



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

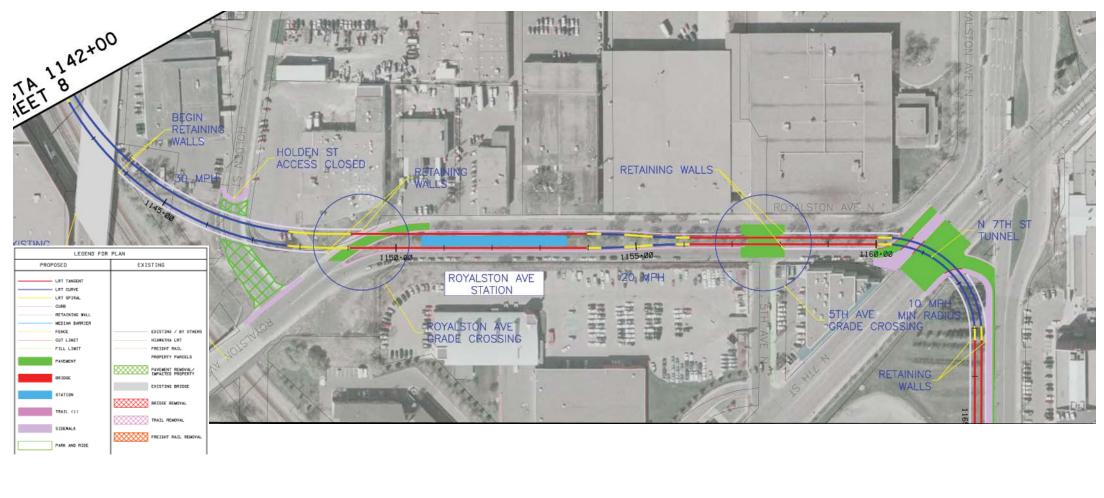




STATION AREA STRATEGIC PLANNING: SUMMARY & PREVIOUS PLANSAECOM 9.14.2010 **ROYALSTON** - VAN WHITE - PENN - 21ST - WEST LAKE

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





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

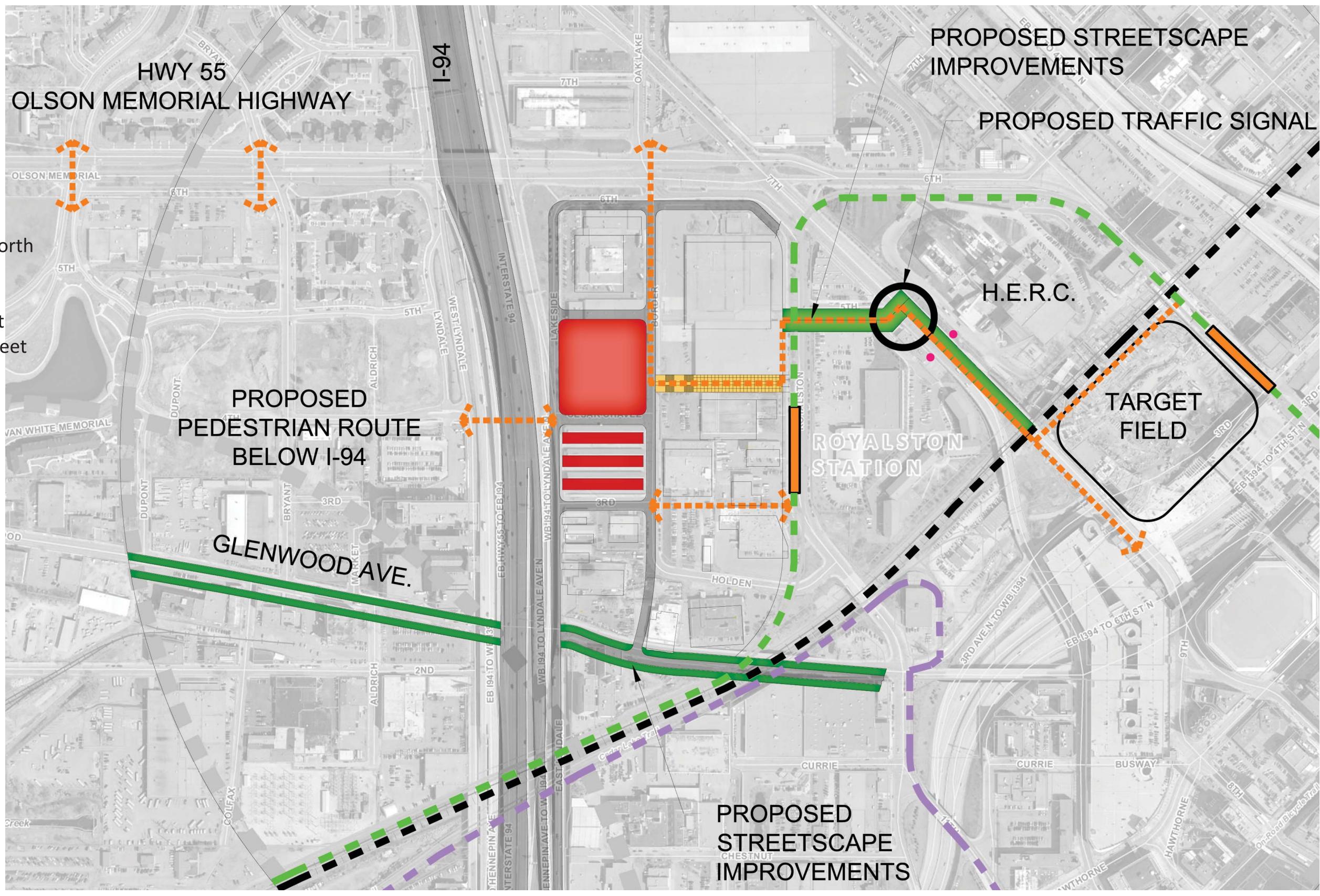
Royalston **Option A**

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









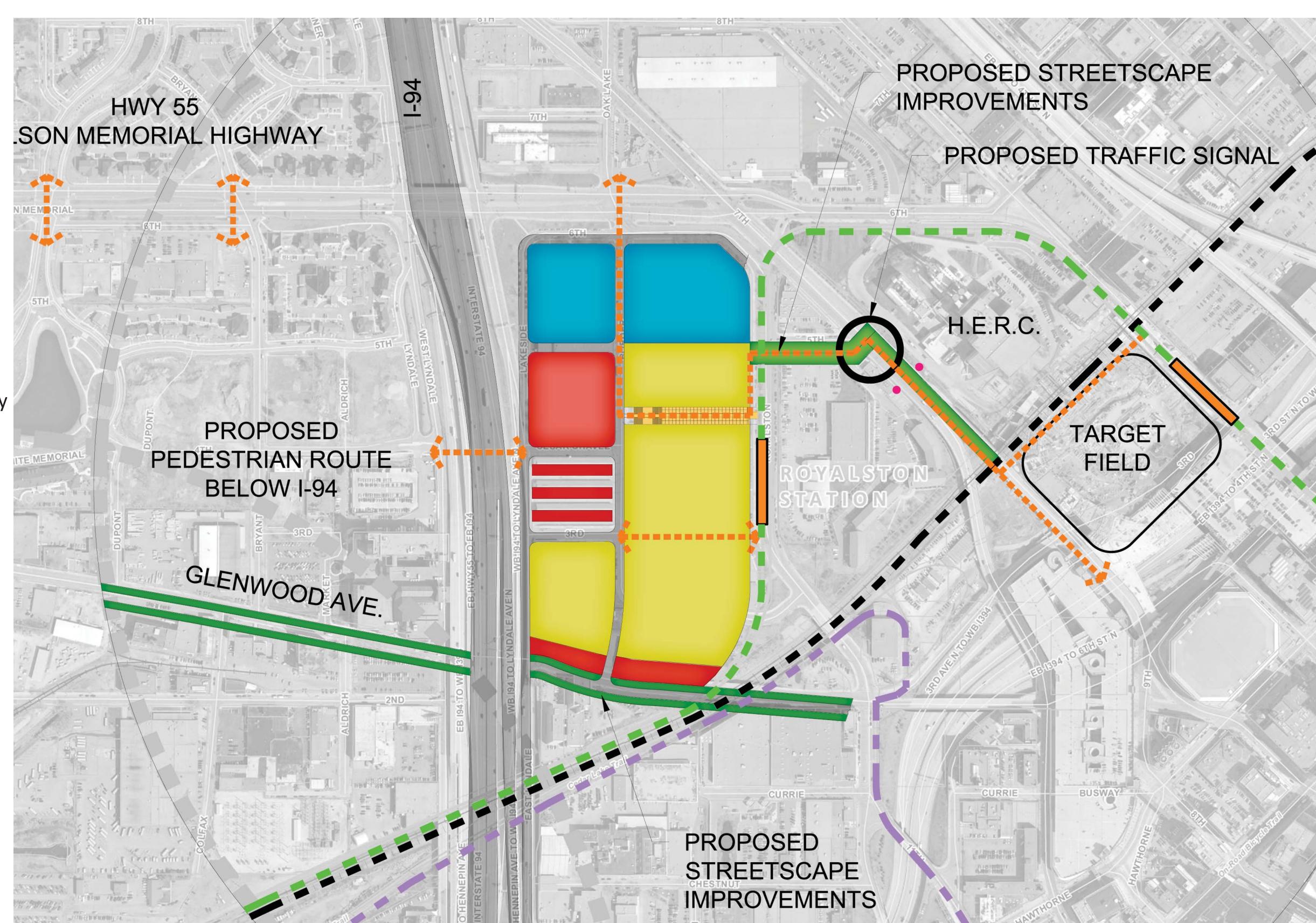
Royalston **Option B**

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
←-→	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

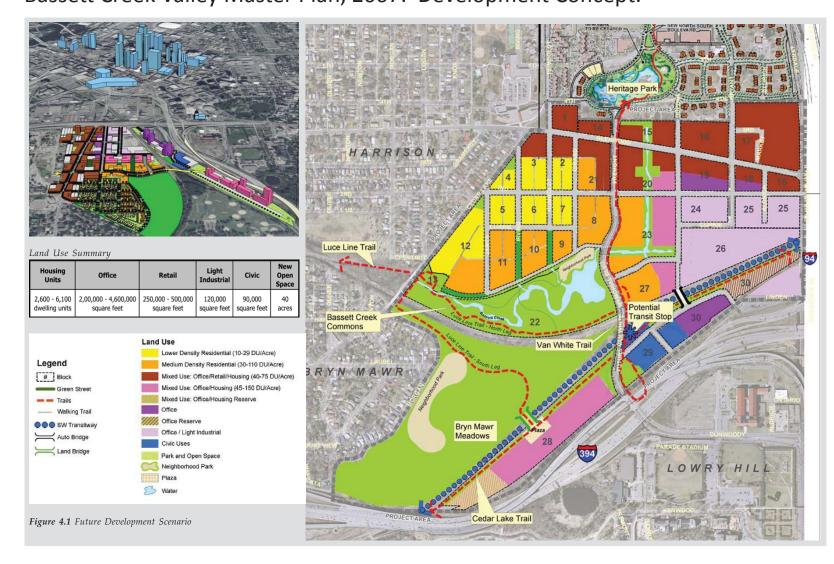
Principles

- 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



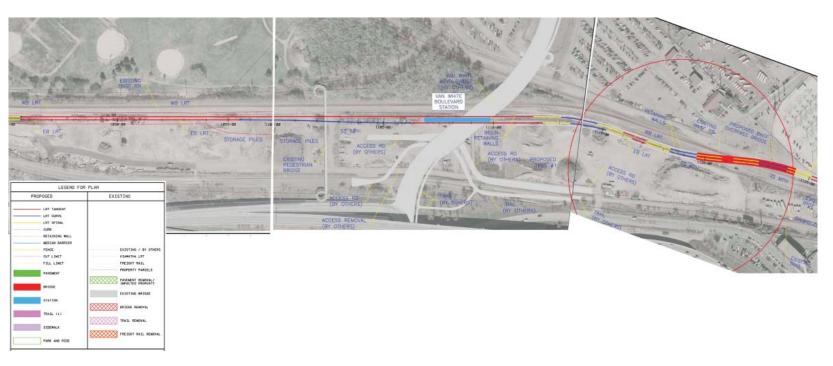
STATION AREA STRATEGIC PLANNING: SUMMARY & PREVIOUS PLANS A=COM ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE

Bassett Creek Valley Master Plan, 2007: Development Concept.

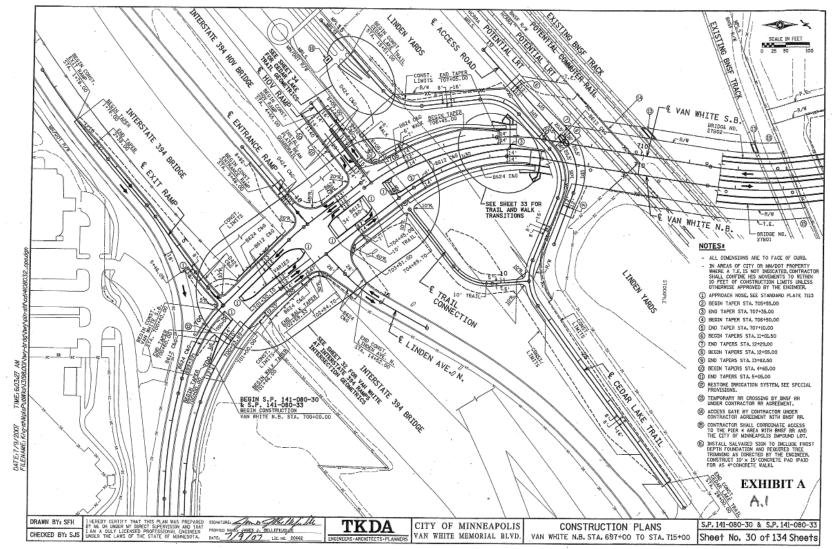


Ryan Companies, 2009: Development Concept.





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

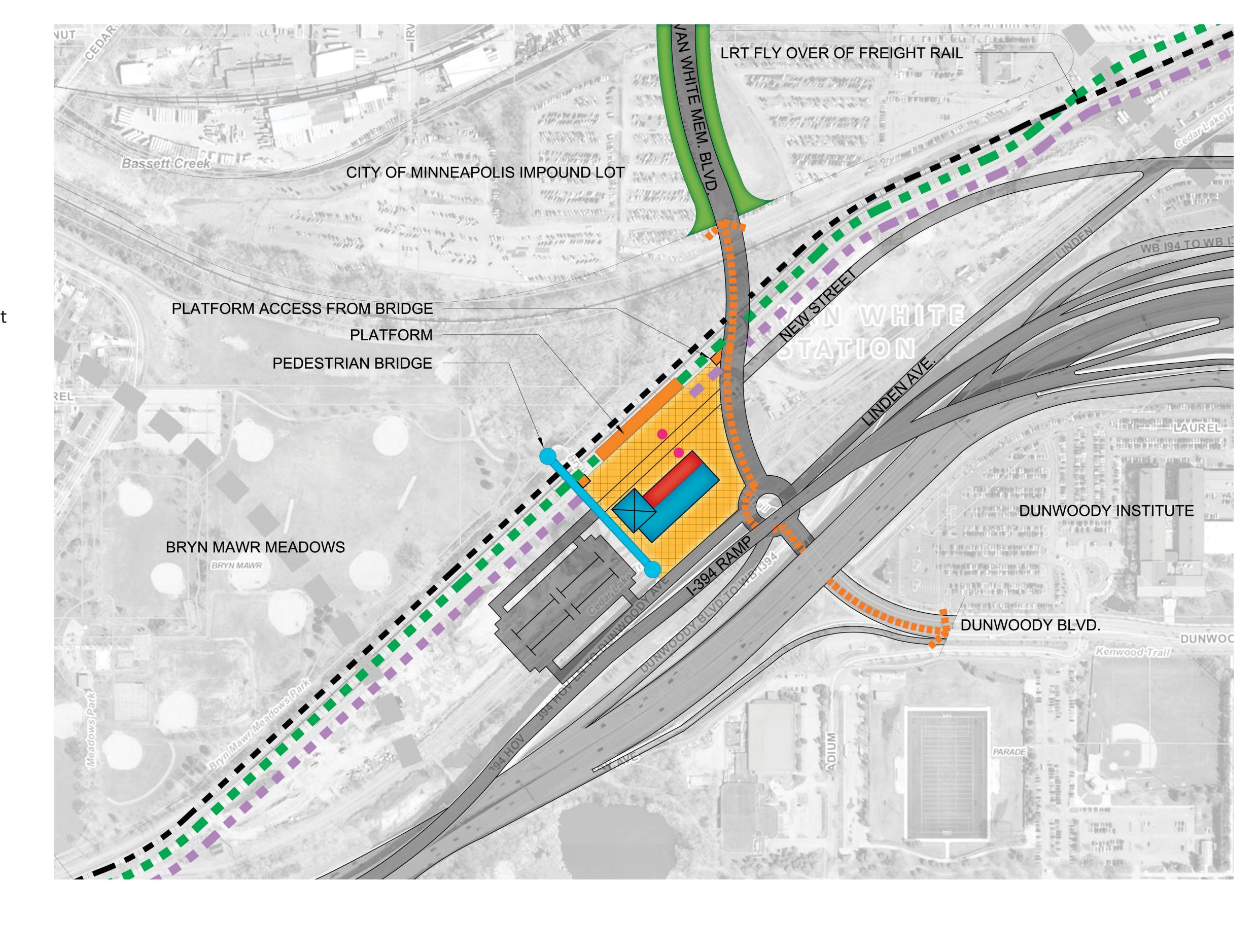


Van White Option A

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



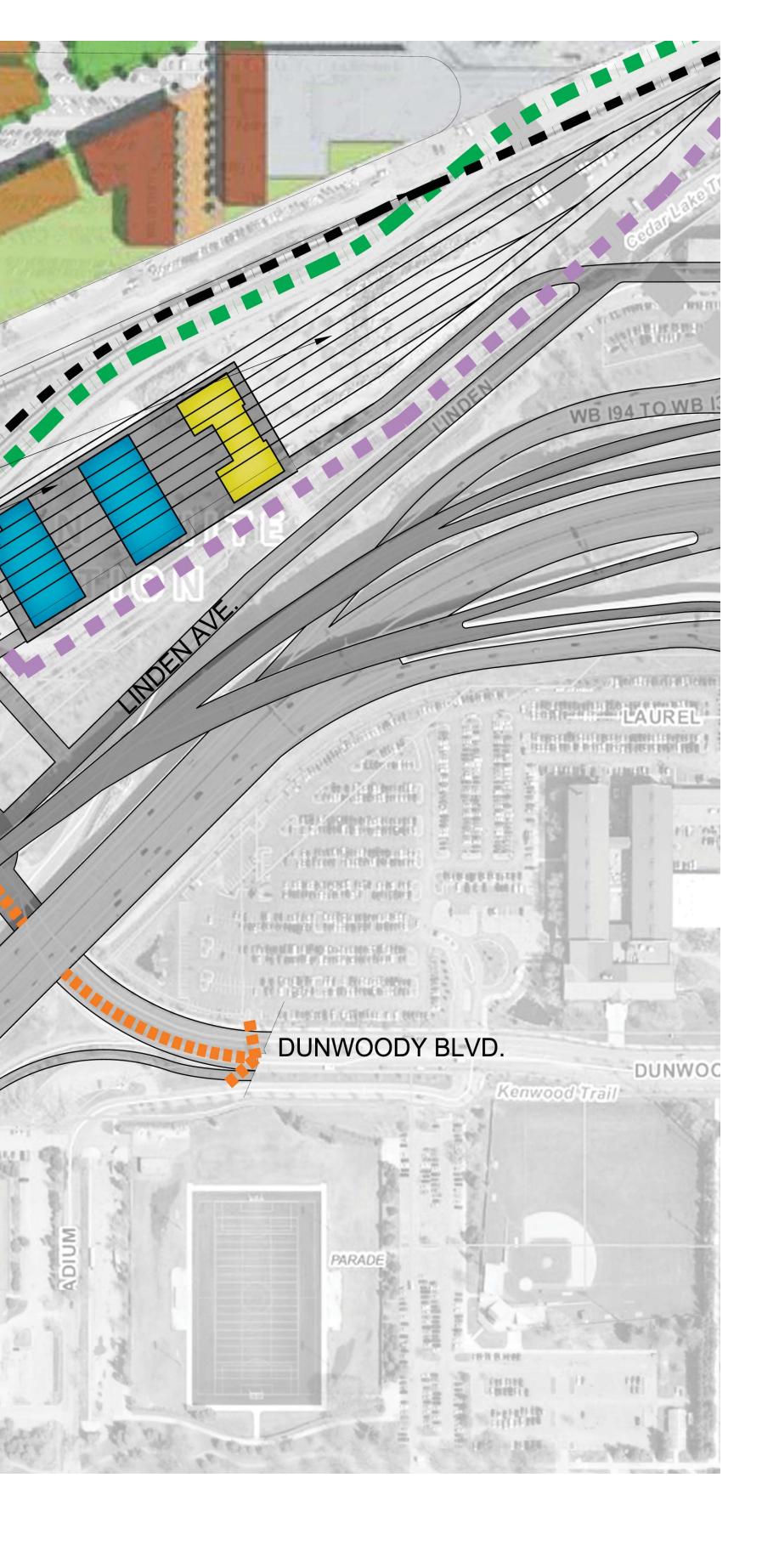


STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE

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

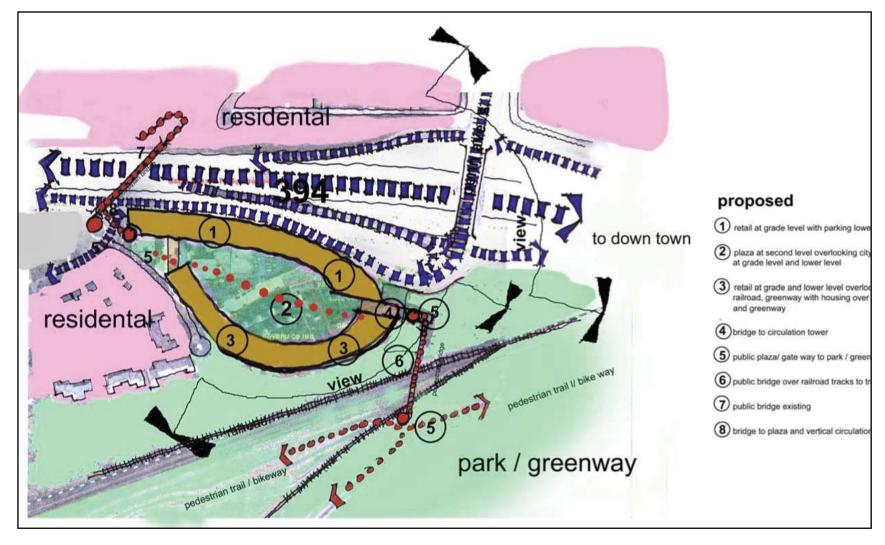
- Southwest LRT project assumes park and ride at this station
- difficult to access station area, all modes
- ped/bike access across freight rail
- Principles
- this process will not recommend stand-alone park-n-ride
- this process will recommend that any LRT parking be integrated with development
- 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.



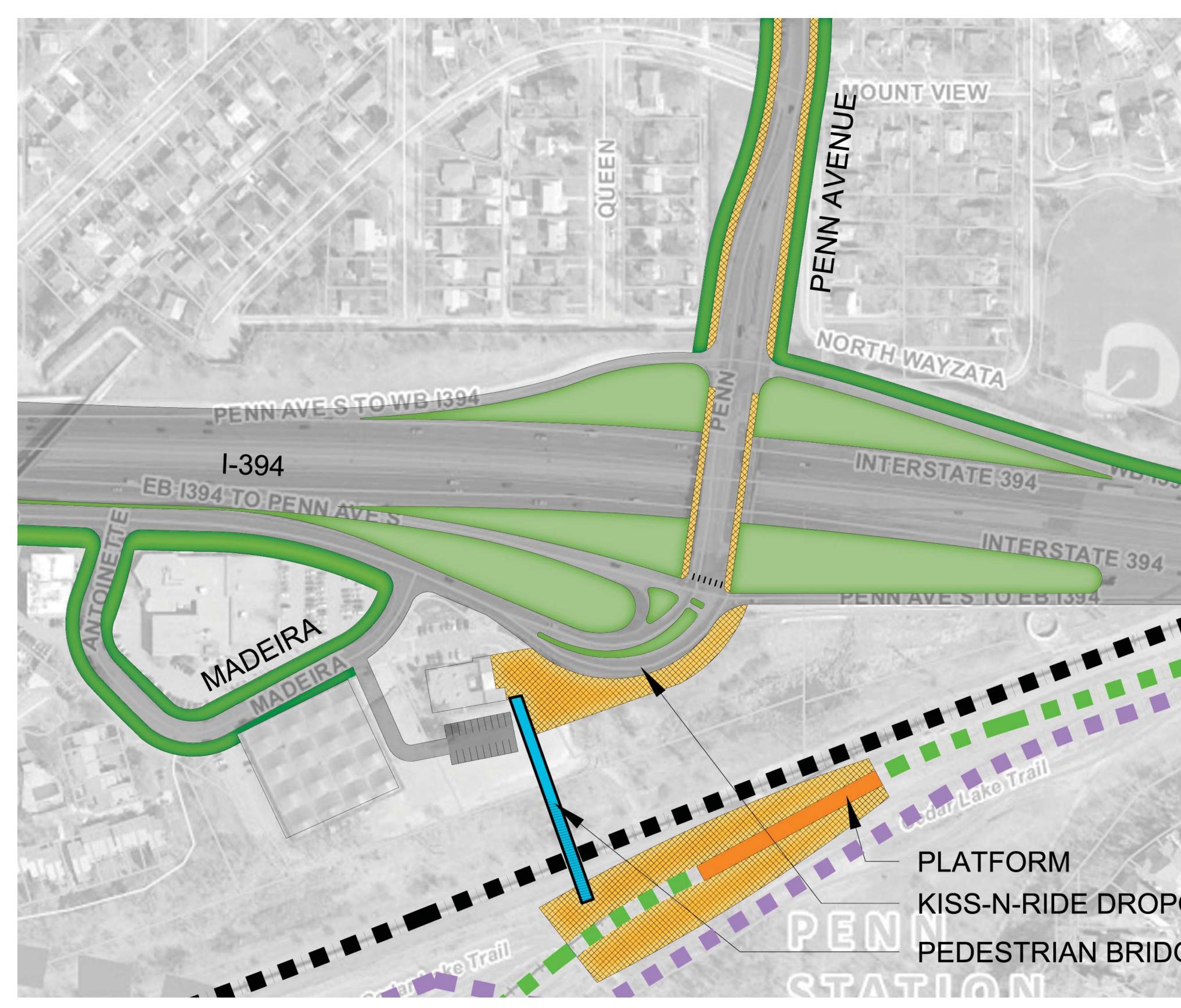
Penn **Option A**

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
←-→	PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
(1)	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 KENWOOD PEDESTRIAN BRIDGE

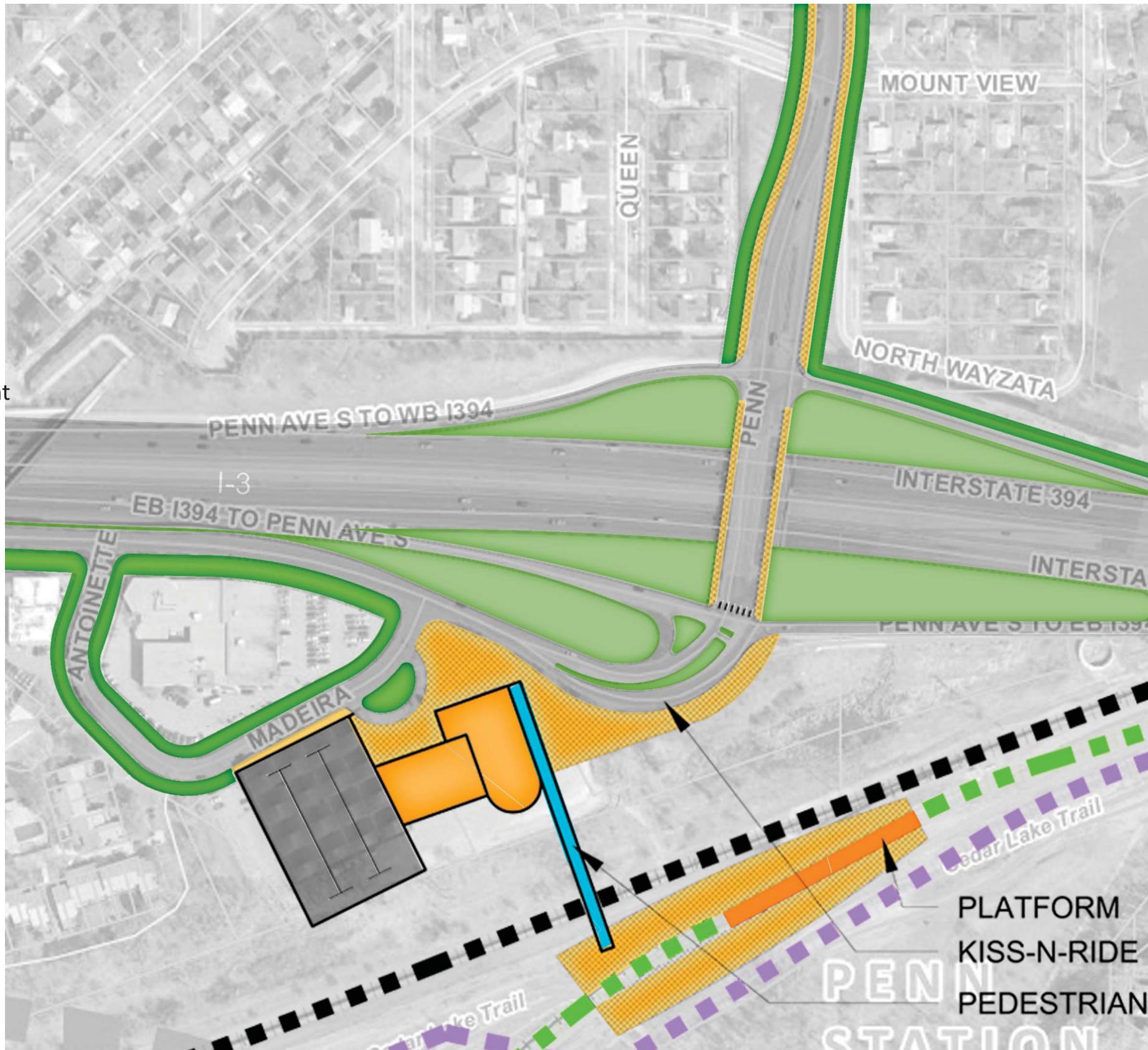
Penn **Option B**

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
←-→	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

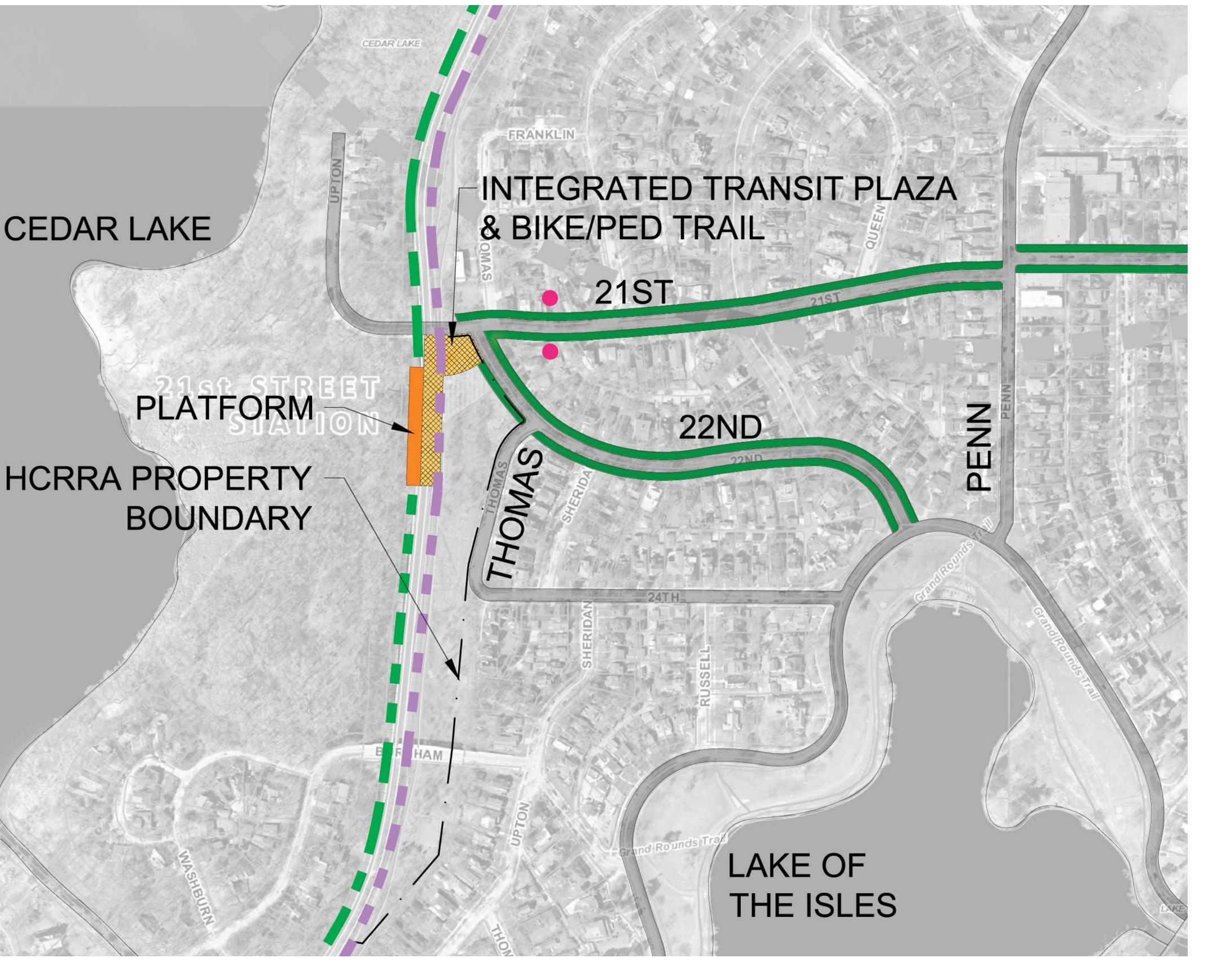
Short-Term Option

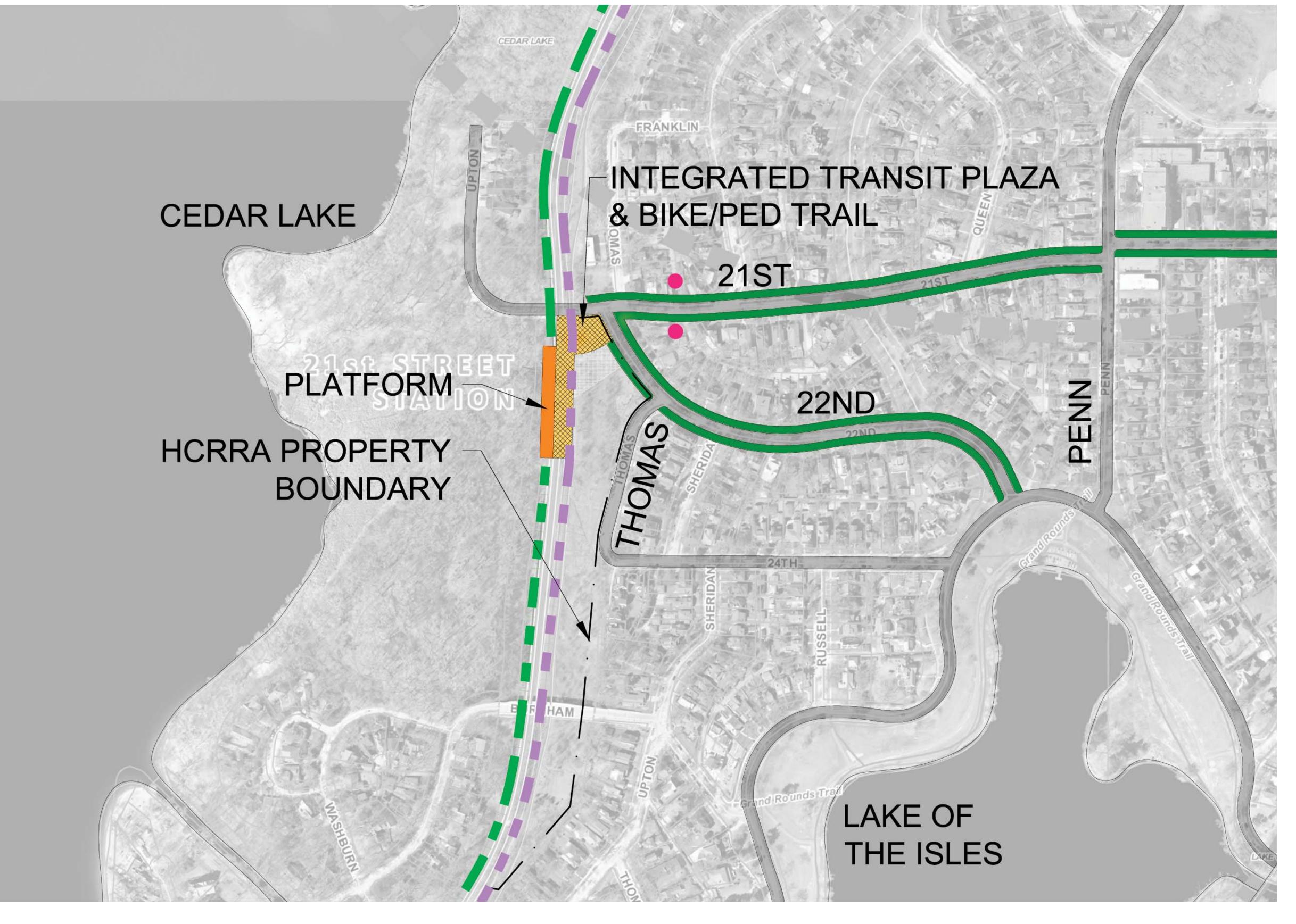
Key Points

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













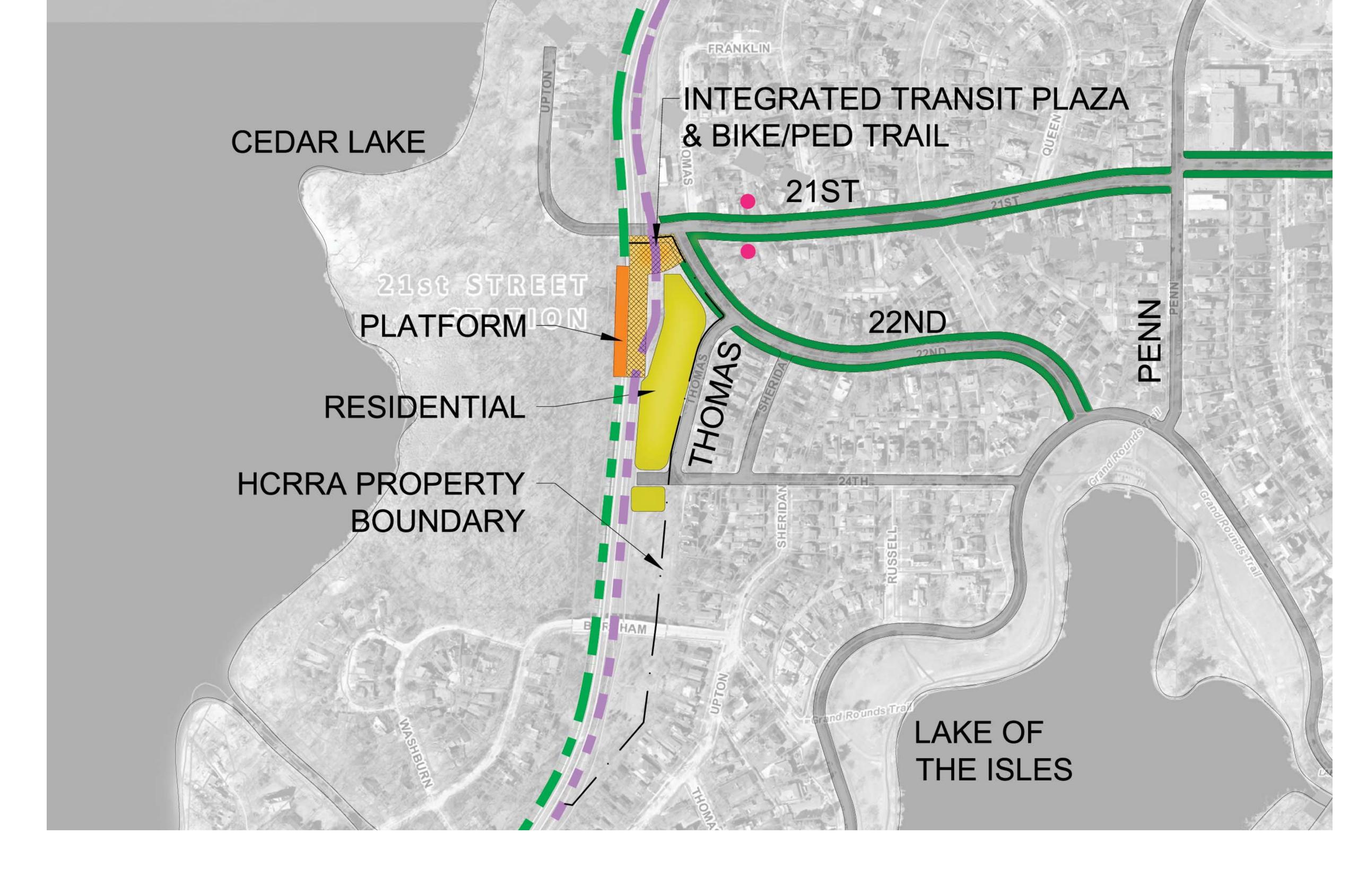
21st Option B

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
←-→	PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
(())	RETAIL
	OFFICE
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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.

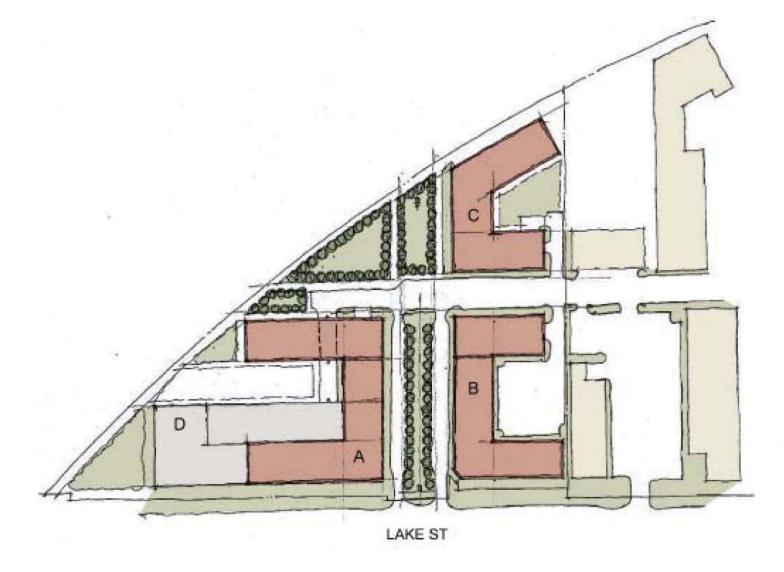
Top Issues

- 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

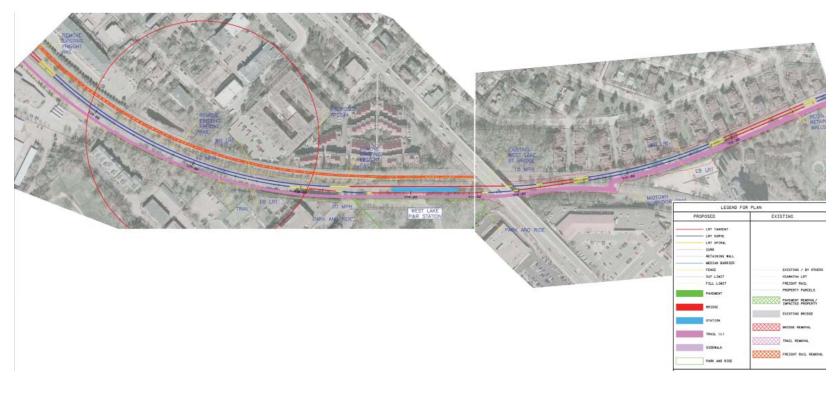


STATION AREA STRATEGIC PLANNING: SUMMARY & PREVIOUS PLANS A=COM ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE

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
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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
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	RETAIL
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	MIXED-USE
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	BIKE TRAIL





