SWLRT Community Advisory Committee

January 10, 2013
Today’s Topics

• 2013 Project Look Ahead
• Preliminary Engineering Consultant Contract Awards
• Peer Review Consultant Contract Request for Proposal (RFP)
• Environmental Program Update
• Community Works Update
• Station Focus: Louisiana Station
• Member and Committee Reports
• Public Forum
2013 Project Look Ahead
Project Development Overview

<table>
<thead>
<tr>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
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</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>October - December 2012: DEIS Comment Period</td>
<td>Municipal Consent</td>
<td>FTA Record of Decision (ROD)</td>
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<tr>
<td>Draft Environmental Impact Statement (DEIS)</td>
<td>Final Environmental Impact Statement (FEIS)</td>
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**National & Minnesota Environmental Policy Acts (NEPA & MEPA)**

**SWLRT Community Works Project**

**Public Involvement**

Community Works Steering Cmte, CMC, BAC, CAC
2013 Key Issues/Decisions

- Freight Rail Co-Location and Relocation
- Eden Prairie Alignment Alternatives
- Operations and Maintenance Facility
A Look Ahead: Project Wide

Key Tasks
• Revise New Starts Application
• Update Management Plans
• Update Ridership and Financial Forecasts

Key Milestones
• Q3 2013: Submit New Starts Update for FFY 2015 to FTA
• Q2 2014: Request Entry into Final Design
• Q4 2014: Complete Preliminary Engineering / Enter Final Design
Preliminary Engineering Consultants Contract Awards
Preliminary Engineering Consultants (PEC)
Scope of Work - 30% Engineering

Full SWLRT Alignment
Preliminary Engineering Consultants
Scope of Work - 30% Engineering

Southwest LRT Project Office

Preliminary Engineering Consultants

Independent Engineering Peer Review

Civil/Track Engineering
Utility Relocation
Bridges & Structures
Stations & Streetscape

Operations & Maintenance Facility
Project Controls

Systems Engineering
PEC Procurement Process: Evaluation Panels

- Consist of six members for each procurement
  - Southwest LRT Project Office (2)
  - Light Rail Operations
  - MnDOT
  - Hennepin County
  - Community Works
- Identify most qualified proposer
- Provide recommendation to the Council
PEC Procurement Process: Technical Advisory Groups

- Consist of six members for each procurement
- Provide technical review and input

**PEC West**
- SWLRT Project Office
- MnDOT
- Eden Prairie
- Hopkins
- Minnetonka
- Metropolitan Transportation Services

**PEC East**
- SWLRT Project Office
- MnDOT
- Hopkins
- Minneapolis
- St. Louis Park
- Three Rivers Park District
December 19, 2012 Council PEC Actions:

- Awarded PEC West contract to AECOM
  - Contract amount not-to-exceed $16,787,963
  - Proposal achieves 17% DBE goal
- Awarded PEC East contract to Kimley-Horn and Associates
  - Contract amount not-to-exceed $16,788,349
  - Proposal achieves 17% DBE goal
Preliminary Engineering Activities

• Location of LRT track
• Location of freight rail track
• Location/layout of stations and station access
• Location/layout of park and ride facilities
• Location of pedestrian/bike trails impacted by project
• Layout of roadway features:
  – Turn lanes, lane widths, traffic signals
• Location/layout of Operations & Maintenance Facility (OMF)
• Identification of LRT systems elements
A Look Ahead: Engineering & Design

Key Tasks
- Conduct Geotechnical and Field Survey Work
- Resolve Design Challenges and Technical Issues
- Prepare Municipal Consent Plans
- Prepare 30% Design Plans and Specs

Key Milestones
- Q3 2013: Submit Municipal Consent Plans for Agency Review
- Q4 2013: Complete Municipal Consent Approval Process
- Q1 2014: Finalize 30% Design Plans and Specs
Peer Review Consultant Contract Request for Proposal (RFP)
# Peer Review Consultant (PRC) Procurement Schedule

<table>
<thead>
<tr>
<th>Major Milestones</th>
<th>Dates</th>
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<tr>
<td>Advertise RFP</td>
<td>12/14/12</td>
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<tr>
<td>Hold pre-proposal conference</td>
<td>1/23/2013</td>
</tr>
<tr>
<td>Receive proposals</td>
<td>3/14/13</td>
</tr>
<tr>
<td>Interview proposers</td>
<td>April 2013</td>
</tr>
<tr>
<td>Conduct proposal evaluations/negotiation</td>
<td>April 2013</td>
</tr>
<tr>
<td>Award &amp; sign contract</td>
<td>May 2013</td>
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PRC Scope of Work

• Complete engineering reviews on plans, calculations and specifications
  • 30% Design
  • 60% Design
  • 90% Design

• Conduct spot reviews on engineering work products
PRC Independent Reviews

• Activities managed by the SPO Deputy Project Director

• Precluded from participating on any other SWLRT consulting contracts

• SPO will make final determination on PRC reviews and recommendations
Environmental Program Update
# Draft Environmental Impact Statement (DEIS) Schedule

<table>
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<tr>
<th>Date</th>
<th>Action</th>
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<tr>
<td>Oct 12, 2012</td>
<td>EPA published NOA in Federal Register</td>
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<tr>
<td>Nov 14, 2012</td>
<td>Public Hearing – St. Louis Park City Hall</td>
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<tr>
<td>Nov 29, 2012</td>
<td>Public Hearing – Eden Prairie City Hall</td>
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<tr>
<td>Dec 7, 2012</td>
<td>Comment period extension in Federal Register</td>
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<tr>
<td>Dec 31, 2012</td>
<td>DEIS public comment period closed</td>
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DEIS Public Hearing Dates and Locations

11/13/12, Hennepin County Government Center, A-2400
4:00 to 5:00 PM, public open house (Public Service Level)
4:30 PM, Formal Public Hearing

11/14/12, St. Louis Park City Hall, 5005 Minnetonka Blvd
5:00 to 6:00 PM, public open house
6:00 PM, Formal Public Hearing

11/29/12, Eden Prairie City Hall, 8080 Mitchell Road
5:00 to 6:00 PM, public open house
6:00 PM, Formal Public Hearing
DEIS Summary of Comments

• 750+ comments received
  – Verbal comments received during public hearings:
    ▪ Minneapolis – 22 comments
    ▪ St. Louis Park – 52 comments
    ▪ Eden Prairie – 29 comments

• Examples of themes
  – Freight rail
  – Impacts to businesses
  – Impacts to traffic
  – Impacts to trails
DEIS Public Comment Process

• Hennepin County collected comments

• Upon the close of the comment period, Hennepin County to turn over all comments received to the Council

• SPO is using project management software to capture comments and track analysis and responses during Final EIS (FEIS) development

• FTA and the Council will consider all comments submitted and provide responses to substantive comments in the FEIS
Responsible Government Unit Authority

- Responsible Government Unit (RGU) authority transferred from HCRRA to Council on December 31, 2012
  - Required under Minnesota Environmental Policy Act (MEPA)
  - Assigned to the government unit with greatest authority over project
  - Council responsible for environmental process, including development of FEIS
  - Council and HCRRA approved transfer effective as of close of comment period
  - Notice published in Environmental Quality Board (EQB) Monitor on January 7, 2013
## Final Environmental Impact Statement (FEIS) Consultant - Procurement Schedule

<table>
<thead>
<tr>
<th>Major Milestones</th>
<th>Dates</th>
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<tr>
<td>Advertise RFP</td>
<td>Jan 4, 2013</td>
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<tr>
<td>Proposals Due</td>
<td>Feb 7, 2013</td>
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<tr>
<td>Interview proposers</td>
<td>Feb 2013</td>
</tr>
<tr>
<td>Proposal evaluations / negotiations</td>
<td>Mar/Apr 2013</td>
</tr>
<tr>
<td>Contract Award / Notice to Proceed</td>
<td>June 2013</td>
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FEIS Consultant Scope of Work

• Prepare FEIS

• Support Agency Coordination Activities

• Support Public Involvement Activities

• Support Environmental Permitting Activities
A Look Ahead: Environmental

Key Tasks
- Prepare FEIS
- Conduct Phase I Environmental Site Assessment
- Conduct Phase II Archaeological Survey
- Conduct Architectural/Historic Structures Survey

Key Milestones
- Q2 2013: FEIS Consultant Hired
- Q4 2013: Complete Phase I Environmental Site Assessment
- Q4 2013: Complete Phase II Archaeological Survey
- Q4 2013: Complete Architectural / Historic Structures Survey
- Q3 2014: FTA issues Record of Decision (ROD)
Community Works Update

• 2013/2014 Work Plan
• Urban Land Institute Developer Workshop Overview
• Transitional Station Areas Action Plans (TSAAP)
Member and Committee Reports

• Community Works Steering Committee: December 20
  • meeting materials: southwesttransitway.org/communityworks

• Community Advisory Committee: January 2
  • meeting materials: swlrt.org, click on “Meetings and Committee Materials”

• Business Advisory Committee: January 9
  • Topics of interest survey results

• 2013 Meeting Schedule (see handout)
BAC Topics of Interest Survey Results

1. Station location/platform connections
2. Land Use
3. Tied: Business outreach, parking, station and platform designs, traffic impacts
4. Tied: Lessons learned from Hiawatha and Central, PE, trails/parks/bike facility impacts, transit-oriented-development
More Information

Online:
www.SWLRT.org

Email:
SWLRT@metrotransit.org
Southwest Light Rail Transit (LRT)

“A corridor of opportunity”
Hennepin Community Works was created in the mid 1990s

Mission

To enhance how the communities of Hennepin County work together to create good jobs, provide access to employment, and build the long term value of communities by investing in infrastructure, public works, parks, and the natural environment and by improving the existing implementation systems.

Principles

• Stimulate employment development
• Build bridges for effective planning and implementation
• Maintain and improve natural systems
• Strengthen communities through connections
• Enhance the tax base
Southwest LRT Community Works Vision

The Southwest LRT corridor: connecting people to jobs, housing, shopping, and fun.

The Southwest Community Works Initiative collaborates with citizens, businesses, and government to align land use and transit planning so that the Southwest LRT Corridor is a premiere destination that is accessible · livable · vibrant

Economic competitiveness and job growth
Promoting opportunities for business and employment growth

Housing choices
Positioning the Southwest LRT communities as a place for all to live

Quality neighborhoods
Creating unique, vibrant, safe, beautiful, and walkable station areas

Critical connections
Improving affordable regional mobility for all users

EDEN PRAIRIE · MINNETONKA · EDINA · HOPKINS · ST. LOUIS PARK · MINNEAPOLIS
Metropolitan Council · Minneapolis Park & Recreation Board · Minnehaha Creek Watershed District · SouthWest Transit · ULI-MN
Southwest LRT Community Works Area of Influence
Southwest LRT Community Works
Adopted Workplan Activities

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<tr>
<th>2012</th>
<th>2013</th>
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<td>Infrastructure Inventory (existing &amp; 2030)</td>
<td>Site Evaluation Short/Long Term</td>
<td>Project Inventory &amp; Ranking (near-term/2018)</td>
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<tr>
<td>Market Assessment</td>
<td>Site Prioritization Criteria</td>
<td>Investment Framework</td>
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<tr>
<td>Development/Redevelopment Tools/Barriers</td>
<td>Corridor Finance Strategy</td>
<td>Transitional Station Area Action Plan (TSAAP)</td>
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<tr>
<td>Corridor Housing Strategy</td>
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<td>(Station Area Park &amp; Ride/Platform Alternatives, Access/Circulation, Infrastructure Needs, Community Engagement, Stormwater Management)</td>
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<tr>
<td>Integration</td>
<td>Municipal Consent</td>
<td>Preliminary Engineering (PE) Southwest LRT</td>
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<tr>
<td>Educational Workshops</td>
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- Market Assessment
- Development/Redevelopment Tools/Barriers
- Infrastructure Inventory (existing & 2030)
- Site Evaluation Short/Long Term
- Site Prioritization Criteria
- Project Inventory & Ranking (near-term/2018)
- Investment Framework
- Corridor Finance Strategy
- Corridor Housing Strategy
- Corridor Acquisition Plan
- Identify Key Development Opportunity Sites
- Transitional Station Area Action Plan (TSAAP)
- (Station Area Park & Ride/Platform Alternatives, Access/Circulation, Infrastructure Needs, Community Engagement, Stormwater Management)
- Integration
- Preliminary Engineering (PE) Southwest LRT
- Municipal Consent
- Educational Workshops
Developer Workshop

Southwest LRT Corridor Community Works and ULI Minnesota engaged an independent panel of local and national developers, economists, and designers to work with the Technical Implementation Committee and provide corridor and station recommendations with a particular focus on five key station areas:

- Penn Avenue
- Beltline Boulevard
- Blake Road
- Golden Triangle
- Mitchell Road

The intended outcome was to identify key development opportunities, barriers and strengths related to land use and station location, and identify critical infrastructure improvements for consideration by the Cities, County and Southwest Project Office linking land use and engineering with market knowledge.
Lessons Learned

1. **Identify specific corridor-wide targets for both community benefits and economic development** – avoid forcing mixed use and higher densities into each station stop if not supported by long-term market trends, significant city funding and/or special entitlements;

2. **Incorporate market and development criteria** when determining station platform locations, master plan goals, road networks, and zoning standards;

3. **Extend mobility/access/connections to places** using local bus and shuttle services to serve where people live, work, recreate, learn and are entertained;

4. **Derive the station influence area and specific boundaries** in order to achieve equity and sustainability goals, typically beyond the half-mile circle – even if this creates strangely shaped and irregular districts;

5. **Enable market metrics to shape station area land uses** – not every location will become a mixed-used, dense development. OK for districts to emphasize workforce housing, employment, major shopping or education/recreation facilities;
Lessons Learned

6. **Street designs, pedestrian networks and open spaces** are equally as important as the transit infrastructure and building development in achieving overall community and development benefits;

7. **Avoid over planning specific development design** – use building typologies to help identify essential infrastructure that can support the future density over time;

8. **Phase incremental infrastructure improvements** that can be funded over time incorporating transit agency, city, district and project-sourced revenues;

9. **Emphasize parking facilities that can be shared** by transit riders, shoppers, visitors and diners;

10. **Create a long-term district organization** comprised of property owners, business operators, resident organizations and other stakeholders in order to achieve a vibrant transit oriented place.
Topics for Further Discussion

- Process for Metro Transit to provide operating and capital cost data for alternatives **early** in the PE process;
- Ability to gain control of potential workforce housing sites;
- Legislative enabling language and seed funding to establish infrastructure district(s);
- Coordinating entity to focus on infrastructure and placemaking system wide.
Transitional Station Area Action Plans (TSAAP)

Bridge the gap between current conditions and future needs by recommending infrastructure improvements that maximize Light Rail Transit system investments by:

- Supporting anticipated development by opening day of LRT
- Identifying prime sites & joint development opportunities
- Enhancing existing businesses
- Supporting a full range of housing opportunities
- Ensuring multimodal access to the station and surrounding area
- Setting the stage for long-term development
TSAAP Components

- LRT Elements (park/ride, platforms, etc.) Locations
- Access and Circulation Plans
- Infrastructure Plan (2012-2018)
- Public Outreach/Engagement
- Stormwater Management
- Action Plans
TSAAP Builds Upon Related Work

- Station Vision/Typologies
  - Market Assessment
- Infrastructure Inventory (existing + 2030)
  - Housing Analysis
- Development Tools Assessment
How do we get THERE from HERE?
From Opening Day to TOD

1. public investment
   - transit
   - streetscape
   - infrastructure

2. market opportunity
   - one building/one project
   - at a time

SOUTHWEST LRT
community works

connecting people to jobs, housing, shopping, and fun.

green means go.
For more information on Southwest LRT Community Works

www.southwesttransitway.org
Louisiana Station Area

Taking care of the community

Louisiana Station is home to the regional medical center Park Nicollet-Methodist Hospital. Thousands of people are employed at the hospital, and thousands more benefit from their care.

The station is located in a center of light industrial and big-box retail uses, such as Jopps-Okon and the corporate headquarters of Construction Materials, Inc.

The surrounding area includes single and multi-family residential areas, including Meadowbrook Apartments. You can even access the trails and canoe or fish at nearby Minnehaha Creek.

Future development will be driven by the station’s proximity to the hospital, including healthcare, offices and possibly hotels. New, moderate-density residential development is also envisioned.

Fast facts

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<th>Category</th>
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<tr>
<td>Population</td>
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<tr>
<td>Households</td>
<td>1,145</td>
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<td>Employment</td>
<td>7,263</td>
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For more information, visit www.stlouispark.org
www.southwesttransitway.org

St. Louis Park
MINNESOTA

Experience LIFE in the Park
Overview
Overview

Public Uses
• Regional Trail
• Parks
• Library
• High School
• MSC

Environmental
• Minnehaha Creek
• Creosote & National Lead Superfund Sites
Overview

Businesses
- Methodist Hospital
- Sam's Club
- Japs-Olson
- Hardcoat

Neighborhoods
- Meadowbrook
- Brooklawns
- Oak Hill
- South Oak Hill
- Lennox
Park Nicollet Methodist Hospital

- 53 acres
- Main Campus
- Support Buildings
- Parking Lots
- Creek/Wetland
Zoning

Industrial, Commercial, Residential, Parks & Open Space
Land Use Plan

New Business Park Designation

Legend
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- COM - Commercial
- IND - Industrial
- OFC - Office
- BP - Business Park
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad

Prepared by the City of St. Louis Park Community Development Department January 2, 2012
Private Investment

Methodist Hospital
• Heart & Vascular Center
• Fravenshuh Cancer Center
Private Investment

Sam’s Club
• Built a new building on existing site
• Built a new connection to the regional trail connection
Private Investment

- Hardcoat
- Former Flame Metals
- Purchase & Remodel

Photo by Golgi Photos
Private Investment

Oak Hill II
• Approved Medical Office
Major Public/Private Investment

Highway 7 Corporate Center
• Redeveloped National Lead Superfund Site
• Multi-tenant Office/Flex Building

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<tr>
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<tr>
<td>Jobs</td>
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<tr>
<td>Tax Base</td>
<td>$3,000,000</td>
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Major Public/Private Investments

Methodist Hospital & Minnehaha Creek Watershed
• Creek Restoration
• Boardwalk & Trails

Park Nicollet
Major Public Investments

Municipal Service Center
• Remodel & Expansion
Major Public/Private Investments

Connect the Park!

Active Living Sidewalks and Trails
A Bicycle and Pedestrian System Plan for the City of St. Louis Park
Connect the Park!

1/2 Mile Conceptual Bicycle Grid
( Goal grid system to link destinations)

1/4 Mile Conceptual Sidewalk Grid
( Goal grid system to link destinations)
Major Public/Private Investments

Highway 7 & Louisiana Interchange

• Hwy 7 over Louisiana (2013-2014)
• Roundabouts replace 3 existing signals
• Trails constructed on both sides of the road
Major Public Investments

Minnehaha Creek Restoration

- Restores 4,500 feet of Minnehaha Creek
- Treat large amounts of stormwater runoff
- Improves public access with trails and canoe landings
Previous Station Area Planning

PRINCIPLES

• Create a healthcare centered destination
• Create more pedestrian connections between Hwy 7 and Methodist Hospital
• Address Multi-modal access
• Incorporate Park and Ride parking
Conceptual Site Development Plan
Birds Eye View (Existing)
Station Area Planning (Ideas)
Station Area Planning (Ideas)
Station Area Planning (Ideas)
Current Planning Studies

- Walker-Lake Area
  - Stormwater Master Plan
  - LCDA TOD Grant

- Louisiana LRT Station Area
  - LCDA Pre-Development Grant
  - Land Use & Design Guidelines,
    Environmental Investigation,
    Redevelopment Strategies
Planning & Pre-development Studies

- Freight rail
- LRT alignment
- Ped/bike connections
- Vertical circulation
- Road network
- Design guidelines
- Regional stormwater
Thank You!

Southwest LRT