

SOUTHWEST

Green Line LRT Extension



Community Advisory Committee

January 26, 2016



Today's Topics

- 2016 Look Ahead
- Section 4(f)
- Station and OMF Renderings
- Station Naming
- Corridor Housing Strategy Update
- Member and Committee Reports/Public Forum



2016 Look Ahead

Major Project Milestones

Element	Timeframe
Complete 90% Civil Design	January 2016
Complete 100% Civil Design	April 2016
Final Environmental Impact Statement	April 2016
Record of Decision	June 2016
Entry Into Engineering	September 2016
Letters of No Prejudice (LONP) from FTA	Pre-FFGA
Anticipated Start of Prep for Civil Construction	Fall 2016
Anticipated Start of Systems Construction	Winter 2016/2017
Anticipated Start of OMF Construction	Spring 2017
Full Funding Grant Agreement	Mid 2017
Heavy Construction	2017-2019
Revenue Service	2020

2016 Activities: 60% to 100% Design

- LRT track features
- Bridges and tunnels
- Roadway and trail details
- Operations and Maintenance Facility features
- Park and ride facilities
- Systems elements
- Freight rail features
- Utility relocation design plans
- Station design plans
- Streetscape design plans

January – June 2016 Look Ahead

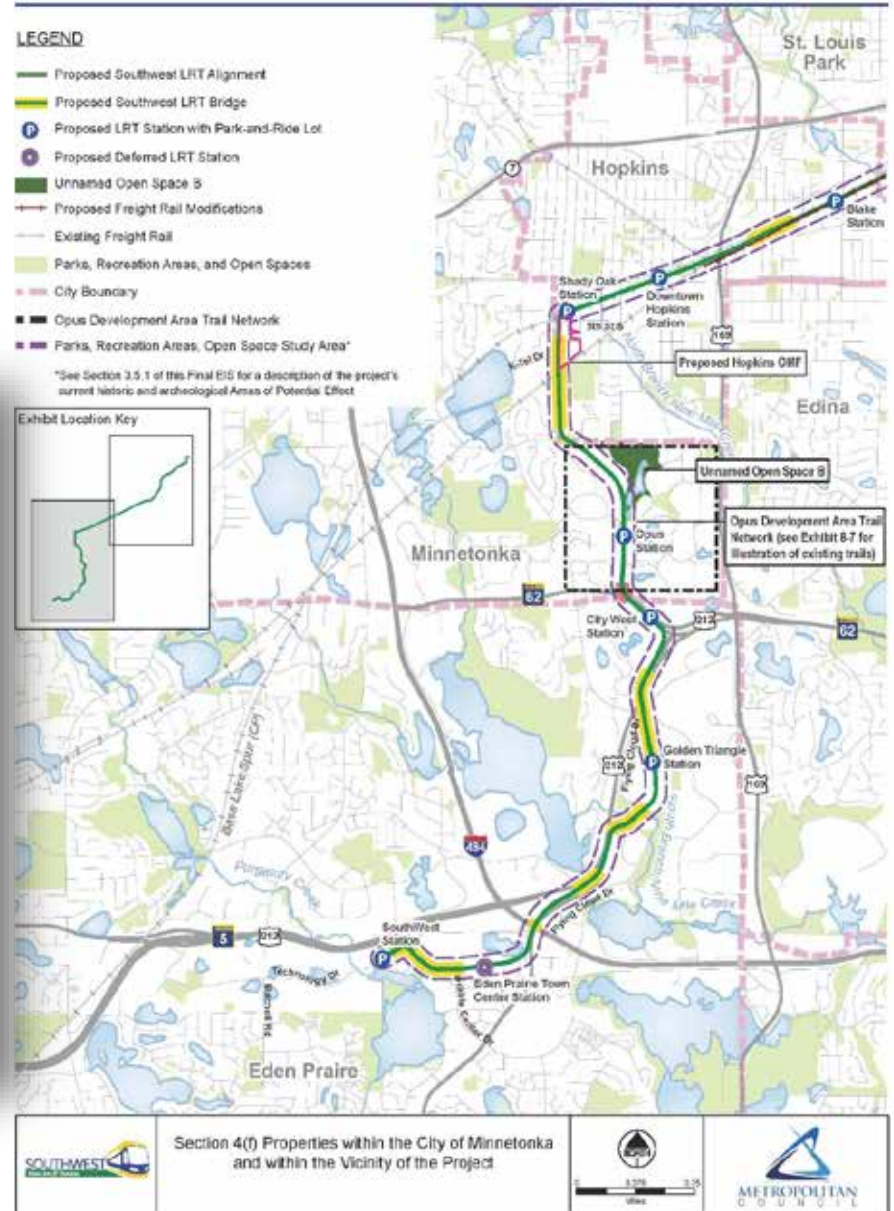
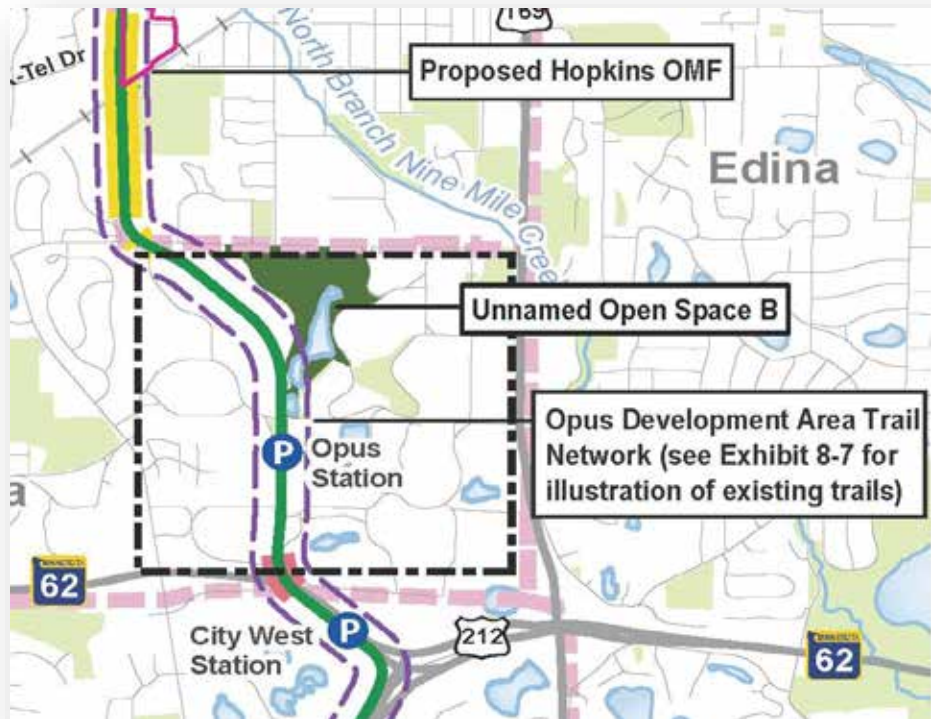
Milestone	Date
Publish 4(f) <i>de minimus</i> Preliminary Determination	Jan 11, 2016
Complete 90% Design Packages for Civil	Jan 2016
LRV Proposals Due	Mar 2016
Complete 100% Design Packages for Civil	Apr 2016
FEIS	Apr 2016
Complete 90% Design Packages for OMF and Systems	May 2016
Record of Decision	June 2016

Section 4(f) Update

Amended Draft Section 4(f) Evaluation

- Two new Section 4(f) properties identified in the amended document
- Public can review document:
 - § City of Minnetonka, SPO
 - § Project website
 - § Select community/reference libraries
- 45 day comment period began January 11 and ends Feb 25

Amended Draft Section 4(f) Evaluation



Amended Draft Section 4(f) Evaluation

Section 4(f) Property	Non-de minimis Use	De minimis Impact	No Use	Existing Property Acreage	Acres Permanently Used	% of Property Used
Unnamed Open Space B		.		49.0	1.0	2.0%
Opus Development Area Trail Network		.		9.6	0.0*	0.0%*

* Approximately 1.5 acres of the Opus development area trail network will be removed due to the Project and it will be replaced with approximately 1.8 acres of new trails with the same connections and functions, for a net increase of 0.3 acres of additional trail area within the Opus development area trail network.

Station and OMF Renderings

SouthWest Station

View From Technology Drive



Draft – Work in Process

SouthWest Station

View From 212 Off-Ramp



Draft – Work in Process

SouthWest Station

View From Technology Drive



Draft – Work in Process

SouthWest Station

View From Bus Loop



Draft – Work in Process

SouthWest Station



Draft – Work in Process



View From Bus/LRT Platform

Golden Triangle Station

View From Park-and-Ride Looking North



Draft – Work in Process

City West Station

View From Plaza Looking East



Draft – Work in Process

Opus Station

View From Bren Rd E Looking South



Draft – Work in Process

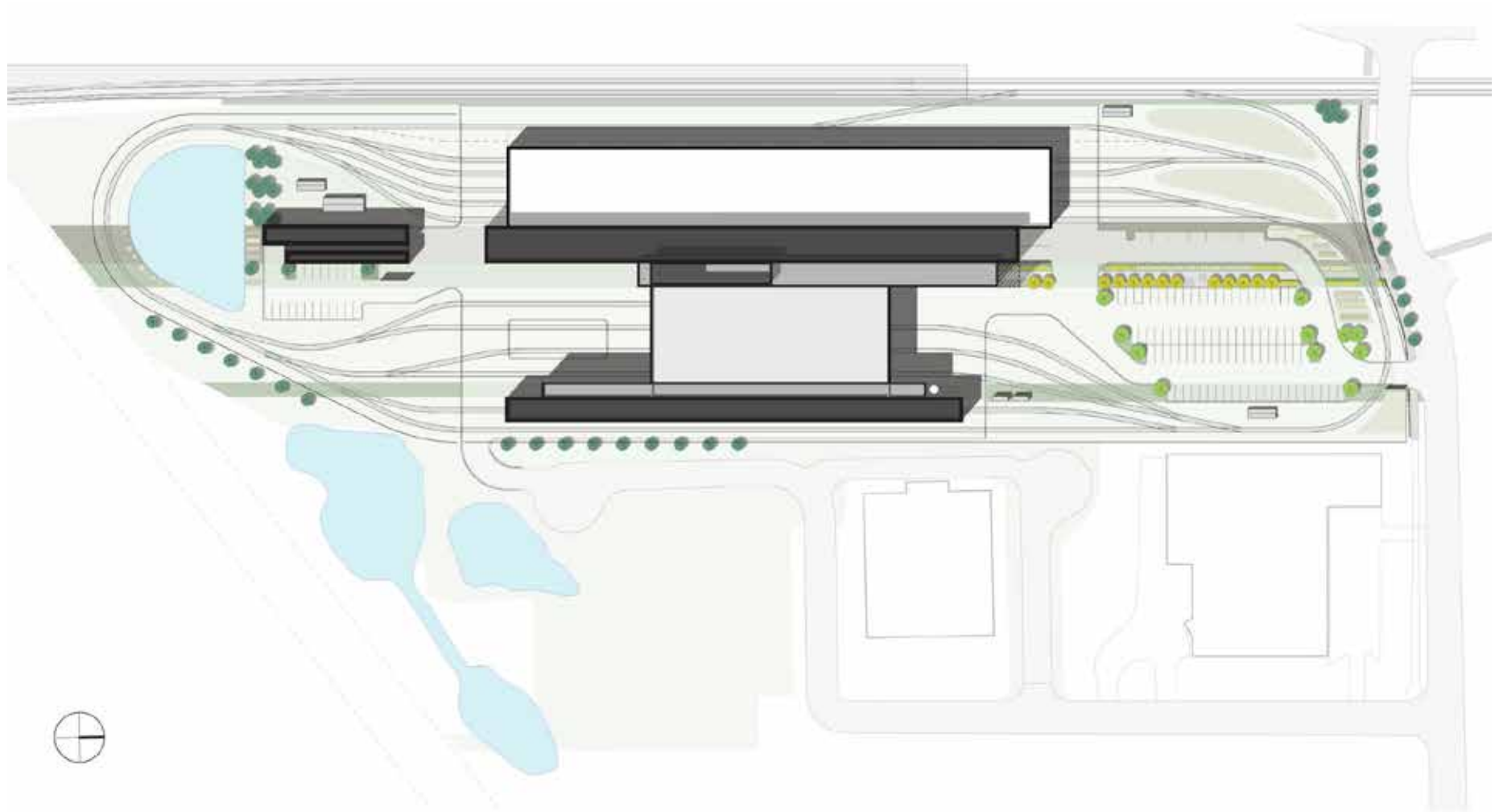
OMF Site Context: Neighborhood Site Plan



-  LIGHT INDUSTRIAL
-  COMMERCIAL
-  RESIDENTIAL / CIVIC / EDUCATIONAL
-  OPEN PARK SPACE / LANDFILL
-  LAKES + STREAMS
-  OMF BUILDING FOOTPRINT
-  SWLRT STATIONS
-  SWLRT EXTENSION
-  EXISTING FREIGHT LINE
-  EXISTING TRAILS
- 

DRAFT - WORK IN PROGRESS

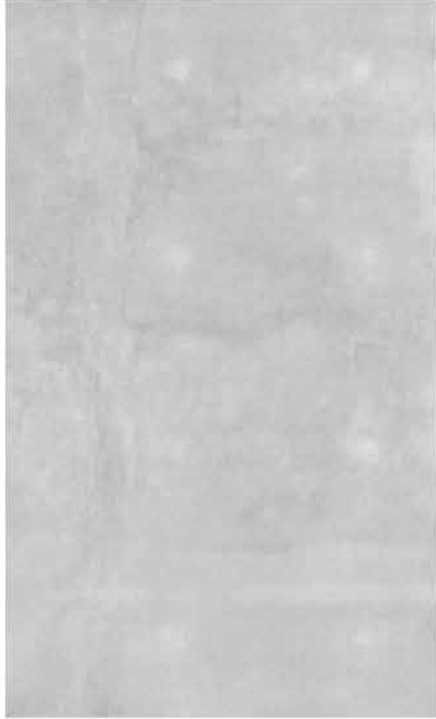
Train Yard Concept: Site Plan



DRAFT - WORK IN PROGRESS

OMF Palette: Building Materials

METRO TRANSIT / SAFETY YELLOW



PRECAST CONCRETE



BLACK ALUMINUM



POLYCARBONATE PANELS



GLASS

DRAFT - WORK IN PROGRESS

Approach View From North



DRAFT - WORK IN PROGRESS

Approach View From North Parking Lot



OMF View From In-Service Train



DRAFT - WORK IN PROGRESS

OMF View From In-Service Train



West View From K-Tel Dr



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



West View From K-Tel Dr



Shady Oak Station

View From Park-and-Ride Looking South



Draft – Work in Process

Downtown Hopkins Station

View From Plaza Looking Southeast



Draft – Work in Process

Blake Station

View From Blake Rd Looking Northwest



Draft – Work in Process

Louisiana Station

View From Park-and-Ride Looking Northwest



Draft – Work in Process

Wooddale Station

View From Wooddale Ave Looking Southeast



Beltline Station

View From Walk Looking Northwest



Draft – Work in Process

West Lake Station

View From Trail Looking North



Draft – Work in Process

21st Street Station

View From 21st St Looking West



Draft – Work in Process

Penn Station

View From Trail Looking North



Draft – Work in Process

Van White Station

View From Crosswalk Looking Northeast



Draft – Work in Process

Royalston Station

View From Royalston Ave Looking Southeast



Draft – Work in Process

Station Naming

Background

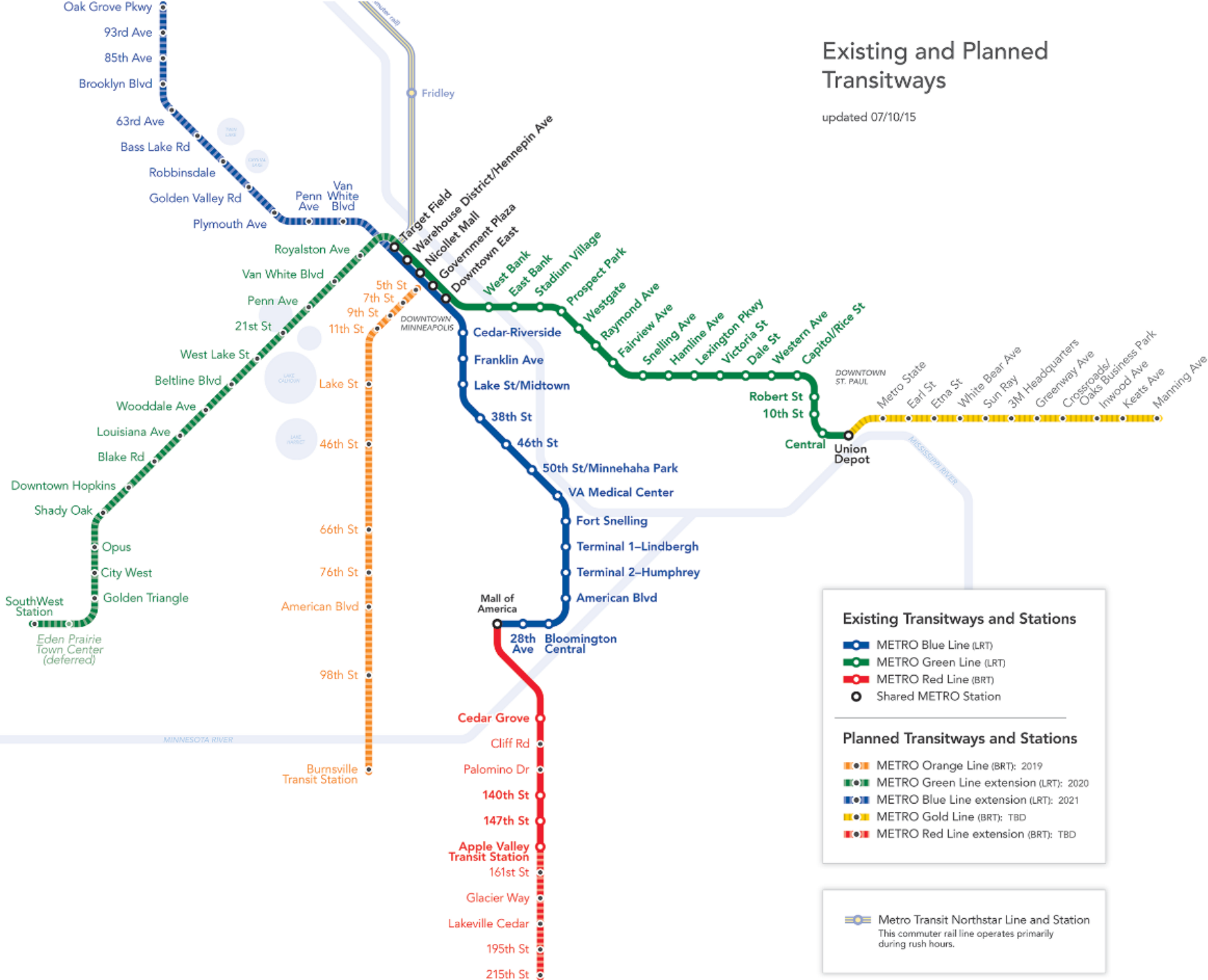
- Met Council's Transitway Guidelines provide guidance on station naming
- Green Line Extension and Blue Line Extension both include stations with the same name
 - § Van White
 - § Penn
- Station names need to be finalized prior and updated in the 100% design plans for inclusion in the Civil Construction bid documents

Regional Transitway Guidance

- Reflect local geography: major cross-street or landmark
- Easy for general public to recognize, particularly potential transit customers who are not familiar with the region and/or the corridor
- Distinct from names of other stations to extent feasible so that the name does not create confusion for potential customers or emergency responders
- Succinct and use of two names for one station should be avoided

Existing and Planned Transitways

updated 07/10/15



Station Names Consistency with Guidelines

Station	Consistency with <i>Transitways Guidelines</i>
Royalston Ave	Consistent, major street
Van White Mem Blvd	Inconsistent, duplicate name with BLRT
Penn Ave	Inconsistent, duplicate name with BLRT
21 st St	Consistent, major street
West Lake Street	Consistent, major street
Beltline Blvd	Consistent, major street
Wooddale Ave	Consistent, major street
Louisiana Ave	Consistent, major street
Blake Rd	Consistent, major street
Downtown Hopkins	Consistent, major landmark of downtown Hopkins
Shady Oak	Inconsistent, 4 blocks away from street
Opus	Consistent, major landmark of business campus
City West	Inconsistent, not a recognized landmark
Golden Triangle	Consistent, landmark of business, Could be named after cross street
SouthWest Station	Consistent, major landmark of business campus, SWT station

Timeline: Feedback and Council Action

Date	Committee
Jan 14	Technical Project Advisory Committee (TPAC) (complete)
Jan 14-31	Advanced Design Meetings (underway)
Jan 21	SWCW Steering Committee Feedback (complete)
Jan 26	Community Advisory Committee Feedback
Jan 27	Business Advisory Committee Feedback
Feb 3	Corridor Management Committee Recommendation
Feb 8	Transportation Committee Recommendation
Feb 24	Metropolitan Council Action

Proposed Changes Presented to City Staff

Station	Proposed Name	Rationale
Van White	Van White Mem. Blvd	Duplicate with BLRT, keep Van White and add Mem Blvd
Penn	Bryn Mawr	Duplicate with BLRT, clarify location by referring nearest landmark, neighborhood
Shady Oak	17 th Ave	Clarify location by changing to extension of road that will go to park and ride
City West	West 62 nd St	Change to street to better describe location
Golden Triangle	West 70 th St	Change to street to better describe location

Feedback From TPAC & City Staff

- Keep Golden Triangle Station because it's a known industrial and business park
- Change City West to “Crosstown” or “Hwy 62” because West 62nd St is only 2 blocks long in the station area

Community Works Steering Cmte. Feedback

- Keep Golden Triangle Station because it's a known industrial and business park
- Keep Shady Oak because 17th Ave extension doesn't exist today and will be too new when the line opens
- Avoid duplicate names on SWLRT and Blue Line Extension in Minneapolis (Van White, Penn, Lake St.)
 - § Supports SWLRT Penn change to Bryn Mawr
- Choose simplicity, suggest dropping “Street”, “Boulevard”, etc.
- Changing “City West” to “62nd Street/Crosstown” acceptable
- Consider changing 21st St to Kenwood or Cedar Lake

Next Steps

- Jan/Feb:
 - § Seek input from project advisory committees
- Feb:
 - § Make final recommendation to CMC and seek approval from Met Council
- March:
 - § Update design plans
- April/May:
 - § Complete a similar process for Blue Line Extension

Southwest Community Works: Corridor Housing Strategy Update



Southwest Corridor Housing Strategy

Southwest LRT Community Advisory Committee

Kerri Pearce Ruch, Hennepin County
January 26, 2016



Southwest Community Works

Vision: Collaborate and partner so that Southwest Corridor becomes a **premier destination** that is **accessible, livable and vibrant**.

Housing Goal: Positioning the Southwest LRT communities as a place for all to live.

Investment Principle: Provide a full range of housing choices.

Stakeholder Outreach

- **Developer and Funder Roundtables**
 - August 20, 2015
 - 15 housing developers and 8 funders participated.
- **Housing Advocate Roundtable** – September 8th
 - 8 housing advocates participated.
- **Community Advisory Committee** – August 25th
- **Business Advisory Committee** – August 26th
- **City Council study session presentations** – St. Louis Park (September), Hopkins (October), Edina (January)
- **City Authorities & Commissions** – Minnetonka (April), St. Louis Park (November)
- **Upcoming:** Met Council Community Development Committee (February)
- **Other outreach:** ULI Housing Committee, Hopkins Housing meeting sponsored by LISC and Blake Road Corridor Collaborative, Housing Collaborative Institute



CAC feedback

Need for larger units in multi-family housing – 3-4 bedrooms.	➔	Added specific language on need for larger units to Housing Goal and Affordability Target section and Next Steps section.
Look at ways to increase affordability by reducing parking requirements.	➔	Added language to implementation strategy on policies around station areas (Objective 1).
Help residents build equity – look for ways to encourage home ownership.	➔	Clarified language on home ownership targets; added language about removing barriers to higher-density home ownership opportunities.
Need a variety of lifecycle housing options for residents from young people to seniors.	➔	Added specific Housing Goal and Affordability Target section and Next Steps section.
Preservation of affordable housing is very important - do more than monitor Section 8 voucher usage.	➔	Strengthened language in Objective 2 - preservation
Zoning restrictions can keep out small developers.	➔	Covered in implementation strategy on policies around station areas (Objective 1).

CAC feedback

How do you bring new \$\$ to the table?	➔	Added language about creative financing tools and seeking developers with specific expertise.
Support for mixed income inclusionary housing and land acquisition to support affordability.	➔	Strengthened language around mixed-income (inclusionary housing) policies in Objective 1.
Area Median Income (AMI) is really high – look at corridor cities instead; don't use family size – talk about actual rents.	➔	Reworked this section to include corridor median income and affordability levels, sample occupations at various affordability levels and new Met Council Allocation of Need numbers
Think about where regional solicitation funds go – tie to a full range of housing choices.	➔	Specific language in next steps section
Strategy is voluntary – how do we then get the cities to move the needle?	➔	Added specific partners section with roles that notes that “cities are on the front line in housing development and preservation.”; specific actions for cities/county in Next Steps section; progress tracker; asking for city action on Strategy.

How this Strategy may be used:

- Encourage integration of tools in zoning, development plan review and funding allocation decisions.
- Incorporate the Corridor Housing Strategy in development or updates to housing policies and comprehensive plans.
- Determine mix of unit types and affordability.
- Seek city goals for preservation and new construction at various affordability levels for each station area, to apply to corridor targets.



LISC Corridor Development Initiative (CDI) workshops

Next Steps

Seek city/county support for the Corridor Housing Strategy
Q1 – Q2 2016

Develop a work plan to move implementation strategies forward.
Q1 – Q2 2016

Track progress on corridor-wide strategy implementation.
2016 – on-going

Engage regularly with policymakers and stakeholders
On-going

- Member and Committee Reports/Public Forum
- Next Meeting:
 - § Tuesday, Feb 23

More Information

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