

## CENTRAL CORRIDOR AFFORDABLE HOUSING PARTNERSHIP

### **Meeting Minutes**

February 26, 2009

- I. Introductions and Updates
  - a. LISC Co-convening partners
    - i. Barb will be here from now on, she has been working with community members in Frogtown Rondo Action Network (FRAN)
    - ii. Barb will get the map LISC put together on organizations working on projects related to Central Corridor
  - b. Updates on partner work or other issues relevant to the corridor impact area
    - i. The Central Corridor Summit is on March 7<sup>th</sup> and 8<sup>th</sup>
    - ii. A community statement has been lacking, there will be work to put together a statement at the summit, and the next step is to take that community statement and work with elected officials
    - iii. Affordable housing is one of the topics at the summit
    - iv. Metric will make sure that we get this information about the summit
    - v. Central Corridor Sustainable Energy Working Group: there is interest in doing work to ensure sustainability along the corridor, including energy efficiency money potentially available from the stimulus plan
    - vi. Greater Frogtown coalition is working on energy efficiency issues with a grant from LISC including looking at trying to serve both homeowners and renters
  
- II. Panel Presentations: Lessons learned from Hiawatha by Mark Garner, Senior Project Coordinator, CPED-Minneapolis
  - a. It can be a race to keep the planning ahead of the development – there's time for Central Corridor that there wasn't for Hiawatha.
  - b. They are currently in the early stages of inventing a State and Regional Model for Aligning Multi-modal Transportation and Land Use.
  - c. People need to understand each others bottom lines, positions, and interests. Small area plans critical.
  - d. They acknowledged preservation areas near the stations.
  - e. Walkable and sustainable urbanism connected to transit were goals.
  - f. Community expectations increase faster than capacity, the resources and staff levels aren't there, utilize public inter-governmental partnerships to expand and align policies, tool-kits, resources, and priorities.

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- g. What are the infrastructure priorities (areas and resource allocations)? Priority setting-competition between transit corridors and other parts of the city – the hardest thing.
- h. TOD didn't drive the development on Hiawatha, other forces more dominant. Need to steer development better, through zoning, public investments and community investments.
- i. Employment with living wages and stable income remains important for people to get housing near transport.
- j. Transit generated affordability (people who live there do not have to spend as much on transportation, those building can save money because they do not have to build as much parking)
- k. It is a huge challenge to get site control at the right time.
- l. In Hiawatha there has not been direct displacement, but it is an important issue to evaluate (what is the risk, when does it exist). The housing costs have gone up. Very little foreclosure around the line. Most likely future risk is from increased property values leading to unaffordable property taxes.
- m. Where you live and what you use for transit to get places is part of your housing cost.
- n. Aligning public and private investments, establish priorities, steer development proactively.
- o. On Hiawatha there have been mixed use projects that have defrayed the cost of just retail by adding housing.
- p. Neither the city nor the county provided much land to the housing developments along the Hiawatha Corridor.
- q. Improving rather than replacing. A focus on building affordable life cycle housing in communities is important.
- r. Met Council owned four excess parcels near Lake & Hiawatha, chose not to work with City on joint development, insisted on selling to highest bidder (one TOD development resulted, though no affordable units). Question raised about Met Council's bus barn site. Or, joint development might be more of an option downtown.
- s. No excess land acquisition around Central Corridor (though if Bus Barn moved, could become excess).
- t. One lesson learned: Minneapolis needs to understand each station market better.
- u. People want community (a sense of community and integration), and that takes years.
- v. Valuable website: [www.reconnectingamerica.org](http://www.reconnectingamerica.org) , also google Denver Regional Council of Governments
- w. If a developer comes to the city of Minneapolis and wants a subsidy, then at least 20% has to be affordable. Is that sufficient in engaging private sector to do their share? CTOD Analysis: only 21 of 93 projects near Hiawatha Corridor have any affordable units (so probably signifies less than 20% of units affordable).

- x. The larger you are making the building, and the more affordable housing, the more money you need. A 148 unit building, with units at 50% and 60% AMI is asking for a few million dollars in subsidy (for long term affordable housing)
- y. Although generally higher density can lead to more affordability, it depends on building type. This is true for buildings up to 4-5 stories, but after that, need for steel building structure increases costs until you get to buildings up to 10-14 stories – a very different discussion with the community. (Houston decided cheapest and fastest option near stations was townhomes.)
- z. Alan Arthur from AEON homes has a good spreadsheet about types of housing near light rail stations
  - aa. What are some preservation tools for existing affordability?
  - bb. Would inclusionary zoning work? Maybe have a market analyst do a study?
  - cc. Just because it was done in a certain way in another place does not mean it can be done in the same way here. Work together and acknowledge differences between non-profit, profit, government, and work toward something good even if it can't be achieved right away.
  - dd. Minneapolis still doing re-zonings – time consuming and difficult.
  - ee. Legislative proposals to improve public value capture tools for transit areas important (Hennepin County work in NW Corridor).

### III. Follow up Discussion from January Panel

- a. Nancy from the City of St. Paul, passed out a Map
- b. They still need to figure out what tools might be used

### IV. Follow Up Action

- a. LISC made a handout that lists organizations working along the Central Corridor

### V. Identifying and Prioritizing Future Discussion Topics

- a. Will talk about next time

### VI. Next Meeting/Adjourn

- a. Thursday the 26<sup>th</sup> of March at 1:30 pm.

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## AGENDA February 26, 2009 1:30 p.m.

- I. Introductions and Updates - (5 minutes)
  - A. LISC - Co-convening partners
  - B. Updates on partner work or other issues relevant to the corridor impact area
  
- II. Panel Presentation: Lessons Learned from Hiawatha LRT (45 minutes)
  - A. Mark Garner, Senior Project Coordinator, CPED-Minneapolis  
*What City policies generally were applied to AH along LRT?  
What worked, what didn't, what can be done differently?  
What effect will the different environment along the Central Corridor LRT have on planning?*
  
  - B. Potential Panelists (TBA)  
Challenges/Opportunities: Lessons Learned from Hiawatha LRT
  
- III. Follow up discussion from January's panel (10 minutes)
  - A. Questions, comments
  - B. Research and Action Items
  - C. Implementation Strategies
  
- IV. Follow up Discussion/Action (15 Minutes)
  - Was the information relevant and helpful?
  - Are these tools/strategies we can utilize along the corridor impact area?
  - Has this prompted need for more information?
  - Next steps
  - ID and assign tasks to implement next steps
  
- V. Identifying and Prioritizing Future Discussion Topics (10 Minutes)  
(See List Attached)
  
- V. Next Meeting/Adjourn (5 Minutes)

**Central Corridor AH Group**  
**List of Potential Topics**

- Strategic Land Acquisition / Land Banking
- Acquisition of Foreclosed Homes as a hedge against future neighborhood gentrification
- Lessons to be learned from Hiawatha Corridor
- Review of planning work related to Central Corridor and housing prior to our work— City Comp Plan, Central Corridor Development Strategy, Housing Policy Work Group (Maureen Warren), etc.
- Tax Increment Financing and other financial tools
- Central Corridor zoning study
- What other cities are doing on these issues
  
- Evaluating whether privately owned subsidized rental housing near the Corridor is at risk of conversion to market rate rents / strategies to preserve affordability
- Implications of changing land values along University Avenue
- Met Council joint development powers for land it owns
- Role of community land trusts and other means to assure long term affordability
- What do we mean by “affordable housing” ? what are our numerical and percentage goals for housing ?
- Inclusionary zoning/ density bonuses and other incentives—planning for a time when the market along the corridor could become hot