

An enhanced **pedestrian and cycling bridge over I-94** at Griggs improves connection south to Concordia University and increases the importance of implementing streetscape and cycling improvements along Griggs.



The station area is defined by **stand-alone retail** uses surrounded by large areas of surface parking. This severely detracts from the quality and image of the area and is designed to accommodate the automobile with little pedestrian amenity.



The recently completed **Super Target** has put in place a network of streets and enhanced sidewalks for pedestrians. This helps to facilitate future redevelopment and establishes a street and block pattern within which new development can occur incrementally over time.



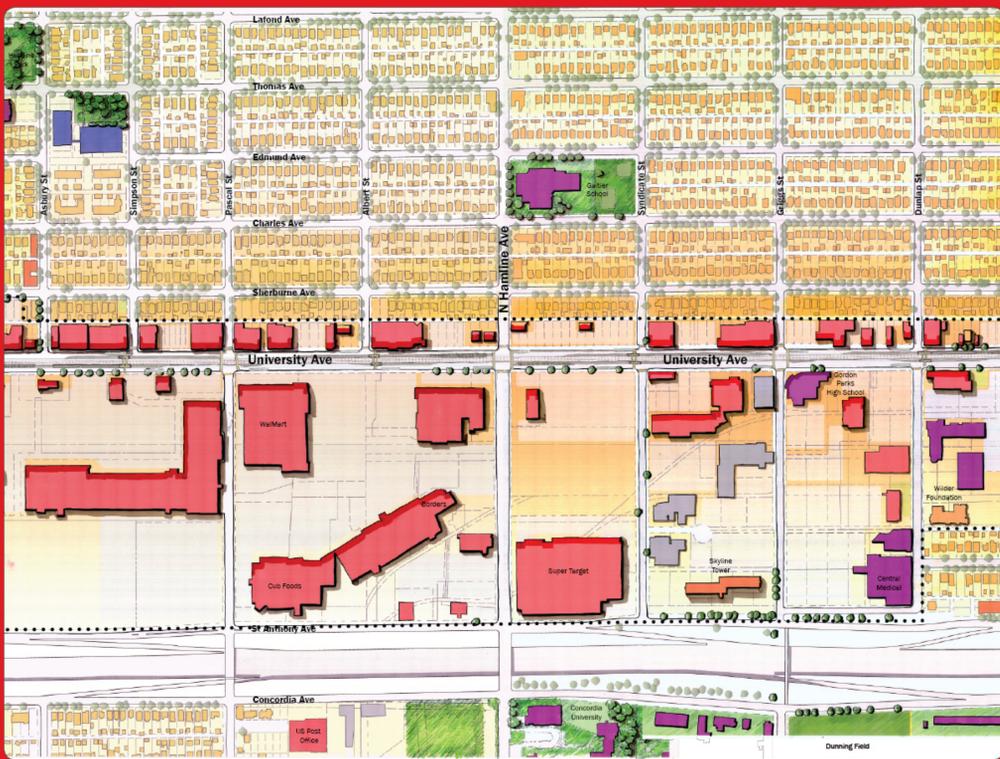
Skyline Tower is a high density development located in the southeast corner of the Station Area. It is poorly connected to the rest of the station area and surrounded by large areas of surface parking with little outdoor amenity.



North of University Avenue, the **Hamline-Midway neighborhood** is comprised of blocks of early 20th century homes served by rear alleys.

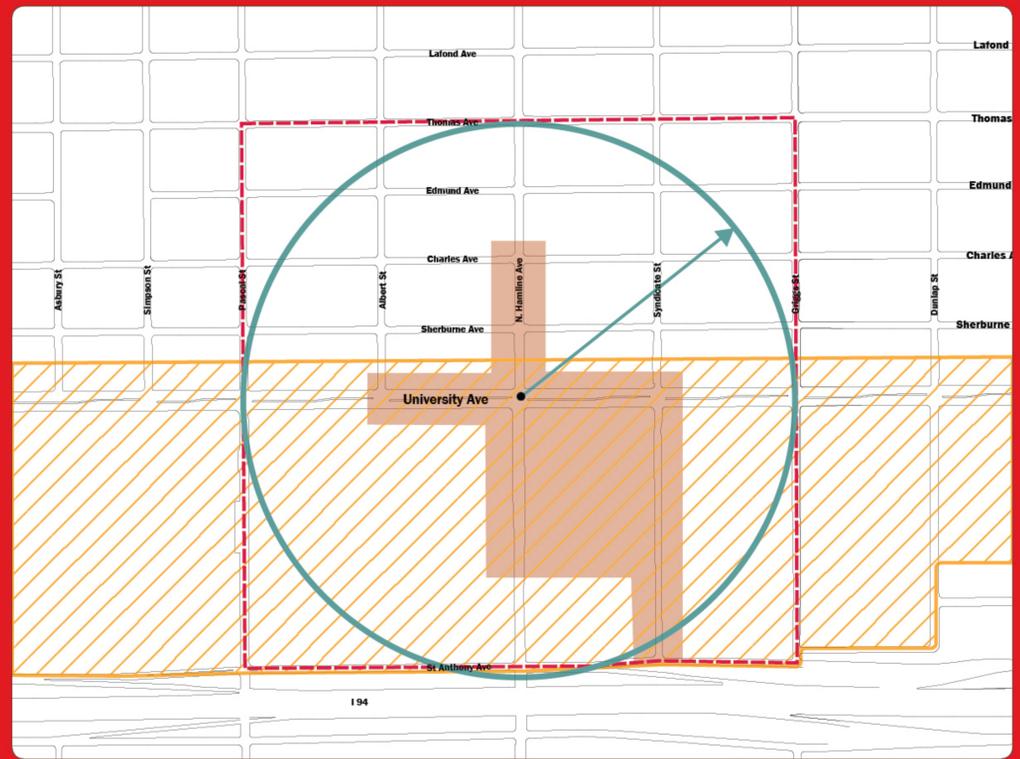


Along the north side of University Avenue, remnant one and two story **"main street"** buildings sit adjacent to large areas of surface parking.



The Hamline Station Area is a neighborhood with two distinct characters defined by stable residential neighborhoods to the north and a large retail shopping district with a mix of employment and high density residential uses to the south.

- Retail / Service
- Low-Rise Residential
- Institutional
- Office / Commercial
- Mid-Rise Residential
- Open Space



The diagram above illustrates the lenses of understanding applied to the Hamline Station Area.

- Mobility Enhancement Zone
- Area of Change
- 5-minute Walking Radius (1/4 mile)
- Station Area Planning Boundary

The Hamline Station Area 2035: The rendering represented here illustrates one possible long term scenario for meeting these community, placemaking and transit-supportive opportunities. It depicts a vision for the Hamline Station Area as a vibrant and interconnected mixed use center organized around a new walkable network of streets and open spaces. The colors represent distinct *Character Areas* that are addressed in Chapter 4 of the Station Area Plan. Rather than attempting to predict the location and distribution of anticipated long-term investment, this conceptual model illustrates the application of transit-supportive principles throughout the entire Station Area.



A Vision for the Hamline Station Area:

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 Public Realm Plan identified here demonstrates one possible configuration of an improved network of open spaces and pedestrian routes. It illustrates a series of enhanced north/south streets and a new fine-grained network of streets and blocks interspersed with new open spaces.



1 Strengthening the Character and Walkability of the North/South Streets



A series of streetscape improvements along the north/south streets through the area represent some of the greatest opportunities for enhancing the public realm through the area and linking the neighborhood to areas north and south of the corridor.

2 Reestablish an Urban Network of Public Streets and Blocks South of University



A new network of streets and blocks would make it easier for pedestrians and cyclists to move throughout the area and could help to structure new development.

3 New Open Spaces



The new open space associated with the new Super Target is an example of a retail plaza. New spaces like this should act as structuring points for new uses and development which in turn will help to enliven them over time.

4 A New Urban Park



The creation of a new Urban Park in the Hamline Station Area containing an "Alternative Sport Attraction" such as a skate plaza would provide expanded recreation opportunities for neighborhood youth.

5 Enhancing the Walk to Galtier Elementary School



A series of targeted streetscape improvements around Galtier Elementary School will help to make it safer and more comfortable for people to walk to and from the school and connect with the LRT.

6 Enhancing the Alleys North of University



A series of alley improvements will enhance parking access to businesses north of University Avenue and reduce concerns related to neighborhood safety.

A Public Art Opportunities



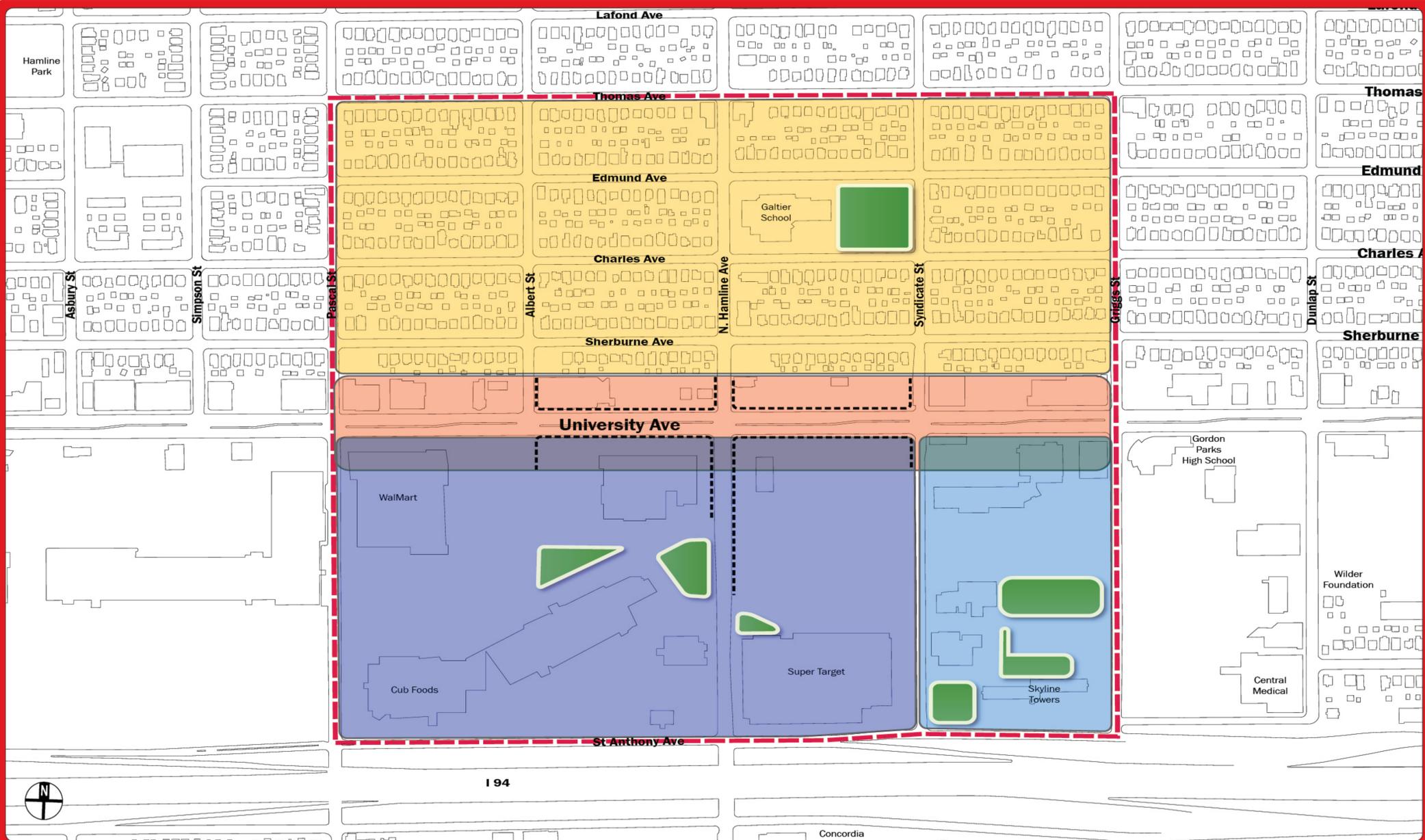
Interactive public art incorporated into the existing and new playgrounds such as the Armadillo that was installed in Western Park (left) could supply an engaging, active environment for area children of many cultures. Murals reflecting the diversity of the neighborhood (center) could be used to enhance some of the large blank facades of existing retail uses. Public art incorporated into the overpasses can help to transform them into unique features and enhance the environment for pedestrians and cyclists (right).



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.

The Hamline Station Area is comprised of four *Character Areas* each with their own potential.



- Strengthening the Avenue
- Sensitive Neighborhood Infill
- Improving the Midway Shopping District
- Proposed Park Space
- Priority Active Frontage
- Lexington Urban Village
- Station Area Planning Boundary

1 Strengthening the Avenue



Together, the north and south sides of the Avenue will help to create a strengthened retail main street. Along the northern edge of University, half depth infill sites are an excellent opportunity for a range of building types and uses. South of the Avenue, large areas of surface parking create an opportunity for higher density development. Development here will provide a transition from the finer grain of the Avenue south towards the larger format retail uses.

2 Sensitive Neighborhood Infill



The area North of University Avenue is defined by blocks comprised of predominantly single family houses. An exception to this exists at the intersection of Thomas Street and Hamline where there is a cluster of neighborhood scaled mixed-use buildings. New buildings should respect and fit in with the development pattern, scale and height of adjacent properties.

3 Improving the Midway Shopping District



A new system of streets and open spaces will create a framework around which new intensification and redevelopment may occur. This will provide greater connectivity, help to integrate the Midway into adjacent neighborhoods and make it easier for pedestrians and cyclists.

The introduction of Secondary Streets to create an urban street grid across the Midway Shopping District will be a gradual process occurring in conjunction with opportunities for new development and/or the expansion of existing uses.

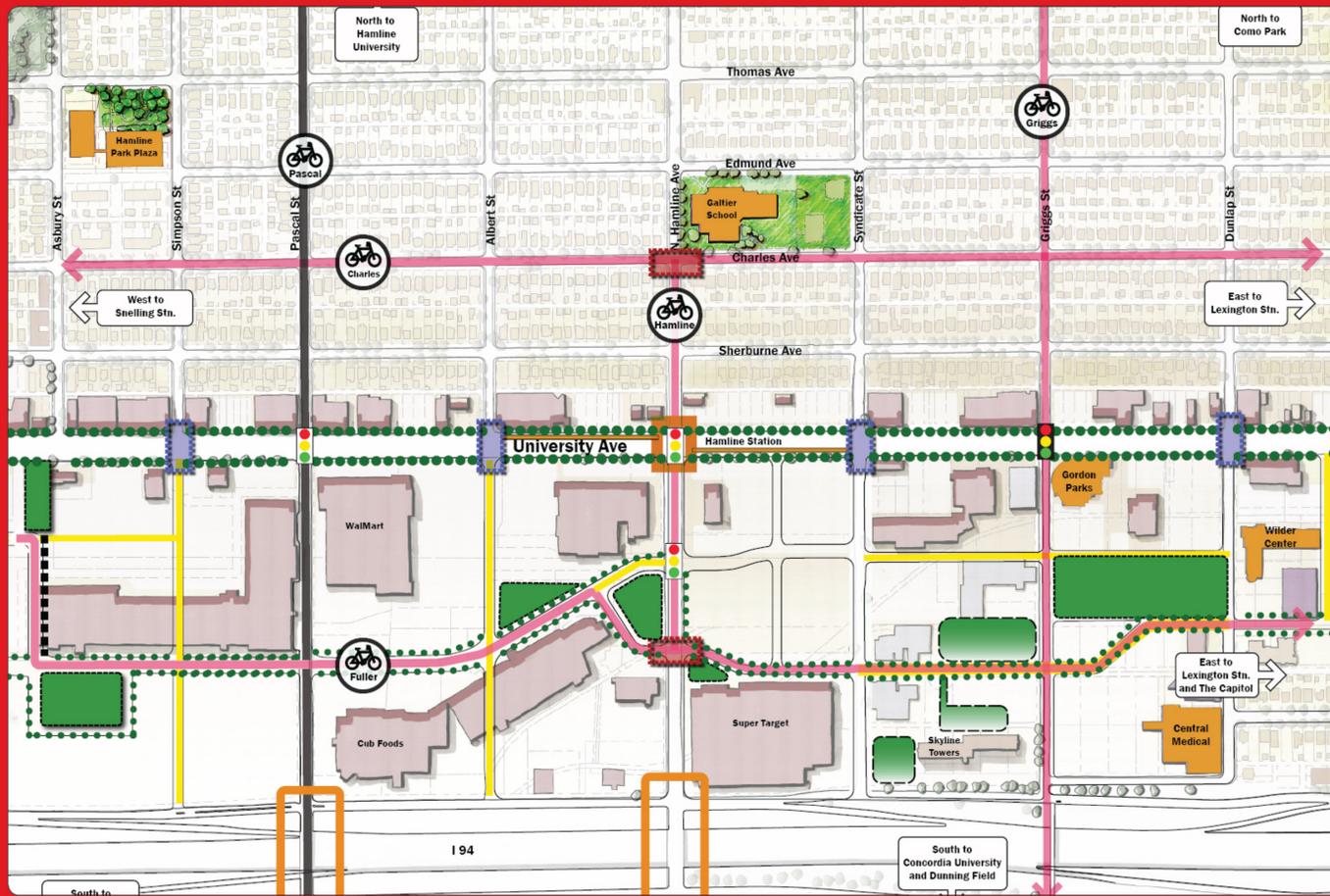
4 Lexington Urban Village



The southeast quadrant of the Hamline Station Area (east of Syndicate St) is isolated and detached from the surrounding area. Future medium to high-rise redevelopment will bring structure to the area through the introduction of an east/west street generally aligned with Fuller and the creation of new neighborhood green spaces around which new buildings are oriented. New buildings will be oriented to work together to create the feeling of a consistent building face running adjacent to streets and open spaces.

A key objective critical to the success of LRT is to create greater options for mobility within and beyond the Central Corridor. Recommendations for improving movement options are structured into two key themes: Connections and Mobility Enhancement

Connections



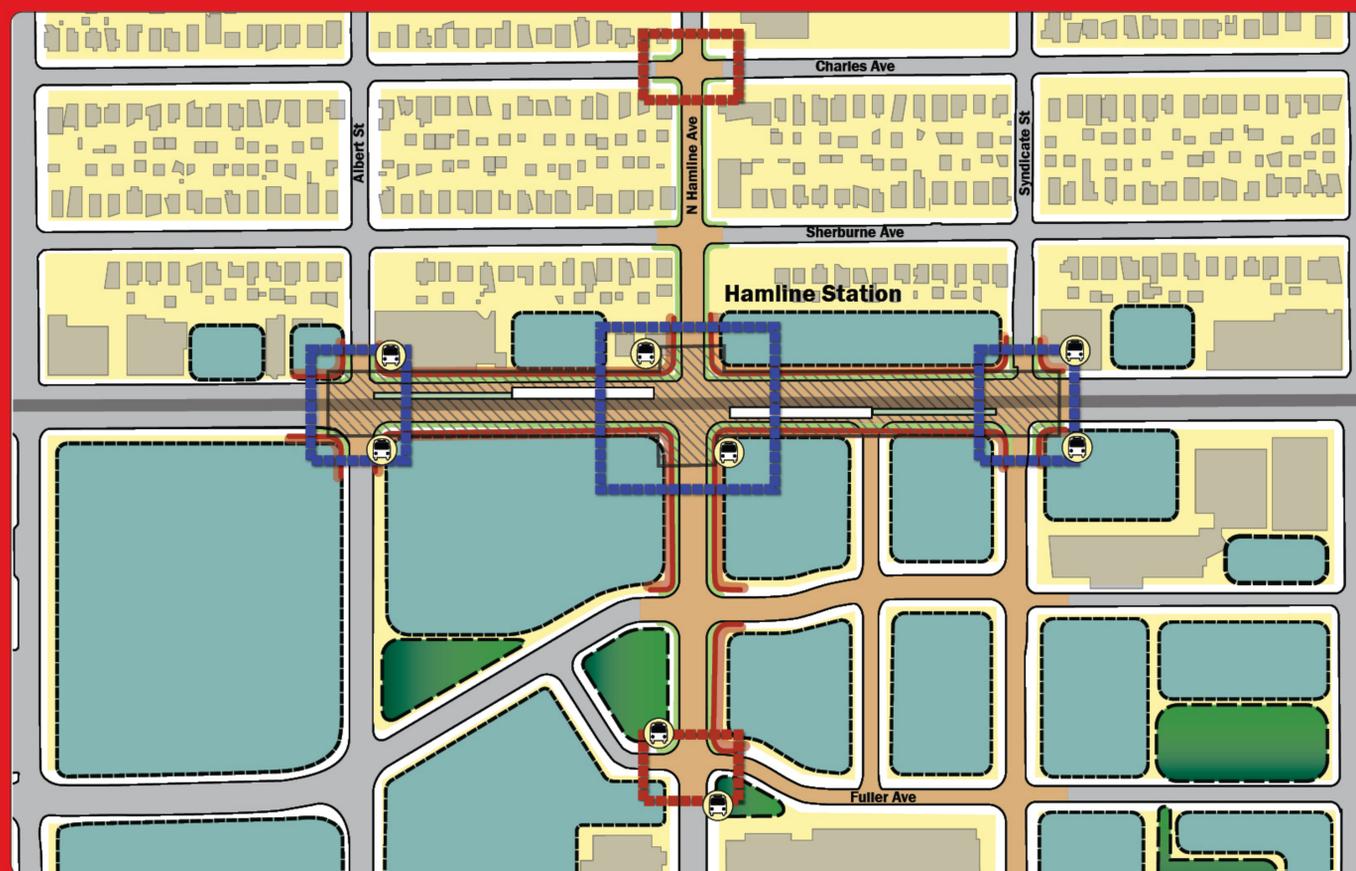
- Key Pedestrian Pathway
- Proposed Mid-Block Connection
- Existing Bikeway
- Preferred Bikeway
- Future Signalized Intersection
- Existing Signalized Intersection
- Potential New Street Pattern
- Primary Station Access Point
- East - West Bike/Pedestrian Crossing
- Alternate Station Access Point
- Pedestrian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

This *Connections* diagram identifies key routes and destinations outside and within the Station Area, and recommends ways in which the connectivity, safety, efficiency and quality of these routes can be improved for pedestrians and cyclists.

Key Ideas

- Enhancing the condition for cyclists along Pascal and Griggs Street
- Improving the Hamline and Pascal bridges with widened sidewalks and railings
- Extending Fuller Avenue west to Snelling to break down the scale of the existing blocks
- Improving the streetscape of the existing north-south streets to enhance the walking experience for pedestrians

Mobility Enhancement



- LRT Platform
- LRT Platform Extension
- Mobility Enhancement Area
- Station Transfer Zone
- Bus Stop
- Priority Active Frontage
- Open Space Candidate Site
- Sites with Future Development Potential
- Station Access Point and University Avenue Crossing
- East - West Bike / Pedestrian Crossing

This *Mobility Enhancement Area* diagram illustrates the current and future hub of movement patterns within the Hamline Station Area. The area represents the confluence of different activities and movement in the immediate vicinity of the Station Area, and thus requires additional consideration for the safety, convenience and amenity of the pedestrians moving daily through this future multi-modal hub. Within the Mobility Enhancement Area, the Station Transfer Zone is identified, where opportunities exist to use enhanced streetscape treatments, increased wayfinding and signage for pedestrians and cyclists, and integrated streetscaping.

Key Ideas

- Incorporating on-street parking along new streets within the Midway shopping district
- Incorporating urban streetscape standards within any redevelopment of vacant or underutilized sites
- Providing enhanced pedestrian and bicycle crossings on Hamline Avenue at Charles Avenue and the Fuller Avenue alignment