

SOUTHWEST

Green Line LRT Extension



Community Advisory Committee

December 5, 2013



Today's Topics

- Transit Oriented Development (TOD) and Joint Development (JD) – Second Discussion
- Project Updates and Next Steps
- Hennepin County TSAAP Investment Framework Update
- 2014 Meeting Calendar
- Member and Committee Reports/Public Forum



Metropolitan Council TOD Strategic Plan Update

TOD Strategic Action Plan: Immediate Steps

Adopt a TOD Policy (Complete)

Establish a TOD Office (Complete)

Create an Internal Working Group (Complete)

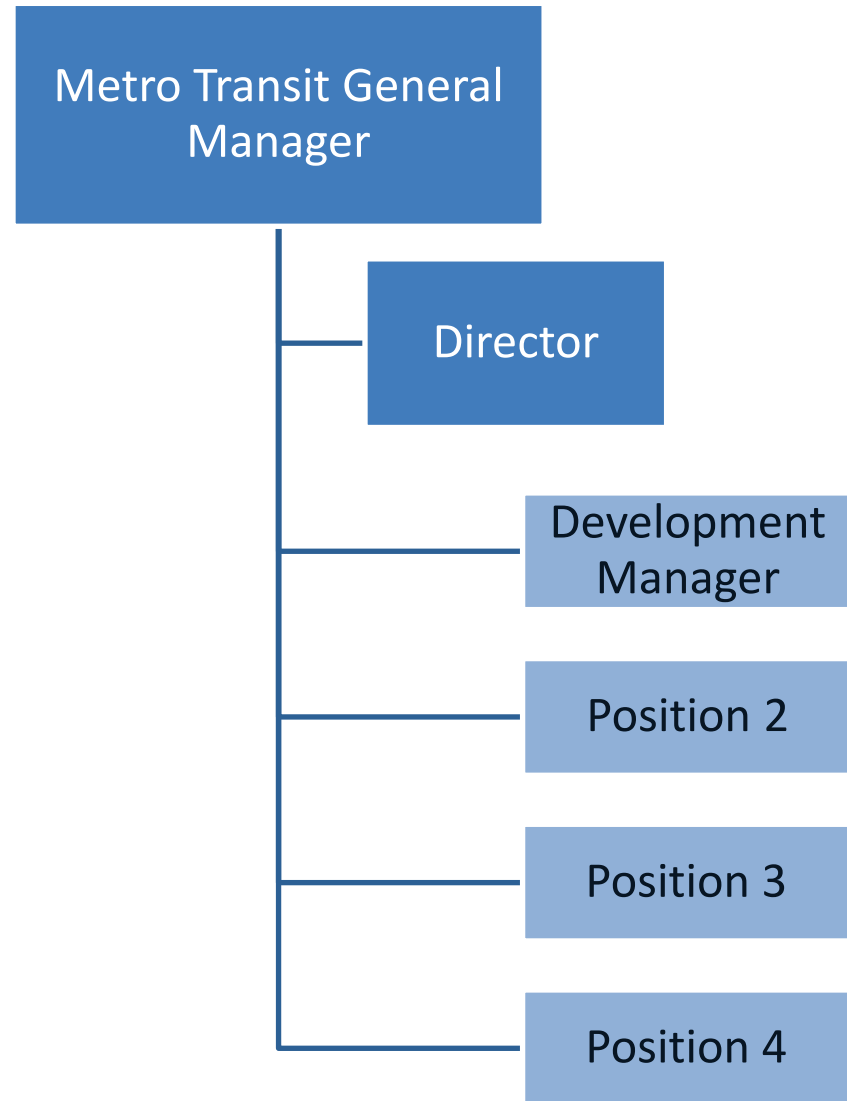
Create External Advisory Group (In-process)

Metropolitan Council TOD Policy

- Adopted November 13th, 2013
- 5 Key Strategies:
 - Prioritize resources
 - Focus on implementation
 - Communicate effectively
 - Collaborate with partners
 - Coordinate internally
- Strong priority on partnering and coordinating with communities, many of whom have or are developing their own TOD programs, policies and goals

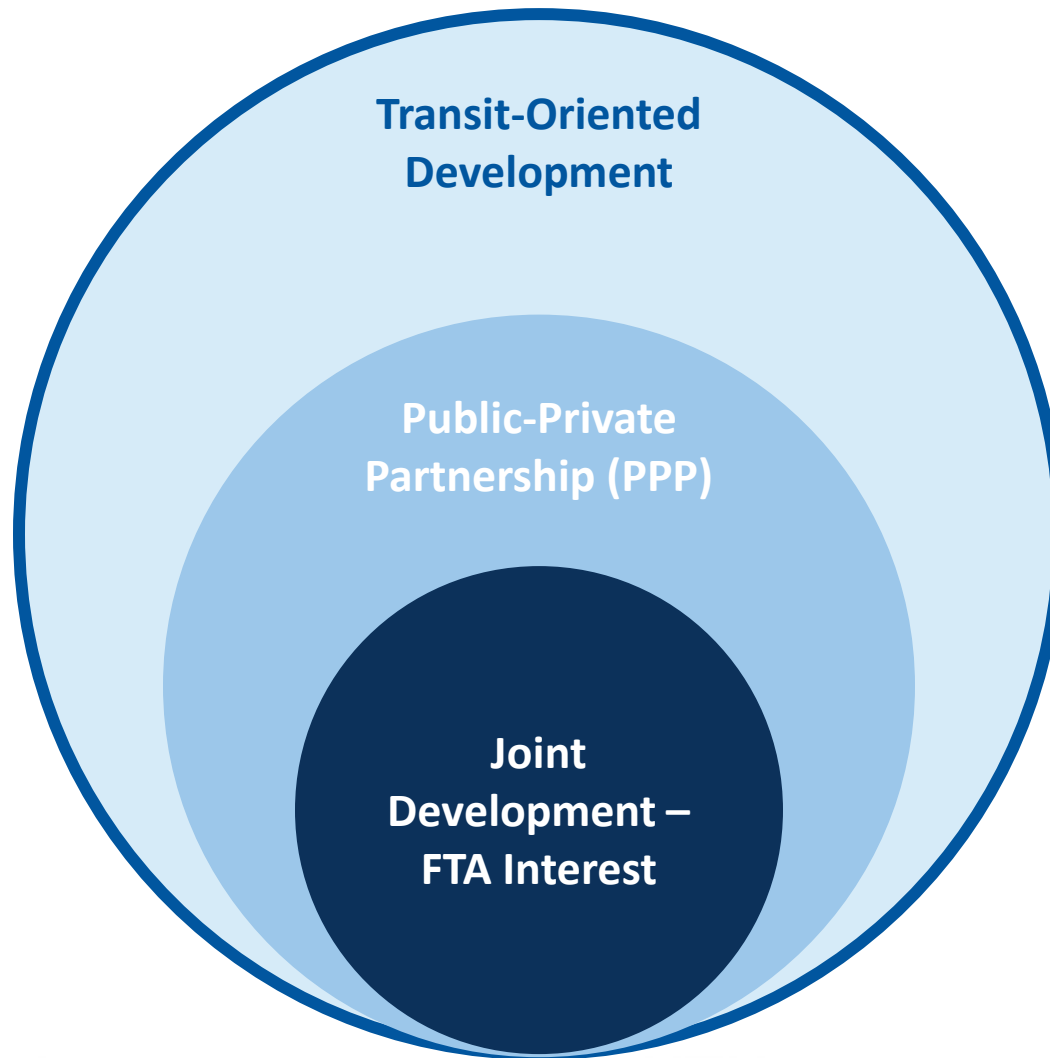
TOD Office

- Serve as first contact for TOD
- Identify TOD opportunities and challenges
- Facilitate problem-solving across the organization
- Bring resources and real estate expertise to support projects
- Focus and prioritize efforts
- Coordinate and “hand-off” to other departments



Southwest LRT and Joint Development

Joint Development is a Subset of TOD



Joint Development : One Tool in the TOD Tool Box



Metro
Council
TOD Office



Minnesota DEED
Transit
Improvement Area
Loan Program



Joint Development - FTA



Public - Private Partnerships (PPP)



Hennepin County
TOD Program and
Community Works



Met Council Livable Communities Act (LCA) TOD Grants

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

- I Creates an economic benefit
- II Enhances public transportation
- III Provides a fair share of revenue for public transportation
- IV Requires JD tenants to pay a fair share of costs of occupied facility

Joint Development: Enrichment

- Definition:
 - “Enrichments” are defined in 49 CFR Part 611 as improvements to the transit project that are desired by the project sponsor but are non-integral to the planned functioning of the project, and whose benefits are not captured in whole by the criteria.
- Examples
 - Features needed to obtain LEED certification
 - Extra pedestrian and bicycle access
 - Aesthetically-oriented design features
 - Joint development

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?

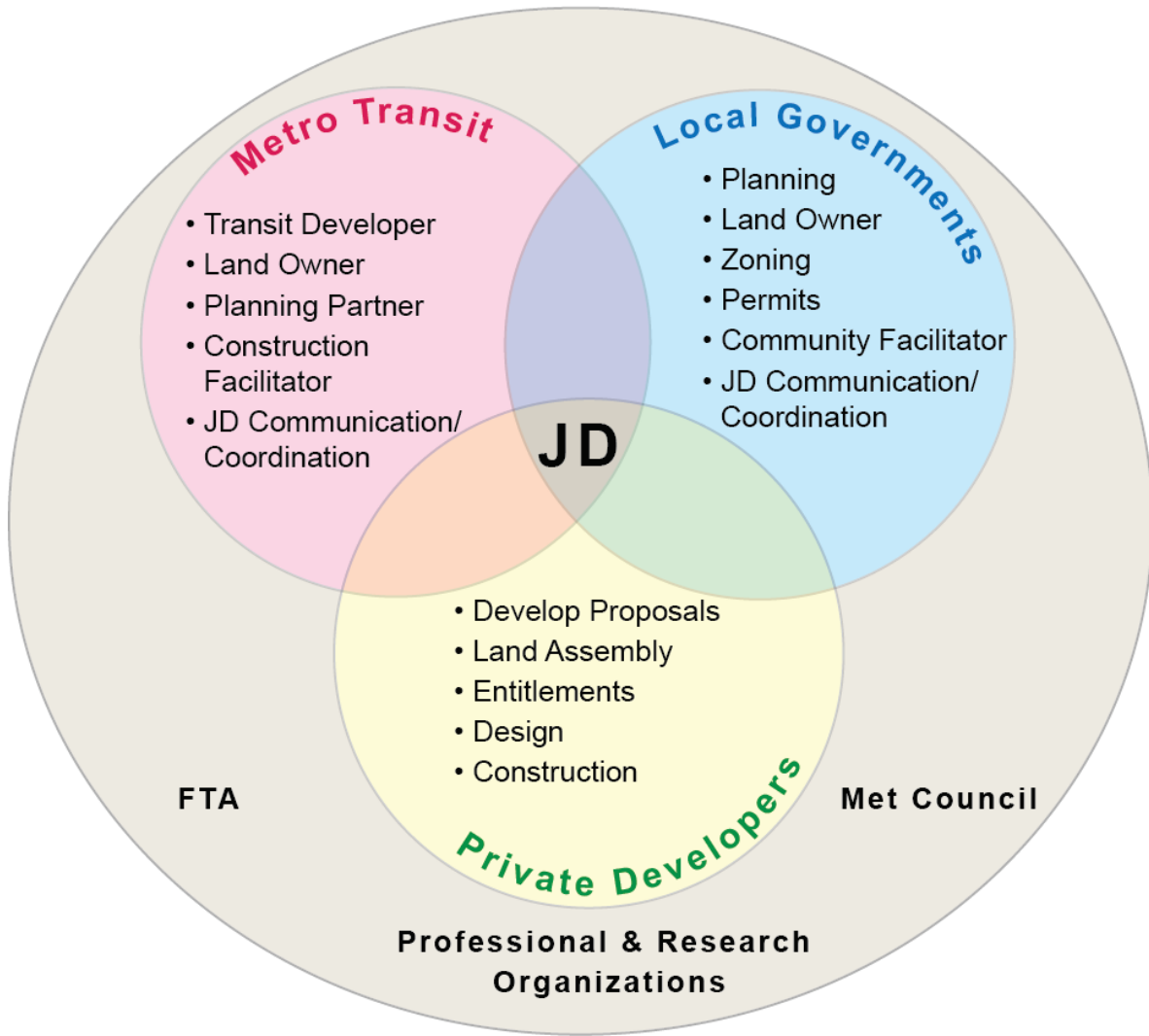
- Joint Development Benefits Transit and Land Use
 - Increases transit ridership
 - Fosters economic development (i.e. initiate, enhance)
 - Improves passenger experience (safety, connectivity, amenities, etc.)
 - Can increase local tax base
- Joint Development Leverages Federal Funds
 - All revenue stays local
 - Can reduce the need for TIF
 - Operating 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

Challenges of Joint Development

- More partners
- “Federalizes” project
 - NEPA
 - procurement and contract regulations
 - “satisfactory continuing control”
 - required FTA approval of legal structure and financial returns
- May limit flexibility of traditional local funding streams

SWLRT Joint Development Opportunities

Joint Development = Collaborative Process



SPO Joint Development Opportunity Identification and Screening Process

- Convened a series of 4 meetings with each city and county staff
- Discussed and evaluated the prospects for Joint Development at each of the stations
- Assigned each station to one of three tiers using a set of criteria/characteristics
- Tier Classifications reflect Joint Development opportunities only and do not reflect TOD or Public-Private Partnership opportunities at stations

Partner Agency Meeting Series Recap

- Round 1 – June 2013
 - Introduction to FTA and regional Joint Development examples
- Round 2 – June 2013
 - Joint Development opportunities at each station discussed: stations considered reduced to 9
- Round 3 – August 2013
 - Example development scenarios explored at stations still under consideration
- Round 4 – September 2013
 - Preliminary financial analysis performed; stations categorized into tiers

Tier Classifications/Metrics

- Tier 1 Station Characteristics: 4 Stations
 - Transit element
 - Joint Development opportunity consistent with TSAAP/City plans
 - City support for Joint Development opportunity
 - Market support for timing of development in sync with construction and opening of SWLRT
 - Joint Development opportunity not competing with other PPP, Private, or Public TOD plans
 - Preliminary financial analysis shows opportunity for revenue generation and increased tax base potential

Tier Classifications/Metrics (con't.)

- Tier 2: 6 Stations
 - Joint Development opportunity identified but one of the Tier 1 characteristics not present
 - TOD Office will assist in seeking funding and support development of Tier 2 opportunities in partnership with cities and county
 - Stations: Eden Prairie Town Center, Golden Triangle, Shady Oak, Louisiana, Wooddale, Penn

Tier Classifications/Metrics (con't.)

- Tier 3: 7 Stations
 - Joint Development opportunity not identified at this time
 - If Joint Development opportunity identified in future, TOD Office will assist in seeking funding and support development of Tier 2 opportunities in partnership with cities and county
 - Stations: Mitchell, Southwest, City West, Opus, Downtown Hopkins, 21st Street, Van White

Preliminary Joint Development Tier 1 Opportunities

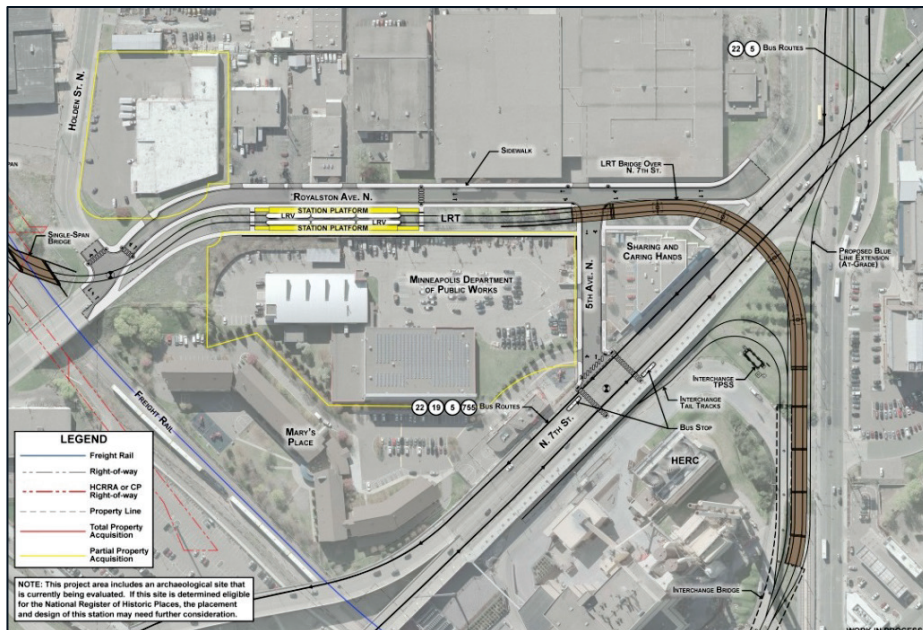
- Results from 4 rounds of meetings with city and county staff
- Identifies:
 - Potential development scenarios
 - Anticipated costs
 - Estimated potential revenue
- Plans will continue to evolve through Joint Development phases of implementation
 - Example: project details (i.e. architectural elevations, landscaping) not until last phase, currently anticipated at the end of 2015

Tier 1 Joint Development Opportunities

- Joint Development opportunities with the potential to be completed as part of SWLRT Project Scope
 - Royalston: City of Minneapolis
 - West Lake: City of Minneapolis
 - Beltline: City of Saint Louis Park
 - Blake Road: City of Hopkins

Royalston Station: Minneapolis

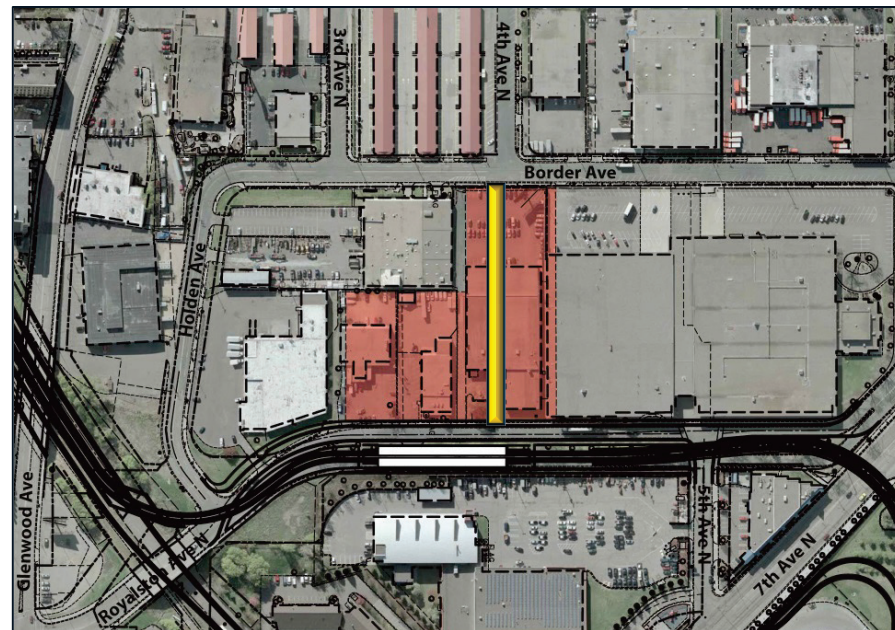
BASE PROJECT IMPROVEMENTS



- Station (platform, landscaping allowance)
- Removals (pavement)
- Site (pavement, sidewalk, curb & gutter, retaining walls)
- New traffic signals (5th & 7th, Holden & Royalston)

BASE PROJECT COST: \$9.3 million

JOINT DEVELOPMENT IMPROVEMENTS



- Acquisition of land
 - Pedestrian connection canopy to Farmers Market (500 LF)
 - Farmers Market shell (27,500 SF)
 - Pad preparation
 - Building demolition

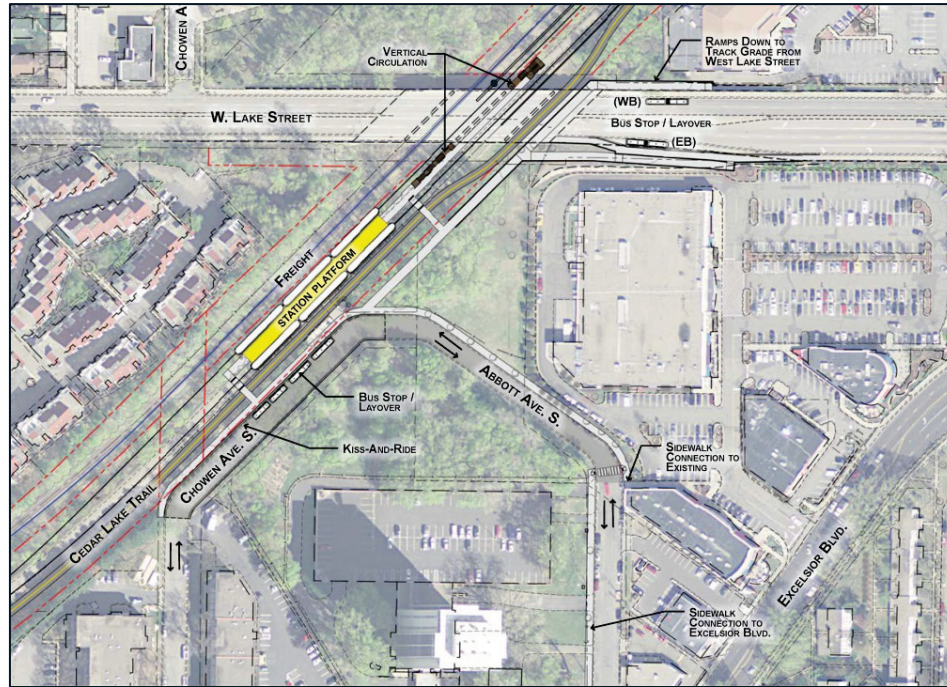
JOINT DEVELOPMENT COST: Approximately \$16 million

Royalston Joint Development Preliminary Development Scenario

- Private Sector Development Opportunities:
 - 80-90 units of affordable housing/artist studios
 - 150-200 market rate housing units
 - Preliminary financial analysis identified private development investment ranges from **\$37- \$47 million**
- Joint Development Revenue Sources
 - Ground lease/air rights for housing
 - Ground lease for indoor Farmers Market
 - Lease payments for stalls in the indoor Farmers Market
 - Estimated annual revenue: **\$682,000 - \$771,000**

West Lake Station: Minneapolis

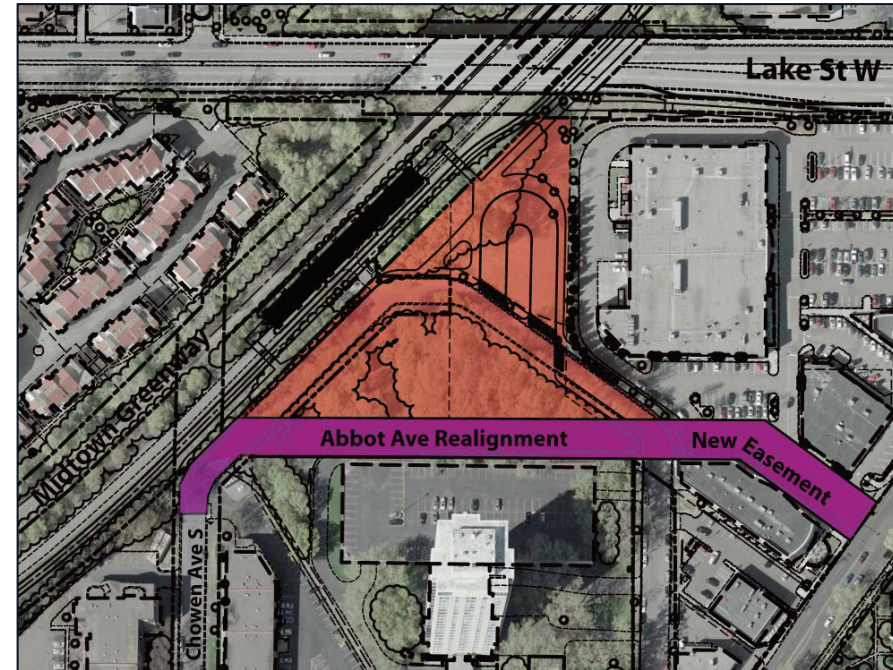
BASE PROJECT IMPROVEMENTS



- Station (platform, landscaping allowance)
- Removals (pavement)
- Site (pavement, sidewalk, curb & gutter, fence, retaining walls)
- Vertical circulation
- Bus stop/layover and kiss-and-ride

BASE PROJECT COST: \$12.6 million

JOINT DEVELOPMENT IMPROVEMENTS



- Acquisition of land from private property and Hennepin County – 2.95 acres
- Relocate Abbott Avenue S. and secure a new permanent road easement from Excelsior Road
 - 150 district parking stalls
 - Road and utilities
 - Pad preparation
 - Environmental remediation

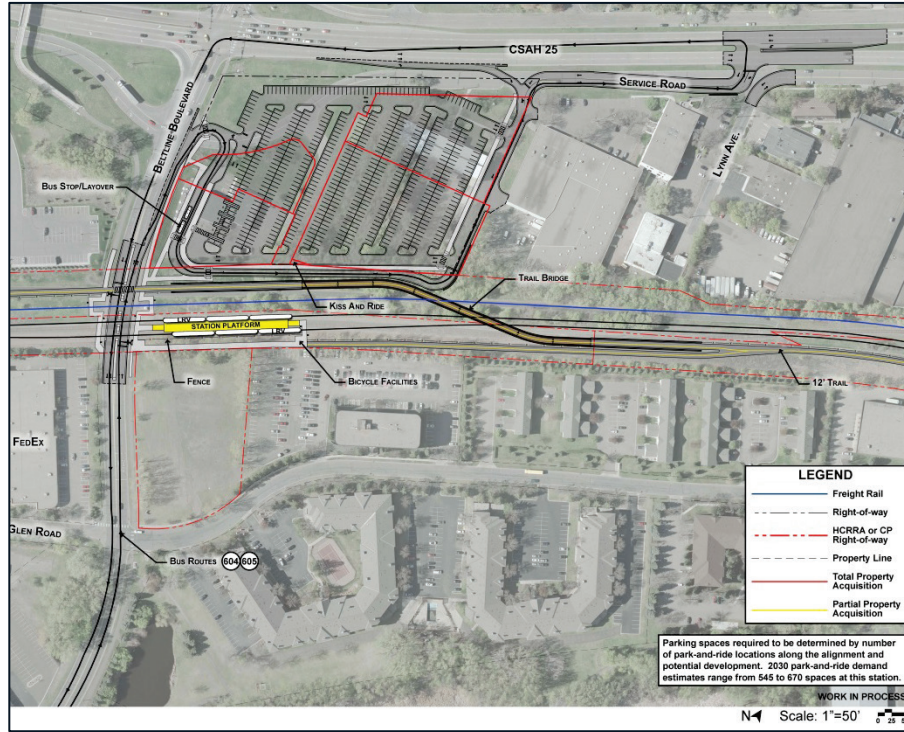
JOINT DEVELOPMENT COST: Approximately \$ 18.7 million

West Lake Joint Development Preliminary Development Scenario

- Private Sector Development Opportunities:
 - 100-120 units of high rise housing
 - 20,000 – 25,000 SF of retail/entertainment uses
 - Preliminary financial analysis identified private development investment ranges from **\$43 - \$52 million**
- Joint Development Revenue Sources
 - Ground lease/air rights for housing
 - Ground lease/air rights for retail/entertainment uses
 - District parking lease payments
 - Estimated annual revenue: **\$255,000 - \$300,000**

Beltline Station: St. Louis Park

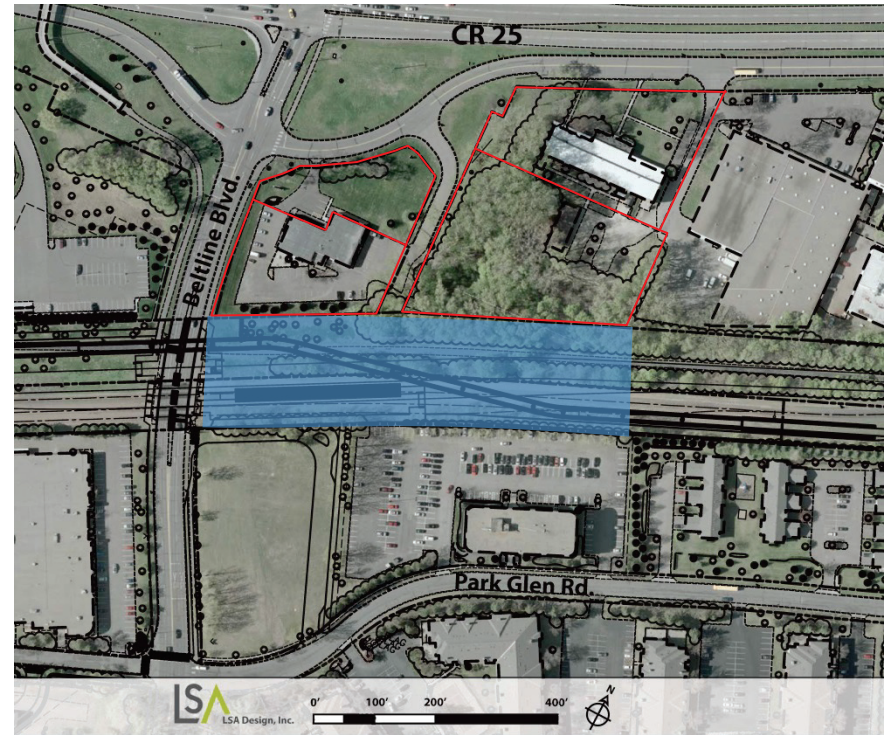
BASE PROJECT IMPROVEMENTS



- Station (platform, landscaping allowance)
- Removals (pavement)
- Site (pavement, sidewalk, curb & gutter, median, fence, retaining walls)
- Park & ride surface lot (565 stalls)
- New traffic signal (Lynn & CSAH 25)
- Trail bridge over LRT and freight
- Bus stop/layover and kiss-and-ride

BASE PROJECT COST: \$20.8 million

JOINT DEVELOPMENT IMPROVEMENTS



- Park & ride structured (565 stalls) over LRT/freight ROW
 - Additional district parking structured (200 stalls)
- Base project land acquisition

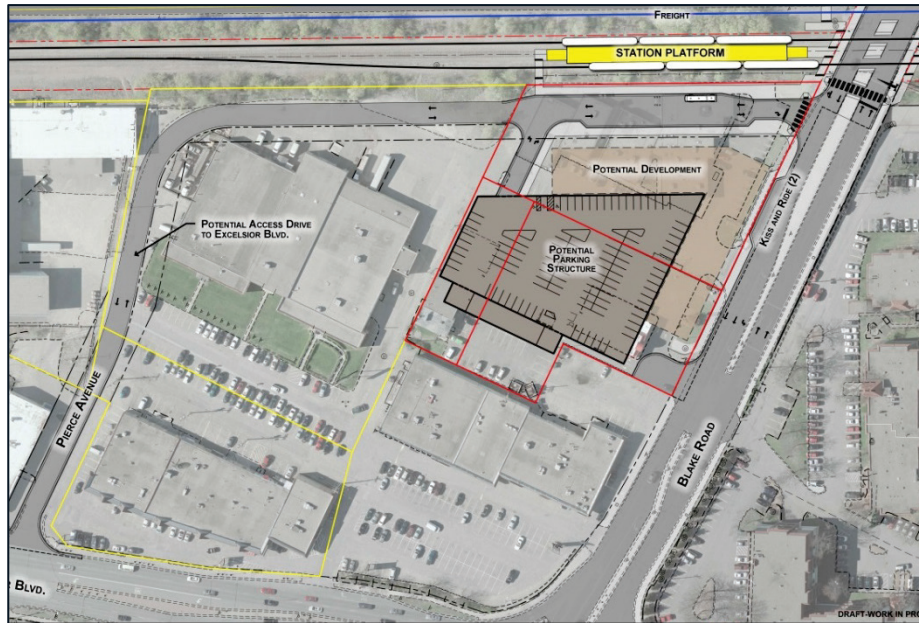
JOINT DEVELOPMENT COST: Approximately \$17.4 million

Beltline Joint Development Preliminary Development Scenario

- Private Sector Development Opportunities:
 - 240-280 units of market rate housing
 - 80,000 – 150,000 SF of commercial/entertainment/office
 - Preliminary financial analysis identified private development investment ranges from **\$58 - \$82 million**
- Joint Development Revenue Sources
 - Ground lease/air rights for housing
 - Ground lease/air rights for commercial/entertainment/office
 - District parking lease payments
 - Shared parking using park-and-ride stalls
 - Estimated annual revenue: **\$435,000 - \$553,000**

Blake Station: Hopkins

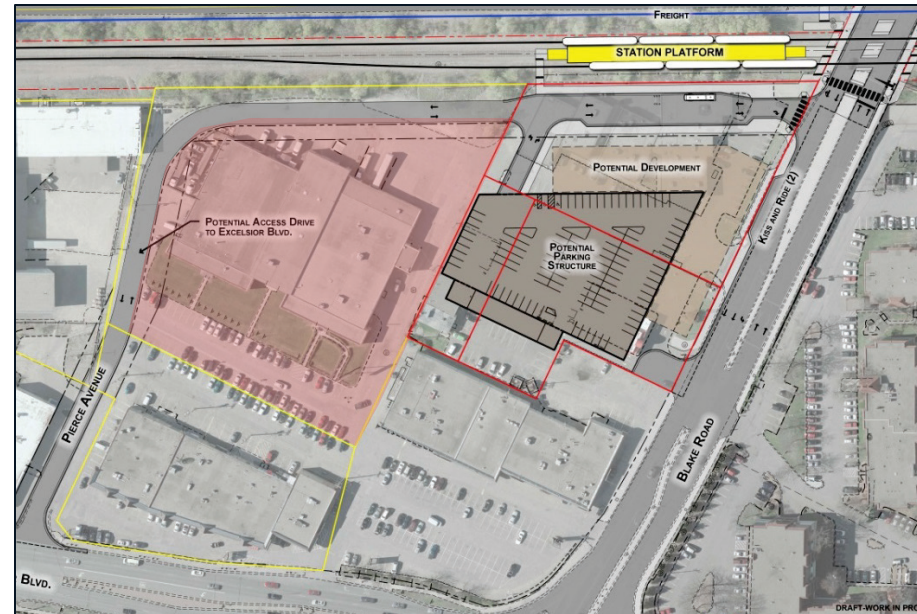
BASE PROJECT IMPROVEMENTS



- Station (platform, landscaping allowance)
- Removals (buildings, pavement)
- Site (pavement, sidewalk, curb & gutter, median, fence)
- Park & ride Structure (445 stalls)
- New traffic signal (Pierce & Excelsior)
- Bus stop/layover and kiss-and-ride
- New Pierce Avenue and access easement

BASE PROJECT COST: \$35.8 million

JOINT DEVELOPMENT IMPROVEMENTS



- Joint development land acquisition
 - District parking structure (200 stalls)
 - Road and utilities
 - Pad preparation
 - Building demolition

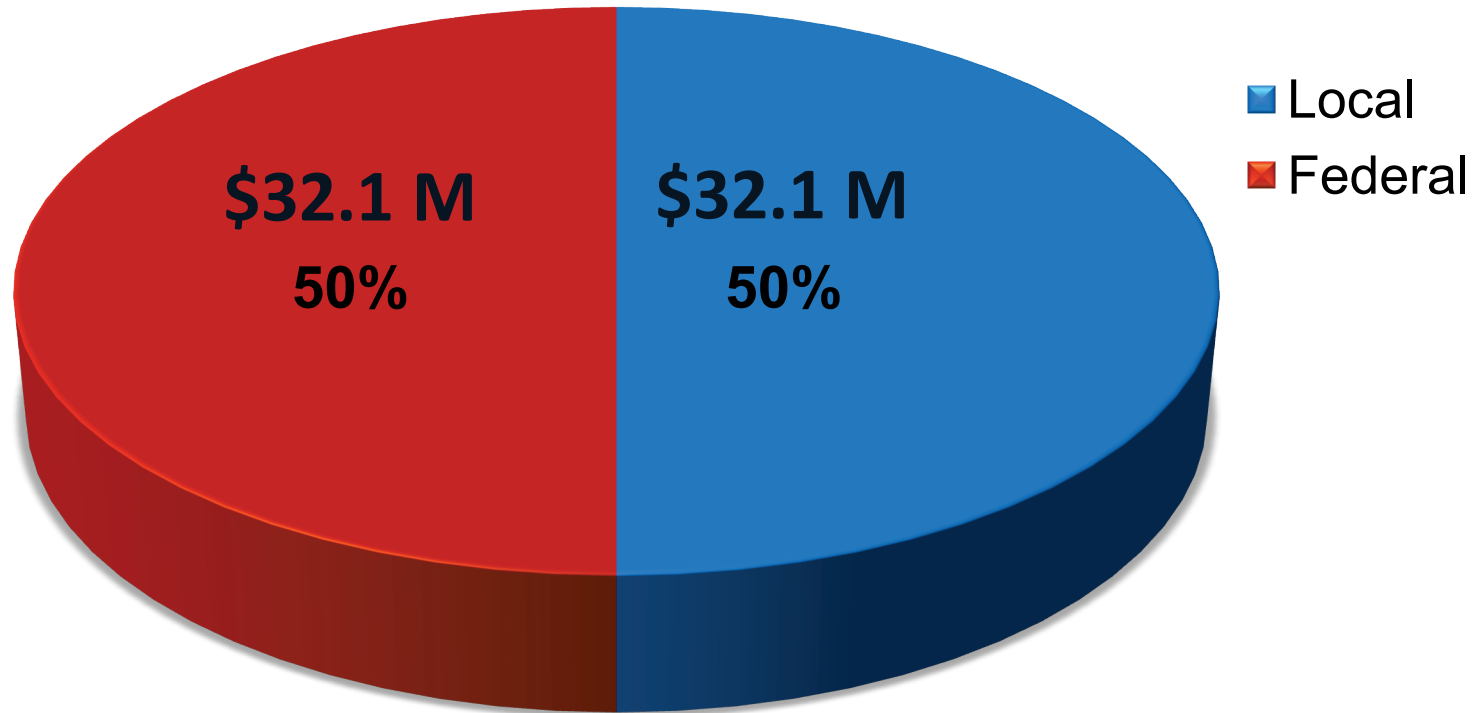
□ Base project land acquisition

JOINT DEVELOPMENT COST: Approximately \$12.1 million

Blake Joint Development Preliminary Development Scenario

- Private Sector Development Opportunities:
 - 180-220 units of market rate housing
 - 20,000 – 30,000 SF of retail/entertainment
 - Preliminary financial analysis identified private development investment ranges from **\$34 - \$43 million**
- Joint Development Revenue Sources
 - Ground lease/air rights for housing
 - Ground lease/air rights for retail/entertainment
 - District parking lease payments
 - Shared parking using park-and-ride stalls
 - Estimated annual revenue: **\$390,000 - \$480,000**

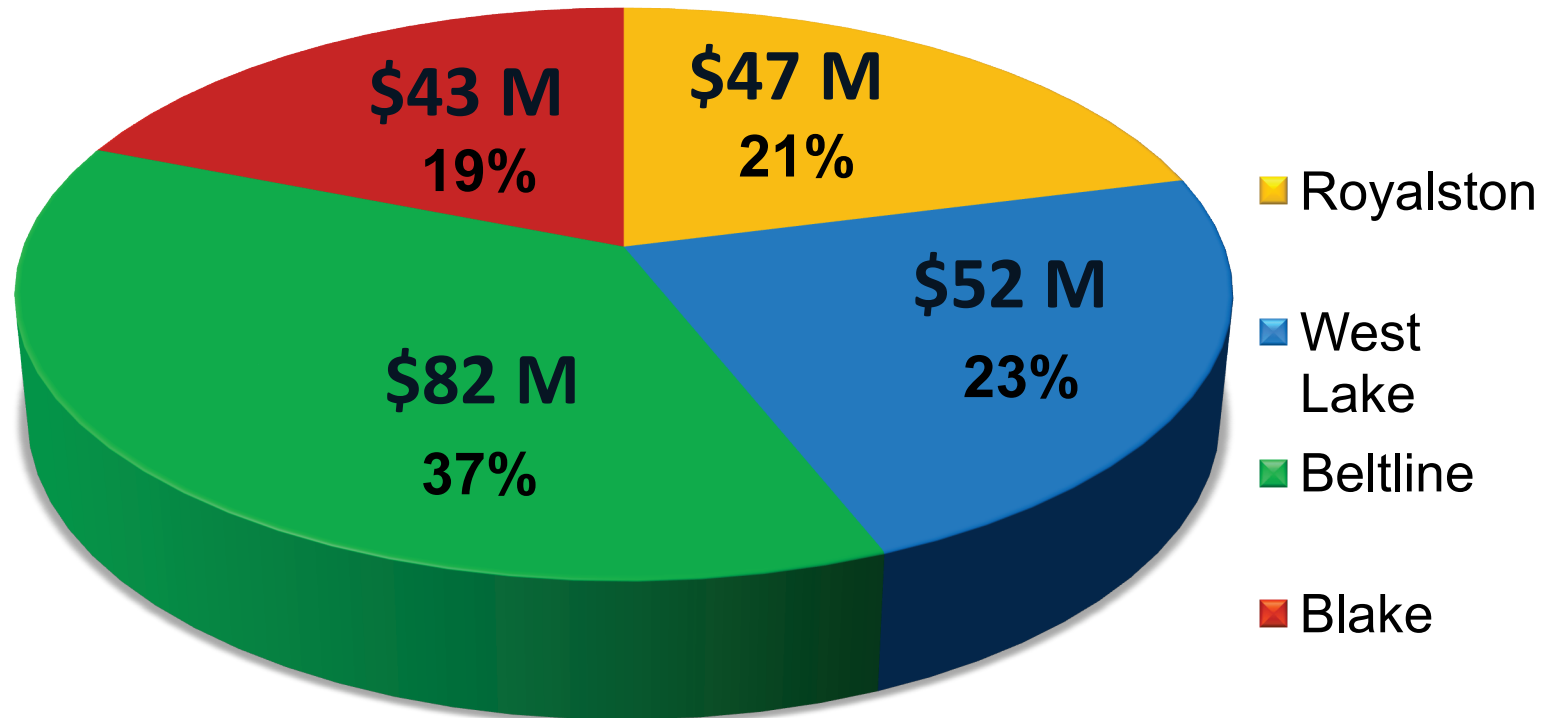
Total Estimated Capital Costs for Tier 1 Joint Development Opportunities



\$64.2 Million*

*Base Year 2013 Costs

Private Investment Expected with Tier 1 Joint Development Opportunities

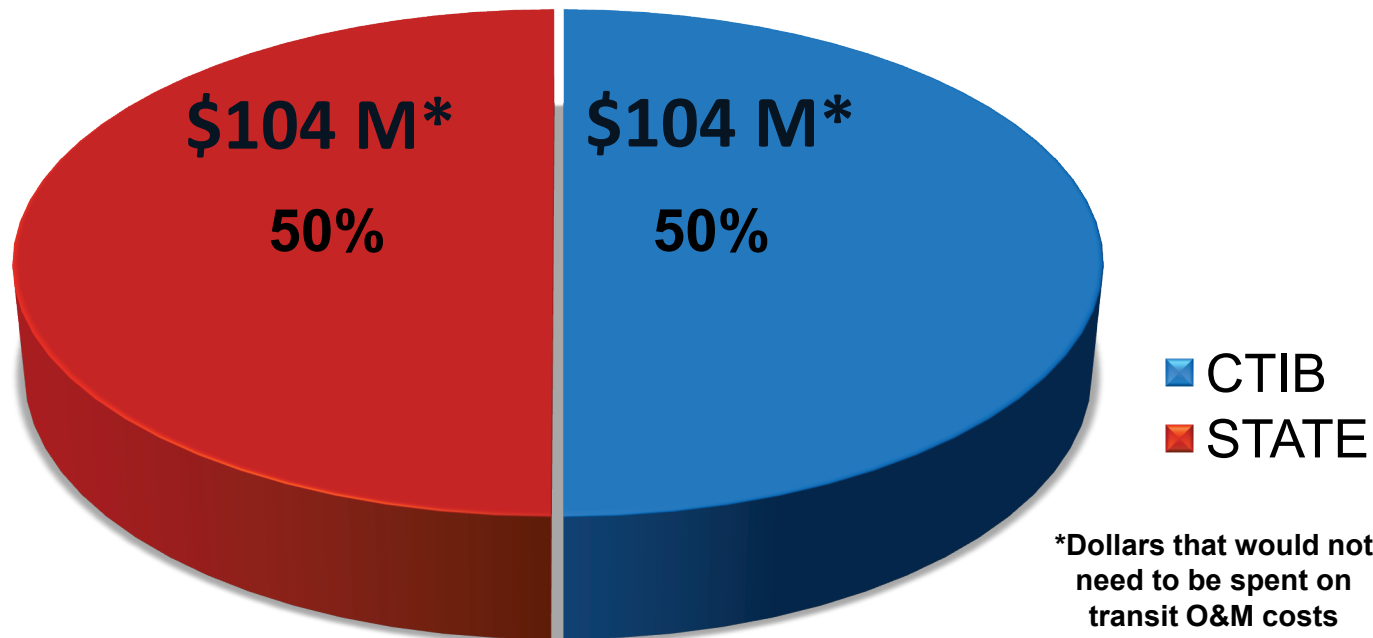


\$224 Million*

*2013 dollars

Total Estimated Revenue for Tier 1 Joint Development Opportunities

Estimated Total Revenue: \$208 M*
(\$2013 dollars, based on 99 year lease)



Estimated Annual Revenue: \$1.8 M to \$2.1 M*
*\$2013 dollars)

Next Steps

Tier 1 Joint Development Opportunity Implementation Phasing

- Phase 1: October 2013 – Spring 2014
 - Refine development program and financial analysis
 - Develop and execute agreements with public partners
 - Seek approval and support from FTA and local funding partners
 - Include in request to enter Engineering Phase New Starts submittal in Spring 2014

Tier 1 Joint Development Opportunity Implementation Phases (con't.)

- Phase 2: Summer 2014 – Spring 2015
 - Develop detailed master plan that contemplates uses, phasing, financing, procurement process (Independent Real Estate Development Consultant Concept)
 - Seek community input
- Phase 3: Summer 2015 – 2018
 - Select master developer according to process agreed to in Phase 2
 - Obtain Federal, State and local construction approvals
 - Design and construct Joint Development project(s)

Immediate Next Steps

- Seek input from Advisory and Management Committees and Agency Boards:
 - 10/30 BAC JD Part 1 - Complete
 - 11/7 CAC JD Part 1 - Complete
 - 11/27 BAC JD Part 2 - Complete
 - 12/4 CMC JD Parts 1 and 2 - Complete
 - **12/5 CAC JD Part 2**
- Prepare and Submit “pre-qualification” packages to FTA for review and approval: Winter 2013/2014

Freight Rail Relocation Analysis Scope

Freight Rail Relocation Analysis Scope

- 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

- Reviewed scope with Minneapolis, St. Louis Park and Hennepin County staff on 10/25 & 10/28
- Reviewed proposal with Minneapolis, St. Louis Park and Hennepin County staff on 11/19
- Reviewed scope with MnDOT Office of Freight staff on 11/20

Freight Rail Relocation Analysis Study

- Contract award to TranSystems
- Issued Notice to Proceed Nov. 27

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

Water Resources Evaluation Scope

- Reviewed scope with Minneapolis, Minnehaha Creek Watershed District, Minneapolis Park and Recreation Board and Hennepin County staff on 10/25 & 10/29
- Reviewed proposal with Minneapolis and Hennepin County staff on 11/19

Water Resources Evaluation Study

- Contract award to Burns & McDonnell
- Issued Notice to Proceed Dec. 2

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

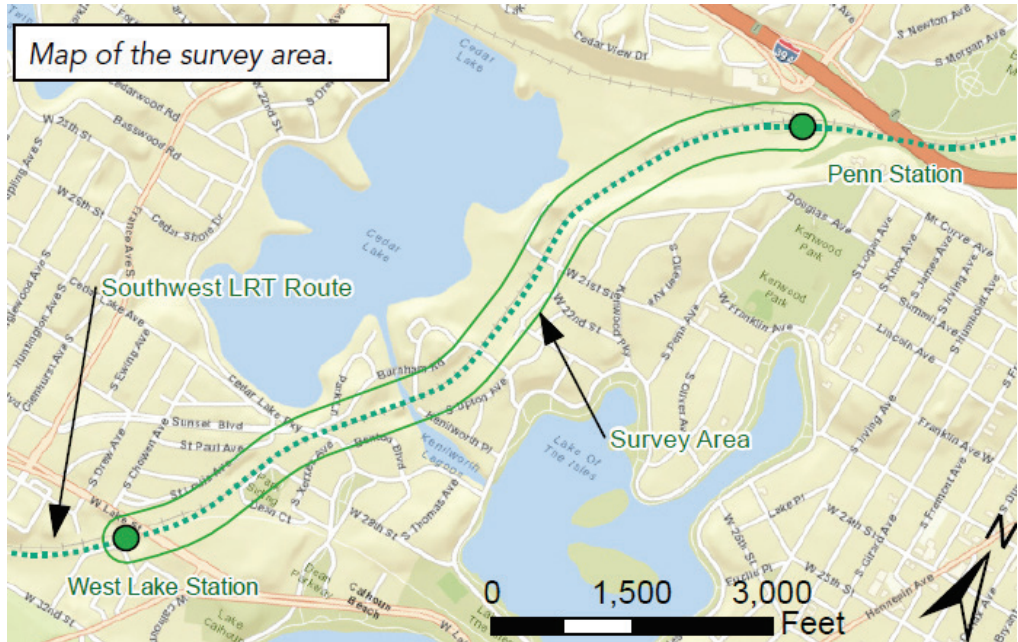
Landscaping/Greenscaping Analysis

- Reviewed scope with Minneapolis, Minnehaha Creek Watershed District, Minneapolis Park and Recreation Board and Hennepin County staff on 10/25 & 10/29
- Initiated tree and vegetation inventory on Nov. 13

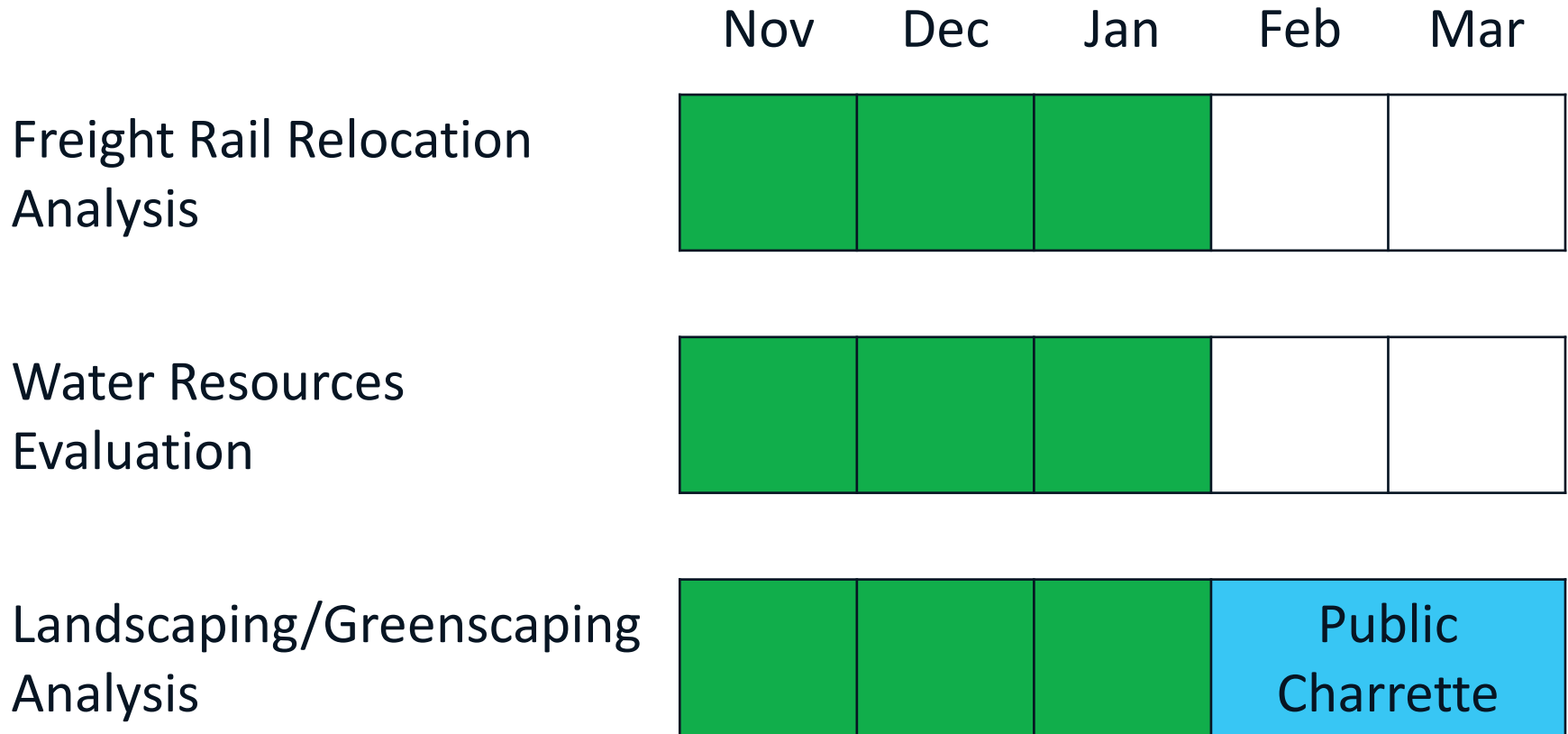
Kenilworth Corridor Tree and Vegetation Survey



Recording size, species and condition of trees in the study area.



Timeline for Completing 3 Additional Studies



Stakeholder Involvement

Stakeholder Involvement: December 2013

- Freight Rail Relocation Analysis
 - Hold kick-off meeting
 - Review initial screening of alternatives
- Water Resources Evaluation
 - Hold kick-off meeting
- Landscaping/Greenscaping Analysis
 - Review tree and vegetation inventory

Stakeholder Involvement: Mid January 2014

- Present draft reports 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 reports and approve project scope and budget:
 - Technical staff with the cities, county, park board and watershed district
 - SW Corridor Management Committee
 - Metropolitan Council
 - Joint SWLRT Business & Community Advisory Committees
- 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
- Community/neighborhood presentations
- Project newsletter
- Press releases
- Twitter

Potential Additional Outreach Activities

- SWLRT “Mobile Office”
- Direct mail campaign
- Met Council “listening sessions”
- Elected official town hall open houses/community meetings

Proposed 2014 CAC Meeting Schedule

- SWLRT Community Advisory Committee (CAC) meetings are:
 - Held the **fourth** Thursday of the month
 - 6:00 PM to 8:00 PM or 8:30 PM if additional time is needed for discussion and to provide feedback on important topics
 - CAC meetings will be held at **St. Louis Park Recreation Center** unless otherwise noted.

Proposed 2014 CAC Meeting Schedule

- Tuesday, January 14: Tentative Joint BAC/CAC Location TBD
- Thursday, February 27
- Thursday, March 27
- Thursday, April 24
- Thursday, May 22
- Thursday, June 26: Location TBD
- Thursday, July 24: Location TBD
- Thursday, August 28
- Thursday, September 25
- Thursday, October 23
- Thursday, November 20 (third Thursday)
- Thursday, December 18 (third Thursday)

Member and Committee Reports and Public Forum

More Information

Online:

www.SWLRT.org

Email:

SWLRT@metrotransit.org

Twitter:

www.twitter.com/southwestlrt





Southwest Corridor Investment Framework

Community Works Steering Committee

November 21, 2013

Transitional Station Area Action Plans (TSAAP)

- Intended to promote opening day readiness by bridging the gap between current conditions and future needs by addressing:
 - Station platform locations
 - Park and ride sites
 - Future development potential
 - Access and circulation planning
 - Infrastructure planning
 - Stormwater management options

TSAAP and PE Coordination

- **TSAAP Planning and Engineering Design – a Continuously Coordinated Process**
 - Initial project charrette
 - Issue Resolution Team (IRT) meetings
 - Weekly coordination meetings
 - Monthly city meetings
 - Shared advisory committees
 - Shared open houses and public events



Public Engagement

- Open Houses, advisory committee meetings, and listening sessions, neighborhood events, workshops and special meetings



Public Engagement


- Online engagement - website, e-blasts, MindMixer




JOIN IN SOUTHWEST LRT STATION AREA PLANNING

JOIN OUR COMMUNITY.

Welcome to the interactive site for community dialogue about how areas around proposed Southwest LRT stations might change to take advantage of the coming LRT. Now is the time to offer your thoughts - before the train leaves the station!

 Sign up with Facebook

 Sign up with LinkedIn

 Sign up with Google

Station Area Planning
Give your input!

Quick Links

Committees & Meetings
LRT Station Areas

Engineering & Construction

get updates!

Email address



Royalston Station

5th Avenue and Royalston Avenue, Minneapolis • [see map](#)

Grab a beer, a beet, or baseball.
Royalston Station brings you to the edge of everything downtown has to offer.



Van White Station

Van White Memorial Boulevard, on the northeast side of Bryn Mawr Meadows, Minneapolis • [see map](#)

Access the potential.
Van White Station is prime for urban redevelopment.



Penn Station

Penn Avenue and Weyzata Boulevard, Minneapolis • [see map](#)

Travel to, or through, our valley.
Penn Station is in a scenic valley by the city.



21st Street Station

West 21st Street and the Sandeavor Trail, Minneapolis • [see map](#)

Stroll along the Isles.
21st Street Station lets you escape to the Chain of Lakes and Grand Rounds, the country's longest continuous system of public urban parkways.



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Station Area Planning *Give your input!*

Quick Links

Committees & Meetings

LRT Station Areas

Engineering & Construction

get updates!

Email address

Search

[Back to all stations](#) |



ROYALSTON STATION

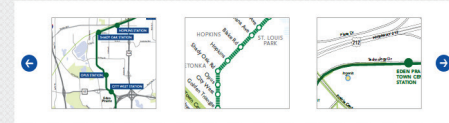
Current Planning Maps

Transitional Station Area Action Planning (TSAAP) began in 2012. The maps shown here are products of that planning work and part of the full [Southwest Corridor Investment Framework](#).

Background - Existing Conditions



Future Plans - Opening Day (2018) and Long Term



History of Planning Work

Lorem ipsum dolor sit amet, consectetur adipiscing elit. In dolo sermo vario sex illa a Dipylo stadia confectimus. Tum ille timide vel potius verecunde: Facio, inquit. At quanta conantur! Mundum hunc omnem oppidum esse nostrum! Incendi igitur eos, qui audiunt, vides. Ita graviter et severe voluptatibus secreta bona.

Haec para/doca illi, nos admirabilia dicamus.

Varietates autem iniarisque fortunae facile veteres philosophorum praeceptis instituta via superabat. Hoc ille tuus non vult omnibusque ex rebus voluptatem quasi mercedem exigit. Haec quo modo convenient, non sane intellego. Omnes enim luculentum motum, quo sensus hilaratur. Etenim semper illud extra est, quod arte comprehenditur. At, illa, ut visis placeat, partem quandam tuetur; reliquam deserit. Cum id quoque, ut cupiebat, audivisset, evelli iussit eam, qua erat transfixus, hastam. Graecis hoc modicum est: Leonidas, Epaminondas, tres alique aut quattuor;

Tubulum fuisse, qua illum, culus is condemnatus est rogatione, P.

Cur tantas regiones barbarorum pedibus oblit, tot maria transmisit? Nemo nostrum istius generis assotos lucunde putat vivere. Non igitur de improbo, sed de callido improbo quaerimus, qualis Q. Quae qui non vident, nihil unquam magnum ac cognitione dignum amoverunt. Paulum, cum regem Perserum captum adduceret, eodem flumine invecit? Quorum sine causa fieri nihil putandum est. Color egregius, integra vultudo, summa gratia, via denique conferta voluptatum omnium varietate. Nunc vides, quid faciat.

Additional Links

- [partem quandam tuetur](#)
- [reliquam deserit. Cum id quoque](#)
- [ut cupiebat, audivisset](#)
- [evelli iussit eam](#)
- [qua erat transfixus, hastam](#)
- [Graecis hoc](#)
- [modicum est: Leonidas](#)

14 Month Planning Process

- **City by City, Station by Station Approach**



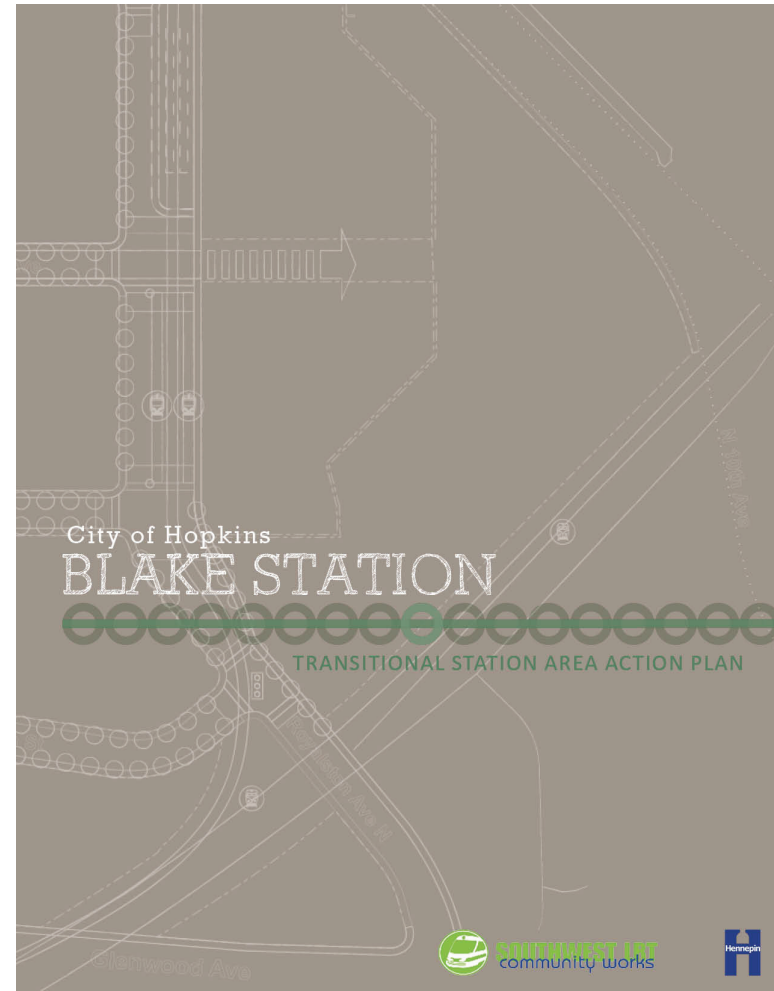
Southwest Corridor Investment Framework

- Intended to promote opening day readiness by bridging the gap between current conditions and future needs by addressing:
 - Station platform locations
 - Park and ride sites
 - Future development potential
 - Access and circulation planning
 - Infrastructure planning
 - Stormwater management options

Outcome

Southwest Corridor Investment Framework

- Background
- Corridor Characterization
- 17 TSAAPs –
Blake Road Example
- Implementation



Next Steps

Southwest Corridor Investment Framework

Q4 2013

Conduct Outreach/Engagement
(website, mindmixer, community meetings, etc...)

Q1 2014

Action on SW Corridor Investment Framework

Q1 2014

Implementation

Q2 2014 -2018