BKV GROUP

Root District
art.food.culture.

Welcome to the Root District.
This is where we grow, create, and experiment.

VISIONING

INSPIRATION & IDEAS FOR THE ROOT DISTRCT

4/23/2020

Architecture | Interior Design | Landscape Architecture | Engineering

NULOOP

EXISTING

PAST STUDIES & SITE CONDITIONS

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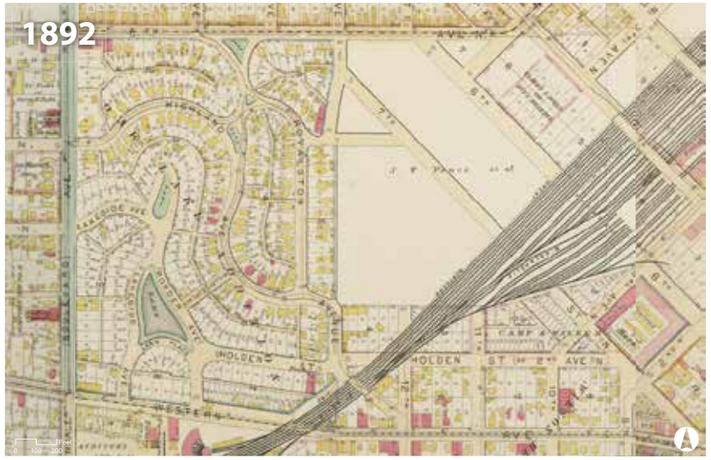
HISTORY & CONTEXT

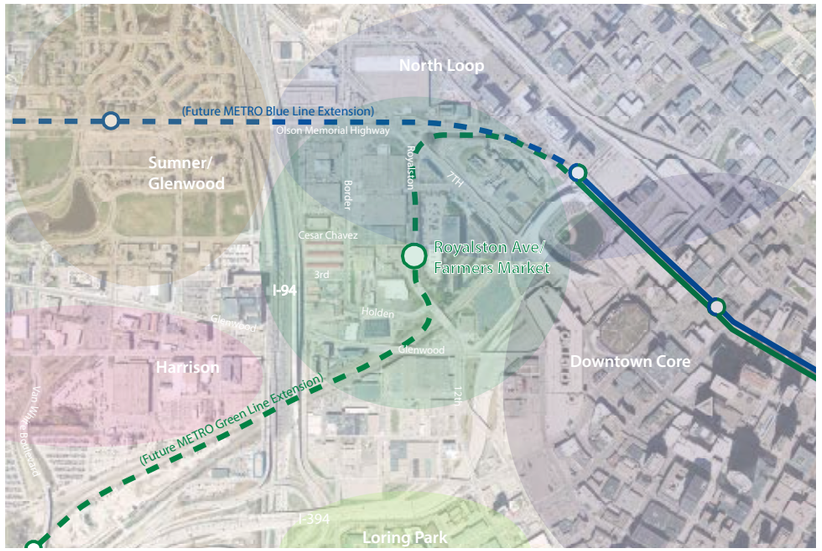


The Royalston area was once home to a leafy Victorian neighborhood surrounding a small lake (Oak Lake) and a number of parklets. Clues to the area's past can still be found in today's street names, such as Lakeside Avenue.

During the mid-century, farmers markets struggled and a portion of the sheds were replaced with industrial structures. A strip of blocks to the immediate west were razed in preparation for the construction of Interstate 94.

As the demographics of the neighborhood changed and the housing stock fell into disrepair, the area was labeled a "slum". The City razed the lake, parks, and a number of blocks to build a newer, larger farmers market.

The I-94 corridor adds another barrier to an area that has always been isolated. The recent additions of the HERC, Target Field, Cedar Lake Trail, and the ABC parking ramps bring new destinations, amenities, and challenges.



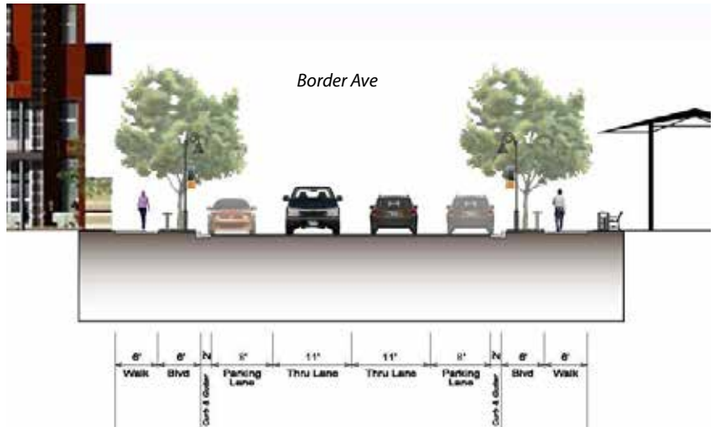
PAST STUDIES

Transitional Station Area Action Plan, 2014

Opening Day Recommendations (2014)

This map illustrates the infrastructure that is recommended to be in place when the Southwest light rail line opens. Some of this infrastructure would be included in the light rail line project budget and some would require additional funding.
Includes:

- Direct ped/bike connection between station and Farmers Market
- Extend Border Ave south to Glenwood Ave
- Improve pedestrian crossings at key intersections
- Streetscape
- Wayfinding



Transitional Station Area Action Plan, 2014

Design/Development Concepts

Transitional Station Area Action Plan, 2014

Potential station area improvements

This map illustrates recommended opening day infrastructure improvements and the resulting potential redevelopment sites. Includes:

- New east-west streets to provide access to appropriately sized development
- Public plaza with public art
- Bike parking at station
- Frontage roads just south of Olson Memorial closed -- excess land folded into developable parcels

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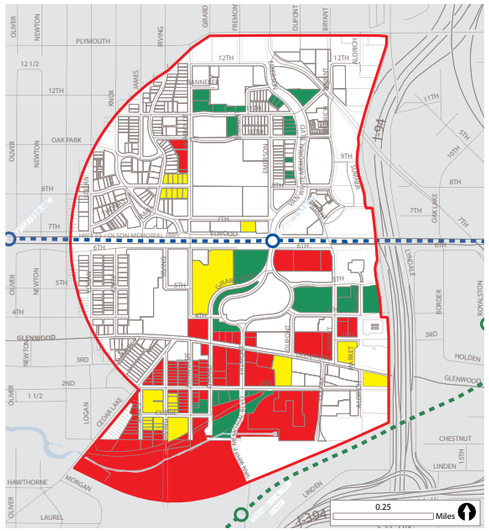
PAST STUDIES

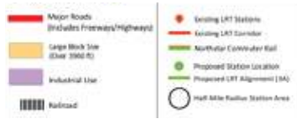
SWLRT Station Strategic Planning, 2010



Van White Blvd Station Area Plan, 2017

Barriers to Walkability

*"One of the most pervasive barriers to redevelopment of the Lower North Loop is the **lack of connections** within the area, as well as to downtown and adjacent neighborhoods. Inside the area, a series of **superblocks** make internal travel difficult on foot or bicycle. In addition, the Lower North Loop is bordered on all sides by **high-speed roadways** located either above or below the prevailing elevation of the neighborhood."*
- Bridging the Gap, 2009



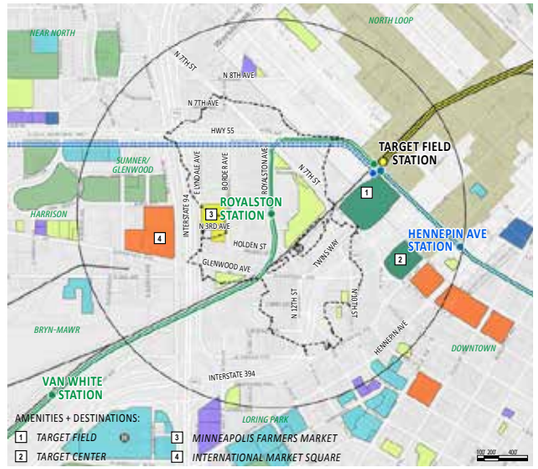
Development Opportunity Sites West of I-94

This map identifies possible areas of development in the neighborhoods (Harrison, Sumner-Glenwood, Near North, and Bryn Mawr) to the west of Royalston Station, where the Van White Boulevard Station is planned along the extension of the Blue Line light rail. Sites of possible change include vacant publicly-owned parcels, underutilized privately-owned parcels, and areas of possible longer-term redevelopment (mostly industrial land uses).

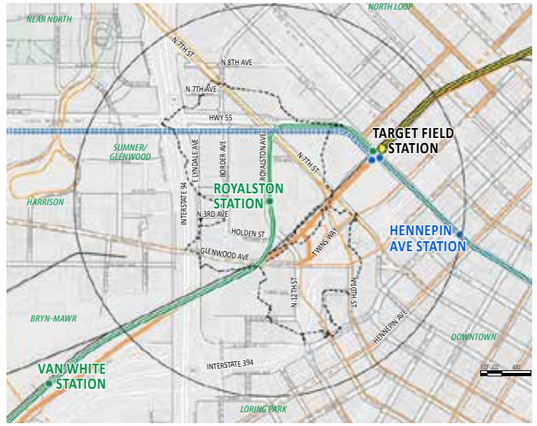
Legend

- METRO Blue Line Extension Alignment*
- METRO Blue Line Station*
- METRO Green Line Extension Alignment*
- METRO Green Line Station*
- Station Area
- *Planned
- Tier 1 - Vacant publicly owned parcels
- Tier 2 - Vacant or underutilized privately owned parcels
- Tier 3 - Longer-term future redevelopment areas

Existing Conditions



Transitional Station Area Action Plan, 2014



Transitional Station Area Action Plan, 2014

Station Location Context

The future Royalston Station is located near significant destinations and neighborhood amenities and resources, including the Minneapolis Farmers Market, Target Field, Target Center, and International Market Square

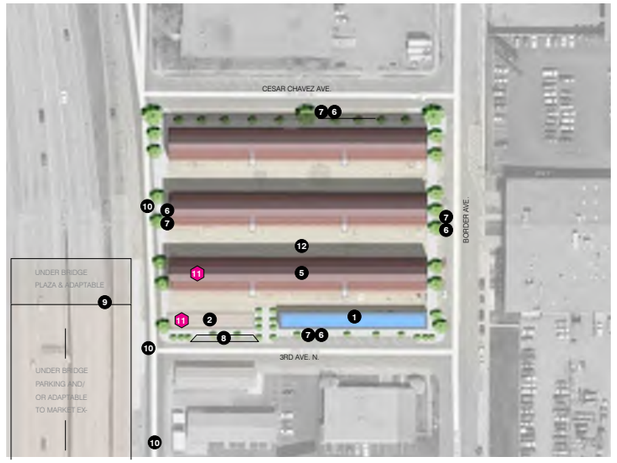
Sidewalks, Trails, & Bikeways

The pedestrian and biking environment is severely lacking here. Several streets are missing sidewalks and the streetscape is minimal. Bike infrastructure can be found surrounding the station area but not to/through the station area itself. Connections to the downtown core and nearby destinations are limited. The only exception is the nearby connection to the Cedar Lake Trail, a bikeway that follows the freight rail trench, connecting western Minneapolis and suburbs to downtown.

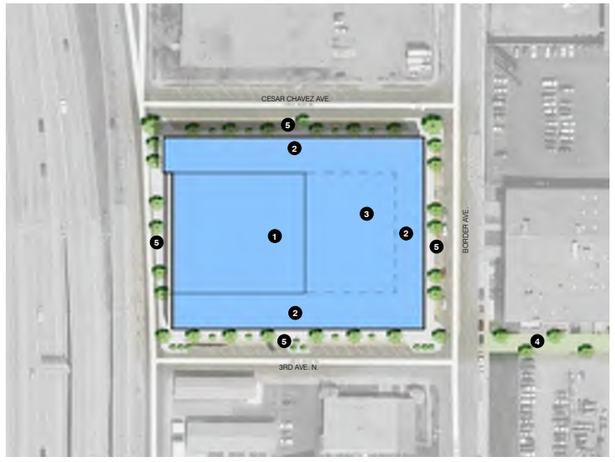
	POSITIVE	NEGATIVE
INTERNAL	**Strengths** • Close to city center • Good transit service that will get better with Bottineau and Southwest transitways • Large parcel sizes make land acquisition easier • Several parcels owned by City • Cedar Lake Trail provides accessibility for recreational bikers as well as commuters • Farmers' Market as major destination for area	**Weaknesses** • Lack of interconnectivity • Lyndale, 7th, Olson Highway create barriers that impair local circulation • Public land holdings are not likely to leave or change form • Major grade separation from downtown makes accessibility difficult • Without connection over 7th street, area might not see benefits of the ballpark • Odor from HERC could dissuade developers, tenants • Adjacent immobile land uses could hinder development possibilities (HERC, Metro Transit) • Streetscape needs major improvements
EXTERNAL	**Opportunities** • Improve transit access for transit-dependent populations • Foster region-wide accessibility through multi-modal station • Ballpark and downtown entertainment encourages development, residents	**Threats** • Potential disruption of vulnerable populations • Failure to develop this area would be a loss of opportunity • Environmental contamination from industrial legacy could discourage or slow development • Widespread community concern for future of Sharing and Caring Hands/Mary's Place • Small-scale, piecemeal development could cause safety concerns for "pioneers" to the area

Bridging the Gap, 2009

PAST STUDIES



Strategy 1



Strategy 2A

Strategy 2B

Strategy 3

Precedent images

Church Street Marketplace (CSM Block), Burlington, VT

Union Square, San Fransciso, CA

Chiswick Mall, London

The City Deck, Green Bay, WI
Stoss (landscape architects)

SoMa Walkway, San Fransciso, CA

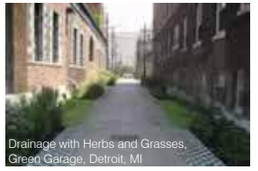
Santa Fe, NM Farmers Market

Santa Fe, NM Farmers Market

Santa Fe, NM Farmers Market

Contemporary Wood Arbor, Boston, MA

Drainage with Grasses, Olympic Village, Vancouver, BC


Drainage with Herbs and Grasses, Green Garage, Detroit, MI

Granville Island Market, Vancouver, BC

Outdoor Eating, Granville Island Market, Vancouver, BC

URBANWORKS ARCHITECTURE

Market Ventures Inc.

DONJEK

CLOSE

SITE CONDITIONS

Future Royalston Station

Cedar Lake Trail

7th St/ Olson Mem. Hwy

Farmer's Market

I-94 Underpass

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MACRO

BIG IDEAS

Copenhagen incinerator ski slope

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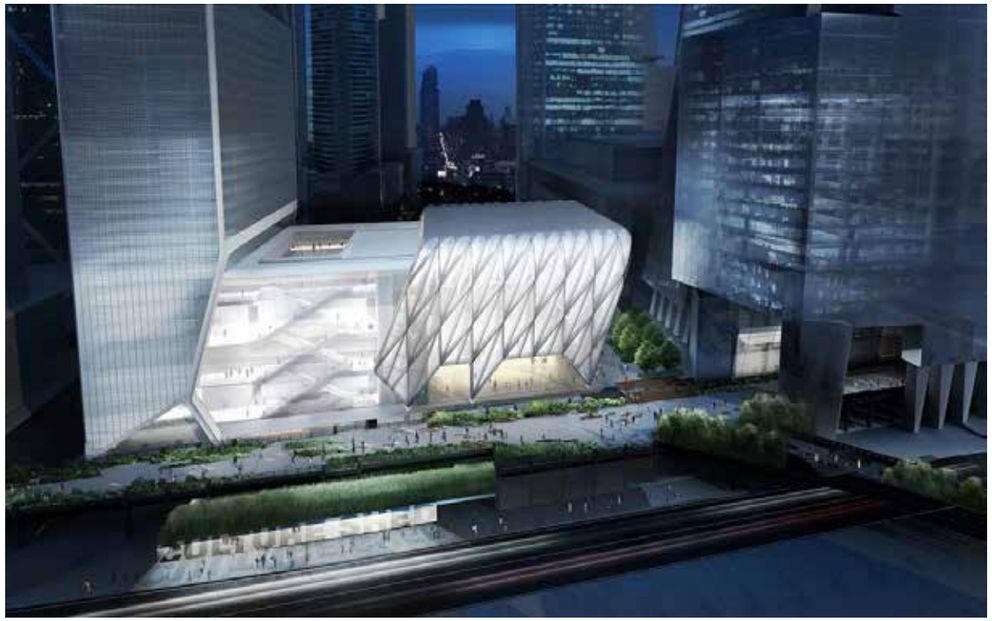
VERTICAL FARMING

TRANSOFRMATIVE ARCHITECTURE



WOONERF

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PUBLIC ART INSTALLATION

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LIDDING

Klyde Warren Park, Dallas

Lid Diagram by MDC

LAYERING

TRANSIT 30 - DENSITY

Piazza Terminal

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MIXED USE DISTRICT

live work third-place
art. food. culture
grow,create and experiment

L& H STATION

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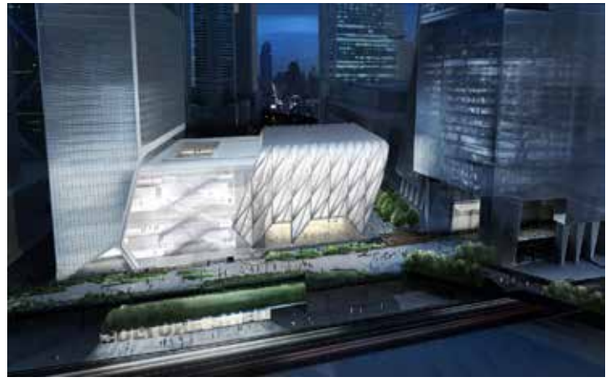
MICRO

FLEXIBLE PROGRAMMING

activities
gathering
socializing

The Shed, NYC



PLACEMAKING Interactive Sculpture as Gathering Place

Habitable sculptures

Vessel, NYC

Cloud Gate, Chicago

NODES

Seasonal Programming
location
Views

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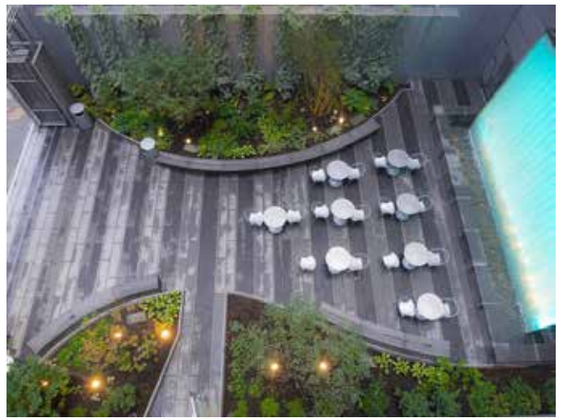
CONNECTION Arrival | Navigation | Orientation

CITY THREAD,
Chattanooga, TN

“IN-BETWEEN” SPACES

courtyards
outdoor spaces
pocket parks



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FOOD PRODUCTION

Farm to table concept

Karen Blixens Plads in Copenhagen

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LEVELS, LAYERS & TOPOGRAPHY

View sheds

BRIDGES Engaging with Infrastructure

Existing Condition at Glenwood Ave near Farmer's Market

BRIDGES Engaging with Infrastructure

Granville Island | Vancouver

BRIDGES Engaging with Infrastructure

Dutch city of Zaanstadt, esigned by NL Architects

foodland-ala-moana, Hawaii

Osaka Japan

Vancouver House

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BRIDGES Engaging with Infrastructure

melbourne bouldering under bridge

Aspire by Warren Langley, Sydney

Phoenix Flowers

San Antonio Riverwalk

Soma West Skatepark |San Francisco

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THANK YOU

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