

# WEST LAKE STATION

## CITY OF MINNEAPOLIS

SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK  
TRANSITIONAL STATION AREA ACTION PLAN



Hoisington Kogler Group Inc.



**SOUTHWEST LRT**  
community works  
[www.swlrtccommunityworks.org](http://www.swlrtccommunityworks.org)



## ABOUT THIS CHAPTER:

The Transitional Station Area Action Plans are the product of a Hennepin County led effort to help communities along the Southwest LRT corridor prepare for SW LRT's opening day in 2018 and beyond.

An individualized plan has been created for each of the 17 stations in the Southwest corridor, each plan comprising a chapter in the larger Southwest Corridor Investment Framework. The station area action plans suggest ways to build on local assets, enhance mobility, identify infrastructure needs, and capitalize on promising opportunities for development and redevelopment near each station.

Plan Components:

### INTRODUCTION 6-2

A brief overview of the station location and its surroundings

### WHERE ARE WE TODAY? 6-4

A description of existing conditions in the station area, including:

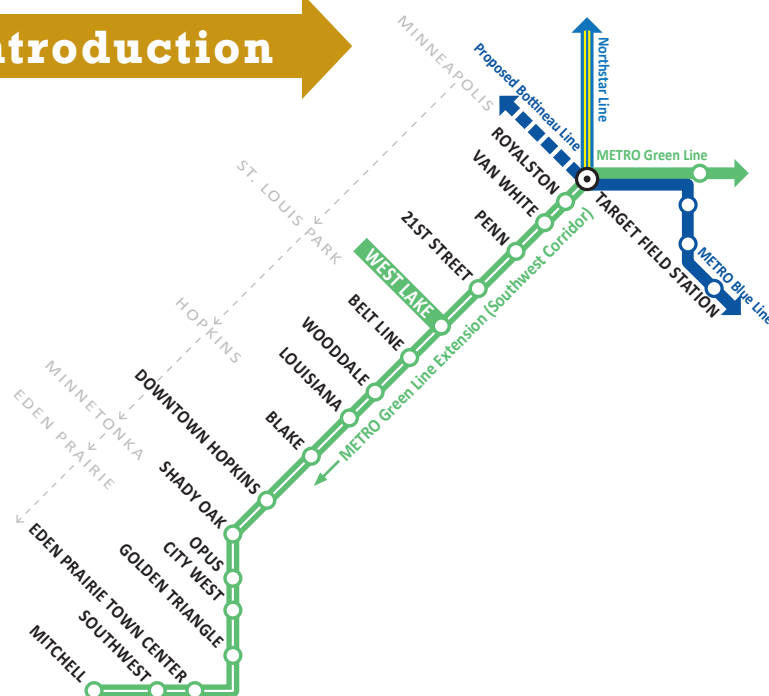
- » Land Use
- » Transit Connections
- » Access + Circulation Issues (Bike, Ped, and Auto)
- » Infrastructure Needs

### WHERE ARE WE GOING? 6-8

This section presents a number of recommendations for the station area in anticipation of opening day needs and the long-term TOD environment. This includes:

- » Access + Circulation Plan
- » Station Area Site Plan
- » Infrastructure Plan
- » Development Potential
- » Summary of Key Initiatives

## Introduction



### WEST LAKE STATION WITHIN THE CORRIDOR:

A hub of mobility with a mix of higher density residential and retail uses structured on a walkable street and block pattern.

**URBAN VILLAGE** The West Lake station is characterized as an Urban Village (see Place Types discussion beginning on p. 1-19), located within close proximity to a popular retail hub, high-density residential neighborhoods, and major office buildings. Future infill residential and mixed-use development will further increase population density and generate transit ridership at this station.

**NEIGHBORHOOD** The area contains single- and multi-family housing with higher density buildings located closer to the station. West Lake has the highest housing densities of any station area along the Southwest LRT Corridor. Neighborhood-serving amenities include restaurants, shops and health/fitness services in Calhoun Commons and Calhoun Village commercial areas. National Register listed/eligible historic properties in the station area include the Minikahda Club, playing fields near Lake Calhoun (part of the historic Grand Rounds), and the Hoffman Callan Printing Company.

**TRAIL CONNECTIONS** The West Lake station will serve as an access point to the Midtown Greenway, Cedar Lake LRT Regional Trail, and Kenilworth Trail, which are major city and regional trail connections. The Midtown Greenway is a major cycling trail that runs east-west across the city. The Kenilworth Trail runs between Cedar Lake and the Lake of the Isles.

**TRANSIT CONNECTIONS** The station will be one of the most important transit hubs along the Southwest Corridor connecting LRT to multiple bus routes serving Minneapolis and St Louis Park. The station is also the proposed terminus of a streetcar line and/or enhanced bus route which will connect the Metro Green Line (Southwest) with the Metro Blue Line (Hiawatha).

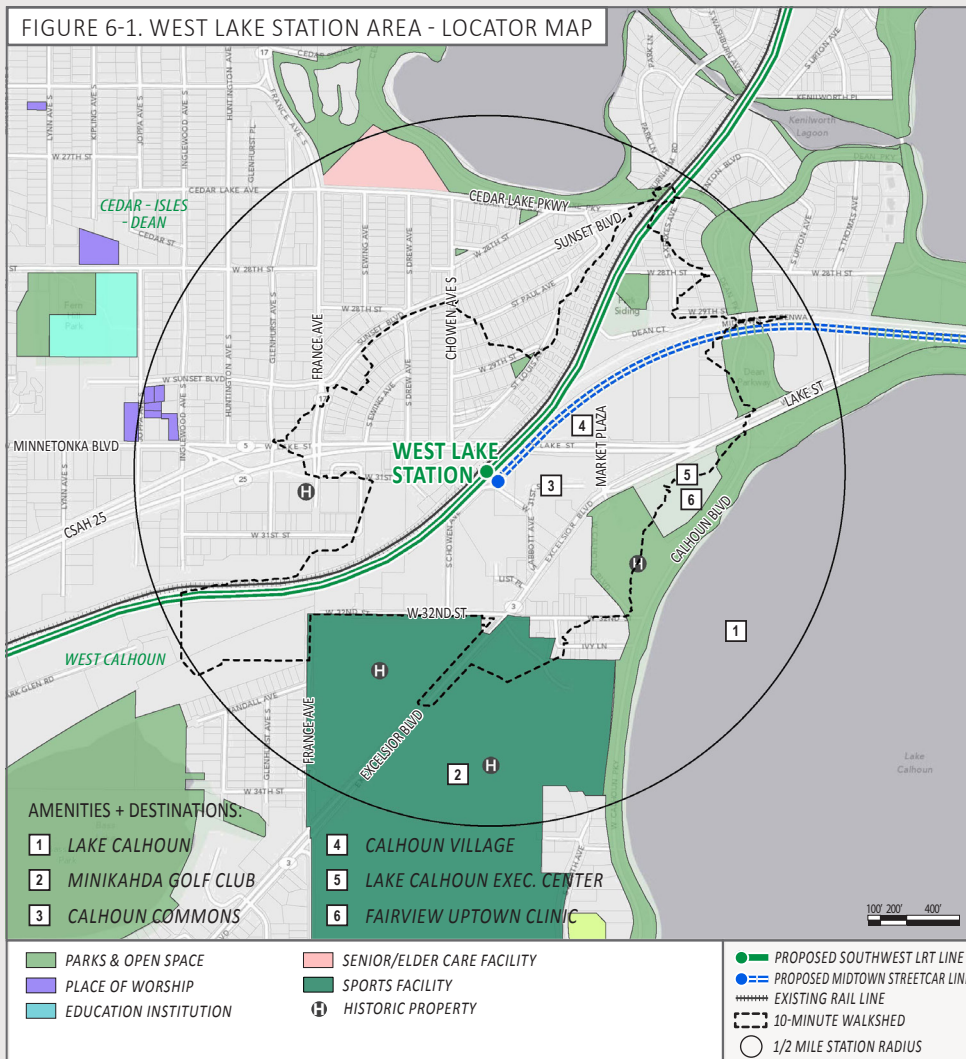
**OTHER DESTINATIONS** Lake Calhoun is a short distance east of the station platform. Part of the Chain of Lakes and the largest lake in the City of Minneapolis, Lake Calhoun is a major draw for passive and active recreation. Additional leisure and social activities are available to the south at the Minikahda Country Golf Club.



## Station Location

The West Lake station is located within an active and vibrant mixed-use area near Lake Calhoun. Land uses in the proposed station area include a mix of residential densities and housing types along with some office and retail uses near the intersection of West Lake Street and Excelsior Boulevard. Major office buildings in the area include the Lake Calhoun Executive Centre, Lake Pointe Corporate Centre and the Fairview Uptown Clinic. Nearby retail uses include grocery, restaurants, and neighborhood-serving retail shops and services.

The station is located near the intersection of the popular Midtown Greenway, Cedar Lake LRT Regional Trail, and Kenilworth Trail, as well as the terminus of the proposed Midtown Streetcar Line. Lake Calhoun, a major draw for recreational users, lies a few blocks to the east of the station. The station is anticipated to serve local residents as well as users attracted to the area's amenities and destinations.



NOTE: 10-minute walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. See Glossary for walkshed assumptions and methodology.

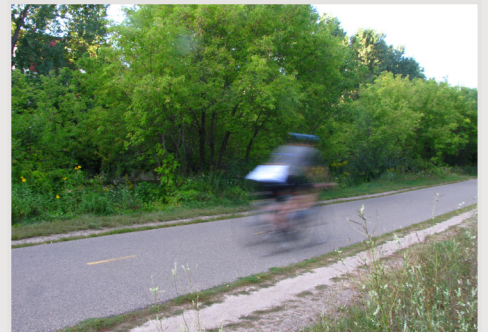
### WEST LAKE STATION AREA TODAY:



Condominiums within the station area



Existing medium-density residential



Cedar Lake LRT Regional Trail



Abbott Avenue near the station area



Existing retail within the station area



Lake Calhoun

## Where Are We Today?

The following section describes the station area's **EXISTING CONDITIONS**, including the local context, land uses, transit and transportation systems, pedestrian and bicycle facilities, assets, destinations, and barriers to accessing the station. This analysis of current conditions presents key issues and opportunities in the station area and informs the recommendations for future station area improvements.

*NOTE: Existing conditions maps are based on data provided by Hennepin County and local municipalities. The data used to create each map is collected to varying degrees of accuracy and represents infrastructure and conditions at varying points in time. Actual conditions may vary slightly from what is shown.*

### Land Use

The West Lake station has a wide variety of land uses which should generate transit ridership. Within the walkshed of the proposed station area, land uses include a mix of residential types and densities, office, retail, and recreational land uses. Significant parks, open space and trail uses exist within the station area, including the Midtown Greenway, Kenilworth Trail, Lake Calhoun with its parks and parkways along its shoreline, and the Minikahda Golf Club lies just to the south of the station.

The successful retail uses located just to the east of the station platform dominate the West Lake Street and Excelsior Boulevard intersection. Along with other attractions and destinations in the area, the retail destinations generate significant traffic congestion during peak travel hours. Immediately adjacent to the proposed station, sandwiched between the platform and the existing retail to the east, is an undeveloped Hennepin County Regional Rail Authority site.

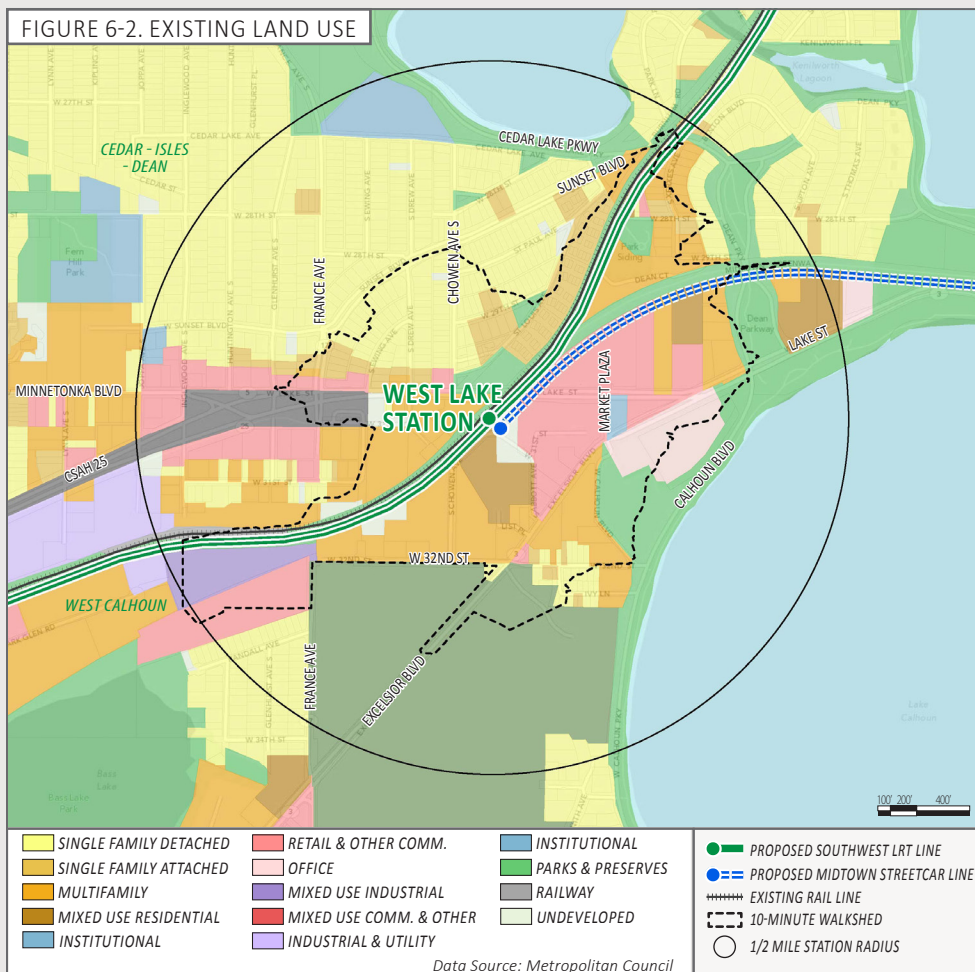
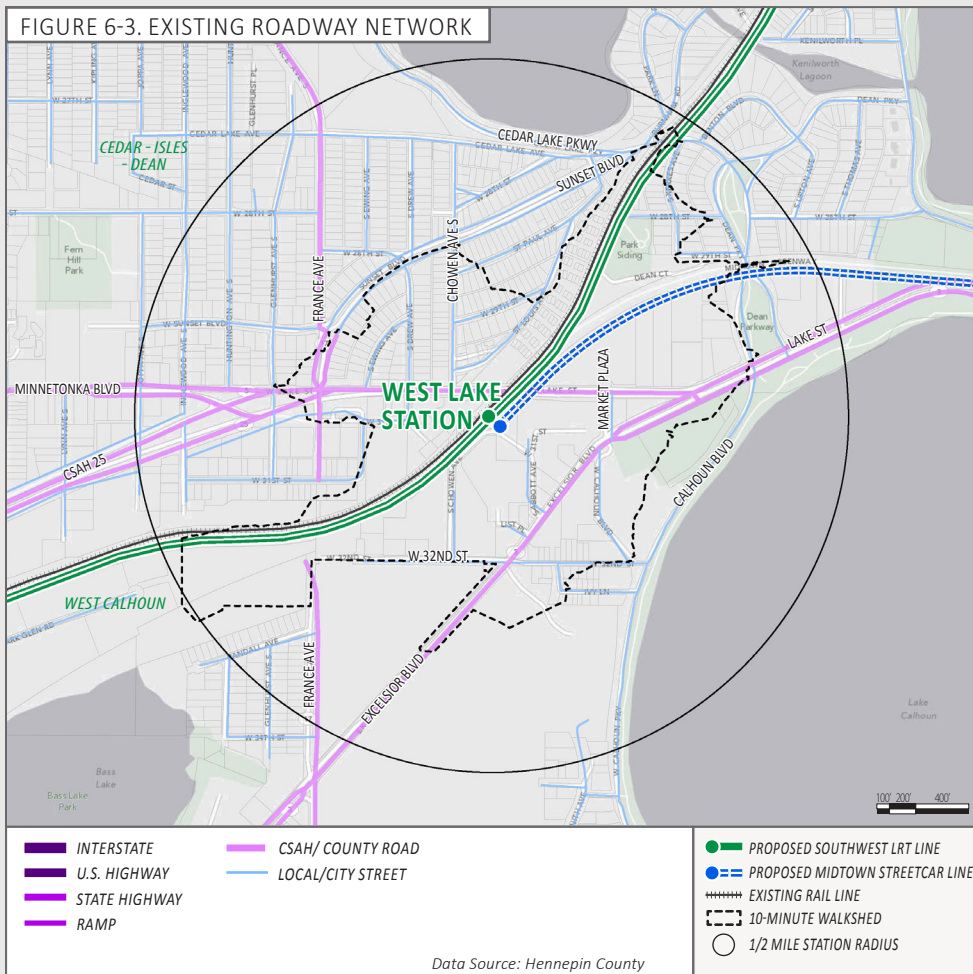




FIGURE 6-3. EXISTING ROADWAY NETWORK

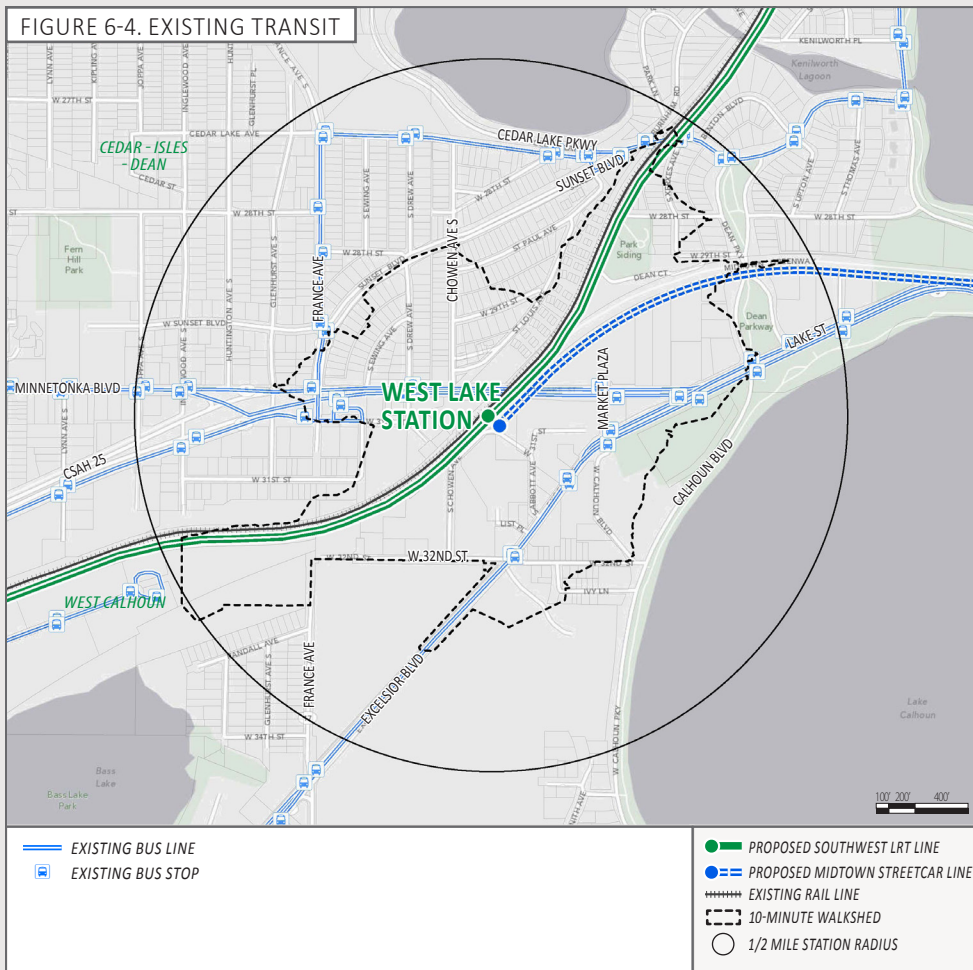


## Roadway Network

The roadway system in the West Lake Station area includes two major roadways: Excelsior Boulevard and West Lake Street. These two busy arterials intersect just east of the station. The two streets are laid out at acute angles to each other causing awkward intersections that are difficult to negotiate for all users, including motorists, pedestrians and bicyclists.

Roadway access to the station platform is achieved on a set of local streets – Abbott Avenue, Chowen Avenue, and West 32nd Street. These are narrow streets that include on-street parking for nearby residents. The Abbott Avenue and Excelsior Boulevard intersection is not signalized. Lake Street is grade-separated from the station platform. The LRT, freight line, streetcar, and regional trail system travel under the West Lake Street Bridge.

FIGURE 6-4. EXISTING TRANSIT



## Transit

The West Lake station is currently served by several major bus routes on Excelsior Boulevard and Lake Street. Bus stops are located along West Lake Street and Excelsior Boulevard, near the proposed LRT station, providing good access to LRT.

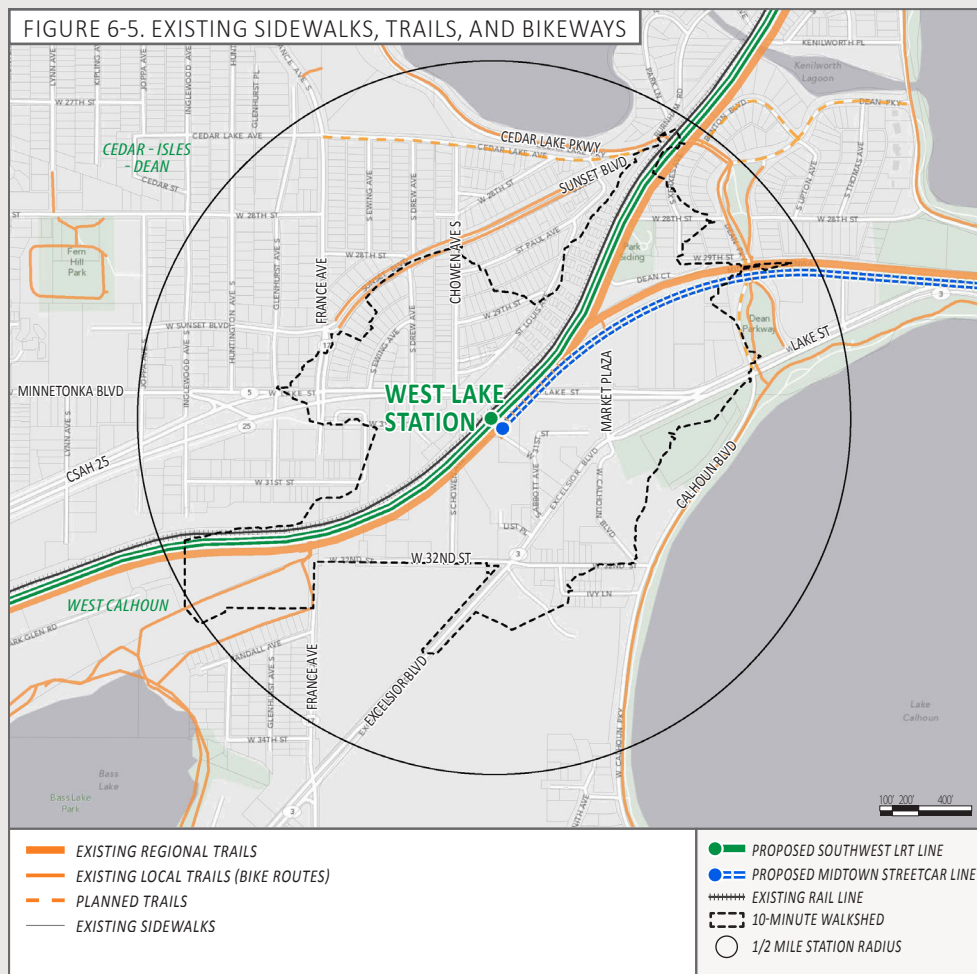
Current bus routes in the area include:

- » Route 17 (West Lake Street)
- » Route 12 (Excelsior Boulevard)
- » Route 114 (Excelsior Boulevard- limited)
- » Route 25 (France Avenue north to Kenwood)

## Sidewalks, Trails and Bikeways

Current sidewalk connections in the West Lake station area are poor, with many gaps in the system. Several streets near the station do not have sidewalks, including Abbott Ave and Chowen Ave, the streets closest to the station platform. Auto-oriented retail uses and large block sizes in the area also contribute to a poor pedestrian and bicycle environment. Existing pedestrian and bike connections from the station to Lake Calhoun (a major destination in the area) are challenging. The routes are confusing and the roadways lack sidewalk and bikeway facilities. Other challenges for bikes and pedestrians include the grade separation between the station platform and West Lake Street. Some form of vertical circulation strategy/facility will be necessary to overcome this access problem.

Regional trail connections in the area are good. The Midtown Greenway and Kenilworth Trail merge near the station providing excellent bicycle and pedestrian connections from other parts of the regional trails system to the station.



## Sanitary Sewer

Sanitary sewer infrastructure consists of a collection of gravity flow sewer mains, lift stations, and pressurized forcemains that transport sewage to a wastewater treatment plant (WWTP). An efficient collection system has the capacity to accommodate all of the existing land uses within its particular sewershed. Beyond capacity, the material and age of pipes within a system can also impact a system's effectiveness.

Sanitary sewer infrastructure within the project area is typically maintained by either the City of Minneapolis or the Metropolitan Council Environmental Services (MCES) Division. MCES maintains a series of interceptor trunk sewers which collect sewage at key locations and convey sewage across community boundaries to regional WWTPs. Wastewater from the station area is treated by the MCES Metro WWTP located in St. Paul.

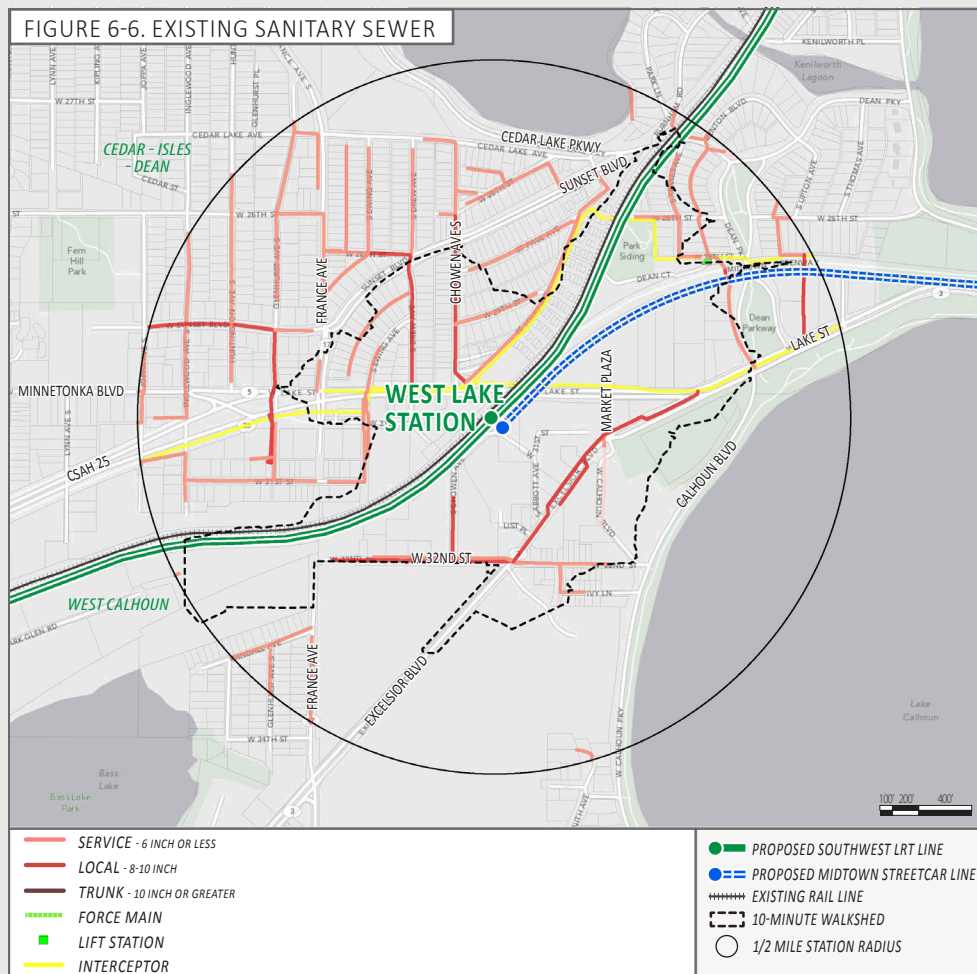
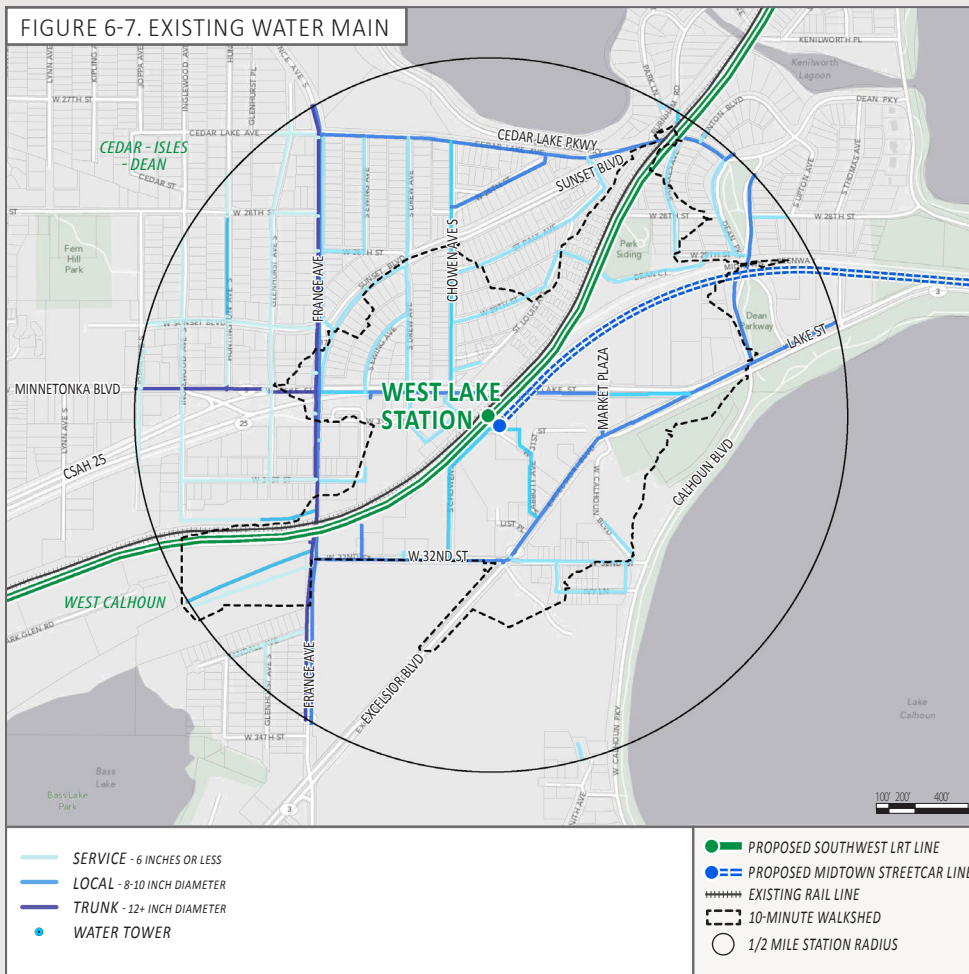




FIGURE 6-7. EXISTING WATER MAIN

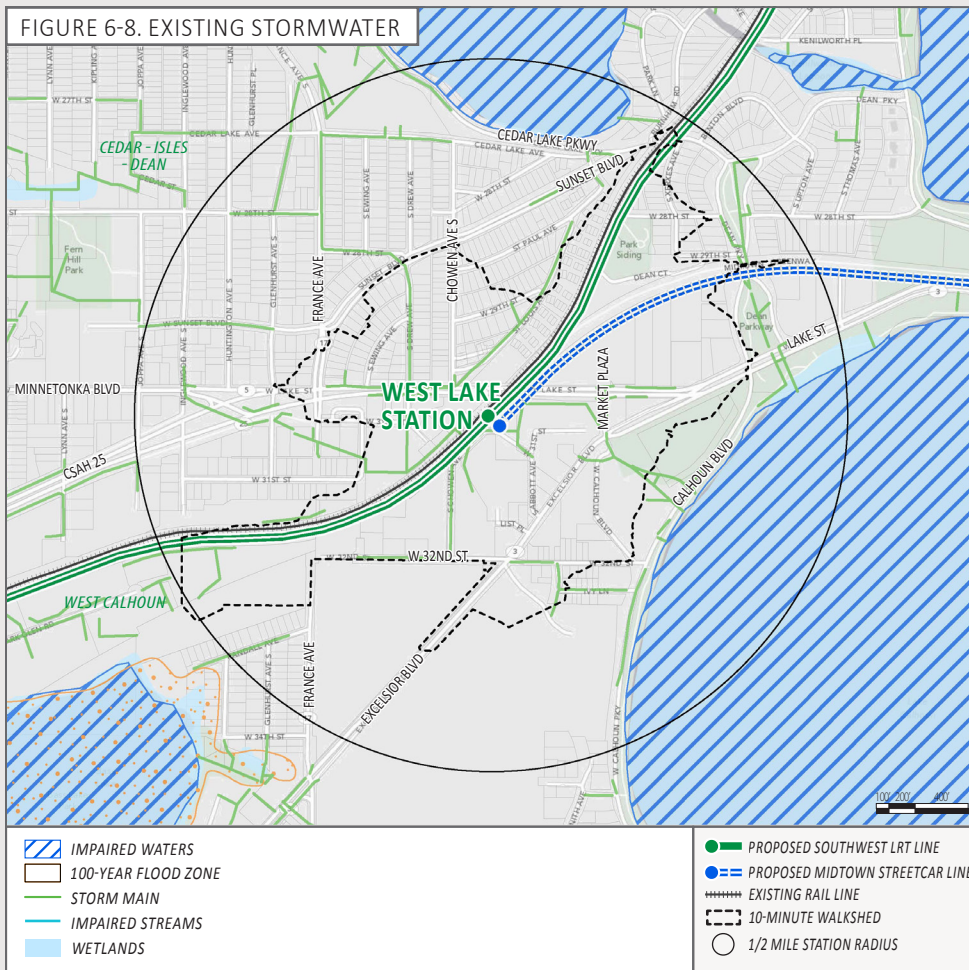


## Water Main

Water main distribution systems serve to supply potable water to individual properties and to support fire suppression throughout the community. A well-designed system can maintain adequate pressure to support demand of individual properties and provide high flow rates to fire hydrants/fire suppression systems in emergency situations. Because of the complexity of water distribution networks and the importance of pressure, flow, and water quality, City water system models are used to evaluate a system's adequacy. The material and age of the system's water mains can also be factors in system breaks, leaks, and pressure and flow degradations.

Water pressure and flow rates can be influenced by: the size of water main serving an area, proximity and elevation relative to a water tower, proximity to a trunk water main with high flow capacity, if the water main creates a loop, the demand of adjacent land uses, and the condition of the water main.

FIGURE 6-8. EXISTING STORMWATER



## Stormwater

West Lake station is located within Minnehaha Creek Watershed District. (MCWD) Drainage from the 10-minute walk zone drains to Lake Calhoun or Cedar Lake, both of which are impaired by PFOS (Fluorinated chemical used in coatings) and mercury.

Discharging within one mile of impaired water may trigger additional MN Pollution Control Agency NPDES (National Pollution Discharge Elimination System) requirements for additional stormwater management. For impaired waters where a TMDL (Total Maximum Daily Load) has been approved these requirements may increase further.

Any development/redevelopment that occurs as a result of constructing this station is anticipated to improve the existing drainage conditions as a result of enforcing the City and the watershed requirements.

## Where Are We Going?

The plans and diagrams on the following pages illustrate a range of recommendations for infrastructure improvements, station amenities, and potential redevelopment opportunities within the station area.

*The ACCESS AND CIRCULATION PLAN shown in Figure 6-9 provides a high level view of how future transit, automobile, bike, and pedestrian systems will connect to the station area and its surroundings.*

*Figure 6-10 illustrates the STATION AREA IMPROVEMENTS that will facilitate access to and from the station and catalyze redevelopment in the station area. This includes opening day and long-term station area improvements*

*Figure 6-11 focuses on OPENING DAY STATION AREA IMPROVEMENTS only. These recommendations represent the improvements necessary to enhance the efficient function of the transit station, roadways, pedestrian and bicycle connections, and transit connections on opening day in 2018.*

## Station Area Improvements

The discussion below outlines a range of future station area improvements. While some of the identified improvements may be constructed as part of the LRT project itself, other improvements must be funded, designed and constructed by other entities and will require coordination between the City, County, and Metro Transit as well as local stakeholder and community groups.

### ROADWAYS

#### Opening Day Improvements:

- » Realign Abbott Avenue south of the station platform to create a larger potential redevelopment site just east of the station platform.
- » Realign Abbott Avenue east of the station platform to create a more direct connection to the LRT station and a perpendicular connection to Excelsior Boulevard.
- » Add a new traffic signal at Excelsior Boulevard/Abbott Avenue intersection.

#### Long-Term Improvements:

- » Extend Market Plaza south to connect directly and perpendicularly to a realigned West Calhoun Parkway (per Minneapolis Park and Recreation Board plans).

### PEDESTRIAN CONNECTIONS

#### Opening Day Improvements:

- » Focus sidewalk and streetscape enhancements along Lake Street, Excelsior Boulevard, Abbott Avenue, Chowen Avenue, and 32nd Street near the station platform.
- » Improve pedestrian facilities along Lake Street and provide vertical access (elevator and ramps) from the Lake Street Bridge down to the LRT station platform area.
- » Improve pedestrian crossings of Lake Street and Excelsior Boulevard to enhance connections to the station.
- » Improve pedestrian connections to the Cedar Lake LRT Regional Trail near the station area.

#### Long-Term Improvements:

- » Improve connections to Lake Calhoun (integrate with the MPRB plans).

### BIKE CONNECTIONS

#### Opening Day Improvements:

- » Provide bike parking, lockers, bike sharing, and pump stations in a highly visible area near the station platform.
- » Provide bike connections to the Cedar Lake LRT Regional Trail and Midtown Greenway.
- » Provide vertical circulation for bikes at the Lake Street Bridge.

#### Long-Term Improvements:

- » Improve bike connections to Lake Calhoun.
- » Provide on-street bike facilities (lanes, routes, signage, etc.) on local streets to better connect the LRT station to nearby neighborhoods, businesses, amenities, and destinations.
- » Promote bike sales/service/rental businesses near the station platform.

### TRANSIT CONNECTIONS

#### Opening Day Improvements:

- » Provide bus dropoff (on-street layby facility) on Abbott Avenue near the LRT station platform.
- » Provide vertical circulation at the Lake Street Bridge to enable station access to/from bus stops on the Bridge.
- » Improve bus stops/shelters and signage on the Lake Street Bridge and Excelsior Blvd.





Enhanced bike and pedestrian connections



Public plaza example

- » Provide bus stops on Lake Street located as near to the station elevators as possible. Existing grades on the bridge pose challenges regarding views and accessibility of potential bus stops. These challenges must be studied and resolved with greater design focus.

#### **Long-Term Improvements:**

- » Provide safe and convenient connections to the proposed Midtown Streetcar Line station platform.

### **KISS AND RIDE**

#### **Opening Day Improvements:**

- » Provide space for kiss and ride activities near the station platform along Abbott Ave.

### **STATION AMENITIES (Beyond SW LRT Base Project Scope)**

#### **Opening Day Improvements:**

- » Roadways- realign Abbott Ave and reconstruct with pedestrian and bike facilities, bus stop facilities, kiss and ride facilities, and street trees. Install intersection improvements along Excelsior Blvd and West Lake Street.
- » Wayfinding- define and install a cohesive and contextual wayfinding system at the LRT station platform, major gateways (Excelsior Blvd/32nd St, West Lake Street, Cedar Lake LRT Regional Trail, Midtown Greenway), and major destinations (commercial developments, Lake Calhoun).
- » Seating – provide comfortable and durable seating near the station platform.
- » Lighting – provide adequate lighting for the safety of pedestrians, bicyclists, and motorists near the station platform and along Abbott Avenue, Chowen Avenue, Excelsior Boulevard, and Lake Street.
- » Pedestrian facilities- provide pedestrian/bike connections from West Lake Street down to the station platform area,

including vertical circulation and at-grade access points. Improve pedestrian crossings along Excelsior Boulevard and Lake Street – including special pavement/markings and countdown traffic signals.

- » Bike Facilities- add bike crossing enhancements at Excelsior Boulevard and West Lake Street intersections. Provide bike parking, lockers, pumping station, and bike sharing facilities near the station platform.
- » Plaza- create a plaza between the station platform and realigned Abbott Ave.
- » Public Art- incorporate public art in the station area to create an attractive and identifiable place.

### **POTENTIAL DEVELOPMENT**

#### **Opening Day Improvements:**

- » The Hennepin County property, adjacent to and east of the proposed station platform, is a potential opening day development site. Development should front Abbott Ave and the station platform, allowing for some public space on the station platform side of the building. Access to this parcel should be off of Abbott Ave.

#### **Long-Term Improvements:**

- » See the “Development Potential” discussion on page 6-16 for more on long-term development opportunities.

### **UTILITIES**

- » See the “Station Area Utility Plan” beginning on page 6-18 for all utility recommendations.



FIGURE 6-9. ACCESS + CIRCULATION PLAN

WHERE ARE WE GOING?

WEST LAKE



LRT PLATFORM



FREIGHT LINE



EXISTING PEDESTRIAN CONNECTION



PROPOSED(DASHED) PEDESTRIAN CONNECTION



LRT LINE



NEW ROADWAY



EXISTING BIKE CONNECTION



PROPOSED(DASHED) BIKE CONNECTION



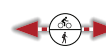
BUS STOP



KISS AND RIDE



EXISTING MULTI USE CONNECTION



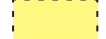
PROPOSED(DASHED) MULTI USE CONNECTION



PARK AND RIDE



EXISTING WALKSHED



FUTURE WALKSHED (WITH TSAAP IMPROVEMENTS)

NOTE: Existing walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. Future walkshed incorporates all proposed improvements to the sidewalk/trail network. Walksheds are based on GIS modeling and available sidewalk/trail information- and may not reflect exact on-the-ground conditions. See Glossary for detailed explanation of walkshed assumptions and methodology.



FIGURE 6-10. STATION AREA IMPROVEMENTS

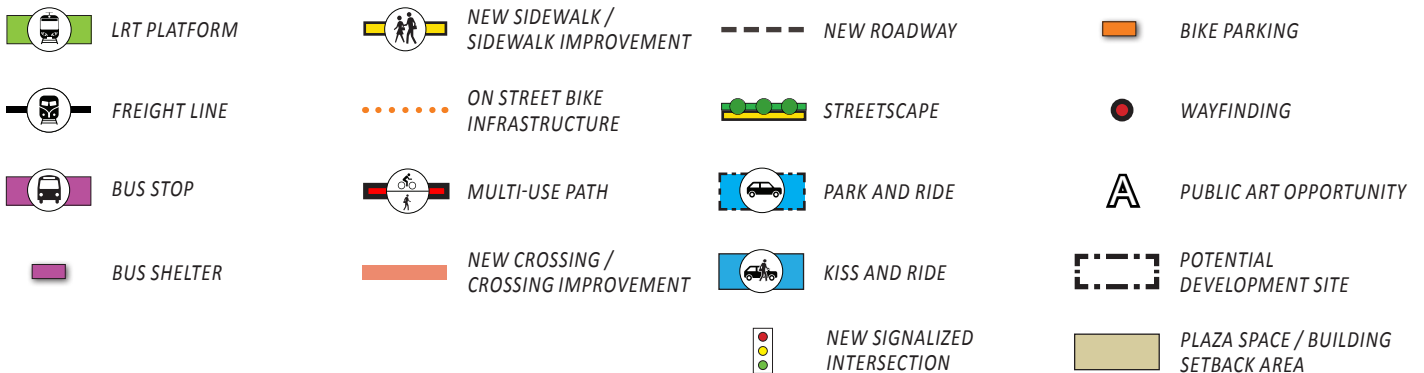
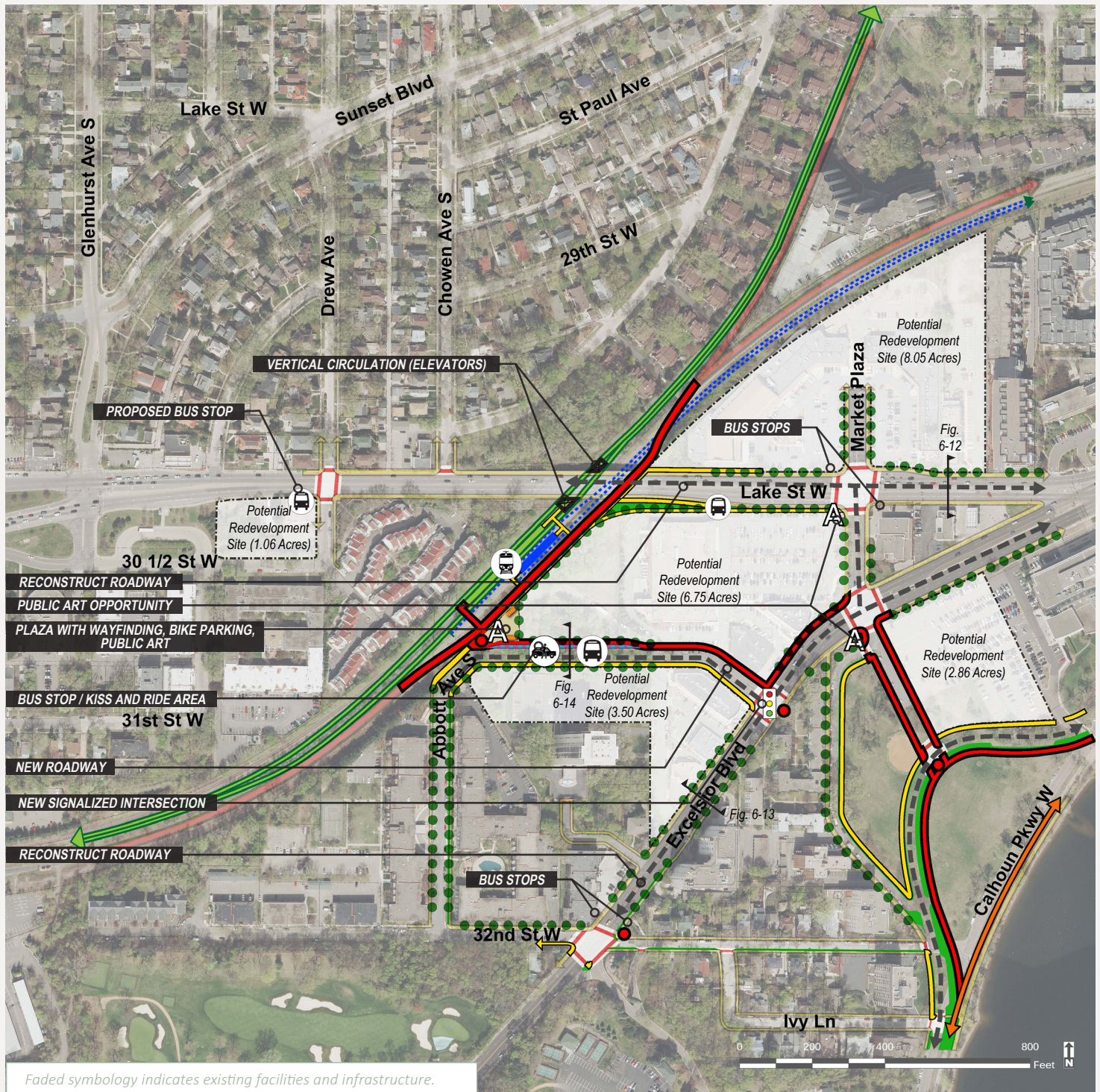
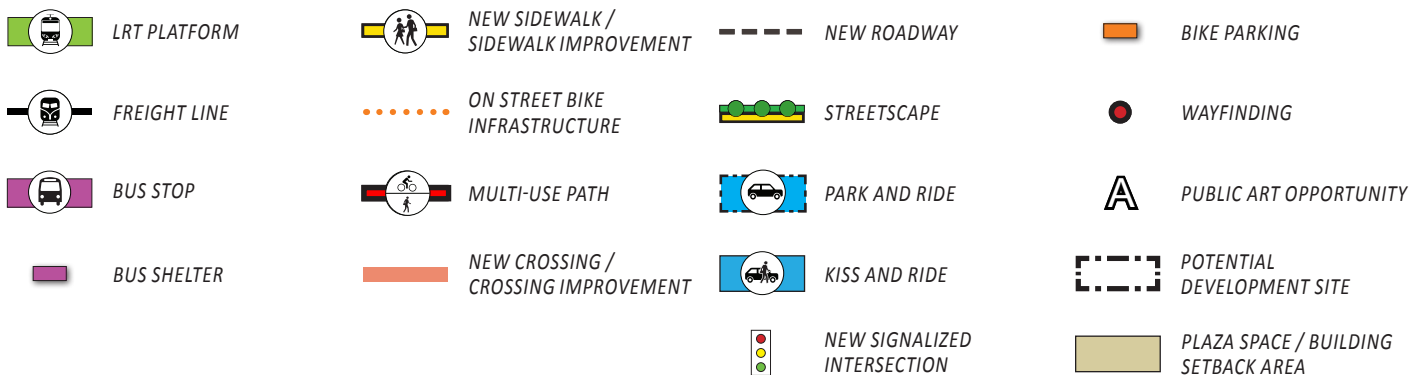
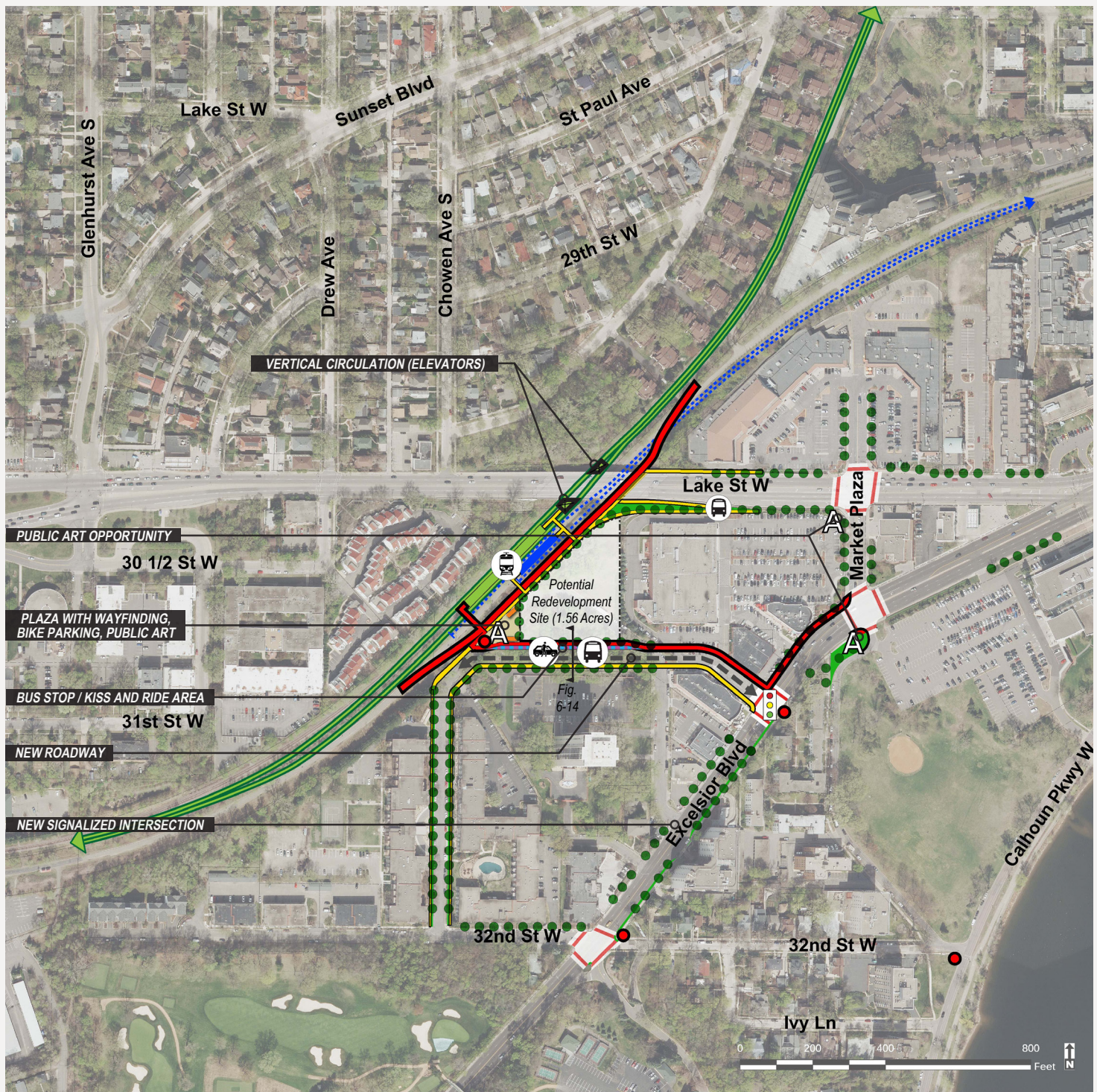




FIGURE 6-11. OPENING DAY STATION AREA IMPROVEMENTS

WHERE ARE WE GOING?

WEST LAKE





## Conceptual Street Sections

The street cross section illustrated below is conceptual and represents a potential future streetscape condition, addressing facilities for a variety of transportation modes, streetscape amenities, and the relationship between buildings and the street edge. Further design and engineering work will be required to ensure the streetscape is in compliance with City and/or County design standards and needs.

### WEST LAKE STREET

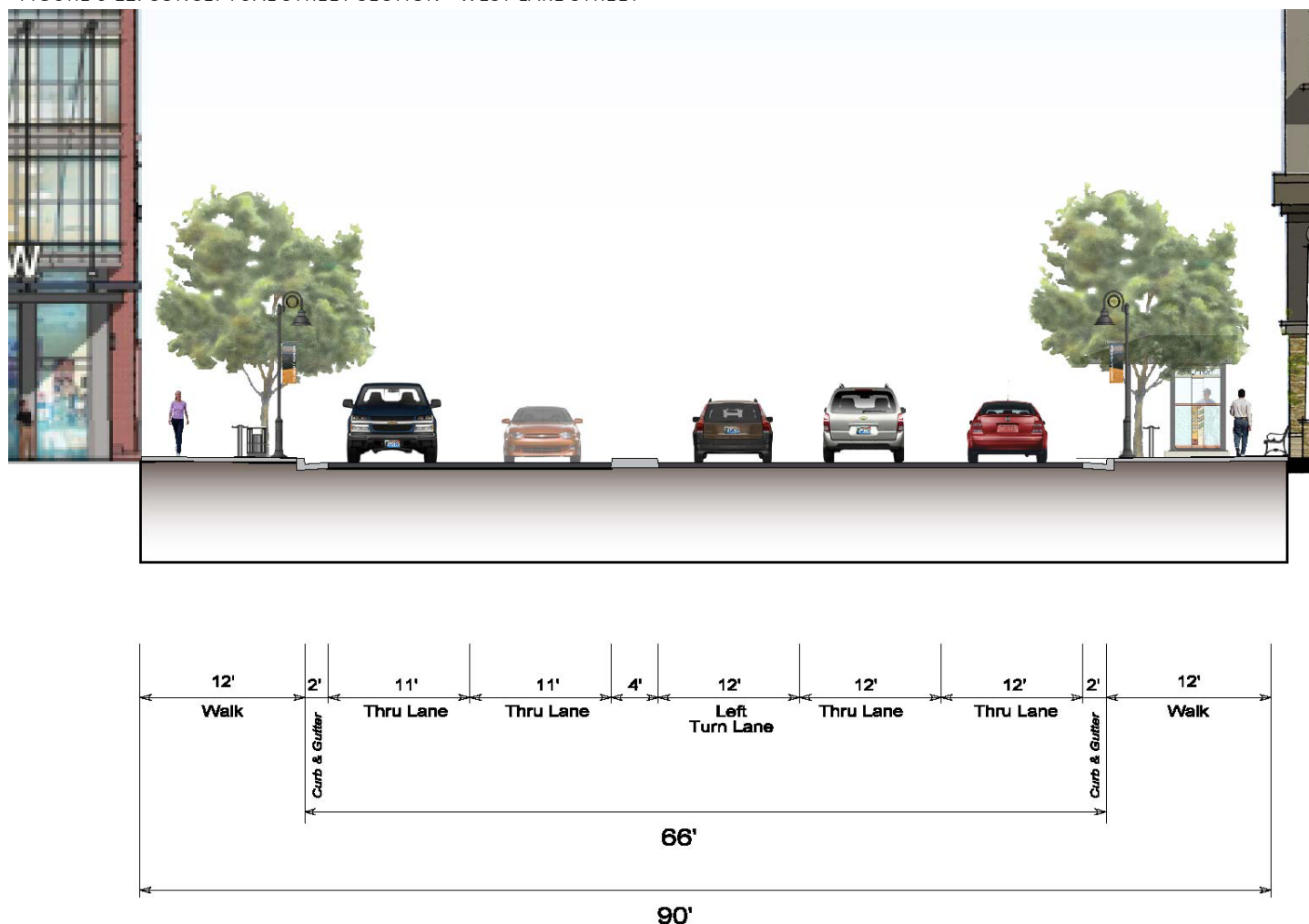
#### Dimensional Criteria

- » 90 feet Right-of-Way Width
- » 66 feet Pavement Width (2-way)
- » 4'-0" Median Width
- » 20'-30' o/c Street Tree Spacing
- » 12'-0" Sidewalk Width

#### Design Features

- » Sidewalks
- » Street Trees/Tree grates
- » Streetscape Furnishings (seating, planters, trash receptacles, bicycle racks)
- » Signage/Wayfinding
- » Transit Facilities (bus stops/layovers, shelters, seating, signage, lighting)
- » Street and Pedestrian Lighting
- » Public Art
- » Pedestrian-Friendly Crossings (markings, special paving, countdown traffic signals, ADA features)

FIGURE 6-12. CONCEPTUAL STREET SECTION - WEST LAKE STREET



## Conceptual Street Sections (Continued)

The street cross section illustrated below is conceptual and represents a potential future streetscape condition, addressing facilities for a variety of transportation modes, streetscape amenities, and the relationship between buildings and the street edge. Further design and engineering work will be required to ensure the streetscape is in compliance with City and/or County design standards and needs.

### EXCELSIOR BOULEVARD

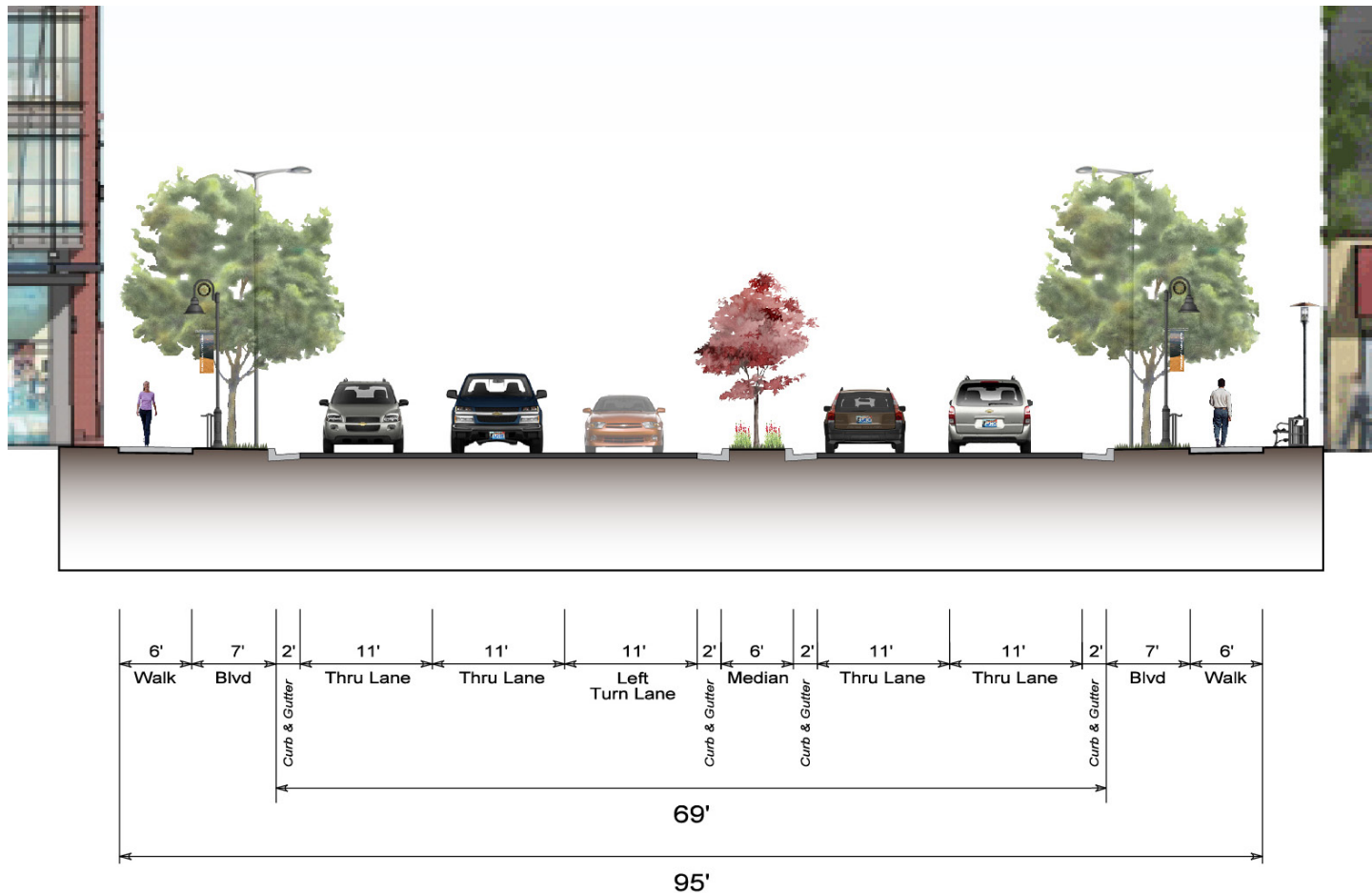
#### Dimensional Criteria:

- » 95 feet Right-of-Way Width
- » 69 feet Pavement Width (2-way)
- » 20'-30' o/c Street Tree Spacing
- » 6'-0" Sidewalk Width

#### Design Features:

- » Sidewalk (west side of street)
- » Trail (east side of street)
- » Bicycle Lanes (6'-0")
- » Street Trees/Plantings/Raingardens
- » Streetscape Furnishings (seating, planters, trash receptacles, bicycle racks)
- » Signage/Wayfinding
- » Transit Facilities (bus stops/layovers, shelters, seating, signage, lighting)
- » Street and Pedestrian Lighting
- » Public Art
- » Pedestrian-Friendly Crossings (markings, countdown traffic signals, ADA features)

FIGURE 6-13. CONCEPTUAL STREET SECTION - EXCELSIOR BOULEVARD





## Conceptual Street Sections (Continued)

The street cross section illustrated below is conceptual and represents a potential future streetscape condition, addressing facilities for a variety of transportation modes, streetscape amenities, and the relationship between buildings and the street edge. Further design and engineering work will be required to ensure the streetscape is in compliance with City and/or County design standards and needs.

### ABBOTT AVENUE

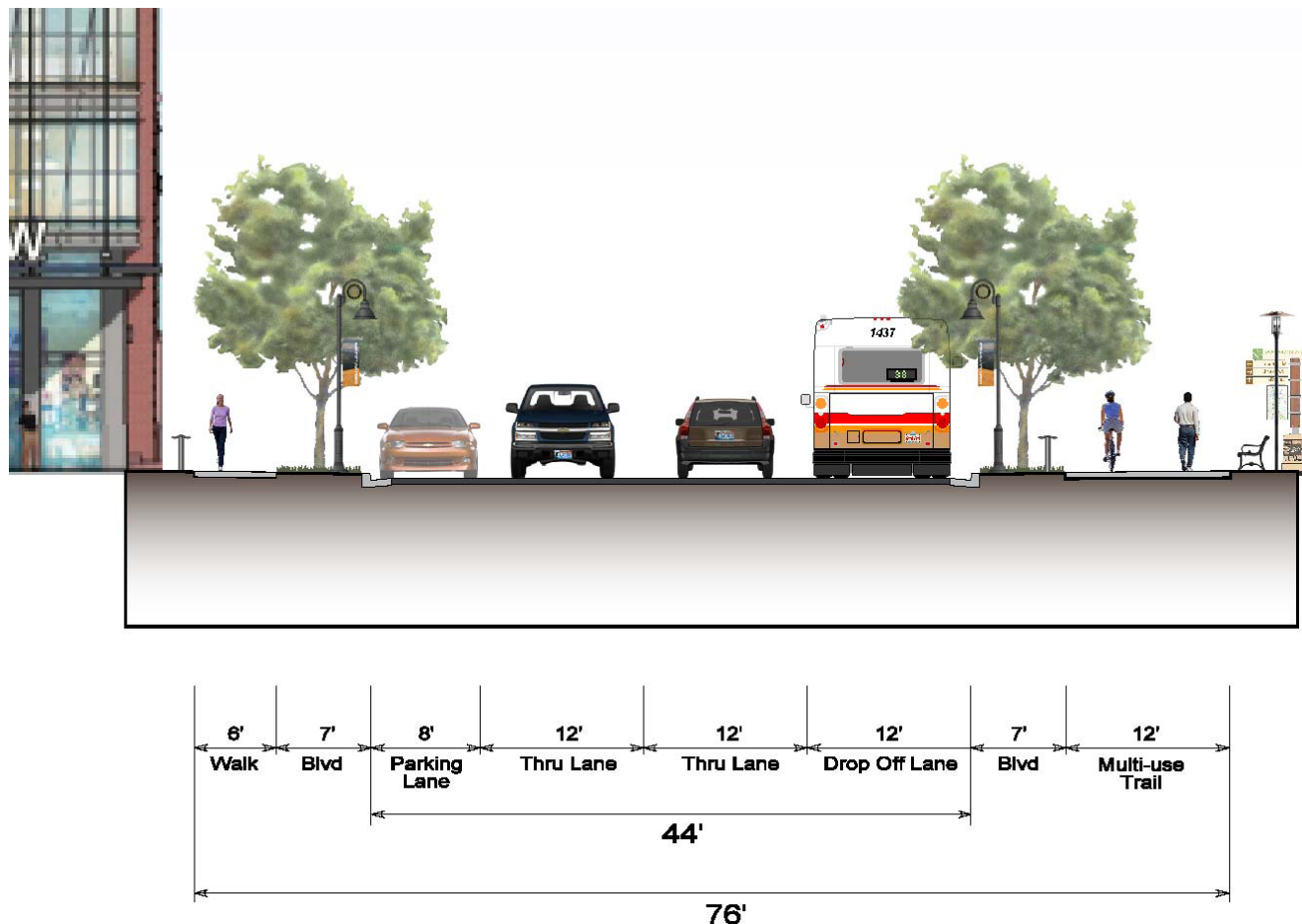
#### Dimensional Criteria:

- » 76 feet Right-of-Way Width
- » 44 feet Pavement Width (2-way)
- » 20'-30' o/c Street Tree Spacing
- » 6'-0" Sidewalk Width
- » 12'-0" Multi-Use Trail Width

#### Design Features:

- » Sidewalk (one side of street)
- » Multi-Use Trail (one side of street)
- » On-Street Parking (one side of street)
- » Bus Dropoff Lane (one side of street)
- » Intersection Bumpouts
- » Street Trees/Plantings/Raingardens
- » Streetscape Furnishings (seating, trash receptacles, bicycle racks)
- » Signage/Wayfinding
- » Street and Pedestrian Lighting
- » Pedestrian-Friendly Crossings (markings, countdown traffic signal @ Excelsior Blvd, ADA features)

FIGURE 6-14. CONCEPTUAL STREET SECTION - ABBOTT AVENUE



# Opening Day Improvements

The following tables and diagrams outline the proposed improvements to be implemented in advance of SW LRT's opening day in 2018. Table 6-1 and Figure 6-12 show opening day improvements that are part of the SW LRT anticipated base project scope; these improvements will be part of the overall project cost for construction of the LRT line. Table 6-2 and Figure 6-12 include opening day improvements that are recommended as part of the Southwest Corridor Investment Framework and are beyond the SW LRT anticipated base project scope. Table 6-3 (also shown in Figure 6-13) includes locally requested "betterments" - or improvements that cities have requested to be included in the base project scope pending funding availability.

TABLE 6-1. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
A	LRT Platform	Abbott Ave/Chowen Ave, behind Whole Foods store	Includes related LRT infrastructure
B	Kiss and Ride	Abbott Ave/Chowen Ave, behind Whole Foods store	Kiss and ride area on Abbot Ave/Chowne Ave (on-street)
C	Bus Facilities	West Lake Street (east of bridge)	Bus stops, east and west bound (accommodate 2 bus routes)
D	Bus Facilities	Abbott Ave/Chowen Ave, behind Whole Foods store	Bus stop/layover on Abbott/Chowen Ave (accommodate 3 bus routes on street)
E	Sidewalk/Trail	West Lake Street Bridge	Vertical circulation from Lake Street Bridge to station platform (includes elevator and stairs on both sides of bridge)
F	Sidewalk/Trail	West Lake Street Bridge	New access ramps from east side of Lake Street Bridge to station level on both sides of bridge
G	Sidewalk/Trail	Regional trail	Reconstruction of regional trail
H	Bike Facilities	Near station platform	Allowance for bike storage
I	Wayfinding	Near station platform	Allowance
J	Landscaping	Near station platform	Allowance
K	Water*	Near station platform	New water service and fire hydrant to station
L	Utilities*	Project limit area	Adjustment of existing utilities
M	Sanitary sewer*	Near station platform	New sanitary sewer to station
N	Stormwater management*	Near station platform	Allowance

Note: Anticipated Southwest LRT Base Project Scope as of December 2013 (subject to change)

\* Improvement not symbolized on opening day figures (exact location to be determined as part of the base project scope)

TABLE 6-2. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES	PRIORITY
1	Streetscape	Abbott Ave/Chowen Ave	Includes sidewalk, multi-use trail, streetscape plantings, furnishings, lighting and signage	Primary
2	Streetscape	West Lake Street, Lake Street Bridge to W. Lake Street and Excelsior Blvd intersection	Includes streetscape plantings, furnishings, lighting and signage	Primary
3	Streetscape	Excelsior Blvd, 32nd Street W. to West Lake Street and Excelsior Blvd intersection	Includes streetscape plantings, furnishings, lighting and signage	Secondary
4	Streetscape	Market Plaza	Includes streetscape plantings, furnishings, lighting and signage	Primary
5	Streetscape	32nd Street W., Chowen Ave to Excelsior Blvd	Includes streetscape plantings, furnishings, lighting and signage	Secondary
6	Sidewalk/Trail	Parallet to Lake Street (south side)	From station to Whole Foods parking lot where it can connect to sidewalk on Lake Street	Secondary
7	Intersection Enhancements	Along Excelsior Blvd and W. Lake Street	Enhanced crosswalks and traffic signal at Abbott Ave and Excelsior Blvd intersection	Primary
8	Bike Facilities	Near station platform	Bike parking, lockers, pump station and bike share facilities (beyond SPO improvements)	Primary
9	Wayfinding	Near station platform and connections to Lake Calhoun	Signage and wayfinding (beyond SPO improvements)	Primary
10	Public Art	Near station platform	Public art (beyond SPO improvements)	Secondary
11	Public Plaza	Near station platform	Plaza includes paving, seating, plantings, lighting, and signage (beyond SPO improvements)	Primary

TABLE 6-3. SOUTHWEST LRT LOCALLY REQUESTED BETTERMENTS - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
<b>B1</b>	Roadways	Abbott Ave/Chowen Ave, behind Whole Foods store	Realign and reconstruct Abbott Ave/Chowen Ave
<b>B2</b>	Utilities*	Abbott Ave/Chowen Ave	Extend watermain and sanitary sewer in conjunction with Abbott Ave/Chowen Ave reconstruction

\* Improvement not symbolized on opening day figures



TABLE 6-4. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS



FIGURE 6-15. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY IMPROVEMENTS + BETTERMENTS





# Development Potential

## OVERVIEW

The West Lake Station area has strong redevelopment potential due to its favorable demographics, sense of place, and nearby amenities like the Midtown Greenway, Kenilworth Trail, Lake Calhoun, and Lake of the Isles. It has a high population base within the walkshed and high household incomes, both factors that favor development interest.

The success of the West Lake station area poses redevelopment challenges. Rental rates in the area are high, and finding underutilized properties that are valued low enough to make redevelopment financially feasible suggests that development potential will occur in a mid- to long-term period. Where land can be found, development potential could occur in the short-term. The Hennepin County-owned site near the station presents such an opportunity.

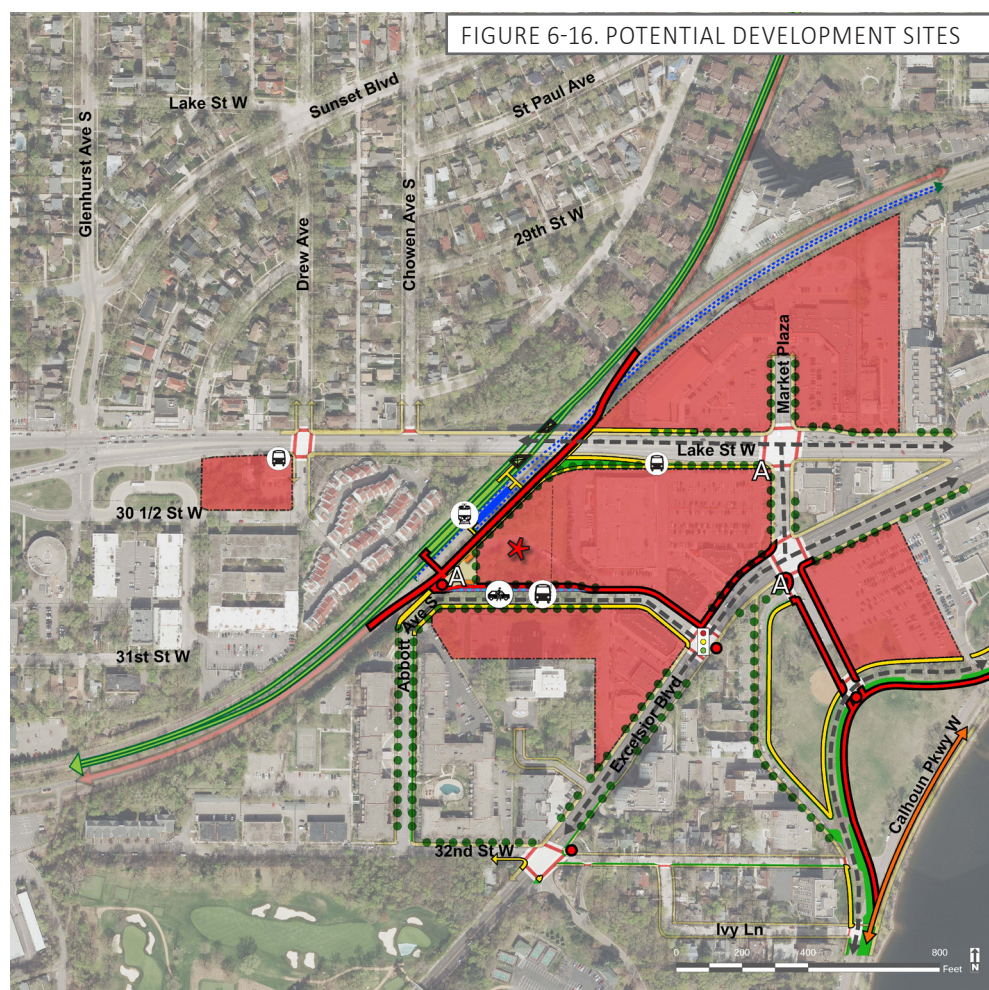
Traffic congestion in the station area is a reality that should be taken into account when designing site plans for future redevelopment.

## LAND USES

The Midtown Greenway Land Use and Development Plan calls for transit-oriented development in the West Lake station area. Future land uses in the station area should consist of transit-supportive land uses, including high-density residential, office, and retail uses. While the area should remain a major retail center, as it redevelops, it should be built with principles of traditional urban form with more intense and mixed land uses.

## PLANNING STRATEGIES

Several strategies should be addressed to facilitate future development in the station area. Existing roadway networks, grade separation, and limited sidewalks create challenges to accessing the station. Redevelopment should seek opportunities to introduce a finer grain of streets and block sizes to enhance station mobility and set up a framework for more compact, transit-oriented development. Re-routing Abbott Avenue to Excelsior Blvd. and streetscape improvements along roadways connecting the station area with potential development sites, local destinations, neighborhoods and bus transit facilities will enhance development potential in the area. Resolving vertical circulation issues on the Lake Street Bridge may also have an influence on development interest in the area.



### FUTURE LAND USE:

- MULTIFAMILY RESIDENTIAL
- MIXED-USE RESIDENTIAL
- MIXED-USE, COMMERCIAL & OTHER
- OPENING DAY DEVELOPMENT POTENTIAL



## Key Considerations for Change and Development Over Time

Development should introduce a more walkable network of streets and blocks that can enhance access and visibility to the station platforms and provide a framework for new higher density uses that can increase activity around the station. Key considerations should include:

### BUILT FORM AND LAND USE

- » Redevelop retail shopping sites and vacant lands with a mix of high-density residential or commercial with retail uses at street level.
- » Design new buildings to enhance pedestrian access by orienting them towards the street and locating them as close to the street line as possible.
- » Incorporate active ground level uses on buildings adjacent to the station and facing onto Excelsior Boulevard, Abbott Avenue, Market Plaza, and West Lake Street.
- » Provide additional building setbacks and incorporate weather protection such as awnings along buildings that front West Lake Street to provide a more generous connection between Lake Street bus stops and the station.
- » Situate new development to preserve space for the realignment of Abbott Avenue so that it can provide a more direct connection from Excelsior Boulevard and accommodate development on both sides of the street.

### PUBLIC REALM

- » Introduce a public plaza to the east side of the station platform where it can enhance station visibility from West Lake Street and Abbott Avenue, act as a receiving point for passengers walking to the station or transferring to the LRT by bus or bike, and provide room for spill-out space for active uses facing the station.
- » Initiate public realm improvements along Abbott Avenue including the introduction of sidewalks and pedestrian-oriented lighting to enhance access to the station for people walking from Excelsior Boulevard.
- » Initiate intersection improvements along West Lake Street at Drew Avenue and Market Plaza to improve safety for pedestrians walking between the station and neighborhoods to the north.

### MOBILITY

- » Use redevelopment of adjacent plaza sites to introduce a new street and block pattern that can help to enhance pedestrian access and improve the relationship of new development to the station.
- » Minimize the impact of parking and circulation on pedestrians by locating parking below grade or to the rear of new buildings in structures, and consolidating access and service drives.
- » Accommodate retail and short-term parking on-street or in shared parking facilities to minimize the construction of single-use parking areas.

- » Manage on-street parking with metering, parking permits, and signage.
- » Support pedestrians through the introduction of sidewalks on all streets within the station area, new pedestrian crossings, and curb cuts for people in wheel chairs or other mobility devices. Sidewalks should be set back from the curb to allow room for snow storage.
- » Furnish the pedestrian plaza with a higher level of cycling amenities including repair stands, bicycle pump, and wayfinding to support cyclists transferring to and from the adjacent trail network.
- » Limit vehicular access points along Excelsior Boulevard and West Lake Street.
- » Introduce elevators on the West Lake Street bridge to connect pedestrians down to the station platform.



High-density development overlooking the LRT line



Mixed-use development



Vertical circulation connects pedestrians to the station from bridge

## Station Area Utility Plan

### OVERVIEW + APPROACH

The station area utility plan and strategies recommended below were developed by considering impacts on existing utilities by the construction of the LRT line, and potential future transit-oriented development within the station area, as depicted by the Station Area Improvements Plan (Figure 6-10). Opening day improvements identified in this plan should be considered prior to 2018 due to their proximity to or impact from the proposed LRT line. More improvements may be necessary by 2018, but should be reviewed with any redevelopment in the area. The City of Minneapolis should continue to follow their standard review procedures as it relates to utilities within project areas.

For any publicly initiated projects in the ROW, the City should follow current utility review procedures. This may include identifying needs and opportunities that may be coordinated with proposed improvements to the roadway or other elements in City ROW.

For any privately initiated projects in the area, the City should follow current development/ redevelopment procedures which will likely require developers to show anticipated utility system demand. Developers will need to coordinate with the City to ensure utilities are sized and located properly prior to construction. The City of Minneapolis Community Planning and Economic Development website can be found here: <http://www.ci.minneapolis.mn.us/cped/>. This study recognizes that the ultimate station area development/redevelopment (in 2030) will be driven by market conditions.

### GENERAL RECOMMENDATIONS - SANITARY SEWER & WATER MAIN

Utility recommendations for station area improvements include opportunities for Minneapolis to improve the existing sanitary sewer and water main networks without necessarily replacing existing sanitary sewer. As part of the City's standard practice, utilities will be reviewed in conjunction with proposed station area improvements within the ROW; Any necessary utility improvements will be determined at the time of said review. As redevelopment occurs, developers will be required to provide documentation to verify that existing utilities meet the needs of the proposed development. Developers will coordinate with the City prior to project approvals.

### GENERAL RECOMMENDATIONS – STORM SEWER

Local storm sewer improvements are recommended to be completed in conjunction with other improvements in the station area. Improvements which may require storm sewer modifications include: roadway realignments, roadway extensions, and pedestrian sidewalk/street scape improvements. Storm sewer improvements may consist of: storm sewer construction, manhole reconstruction, drain tile extensions, storm sewer relocation, and complete replacement. These local storm sewer improvements are included as part of the overall cost of roadway and streetscape improvements recommended in this plan. Where roadway/streetscape improvements are part of the SW LRT anticipated base project scope, associated storm sewer improvements are assumed to be a project cost. Coordination with the local watershed district and other agencies may be needed to review the condition of and capacity of existing trunk storm sewer systems serving more regional surface water needs.

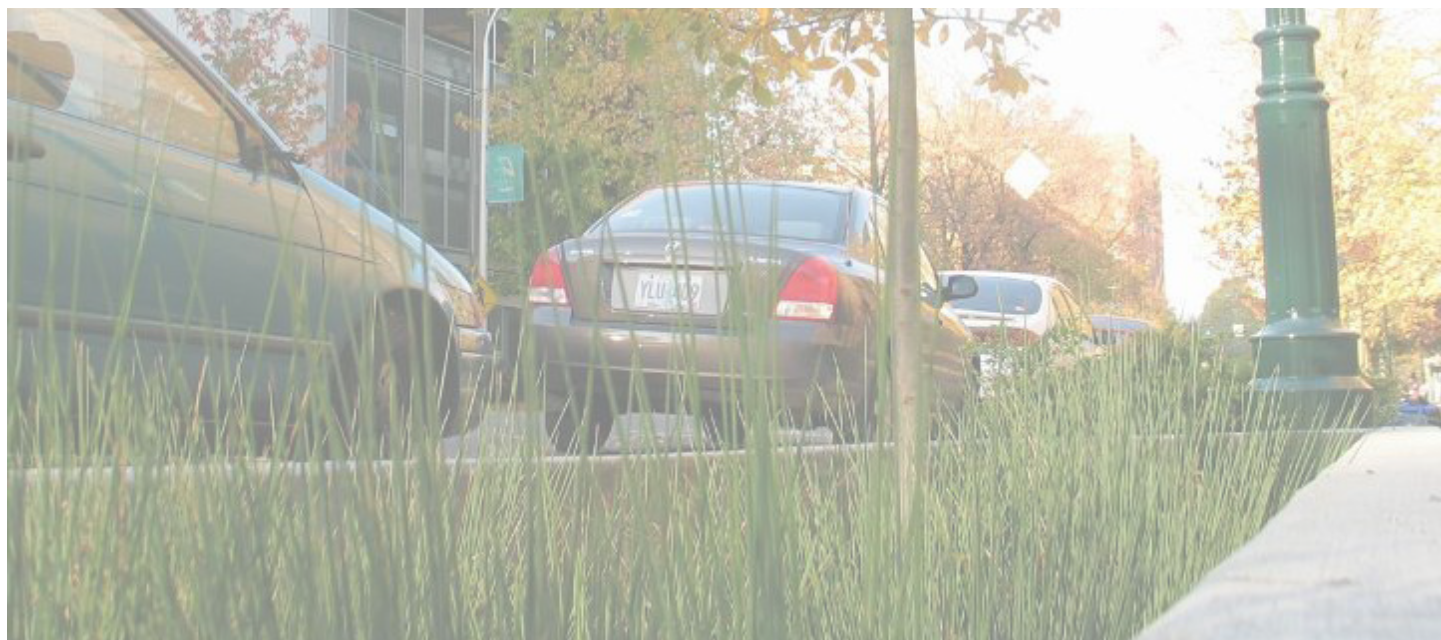
### STORMWATER BEST MANAGEMENT PRACTICES

There are numerous stormwater best management practices (BMPs) that can be used to address stormwater quality and quantity. As part of this project, BMP guides were developed for four stations (Royalston, Blake, Shady Oak, and Mitchell) which exemplify the range of development intensity and character in the urbanized environment along the Southwest LRT Corridor. The recommendations and practices identified in each of the four BMP guides are applicable to various stations along the corridor.

Potential stormwater management strategies for this station area may be similar to those shown in the BMP guide for the Royalston station (see p. 2-26). Minneapolis should consider implementing applicable best management practices similar to those in the Royalston station BMP guide. Stormwater management recommendations should be constructed in conjunction with public and private improvements and future development/redevelopment in the station area.



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## Station Area Utility Plan (Continued)

### STATION AREA UTILITY RECOMMENDATIONS

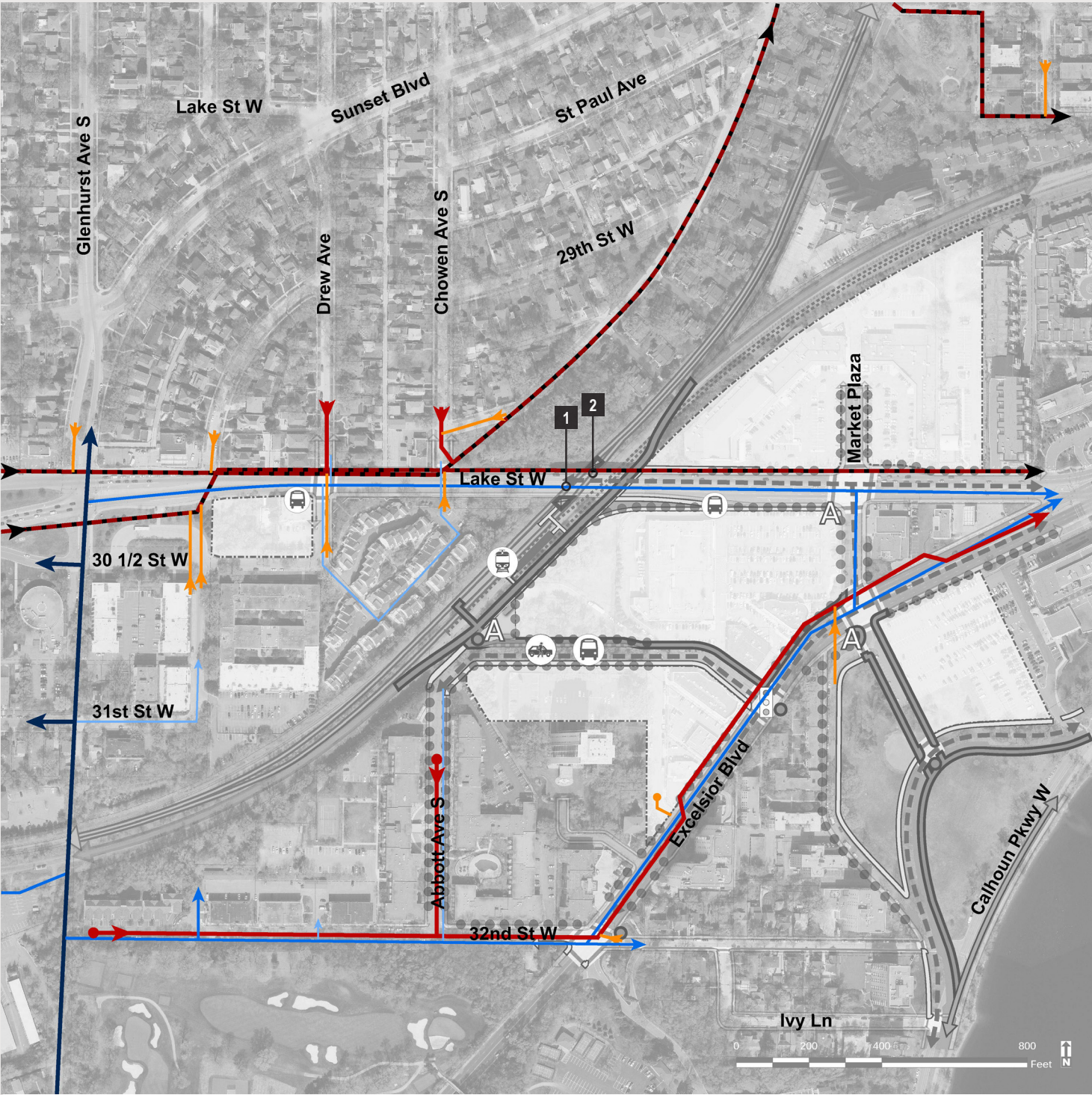
Utility recommendations (illustrated in Figure 6-15) are based on a localized analysis of proposed development. It is recommended that the City of Minneapolis take this analysis a step further and review system constraints to the existing and future sanitary sewer and water main systems using existing sewer CAD or water CAD models, or other methods of modeling these systems.

#### *Opening Day Recommendations:*

1. Encase existing water main crossing LRT rail construction.
2. Encase existing MCES interceptor crossing LRT rail construction and coordinate to resolve any conflict with LRT rail construction and shallow tunnel.



FIGURE 6-17. STATION AREA UTILITY PLAN



# OPENING DAY RECOMMENDATION

EXISTING UTILITIES

- |  |                           |  |                    |
|--|---------------------------|--|--------------------|
|  | SERVICE SANITARY          |  | SERVICE WATER MAIN |
|  | LOCAL SANITARY            |  | LOCAL WATER MAIN   |
|  | TRUNK SANITARY            |  | WATER TOWER        |
|  | MCES SANITARY INTERCEPTOR |  |                    |
|  | SANITARY SEWER FORCEMAIN  |  |                    |
|  | LIFT STATION              |  |                    |

WHERE ARE WE GOING?

WEST LAKE

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