

The Bottineau Corridor

Spring/Summer 2010

Land Use Ideas around Future LRT Stations

The Bottineau Partnership is delighted to showcase the land use ideas around Bottineau Corridor LRT stations generated by Target's design assistance. Target volunteered the assistance of its architectural staff to help visualize the Bottineau transit stations and the potential surrounding development.

The hope for this work is that the images get the people excited about the possibilities--and to think about planning issues such as station layout, parking, phasing of development. In the future, these issues will need to be solved through a community-based land use planning process.

"Opportunities?" is posed as a question throughout this work since future land use planning work will ask the communities along the Bottineau Corridor to consider the goals for future opportunities and community improvements could happen along with the Bottineau LRT. While the opportunity suggestions may or may not be the right ones at each place, it is hoped that they get people thinking about what the best opportunities are for their community.



o p p o r t u n i t i e s ?

maximize pedestrian connections and the pedestrian environment



redevelop underutilized buildings connected to the station environment



park & ride structures with small "incubator" retail shops



This visioning exercise is a precursor to a future planning process—not a market study or programming exercise or proposed architectural design. The hope is that this work may help to inform the land use issues of future planning efforts although it is not intended to take the place of a community-based planning process. This visioning exercise is intended to generate ideas that may spark discussion about what the community goals are and how to reach them.

It is not likely that the introduction of light rail will change these areas overnight. Development happens over a long period of time and a sustained commitment to planning and implementation of changes is important for success. These visuals are intended to help communicate how the station and surrounding area might change over time.

Prepared for:



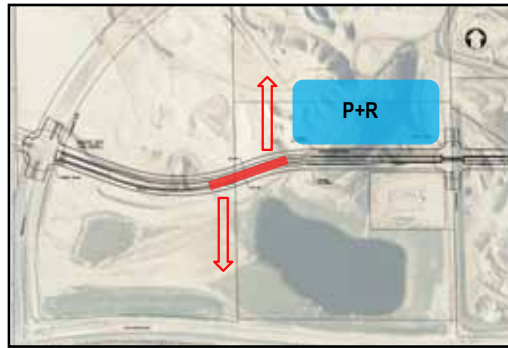
Prepared by:



The Bottineau Corridor: Segment A - Maple Grove

Spring/Summer 2010

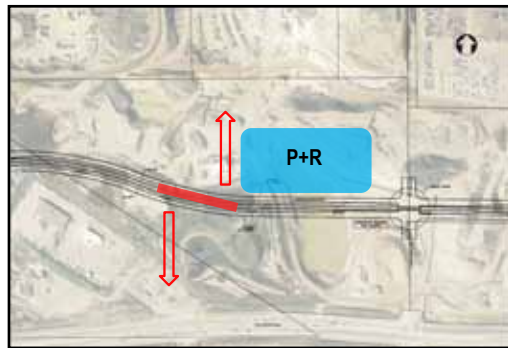
Bottineau Corridor - Land Use Ideas around LRT Stations



Hemlock Station (p+r)

Opportunities?

- reposition station to be more central between intersections for a stronger “master plan” to develop



Jefferson Highway Station (p+r)

Opportunities?

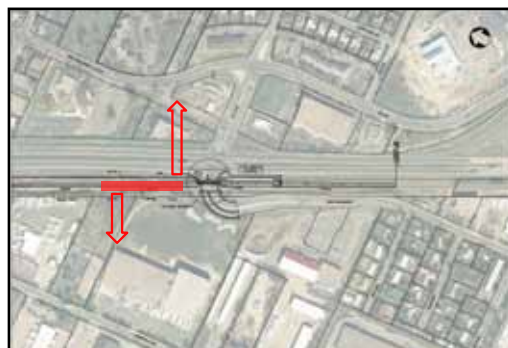
- reposition station to be more central between intersections for a stronger “master plan” to develop



Hennepin Technical College Station

Opportunities?

- define pedestrian zones to make for a intuitive – student friendly environment.
- repurpose existing parking lots with structures to free up more land for development



71st Avenue Station

Opportunities?

- reposition station out of “landlocked” area to allow for surrounding development + improvements to occur

Prepared for:



Prepared by:

Station Specific Study	Development Potential	Station Design Potential (context based)				Segment	Station	Demographics (0.25 mi radius)		Proposed Design Intent		Notes
		Housing	Retail	Office	Pedestrian			Population	Households	P & R Stalls	Platform Type	
	N	N	N	N	I	A	Hemlock Lane P&R Station	0	0	TBD	Center	Verify P&R requirements/expectations
	N	N	N	N	I	A	Jefferson Highway P&R Station	0	0	TBD	Split Side	Verify P&R requirements/expectations
	N	N	N	N	A	A	Hennepin Technical College Station	0	0		Side	Range of potential partnerships with the College
	R	R	R	R	I	A	71st Avenue Station	276	104		Split Side	Landlocked with roads & existing infrastructure

Legend	
N	New Development Potential
M	Mixed New Development + Redevelopment
R	Redevelopment Potential
G	Pedestrian Infrastructure Good
A	Pedestrian Infrastructure Acceptable
I	Pedestrian Infrastructure Improvements Needed

Note: This visioning exercise is a precursor to a future planning process—not a market study or programming exercise or proposed architectural design. The hope is that this work may help to inform the land use issues of future planning efforts although it is not intended to take the place of a community-based planning process. This visioning exercise is intended to generate ideas that may spark discussion about what the community goals are and how to reach them.

The Bottineau Corridor: Segment B - Brooklyn Park

Spring/Summer 2010



97th Avenue Station (p+r)

Opportunities?

- reposition station to a more central layout to work with a larger master plan.
- propose moving the 93rd Ave. P+R to this station for Target North Campus team member use – bridge?



93rd Avenue Station (p+r)

Opportunities?

- development potential east of main road is most feasible



85th Avenue Station

Opportunities?

- reinforce pedestrian connection to the varied context to promote new development.



Brooklyn Boulevard Station

Opportunities?

- reinforce pedestrian connection to the existing development and consider redevelopment

Prepared for:



Prepared by:

Station Specific Study	Development Potential	Station Design Potential (context based)				Segment	Station	Demographics (0.25 mi radius)		Proposed Design Intent		Notes
		Housing	Retail	Office	Pedestrian			Population	Households	P & R Stalls	Platform Type	
	N	N	N	N	A	B	97th Avenue Station	0	0		Center	Adjacent development unknown
YES (per 12.1.09 mtg)	N	N	N	N	I	B	93rd Avenue P&R Station	141	42	TBD	Split Side	Verify P&R requirements/expectations
	M	M	M	M	A	B	85th Avenue Station	706	313		Split Side	Combined Platform on South side of 85th may work better to get more combined ridership and shopping synergy
	R	R	R	R	A	B	Brooklyn Boulevard Station	418	124		Split Side	Review platform location and layout strategy

Legend	N New Development Potential	G Pedestrian Infrastructure Good
M Mixed New Development + Redevelopment	A Pedestrian Infrastructure Acceptable	O Pedestrian Infrastructure Improvements Needed
R Redevelopment Potential		

Note: This visioning exercise is a precursor to a future planning process—not a market study or programming exercise or proposed architectural design. The hope is that this work may help to inform the land use issues of future planning efforts although it is not intended to take the place of a community-based planning process. This visioning exercise is intended to generate ideas that may spark discussion about what the community goals are and how to reach them.

The Bottineau Corridor: Segment C - Brooklyn Park/Crystal/Robbinsdale

Spring/Summer 2010



63rd Avenue Station (P+R)

Opportunities?

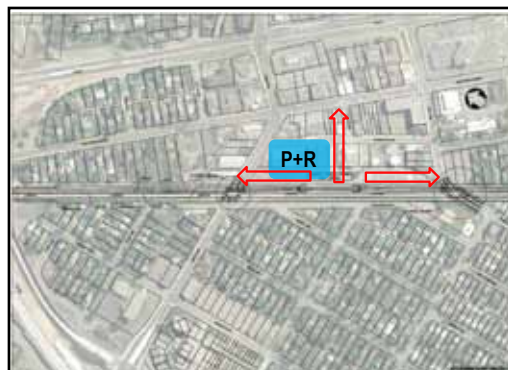
- pedestrian crossing to adjacent residential important.
- park & ride structure with small "incubator" retail shops



Bass Lake Road Station Opportunities:

Opportunities?

- reinforce pedestrian connections at intersection for safe car/walk experience



Hubbard Transit Center Station (P+R)

Opportunities?

- redevelop underutilized buildings connected to station environment
- integrate P+R station into development

Station Specific Study	Development Potential	Station Design Potential (context based)				Segment	Station	Demographics (0.25 mi radius)		Proposed Design Intent		Notes
		Housing	Retail	Office	Pedestrian			Population	Households	P & R Stalls	Platform Type	
	M	M	M	M	A	C	63rd Ave P&R Station	694	366	TBD	Side	Verify P&R requirements/expectations
	M	M	M	M	A	C	Bass Lake Road Station	870	450		Side	Could repurpose park for redevelopment opportunities
YES (per 12.11.09 mtg)	R	R	R	R	G	C	Hubbard Transit Center P&R Station	727	317	TBD	Side	Review platform location and layout strategy

Legend	N New Development Potential	C Pedestrian Infrastructure Good
	M Mixed New Development + Redevelopment	A Pedestrian Infrastructure Acceptable
	R Redevelopment Potential	I Pedestrian Infrastructure Improvements Needed

Prepared for:



Prepared by:



Note: This visioning exercise is a precursor to a future planning process—not a market study or programming exercise or proposed architectural design. The hope is that this work may help to inform the land use issues of future planning efforts although it is not intended to take the place of a community-based planning process. This visioning exercise is intended to generate ideas that may spark discussion about what the community goals are and how to reach them.

The Bottineau Corridor: Segment D1 - Theodore Wirth Park, Minneapolis

Spring/Summer 2010



Golden Valley Road Station

Opportunities?

- primary role of station is to access open space and trails.



Penn Avenue Station

Opportunities?

- develop pedestrian connection along median



Van White Boulevard Station

Opportunities?

- maximize pedestrian connections and the pedestrian environment.
- integrate into future development
- Downtown Minneapolis gateway



Ballpark Station

Opportunities?

- maximize ridership for events and work/live lifestyles

Station Specific Study	Development Potential	Station Design Potential (context based)				Segment	Station	Demographics (0.25 mi radius)		Proposed Design Intent		Notes
		Housing	Retail	Office	Pedestrian			Population	Households	P & R Stalls	Platform Type	
	R	R	R	R	A	D1	Golden Valley Road Station	104	38		Side	Location doesn't make sense, no access, no wayfinding
YES (per 12.11.09 mtg)	R	R	R	R	G	D1	Penn Avenue Station	2308	654		Split Side	Different platform, perhaps a more effective layout could be achieved
	R	R	R	R	G	D1	Van White Boulevard Station	564	168		Split Side	review platform location and layout strategy
	R	R	R	R	G	D1	Ballpark Station	612	3		Center	NEW STADIUM

Legend		Pedestrian Infrastructure	
N	New Development Potential	G	Pedestrian Infrastructure Good
M	Mixed New Development + Redevelopment	A	Pedestrian Infrastructure Acceptable
R	Redevelopment Potential	I	Pedestrian Infrastructure Improvements Needed

Prepared for:



Prepared by:

Note: This visioning exercise is a precursor to a future planning process—not a market study or programming exercise or proposed architectural design. The hope is that this work may help to inform the land use issues of future planning efforts although it is not intended to take the place of a community-based planning process. This visioning exercise is intended to generate ideas that may spark discussion about what the community goals are and how to reach them.

The Bottineau Corridor: Segment D2 - Penn Avenue, Minneapolis

Spring/Summer 2010

Bottineau Corridor - Land Use Ideas around LRT Stations



North Memorial Station

Opportunities:

- develop strong pedestrian connection to North Memorial
- study connection to adjacent residential across road



Penn/W Broadway Avenue Station

Opportunities:

- redevelop neighborhood buildings to be more pedestrian oriented
- explore pedestrian connections



Plymouth Avenue Station

Opportunities:

- redevelop neighborhood buildings to be more pedestrian oriented



Van White Boulevard Station

Opportunities:

- maximize pedestrian connections and the pedestrian environment.
- integrate into future development
- Downtown Minneapolis gateway

Prepared for:



Prepared by:

Station Specific Study	Development Potential	Station Design Potential (context based)				Segment	Station	Demographics (0.25 mi radius)		Proposed Design Intent		Notes
		Housing	Retail	Office	Pedestrian			Population	Households	P & R Stalls	Platform Type	
	R	R	R	R	A	D2	North Memorial Station	674	264		Side	Pedestrian access across CR81 will be needed as well as better defined access to North Memorial Campus
	R	R	R	R	G	D2	West Broadway Avenue Station	1796	497		Side	Development potential, but lots of property would need to be acquired - could revitalize the intersection
YES (per 12.11.09 mtg)	M	M	M	M	G	D2	Plymouth Avenue Station	1880	511		Side	Development potential, but lots of property would need to be acquired - could revitalize the intersection
	R	R	R	R	G	D2	Van White Boulevard Station	564	168		Split Side	If split adjacent platform, perhaps a more effective layout could be achieved

Legend	
N	New Development Potential
M	Mixed New Development + Redevelopment
R	Redevelopment Potential
G	Pedestrian Infrastructure Good
A	Pedestrian Infrastructure Acceptable
	Pedestrian Infrastructure Improvements Needed

Note: This visioning exercise is a precursor to a future planning process—not a market study or programming exercise or proposed architectural design. The hope is that this work may help to inform the land use issues of future planning efforts although it is not intended to take the place of a community-based planning process. This visioning exercise is intended to generate ideas that may spark discussion about what the community goals are and how to reach them.

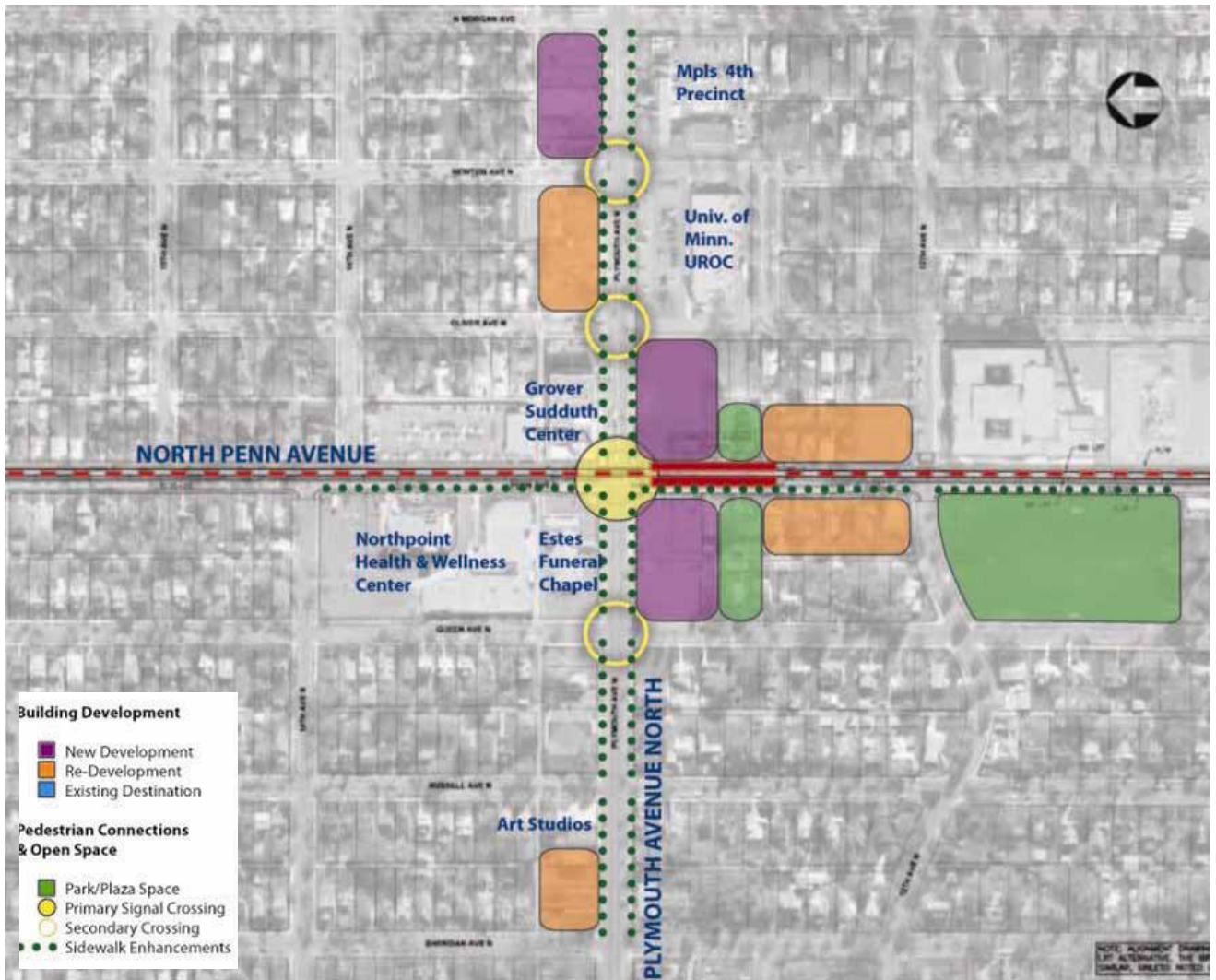


Penn & Plymouth Station Area Case Study, Minneapolis

Spring/Summer 2010



This case study of the Penn & Plymouth explores ideas for land use around this station area to show what it might look like as it changes over time. The ideas shown in these images may not be exactly what is desired by the community or what is finally adopted in future land use plans by the City of Minneapolis, but these images are intended to start the discussion. These images show more of a development focus on Plymouth Avenue than Penn Avenue since there are more low intensity commercial that might be more likely to redevelop than single-family homes.



Prepared for:



Prepared by:



Note: This visioning exercise is a precursor to a future planning process—not a market study or programming exercise or proposed architectural design. The hope is that this work may help to inform the land use issues of future planning efforts although it is not intended to take the place of a community-based planning process. This visioning exercise is intended to generate ideas that may spark discussion about what the community goals are and how to reach them.

Penn & Plymouth Station Area Case Study, Minneapolis

Spring/Summer 2010

Bottineau Corridor - Land Use Ideas around LRT Stations



Prepared for:



Prepared by:



Note: This visioning exercise is a precursor to a future planning process—not a market study or programming exercise or proposed architectural design. The hope is that this work may help to inform the land use issues of future planning efforts although it is not intended to take the place of a community-based planning process. This visioning exercise is intended to generate ideas that may spark discussion about what the community goals are and how to reach them.



Penn & Plymouth Station Area Case Study, Minneapolis

Spring/Summer 2010

Looking south on Penn Avenue

Phase One Opportunities?

- An adjacent grocery store that is built around the time when LRT opens.



Phase Two Opportunities?

- The expansion of the Phase One retail to include housing above.



Phase Three Opportunities?

- Development of a building on the southeast corner of Penn & Plymouth

Phase Four Opportunities?

- Development of townhomes further south on Penn Avenue



Prepared for:



Prepared by:



Note: This visioning exercise is a precursor to a future planning process—not a market study or programming exercise or proposed architectural design. The hope is that this work may help to inform the land use issues of future planning efforts although it is not intended to take the place of a community-based planning process. This visioning exercise is intended to generate ideas that may spark discussion about what the community goals are and how to reach them.

Penn & Plymouth Station Area Case Study, Minneapolis

Spring/Summer 2010



Questions?

- Are there enough people to support a grocery store in this area?
- What other services are needed here?
- Building height - is three stories too tall, too short or just right?
- Street trees - does the addition of some green and shade matter?

What other ideas are important here?

Prepared for:



Prepared by:



Note: This visioning exercise is a precursor to a future planning process—not a market study or programming exercise or proposed architectural design. The hope is that this work may help to inform the land use issues of future planning efforts although it is not intended to take the place of a community-based planning process. This visioning exercise is intended to generate ideas that may spark discussion about what the community goals are and how to reach them.

Hubbard Marketplace Station Area Case Study, Robbinsdale

Spring/Summer 2010

This case study of the Hubbard Marketplace Station Area considers ways the land uses around the transit station could change with the construction of a park and ride that also serves downtown Robbinsdale and with the reconfiguration of the block to the east of the station.

Bottineau Corridor - Land Use Ideas around LRT Stations



Prepared for:



Prepared by:



Note: This visioning exercise is a precursor to a future planning process—not a market study or programming exercise or proposed architectural design. The hope is that this work may help to inform the land use issues of future planning efforts although it is not intended to take the place of a community-based planning process. This visioning exercise is intended to generate ideas that may spark discussion about what the community goals are and how to reach them.

Hubbard Marketplace Station Area Case Study, Robbinsdale

Spring/Summer 2010

Images: the view from 42nd Avenue and Railroad Avenue looking southeast.

Images: the view looking east from above.



Phase One Opportunity?

- A park and ride that also serves downtown Robbinsdale. The park and ride is shown constructed over the LRT tracks as a space saving measure in a relatively tight area.



Phase Two Opportunity?

- Development of a one-story building located where the Farm & Garden building is located.



Phase Three Opportunity?

- Development of a few additional stories of housing or retail that could create a signature gateway to Robbinsdale from the west.

Note: This visioning exercise is a precursor to a future planning process—not a market study or programming exercise or proposed architectural design. The hope is that this work may help to inform the land use issues of future planning efforts although it is not intended to take the place of a community-based planning process. This visioning exercise is intended to generate ideas that may spark discussion about what the community goals are and how to reach them.

Prepared for:



Prepared by:



Hubbard Marketplace Station Area Case Study, Robbinsdale

Spring/Summer 2010



The view from 42nd Avenue and West Broadway looking southwest.

Phase One: A park and ride?

Phase Two: One-story retail + street trees?



Phase Three: Two stories of housing or office above?

- Opportunities/Questions?
- What should the architectural character look like?
 - How would a combine park & ride and downtown parking deck work?
 - Can district parking help the redevelopment of other sites nearby?
 - What retail uses here might be complementary to other downtown Robbinsdale businesses?



Prepared for:



Prepared by:



Note: This visioning exercise is a precursor to a future planning process—not a market study or programming exercise or proposed architectural design. The hope is that this work may help to inform the land use issues of future planning efforts although it is not intended to take the place of a community-based planning process. This visioning exercise is intended to generate ideas that may spark discussion about what the community goals are and how to reach them.