

Land Use Committee - Meeting #2

Date: June 13, 2017

Time: 8:30am to 10:00am

Location: T-REX - Purina Boardroom

Action Items:

1. Committee members asked to push out [survey](#) again and for ideas about ways to improve our outreach efforts.
2. Trailnet will research form-based zoning, inclusionary zoning, Equitable Transit Oriented Development (eTOD), Regional Community Land Trust, LITHC, and share examples
3. Trailnet will reevaluate definition of "Land Use" and "Affordability"
4. Trailnet will begin a draft framework for organizing the policies under outcomes desired and consider metrics for racial equity and the planning lens
5. Seek guidance on applying a racial equity lens to each of the policy recommendations or outcome metrics
6. Recruit someone from the St. Louis County Planning Department to join the Land Use Committee

Attendees:

	Name	Affiliation
Glenn	Burleigh	EHOC
John	Cruz	RISE
Kate	Donaldson	St. Louis County Department of Public Health
Matt	Green	Park Central Development
Kevin	McKinney	SLACO
Bryan	Robinson	St. Louis Development Corporation
Don	Roe	St. Louis City Planning and Urban Design Agency
Phil	Valko	Washington University
Grace	Kyung	Trailnet
Cindy	Mense	Trailnet
Eileen	Gillespie	Trailnet (intern)

1. Introductions

- a. Please review attendee list.

2. Approve Committee minutes

- a. The committee approved the minutes from the last meeting.

3. Chair Selection

- a. Phil Valko volunteered to chair the committee (Bryan stepped down due to a job change). The committee approved Phil Valko as chair.
- b. There were no volunteers for co-chair at this time; however, the invitation will remain open if anyone changes their mind.

4. Ground Rules

- a. The committee reviewed the ground rules and committee procedures. There were no questions or comments about the ground rules.
- b. The committee approved the [Ground Rules](#).

5. Summary of Data

- a. Committee reviewed responses from last meeting's impromptu networking session. Summary of information below captures data from all four committee meetings. Below is a combined summary of the most common responses.
 - i. **What motivated you to accept Trailnet's invitation?**
 - 1. Bicycle and pedestrian advocacy, partnerships, community input and development, safety, advocacy for the disabled, land use, equity, and health.
 - ii. **What's the region's best asset contributing to our region becoming a top destination for walking and biking?**
 - 1. Infrastructure and streets (wide, under-capacity streets; gridded network of streets), parks and green spaces, STL agencies, STL citizens, STL attractions, development, and partnerships.
 - iii. **What's the major barrier keeping us from becoming a top destination for walking and biking?**
 - 1. Infrastructure (physical fragmentation, spread out nature of the city and neighborhoods), car-centric culture, safety, funding, STL citizens, organizational issues, politics, and lack of collaboration.
 - iv. The committee discussed safety vs. the perception of safety. It was agreed upon that safety of cyclists and pedestrians is an actual issue, not just a perception. Safety is a driver to participation in this project; most committee members want to improve safety.

- b. Demographics
 - i. Low participation from younger age groups (under 18 and 18-29), low and moderate income communities, and people of color. Input is needed from these groups.
- c. The committee was asked to push out survey again and for ideas about ways to improve our outreach efforts.
- d. Trailnet survey captures questions and responses to help guide discussions for each of the committees. Below are the draft analysis of related questions from the survey for the Land Use Committee, so far ($n = 1200$)
 - i. When asked about what types of projects regulations should prioritize, responses were spread out, but more people leaned toward prioritizing smaller projects that change the neighborhood slowly, even if that means some large scale projects might not happen.
 - ii. When asked about the time frame of housing policies, people are leaning towards not creating future housing shortages, even if we can't fully control the costs now.
 - iii. When asked about policies that prevent neighborhood change, responses were fairly evenly spread out between favoring policies with costs that fit within current government budgets and the most effective policies, regardless of cost.
 - iv. When asked about the reach and impact of a project, people are leaning towards projects/policies with a large reach, even if they make a small difference (as opposed to those that address specific places that make real differences, but maybe only for a few people)
 - 1. There was some discussion to clarify this question. The answer choices meant either 1) big, impactful projects in a small area, or 2) dispersed, less impactful projects in a large area.
- e. The committee asked if Trailnet would be following up with some survey participants to further explain their answers. The surveys were all anonymous, so following up is not possible. However, stakeholder interviews are part of the community engagement plan, so Trailnet will collect in-depth input through these. The second phase of community engagement (after the draft recommendations are released) could include deeper methods of engagement (e.g. focus groups).

Action Item:

- 1. [Complete Trailnet survey](#)
- 2. [Share Trailnet survey](#) with friends and organizations

6. Committee Recommendation Framework

- a. Two examples of framework for the draft recommendations plan: [America Walks “Steps to a Walkable Community”](#) (good examples of form/layout and content) & [Atlanta Beltline project “report card.”](#)
 - i. Atlanta Beltline report card
 1. 22 mile loop, built on an old rail line (there are eventual plans for a light rail line to run next to the pathway)
 2. The Beltline boosted development, but there have been issues with equity as development increases.
 3. Trailnet would like to come up with metrics similar to the Beltline’s, but specific to our project (this is really important for the 2nd phase of community engagement).
- b. A challenge for the draft plan will be synthesizing the ideas/recommendations of all committees. We will host 2 blender sessions before the plan is scheduled to be released in November.

7. Small group discussion

- a. Trailnet presented a list of potential [Land Use Tactics](#). These were a draft list of land use policies/recommendations that Trailnet asked the committee to help prioritize in relation to Trailnet’s vision project.
- b. The committee split into two small group. The objective for the small group discussion was to talk about land use policies and to add to the list any land use policies that Trailnet did not mention. Groups were also tasked with picking the top 3 land use policies that Trailnet should focus on. Groups were asked to define “land use” and “affordability” so that the use of these words going forward is consistent.
- c. Group 1
 - i. Start with our “why”
 - ii. What are the outcomes we are seeking to accomplish through these policies? This could be the framework for organizing the policies we recommend. The below list is in no particular order.
 1. Increase and maintain affordable housing
 2. Decrease CO2 emissions
 - a. This sets us aside from other cities/projects
 - b. Protected bikeways won’t get us to a large CO2 reduction alone, but it will certainly be a part of it
 3. Support Car-optional living (becoming a car-optional city)
 4. Lower household transportation costs & increase and maintain affordable housing
 - a. Housing and transportation costs are interrelated
 5. Include placemaking opportunities
 6. Reduce fractured geography (“local living” concept)
 7. Promote and advance racial equity

8. Promote and advance socioeconomic diversity
9. Improve safety for people walking and biking
- iii. Parking management
 1. There are parking minimums for developers, but no parking maximums → parking maximums, especially near transit stations, would be a good policy for builders/developers in order to encourage alternative transit.
 - a. There is a nearby new development with more parking than the city requires, even though the area is walkable, bikeable, and has ready access to transit . Notably the banks/lenders may require parking minimums that are excessive and will cancel out recommendations for minimums.
 - b. Ex. Wabash Station in University City on Delmar
- iv. Community Development Corporation funding -- requirements that a portion of developer money goes to the CDC -- could be in the form of community benefit agreements
- v. Requirements that protected bikeways be on arterial streets
- d. Group 2
 - i. Proposed ideas were mentioned and/or discussed after reviewing Trailnet's Land Use Tactics to Consider list. The below list is in no particular order:
 1. Prioritize transit
 2. Prioritize a form-based zoning code that includes form based use design, comprehensive zoning policies, and accessory dwelling units
 3. Equitable transit oriented development
 - a. Review examples
 4. Inclusionary zoning ordinances to include a certain portion of affordable housing
 - a. Physical scale of buildings is important
 - b. Affordability control
 - c. How is inclusionary zoning being defined?
 - d. How to phase inclusionary zoning policy recommendations is key to its success to being effective and equitable
 - e. Need a formula for developers to follow
 5. Create a regional community land bank (city & county)
 - a. Identified that someone from St. Louis County Planning Department is needed on the Land Use committee
 6. CDC's capacity building/collaborations → important to discuss, but not best use of committee time to explore for Trailnet's vision project.

- ii. Land use policies should not be separated and intertwined into one another
- iii. Everything done in this plan should somehow tie back to the racial equity lens
- iv. Take this further than just racial equity → all types of equity (thinking about other ways people are marginalized)
- v. Affordability -- needs to be defined in a much broader scope
- vi. Rent burden is a large issue
- vii. Build affordability around transit
 - 1. Transit agencies need to agree affordability is important
- e. Disparate impact
 - i. Occurs when there isn't open, blatant discrimination, but there is bias in decision-making
 - 1. Subtle discrimination in housing and zoning policies
 - ii. Inclusionary zoning- Trailnet will research this topic for best practices and case studies.
 - iii. City's duty to provide and promote affordable housing
 - 1. The city doesn't have money to provide affordable housing in certain neighborhoods, like the CWE
 - 2. Inclusionary zoning helps with this -- promotes affordable housing

8. Large group discussion

- a. Both groups came together to share what they talked about in small group discussions (see above).
- b. Trailnet staff to explore what is the organization's role and scope of the project to build this vision with the support of committees in a way that opens opportunity for all races and abilities to access higher quality of life.
- c. This committee can help provide direction for Trailnet's future advocacy agenda.

9. Next Steps

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