

MEMORANDUM

To: NūLoop Partners

From: Heather Worthington, Director, CPED Long Range Planning

Date: September 10, 2019

Subject: Royalston Ave/Farmers Market Station Planning Memo

Stakeholders have expressed a need to formulate actionable items and strategies for near-term and long-term implementation to catalyze and guide investments in preparation for opening day service of the METRO Green Line Extension/Southwest Light Rail Transit. City staff has collaborated with Nūloop Partners throughout 2018 and 2019 to discuss investments around the future Royalston Ave/Market station area as part of the METRO Green Line Extension/Southwest Light Rail Transit.

On June 13, 2019 City staff collaborated with NūLoop Partners and the Minnesota Design Center to host a one-day mobile workshop of the Royalston station area. The purpose of the event was to raise awareness about the prior planning efforts and collect feedback to identify needs and future opportunities.

The attached document memorializes the discussions from the workshop, and analyzes and evaluates prior plan guidance. The document is to be used as guidance for future planning and implementation around the station area.

The memo identifies the outstanding needs:

- investments in capital improvements in the built environment,
- building consensus and conducting community building efforts, and
- encouraging economic development strategies for the area.

To date there have been many resources dedicated to the planning of the built environment and how future transit users, pedestrians, and cyclists can access and travel throughout the station area. However, the largest opportunity ahead is building community consensus on the future vision of the station area and encouraging economic development strategies. NūLoop Partners and community members should continue to engage in conversations with various stakeholders and develop objectives that align with goals and policies of *Minneapolis 2040*, the City's updated comprehensive plan.

City staff will continue to monitor and serve as a resource to NūLoop Partners, and identify opportunities to advance work around the Royalston station area.



Royalston Ave/Farmers Market Station: *Planning & Partners in Action*

Issues Inventory and Strategic Planning Recommendations

August 2019

Prepared by the City of Minneapolis
Department of Community Planning and Economic Development

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Royalston Ave/Farmers Market: Planning & Partners in Action

Background

The following is a memorandum of planning efforts that have been done to date for the Royalston Ave/Farmers Market station area which is located just west of downtown Minneapolis and will be one of the stops on the future Southwest Light Rail Transit (METRO Green Line Extension/SWLRT). The document serves as guidance to inform stakeholders on how they can advance implementation efforts for the station area.

As of the writing of this document, August 2019, construction work has started for the Southwest Light Rail Transit with an anticipated beginning of service in 2023. The METRO Green Line Extension project is led by the Metropolitan Council, along with Hennepin County and partnering cities, through the formation of the Southwest LRT Community Works project office.

Through the Metropolitan Council, the planning of the alignment and stations have been decided, which includes the engineering and design of the transit infrastructure. The Southwest LRT Community Works project office led a

planning process to guide public and private investment around the station areas, in collaboration with partnering cities along the alignment, crafted the Southwest Transitional Station Area Action Plan which was completed in 2014. The plan included planned infrastructure as part of the initial funded project, along with recommendations for additional investments that may not yet be funded.

With the anticipation of opening day of service in 2023, additional coordination and investment must be made in the Royalston Ave/Farmers Market station area to realize the full vision and capture the benefits of the transit investment. Opportunities include, but are not limited to, designing and maximizing redevelopment opportunities for a transit and pedestrian oriented environment, making capital investments for an improved public realm, and cultivating business growth to improve access to retail and goods.

The need that exists between the opening service of the METRO Green Line Extension in 2023, and the long-term vision of the station area is the coordinated effort of implementation

between the private sector, non-profits, community organizations, and public agencies who all have overlapping work that impacts the vision for the Royalston station area. Limitations in resources and multiple stakeholders require a concerted effort that aligns with a common vision among stakeholders.

The vision and goals of the station area is represented among various planning documents, and community conversations. However, continued dialogue and outreach will be required to seek political support and public capital investments for the area.

Needs and Opportunities

This section highlights needs identified from prior small area and station area planning around the Royalston Ave/Farmers Market station area. Topical needs can be organized under the following areas:

- Built Environment - The built environment is shaped by the design of buildings, streets, and public realm. This includes public capital improvements which are projects that improve the city infrastructure



Royalston Ave/Farmers Market station area and context

such as streets, sidewalks, bridges, sewer and water infrastructure, and urban design which is the shaping of buildings and the public realm.

- **Community Building** - Empowering and building relationships among community stakeholders to guide decisions that affect their lives. This includes collaboration to make decisions to help foster a unique identity and space that reflects a shared vision and values.
- **Economic Development** - The investment and coordination of public and private resources to create housing and job opportunities through development projects, workforce development, and supporting businesses.

Summary of Needs

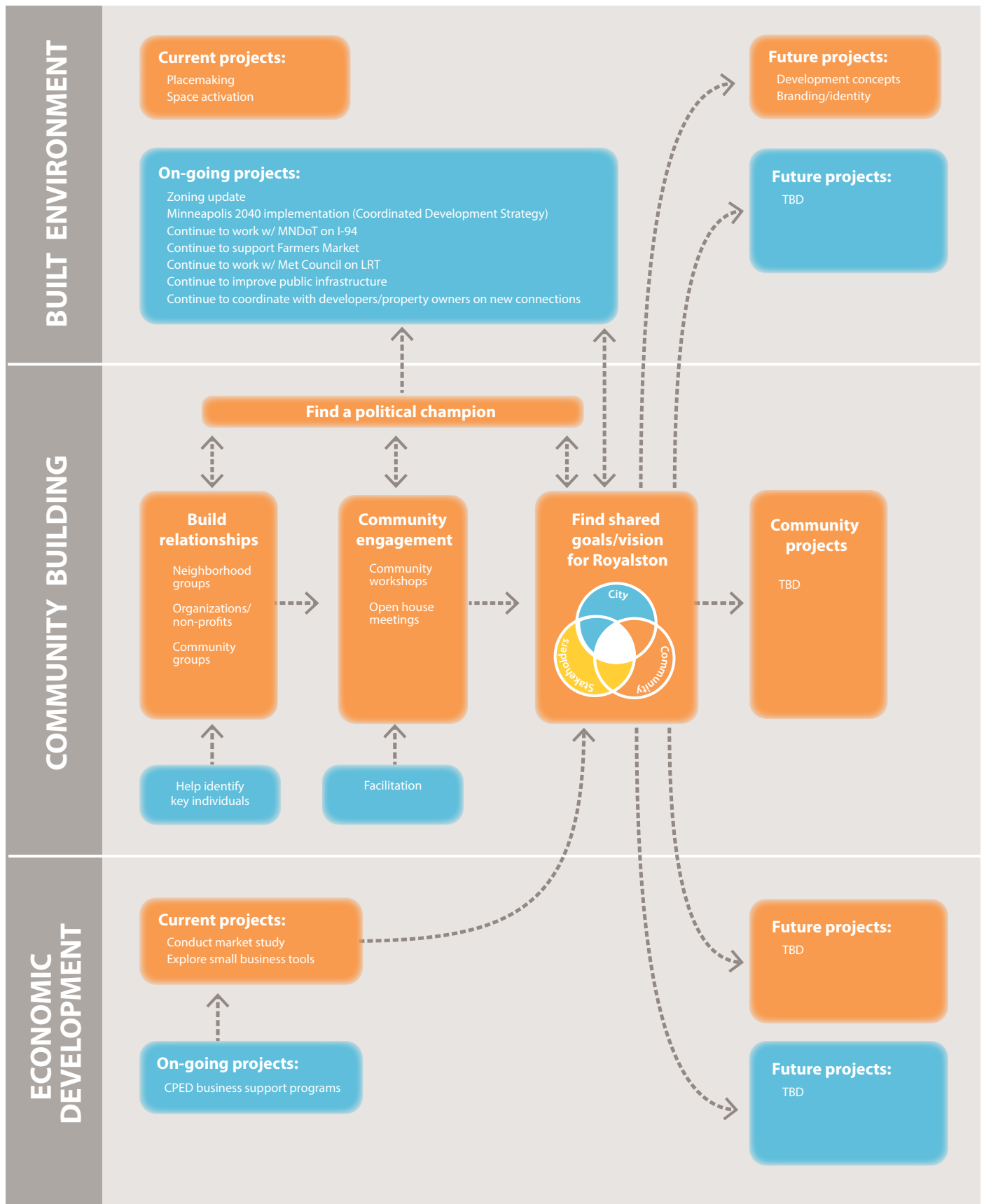
Short-term implementation opportunities may create a catalyst

that can incrementally advance efforts towards this vision. Below is a summary of outstanding needs for the station area that can help facilitate implementation efforts:

- Continue to connect the street grid to improve circulation around the station area, and access to the Royalston Station platform
- Draft design concepts of new developments to facilitate a pedestrian and transit-oriented environment
- Create new housing and job opportunities within the station area
- Conduct a needs assessment to identify resources to support small businesses and entrepreneurs
- Conduct placemaking activities to develop an identity and destination
- Reach out to stakeholders and build political champions for investment in the area

These are not new needs that have been raised by the community, but is a reminder that these are outstanding issues that have been documented over the last two decades in prior planning work. The opportunity moving forward is to use past planning as a foundation to build context, reaffirm needs, and coordinate implementation efforts. The recent commencement of the SWLRT construction is renewed momentum to take action and implement the vision outlined in these planning documents, and reassess opportunities.

Next steps include identifying near-term and long-term opportunities for implementation and strategies. Some strategies will require active participation and organizing, and others may have longer timelines with limited windows. This document will provide an inventory of prior planning to guide work moving forward.



Policy Guidance and Recommendations

Built Environment

Issues

Connections into the Royalston station area are key to support walking and biking connections to the future station platform and destinations within the area but currently the area experiences many challenges. Physical barriers created by Interstate I-94, Olson Memorial Highway, and the ABC ramps discourage a safe and walkable connection to and from the area. Additional challenges include the existing land uses and the lack of infrastructure. Many of the existing land uses within the station area are industrial in nature, which is characterized by large bulky buildings with a lack of windows, large surface parking lots which abut the street, and wide/frequent curb cuts. The combination of these features creates an environment that is designed and scaled to facilitate freight traffic and uses, which increases conflict points and safety concerns for pedestrians and bicyclists.

Another issue raised by stakeholders is the lack of legibility to move through and around the station area. Beyond the need for capital improvements and improved connections, there are no clear directions for how someone can get to destinations within the station area. An idea raised in prior plans and stakeholders includes a new wayfinding system to compliment signage that is part of planned improvements for transit users of the Royalston Station.

Plans

Previous planning documents for the Royalston station area have extensively covered the needs and established a vision for the built environment. For example, *The Southwest LRT Transitional Station Area Action Plan* (2014) documented the existing conditions, and recommendations for improvements for opening day needs and long-term implementation for the station area. The station area plan emphasizes the need for

improvements to pedestrian and bicycle infrastructure, and new roadways to facilitate connections through sites that are currently inaccessible.

The opening day station area improvements represent the improvements necessary to enhance the efficient function of the station, improve pedestrian and bicycle connections, and roadways for opening day operations of the METRO Green Line Extension. These improvements are planned as part of the Southwest LRT project and funded as part of the capital improvements of the transit project.

Proposed station area improvements beyond the opening day station area improvements are identified as recommendations and may not have a dedicated funding source. These are recommendations as future opportunities to capital improvements which can be done as redevelopment occurs, and along with City and/or County capital projects. The recommendations represent a need and for further coordination among property owners and local jurisdictions.

Some of the identified recommendations are already in progress. For example, the City of Minneapolis is currently in the process of acquiring the right-of-way needed to extend Border Avenue south to Glenwood Avenue.

Opportunities

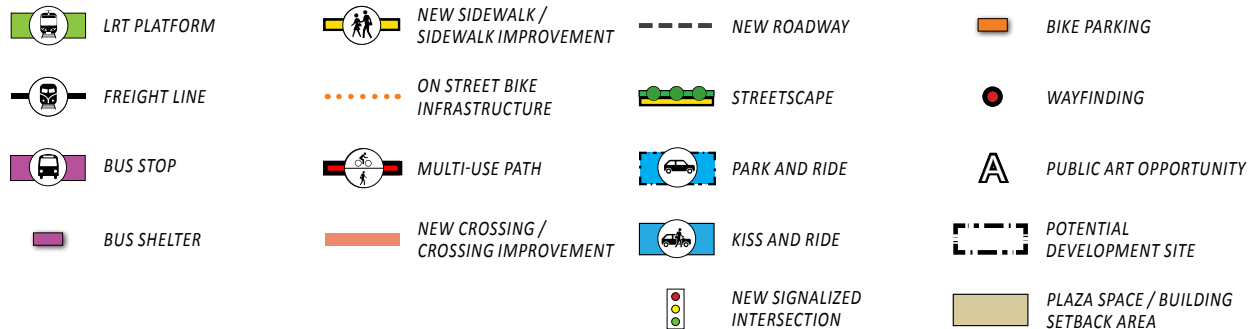
One of the most influential ways to shape the public realm and how people use and interact with spaces is through urban design. Many considerations should be made when designing buildings and public spaces in order to create a high-quality built environment. This includes how new development is designed as it interfaces with the public realm, capital improvements to pedestrian and bicycle infrastructure, and the coordination of how the spaces in between development and the street are furnished and programmed with activities.



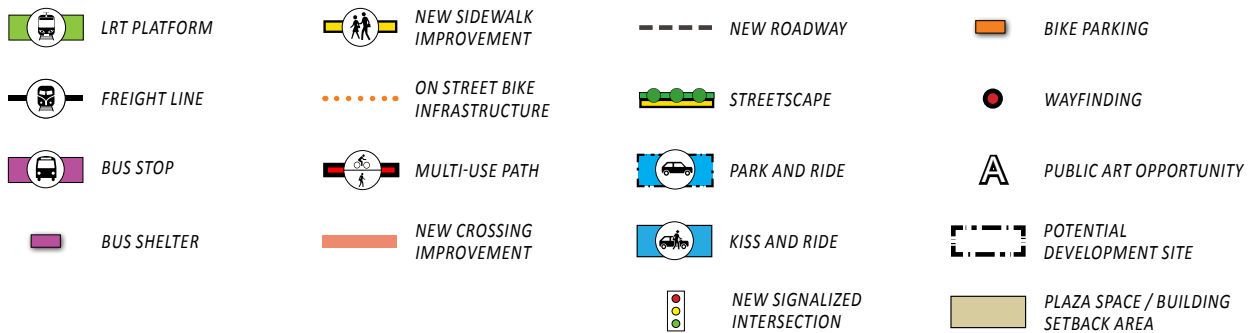
Under the I-94 overpass



Royalston Ave -- future location of the LRT station



Opening Day Station Area Improvements. Southwest Corridor Transitional Station Area Action Plan, 2014.



Station Area Improvements. *Southwest Corridor Transitional Station Area Action Plan*, 2014.

One of the opportunities moving forward is to develop a cohesive vision of how new development should look like in order to shape the design of buildings and the public realm. Design concepts for new buildings and guidelines for the public realm are powerful tools to inspire ideas for future development and convey community goals and outcomes.

Summary of Needs

- Make capital investments in public infrastructure within the station area to facilitate a walkable and bikeable environment
- Reconnect the street grid to facilitate circulation and connections to and throughout the station area
- Design new developments that demonstrate high quality visual and spatial standards
- Orient buildings and sites that facilitate a comfortable and high-functioning pedestrian environment
- Facilitate the design of public spaces that ensure a safe and welcoming environment

Resources

- [Appendix: Site History](#)
- [Appendix: Planning Inventory: Existing Conditions](#)
- [Appendix: Planning Inventory: Recommended Infrastructure and Connections](#)
- [Appendix: Planning Inventory: Minneapolis 2040 Future Land Use and Built Form Map and Policies](#)

Economic Development

Issues

The Royalston station area is currently well-situated for highway access for industrial, commercial, and City facilities. The incoming transit station will bring new opportunities

for economic development: new businesses, new jobs, new housing.

Minneapolis -- like much of the country -- is currently experiencing a housing shortage. The station area currently provides no permanent housing and the absence of residents contributes to the issue of a lack of investment in the built environment.

Another issue raised within the engagement process through Minneapolis 2040 and prior planning is the need to support small businesses and entrepreneurs. Concerns raised include, but are not limited to, the lack of affordable commercial spaces and limited options for commercial spaces that fits the need of small businesses. Additional stakeholder engagement should be conducted to identify and document specific needs and strategies to support existing and new businesses.

Plans

Previous plans for the Royalston station area have identified opportunities for a new mix of land uses and possible configurations and locations of public realm amenities and private redevelopment sites. Additionally, the plans make the argument that economic development in the area hinges largely on the implementation of the built environment recommendations.

Minneapolis 2040 -- the comprehensive plan that will guide the growth of the city -- identifies goals for the City to provide and accommodate additional jobs and housing. The plans also highlights the benefits of transit access and housing density, which are needed to support retail, goods, and services. Other planning documents for the area also highlight the need for a greater mix of land uses here.

Opportunities

New development in the city should take advantage of transit access and create a destination that meets the City's goals for housing, jobs, and goods and services, which are outlined in Minneapolis 2040. One strategy for meeting these goals is



Mixed use in a historic structure adjacent to station area



Maker space/cafe in station area

through development and public realm improvements near existing and planned METRO light rail transit stations. In order to capitalize on the transit investments, projects should include a variety of land uses that meet the needs of residents and workers in the area.

Future planning and public engagement should strive to craft a more honed vision for economic development for the area that is based on the aligned needs and goals of not only the business and property owners but also adjacent communities and the city as a whole.

Summary of Needs

- Build more housing to support new and existing retail and commercial activity
- Incorporate a mix of uses into new developments and rehabilitation projects
- Support small businesses and entrepreneurs through [technical assistance](#) and access to affordable commercial spaces

Resources

- [Appendix: Planning Inventory: Existing Conditions](#)
- [Appendix: Planning Inventory: Design/Development Concepts](#)
- [Appendix: Planning Inventory: Minneapolis 2040 Future Land Use and Built Form Map and Policies](#)
- [Minneapolis 2040 Goals](#)

Community Building

Opportunities

Every planning process requires community stakeholders to come together to build consensus around the vision and goals. While past planning processes have focused on the

built environment and touched on economic development, community building -- the development of relationships between community stakeholders -- represents the bulk of the work that is needed in the near future in order to make progress at Royalston.

Different voices must be brought to the table to hear the various needs and experiences and to guide decisions that will benefit the community. This includes engaging nearby stakeholders, including neighborhood organizations, community groups, renters, business owners, property owners, non-profits, advocates, government agencies, and institutions. A list of Royalston area stakeholders can be found in the appendix.

At Royalston, the surrounding community is broader than just the larger North Loop neighborhood; engagement and visioning should include the Sumner/Glenwood and Harrison neighborhoods to the west. Intensive planning has recently been done in these communities to identify goals and priorities near the future Van White LRT station and along Glenwood Avenue.

These plans -- along with Minneapolis 2040 -- have focused on solving critical City-wide issues such as racial equity, affordable housing, and livable wage jobs. The Royalston area, with its incoming LRT station, is a unique opportunity for the City to coordinate with these planning efforts and make substantial progress in fulfilling its long-range goals.

Once relationships with stakeholders have been established, a robust process of community engagement -- including events such as open houses, community workshops, and charettes -- can identify shared goals and craft a future vision for the area. This vision will include new projects, priorities, and action steps for the community to focus on in areas such as community development, community support, partnerships, and heritage preservation.



Stakeholders meet to discuss issues and opportunities



Stakeholders tour the area to assess the built environment

If done right, this process can also attract political champions that can promote community projects, economic development opportunities, and investment in the built environment.

Summary of Needs

- Continue to conduct outreach and stakeholder engagement
- Document community needs, visions, and values
- Seek political champions and allies

Resources

- [Appendix: Mobile Workshop 2019](#)
- [Appendix: Planning Inventory: Timeline](#)
- [Appendix: Planning Inventory: Analysis](#)
- [Appendix: Resource List](#)
- [Minneapolis 2040 Goals](#)



Future LRT trench, Cedar Lake trail, and Target Field



Intersection of Olson Memorial Highway and N. 7th St.

Appendix

**Summer 2019 Mobile Workshop
Site History
Planning Inventory
Resource List**

Mobile Workshop

Stakeholder Feedback

On June 13, 2019 a walking tour and workshop was hosted by the staff from the City of Minneapolis - Community Planning and Economic Development, the University of Minnesota's Minnesota Design Center, and NūLoop Partners. The purpose of the event was to raise awareness about the past planning work that has been done, understand the existing conditions in the station area and how people experience it, and explore ways to capitalize on existing assets to build towards a shared vision of the future station area.

The event was organized into two parts: a 2-hour walking tour of the area, and a 1-hour group mapping activity and reflection of the existing environment of the station area.

A total of 47 participants signed-in and were represented throughout the day. The participants include property owners, developers, architects, staff from local and state jurisdictions, business owners, and community members.



Outcomes and Feedback

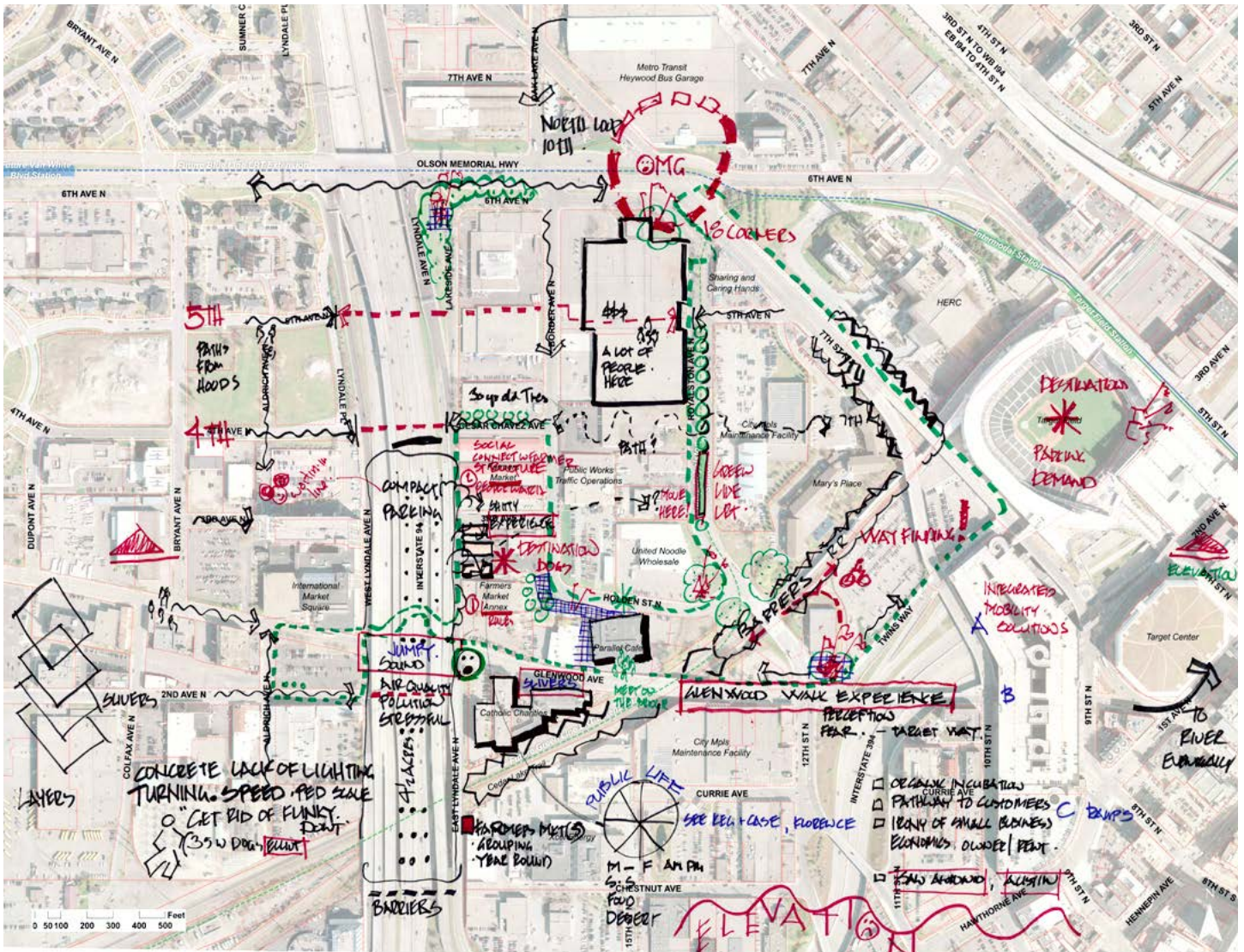
Key themes heard throughout the event:

- Lots of barriers to walking and biking
- Lack of safety – not enough lighting
- Hard to navigate to and around the area –lack of wayfinding
- Gaps in walking and bicycle infrastructure
- Fast moving vehicles
- I-94 viaduct creates a physical barrier between Royalston and northside
- Small businesses and economic development
- How do you leverage events and spaces that draw people to support small businesses?
- What do entrepreneurs need to thrive?

Group-identified area opportunities:

- Create slivers of amenities in the area
- Create more spaces for people to linger and hang out
- Conduct placemaking activities to create an identity of the space





Group Cognitive Mapping

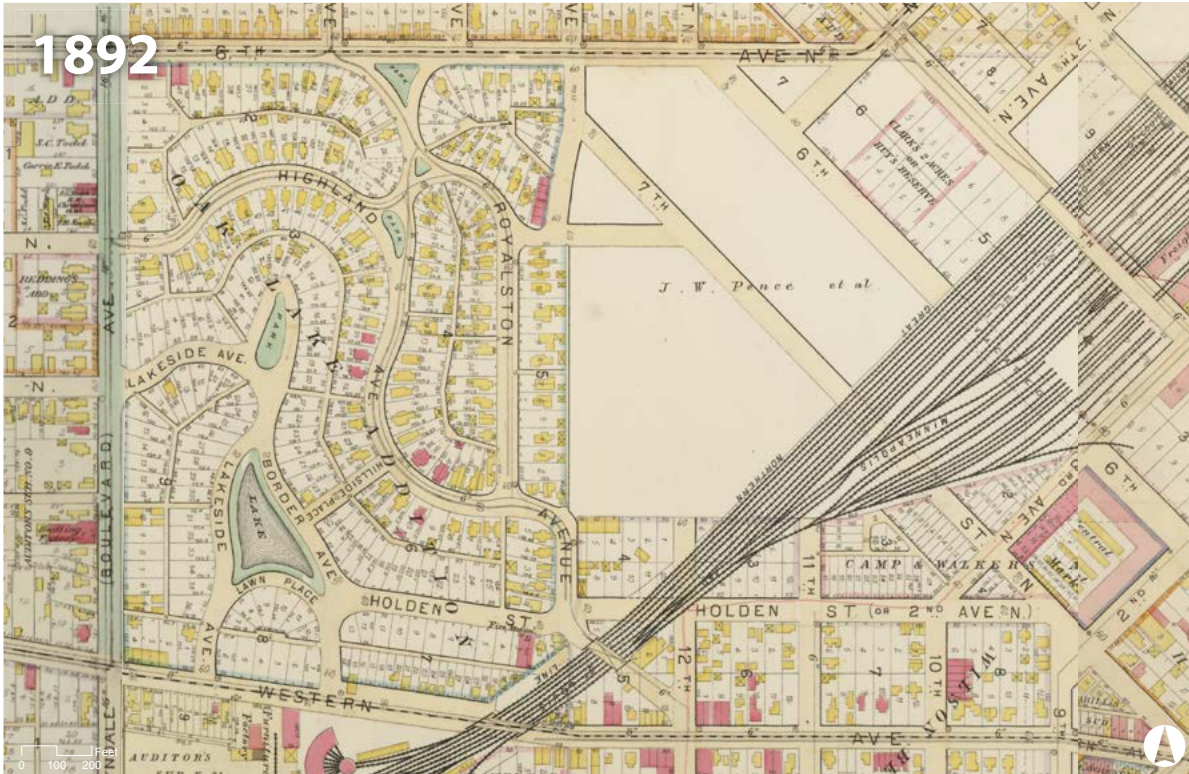
The group was introduced to the concept of “cognitive mapping”, a method of visualizing mental images of an area that is made up of both sensations and memories and by which we navigate every day. Architect Kevin Lynch identified five major elements that make up these mental images in his 1960 book *The Image of the City*: path, node, landmark, edge, district. By mapping these elements together we find patterns, understand issues in the urban fabric, and can use this information to plan future improvements.

Workshop participants were asked to each make their own cognitive map of the Royalston Station area by marking or drawing the five elements on a small paper map as they went about the tour.

After the tour completion, workshop participants gathered to discuss their findings and compile map elements and observations on a larger map.

The map details the experiential qualities (sound, views, level of comfort), problem areas to address in the future, assets to protect or enhance, barriers to access and potential future connections, significant destinations, current uses (or lack of uses), potential future uses and places and infrastructure, and case study examples.

Site History



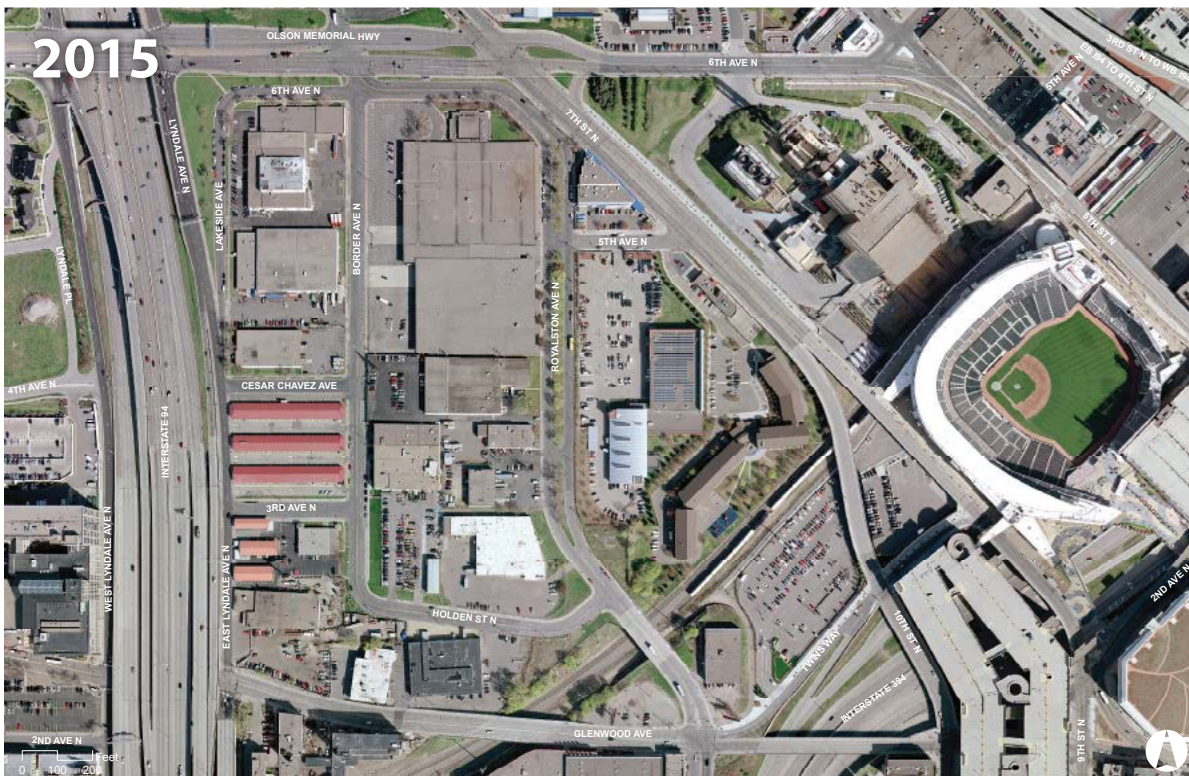
The Royalston area was once home to a leafy Victorian neighborhood surrounding a small lake (Oak Lake) and a number of parklets. Clues to the area's past can still be found in today's street names, such as Lakeside Avenue.



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.



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.



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.

Planning Inventory



Previous Planning in the Royalston Station Area

The area immediately surrounding the future Royalston Station has received a fair amount of attention in the last 10 years, as light rail transit (LRT) lines have been planned and built in the Twin Cities. The planning documents highlighted here have identified existing conditions, analyzed issues and opportunities, recommended improved infrastructure and connections, offered new visions of redevelopment, and compiled implementation strategies. The following is a summary and overview of some of this work, which has informed the discussion as stakeholders explore next steps.

Downtown East/North Loop Master Plan (2003)

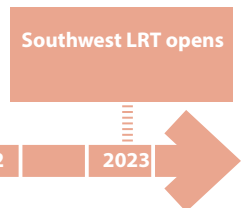
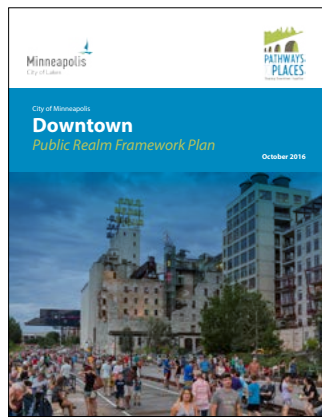
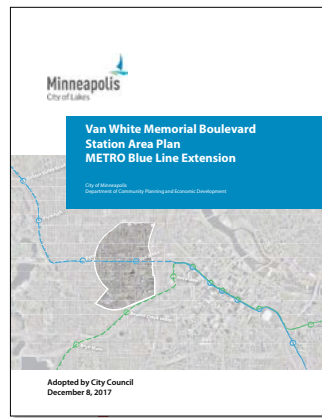
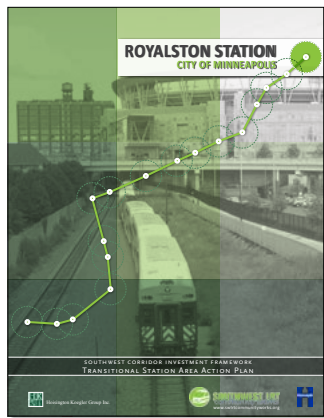
The primary goal of this plan develops a vision and a framework for how new growth should occur in the underdeveloped districts of the east and west sides of Downtown Minneapolis, particularly in areas surrounding the then-proposed downtown LRT stations. While the plans do not directly address the Royalston area, they guide land use and urban design for areas directly adjacent.

North Loop Small Area Plan (2010)

This update to the Downtown East/North Loop Master Plan examines the existing conditions of the area, and develops a future vision for the area. The plan identifies key infrastructure needs and connections needed to facilitate access to and from the future LRT station. Supporting materials from this planning process included a market analysis of the North Loop study area and a 2009 graduate student capstone project, *Bridging The Gap*, from the Humphrey Institute at the University of Minnesota, which explores development potential of area in light of new public investments (stadium, commuter rail, multimodal transit station).

Southwest Transitway Station Area Strategic Planning (2010)

This plan, developed by a partnership between the Hennepin County Regional Railroad Authority and the City of Minneapolis, examines the conditions surrounding each proposed station along the future Southwest LRT line to identify opportunities and issues, and develop station planning principles and strategic opening day recommendations.



2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

Southwest LRT Transitional Station Area Action Plan (2014)

In December 2009, Hennepin County established the Southwest LRT Community Works project. The purpose of the Community Works project was to seek capital investments, and explore land use and economic development opportunities along the corridor. The project was led by Hennepin County with partnerships from cities that will be served along the corridor including the City of Minneapolis.

Lyndale Farmers Market Redevelopment Plan (2016)

The Lyndale Farmers Market Redevelopment Plan was a study commissioned by the City to explore redevelopment opportunities of the Lyndale Farmers Market.

Downtown Public Realm Framework (2016)

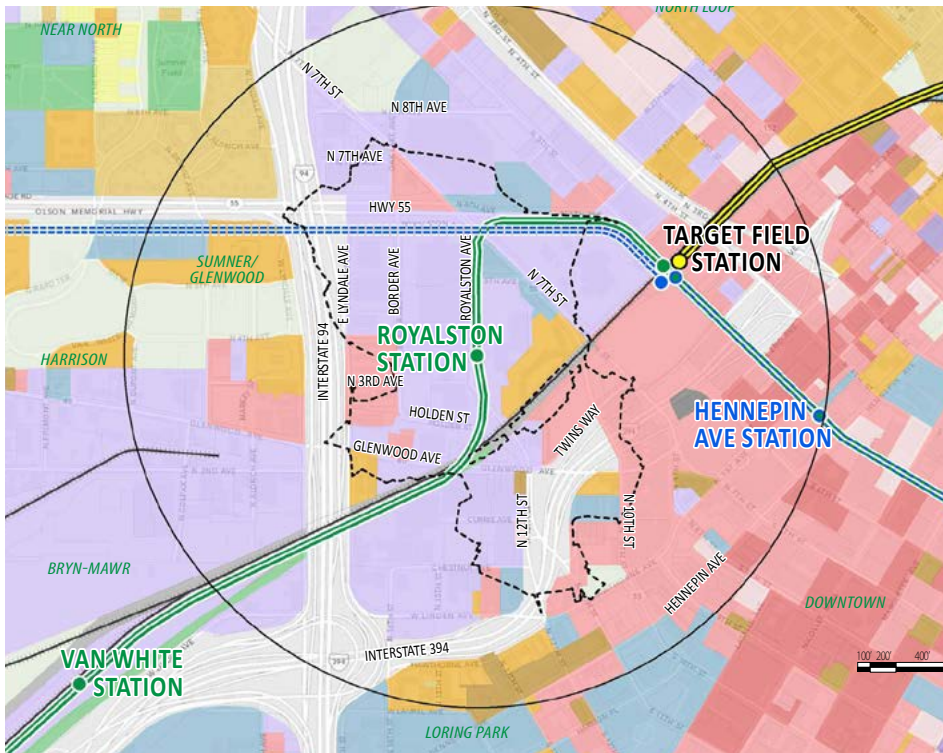
This thematic plan from the City of Minneapolis guides the management of the pedestrian experience of streets and public spaces in downtown Minneapolis, with a focus on enhancing priority streets and urban places.

Van White Memorial Boulevard Station Area Plan (2017)

The Van White Memorial Blvd Station Area Planning process was led by the City of Minneapolis and builds on the Hennepin County Bottineau Community Works program planning process. The plan was formally adopted by the City Council in December 2017. The plan provides land use guidance, and identifies opportunities for connections to and from the station area.

Minneapolis 2040 (2018)

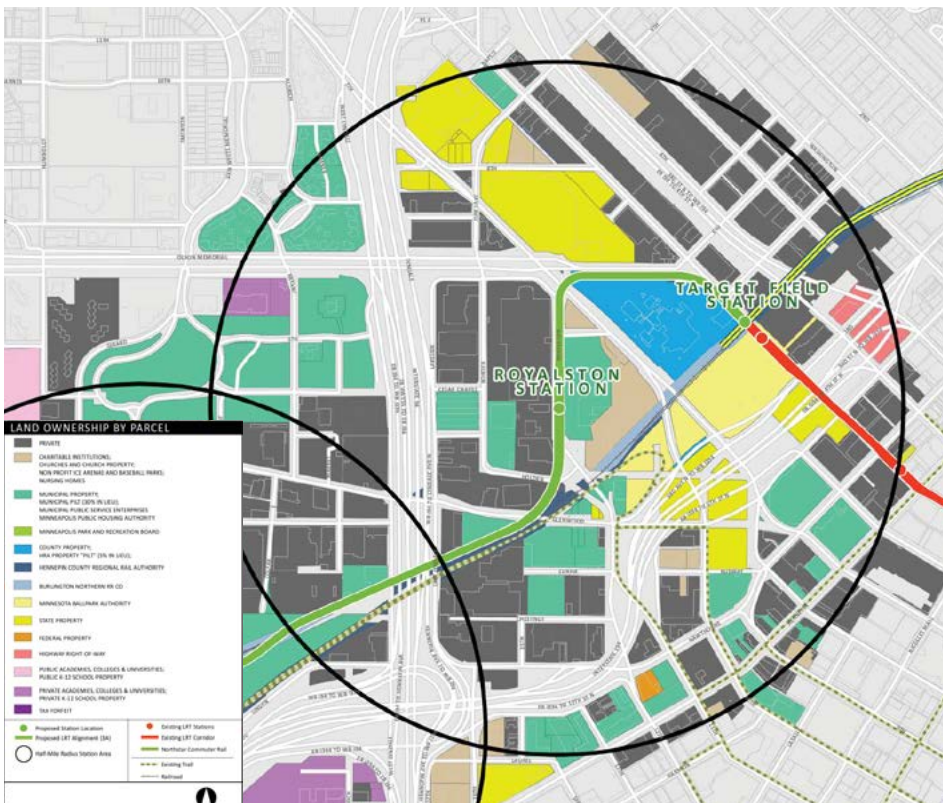
Minneapolis 2040 is the City's Comprehensive Plan which guides the future land use, and sets goals for the City for housing, jobs, and transportation. It was formally approved for passage for approval by the Metropolitan Council in December 2018. The plan will be formally adopted in late 2019 with updates to the zoning code to reflect the guidance in Minneapolis 2040 to follow.



Transitional Station Area Action Plan, 2014

Land Use

Land uses are mostly industrial and commercial, with some institutional. Very few permanent residents live in the area, which means there is little political influence to incite change. There may be a need for environmental clean-up on industrial sites before redevelopment.

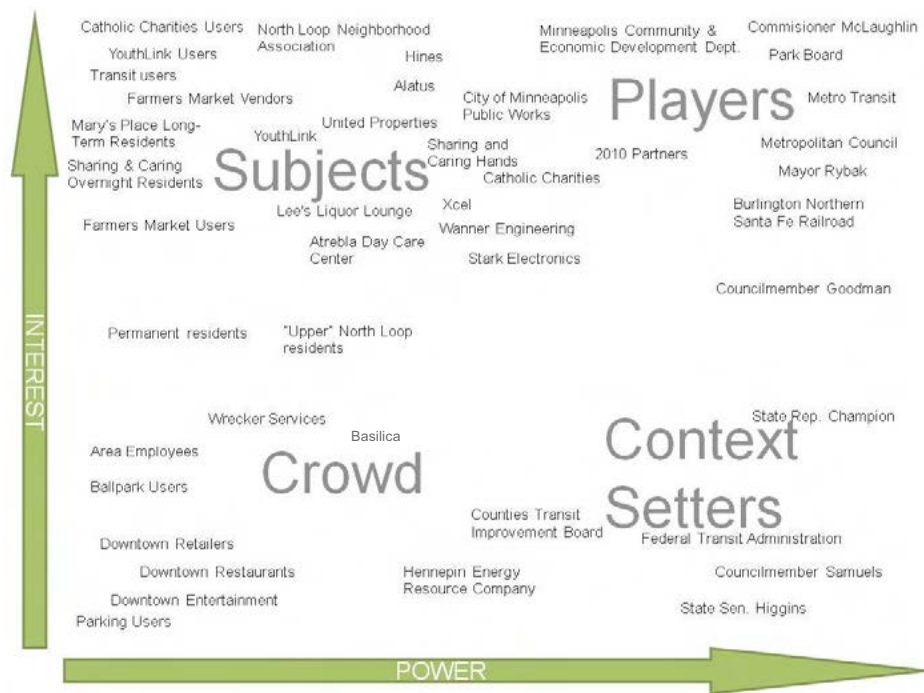


SWLRT Station Strategic Planning, 2010

Land Ownership

The area holds a mix of public and private land owners. Much of the public land is taken up by large-scale public facilities, which are unlikely to move or be altered in the near future -- thus any initial redevelopment is likely to occur on private property.

Analysis



Bridging the Gap, 2009

Stakeholders: Power vs Interest

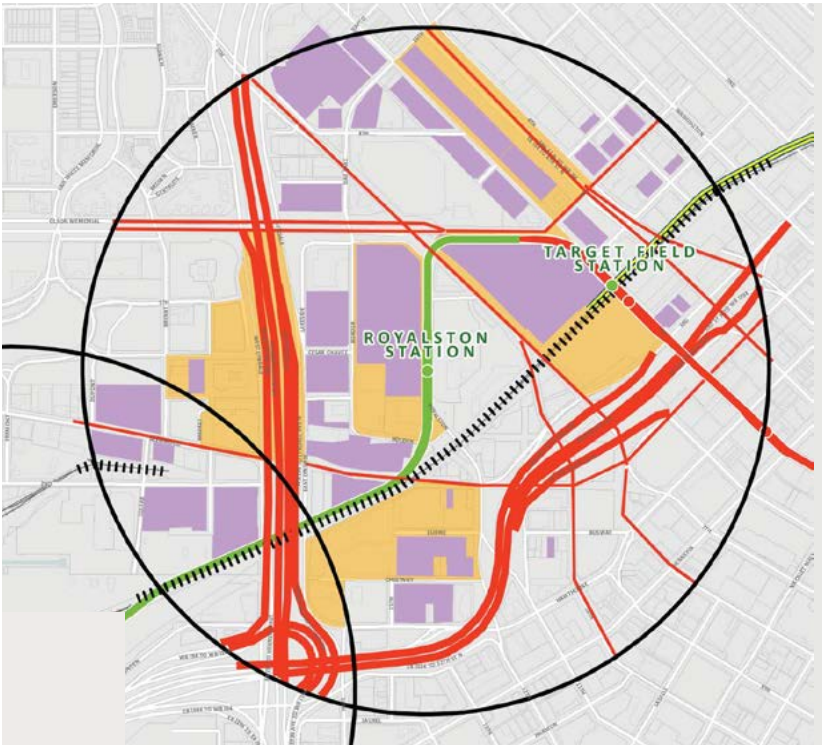
This graph from 2009 plots stakeholders in the Royalston Station area in terms of their relative interest in the area and their power to incite change.

		POSITIVE	NEGATIVE
INTERNAL	Strengths	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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
	Opportunities	<ul style="list-style-type: none">• Improve transit access for transit-dependent populations• Foster region-wide accessibility through multi-modal station• Ballpark and downtown entertainment encourages development, residents	<ul style="list-style-type: none">• 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
EXTERNAL			

SWOT Analysis

This type of analysis lists the strengths, weaknesses, opportunities, and threats of the Royalston station area.

Bridging the Gap, 2009

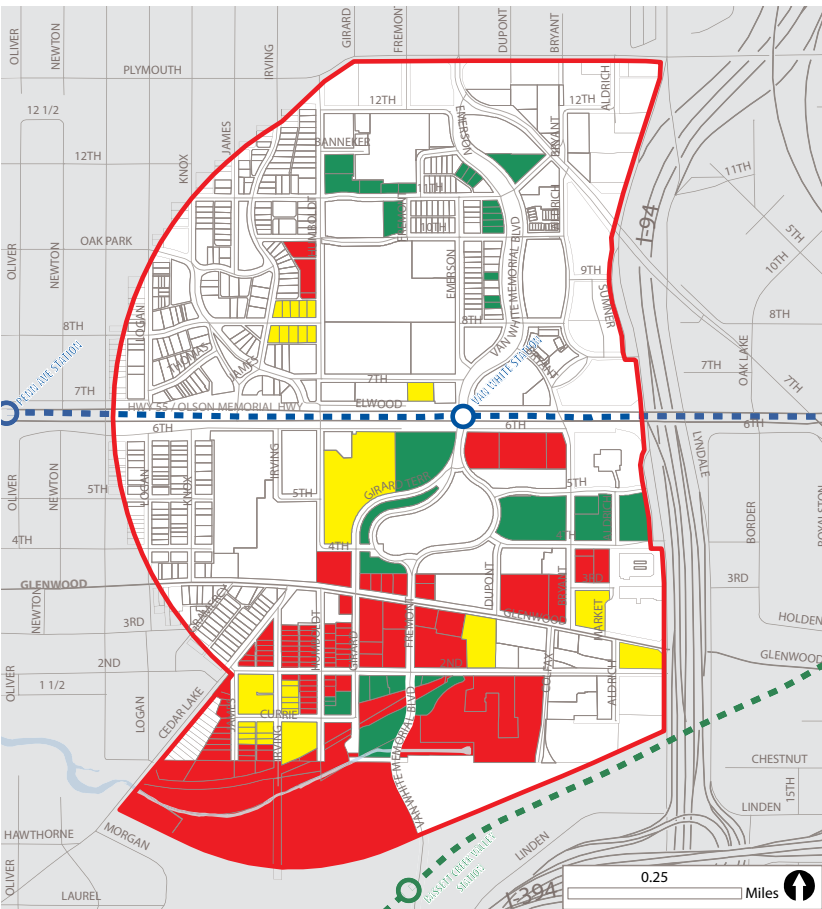


SWLRT Station Strategic Planning, 2010

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

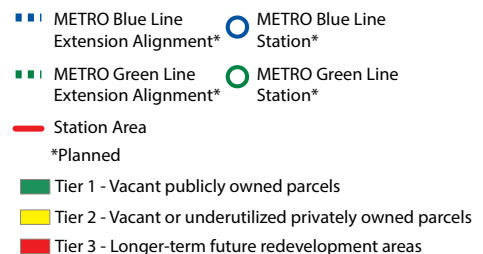


Van White Blvd Station Area Plan, 2017

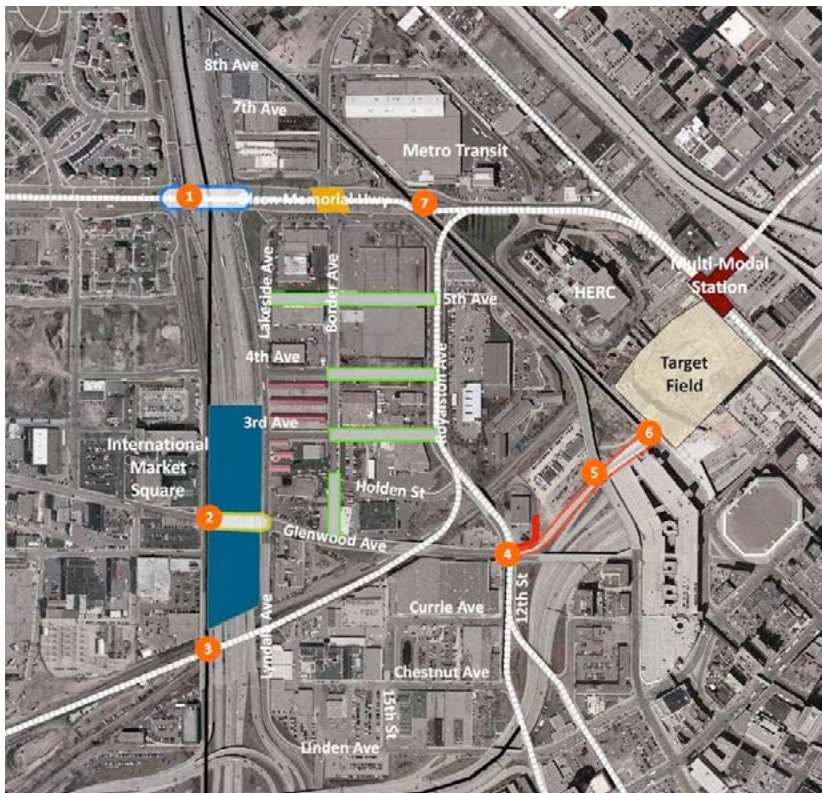
Development Opportunity Sites West of I-94

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



Recommended Infrastructure & Connections

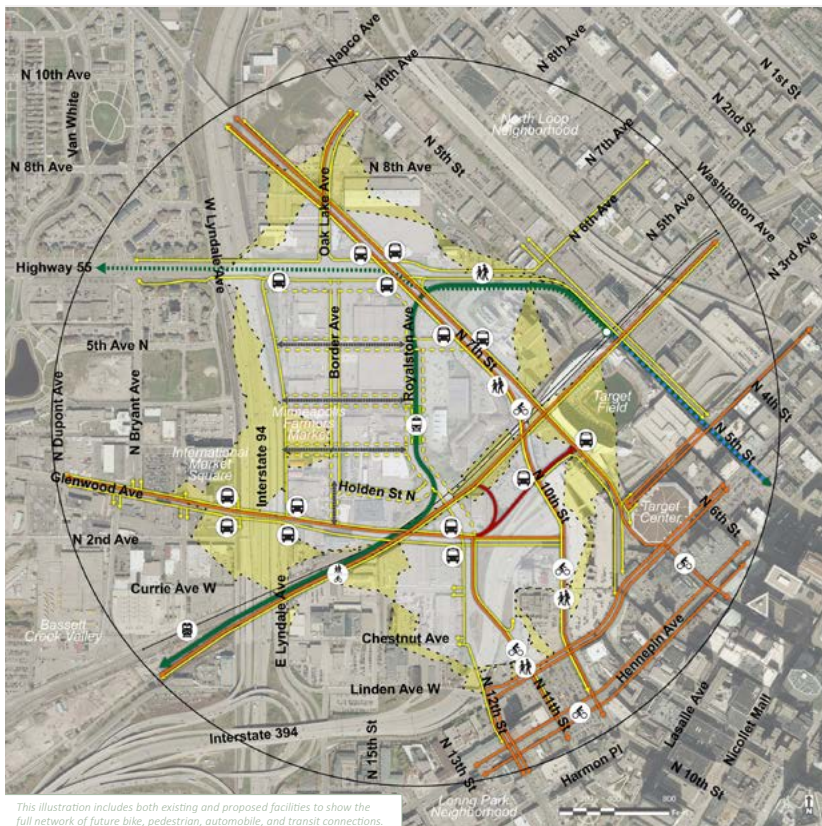


Bridging the Gap, 2009

Gateways and Connectivity

This map identifies potential locations to improve access and connectivity:

- Gateways are the highly-visible entry points into the station area and to downtown
- Elevated highway allows for possible east-west connections
- New east-west streets to break up large blocks

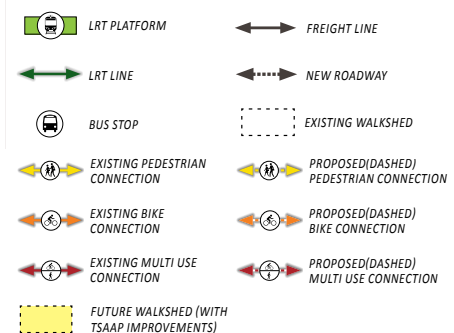


Transitional Station Area Action Plan, 2014

Access and Circulation Plan

This map illustrates the existing and proposed pedestrian, bike, and street connections to improve access and circulation in and around Royalston Station. Includes:

- New east-west streets to break up big blocks
- Convert Border Ave back to two-way
- Sidewalks on both sides of streets where currently missing
- Intersections improved for pedestrian and bike safety





SWLRT Station Strategic Planning, 2010

Opening Day Recommendations (2010)

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
- Connection across/under I-94 to the west
- Extend Border Ave south to Glenwood Ave

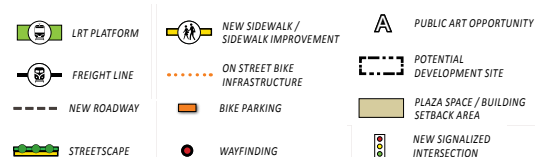


Transitional Station Area Action Plan, 2014

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



Design/Development Concepts

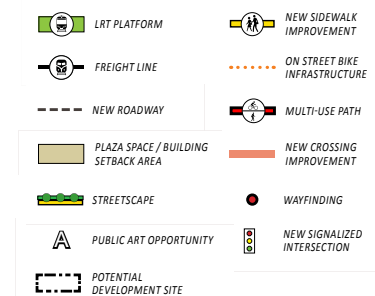


Transitional Station Area Action Plan, 2014

Potential station area improvements

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

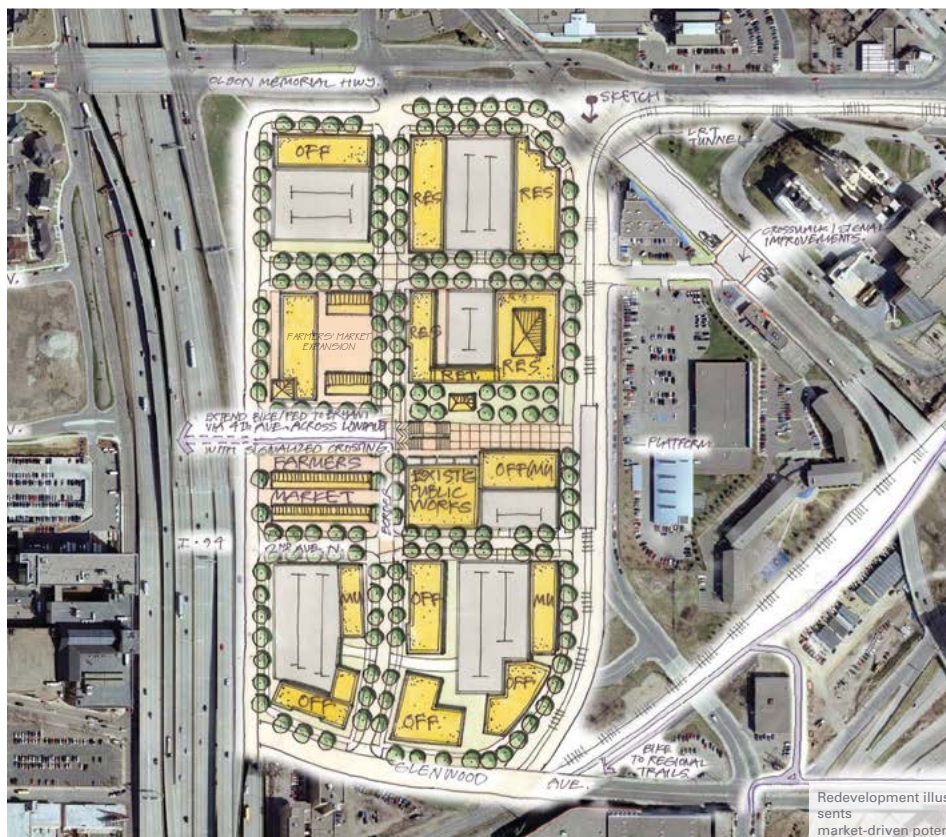
- New east-west streets to provide access to appropriately sized development
- Public plaza with public art
- Bike parking at station
- Frontage roads just south of Olson Memorial closed -- excess land folded into developable parcels



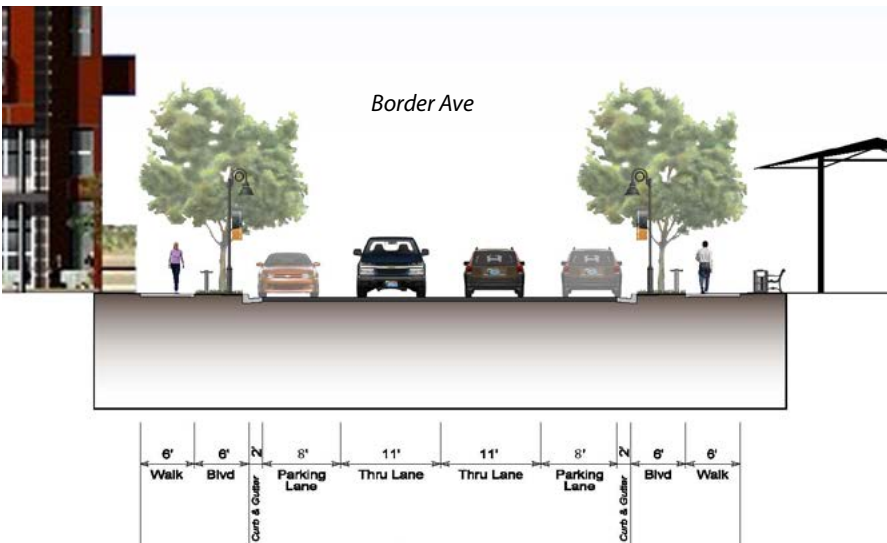
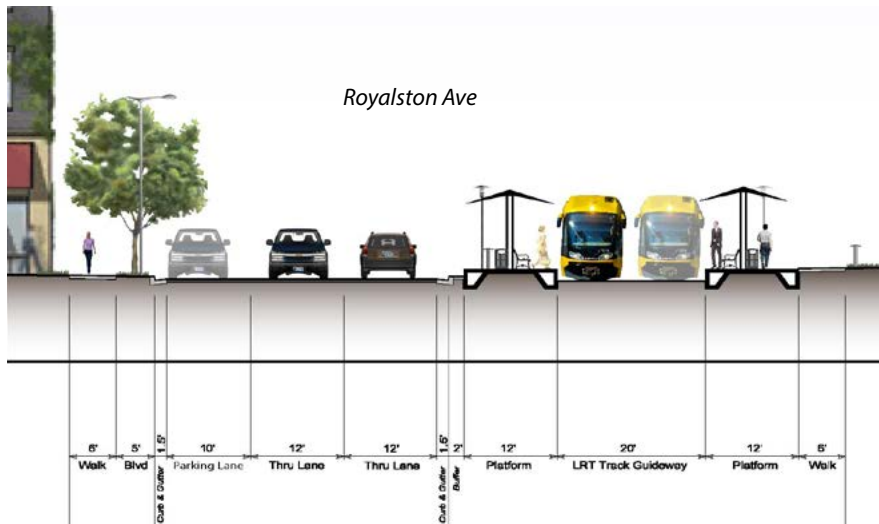
Conceptual transit-oriented development scenario

This drawing illustrates a potential TOD development scenario based on 2010 planning policies and market forces. It is included here for discussion purposes only.

- Mix of land uses (residential, office, mixed use)
- Active uses on building ground floors
- Orient buildings to the street/sidewalk
- Parking behind buildings and/or in ramps
- Expanded Farmers Market
- Green/public space
- Connection west across I-94



SWLRT Station Strategic Planning, 2010



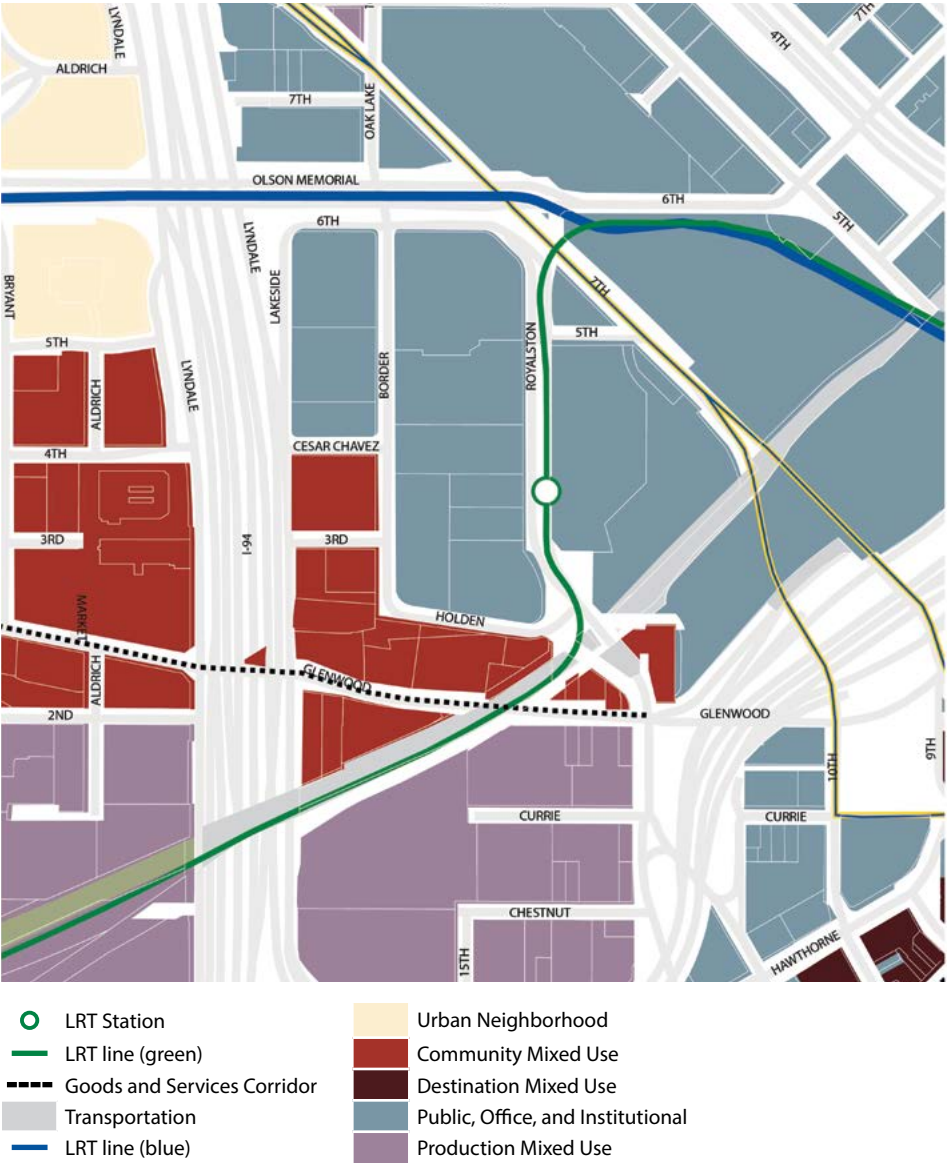
Conceptual street sections

These drawings illustrates potential new streetscapes at Royalston Ave and Border Ave. Includes:

- Street and pedestrian lighting
- Street trees and plantings
- Traffic calming (bumpouts, narrowed lanes)
- Improved relationship between buildings and sidewalks
- Benches, trash cans, and other furnishings
- District identity/branding
- Street parking (metered)
- Possible pedestrian-friendly streets near market that can be closed to traffic on market days

Transitional Station Area Action Plan, 2014

Minneapolis 2040: Future Land Use & Built Form



Future Land Use

The Future Land Use Map guides the types of uses allowed on a given parcel. For more information about future land use guidance in Minneapolis 2040, visit minneapolis2040.com. The following land uses are found in the Royalston Station area:

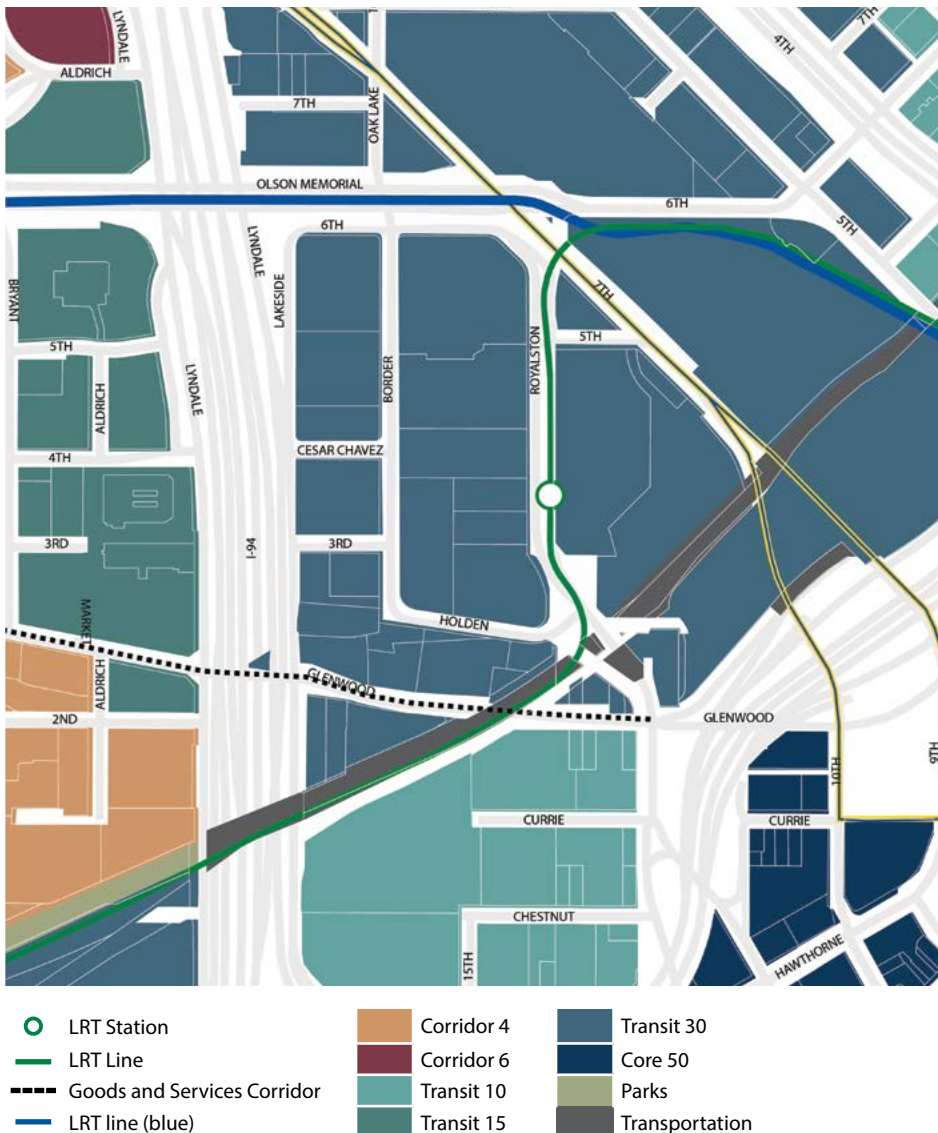
Community Mixed Use
Large-scale mixed use development is encouraged throughout these areas, with commercial uses fronting on major streets. Commercial retail spaces are typically smaller in order to generate pedestrian activity, and are often a destination for customers coming from outside of the market 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.

Public, Office, and Institutional
Accommodates major office centers, public and semi-public 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.

	RESIDENTIAL RESIDENTIAL RESIDENTIAL	ACTIVE USE RESIDENTIAL ACTIVE USE	RESIDENTIAL RESIDENTIAL RESIDENTIAL	RESIDENTIAL RESIDENTIAL RETAIL	ACTIVE USE RESIDENTIAL RETAIL
NEIGHBORHOOD MIXED USE	○	○	○	○	○
CORRIDOR MIXED USE	○	○	○	○	○
COMMUNITY MIXED USE	×	○	○	○	○
DESTINATION MIXED USE	×	×	×	○	○

○ Allowed
× Not Allowed

Table showing the types of ground floor uses allowed in each commercial land use district



Built Form Map

The Built Form Map guides the scale of development for a given parcel. The area immediately adjacent to the Royalston Station are primarily guided by the Transit 30 built form district. For more information about built form guidance in Minneapolis 2040, visit minneapolis2040.com. The following built form district is found in the Royalston Station area:

Transit 30

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.

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.



Conceptual illustration of buildings in a Transit 30 built form district.

Resource List*

Stakeholders

Agencies

- City of Minneapolis
- Hennepin County
- Metro Transit
- Metropolitan Council
- Minnesota Department of Transportation (MnDOT)
- Southwest LRT Community Works

Businesses

Elected Officials

- City of Minneapolis Ward 5 Councilmember
- Hennepin County District 2 Commissioner

Neighborhood/Community Groups

- Harrison Neighborhood Association
- Heritage Park Neighborhood Association
- North Loop Neighborhood Association

Organizations/Non-profits

- Catholic Charities
- NüLoop Partners
- Redeemer Center for Life
- Sharing and Caring Hands
- The Basilica of St. Mary
- YouthLink

Property owners

*This is not meant to be an exhaustive list but rather a starting point.