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Southwest LRT Community Works Steering Committee

Thursday, December 19, 2013

1:30-3:00 pm

Council Chambers, St. Louis Park City Hall

Agenda

- I. **Welcome & Introductions**

- II. **Approval of October 2013 Minutes***
Chair Gail Dorfman, Hennepin County

- III. **Southwest Corridor Investment Framework**

- IV. **Presentation 2013 Achievements/2014 Workplan**
Katie Walker, Hennepin County

- V. **Presentation McKnight Moving The Market Grant – Employment TOD Pilot Project**
Katie Walker, Hennepin County
Yvonne Ho, Metropolitan Economic Development Association (MEDA)
Mike Temali, Neighborhood Development Corporation (NDC)

- VI. **Adjournment**

* enclosed

The Steering Committee will meet next on **Thursday, January 16, 2014**, from 1:30-3:00 at the St. Louis Park City Hall.

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www.southwesttransitway.org

METROPOLITAN COUNCIL





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2014 Steering Committee Meeting Dates

Meetings are held on the third Thursday of the month from 1:30 – 3:00 PM at the St. Louis Park City Hall (Council Chambers), 5005 Minnetonka Blvd, St. Louis Park

January 16th

February 20th

March 20th

April 17th

May 15th

June 19th

July 17th

August 21st

September 18th

October 16th

November 20th

December 18th



Southwest LRT Community Works Steering Committee

Meeting Minutes

Thursday, October 17, 2013

1:30 - 3:00 pm

St. Louis Park City Hall

Meeting Attendees

Steering Committee Members & Alternates

Chair Gail Dorfman, Hennepin County Member

Jason Gadd, City of Hopkins Member

Anne Mavity, St. Louis Park Member

Tony Wagner, Minnetonka Member

Kathy Nelson, Eden Prairie Member

Mary Brindle, Edina Alternate

Jeff Casale, Minnehaha Creek Watershed District Alternate

Dick Miller, Minnehaha Creek Watershed District

Caren Dewar, Urban Land Institute—Mn Ex Officio

Other Attendees

Katie Walker (Hennepin County), Kerri Pearce Ruch (Hennepin County), Dave Nuckols (Commissioner Callison's Office), Nelrae Succio (Hennepin County), Kevin Locke (St. Louis Park), Julie Wischnack (Minnetonka), Meg McMonigal (St. Louis Park), Kathryn Hansen (SW Project Office), Kersten Elverum (Hopkins), Jeff Peltola (Public Works for Public Good), Elise Durbin (Minnetonka), Tania Mahtani (Eden Prairie), Regina Rojas (Eden Prairie), Sean Walther (St. Louis Park), Claire Bergren (Harrison Neighborhood Association), Nardal Stroud (NPRC), Jason Zimmerman (St. Louis Park), Meg Beckman (Hopkins), Joan Vanhala (AMS), Kathie Doty (KLD Consulting)

Presenters

Gretchen Nicholls (LISC)

GB Arrington (GB Place Making)

I. Welcome and Introductions

Chair Dorfman convened the meeting and asked members and attendees to introduce themselves. She reported on the status of the LRT project, saying that the Governor had indicated that more time should be taken for review of freight rail location options, hydrology work and environmental impacts. It is hoped that the project will be forwarded to cities for municipal consent by the end of the year. Chair Dorfman offered that it is important to keep sight of the importance of this project as a major regional initiative. Chair Dorfman asked committee members about planned attendance at the upcoming Railvolution conference in Seattle and reminded attendees that the Twin Cities will be hosting this conference in 2015.

Chair Dorfman introduced Gretchen Nicholls from Local Initiatives Support Corporation (LISC) to provide an update on work with the cities of Eden Prairie and St. Louis Park to host the Corridor Development Initiative, using a grant from the HUD Sustainable Communities fund. This work helps cities position for redevelopment along the Southwest Corridor by engaging communities around opportunity sites, what communities would like to see, developing possible design ideas, estimating costs, then checking on the viability of various scenarios. Three core objectives came out of the recent sessions: 1) to enhance opportunities for mixed use and mixed income projects; 2) to create a destination that could be strengthened through pedestrian orientation and improved access; and 3) to create commercial spaces for small entrepreneurs. Recommendations will be forwarded to the city to inform their discussions. In St. Louis Park, work is still underway with community groups. Next will come a developer panel to tap expertise and ideas from developers.

Ms. Nicholls said that her group was willing to work with other neighborhood and community groups if there is interest. Anne Mavity asked about the outcomes of the process. Ms. Nicholls responded that this is a tool that generates varied outcomes depending on the project. Tony Wagner and Mary Brindle reported that the tool has been used in Minnetonka and Edina, respectively, and has been effective at engaging community members.

II. Approve September 19, 2013 Meeting minutes

Chair Dorfman made a correction to the minutes, then the minutes were moved, seconded, and approved on a voice vote.

III. Federal Transit Administration (FTA) New Starts / Local Code Analysis & Recommendations

Chair Dorfman asked Katie Walker to report on work with GB Arrington and Maria Zimmerman to position the Southwest project to be competitive with regard to our 'story' about the region's record of land use and development successes. A staff group has been working on this and Ms. Walker reviewed progress to date. Highlights include delivery of Hiawatha and Central LRT projects, on time and on budget. Zoning changes were made around Hiawatha stations and Central is enacting TOD strategies. Ms. Walker also mentioned our region's record of creating effective partnerships, for example, the Midtown Corridor Partnership, and funding mechanisms available to support TOD efforts. Members suggested also including private sector investments, for example, United Health's planned development. The staff group will also be working on weaving in initiatives undertaken by Southwest Corridor cities, and the creation of corridor-wide housing strategies. Chair Dorfman suggested including information about the County's special statutory authority that allows for the creation of Community Works projects.

Chair Dorfman asked GB Arrington to add his comments to this discussion. Mr. Arrington said that the focus should be on demonstrating a proven track record with projects that have been built, for example, the Excelsior and Grand area, over those in the planning phase. He outlined four things the FTA will be looking for: 1) increased density - minimum residential densities of 25 units per acre on average and commercial floor to area ratios (FAR) of 2.5. Tony Wagner asked what distance from the station is applicable and Mr. Arrington responded that, generally, it's within a 1/4 mile area, but emphasized that focusing on a few good projects in a smaller area is more productive than doing mediocre projects over larger areas. 2) Transit oriented character - encouraging walking through good urban design and a mix of land uses. 3) Pedestrian facilities and connectivity, going out further than 600 feet from the stations. 4) Parking - the amount and availability of parking near the stations, looking for lower maximums and lower minimums. Priced and managed parking is preferred. Peter McLaughlin asked if park and ride facilities 'count' in such a ranking. He suggested that our region should advocate for changes in this policy such that our region could get credit for park and ride facilities, and Mr. Arrington agreed.

Mr. Arrington talked about his review of city zoning codes and policies, and stated that the cities in the Southwest corridor have fairly transit-supportive comprehensive plans in place. In general there is a need to revise zoning codes from what was done in 2010, but he noted that some of the cities have already proceeded to revise codes. Caren Dewar offered that ULI is about to host a program on parking. She also mentioned that Tom Fisher, Dean of the University's College of Design, is working in design issues for parking facilities that could be converted to other uses after the need for parking space diminishes.

Mr. Arrington offered other suggestions regarding timing and sequencing of activities to move forward with becoming more transit-ready. Minnetonka, Hopkins and St. Louis Park staff provided examples of actions already taken in response to a question from Peter McLaughlin. Tony Wagner asked about reporting on activities not in close proximity to SW stations. Mr. Arrington responded that any example of how a jurisdiction has already taken action and demonstrated the ability to encourage and support transit oriented development should be reported. Anne Mavity said it will be important to show the public how different parking scenarios, combined with other ways to get to stations, will work. Peter McLaughlin pointed out that about 30% of Hiawatha LRT riders get to the stations via a bus. Mary Brindle talked about recent Southdale residential developments and incentives being provided to encourage less parking.

Members suggested that our reporting to the FTA include descriptions of bike sharing (Nice Ride) and car sharing programs that are growing in popularity.

Chair Dorfman closed the discussion by saying that Mr. Arrington would be continuing to work with cities to identify ways to move forward with zoning code and other changes.

IV. Southwest Transit Oriented Development (TOD) Strategy

Chair Dorfman introduced the last agenda item, discussion of how to create a strategic development framework that has stakeholder support, consensus on TOD criteria, and funding and implementation strategies. Mr. Arrington outlined the need to transition from the planning phase to the implementation phase. He talked about the need to get 'early wins', and to set up the environment to catalyze private investment. We should think of TOD not as a project, but as a larger, walkable area. During the final design and construction phases of the LRT project, we will need to continue to work with the SW Project Office to refine the transit design, begin to acquire land for TOD, work closely with developers, and get zoning changes adopted. Developers will become much more interested and ready to move forward as the LRT project becomes more real. He recommended, in addition to work already underway, that this group focus on more detailed master planning for just a few selected areas, places that are ripe for development. He stated that the detailed master planning work should be led by cities, in collaboration with partners. In conclusion, we should target places for demonstration projects that have markets, political support, and available land. Peter McLaughlin talked about county dialogue about the possibility of creating a strategic acquisition fund as a tool to capture opportunities that arise. Anne Mavity asked about how land acquisitions would occur; Mr. McLaughlin said he thought any county action would occur in partnership with the city where the land is located. The group discussed the Land Bank and creation of stacked funding strategies.

Chair Dorfman concluded the discussion by saying that we have from now until the first quarter of 2014 to solidify an implementation strategy. Tony Wagner about how we would stay in coordination as we move forward. Mr. Arrington said staff would continue to work together to facilitate coordination, and the station area planning work that is underway also supports a coordinated approach.

V. Next Meeting: November 21, 2013

Chair Dorfman announced that the November meeting will include a workshop on the station area planning work completed to date (TSAAP) so it will be held over lunch from noon to 3 pm.

VI. Adjournment

Chair Dorfman adjourned the meeting, thanking members for their participation.

DRAFT



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Agenda Item 3: Southwest Corridor Investment Framework

Steering Committee Action Requested:

Receive the Southwest Corridor Investment Framework and send to member agencies for action.

Background/Justification:

Previous Action on Request:

Recommendation:

Attachments:

Comments:

Financial Implications?

Are These Funds Budgeted?





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Agenda Item 4: Southwest Community Works 2014 Work Plan

Steering Committee Action Requested:

Information

Background/Justification: Staff will provide an overview of 2013 achievements and a preview of the proposed 2014 workplan.

Previous Action on Request:

Recommendation: Information

Financial Implications?

Are These Funds Budgeted?

Attachments:

Comments:



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**Agenda Item 5: McKnight “Moving the Market” Grant
Employment Transit Oriented Development (ETOD) Pilot(s)**

Steering Committee Action Requested:

Informational Presentation by Katie Walker, Hennepin County;
Yvonne Ho, MEDA; and Mike Temali, NDC.

Background/Justification:

The McKnight Foundation awarded a \$750,000 grant to a collaborative effort by Hennepin County, Meda, and NDC to implement a multi-organization initiative to focus on Employment Transit Oriented Development (ETOD) along the Southwest LRT line (Green Line Extension) to expand minority-owned mid-market businesses and create new jobs for communities of color. ETOD moves beyond the traditional focus on housing and mixed use retail at station locations to identify strategies to redefine the station areas, transforming them into places where employment, entrepreneurial opportunities, support services and amenities exist. This results in increased access to jobs by high frequency, high amenity transit. When combined and strategically implemented, this effort will be a model for the region as well as the nation on how to mobilize resources and organize them in a unique fashion to effect positive change and create opportunities in the traditionally suburban employment centers that exist today and will be transformed by LRT in the future. The collaboration also advances McKnight’s Region and Communities Program goal of “increasing efficient and sustainable regional metropolitan development that creates livable communities and expands opportunities for all to thrive” by connecting residents across the Twin Cities region to jobs along the Southwest LRT line, promoting sustainable business growth and development along the corridor and increasing transit ridership. Regional economic equity is enhanced through access to jobs and increased locational choice in housing. Workers and families will have increased access to suburban jobs with the support services and amenities at station areas to make transit a viable choice, leading to long-term economic stability for families, communities and our region.

The initiative will:

- > Demonstrate two Employment Transit Oriented Development projects.
- > Start four new businesses along the Southwest Transit Corridor.
- > Expand or relocate four existing businesses along the Southwest Transit Corridor.
- > Create 80 new jobs.
- > Secure \$40 million in Southwest Transit Corridor procurement opportunities for minority owned firms, including construction of the LRT line.





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Previous Action on Request:	
Recommendation: Information	Financial Implications? Are These Funds Budgeted?
Attachments:	
Comments:	





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Updates/Information

- Hennepin County Programs – Handout provided at November CAC
- Corridors of Opportunity Update
- Southwest Project Office Update
- Metropolitan Council Town Hall/Community Meetings Flyer



SOUTHWEST light rail transit

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For years, Hennepin County has been investing in the Southwest LRT corridor through a variety of funding programs. This investment in the corridor displays Hennepin County’s commitment to the viability of the residents and businesses that live and work in the Southwest corridor. Many of the Hennepin County programs prioritize projects that enhance the use of transit, which has and will continue to lead to projects that are supportive of the Southwest LRT.

Hennepin County Community Works

Community Works projects are developed in partnership with communities, cities, and other stakeholders to focus public and private investment along designated corridors. The Southwest Community Works Project, like all Community Works projects, embraces five key principles:

- Stimulate Economic Development
- Promote effective planning and implementation
- Maintain and improve natural systems
- Strengthen community connections
- Enhance the tax base

Right: The Midtown Greenway is an example of a successful Community Works project, which also connects to the Southwest LRT corridor at the West Lake Station.



Transit Oriented Development Program

The Hennepin County Transit Oriented Development (TOD) Program was established to support redevelopment and new construction that enhances transit usage. **To date, the TOD Program has awarded \$4,581,671 to various projects in the Southwest corridor.**

Projects and developments funded through the TOD Program can enhance transit by:

- Using compact development patterns
- Using available space efficiently
- Containing a diversity and mixture of uses within the development site
- Supporting pedestrian-friendly physical design
- Being located within walking distance of transit stations



Left: The Natural (600 5th St. N, Minneapolis) is under construction near the Royalston Station and received funding through the Hennepin County TOD Program.

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Affordable Housing Incentive Fund Program

The Affordable Housing Incentive Fund (AHIF) Program provides capital funding to assist municipalities, nonprofit agencies, private and nonprofit housing developers, and lenders in the development of long-term affordable housing units. A major goal of the AHIF Program is to provide long-term affordable housing units for households with incomes at or below 50 percent of the area median income, with priority given to projects that develop units that are affordable to households with incomes at or below 30 percent of the area median income. Another major goal of the AHIF Program is to fund projects that promote the connection of affordable housing to transit, which directly relates this program to the Southwest Community Works project. **To date, the AHIF Program has awarded \$5,680,780 to various projects in the Southwest corridor.**

HOME Investment Partnerships Program

The HOME Investment Partnerships Program (HOME) is a flexible grant program that allows Hennepin County to fund affordable housing for low-income families or individuals, homeless families, and persons with special needs. The HOME Program funds are allocated through a Request for Proposal (RFP) process, and funded activities can include new construction of affordable units, rehabilitation of owner or rental properties, and acquisition. Projects that align with other county priorities can receive priority in the RFP process. Affordable housing development can align with other county priorities by:

- Supporting sustainable communities through affordable housing development along major transit corridors like the Southwest LRT corridor
- Developing affordable housing in the form of Transit Oriented Development (TOD)
- Developing affordable housing that promotes active living through design that incorporates pedestrian-friendly infrastructure to encourage physical activity

To date, the HOME Program has awarded \$1,630,767 to various projects in the Southwest corridor.

Environmental Response Fund

The Hennepin County Environmental Response Fund (ERF) is a grant program that funds the assessment and cleanup of contaminated sites. ERF grants allow for redevelopment in areas that otherwise may not have been financially feasible to do so, based on the hidden environmental costs of contaminated sites. Projects can receive priority in the ERF grant allocation process by redeveloping contaminated sites into public or green space, affordable housing, or any other redevelopment that promotes economic development. **As of 2009, the ERF Program had awarded \$8,645,842 to various projects in the Southwest corridor.**

Right: The Marketplace & Main (10 7th Ave North, Hopkins) development received ERF funds for environmental cleanup.



Above, from top to bottom: Higher Ground (165 Glenwood Avenue, Minneapolis) and Heritage Park (1000 Olson Memorial Highway) both received funding from the AHIF Program.




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The Partnership for Regional Opportunity - Corridors of Opportunity Lives on in 2014

December 3, 2013

Corridors of Opportunity Staff

December 31, 2013 marks the end of the [HUD Sustainable Communities](#) and [Living Cities Integration Initiative](#) grant programs that were the basis for the Corridors of Opportunity initiative. With this turning point in mind, the Corridors of Opportunity Policy Board reflected on the value of the partnership, its accomplishments, and work that remains unfinished.

Members agreed that the initiative's emphasis on equity and economic competitiveness in advancing the build out of the transit system and development along the system has brought a unique perspective to the region. The convening of the Policy Board – which includes diverse senior leadership from public, private, philanthropic and nonprofit organizations from across the region – has been a critical factor in the initiative's capacity to create change. In order to more fully embed the findings from the initiative and explore new work more deeply, the Policy Board unanimously agreed to convene for one more year, and will meet six times in 2014.

To reflect the group's region-wide focus, extending beyond transitways, a new name was chosen for the group: The Partnership for Regional Opportunity (the Partnership). Along with the name change, the Policy Board adopted a new vision for its work: *Growing a prosperous, equitable, and sustainable region.*



The goals of the Partnership are to:



NEWSLETTER

Read the [latest newsletter](#) or check out the [newsletter archive](#).

Join the Corridors of Opportunity Newsletter mailing list - [send an email to Kallen Hayes](#).

MORE NEWS

- [The Partnership for Regional Opportunity - Corridors of Opportunity Lives on in 2014](#)
- [Met Council Steps Up Role in Transit-Oriented Development \(TOD\)](#)
- [Anchors Aweigh! Contract Creates Jobs in Central Corridor](#)

[more](#)

NEWS ARCHIVE

- [May 2012](#) (1)
- [July 2012](#) (2)
- [September 2012](#) (1)
- [October 2012](#) (1)
- [November 2012](#) (4)
- [December 2012](#) (5)
- [January 2013](#) (4)
- [February 2013](#) (4)
- [March 2013](#) (4)
- [April 2013](#) (4)
- [May 2013](#) (4)
- [June 2013](#) (4)

1. Improve the economic prospects of low-income people and low-wealth communities
2. Promote high quality development near existing assets (e.g. employment centers, transitways, and commercial and industrial corridors)
3. Advance a 21st century transportation system

- [September 2013](#) (5)
- [October 2013](#) (4)
- [November 2013](#) (3)
- [December 2013](#) (1)

Taking the findings and learnings from the Corridors of Opportunity projects, the Partnership has charged itself with creating systems change and embedding the equity-focused work into existing organizations. Aligning resources, policies, and programs will be a key strategy for implementation, and each participating organization has committed to finding opportunities to embed the work internally.

To further advance these goals, four workgroups co-chaired by leaders from different sectors, have been established, including Policy Board and other implementing organizations:

The four focus areas include:

- Shared Prosperity
 - Co-chaired by the McKnight Foundation and Greater MSP
- Transit-Oriented Development (TOD)
 - Co-chaired by the Metropolitan Council and Central Corridor Funders Collaborative
- Regional Equity & Community Engagement:
 - Co-chaired by Ramsey County and Nexus Community Partners (representing the Community Engagement Team)
- Transportation Funding:
 - Co-chaired by Minnesota Philanthropy Partners and the Minnesota Department of Transportation.

As 2013 winds down, work group co-chairs are beginning to frame workplans, recognizing the one-year time frame and the explicit goal of embedding principles and activities into existing organizations.

In 2014, bi-monthly Partnership meetings will be used to demonstrate progress on goals, to hold each other accountable and to raise up issues and opportunities encountered by the workgroups with an eye toward collective problem-solving.

Stay tuned. 2014 promises to build on the energy and momentum of the past three years.

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Date: December 12, 2013

To: Southwest Community Works Steering Committee

From: Chris Weyer, Southwest LRT Project Director

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

Project Development

- The Council executed contracts for two additional studies (freight rail relocation analysis and water resources evaluation); consultant staff began work on a third study (Kenilworth tree and vegetation survey).
- The Council canceled procurement for an Engineering Peer Review Consultant and will issue a new RFP after the project scope and budget is approved.

Environmental Program

- Wetlands consultant completed field reviews with permitting agencies; SPO continued coordination with the Corps of Engineers and submitted a Jurisdictional Determination Request.
- SPO and MnDOT collaborated on Section 106 activities related to historic properties impacts.
- Phase I Environmental Site Assessment consultant completed work.
- Title VI Equity Analysis consultant continued data analysis related to the OMF site.

Advisory Committees

- SWLRT Corridor Management Committee met Nov. 6 to discuss the upcoming studies and joint development/transit-oriented development opportunities in station areas.
- SWLRT Community Advisory Committee and Business Advisory Committee met on Nov. 7 and 27, respectively, to discuss the upcoming studies and joint development/transit-oriented development opportunities in station areas.
- SWLRT Committee meeting materials are available at <http://metrocouncil.org/Transportation/Projects/Current-Projects/Southwest-LRT/SWLRT-Committees.aspx>.

Other Outreach and Communication Activities

SPO staff engaged in the following outreach activities:

- Participated in station area workshops hosted by the City of St. Louis Park
- Met with representatives of the Harrison Neighborhood Association to discuss JD/TOD opportunities at Van White Station.
- Responded to approximately 120 calls and emails from the general public.
- Updated the swlrt.org website to include committee agendas, minutes and presentations as well as information on upcoming meetings.



TOWN HALL/COMMUNITY MEETINGS

Southwest LRT Studies in the Kenilworth Corridor

The Metropolitan Council will host facilitated public community meetings on January 7 & 9, 2014 focused on studies that are currently underway of freight rail, water resources and landscaping/greenscaping in the Kenilworth area of Minneapolis.

LOCATIONS & TIMES

Tuesday, January 7, 2014

5:00 – 7:30 P.M.

Kenwood Community Center

2101 Franklin Avenue West, Minneapolis

MAP: <http://goo.gl/maps/oguGh>

Thursday, January 9, 2014

5:00 – 7:30 P.M.

St. Louis Park Recreation Center

3700 Monterey Drive, St. Louis Park

MAP: <http://goo.gl/maps/waC5T>

In December 2013, the Southwest LRT (Green Line Extension) Project began three studies to clarify important issues that affect the proposed light rail line between Eden Prairie and downtown Minneapolis:

- The location of freight rail service in the Kenilworth Corridor
- Potential impacts of LRT construction on Cedar Lake and Lake of the Isles
- Landscaping and greenscaping in the Kenilworth area

Draft results of these studies are expected in early 2014, when there will be more opportunities for public comment.

These meetings will provide opportunities to learn about these studies, talk to project staff and discuss the study scopes with invited elected officials.

MEETING AGENDA

5:00 – 5:30 Open house (project staff on hand to answer questions)

5:30 – 7:30 Welcome and review of meeting purpose

Overview of scopes of work for three studies

Facilitator-led discussion

Wrap-Up/Next Steps

Any individual who requires assistance to participate should contact Southwest LRT Community Outreach Coordinator Daren Nyquist, Daren.Nyquist@metrotransit.org or 612-373-3894 at least seven business days in advance of the scheduled meeting.

Learn more about Southwest LRT at www.swlrt.org