



# Public Meetings (Open House & Workshop)

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April 18<sup>th</sup> (Beltline, Wooddale & Louisiana Stations)

April 23<sup>rd</sup> (Blake, Downtown Hopkins, Shady Oak & Opus Stations)

May 2<sup>nd</sup> (Royalston, Van White, Penn, 21<sup>st</sup> Street & West Lake Stations)

May 13<sup>th</sup> (City West, Golden Triangle, Town Center, SouthWest & Mitchell Stations)



# Public Meetings (Open House & Workshop)

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Over **425** attendees

## Major Themes

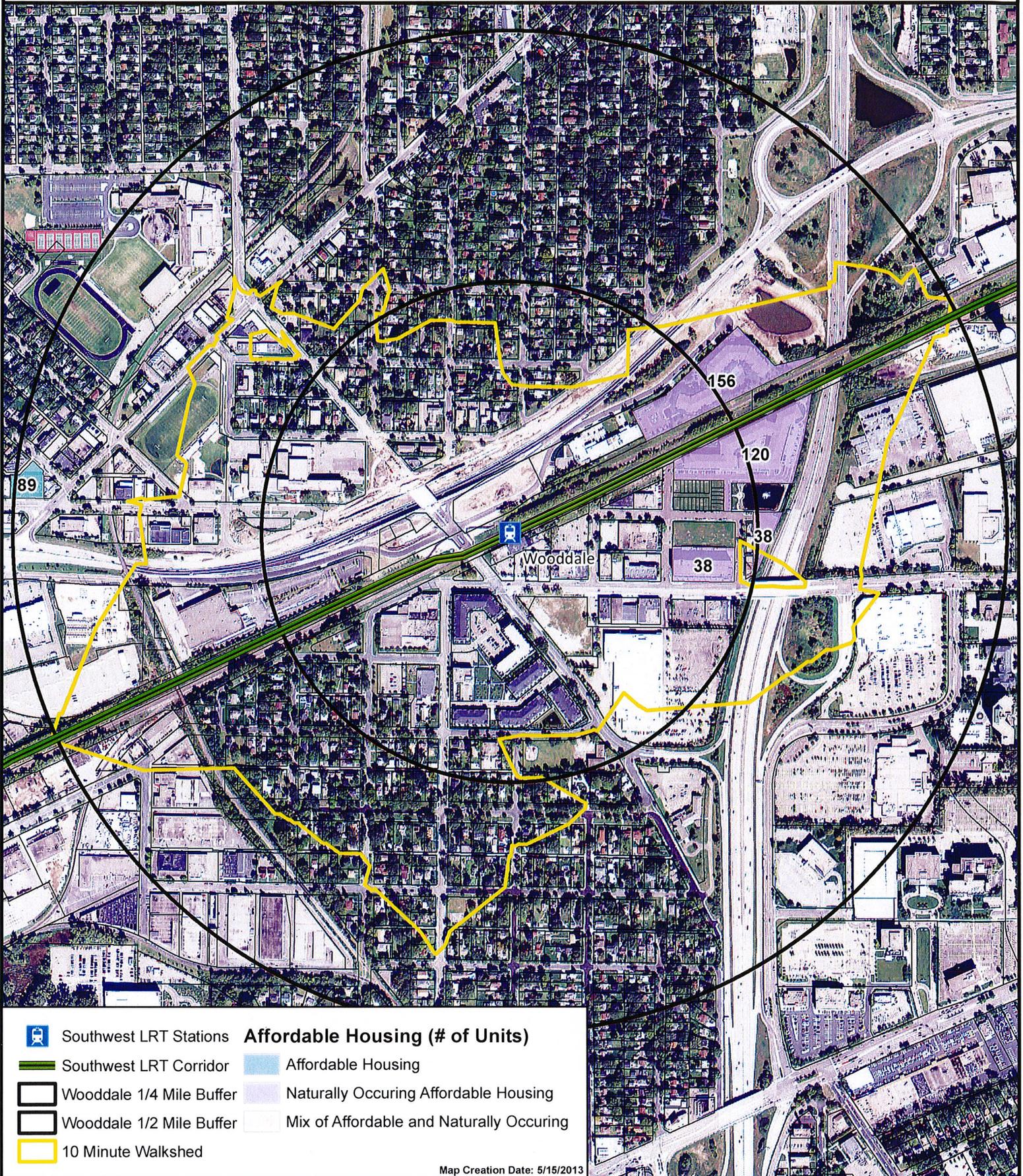
- Bike trails and bike facilities
- Pedestrian/sidewalk connections
- Bus routes
- Future development – jobs, coffee shops, neighborhood service, affordable housing
- LRT alignment
- Noise/vibration/safety concerns
- Parking and park/ride
- Station design/amenities – public art, lightening, landscaping
- Roads – wayfinding, complete streets, noise

# TSAAP Open Houses April – May 2013

*photo credits: Metropolitan Council*



# Wooddale Station: Affordable Housing Units



Map Creation Date: 5/15/2013

**Data Sources:** Hennepin County, Metropolitan Council, MN-DNR, MN-DOT, USDA-FSA, NRCS, USGS

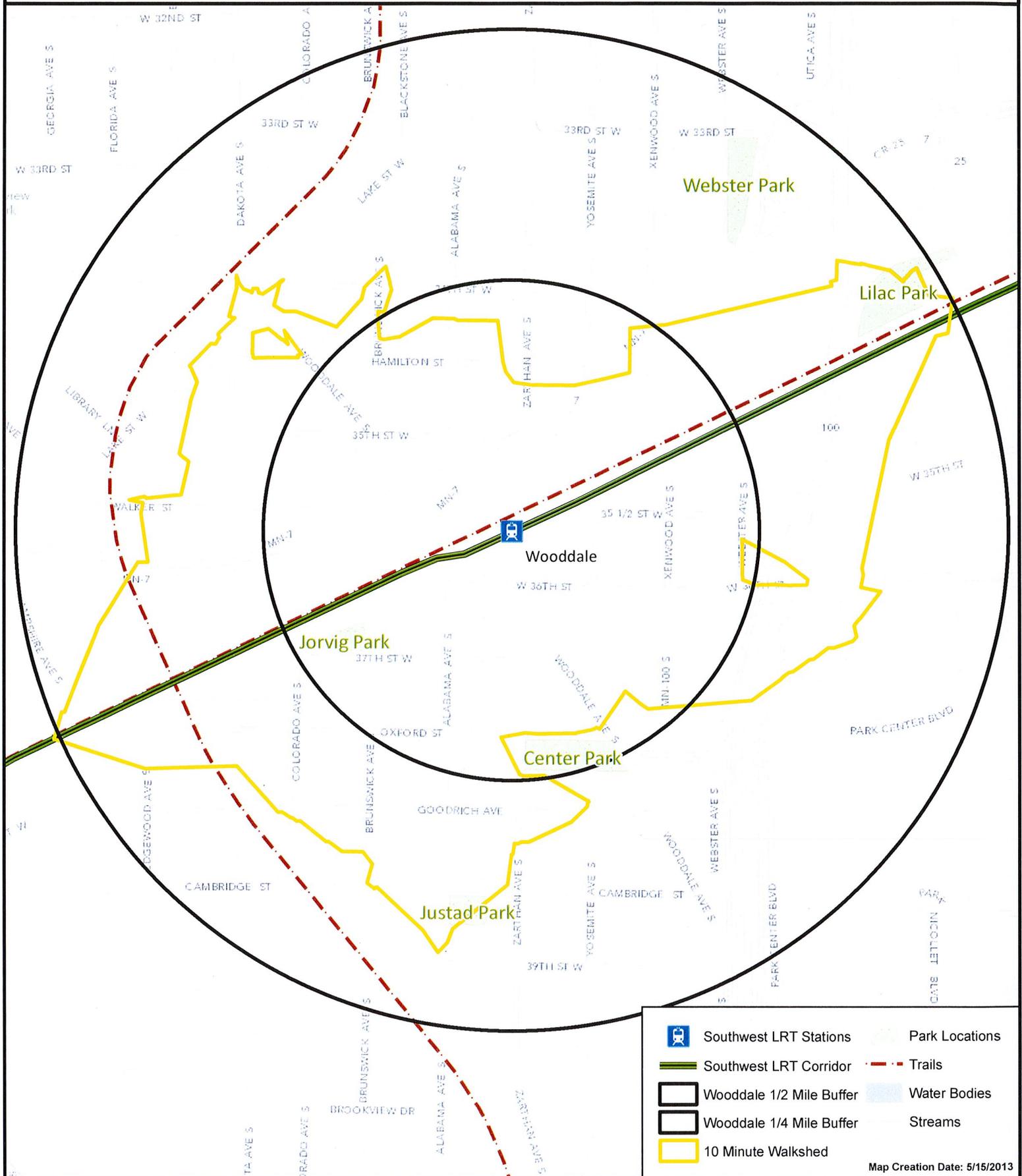
**Disclaimer:** This map is a compilation of data from various sources and is furnished "AS IS" with no representation or warranty expressed or implied, including fitness for any particular purpose, merchantability, or the accuracy and completeness of the information shown.



**Hennepin County**  
Department of Housing,  
Community Works & Transit



# Wooddale Station: Parks & Trails



	Southwest LRT Stations		Park Locations
	Southwest LRT Corridor		Trails
	Wooddale 1/2 Mile Buffer		Water Bodies
	Wooddale 1/4 Mile Buffer		Streams
	10 Minute Walkshed		

Map Creation Date: 5/15/2013

**Data Sources:** Hennepin County, Metropolitan Council, MN-DNR, MN-DOT, USDA-FSA, NRCS, USGS

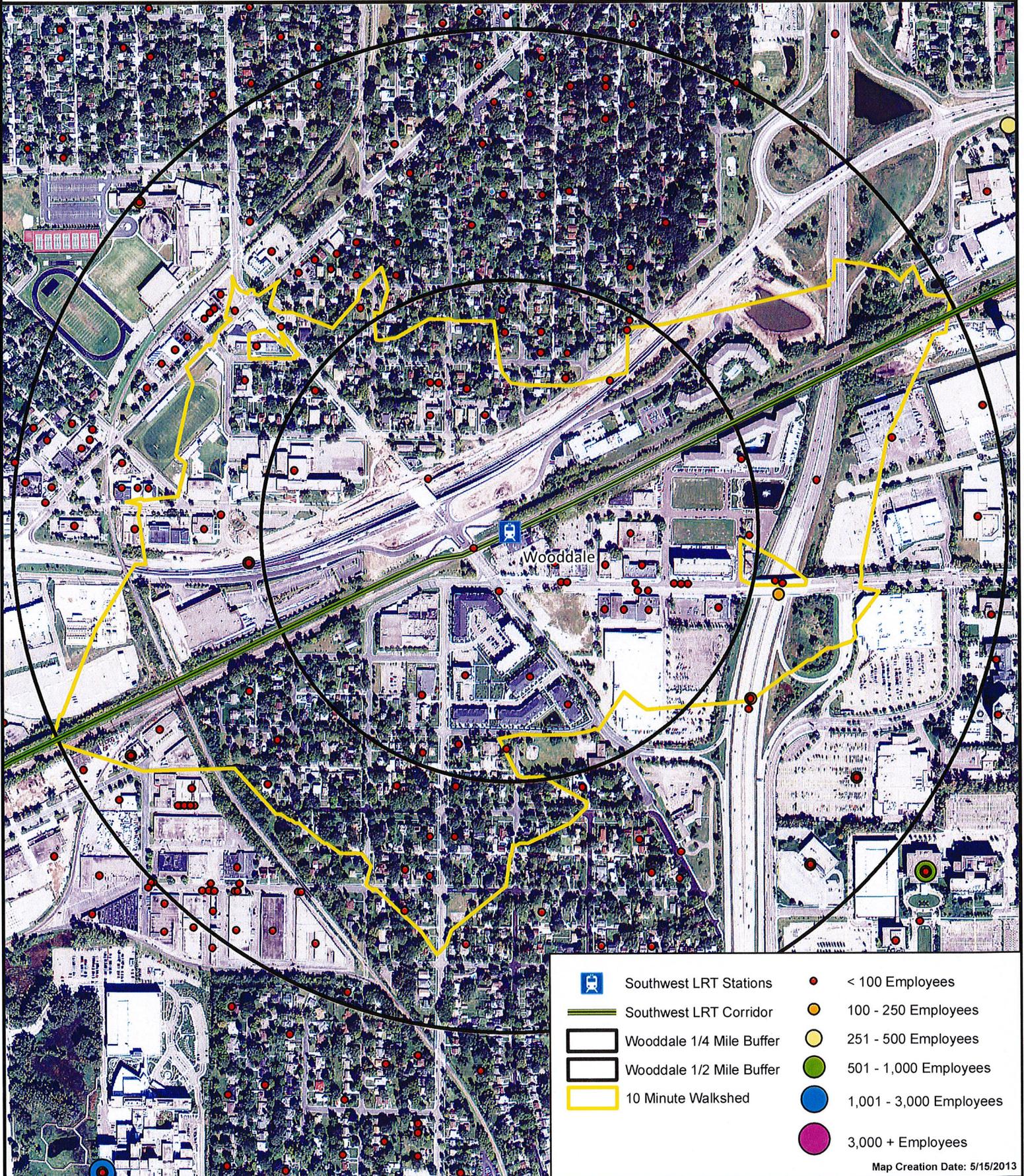
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# Wooddale Station: Employment Locations

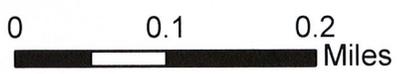


	Southwest LRT Stations		< 100 Employees
	Southwest LRT Corridor		100 - 250 Employees
	Wooddale 1/4 Mile Buffer		251 - 500 Employees
	Wooddale 1/2 Mile Buffer		501 - 1,000 Employees
	10 Minute Walkshed		1,001 - 3,000 Employees
			3,000 + Employees

Map Creation Date: 5/15/2013

**Data Sources:** Hennepin County, Metropolitan Council, MN-DNR, MN-DOT, USDA-FSA, NRCS, USGS

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# Wooddale Station: Community Facilities



Map Creation Date: 5/15/2013

**Data Sources:** Hennepin County, Metropolitan Council, MN-DNR, MN-DOT, USDA-FSA, NRCS, USGS

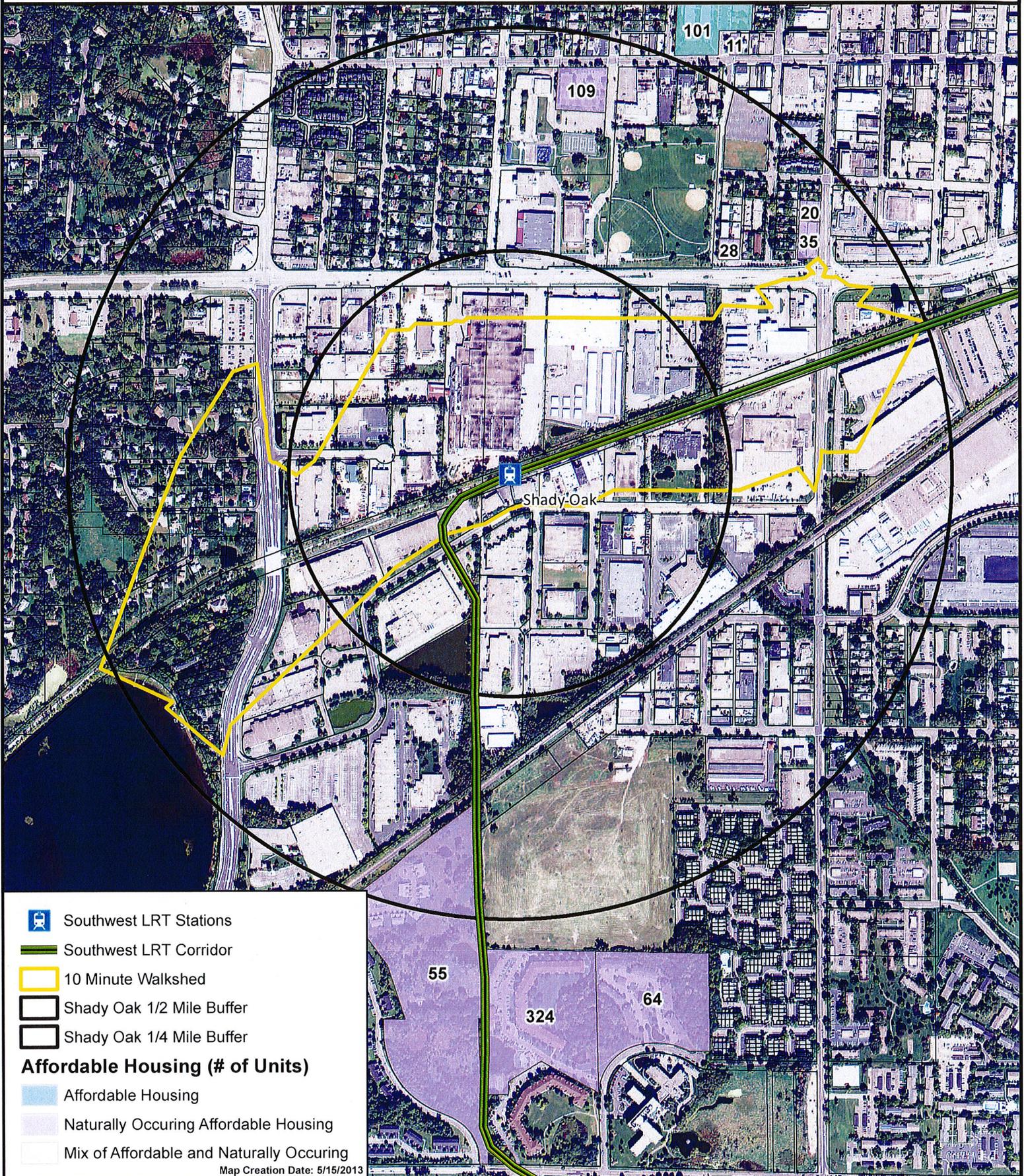
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Department of Housing,  
Community Works & Transit



# Shady Oak Station: Affordable Housing Units



 Southwest LRT Stations

 Southwest LRT Corridor

 10 Minute Walkshed

 Shady Oak 1/2 Mile Buffer

 Shady Oak 1/4 Mile Buffer

### Affordable Housing (# of Units)

 Affordable Housing

 Naturally Occuring Affordable Housing

 Mix of Affordable and Naturally Occuring

Map Creation Date: 5/15/2013

**Data Sources:** Hennepin County, Metropolitan Council, MN-DNR, MN-DOT, USDA-FSA, NRCS, USGS

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0 0.1 0.2 Miles

**Hennepin County**

Department of Housing,  
Community Works & Transit





# Shady Oak Station: Employment Locations



 Southwest LRT Stations  
 Southwest LRT Corridor  
 Shady Oak 1/4 Mile Buffer  
 Shady Oak 1/2 Mile Buffer  
 10 Minute Walkshed

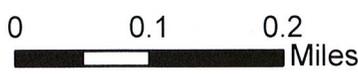
**Employment Locations**

-  < 100 Employees
-  100 - 250 Employees
-  251 - 500 Employees
-  501 - 1,000 Employees
-  1,001 - 3,000 Employees
-  3,000 + Employees

Map Creation Date: 5/15/2013

**Data Sources:** Hennepin County, Metropolitan Council, MN-DNR, MN-DOT, USDA-FSA, NRCS, USGS

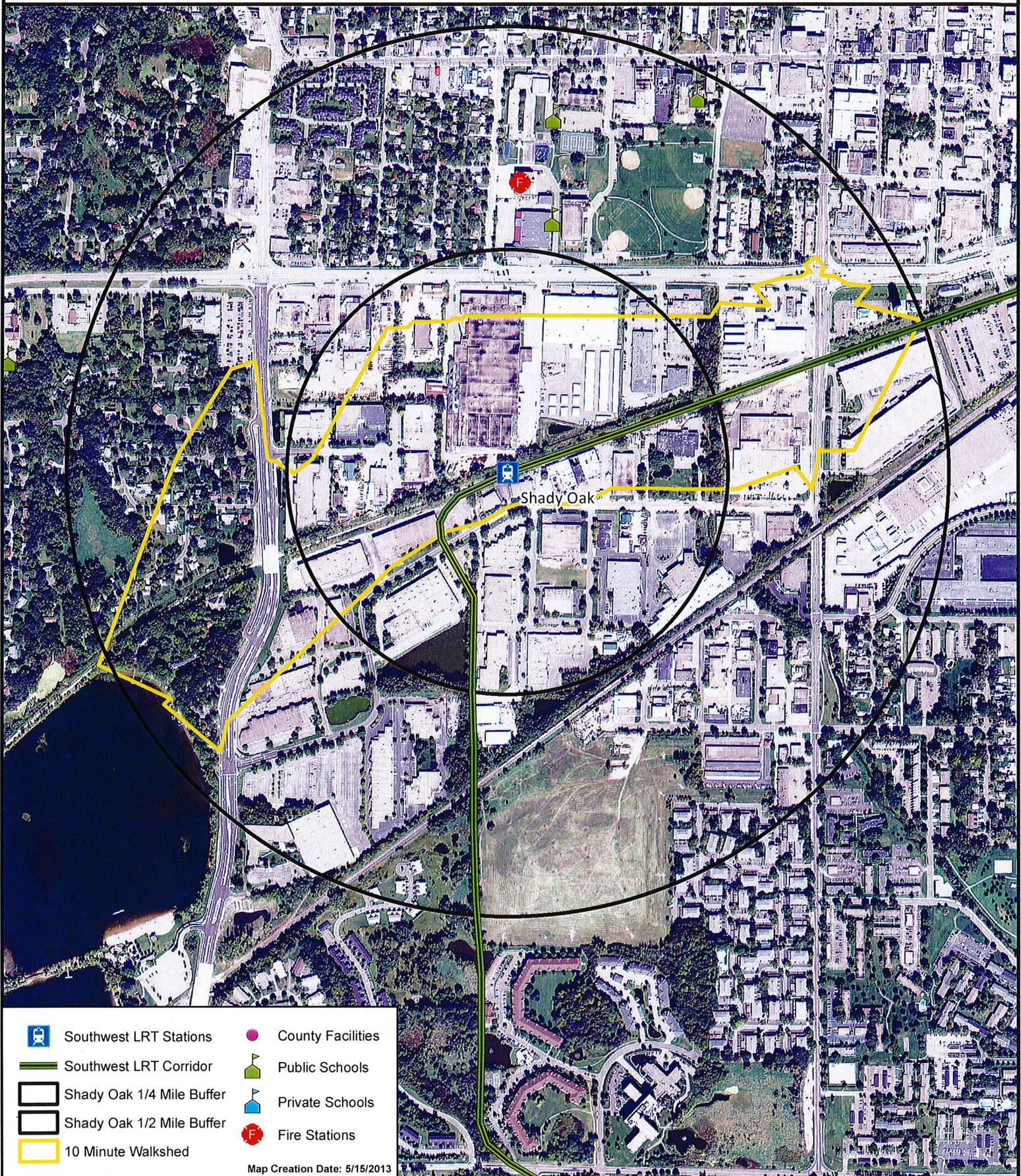
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**Hennepin County**  
 Department of Housing,  
 Community Works & Transit



# Shady Oak Station: Community Facilities



-  Southwest LRT Stations
-  County Facilities
-  Southwest LRT Corridor
-  Public Schools
-  Shady Oak 1/4 Mile Buffer
-  Private Schools
-  Shady Oak 1/2 Mile Buffer
-  Fire Stations
-  10 Minute Walkshed

Map Creation Date: 5/15/2013

**Data Sources:** Hennepin County, Metropolitan Council, MN-DNR, MN-DOT, USDA-FSA, NRCS, USGS

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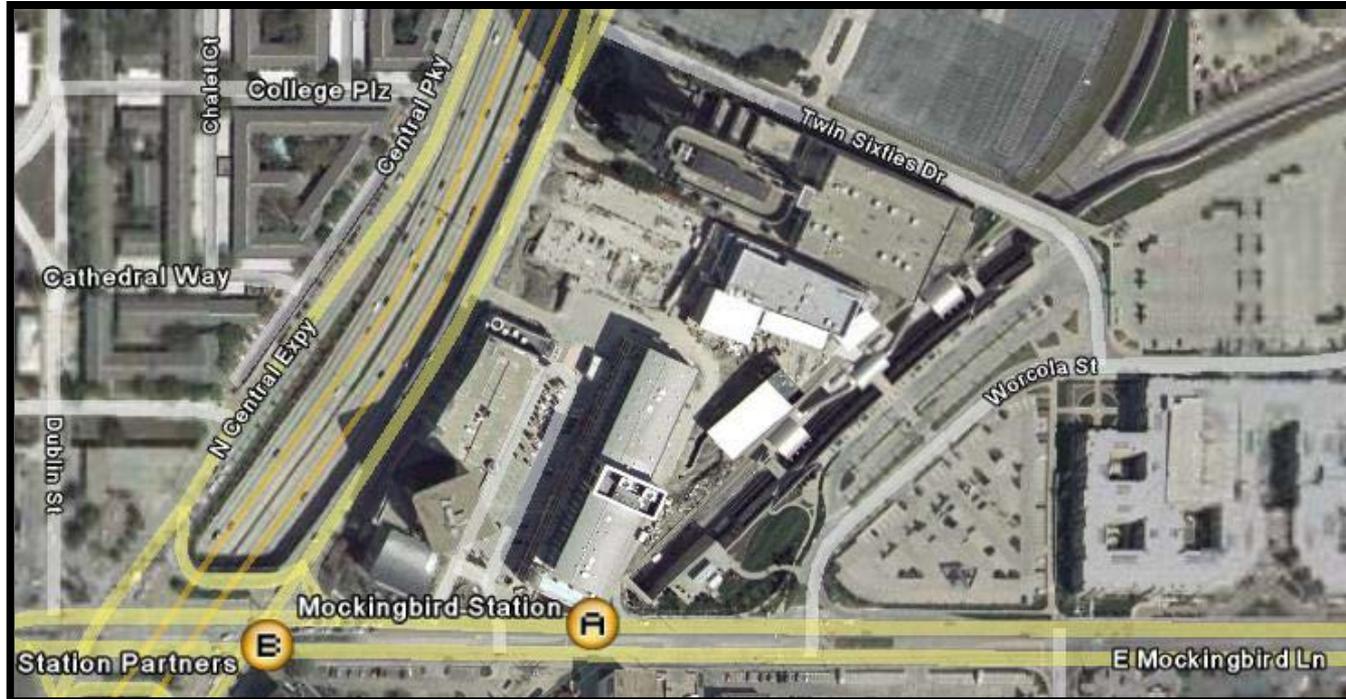


0 0.1 0.2 Miles

**Hennepin County**  
Department of Housing,  
Community Works & Transit



# Station Area Planning: Getting Parking Right



Southwest LRT Community Works  
Steering Committee

May 16, 2013

# Why is parking important?



# Why is parking important?

**Restaurant Table**  
 $5' \times 5' = 25 \text{ ft}^2$

**Office Cubicle**  
 $8' \times 9' = 72 \text{ ft}^2$

**Parking Space**  
 $10' \times 20' = 200 \text{ ft}^2$

# Why is parking important?



Surface: +/- \$10,000  
or \$60/month



Garage:  
\$20,000 or  
\$120/month

Underground:  
\$40,000 or  
\$240/month



# Why is parking important?

## Free or heavily subsidized parking in station areas...

- Conflicts with Transit Oriented Development (TOD) potential
- Increases traffic, Vehicle Miles Traveled (VMT), and emissions
- Can make the difference between Smart Growth and sprawl
- Is economically inefficient

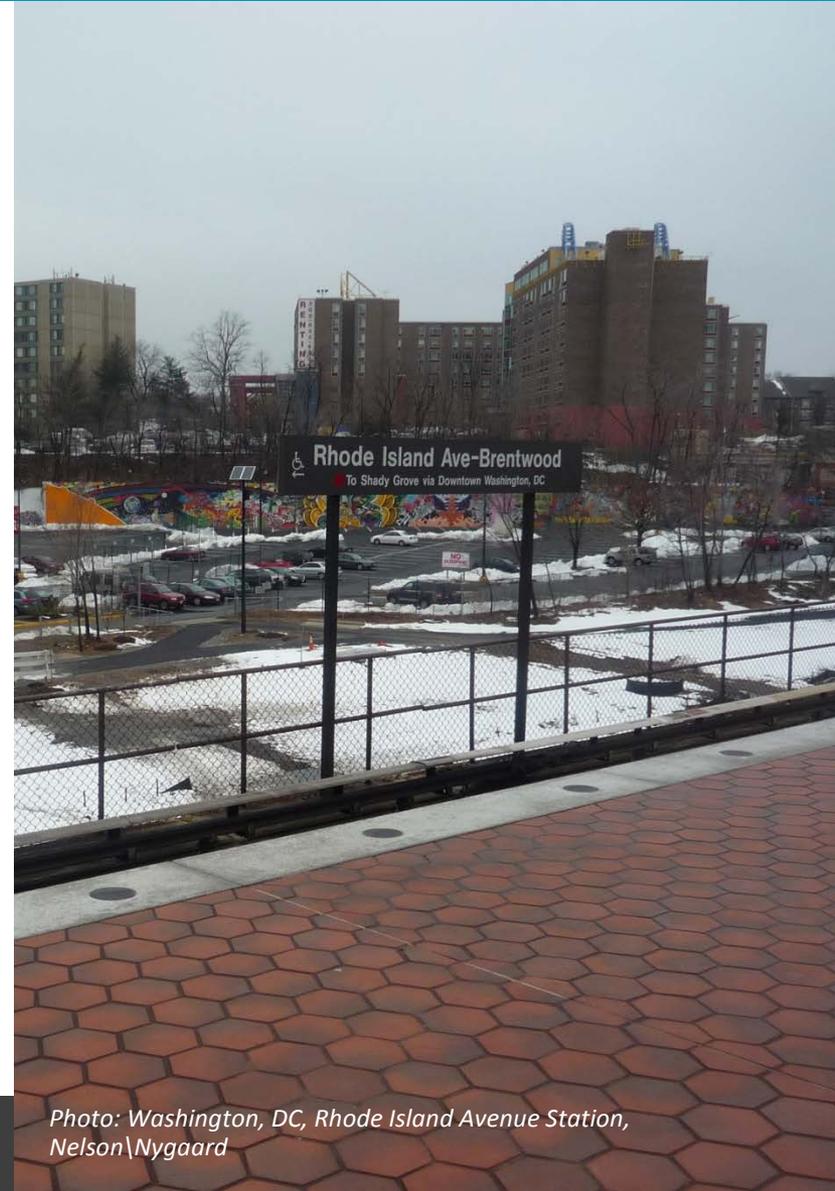


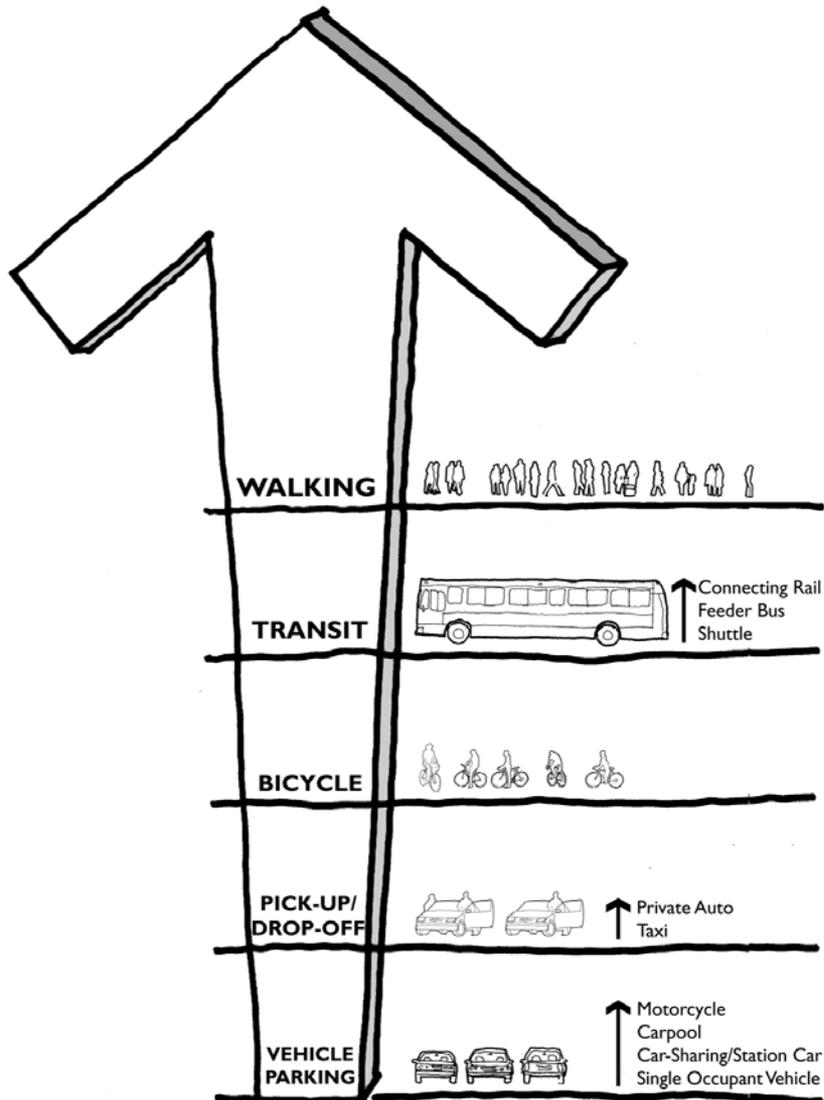
Photo: Washington, DC, Rhode Island Avenue Station, Nelson\Nygaard

# Vary Parking by the Goals of your TOD

	<u>Auto-Prioritized “Regional” Station</u>	<u>Combination Stations</u>	<u>“Downtown” Stations</u>
<b>Conditions</b>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Free parking</li> <li><input type="checkbox"/> Costs born by all riders, not just drivers</li> <li><input type="checkbox"/> Limited development or place-making</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Paid parking</li> <li><input type="checkbox"/> Walkable, though not always connected</li> <li><input type="checkbox"/> Transit</li> <li><input type="checkbox"/> Mixed Use</li> <li><input type="checkbox"/> Medium density</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Limited/No commuter parking, always paid</li> <li><input type="checkbox"/> Walkable to the district</li> <li><input type="checkbox"/> Mixed Use</li> <li><input type="checkbox"/> Higher density</li> </ul>
<b>Traffic</b>	<b>High</b>		<b>Low</b>
<b>Pollution</b>	<b>High</b>		<b>Low</b>
<b>\$ Subsidy</b>	<b>High</b>		<b>Low</b>

# Multimodal Access

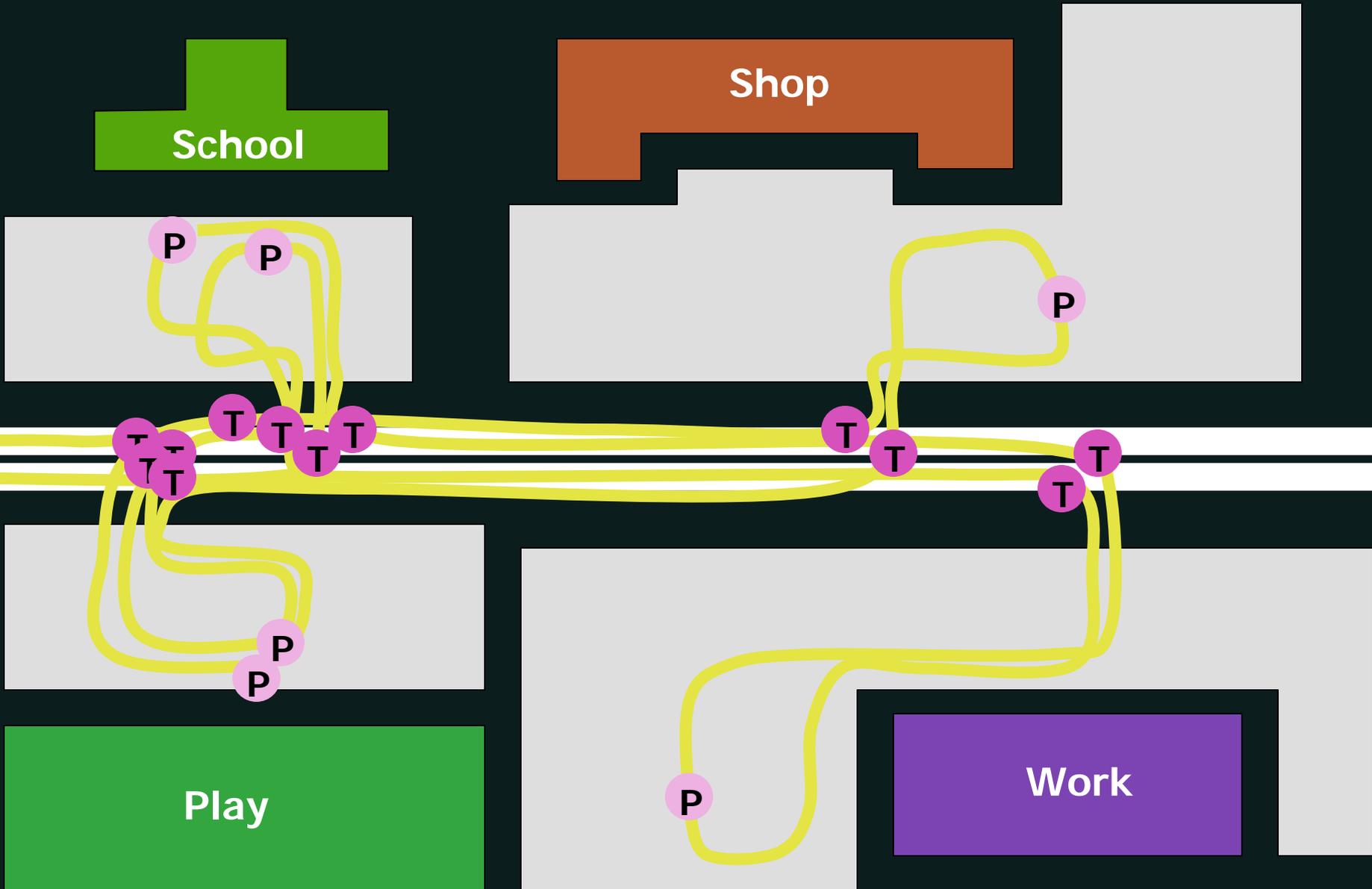
## ACCESS HIERARCHY



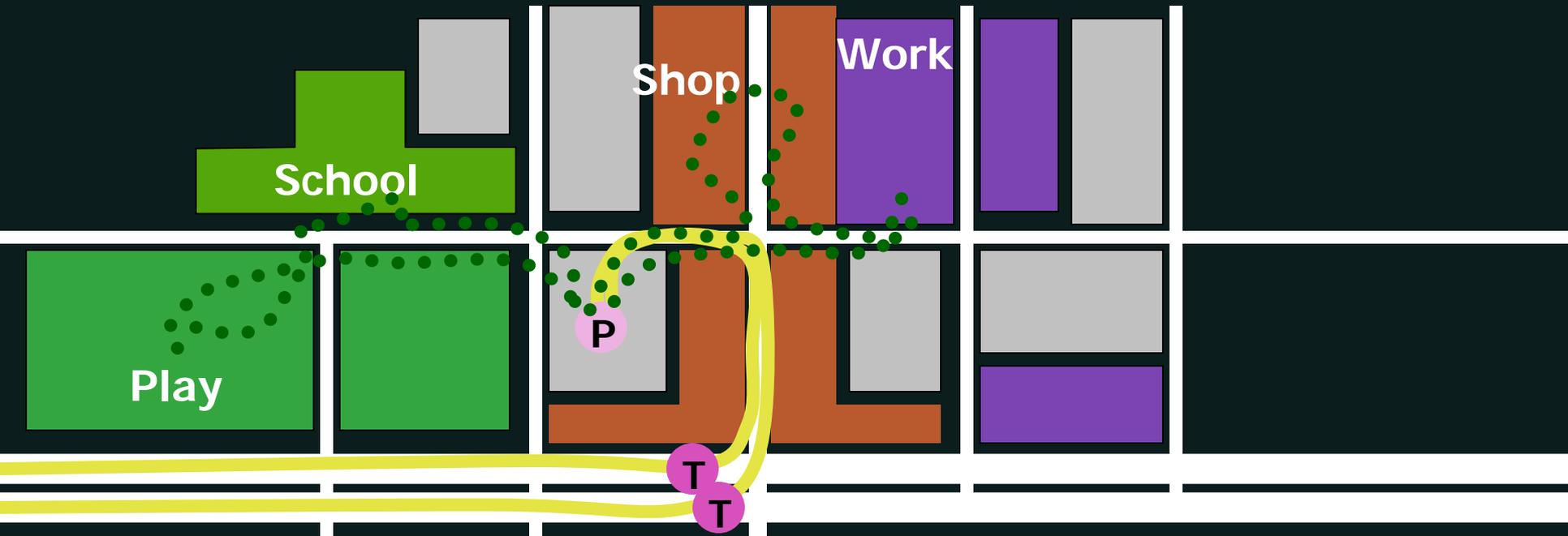
**Station parking management works best when it's one piece of the complete transportation system:**

- Pedestrians
- Bicycles
- Feeder transit
- Pick-up/drop-off & Taxis

# Conventional Development



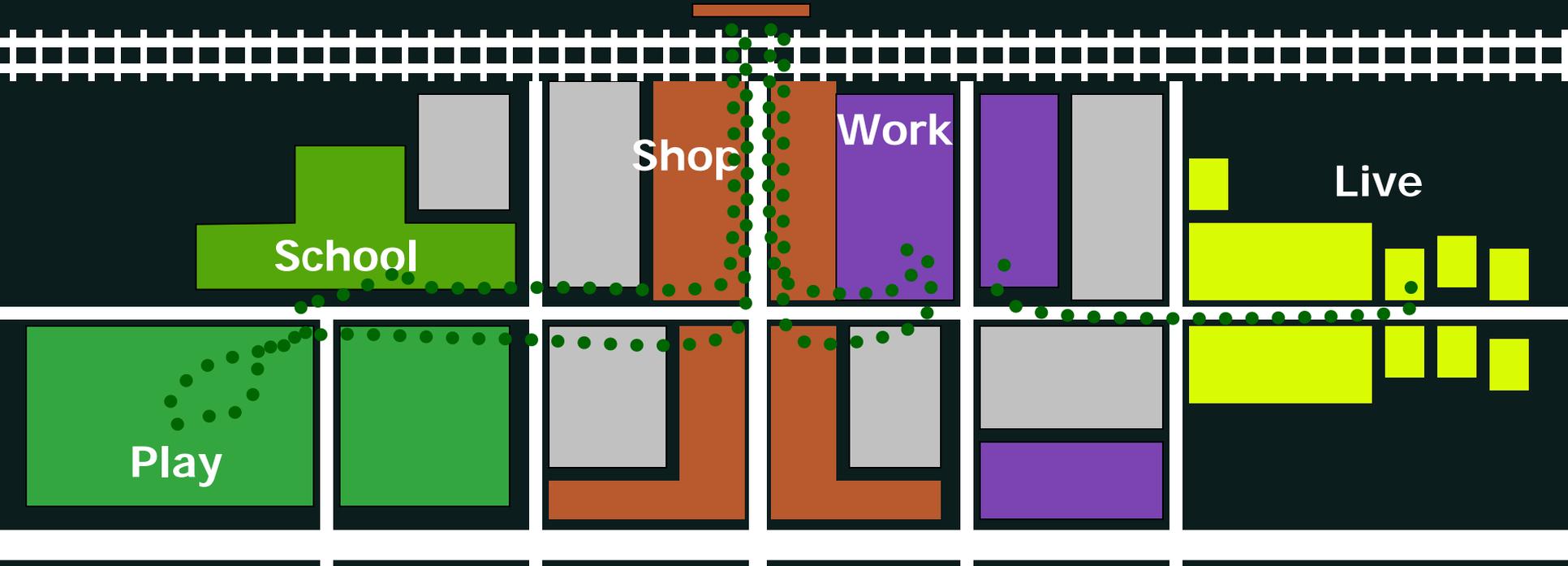
# Mixed Use, Park Once District



## Results:

- $< \frac{1}{2}$  the parking
- $< \frac{1}{2}$  the land area
- $\frac{1}{4}$  the arterial trips
- $\frac{1}{6}^{\text{th}}$  the arterial turning movements
- $< \frac{1}{4}$  the vehicle miles traveled

# Transit Oriented Development



# Bay Area Rapid Transit District (BART)



Photo: Oakland, CA, Fruitvale BART Station, Nelson\Nygaard

# BART

## Key Findings of *Access BART* (2006):

*“Land use intensification holds the greatest potential for building off peak ridership, especially during the midday period.”*

*TOD offers BART the opportunity to build all day and off peak ridership which takes advantage of capacity in the existing BART system without imposing additional costs on the system.”*

# BART

*“TOD has the potential of generating 1.76 times the number of daily boardings as it generates in the AM peak period along that corridor.”*



# Parking Replacement Case Study

## BART's South Hayward Station



Photo: BART's South Hayward Station, Image by Debbie Ottman

# South Hayward Station

## Reducing Replacement Parking

- Benefits:
  - Frees-up prime, TOD land
  - Higher ridership potential
  - Solution for under-utilized parking
  - Cost-savings that can help fund access improvements:
    - Annual cost per surface space: \$353.04
    - Annual cost per structured space: \$537.62
- But:
  - BART has commitment to existing riders

# South Hayward Station

## Parking Replacement Scenarios

	Maximized Parking Scenario	Reduced Parking Scenario	Maximized Density Scenario
% Parking Replaced	102%	73%	55%
Achievable Density - as Dwelling Units/ Acre	56	77	100
Residential Parking Spaces/ Unit	1.5-2.1	1.0-1.3	1.0

# South Hayward Station

## Assess Ridership Change

	Maximized Parking Scenario	Reduced Parking Scenario	Maximized Density Scenario
New Riders from TOD	798	1,047	1,324
Riders Lost from Reduced Parking	0	76	291
Net Ridership Change	798	971	1,033
Net Fare Revenue	\$637,000	\$776,000	\$826,000

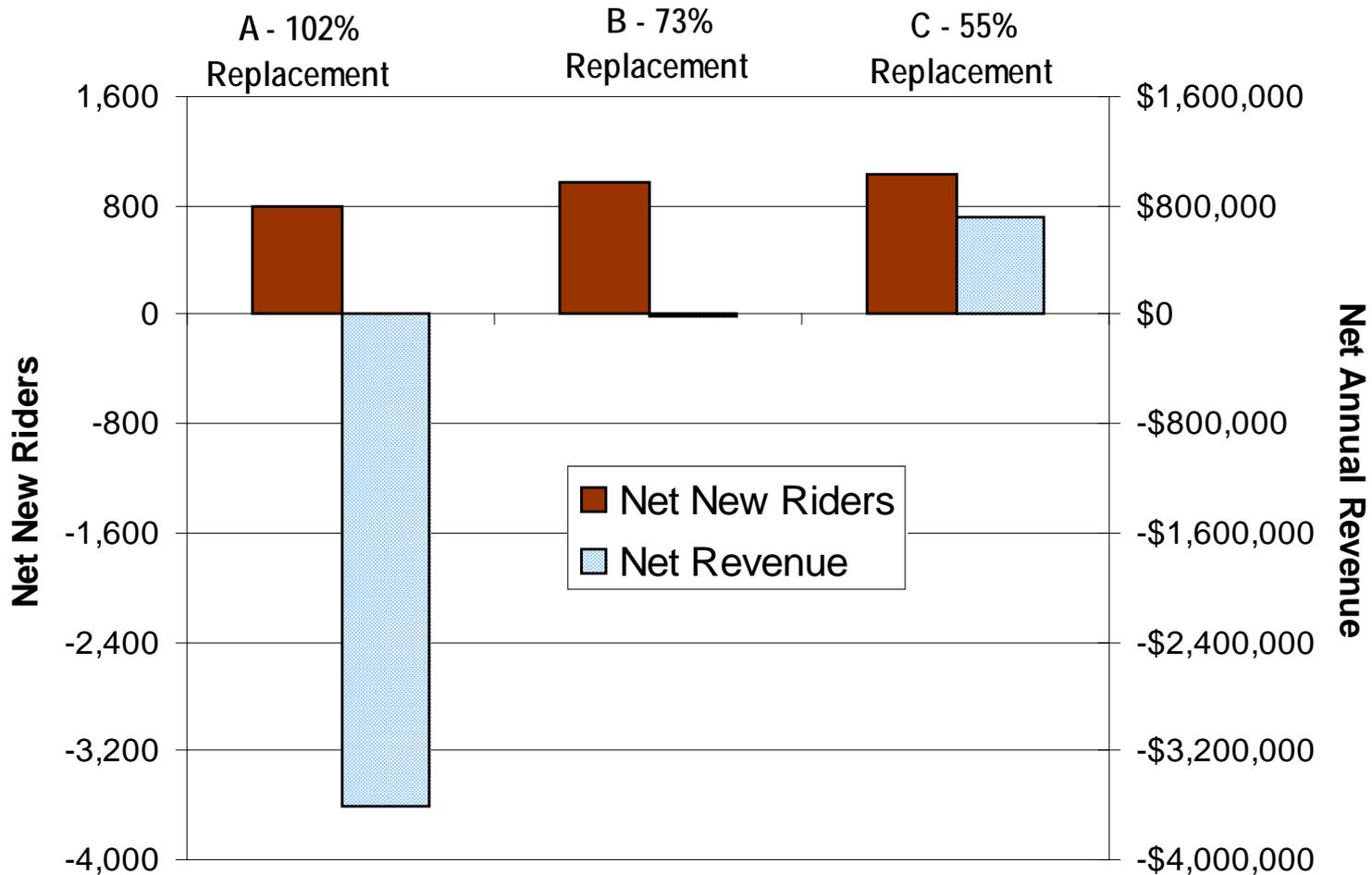
# South Hayward Station

## Assess land value and parking costs

	Maximized Parking Scenario	Reduced Parking Scenario	Maximized Density Scenario
Land Value	(\$7,770,000)	\$15,332,000	\$15,242,000
Replacement parking capital costs	\$32,424,000	\$22,932,000	\$18,144,000
Net ground rent after replacement parking	(\$4,019,000)	(\$760,000)	(\$290,000)
Reduction in parking operations costs	(\$218,000)	(\$36,000)	\$72,000

# South Hayward Station

## Assess total costs and benefits





# Parking Replacement Case Study

## West Lake and Beltline Stations

Station	P&R Spaces	Mode Split			Proposed Development			Add'l Access
		P&R	Walk	Transfer	Resid.	Comm/ Retail/ Office/ Mixed Use	Industrial	
West Lake	105	33%	33%	33%	None specified			<ul style="list-style-type: none"> <li>• Midtown Greenway Streetcar</li> <li>• Sidewalks</li> <li>• NiceRide bike share station</li> </ul>
Beltline	150	36%	36%	26%	2,193 units	1,039,600 sf	253,000 sf	<ul style="list-style-type: none"> <li>• Sidewalks</li> <li>• Regional trail</li> </ul>

# Parking Replacement Case Study

## West Lake and Beltline Stations: Scenarios

Station	Scenario 1 (proposed)	Scenario 2	Scenario 3	Scenario 4
			Reduce P&R spaces by 50%	Reduce P&R spaces by 100%
West Lake	<ul style="list-style-type: none"> <li>• No proposed development</li> <li>• 105 parking spaces</li> <li>• No streetcar</li> </ul>	<ul style="list-style-type: none"> <li>• Same as #1 plus streetcar</li> </ul>	<ul style="list-style-type: none"> <li>• 62 housing units</li> <li>• 53 parking spaces</li> </ul>	<ul style="list-style-type: none"> <li>• 125 housing units</li> <li>• No parking spaces</li> </ul>
Beltline	<ul style="list-style-type: none"> <li>• 2,193 housing units</li> <li>• 1,039,600 sf of office/retail/commercial/mixed use</li> <li>• 253,000 sf industrial</li> <li>• 150 parking spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Same as #1</li> </ul>	<ul style="list-style-type: none"> <li>• 2,193 housing units</li> <li>• 46,875 sf of additional commercial (1,086,475 sf total)</li> <li>• 75 parking spaces</li> </ul>	<ul style="list-style-type: none"> <li>• 2,193 housing units</li> <li>• 93,750 sf of additional commercial (1,133,350 sf total)</li> <li>• No parking spaces</li> </ul>

# West Lake and Beltline Stations

## Assess Ridership Change

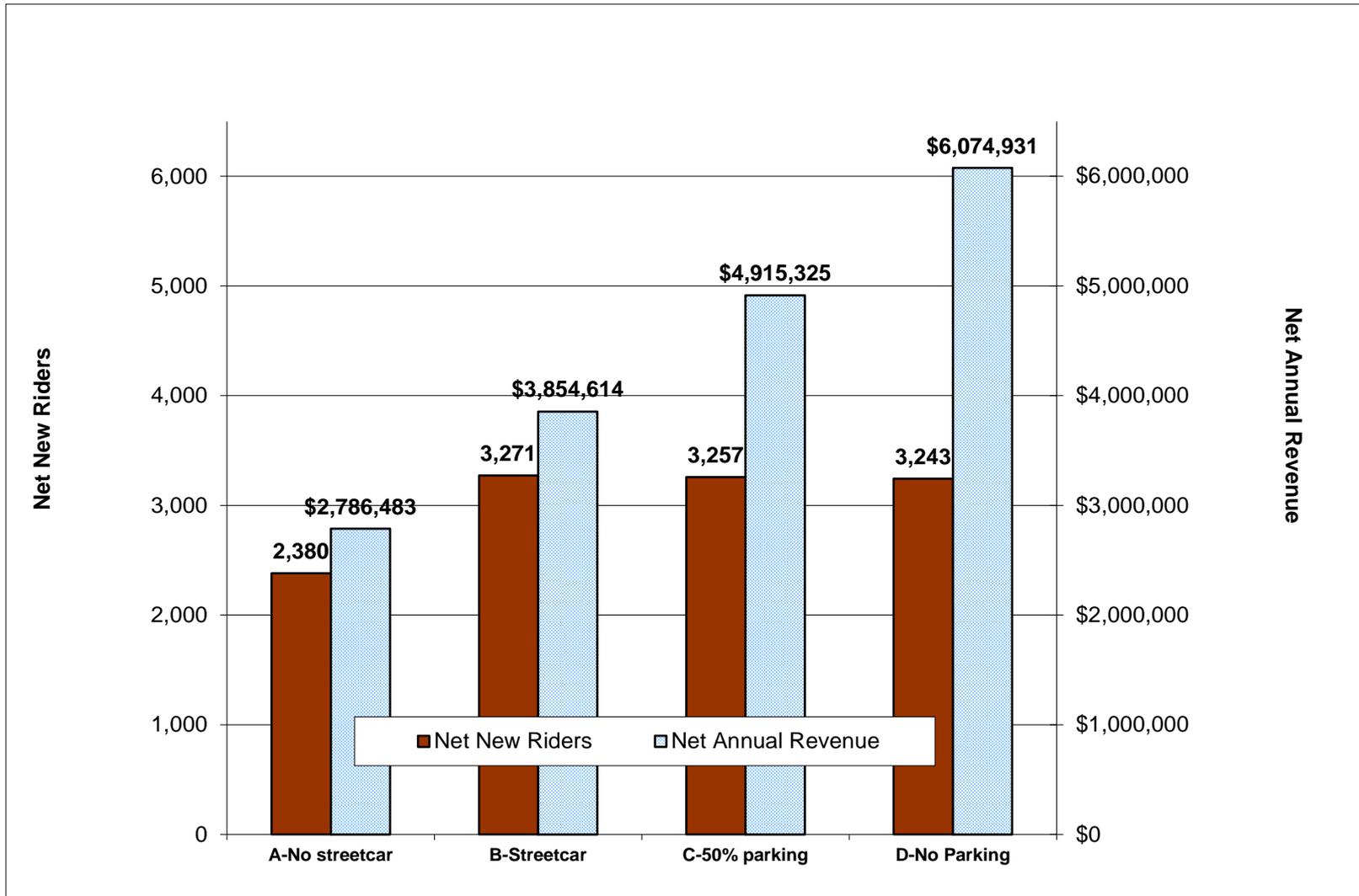
	Scenario A (proposed, no streetcar)	Scenario B (proposed with streetcar)	Scenario C (50% parking)	Scenario D (0 parking)
New Riders from Development + Streetcar	2,380	3,271	3,313	3,355
Riders Lost from Reduced Parking	0	0	-56	-112
Net Ridership Change	2,380	3,271	3,257	3,243
Net Fare Revenue	\$2,853,434	\$3,921,565	\$3,904,205	\$3,888,061

# West Lake and Beltline Stations

## Assess Land Value and Parking Costs

	Scenario A (proposed, no streetcar)	Scenario B (proposed with streetcar)	Scenario C (50% parking)	Scenario D (0 parking)
Parking capital costs	\$803,250	\$803,250	\$401,625	\$0
Net ground rent after replacement parking costs	-\$80,325	-\$80,325	\$952,733	\$2,083,470
Parking operations costs	\$90,025	\$90,025	\$45,103	\$0

# West Lake and Beltline Stations



# Open Discussion

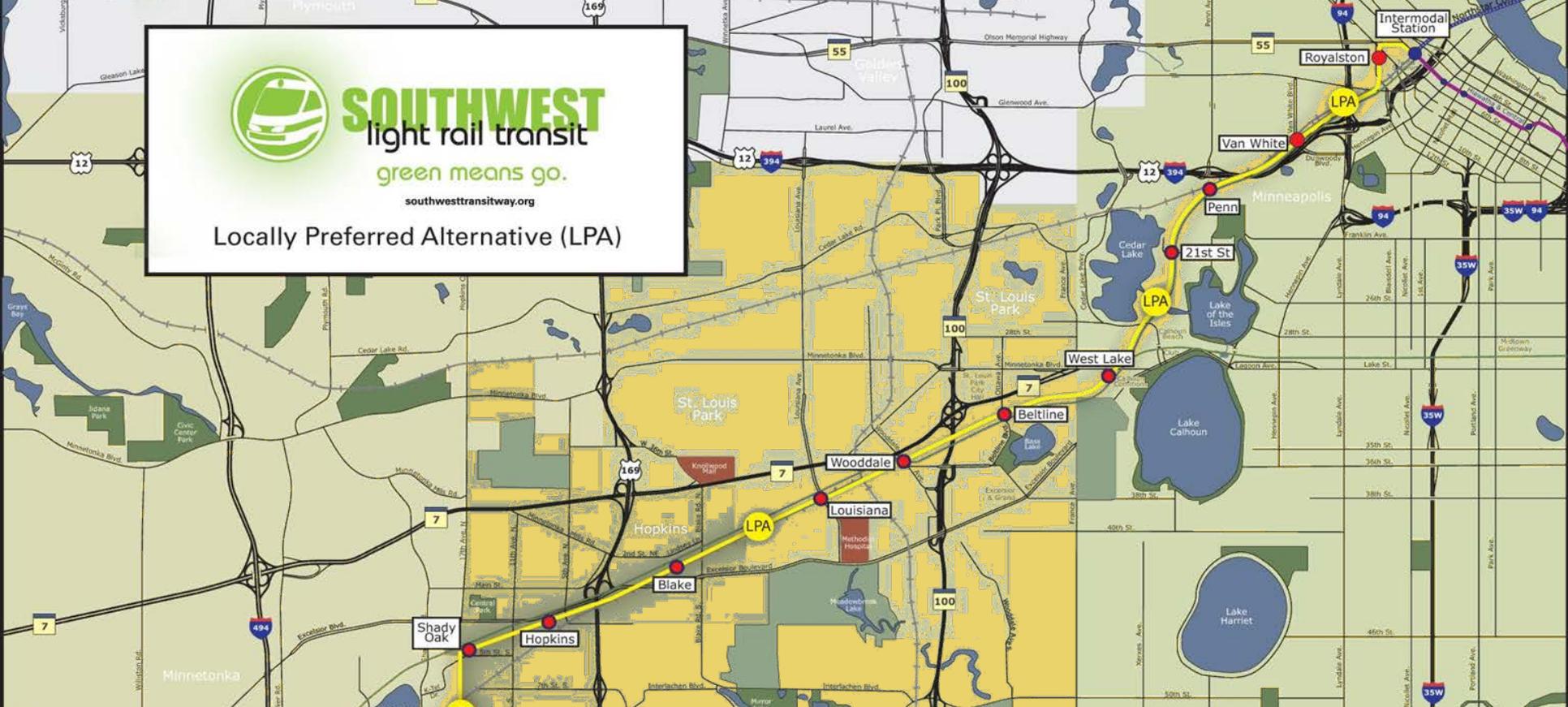
**Questions?**



**SOUTHWEST**  
light rail transit  
green means go.

southwesttransitway.org

Locally Preferred Alternative (LPA)



# RESEARCH ON HOW TO ACHIEVE SYSTEM-LEVEL, TRANSIT-ORIENTED, JOBS-HOUSING BALANCE

HUMPHREY SCHOOL  
OF PUBLIC AFFAIRS



UNIVERSITY OF MINNESOTA  
Driven to Discover



# Overview

## Objectives

- Policy recommendations promoting housing development (market-rate and affordable) and living wage job creation near transit corridors
  - “leveraging points” for private sector to embrace TOD
  - Bridge building between public and private sectors
  - Innovative incentive, regulatory and partnership programs

## Methodology

- Semi-structured Interviews (Open-ended; 30-40 mins)
  - 24 Developers
  - 19 Business Leaders

# Content Analysis

- Computerized methods
  - Word frequency (prevalence of key topics)
  - Topic node co-occurrence
- The human touch
  - Reading and re-reading



# 100 Most Frequent Words

## Developers

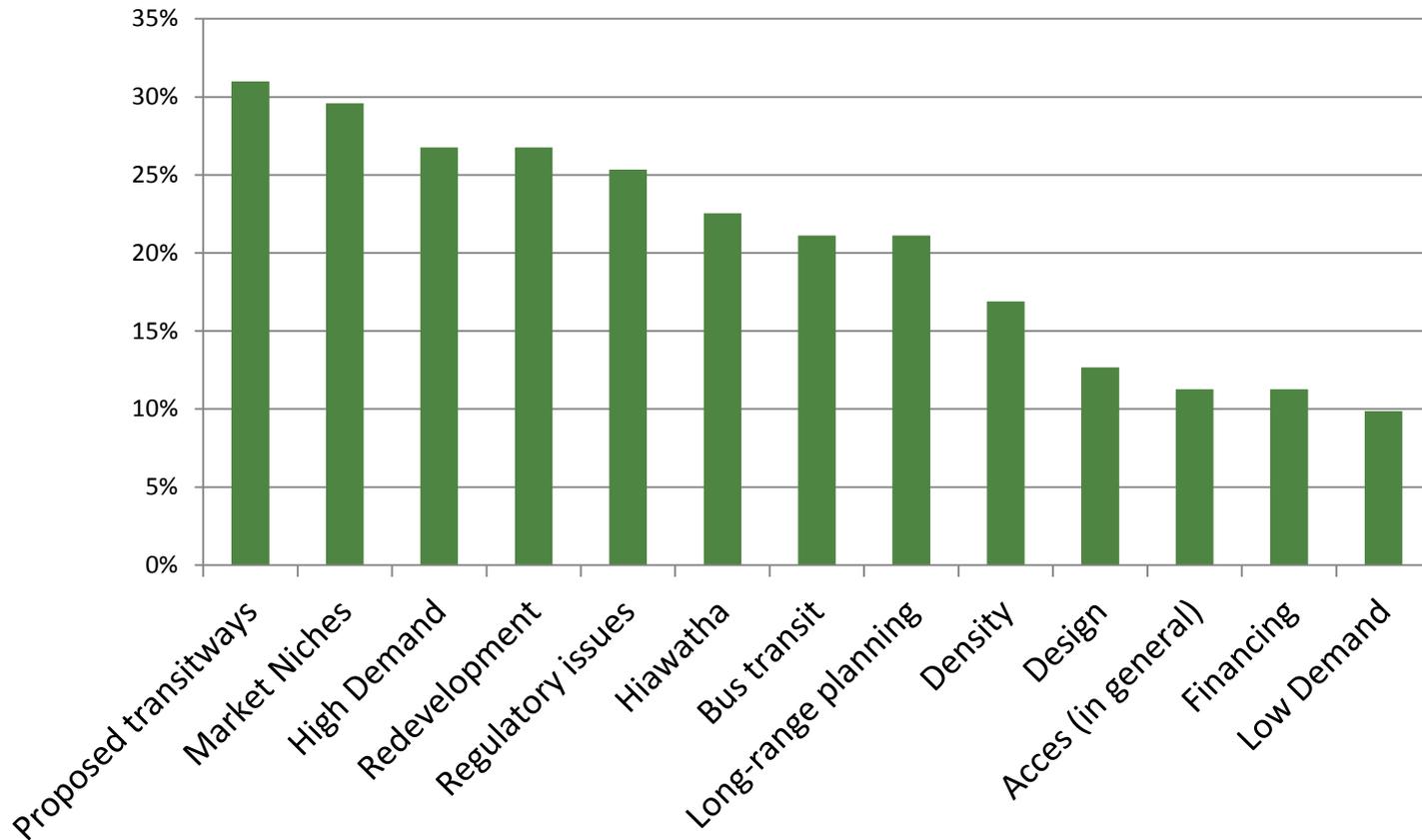
affordable always another anything apartments area better  
builds built busy buying call cars center  
changing city coming community costs council  
credit deals development differently downtown driving end everything example family find giving  
group happen hardly help homes housing important  
interesting job lands lines live locations long look lot made  
man man markets meet might minneapolis money moving much  
need neighborhood new number office old parking parts  
pays places plans point problems process product project  
property rail real rents retail site starts states streets support  
taking talking taxes tells terms timing transit  
transportation trying units urbanity using value whatever  
works years

## Business Leaders

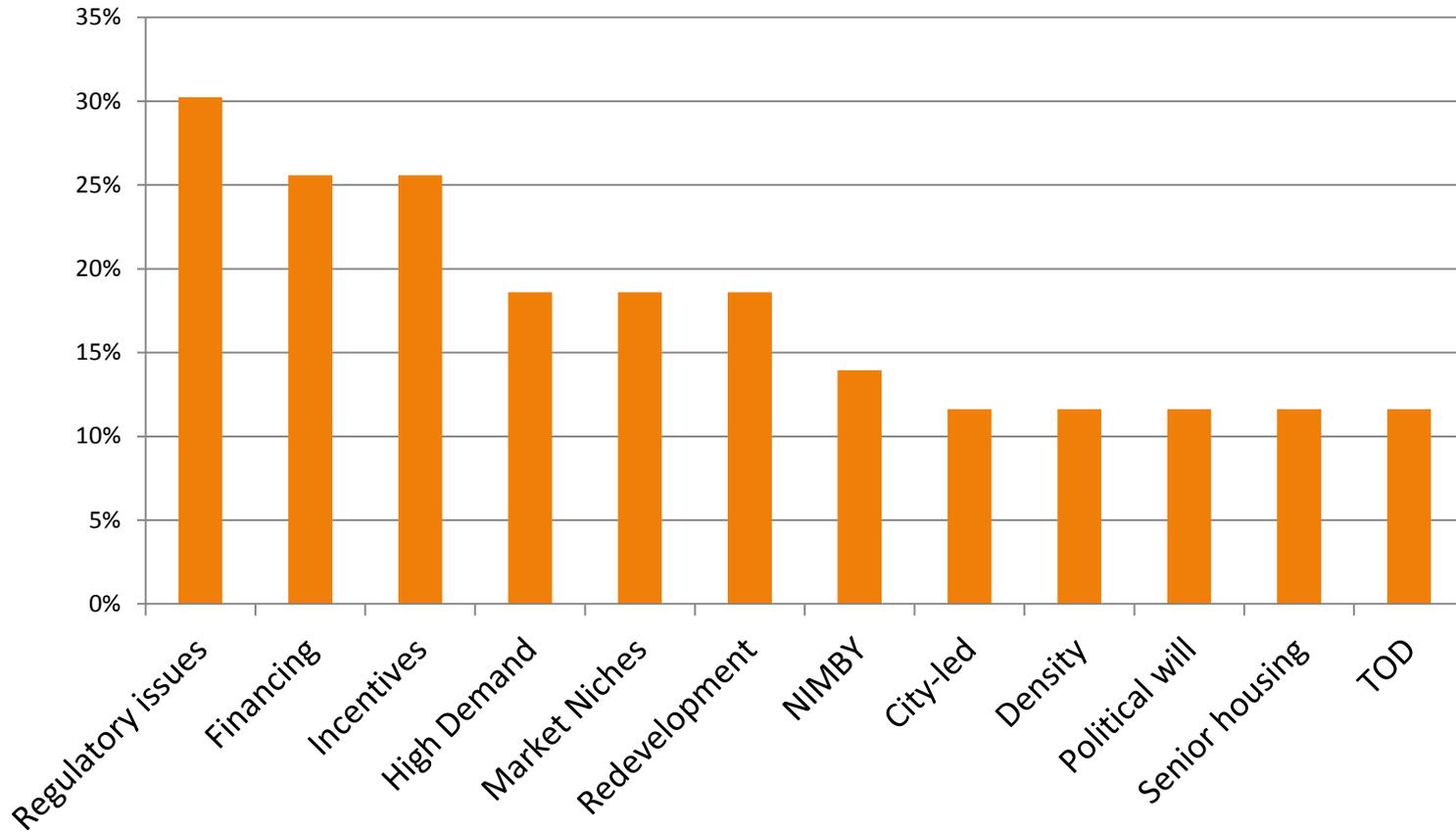
able access also anything area around back building bus  
business campus certain cities city client clients close come coming  
commute companies company cost day decision definitely  
different downtown else employees even factor  
factors far good great high important incentives issue jobs  
know like line live located location  
long look looking lot make many mean metro minneapolis  
move near need new now obviously office parking part paul  
people place play point process public  
question rail see sense service site sort space specific sure system take talk  
talking terms think time transit  
transportation trying twin use want way work years yes

# Topic node co-occurrence

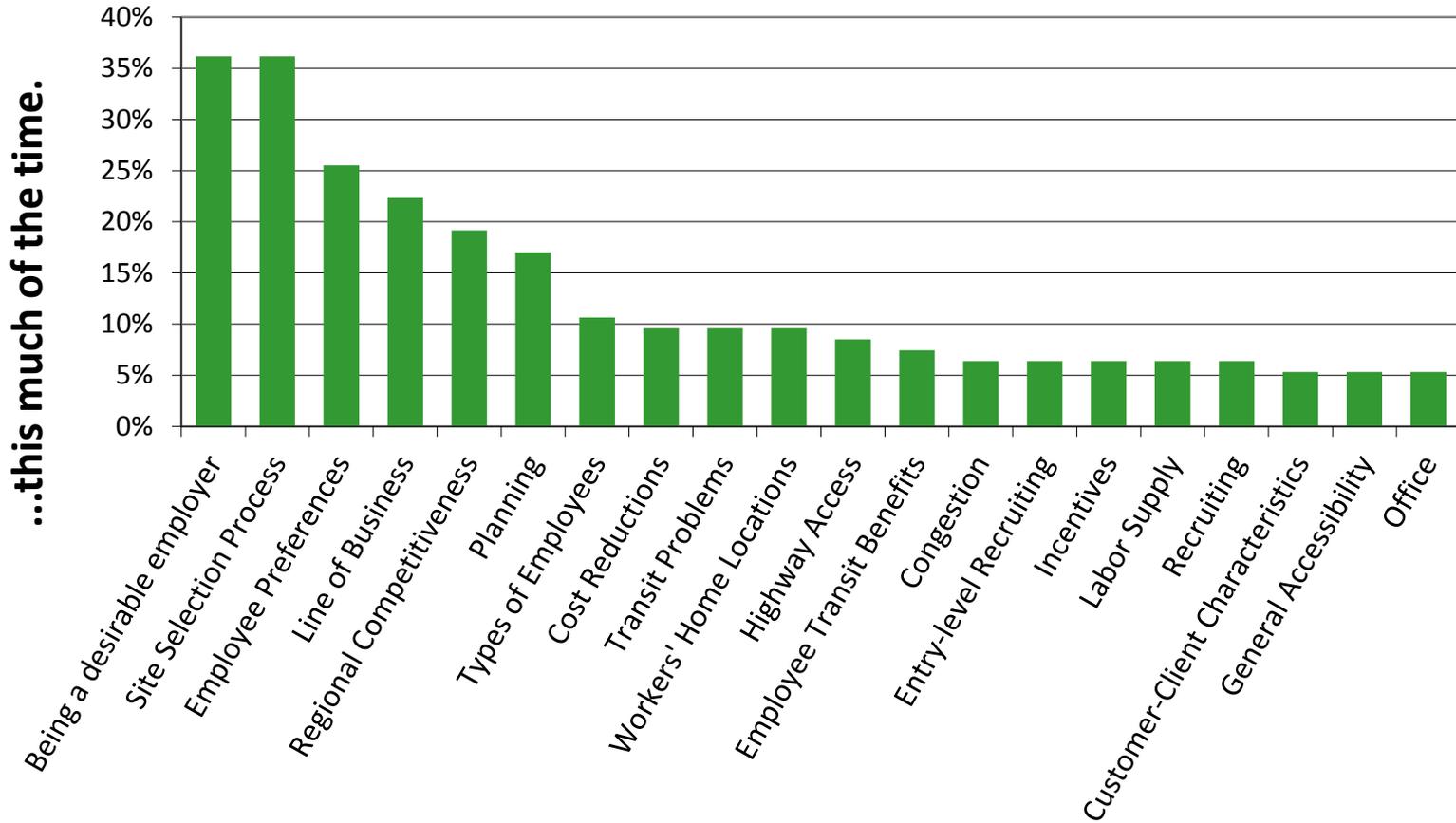
When developers mention TOD, they also mention...



## When developers mention affordable housing, they also mention...

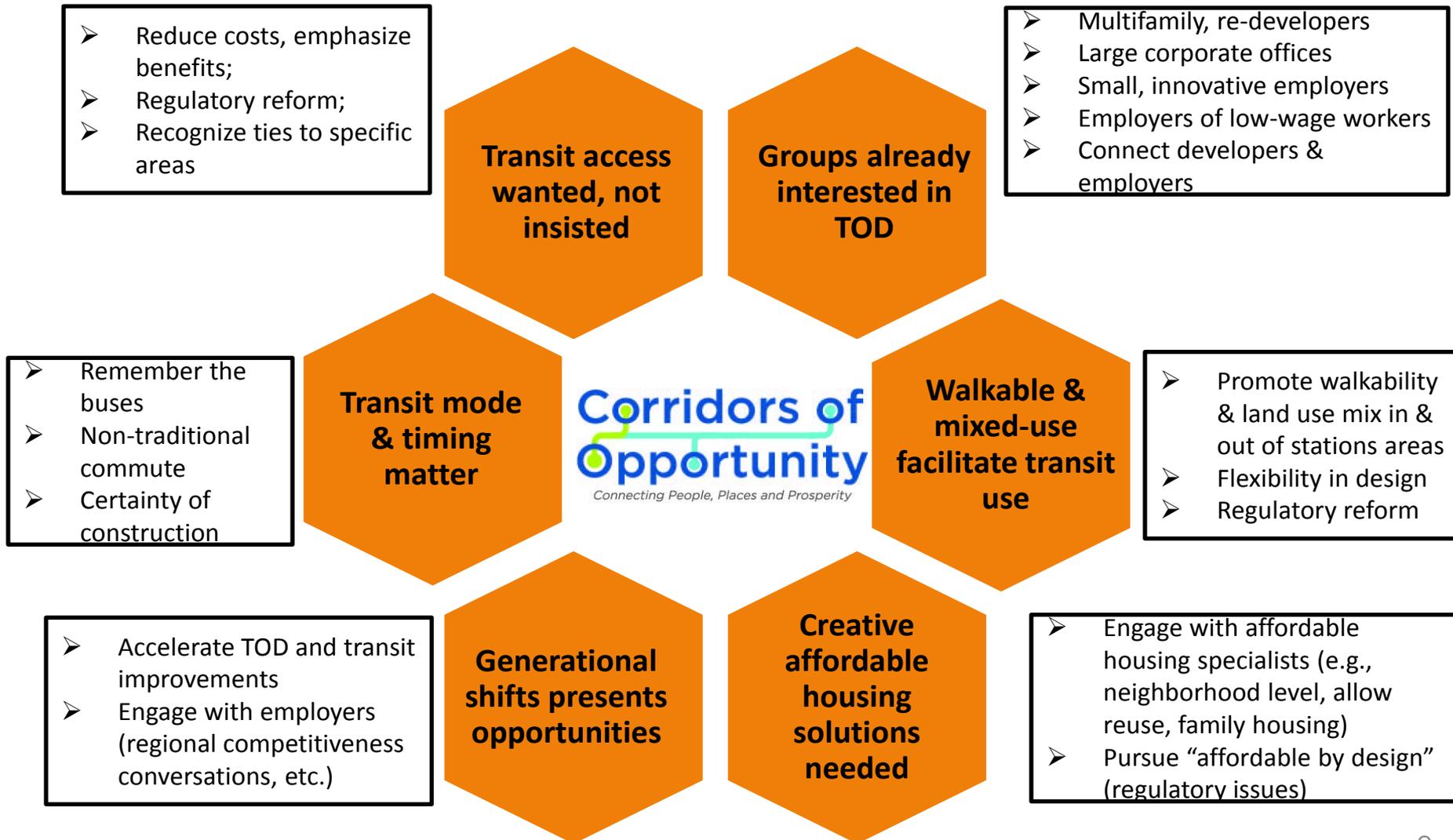


## When business leaders mention Transit Access...



...they also mention...

# Conclusions & Recommendations





*FLY DIRECT*

SWIFT SERVICE

MEMBERS

Locally Preferred Alternative (LPA)

**Thank you!**

*[yingling@umn.edu](mailto:yingling@umn.edu)*





## Southwest LRT Community Works Steering Committee

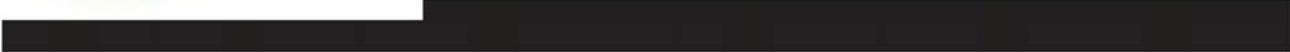
Representing	Name	Member Status	Email Address
Hennepin County	Gail Dorfman	Member & Chair	gail.dorfman@co.hennepin.mn.us
	Jan Callison	Member	jan.callison@co.hennepin.mn.us
Hennepin County Regional Railroad Authority	Peter McLaughlin	Member	peter.mclaughlin@co.hennepin.mn.us
Metropolitan Council	Jennifer Munt	Member	jennifer.munt@metc.state.mn.us
City of Minneapolis	Don Samuels	Member	don.samuels@minneapolismn.gov
	Betsy Hodges	Alternate	betsy.hodges@minneapolismn.gov
City of St. Louis Park	Anne Mavity	Member	annemavitysp@comcast.net
	Sue Sanger	Alternate	suesanger@comcast.net
City of Edina	James Hovland	Member & Vice Chair	jhovland@ci.edina.mn.us
	Mary Brindle	Alternate	mbrindle@comcast.net
City of Hopkins	Jason Gadd	Member	jason@nexgenassociates.com
	Molly Cummings	Alternate	MollyECummings@aol.com
City of Minnetonka	Tony Wagner	Member	twagner@eminnetonka.com
	Terry Schneider	Alternate	tschneider@eminnetonka.com
City of Eden Prairie	Kathy Nelson	Member	knelson@edenprairie.org
	Brad Aho	Alternate	baho@edenprairie.org
Minnehaha Creek Watershed District	Dick Miller	Member	dickmiller@gmail.com
	Jeff Casale	Alternate	jasale@minnesotahomes.com
Minneapolis Park and Recreation Board	Anita Tabb	Member	atabb@minneapolisparcs.org,
	Bob Fine	Alternate	bfine@minneapolisparcs.org
SouthWest Transit	Nancy Tyra-Lukens	Member	ntyra-lukens@edenprairie.org





# SOUTHWEST transitway

green means go.



I fVUb'@UbX'bgjh hY! A JbbYgcTU'	7 UfYb'8Yk UF'	9!cZzMc' A Ya VYf'	WUfYb"XYk Uf4 i 'j'cf[ '
Gci h\k Ygh'F7 ca a i b]mi 5Xj Jgc fm7 ca a ]hY'	'>YUbyHY'7 c'Vm	9!cZzMc' A Ya VYf'	'a Wc'Vm# YUft\ ]b_"bYh
Gci h\k Ygh'F6i g]bYgg' 5Xj Jgc fm7 ci bWj'	Will Roach	9!cZzMc' A Ya VYf'	K ]"FcUW\4 VU_Yftj`mWc a '

May, 2013





**SOUTHWEST LRT**  
community works

green means go.

### 2013 Steering Committee Meeting Dates

All meetings are from 1:30 – 3:00 PM in Council Chambers at St. Louis Park City Hall, 5005 Minnetonka Blvd, St. Louis Park 55416, unless otherwise noted.

January 17<sup>th</sup>

February 21<sup>st</sup>

March 21<sup>st</sup>

April 18<sup>th</sup>

May 16<sup>th</sup>

June 20<sup>th</sup>

July 18<sup>th</sup>

August 15<sup>th</sup>

September 19<sup>th</sup>

October 17<sup>th</sup>

November 21<sup>st</sup>

December 19<sup>th</sup>