

A Strategy for Success New Starts & Land Use



August 2013



place making

Two Part Strategy

1. Help assure highest possible New Starts rating for land use & economic development
 - Isolate most effective points
 - Identify gaps for attention
2. Maximize return on investment from SW LRT by enabling broad implementation of TOD
 - Station areas as special places
 - Do a very good job in a few places
v mediocre everywhere



1) Broaden your view

- ‘Story board’ story regionally & for SW LRT
- Capture region wide “transit supportive” actions / successes achieved / benefits realized
 - TOD / Economic Development supportive actions
 - Comprehensive documentation of built TODs
 - Adopted plans & implementation tools
 - Binding affordable housing policies and actions,
 - Private sector involvement in TOD

2) Strengthen Codes & Policies

- Through the lens of FTA's New Starts criteria identify & recommend changes to:
 - 1) local codes & policies
 - 2) affordable housing policies & outcomes
- Considering the greatest chance for implementation and the most beneficial impact on the New Starts rating

3) Adopt TOD Plans & Policies

- Steering Committee adopt:
 - SW LRT Principals & Supporting Strategies
- Cities adopt:
 - SW LRT Principals & Supporting Strategies
 - TSAAP plans, policies & strategies
 - Targeted changes to zoning & policies
 - Modifications to plans & policies to strengthen affordable housing elements

4) SW Corridor LRT

- Continue to enhance project design to enable TOD & capture joint development opportunities
- Include joint development projects supportive of TSAAP as part of project

5) TOD Implementation Tools

- Hennepin County:
 - Adopt SW Corridor TOD Investment Criteria
 - Solicitation of initial SW Corridor TOD grants

6) Partner with Private Sector

- Proactively involve the private sector (ULI, Business Investment Partnership, land owners) in TOD planning and implementation



SOUTHWEST
transitway

Southwest LRT Community Works Guiding Principles

Southwest LRT Community Works Adopted Vision Statement

The Southwest LRT 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 and vibrant

Guiding Principals

1. Partner to Leverage Resources and Maximize Investment
2. Achieve More Diverse, Compact Development Surrounding Transit Facilities
3. Accelerate Economic Competitiveness and Job Growth
4. Provide a Full Range of Housing Choices
5. Create Great Places Focused Around Transit Facilities and Key Destinations Quality Places
6. Shape Supportive Connections Between LRT and the Surrounding Areas Critical Connections

1. Partner to Leverage Resources and Maximize Investment

Promoting partnership to leverage resources (private and public) with the ultimate goal of maximizing the return on investment from the Southwest LRT line and realizing community visions.

2. Achieve More Diverse, Compact Development Surrounding Transit Facilities

Transit Oriented Development (TOD) includes a mix of land uses (new and existing), higher and more compact densities , high quality pedestrian environment, an active defined center and limited and/or managed parking and auto oriented uses.

3. Accelerate Economic Competitiveness and Job Growth

Promoting opportunities for business and employment growth to accelerate economic competitiveness of the SW Corridor



4. Provide a Full Range of Housing Choices

Positioning the Southwest LRT communities as a place for all to live and thrive



5. Create Great Places Focused Around Transit Facilities and Key Destinations Quality Places

Creating unique, vibrant, safe, beautiful, and walkable station



6. Shape Supportive Connections Between LRT and the Surrounding Areas Critical Connections

Improving affordable regional mobility for all
users

Corridors of Opportunity (CoO) Vision

Transitway corridors will guide our region's growth, vitality, and competitiveness.

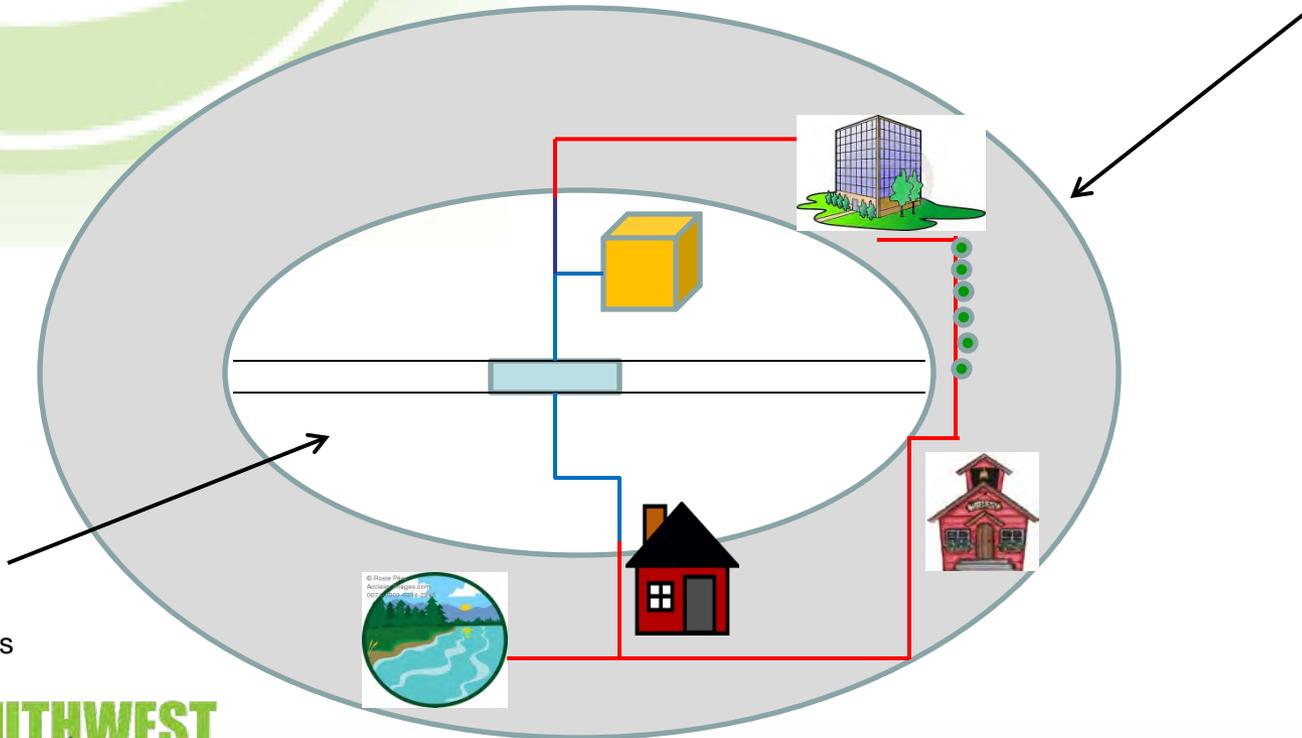
*Development along transitways will create **distinctive places** and strengthen local assets while increasing ridership and **expanding access** to jobs, affordable housing, and essential services for residents of **all incomes and backgrounds**.*



Southwest LRT a national model for early integration of LRT engineering & land use planning so that the region's investments benefit residents, businesses, and communities, and provide opportunities for all.

TSAAP "Beyond the Rails"

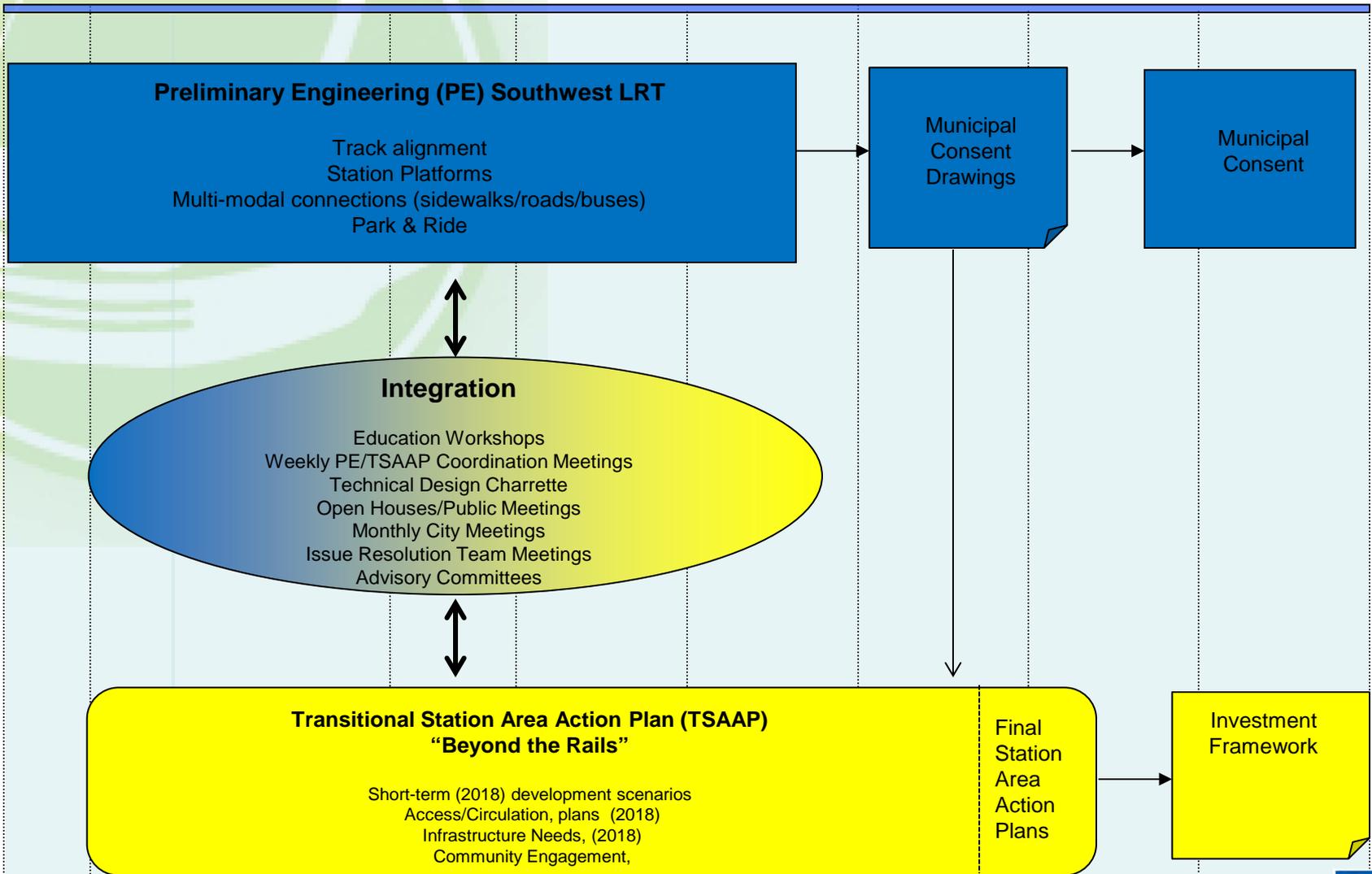
Engineering
Tracks
stations
park & ride
multi-modal access



Systemic Organizational Change: Integration

- ✓ Integrated organizational structures (e.g. CAC and BAC)
- ✓ Land Use Division within Southwest LRT Project Office (SPO)
- ✓ Assistant Project Director for Land Use/Community Works in SPO
- ✓ On-site “design exchange” to facilitate exchange of accurate & timely information
- ✓ Cross Discipline/Cross Jurisdictional Workshops/Training (Technical Design Charrettes, EPA Parking Audit, LRT + Development Basics Workshop)
- ✓ **Transitional Station Area Action Plan (TSAAP) Process**

Preliminary Engineering and TSAAP Process

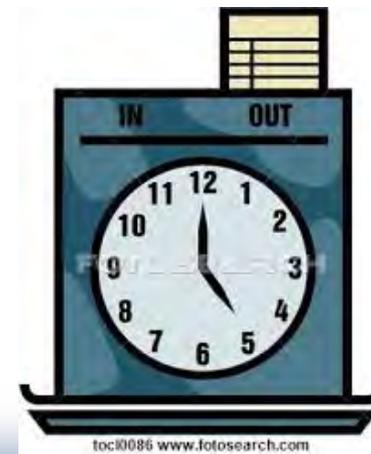


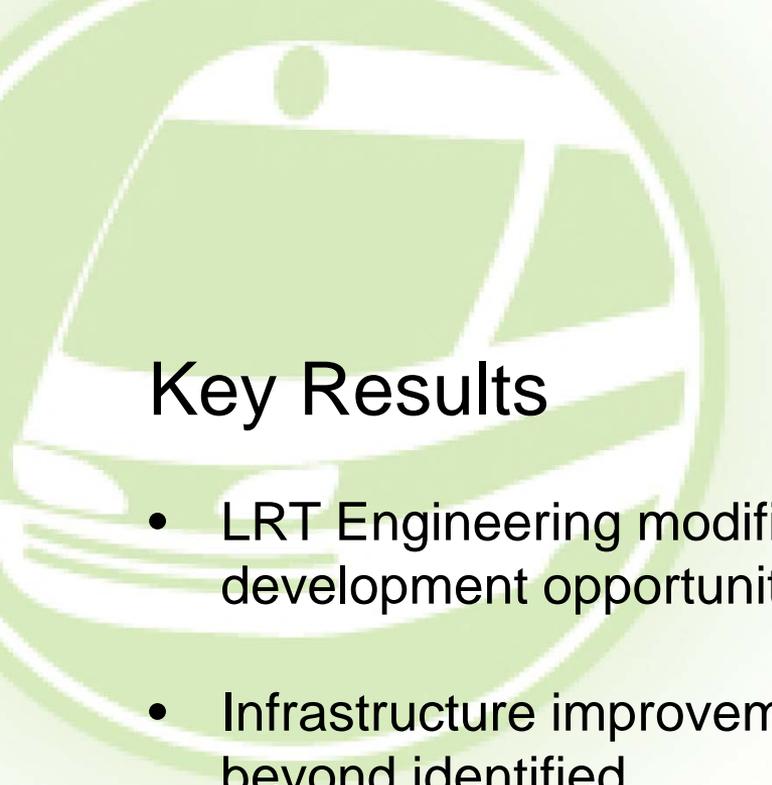
Transitional Station Area Action Plan (TSAAP) Process

- Weekly PE/TSAAP Coordination Meetings 60+ hours
- Technical Design Charrette 40 hours
- Open Houses, Public & Community Meetings 50 hours
- Monthly City Meetings 80 hours
- Issue Resolution Team Meetings 320 hours
- Advisory Committees 32 hours

Total 582 hours

Equates to 45% of worktime spent on **INTEGRATION**





Key Results

- LRT Engineering modified to take advantage of future economic development opportunities
- Infrastructure improvements to support LRT opening day and beyond identified
- Strong working relationships & collaboration established



TSAAP Update

Community Works Steering Committee

August 15, 2013





Land Use/Economic Development/Engineering Integration

Station Examples

Eden Prairie Town Center



Shady Oak Road

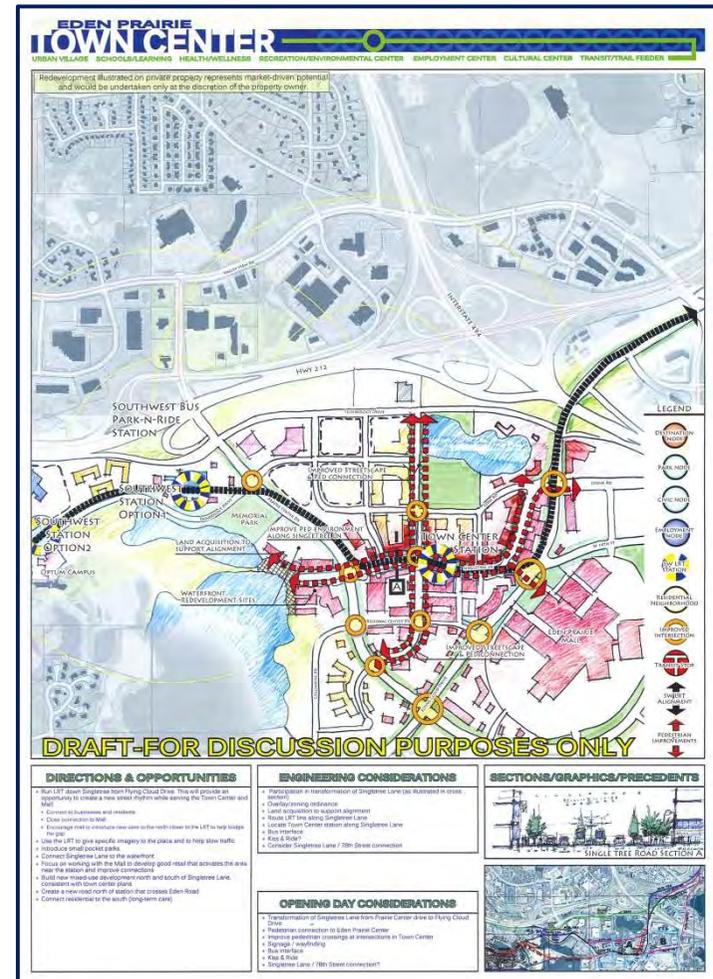


West Lake



Eden Prairie Town Center

- Based on charrette outcomes – advocated for a central location serving Town Center
- Examined Singletree and Comp Plan alignments as candidate station locations
- Emphasis on pedestrian connections to Eden Prairie Center



Eden Prairie Town Center



Pedestrian Connections



- Focus sidewalk and streetscape enhancements along Singletree Lane and Edin Road (depending on which station location is selected), as well as a collection of existing and proposed roadways consistent with the Eden Prairie Town Center plan.
- Provide safe and convenient pedestrian connections to the nearby regional trails.
- Improve pedestrian crossings along Singletree Lane, Flying Cloud Drive, Prairie Center Drive, Edin Road and all new roadway intersections that will be constructed consistent with the Eden Prairie Town Center plan.
- Design Singletree Lane as a complete, multi-modal street.
- Design the future Main Street as a complete street.

Transit Connections



- Improve pedestrian connections between the LRT station and bus transit stops.

Bike Connections



- Provide on-street bike facilities (lanes, routes, signage, etc.) on local streets to better connect the station to nearby homes, businesses, shops, amenities, and destinations.
- Provide bike parking, lockers and Nice Ride facilities in a highly visible area near the station platform.
- Provide bike connections to the nearby regional trails.
- Provide on-street bike lanes on Singletree Lane and Main Street.

Roadways



- The Eden Prairie Town Center plan calls for a collection of new roadways that will create smaller block sizes and form a grid of streets. The plan illustrates a network of new roads consistent with the Town Center plan. These new roads and the new parcels associated with them should catalyze redevelopment in the area into a compact mixed-use town center environment served by light rail transit. All new roads should include pedestrian and bike-friendly streetscapes, safe and well marked pedestrian crossings.

Kiss and Ride



- Kiss and ride facilities should be located near the station platform, either on Singletree Lane, Edin Road or Main Street, depending on which station location is selected.

Park and Ride



- Long term, park and ride facilities are not anticipated at the Eden Prairie Town Center station, however, near term park and ride facilities may be necessary to reduce the occurrence of "hide and ride" at this station.

Station Amenities

- Wayfinding
- Seating
- Lighting
- Public Art
- Plaza



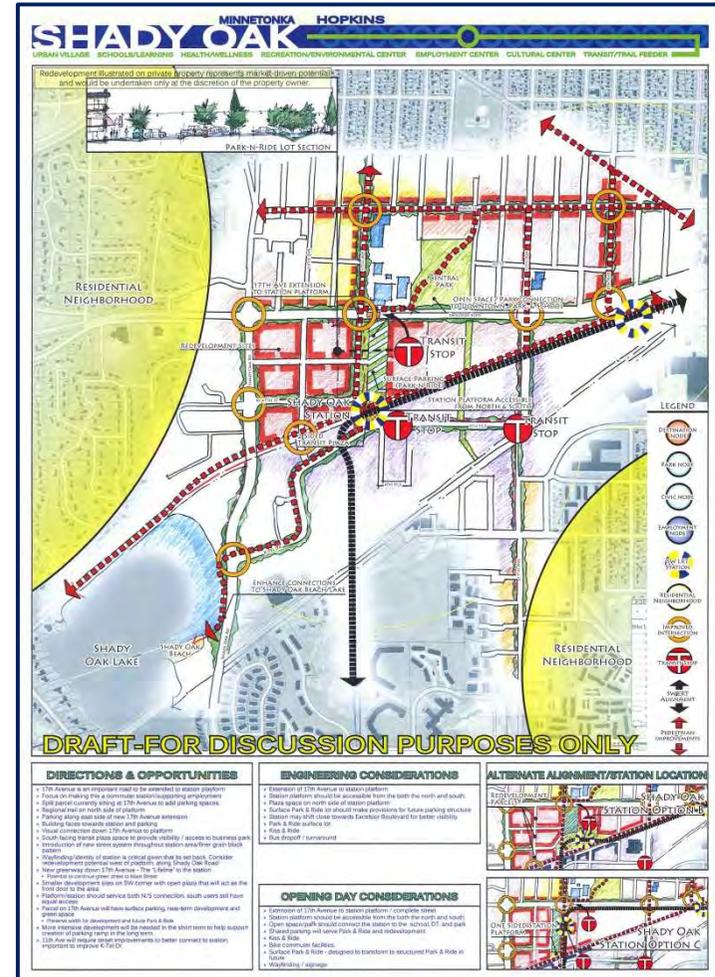
Eden Prairie Town Center



-  **Bus Stop**
-  **Bus Shelter**
-  **Kiss and Ride**
-  **New Sidewalk / Sidewalk Improvement**
-  **New Crossing / Crossing Improvement**
-  **Bike Path**
-  **Bike Facilities**
-  **On Street Bike Infrastructure**
-  **Multi-Use Path**
-  **Street Planting**
-  **Freight Line**
-  **LRT Platform**
-  **Park and Ride**
-  **New Signalized Intersection**
-  **Wayfinding**
-  **Public Art Opportunity**
-  **Potential Development Site**
-  **Plaza Space / Building Setback Area**

Shady Oak Road

- Based on charrette outcomes – advocated platform shift to the north
- Examined phased strategy for park and ride
- Emphasized 17th Avenue as the critical station link with roadway roundabout and enhanced pedestrian connections
- Future redevelopment in both communities



Shady Oak Road



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West Lake

Access and Circulation



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Work in Process

- Continuing station area refinements
- Building form and footprint studies for key stations
- Opening day recommendations
- Infrastructure recommendations
- Assembling initial sections of SW Corridor Investment Framework (TSAAP Document)