

Meeting of the Southwest Corridor Management Committee

April 1, 2015

Members Present	Chair Adam Duininck	Brian Lamb	Nancy Tyra-Lukens
	Jan Callison	Matt Look	Sue Sanger (Alt)
	Jason Gadd	Will Roach	Peter Wagenius (Alt)
	James Hovland	Terry Schneider	Bill James
Members Absent	Keith Bogut	Betsy Hodges	Peter McLaughlin
	Dan Duffy	Jeff Jacobs	
	Linda Higgins	Scott McBride	

1. CALL TO ORDER

Chair Adam Duininck called the April 1, 2015 meeting of the Southwest Corridor Management Committee to order at 10:05 a.m. at the St. Louis Park City Hall. A round of introductions were made. Chair Duininck thanked Mr. Bill James for his service on the CMC and appreciates all his work over the past years.

2. APPROVAL OF MINUTES

Chair Duininck presented the February 4, 2015 SWLRT Corridor Management Committee meeting minutes for approval. Commissioner Jan Callison made a motion to accept the minutes, Mayor Tyra-Lukens seconded it, and the motion was then unanimously approved, with Mr. Peter Wagenius abstaining from the vote, stating he doesn't feel the minutes reflect the Park Board component of the SDEIS timing.

3. COMMUNITY WORKS UPDATE

Ms. Katie Walker from Hennepin County presented on the Hennepin County Community Works program, with an update on the recent activities and where they are headed in 2015. The Community Works program is led by Hennepin County with a mission to enhance the communities along this SWLRT line. The vision for the SW Community Works program is to connect people to jobs, housing and shopping. They have recently been focusing in on connecting communities. The Investment Framework has been created with funding from the HUD Sustainable Communities Grant, and helps shape, accelerate and maximize private investment around the stations. This took about 14 months to complete, with each of the 17 stations analyzed.

Ms. Walker walked through one station example of the Investment Framework, which was the Royalston Station. This station was looked at where we are today, and where the area will be at in the future. The map for 2018 was shown for the Royalston Station, showing the infrastructure. The Investment Framework with this information and all the other station information is available on the Hennepin County's Community Works website.

Ms. Walker provided examples of recent projects that the Hennepin County TOD program has invested in over the past five years. Images were shown of the Tower Light development in St. Louis Park; the Ellipse development in St. Louis Park; the Gallery of Glass development in Hopkins; and Bloomington Central Station. The video of the Downtown Hopkins Station was then shown. This video was produced to market the opportunities along the SWLRT line, and to give a broader focus on the great

places there are today and what they will look like in the future. This video is also available via the Hennepin County's Community Works website.

4. DEVELOPMENT UPDATE

Ms. Kathryn Hansen, Manager of TOD and Land Use at the SWLRT Project Office provided an overview of the recent report from the Government Accounting Office titled: Factors that Influence Transit Oriented Development (TOD). This report looked at six cities where LRT was a factor and what was making TOD work in these six cities. The report analyzed local land use data, conducted field visits and interviewed planning officials, developers and other stakeholders. Ms. Hansen went through the six cities and their findings from the report. The six cities were: Washington DC, San Francisco, Charlotte, Baltimore, Houston, and Santa Clara County, CA. The definition of TOD is an area at a station that is very walkable, with high density development with a mixed use nature. The TOD is designed to allow people to live and work with less or no dependence on a personal car.

The report findings state that for successful TOD, the areas should include: demand for real estate; available land for development; support of local residents; and efficient access to jobs and activity centers. This report also looked at the New Starts applications and what the FTA requires applicants to provide in terms of TOD. The SWLRT recently received a medium high rating on economic development factors.

Ms. Hansen went through these four factors as they relate to the SWLRT corridor. For real estate demand, the cities along the corridor are actively preparing for opportunities and looking for ways to grow. The SWLRT corridor is a strong real estate corridor. Images were shown of recent development embraced by the communities, including: Tower of Light in St. Louis Park; Gallery Flats in Hopkins; and Nic on Fifth in Minneapolis. The Investment Framework includes infrastructure planning along the alignment by the cities, and has identified 564 acres of potential development sites along the alignment. There is also a large amount of underutilized surface parking and aging or obsolete structures for opportunities to redevelop. Images were shown of available land for development near the Van White and Golden Triangle Stations.

Regarding support by local residents, Ms. Hansen reported that the SWLRT corridor demographics support increased TOD. This is done through extensive stakeholder outreach and also the existing high density TOD projects that have been successful. According to our projections there will be 40% more jobs and 20% more people along the corridor by 2030. Examples of high density residential developments were shown, Harmony Vista Hoigaard Village in St. Louis Park and Marketplace & Main in Hopkins.

The Local Initiative Support Corporation (LISC) has developed a nationally known program called Corridor Development Initiative (CDI). This exercise was a four part series, and held in Eden Prairie and St. Louis Park. Developers and market people were brought in to work with the community to discuss density and development. A new series will be held in Hopkins starting on April 6th. Ms. Hansen will provide more details for these series to the CMC.

For efficient access to jobs and activity centers, there are 83,000 additional jobs expected along the SWLRT corridor by 2030. Ms. Hansen stated that United Health Group is expected to have 6,600 employees working at their new location at City West Station. United Health Group also has development in the Opus Business Park in Minnetonka.

Mr. Will Roach asked what the activity centers include. Ms. Hansen responded that these are office developments and public institutions, such as libraries and theaters.

Mr. Bill James asked how affordable housing fits into the TOD Framework. Ms. Hansen mentioned that residential as a use category has been the most prevalent use along transit lines. The Community Works efforts with their housing inventory and the gaps analysis found that we would like to see about 11,000 more residential units be built along the alignment, with about 1/3 of these units affordable housing units. There is a desire to see affordable housing by the cities that make up the Community Works committee.

Commissioner Jan Callison asked what efforts are underway to create shuttle services and ways from getting from stations to the jobs. Ms. Hansen reported that multi-modal at each station includes pedestrian, bike, automobile, and bus. Each community along the alignment has relationships with the existing businesses and has been discussing potential shuttle service, which would be arranged between the cities and the local businesses. Mr. Craig Lamothe reported that there is currently shuttle service being planned for by United Health Group, as they have indicated an interest operating an employer shuttle from their campus off of I-169 to the Opus Station park and ride. We are also working with SouthWest Transit Authority at Golden Triangle Station to introduce new bus service. Shuttle access is being taken into account with these stations.

Mayor Tyra-Lukens asked if besides the six cities studied in the GAO report, can a city be identified where light rail has success with TOD in a suburban area. Ms. Hansen stated that Portland, Oregon is one example that has been successful. All the cities along the SWLRT alignment are up to the challenge for having TOD. Mayor Hovland responded that the Mockingbird Station in Dallas, Texas also was a good area for TOD. A lot of development sprung up because of the rail there.

Mayor Hovland said we should be working with Metro Transit and looking into running circulators. Mr. Brian Lamb stated that Metro Transit serves the geographic area of the route and definitely wants to take a comprehensive look at what the appropriate transit solution serving each one of these areas includes. In some cases it would be to restructure the existing transit service, and other cases it may make sense for the business to step up and subsidize. Metro Transit has taken this approach in each corridor so far, with significant restructuring of transit service on the Green Line, for example.

Ms. Sue Sanger asked for an update on whether cities can expect to get help with the cost for the infrastructure in providing safe access to LRV for pedestrians, bicycles and vehicles. Mr. Lamothe responded that our goal is to provide access for all modes to the line. Improvements above and beyond the project scope, known as Locally Requested Capital Investments (LRCIs), are items that cities and the county are actively participating in. The project has a limit of what these can be in terms of the scope. We are working to identify what those needs are and then pursuing outside funding sources to have them either jointly done with the project as LRCIs or completed at a future date down the road.

Mr. Peter Wagenius stated that in addition to the four factors in the GAO report, we can learn from our own examples in Minnesota. In Hiawatha vs. CCLRT, Hiawatha has been around for ten years, has very successful ridership, but has less development than CCLRT has already shown. With Hiawatha and CCLRT, the city of Minneapolis came to the conclusion that people prefer to live on something that feels like a street, rather than a highway. Mr. Wagenius predicts that Hopkins will succeed in development, with their presence of the street grid and the proximity to the transit stations and LRT.

Mayor Terry Schneider stated that the long term plan for Minnetonka is to provide a type of circulator to link Opus and key destination areas of the city. With the dynamic of the LRT station, it will change the needs for the circulator, and Minnetonka feels that over time this will work better with the LRT Station. Mayor Schneider feels that on the TOD report, the higher density of housing is good but falls short as every station is different. The idea of having a TOD job center is just as important as having a mixed use housing retail center. We need to keep the message that both are important.

6. PUBLIC INVOLVEMENT UPDATE

Ms. Sam O'Connell, Manager of Public Involvement, provided an update on the recent public involvement for SWLRT. There are open houses coming up for the station designs, which will be city specific and focus on the design on the stations. The material that will be shared at these open houses was recently shared with the Business Advisory Committee and Community Advisory Committees. CMC members were invited to attend these open houses as their schedule permits.

Ms. O'Connell went through some of the highlights of the new alignment video. The first video was completed in 2012, and has now been updated to show the alignment based on Q3 2014 design plans. This video also incorporates Google Earth imagery and highlights LRT, freight and the trail infrastructure. The video was shown, with Ms. O'Connell providing narration. The next step will be to send the narration out to city staff to provide their comments. The plan is to have the final video produced by early May, which will then be shared again with CMC.

7. NEXT CMC MEETING

Chair Duinick mentioned that the May CTIB meeting will be moved to May 6, and he proposed that the CMC change their May meeting date to May 20 at 10:00 a.m.

Mr. Wagenius asked about the SDEIS status. Mr. Fuhrmann stated that staff continues to work closely with FTA in refining and polishing the SDEIS documentation. We provided final deliverables on 3/31, and understand FTA now has all the information they need. The FTA is currently going through an administrative and legal review of the document. Our hope is that this document will be ready to be published before the end of the second quarter of 2015. Mr. Wagenius mentioned that as information to CMC members, there is a legislative senate bill in process that contains a 10% set aside of the sales tax that could possibly be used for some of the LRCIs.

Mayor Hovland congratulated the Chair, SPO staff and the Park Board for getting the legal issues resolved with the Minneapolis Park Board. This could have been a significant cost increase for the line which was quickly resolved.

Mayor Schneider asked that as soon as there is more information on the most recent lawsuit in terms of timeframe or approach, he would like this shared with CMC so it is better understood.

7. ADJOURNMENT

Meeting adjourned at 11:20 a.m.

Respectfully Submitted,

Dawn Hoffner, Recording Secretary