### Station Area Strategic Planning: Corridor Context

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

#### Station Programming: LPA/DEIS & Station Planning Recommendations

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#### Character:
- **ROYALSTON**: mixed-use
- **VAN WHITE**: mixed-use
- **PENN**: mixed-use
- **21ST**: neighborhood
- **WEST LAKE**: neighborhood
- **BELTLINE**: employment center

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**Programming:**
- LPA/DEIS
- Station Area Planning Recommendations

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**Note:**

- **Station Ridership:**
  - West Lake: 2800
  - 21st St: 1000
  - Penn: 600
  - Van White: 350
  - Royalston: 1900

- **Station Programming:**
  - Ridership
  - Parking
  - Station Access
  - LRT Parking
  - Drop-n-Ride
  - Bus Interface
  - Bike Station
  - Bikeshare
  - Office
  - Residential
  - Commercial/Retail

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**AECOM SRF**

9.14.2010
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
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
**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
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 Basset Creek Valley MP
- provide adequate emergency access
- provide appropriate traffic LOS
- provide ped, bike access over freight
Van White Option A
Short-Term Option

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

STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS
ROYALSTON - VAN WHITE - PENN - 21ST - WEST LAKE
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
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
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
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
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
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 existing homes
--Townhomes provide variety in residential products
--LRT parking: none
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
West Lake Option A
Long-Term Option with Modest Redevelopment 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
West Lake Option B
Long-Term Option with Intense Redevelopment 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 redevelopment of existing land use mix
--parking: shared, district structure
--Traffic mitigation
  France Ave connection
  Modified Lake/Excelsior pattern

BIKE TRAIL
OFFICE