

VAN WHITE STATION

CITY OF MINNEAPOLIS

SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK
TRANSITIONAL STATION AREA ACTION PLAN



Hoisington Kogler Group Inc.



SOUTHWEST LRT
community works
www.swlrtccommunityworks.org



ABOUT THIS CHAPTER:

The Transitional Station Area Action Plans are the product of a Hennepin County led effort to help communities along the Southwest LRT corridor prepare for SW LRT's opening day in 2018 and beyond.

An individualized plan has been created for each of the 17 stations in the Southwest corridor, each plan comprising a chapter in the larger Southwest Corridor Investment Framework. The station area action plans suggest ways to build on local assets, enhance mobility, identify infrastructure needs, and capitalize on promising opportunities for development and redevelopment near each station.

Plan Components:

INTRODUCTION 3-2

A brief overview of the station location and its surroundings

WHERE ARE WE TODAY? 3-4

A description of existing conditions in the station area, including:

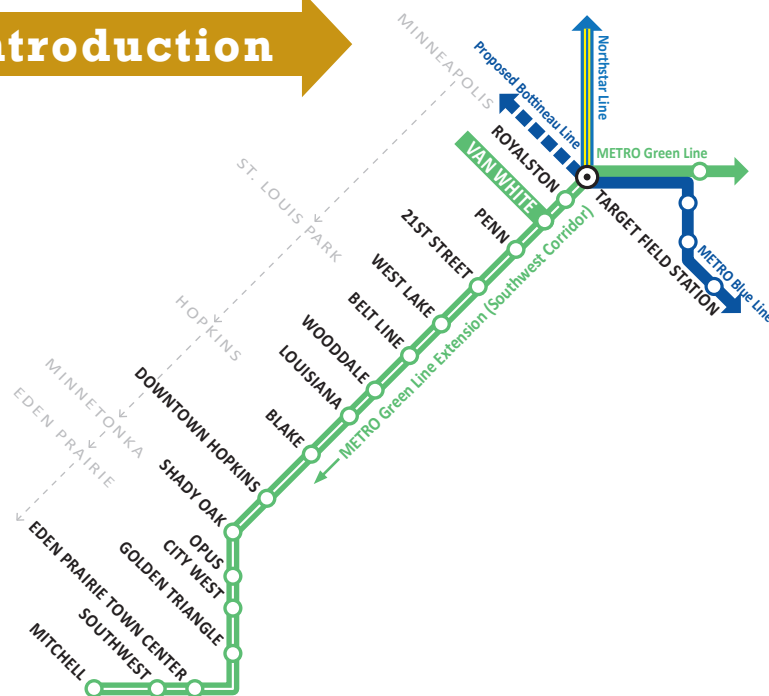
- » Land Use
- » Transit Connections
- » Access + Circulation Issues (Bike, Ped, and Auto)
- » Infrastructure Needs

WHERE ARE WE GOING? 3-8

This section presents a number of recommendations for the station area in anticipation of opening day needs and the long-term TOD environment. This includes:

- » Access + Circulation Plan
- » Station Area Site Plan
- » Infrastructure Plan
- » Development Potential
- » Summary of Key Initiatives

Introduction



VAN WHITE STATION WITHIN THE CORRIDOR

A new employment quarter with convenient access to downtown, regional and local trails, and institutional and cultural destinations.

EMPLOYMENT The Van White station is an *Employment Area* (see Place Types discussion beginning on p. 1-19) in the Bassett Creek Valley just south of downtown Minneapolis. While the immediate station area largely consists of industrial uses today, the Bassett Creek Valley Redevelopment Plan calls for a transition to higher densities and a mix of uses, including significant office development adjacent to the LRT station platform. New high-density office uses will generate transit ridership at this station.

NEIGHBORHOOD The station area is surrounded by diverse residential neighborhoods, including Bryn Mawr, Harrison, Heritage Park, Lowry Hill, and Kenwood. Neighborhood amenities including restaurants and retail stores are located along Glenwood Avenue between Cedar Lake Road and Fremont Avenue. Future redevelopment in the area will increase housing options and provide additional retail and commercial opportunities. Residential growth will serve to support ridership at the station.

HERITAGE, ARTS, AND CULTURE The Walker Art Center, Minneapolis Sculpture Garden, and Parade Park are within a short distance of the proposed station. Bryan Mawr Meadows Park is also located adjacent to the station, offering visitors and area residents access to 51 acres of active regional park space, a range of recreational facilities, and views of downtown Minneapolis. National Register listed/eligible historic properties in this station area include the William Hood Dunwoody Institute, portions of the Grand Rounds Historic District, and two historic railroads, including the Great Northern Main Line.

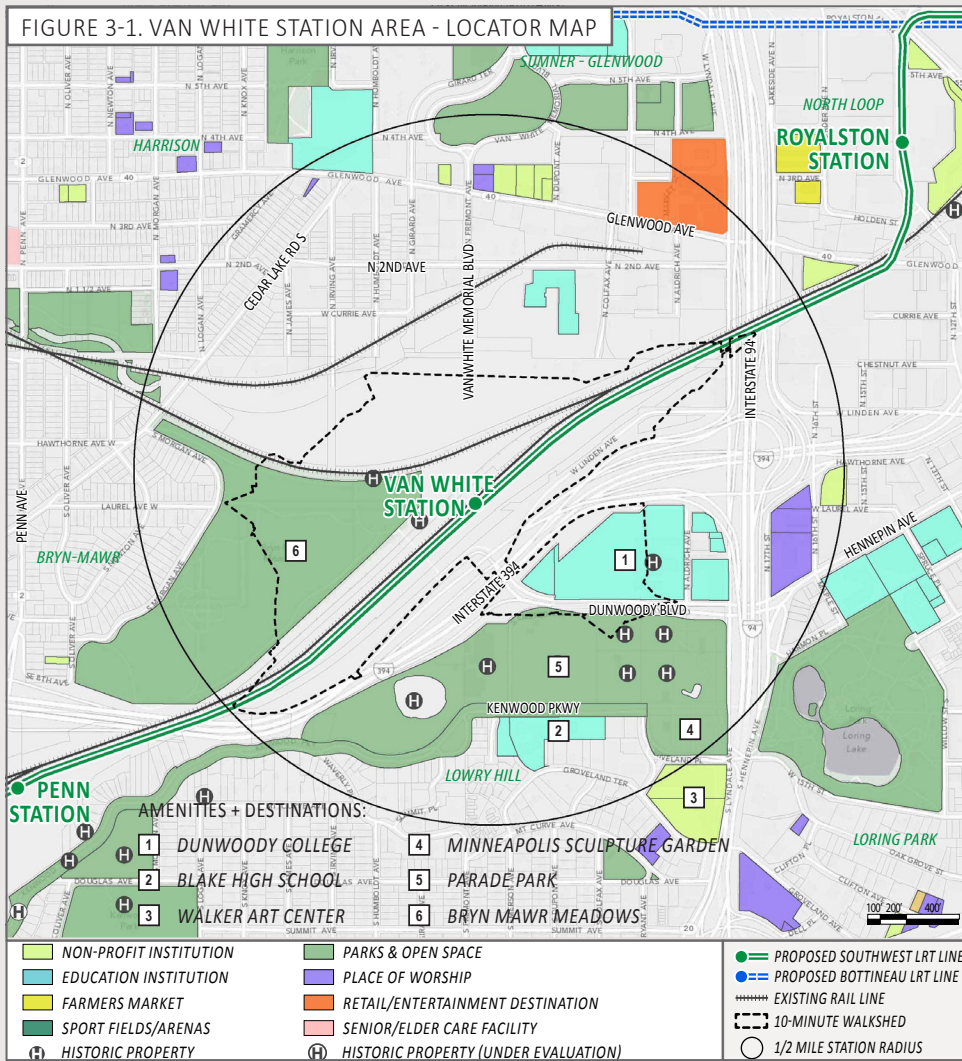
EDUCATIONAL DESTINATION The station will act as an access point for students attending the Blake High School, Dunwoody College of Technology, and Minneapolis Community & Technical College.

TRAIL CONNECTIONS The station lies within close proximity to important regional trail connections including Cedar Lake LRT Regional Trail and Luce Line Trail. These trails facilitate access to downtown Minneapolis and provide connections to other key destinations, including Bryan Mawr Meadows.

Station Location

The Van White Station is located in Bassett Creek Valley, an area that is currently dominated with industrial and park land uses. In 2007, the City of Minneapolis approved a plan for redevelopment in Bassett Creek Valley, which calls for a transition to higher density and mixed uses, including residential, office and mixed-use development.

The proposed station platform is located adjacent to I-394 as well as the Cedar Lake LRT Regional Trail. Nearby destinations include the Dunwoody College of Technology, Blake High School, Walker Art Center, Minneapolis Sculpture Garden/Conservatory, Parade Park, and Bryn Mawr Meadows Park. This station has the potential to serve the Bryn Mawr, Harrison, Heritage Park, Lowry Hill, and Kenwood neighborhoods.



NOTE: 10-minute walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. See Glossary for walkshed assumptions and methodology.

VAN WHITE STATION AREA TODAY:



Dunwoody College of Technology



Van White Bridge (photo credit: TKDA)



Walker Art Center



Cedar Lake LRT Regional Trail



Cedar Lake LRT Regional Trail



Existing pedestrian bridge

Where Are We Today?

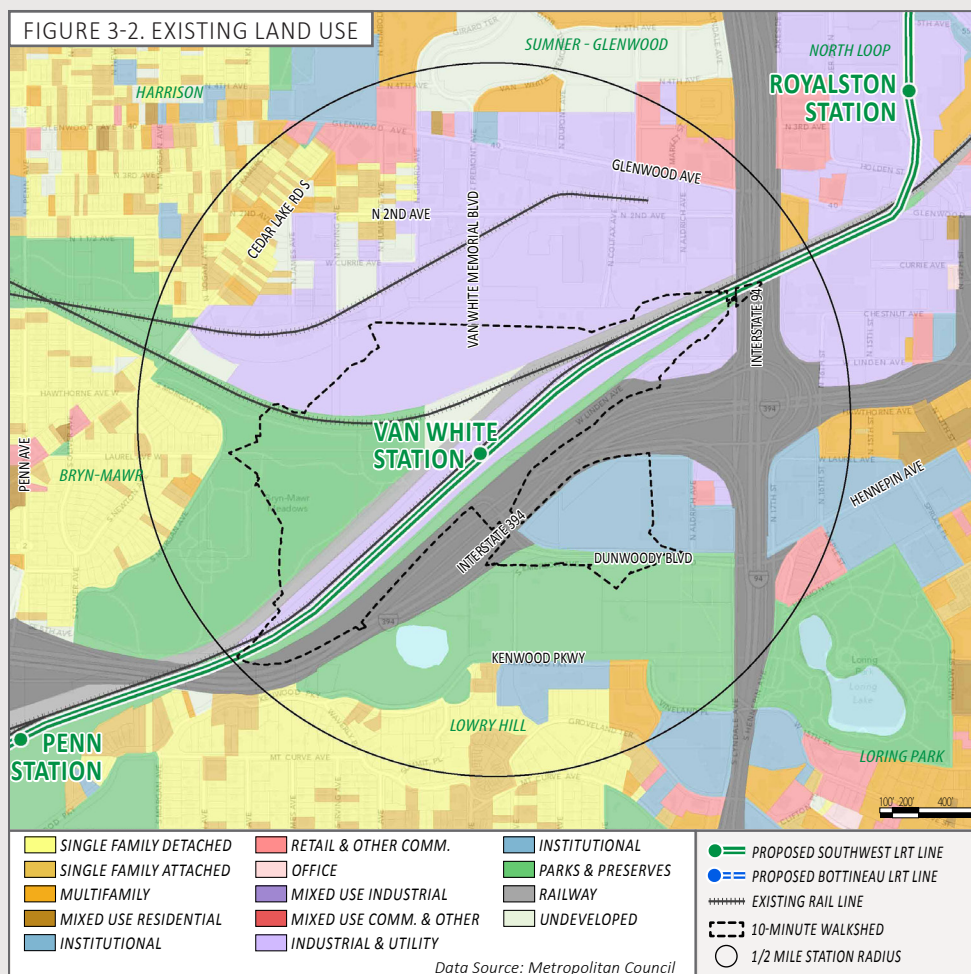
The following section describes the station area's **EXISTING CONDITIONS**, including the local context, land uses, transit and transportation systems, pedestrian and bicycle facilities, assets, destinations, and barriers to accessing the station. This analysis of current conditions presents key issues and opportunities in the station area and informs the recommendations for future station area improvements.

NOTE: Existing conditions maps are based on data provided by Hennepin County and local municipalities. The data used to create each map is collected to varying degrees of accuracy and represents infrastructure and conditions at varying points in time. Actual conditions may vary slightly from what is shown.

Land Use

Existing land uses in the area include City-owned properties to the north and east of the station. These properties include the City's vehicle impound lot and concrete crushing facility. These sites are identified in the Bassett Creek Valley Master Plan as redevelopment sites for future high density office and residential uses. Several industrial uses are also located in the vicinity of the station platform.

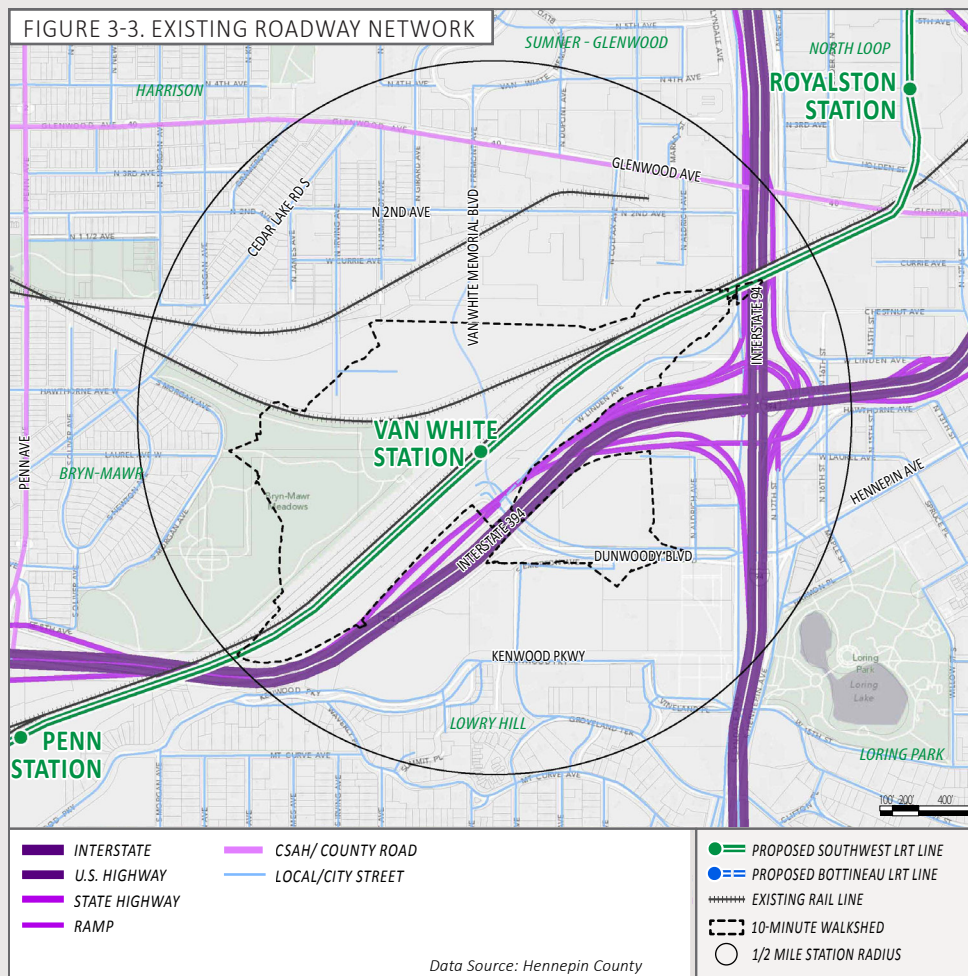
Several civic, cultural, and institutional land uses, anticipated to generate transit ridership, exist in the area, including the Walker Art Center, Minneapolis Sculpture Garden, Parade Park, Bryn Mawr Meadows Park, Blake High School, and Dunwoody College of Technology.



Roadway Network

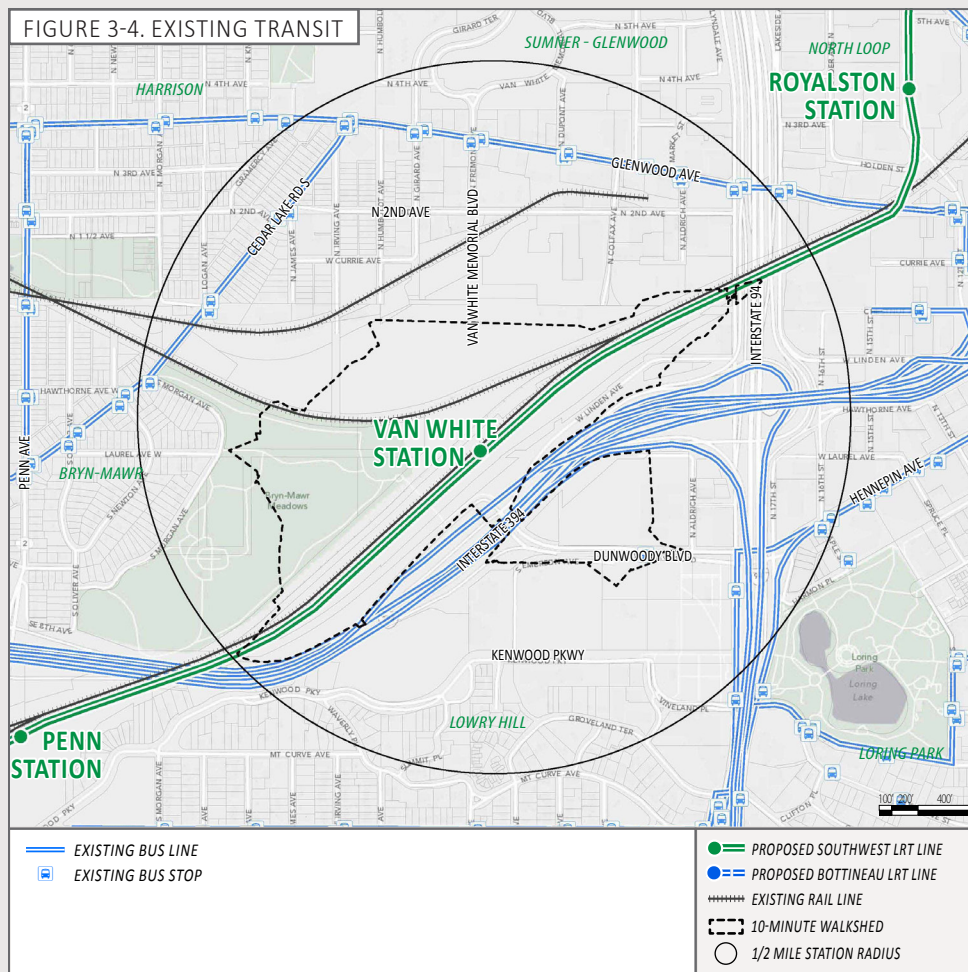
The existing roadway network in the Van White Station area is limited, due to existing land uses and general lack of development in the area. The recently completed Van White Boulevard and bridge provides a north-south connection from Glenwood Avenue to Dunwoody Boulevard, greatly enhancing connections to the station platform from both north and south. The Bassett Creek Valley Master Plan identifies a future roadway network in the valley that returns the historic street grid to the area.

Planning for the City-owned Linden Yards sites indicates future roads necessary to provide access to development sites east and west of the station platform. Linden Avenue and Dunwoody Boulevard provide connections to downtown Minneapolis from the station. I-394 is a major freeway adjacent to the station platform with access to and from Van White Boulevard.



Transit

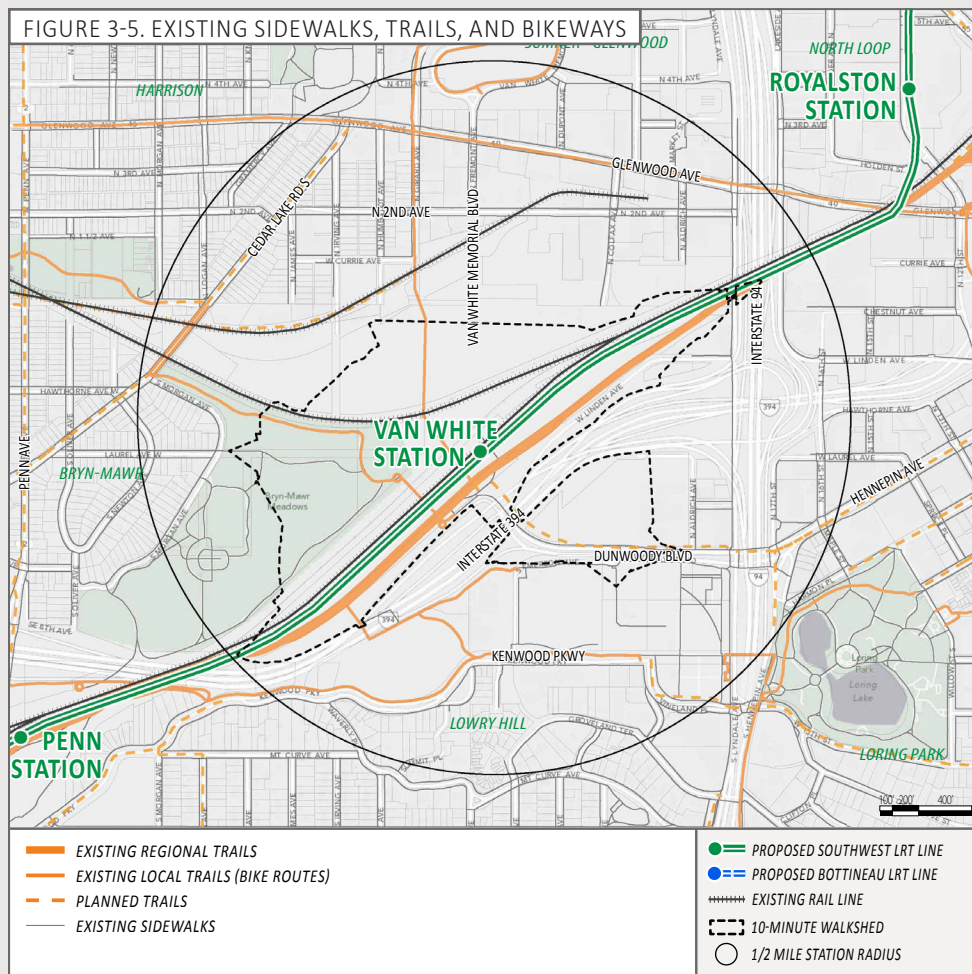
There are no existing bus routes serving the Van White station area. The closest bus routes serving the area are about a half-mile away, along Glenwood Avenue. With the completion of Van White Boulevard, which provides a north-south roadway and connects Glenwood Avenue with Dunwoody Boulevard, there is an opportunity to extend a bus route along Van White Boulevard/Dunwoody Boulevard to the station platform and serve residents/transit riders north and south of the station.



Sidewalk, Trails and Bikeways

The existing sidewalk system is limited due to a lack of development and roadway network in the area. The trail network, however, is extensive. The Cedar Lake LRT Regional Trail runs alongside the Van White station platform connecting riders to downtown or south to other parts of the regional trail system. An existing pedestrian/bike bridge connects trail users over the proposed LRT line and the existing freight line to connect with Bryn Mawr Meadows Park and the trail system within the park, which includes the Luce Line Trail. Other trails connect under I-394 to Parade Park.

The completion of Van White Boulevard offers better sidewalk connections to the Heritage Park and Harrison neighborhoods to the north, as well as better connections to the Kenwood and Lowry Hill neighborhoods to the south of the station platform. The Van White station, however, rests below the new Van White Bridge and will require vertical circulation strategies to connect the bridge sidewalks to the station platform below.



Sanitary Sewer

Sanitary sewer infrastructure consists of a collection of gravity flow sewer mains, lift stations, and pressurized forcemains that transport sewage to a wastewater treatment plant (WWTP). An efficient collection system has the capacity to accommodate all of the existing land uses within its particular sewershed. Beyond capacity, the material and age of pipes within a system can also impact a system's effectiveness.

Sanitary sewer infrastructure within the project area is typically maintained by either the City of Minneapolis or by the Metropolitan Council Environmental Services (MCES) Division. MCES maintains a series of interceptor trunk sewers that collect sewage at key locations and convey sewage across community boundaries to regional WWTPs. Wastewater from the station area is treated by the MCES Metro WWTP located in St. Paul.

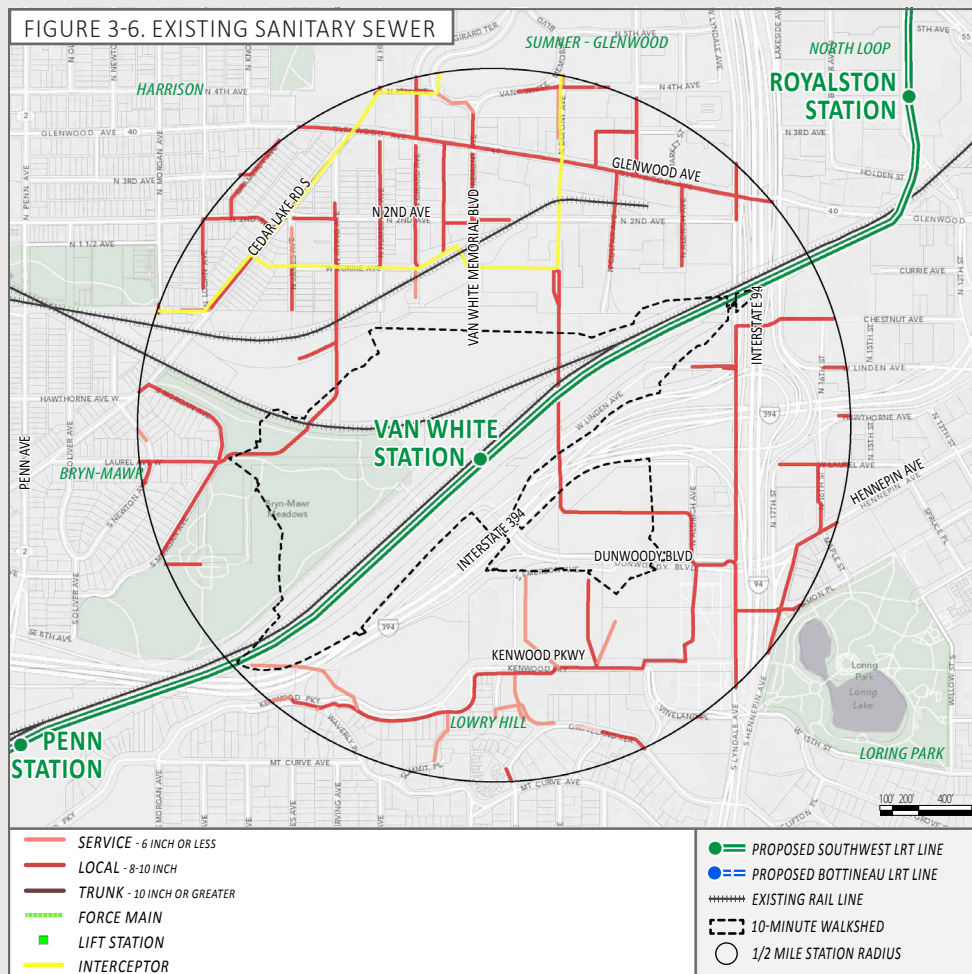
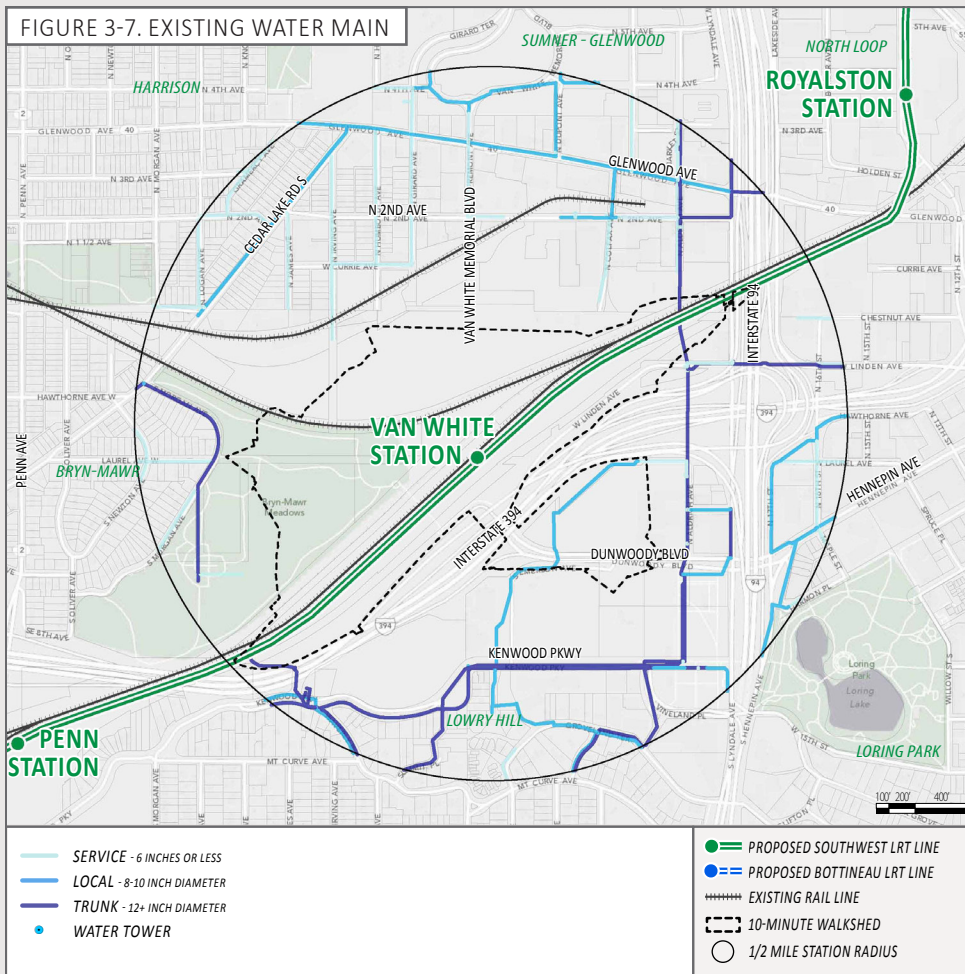


FIGURE 3-7. EXISTING WATER MAIN



Water Main

Water main distribution systems serve to supply potable water to individual properties and to support fire suppression throughout the community. A well-designed system can maintain adequate pressure to support demand of individual properties and provide high flow rates to fire hydrants/fire suppression systems in emergency situations. Because of the complexity of water distribution networks and the importance of pressure, flow, and water quality, City water system models are used to evaluate a system's adequacy. The material and age of the system's water mains can also be factors in system breaks, leaks, and pressure and flow degradations.

Water pressure and flow rates can be influenced by: the size of water main serving an area, proximity and elevation relative to a water tower, proximity to a trunk water main with high flow capacity, if the water main creates a loop, the demand of adjacent land uses, and the condition of the water main.

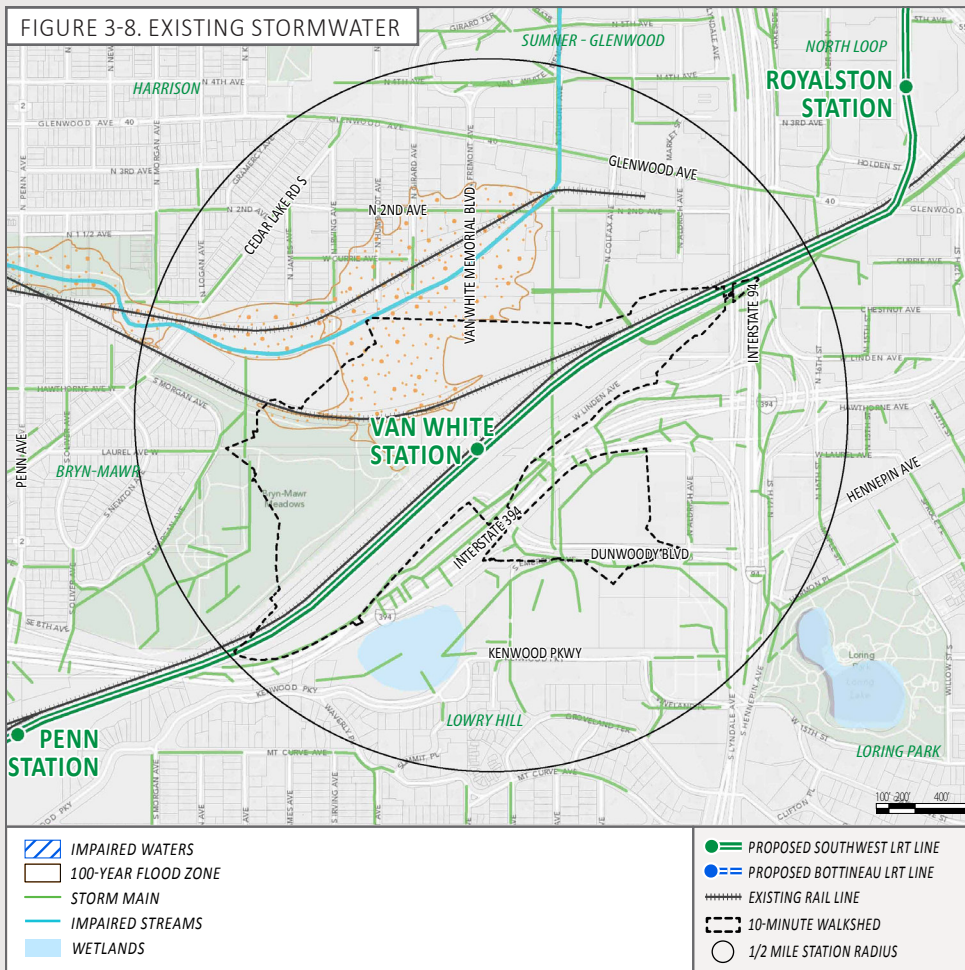
Stormwater

Van White station is located within the Bassett Creek Watershed Management Commission (BCWMC) with the southeast quadrant of the 10-minute walkshed within the Mississippi River Watershed Management Organization (MWMO). There is a significant 100-year floodplain of Bassett Creek just north of I-394. The reach of Bassett Creek adjacent to the Van White station is impaired by chloride (TMDL approved), fecal coliform, and fish biology.

Discharging within one mile of impaired water may trigger additional MN Pollution Control Agency NPDES (National Pollution Discharge Elimination System) requirements for additional stormwater management. For impaired waters where a TMDL (Total Maximum Daily Load) has been approved, these requirements may increase further. Zoning requirements for areas within the 100-year floodplain may limit development/redevelopment potential.

Any development/redevelopment that occurs as a result of constructing this station is anticipated to improve the existing drainage conditions as a result of enforcing the City and the watershed requirements.

FIGURE 3-8. EXISTING STORMWATER



Where Are We Going?

The plans and diagrams on the following pages illustrate a range of recommendations for infrastructure improvements, station amenities, and potential redevelopment opportunities within the station area.

The ACCESS AND CIRCULATION PLAN shown in Figure 3-9 provides a high level view of how future transit, automobile, bike, and pedestrian systems will connect to the station area and its surroundings.

Figure 3-10 illustrates the STATION AREA IMPROVEMENTS that will facilitate access to and from the station and catalyze redevelopment in the station area. This includes opening day and long-term station area improvements

Figure 3-11 focuses on OPENING DAY STATION AREA IMPROVEMENTS only. These recommendations represent the improvements necessary to enhance the efficient function of the transit station, roadways, pedestrian and bicycle connections, and transit connections on opening day in 2018.

Station Area Improvements

The discussion below outlines a range of future station area improvements. While some of the identified improvements may be constructed as part of the LRT project itself, other improvements must be funded, designed and constructed by other entities and will require coordination between the City, County, and Metro Transit as well as local stakeholder and community groups.

ROADWAYS

Opening Day Improvements:

- » Provide new roadway access under the Van White Bridge to enable auto and bus traffic to conveniently connect to the LRT station platform. Connect this new loop road to Linden Ave and Van White Blvd.
- » Design the new loop road to ensure that additional roadway connections can be made to access future development sites at Linden Yards East and West, adjacent to the station.
- » Design new and existing roadways to include multi-modal facilities for pedestrians, bicyclists, autos and transit.
- » Add a traffic signal at the intersection of Van White Blvd, Dunwoody Blvd, and Linden Ave.

Long-Term Improvements:

- » Build the second span of the Van White Boulevard Bridge.

PEDESTRIAN CONNECTIONS

Opening Day Improvements:

- » In order to accommodate redevelopment of the area west of Van White Memorial Boulevard, realign the Cedar Lake LRT Regional Trail to run directly along the south side of the LRT line. Provide convenient and safe access to the LRT station platform from the trail. Design the system to minimize conflicts between trail users, transit users, and autos in the vicinity of the LRT station.
- » Improve pedestrian/bike crossings and streetscape enhancements along Van White Blvd, Dunwoody Blvd, Linden Ave, Parade Parkway and other local streets to improve connectivity to nearby neighborhoods (Harrison, Bryn Mawr, Lowry Hill, and Kenwood) and local cultural/institutional

destinations (Dunwoody College of Technology, Blake High School, Parade Stadium/Ice Garden, Minneapolis Sculptural Garden, Walker Art Center, Loring Park, etc.)

- » Due to the LRT station's location below the Van White Bridge, which is a key new roadway connection to neighborhoods to the north, provide vertical circulation between bridge and the station platform.
- » Replace and relocate the existing pedestrian/bike bridge over the LRT and freight lines to a location adjacent to the LRT station platform.

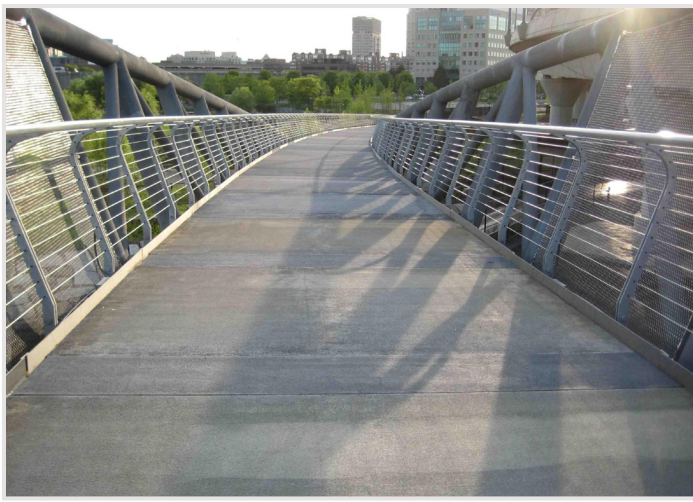
Long-Term Improvements:

- » Ensure future redevelopment sites incorporate convenient and complete pedestrian connections to the LRT station.
- » Build the second span of the Van White Boulevard Bridge.
- » Provide a pedestrian connection between the Van White Bridge and the multi-use path on the north side of both freight rail corridors.

BIKE CONNECTIONS

Opening Day Improvements:

- » Provide on-street bike facilities (lanes, routes, signage, etc.) on local streets to better connect the LRT station to nearby neighborhoods, businesses, amenities, and destinations.
- » Provide bike parking, lockers and bike sharing facilities in a highly visible area near the station platform.
- » Accommodate the Cedar Lake LRT Regional Trail realignment and provide convenient and safe access to the LRT station platform from the trail. Design the system to minimize conflicts between trail users, transit users, and autos near the station platform.



Pedestrian/bike bridge



Wayfinding signage

- » Replace and relocate the existing pedestrian/bike bridge over the LRT and freight lines to better connect to the Bryn Mawr and Harrison neighborhoods, as well as provide a key connection to regional trails to the west.

Long-Term Improvements:

- » Build the second span of the Van White Boulevard Bridge.

TRANSIT CONNECTIONS

Opening Day Improvements:

- » Provide new bus facilities near station platform for connecting bus routes.
- » Provide space for bus circulation and boardings on a transit loop street adjacent to the LRT station platform.

KISS AND RIDE

Opening Day Improvements:

- » Provide space for kiss and ride activities alongside the new loop street near the LRT station platform.

STATION AMENITIES *(Beyond SW LRT Base Project Scope)*

Opening Day Improvements:

- » Wayfinding- define and install a cohesive and contextual wayfinding system near the LRT station platform, major nearby destinations (Dunwoody College of Technology, Blake High School, Parade Stadium/Ice Garden, Minneapolis Sculptural Garden, Walker Art Center, Loring Park, etc.) and major gateways (such as Cedar Lake LRT Regional Trail, Van White Bridge, Dunwoody Blvd/Hennepin Ave, I-394 and I-94 exit ramps).
- » Seating – provide comfortable and durable seating near the station platform.
- » Lighting – provide adequate lighting for the safety of pedestrians, bicyclists and motorists near the station platform, particularly under the Van White Boulevard Bridge and along roadway connections to W. Linden Avenue, Dunwoody Boulevard, and W. Van White Avenue.

- » Pedestrian Facilities – provide pedestrian connections from the station platform to the Cedar Lake LRT Regional Trail and the Van White Boulevard Bridge, including vertical circulation between the bridge and the station platform.
- » Bike Facilities – provide bicycle parking, lockers, and bike sharing facilities in a highly visible area near the station platform.
- » Plaza – provide a small public plaza area near the station platform to provide transit users with a paved queue area to wait for LRT trains and move about the station area.
- » Public Art- incorporate public art in the station area to create an attractive and identifiable place.

Long-Term Improvements:

- » Explore opportunities for linking the design of the future park space adjacent to the transit loop street to the LRT station platform and its activities and also increase visibility and identity of the LRT station area.

DEVELOPMENT POTENTIAL

Opening Day Improvements:

- » The site immediately adjacent to and west of the station platform could be developed by opening day. Preserve the potential for a future access road to this development site.

Long-Term Improvements:

- » See the “Development Potential” discussion on page 3-16 for more on long-term development opportunities.

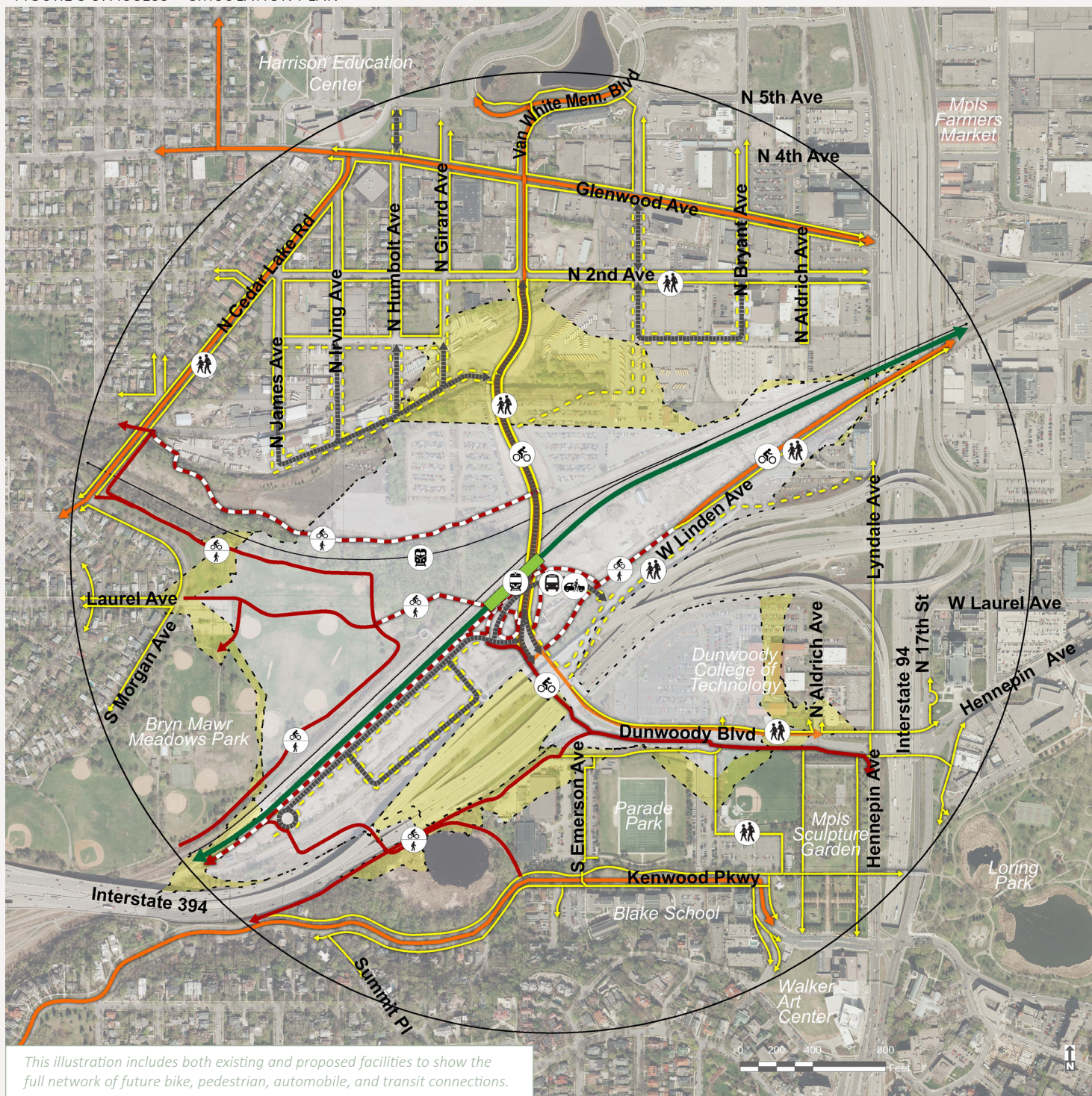
UTILITIES

- » See the “Station Area Utility Plan” beginning on page 3-18 for all utility recommendations.

FIGURE 3-9. ACCESS + CIRCULATION PLAN

WHERE ARE WE GOING?

VAN WHITE



LRT PLATFORM



FREIGHT LINE



EXISTING PEDESTRIAN CONNECTION



PROPOSED(DASHED) PEDESTRIAN CONNECTION



LRT LINE



NEW ROADWAY



EXISTING BIKE CONNECTION



PROPOSED(DASHED) BIKE CONNECTION



BUS STOP



KISS AND RIDE



EXISTING MULTI USE CONNECTION



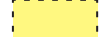
PROPOSED(DASHED) MULTI USE CONNECTION



PARK AND RIDE



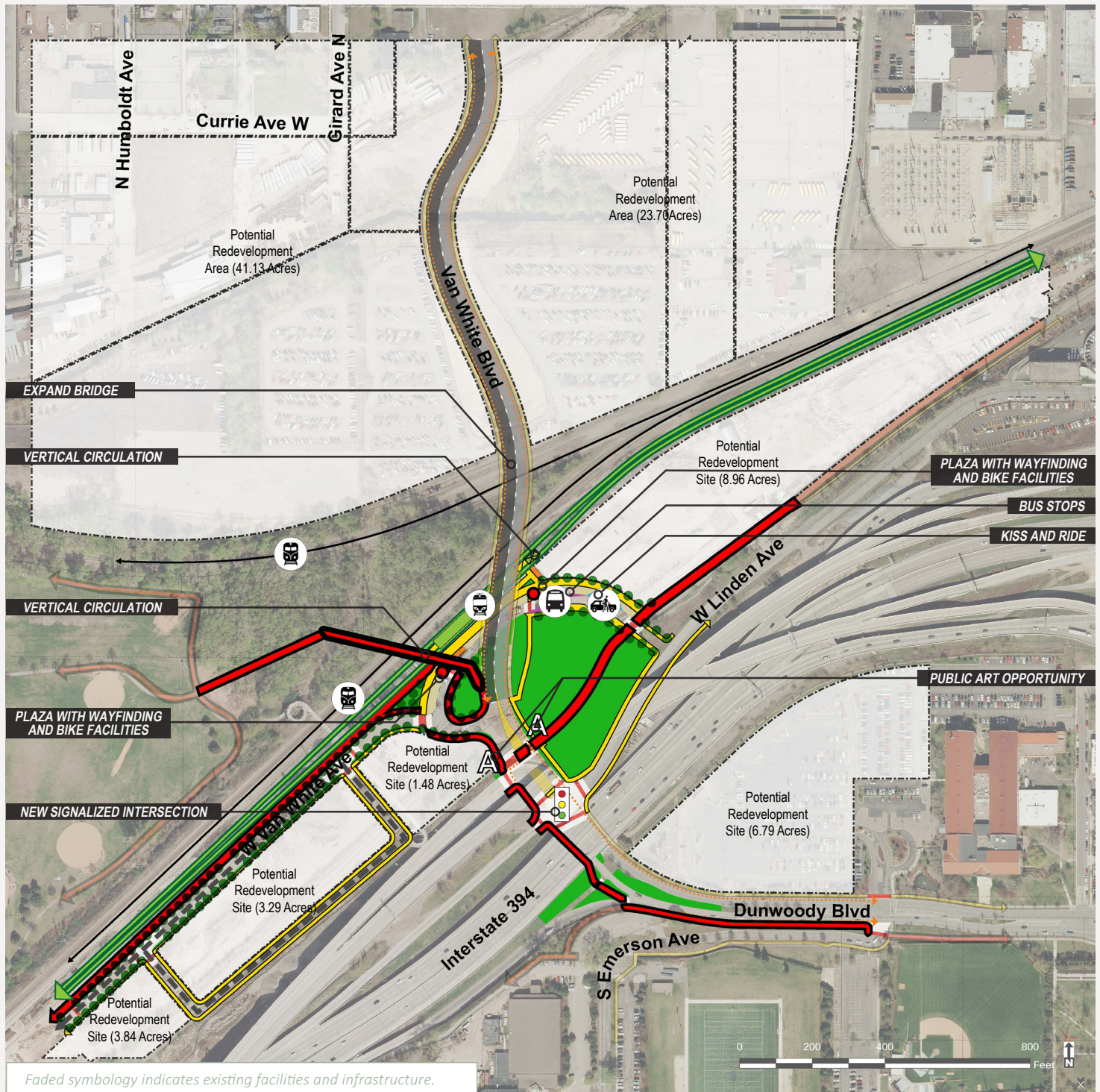
EXISTING WALKSHED



FUTURE WALKSHED (WITH TSAAP IMPROVEMENTS)

NOTE: Existing walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. Future walkshed incorporates all proposed improvements to the sidewalk/trail network. Walksheds are based on GIS modeling and available sidewalk/trail information- and may not reflect exact on-the-ground conditions. See Glossary for detailed explanation of walkshed assumptions and methodology.

FIGURE 3-10. STATION AREA IMPROVEMENTS



Faded symbology indicates existing facilities and infrastructure.

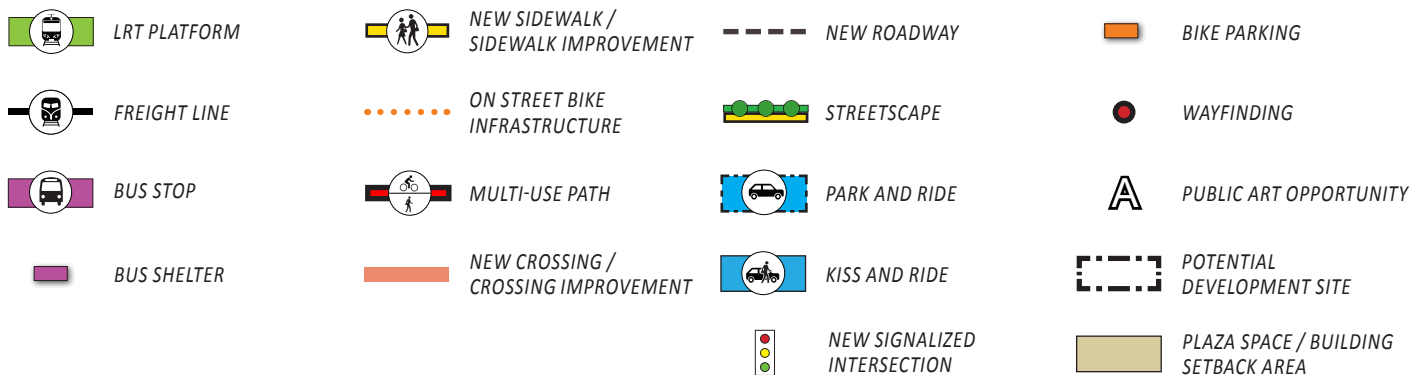
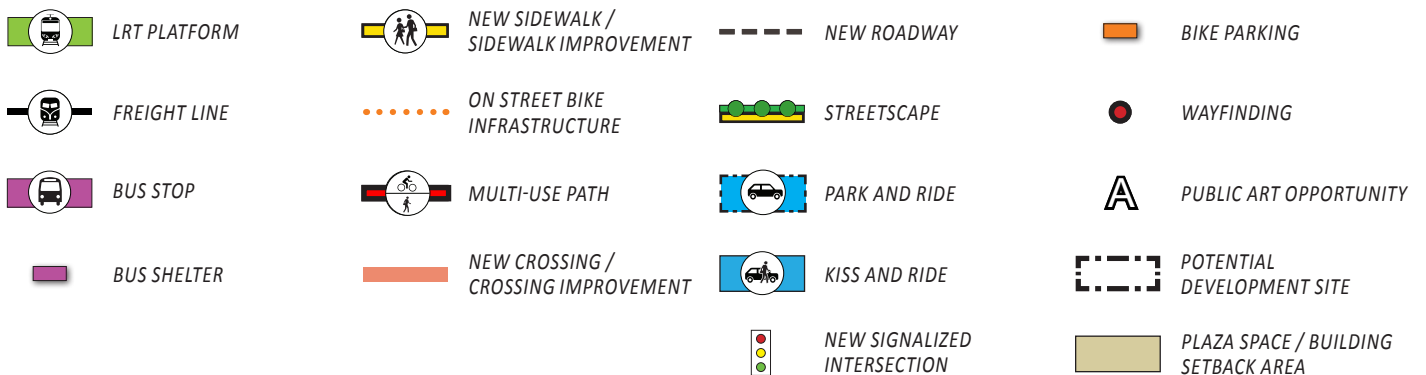
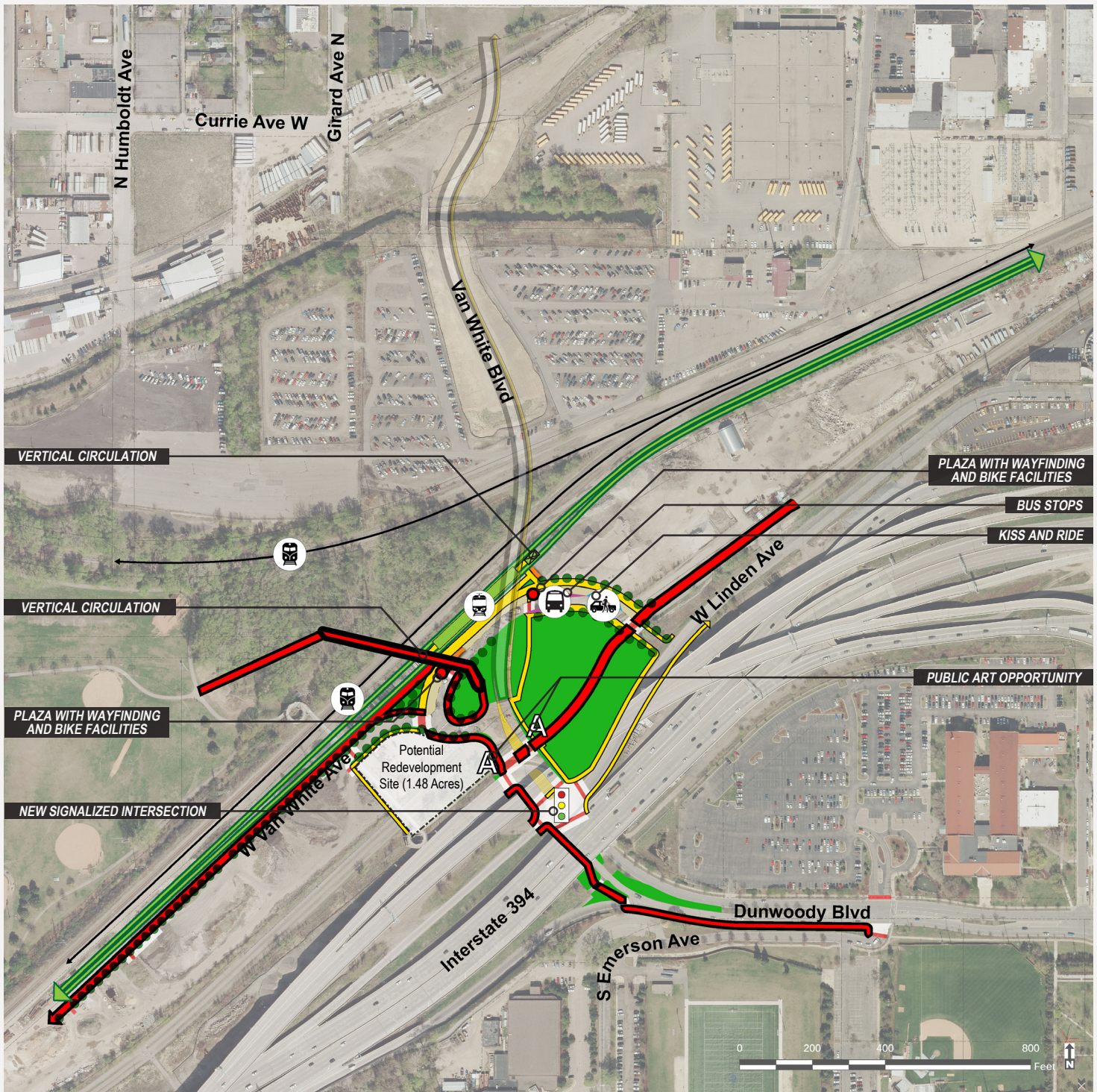


FIGURE 3-11. OPENING DAY STATION AREA IMPROVEMENTS

WHERE ARE WE GOING?

VAN WHITE



THIS PAGE INTENTIONALLY LEFT BLANK

Opening Day Improvements

The following tables and diagrams outline the proposed improvements to be implemented in advance of SW LRT's opening day in 2018. Table 3-1 and Figure 3-12 show opening day improvements that are part of the SW LRT anticipated base project scope; these improvements will be part of the overall project cost for construction of the LRT line. Table 3-2 and Figure 3-13 include opening day improvements that are recommended as part of the Southwest Corridor Investment Framework and are beyond the SW LRT anticipated base project scope.

TABLE 3-1. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
A	LRT Platform	North of I-394, under the Van White Blvd Bridge	Includes related LRT infrastructure
B	Kiss and Ride	Along new station access road	Pullout dropoff area
C	Bus Facilities	Along new station access road	Bus bay along new access road to accommodate 1 bus route in each direction
D	Roadways	Linden Ave to Van White Blvd Bridge and Dunwoody Blvd	New station access road (loop road) with stub to accommodate future access to Linden Yards West development site
E	Sidewalk/Trail	Station platform area vertically up to Van White Blvd Bridge	New vertical circulation (includes elevator and stairs)
F	Sidewalk/Trail	Station platform area	New sidewalks connecting station to Van White Blvd Bridge sidewalks, the kiss and ride area, and proposed trails
G	Sidewalk/Trail	Station platform area	Reconstruction of regional trail and new connection on both sides of station platform
H	Bike Facilities	Near station platform	Allowance for bike storage
I	Wayfinding	Near station platform	Allowance
J	Landscaping	Near station platform	Allowance
K	Water*	Near station platform	New water service and fire hydrant to station
L	Sanitary Sewer*	Near station platform	New sanitary sewer to station
M	Utilities*	Project limit area	Adjustment of existing utilities
N	Stormwater management*	Near station platform and park and ride lot	Allowance

Note: Anticipated Southwest LRT Base Project Scope as of December 2013 (subject to change)

* Improvement not symbolized on opening day figures (exact location to be determined as part of the base project scope)

TABLE 3-2. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES	PRIORITY
1	Roadway	Linden Yards West (new access road)	Construct new access roadway in conjunction with Linden Yards West development	Primary
2	Streetscape	Linden Yards West (new access road)	Includes sidewalk, multi-use trail, streetscape plantings, furnishings, lighting and signage	Primary
3	Sidewalk/Trail	Van White Blvd Bridge connection over freight and LRT lines to park/trail system	Construction of new ped/bike bridge in conjunction with Linden Yards West development	Primary
4	Sidewalk/Trail	Dunwoody Blvd, W. Linden Ave to Stadium Parkway	Multi-use trail along south side of Dunwoody Blvd	Primary
5	Intersection Enhancement	Dunwoody Blvd, W. Linden Ave to Stadium Parkway	New signal at Linden; Enhanced crosswalk markings in conjunction with multi-use trail	Primary
6	Bike Facilities	Near station platform	Bike parking, lockers, pump station and bike share facilities (beyond SPO improvements)	Primary
7	Public Art	Near station platform	Public art along Van White Blvd near I-394 (beyond SPO improvements)	Primary
8	Wayfinding	Near station platform	Signage and wayfinding (beyond SPO improvements)	Primary
9	Public Plaza	Near station platform	Includes paving, seating, lighting, and signage (beyond SPO improvements)	Primary

FIGURE 3-12. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS

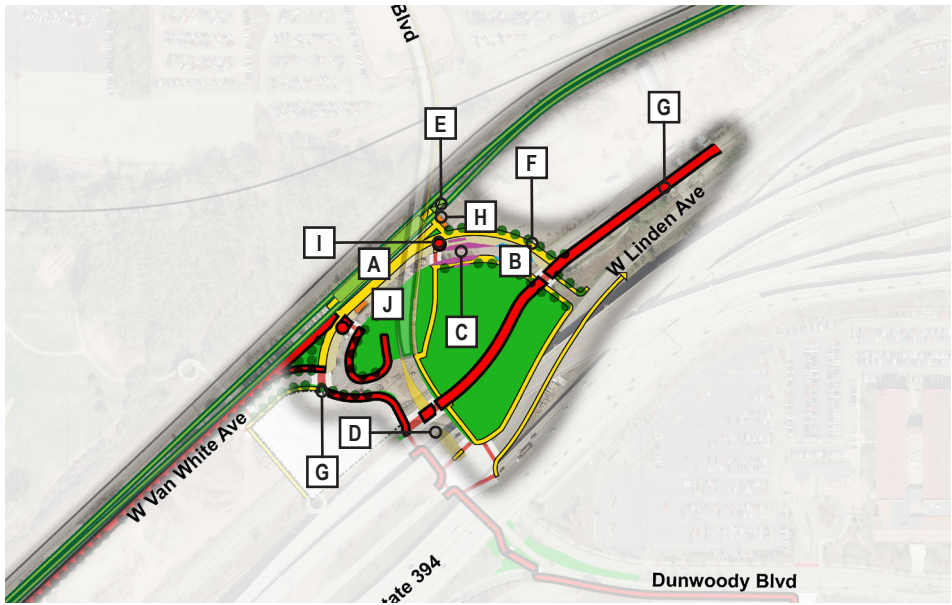
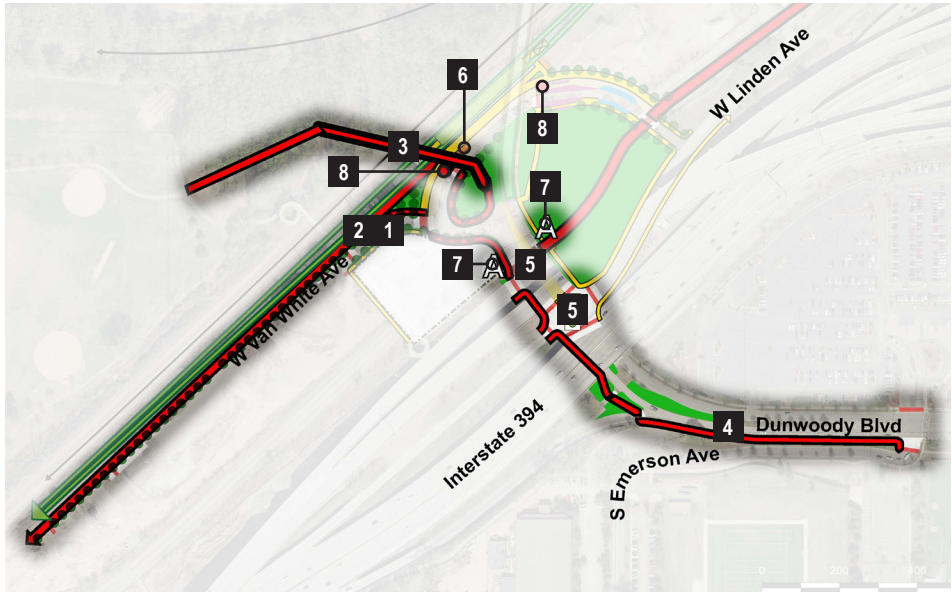


FIGURE 3-13. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS



PRIMARY PRIORITY # SECONDARY PRIORITY

Development Potential

OVERVIEW

Several factors surrounding the Van White station present opportunities for future redevelopment. In addition to a new LRT station, other nearby destinations and amenities that might drive development interest include the Dunwoody College of Technology, Walker Art Center, Parade Park, Bryn Mawr Meadows Park, Loring Park, Blake High School, Bryn Mawr, Harrison, Heritage, Kenwood, and Lowry Hill neighborhoods.

The Van White station area is dominated by longstanding industrial uses, many of which are publicly owned. This also presents opportunities for future redevelopment in the area, particularly the City-owned impound lot and concrete crushing facilities, both of which are considered an underutilization of the property. Current planning for these sites is consistent with the Bassett Creek Valley Master Plan, calling for high-density employment and residential uses. Access from adjacent I-394 is also likely to influence development interest near the station. The development potential for the Van White station area is likely to be short- to long-term.

Key challenges that should be addressed to facilitate long-term development potential include land uses, block sizes, lack of utilities, and limited access and connectivity to the station platform. Potential environmental obstacles related to poor soils and rail layover issues may also delay development in

the area. Given these challenges and the changing market for redevelopment, the City should review the land use direction of the Bassett Creek Valley Master Plan for possible revisions that may allow additional uses beyond residential.

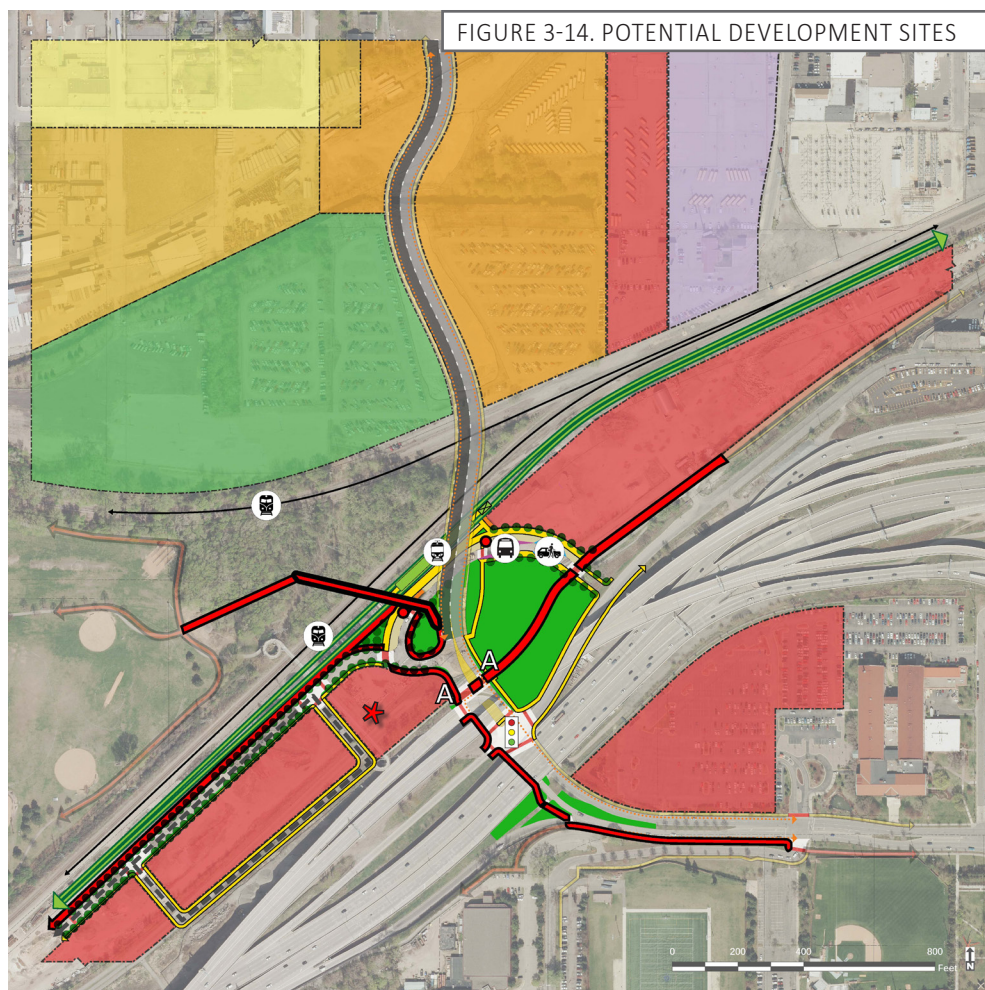
LAND USES

Higher density, mixed-use development is likely to occur near the Van White station in the long-term. The Bassett Creek Valley Master Plan identifies future land uses in the Van White station area to be higher density consisting of a mix of office, residential, industrial, retail and park/open space uses.

PLANNING STRATEGIES

Several strategies should be addressed to facilitate future development in the station area. Existing land uses, lack of a local roadway network, I-394 and the freight rail line create challenges to accessing the station. The construction of Van White Boulevard provides much needed roadway access to the station and a north-south connection. Redevelopment should seek opportunities to introduce additional streets and development blocks near the station to enhance station access. New sidewalks, trail connections, and enhanced pedestrian crossings that connect the station area with potential development sites, local destinations, and neighborhoods will also enhance development potential in the area.

FIGURE 3-14. POTENTIAL DEVELOPMENT SITES



FUTURE LAND USE:

- SINGLE FAMILY DETACHED
- SINGLE FAMILY ATTACHED
- MULTIFAMILY
- MIXED-USE, COMM. & OTHER
- INDUSTRIAL
- PARKS & PRESERVES

★ OPENING DAY
DEVELOPMENT POTENTIAL

Key Considerations for Change and Development Over Time

Development within the station area should help to increase activity and natural surveillance at the station and support the improvement of street and trail connections throughout the station area. Key considerations should include:

BUILT FORM AND LAND USE

- » South of the rail corridor, introduce higher density commercial/office development with active street level uses along Dunwoody Blvd and facing the street in order to support transit ridership and make it easier for employees to access food and other services without having to drive.
- » North of the rail corridor, introduce higher density residential development structured on a new street and block pattern.
- » Design new buildings to enhance pedestrian access by orienting them towards the street and locating them as close to the street line as possible.

PUBLIC REALM

- » Restrict outdoor storage within the station area so that it does not detract from the image of the area or discourage new higher density employment uses.
- » Introduce a public plaza adjacent to the station to act as a receiving point for passengers walking to the station or transferring to the LRT by bus or riding to the station along the Cedar Lake LRT Regional Trail or Bassett Creek Trail.
- » Initiate underpass enhancements including public art and a higher standard of lighting beneath the Van White Bridge and I-394 underpass to improve the image and safety of the station and enhance access for pedestrians.
- » Improve connections between the station and area institutional destinations, such as the Dunwoody College of Technology, Blake High School, and Sculpture Garden by initiating public realm improvements along Dunwoody Blvd between the station and I-94. Improvements should include an extension of the sidewalk along the south side of the street to the station, new pedestrian-oriented lighting and crossing enhancements such as zebra striping and pedestrian-activated signals at key intersections.

MOBILITY

- » Support pedestrians through the introduction of sidewalks on all streets, new crossings, and curb cuts for people in wheel chairs or other mobility devices.
- » Introduce a new street and block pattern to the north of the rail corridor that aligns with streets north of 2nd Avenue to strengthen connections between the station area and the Harrison neighborhood to the north.
- » Accommodate short-term parking on-street.
- » Encourage shared structured parking facilities to support new development and minimize the construction and impact of single-use parking areas.

- » Minimize the impact of parking and circulation on pedestrians by locating parking to the rear or sides of new commercial buildings, and consolidating access and service drives. Parking for new residential buildings should be accommodated to the rear of new development where it can be shielded from streets and open spaces.
- » Limit vehicular access points along Van White Boulevard.
- » Preserve opportunities for a new pedestrian bridge connecting the Bassett Creek Trail with the station plaza over the long term.



High-density residential



High-rise office building



New pedestrian and bicycle bridge

Station Area Utility Plan

OVERVIEW + APPROACH

The station area utility plan and strategies recommended below were developed by considering impacts on existing utilities by the construction of the LRT line, and potential future transit-oriented development within the station area, as depicted by the Station Area Improvements Plan (Figure 3-10). Opening day improvements identified in this plan should be considered prior to 2018 due to their proximity to or impact from the proposed LRT line. More improvements may be necessary by 2018, but should be reviewed with any redevelopment in the area. The City of Minneapolis should continue to follow their standard review procedures as it relates to utilities within project areas.

For any publicly initiated projects in the ROW, the City should follow current utility review procedures. This may include identifying needs and opportunities that may be coordinated with proposed improvements to the roadway or other elements in City ROW.

For any privately initiated projects in the area, the City should follow current development/ redevelopment procedures which will likely require developers to show anticipated utility system demand. Developers will need to coordinate with the City to ensure utilities are sized and located properly prior to construction. The City of Minneapolis Community Planning and Economic Development website can be found here: <http://www.ci.minneapolis.mn.us/cped/>. This study recognizes that the ultimate station area development/redevelopment (in 2030) will be driven by market conditions.

GENERAL RECOMMENDATIONS - SANITARY SEWER & WATER MAIN

Utility recommendations for station area improvements include opportunities for Minneapolis to improve the existing sanitary sewer and water main networks without necessarily replacing existing sanitary sewer. As part of the City's standard practice, utilities will be reviewed in conjunction with proposed station area improvements within the ROW; Any necessary utility improvements will be determined at the time of said review. As redevelopment occurs, developers will be required to provide documentation to verify that existing utilities meet the needs of the proposed development. Developers will coordinate with the City prior to project approvals.

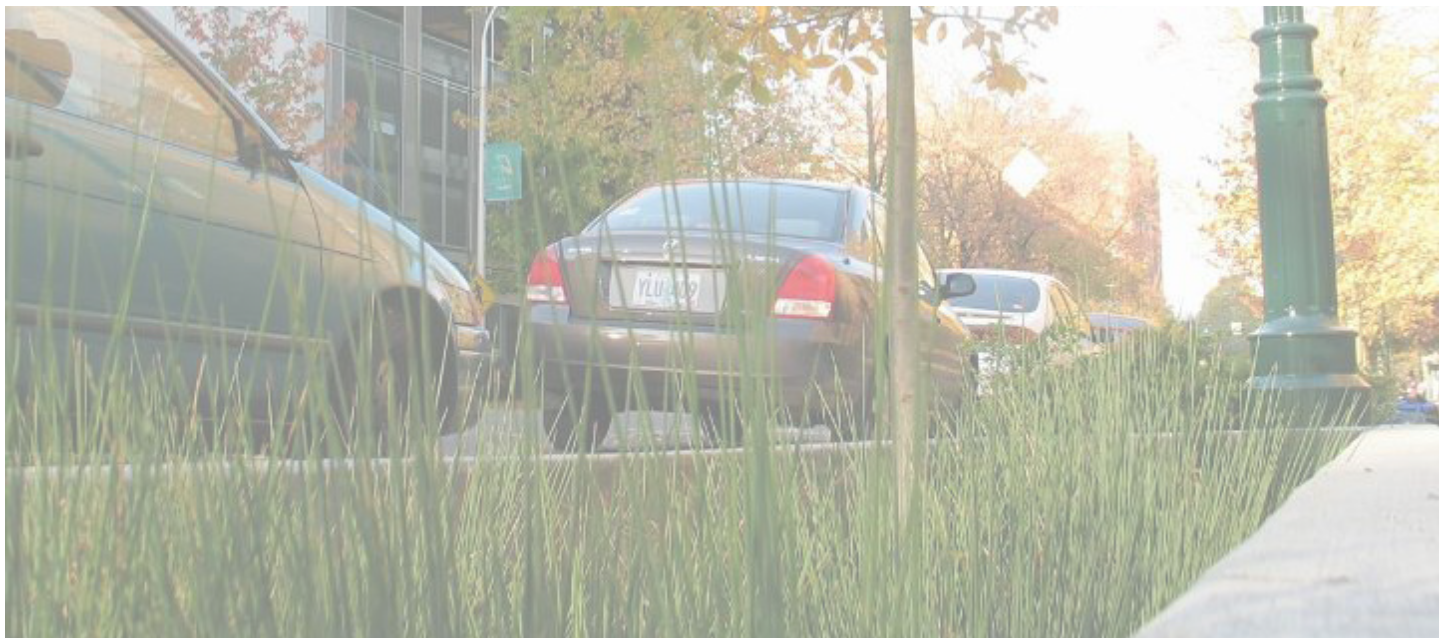
GENERAL RECOMMENDATIONS – STORM SEWER

Local storm sewer improvements are recommended to be completed in conjunction with other improvements in the station area. Improvements which may require storm sewer modifications include: roadway realignments, roadway extensions, and pedestrian sidewalk/street scape improvements. Storm sewer improvements may consist of: storm sewer construction, manhole reconstruction, drain tile extensions, storm sewer relocation, and complete replacement. These local storm sewer improvements are included as part of the overall cost of roadway and streetscape improvements recommended in this plan. Where roadway/streetscape improvements are part of the SW LRT anticipated base project scope, associated storm sewer improvements are assumed to be a project cost. Coordination with the local watershed district and other agencies may be needed to review the condition of and capacity of existing trunk storm sewer systems serving more regional surface water needs.

STORMWATER BEST MANAGEMENT PRACTICES

There are numerous stormwater best management practices (BMPs) that can be used to address stormwater quality and quantity. As part of this project, BMP guides were developed for four stations (Royalston, Blake, Shady Oak, and Mitchell) which exemplify the range of development intensity and character in the urbanized environment along the Southwest LRT Corridor. The recommendations and practices identified in each of the four BMP guides are applicable to various stations along the corridor.

Potential stormwater management strategies for this station area may be similar to those shown in the BMP guide for the Royalston Station (see p. 2-26). Minneapolis should consider implementing applicable best management practices similar to those in the Royalston Station BMP guide. Stormwater management recommendations should be constructed in conjunction with public and private improvements and future development/redevelopment in the station area.



Station Area Utility Plan (Continued)

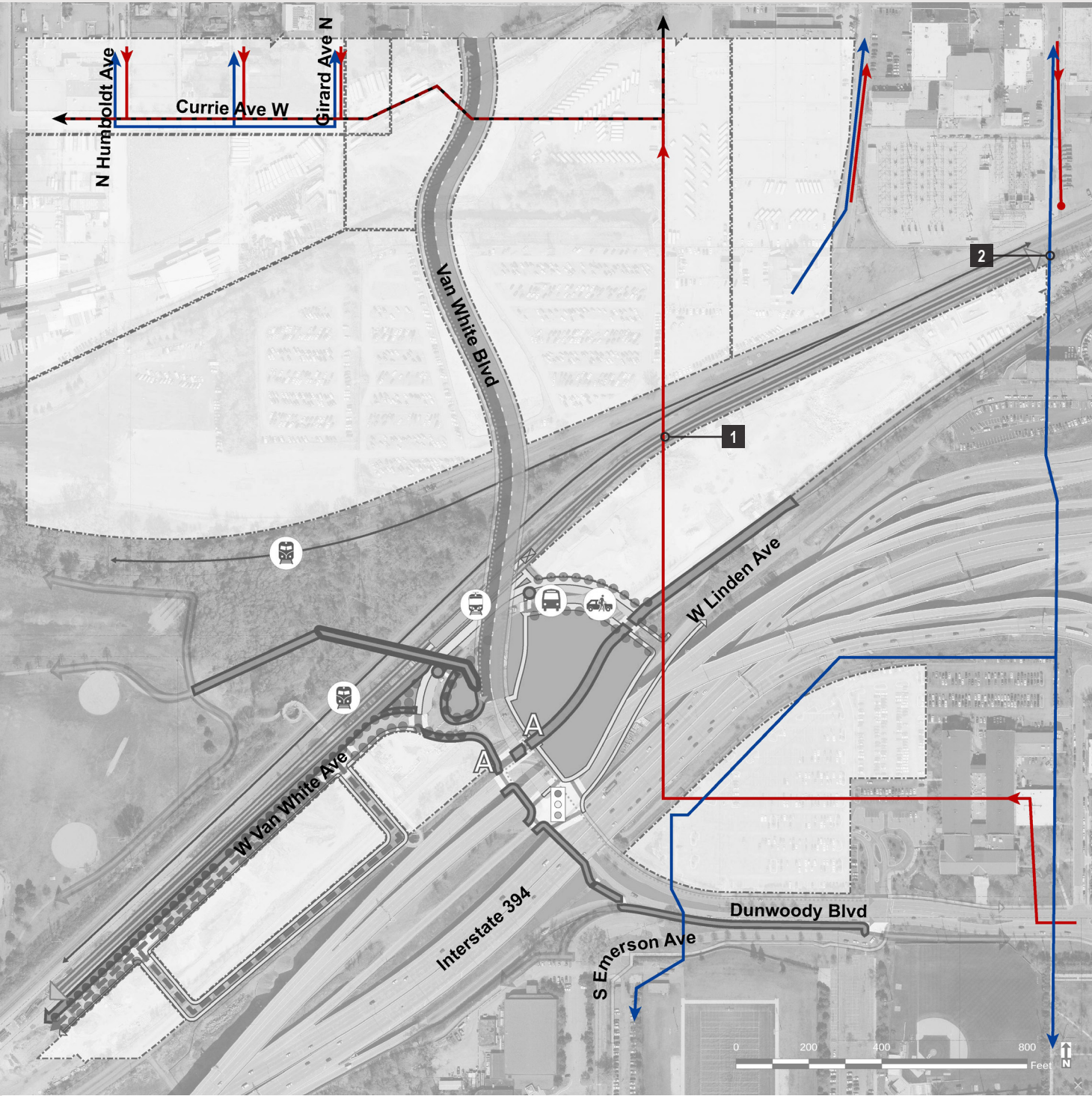
STATION AREA UTILITY RECOMMENDATIONS

Utility recommendations (illustrated in Figure 3-15) are based on a localized analysis of proposed development. It is recommended that the City of Minneapolis take this analysis a step further and review system constraints to the existing and future sanitary sewer and water main systems using existing sewer CAD or water CAD models, or other methods of modeling these systems.

Opening Day Recommendations:

1. Encase existing sanitary sewer crossing LRT rail construction.
2. Encase existing water main crossing LRT rail construction.

FIGURE 3-15. STATION AREA UTILITY PLAN



OPENING DAY RECOMMENDATION

— EXISTING UTILITIES

SERVICE SANITARY

LOCAL SANITARY

TRUNK SANITARY

MCES SANITARY INTERCEPTOR

SANITARY SEWER FORCEMAIN

LIFT STATION

SERVICE WATER MAIN

LOCAL WATER MAIN

TRUNK WATER MAIN

WATER TOWER

THIS PAGE INTENTIONALLY LEFT BLANK