



## STATION AREA STRATEGIC PLANNING: CORRIDOR CONTEXT ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE

Station Programming: LP/	A/DEIS & Stati
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		West Lake		West Lake		21st St	Penn	Van V	Vhite	Roya	lston
		short-term	long-term			short-term	long-term	short-term	long-term		
LPA/DEIS	Ridership	28	00	1000	600	35	50	19	000		
Recommendations	Parking	>	X	Х	Х						
	Station Access	all modes		walk-up	walk-up	all m	all modes		k-up		
	LRT Parking										
	Drop-n-Ride	Х	Х	Х	Х	х	Х				
Station Area	Bus Interface	Х	Х	Х	Х	х	Х	Х	х		
Planning	Bike Station	Х	Х	Х	Х	х	Х	Х	Х		
Recommendations	Bikeshare	Х	Х	Х	Х	х	Х	Х	Х		
	Office	Х	Х		Х		Х	Х	х		
	Residential	Х	Х	Х	Х		Х		х		
	Commercial/Retail	Х	Х		Х		Х	х	Х		

### ion Planning Recommendations



# **Royalston Station**

Royalston station is an opportunity to provide transit access to the Minneapolis Farmers' Market and Target Field, as well as a connection point for commuters from Minneapolis to the Southwest Metro Area.

## **Top Issues**

- many reverse commuters-must accommodate passenger drop-off
- many transfers from bus to LRT
- relief station for Target Field
- lack of sidewalks

## **Principles**

- this process will recommend no park-n-ride at this station
- align with North Loop Small Area Plan (2010)
- facilitate easy bus-LRT transfers
- improve connections within station area and to neighborhoods

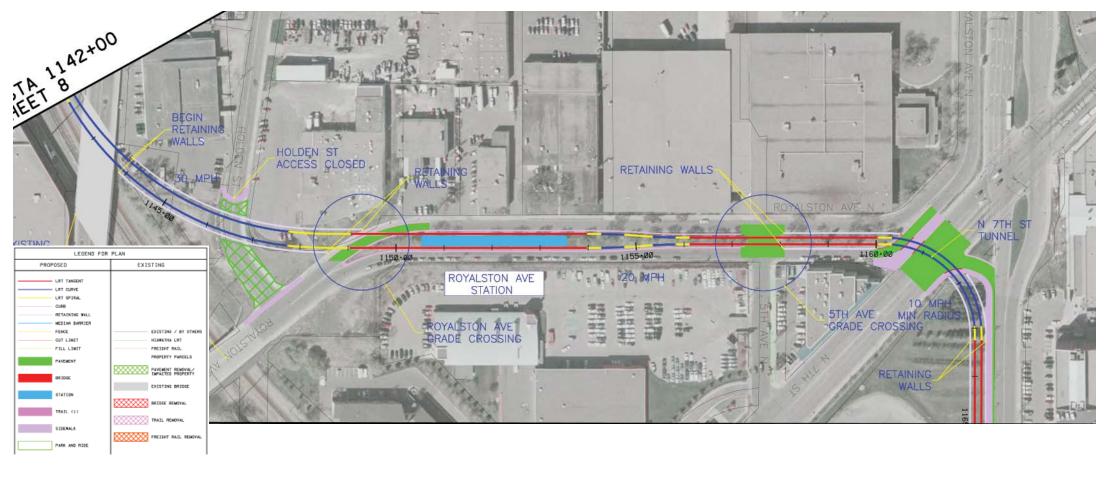




### STATION AREA STRATEGIC PLANNING: SUMMARY & PREVIOUS PLANSAECOM 9.14.2010 **ROYALSTON** - VAN WHITE - PENN - 21ST - WEST LAKE

North Loop Small Area Plan, 2010: Lower North Loop possibilities.





Draft Environmental Impact Statement (DEIS), 2009: concept engineering.

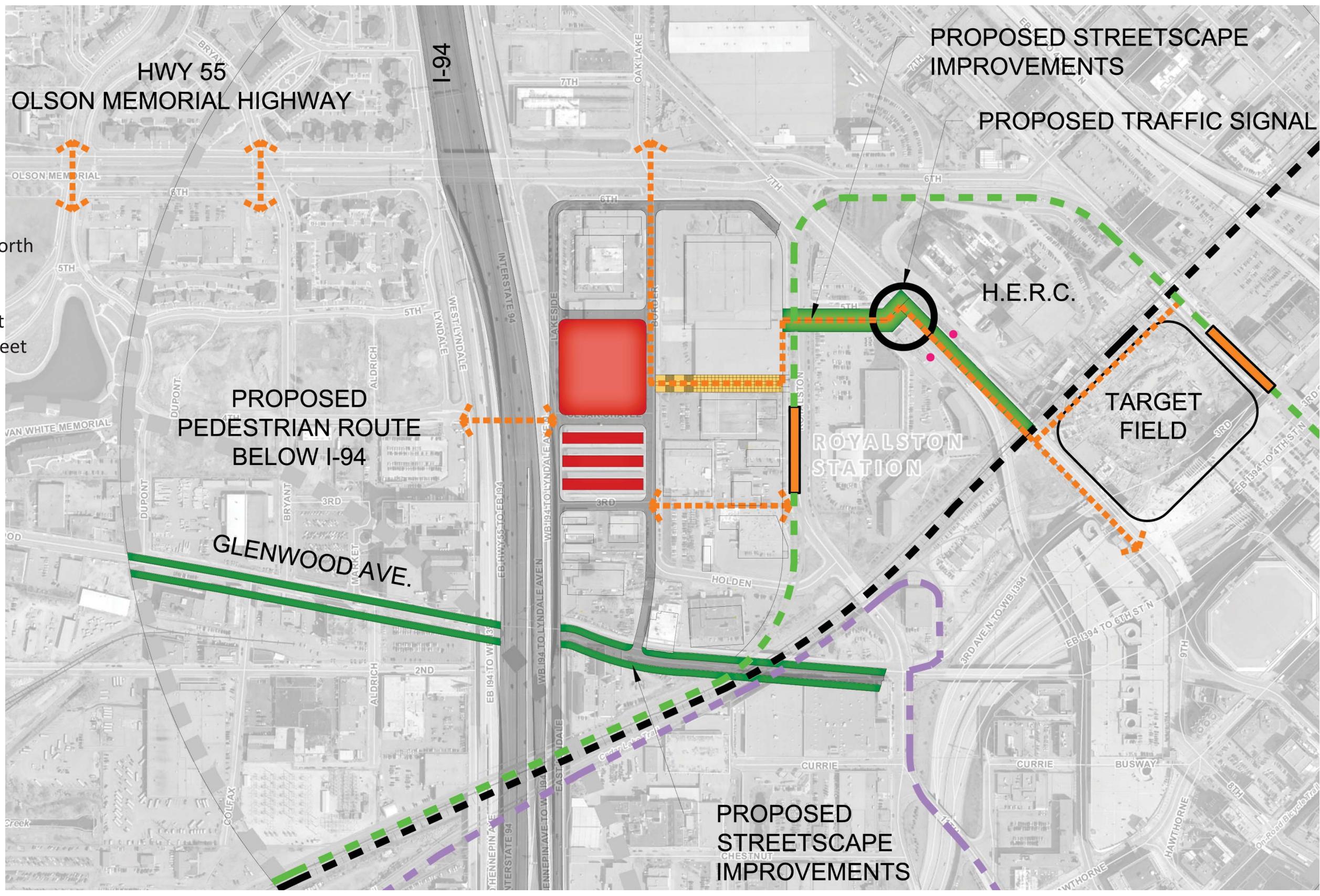
## Royalston **Option A**

Short-Term Option

### Key Points

- --Farmers' Market: expands to the north
- --Connectivity
  - Market-Station: plaza
  - Station-Bus stop: enhanced street
  - Station-Target field: enhanced street
- --LRT parking: none

	STREETSCAPE IMPROVEMENTS
<b>←-</b> →	PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
۰	RETAIL
	OFFICE
	RESIDENTIAL
	MIXED-USE
	PLATFORM
	PLAZA
• •	BUS STOPS
	LRT + TRAIL CORRIDOR
	HEAVY RAIL
	STREETCAR
	EXISTING BUILDINGS
_	BIKE TRAIL









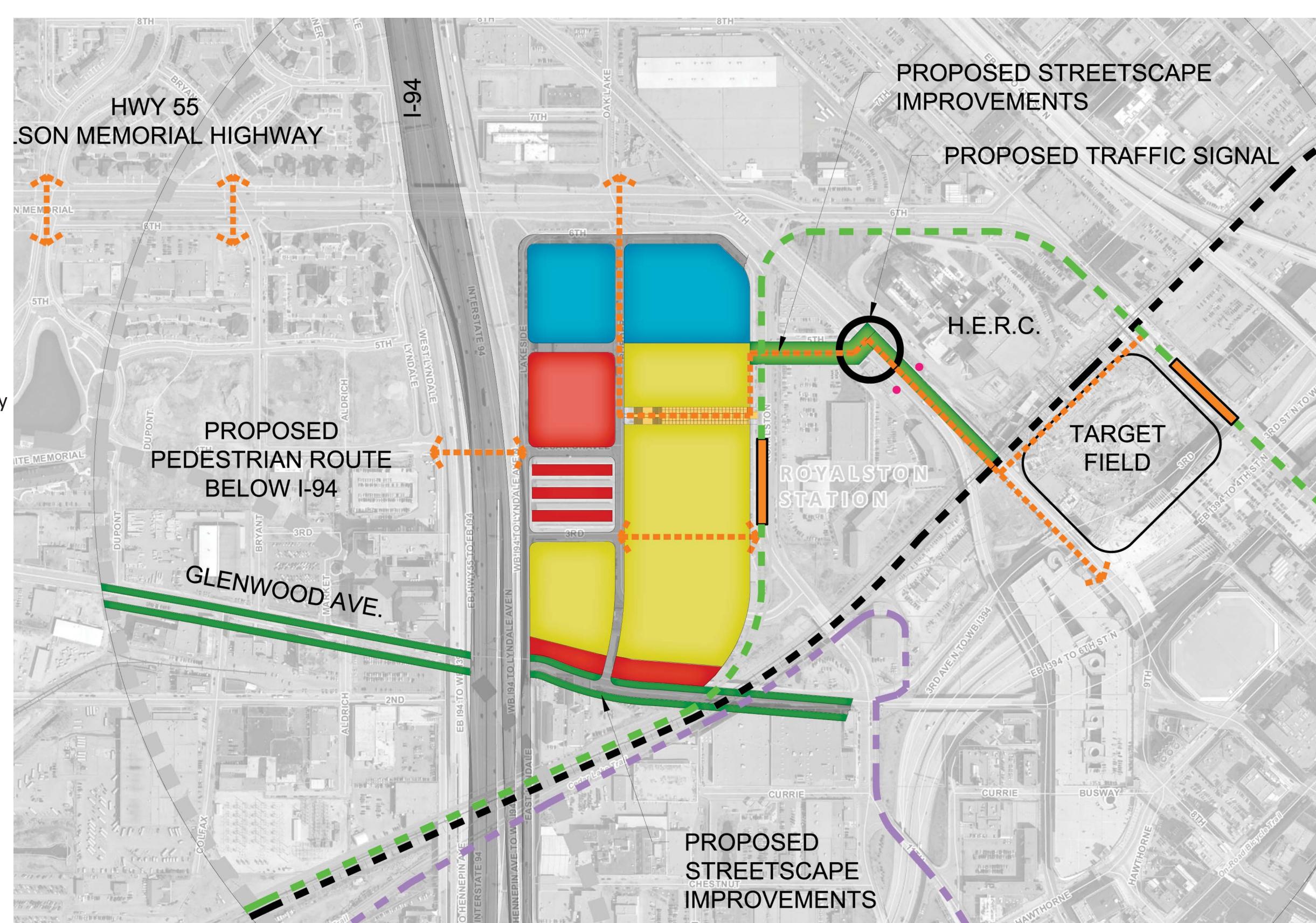
## Royalston **Option B**

Long-Term Option

### Key Points

- --Farmers' Market: expands to the north
- --Connectivity
  - Market-Station: plaza
  - Station-Bus stop: enhanced street Station-Target field: enhanced street
- --Residential uses insulated from highway & arterials
- --LRT parking: none

	STREETSCAPE IMPROVEMENTS
<b>←-→</b>	PEDESTRIAN/BIKE CROSSING IMPROVEMEN
	RETAIL
	OFFICE
	RESIDENTIAL
	MIXED-USE
	PLATFORM
	PLAZA
• •	BUS STOPS
-	LRT + TRAIL CORRIDOR
-	HEAVY RAIL
	STREETCAR
	EXISTING BUILDINGS
	BIKE TRAIL







# Van White Station

Van White Station is an opportunity to integrate light rail transit (LRT) into a major new mixed-use development, and to serve employees, residents,

parks and trails.

- **Top Issues**
- ridership depends on redevelopment
- narrow parcel depths
- site access
- potential railcar storage

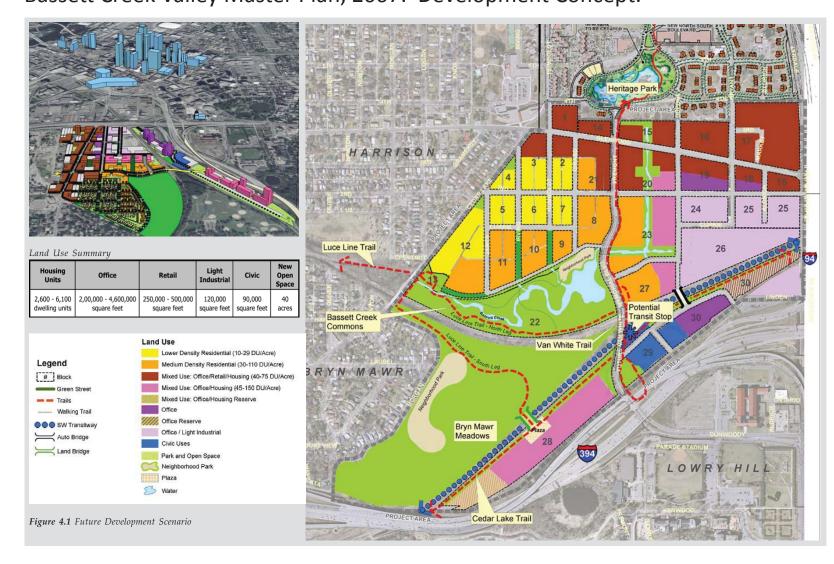
## Principles

- this process will recommend no park-n-ride at this station
- support/refine Bassett Creek Valley MP
- provide adequate emergency access
- provide appropriate traffic LOS
- provide ped, bike access over freight



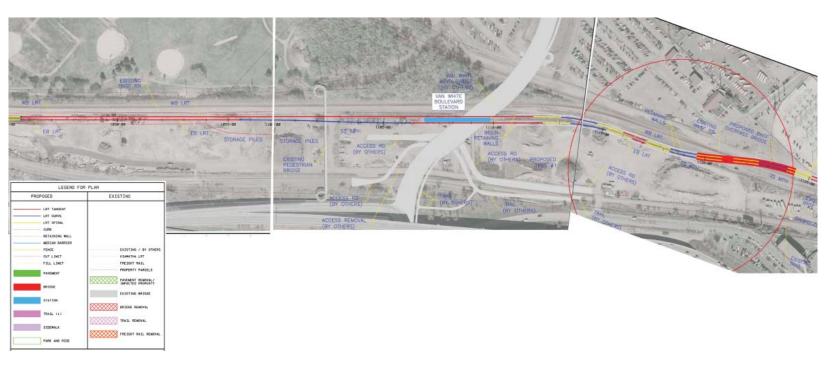
## STATION AREA STRATEGIC PLANNING: SUMMARY & PREVIOUS PLANS A=COM ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE

### Bassett Creek Valley Master Plan, 2007: Development Concept.

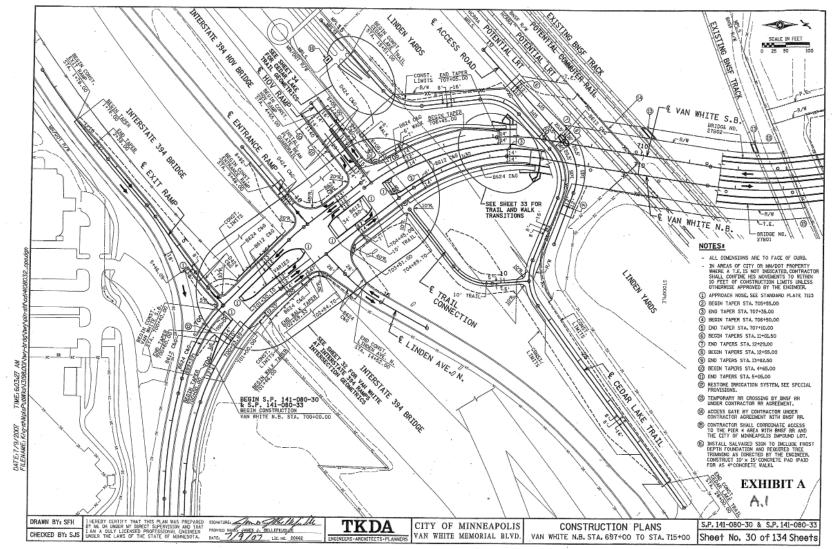


Ryan Companies, 2009: Development Concept.





### Van White Memorial Boulevard Engineering Documents, 2010: Roadway alignment and bridge landing.





Minneapolis Intermodal Station Study, 2009: Potential railcar storage footprint.

Draft Environmental Impact Statement (DEIS), 2009: concept engineering

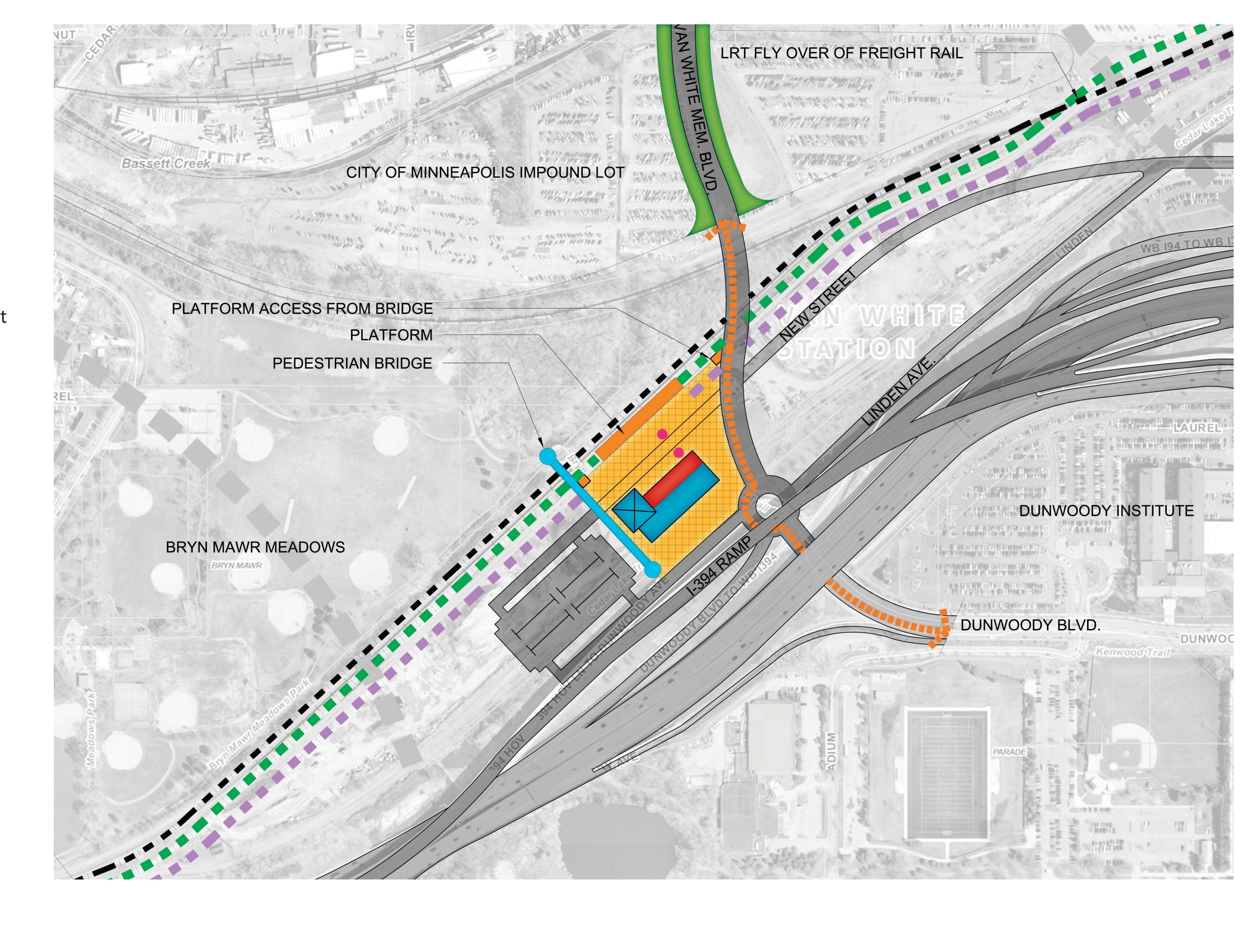


## Van White Option A

Short-Term Option

Key Points --No railcar layover facility --Interim surface parking for development --LRT parking: none

	STREETSCAPE IMPROVEMENTS
$\leftarrow - \rightarrow$	PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
0	RETAIL
	OFFICE
	RESIDENTIAL
	MIXED-USE
	PLATFORM
	PLAZA
• •	BUS STOPS
	LRT + TRAIL CORRIDOR
	HEAVY RAIL
	STREETCAR
	EXISTING BUILDINGS







## Van White **Option B**

Long-Term Option with Rail Layover Facility

### Key Points

- --Potential railcar layover facility
- --Surface parking for development converted to structure
- --Development above layover facility Level 1: railcar layover Level 2+: development parking Upper levels: office/residential --LRT parking: none
  - REETSCAPE IMPROVEMENTS PEDESTRIAN/BIKE CROSSING IMPROVEMENTS  $\leftarrow - \rightarrow$ RESIDENTIAL MIXED-USE



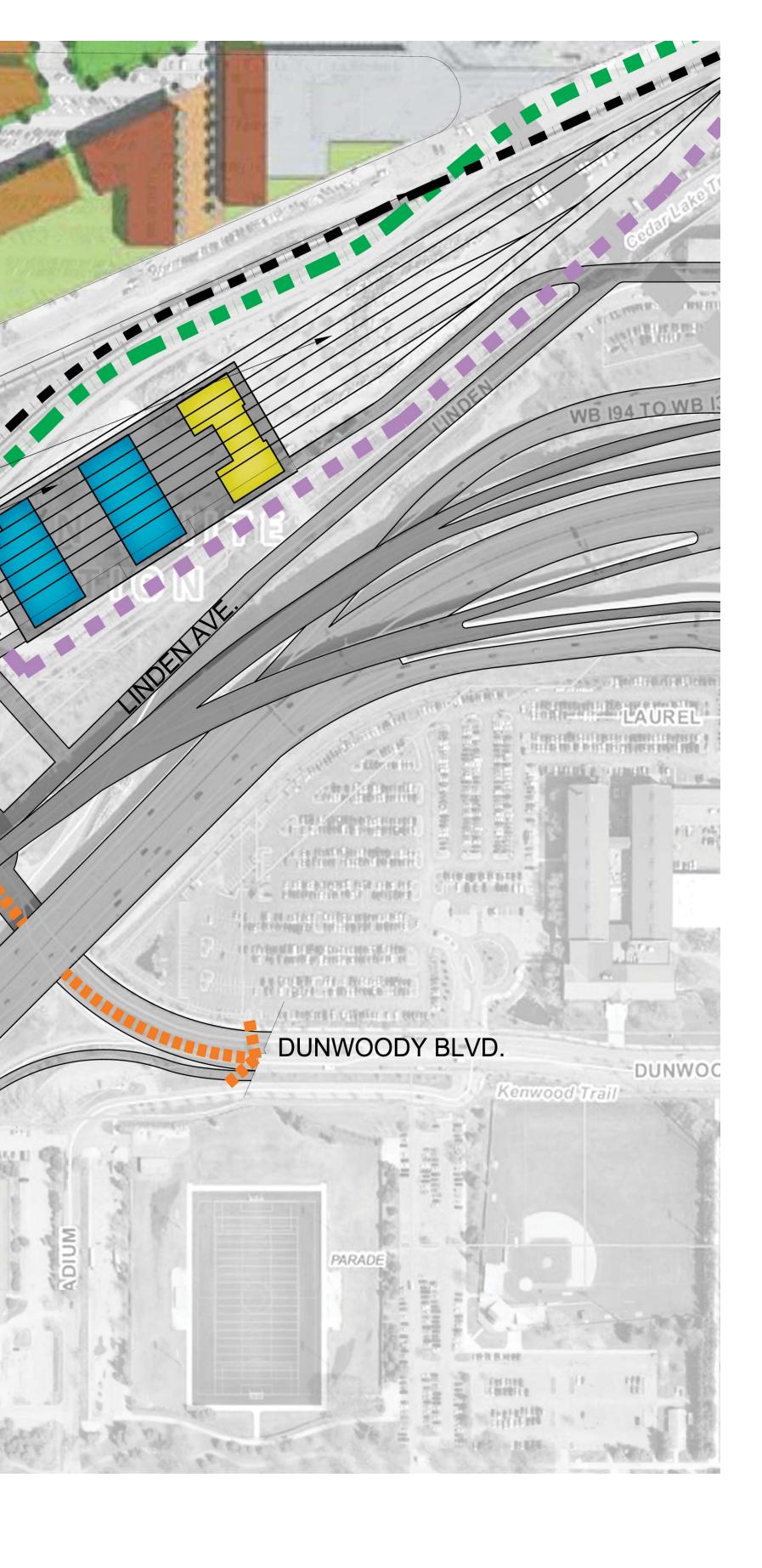


## STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE

LRT FLYOVER OF FREIGHT RAIL RAILCAR LAYOVER FACILITY DECK ABOVE RAILCAR LAYOVER FACILITY PLATFORM ACCESS FROM BRIDGE PLATFORM PEDESTRIAN BRIDGE

BRYN MAWR

**BRYN MAWR MEADOWS** 







# **Penn Station**

Penn Station is an opportunity to improve the Bryn Mawr neighborhood's access to transit, lakes, trails and the Minneapolis park system.

**Top Issues** 

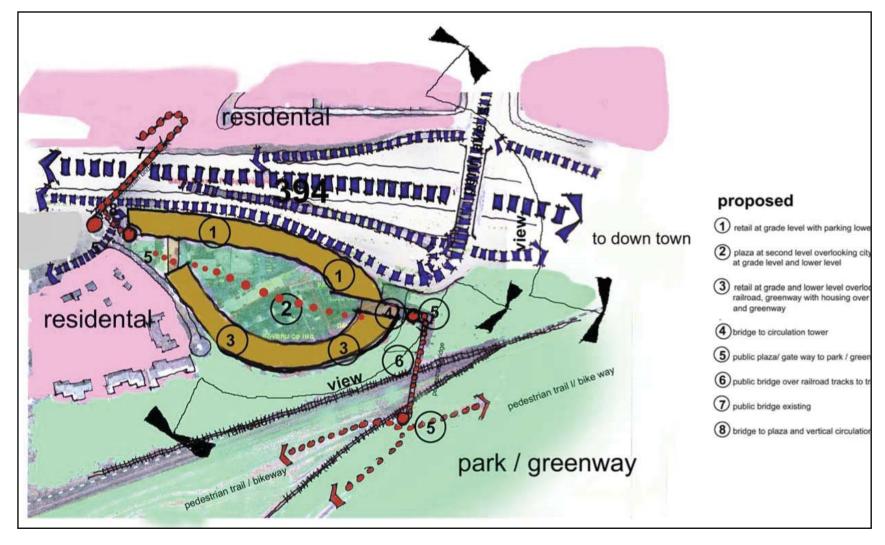
- Southwest LRT project assumes park and ride at this station
- difficult to access station area, all modes
- ped/bike access across freight rail
- Principles
- this process will not recommend stand-alone park-n-ride
- this process will recommend that any LRT parking be integrated with development
- provide safe crossing of freight & LRT
- minimize impact of any new development
  - visual
  - traffic

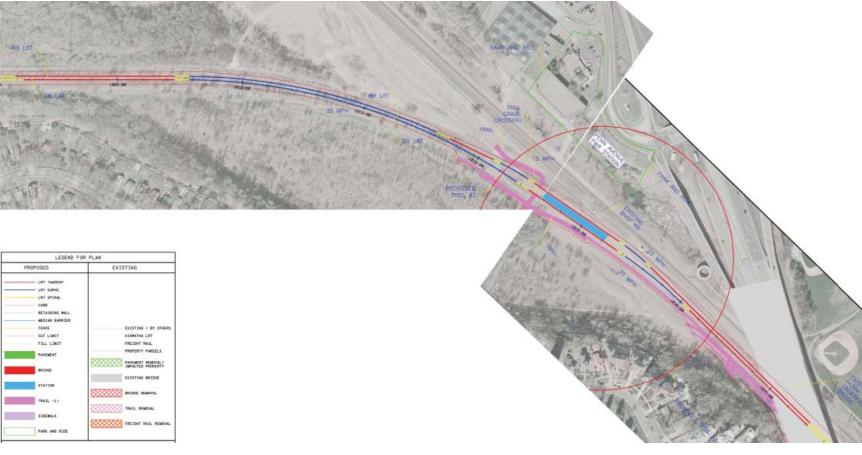


# STATION AREA STRATEGIC PLANNING: SUMMARY & PREVIOUS PLANS A=COM ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE

### BRIDDE REMOVAL TRAIL REMOVAL

Bryn Mawr Neighborhood Land Use Plan, 2003: Development Concept.







### Draft Environmental Impact Statement (DEIS), 2009: concept engineering.



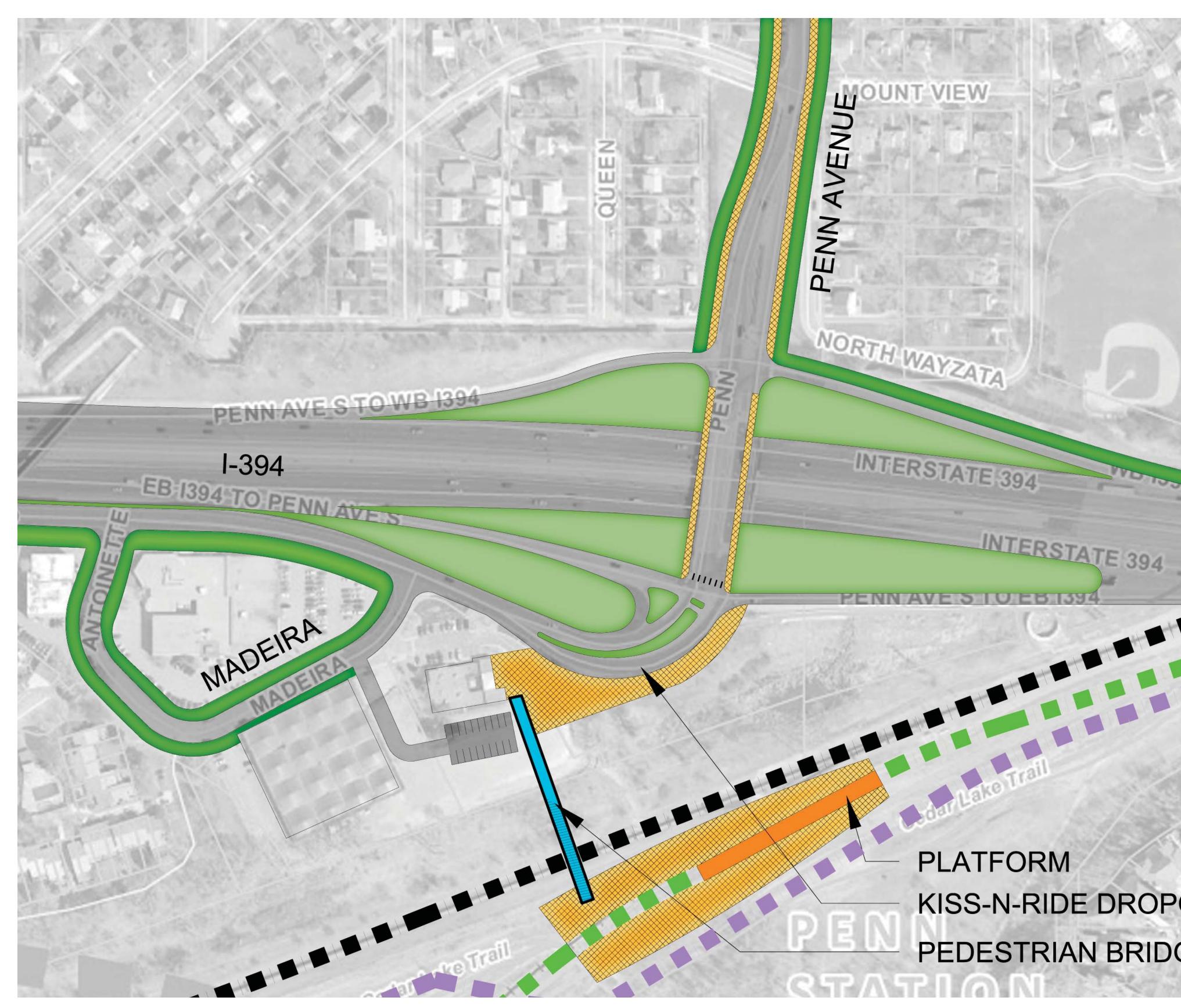
## Penn **Option A**

Short-Term Option

### Key Points

- --Ped/bike bridge approx. 420' long
- --Drop-n-Ride adjacent to ped/bike bridge
- --No development
- --No LRT parking

	STREETSCAPE IMPROVEMENTS
<b>←-→</b>	PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
(1)	RETAIL
	OFFICE
	RESIDENTIAL
	MIXED-USE
	PLATFORM
	PLAZA
• •	BUS STOPS
-	LRT + TRAIL CORRIDOR
-	HEAVY RAIL
	STREETCAR
	EXISTING BUILDINGS
	BIKE TRAIL





# STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE



**KISS-N-RIDE DROPOFF** KENWOOD PEDESTRIAN BRIDGE

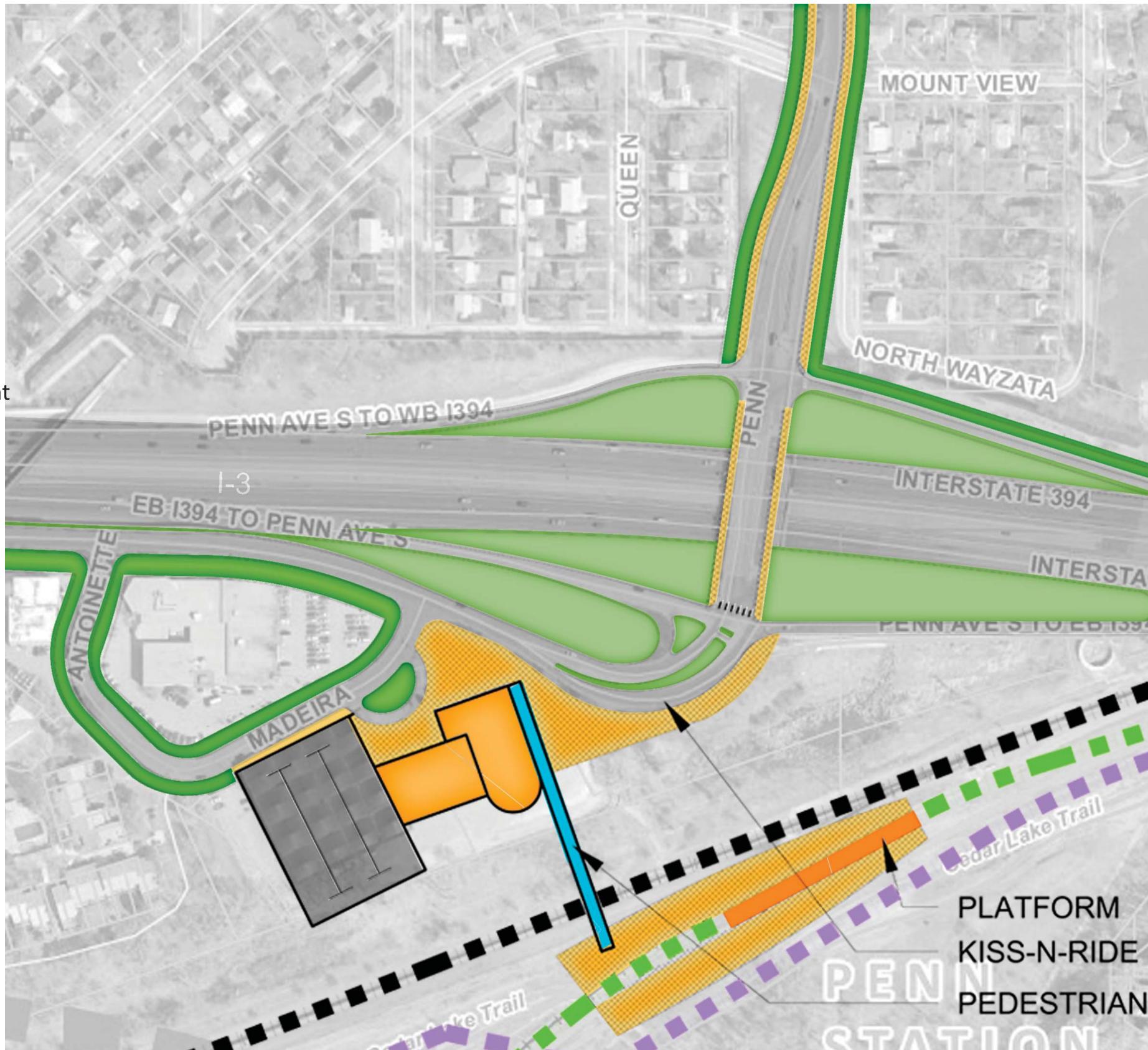
## Penn **Option B**

Long-Term Option

### Key Points

- --Ped/bike bridge incorporated into mixed-use building
- --Drop-n-Ride in drop-off loop in front of building
- --Parking for building: structured

	STREETSCAPE IMPROVEMENTS
	STREETSCAFE IMPROVEMENTS
<b>←-→</b>	PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
	RETAIL
	OFFICE
	RESIDENTIAL
	MIXED-USE
	PLATFORM
	PLAZA
• •	BUS STOPS
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# STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE



**KISS-N-RIDE DROPOFF** PEDESTRIAN BRIDGE

KENWOOD

Senwo.

**INTERSTATE 394** 

## **21st Street Station**

21st Street Station is an opportunity to provide neighborhood LRT service while preserving local character and neighborhood connections to the natural features of the area.

## Top Issues

- Southwest LRT project assumes park and ride at this station
- stable, desirable residential
  - not likely or desired to change
- traffic, hide-n-ride

## Principles

- this process recommends that LRT parking be accommodated on City streets
- maintain neighborhood character
- minimize neighborhood impact
  - visual
  - traffic



## STATION AREA STRATEGIC PLANNING: SUMMARY & PREVIOUS PLANSAECOM ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE

Draft Environmental Impact Statement (DEIS), 2009: concept engineering





## **21st Option A**

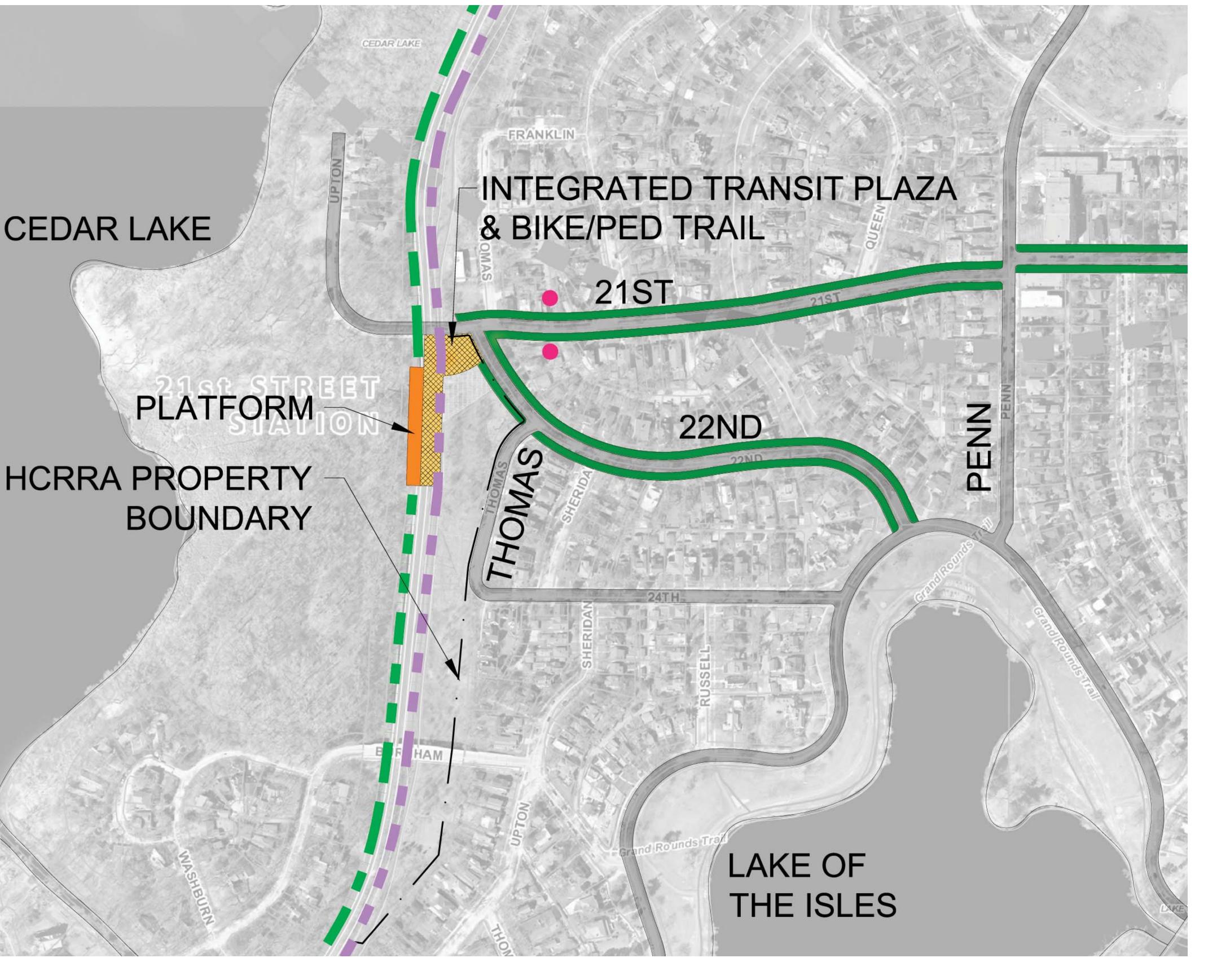
Short-Term Option

### Key Points

- --Plaza provides secure bike parking, pedestrian amenities
- --Primary ped routes: 21st & 22nd; receive enhancements
- --Drop-n-Ride: 22nd
- --Development: none
- --LRT parking: none

	STREETSCAPE IMPROVEMENTS
<b>←-</b> →	PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
-00	RETAIL
	OFFICE
	RESIDENTIAL
	MIXED-USE
	PLATFORM
	PLAZA
• •	BUS STOPS
-	LRT + TRAIL CORRIDOR
-	HEAVY RAIL
	STREETCAR
	EXISTING BUILDINGS
	BIKE TRAIL













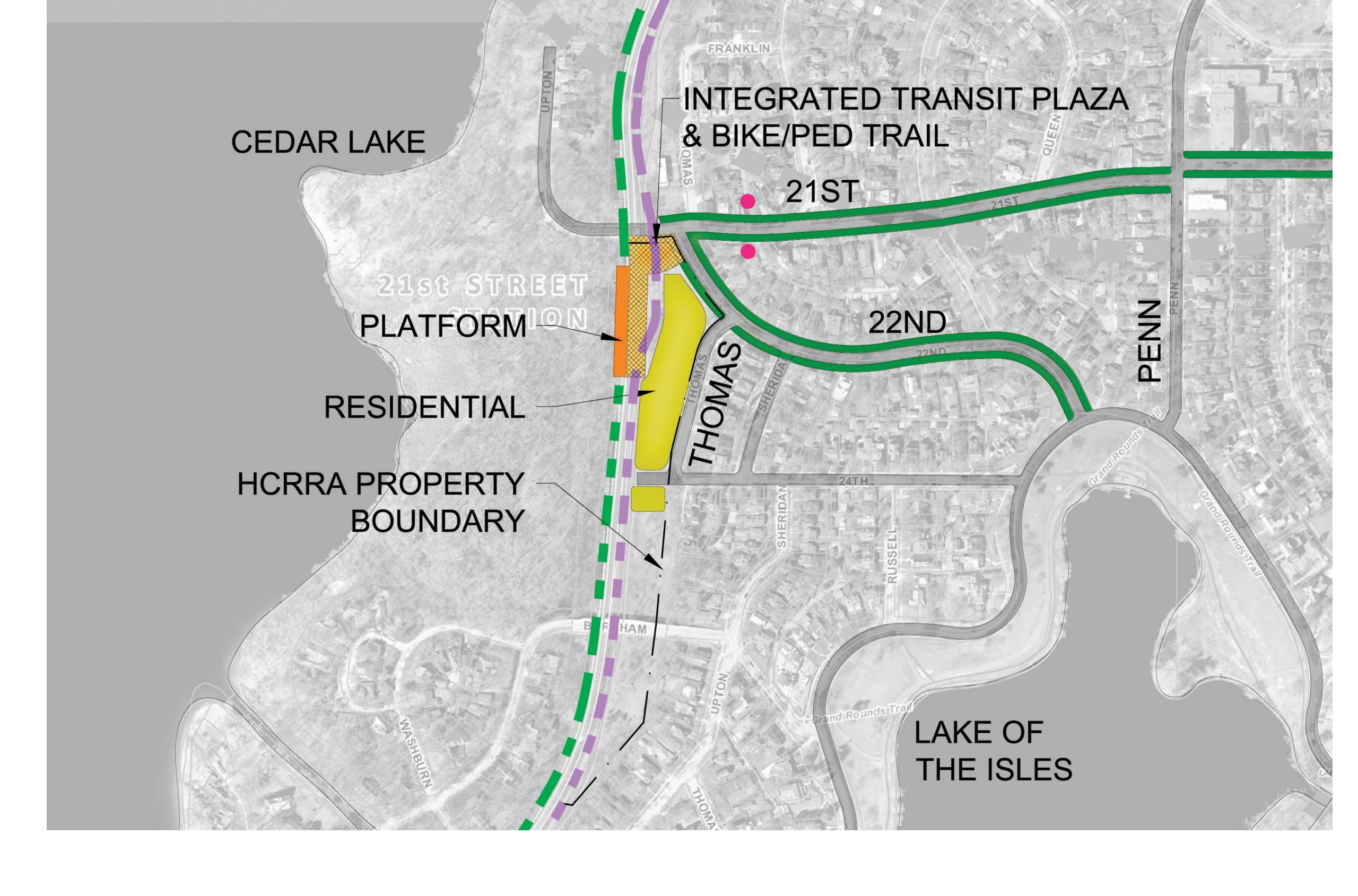
## **21st Option B**

Long-Term Option

### Key Points

- --Plaza provides secure bike parking, pedestrian amenities
- --Primary ped routes: 21st & 22nd; receive enhancements
- --Drop-n-Ride: 22nd
- --Development: townhomes
- --Townhomes provide visual/audio screen for exisiting homes
- --Townhomes provide variety in residential products
- --LRT parking: none

	STREETSCAPE IMPROVEMENTS
<b>←-→</b>	PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
( <b>()</b> )	RETAIL
	OFFICE
	RESIDENTIAL
	MIXED-USE
	PLATFORM
	PLAZA
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## West Lake Street Station

West Lake Street Station is an opportunity to serve a major commercial and residential node, as well as the Minneapolis Chain of Lakes.

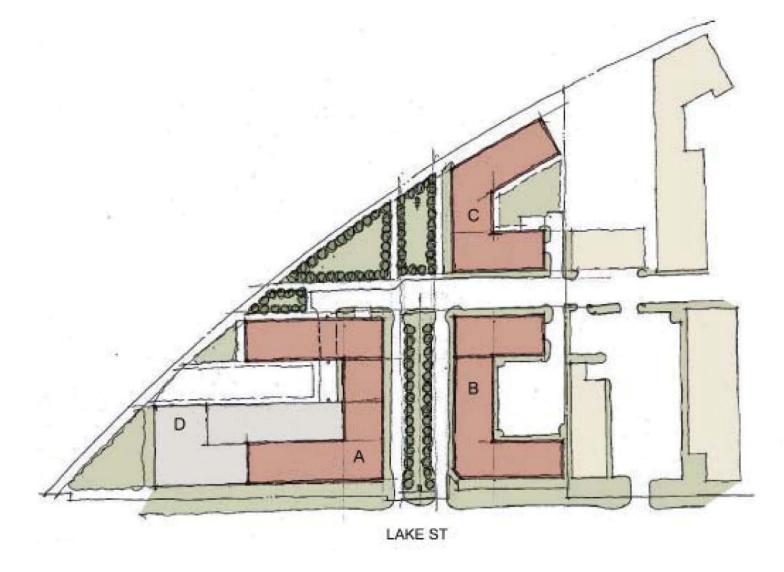
## Top Issues

- Southwest LRT project assumes park and ride at this station
- high-value, stable retail
- congested station area roadways
- potential for LRT connector in Midtown Greenway
- Principles
- this process will not recommend stand-alone park-n-ride
- this process will recommend that any LRT parking be integrated with development- maintain/enhance retail
- plan for increased density
- maintain/enhance traffic level-of-service
- accommodate potential LRT connector

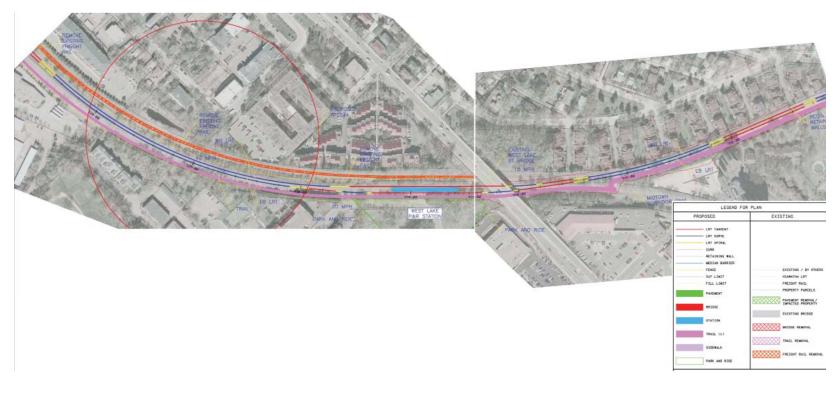


## STATION AREA STRATEGIC PLANNING: SUMMARY & PREVIOUS PLANS A=COM ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE

Midtown Greenway Land Use Development Plan, 2007: Redevelopment Concept.



Draft Environmental Impact Statement (DEIS), 2009: concept engineering.





## West Lake Option A

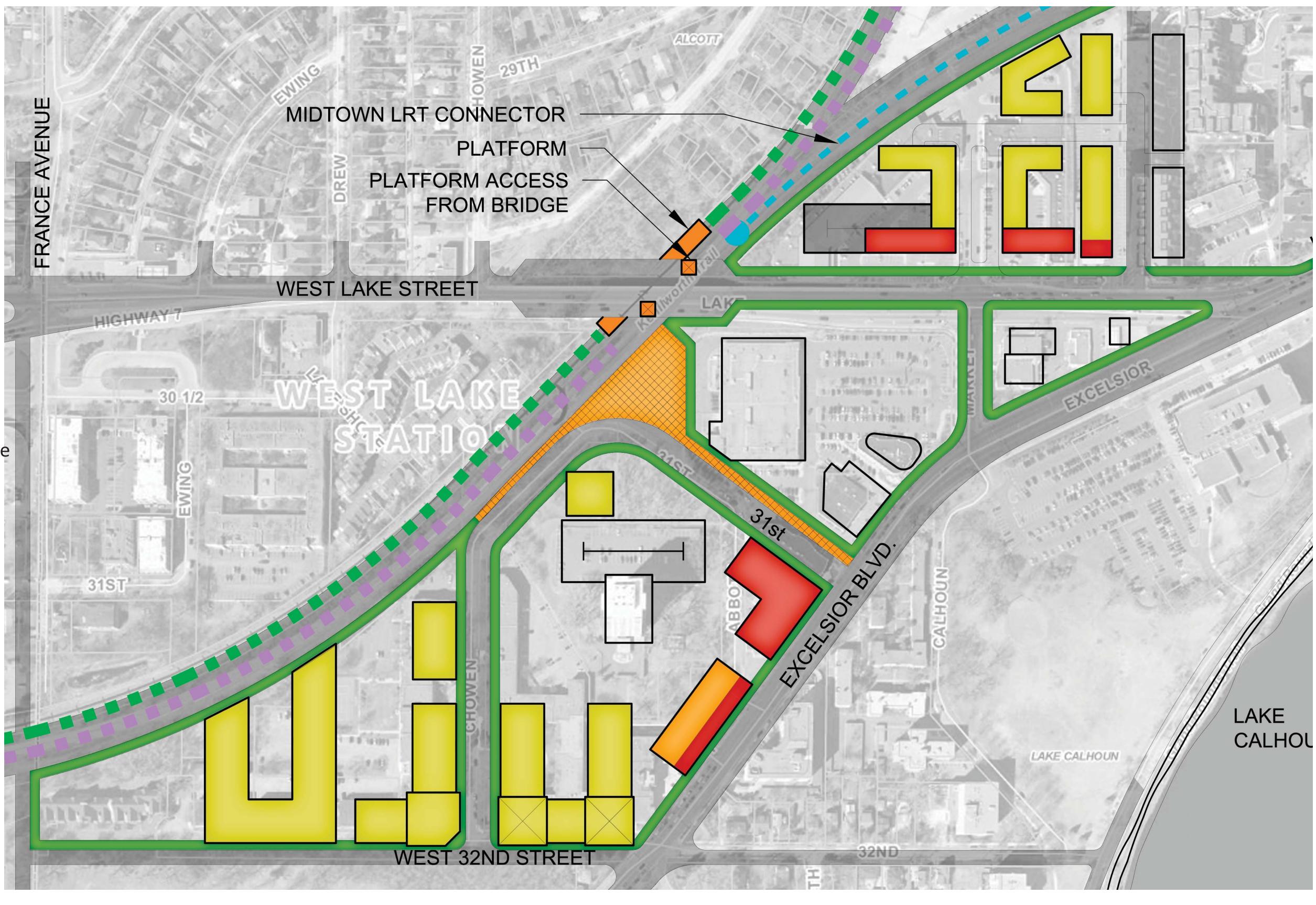
Long-Term Option with Modest Redeveloment and Minor Roadway Changes

### **Key Points**

- --Retail nodes: south: preserved north: redeveloped --Connectivity Streetcar: adjacent Lake Street: vertical connection
- --Drop-n-Ride: 31st
- --Development: densification and redevelopment of existing land use mix
- --LRT parking: none
- --Traffic mitigation

France Ave connection Modified Lake/Excelsior pattern

	STREETSCAPE IMPROVEMENTS
<b>←-→</b>	PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
	RETAIL
	OFFICE
	RESIDENTIAL
	MIXED-USE
	PLATFORM
	PLAZA
• •	BUS STOPS
	LRT + TRAIL CORRIDOR
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	BIKE TRAIL







## West Lake Option B

Long-Term Option with Intense Redeveloment and Major Roadway

Changes

### **Key Points**

--Retail nodes redeveloped & reconfigured greenway-facing retail

- --Connectivity Streetcar: adjacent Lake Street: vertical connection
- --Drop-n-Ride: 31st
- --Development: densification and re development of existing land use mix
- --parking: shared, district structure
- --Traffic mitigation

France Ave connection Modified Lake/Excelsior pattern

	STREETSCAPE IMPROVEMENTS
<b>←-→</b>	PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
	RETAIL
	OFFICE
	RESIDENTIAL
	MIXED-USE
	PLATFORM
	PLAZA
• •	BUS STOPS
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	HEAVY RAIL
	STREETCAR
	EXISTING BUILDINGS
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