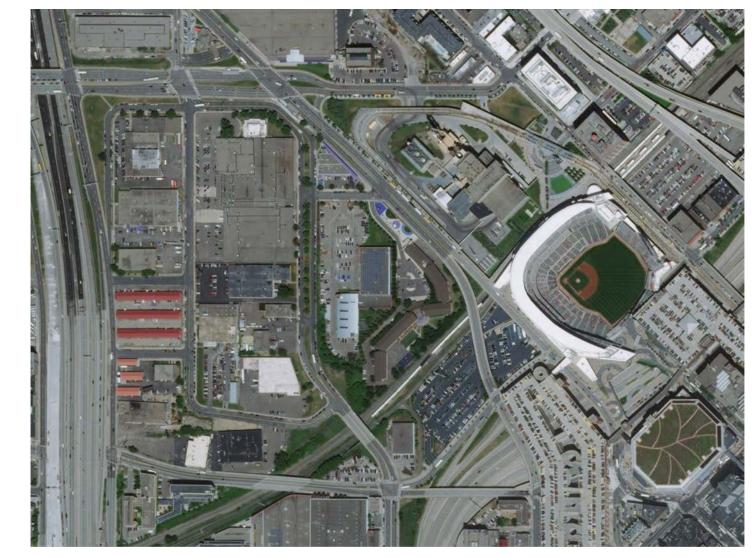
CITY OF MINNEAPOLIS

Market-Royalston Station

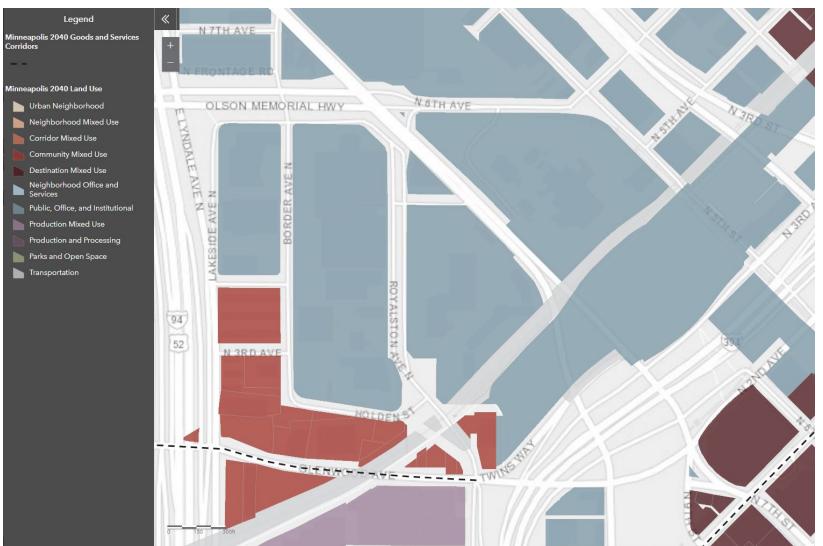
Heather Worthington, Director Long Range Planning, CPED March 19, 2019



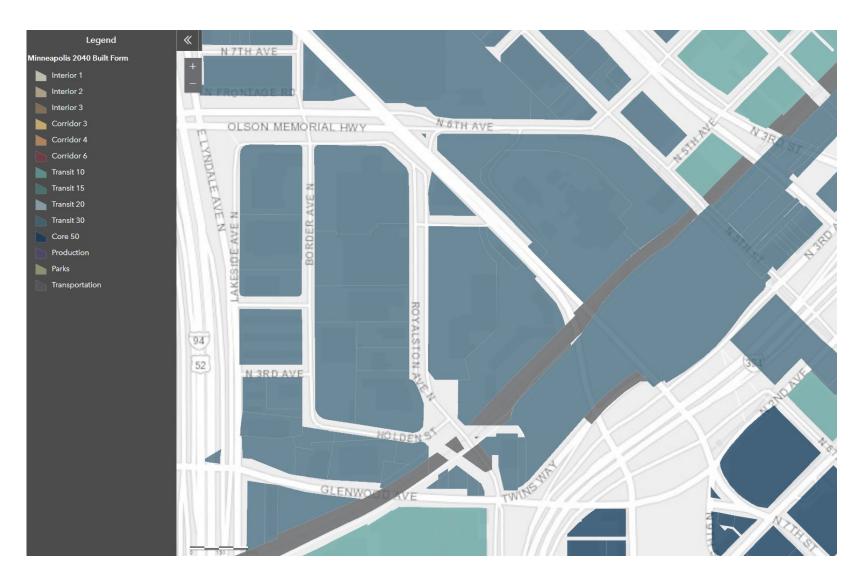
Today (wishful thinking)











Existing Conditions

 <u>https://www.swlrtcommunityworks.org/explore-</u> <u>corridor/stations/royalston-station</u>

Design Challenges:

- Location is "hemmed in" by highways, missing street grid, lack of pedestrian connections
- Better wayfinding will be crucial
- Changes in ownership will need to be monitored to ensure coordination and potential assembly
- Infrastructure investments will need to be prioritized and coordinated carefully

Land Use

Public, Office, and Institutional (Blue)

Accommodates major office centers, public and semipublic uses, including museums, hospitals, civic uses, and college and university campuses. Entertainment uses of greater intensity such as stadiums should be focused in downtown and university campuses. Multi-story residential uses are permitted in this category, with mixed-use encouraged – particularly fronting major corridors.

Community Mixed Use (Red)

Large-scale mixed use development is encouraged throughout these areas, with commercial uses fronting on major streets. Commercial retail spaces are typically smaller in order to generate pedestrian activity, and are often a destination for customers coming from outside of the market area. Active uses that are accessible to the general public such as office, food service, retail, or medical establishments are required at the street level; therefore single-use residential development is not permitted. Contiguous expansion of commercial zoning is allowed.



The Transit 30 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and adjacent to the downtown office core.

Built Form Guidance: New and remodeled buildings in the Transit 30 district should reflect a variety of building types on both moderate and large sized lots. Upper floors of taller buildings should be set back to increase access to light and air.Building heights should be 10 to 30 stories. Building heights should be at least 10 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 30 district.Requests to exceed 30 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.



The Transit 10 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and in downtown.

Built Form Guidance: New and remodeled buildings in the Transit 10 district should reflect a variety of building types on both moderate and large sized lots. Building heights should be 2 to 10 stories.Building heights should be at least 2 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 10 district.Requests to exceed 10 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.



The Core 50 district is applied in the downtown central business district. The district supports the office core as the center of the region's economy by allowing the largest building types in the city.

Built Form Guidance: New and remodeled buildings in the Core 50 district should reflect a variety of building types on both moderate and large sized lots, with multiple buildings per block. The Core 50 district supports the office core as the center of the region's economy, with the largest building types in the city. Building heights should be at least 10 stories, with no maximum.



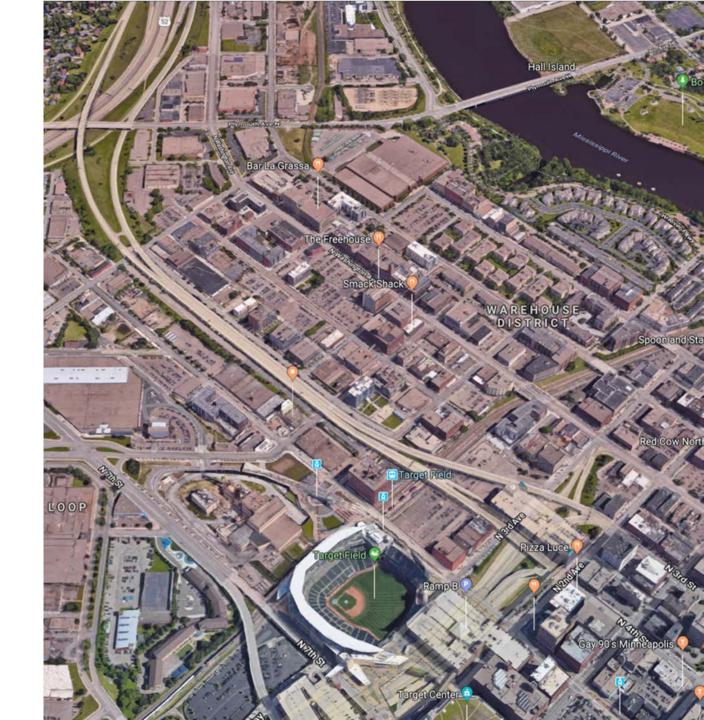
Considerations

- North Loop Small Area Plan:
 - <u>http://www.ci.minneapolis.mn.us/www/groups/public/@cped/documents/webcontent/convert_274477.pdf</u>
- Comp Plan clarifies Small Area Plan work; resolves industrial use to redevelopment/TOD
- Intentionally calls out need for a coherent pedestrian connection from platform to NuLoop
- CPED will continue to monitor ownership changes, infrastructure improvements, and provide better coordination for future redevelopment opportunities

Policy Goals—2040 Plan

- Better connectivity for neighborhoods/precincts divided by I-94
 - Upper Harbor Terminal
 - Royalston/Farmers Market
 - Washington LRT stop and Cedar/35W
 - 3rd/4th Viaduct
- Road "Diet"—ROW opportunities
- Lids and connectivity—especially in CAPs
- Freeway Remediation:
 - Recover and repurpose space taken by construction of the interstate highway system in Minneapolis and use it to reconnect neighborhoods and provide needed housing, employment, greenspace, clean energy and other amenities consistent with City goals.

3/4th Viaduct



Further Information

- www.Minneapolis2040.com
- <u>https://www.swlrtcommunityworks.org/explore-corridor/stations/royalston-station</u>
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