

Central Corridor LRT

7 STATION AREA PLANS



Westgate



Raymond



Fairview



Snelling



Lexington



Dale



Rice



City Of Saint Paul
Christopher Coleman, Mayor



Adopted October 22, 2008

STATION AREA PLANS



We thank all those who contributed to create the Station Area Plans and in particular:

Station Area Planning Steering Committee

Ray Bryan *St. Anthony Park Community Council*

Amber Dallman *St. Paul Smart Trips*

Judd Fenlon *Midway & Saint Paul Area Chambers*

George Johnson *(Steering Committee Chair) Saint Paul Planning Commissioner*

Seitu Jones *Public Art Saint Paul & District 7 Planning Council*

Duane A. Kell *AIA Saint Paul*

Vanessa Levingston *Selby Area Community Development Corporation*

Andrea Lubov *Jewish Community Action*

Jack McCann *Local Property & Business Owner*

Carl Nelson *Summit-University Planning Council*

Nieeta Presley *ASANDC*

Deborah Rathman *AIA Saint Paul*

Scott Rosenthal *Hamline Midway Coalition*

Sheila Sahu *Union Park Community Council*

John Schachterle *CapitolRiver Council*

Allison Sharkey *Sparc*

David Stokes *Midway & Saint Paul Area Chambers*

Lisa Tabor *JUST Equity*

Chongneng Thao *Hmong Business Association*

Barbara A Wencil *Saint Paul Planning Commissioner*

Anne White *District Councils Collaborative*

Linda Winsor *University UNITED*

City of Saint Paul Staff

Donna Drummond *(Team Leader) Department of Planning & Economic Development*

Shawntera Hardy *Department of Planning & Economic Development*

Nancy Homans *Mayor's Office*

Michael Klassen *Department of Public Works*

Allen Lovejoy *Department of Public Works*

John Maczko *Department of Public Works*

Shelley Miller *Department of Planning & Economic Development*

Christina Morrison *Department of Planning & Economic Development*

Jessica Rosenfeld *Department of Planning & Economic Development*

Va-Megn Thoj *Mayor's Office*

Lucy Thompson *Department of Planning & Economic Development*

Sarah Zorn *Department of Planning & Economic Development*

Consulting Team

Bryan Bowen *Urban Strategies*

George Dark *Urban Strategies*

Melanie Hare *(Project Lead) Urban Strategies*

Craig Lametti *Urban Strategies*

Jeff Patterson *Colliers Turley Martin Tucker*

Adjunct Staff

Tim Griffin *Saint Paul on the Mississippi Design Center*

Paul Mandell *Capitol Area Architectural and Planning Board*

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The Station Area Plans, Introduction, and Moving Forward chapters are adopted as addenda to the Central Corridor Development Strategy.

Planning for the Central Corridor

As stated in the Central Corridor Development Strategy (CCDS), Light Rail Transit (LRT) along the Central Corridor represents a tremendous opportunity for Saint Paul to become “a place that has stronger businesses, more vibrant neighborhoods, and more beautiful urban places.” The CCDS establishes a set of strategies for how the Corridor should grow and change over the next 25-30 years in response to the LRT investment. The station area plans, using the foundation of the CCDS, provide a more detailed framework for integrating decisions about future land use and development; the public realm; and the movement of LRT, buses, cars, pedestrians, and bicycles at each station area.

Planning for the Central Corridor is an opportunity to focus and guide future investment, both public and private, to create a stronger, more vibrant community that is a better place to live, work and do business. The goal is to support economic development and overall corridor prosperity that result in new housing at all income levels, more and better jobs, and more business activity. The resulting increases in the property tax base and sales tax revenue will provide the resources for additional public services and infrastructure that in turn, support economic development activity. The plans focus on an improved movement network, high-quality design, and improved open space and pedestrian amenities that will support and encourage economic investment, as well as create a more livable, attractive and vibrant community.

Station Area Plans and Future Development

The station area plans were developed through a series of community-based roundtables, workshops and open houses, guided by a steering committee of community representatives. Property owners, residents, business owners, and institutional and organizational representatives participated in this grass-roots process.

3-D Model of the Corridor. During the workshops, participants created a 3-D model of potential future development at station areas. The model depicts potential new buildings, open spaces and other public realm improvements. Since there is little vacant land along the Corridor, most of the change depicted involves redevelopment and replacement of existing buildings and surface parking lots. While photos of the model are used throughout these plans to illustrate how the principles and objectives for new development could be realized, it is important to note that the model represents only one of many possible development scenarios. The model is not intended to prescribe exactly how new development will look, but is an example of how the vision, goals and objectives of these plans can be realized. The intent was to model potential building height maximums, open spaces and streets to demonstrate transit-supportive developments for individual parcels.

Change Over Time. Change will occur when individual property owners decide it is either the right time to reinvest in their properties, sell to someone else who will reinvest in the property, or the City has the resources and appropriate public purpose to purchase property. Change will happen incrementally over time, and likely more slowly until LRT is up and running.

Introduction to:

Westgate | Raymond | Fairview | Snelling | Lexington | Dale | Rice

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The Purpose and Objectives of a Station Area Plan

The success and use of public transit is strongly linked to the relationship between a balanced movement network and the quality, density and orientation of the surrounding built environment and public realm.

A Station Area Plan provides a vision for strengthening this relationship: it is a framework for integrating decisions affecting built form, land use, the public realm, and movement. Each Station Area Plan guides a portion of the corridor towards realizing more urbanized and transit-supportive patterns – patterns that encourage viable and attractive alternatives to the private automobile; strengthen the sense of place, quality and connectivity of the public realm to adjacent neighborhoods and destinations; and generally contribute positively to the overall urban experience for residents, businesses and guests.

Central Corridor Station Area Planning

Subsequent to adoption of the CCDS as a chapter of the Comprehensive Plan in October 2007, the City of Saint Paul has prepared a series of seven Station Area Plans for University Avenue to guide long-term land use and development within the Central Corridor. These Station Area Plans are an important reference point and tool for City staff, existing residential and business communities, and development interests in understanding and expressing the future transit-supportive potential of each station area, while providing policy directions to guide change over time. The Station Area Plans provide a basis for the City to plan for public and private investments, respond to development applications and prepare more detailed zoning regulations in support of these plans.

The key objectives of a Station Area Plan include:

- promoting a continued dialogue between Central Corridor stakeholders - including residents, business owners, the development community, and municipal and public transit officials – on both shared and divergent objectives for the transit corridor along University Avenue;
- creating a positive climate for economic vitality that results in increased jobs and tax base;
- documenting existing strengths, weaknesses and opportunities within the surrounding station area, including: passive and active open spaces, pedestrian and bicycle connectivity and access, transportation and parking, recent investment and changes in adjacent land use and development, existing streetscaping, and key places and destinations;
- identifying opportunities for new public gathering places and parks spaces that support existing and new communities, provide a physical framework for future development and enhance the sense of place along the Avenue;
- creating concept plans with which to illustrate land use and built form options for promoting positive, transit-supportive change over time;
- identifying options for improving and connecting networks of public spaces, regional bicycle routes, streetscaping and landscaping;
- creating detailed station area design principles;
- identifying opportunities for better pedestrian connections at and adjacent to LRT intersections; and
- providing recommendations for implementation, including policy directions, development review, innovative strategies and tools, and regulatory amendments.

The development concepts illustrated in these plans, including the location of new open spaces, each represent one of many possible development scenarios. Their purpose is to illustrate how the principles and objectives for new development, as contained within the CCDS and related Station Area Plans, could be realized over time. They are not intended to be prescriptive for evaluating future development proposals, but are examples of how the vision, goals, and objectives of these Plans can be realized.

Until such time as the City is able to secure necessary resources, either through public investment or through negotiation with private developers for desired new open spaces or other public infrastructure, private property may be used for any legal use permitted under the current zoning classification, provided that the proposed use meets all applicable conditions and/or standards.

Once adopted as a component of the City of Saint Paul's Comprehensive Plan, the City intends to pursue mechanisms, programs and partnerships that will collectively assist in realizing the vision and objectives created for each station area. The sum of the Central Corridor Development Strategy's 21 Community-Building Strategies (Section 4.3); the Getting There recommendations from individual Station Area Plans (Section 6.0); and the Station Area Plan Chapter 9 - Moving Forward, contain a range of strategies, partnerships and recommendations for assisting in realizing the strategic place-making and economic development potential of each station area.

The LRT and Station Area Planning Process

The Central Corridor is an important urban transit corridor linking the downtowns of Saint Paul and Minneapolis with LRT in the existing University Avenue right-of-way.

A Draft Environmental Impact Statement was prepared in 2005, which broadly outlined the alignment of the Central Corridor LRT and each of the proposed station locations. In 2006, the City of Saint Paul initiated work on the Central Corridor Development Strategy (CCDS) - a planning and design study intended to address the investment potential in development and public realm that would be appropriate to support this planned LRT investment. The CCDS focused at the scale of the entire seven-mile Saint Paul portion of the Central Corridor in order to understand the relationships along the line and between the station areas. The Saint Paul City Council subsequently adopted the Central Corridor Development Strategy as a chapter of the Comprehensive Plan. Its Vision, Principles and related recommendations provide the basis for the Station Area Plans.

In 2007, the Metropolitan Council initiated the more detailed LRT engineering design process, known as Preliminary Engineering (PE), for the Central Corridor route. This PE process, which will continue until late 2008, will provide preliminary design for the LRT line, stations and platforms.

The formal Station Area planning process that led to the creation of this set of documents was conducted over a seven-month period commencing in September 2007 and concluding in Summer 2008 with the adoption of a set of seven Station Area Plans by the Saint Paul City Council. The inputs, research and consultation that informed these documents were grounded heavily in the results and recommendations of the CCDS; as well as the valued results of the AIA 150 Planning Charrettes, which

developed individual visions for over a dozen properties located throughout the Central Corridor; the work of District Councils; local partners Midway Chamber, University United, Midway TMO, and many others. The recommendations and concepts within each plan are therefore best understood at two scales - the regional scale of planning for LRT and investment in the broader Central Corridor, and the neighborhood scale of the Station Area.

Each Station Area Plan focuses on the specific context of individual LRT platforms to understand the transit-supportive private and public investments required to improve the quality of life and opportunity afforded by each place. In addition to earlier dialogue held throughout the Central Corridor Development Strategy process, the station area planning process through which these opportunities and priorities were identified included both public roundtables held in October 2007, and a series of seven day-long workshops in November and December 2007, each focusing on one station area. Physical models were utilized as a tool during each workshop to explore development and public realm potential, and to derive a physical interpretation of preferred approaches to future investment in the built environment and public realm. The Station Area Plans are a synthesis of the valuable input collected from key stakeholders, developers, government partners and community members during this intensive process.



FIGURE 2.1 - Both the Central Corridor Development Strategy Process (top) and Station Area Planning Process (bottom) relied on a significant program of public consultation.

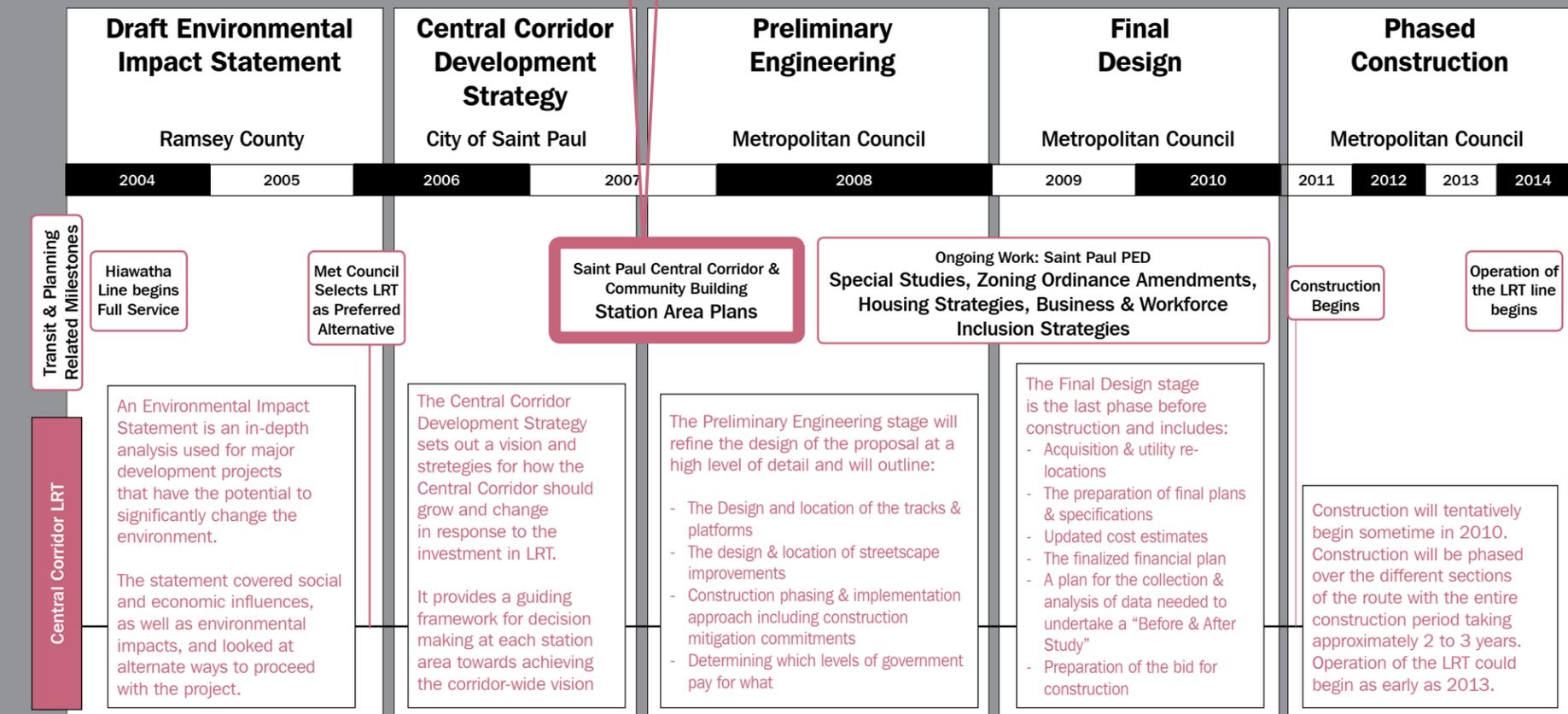
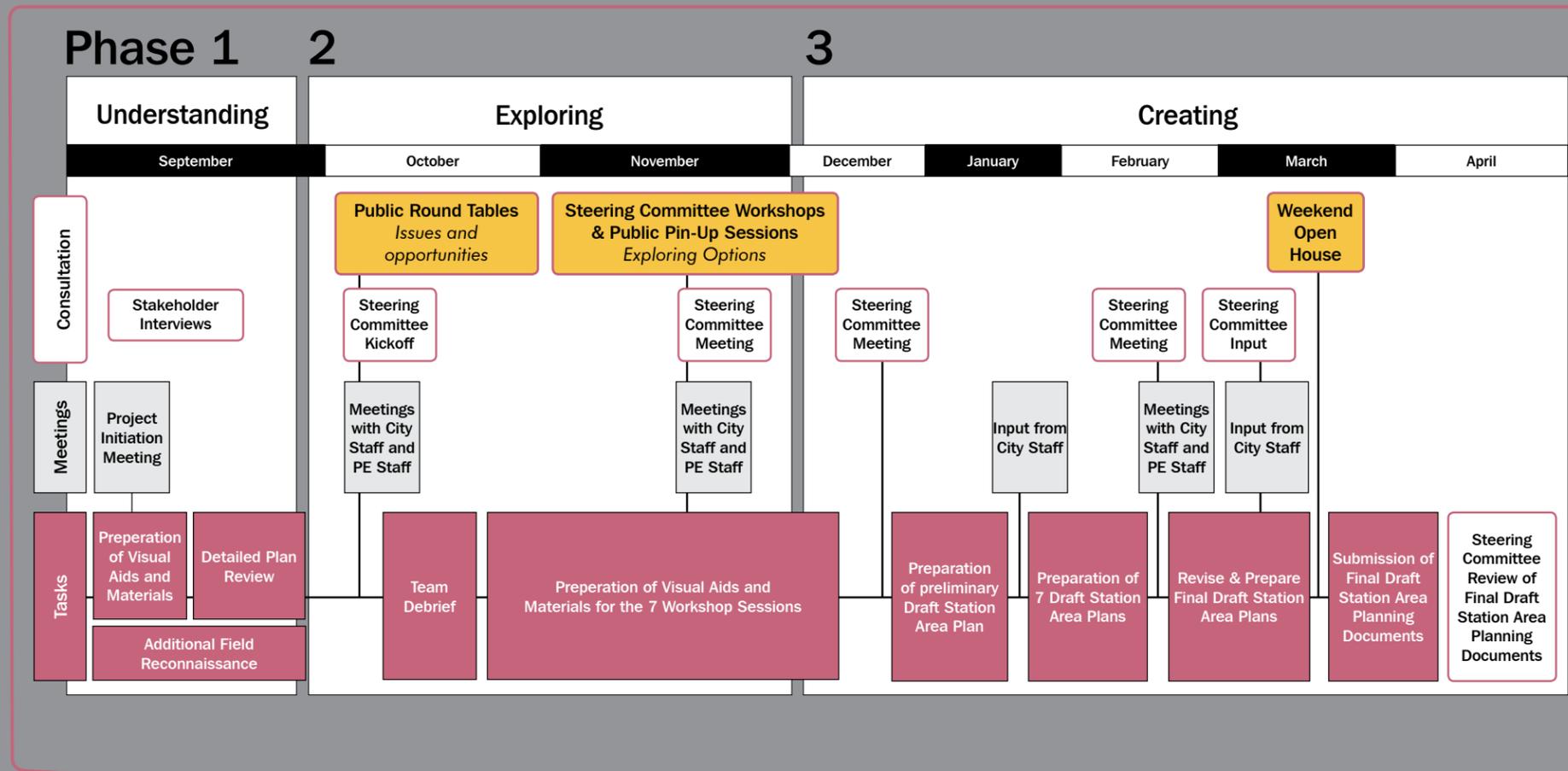


FIGURE 2.2 - The Station Area Planning Process (left) was conducted over seven months and timed to provide important feedback into the LRT Preliminary Engineering process.

Structure of the Station Area Plan

Station Area Plans illustrate specific applications of the broader Vision, Principles and Design Directions contained in the Central Corridor Development Strategy.

Building on this successful, community-endorsed foundation, each Station Area Plan addresses built form, land use, the public realm, and movement. An exploration of these core issues and the recommendations related to each are organized into six chapters.

Chapter 1: The Station Area Today

This introductory chapter provides a narrative and photographic essay to briefly describe the history and existing conditions of each Station Area.

Chapter 2: The Future of the Station Area

This chapter describes the planned location of the future LRT platform, forecasted market opportunities for new growth and investment, the approach for defining the study area and exploring its potential, and a vision statement describing the future potential role and character of the Station Area.

Chapter 3: Public Realm – Creating Places

This chapter identifies priority investments in streetscapes, parks, gathering spaces, and public art consistent with the Vision of the CCDS of beautiful urban places with pedestrian-friendly, attractive, tree-lined boulevards.

Chapter 4: Future Character Areas – Policy Directions

This chapter outlines the potential that distinct character areas within the station areas play in terms of transit-supportive built form, development patterns and land use. Trends in recent land use and development are discussed, with a ‘road map’ for the future evolution of station area land use illustrated through 3D models produced during the planning workshop.

Chapter 5: Movement – Enhancing Mobility

This chapter explores strategies for improving pedestrian, bicycle and transit movement to, from and within each Station Area. The recommendations are structured around three key concepts: the Mobility Enhancement Area, which is the area around LRT stations where a higher level of pedestrian activity can be anticipated; the Station Transfer Zone, which consists of the length of corridor immediately adjacent to each proposed LRT station; and Designated Crossings, which consist of the three crossing types pedestrians and cyclists will rely on to reach their destinations.

Chapter 6: Moving Forward

This chapter explores strategies, tools and partnerships for implementing the key directions and recommendations contained in each Station Area Plan.

FIGURE 3.1 - The core station area planning issues were presented in draft for comment at a public open house in the spring of 2008.



The Central Corridor Development Strategy and Station Area Plan Guiding Principles

The Central Corridor Development Strategy - a vision and set of strategies for how the Central Corridor should grow and change in response to the investment in LRT - was prepared under the direction of two citizen task forces and has been adopted by the City Council as a chapter of the City of Saint Paul's Comprehensive Plan.

The CCDS provides a strong foundation for thinking about and guiding decisions affecting public and private investment within each Station Area, and understanding how, collectively, implementation of the Station Area Plans will achieve the 'big-picture' vision for improving mobility, economic development and quality of life within both the Central Corridor and larger Twin Cities region. The cornerstone of the CCDS is its Vision:

The Central Corridor will build on its assets to become a place that has stronger businesses, more vibrant neighborhoods, and more beautiful urban places. Along University Avenue and in the downtown, the Corridor will invite residents, shoppers, employees and visitors to linger on safe, pedestrian-friendly, attractive, tree-lined boulevards; establish a home and sense of community in stable and diverse neighborhoods; and work and invest in an area that provides a range of employment and economic opportunities.

Building on the Vision, a series of six Principles were also established to describe the community building potential that public investment in LRT should help achieve. In consultation with the community, each of the Station Area Plans builds on the CCDS, and provides place-specific direction for its implementation.

4.1 Guiding Principles for the Station Areas

To guide this evolutionary process from a Corridor-wide to Station Area-specific focus, the CCDS' Vision, Principles and Initiatives have been distilled and carried forward through the following Guiding Principles for Station Areas.

4.1.1 Public Realm Principles

Streets, parks and squares are gathering zones for the community. They are the places that are enriched with distinctive heritage and culture; they frame development and make the transit experience expedient and enjoyable. The proposed network of public spaces will form the route people use to walk or cycle from their homes or jobs to University Avenue to catch the LRT toward their ultimate destination. These places offer great opportunities to enhance the quality of life and improve the transit experience. As such, the Station Area Plans offer strategic and important directions for the enhancement of the public realm, based on the following principles:

The public realm and all open spaces should have dynamic relationships with adjacent buildings and, where possible, to the station platforms. The urban character of new and mixed-use buildings, as described in the Built Form chapter, must help define and enliven the edges of public spaces so that they are full of life and activity.

The public realm will contribute to an enhanced sense of place, and to improved environmental health of the city and its communities along the Corridor. Open spaces and streets should incorporate extensive tree-planting, landscaping and stormwater management to soften the appearance of the built environment, improve air and soil quality, and provide attractive and sheltered places for respite and recreation.

The public realm should demonstrate best practices in green development. This includes minimizing impacts on energy, water use, and stormwater management through stormwater inception, use of permeable materials, photovoltaic panelling to power pedestrian lighting, and other strategies that can become a community aesthetic and learning tool.

All public and private investment in the area will contribute to the betterment of the public realm as proposed in the Station Area Plans. These contributions must be negotiated on a case-by-case basis with the City of Saint Paul, and should align with the design and policy recommendations set out in this document.

The public realm will provide opportunities for public art, broadly defined as the overall shape of public places and structures, permanent site-specific works integrated into public places, and site specific experience using various art forms and media, including time-based works, to enhance the experience and sense of place.

4.1.2 Transit Supportive Development Principles

The integration of land use and movement patterns is a critical factor in the success of transit-oriented development. The relationship between reliable, frequent, higher-order transit and development patterns that offer a critical mass to support higher ridership levels is interdependent. Another essential consideration is the design of the urban environment to create an enjoyable, convenient, safe and multi-purpose travel experience. These are all important goals for both positive city building and good planning. The following development principles should be applied to the areas of change in each Station Area:

Ensure development fits. Development should be designed to complement the scale and quality of existing, stable neighborhoods and places. This should be accomplished through providing a transition in scale to lower-intensity building types and filling in current gaps in the street face.

Encourage a robust range of land uses and densities. A mix of transit-supportive uses, including medium-to-high density residential, small-format retail, restaurants, hotels, institutions and others should be actively encouraged to locate throughout the Corridor to secure more employment opportunities, active uses at grade, and complete communities with daytime and evening economies.

Provide for a street and block structure that allows high levels of connectivity and urban development patterns to evolve. These critical networks will increase the accessibility and value of redevelopment sites; improve traffic operations on adjacent arterial streets; mitigate present barriers to pedestrian and bicycle movement through the corridor; and create needed pedestrian and vehicular movement through areas presently devoid of activity.

Ensure that access and parking create pedestrian-friendly and transit-supportive environments. Locate parking and servicing so that it does not detract from the image of the Corridor by consolidating both internal to development blocks.



FIGURE 4.1 - Public Realm principles support the quality of the public places throughout the Corridor.

4.1.3 Movement Principles

Travel around the Central Corridor today is currently dominated by the automobile. A key objective critical to the success of LRT is to create greater options for mobility within and beyond the Central Corridor. In order to do this there needs to be critical improvements to the physical environment to support those moving by transit, bicycle and foot. Future development and public realm investment within the Station Areas shall be structured by the following Movement Principles:

Facilitate walking as a safe and viable option. A Station Area Mobility Zone should be established where pedestrian comfort, movement and options have a high priority.

Encourage pedestrian-priority movements within the Station Area and to LRT platforms. Access to the LRT platform should be designed in accordance with the recommendations set out in each Public Realm chapter, which emphasize pedestrian safety and experience over vehicular convenience and expediency.

Strengthen existing east-west routes to and from Station Areas. Existing and new green spaces (as identified in the Public Realm chapter) should strengthen east-west pedestrian and bicycle networks with direct connections to the LRT



FIGURE 4.2 - Transit-Supportive Development principles support LRT through design excellence in public realm and development.

platform. Additionally, marked east-west bicycle routes on both the north and south sides of the Avenue should be planned to align with similarly planned routes connecting adjacent Station Areas.

Strengthen existing north-south bike routes to and from Station Areas. In recognition of their strategic importance to both the Station Areas and regional bicycle network, existing informal north-south bicycle routes should be improved through the use of dedicated lanes, better signage, alignments with public streets, and improvements to all shared and exclusive bicycle crossings over I-94.

Retain frequent local east-west bus service, with stops at every block, to serve transit-dependent residents between light rail stops. This is especially important if stops are not immediately built at Western, Victoria and Hamline.

Improve north-south bus service connecting to the Corridor. Add new service on Lexington Parkway and improve the frequency of existing routes.

Improve street crossings. To improve pedestrian access to nearby destinations, street crossings within and beyond the Station Area should be strengthened and improved.



FIGURE 4.3 - Movement principles balance options for mobility.

Defining the Study Area - A Four Lenses Approach

The Station Area Plan process used four mapping layers to investigate and understand each Station Area.

Each layer represents a lens through which the recommendations in each Station Area Plan emerged over the course of the CCDS and Station Area Planning processes.

The Station Area planning process began with a ¼ mile concentric zone around the proposed platform location which was later refined to reflect existing physical conditions of the surrounding area; then the Area of Change was fine-tuned; and, finally, an area of intensive pedestrian activity was identified.

These four lenses are described in greater detail below.

5.1 Generic Station Area Plan Boundary

The generic study area is modeled after the traditional definition of a “station area”, commonly described as a concentric zone with a radius of ¼ mile from an existing or planned transit platform or station. This distance translates into an approximate five-minute walk from a proposed LRT platform, and is considered the maximum distance a potential transit user will opt to walk between his/her origin/destination and public transit before choosing some alternate form of transportation (often the private automobile). Evidence from multiple transit jurisdictions has indicated a competitive market advantage for redevelopment parcels located within this ¼ mile boundary, and as such these parcels often become the focal points for new private investment, rising land values, and increased real estate speculation.

5.2 Station Area Plan Boundary - Applying the Local Street Grid to Define a Distinct Station Area

The Station Area Plan boundary represents a modified version of the ¼ mile boundary described above that reflects the existing block pattern and structure of the place. For some stations, this area has been extended to capture areas of potential transit-supportive reinvestment or important destinations within the station area. The Station Area Plan boundary is the primary focus for all recommendations contained within the Station Area Plan documents.

5.3 Revised Area of Change & Stability

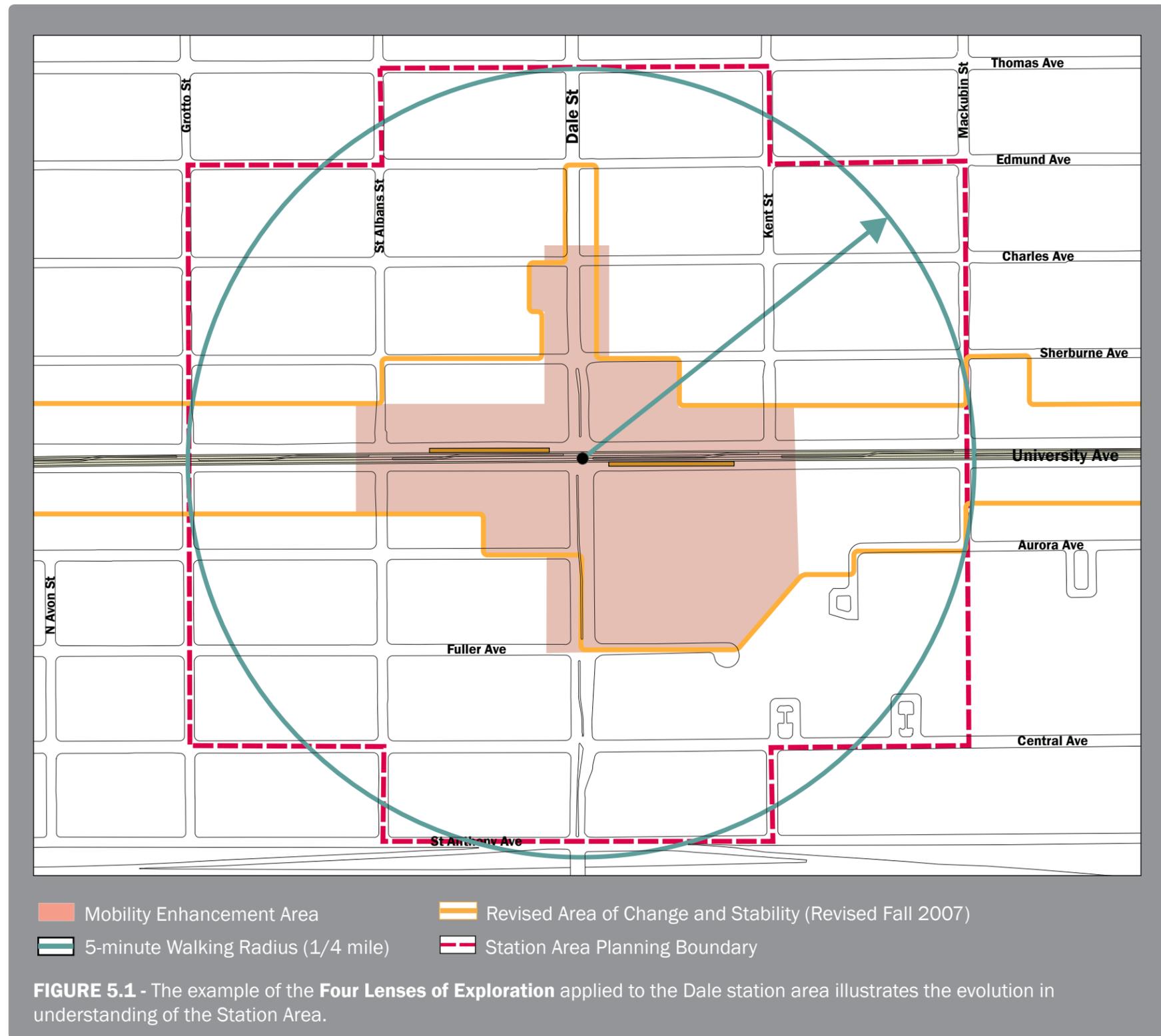
The primary aim of the CCDS and Station Area Planning processes is to describe the potential for positive, transit-supportive change, and identify strategies to manage and influence that change. The Area of Change & Stability was originally presented in the CCDS and subsequently refined in consideration of stakeholder input collected through the Station Area planning process. It refines the Station Area Plan Boundary one step further by delineating two distinct areas within its perimeter:

- 1) Area of Change:** where change is welcome and should be encouraged within the each Station Area, whether through gradual infill and/or intensification or comprehensive redevelopment.
- 2) Area of Stability:** where significant change should be prohibited, with an emphasis instead on preserving and strengthening the stable neighborhoods within the study area boundary.

5.4 The Movement Lens - Planning and Designing for Enhanced Mobility

The fourth lens created through these planning processes is the Movement Lens. This lens aids in defining and understanding each station's Mobility Enhancement Area. This area represents the confluence of many layers of activity and movement in the immediate proximity of the station: LRT passengers running to make a bus connection, passengers moving from bus to bus, students walking to school, pedestrians making their way to the corner store or place of work, shoppers along the Avenue, and residents going to the parks and squares, all needing to be balanced with motorists making turning and through movement, cyclists commuting to public transit, and trucks exiting off the interstate.

This complex choreography is repeated at each Station Area along the Corridor, and requires additional consideration for the safety, convenience and amenity of the pedestrians moving daily through the future multi-modal hub of these key intersections. Chapter 6 of the Station Area Plans: Movement Enhancing Mobility, introduces the Mobility Enhancement Area in greater detail, and outlines its application to individual station areas.



Movement - Connecting the Corridor

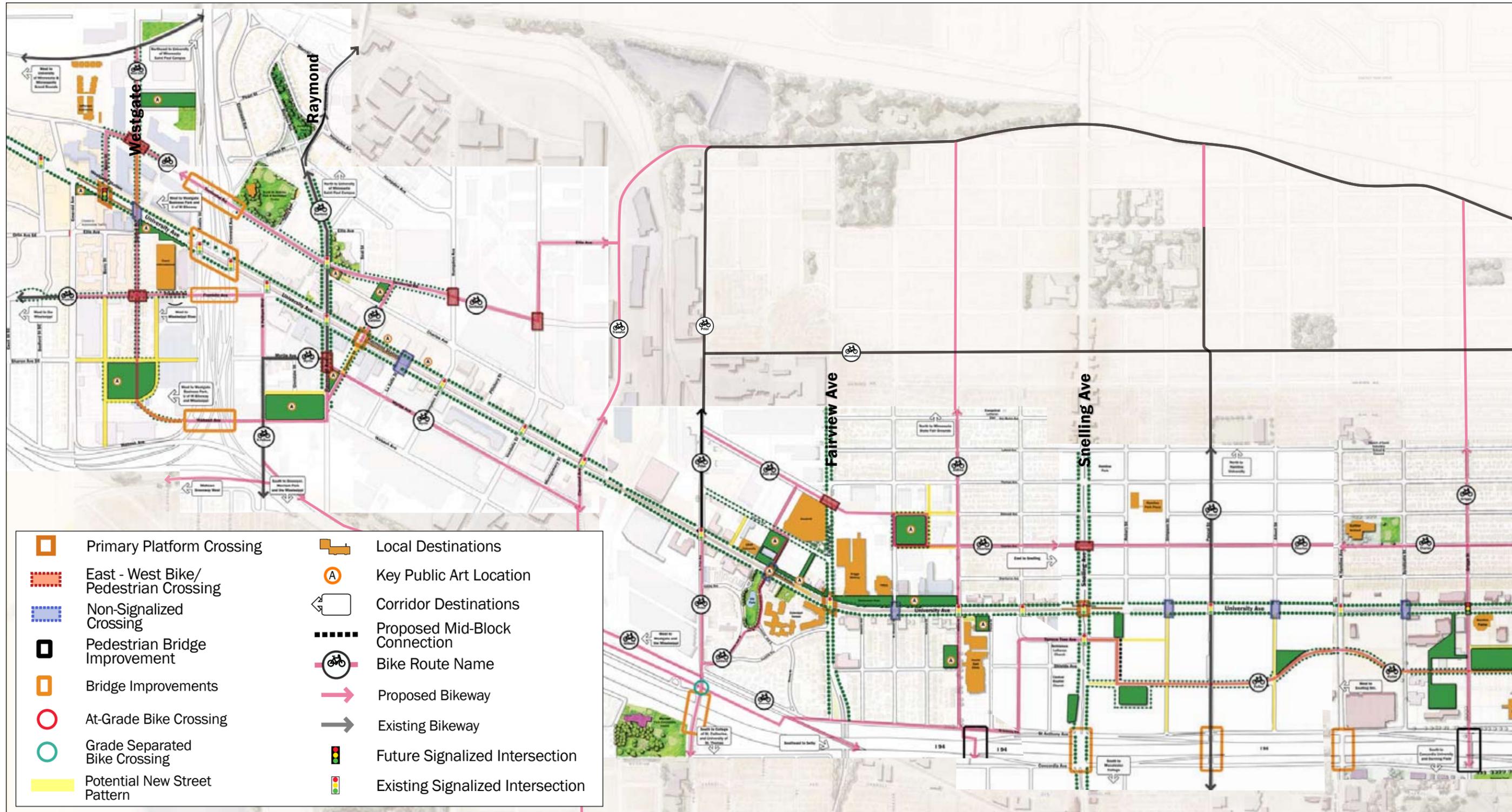
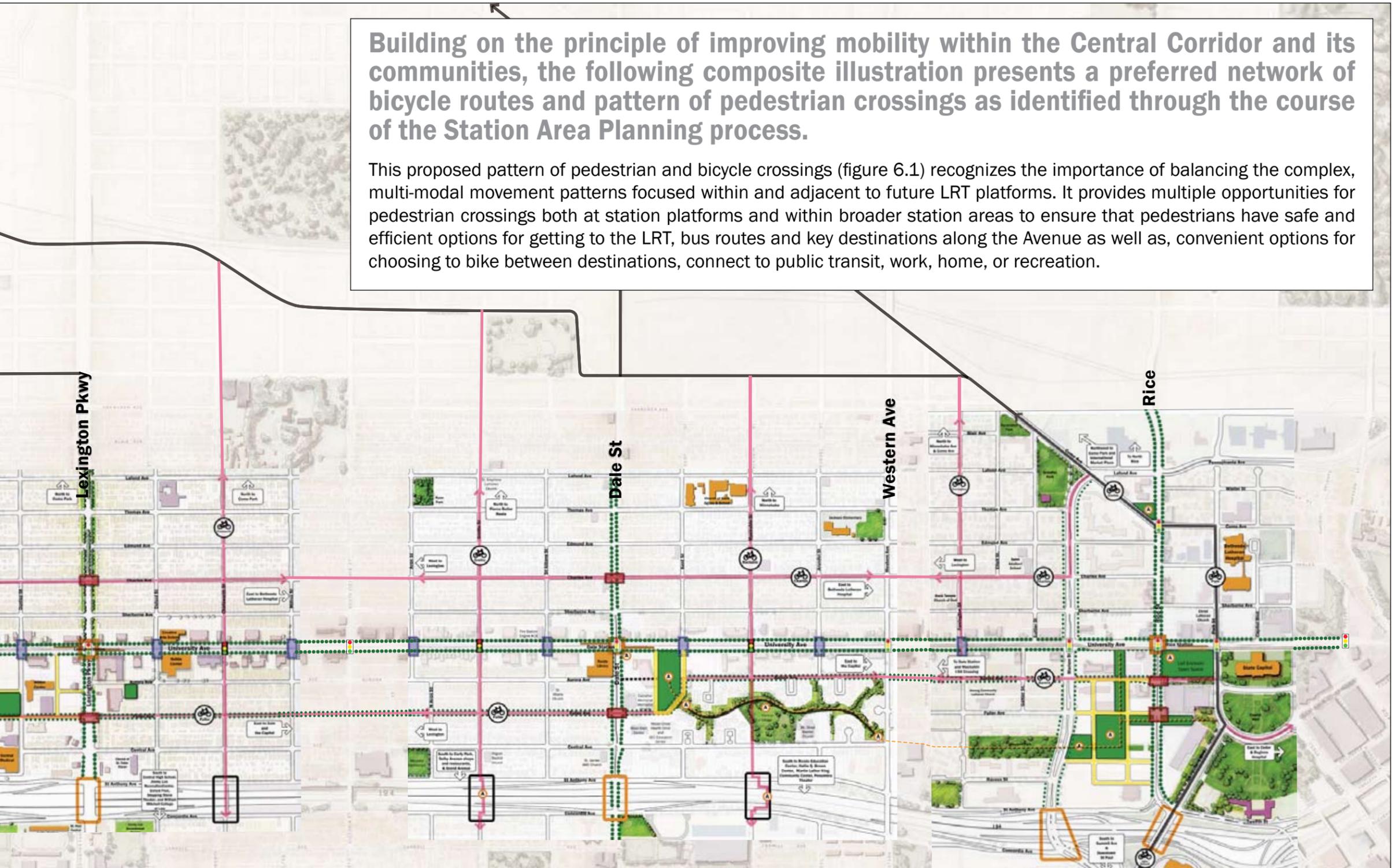


FIGURE 6.1

Building on the principle of improving mobility within the Central Corridor and its communities, the following composite illustration presents a preferred network of bicycle routes and pattern of pedestrian crossings as identified through the course of the Station Area Planning process.

This proposed pattern of pedestrian and bicycle crossings (figure 6.1) recognizes the importance of balancing the complex, multi-modal movement patterns focused within and adjacent to future LRT platforms. It provides multiple opportunities for pedestrian crossings both at station platforms and within broader station areas to ensure that pedestrians have safe and efficient options for getting to the LRT, bus routes and key destinations along the Avenue as well as, convenient options for choosing to bike between destinations, connect to public transit, work, home, or recreation.



Lexington Pkwy

Dale St

Western Ave

Rice

University Ave

St Anthony Ave

University Ave

University

The opportunity for improving pedestrian and bicycle movement within the Central Corridor will be best realized in and around the Station Areas. It is at these locations where the combination of LRT, new development and improved public realm has the potential to not only transform the way people move through the corridor but connect with their local destinations.

The opportunity for enhanced mobility within each station area exists at three levels. The *Mobility Enhancement Area* provides a focus where strategies should balance mobility options and enhance the pedestrian experience to the LRT and beyond. In the *Station Transfer Zone* the emphasis will be on accommodating higher levels of pedestrian activity and facilitating a positive transit experience including the transfer from LRT to the local bus system. Finally, at the *Designated Crossings* the emphasis should be on creating safe, seamless intuitive connections for pedestrians and cyclists.

Mobility Enhancement Area

The Mobility Enhancement Area is the area around the station where a higher level of pedestrian activity can be anticipated and therefore a high quality pedestrian environment is key (Figure 6.2). Strategies in this area should be aimed at balancing pedestrian, cyclist and vehicular activity in order to create an environment close to the station area which is walkable and transit supportive.

Strategies for the Mobility Enhancement Area include:

- Incorporating pedestrian amenities such as pedestrian lighting, seating, signage, recycling and garbage receptacles;

- Improving intersections and crossings through the use of special paving patterns, reduced curb radii and bump-outs so that they are more pedestrian friendly;
- Incorporating on-street parking along side streets to support more active uses at grade, calm traffic and create an additional buffer between pedestrians and moving vehicles;
- Eliminating curb cuts where additional access is possible in order to minimize sidewalk disruption;
- Clearly marking bicycle routes and crossings through special paving and signage treatments so that they are easily identifiable by pedestrians and motorists alike;
- Incorporating bicycle racks and lockers to support the ability to bike both to and from the LRT. Providing bicycle racks and lockers for both long and short-term bicycle parking accommodates a range of trip types from commuters who wish to leave their bike for a day to shoppers who need a convenient place to lock their bikes while they run errands.
- Incorporating more generous pedestrian sidewalks, a minimum of 14feet in width, to accommodate additional activity and enhanced street planting. The important elements of a well designed sidewalk in this strategy include the door zone (2ft), the walk zone (6-8ft) and the furniture zone (4-6ft); and
- Ensuring buildings help to enliven the street by encouraging more active uses, a higher level of transparency and a greater number of access points at street level.

The Station Transfer Zone

The Station Transfer Zone consists of the length of the Avenue immediately adjacent to each proposed LRT station. It stretches from the far western entrance of the LRT station platform, through the Primary Platform Crossing, to the far eastern entrance LRT station platform (Figure 6.2). It is in the Station Transfer Zone where the highest volume of pedestrian

activity is anticipated. Special attention therefore must be paid to the design of the sidewalks, streets and intersections to ensure the successful bringing together of all the various modes of movement as well as transit supportive uses.

Strategies for the Station Transfer Zone include:

- Providing generous 15 foot wide pedestrian crossings at all designated crossing areas. These should incorporate special paving patterns and materials to alert drivers to the station area, encourage reduced speeds and create a more balanced environment of pedestrian and vehicular activity;
- Using decorative paving along sidewalks and in crossing areas to define the station area, improve legibility and soften the streetscape;
- Encouraging greater building setbacks in and around the Primary Platform Crossing in order to provide additional space for pedestrians;
- Encouraging active first floor uses in and around the Primary Platform Crossing in order to animate the street and create a stronger destination around the station;
- Incorporating signage, streetscaping and way finding features that link bus stops and the platforms of the LRT to direct people to and from the various modes of transit as well as key destinations within the community;
- Incorporating street patterning and bollards or similar features to delineate the LRT alignment and enhance pedestrian safety;
- Prohibiting right turns on red lights at signalized intersections, if feasible, to reduce potential conflict between right-turning vehicles and pedestrians crossing the Avenue; and
- Incorporating bus shelters with a design treatment similar to the LRT station to promote the sense of a unified transit system and provide additional convenience for passengers transferring between the LRT and the local bus network.

The Designated Crossings

While each Mobility Enhancement Area will contain multiple pedestrian crossings, there are three primary crossing types that have been identified in the Station Area Plans as designated crossing areas where pedestrians and bicyclists are encouraged to cross the street (Figure 6.2). These include:

- **Primary Platform Crossings** - These are the primary pedestrian station access points and the area where the LRT links with the city's bus network. In combination along the corridor, these areas will become the hubs of a new integrated movement system. It is important therefore that consideration be made for accommodating anticipated volumes and interaction of pedestrian, LRT, bus and vehicular traffic, and strategies put in place to facilitate the transfer from one transit mode to the other.

The Primary Platform Crossings are located at all signalized, all-turns intersections with a planned LRT platform. The intent is to provide safe access to and from the platform and across the busy intersection in an area where a high level of pedestrian and automobile movement is present;

- **Non Signalized Crossing** - These are located at intersections closed to north-south automobiles (i.e. restricted to right-in, right-out turns), and where there is a demonstrated need to provide a safe pedestrian crossing in the future absence of a center median/pedestrian island. In some cases these crossings may be linked directly to the far end of the station platform to provide additional access to the station. When this occurs these crossings should be afforded the same streetscape treatment as a Primary Platform Crossing;
- **East - West Bike / Pedestrian Crossings** - These are located north and south of the corridor where major streets intersect with preferred east-west bicycle routes. The intent is to provide safe east-west crossings by removing median barriers and other measures.

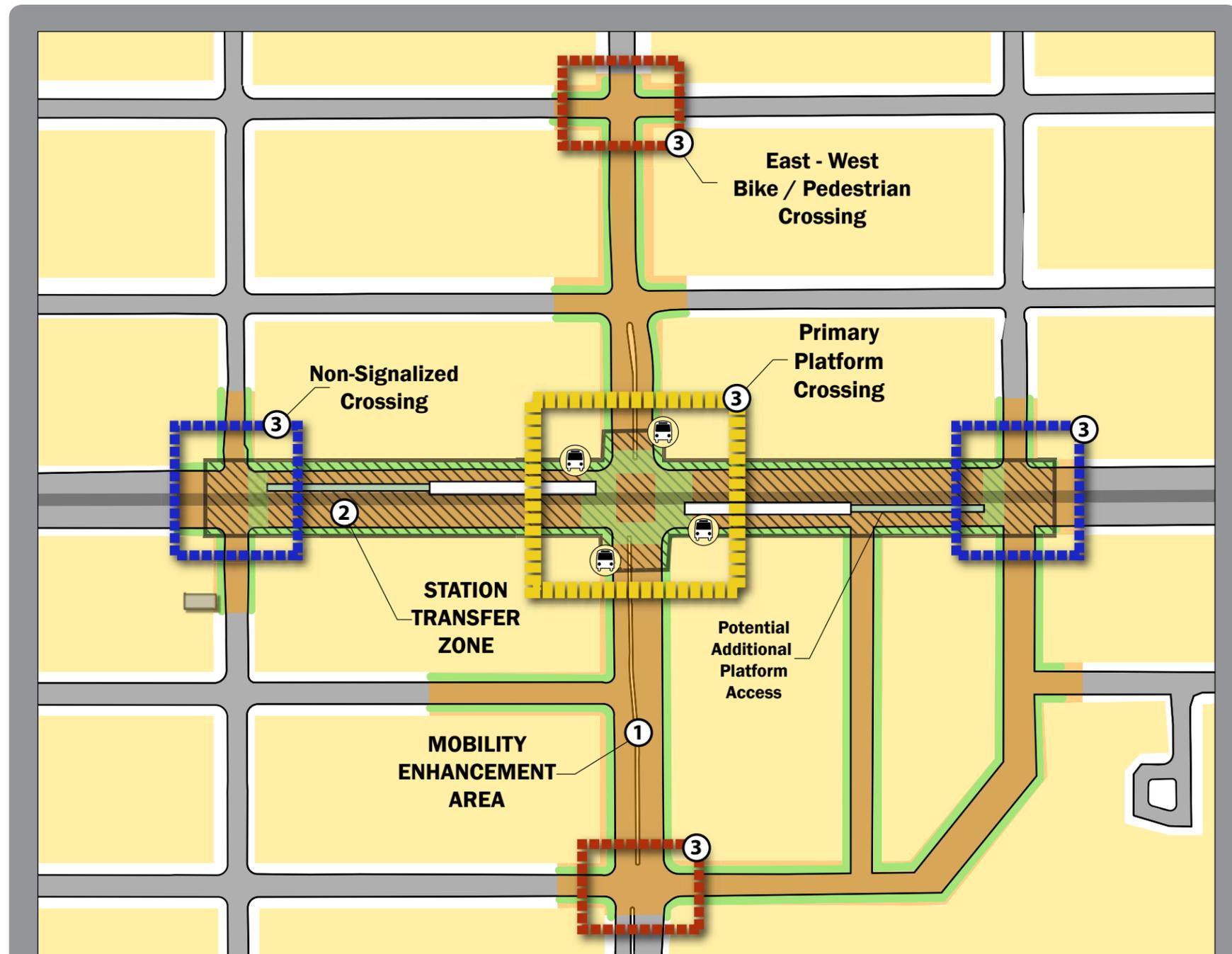


FIGURE 6.2 - The opportunity for enhanced mobility within each station area exists at three levels. At the level of the wider station area in the Mobility Enhancement Area (1) where strategies should balance mobility options and enhance the pedestrian experience, around the station platform in the Station Transfer Zone (2) where the emphasis will be on accommodating higher levels of pedestrian activity and facilitating transit transfers, and at the Designated Crossings (3) where the emphasis should be on creating safe and seamless connections for pedestrians and cyclists.