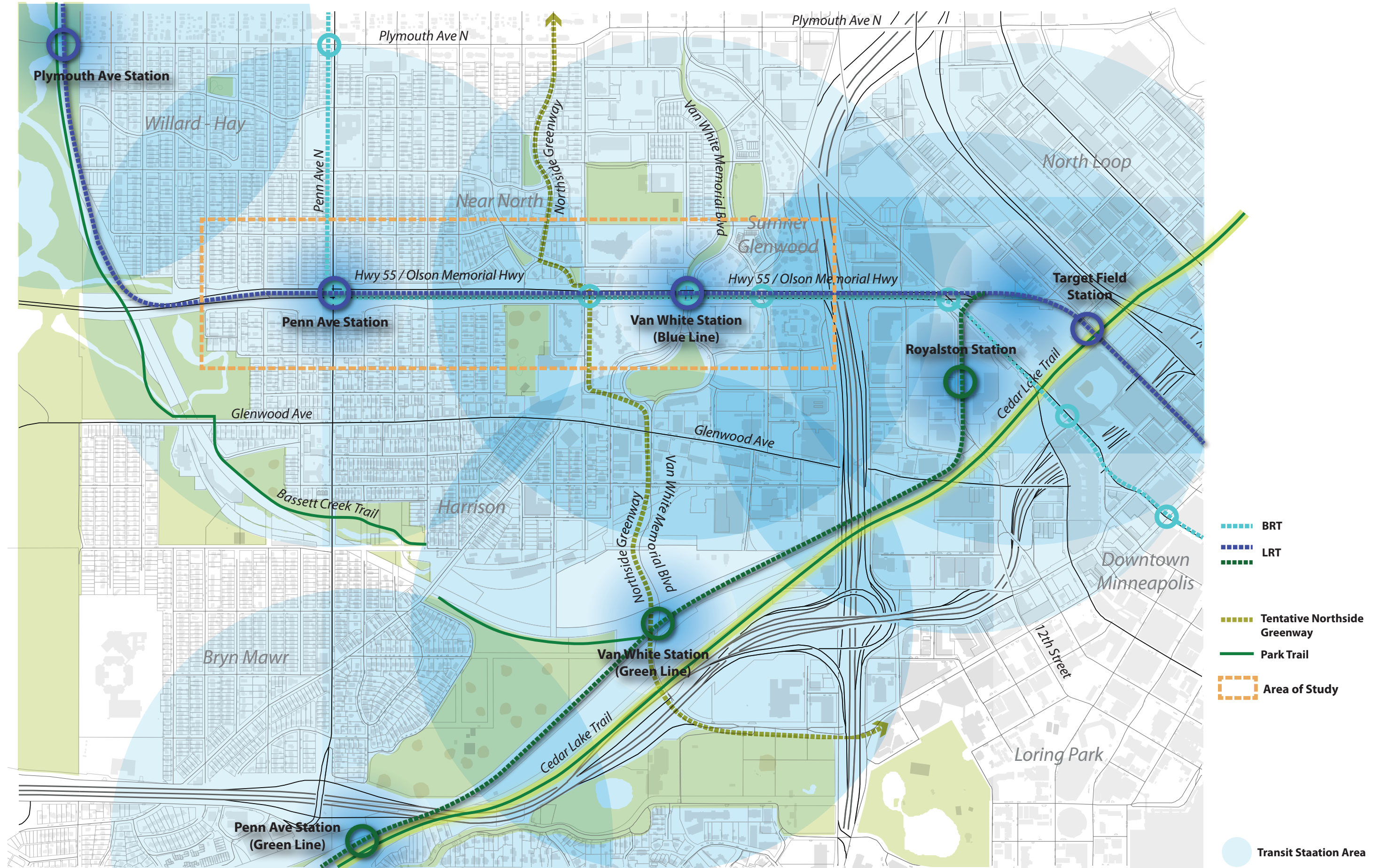
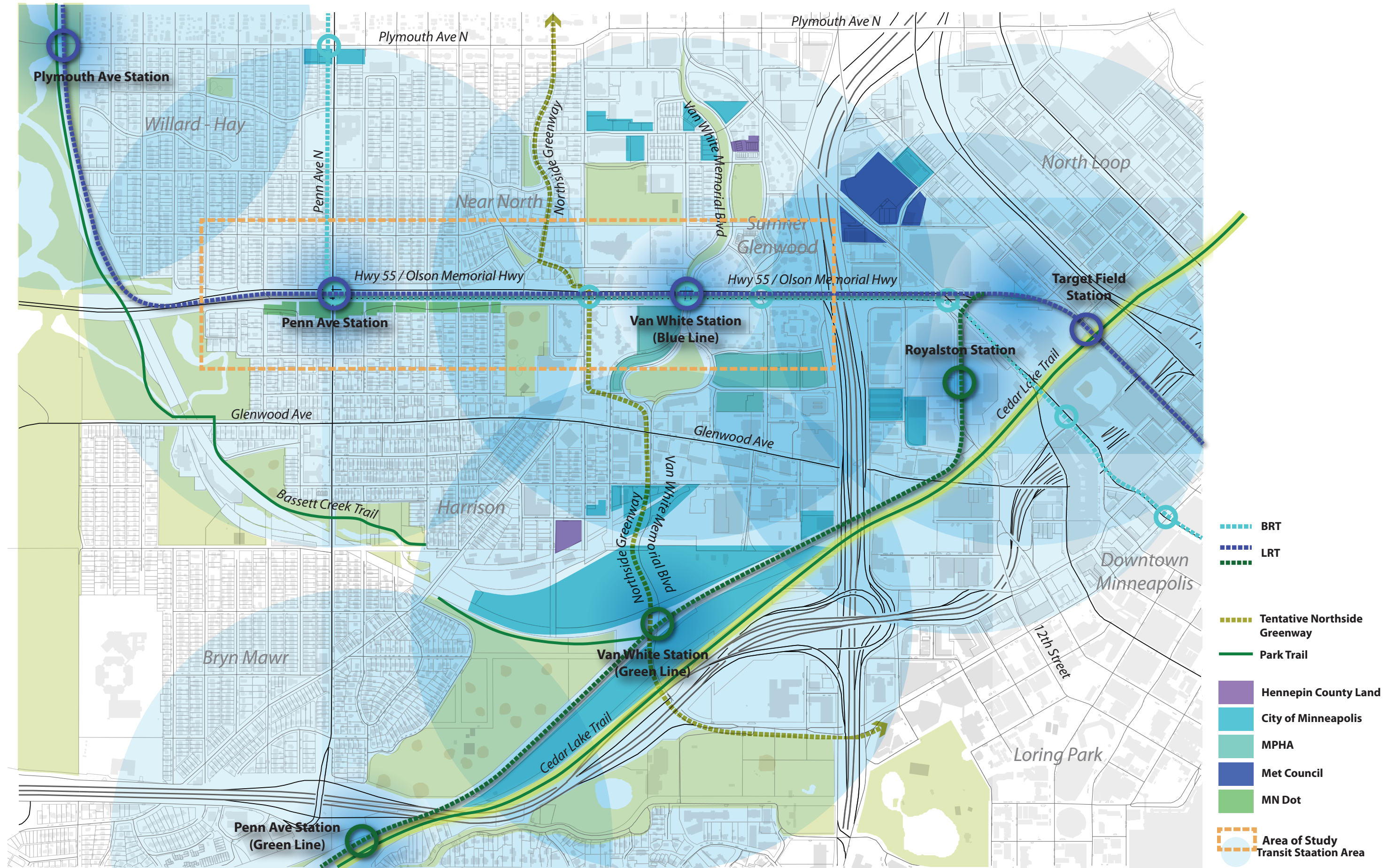


# Bottineau LRT / Olson Memorial Highway Context - Station Areas



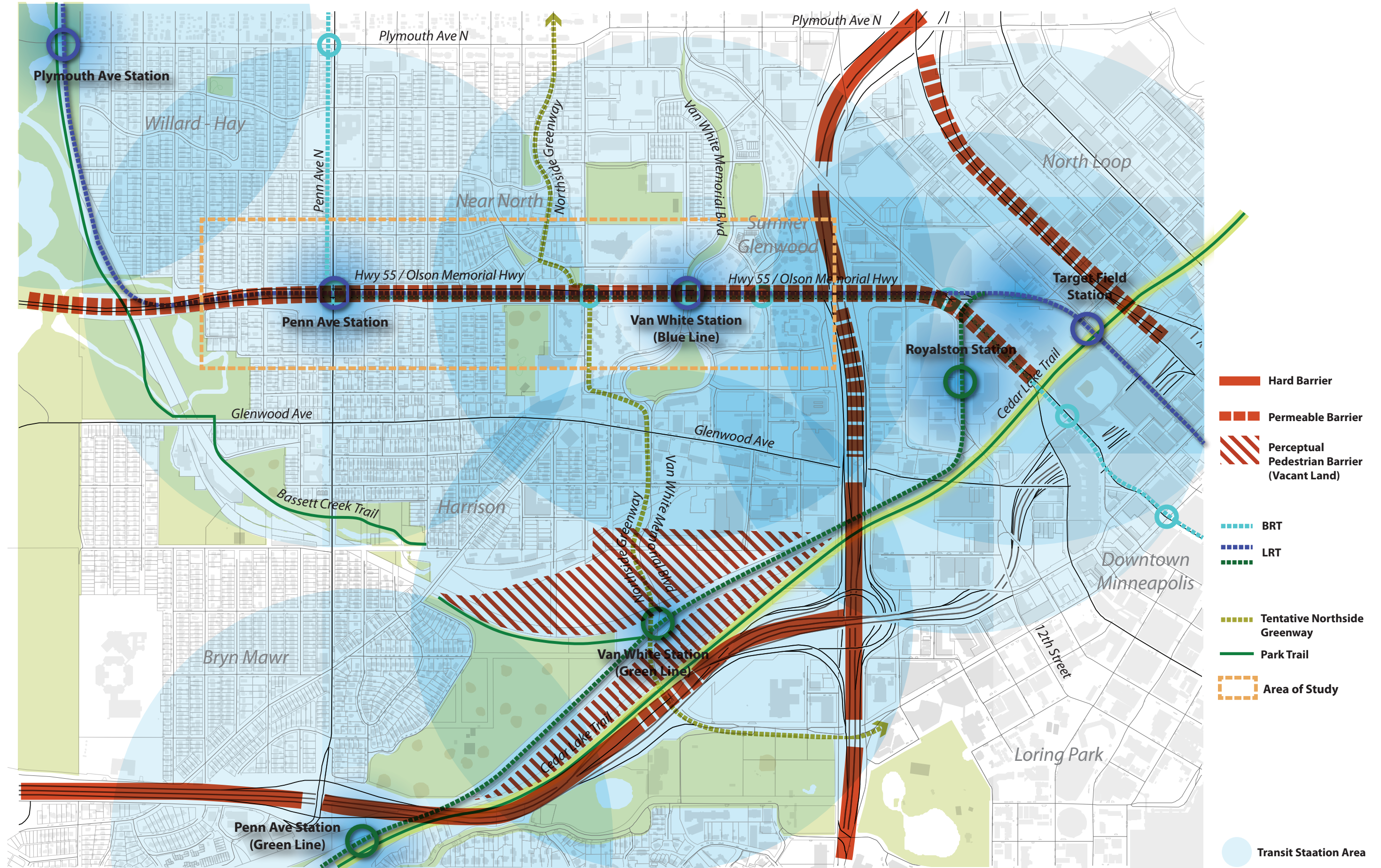


# Bottineau LRT / Olson Memorial Highway Context - Publicly Owned Land



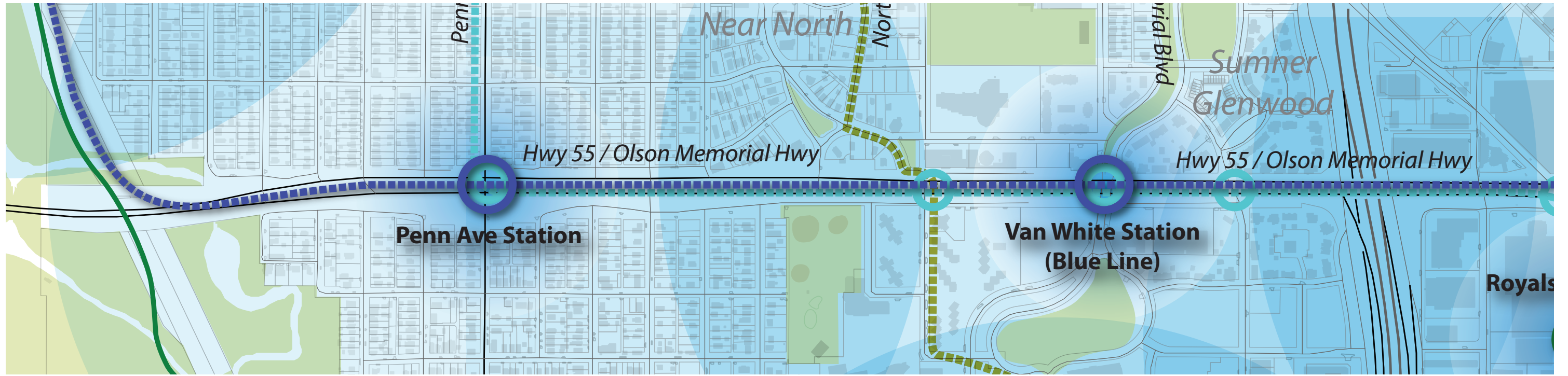


# Bottineau LRT / Olson Memorial Highway Context





# Bottineau LRT / Olson Memorial Highway Context



- ■ ■ ■ ■ BRT
- ■ ■ ■ ■ LRT
- ■ ■ ■ ■ Tentative Northside Greenway
- Park Trail



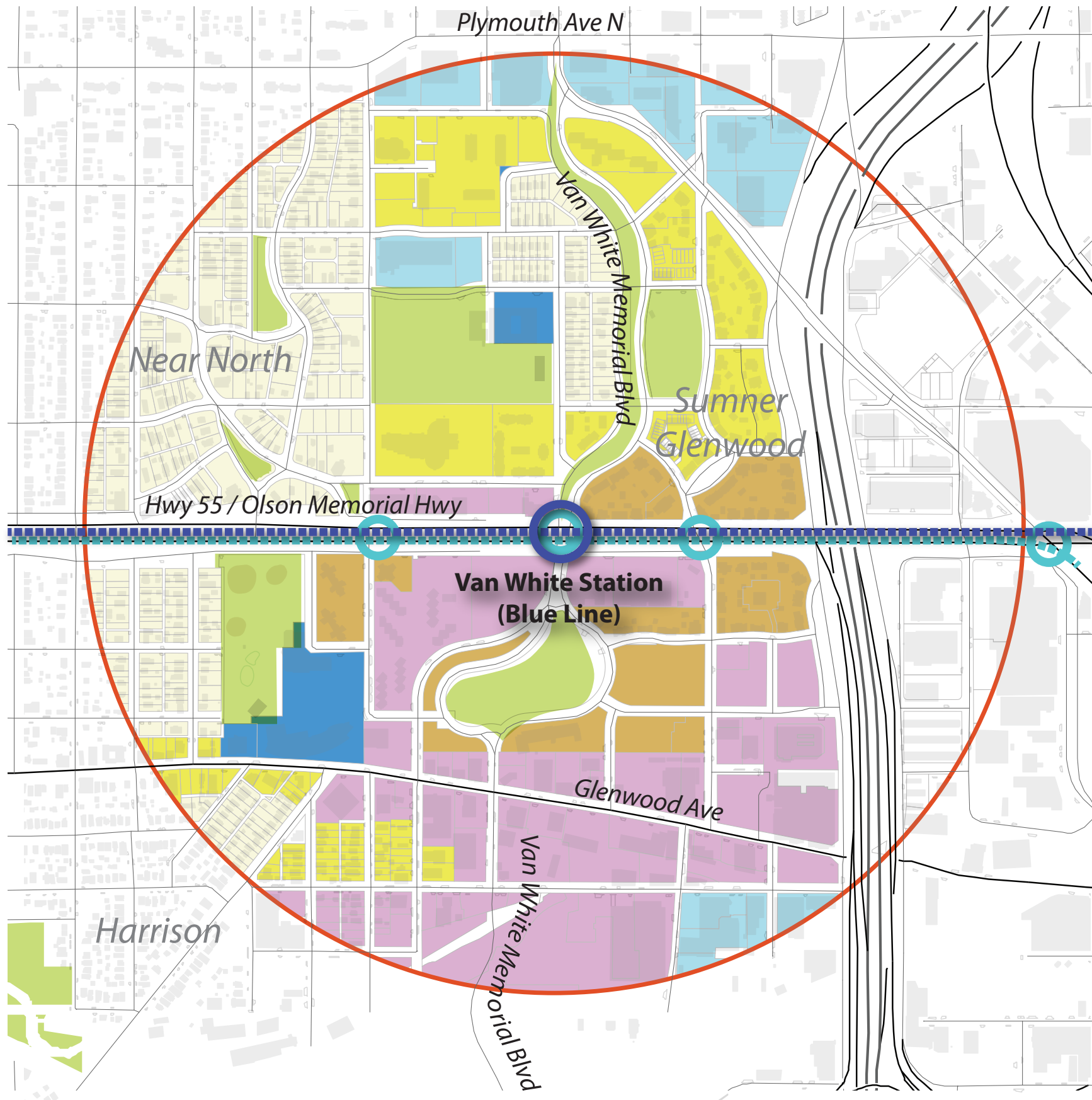
- *The Van White and Penn Ave Station Area Plans were prepared as a partnership between Hennepin County and the City of Minneapolis*
- *The draft final plans were presented at an open house on June 4, 2015, with a placeholder for additional planning work for the Olson Memorial corridor*
- *The road design and development scenarios for the corridor presented tonight will be incorporated into the plans for adoption into the comprehensive plan*












- *Van White Station land use map shows the area north of Olson Memorial reflecting current adopted city land use guidance*
- *South of Olson Memorial Highway land use guidance has been modified to allow more flexibility by changing categories to mixed-use, which would allow commercial, office, and residential*
- *Van White Station development intensity map shows intensities or scales:*
  - *Neighborhood Scale – existing single-family pattern*
  - *Urban Scale – buildings up to 4 stories*
  - *Transit Scale – buildings 5 stories or greater*



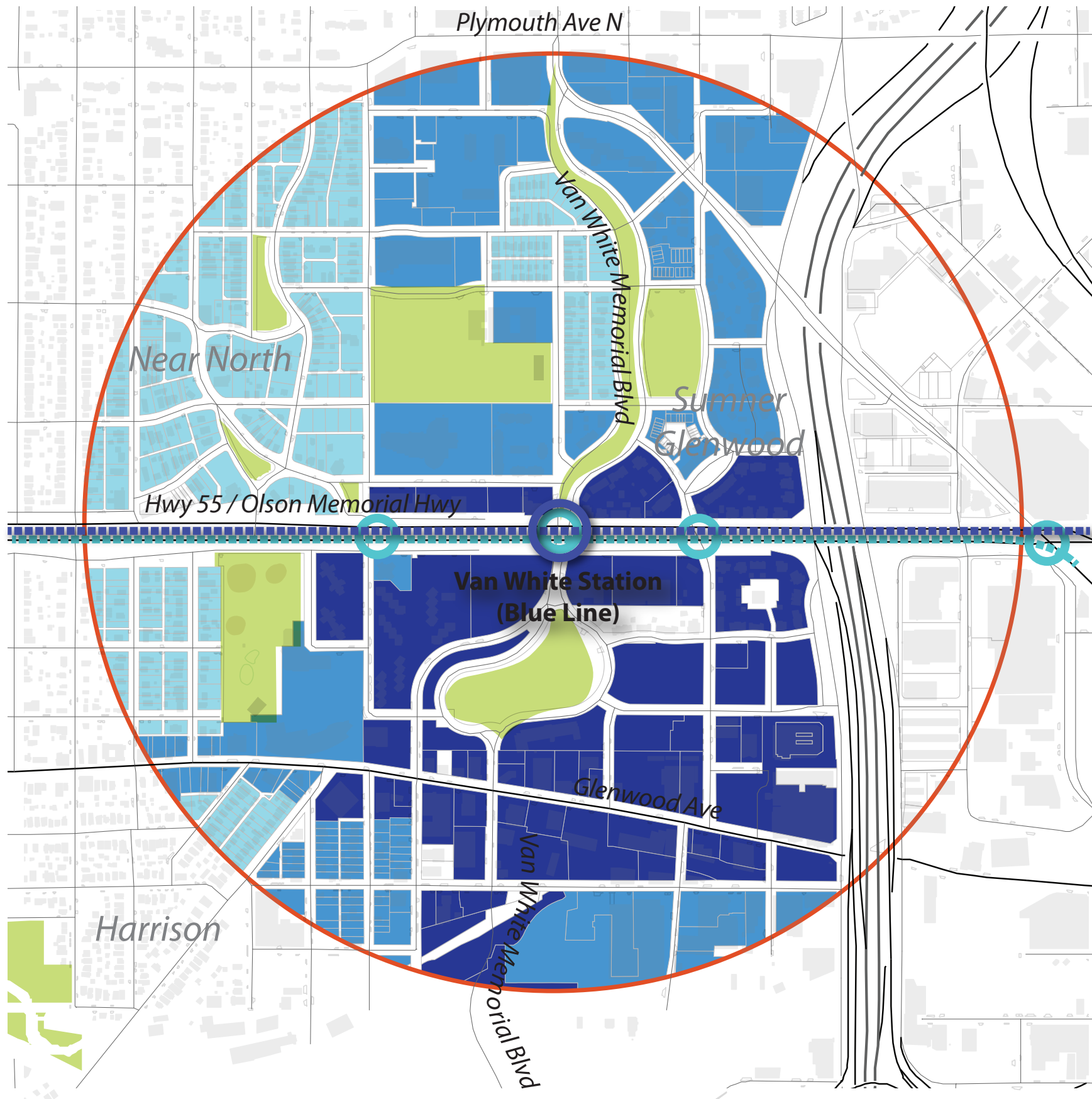
# Van White Station Area - Land Use Plan



-  LRT Station
-  BRT Station
-  1/2 Mile Walkshed
-  BRT Line
-  LRT Line
-  Low Density Residential
-  Medium Density Residential
-  Medium to High Density Residential
-  Mixed Use Medium to High Density Residential
-  Parks and Open Space
-  Public Institutional
-  Transitional Industrial



# Van White Station Area - Development Intensity Plan

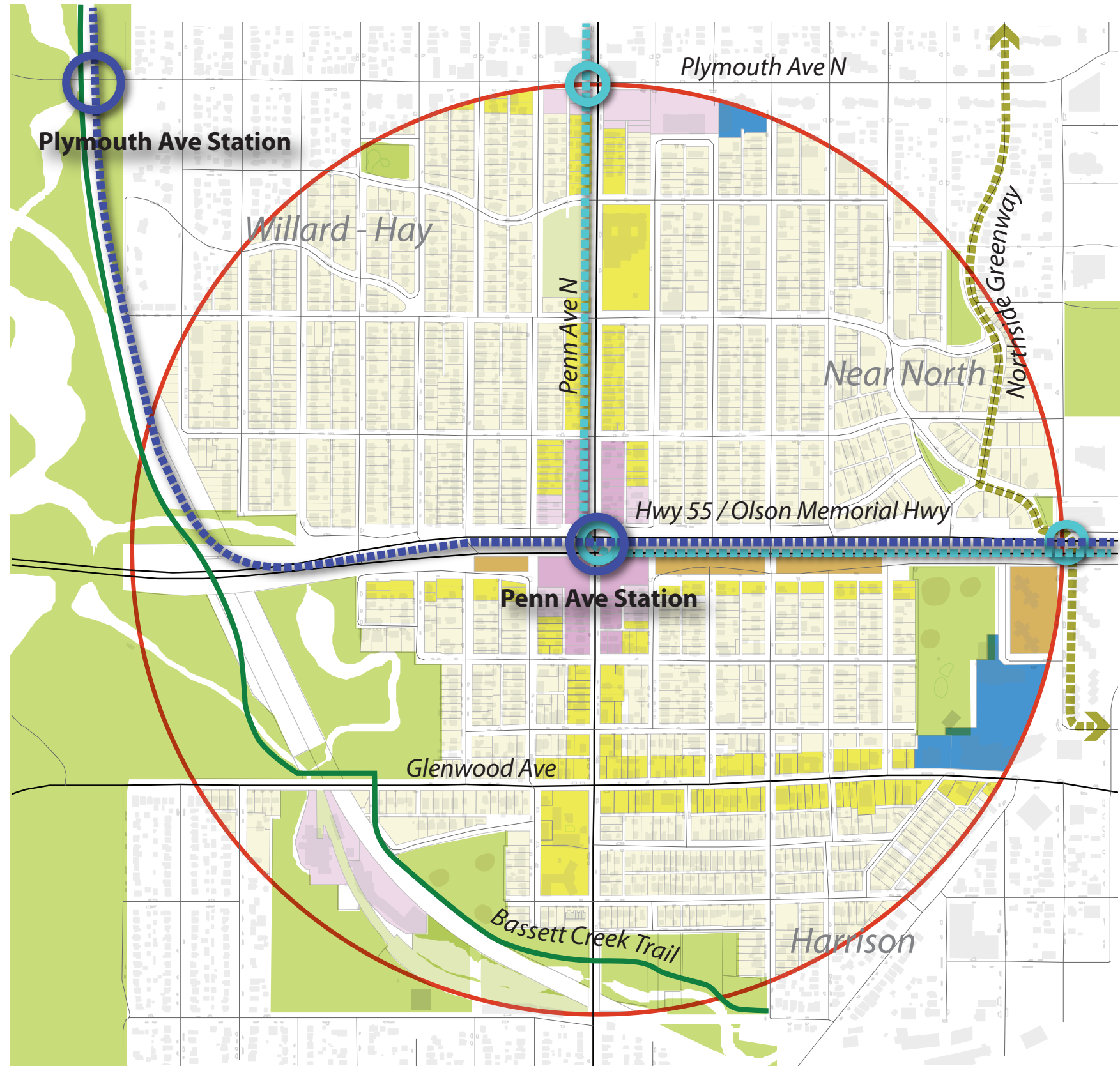












-  **LRT Station**
-  **BRT Station**
-  **1/2 Mile Walkshed**
-  **BRT Line**
-  **LRT Line**
-  **Neighborhood Scale**  
Single Family Homes, townhomes, and two to three story small apartment / condominium buildings
-  **Urban Scale**  
Townhomes, and apartment/condominium buildings up to four stories
-  **Transit Scale**  
Apartment / condominium building heights of 5 or more stories
-  **Parks and Open Space**

- *Penn Avenue Station land use reflects current adopted city land use guidance for most of the station area*
- *At the Penn Avenue/Olson Memorial intersection the guidance has been modified to allow more flexibility by changing the category to mixed-use, which would allow commercial, office, and residential*
- *Penn Avenue Station development intensity map shows intensities or scales:*
  - *Neighborhood Scale – existing single-family pattern*
  - *Urban Scale – buildings up to 4 stories*
  - *Transit Scale – buildings up to 5 stories*
- *Olson Memorial corridor between the stations proposed to have a residential designation*
- *Olson Memorial corridor development intensity will stay at neighborhood scale on the north side and will be urban or transit scale on the south side*

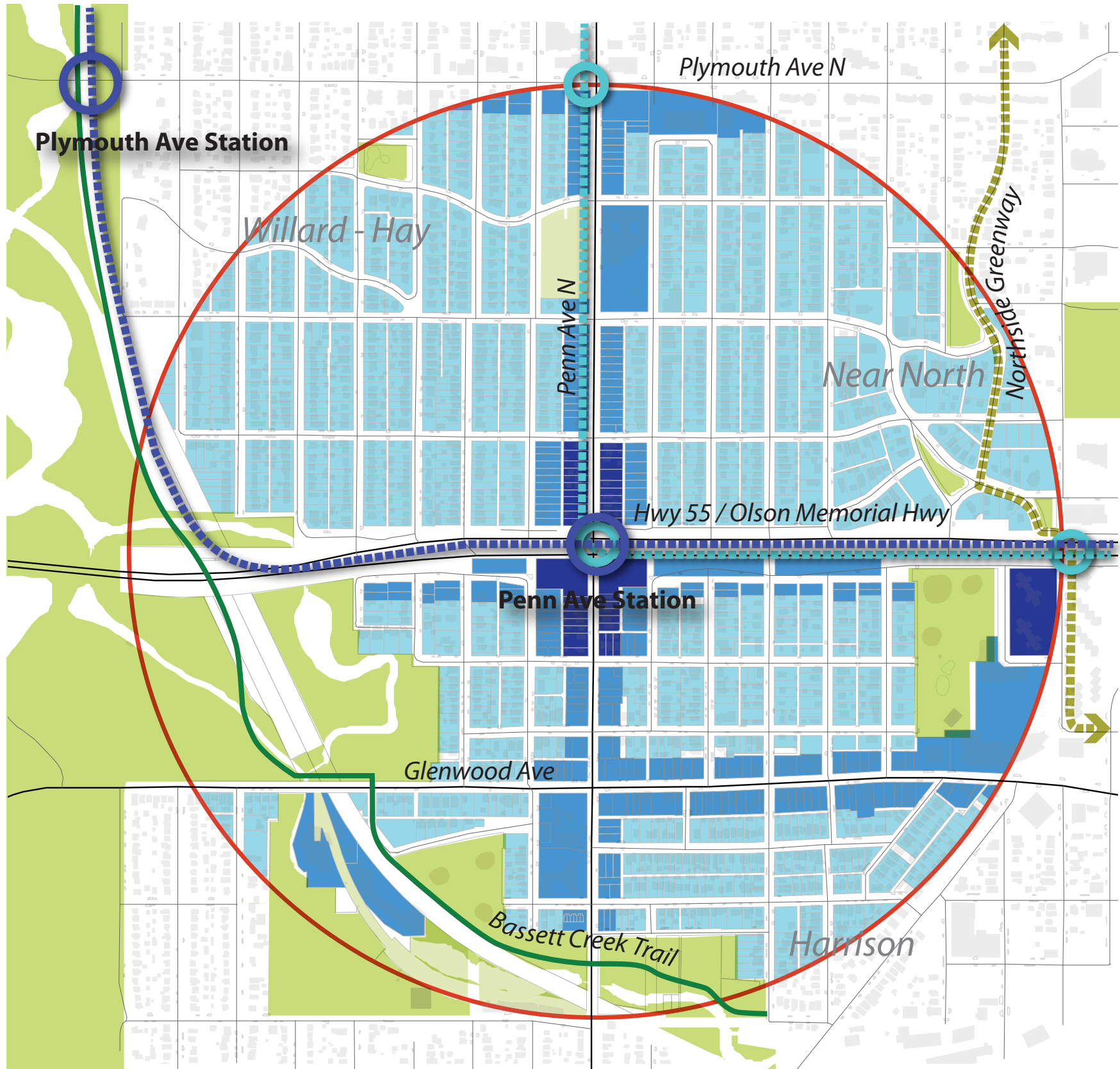


# Penn Ave Station Area - Land Use Plan



-  LRT Station
-  BRT Station
-  1/2 Mile Walkshed
-  BRT Line
-  LRT Line
-  Low Density Residential
-  Medium Density Residential
-  Medium to High Density Residential
-  Mixed Use Medium to High Density Residential
-  Parks and Open Space
-  Public Institutional
-  Transitional Industrial

# Penn Ave Station Area - Development Intensity Plan

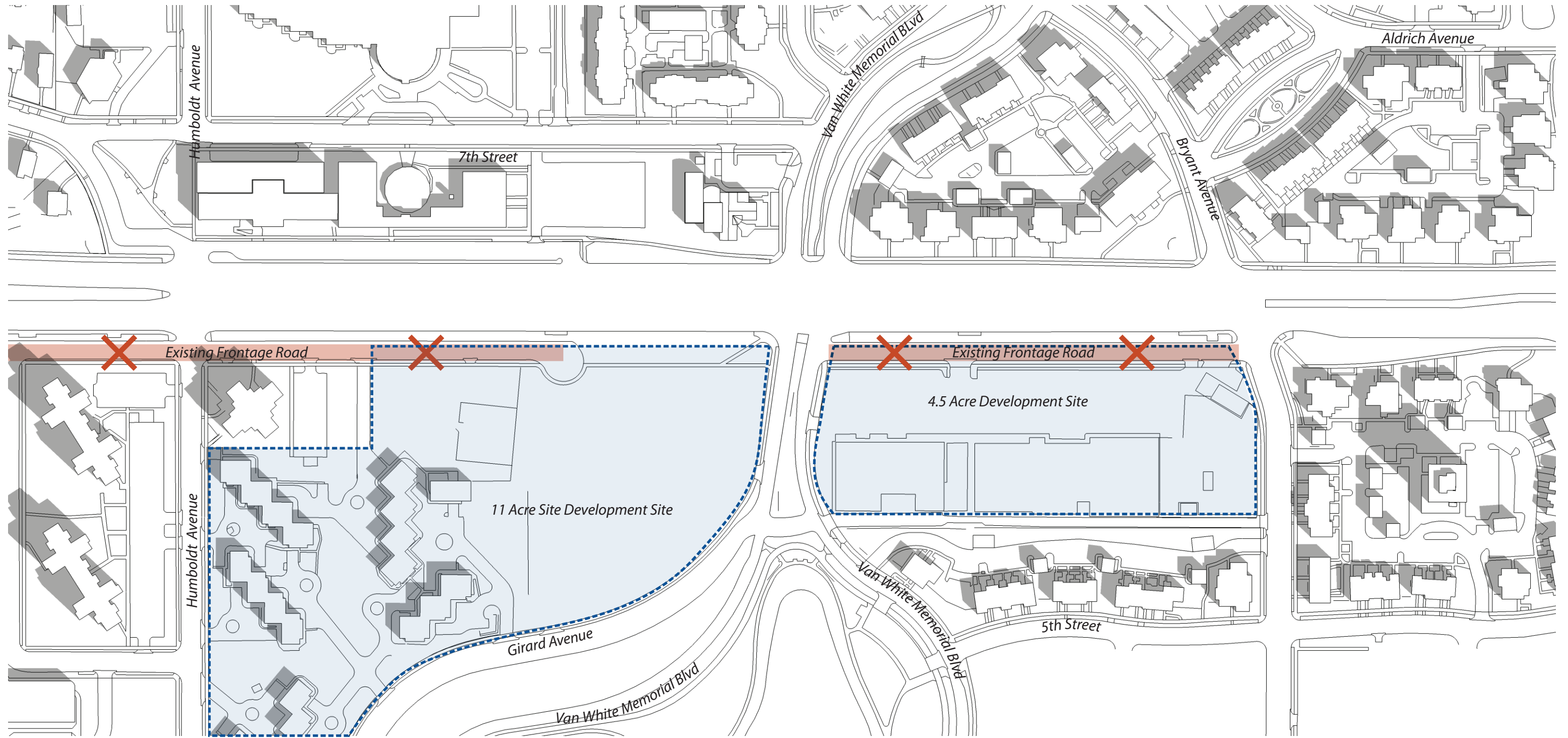


-  **LRT Station**
-  **BRT Station**
-  **1/2 Mile Walkshed**
-  **BRT Line**
-  **LRT Line**
-  **Neighborhood Scale**  
Single Family Homes, townhomes, and two to three story small apartment / condominium buildings
-  **Urban Scale**  
Townhomes, and apartment/condominium buildings up to four stories
-  **Transit Scale**  
Apartment / condominium building heights of 5 or more stories
-  **Parks and Open Space**



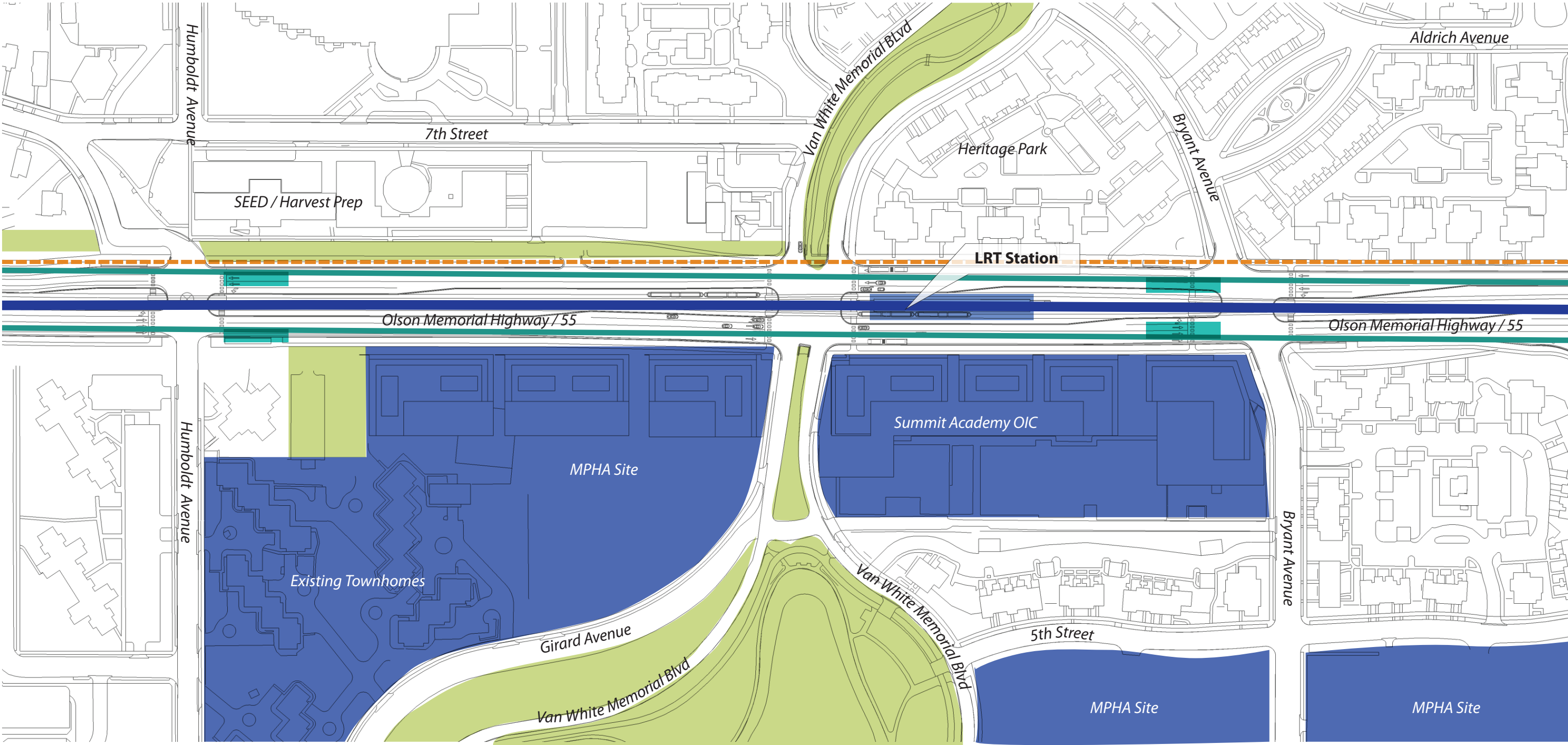
- Capitalize on **development opportunity** created by LRT investment, especially on the large tracts of **publically owned land** available in area
- Create **mixed-income and mixed-use neighborhoods** where people have the option of using transit
- Provide a **range of density** and housing types that support **neighborhood-serving retail**
- **Create opportunity for new residents** to live in the area, while preserving ability of **existing residents** to stay in neighborhood
- Enhance **pedestrian and bicycle friendly** neighborhoods by incorporating green space, improving safety, and providing **connectivity** to stations









# Van White Station Area Existing Conditions



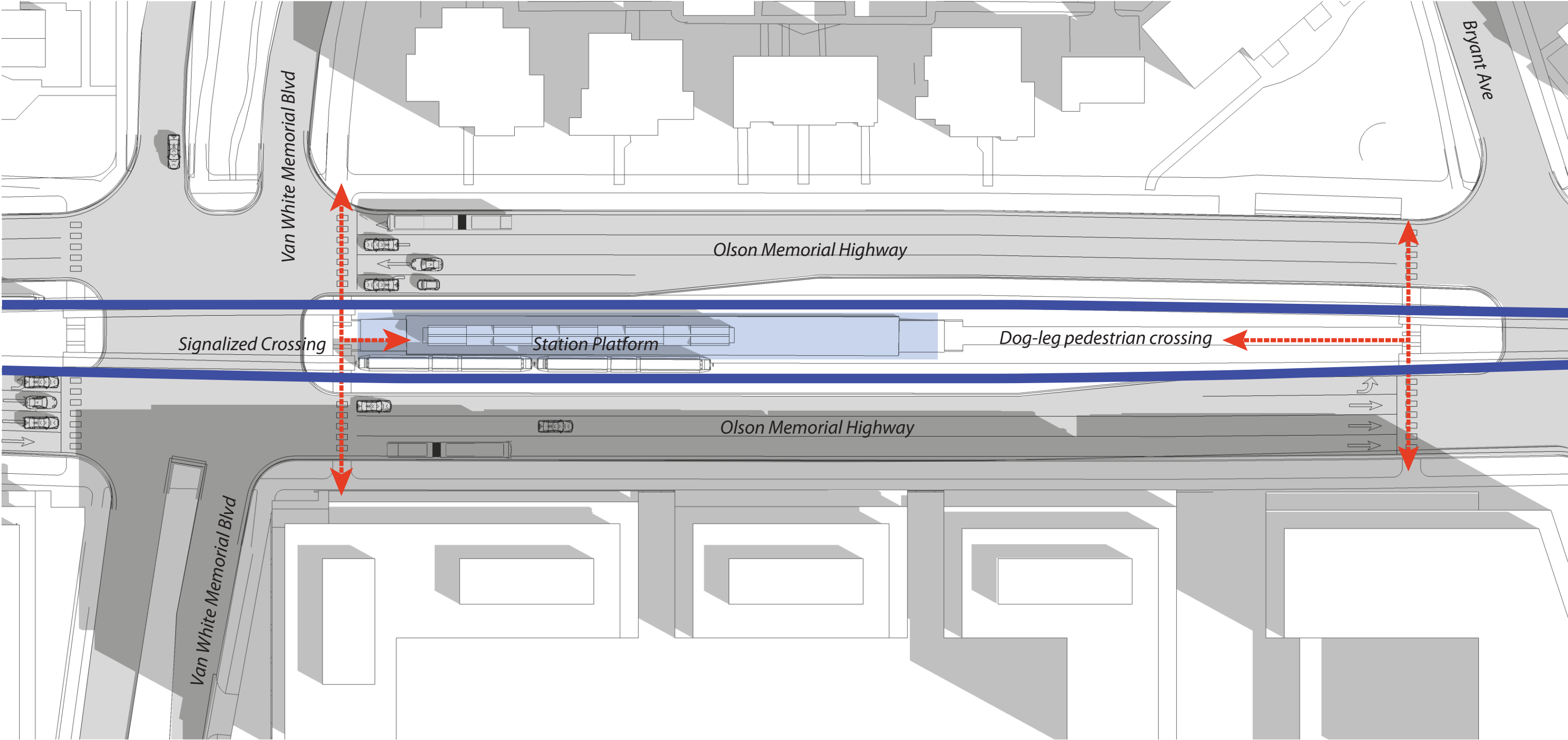


# Van White Station Area Development Plan



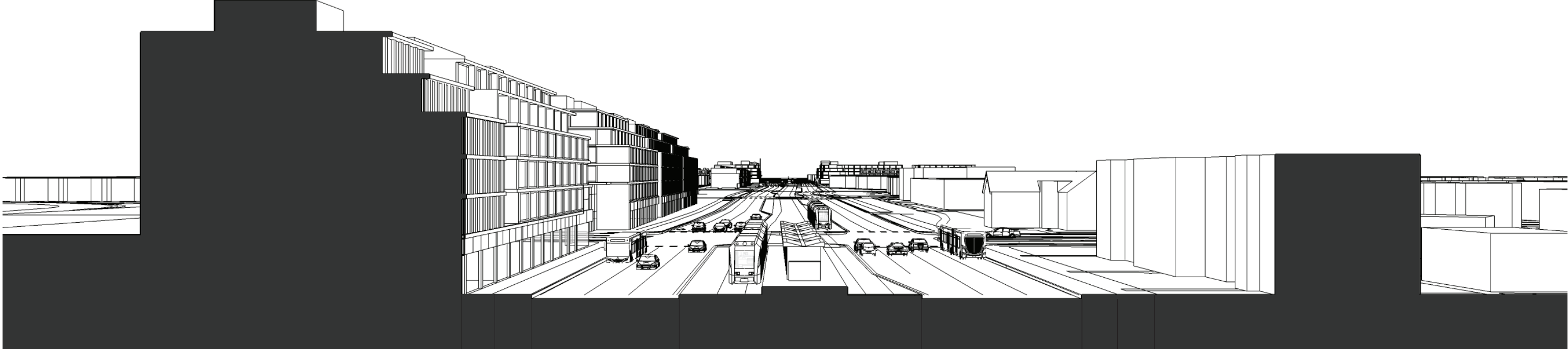
- |   |   |   |                             |
|---|---|---|-----------------------------|
|  | <b>Transit Scale Development</b><br>Apartment / condominium building heights of five stories or more. |  | <b>Parks and Open Space</b> |
|  | <b>Urban Scale Development</b><br>Townhomes and apartment/condominium buildings up to four stories.   |  | <b>BRT Station</b>          |
|   |   |  | <b>LRT Station</b>          |
|   |   |  | <b>Future Bike Path</b>     |
|   |   |  | <b>BRT</b>                  |
|   |   |  | <b>LRT</b>                  |

# Van White Pedestrian Infrastructure





Van White Station Area Section



10' Sidewalk

10' Green Boulevard

36' Roadway (3 travel lanes)

LRT Station Platform

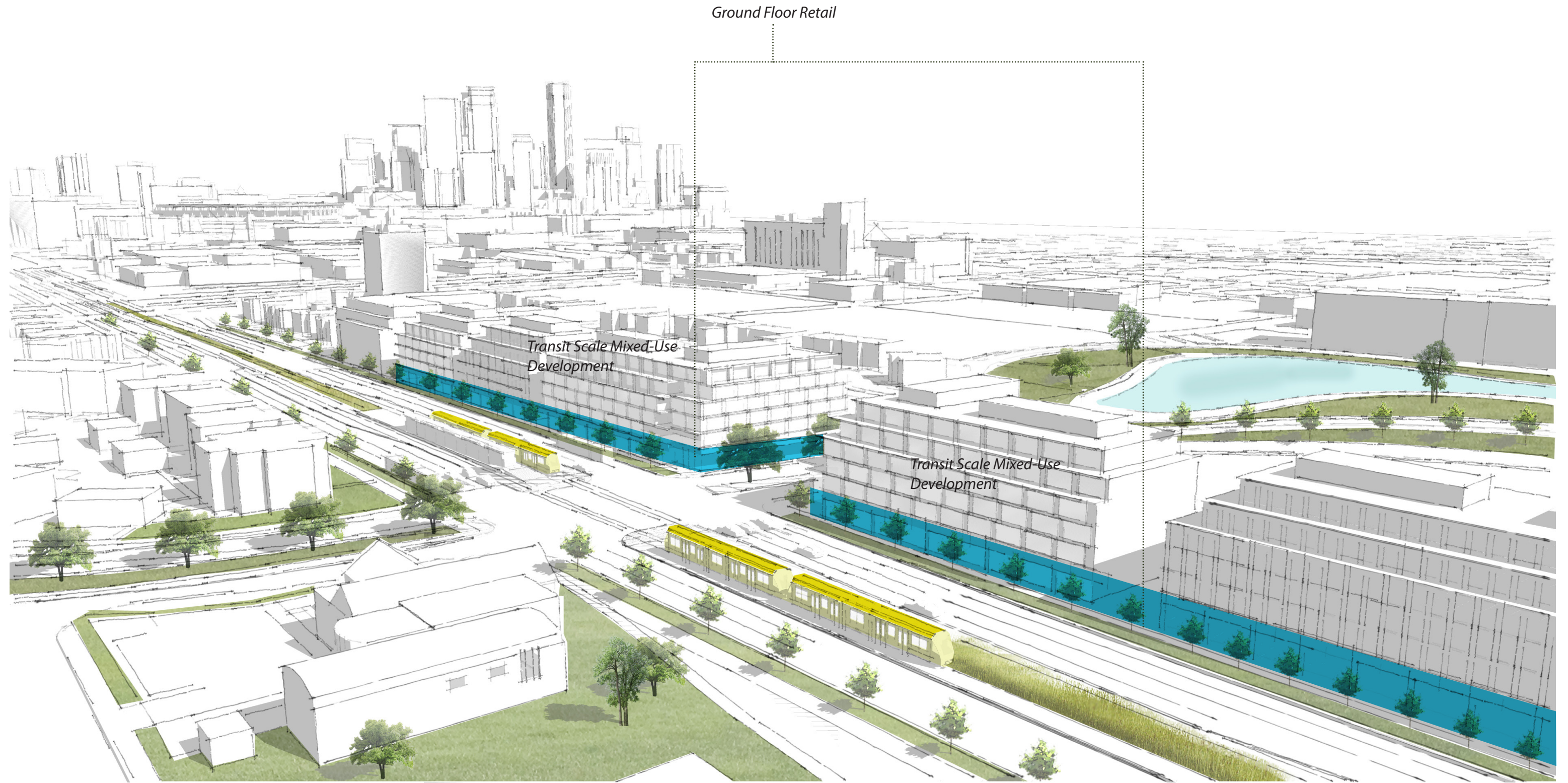
36' Roadway (3 travel lanes)

10' Green Boulevard

10' Sidewalk



**Van White Station Area - Transit Oriented Development Vision**



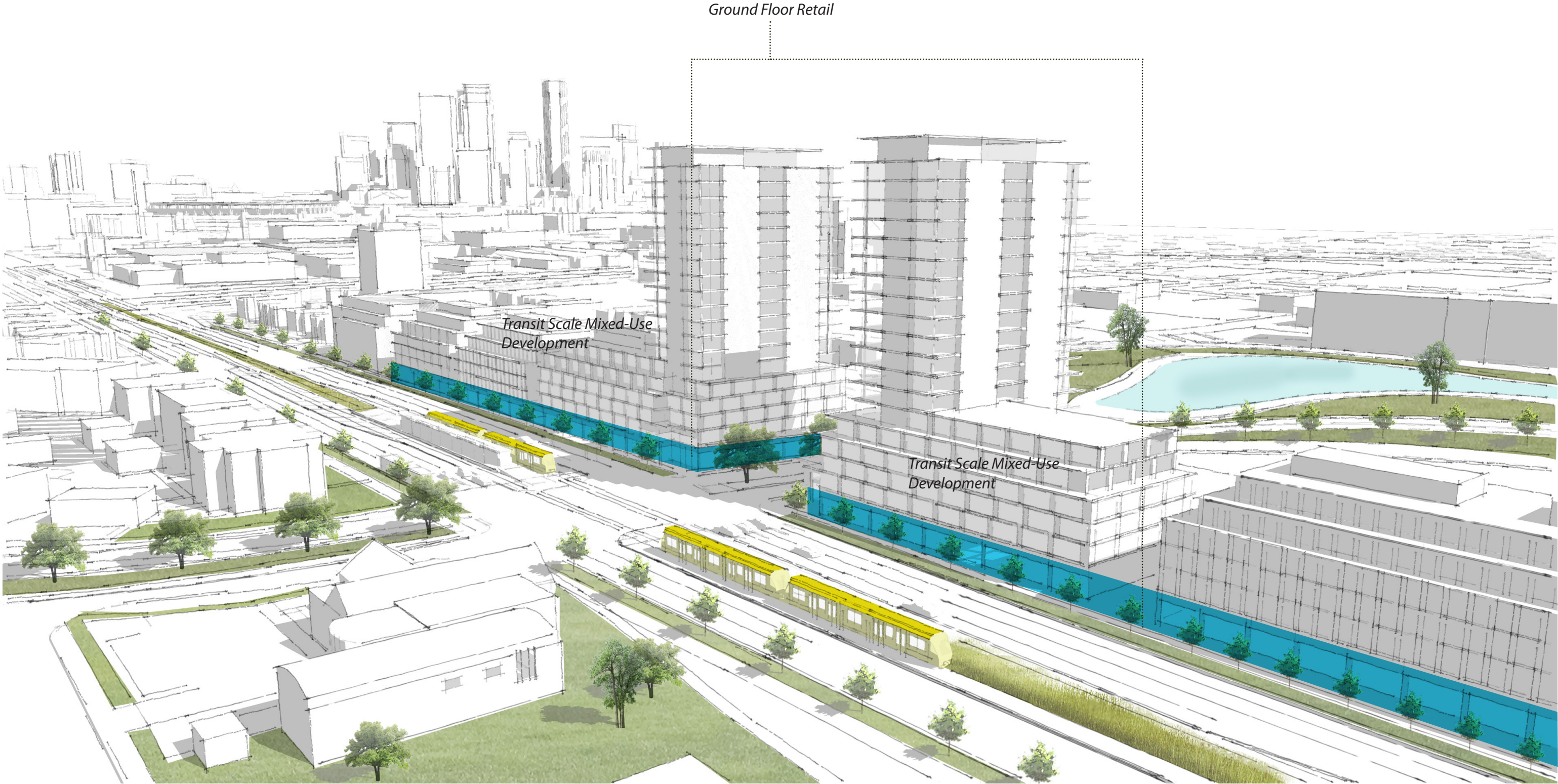
Ground Floor Retail

Transit Scale Mixed-Use  
Development

Transit Scale Mixed-Use  
Development



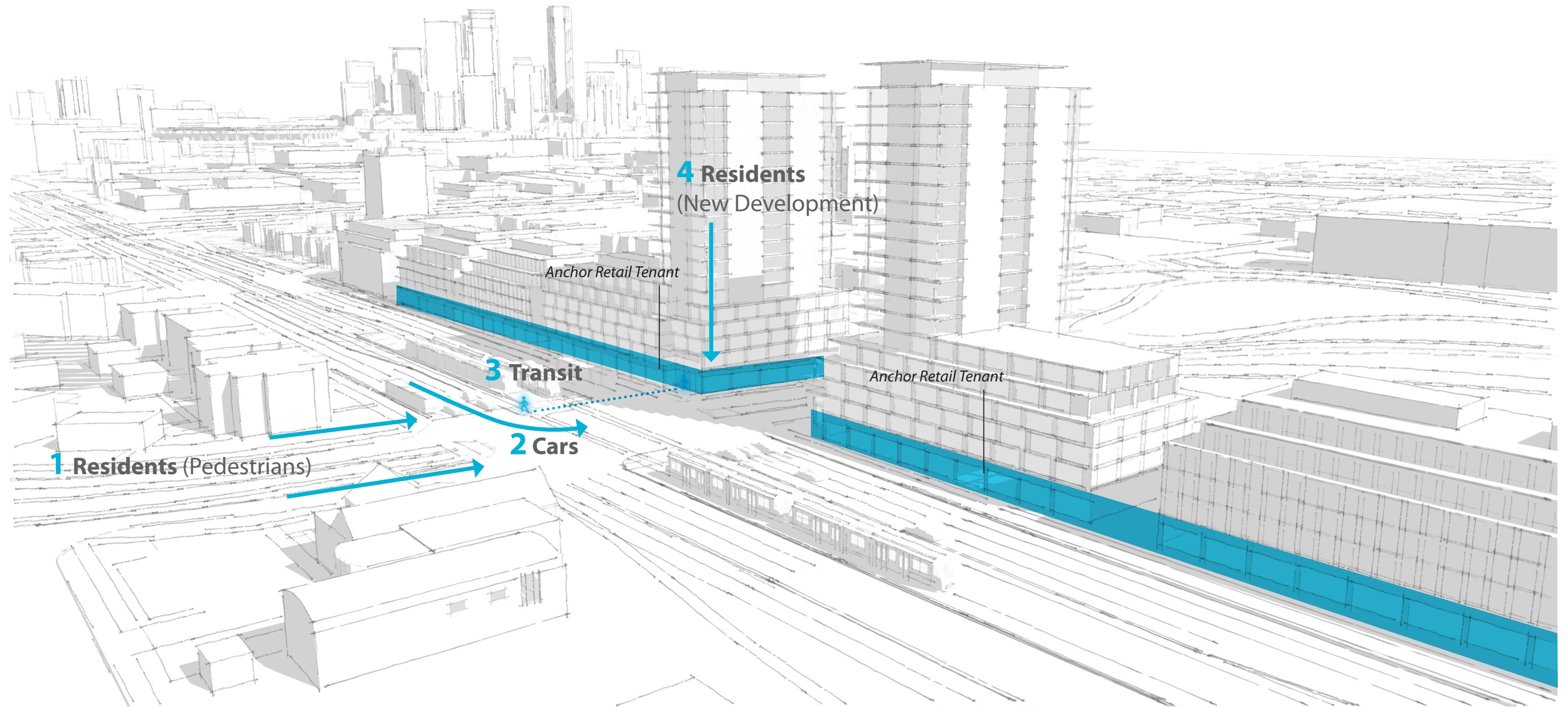
**Van White Station Area - Transit Oriented Development Vision**





## Making Retail Work - Customer Base

Successful retail in a mixed use development will be dependent upon several populations of people and modes of transit in order to work. These include pedestrians traveling from nearby neighborhoods, people driving their cars and commuting from work, LRT passengers and new residents of mixed use development at the station area.



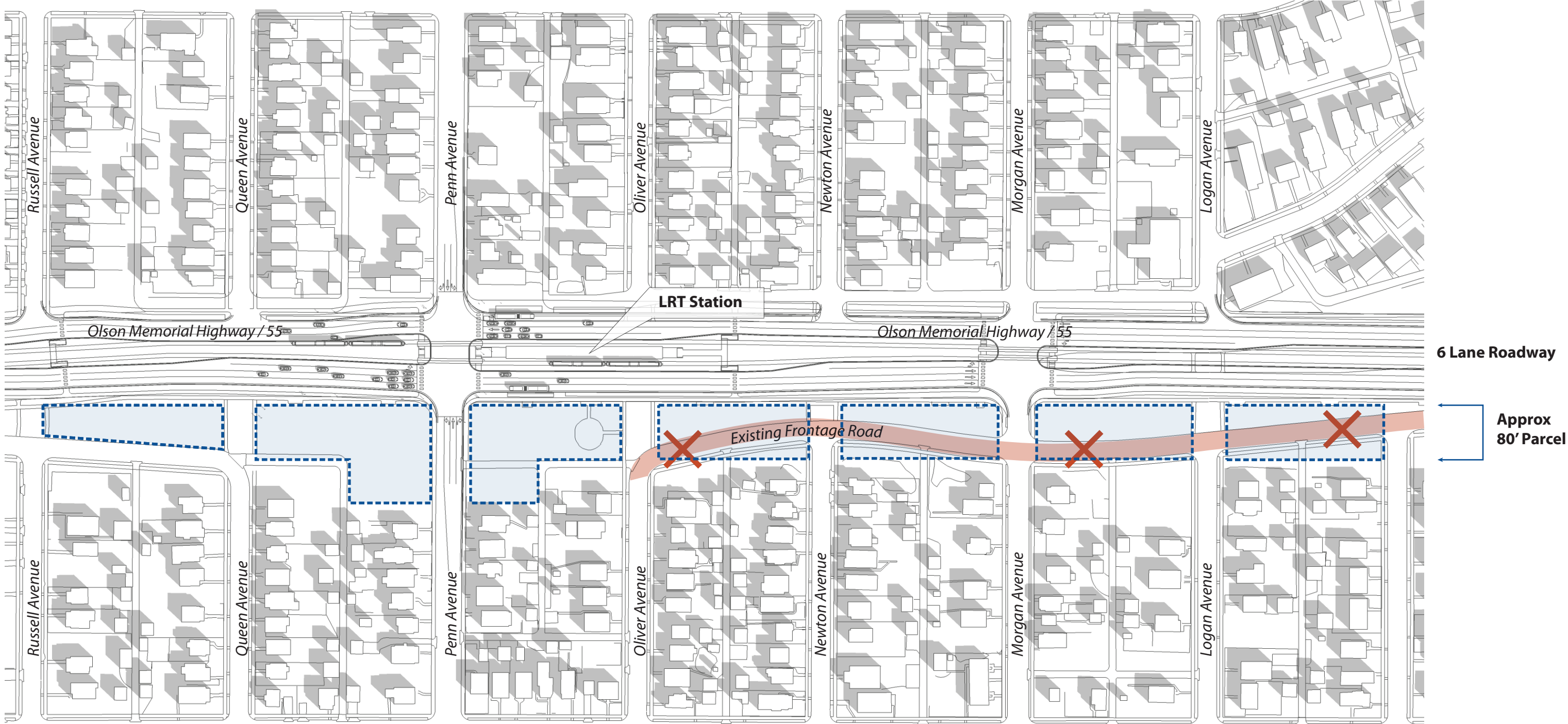





*Van White Street Perspective Looking South*



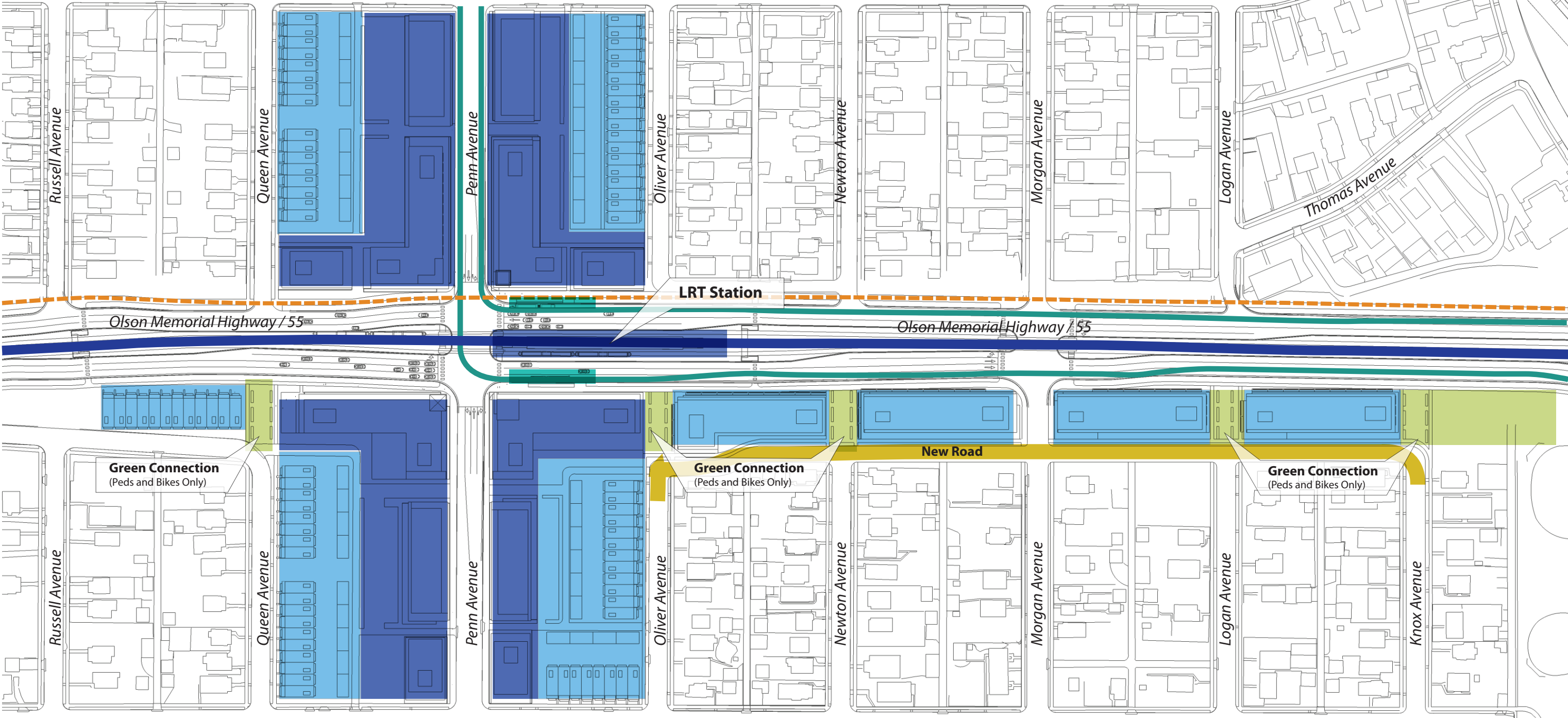
# Penn Ave Station Area Existing Conditions



-  Potential Development Parcel
-  Existing Frontage Road



# Penn Ave Station Area Development Plan



- Transit Scale Development**  
Apartment / condominium building heights of five stories or more.

**Urban Scale Development**  
Townhomes and apartment/condominium buildings up to four stories.

**Parks and Open Space**

**BRT Station**

**LRT Station**

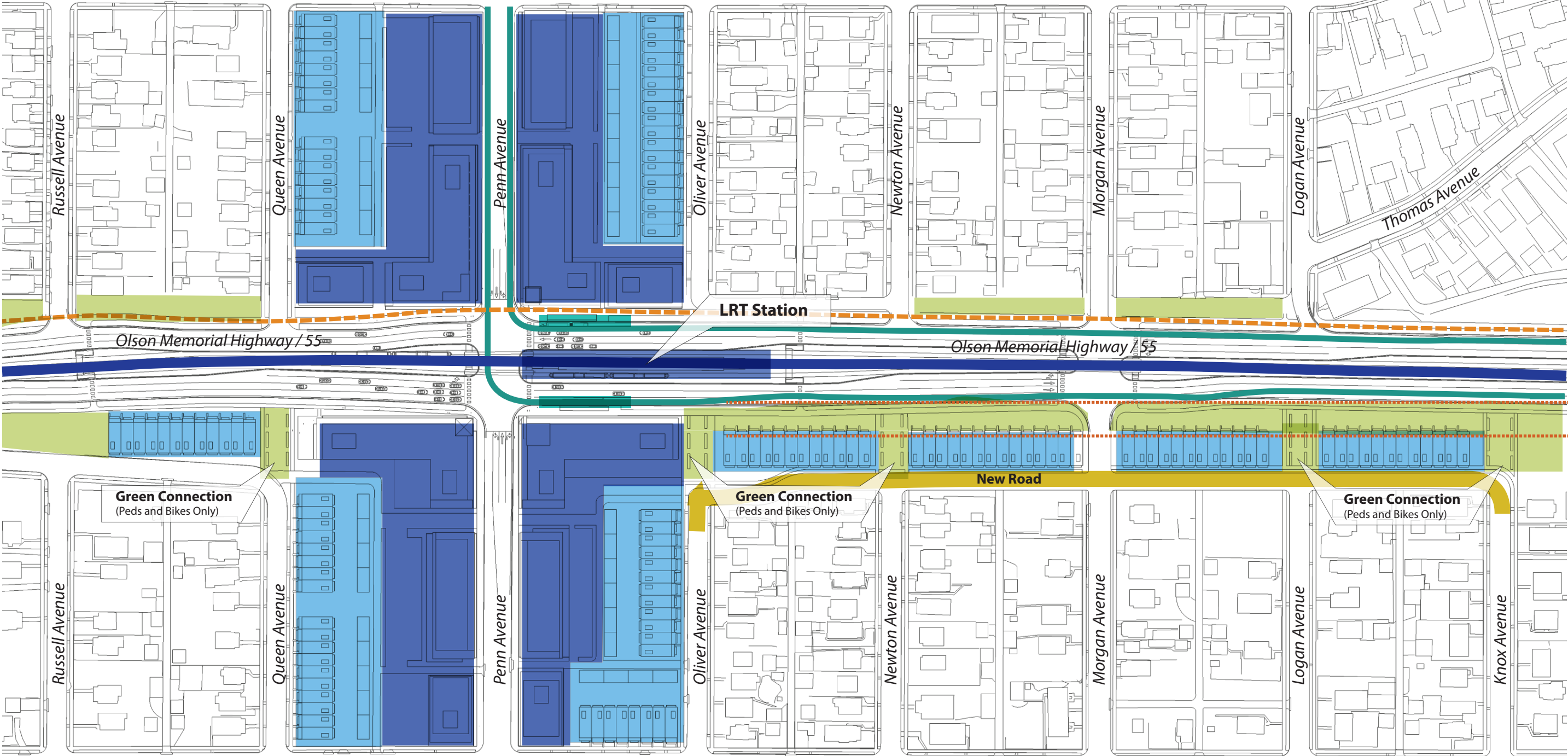
**Future Bike Path**

**BRT**

**LRT**

**New Road**

# Penn Ave Station Area Development Plan



- Transit Scale Development**  
Apartment / condominium building heights of five stories or more.

**Urban Scale Development**  
Townhomes and apartment/condominium buildings up to four stories.

**Parks and Open Space**

**BRT Station**

**LRT Station**

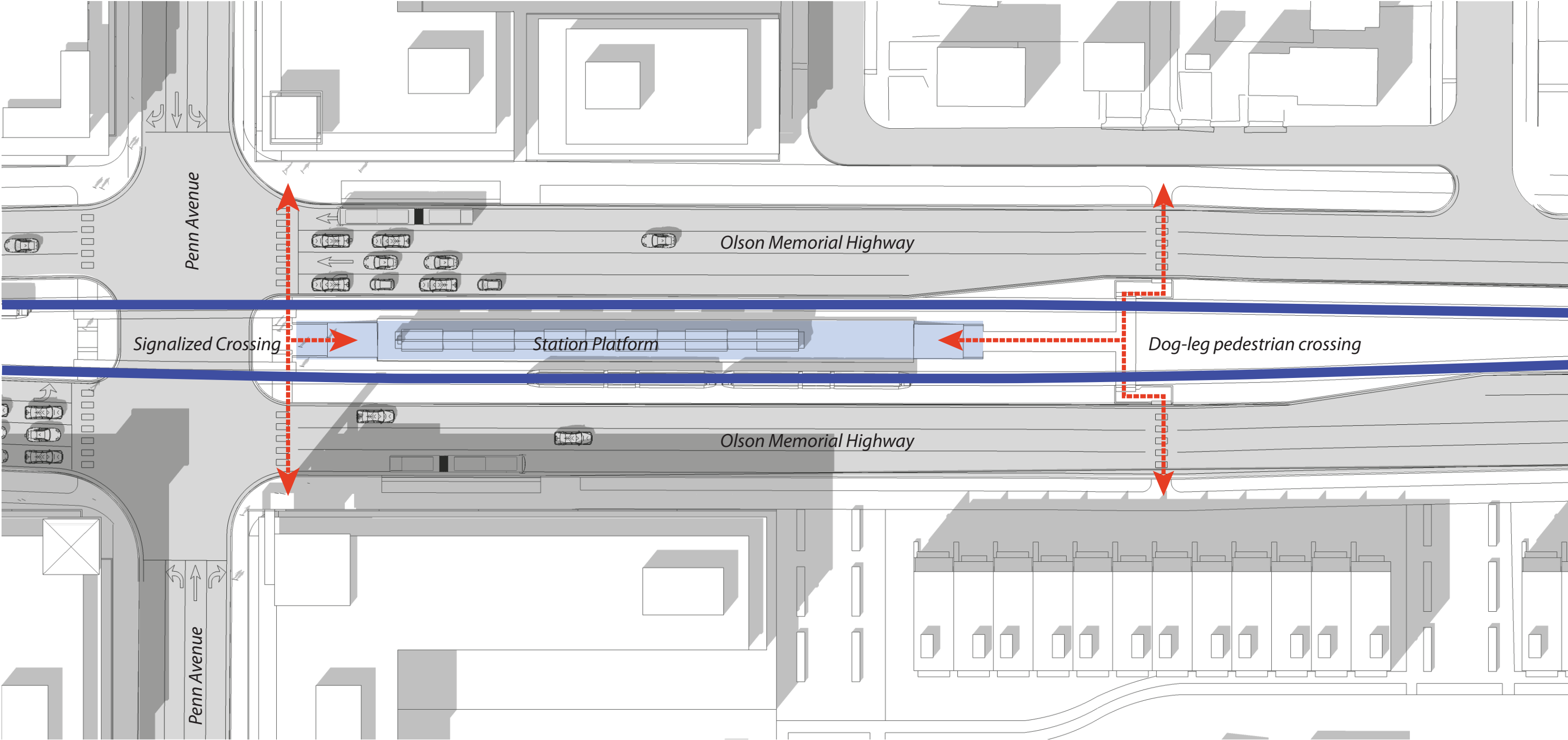
**Future Bike Path**

**BRT**

**LRT**



# Penn Avenue Pedestrian Infrastructure



**Penn Avenue Station Area Section**



*30' Backage Road*

*60' Development Parcel*

*30' Green Buffer*

*10' Sidewalk*

*10' Green Boulevard*

*36' Roadway (3 travel lanes)*

*LRT Station Platform*

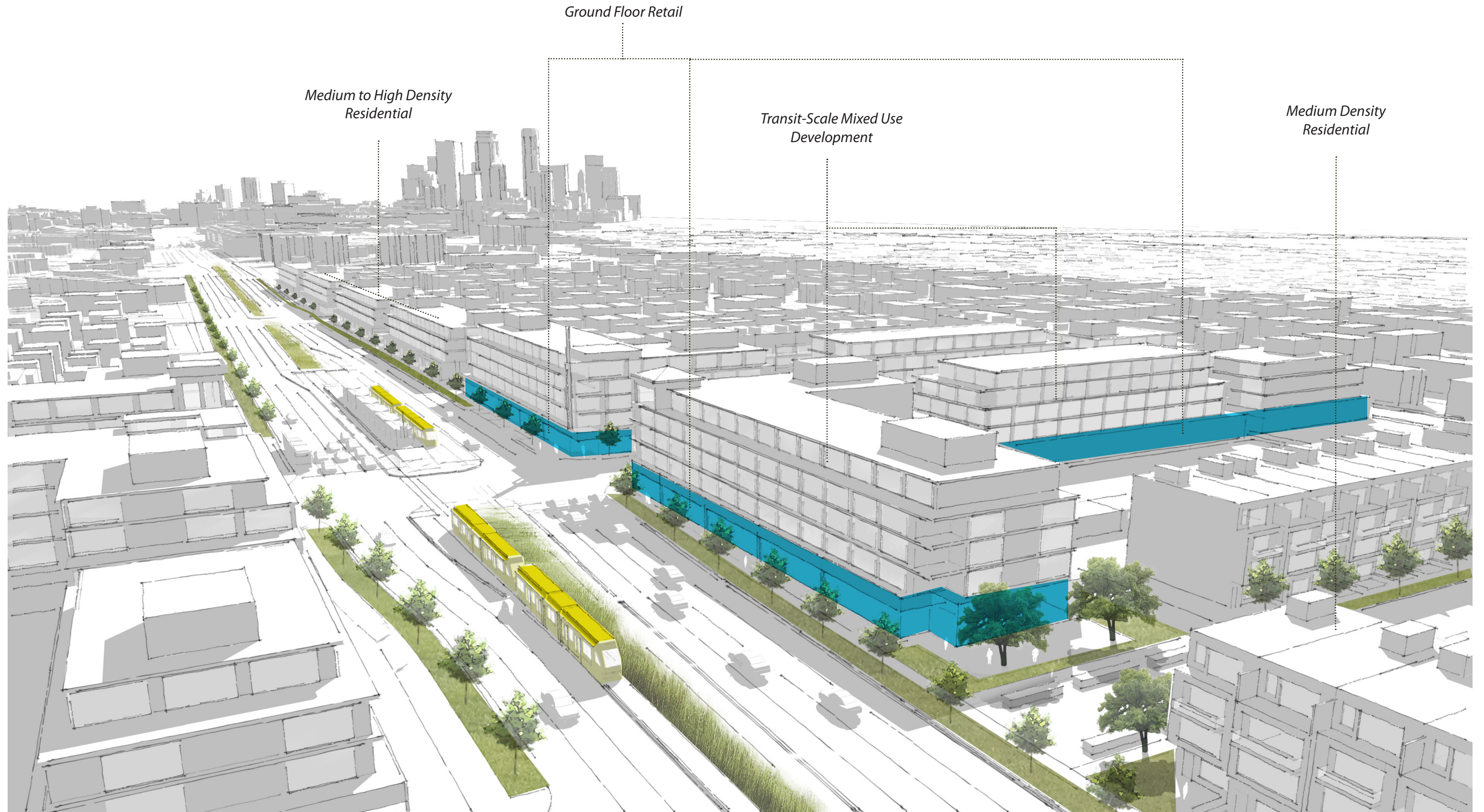
*36' Roadway (3 travel lanes)*

*10' Green Boulevard*

*10' Sidewalk*

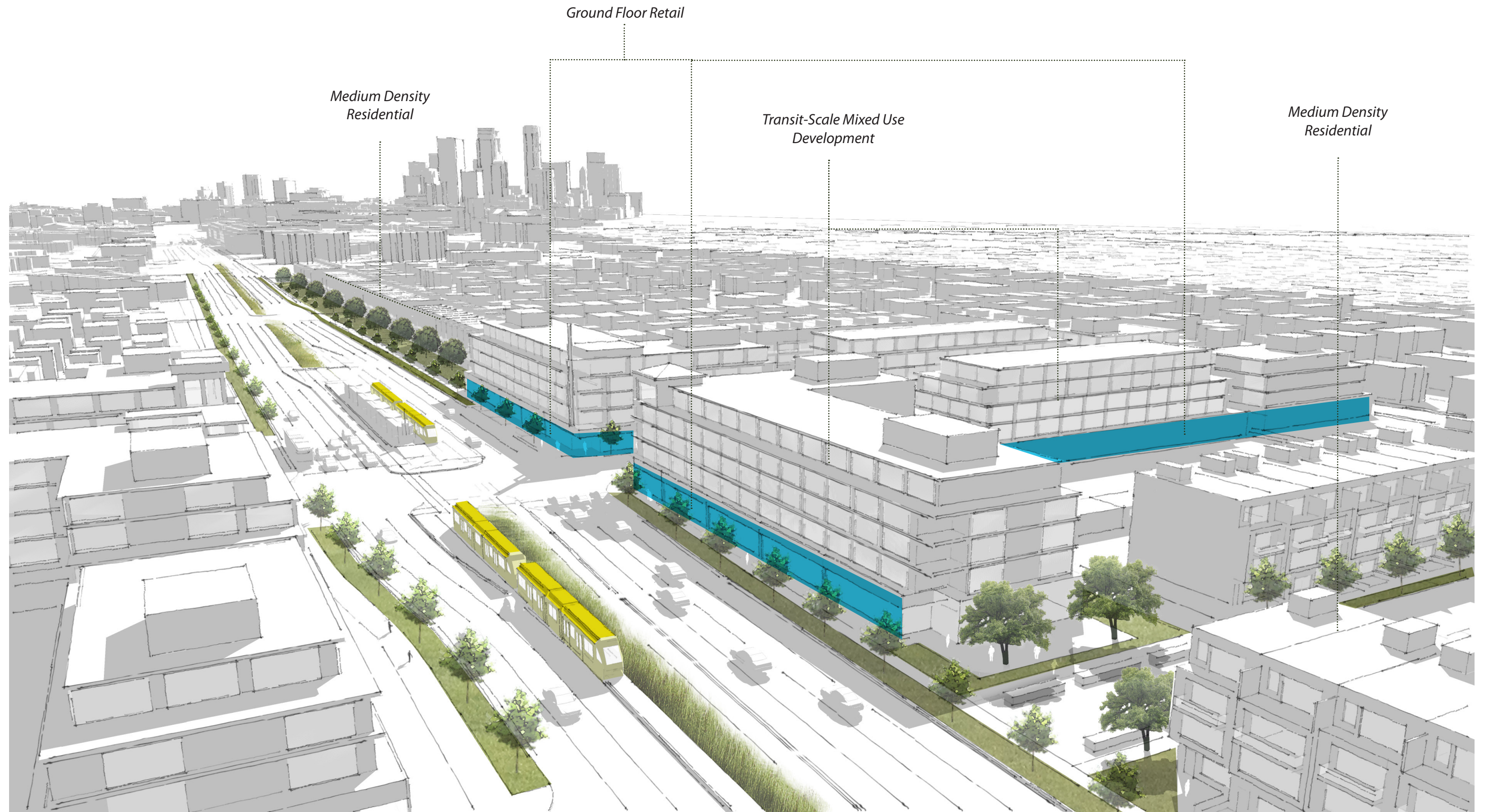


**Penn Ave Station Area - Transit Oriented Development Vision**





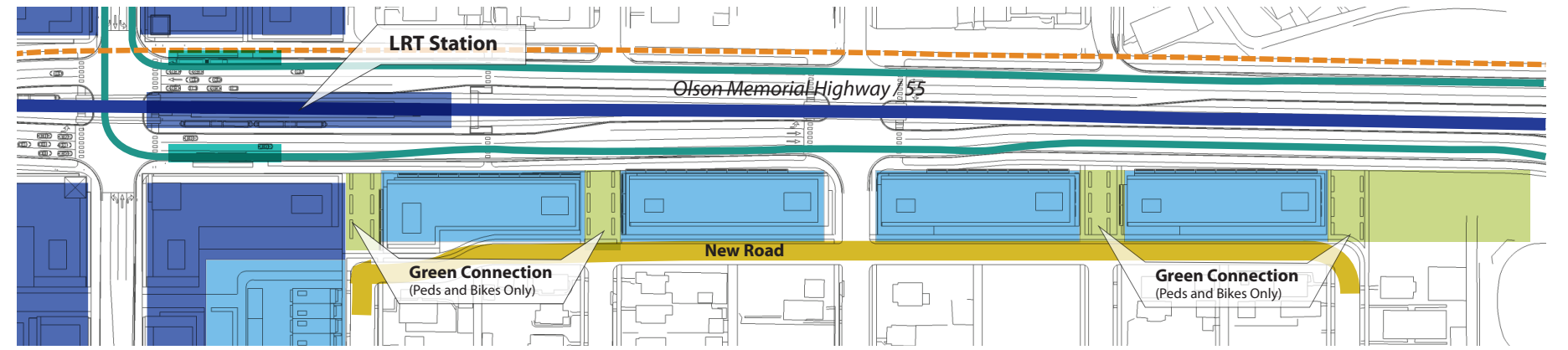
# Penn Ave Station Area - Transit Oriented Development Vision





# Penn Ave South Side Scenario 1

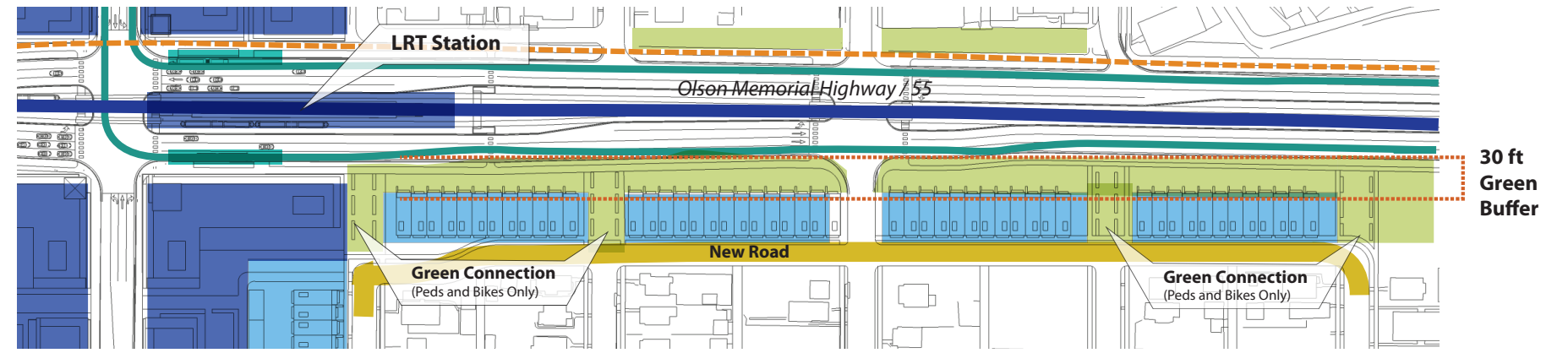
Detail Plan of Olson Memorial South Side showing development up to the back of the sidewalk with green connectors at side-street intersections





# Penn Ave South Side Scenario 1

Detail Plan of Olson Memorial South Side showing development set back from the curb by 30 feet and a green buffer between development and the roadway.







*Penn Avenue Street Perspective Looking East*