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| **logo** |  | **Plans for Bryn Mawr light-rail**  **stations** |

The consultants and public agencies, involved in Southwest LRT station area planning, held public open houses to present preliminary plans for the five Minneapolis stations, including ones at Penn Ave. and Van White Parkway in Bryn Mawr.  
  
The station area planning effort, which was scheduled to be finished by the end of 2010, was intended to provide:

* Conceptual designs for each station (platform, sidewalks, drop off, etc).
* A detailed land use plan for a half-mile radius around each station.
* An implementation plan for each station area.

The consultants, AECOM, presented materials at an August 24, 2010 meeting with representatives of affected neighborhoods that suggested these preliminary ideas for the Bryn Mawr stations:  
  
**Van White**

* Envisions a grade-level station with a single platform between two LRT tracks.
* An adjacent plaza that could include retail and commercial space.
* Assumes completion of Van White Parkway connecting Dunwoody Blvd. to the Heritage Park development. Station would be immediately west of the parkway.
* Assumes that market conditions will not allow development of the Linden Yards "banana parcel" to the same density that is envisioned in the 2006 [Bassett Creek Valley Master Plan](http://r20.rs6.net/tn.jsp?llr=y4yof5bab&et=1103671650872&s=796&e=001VLs4GZ-zIHaarJGLaL98nhOB5IrXOqknLLPC1WlxPZHPOm97Y2_5kc285NnEhovkucYnqZsRiF525wPb_mdqf0plEZwEQo1pTjHojiZ5mTr7hJBaBNLkD9HCQMsiPjyN_1wiBhw_78rmFRPVZDKeM9C--22pDugW) in the near term.
* Includes significant surface parking.
* Allows for construction of a commuter rail train storage yard in the eastern part of the "banana parcel," possibly with a parking structure or additional development above it in the future.
* Additional information on the Van White station, including a rough site plan, is on the Southwest Transitway website: [http://www.southwesttransitway.org/technical-documents/doc\_download/254-van-white-station-graphics-a-meeting-notes.html](http://r20.rs6.net/tn.jsp?llr=y4yof5bab&et=1103671650872&s=796&e=001VLs4GZ-zIHZ4tzSnOl9D2T9Fo0O6bXytusfYPrRejn-yfFYFZRH5Z2CVCWRrltogrb_Hf6c3voQ2emYY3sMisyL9-8iRn9vR_QLq4dYm2lXJ3HBUxUZfjrmYqMLUtm3TU7zeGo2c7YUOW1y54c3y5QsRHGLKBsGLtkwyW4dWUZbLuaSUxzPKleq7_IyPe2uFoPid2V4JpDmyap5oEMjoxZy_U8iLnjABTJwS85YXc-PXVQdQVJAKwQ==)

**Penn Avenue**

* Envisions a grade-level, single-platform station between two LRT tracks slightly east of the juncture of the Cedar Lake and Kenilworth trails.
* A station entrance area would be created at the end of Penn Ave., south of I-394. This area could include a passenger drop-off area and bus transfer point.
* The city has come out against park-and-ride lots at the neighborhood stations, so one is not in the plans at present.
* An approximately 420-foot covered and heated walkway would be built from the entrance area at the top of the bluff, over the BNSF freight track. (By comparison, the pedestrian bridge between Loring Park and the Sculpture Garden is 380 feet). The walkway would be at least 25 feet off the ground based on federal freight rail clearance requirements. An elevator/stair shaft at the end of the skyway would allow passengers to reach the LRT platform. The cost of the Penn Ave. access infrastructure is estimated to be $6 to $8 million.
* Passengers could also access the station platform from the Cedar Lake trail.
* One concept for station entrance area shows a small mixed-use development, including retail, roughly in the area of the former Palm Brothers and current Joffe parcels. This was described as an option if market conditions prove favorable but planning documents refer to "difficult tenanting."
* The plans do not address land use changes to other commercial areas within the half-mile area within the scope of station planning.
* Additional information on Penn Avenue station, including a rough site plan, is  on the Southwest Transitway website: [http://www.southwesttransitway.org/technical-documents/doc\_download/255-penn-station-graphics-a-meeting-notes.html](http://r20.rs6.net/tn.jsp?llr=y4yof5bab&et=1103671650872&s=796&e=001VLs4GZ-zIHbQU16PFOkXO875r7EwIDnc5tp7gmCFkmW-NCsAlgA8ZV3Iri_JFZZbSB6_yyLSKYWUs4YMpKBMZIlOf9C8yMTqVNFzdGk4XJVWp9ohIujgGBIPsp_efP7JeWDKMJpwGnsyq_DjRAkkFfD7JvuPqbvzzmq3pA406XvlmQue4_eIp_i9mnm3YbUtjNfBz2KPZLNOr4VsV0guZbZKOudIsfHfLWLVAOt9Wd8=)

More information on the station area planning process is here: [http://www.southwesttransitway.org/station-area-planning.html](http://r20.rs6.net/tn.jsp?llr=y4yof5bab&et=1103671650872&s=796&e=001VLs4GZ-zIHa6mWBwfgxsNEIUx8C_LCFWndPAT8dhJU91bLsIbbGSsR_LgnrvqjdlqyH-Crxy6lxikk-LdfIIdXh9z-T4FfFCIAhYT4TPKuRLNFqPVctOyP__99w7hlr3cTu_v6PqRaWI9nqkpT-OM84__4nor-WH)