

SOUTHWEST

Green Line LRT Extension



Community Advisory Committee

February 24, 2015



Today's Topics

- Welcome & Introductions
 - Approve Charter
 - 2015 Meeting Calendar
- Hennepin County Community Works Update
- Development Update
- Environmental Update
- Design and Engineering Update
 - Station Design
 - Integrated Public Art
 - Kenilworth Landscape Design
 - Kenilworth Channel Bridge Design



2015 Meeting Calendar

2015 meetings

- Committee to finalize meeting calendar
- Proposed meetings held the last Tuesday of the month from 6:00 PM to 8:00 PM.
 - March 31
 - April 28
 - May 26
 - June 30
 - July 28
 - August 25
 - September 29
 - October 27
 - November 24
 - December 29

Approve Charter

Hennepin County Community Works Update

Southwest LRT Community Works

February 2015



MINNEHAHA CREEK
WATERSHED DISTRICT



www.swlrtcommunityworks.org

Hennepin Community Works

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

Results

- \$883 million in public & private investment
- Average property values 17% +
- 13 acres of green space, 3 miles of waterways, 50 acres of developable land & 19.5 miles of sidewalks/trails



Southwest LRT Community Works Vision

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

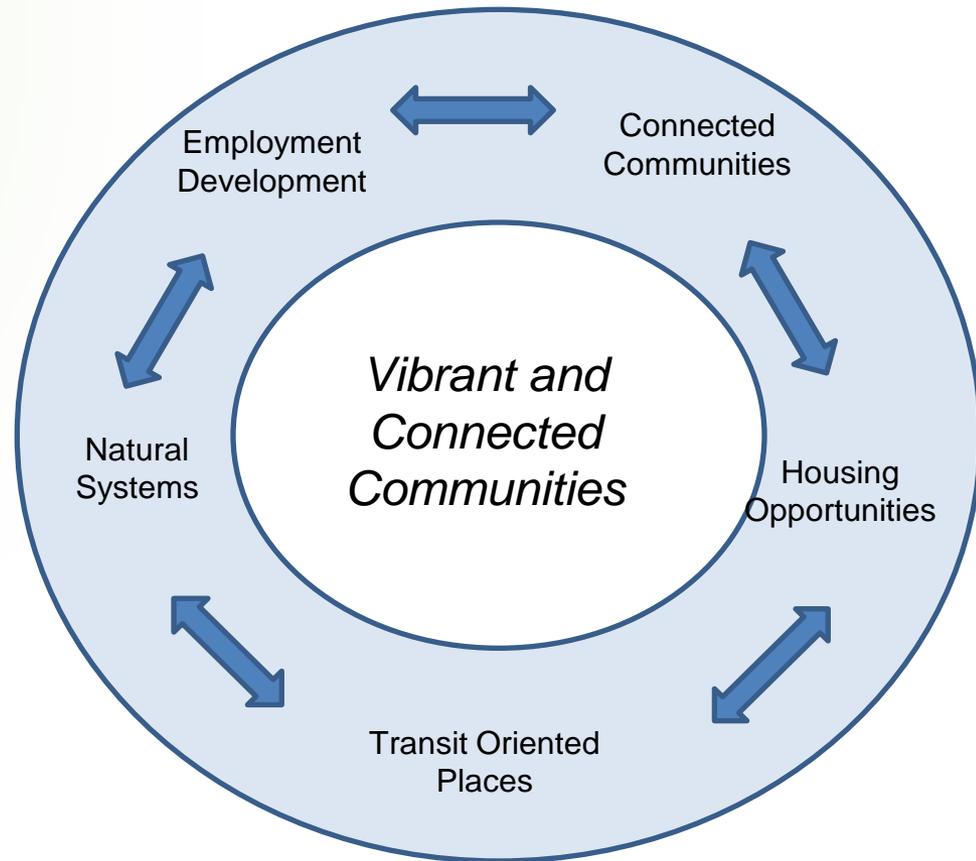
Critical connections

Improving affordable regional mobility for all users

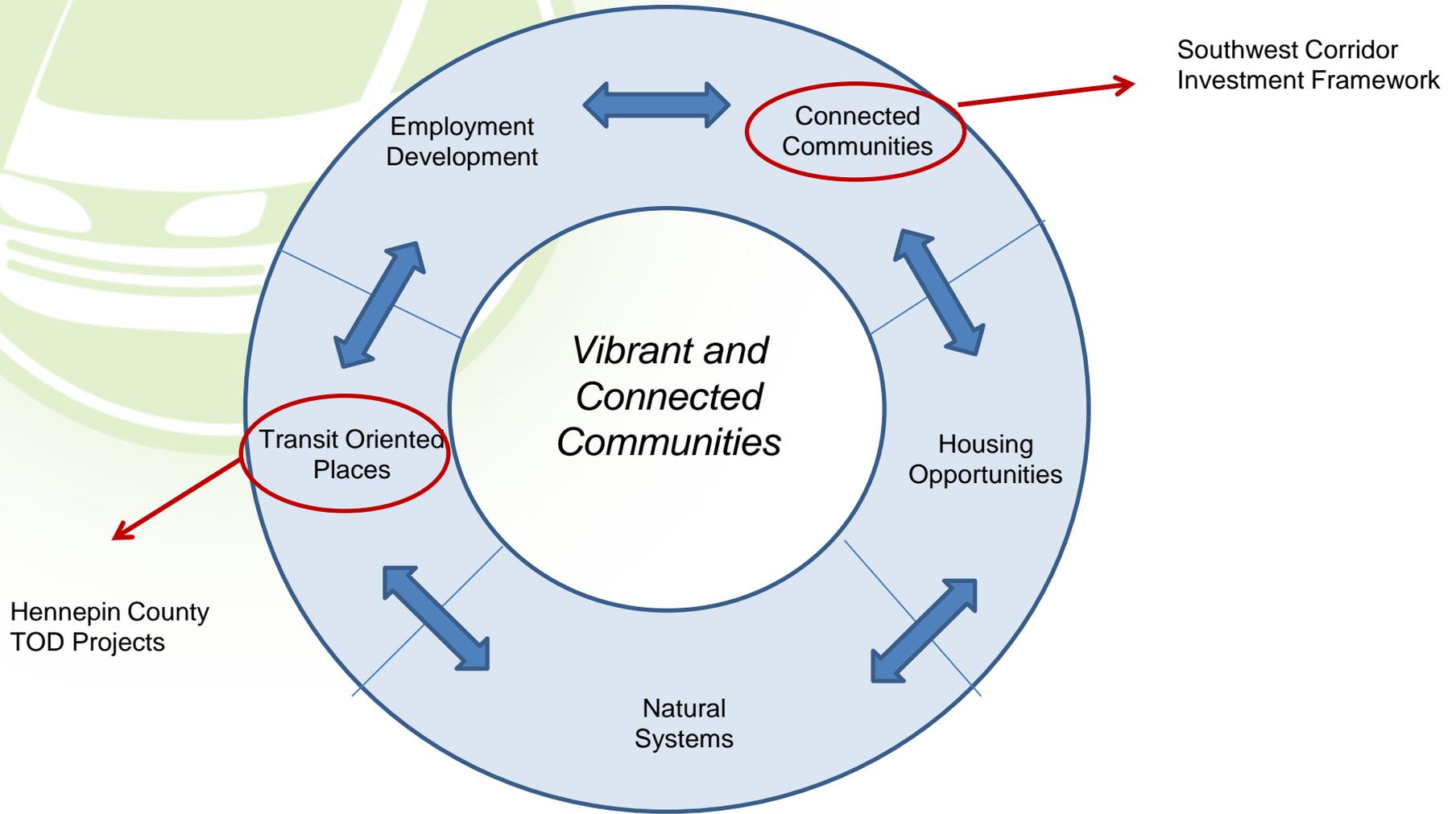


Southwest Community Works

- ❑ Partner for Effective Planning and Implementation
- ❑ Create Great Quality Transit Oriented Development and Achieve Unique, Vibrant Places
- ❑ Stimulate Employment and Economic Development
- ❑ Provide a Full Range of Housing Choices
- ❑ Strengthen Communities through Connections and Access to Opportunity
- ❑ Maintain and Improve Natural Systems
- ❑ Build Healthy Communities
- ❑ Enhance Tax Base

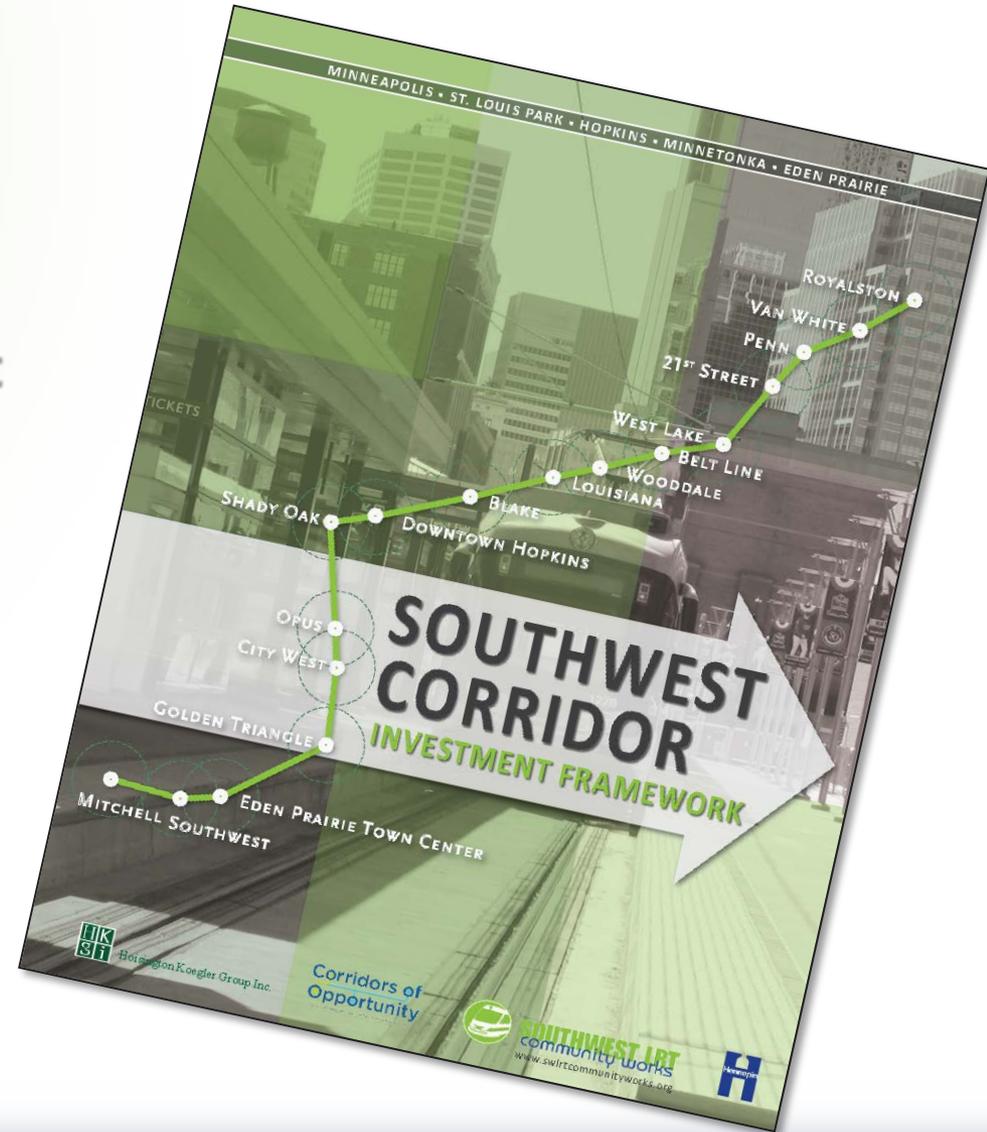


Building Communities “Beyond the Rails”



Southwest Corridor Investment Framework

Creating a framework for **public investment** to attract, shape, accelerate and maximize **private investment** at the Southwest LRT stations.



SOUTHWEST LRT
community works

Royalston

Grab a Beer, a Brat or a Beet

Royalston Station brings you to the edge of everything downtown has to offer.

The station is located within walking distance of the [Minneapolis Farmer's Market](#), [Target Field](#) and [Fulton Brewery](#), as well as the [Hennepin Theater District](#).

The surrounding area includes various government facilities and educational campuses, including [Minneapolis Community and Technical College](#) and [Metropolitan State University](#). The sprawling mixed-income neighborhood Heritage Park is also nearby.

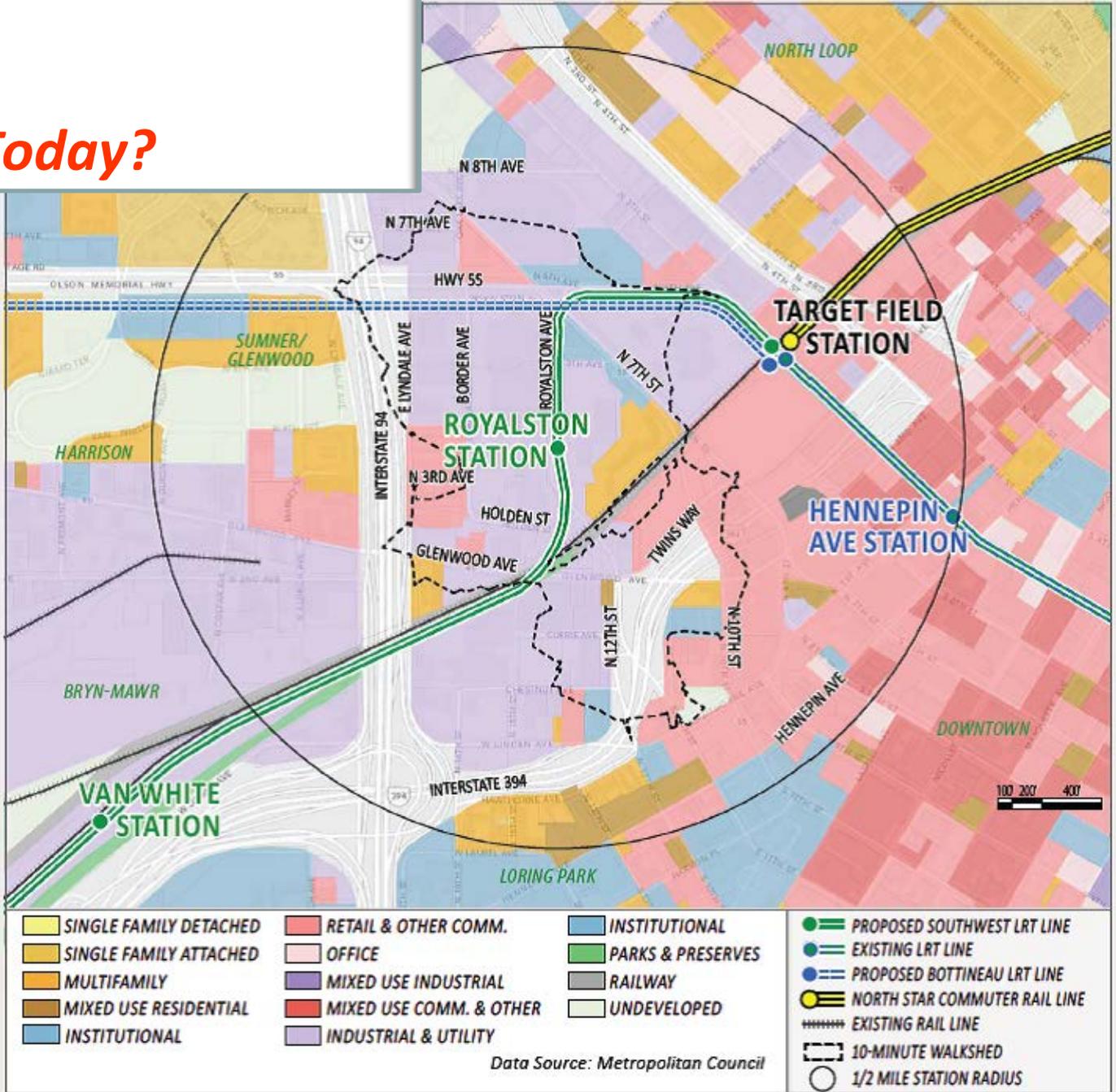
[Future development](#) makes this a prime location for [downtown-style residential](#) and [commercial](#) developments with an [industrial backdrop](#).



Royalston

Where are We Today?

- ❖ Industrial/commercial
- ❖ Low-rise buildings (1-2 stories)
- ❖ Large block sizes
- ❖ Limited access to North Loop & Loring Park
- ❖ Roadway network
- ❖ Transit facilities/service
- ❖ Limited bike/ped facilities
- ❖ Proximity to downtown
- ❖ Farmers Market, Target Field, Target Center & IMS



Royalston

The Royalston station will transition from primarily industrial uses to a major urban center with a transit oriented mix of commercial, residential and industrial uses.

Station Assets/Opportunities

- Farmers Mkt, Target Field, Target Center & IMS
- Industrial uses for potential redevelopment

Station Area Challenges

- Large block sizes limit mobility & redevelopment
- Limited east/west connectivity affect mobility & access
- Lack of a direct pedestrian connection to the Farmers Market

Strategies to Build on Assets & Overcome Challenges

- Introduce higher density commercial development on local streets
- Orient new buildings to street with minimal setbacks
- Higher density commercial/retail, office, residential, and lt. industrial
- Active Street level Uses
- Restrict outdoor storage
- Implement streetscape and lighting
- Explore “bended street” concept for 3rd & Cesar Chavez
- Create smaller blocks and connected street pattern
- Implement sidewalk & on-street bike facilities
- Improve transit access & safety between station and bus stops



Higher density office and light industrial uses



Green infrastructure



Blended street that can be closed to traffic



Extend Farmers Market activity to the station

Royalston

STATION AREA IMPROVEMENTS (by 2018)

How will we get There?

Pedestrian/Bike

- Farmers Mkt connection
- Improve ped/bike crossings (Royalston, Holden, 12th, 5th, 7th, Hwy 55, Border & Glenwood)
- Bike parking & facilities
- Bike share program

Transit

- Traffic signal at 7th/5th intersection
- Traffic signal at Royalston/Holden

Roads

- Create Border "Loop" – extension to Glenwood
- Convert Border to 2-way
- Streetscape, on-street parking, lighting, sidewalks on Border

LRT Station Amenities

- Off platform wayfinding, lighting, & public art



Royalston

How will we get There?

STATION AREA IMPROVEMENTS (beyond 2018)

Roadways

- Build new east/west roadways to create smaller blocks & a connected street network
- Close Hwy 55 frontage road (Royalston) & reconfigure Border intersection to improve safety & circulation

Pedestrian/Bike

- Provide on-street bike facilities on local streets to improve connectivity/access
- Provide bike connections to Cedar Lake LRT trail at Royalston/Glenwood
- Explore off-street bike facility between Cedar Lake LRT trail & the station
- Include streetscape & pedestrian facilities on new east/west roadways

LRT Station Area Amenities

- Explore transit plaza between LRT station & Farmers Mkt by Cesar Chavez Ave



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Transit Oriented Development



Transit Oriented Development



Transit Oriented Development



Transit Oriented Development



Marketing the Opportunities



Downtown Hopkins Station

Development Update

Factors that influence Transit Oriented Development: Government Accountability Office (GAO) Report Results

GAO Report Overview

- Evaluated the following:
 - Extent to which TOD has occurred near transit stations and factors that affect TOD
 - Extent to which FTA considers relevant factors in evaluating TOD through the New Starts application
- Published report *Public Transportation – Multiple Factors Influence Extent of TOD* in Nov, 2014

GAO Report Methodology

- Conducted case studies of six transit lines
 - Analyzed local land-use data
 - Conducted field visits
 - Interviewed local planning officials, developers and other stakeholders

Case Study Findings

- Baltimore, MD (Central Corridor LRT)
 - Lack of TOD attributed to weak market, low ridership and lack of TOD planning
- Charlotte, NC (South Corridor LRT)
 - 20% of recent development occurred within South End (3% of Charlotte's land area) near LRT
 - Suburban stations have been less successful



Case Study Findings

- Houston, TX (Red Line extension)
 - TOD unlikely because of deed restrictions on land use changes
- San Francisco, CA (Third Street LRT)
 - Strong TOD due to Caltrain commuter service proximity and growth in technology industry



Case Study Findings

- Santa Clara County, CA (Tasman West LRT)
 - Limited TOD due to poor station access and poor job center access
- Washington, DC (Green Line Metrorail Ext.)
 - National model for TOD in the District
 - Actively pursuing Joint Development in suburban Prince George's County



Report Findings: Key Conditions That Support TOD Near Station Areas

- Demand for real estate
 - Market demand is primary factor for developers when considering TOD
- Available land for development
 - Many transit agencies view surface parking near stations as opportunities for TOD
- Supportive local residents
 - Dense development patterns
 - 18-34 year olds tend to be more supportive of TOD
- Efficient access to jobs and activity centers
 - Transit needs to move residents from residential areas to job centers as directly as possible

Report Findings: FTA New Starts Assessments Consistent with Future TOD

- FTA assesses many of the criteria the report identifies as important
- New Starts factors include existing and future:
 - Proximity to dense employment and housing areas
 - Pedestrian infrastructure
 - Mixed uses
 - Parking availability
 - Zoning and TOD policies

TOD-Supportive Conditions in SWLRT Corridor

Demand for Real Estate

- Market demand is cyclical - patience is key
- Cities actively preparing for opportunities
 - Station area planning
 - Infrastructure planning for multi-modal access to stations
 - Supportive comprehensive plans and zoning
- Cities identifying growth niches
 - Business expansion
 - Housing gaps analysis
- SWLRT Corridor demonstrates a strong “pre-LRT” market
 - Since 2004, 8.5 million sq. ft . of new development in or near corridor

Demand for Real Estate

Tower Light – City of Saint Louis Park



Nic on Fifth – City of Minneapolis



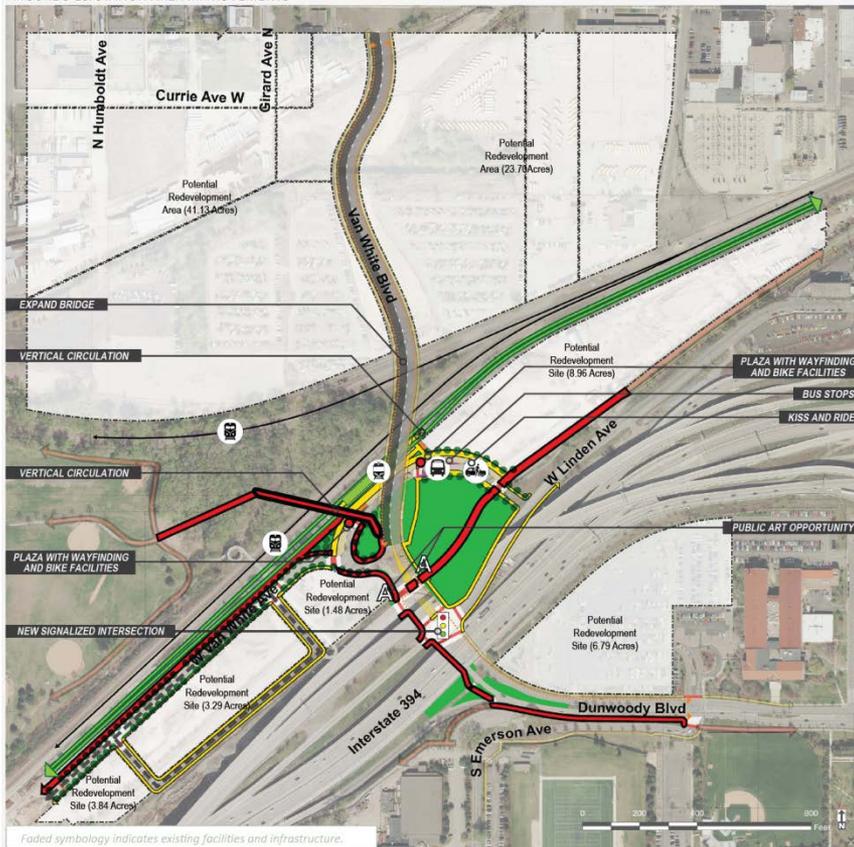
Gallery Flats – City of Hopkins

Available Land for Development

- Transit-supportive densities adopted by cities
- Southwest Corridor Investment Framework (TSAAP) indentified “Potential Development Sites“ totaling 564 acres
- Large amount of underutilized surface parking and aging or obsolete structures
- Cities anticipating marketing of development opportunities after Record of Decision (ROD)

Available Land for Development

Van White Station – City of Minneapolis
 Southwest Community Works Investment Framework



Golden Triangle Station – City of Eden Prairie
 Southwest Community Works Investment Framework



Supportive Local Residents

- SWLRT corridor demographics support increased TOD
 - 40% more jobs along corridor (by 2030)
 - 20% more people along corridor (by 2030)
 - Corridor has higher percentage of 25-34 year olds than the region as a whole
 - Households in corridor more likely to rent
- Extensive stakeholder outreach
- Existing high density TOD projects successful

Supportive Local Residents



Harmony Vista in the Hoigaard Village development
City of Saint Louis Park



Marketplace & Main
City of Hopkins

Supportive Local Residents



Eden Prairie: Town Center Station

LISC Corridor Development Initiative

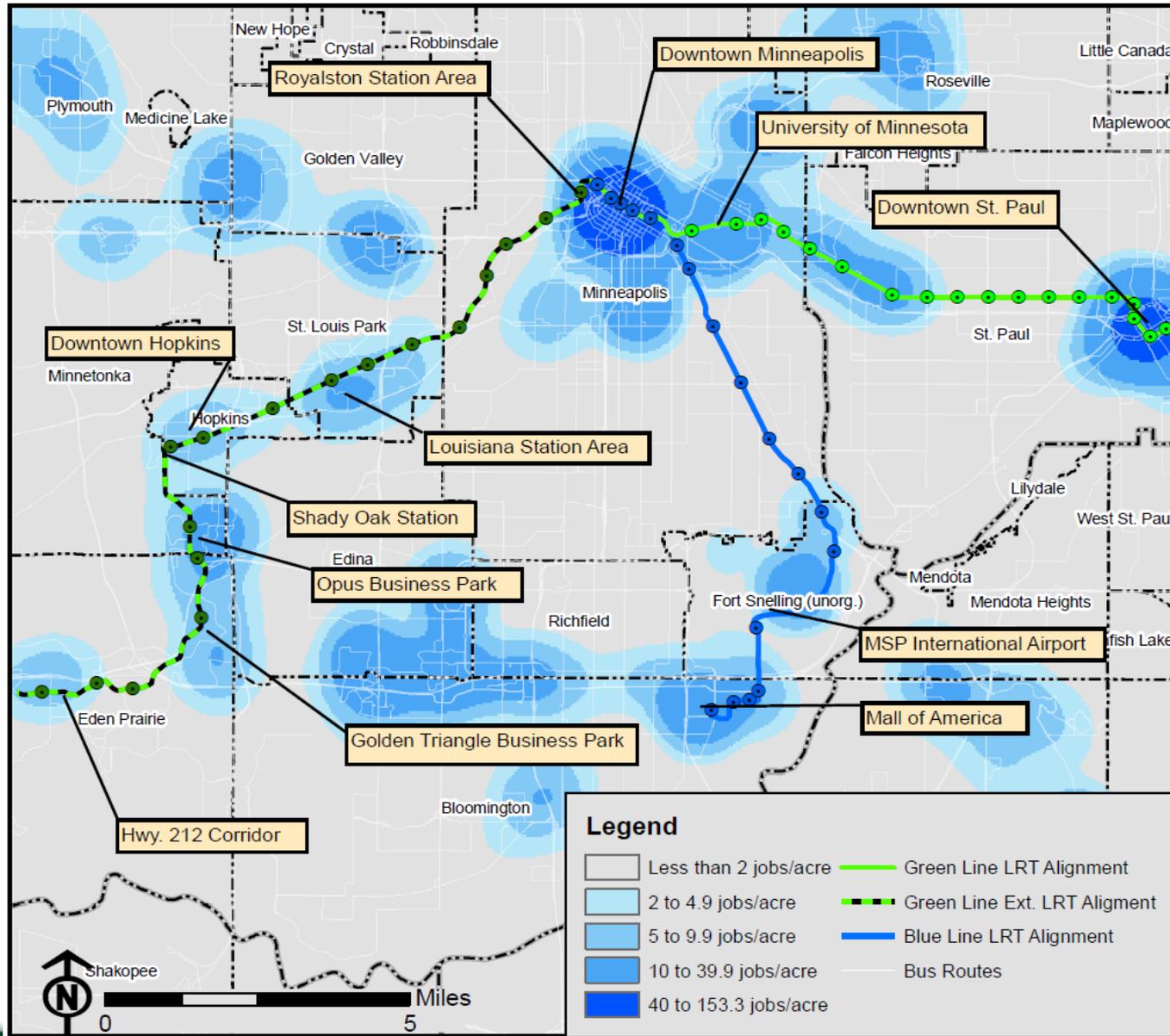


Saint Louis Park: Wooddale Station

Efficient Access to Jobs and Activity Centers

- 25% of region's total employment will be reachable by METRO Blue (existing) and Green Line
- 83,000 additional jobs expected along SWLRT corridor by 2030
- Golden Triangle, City West, and Opus Station areas are major job nodes with 10 million square feet of office

Efficient Access to Jobs and Activity Centers



Efficient Access to Jobs and Activity Centers



UnitedHealth Group campus at City West Station under construction



Plan of the new UnitedHealth Group campus at City West Station Eden Prairie



UnitedHealth Group data park expansion
Opus Business Park -
Minnetonka

Advancing the Environmental Process

National Environmental Policy Act and Minnesota Environmental Policy Act

Supplemental Draft Environmental Impact Statement

- SDEIS will evaluate adjustments that may result in significant adverse impact from the proposed project since publication of the DEIS, including:
 - Eden Prairie alignment adjustments
 - Proposed location of the operations and maintenance facility
 - Kenilworth corridor/freight rail alignment

Next Steps

- SDEIS publication (conferring with FTA)
- Notice of Availability starts the 45 day public comment period
 - Document will be made available online and at public locations
 - Open House & Hearings will be held no earlier than 15 days after publication date
- Comments from DEIS and SDEIS will be responded to in FEIS and through engineering design refinement
- Mitigation will be included in the FEIS and Record of Decision (ROD)

Section 4(f) of the Department of Transportation Act

Section 4(f) Overview

- Requires consideration of publically owned parks, recreation areas and wildlife refuges and publically or privately owned historic sites during transportation project development
- Includes coordination with officials with jurisdiction
- Supplemental draft 4(f) analysis included in SDEIS
 - Updates draft analysis included in DEIS
 - Addresses adjustments made during preliminary engineering

Section 4(f) Next Steps

- Coordination with officials with jurisdiction
- Publish full draft 4(f) evaluation (conferring with FTA)
- Publish final 4(f) evaluation in Final EIS

Section 106 of the National Historic Preservation Act

Section 106 Overview

- Requires federal agencies to consider effects of project on historic properties
- Includes consultation with Section 106 consulting parties
 - MN State Historic Preservation Office
 - Cities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park, Minneapolis
 - Hennepin County
 - Minneapolis Park and Recreation Board
 - Three Rivers Park District
 - Kenwood Isles Area Association
 - Cedar-Isles-Dean Neighborhood Association

Section 106 Next Steps

- Continue consultation with Section 106 Consulting Parties
- Make determinations of adverse effects on historic properties impacted by the project
- Develop Section 106 Agreement
 - Identify measures to avoid, minimize, or mitigate adverse effects

Design and Engineering Update

Advancing Design from 30% to 60% Engineering

- Corridor-wide:
 - Station architecture/integrated public art
 - Streetscape/landscape design
 - LRT track features
 - Roadway and trail details
 - Bridges and tunnels
 - Systems elements
 - Freight rail features
 - ADA features
 - Incorporate changes developed through environmental review process
- Unique elements:
 - Operations and Maintenance Facility (OMF) in Hopkins
 - Park and ride facilities

Station Design

Station Design Scope/Vision

- Provide architectural consistency with the Green Line and tie the SWLRT corridor together with a corridor-wide design approach
- Control construction and maintenance costs and learn from past projects
- Acknowledge the different communities and station sites along the SWLRT corridor
- Apply one of four identified station types based on previous public input and site observations

Station Prototypes

Landscape



Neighborhood



Town Square



Landmark



Four Station Types

- Landscape Station
- Neighborhood Station
- Town Square Station
- Landmark Station

Understated

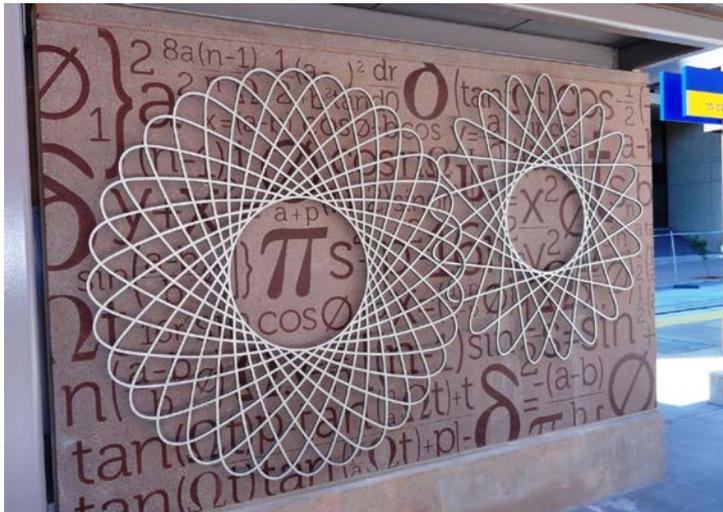


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Integrated Public Art

Integrated Public Art Scope

- Incorporate public art concepts into ongoing station design process
- Enhance unique identity of stations, aid in passenger wayfinding, promote transit use and community pride
- Reflect community values and histories



Green Line East Bank Station

Kenilworth Corridor Landscaping

Kenilworth Landscape Design Scope/Vision

- Reflect existing setting of the Kenilworth corridor
- Design vegetation and landscape with trails, freight rail and light rail
- Ensure quality user experience

Design: Next Steps

- Seek appointments to advisory committees
 - Station Art Committees (SAC)
 - Kenilworth Landscape Design/Station Art Committee (KDLC/SAC)
- Initiate community engagement
 - Hold kick-off meeting with KDLC/SAC
 - Hold open houses on station prototype location and site elements
- Refine station prototype designs to reflect site and public input
- Select artists and hold kick-off meeting with the SACs
- Host public events seeking input on station design and public art design concepts

Kenilworth Channel Bridge Design Concepts

Kenilworth Channel Bridge Design Scope

- Incorporate Section 106 process for historic properties, considerations coordinated with design process
- Reflect input received from consulting parties
 - Maximize natural light between bridges
 - Create more space for skiers and kayakers
 - Use natural materials/dark colors
- Consider vegetation and bridge abutments along embankments
- Meet functional requirements that is tested with structural engineering

Kenilworth Channel Bridge Design

Next Steps

- Continue review with State Historic Preservation Office (SHPO) and consulting parties
- Seek public comments at open houses Q2 2015

Member and Committee Reports / Public Forum

Next Meeting

- Tuesday, March 31, 2015 at 6 PM

More Information

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