



SOUTHWEST
transitway

green means go.

Southwest LRT Station Area Planning - Minneapolis

Framework Concepts

August 27, 2010

Process notes

The attached concepts are *working drafts* and were presented to the Community Members' Working Group on August 24. Ongoing work will be presented to the general public at open houses to be held on September 14 and 15. Feedback from both of these groups will be used to modify and refine the concepts. An additional group of plans resulting from this feedback/modification cycle will be presented at the final Community Members' Working Group and public open houses, currently scheduled for November 2010.

To provide comments or additional feedback on the concepts, please plan to attend an upcoming open house:

Tuesday, September 14, 2010
Harrison Recreation Center
503 Irving Avenue North

Wednesday, September 15, 2010
Jones Harrison Residence
3700 Cedar Lake Avenue

Please feel free to contact:

Adele Hall, Hennepin County Regional Railroad Authority
612.543.1094 Adele.Hall@co.hennepin.mn.us

Amanda Arnold, City of Minneapolis Planning
612.673.3242 Amanda.Arnold@ci.minneapolis.mn.us

with additional questions or comments.



SOUTHWEST transitway

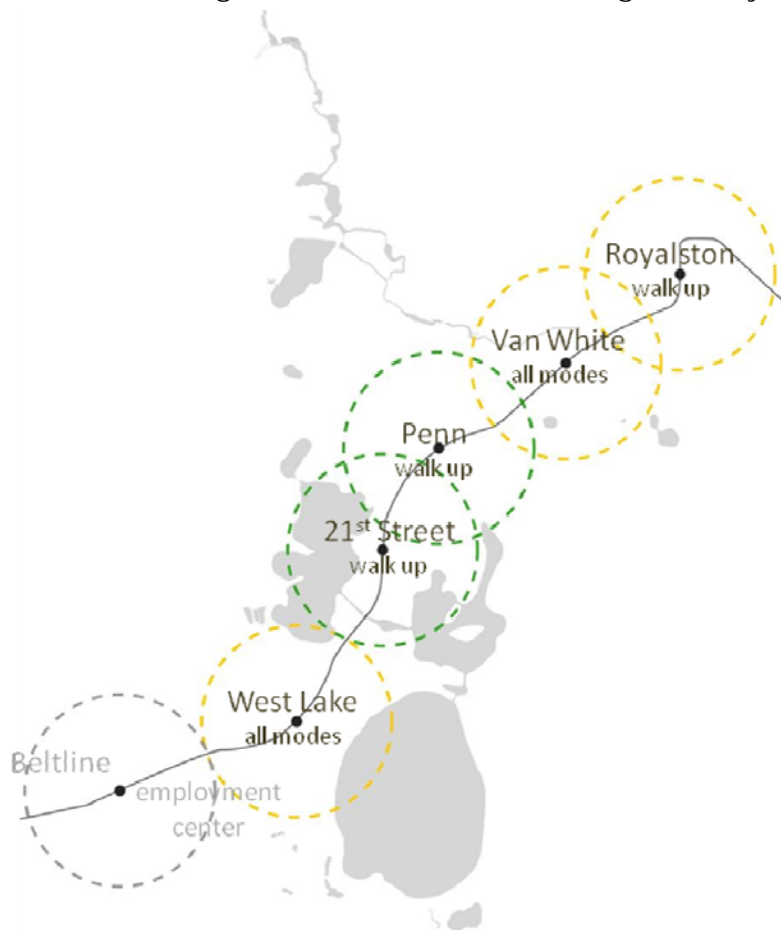
green means go.

Corridor Notes

In order to understand the context and potential of each station, the design team first looked at how the group of stations within the study area would work together. A successful transit corridor is one in which stations complement, rather than compete with, each other.

Land use is the single biggest determinant of station character and function. The Minneapolis station roles are anticipated to be as follows:

- Royalston:** transitional mixed use station, critical multi-modal transfer and reverse commute
- Van White:** transitional mixed use station emphasizing a classic urban mix of residential, commercial, office, light industrial
- Penn:** walk-up, low profile station emphasizing neighborhood and recreational use
- 21st Avenue:** walk-up, low profile station emphasizing neighborhood use
- West Lake:** mixed-use 'urban village', with a retail core and high-density residential; potential for joint-use and shared parking





Station Context: 21st

Top Issues

- stable, desirable residential
- neighborhood character
- traffic, hide-n-ride

Principles

- minimize neighborhood impact
 - visual
 - traffic

Points for Discussion

Plaza

- community impact
- community enhancement via pedestrian improvements
- return on transit investment

Residential

- diversification of housing product
- visual/noise screening of existing homes from LRT
- potential increase in neighborhood traffic



Southwest LRT Station Area Planning-Minneapolis
Community Members' Working Group
Tuesday, August 24, 2010
Small Group Discussion Notes

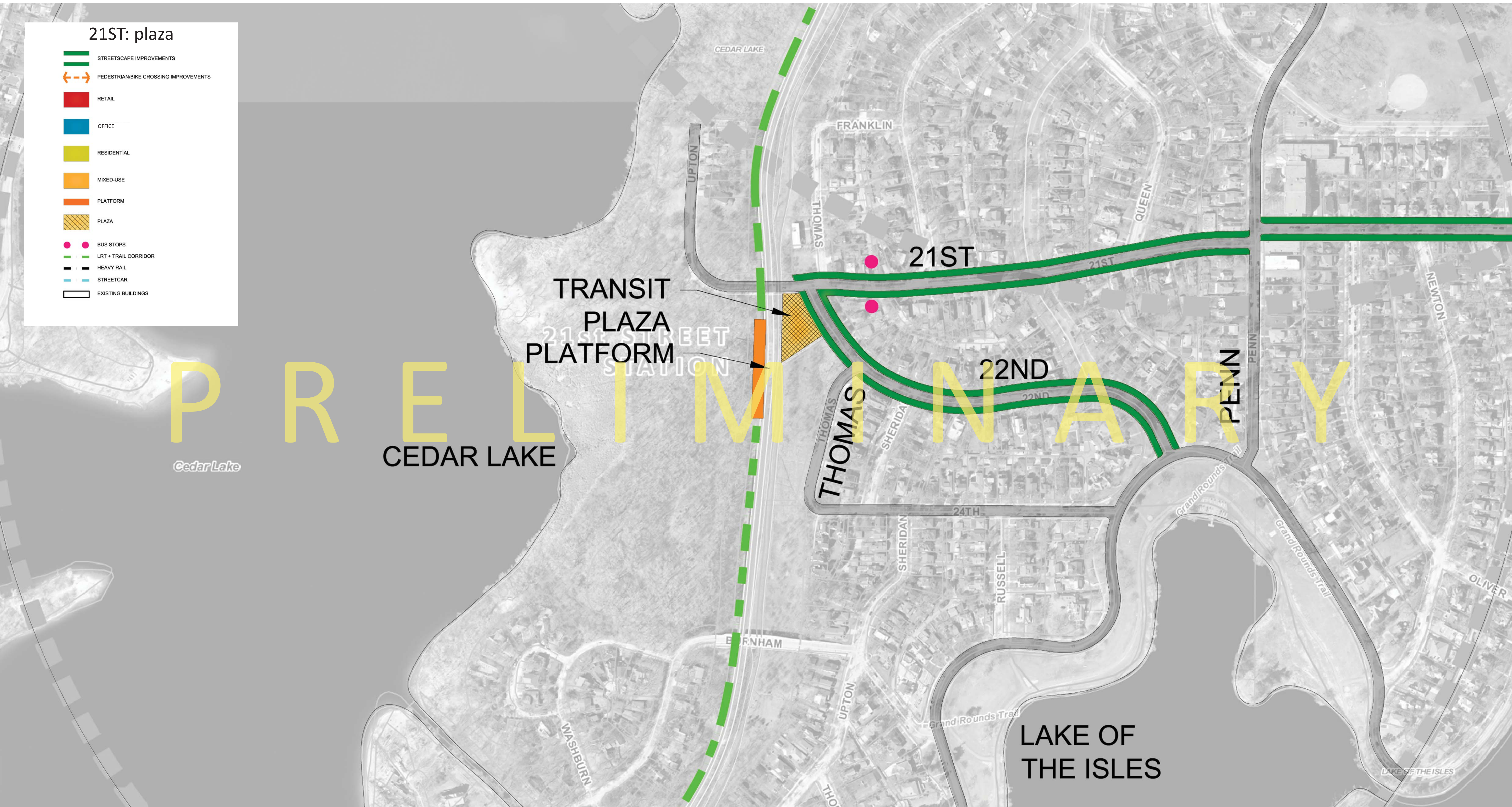
***All statements below represent individual comments from meeting attendees and represent the views or understanding of the individual speaker. The factual accuracy of these statements has not been verified.*

21st -Walk-up

- Why have a plaza?
 - (response) center loaded platform could not accommodate necessary elements (bike locking/storage, etc)
- how is the LRT track and the platform location going to impact vehicles and peds on 21st wishing to access the Lake/Hidden Beach
 - crossing will have signal arms and bells; safety and impact mitigation will be addressed in DEIS/FEIS
- For patrons coming from Lowry Hill, what route would be used to access the station?
 - For Kiss-n-Ride, where do vehicles turn around after dropping off?

21st -Residential

- Feeling is that the open space is the right use of the land
- At-grade interface of LRT and E-W roadways is an issue.
- Change in bus service?
- How many blocks is it to the school?
 - Could shops be invigorated?
- What about noise?
- Are red dots bus stops?
- Townhouse proposal -not supported
- How does lack of parking affect ridership?



- 21ST: plaza**
- STREETScape IMPROVEMENTS
 - PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
 - RETAIL
 - OFFICE
 - RESIDENTIAL
 - MIXED-USE
 - PLATFORM
 - PLAZA
 - BUS STOPS
 - LRT + TRAIL CORRIDOR
 - HEAVY RAIL
 - STREETCAR
 - EXISTING BUILDINGS

PRELIMINARY

Cedar Lake

CEDAR LAKE

THOMAS

21ST

22ND

PENN














LAKE OF THE ISLES

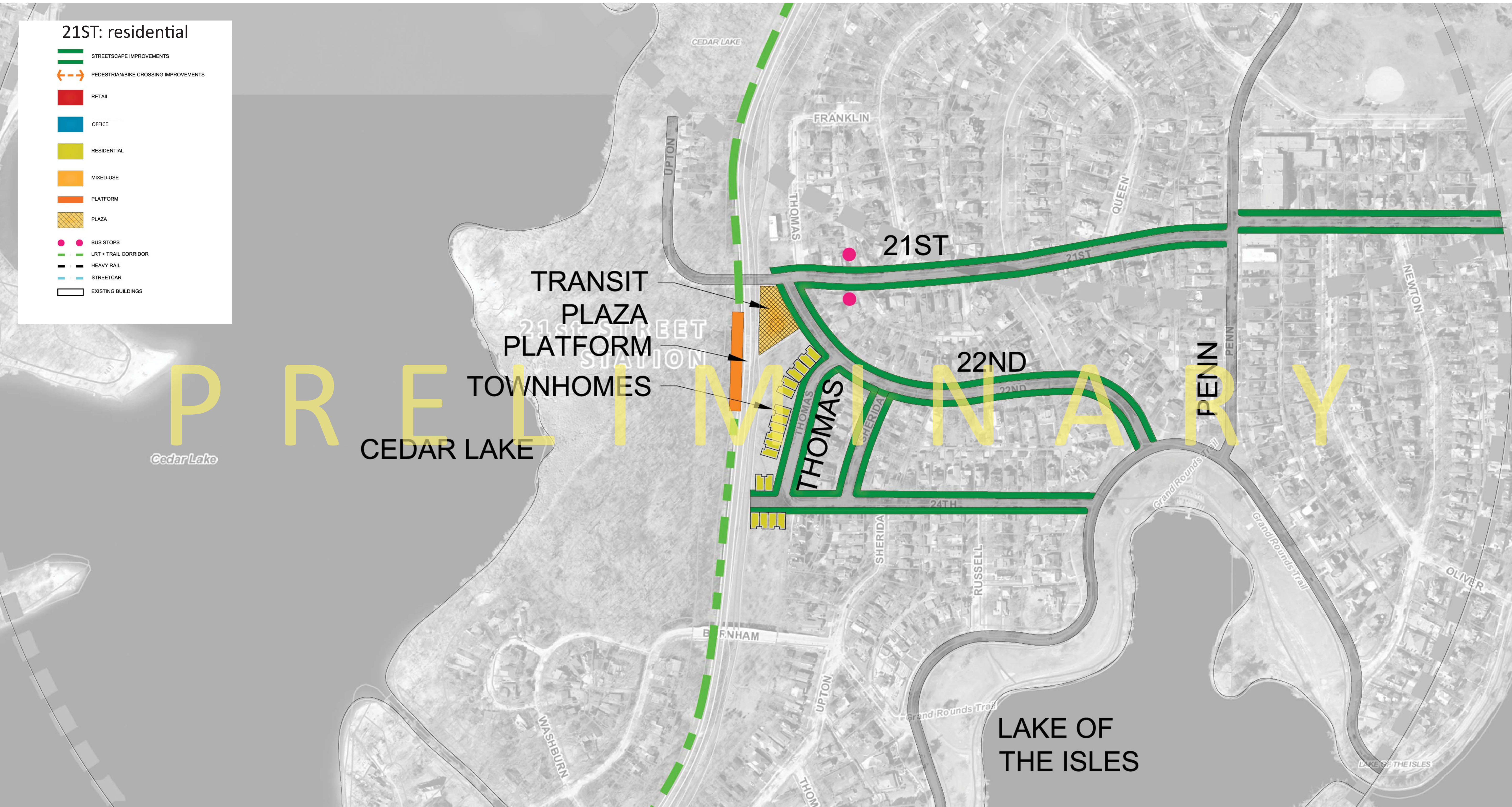


STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS

ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE

21ST: residential

-  STREETScape IMPROVEMENTS
-  PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
-  RETAIL
-  OFFICE
-  RESIDENTIAL
-  MIXED-USE
-  PLATFORM
-  PLAZA
-  BUS STOPS
-  LRT + TRAIL CORRIDOR
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STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS

ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE



8.24.2010