STATION AREA STRATEGIC PLANNING
ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE
How do we get THERE from HERE?
From Opening Day to TOD

1. public investment
   - transit
   - streetscape
   - infrastructure

2. market opportunity
   - one building/one project
   - at a time
Royalston
Opening Day 2017: Concept Plan

Key Elements
- pedestrian connection
  - station to Target Field (5th & 7th traffic signal)
  - station to Farmers’ Market (4th Ave)
  - station to neighborhood west of I-94 (4th Ave)

- bike connection
  - bike lane on Royalston Ave, connect to Cedar Lake Trail

- bus connection
  - signalized intersection at 5th Ave & 7th St

- auto drop-off/pick-up
  - on-street, adjacent to station
Royalston
Sample Redevelopment
Transit-Oriented Development (TOD)

Transit-Oriented Development Prerequisites
1. Market demand
2. Private property owners’ initiative
3. Infrastructure improvements

Transit-Oriented Development Principles shown at right
- create a pedestrian-friendly environment
  - small, easy to walk blocks
  - street grid with frequent E-W and N-S connections
  - residential uses internal to the station area, buffered from sight and sound of adjacent highways

- create a sense of place
  - centrally located park with adjacent public plaza

- increase quality of life by reducing time spent in a car
  - mix of land uses that allow people to work, shop, live and recreate within their own neighborhood
Royalston
Character

Royalston: Today

Royalston: Opening Day
Van White
Opening Day 2017: Concept Plan

Key Elements
- pedestrian & bike connection
  - Cedar Lake Trail relocated adjacent to station to create easy bike-LRT transfer
  - Cedar Lake Trail located west of vehicular road to minimize roadway crossings

- auto drop-off/pick-up
  - adjacent to station, with auto turn-around
Van White
Sample Redevelopment
*Transit-Oriented Development (TOD)*

**Transit-Oriented Development Prerequisites**
1. Market demand
2. Private property owners’ initiative
3. Infrastructure improvements

**Transit-Oriented Development Principles** shown at right
- create a pedestrian-friendly environment
  - narrow streets with on-street parking to reduce vehicular speeds
  - active ground-floor uses on street-facing facades
  - potential railcar layover facility screened from pedestrians and bikes on street and park (south and east) sides
  - access from adjacent origins, destinations, and neighborhoods
- create a sense of place
  - new park adjacent to bike path
  - public plaza links development with transit station
- increase density around transit station
  - residential uses (which require narrower parcels than office uses) located on narrower portions of site
- reduce the amount of land dedicated to parking
  - no surface parking; all parking is structured above or below ground

Redevelopment illustrated on private property represents market-driven potential and would be undertaken only at the discretion of the private property owner.
Van White: Sample Transit-Oriented Development (TOD)
Penn
Opening Day 2017: Concept Plan
with pedestrian bridge

Key Elements
- pedestrian & bike connection
  - new trail connection from Douglas Ave/Kenwood Pkwy intersection to valley floor
  - new pedestrian bridge

- bus connection
  - existing bus route with existing stops Douglas Ave/Olive Ave intersection

- auto drop-off/pick-up
  - on-street at Douglas Ave/Kenwood Pkwy intersection (new ped access to valley floor)
  - on-street along Wayzata Blvd
Penn
Opening Day 2017: Concept Plan
with pedestrian underpass (no bridge)

Key Elements
- pedestrian & bike connection
  - existing Kenwood trail spur to Kenwood Pkwy
  - new underpass from existing pedestrian/bike helix

- bus connection
  - rerouted bus with stops on Kenwood Pkwy at Kenwood trail spur

- auto drop-off/pick-up
  - on-street on Kenwood Pkwy at Kenwood trail spur
  - on-street along Wayzata Blvd

- station location
  - station platform moves north to minimize walk distance to existing pedestrian/bike helix
Penn
Sample Redevelopment
Transit-Oriented Development (TOD)

Transit-Oriented Development Prerequisites
1. Market demand
2. Private property owners’ initiative
3. Infrastructure improvements

Transit-Oriented Development Principles shown at right
- create a pedestrian-friendly environment
  - mixed-use building address both the street and the valley
- promote a mix of uses
  - new mixed-use office development combined with existing residential and office to make station a destination and an origin
- reduce the amount of land dedicated to parking
  - transit parking (if any) integrated with development parking

Redevelopment illustrated on private property represents market-driven potential and would be undertaken only at the discretion of the private property owner.
Penn: Today

Penn: opening day with pedestrian underpass (no bridge)

Penn: opening day with pedestrian bridge

STATION AREA STRATEGIC PLANNING
ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE
21st Street
Opening Day 2017: Concept Plan

Key Elements
- pedestrian connection
  - sidewalk completed from 21st/22nd St intersection to station platform
  - sidewalk extended from 24th St to multi-use trail

- bike connection
  - multi-use trail retained parallel to LRT alignment
  - bike parking at station

- bus connection
  - bus stops retained on 21st St

- auto drop-off/pick-up
  - on-street along 22nd St
21st Street
Character

21st Street: Today

21st Street: Opening Day
West Lake
Opening Day 2017: Concept Plan

Key Elements
- pedestrian connection
  - sidewalks along Chowen Ave and Abbott Ave
  - sidewalks from West Lake St to station platform
    (sloping from street level to platform level)

- bus connection
  - bus stops on 31st St
  - bus stops on West Lake St, sidewalk connection to station

- station location
  - station platform under West Lake street bridge, providing equidistant access to parcels north and south of West Lake and to future Midtown Greenway circulator

- auto drop-off/pick-up
  - on-street along Chowen Ave

- transit parking (potential)
  - interim surface parking adjacent to station on County property
Royaltong - Van White - Penn - 21st - West Lake

Station Area Strategic Planning

11.17.2010

Redevelopment illustrated on private property represents market-driven potential and would be undertaken only at the discretion of the property owner.

West Lake
Sample Redevelopment
Transit-Oriented Development (TOD)

Transit-Oriented Development Prerequisites
1. Market demand
2. Private property owners’ initiative
3. Infrastructure improvements

Transit-Oriented Development Principles shown at right

- create a pedestrian-friendly environment
  - retail and mixed-use buildings are built to the street, reducing visual width and promoting a pedestrian scale
  - straighten 31st St to create direct, intuitive connection between station & Excelsior Blvd
  - denser residential and mixed-use development, capitalizing on transit investment and bringing additional residents, retail patrons and extended hours of activity to the station area

- promote multi-modal mobility
  - vertical connections between W Lake St bus stops and station platform
  - mixed-used development facing the Midtown Greenway

- create a sense of place
  - retail plaza provides public gathering space
  - new park space creates connection with Greenway

- reduce the amount of land dedicated to parking
  - district parking structure for both retail and transit parking
West Lake
Character

West Lake: Today

West Lake: station platform (opening day) with vertical circulation (potential) to W Lake St