Welcome!

January 29th, 2015
5:30-8:00 p.m.

Agenda:
5:30 - Station Area Exercises
6:00 - Welcome and Open House Introduction
8:00 - Meeting Closes
THE PHYSICAL ENVIRONMENT CAN INFLUENCE COMMUNITY HEALTH.
The table below summarizes healthy community design features that are incorporated into current station area concepts.

<table>
<thead>
<tr>
<th>HEALTHY COMMUNITY DESIGN FEATURE</th>
<th>HOW STATION AREA PLANNING IS ADDRESSING HEALTHY COMMUNITY DESIGN</th>
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</table>
| Socially **equitable and accessible** community                       | « The Bottineau Transitway (METRO Blue Line extension) will bring light rail transit (LRT) to underserved communities.  
  * Transibit helps improve overall health in communities by improving physical activity levels, job access, housing and transportation costs, traffic safety, education access and access to healthy food. |
| **Housing** for different incomes and different stages of life        | « Development concepts show a variety of new housing types that could be either ownership or rental opportunities and show the preservation of a majority of existing housing.                                                                                       |
| Easy **connections** to the METRO Blue Line Extension and the regional transit system | « Gaps in sidewalk network are proposed to be filled in.  
  * New bicycle facilities are proposed.  
  * Metro Transit will be investigating potential bus service improvements.                                                                                                                                             |
| **Mixed land uses** where homes, shops, schools and work sites are located close together | « Development concepts show a variety of land uses in the station areas.                                                                                                                                  |
| **Jobs and education** are accessible from/within the community       | « Several development concepts show new job/education land uses.  
  * Development concepts maintain existing sources of jobs.                                                                                                                                                 |
| **Walking and biking** are safe and comfortable                       | « Safe crossings of Olson Highway are proposed.  
  * Various options are proposed to safely reach the stations near the freight rail line.  
  * Sidewalks are proposed to be buffered from the street by a planted boulevard.  
  * New bicycle facilities are proposed.  
  * Enhanced lighting is proposed.                                                                                                                                                                           |
| **Public places for social interaction**                               | « Development concepts provide community gathering spaces near the stations.                                                                                                                                                                                          |
| **Parks and green spaces** are easy to get to                          | « New sidewalk and bicycle connections to parks are proposed.                                                                                                                                                                                                       |
| **Outlets for fresh, healthy food**                                    | « Several mixed use concepts shown could accommodate small grocery service or a small farmers market.  
  * Existing community gardens maintained.                                                                                                                                                                |
Station Area Planning

What is a station area plan?

» Plan for the area that surrounds a proposed transit station
» ½ mile radius and/or 10 min. walk
» Community-based
  » Focus is on maintaining great neighborhoods and high quality transit-oriented development.
» Creates a plan that supports Light Rail Transit by looking at:
  » Land uses and types/character of buildings
  » Access/circulation (bike, walk, car, bus)
  » Improvements to public spaces, including streets/trails

Plans will make recommendations on:

» Future land use alternatives
» Housing (preservation and new)
» Potential markets for new development
» Circulation and access improvements
» Strategies for health equity
» Implementation measures such as zoning changes, comprehensive plan amendments and other ordinances or policies

Implemented by the cities, county and other partners
About the Project

METRO Blue Line Extension (Bottineau light rail transit)

» 13-mile line with up to 11 stations
» Connects north Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park to downtown Minneapolis and the regional transit system
» Scheduled to open as soon as 2021
» Projected to carry 27,000 riders daily by 2030
» Led by the Metropolitan Council

Station Area Planning

» Local effort with Hennepin County and Phase 1 partners
  » Minneapolis, Golden Valley, Metropolitan Council and Minneapolis Parks and Recreation Board
» Planning 11 station areas in two phases
  Phase 1:
  » 2 stations in Minneapolis,
  » 2 stations in Golden Valley and Minneapolis
  Phase 2:
  » 1 station in Robbinsdale & 1 station in Crystal, 5 Brooklyn Park stations
Planning for Health in Station Areas

Healthy Communities Design Features
Some healthy community design features are listed below. How should station area planning address these features?

» **Socially equitable and accessible** community

» **Housing** for different incomes and different stages of life

» Easy **connections** to the METRO BLUE Line Extension and the regional transit system

» **Mixed land uses** where homes, shops, schools and work sites are located close together

» **Jobs and education** are accessible from/within the community

» **Walking and biking** are safe and comfortable

» **Public places for social interaction**

» **Parks and green spaces** are easy to get to

» **Outlets for fresh, healthy food**

Source: Centers for Disease Control and Prevention: [http://www.cdc.gov/healthyplaces/toolkit](http://www.cdc.gov/healthyplaces/toolkit)
# Project Schedule

<table>
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<tr>
<th>Phase 1: Inventory &amp; Analysis</th>
<th>Phase 2: Concept Alternatives</th>
<th>Phase 3: Preferred Alternative &amp; Implementation Recommendations</th>
<th>Phase 4: Station Area Plan Report</th>
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- **Community Working Group Meeting**
- **Technical Advisory Committee Meeting**
- **Community Workshop**

**COMMUNITY OPEN HOUSE**

METRO Blue Line extension (Bottineau LRT)  **Phase 1: Station Area Planning**

**Community Open House**

**Project Schedule**

2014:
- **April**: 6.4.14
- **May**: 7.2.14
- **June**: 7.16.14
- **September**: 9.3.14 9.10.14

2015:
- **October**: 10.1.14 10.8.14
- **November**: 11.5.14
- **December**: 11.12.14
- **January**: 12.3.14 12.10.14
- **February**: 1.7.15 1.14.15
- **March**: 3.11.15 4.1.15 4.8.15

We are here: **1.29.15**

(Tentative: April or May 2015)
City of Golden Valley:
- **Potential Residential Redevelopment Areas**
  - Existing property ownership and land use is expected to remain unchanged for the near term. In the future, land uses may transition only if property owners are willing to sell or redevelop their property.

City of Minneapolis:
- **Commercial Corridor**
  - Historically have been prominent destinations. Mix of uses, with commercial uses dominating. High density (50-120 du/acre), transitioning down to medium density in surrounding areas
- **Community Corridor**
  - Primarily residential with intermittent commercial uses clustered at intersections in nodes. Commercial uses, generally small-scale retail sales and services, serving the immediate neighborhood. Medium density (20-50 du/acre), transitioning to low density in surrounding areas
- **Neighborhood Commercial Node**
  - Generally provide retail or service uses on at least three corners of an intersection. Serve the surrounding neighborhood, with a limited number of businesses serving a larger area. Mix of uses occurs within and among structures. High density (50-120 du/acre), transitioning down to medium density in surrounding areas

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**GOLDEN VALLEY ROAD**

**Land Use Character**

**Potential Future Townhomes / Rowhomes**

**Potential Future Apartments**

**Potential Future Institutional / Medical Office**

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**Future Land Use Definitions**

**Public Realm and Streetscape Improvements**

- **Enhanced Streetscape**
  - Includes sidewalks, lighting, seating, and planting
- **Park**
  - Enhanced programming; maintain park-like feel near station
- **Wayfinding**
- **Trail Lighting**
- **Elevator, ramp, and stairs**
- **Short-term and long-term parking**
- **Vertical Circulation**
- **Public Art**
- **Bicycle Parking**

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Open House - January 29, 2015

METRO Blue Line extension (Bottineau LRT)   Phase 1: Station Area Planning
PLYMOUTH AVENUE
Land Use Character

Townhomes / Rowhomes

NOTE: This scale of development is likely only applicable near the Penn Avenue/Plymouth Avenue node.

Apartments

Future Land Use Definitions

City of Golden Valley:

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Public Realm and Streetscape Improvements

Enhanced Streetscape
Includes sidewalks, lighting, seating, and planting

Trail Lighting

Park
Maintain park-like feel near station

Wayfinding

Public Art
Artistic pavilion for access to station

Bicycle Parking
Short-term and long-term parking

Vertical Circulation
Elevator, ramp, and stairs

Open House - January 29, 2015

METRO Blue Line extension (Bottineau LRT) Phase 1: Station Area Planning
PENN AVENUE
Land Use Character

Townhomes / Rowhomes

Apartments

Apartments with ground floor retail

Future Land Use Definitions

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Public Realm and Streetscape Improvements

- **Enhanced Streetscape**
  Includes sidewalks, lighting, seating, and planting

- **Trail Lighting**

- **Park**

- **Plaza**

  Incorporate Floyd B. Olson Memorial in plaza space

**Open House - January 29, 2015**

METRO Blue Line extension (Bottineau LRT) Phase 1: Station Area Planning
VAN WHITE BOULEVARD
Land Use Character

Townhomes / Rowhomes

Apartments

Mixed Use

Office / Institutional

Future Land Use Definitions

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- **Enhanced Streetscape**
  Includes sidewalks, lighting, seating, and planting

- **Trail Lighting**

- **Wayfinding**

- **Public Art**

- **Bicycle Parking**
  Short-term and long-term parking

- **Plaza**
  Enhanced park programming, performance venue, and picnic shelter

Open House - January 29, 2015
The **Van White Station** area:

» Is a multi-cultural community providing sustainable urban living

» Is poised for future growth supportive of new residential, retail, and employment

» Maintains housing opportunities for current residents

» Is a walkable area that is knit together by the new design of Olson Highway and the LRT line

**Tell us what you think!**
Use the handouts provided to tell us what you think about the statement above. Do you agree or disagree? Are we missing anything?
The **Penn Avenue station** area:

» Is a diverse community that welcomes and embraces new immigrants through sustainable and affordable housing options

» Is knit together by the new design of Olson Highway and the LRT line that advances pedestrian and bicycle safety through improved street lighting and crossings of Olson Highway

» Is poised for future neighborhood-scale commercial activity along Penn Avenue at the Plymouth, Olson Highway and Glenwood intersections

**Tell us what you think!**

Use the handouts provided to tell us what you think about the statement above. Do you agree or disagree? Are we missing anything?
The **Plymouth Avenue** station area:

» Is the METRO Blue Line’s recreation-oriented, destination station that welcomes people to Theodore Wirth Regional Park

» Is a walkable area with historic residential architecture nearby

» At the Penn/Plymouth intersection, has potential for neighborhood-scale commercial activity

* Consider renaming to “Wirth Park Station”

**Tell us what you think!**
Use the handouts provided to tell us what you think about the statement above. Do you agree or disagree? Are we missing anything?
The Golden Valley Road station area:

» Is a quiet residential neighborhood adjacent to natural areas and parklands

» Provides sensitively designed recreation connections to regional trails, parkland, and natural resources

» Connects LRT riders to regional employment, recreational, and health care opportunities

Tell us what you think!
Use the handouts provided to tell us what you think about the statement above. Do you agree or disagree? Are we missing anything?