

SOUTHWEST

Green Line LRT Extension



# SWLRT Community Advisory Committee

November 7, 2013



# Today's Topics

- Transit Oriented Development (TOD) and Joint Development (JD)
- Hennepin County Community Works TOD
- Project Updates and Next Steps
- Member and Committee Reports/Public Forum



# Intro to Transit Oriented Development

# Definition of TOD

“Walkable, moderate to high density development served by frequent transit with a mix of housing, retail, and employment choices designed to allow people to live and work without need of a personal automobile.”

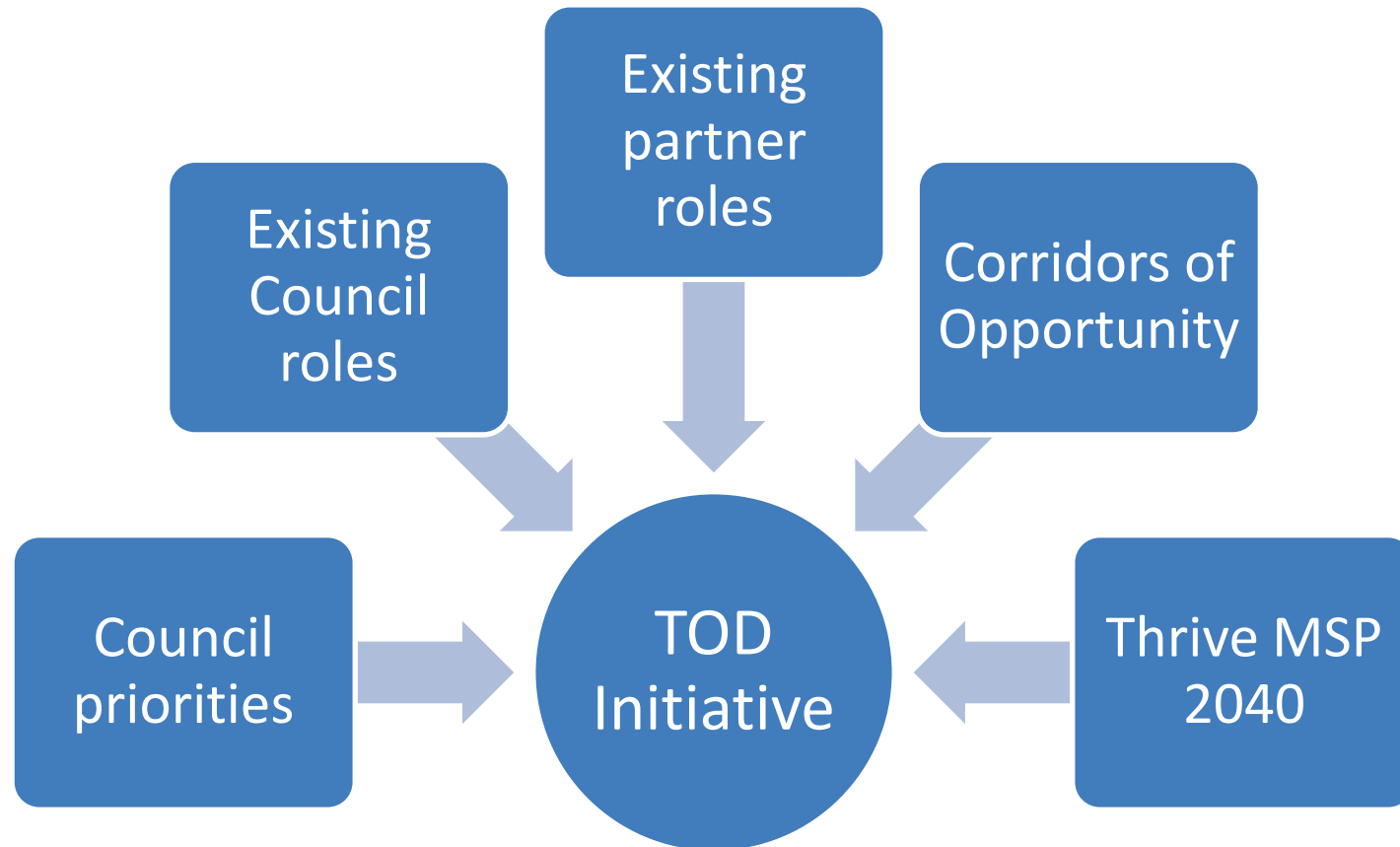


# Southwest LRT Project Office TOD

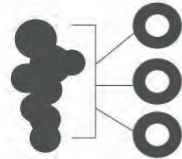
- Established a TOD and Land Use section
- Set a goal for 2013 to identify 5 joint development opportunity sites
- City Public Works and **Community Development Staff** Participation in Issue Resolution Team (IRT) Process and Technical Project Advisory Committee (TPAC)
- Support Hennepin County led Southwest LRT Community Works Transitional Station Area Action Plan (TSAAP) Process

# Metropolitan Council and Transit Oriented Development

# Origins of the Council's TOD Initiative



# TOD Strategic Action Plan - Process



1

2

3

4

5

Rigorous  
Preparation

Develop & Analyze  
Strategic Choices

Access Choices &  
Determine Direction

Vet the Preferred  
Strategy

Strategy and  
Action Agenda



May –  
August  
2012

September  
2012

February  
2013

May  
2013

July  
2013

Interviews  
and  
research

Think  
Tank 1

Think  
Tank 2

Think  
Tank 3

Council  
adoption

# TOD Strategic Action Plan: Feedback From Partners

- Be brave in creating successful TOD in the region
- Develop a TOD Policy
- Align principles and priorities with TOD policy
- Play a more proactive role
- Focus on implementation, yet continue to plan for TOD
- Be a regional leader by providing TOD expertise
- Build strong partnerships
- Be nimble and flexible
- Strengthen internal Met Council coordination

# TOD Strategic Action Plan: Goals

Collaborate with partners

Prioritize resources for impact

Focus on implementation

Improve internal coordination



# TOD Strategic Action Plan: Immediate Steps

Establish a TOD office

Adopt a TOD policy

Create an internal working group

Create external advisory group

# Developer Feedback

- Unanimous support for a more proactive Council role
- TOD has visibility, but transit alone does not make a project
- Support “replicable” and “catalytic” projects to move the market
- Develop strategy for commercial and mixed use TOD
- Be nimble, entrepreneurial, predictable, focused, timely

# TOD Goals



**1. Maximize the development impact of transit investments by integrating transportation, jobs and housing.**



**2. Support regional economic competitiveness by leveraging private investment.**



**3. Advance equity by improving multimodal access to opportunity for all.**

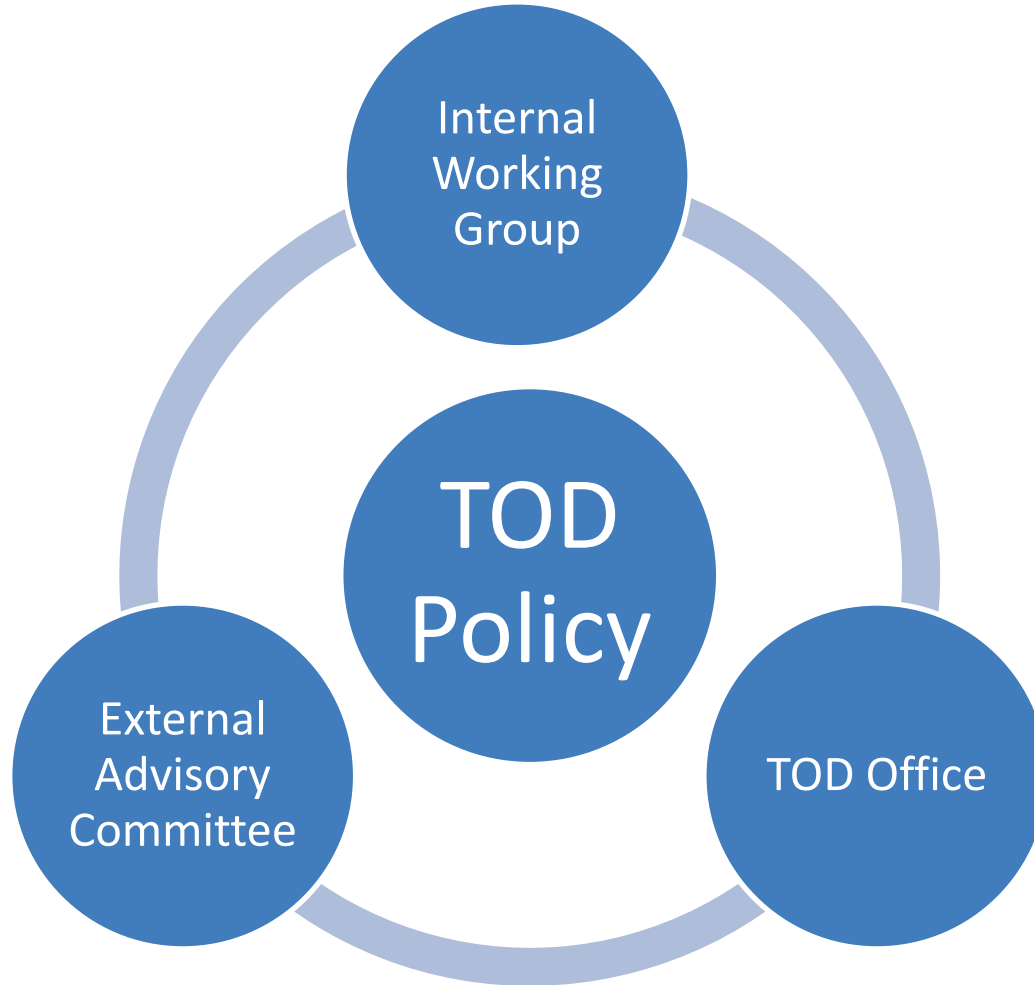


**4. Support a 21<sup>st</sup> century transportation system through increased ridership and revenues.**

# TOD Policy: Strategies to Achieve Goals

- Prioritize resources
- Focus on implementation
- Communicate effectively
- Collaborate with partners
- Coordinate internally

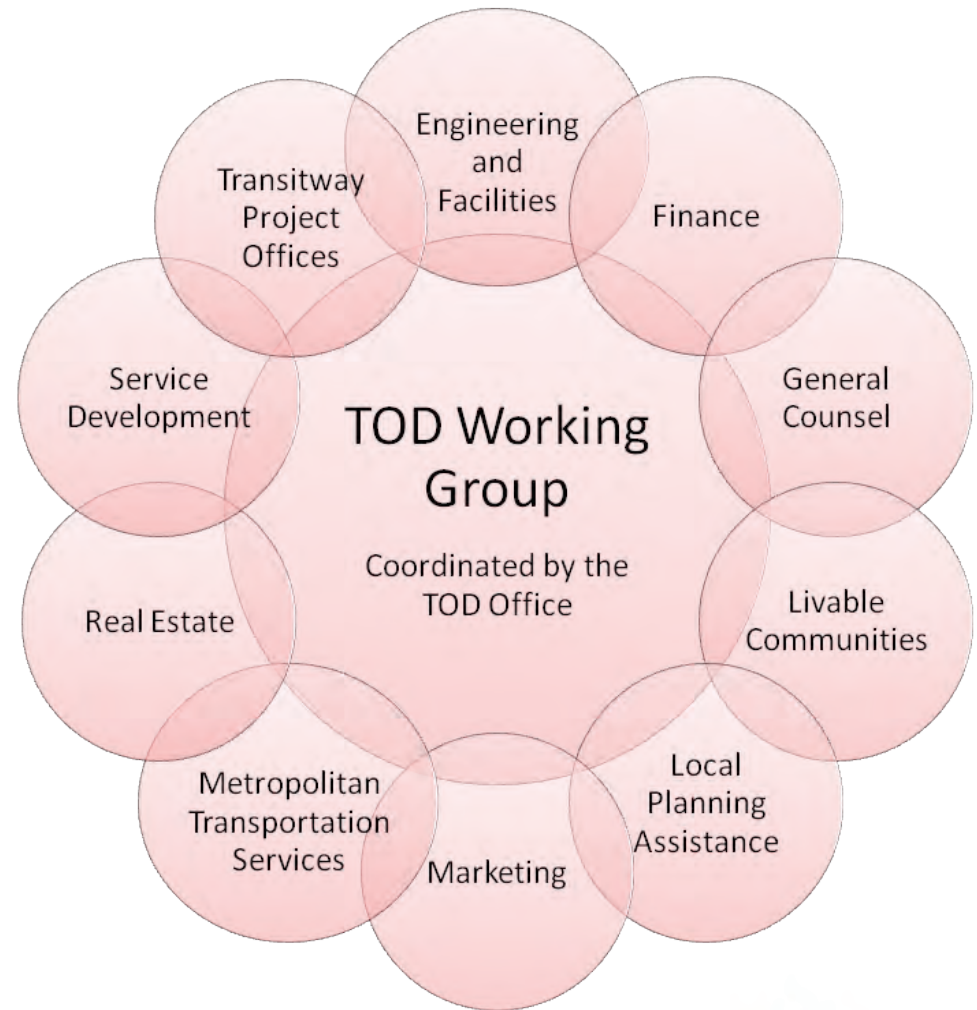
# Collaborative Approach to Implement TOD Policy





# Internal TOD working group

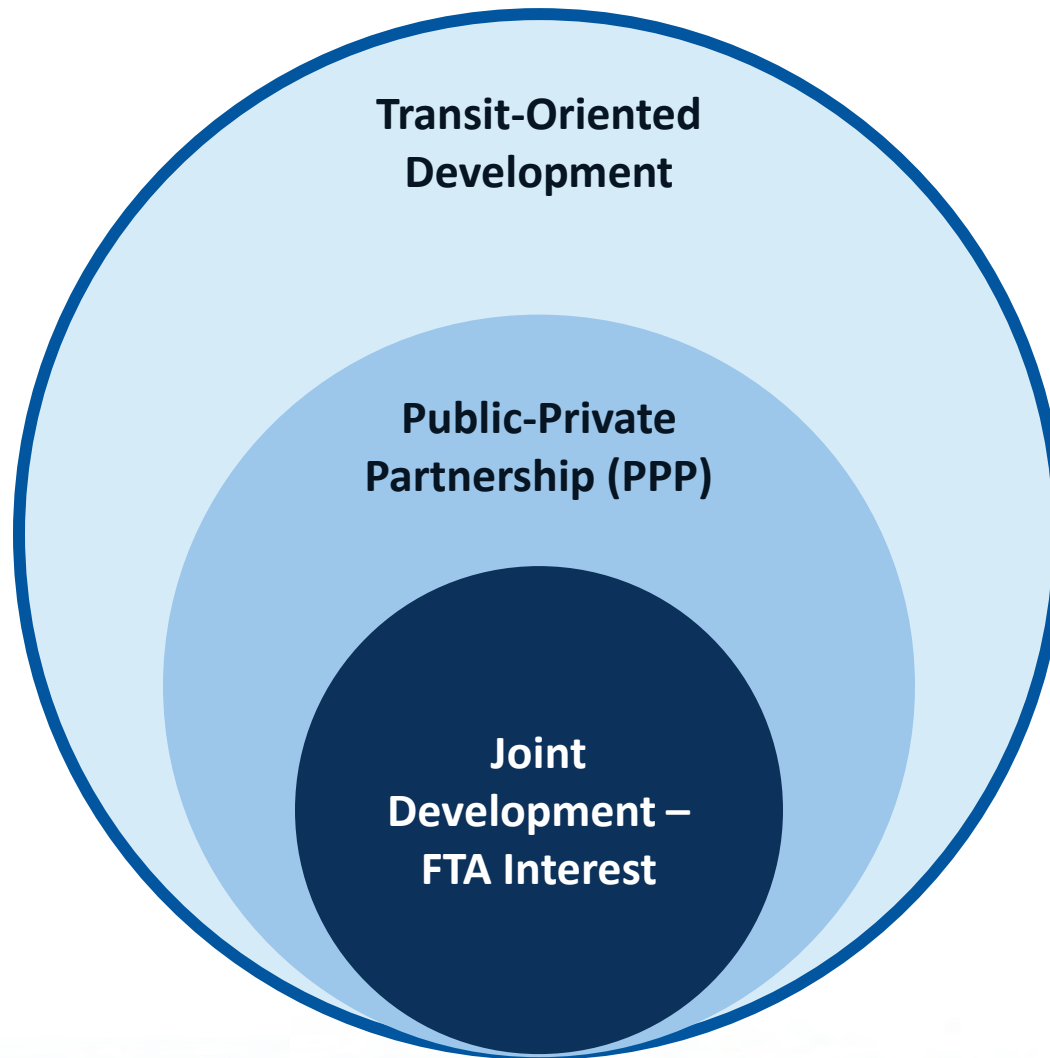
- Implement the TOD Policy
- Ensure consistency across TOD-related activities
- Share information and resources about TOD-related activities across the organization
- Align efforts to achieve Council TOD goals





# Southwest LRT and Joint Development

# Joint Development: A Subset of TOD



# Joint Development: Defined by FTA



A transit project



Integrally related to commercial, residential or mixed-use development



May include public, private or non-profit development associated with transit capital investments



FTA financial assistance = "a federal interest"

# Joint Development Project Eligibility

- 1 Creates an economic benefit
- 2 Enhances public transportation
- 3 Provides a fair share of revenue for public transportation
- 4 Requires JD tenants to pay a fair share of costs of occupied facility

# FTA Eligible Joint Development Activities

- Land acquisition and relocation costs
- Demolition of existing structures
- Site preparation, including environmental work
- Utilities, roadways and other infrastructure including building foundations
- Pedestrian and bicycle access
- Site amenities (streetscape, plazas, etc.)
- Project development activities including design, engineering, and real estate packaging
- Construction of exterior commercial space
- Station master planning

# Why Do Joint Development?

- JD Benefits Transit and Land Use
  - Increases transit ridership
  - Fosters economic development
  - Improves passenger experience: safety, connectivity, amenities, etc.
  - Can increase local tax base



# Why Do Joint Development?

- JD leverages Federal Funds
  - All revenue stays local
  - Can reduce the need for TIF
  - Revenue to transit agency reduces O&M costs
  - Local TOD funds can be used for additional projects
  - New Starts Application Advantages: establishing JD Program is key to obtaining a high rating in economic development category

# Regional Joint Development Examples

# Eagan Transit Station

## Details

679 car, 3-level parking facility  
3,300 s.f. passenger terminal  
30,000 s.f. busway  
15,000 s.f. retail space  
5.65 acre site





# SouthWest Village



## Details

Transit center includes:

Passenger area (1,400 s.f)

Parking facility (3-level/511 stalls)

8-acre site includes:

Transit center

Residential development (33 owner-occupied townhomes)

Commercial devlptmt (18,000 s.f.)





# SouthWest Station: Large Scale Integrated Mixed-Use Development



## Details

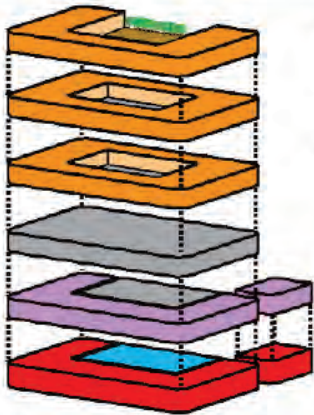
- 924-stall / 4-level parking facility
- 9,000 s.f. transit station
- 6-bay articulated bus platform
- Bus access tunnel to TH 212
- 20 acre site includes restaurants, retail/commercial space and housing



# La Crosse Grand River Station

## Details

- Passenger terminal
- 8 bus-transfer bays
- Parking facility
- Retail space
- 70 rental units (upper 3 levels)



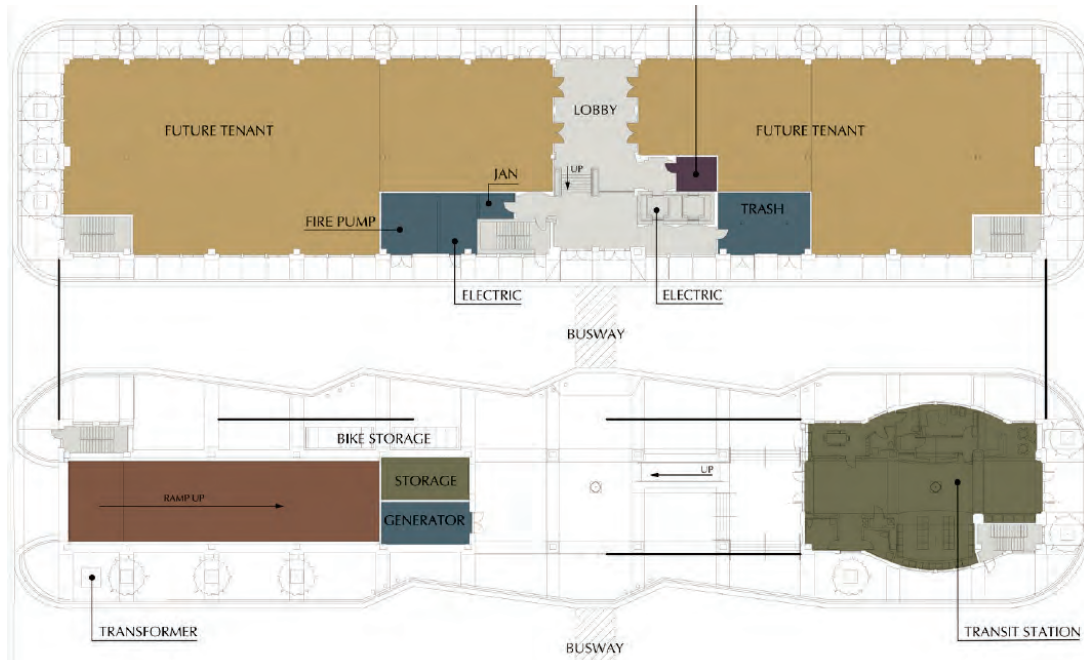
**6th floor:** 20 units housing; roof-top deck

**4th and 5th floors:** 30 units housing/level

**3rd floor:** 164 parking stalls

**2nd floor:** 28K sq. ft. office; 60 parking stalls

**1st floor:** 34K sq. ft. retail; transit station



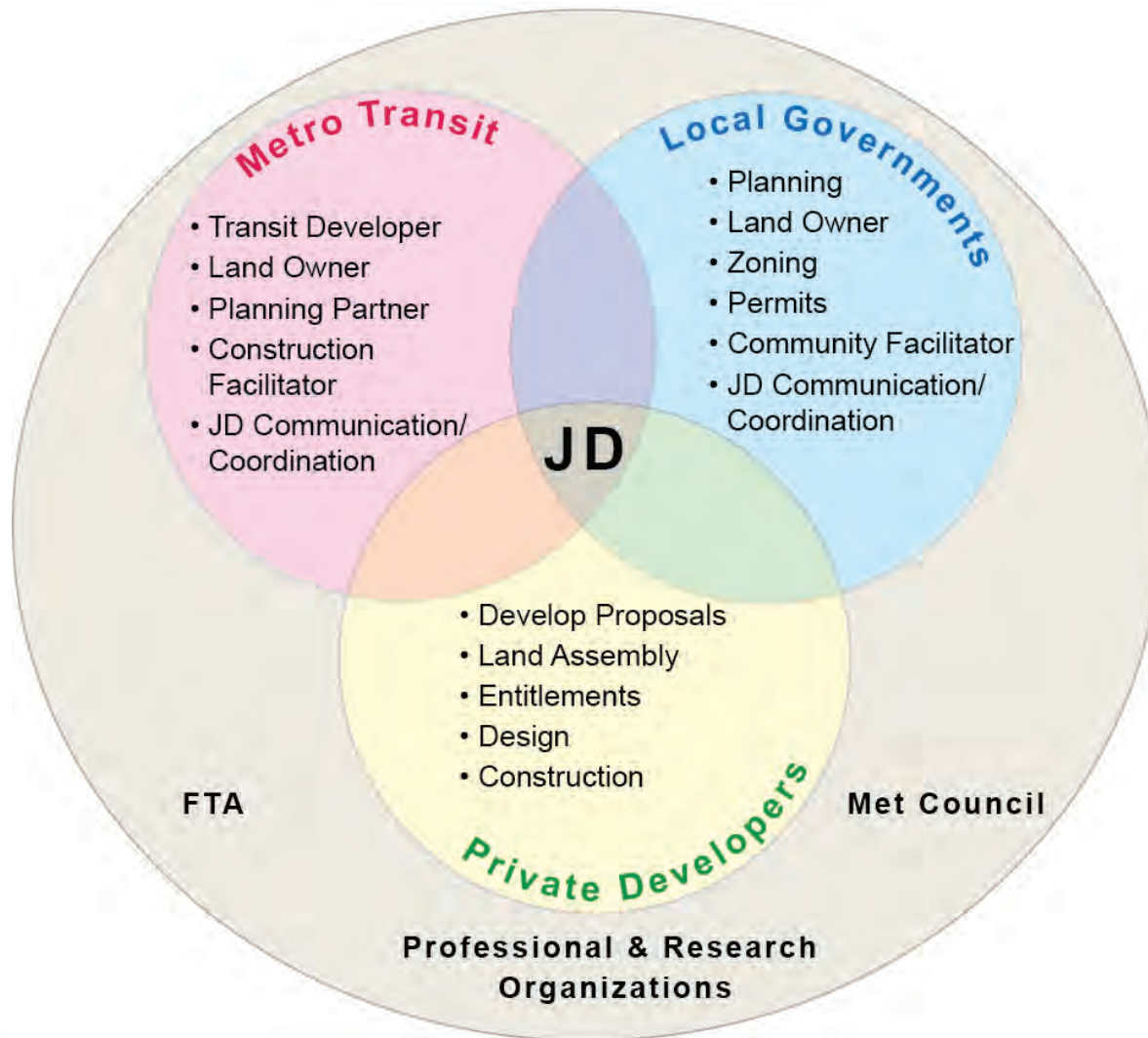


# Grand River Station

## Vertically Integrated Mixed-Use



# Joint Development = Collaborative Process



# SWLRT Joint Development Site Identification Process

- Series of 4 meetings held with each city and Hennepin County staff
- Joint Development opportunities at stations discussed and analyzed
- Stations categorized into Tiers

# Joint Development Tiers\*

- Tier 1: JD project can be completed as part of the SWLRT Project (4 stations):
  - Royalston
  - West Lake
  - Beltline
  - Blake
- Tier 2: JD opportunity identified but is not “ripe” for inclusion with the SWLRT Project (6 stations)
- Tier 3: JD opportunity not identified at this time (7 stations)

\*Tier classifications reflect Joint Development opportunities not TOD or PPP opportunities





# TRANSIT ORIENTED DEVELOPMENT

Thatcher Imboden, Hennepin County  
November 7, 2013



Vancouver, BC



**WHAT IS TRANSIT ORIENTED DEVELOPMENT (TOD)?**





**PLACES ARE MADE UP OF PEOPLE & LANDSCAPES**



Portland, OR



PEOPLE LIVE, WORK, AND INTERACT IN PLACES



San Francisco, CA



PLACES HAVE ECONOMIES





**ECONOMIES VARY IN HEALTH, DIRECTION, & SCALE**



Vancouver, BC



An aerial photograph of a modern, multi-story apartment complex. The building features a mix of brick, grey, and tan facades, with numerous balconies and large windows. In the foreground, there is a landscaped area with a paved road, a ramp with a metal railing, and a swimming pool. The sky is blue with some clouds.

**WHERE THERE IS SUCCESS & OPPORTUNITY, THERE IS GROWTH**

Minneapolis, MN



**GROWTH FROM COMMUNITY ACTION**



Seattle, WA



## TRANSIT SHAPES GROWTH

Seattle, WA





**LARGE SCALE REDEVELOPMENT**



Portland, OR





Seattle, WA





Denver, CO



**SMALL SCALE REDEVELOPMENT**



Portland, OR





Portland, OR



**TRANSIT IS ONLY ONE FACTOR**

Oklahoma City, OK







Kansas City, MO





**PLACES ARE THE RESULT OF PEOPLE, ...**

San Francisco, CA





**OPPORTUNITIES & ACTIONS**



## **TRANSIT ORIENTED DEVELOPMENT PROGRAM**

- **OVER \$22 MILLION INVESTED SINCE 2003 (OVER \$4.5 MILLION ALONG SOUTHWEST)**
- **+/- \$2 MILLION AVAILABLE ANNUALLY TO PUBLIC, PRIVATE, & NON-PROFIT ENTITIES**
- **MUST BE LOCATED NEAR TRANSIT ROUTES & WITHIN A REDEVELOPMENT DISTRICT**
- **ELIGIBLE USES INCLUDE SITE PREP, UTILITY RELOCATIONS, SITE IMPROVEMENTS, SIDEWALKS, LANDSCAPING, TRANSIT CONNECTIONS, AND RELATED EXPENSES**





## MOZAIC BRIDGE

- GRANT
- NEW ACCESS POINT TO MIDTOWN GREENWAY
- NEW PEDESTRIAN/BIKE BRIDGE TO CONNECT UPTOWN
- PRIVATE PARTNERS CONTRIBUTED 40% OF COST





## BOESER SITE

- LOAN AND GRANT
- SITE ASSEMBLY AND SITE CLEARANCE





## THE ELLIPSE

- GRANT
- PLAZA AND BUS STOP IMPROVEMENTS





## **BLOOMINGTON CENTRAL STATION**

- **SEVERAL SITES WITHIN MASTER DEVELOPMENT**
- **GRANT**
- **UTILITIES, SIDEWALKS, STREETS, LANDSCAPING, PEDESTRIAN AMENITIES, PLAZA**





## 28TH AVENUE IMPROVEMENTS

- GRANT
- SEWER AND PEDESTRIAN LIGHTING IMPROVEMENTS TO SUPPORT MANUFACTURING PLANT'S EXPANSION ADJACENT TRANSIT





## **COMMUNITY WORKS**

- **STIMULATE EMPLOYMENT DEVELOPMENT**
- **BUILD BRIDGES FOR EFFECTIVE PLANNING AND IMPLEMENTATION**
- **MAINTAIN AND IMPROVE NATURAL SYSTEMS**
- **STRENGTHEN COMMUNITIES THROUGH CONNECTIONS**
- **ENHANCE TAX BASE**

### **CORRIDORS:**

- **MIDTOWN GREENWAY**
- **HUMBOLDT GREENWAY**
- **LOWRY AVENUE**
- **HIAWATHA/MINNEHAHA**
- **SHADY OAK ROAD**
- **66TH STREET**
- **PENN AVENUE**
- **BOTTINEAU**
- **FORT SNELLING**
- **AND MORE**



## MIDTOWN GREENWAY

- HCRRA PURCHASED IN 1993 FOR FUTURE TRANSIT
- INDUSTRIAL CORRIDOR
- FREIGHT RAIL DEPRESSION
- NEGATIVE IMPACTS ON COMMUNITY
- 1995 DESIGNATED A COMMUNITY WORKS PROJECT





## MIDTOWN GREENWAY

- AMENITY DRIVING ECONOMIC DEVELOPMENT
  - BACKBONE OF THE BICYCLE NETWORK
  - COMMUNITY BUILDER
  - POTENTIAL FUTURE TRANSIT
- 
- \$20 MILLION FROM HENNEPIN COUNTY, \$10 MILLION IN OTHER SOURCES
  - TRAIL OPENED IN SECTIONS 2000, 2003, & 2006



## ENVIRONMENTAL RESPONSE FUND (ERF) PROGRAM

- GRANT PROGRAM
- FUNDS ASSESSMENTS AND CLEAN UP OF CONTAMINATION
- OVER \$8.6 MILLION INVESTED ALONG SOUTHWEST AS OF 2009





## HOME INVESTMENT PARTNERSHIP PROGRAM

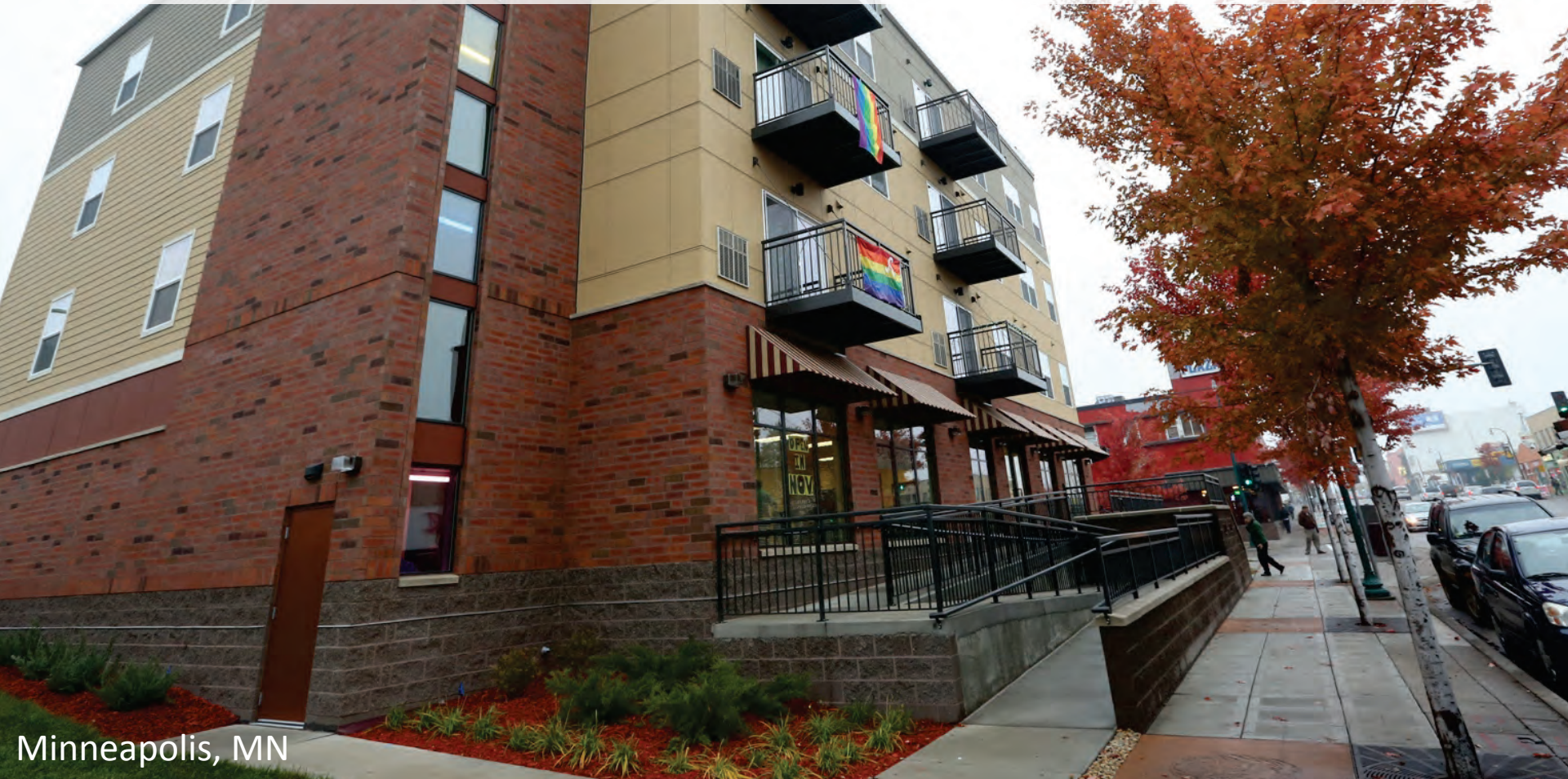
- FLEXIBLE GRANT PROGRAM FUNDING AFFORDABLE HOUSING
- FUNDS NEW CONSTRUCTION, REHABS, AND ACQUISITIONS
- OFTEN CONNECTS TRANSIT WITH AFFORDABLE HOUSING
- OVER \$1.6 MILLION INVESTED ALONG SOUTHWEST





## **AFFORDABLE HOUSING INCENTIVE FINANCING (AHIF) PROGRAM**

- **FUNDS DEVELOPMENT OF LONG-TERM AFFORDABLE HOUSING UNITS**
- **PROMOTES THE CONNECTION OF AFFORDABLE HOUSING TO TRANSIT, EMPLOYMENT CENTERS, SCHOOLS, AND SUPPORTIVE SERVICES**
- **GAP FINANCING TOOL**
- **OVER \$5.6 MILLION INVESTED ALONG SOUTHWEST**





**FOR MORE INFORMATION**

**THATCHER IMBODEN**

**THATCHER.IMBODEN@HENNEPIN.US**

**612-348-4191**





# Project Update

# October 10 Minneapolis Open House

- 165 attendees, 200+ comments received





# Freight Rail Relocation Analysis Scope

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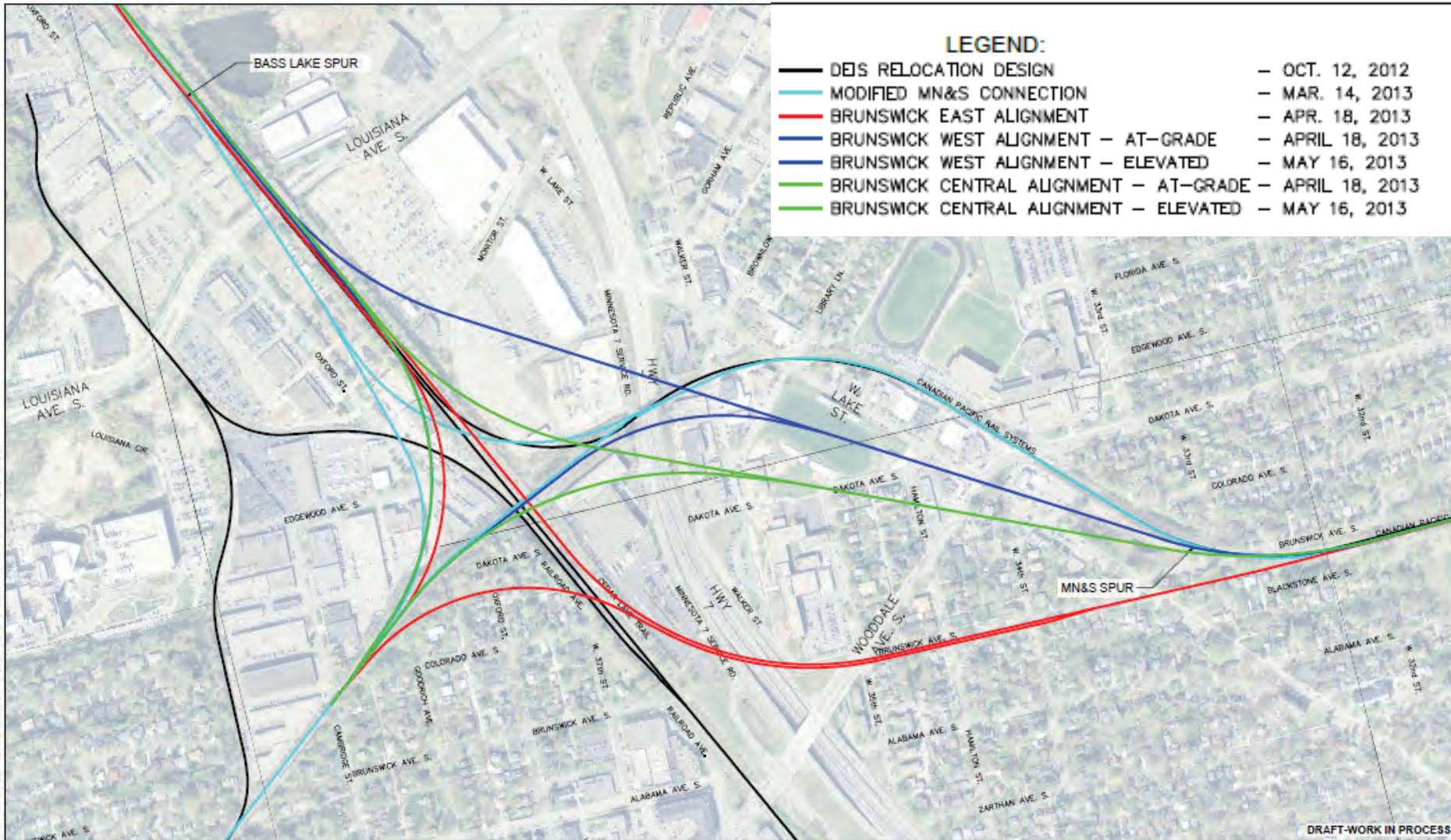
- Purpose: Review existing studies/designs; assess viability of options considered; and identify any new options
- Activities:
  - Coordinate with cities and County on analysis
  - Review DEIS freight rail relocation design and comments
  - Review previous freight rail relocation studies
  - Review SPO relocation designs
  - Interview freight railroads
  - Identify any new viable options
  - Present results to joint BAC/CAC, CMC



# Freight Rail Relocation Analysis Scope

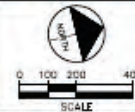
- Previous studies to be reviewed
  - UTU Memorandum, 2013
  - SEH Technical Memorandums #2, 3, 4, 2011
  - SEH Technical Memorandum #1, 2010
  - Evaluation of TCWR Routing Alternatives, Amfahr, 2010
  - TCWR Freight Rail Realignment Study, HCRRA/TKDA, 2009
  - St. Louis Park Railroad Study, RLK Associates, 1999

# DEIS & SPO Freight Rail Relocation Designs



**SOUTHWEST LIGHT RAIL**  
RELOCATION

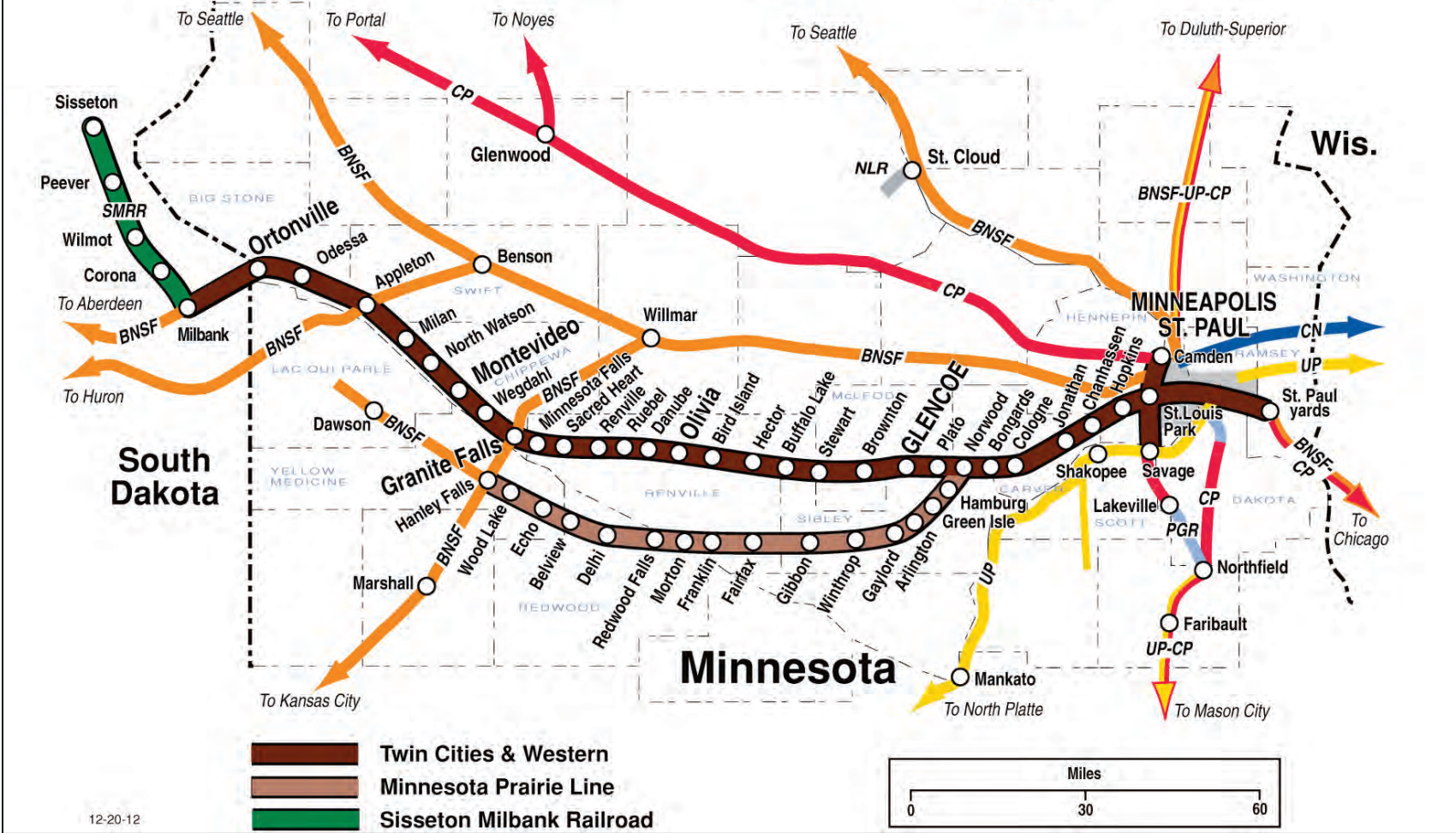
IRT #21  
Rev 1  
08/23/2013





# TC&W Railroad Network

**TC&W**

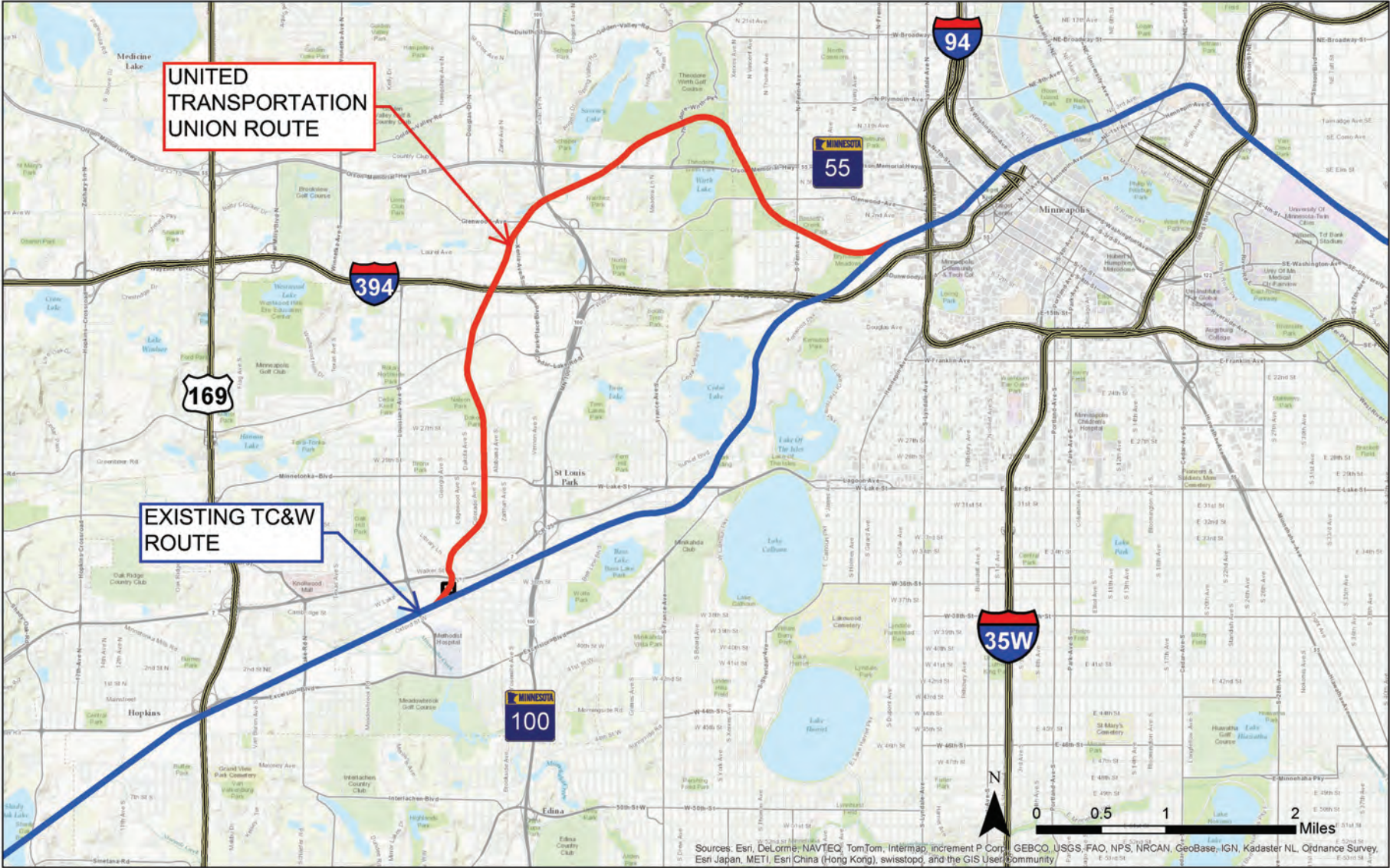


12-20-12





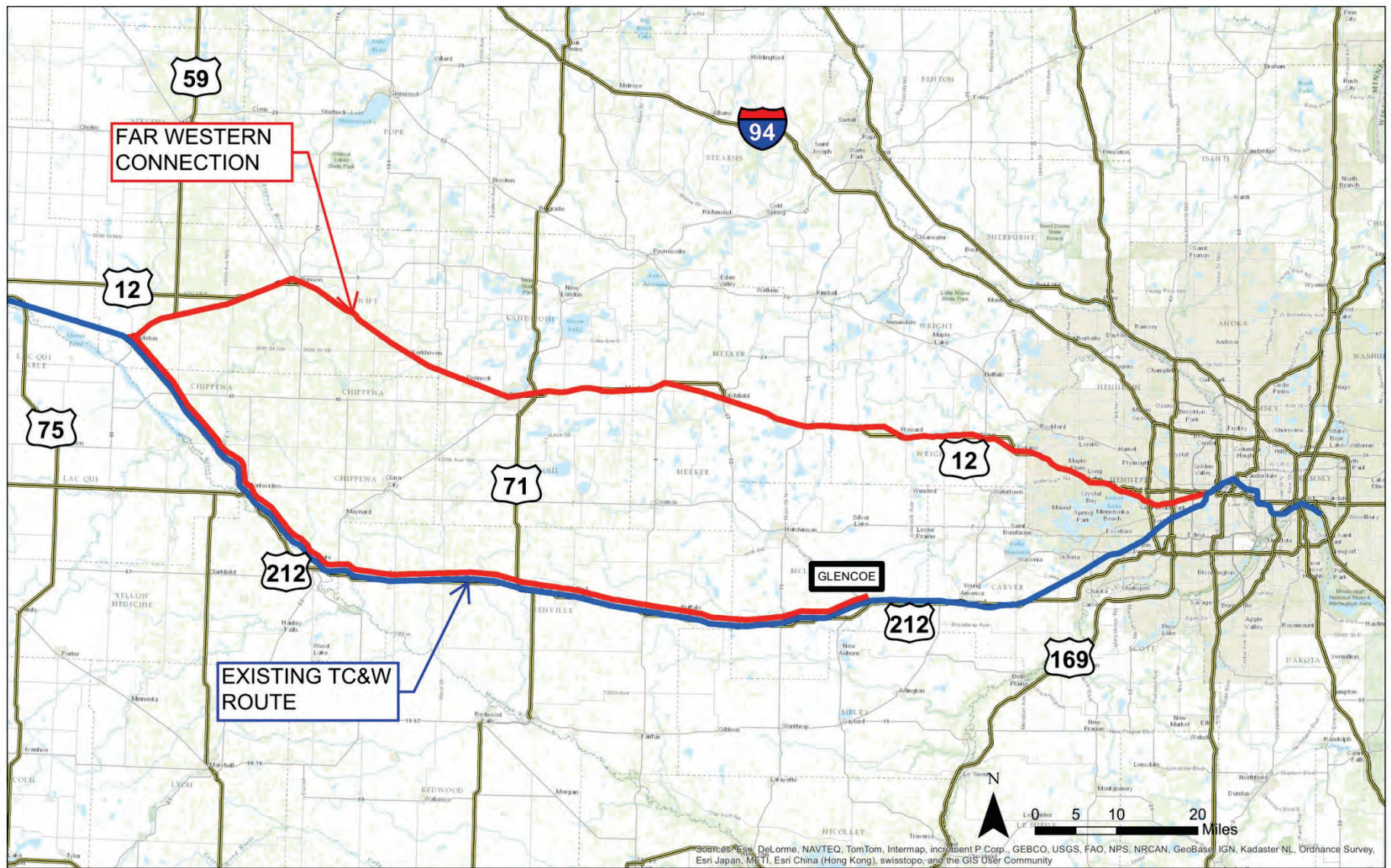
# United Transportation Union (UTU) Route



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community



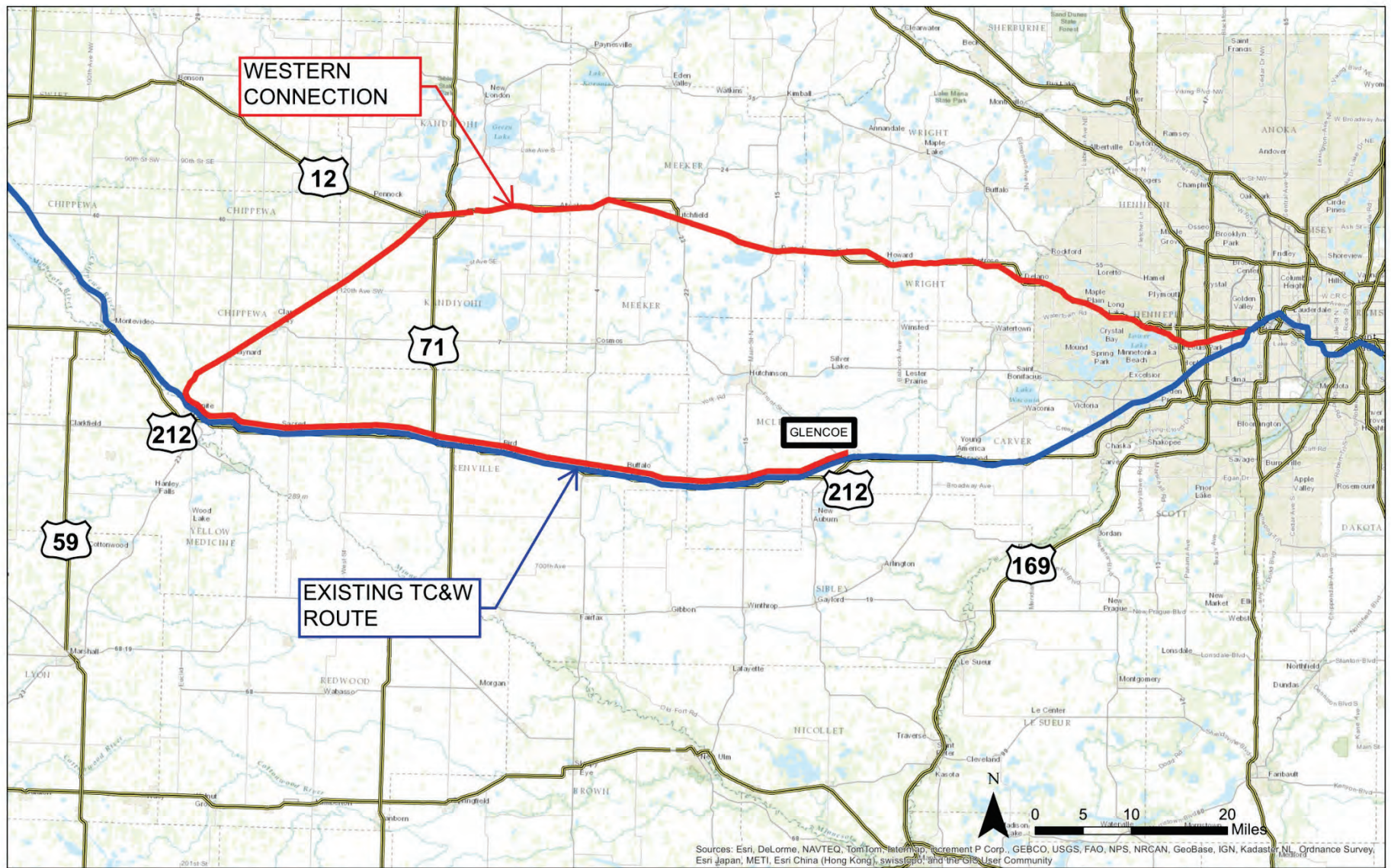
# Appleton/Benson Far Western Connection



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community



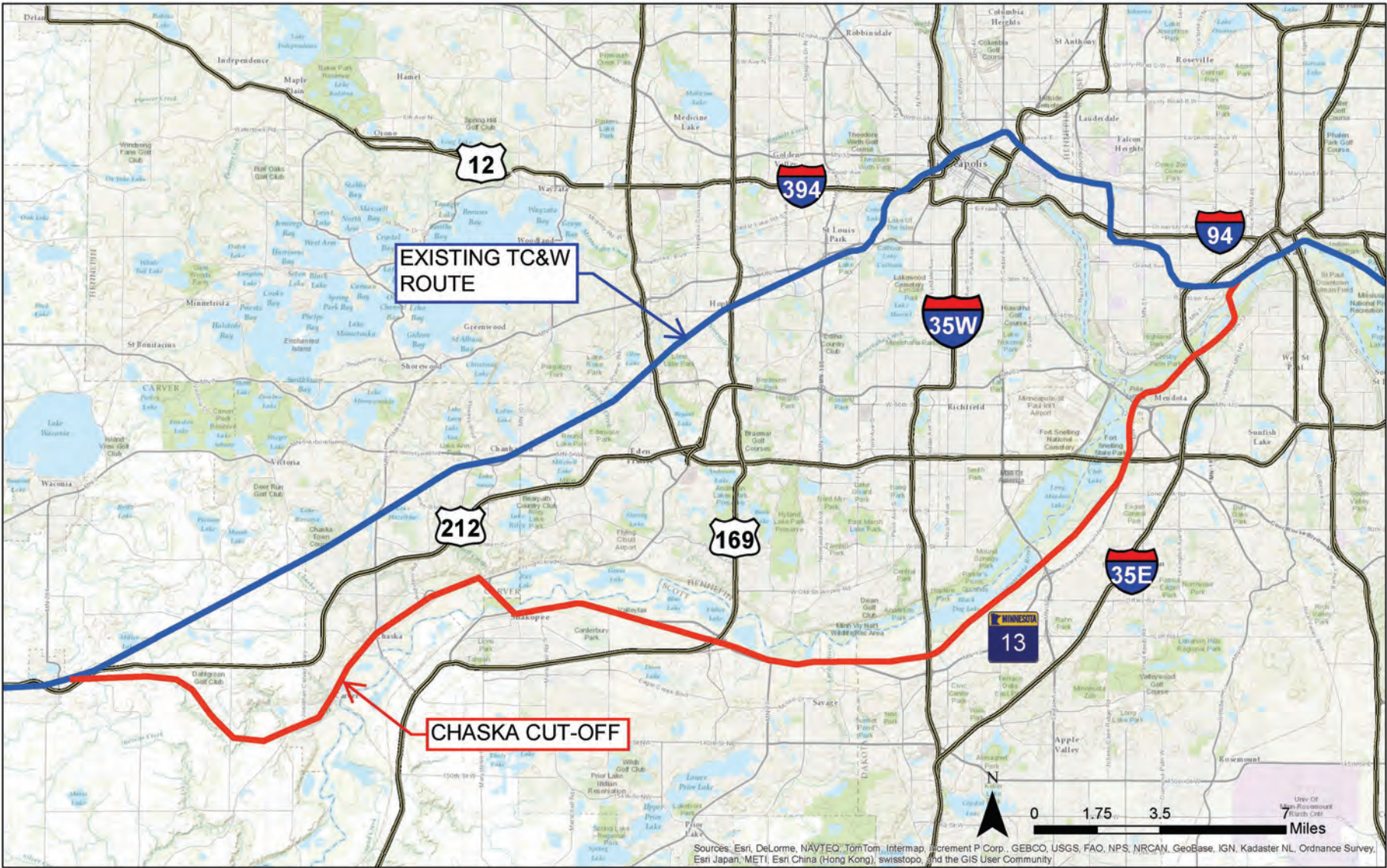
# Granite Falls/Willmar Western Connection



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swissTopo, and the GIS User Community



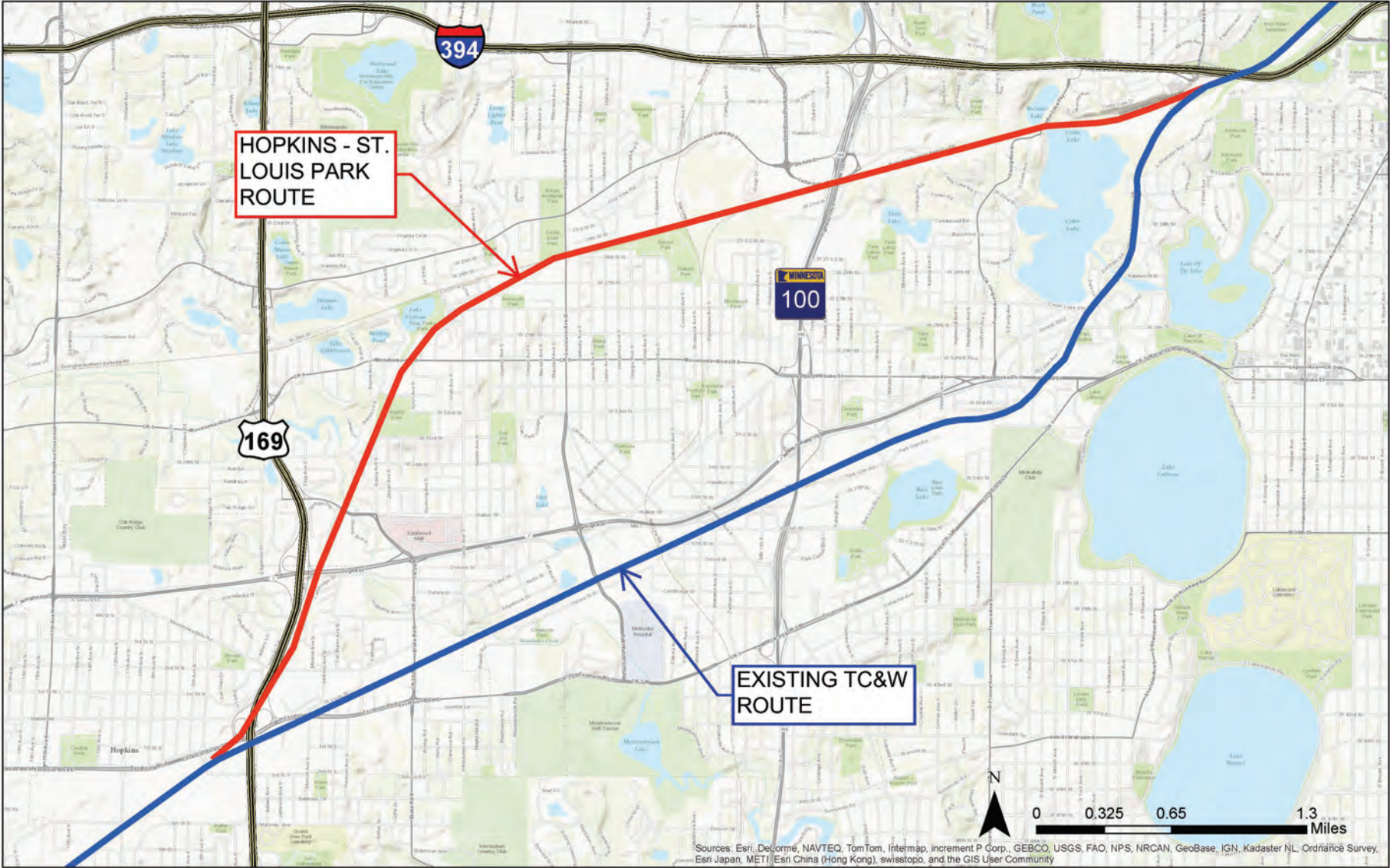
# Chaska Cut-Off



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community



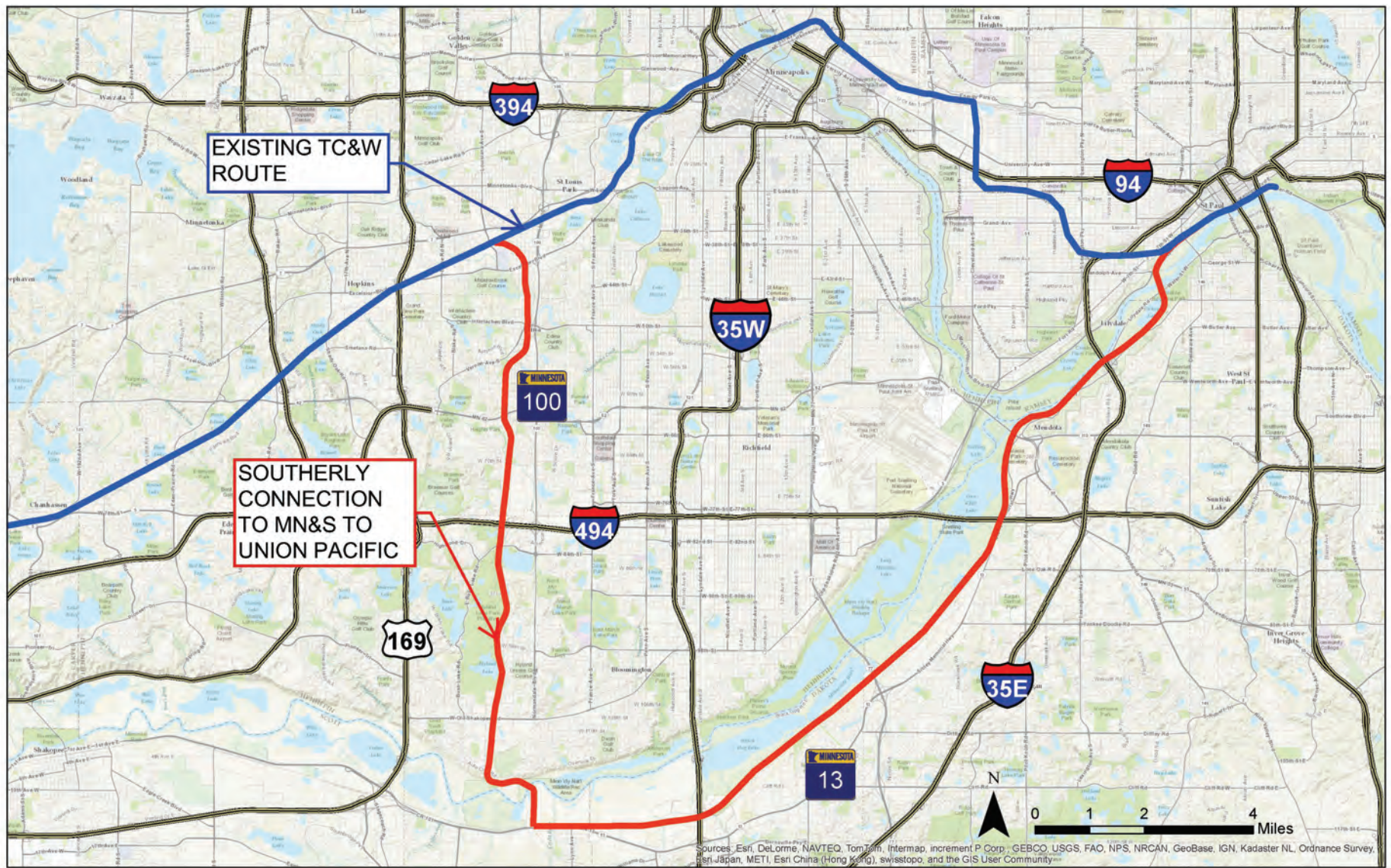
# Hopkins-St. Louis Park Route



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community



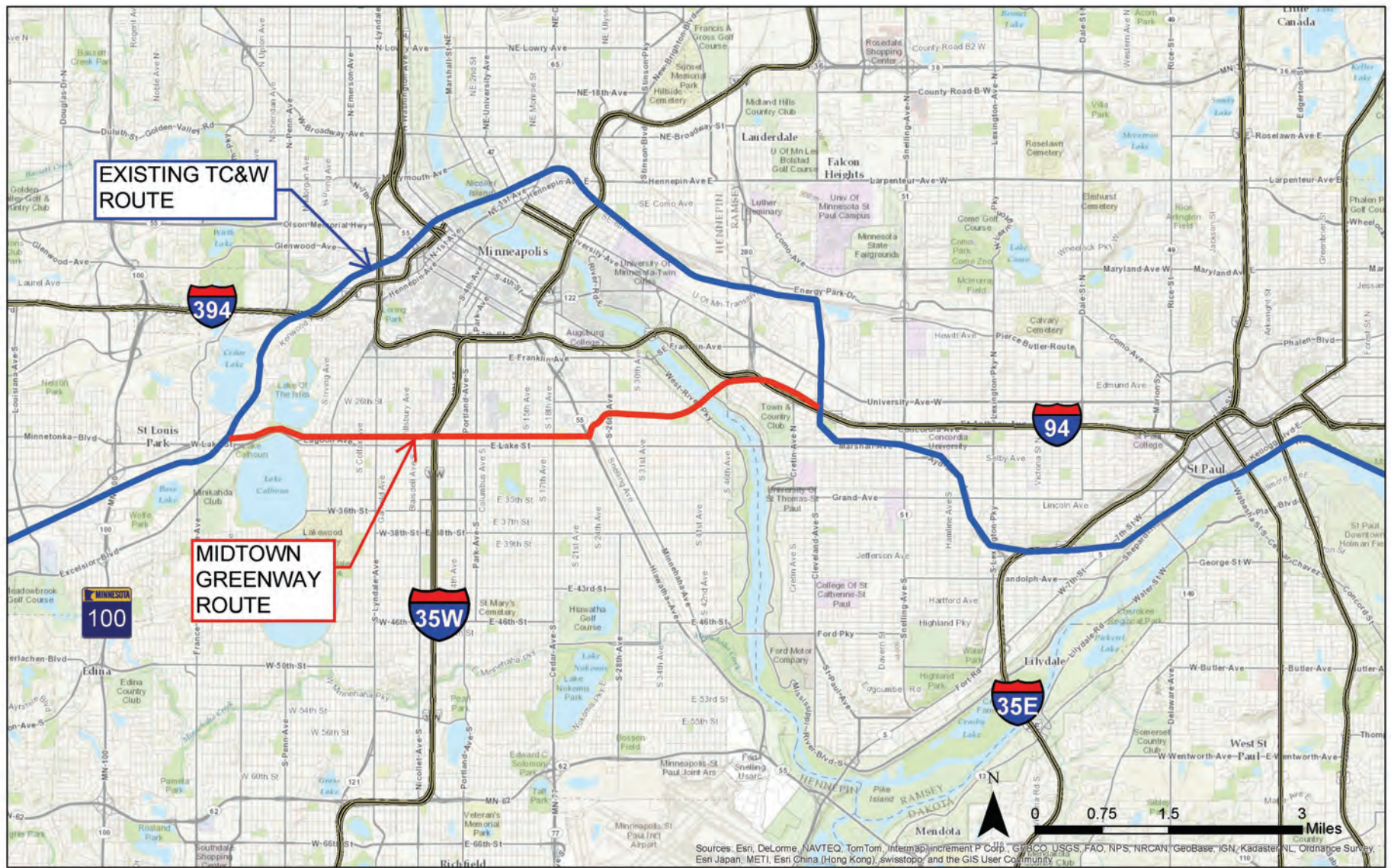
# MN&S Southerly Connection via - Union Pacific



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community



# Midtown Greenway Route



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, Geobase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community



# Freight Rail Relocation Analysis Scope

- Deliverables:
  - Draft and final reports
  - Presentations to SWLRT Advisory and Management Committees
- Next Steps:
  - Identify firm and contract with them to complete the scope of work
  - Finalize contract mid- to late November

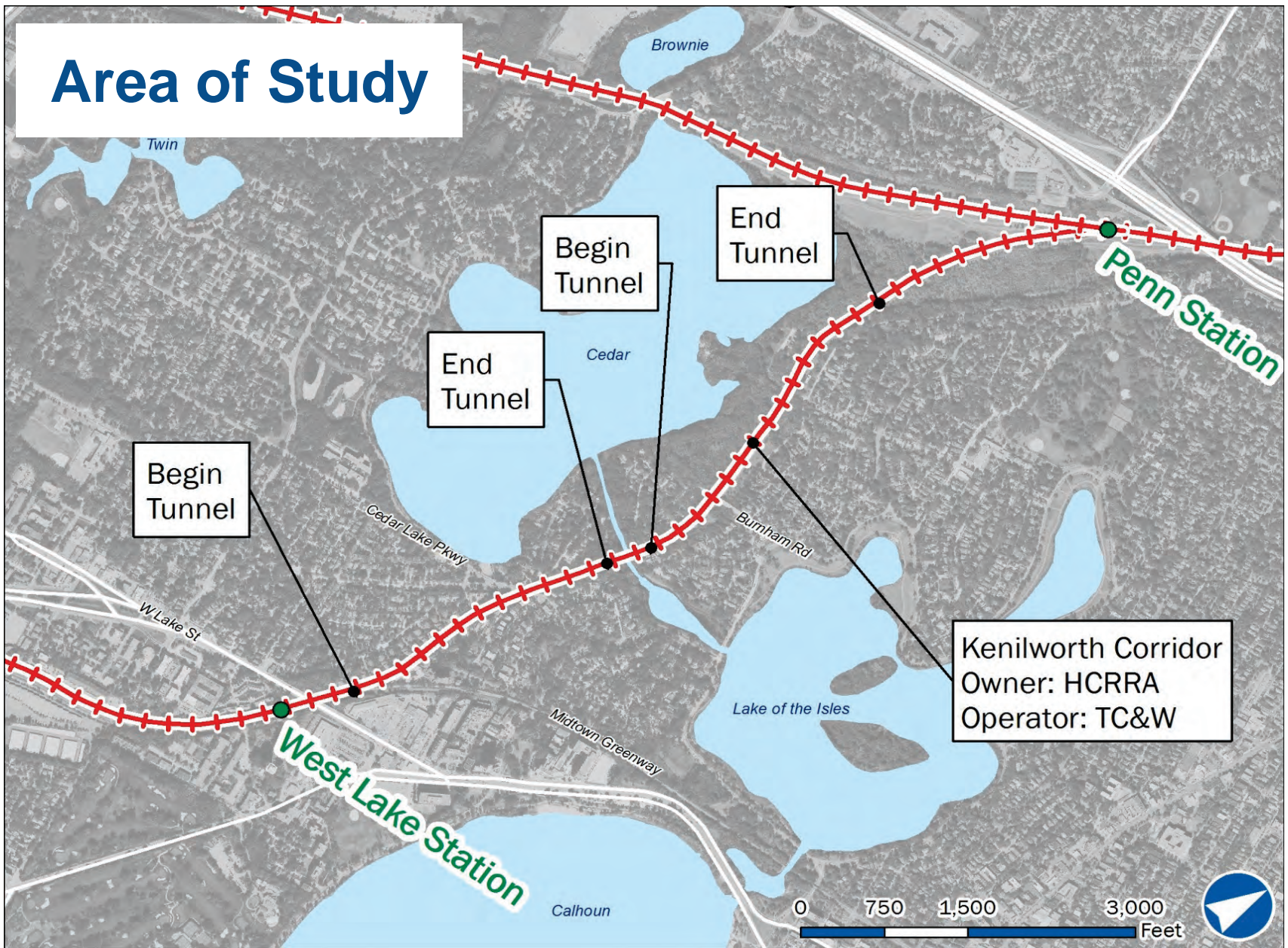
# Water Resources Evaluation Scope



# Water Resources Evaluation Scope

- Purpose: Conduct an independent assessment of water resource impacts with the Kenilworth Shallow LRT Tunnels
- Activities:
  - Coordinate with city, county, park board, watershed district
  - Review all previous reports and documents
    - SPO draft Basis of Design
    - SPO draft Water Monitoring Plan for construction and ongoing operations
    - Minnehaha Creek Watershed District /Wenck technical memo
  - Present results to joint BAC/CAC, CMC

# Area of Study





# Water Resources Evaluation Scope

- Deliverables:
  - Draft and final reports
  - Presentations to SWLRT Advisory and Management Committees
- Next Steps:
  - Seek proposals from water resources firms
  - Finalize contract mid- to late November

# Kenilworth Corridor Landscaping/Greenscaping Analysis



# Landscaping/Greenscaping Analysis

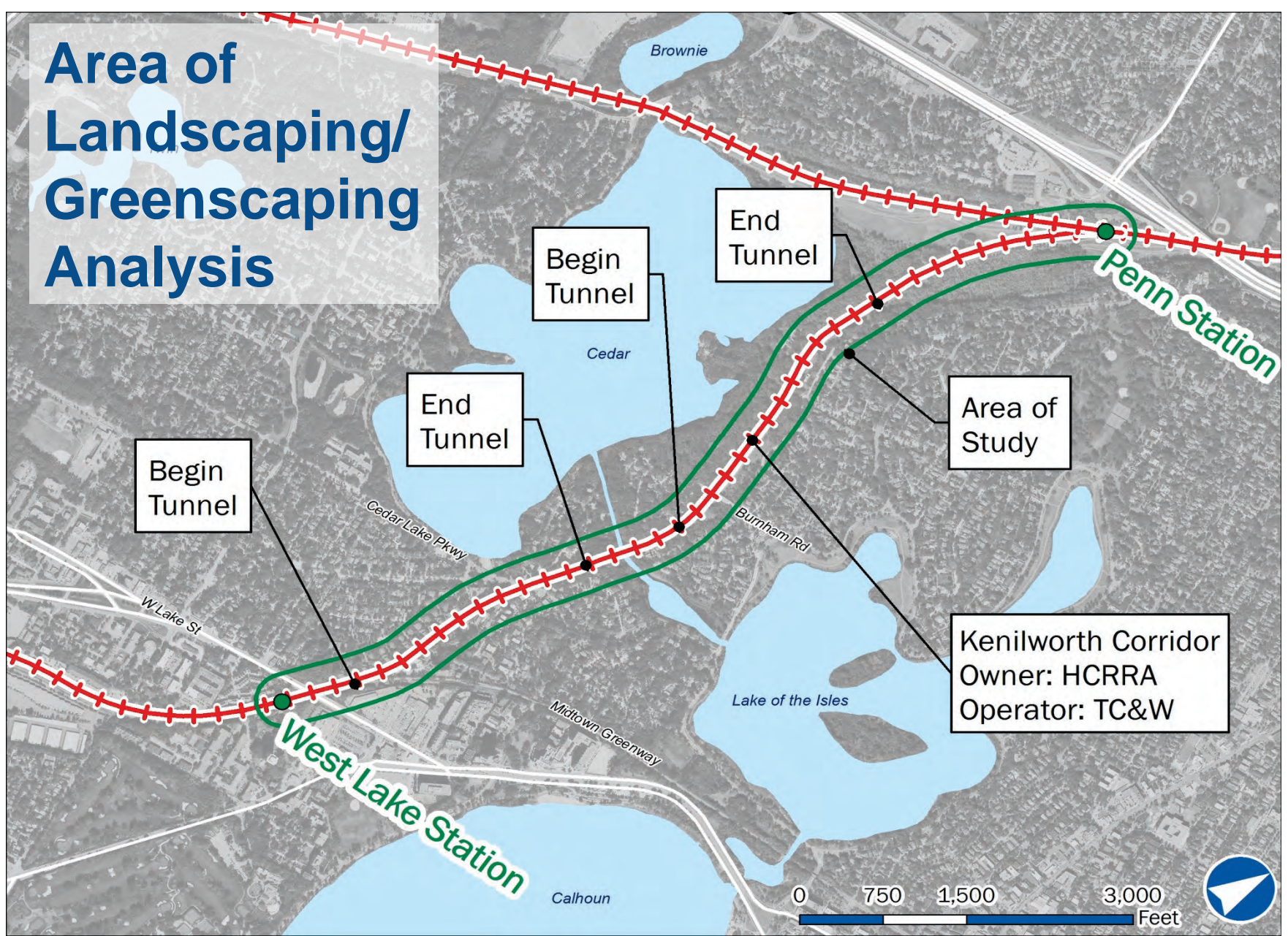
- Purpose: Systematically identify existing vegetation and identify re-vegetation opportunities with the Kenilworth Shallow LRT Tunnels
- SPO Activities:
  - Coordinate with city, county, park board, watershed district
  - Review previous studies
  - Inventory trees, understory vegetation and groundcover
  - Identify re-vegetation opportunities
  - Develop a public involvement plan and charrette process

# Landscaping/Greenscaping Analysis

- Deliverables:
  - Database of existing vegetation
  - Draft and final reports
  - Presentations to SWLRT Advisory and Management Committees
  - Public involvement plan
- Next Steps:
  - Complete tree, understory vegetation and groundcover inventory
  - Conduct re-vegetation analysis



# Area of Landscaping/ Greenscaping Analysis



# Stakeholder Involvement



# Stakeholder Involvement: November 2013

- Review Study Scopes/Receive Input
  - Technical staff with the cities, county, park board, and watershed district (Oct. 24 - Nov. 1)
  - SW Corridor Management Committee (Nov. 6)
  - SWLRT Community Advisory Committee (Nov. 7)

# Stakeholder Involvement: Mid-January 2014

- Present draft report and seek input:
  - Technical staff with the cities, county, park board and watershed district
  - Joint SWLRT Business & Community Advisory Committees
  - SW Corridor Management Committee
    - Public testimony opportunity
  - Metropolitan Council
    - Public testimony opportunity



# Stakeholder Involvement: Late-January 2014

- Present final report and approve project scope and budget:
  - Technical staff with the cities, county, park board and watershed district
  - SW Corridor Management Committee
  - Metropolitan Council
- Met Council authorizes distribution of municipal consent plans

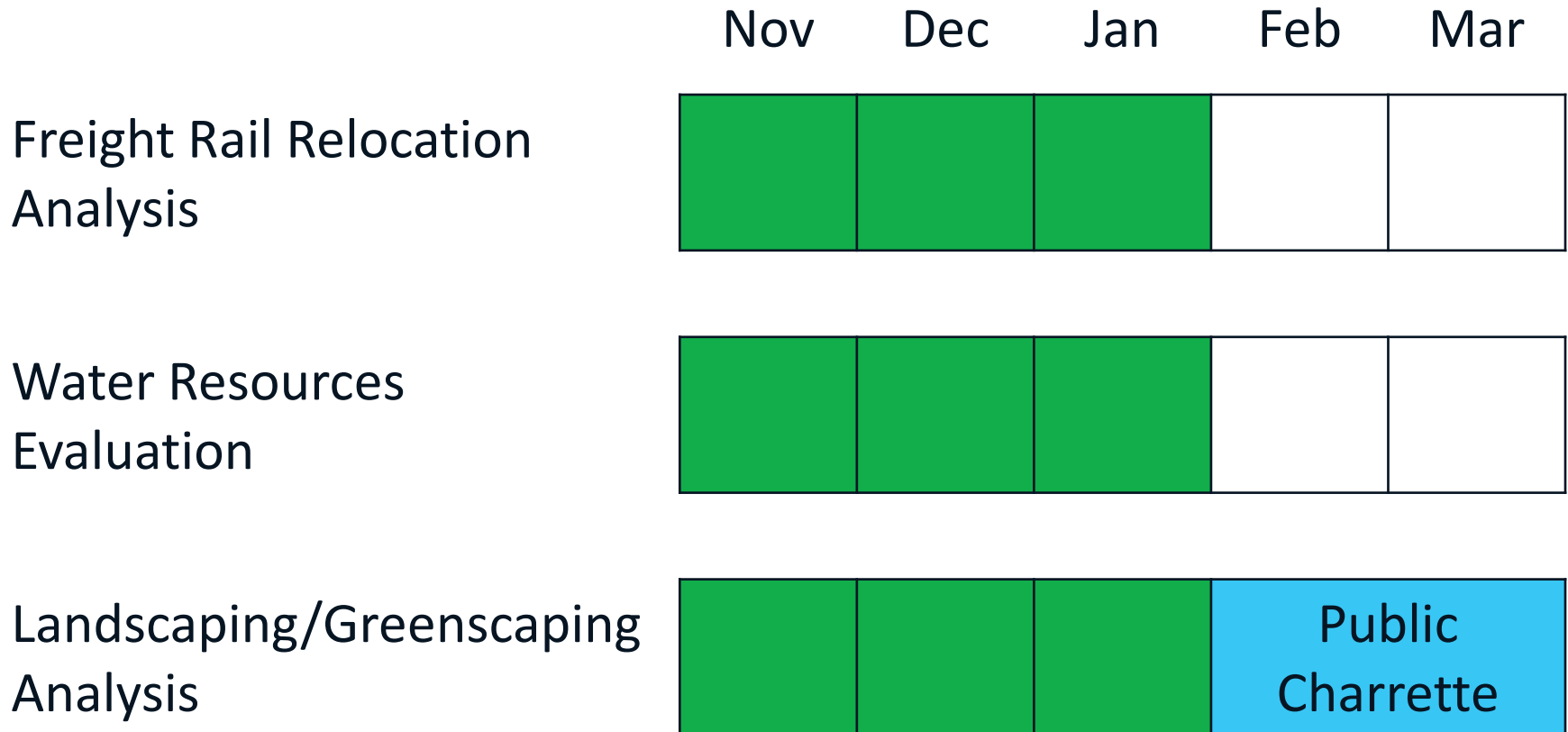
# Access and Distribution of Information

- Presentations to CMC, BAC, CAC Committees
- Public testimony at CMC and Council meetings
- Draft and final reports posted on [swlrt.org](http://swlrt.org)
- Community/neighborhood presentations
- Project newsletter
- Press releases
- Twitter



# Schedule

# Timeline for Completing 3 Additional Studies





# SWLRT Key Milestones

- DEIS Published Q4 2012
- PE Work Begins Q1 2013
- Three Studies Q4 2013
- Municipal Consent Q1 2014
- SDEIS Published Q2 2014
- FEIS Published Q1 2015
- Record of Decision Q1/Q2 2015
- Engineering Q1/Q2 2015
- Full Funding Grant Agreement Q4 2015
- Heavy Construction 2016-2018
- Revenue Operation Q4 2018

# Member and Committee Reports and Public Forum



# 2013 CAC Meeting Schedule

Scheduled	New Meeting Date
Thursday, October 31	Thursday, November 7
Thursday, November 21	Reschedule to Thursday, December 5
Thursday, December 19	Cancel

# More Information

Online:

[www.SWLRT.org](http://www.SWLRT.org)

Email:

[SWLRT@metrotransit.org](mailto:SWLRT@metrotransit.org)

Twitter:

[www.twitter.com/southwestlrt](http://www.twitter.com/southwestlrt)







# SOUTHWEST light rail transit

green means go.

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.*

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

METROPOLITAN COUNCIL



## 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.*

