

Station Programming: LPA/DEIS & Station Planning Recommendations

LPA/DEIS Recommendations		West Lake		21st St	Penn	Van White		Royalston	
		short-term	long-term			short-term	long-term	short-term	long-term
Ridership		2800		1000	600	350		1900	
Parking		x		x	x				
Station Access		all modes		walk-up	walk-up	all modes		walk-up	
LRT Parking									
Drop-n-Ride		x	x	x	x	x	x		
Bus Interface		x	x	x	x	x	x	x	x
Bike Station		x	x	x	x	x	x	x	x
Bikeshare		x	x	x	x	x	x	x	x
Office		x	x		x		x	x	x
Residential		x	x	x	x		x		x
Commercial/Retail		x	x		x		x	x	x

Royalston

Option A

Short-Term Option

Key Points

--Farmers' Market: expands to the north

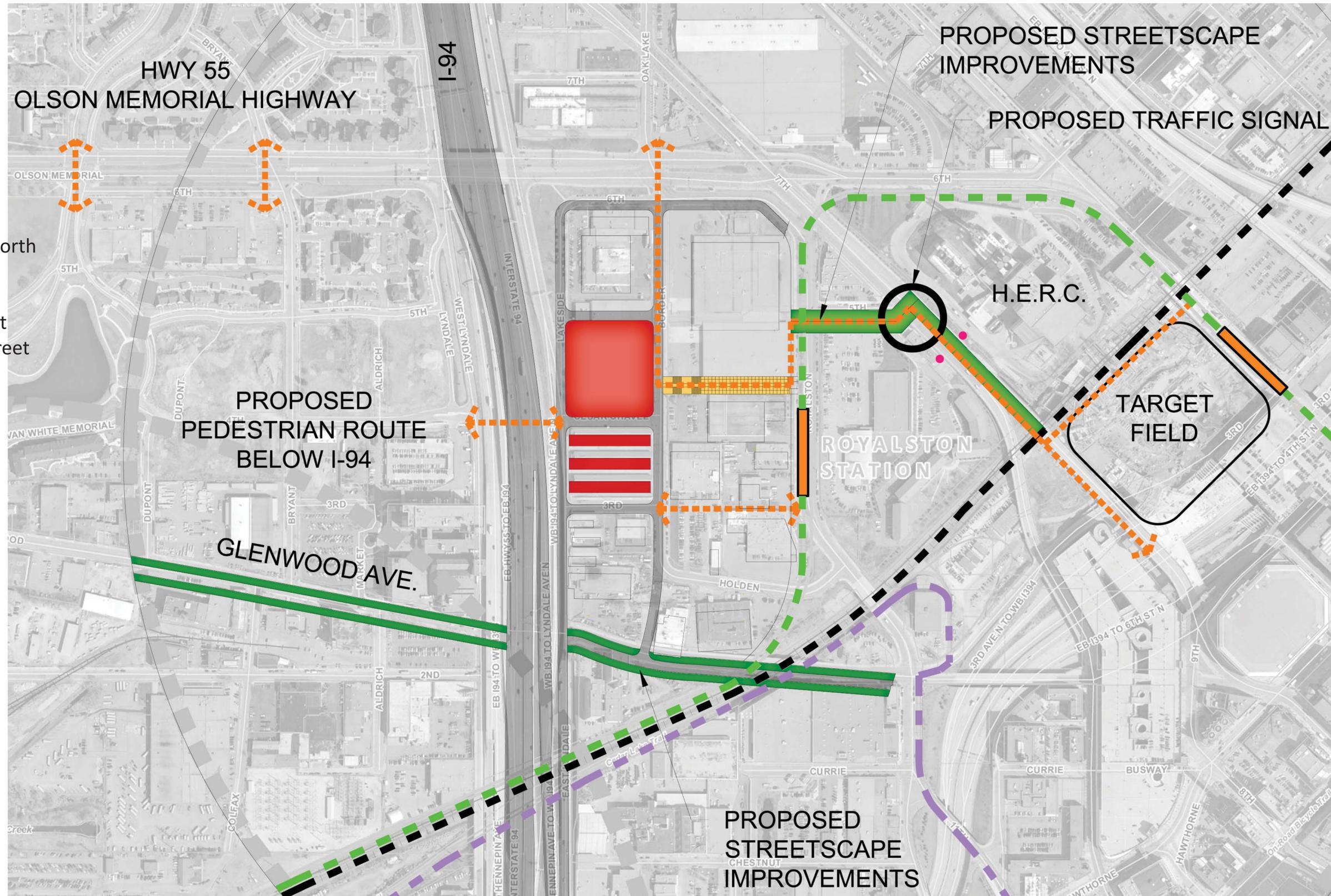
--Connectivity

Market-Station: plaza

Station-Bus stop: enhanced street

Station-Target field: enhanced street

--LRT parking: none



- STREETSCAPE IMPROVEMENTS
- PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
- 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



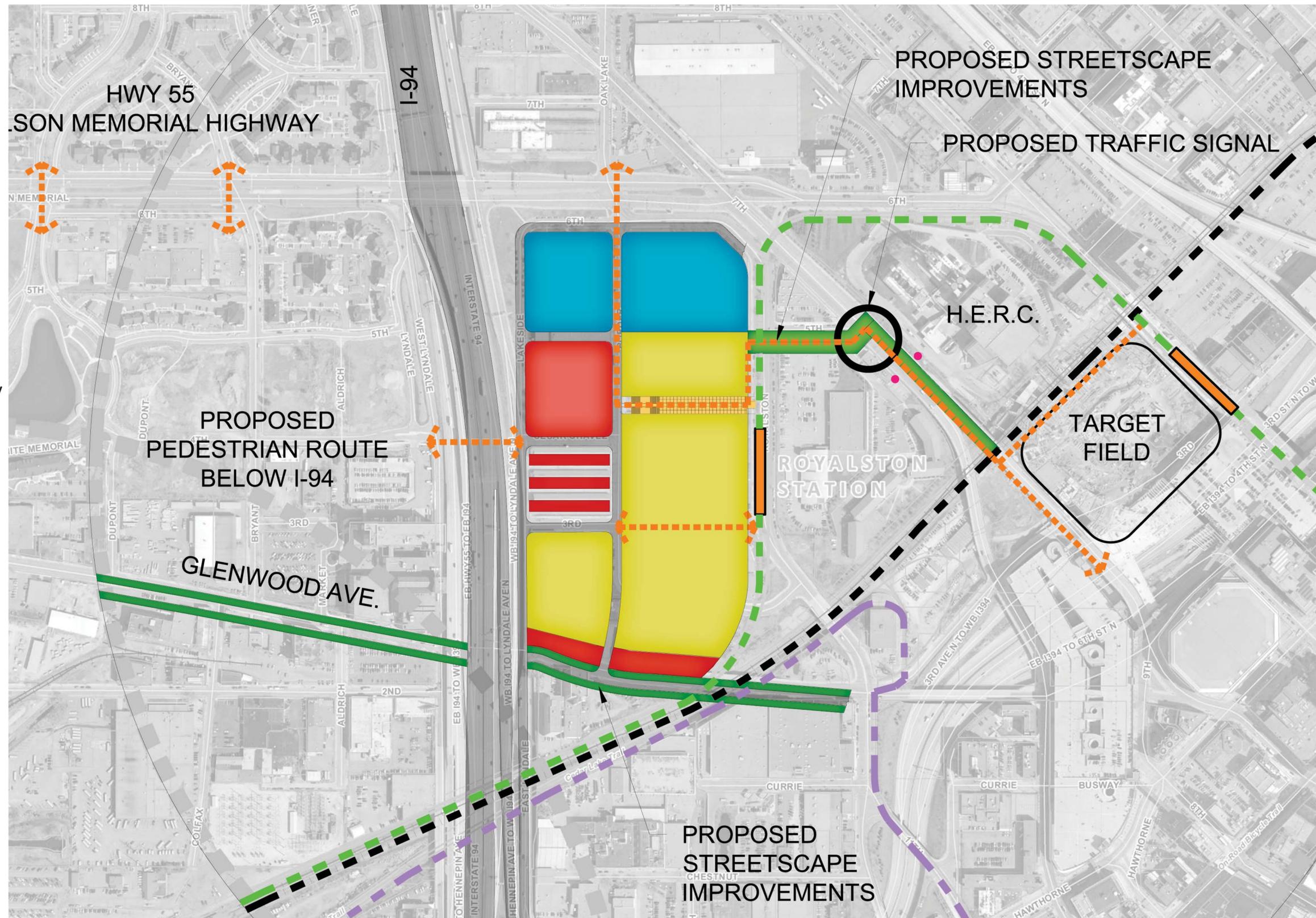
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Royalston Option B

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
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STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS

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



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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.

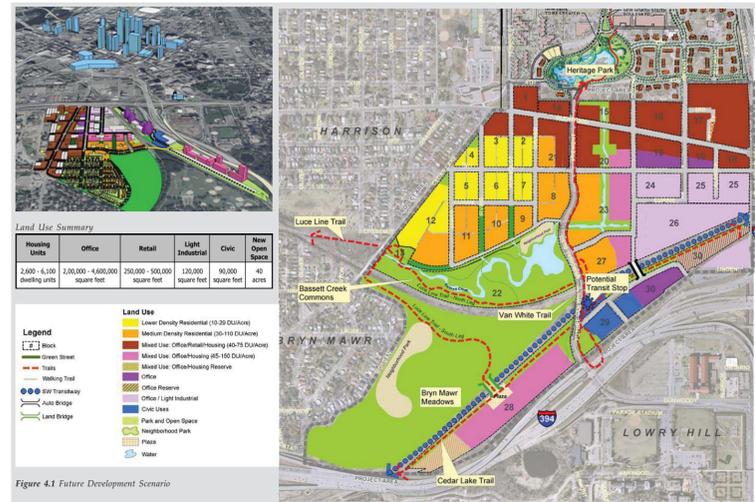
Top Issues

- 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

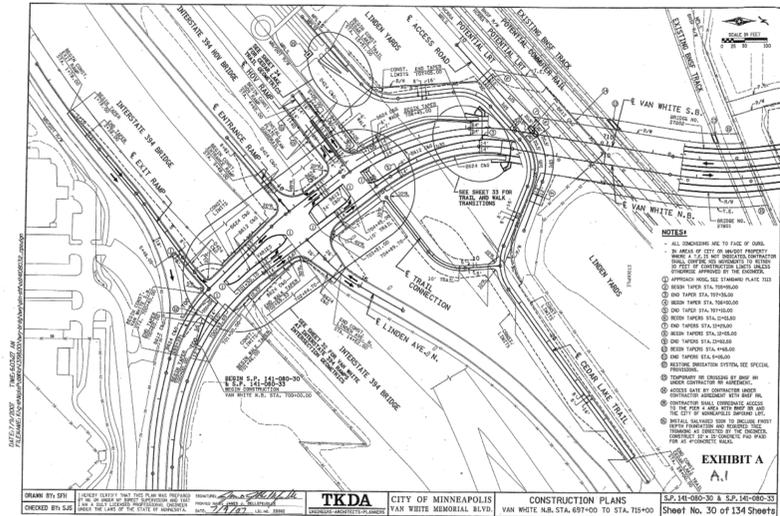
Bassett Creek Valley Master Plan, 2007: Development Concept.



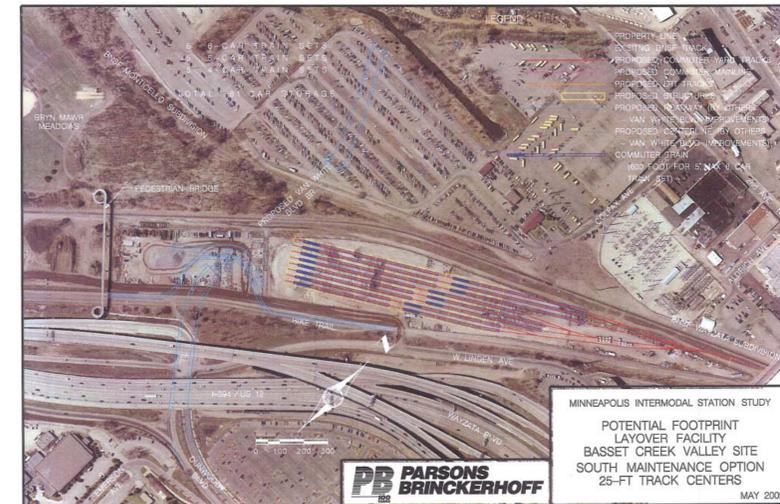
Ryan Companies, 2009: Development Concept.



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.



STATION AREA STRATEGIC PLANNING: SUMMARY & PREVIOUS PLANS

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



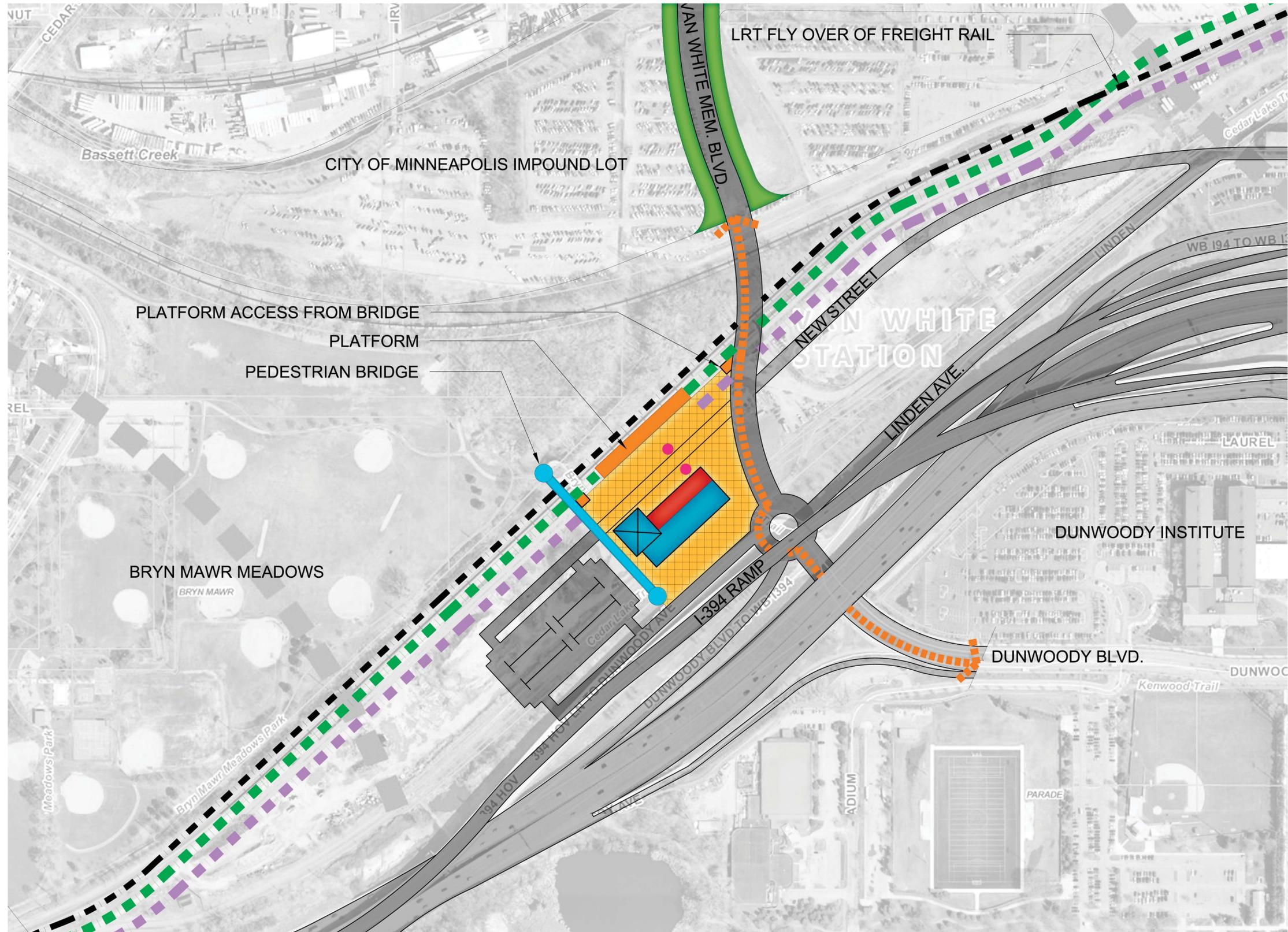
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Van White Option A

Short-Term Option

Key Points

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



STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS

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



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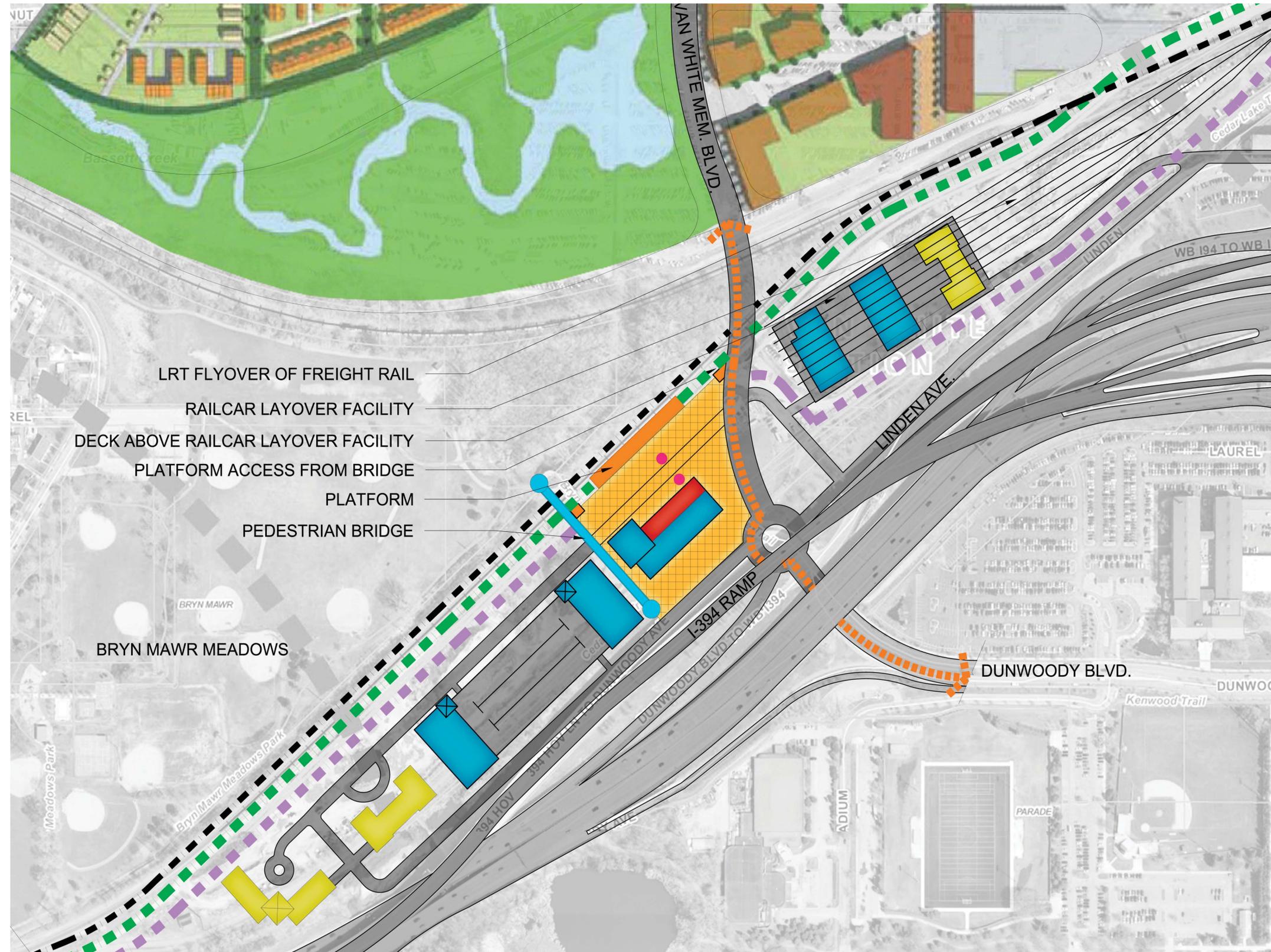
Van White Option B

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

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- PEDESTRIAN/BIKE CROSSING IMPROVEMENTS
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STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS

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



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Penn Station

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

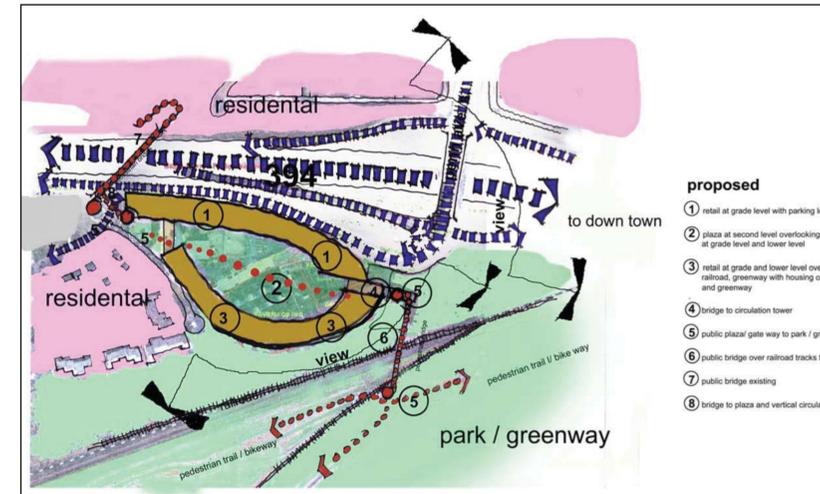
Top Issues

- 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

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



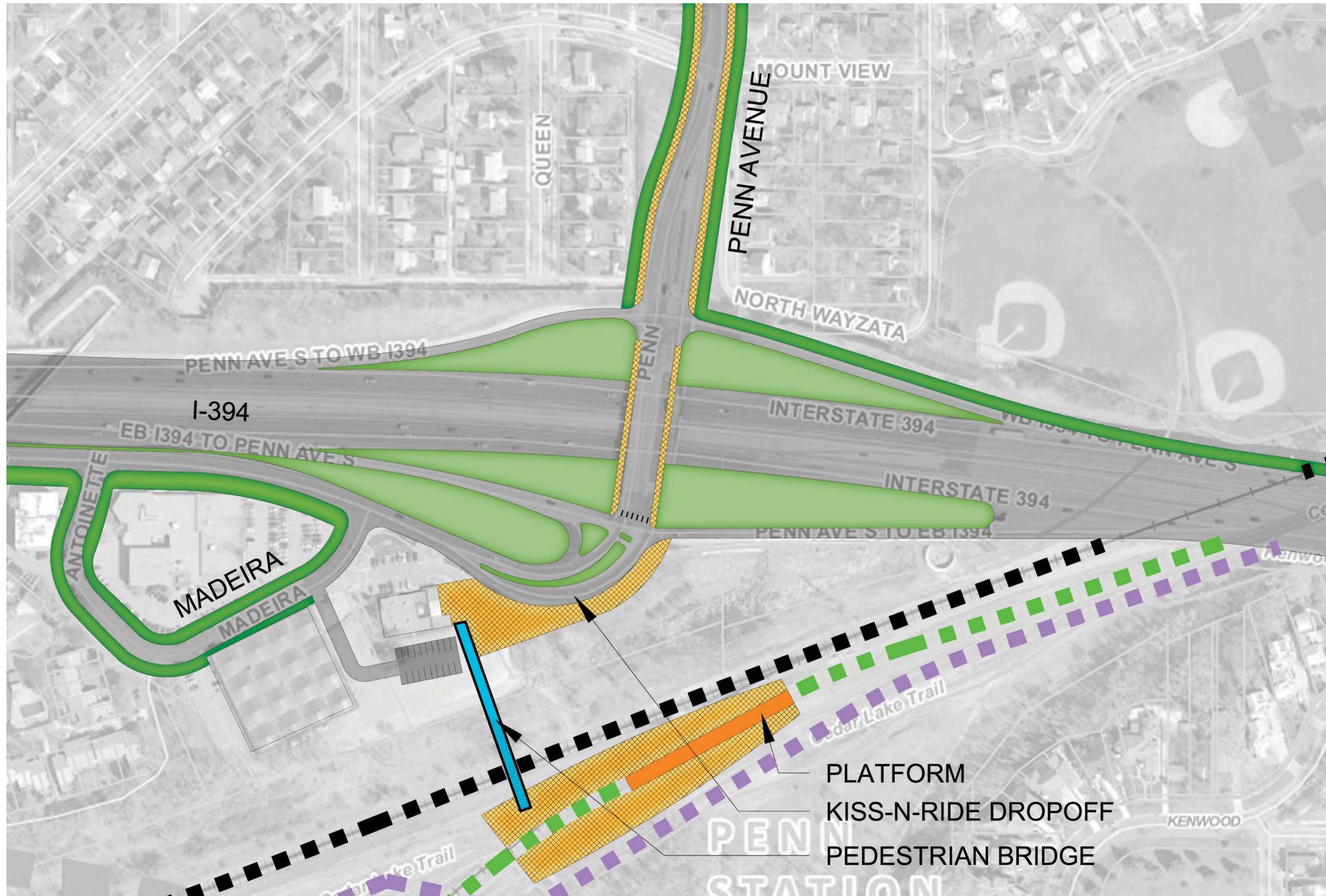
Draft Environmental Impact Statement (DEIS), 2009: concept engineering.



**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
-  RETAIL
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-  RESIDENTIAL
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-  PLAZA
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STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS

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

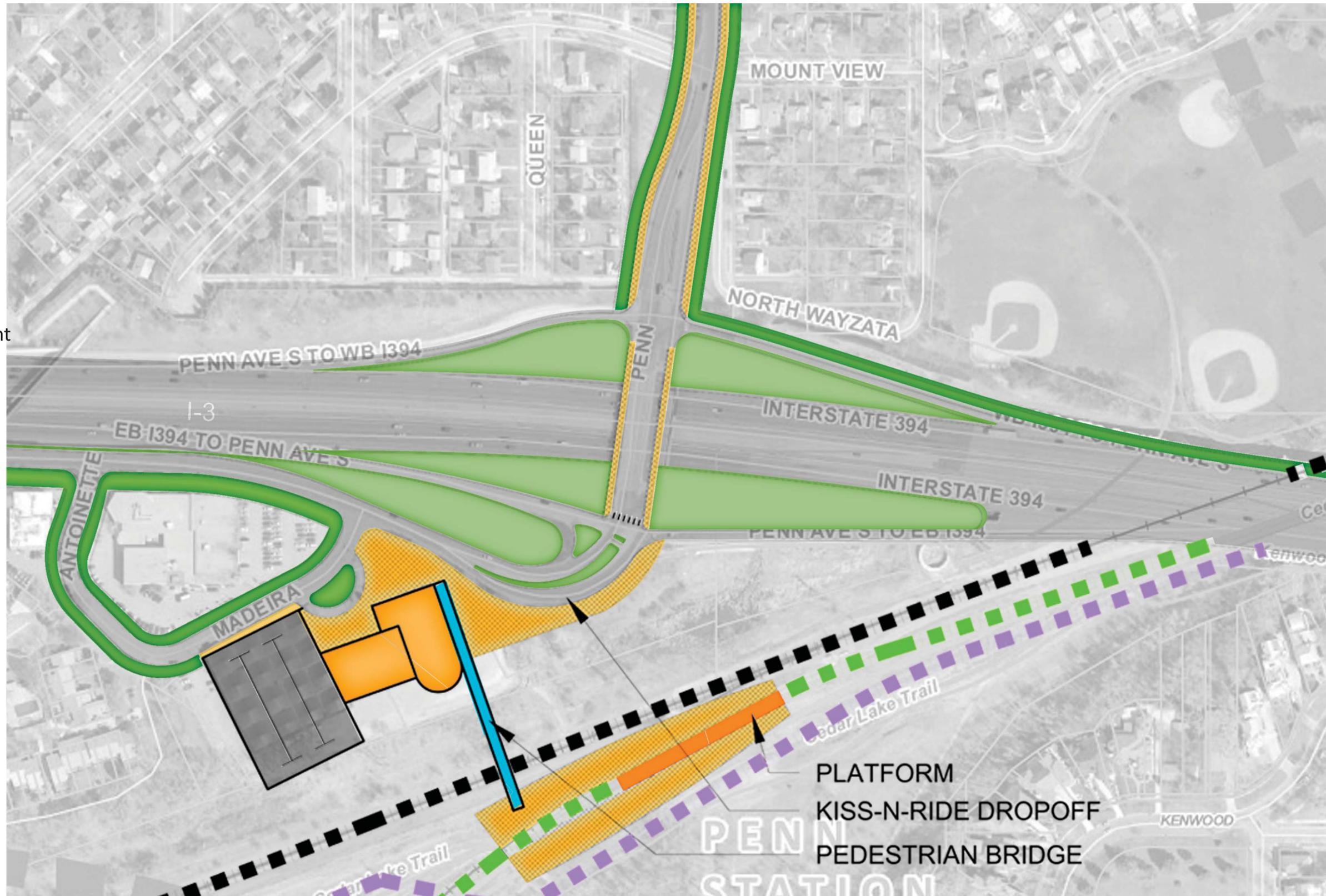


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Penn Option B

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



STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS

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



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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.

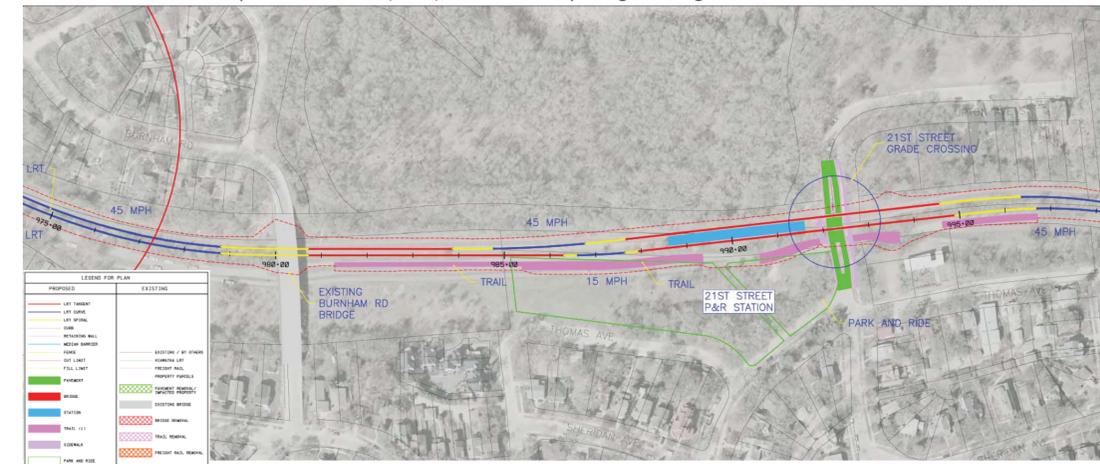
Top Issues

- 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

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

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STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS

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



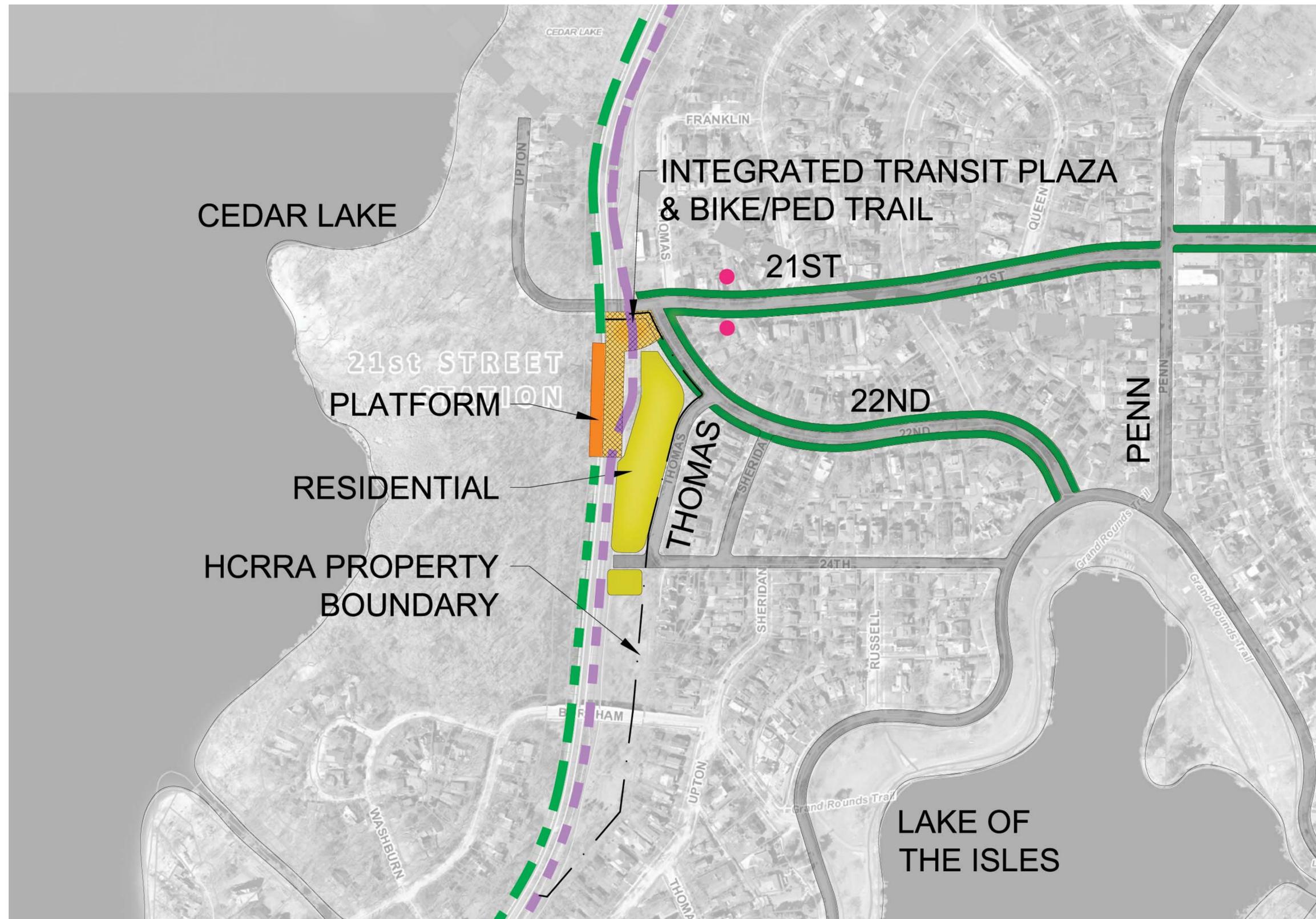
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21st Option B

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



STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS

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



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West Lake

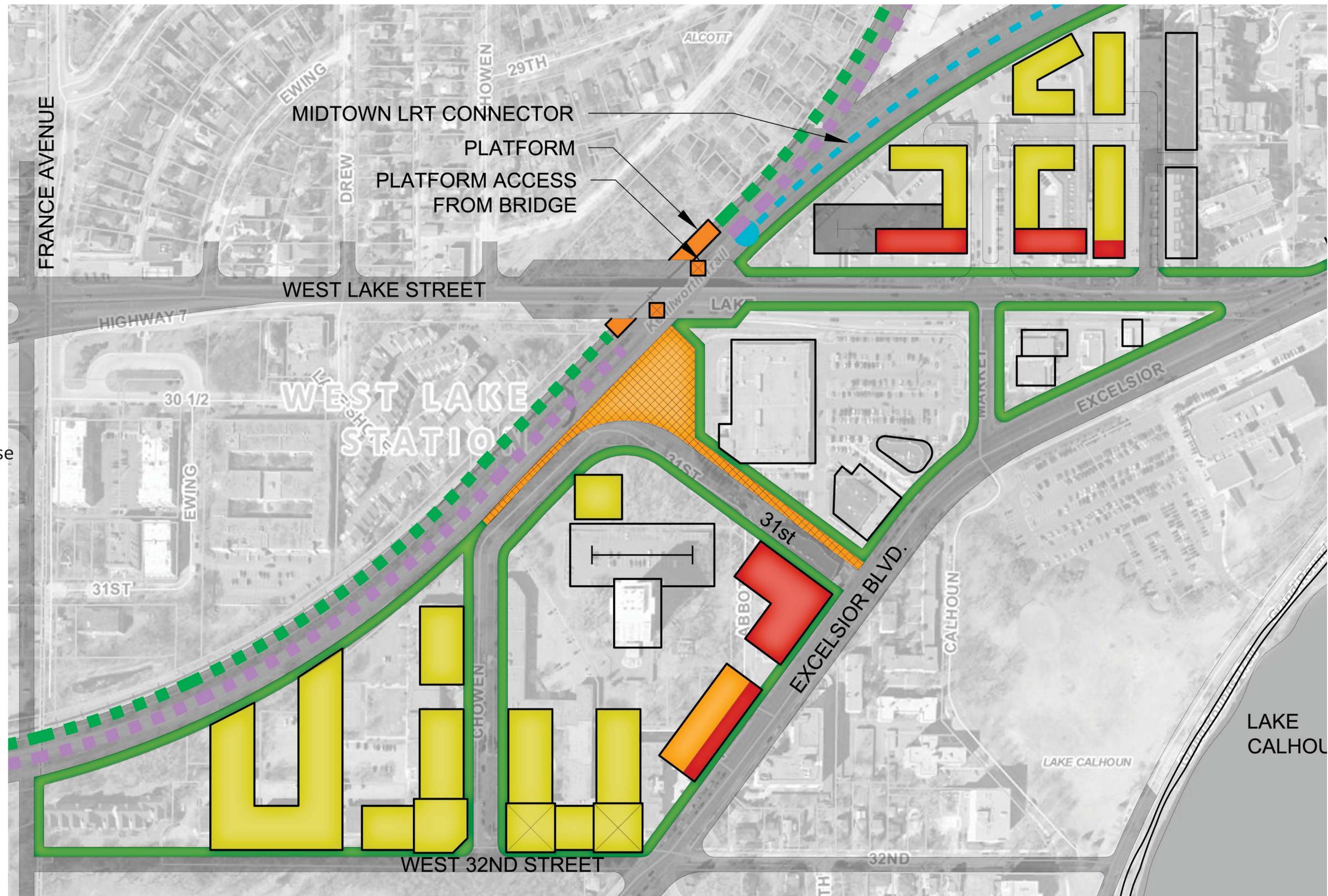
Option A

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

-  STREETScape IMPROVEMENTS
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STATION AREA STRATEGIC PLANNING: FRAMEWORK CONCEPTS

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



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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 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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