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
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with additional questions or comments.

SOUTHWEST transitway

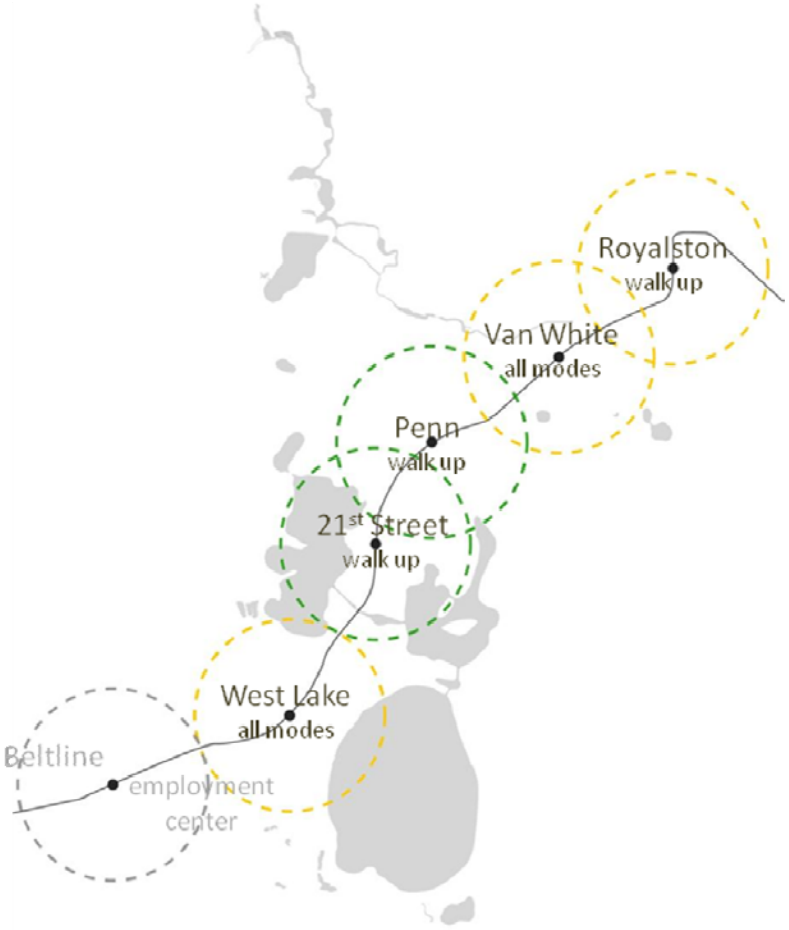
green means go.

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



SOUTHWEST transitway

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Station Context: West Lake

Top Issues

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

Principles

- minimize neighborhood impact
  - visual
  - traffic

Points for Discussion

Walk-Up

- visual access to station
- public plaza/park as amenity
- bridge reconstruction
- bridge reconstruction
  - LRT/bus interface
  - direct vertical access to platform
  - identity
- acquisition required for 31st realignment
- cost/logistics of bridge reconstruction
-

'No Touch' Retail

- retail retention
- Mitigate of existing congestion
- bridge reconstruction
  - LRT/bus interface
  - direct vertical access to platform
  - identity
- potential for 2 access points to parking
- partnership with Whole Foods
- Access at Tryg's/condo parcels

Urban Village

- reconstructed Whole Foods node
  - street edge
  - pedestrian scale
- ped-friendly routes to station
- Greenway-fronting retail

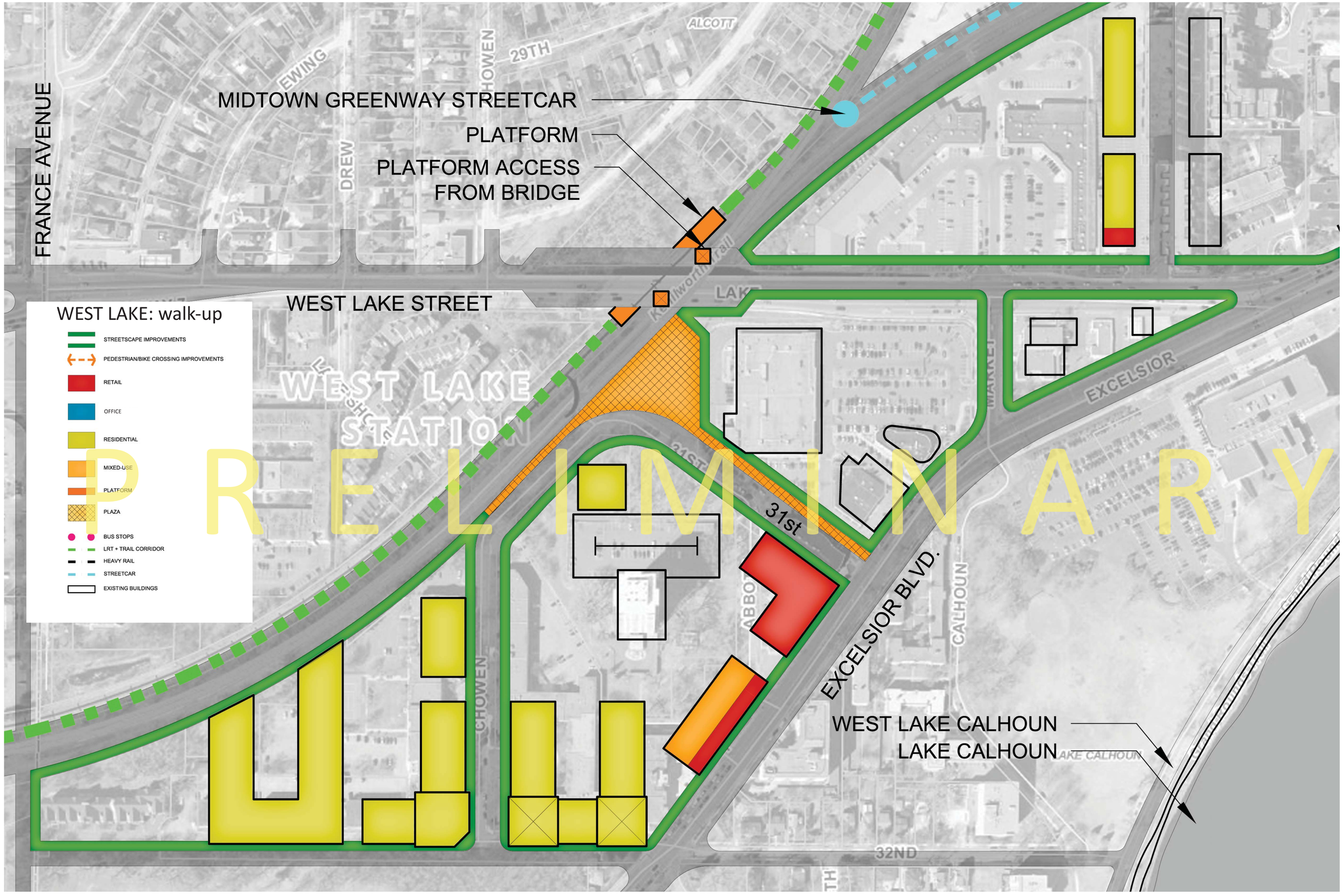
- joint-use, shared parking
  - retail
  - transit
- mitigate of existing congestion
- bridge reconstruction
  - LRT/bus interface
  - direct vertical access to platform
  - identity
- potential for 2 access points to parking
- frontage road and local connectivity
- very long term vision; keeping 'vision' alive
- reconstruction of Whole Foods, Calhoun Village nodes
- high cost
- visual access to station
- acquisition required for 31st realignment
- access at Tryg's/condo parcels

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.

West Lake

- How would the Lake Street bridge be widened? (townhouses currently abut Lake Street)
- Elevation of platform
- Access for bikes and cars from NW
- Acquire property north of Lake Street bridge?
- Develop street access from NW?
- Where does new roadway by Trygs end up (to the north)?
- Need to address pedestrian access (especially over busy roadways)
- Does the 2020 plan lead to the more aggressive 2030 plan?
- Station without park and ride will create real problem for Whole Foods
- Think through parking –biggest issue
- Will more parking create more problems?
- Take into account streetcar use of SW LRT O & M Facility
- Generate revenue by leasing out air rights?
- Consider parking ramp by Calhoun Exec Center
- Garage—any developed should have a green roof
- Fly-over to the Lake by round about
- New "Chowen extension" in the trail corridor ROW
- Beltline less than 1 mile away—why not put Park and Ride there and keep additional traffic away from West Lake?
- Exciting opportunity to develop landmark bridge
- Traffic circle(s) to the east need to be engineered for feasibility
- Incorporate bike parking into all parking facilities
- Calhoun Towers (70 ft footings?)



STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS

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

SOUTHWEST transitway

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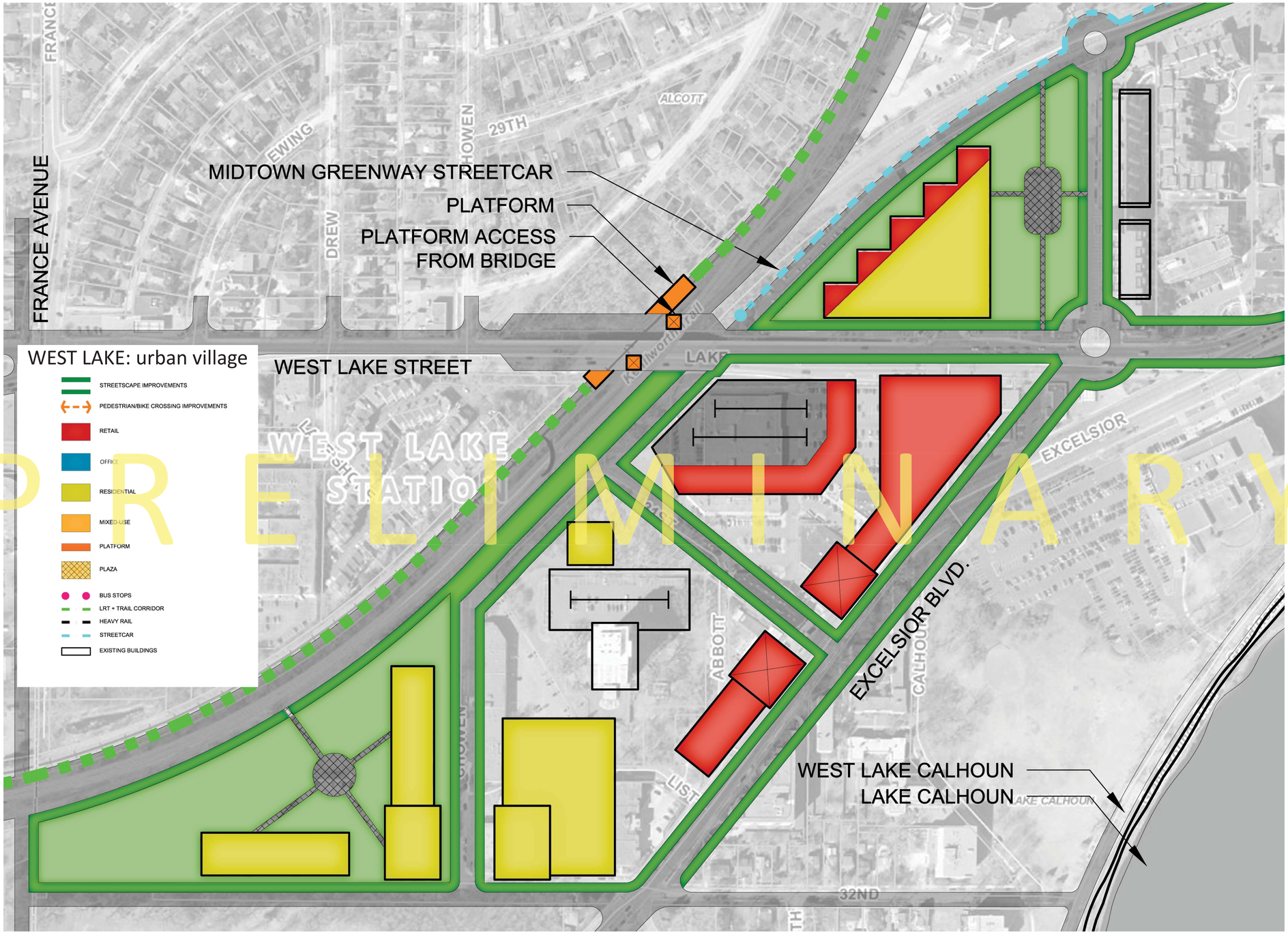

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