Draft Western, Victoria and Hamline Station Area Plans

WESTERN

VICTORIA

HAMLINE

URBAN STRATEGIES INC.

COLLIERS INTERNATIONAL | TURLEY MARTIN TUCKER

SAINT PAUL

May 18, 2010

Process to date:

Stakeholder Interviews

↓

Public Round Tables

↓

Focused Workshops

↓

A Vision for Each Place

The Draft Plans

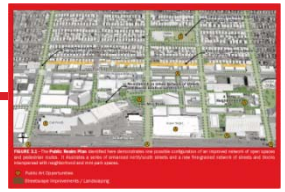
Process

Process

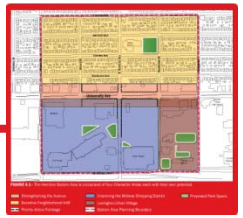
What's in a Station Area Plan?

1 - 2: Station Area Today and Tomorrow

3: Public Realm – Creating Places



4: Future Character Areas – Policy Directions



5: Movement – Improving Options

6: Getting There

A Brief Summary of the Draft Western, Victoria and Hamline Station Area Plans

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STATION AREA PLAN

Draft May 07, 2010

May 2010

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The Western Station Area Today

Station Character:

- "Main Street" Neighborhood
- Small scale stores and businesses
- Several larger open spaces located to the edge of the station area
- Diverse range of housing types and configurations
- Considered a key "hub" of the Southeast Asian Community

The Western Station Area Today

Opportunities and Challenges:

- Opportunity to capitalize on the strong multi-cultural presence and diversity of neighborhood businesses
- Redevelopment of Old Home and Saxon Ford properties could increase the housing mix and retail offerings
- Small gaps in the streetscape lead to a diminished image of the area
- High rates of housing foreclosures and residential vacancies create neighborhood stress

The Future of the Western Station Area: Market Characteristics

- The area has a diverse existing and historical land use pattern that ranges from residential to retail and even some smaller industrial uses.
- The area contains some larger sites that could be redeveloped, like the Old Home site and Saxon Ford. These sites represent an opportunity for significant redevelopment that could increase the population of the neighborhood, help to diversify the housing mix and help to support local retail along the Avenue.
- The area has a strong ethnic identity and character that can be capitalized upon by new development along the Avenue. This is exemplified by Mai Village which has emerged as an anchor for the neighborhood.

Western Station Area Market Potential

	Forecast Development Potential 2010-2035	Forecast Pre-Construction Development 2010	Forecast Development During LRT Construction 2011-2014	Early LRT Operation 2015-2025	Mature Operation 2026-2035	Specific Market Opportunities
# of Residential Units: Rent	400 - 500	-	100	150 - 200	150 - 200	There will be mostly affordable housing demand in early years and limited market rate demand as the line matures.
# of Residential Units: Own	50 - 100	-	-	-	50 - 100	There is only a marginal condo market. The recent value loss in the condo market will discourage new condo development.
Amount of Office Space (sqft)	45,000	-	-	15,000	30,000	There is limited potential for office development as there is little or no identity as an office market.
Amount of Retail Space (sqft)	20,000	-	-	10,000	10,000	New retail will likely be focussed on serving the needs of the immediate neighborhood.
Amount of Industrial Space (sqft)	-	-	-	-	-	This is not an industrial market.
Number of Hotel Rooms	-	-	-	-	-	More immediate access to I-94 is required for hotel development and there is currently limited demand.

Western Station Area Vision:

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, it will be a destination for visitors across the region.

The Future of the Western Station Area:

The Future of the Western Station Area:

The Future of the Western Station Area: **Public Realm**

Public Realm

- A new community gathering space
- Connecting the neighborhoods to the Avenue
- Supporting the redevelopment of the Old Home site

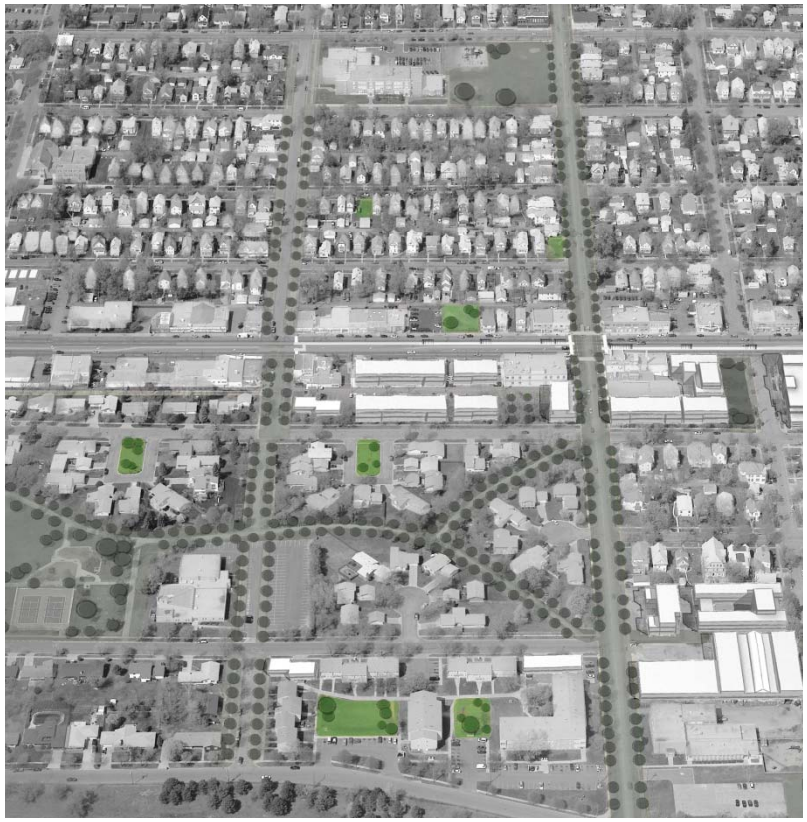
Public Realm

- Making it easier to understand what is public and what isn't
- Wider, directly routed connections with enhanced lighting
- Connecting east to Western Park
- Bike lanes extending south from Mackubin
- Enhanced entranceways with signage, wayfinding and public art

Public Realm

- Enhanced lighting, seating and pedestrian amenities
- Wider sidewalks on the Western bridge to Selby

Public Realm



- Community gardens
- New landscaping and maintenance
- Places for public art

Public Realm

- Enhancing the Walk between Jackson Elementary School and the LRT
- Enhanced crossings, pedestrian seating, lighting
- Public art

Public Realm

Enhancing the Existing Alleys

- Enhancing the character of the alleys
- Improving access to businesses
- Improving lighting and safety
- Integration of storm water management

Public Realm

Public Art Opportunities:

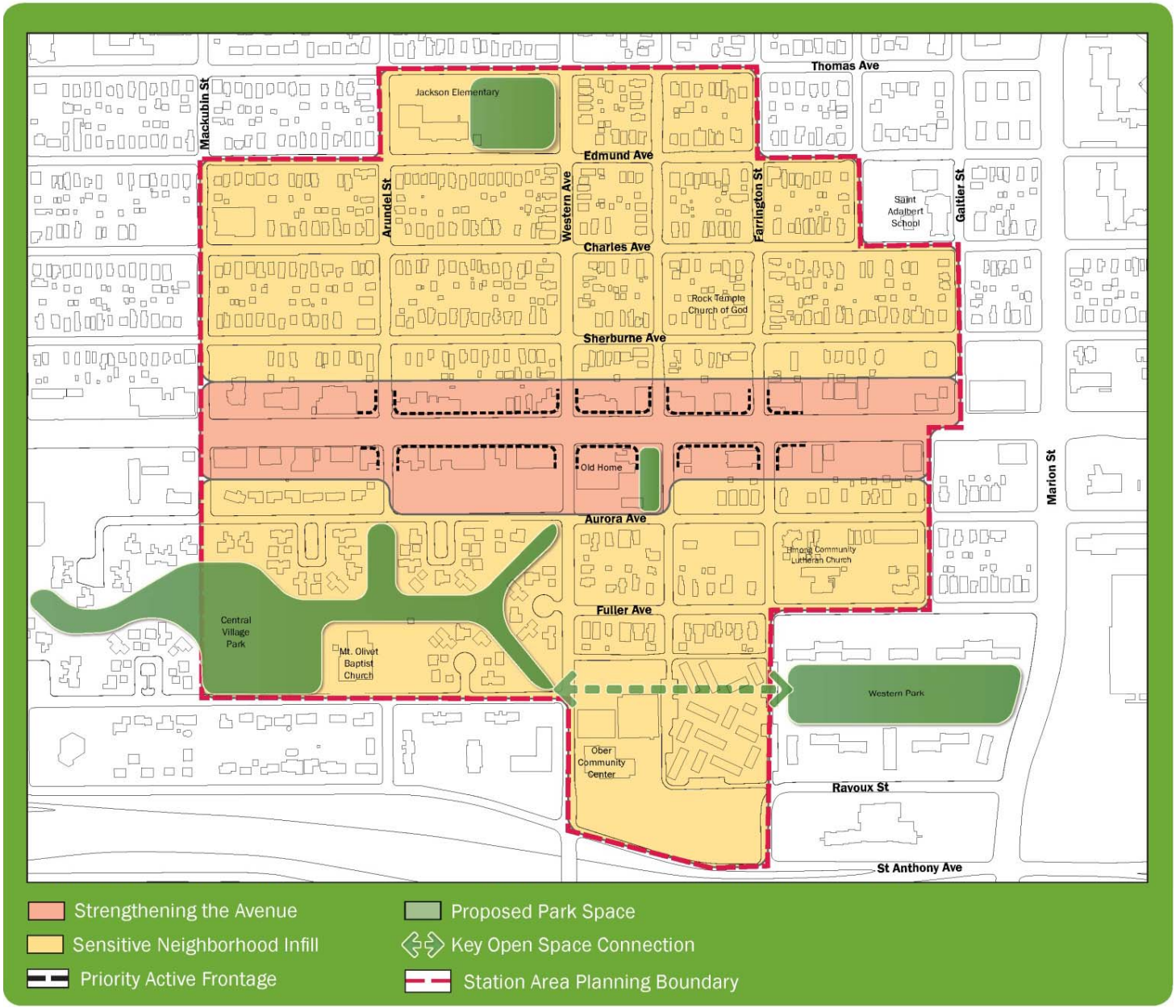
Artist: Unknown

Artist: Wayne Healy & East Los Streetscapers

A Selection of Public Art Concepts from the Plan

- A series of **landmark works distinguishing different cultural zones**; awnings and storefront improvements; and streetscape amenities such as seating and unique bike racks created by artists could deliver expressions of public art along the corridor.
- **Temporary or seasonal public art** by emerging artists could highlight neighborhood green initiatives including urban gardens and stormwater gardens.
- **Virginia Park**, envisioned as a key new gathering space adjacent to the LRT at the vacated Old Home Dairy site, could be planned with artist(s) on the professional design team and/or feature works of public art as well as supply flexible spaces for cultural events and performances.
- **The entry points to Central Village Park** at Western and Mackubin offer locations for public art that emphasize the area's garden-like character and signal the park's presence.

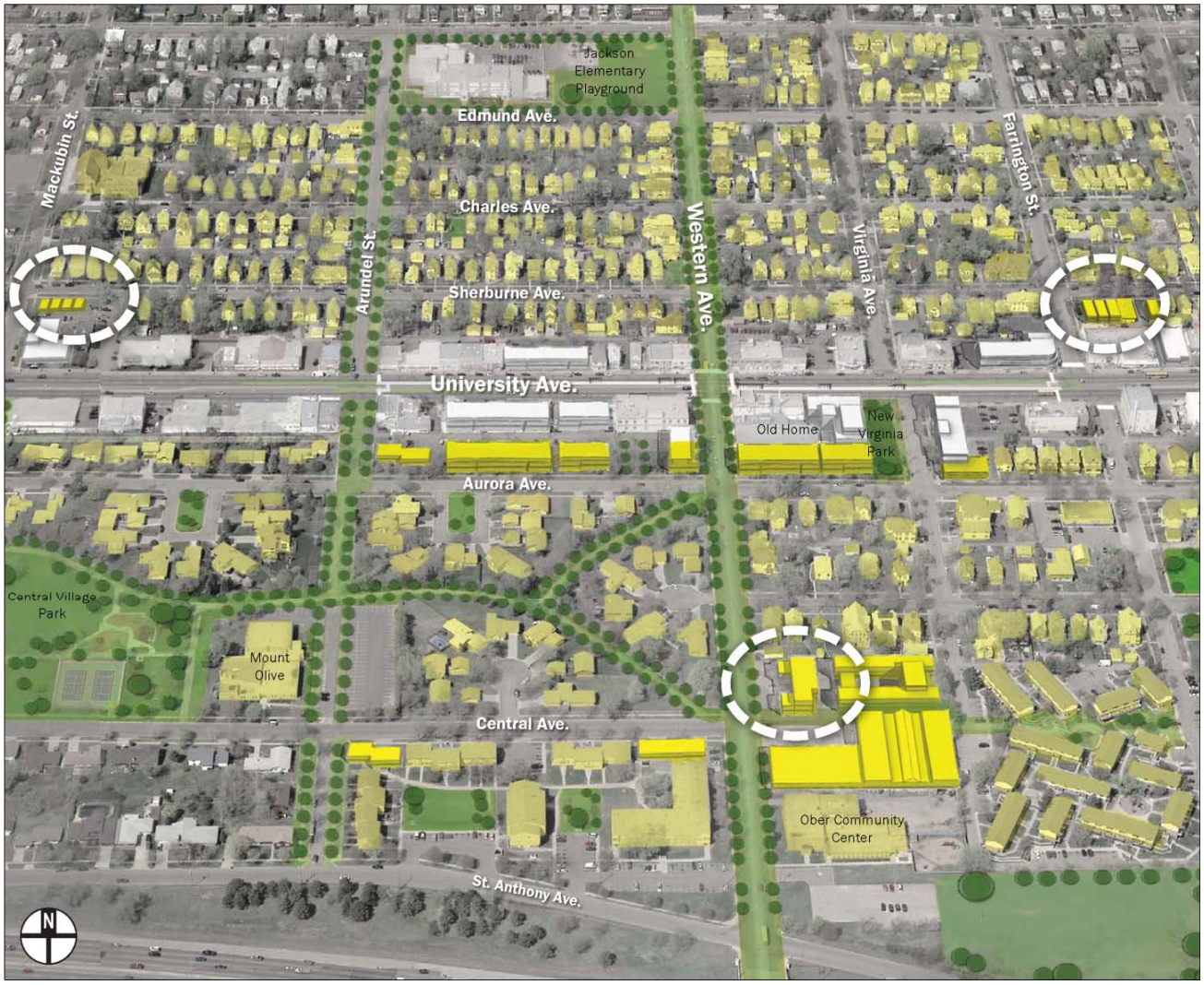
Future Character Areas – Policy Directions



Future Character Areas – Strengthening the Avenue

- Repairing the residential character of Sherburne and Aurora
- A greater mix of buildings and uses along the Avenue
- Enhancing existing alleys
- Restoring vacated alleys
- Establishing shared parking and access where there are no alleys
- Preservation and re-use of the Minnesota Milk Building as a component of a redeveloped Old Home site

Future Character Areas – Sensitive Neighborhood Infill



- Sensitive infill development
- Enhancing existing alleys
- Repurposing underutilized open space
- Growing a long-term care and community services cluster at Western and Central
- Connecting Central Park east to Western Park

Movement - Connections

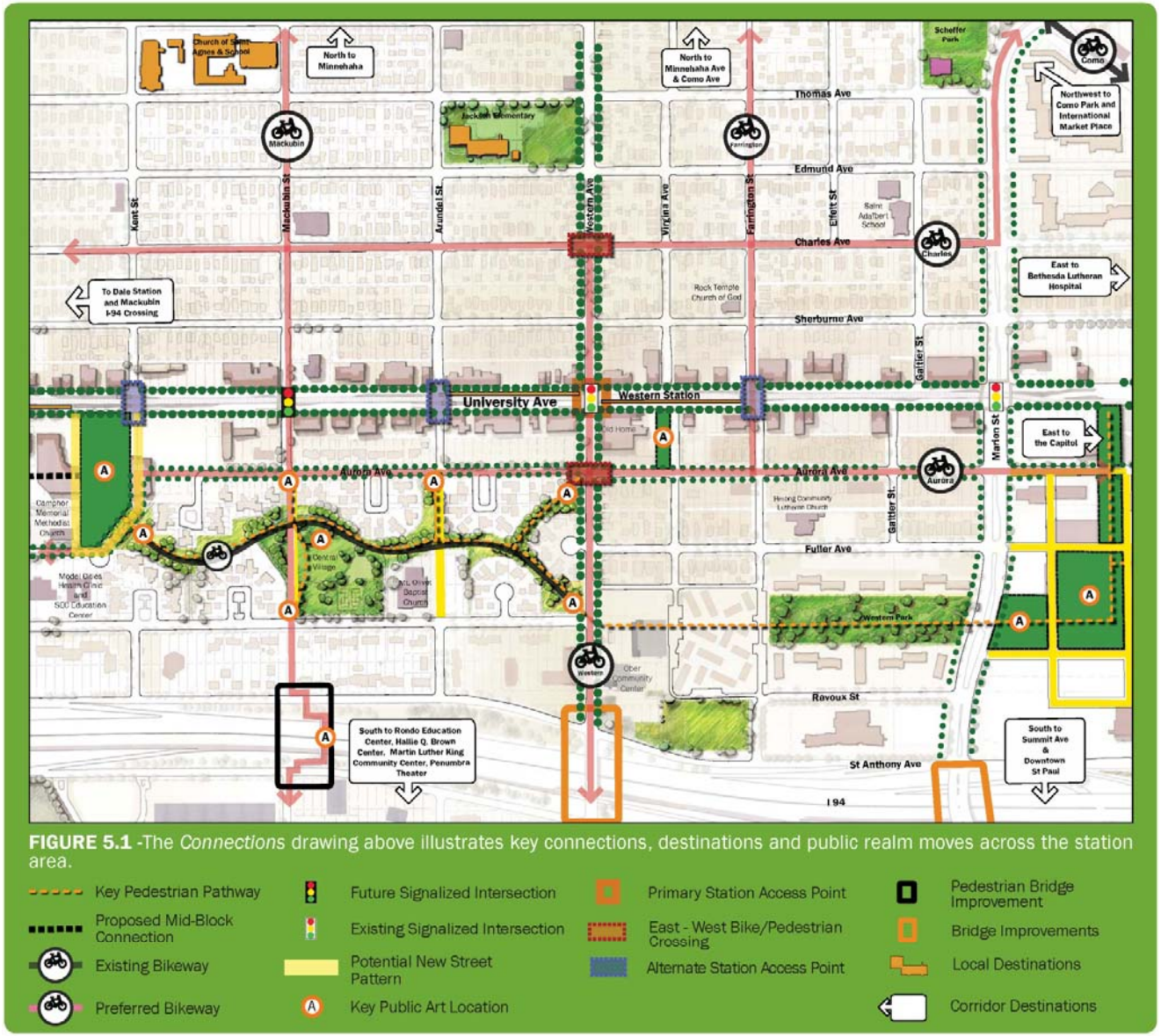


FIGURE 5.1 -The *Connections* drawing above illustrates key connections, destinations and public realm moves across the station area.

- Key Pedestrian Pathway
- Proposed Mid-Block Connection
- Existing Bikeway
- Preferred Bikeway
- Future Signalized Intersection
- Existing Signalized Intersection
- Potential New Street Pattern
- Key Public Art Location
- Primary Station Access Point
- East - West Bike/Pedestrian Crossing
- Alternate Station Access Point
- Pedestrian Bridge Improvement
- Bridge Improvements
- Local Destinations
- Corridor Destinations

- Enhanced pedestrian and cycling amenities along Western Ave and the Western Ave Bridge
- Restoring vacated alleys
- Bikeways along Fuller and Aurora
- Enhancing pedestrian and cycling connections through Central Village Park

Movement – Improving Options

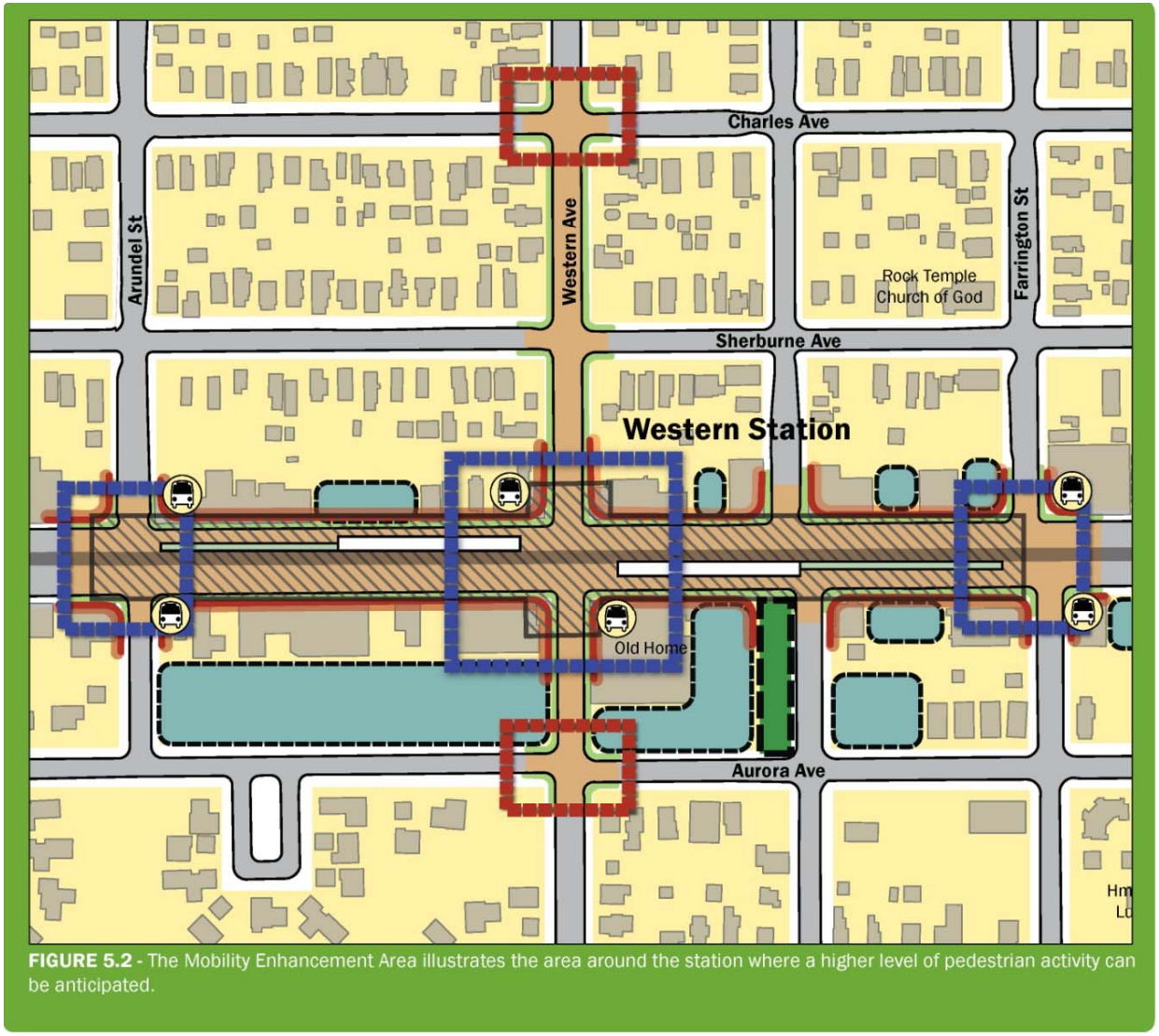


FIGURE 5.2 - The Mobility Enhancement Area illustrates the area around the station where a higher level of pedestrian activity can be anticipated.

- Providing enhanced pedestrian and bicycle crossings within the Mobility Enhancement Area
- Pedestrian and cycling amenities such as bike racks and way-finding within the Station Transfer Zone

Getting There

1. Re-use of the Old Home site
2. Development of “complete communities”
3. Shared parking strategy
4. Small Business Support
5. Renovating existing buildings for energy efficiency
6. Partners
   - District 7 and 8 Council Office
   - Greater Frogtown, Aurora Saint Anthony, Selby Area CDC
   - Model Cities and University United
   - Midway Chamber of Commerce, University Avenue Business Association and Other Business Groups
   - Frogtown Gardens
   - Smart Trips
   - Asian Economic Development Association
   - Saint Paul School Board
   - Central Corridor Design Center

VICTORIA

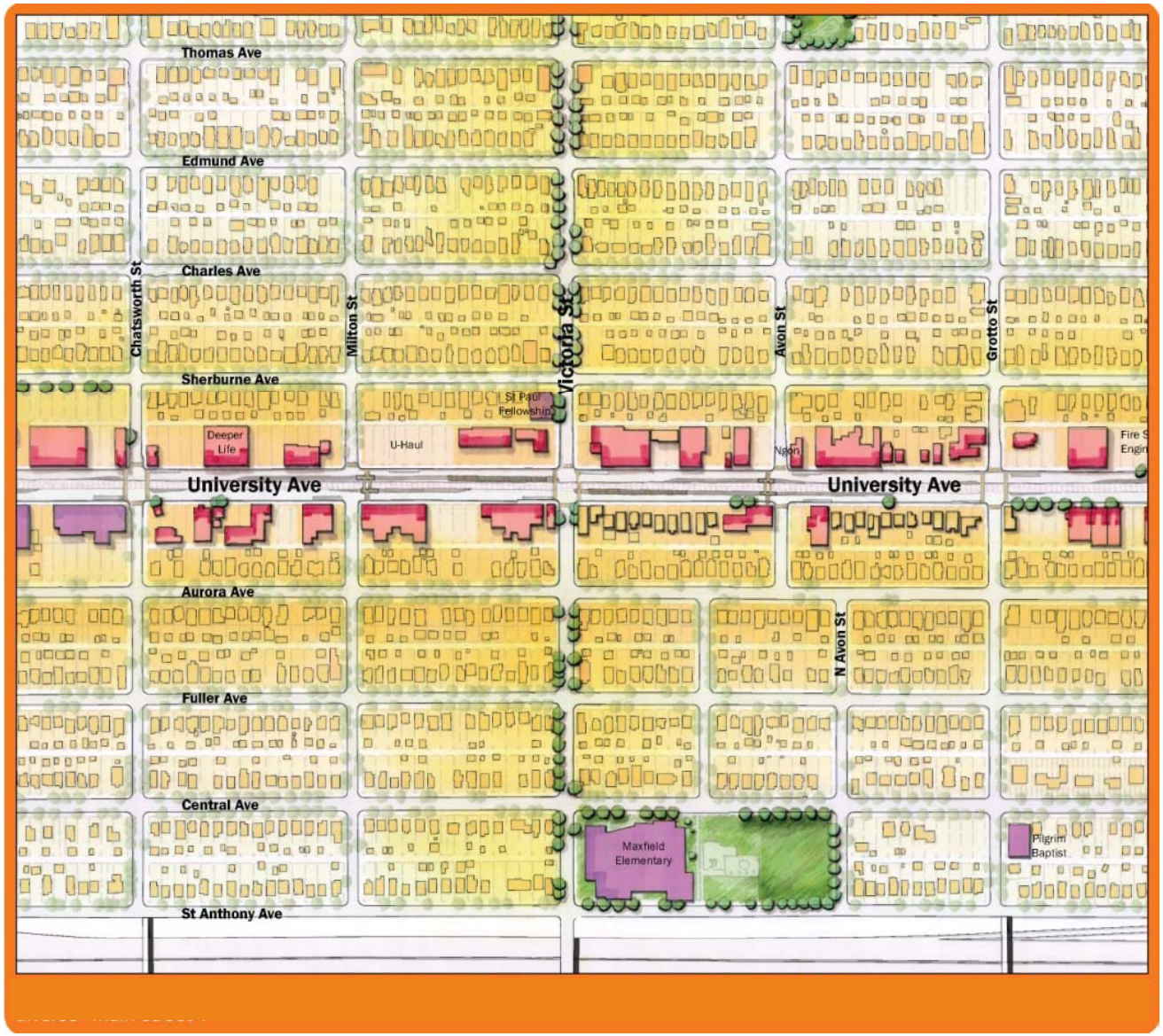
STATION AREA PLAN

Draft May 07, 2010

May 2010

URBAN STRATEGIES INC

The Hamline Station Area Today



Station Character:

- "Main Street" Neighborhood
- Small-scale stores and businesses
- Unique residential blocks that front the Avenue
- Historic Rondo Neighborhood

The Hamline Station Area Today

Opportunities and Challenges:

- Strong multi-cultural presence and diversity of neighborhood businesses
- Larger vacant lots and smaller surface parking lots
- Many gaps in the streetscape lead to diminished image of the area
- High rates of housing foreclosures and residential vacancies create neighborhood stress
- Served by Maxfield School, but lacking other major institutional or community services

The Future of the Victoria Station Area: Market Characteristics

- The predominantly residential character of the station area means that the focus of redevelopment will most likely be strongest along University Avenue.
- The many small land parcels and buildings in the area will likely be difficult to assemble for large-scale redevelopment.
- The redevelopment potential along the Avenue is strengthened by the immediate proximity of the adjacent residential neighborhoods.
- As the LRT line matures, the development/redevelopment potential of sites within the area will strengthen.

Victoria Station Area Market Potential

	Forecast Development Potential 2010-2035	Forecast Pre-Construction Development 2010	Forecast Development During LRT Construction 2011-2014	Early LRT Operation 2015-2025	Mature Operation 2026-2035	Specific Market Opportunities
# of Residential Units: Rent	250 - 300	-	50	100	100 - 150	Affordable housing is most likely needed in early years with a transition to market rate housing as LRT ridership matures.
# of Residential Units: Own	50 - 100	-	-	-	50 - 100	The recent value loss in the condo market will discourage new condo development.
Amount of Office Space (sqft)	60,000	-	-	20,000	40,000	The residential character of the area means that there is little identity as an office market and limited office potential.
Amount of Retail Space (sqft)	15,000	-	-	5,000	10,000	New retail will likely be focussed on serving the needs of the immediate neighborhood.
Amount of Industrial Space (sqft)	-	-	-	-	-	This is not an industrial market.
Number of Hotel Rooms	-	-	-	-	-	More immediate access to I-94 is required for hotel development and there is currently limited demand

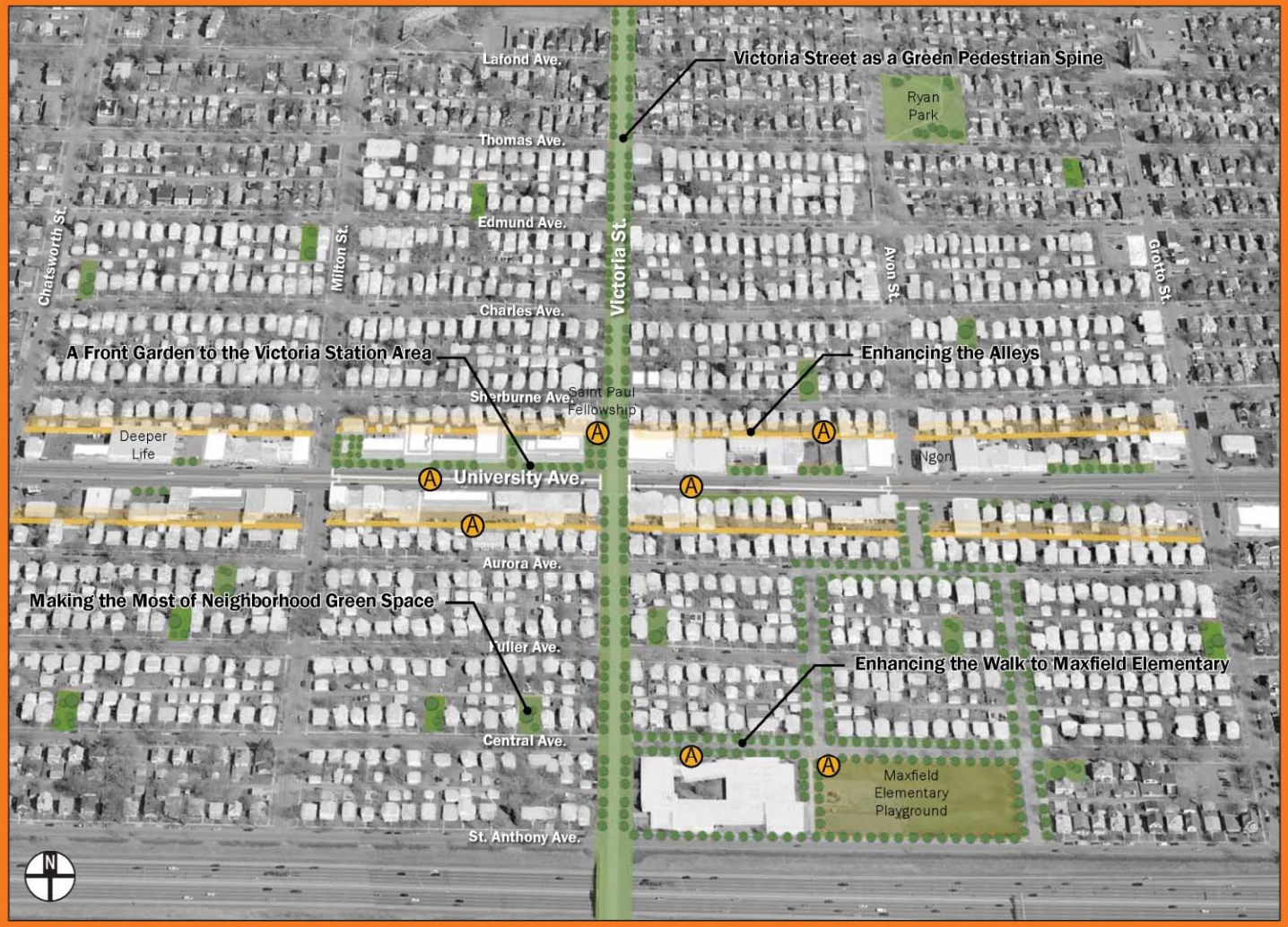
Victoria Station Area Vision:

An inclusive, multicultural neighborhood focused around an attractive low-rise "main street" that 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 along the Avenue. 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.

The Future of the Victoria Station Area:

The Future of the Victoria Station Area:

Public Realm – Creating Places



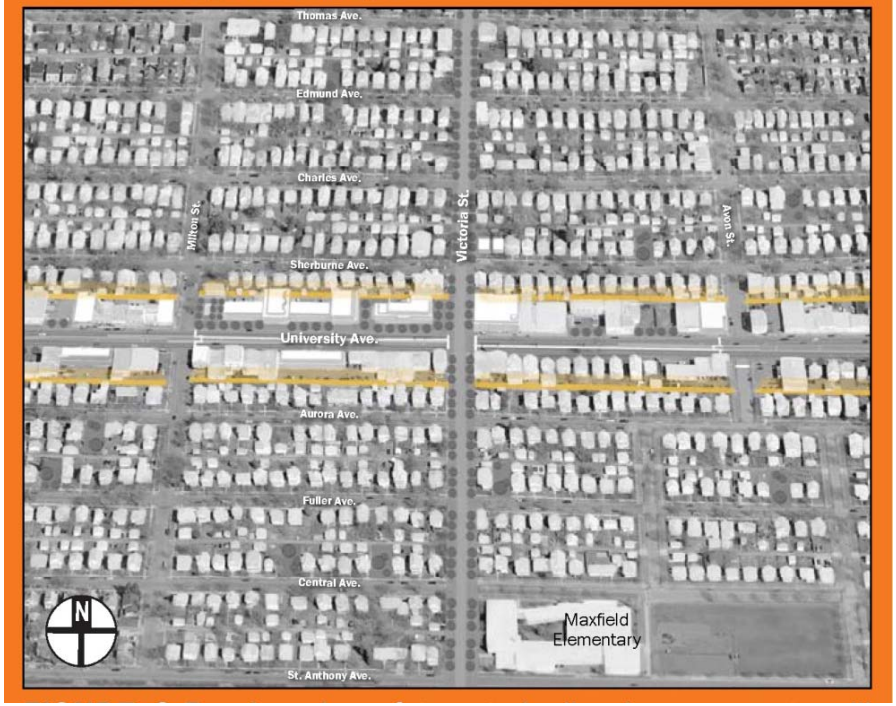
Public Realm

- A new plaza at the corner of Victoria and University
- Small landscaped setbacks along the Avenue

Public Realm

Making the Most of Neighborhood Green Space

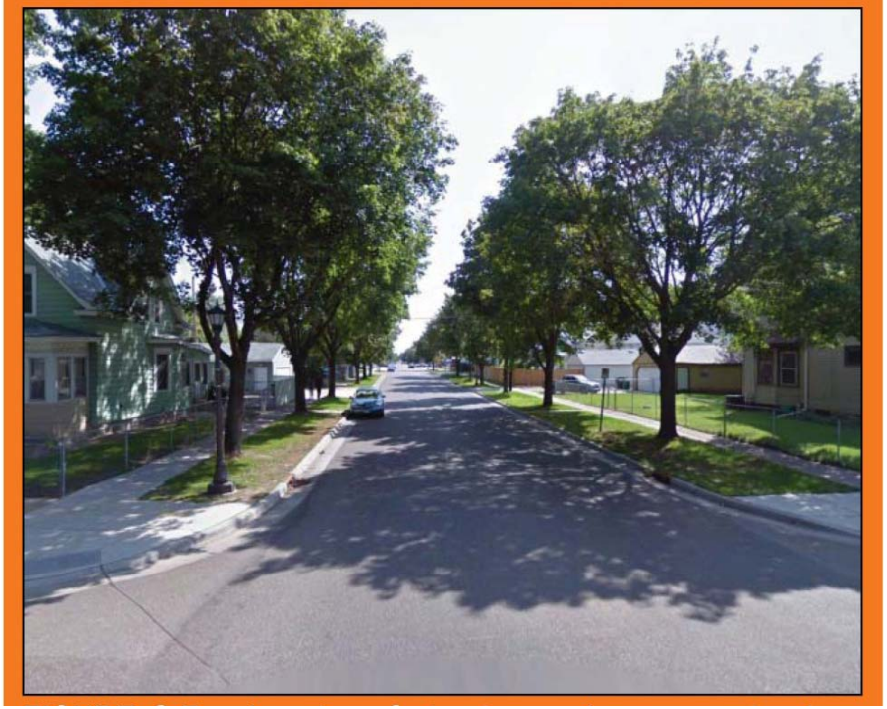
Enhancing the Alleys



Public Realm

Enhancing the Walk to Maxfield Elementary

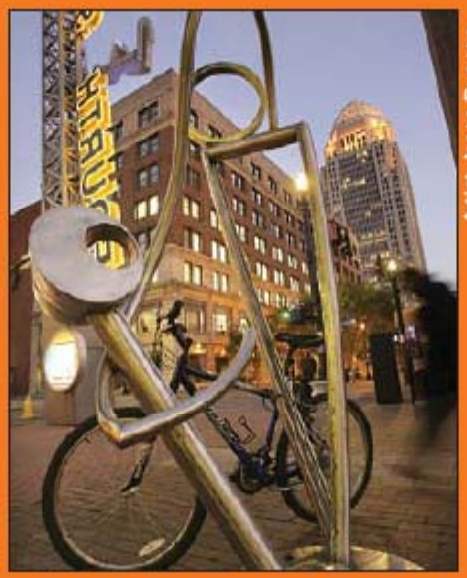
Victoria Street as a Green Pedestrian Spine



Public Realm

Public Art Opportunities:

Artist: Peter Morales



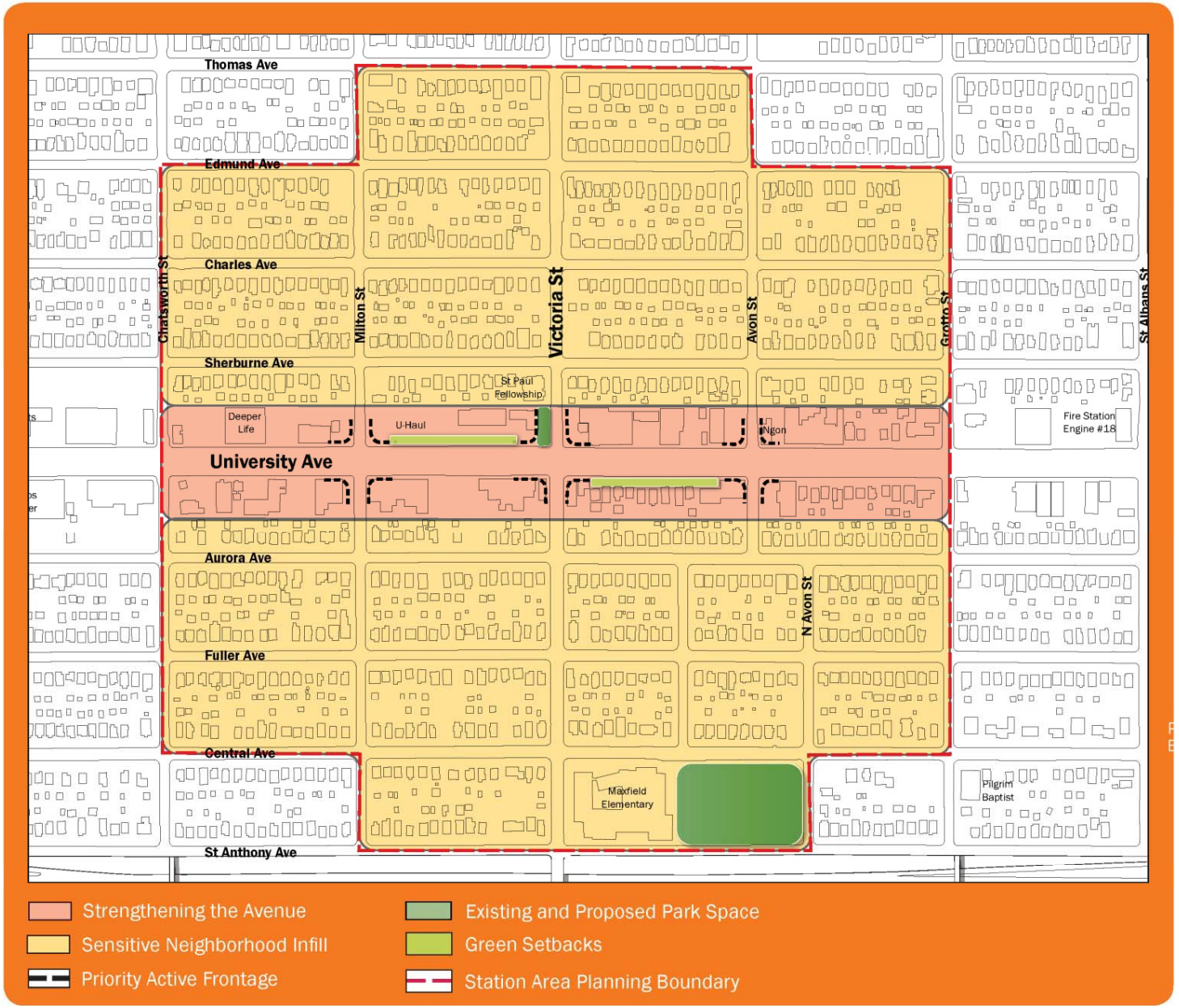
Artist: Isaac Duncan

Artist: Cliff Garten

A Selection of Public Art Concepts from the Plan

- **Functional elements designed by artists** such as pedestrian lighting; gateways marking special places of historic interest; seating; and signature bicycle racks would be useful and add interest.
- **Sculptural lighting** could be integrated into the station platform and/or dispersed throughout the area and customized at different locations to recognize the neighborhood's cultural diversity.
- **The streets around Maxfield Elementary** could incorporate elements of public art to distinguish the zone around the school supporting the Safe Routes to School initiative, and to provide seating places for the neighborhood's elderly to rest.

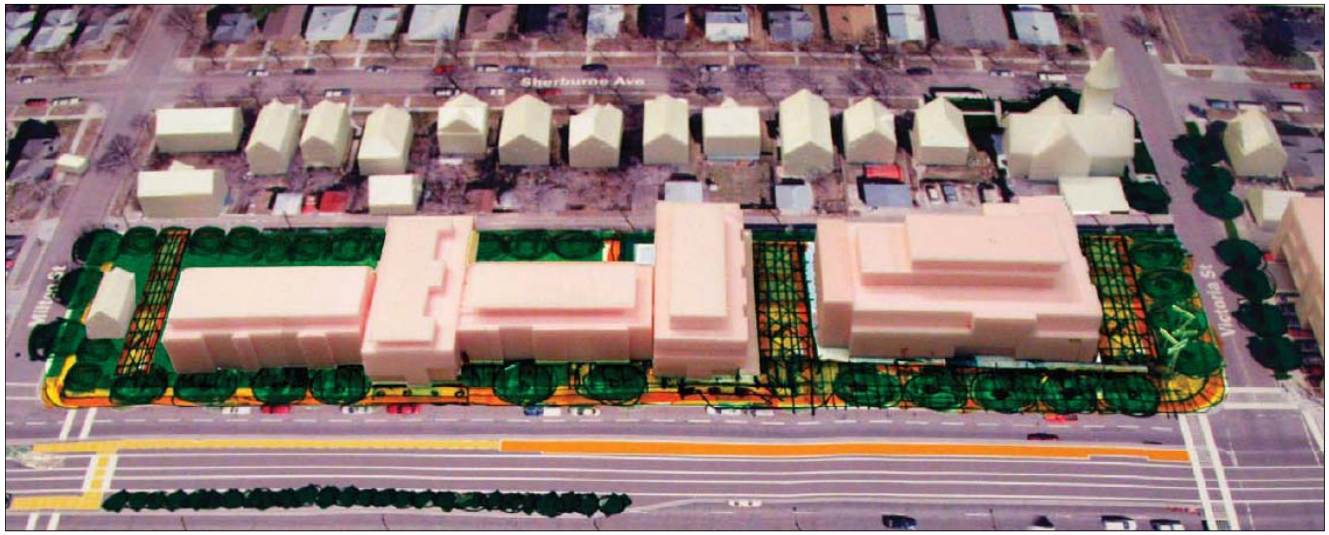
Future Character Areas – Policy Directions



Future Character Areas – Strengthening the Avenue

- Using green setbacks to reinforce the small neighborhood feel
- A greater mix of buildings and uses along the Avenue
- Enhancing the existing alleys
- Integrating with the Transformer power sub-station (TPSS)
- Redevelopment of the U-Haul Site

Future Character Areas – Strengthening the Avenue



- Using green setbacks to reinforce the small neighborhood feel
- A greater mix of buildings and uses along the Avenue
- Enhancing the existing alleys
- Integrating with the Transformer power sub-station (TPSS)
- Redevelopment of the U-Haul Site

Future Character Areas – Sensitive Neighborhood Infill

- Preserving and enhancing the character of the existing neighborhood
- Re-purposing underutilized vacant open space
- Enhancing the alleys
- Ensuring that parking does not detract from the character of the neighborhood

Movement - Connections

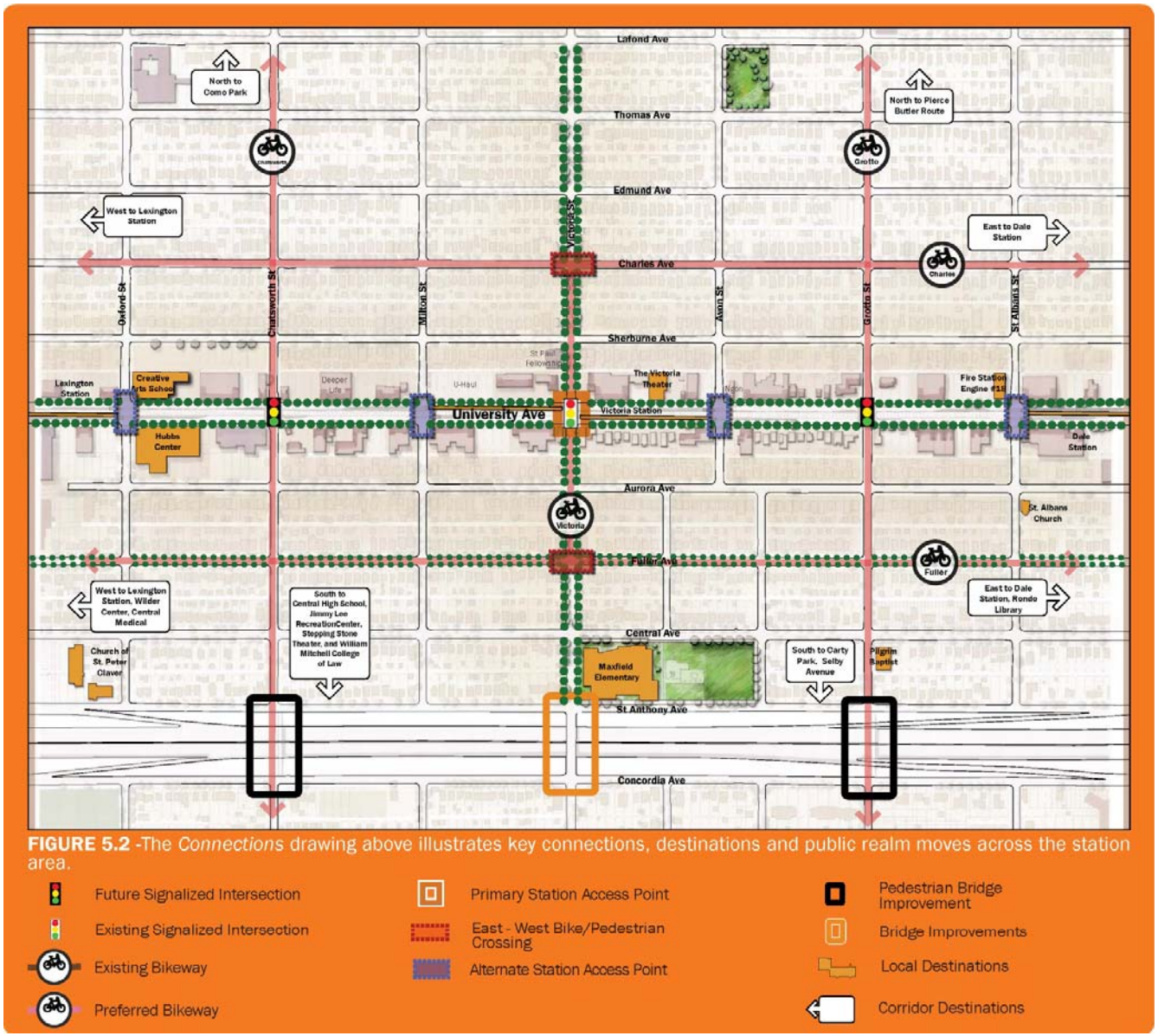


FIGURE 5.2 -The *Connections* drawing above illustrates key connections, destinations and public realm moves across the station area.

- Future Signalized Intersection
- Existing Signalized Intersection
- Existing Bikeway
- Preferred Bikeway
- Primary Station Access Point
- East - West Bike/Pedestrian Crossing
- Alternate Station Access Point
- Pedestrian Bridge Improvement
- Bridge Improvements
- Local Destinations
- Corridor Destinations

- Enhanced lighting, curb bump-outs and crossings along Victoria Street to connect Maxfield north to the LRT
- Preserving and enhancing the alley system through repaving, improved signage, lighting and integrated storm water management
- Rehabilitation of the Chatsworth and Grottos highway crossings

Movement – Improving Options

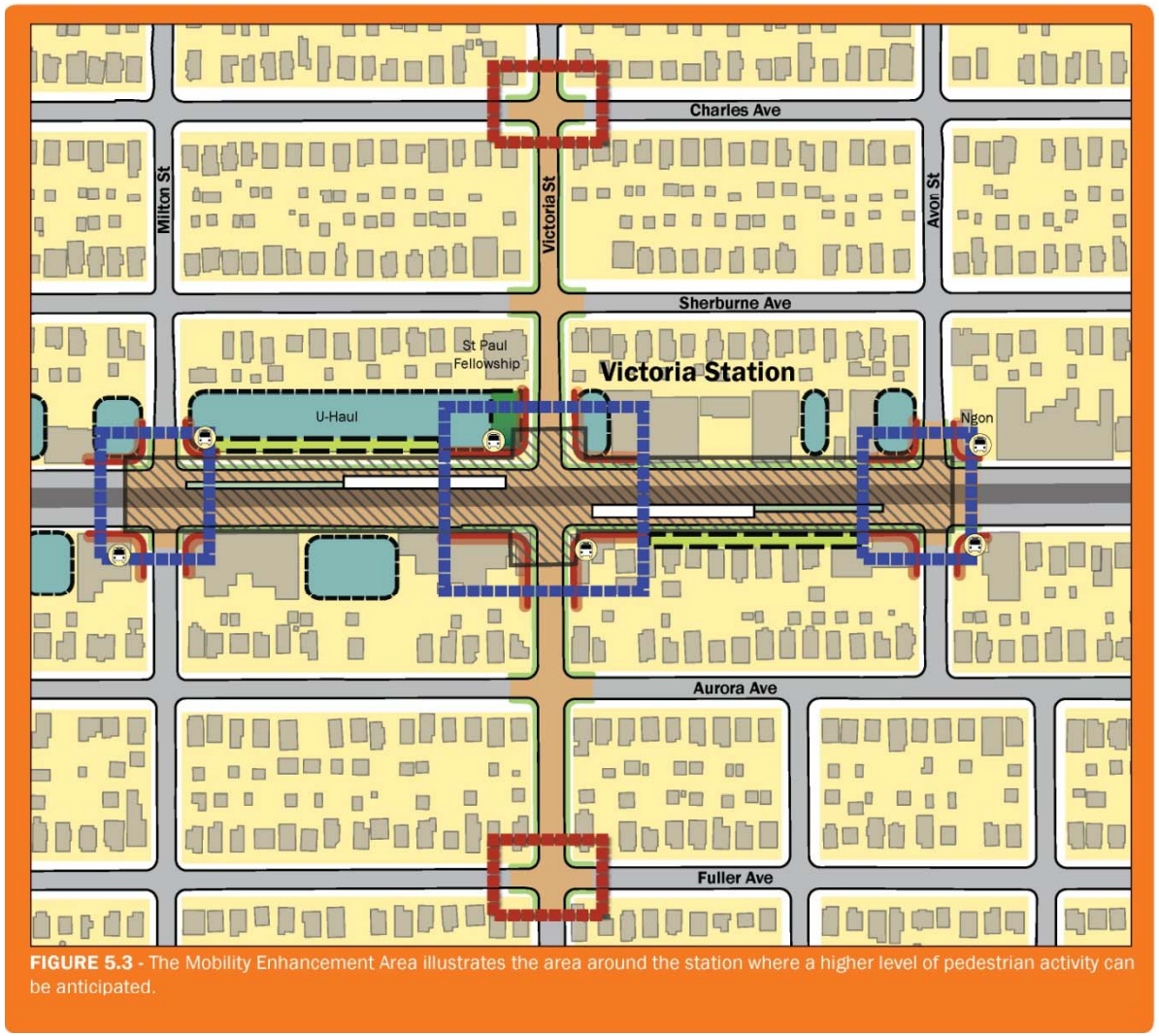
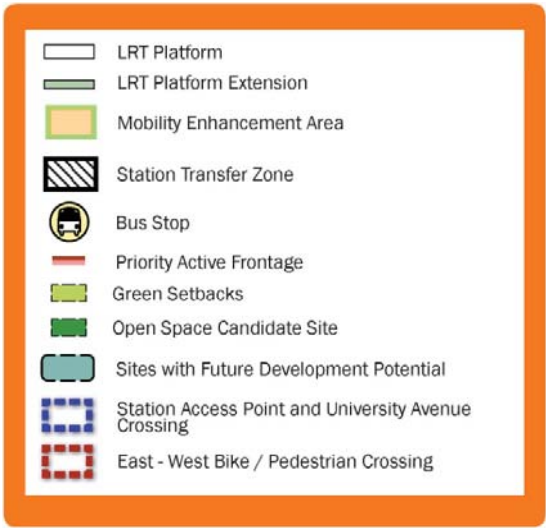


FIGURE 5.3 - The Mobility Enhancement Area illustrates the area around the station where a higher level of pedestrian activity can be anticipated.

- Streetscape improvements with the redevelopment of sites in the station area
- Integrating the design of the new open space at Victoria and University with the station platform
- Collaborating with local artists to develop a unique streetscape standard for the Station Area



Getting There

1. Redevelopment of the U-Haul site
2. Development of “complete communities”
3. Shared parking strategy
4. Small Business Support
5. Renovating existing buildings for energy efficiency
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   - District 7 and Summit - University Planning Council
   - Greater Frogtown, Aurora Saint Anthony, Selby Area CDC
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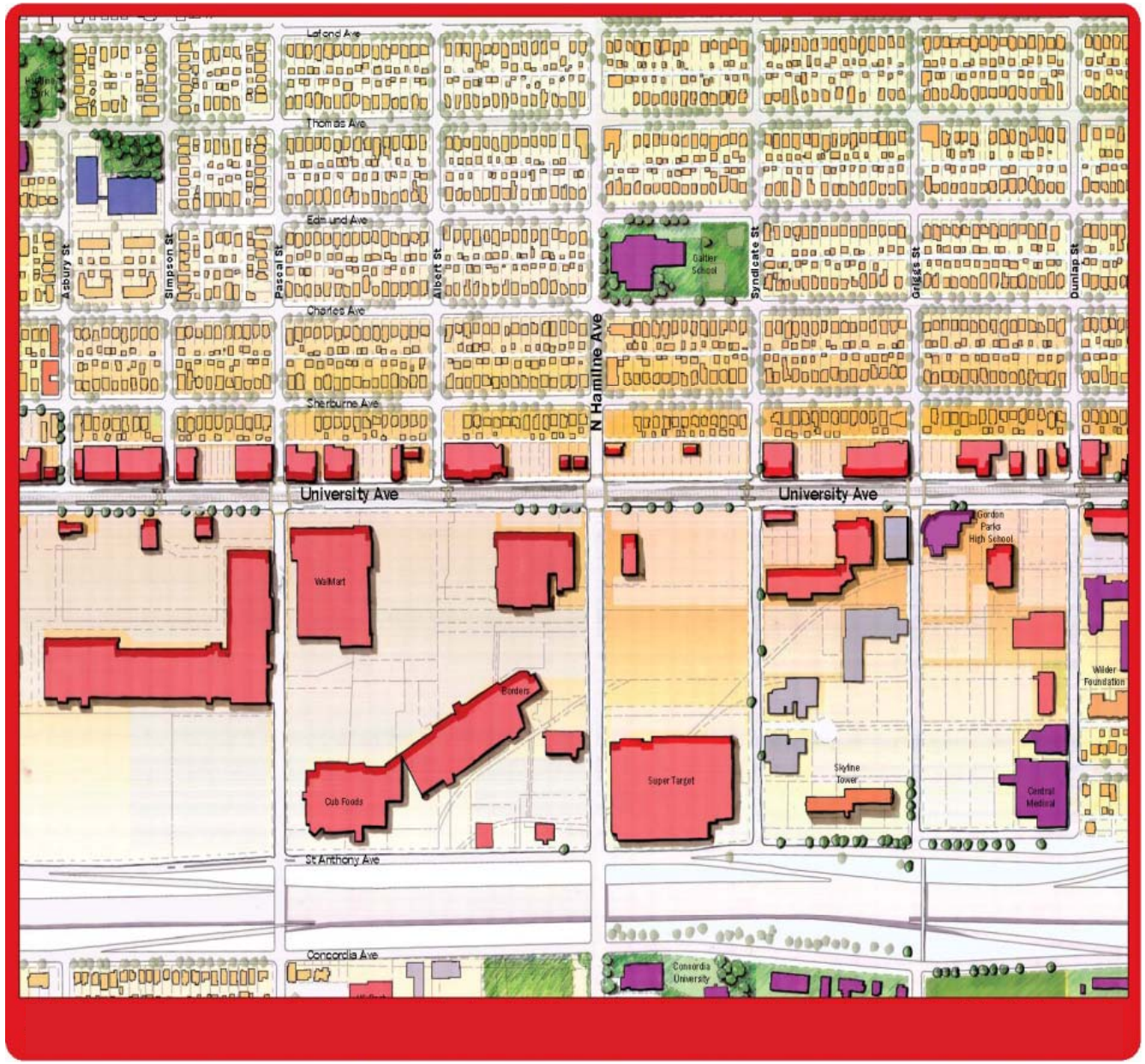
The Hamline Station Area Today



Station Character:

- Large format retail uses south of University
- Small scale stores and businesses along the north side of University
- Large areas of underutilized surface parking
- Predominantly stable residential neighborhoods north of University with a large residential tower (Skyline Tower) east of syndicate off of St. Anthony
- Smaller institutional and industrial uses east of Syndicate and south of University

The Hamline Station Area Today

Opportunities and Challenges:

- Ample opportunity for redevelopment and intensification
- Skyline Towers are disconnected from the rest of the residential neighborhoods
- Large open spaces and the lack of a street system make it difficult for pedestrians and cyclists
- Existing commercial and retail users could act as a catalyst for new development
- The area is served by Galtier School and in close proximity to community facilities east of Griggs Street

The Future of the Hamline Station Area: Market Characteristics

- The Hamline Station Area is focused on retail, with larger format retail uses located south of University and smaller retail along the north side of the Avenue.
- The site of the proposed station is in a vibrant area for redevelopment, with numerous large commercial and retail anchors that are already in place.
- Large areas of surface parking create ample opportunities for immediate redevelopment.
- The commercial character of the area will make large-scale residential development unlikely in the near term.
- Limited access to I-94 and a lack of demand will limit opportunities for hotel development

Hamline Station Area Market Potential

	Forecast Development Potential 2010-2035	Forecast Pre-Construction Development 2010	Forecast Development During LRT Construction 2011-2014	Early LRT Operation 2015-2025	Mature Operation 2026-2035	Specific Market Opportunities
# of Residential Units: Rent	300 - 400	-	100	100 - 150	100 - 150	Affordable housing is needed in early years to help change the identity of the area for high density residential in the future.
# of Residential Units: Own	100 - 200	-	-	-	100 - 200	The recent value loss in the condo market and the need to establish a market will discourage new condo development.
Amount of Office Space (1,000sqft)	150	-	-	50	100	There is relatively strong demand anticipated. Typical tenants will likely occupy smaller spaces in mixed-use buildings.
Amount of Retail Space (1,000sqft)	150 -200	-	50	50 - 75	50 - 75	There is already an established retail identity for the area and many sites appropriate for retail development.
Amount of Industrial Space (1,000sqft)	-	-	-	-	-	This is not an industrial market.
Number of Hotel Rooms	-	-	-	-	-	More immediate access to I-94 is required for hotel development and there is currently limited demand.

Hamline Station Area Vision:

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.

The Future of the Hamline Station Area:

The Future of the Hamline Station Area:

The Future of the Hamline Station Area: Public Realm

Public Art Opportunities

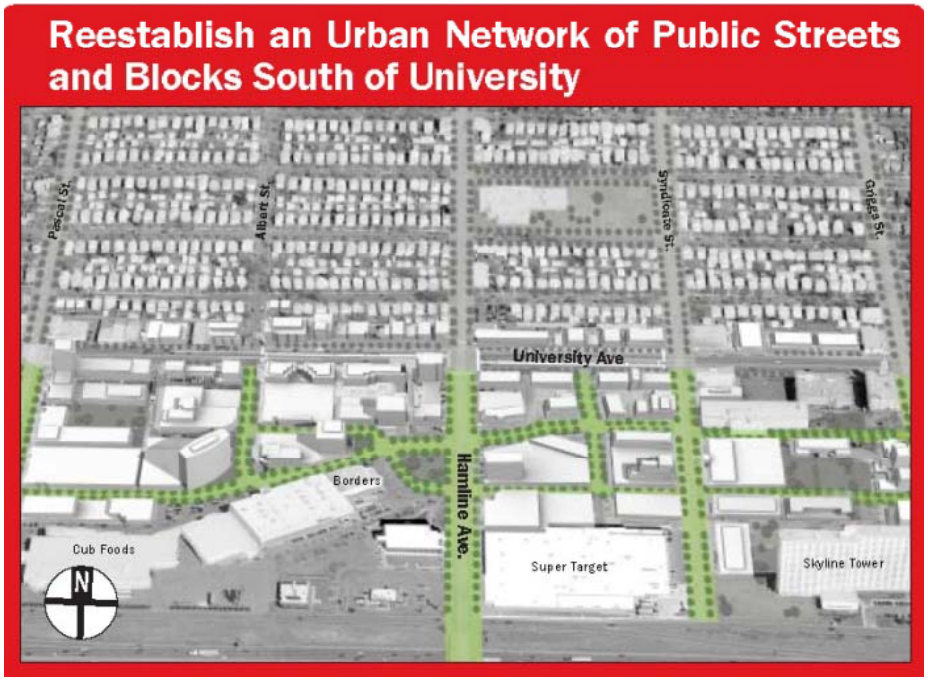
Streetscape Improvements / Landscaping

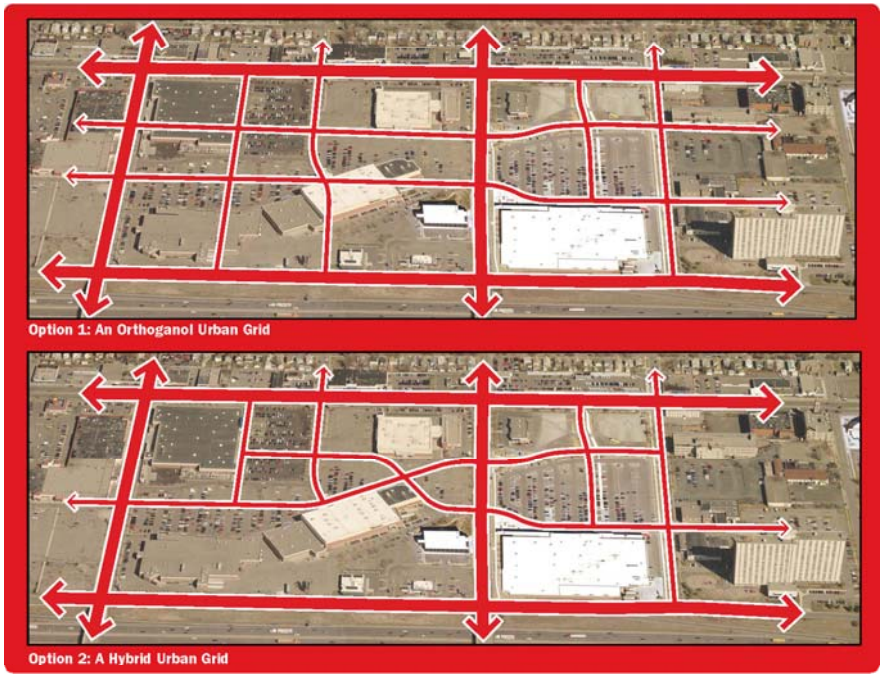
Public Realm

Strengthening the Character and Walkability of the North/South Streets

- Overall sidewalk and streetscape improvements
- Enhancing the walk from Skyline Tower to the LRT
- Enhanced cycling amenities and dedicated routes on Pascal and Griggs
- Making it easier to cross Hamline

Public Realm





- Extending the existing streets north of University south into the Midway Shopping District
- Extending Fuller Avenue west to Snelling
- Creation of a street and block pattern over time

Public Realm

New Open Spaces

A New Urban Park

- New Parks and Open Spaces throughout the Midway Shopping District
- A New Urban Park that can serve the needs of the local community and act as a regional attraction

Public Realm

Enhancing the Walk to Galtier Elementary School

Enhancing the Alleys North of University

Public Realm

Public Art Opportunities:

Artist: Robert Ressler

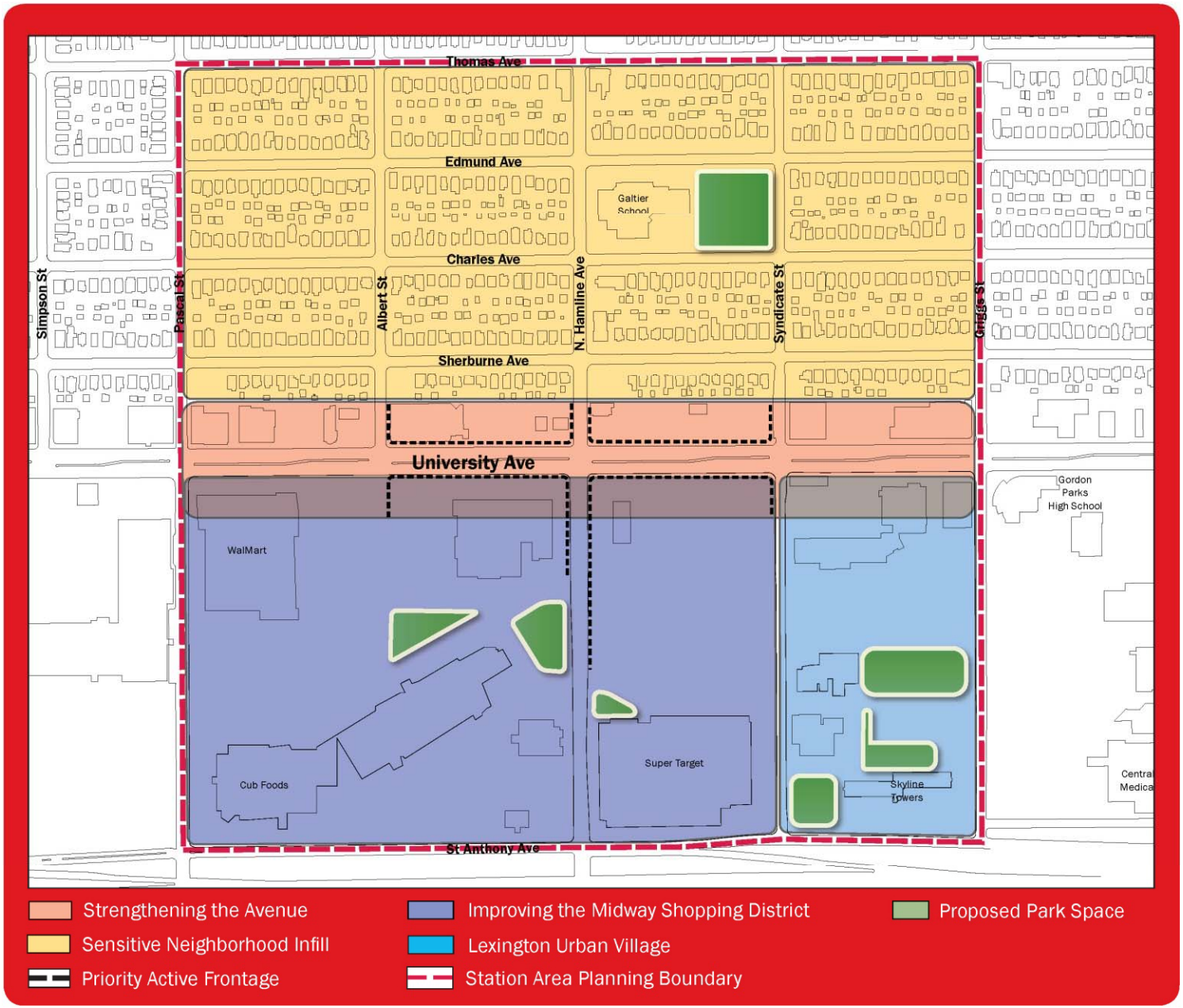
Artist: Mary Thiefels

Artist: Barbara Grygutis

A Selection of Public Art Concepts from the Plan

- **The Bridges over I-94** are places where artist's contributions could transform them into unique features and neighborhood symbols as well as make them more inviting and safe for pedestrians and bicyclists.
- **Interactive public art incorporated into existing and new playgrounds** could supply a creative and engaging active environment for area children of many cultures.
- **Temporary or seasonal public art** created by emerging artists could be incorporated into neighborhood green initiatives including urban farm gardens and stormwater gardens.
- **A community-sanctioned and supported mural program** engaging local youth in public art practice by mentoring with professional artists, could enliven blank facades and mitigate the existing character of the neighborhood alleys.

Future Character Areas – Policy Directions



Future Character Areas – Midway Shopping District

- A new system of streets and open spaces
- Securing public open spaces
- Parking ramps and internal parking configurations
- Buildings that frame streets and open spaces

Future Character Areas – Strengthening the Avenue

- Repairing the character of the Avenue
- Taller buildings south of University
- Providing a greater mix of uses

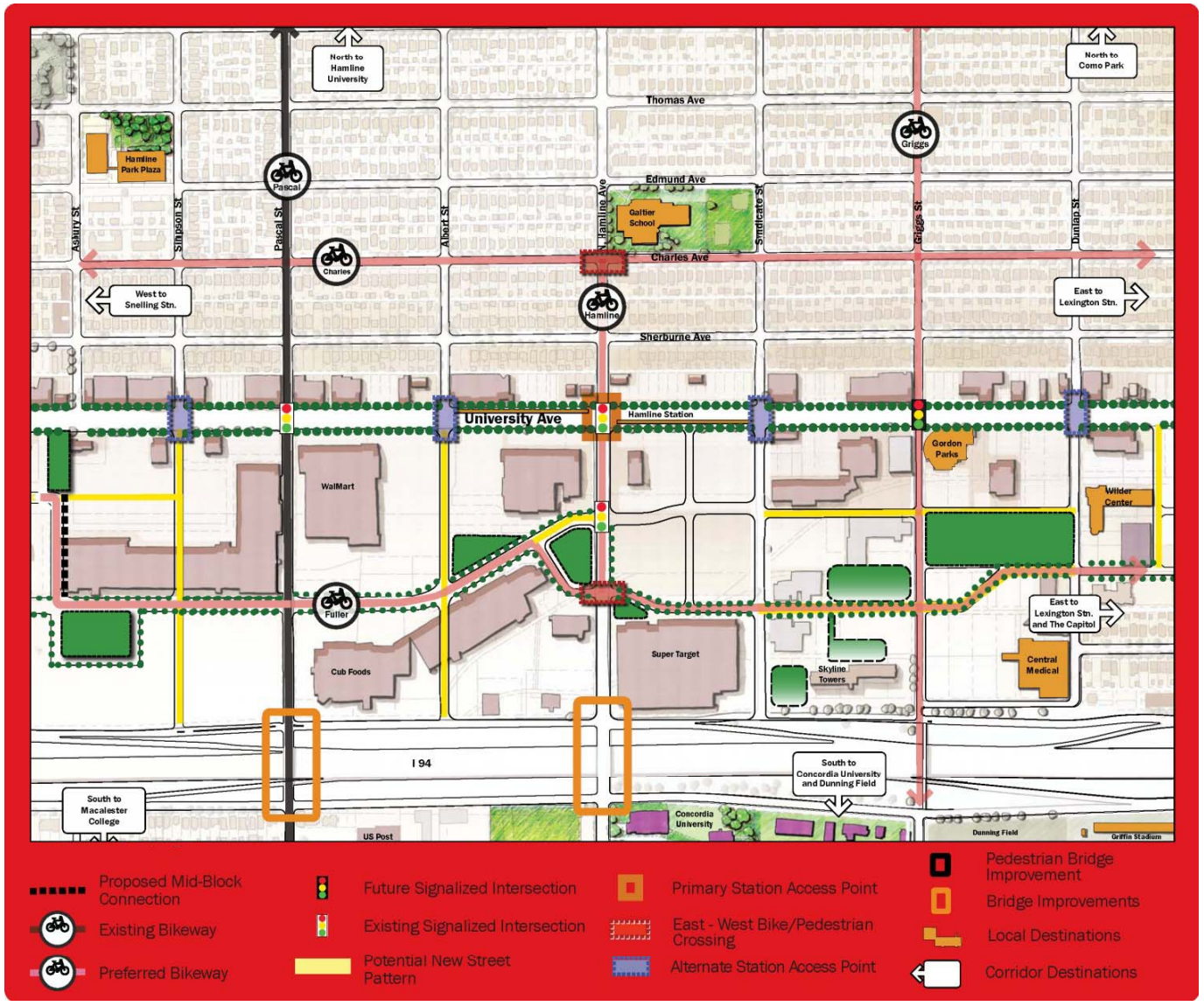
Future Character Areas – Lexington Urban Village

- Extending new streets through the site
- Encouraging new development and open space to integrate the Skyline Tower into it's surroundings
- Creating buildings that frame streets and open spaces

Future Character Areas – Sensitive Neighborhood Infill

- Reinforcing and repairing the existing neighborhood character
- Enhancing the alleys
- Ensuring that parking does not detract from the character of the area

Movement - Connections



- Extending Fuller Avenue West to Snelling
- Improving the North/South bicycle routes on Pascal and Griggs
- Pascal and Hamline Bridge Improvements

Movement - Crossings

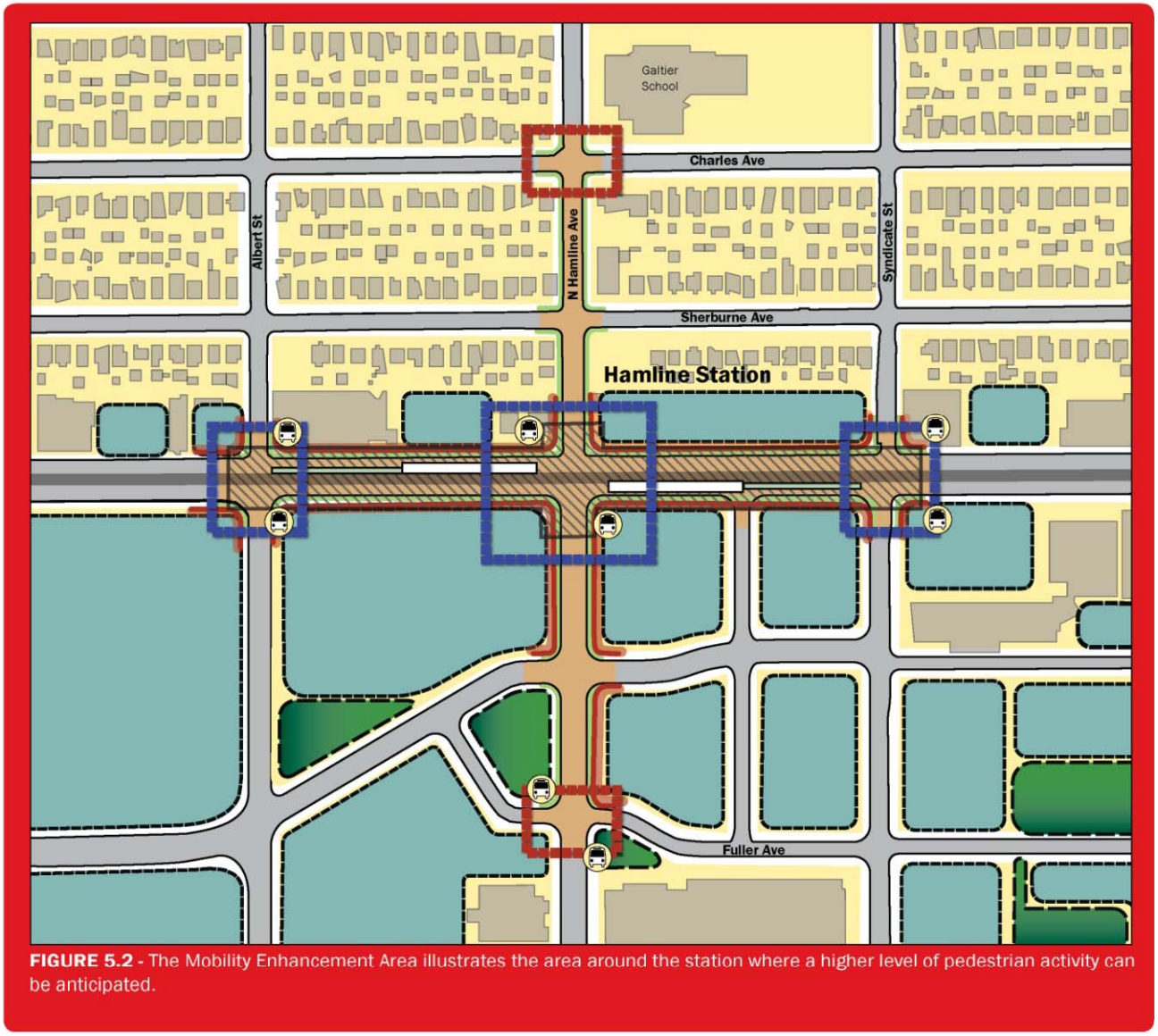
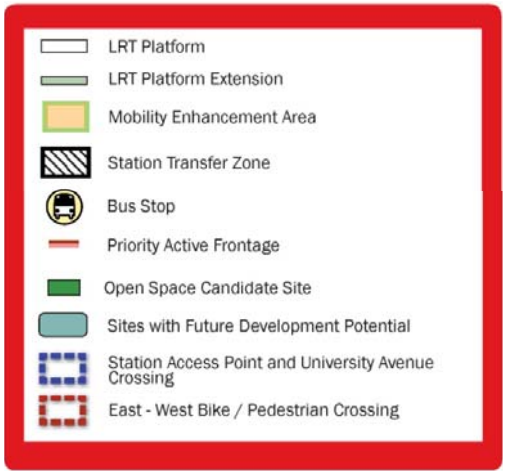


FIGURE 5.2 - The Mobility Enhancement Area illustrates the area around the station where a higher level of pedestrian activity can be anticipated.

- Incorporating on-street parking along new streets
- Incorporating urban streetscape standards within any redevelopment of vacant or underutilized sites
- Enhanced crossings at Hamline



Getting There

1. Securing Hamline's network of park spaces

2. Establishing a strategy of shared, accessible parking solutions

3. Fostering support for small local businesses

4. Transitioning over time

5. Involving local partners

- Aurora St Anthony, Sparc, and University UNITED
- Union Park District Council & Hamline Midway Coalition
- Midway Chamber of Commerce & University Ave Business Association
- Central Corridor Funders
- Central Corridor Design Center

Next Steps

Feedback from the you and members of the Steering Committee

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Draft Revisions

↓

Final Station Area Plans

↓

Submission to Council