves outreach to the communities to identify route changes and potential new routes.

Co-chairs Munt and Adams discussed the “What does success look like” exercise that occurred at the first meeting in February. Co-chair Munt discussed the ½ mile around the station and that Community Works is looking to maximize the opportunity in that area. Co-chair Adams mentioned looking for ways to bring the Community Advisory Committee together with the Community Works Steering Committee.

3. Member and Committee Reports/Public Forum

Co-chair Adams gave a report on the last Community Works Steering Committee meeting which included information on the Housing Strategy work that Community Works is focusing on. Co-chair Adams noted that voluntary housing goals take work to achieve and that this committee may want to hear a report.

Ken Rodgers spoke about the challenges faced by the ADA community and shared a video created by the District Council’s Collaborative of Saint Paul and Minneapolis (<http://dcc-stpaul-mpls.org/>). Video available at: www.youtube.com/watch?v=Cmt-lYlByFs. Ken stated that it takes every bit of energy to move forward and to make the best possible project. Ken discussed his involvement in the METRO Green Line (Central Corridor) Project and expressed his hope to bring these challenges to the committee’s awareness. During design they focused a lot on the layout of the station platforms and standard locations for ticket vending, shelters, trash cans, etc. which is a beautiful thing for the visually impaired community, however in so much focus on the platform they failed to think about where it sits in relation to the street and getting from the platform to the sidewalk. Another issue that Ken mentioned was the Nicollet Mall Station, there is nothing to indicate that it is safe to cross the active tracks and with the long periods of no vehicle traffic on Nicollet it is difficult to identify when cross traffic has a green light. Ken asked that the committee keep these things in mind. Two other issues that Ken identified was snow removal on the station platforms and the location of the push buttons to activate the doors on the light rail vehicle during cold weather.

Andrew Pieper asked Ken about the effort to lay out all the stations the same. Ken noted that on Central Corridor there are three station types; center, side, and side-split platforms. Jeff Strate asked how other cities with LRT have dealt with the challenges. Ken mentioned that in some locations the trains stop in the same place with barriers to indicate the location of the doors. Jamil Ford asked whether snow melt systems have been installed on any of the stations. Jim Alexander stated that it has been implemented on a handful of stations and Metro Transit is evaluating.

4. Station Open House Preview

The committee previewed the open house boards for the upcoming Station Design Open Houses. After the viewing, the committee reconvened to provide thoughts on the boards. Katy Campbell asked what the plans were for publicizing the open houses. Sam O’Connell responded that the project is still getting the word out through mass communications, twitter, and website. The materials will be posted online along with an online comment form. Jim Alexander stated that the project is looking for community input on everything; on the suggested station type at a location, on the four prototypes, on anything else the project should think about at a location. Ken Rodgers suggested that the project develop tactile models for public events.

5. Adjourn

DRAFT



Agenda Item IV – SW LRT Project Update & New Starts Submittal

Steering Committee Action Requested:

Information

Background/Justification:

Kathryn Hansen from the Southwest Project Office will provide an update on the progress of the Southwest LRT New Starts application that will be submitted to the Federal Transit Administration (FTA). The presentation will focus on the Land Use and Economic Development sections of the application. Steering Committee members will have an opportunity to provide feedback that will inform the continued development of the New Starts application.

Previous Action on Request:

Recommendation:

Financial Implications? None

Are These Funds Budgeted?

Attachments:

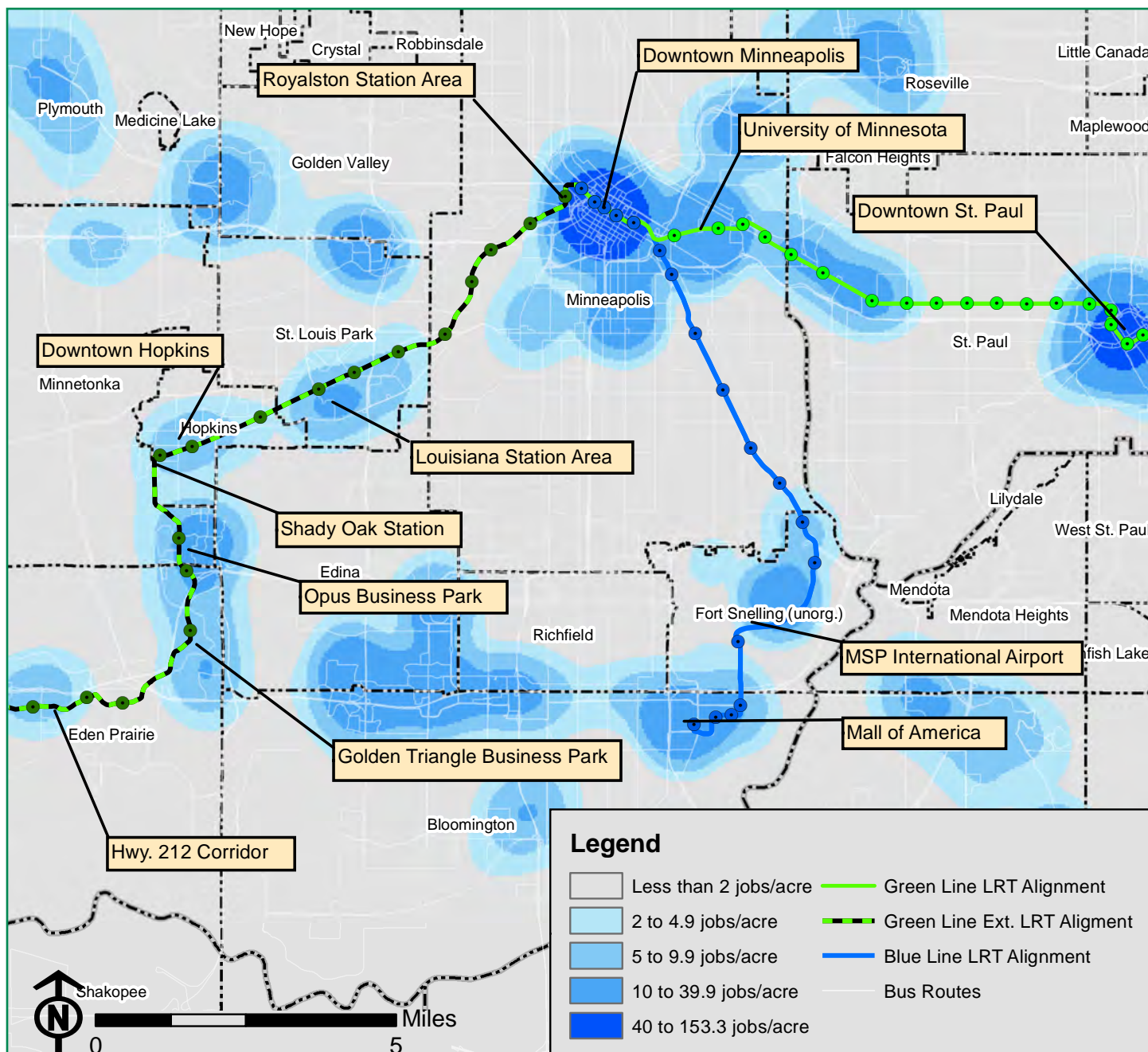
Comments:





With more than \$50 million invested in transit-oriented development (TOD) initiatives, a track record of 160+ TOD projects, 324,000 jobs served, enforceable regional policies, a 2.96 affordable housing measure and TOD zoning adopted or underway at every station, Southwest LRT warrants a high rating.

The Southwest Corridor



Southwest LRT will complete the region’s vision for the METRO Green Line, extending single-seat service all the way from downtown St. Paul through downtown Minneapolis to the growing communities and job centers of the southwest metropolitan area – and creating new opportunities for economic growth and housing choice across the metropolitan area. When Southwest LRT is complete, the METRO Blue and Green Lines will reach more than 400,000 jobs – over 25% of the region’s total employment.

With economic expansion and population growth placing increasing demands on the area’s transportation system, the Southwest Corridor faces the challenge of decreasing mobility in coming decades. Southwest LRT will support continued economic growth throughout the corridor by connecting people to jobs, housing, education and recreational opportunities.

Existing Land Use

Southwest LRT will serve 324,000 existing jobs with a one-seat ride –more than 21% of the regional total – including 199,000 jobs in the Southwest Corridor. Parking in downtown Minneapolis averages \$12.55 a day. In the majority of station areas, pedestrian accommodations are sufficient or abundant. Existing walkable mixed use centers are served by six stations. The corridor’s affordable housing measurement exceeds the FTA “high” rating.

Major employment centers define the Southwest Corridor 199,000 jobs are located within one-half mile of Southwest LRT stations. Downtown Minneapolis is the alignment’s largest employment center with 134,000 jobs; a further 65,000 jobs are distributed along the route in commercial zones including the Golden Triangle (15,000 jobs) and Opus business parks (11,000 jobs). Roughly 83,000 additional jobs are expected to be added to the Southwest Corridor by 2030 as the area’s economy continues to expand – a 40% expansion of employment.

Pedestrian and bicycle amenities abound The Twin Cities region is recognized internationally for its network of parks and trails. Southwest LRT station areas have good pedestrian accessibility and are generally well connected to the street network; where gaps in the pedestrian network exist, the Southwest LRT Community Works program has an aggressive plan for creating necessary connections. The Southwest Corridor includes regional and local multipurpose trails used by thousands of bicycle commuters and walkers. Trails provide key pedestrian linkages to almost all Southwest LRT stations. Southwest LRT will also serve highly walkable community centers including the Minneapolis North Loop, downtown Hopkins and Eden Prairie Town Center.

Affordable housing concentration earns high rating The ratio of affordable housing to total housing is almost three times higher in the cities along the Southwest LRT alignment than in Hennepin County as a whole. As a result, the corridor cities received an average 75/100 rating in an annual, statutorily required report evaluating municipalities’ existing affordable housing plans, policies and tools, compared to 33/100 for the region.

Attractive residential areas offer a mix of housing options An additional 55,000 people are anticipated to put down roots in the Southwest Corridor by 2030, drawn by the corridor’s economic vitality, desirable communities and the availability of housing options ranging from high-density apartments and condominiums to traditional single-family homes. Existing dense, multifamily housing serves the relatively high percentage of renters along the corridor – over 50%, compared to 36% throughout Hennepin County.

Existing Land Use

Criteria	Green Line Extension	FTA Rating
Employees Served By the System	324,000*	High
Average Population Density (Per Square Mile)	5,900	Medium
Parking Cost Per Day (CBD)	\$12.55	Medium-High
Parking Spaces Per Employee (CBD)	0.34	Medium
Affordable Housing Measurement	2.96	High
Average		Medium-High

* FTA guidelines allow employment to be measured along the entire Green Line.

A dynamic real estate market favors development A recent market report identified the Southwest Corridor as the most dynamic real estate market in the Twin Cities region. The corridor contains many sites with opportunities for redevelopment, with demand for commercial properties fueled by a corridor-wide trend toward businesses in the technology, medical and education sectors. At the same time, the Southwest Corridor communities are some of the most popular residential areas in the Twin Cities.

Parking supply in the central business district favors transit The price of daily parking in the central business district is roughly \$12.55, equating to a Medium-High rating. Outside the Minneapolis CBD, communities view existing surface parking areas as opportunities for transit-oriented redevelopment, as shown in the conversion of parking to developable land near Louisiana Station/Park Nicollet Methodist Hospital and the Eden Prairie Major Center Area for the Town Center Station area.



Mixed-use trails in the Southwest Corridor.

Transit-Supportive Plans & Policies

The Twin Cities' dedication to TOD is transforming the area into a national leader. Since 2011, more than \$50 million in public and non-profit funding has been targeted to TOD-related activities. Strong regional and local leadership has produced enforceable growth management and land conservation policies throughout the region. Corridor cities have adopted plans and policies for most station areas that increase station area development.

The Southwest LRT Community Works program, a unique and effective collaboration created by the Hennepin County Board of Commissioners in 2008, is guided by a Steering Committee composed of member partners from Hennepin County, cities along the LRT line, and other key organizations including the Metropolitan Council, Minnehaha Creek Watershed District, Minneapolis Park & Recreation Board, the Urban Land Institute and SouthWest Transit. The Community Works program focuses on developing tools and policies that extend the benefits of Southwest LRT "Beyond the Rails" by stimulating economic development, promoting effective planning, and strengthening community connections.

Comprehensive plans and design guidelines encourage transit-friendly development The comprehensive land use plans adopted by communities along the Southwest LRT route comply with the Metropolitan Council Regional Development Framework and Transportation Policy Plan, which include minimum density requirements for transitways. Adopted plans call for transit-supportive densities in station areas ranging from 40 dwelling units per acre along the outer portion of the Southwest LRT line to 120–200 dwelling units per acre in Minneapolis.

Support for TOD and Joint Development is in place The Council's TOD Strategic Action Plan and TOD Policy were created to prepare for expansion of the regional transitway system and guide regional TOD implementation. A Metro Transit TOD Office, led by an experienced TOD director, will guide TOD efforts along the Southwest LRT line in partnership with Hennepin County and local communities. Joint Development (JD) is a high priority for Southwest LRT, and the Project is pioneering two local JD projects under the FTA's JD Guidelines. The Metropolitan Council's TOD Handbook provides policy guidance to local governments and developers on transit-supportive development.

Zoning in place for high-intensity commercial and residential uses Of the 19 distinct zoning classifications applied to land around Southwest LRT stations, 16 have density requirements that would rate at least a Medium-High according to FTA standards. These requirements are augmented by density bonuses, setback reductions and parking reductions within station areas.

Parking reduction measures are in place Minneapolis has implemented policies to limit the amount of parking in the downtown area and reduce public subsidies for parking, including creating a Downtown Parking Overlay district that prohibits the construction or expansion of surface parking and reduces minimum parking requirements, and has also enacted maximum parking limits throughout the city.

Transit-Supportive Plans & Policies

Criteria	Performance	FTA Rating
Plans and policies for TOD in place	<ul style="list-style-type: none"> • Regional TOD policy has been adopted • Station area plans have been developed for all stations 	High
TOD zoning & implementation tools available	<ul style="list-style-type: none"> • Transit-supportive zoning adopted in some station areas, planning for TOD zoning underway in all others 	High
Programs that support TOD established	<ul style="list-style-type: none"> • Southwest LRT Community Works • Metro Transit Office of TOD • Hennepin County TOD Program • TOD Livable Communities grant program 	High

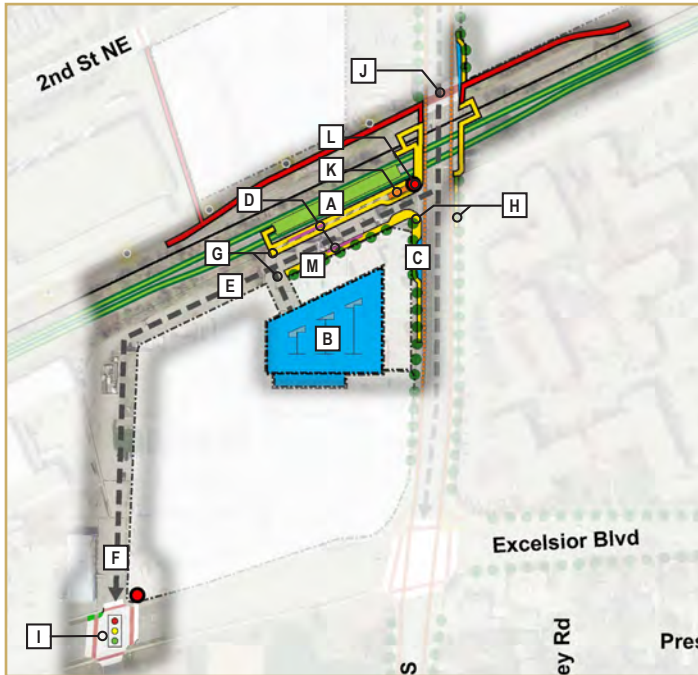
All five cities along the Southwest LRT route and Hennepin County have passed resolutions in support of Southwest LRT and approved preliminary designs for the project during the “municipal consent” process required by Minnesota law. Regional and local chambers of commerce also support Southwest LRT, recognizing that the line will connect workers with jobs in the Southwest Corridor and provide an important amenity for firms seeking to locate in the area. The Twin Cities business community recognizes that high-frequency, reliable transit is a necessity for the Southwest Corridor to maintain economic growth in this jobs-rich area.

Provision for affordable housing benefits from regional leadership The Metropolitan Council, sponsor of the Southwest LRT Project and primary provider of transit in the region, is also charged under state law with identifying affordable housing needs and allocating cities’ responsibility to meet those needs through comprehensive planning. The regional commitment to housing has already produced a significant increase in affordable housing along the region’s last LRT project, the METRO Green Line: as of May 2014 – even before the line entered passenger service – more than 2,000 units of affordable housing had been created along the corridor. Hennepin County’s success in promoting affordable housing was recently recognized in a nationwide study by the Urban Land Institute, which ranked the county first in the nation in reducing the gap between affordable housing need and supply.

Financing tools at the municipal, regional and state levels prioritize affordable housing projects near transit stations. In the Southwest Corridor, housing officials from cities, Hennepin County, the Local Initiative Support Coalition, Urban Land Institute-Minnesota and the Metropolitan Council are collaborating through the Community Works program to develop a corridor-wide housing strategy; the group is considering a coordinated overlay district and TOD fund to achieve corridor housing goals.

Transit-Supportive Plans & Policies

Examples of station area planning drawings completed for all 17 stations (Blake Station area shown):



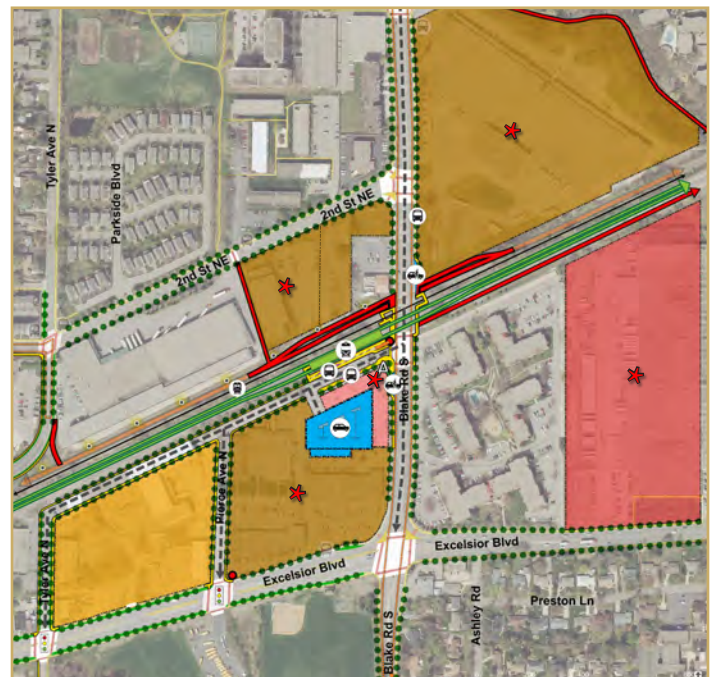
Base project scope improvements, opening day.



Access and circulation.



Station area improvements.



Potential development sites.

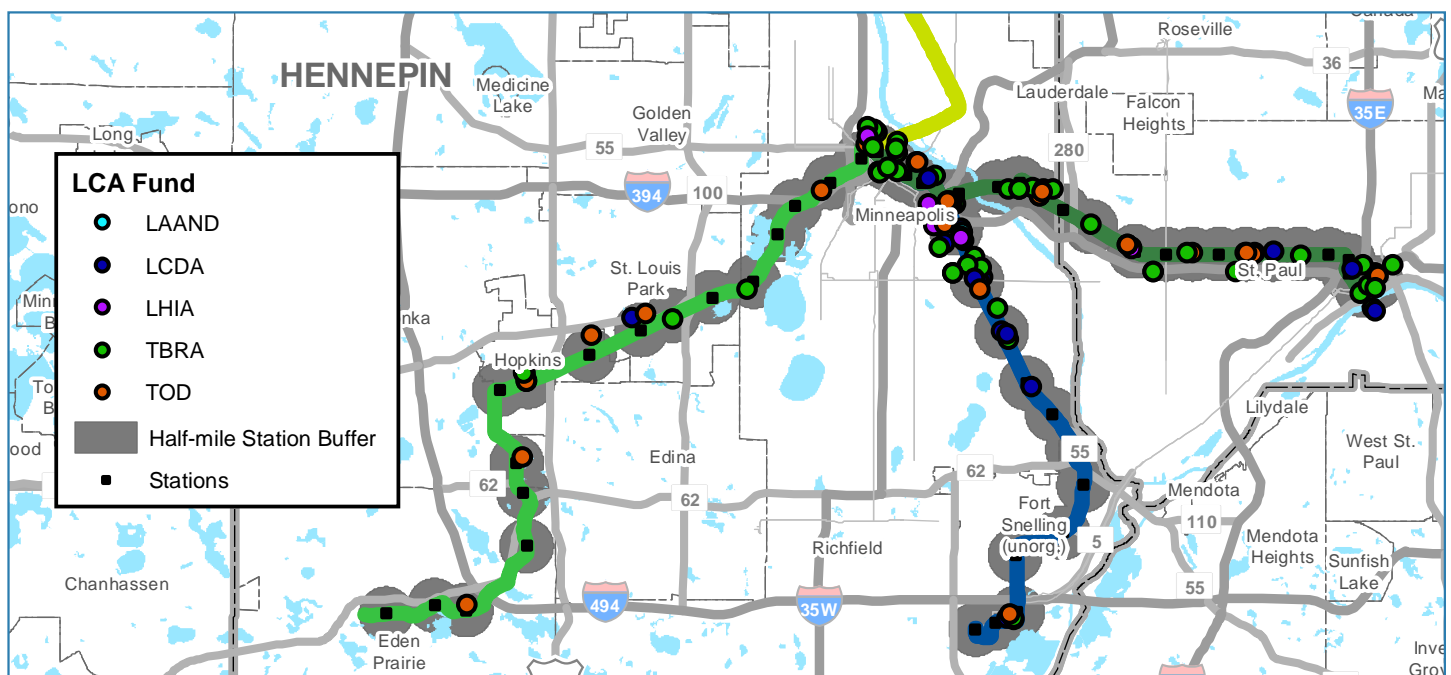
Transit supportive action plans have been prepared for each station area The Southwest LRT Transitional Station Area Action Plans (TSAAP) process, led by Hennepin County in partnership with local municipalities, has been completed and compiled into the Southwest Corridor Investment Framework, a guiding document for implementation of TOD along the Southwest LRT line. The Investment Framework recommends infrastructure investments that support anticipated development by opening day of the LRT, maximize LRT system investments, enhance existing businesses, support a full range of housing opportunities and encourage development.

Performance and Impacts of Policies

The Southwest Corridor is already emerging as the next exciting chapter in the Twin Cities' strong TOD history. Transit-supportive development is occurring at more than a third of the stations. Joint development projects are being advanced. Cities, developers and the Metropolitan Council are working proactively to deliver more TOD market-rate and affordable housing.

The region has a history of successful TOD implementation The Metropolitan Council's focus on concentrating development around transitways has resulted in Livable Communities grants to 87 projects along rail corridors. All these projects are within walking distance of transit stations on the METRO Blue and Green Lines, the Northstar Commuter Rail line and the proposed Southwest LRT alignment.

Development is strong along regional transit corridors The Twin Cities region has a proven track record of implementing TOD along transitways. Around the METRO Green Line, which began passenger service in 2014, 121 completed or planned projects have attracted an estimated \$2.5 billion in investment over the last five years. Developers recognized the opportunity that LRT presented years before the line carried its first passenger, and new projects continue to advance. Development along the region's first LRT line, the METRO Blue Line, has increased housing options and revitalized the Hiawatha Avenue corridor. Along the METRO Blue Line, 41 projects have been built outside downtown Minneapolis since 2003, boosting the market value of real estate from \$26 million to \$133 million.



Livable Communities Act investments along the METRO Green Line, Blue Line and Southwest LRT corridors.

Performance and Impacts of Policies

New transit-friendly development projects enrich Southwest LRT station areas Recognizing the successes of transit-supportive development along the METRO Blue and Green Lines, local governments and developers are moving forward with transit-supportive development near Southwest LRT station sites even though LRT service will not begin until 2019. Recent residential projects in the Southwest Corridor include:

- A 78-unit mixed-use residential building now under construction in the North Loop neighborhood of Minneapolis near the Target Field Station, with fewer parking spaces than units and an approved density of 205 units per acre.
- Excelsior & Grand, a mixed-use project that combines 338 apartments, 306 condominiums (approximately 50 units per acre) with 87,000 sq ft of retail space near Beltline Station in St. Louis Park
- TowerLight, a 115-unit senior assisted living development with 26,000 sq ft of ground-floor commercial space across the street from the Wooddale Station.
- Hoigaard Village, a mixed-use project developed at 42 units per acre on a 10-acre site with significant streetscape enhancements, at Wooddale Station.
- Gallery Flats, a 163-unit mixed-use project near Downtown Hopkins Station requiring a 1:1.1 parking ratio and pedestrian environment improvements.
- UnitedHealth Group, one of Minnesota's largest employers, is developing a new 1.5 million sq ft campus for 6,700 workers at City West Station in Eden Prairie. The development includes land for the LRT station and trail connections to the office buildings.



TowerLight senior assisted living, near Wooddale Station.



Gallery Flats, near Downtown Hopkins Station.



Plan of the new UnitedHealth Group corporate campus at City West Station.

Performance and Impacts of Policies

Proposed development projects are poised to continue the TOD trend New projects in the development pipeline will continue the trend of building in anticipation of the Southwest LRT line.

- Linden Yards West has an approved concept plan calling for 303 residential units and 770,000 sq ft of office space on city-owned industrial land near the Van White Station in Minneapolis.
- Non-profit developer PLACE is proposing to develop a mixed-income, mixed-use creative community including renewable energy systems near the Wooddale Station in St. Louis Park.
- Oxford Green, a proposed project to redevelop six existing duplexes into 51 units of affordable workforce housing near Blake Station in Hopkins.
- The Fifth Avenue Flats mixed-use project in Hopkins will redevelop a square block near Downtown Hopkins Station with 254 apartments and 13,000 sq ft of retail space.
- Liberty Plaza, near Golden Triangle Station in Eden Prairie, has a development agreement stipulating TOD features including reduced and managed parking and high-density residential uses.
- A mixed-use project near Eden Prairie Town Center Station that will combine 372 units of senior housing, 260 units of market-rate multifamily housing, 75 workforce units and 70,000 sq ft of retail space in a dense development of up to 13 stories.
- Martin Blu Apartments, a 192-unit residential project at Mitchell Station in Eden Prairie that will incorporate density increases up to 61 units per acre, parking reductions, reduced setbacks and pedestrian infrastructure improvements.



Linden Yards West concept rendering, Van White Station area.



Oxford Green concept rendering, Blake Station area.