



**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](mailto:Adele.Hall@co.hennepin.mn.us)

Amanda Arnold, City of Minneapolis Planning  
612.673.3242 [Amanda.Arnold@ci.minneapolis.mn.us](mailto:Amanda.Arnold@ci.minneapolis.mn.us)

with additional questions or comments.



# SOUTHWEST transitway

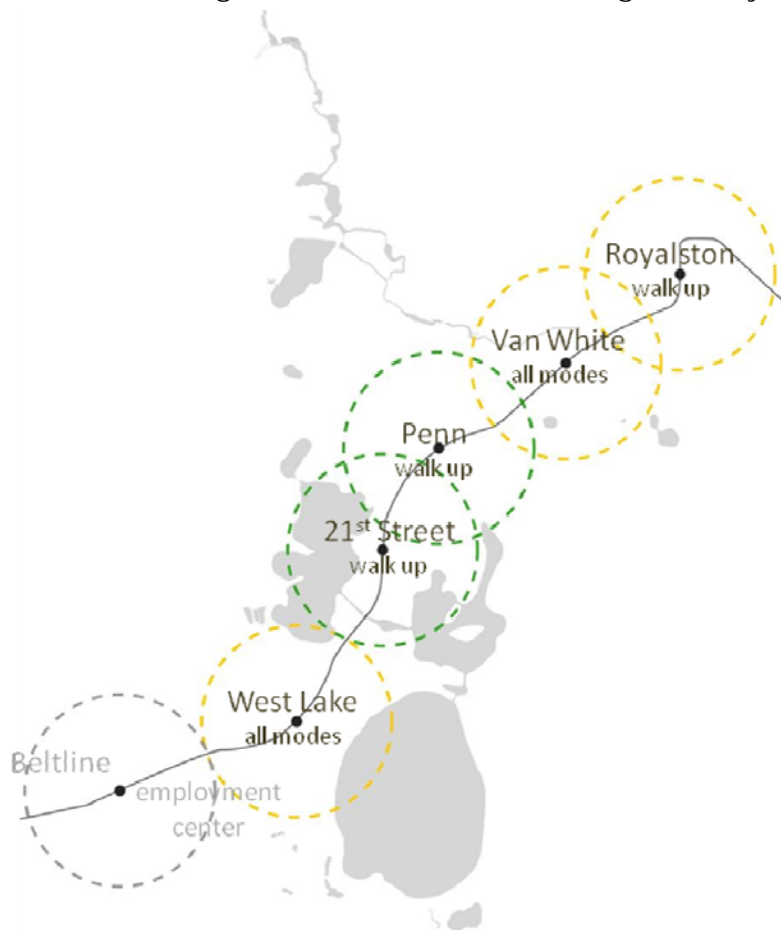
green means go.

## 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
- 21<sup>st</sup> 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: Van White

### Top Issues

- ridership dependent on redevelopment
- narrow parcel depths
- Van White Memorial Blvd critical for access
- heavy rail overlay
- shared parking potential
  - Dunwoody
  - Bryn Mawr Meadows
  - Walker

### Principles

- support/refine BCVMP
- phased development of land uses
- adequate emergency access
- appropriate traffic LOS
- ped, bike access over freight

### Points for Discussion

#### Van White 2020

- orientation to transit station
- alignment with BCVMP/Ryan Co plans
- shallow parcel depth
- office absorption

#### Van White 2050

- orientation to transit station
- alignment with BCVMP/Ryan Co plans
- feasibility of development above rail layover/high cost of deck structure
- shallow parcel depth
- office absorption?
- residential appeal?
- second point of emergency access difficult
- density and traffic level of service
- environmental mitigation (impound lot site)



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.*

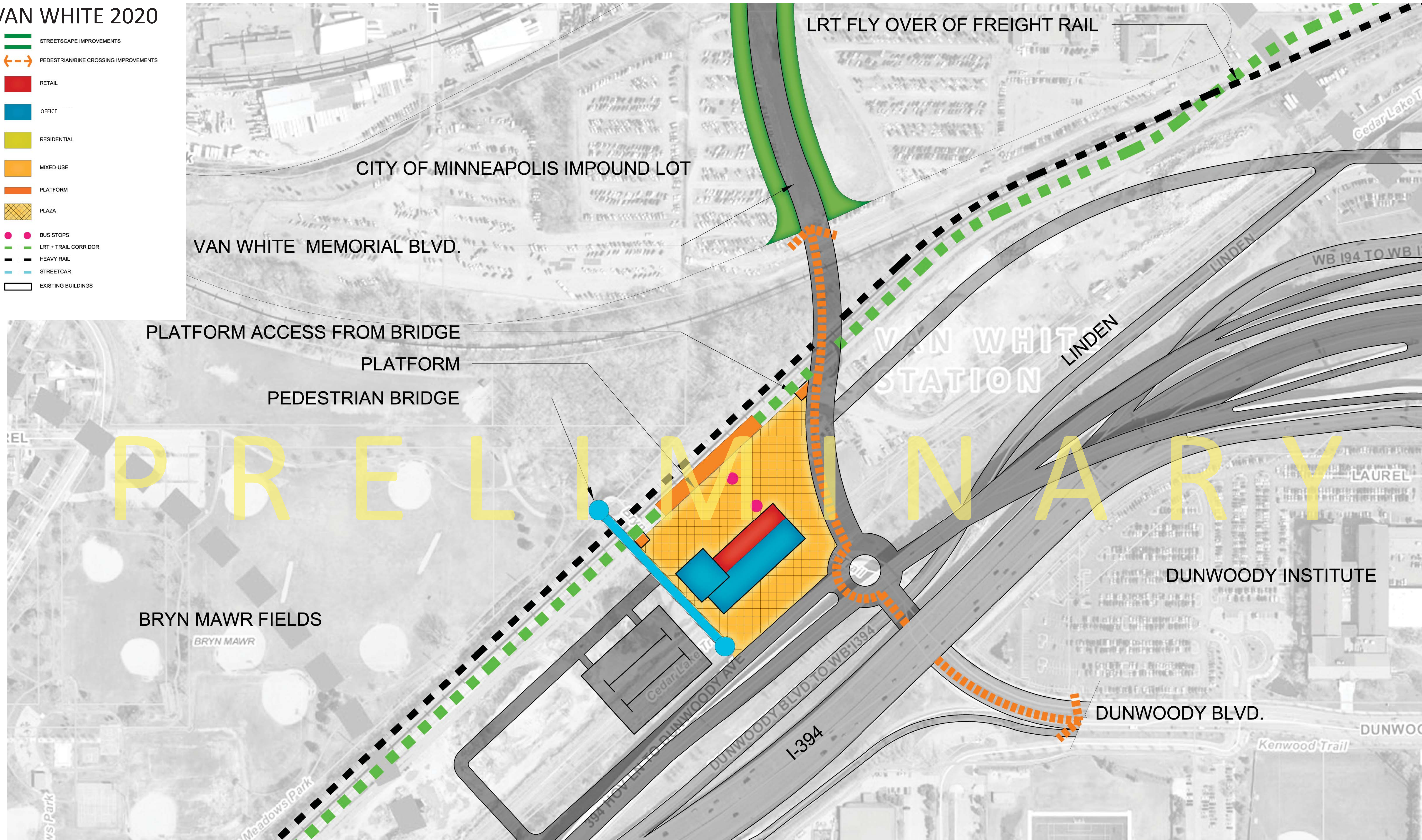
## Van White

- Rail storage at Linden Yards—major (environmental justice) issue
- Harrison—no train storage development can happen anyway—HC wants to hold the land for 25 years
- BCVMP plans 2800 jobs, housing units; neighborhood needs the economic development; station plans need to accommodate rail needs and economic needs
- Why is parking being brought back and not tax revenue generating uses?
- Master plan is approved
- Once you put something down, we can't reverse it. Either the plan moves forward or it doesn't.
- Surface parking lots can and are used for land banking
- Surface parking in 2020 scenario is NOT okay
- Train storage and land bank parking not welcome
- Have parking at end of line—don't need here
- Parking lot will just encourage driving
- From the info AECOM has, BCVMP is not fully feasible as illustrated in the 2007 plan.
- Consultants and planners on the BCVMP said it was feasible, but rail car storage is messing it up.
- Need alternate ideas and locations for rail car storage
- All we see is rail car storage and parking for our neighborhood: not a palatable idea
- Questioning the city's commitment to BCVMP—they should side with their comp plan and zoning in negotiating with HC for the land for rail car storage
- Bike Storage at station okay!
- Drawings should be responsive to the wishes/needs of the communities and not only responsive to the County's needs
- Station is not of value to us without the development per BCVMP. With rail storage do we need/want the LRT station?
- Need additional alternatives



# VAN WHITE 2020

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



## STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS














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

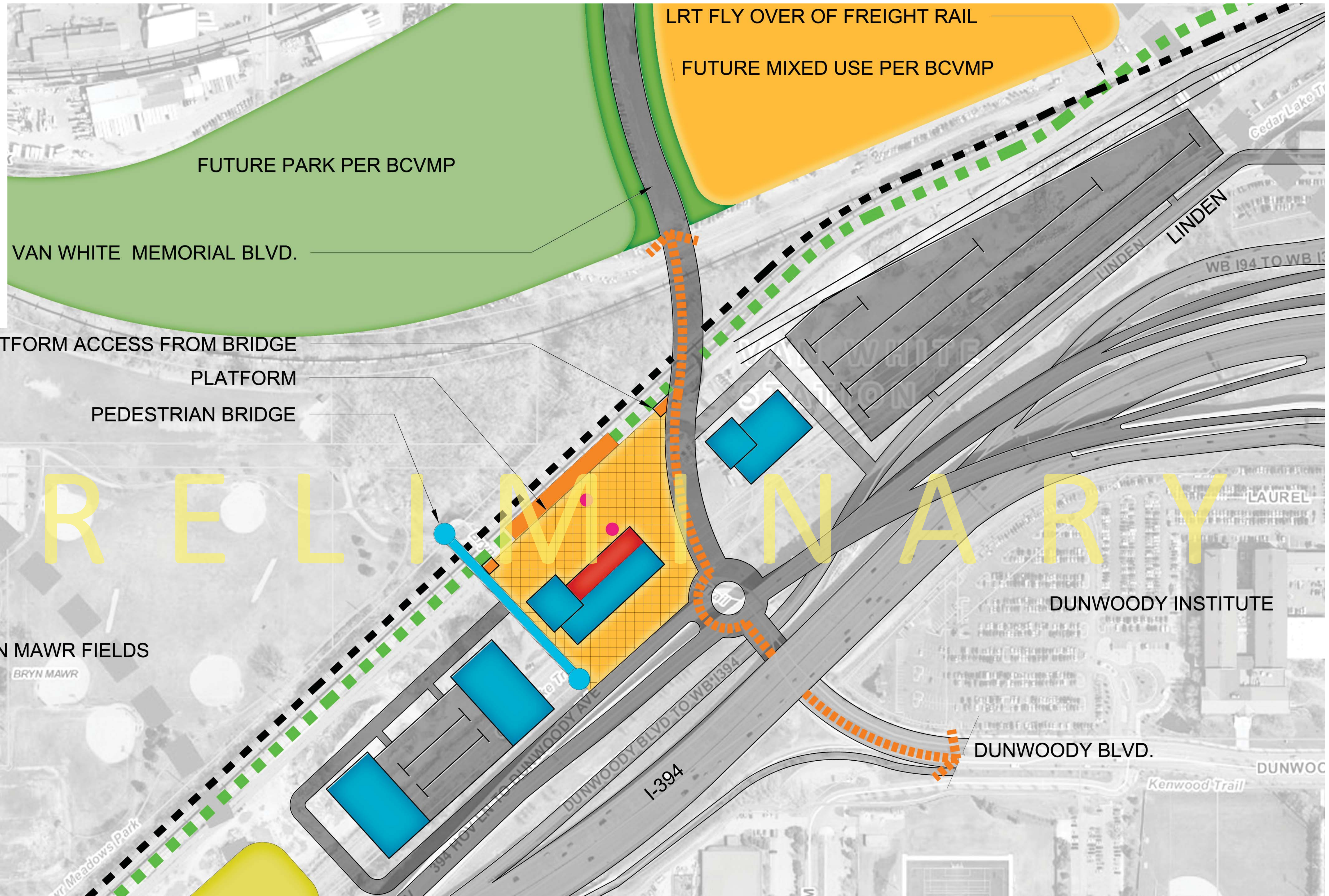


8.24.2010



VAN WHITE 2020

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-  PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
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