Hamline Station Area Plan - Summary of the Public Hearing Draft

The Hamline Station Area Today
This chapter provides a snapshot of the Hamline Station Area's history and a brief description of the physical conditions that are shaping the role and character of the Hamline Station Area today. The Hamline Station Area has two distinct characters: a diverse neighborhood to the north of University and a large auto-oriented shopping district to the south.

The Future of the Hamline Station Area
The Future of the Hamline Station Area chapter describes the planned location of the future LRT platform, forecasted market opportunities for new growth and investment, and a description of the Station Area Boundary and Areas of Stability and Change within the Hamline Station Area. The stated vision for the Hamline Station is: *"A Vibrant and interconnected, mixed-use center organized around a walkable network of streets and open spaces. New buildings and uses will help to define public spaces contributing to an enhanced sense of place, attracting people from across the Twin Cities while catering to the needs of the local population. Along University, new development will help to define and reactivate the street while maintaining a positive relationship with neighborhoods to the north and south."*

Public Realm - Creating Places
The Key Moves identify priority investments for improving the public spaces and pedestrian environment in the Station Area: strengthen the character and walkability of north/south streets; reestablish an urban network of public streets and blocks south of University; create new community and open spaces; introduce new recreational opportunities; and enhance the walk to Galtier Elementary School. The plan encourages integrating public art in the I-94 pedestrian bridge redesigns, at and near Galtier School, and a through a community mural program.

Future Character Areas - Policy Directions
Utilizing a series of 3-D renderings derived from models developed through the course of community workshops, this section builds on the transit-supportive development types identified in the Central Corridor Development Strategy to describe historic and emerging Character Areas within the Hamline Station Area: the Avenue, the Midway Shopping District, Sensitive Neighborhood Infill, and the Lexington Urban Village. Each Character Area contains a series of policy directions to guide future investment and change in built form, land use and circulation over time. These directions include identifying the appropriate location and scale of taller buildings; requirements for transitioning to stable neighborhoods; a desirable mix of transit-supportive uses; nd recommendations for accommodating a system of movement that balances modes of active, transit and automobile transportation. Recommendations show various options for reintroducing an urban street grid south of University Avenue. This section also proposes a menu of managed parking strategies that are appropriate in each character area.

Movement - Balancing Modes
This chapter contains strategies for improving options to move to, from and within the Hamline Station Area. These include enhancing bike connections to and from the Station Area, improving Pascal and Hamline bridges, extending Fuller Avenue West to Snelling, improving the north/south streets, increasing future bus service, and establishing a network of Complete Streets.

Getting There
The final chapter discusses how to achieve the long-term objectives set out for the Station Area, including the sustained collaboration of many local partners, investors and stakeholders over time. The following recommendations provide direction on key initiatives that are core to the area's success: securing park spaces, implementing parking solutions, programming traffic lanes on University Avenue, completing the streets, developing a Central Corridor Systems Plan, and continuing small business support.

Victoria Station Area Plan - Summary of the Public Hearing Draft

The Victoria Station Area Today
This chapter provides a snapshot of the Victoria Station Area's history and a brief description of the physical conditions that are shaping the role and character of the Station Area today. The Victoria station area is a traditional streetcar neighborhood comprised of residential areas surrounding a mixed-use "main street" spine.

The Future of the Victoria Station Area
The Future of the Victoria Station Area chapter describes the planned location of the future LRT platform; forecasted market opportunities for new growth and investment; and a description of the Station Area Boundary and Areas of Stability and Change within the Station Area. The stated vision for the Victoria Station is: "An in*clusive, multicultural neighborhood focused around an attractive low-rise 'main street' that is part of the World Cultural Heritage District and reflects the smaller neighborhood feel of the area. New developments and reuse of buildings along the Avenue will contain an integrated mix of residential uses and commercial spaces that contribute to an active pedestrian street and provide an opportunity for neighborhood residents and local businesses to stay in place and thrive. North and south of University, existing neighborhoods will be reinforced with rehabilitated and sensitive infill housing that contributes to the scale and character of the area."*

Public Realm - Creating Places
The Key Moves identify priority investments for improving the public spaces and pedestrian environment in the Station Area: enhance the front garden character of the station area, make the most of neighborhood green space, improve the alleys, enhance the walk to Maxfield Elementary, and establish Victoria as a green spine. The plan encourages integrating public art in the I-94 pedestrian bridge redesigns, at and near Maxfield School, in redevelopment setback areas, and a through a community mural program.

Future Character Areas - Policy Directions
Utilizing a series of 3-D renderings derived from models developed through the course of community workshops, this section builds on the transit-supportive development types identified in the Central Corridor Development Strategy to describe historic and emerging Character Areas within the Station Area, primarily the Avenue and Sensitive Neighborhood Infill. Each Character Area contains a series of policy directions to guide future investment and change in built form, land use and circulation over time. These directions include identifying the appropriate location and scale of taller buildings; requirements for transitioning to stable neighborhoods; a desirable mix of transit-supportive uses; and recommendations for accommodating a system of movement that balances modes of active, transit and automobile transportation. This station area has an added emphasis on the greening of building setbacks and the improvement of public realm adjacent to the sidewalk. This section also proposes a menu of managed parking strategies that are appropriate in each character area, with an emphasis of shared parking in existing lots.

Movement - Balancing Modes
This chapter contains strategies for improving options to move to, from and within the Western Station Area. These include enhancing bike connections to and from the Station Area, improving Victoria Street, preserving and enhancing the alley network, increasing future bus service, improving freeway crossings, and establishing a network of Complete Streets.

Getting There
The final chapter discusses how to achieve the long-term objectives set out for the Station Area, including the sustained collaboration of many local partners, investors and stakeholders over time. The following recommendations provide direction on key initiatives that are core to the area's success: redevelopment of the U-Haul site, ensuring inclusive community input and building on the diversity of the neighborhood, implementing parking solutions, programming traffic lanes on University Avenue, completing the streets, developing a Central Corridor Systems Plan, continuing small business support, and encouraging renovation programs to improve energy efficiency.

Western Station Area Plan - Summary of the Public Hearing Draft

The Western Station Area Today
This chapter provides a snapshot of the Western Station Area's history and a brief description of the physical conditions that are shaping the role and character of the Station Area today. The Western station area is a culturally diverse neighborhood offering a range of house forms surrounding a mixed-use main street.

The Future of the Western Station Area
The Future of the Hamline Station Area chapter describes the planned location of the future LRT platform; forecasted market opportunities for new growth and investment; and a description of the Station Area Boundary and Areas of Stability and Change within the Western Station Area. The stated vision for the Western Station is: "*A safe and healthy neighborhood containing a mix of housing types capable of supporting a range of household sizes. New buildings and uses along the avenue will continue to support and strengthen the 'main street' character of the area while expanding services to meet the daily needs of the local community. As part of the World Cultural Heritage District, the area will be a destination for visitors from across the region."*

Public Realm - Creating Places
The Key Moves identify priority investments for improving the public spaces and pedestrian environment in the Station Area: enhancing and linking Central Village Park, creating a community gathering space at Virginia, establishing Western and an important pedestrian spine, making the most of neighborhood green space, enhancing the walk to Jackson Elementary, and enhancing the alleys. The plan encourages integrating public art in and near Central Village Park, and linking it to the existing Western Sculpture Park and the emerging World Cultural Heritage District.

Future Character Areas - Policy Directions
Utilizing a series of 3-D renderings derived from models developed through the course of community workshops, this section builds on the transit-supportive development types identified in the Central Corridor Development Strategy to describe historic and emerging Character Areas within the Station Area, primarily the Avenue and Sensitive Neighborhood Infill. Each Character Area contains a series of policy directions to guide future investment and change in built form, land use and circulation over time. These directions include identifying the appropriate location and scale of taller buildings; requirements for transitioning to stable neighborhoods; a desirable mix of transit-supportive uses; and recommendations for accommodating a system of movement that balances modes of active, transit and automobile transportation. Circulation recommendations focus on use and design of alleys. This section also proposes a menu of managed parking strategies that are appropriate in each character area, with an emphasis of shared parking in existing lots.

Movement - Balancing Modes
This chapter contains strategies for improving options to move to, from and within the Western Station Area. These include enhancing Western Avenue, establishing new alleys, improving the Western Avenue bridge crossing over I-94, enhancing bike connections to and from the Station Area, connecting Central Village with the surrounding neighborhood, maintaining and increasing future bus service, and establishing a network of Complete Streets.

Getting There
The final chapter discusses how to achieve the long-term objectives set out for the Station Area, including the sustained collaboration of many local partners, investors and stakeholders over time. The following recommendations provide direction on key initiatives that are core to the area's success: reuse of the Old Home site, ensuring inclusive community input and building on the diversity of the neighborhood, implementing parking solutions, programming traffic lanes on University Avenue, completing the streets, developing a Central Corridor Systems Plan, continuing small business support, and encouraging renovation programs to improve energy efficiency.