



Multimodal Transportation Center Project Update

March 2014

LSA Design, Inc.

Meeting Agenda

- Introductions
- Project Description
- UDC Planning Review Discussion
 - Schedule: March 11, 2014 Informal Presentation, April 8, 2014 Planning Commission/Public Hearing
 - Plans and Elevations
 - Lighting
 - Sustainability
 - Connectivity
- Project Images
- Project Schedule
- Q & A

Project Description

- **Multimodal Transportation Center**
 - New DTA Passenger Terminal
 - 9 Bus Loading Platforms (4 on Michigan and 5 inside Building, Plus 3 Layover)
 - DTA Staff Information Center
 - DTA Driver Facilities
 - 410 Parking Spaces
 - ATM Drive Thru Bank (on Second level)
 - New Police Sub-Station
- **TCE Renovation**
 - Conversion of existing Police Sub-Station to new Superior Street Skywalk Connection
 - Renovation and Enhancement of Current Retail Space
 - Removal of Existing Canopy and Installation of New Way Finding Signage on Superior
- **Skywalks**
 - Renovated NW Passage
 - Renovated Harbor Center Skywalk
 - Limited Renovation to Existing Wells Fargo Skywalk
 - New TCE Skywalk to Multimodal Center

Project Description

- Traffic and Circulation Improvements
 - Conversion to 2-Way Traffic on 3rd Ave West
 - Conversion to 2-Way Traffic on 2nd Ave West
 - New Traffic Signal at 3rd Ave West and Michigan Street
 - Michigan Street Reconstruction

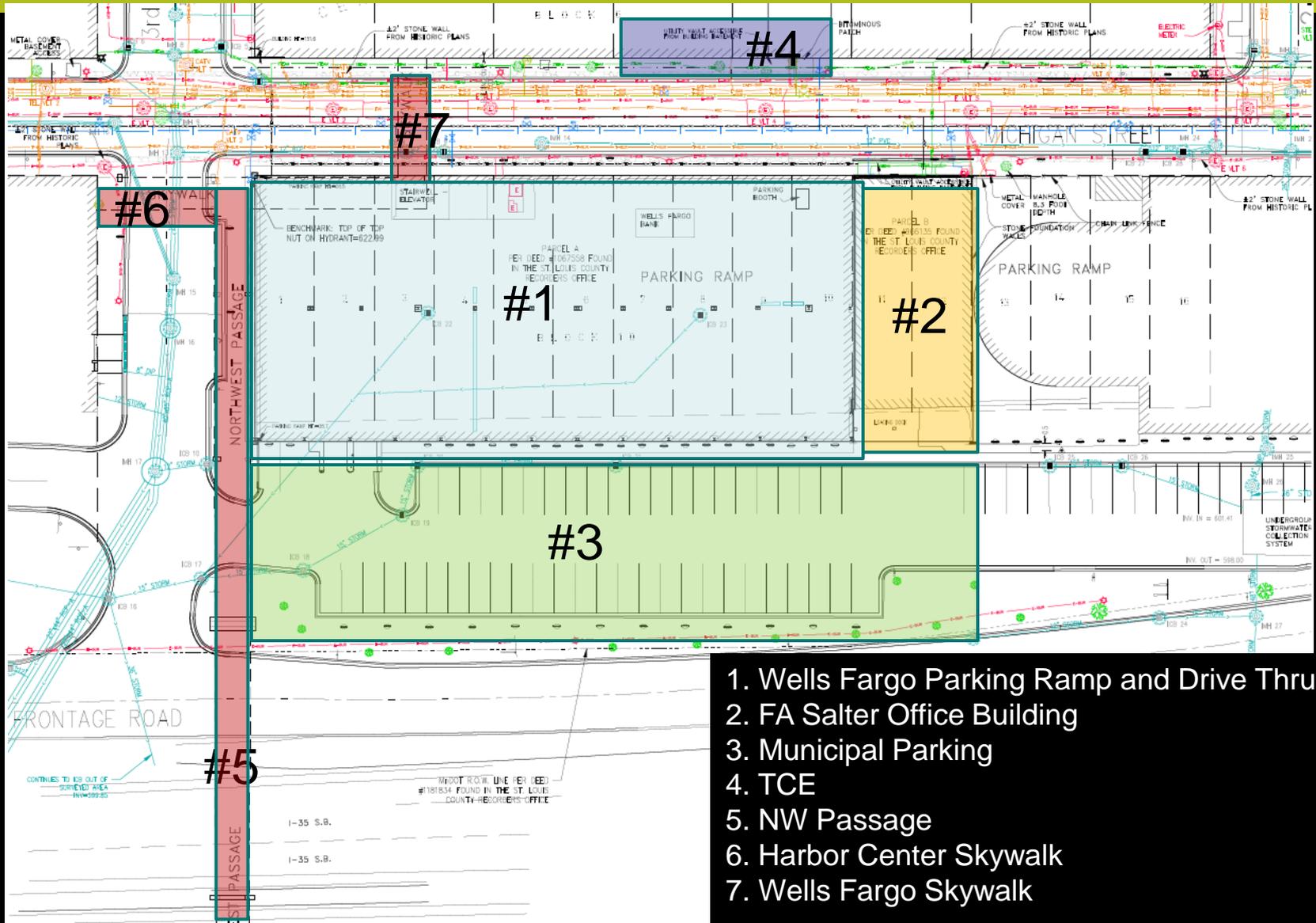
Project Variances Requests

1. Wells Fargo Skywalk Opacity:
 - a. Add a frosted Mylar film along west side of skywalk to deter loitering waiting for buses to arrive
 - b. Silhouettes still visible with natural light
2. Harbor Center Skywalk Glazing Percentage:
 - a. Structural and enclosure impacts and grade change to match new Multimodal Center reduced glazing to less than 50%
3. Lighting Limits at ROW on Michigan ST
 - a. State Engineering Standards require between 5 and 7 foot-candles of light at bus platform/passenger boarding areas which is significantly above UDC of 2.0 foot-candles.



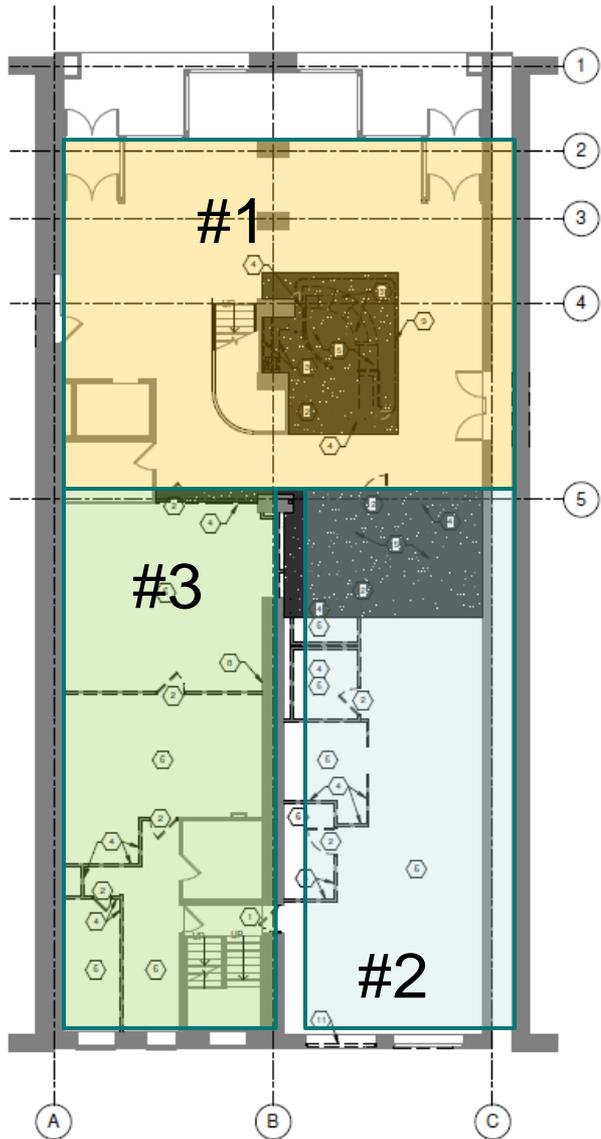
EXISTING CONDITIONS

Existing Conditions

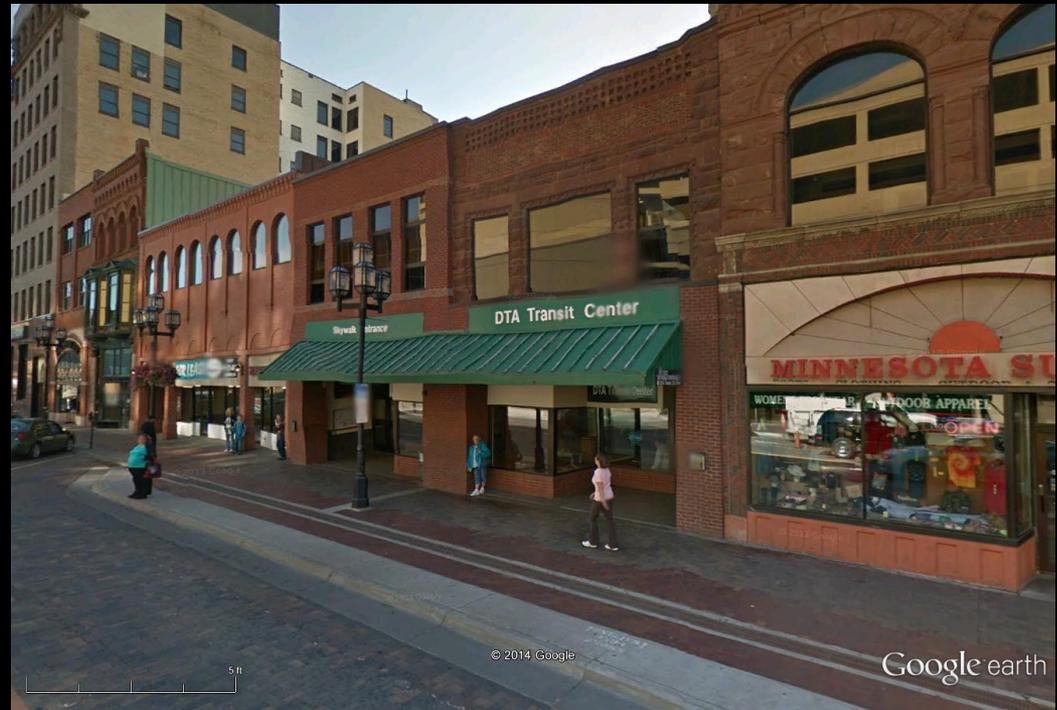


1. Wells Fargo Parking Ramp and Drive Thru Bank
2. FA Salter Office Building
3. Municipal Parking
4. TCE
5. NW Passage
6. Harbor Center Skywalk
7. Wells Fargo Skywalk

Existing Conditions - TCE



1. DTA Transit Center East
2. Police Sub-station
3. Vacant Retail Space



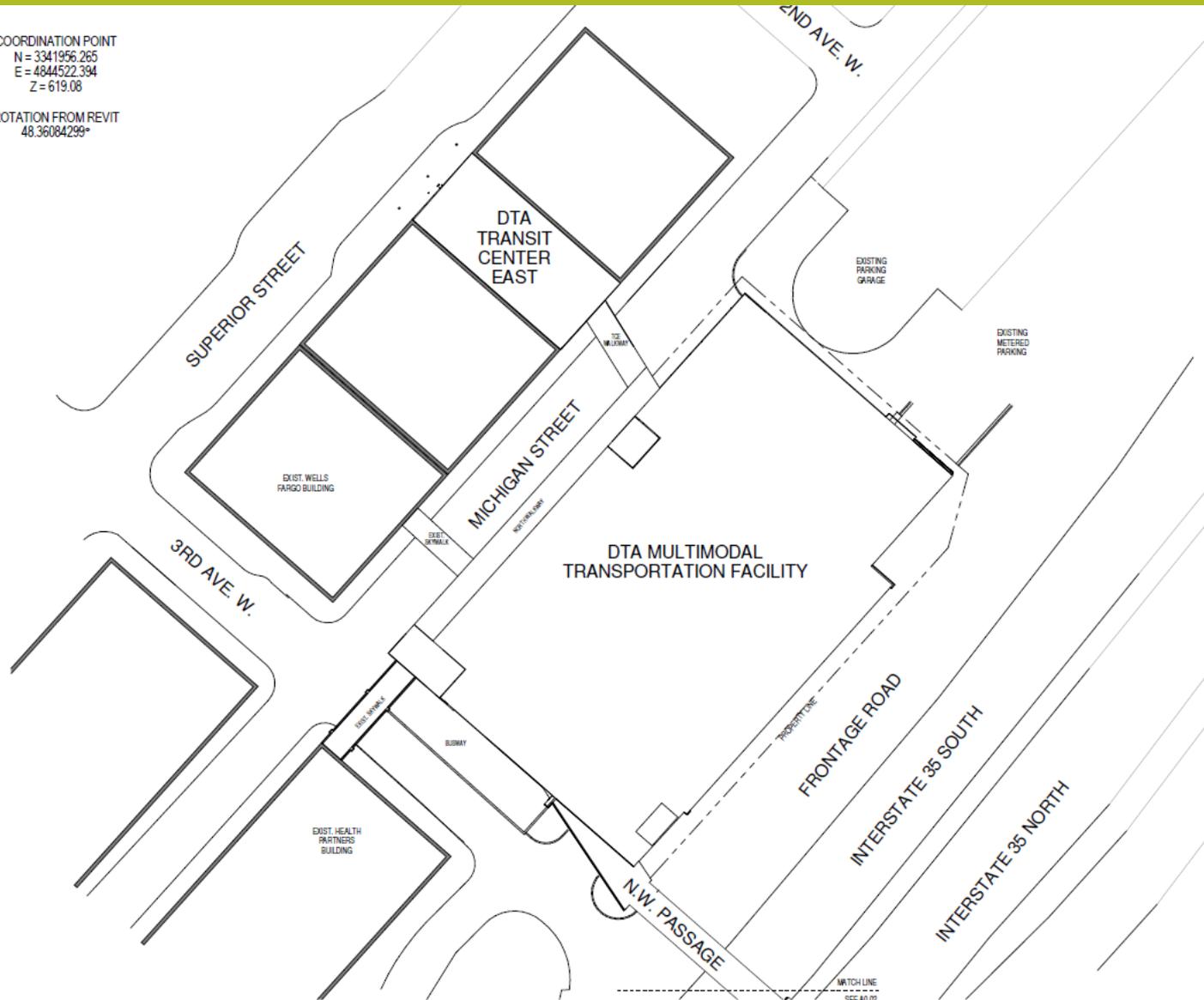


PROPOSED CONDITIONS

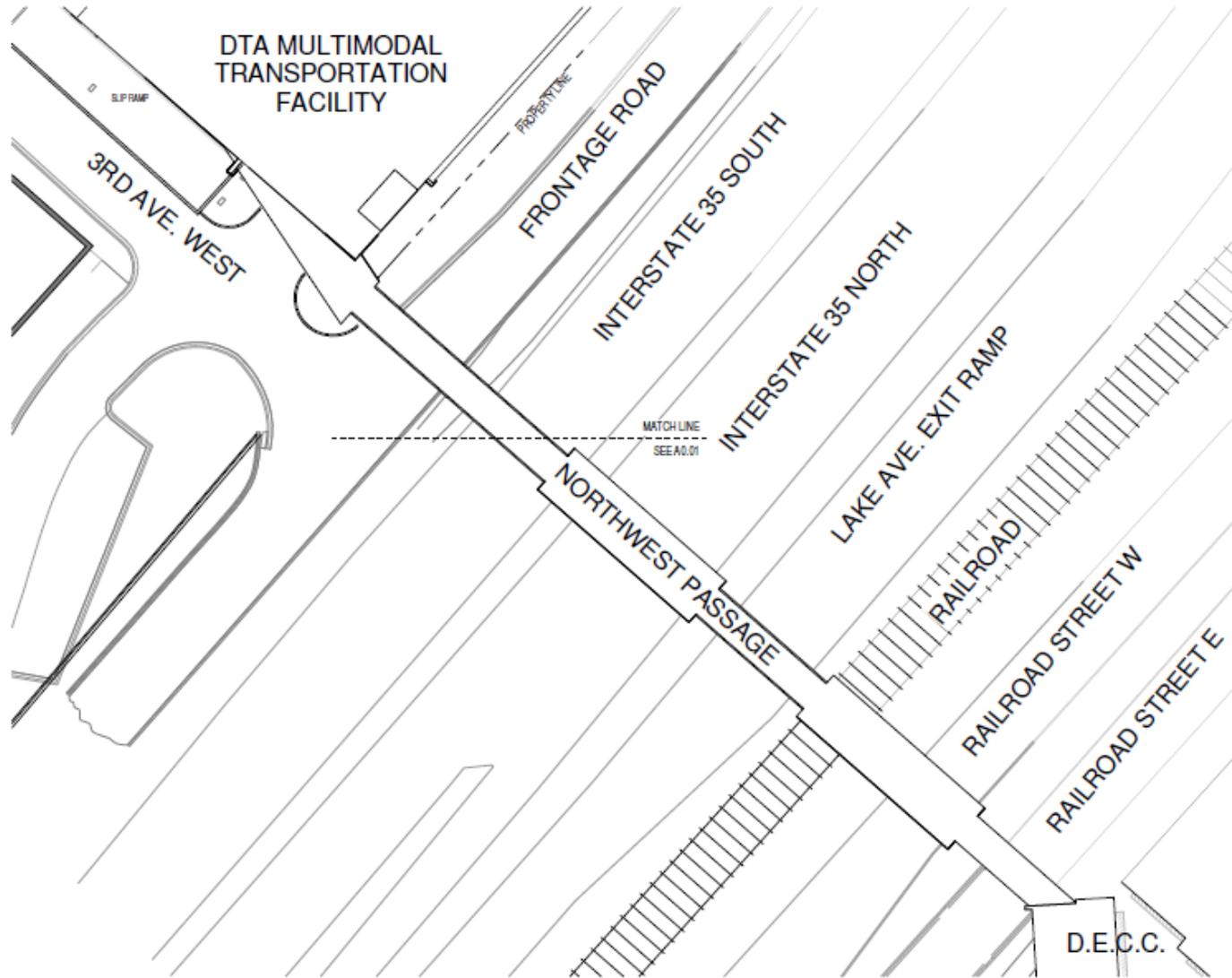
Overall Site Plan

COORDINATION POINT
N = 3341956.265
E = 4844522.394
Z = 619.08

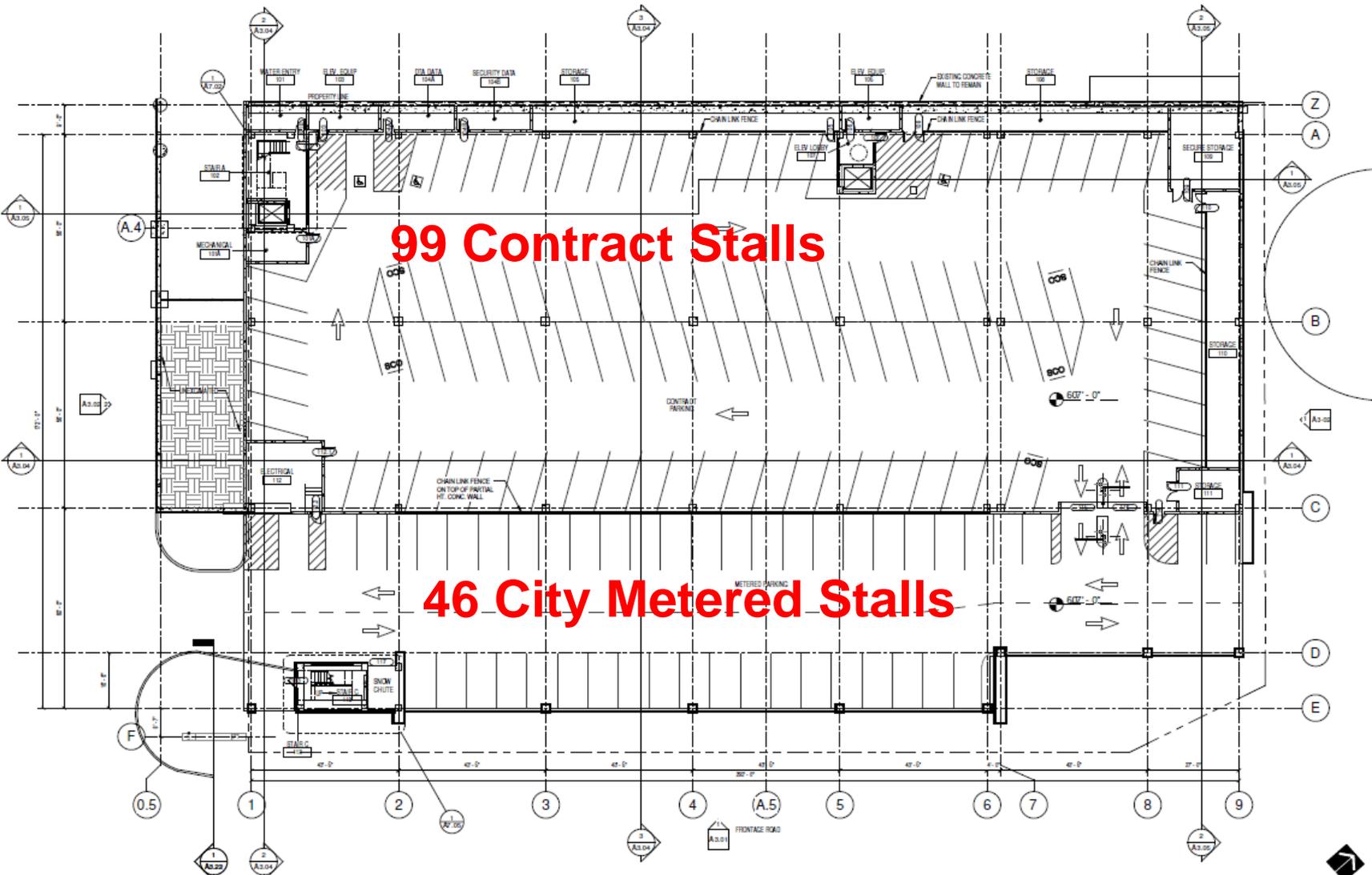
ROTATION FROM REVIT
48.36084299°



Northwest Passage Site Plan



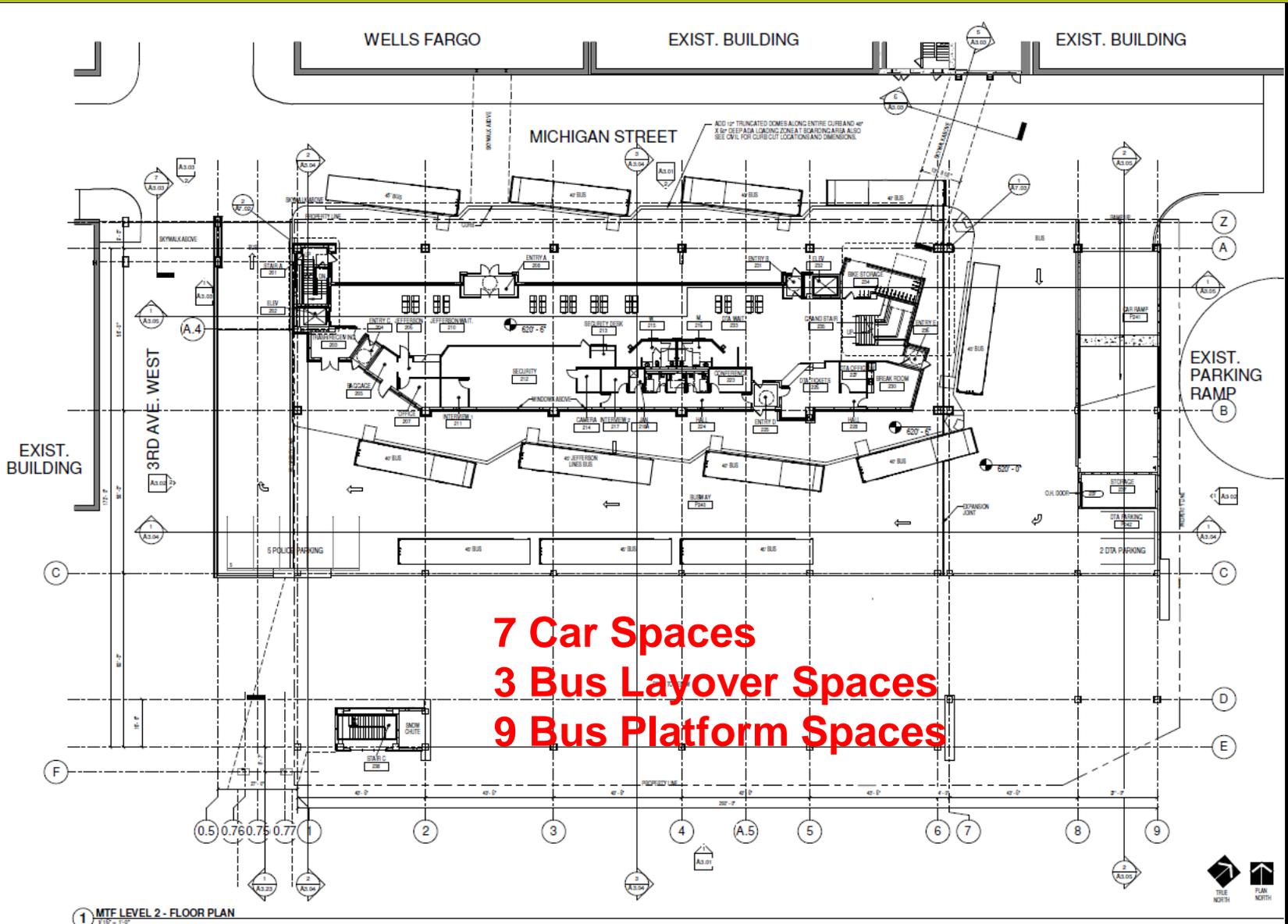
Lower Level



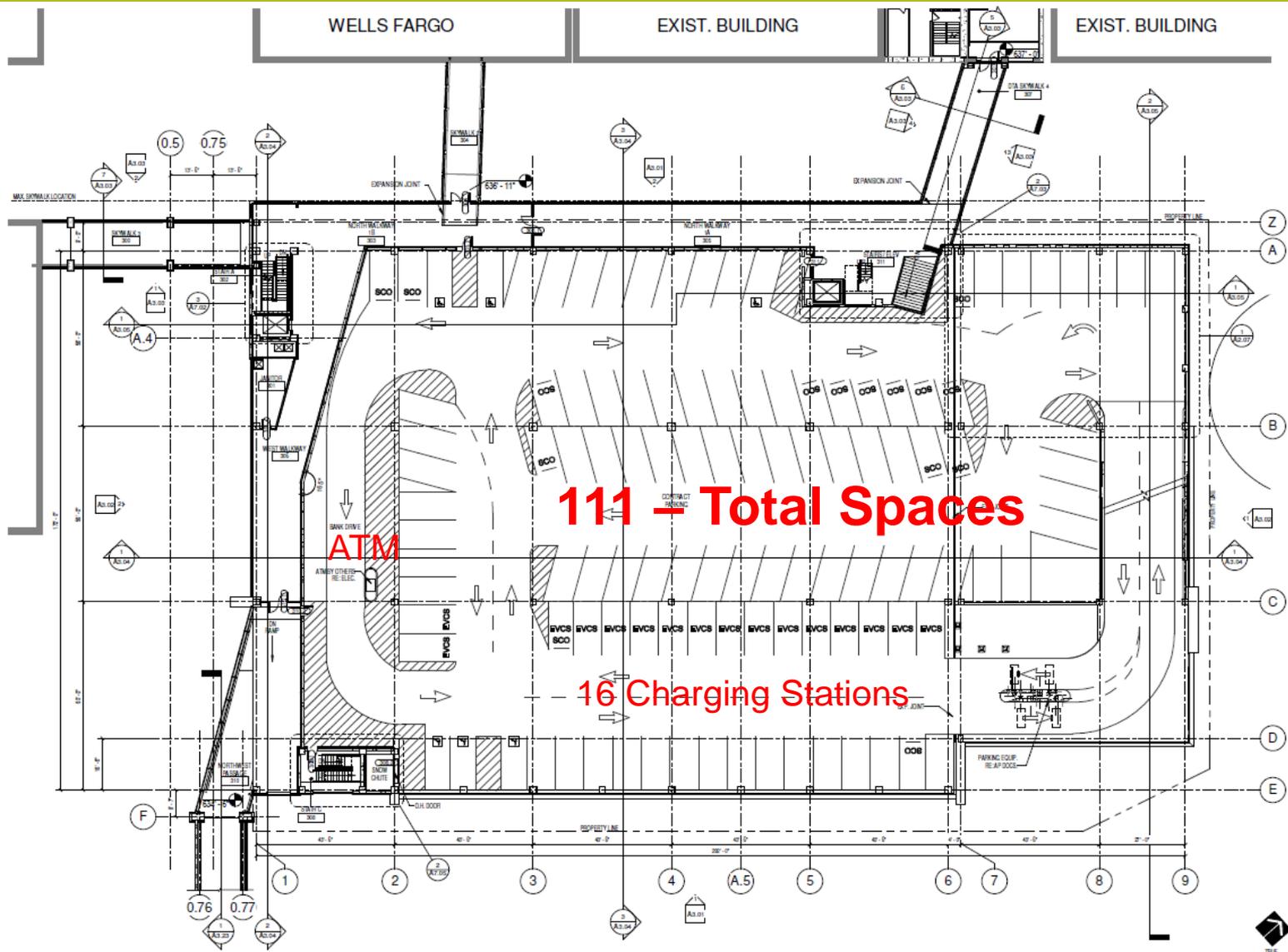
99 Contract Stalls

46 City Metered Stalls

Level 2



Level 3

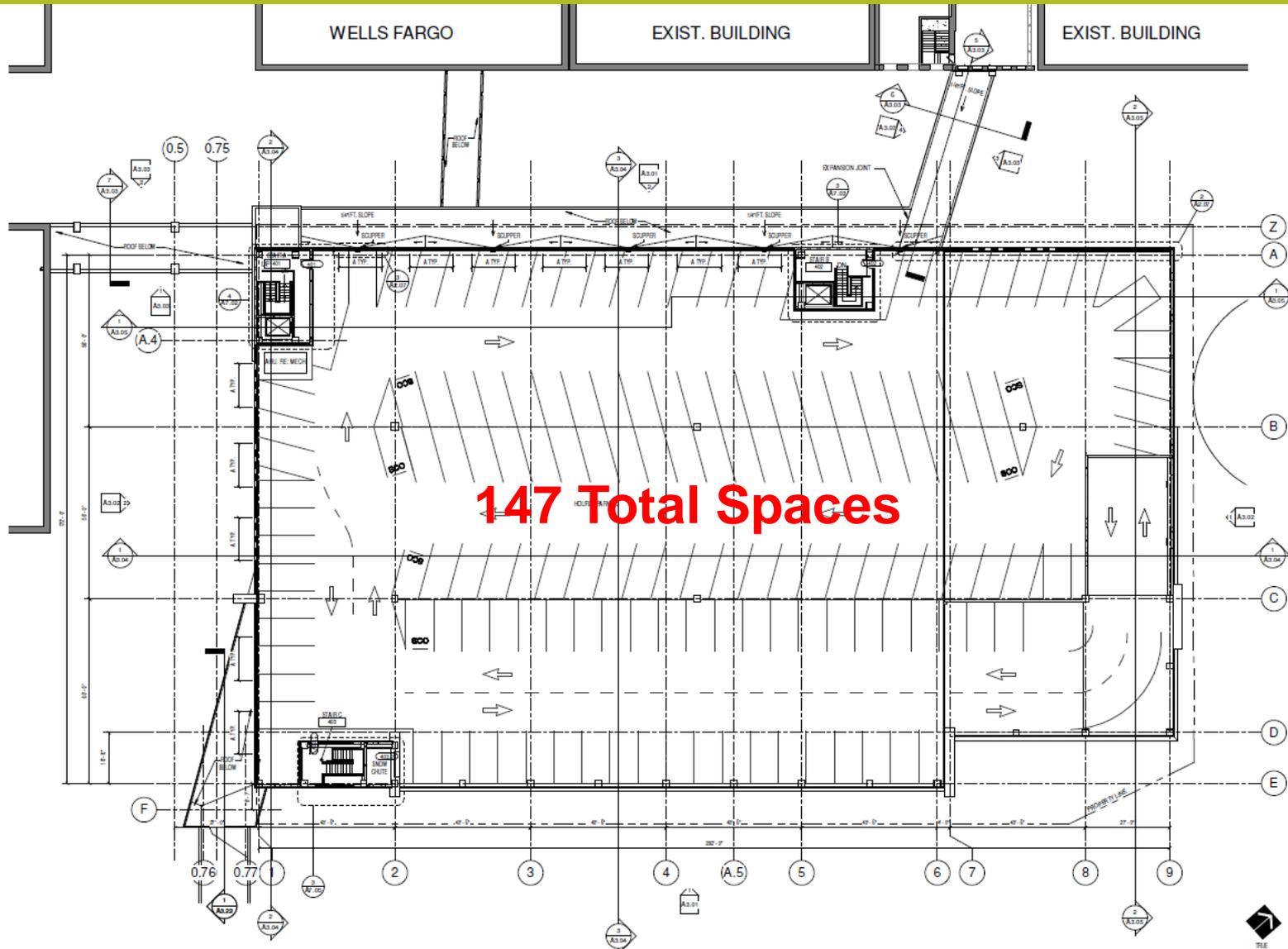


111 – Total Spaces

16 Charging Stations



Level 4



Parking Plan – Space Count

DESCRIPTION	STANDARD	SCO	ADA	TOTAL
LEVEL 4	141	6	0	147
LEVEL 3	90	15	6	111
LEVEL 2	7	0	0	7
LEVEL 1	132	10	3	145
TOTAL	270	31	9	410

Standard Space: 9'-0" x 17'

SCD Space: 8'-6" x 16'

Metered: 46 Spaces

Contract: 99 Spaces

Hourly/Public: 265 spaces

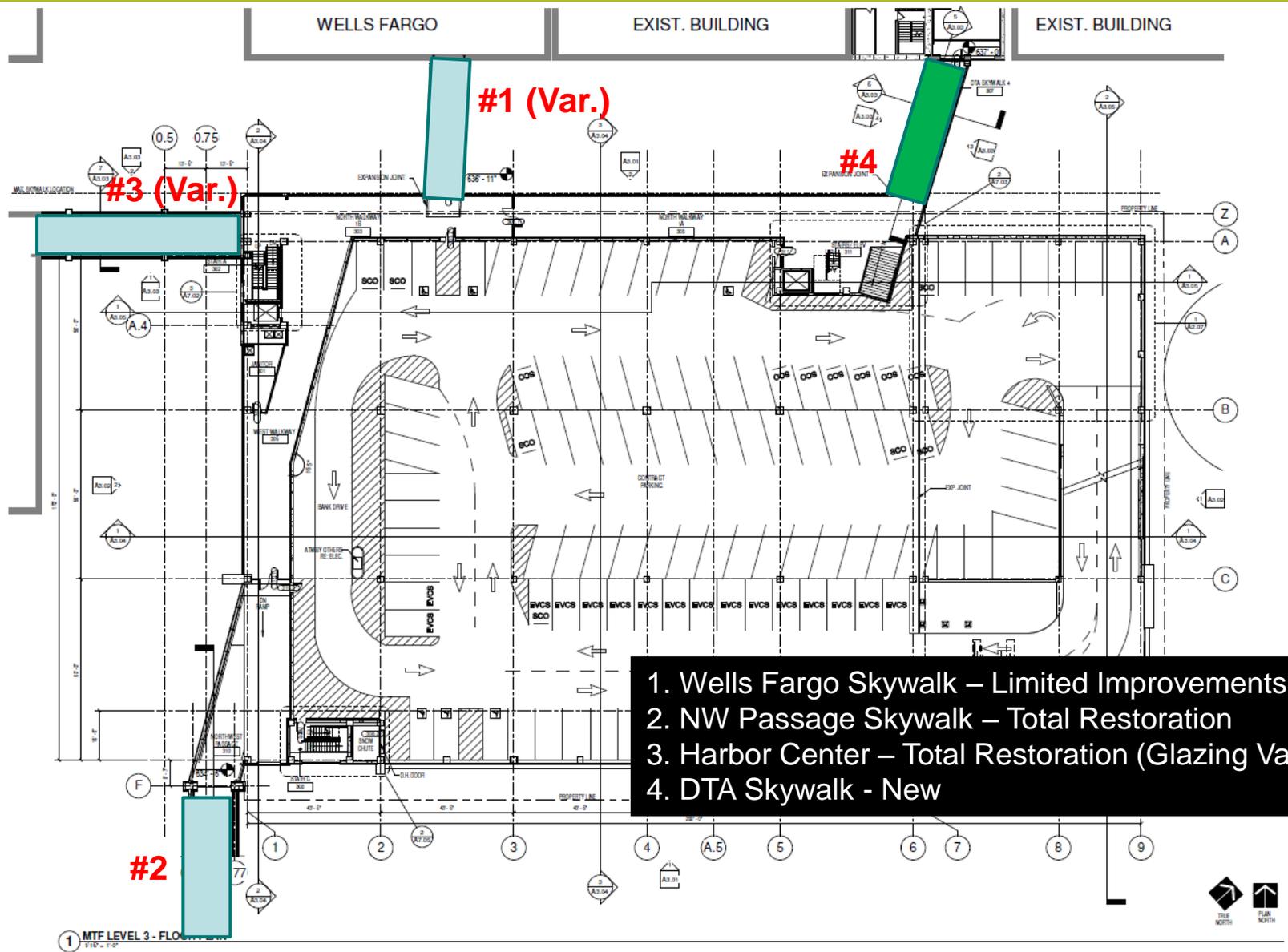
Michigan/3rd Ave W



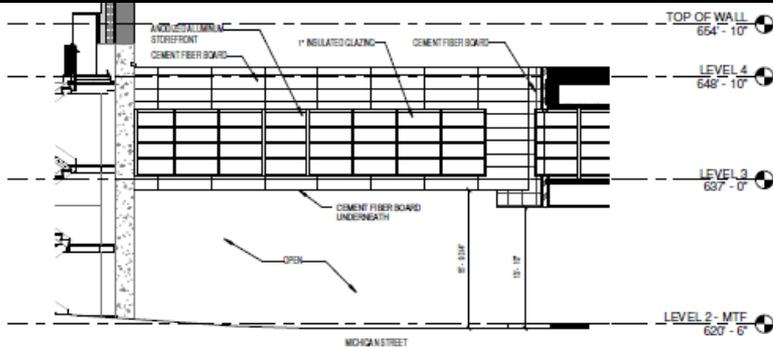
I-35 Image



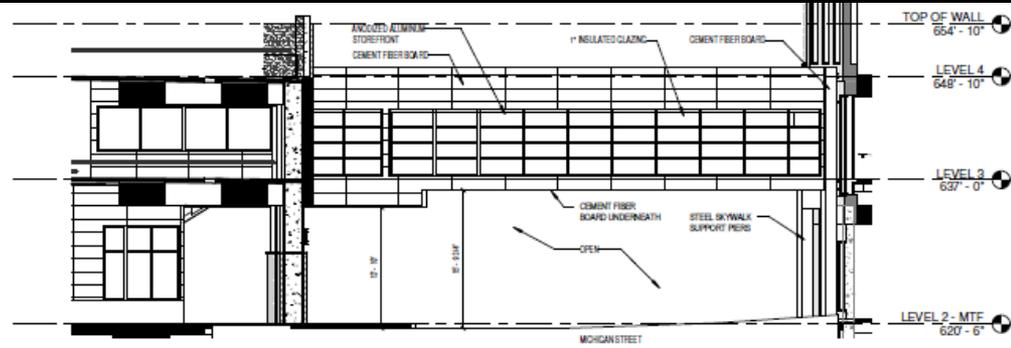
Skywalks



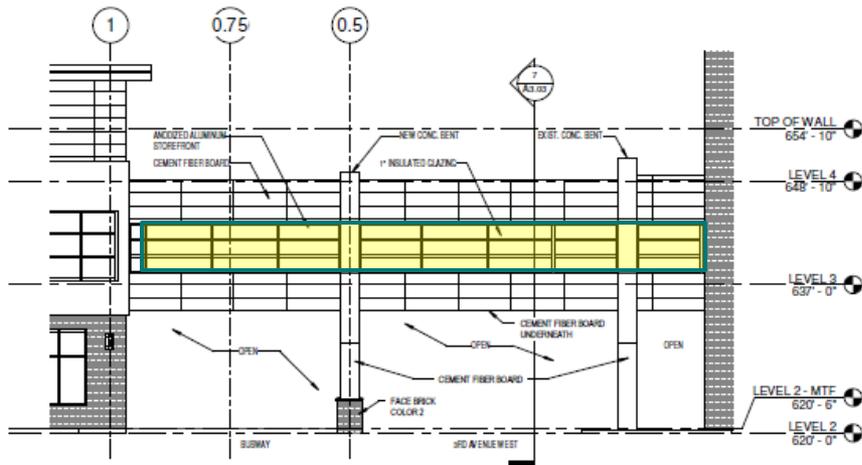
DTA and Harbor Center Skywalks



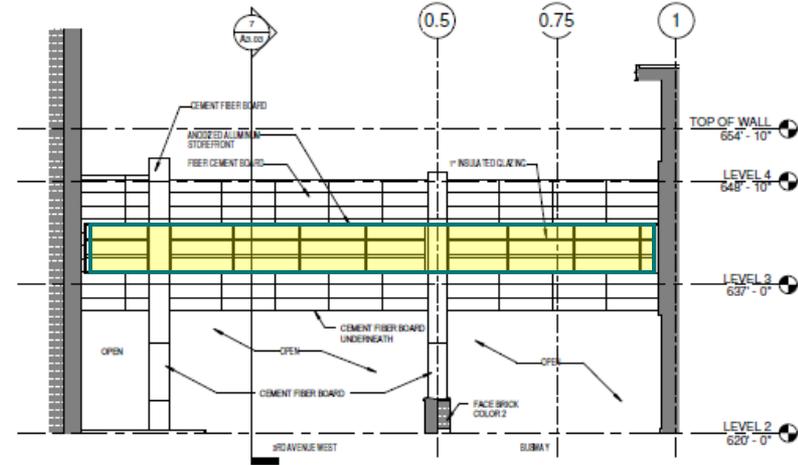
4 DTA SKYWALK 4 WEST ELEVATION
1/8" = 1'-0"



3 DTA SKYWALK 4 EAST ELEVATION
1/8" = 1'-0"



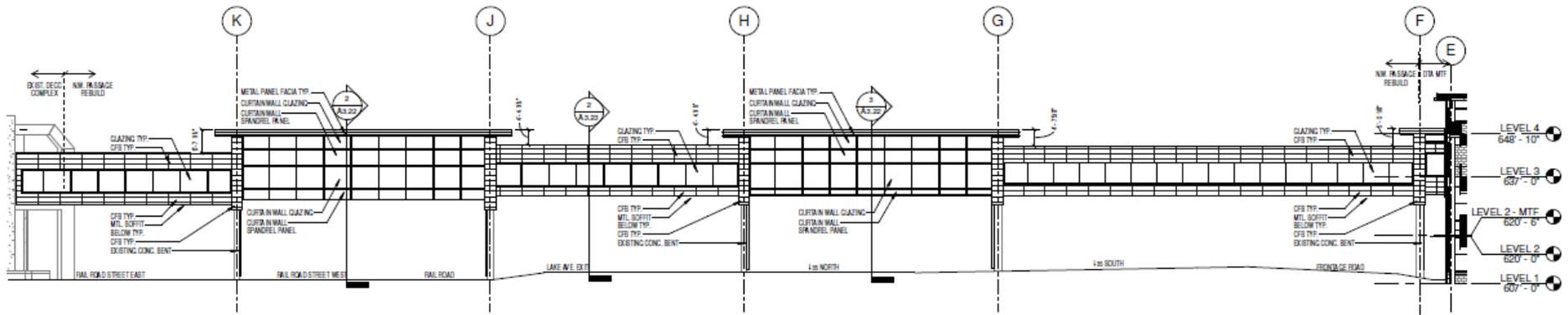
2 SKYWALK 3 NORTH ELEVATION
1/8" = 1'-0"



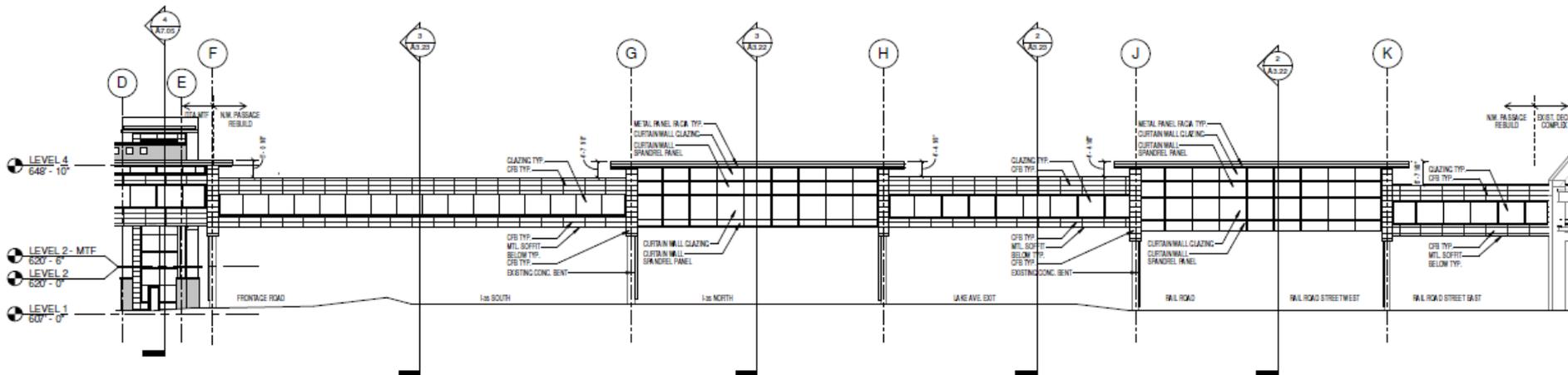
1 SKYWALK 3 SOUTH ELEVATION
1/8" = 1'-0"

New DTA Skywalk Meets Glazing Requirements
Harbor Center Renovation will NOT meet Glazing Requirements – will need Variance

NW Passage & Signage Opportunity



2 NORTHWEST PASSAGE NORTH ELEVATION
11/17/17



1 NORTHWEST PASSAGE SOUTH ELEVATION
11/17/17

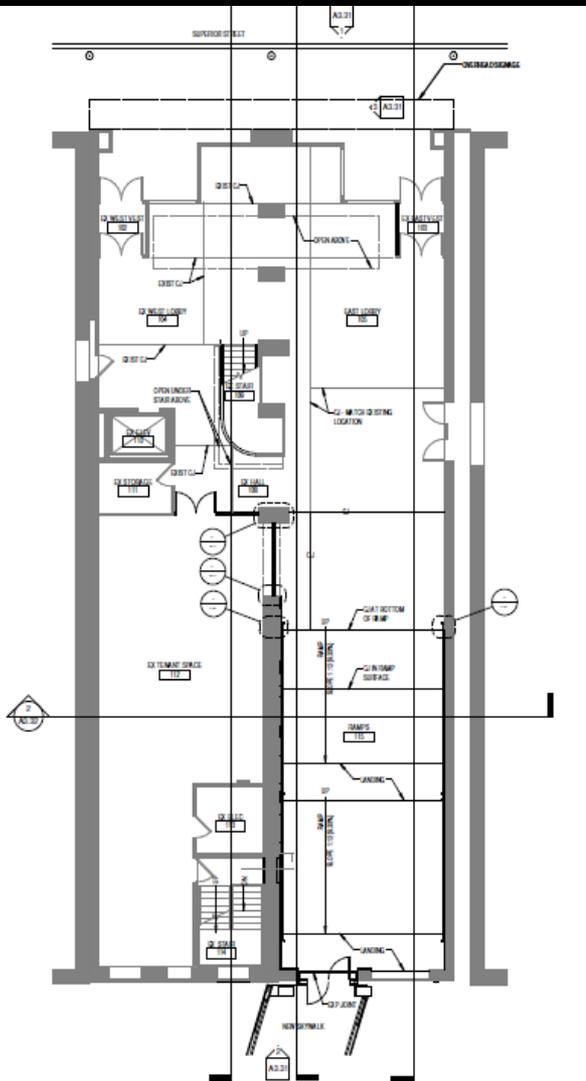
Meets Glazing Requirement & East/West Solar Gain

Images – NW Passage

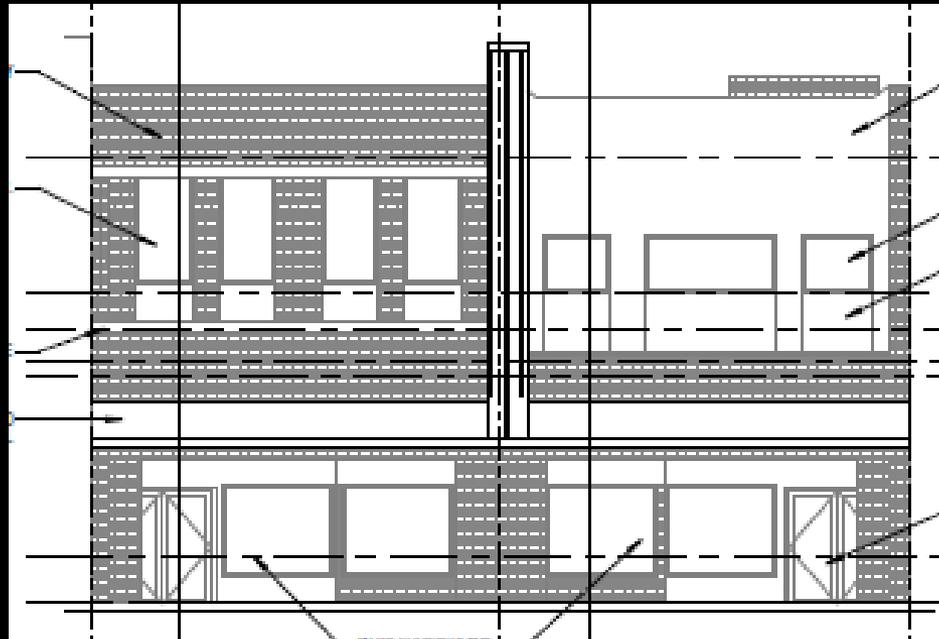
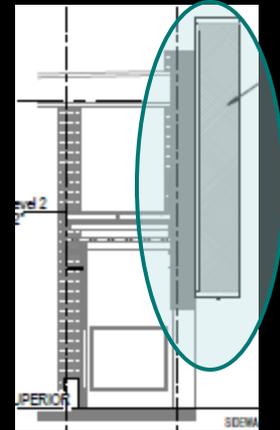


TCE Floor Plan & Signage

- New NW Passage Connection
- Removal of Existing Green Awning
- Verify new sign design standard as wayfinding for NW Passage and new Multimodal Center



1 LEVEL 2 SUPERIOR - FLOOR PLAN





SUSTAINABILITY

UDC Sustainability Requirements

DTA Multimodal Transportation Center is meeting the requirements of UDC – SUSTAINABILITY as follows:

1. Development of a site that is contaminated – 1.5 points
2. Meeting ASHRAE Standards for HVAC and Lighting – 1.5 points
3. Over 20% of construction materials within 250 miles – 1.5 points
4. Minimum of 1% Hybrid Parking Stalls - .25 Points



LIGHTING

Lighting

City UDC Standards

Table 50-31-1: Minimum and Maximum Illumination Values (in Footcandles)

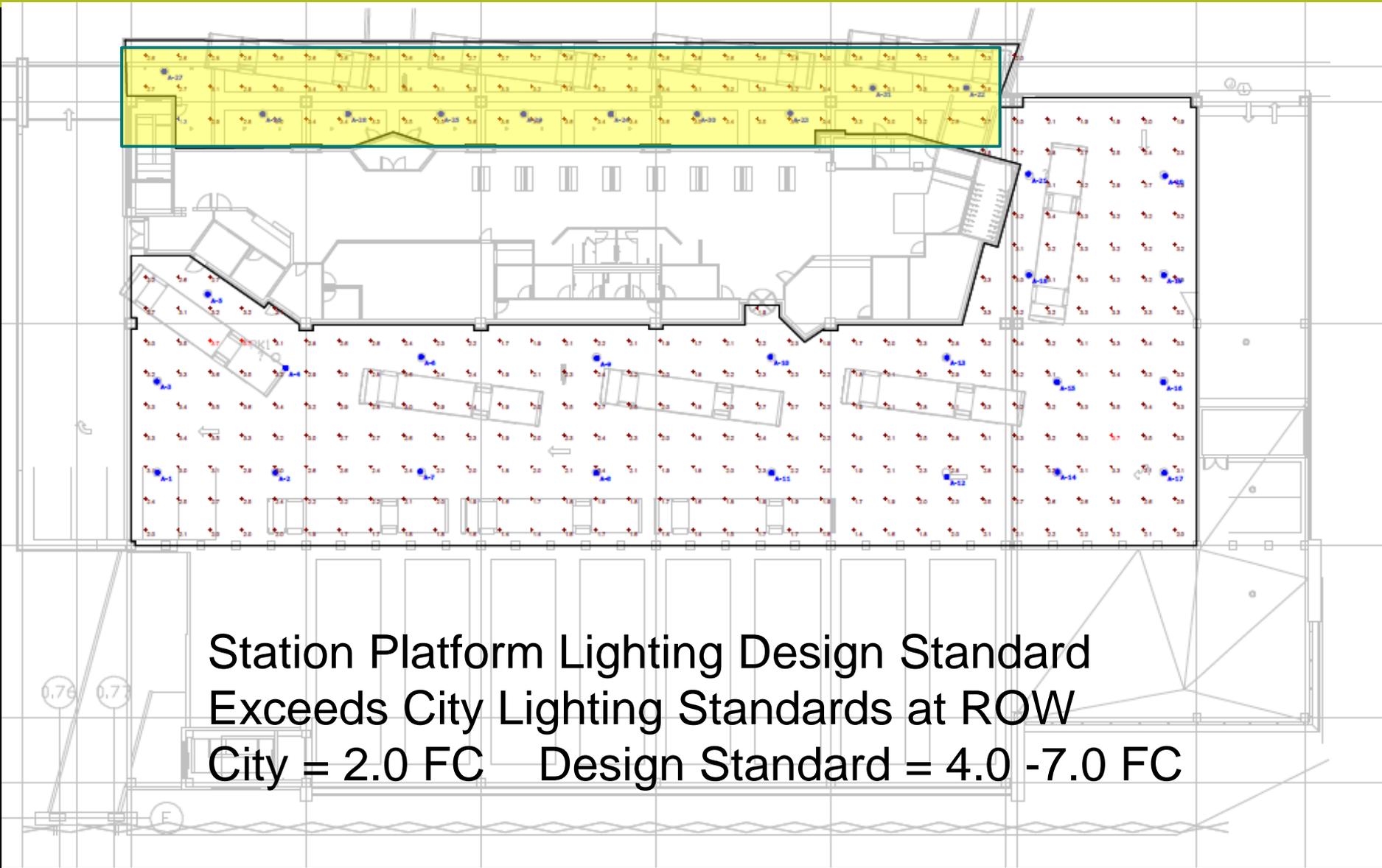
Use	Maximum Illumination On Property	Maximum Illumination at Property Line (Excluding Rights-of-Way)	Maximum Illumination at Right-of-Way	Maximum / Minimum Ratio In An Illuminated Area
Residential Uses and Agricultural and Animal Related Uses	5	.5	1.0	10:1
All Other Uses	10	1.0	2.0	15:1

Platform Design Standards* per MnDOT and Met Council 2006

Location	Minimum Average or Minimum Maintained	Foot-candles (fc)
Platform includes fare vending area	Average	4.0
Edge of platform	Minimum	2.0
Enclosed shelter	Average	7.0
Stairs, ramps and elevators	Average	15.0
Toilet, washrooms, depot buildings (not used)	Average	30.0
Parking area and pedestrian walkways	Average	2.0
Underground passage	Average	20.0 ⁽¹⁾
Elevator machine room	Average	20.0
Entrance and exit roads	Average	3.0
Passenger bus loading zones	Average	7.0
Outdoor plazas, bicycle stands	Average	5.0

- (1) Original value of 30 fc was excessive. According to the IEC guidelines, the recommended average maintained illuminance for pedestrian tunnels is 4.3 fc. By reducing the value to 20 fc, the public is provided with safe levels of lighting.
- (2) ASHRAE 2004 has a new exterior lighting section which includes specific lighting power limits for a variety of exterior applications. Illumination levels may require adjustment upon review of the new standard. The State of Minnesota has not adopted said standard as of present.

Lighting – Level 1 (will need Variance)



Station Platform Lighting Design Standard
Exceeds City Lighting Standards at ROW
City = 2.0 FC Design Standard = 4.0 -7.0 FC

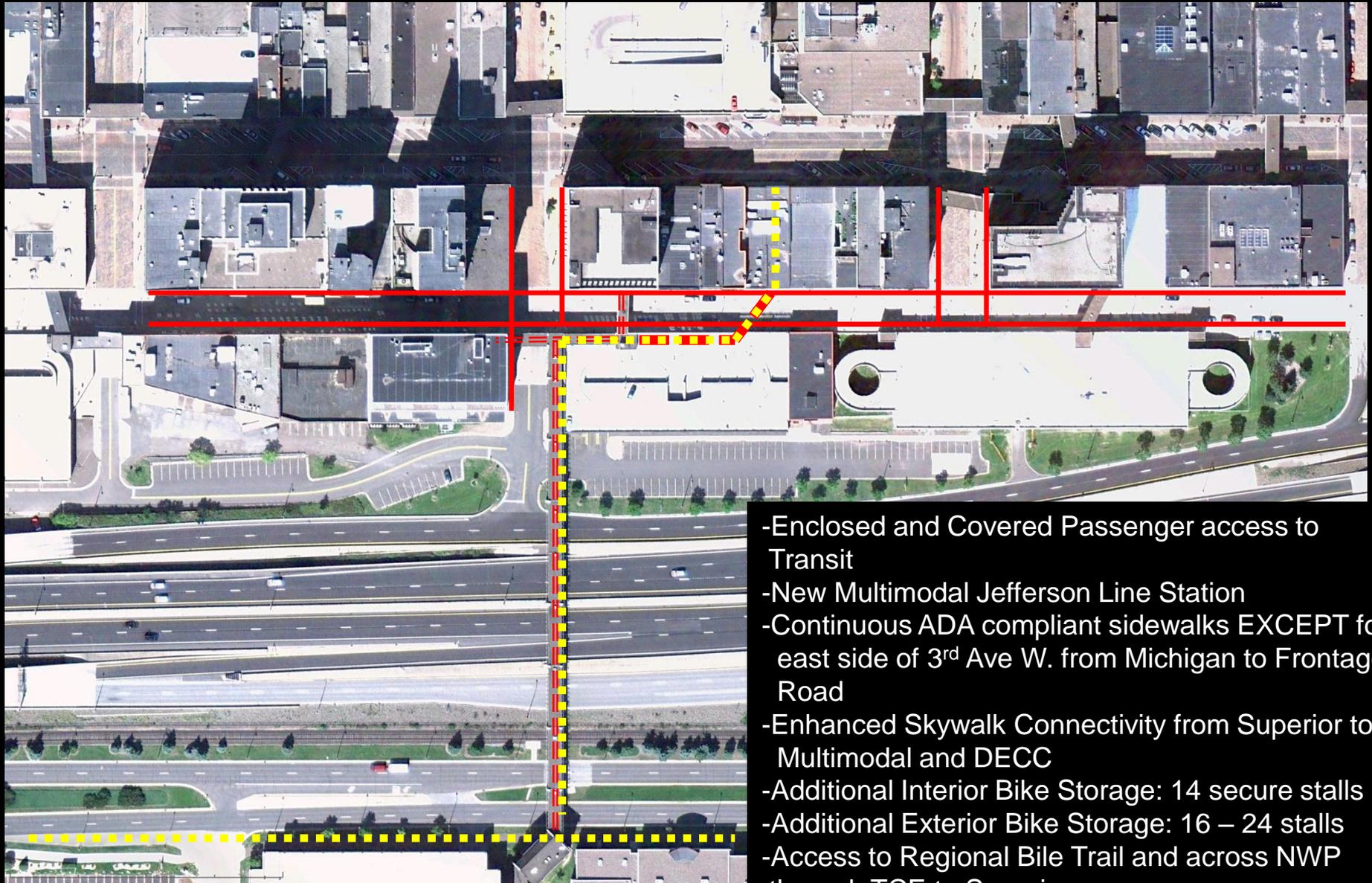


CONNECTIVITY

Connectivity – Bus Routes

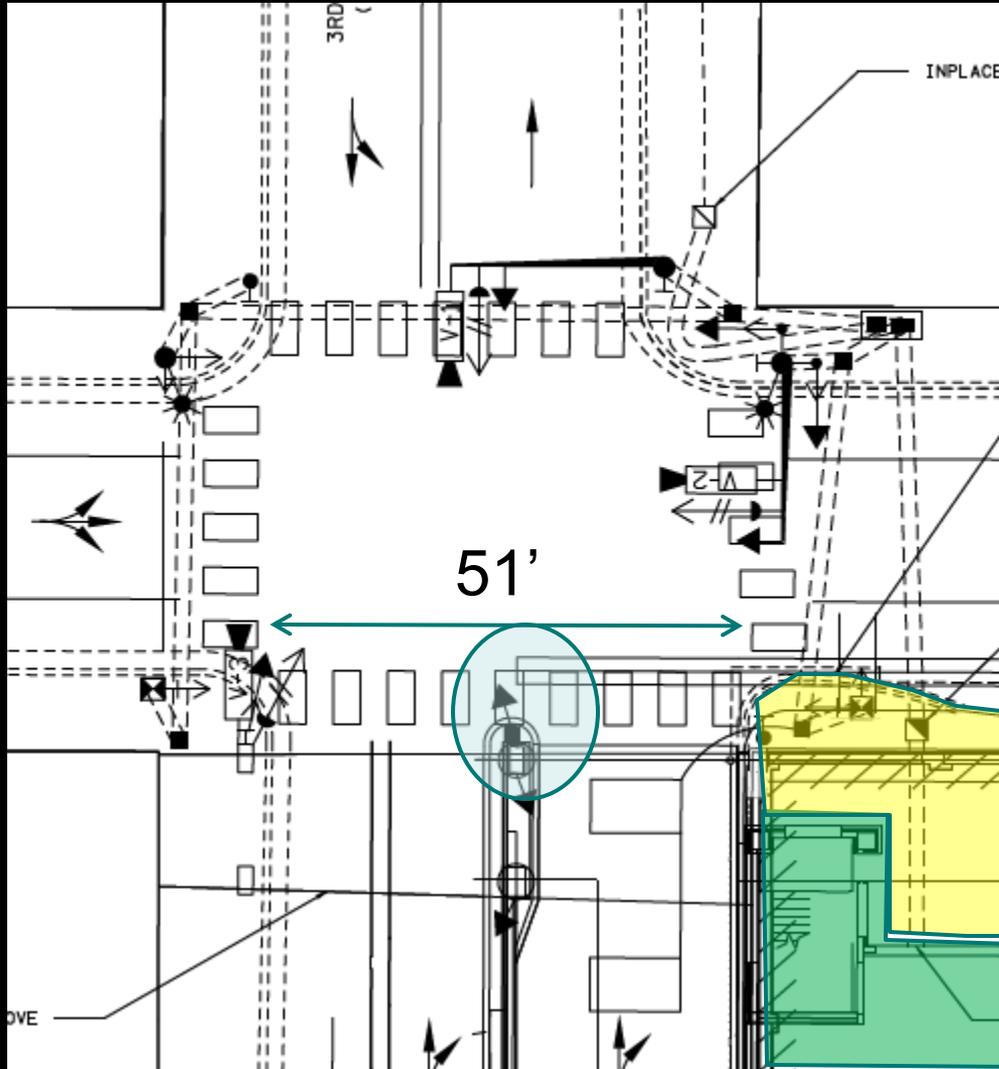


Connectivity – Pedestrian and Bicycle

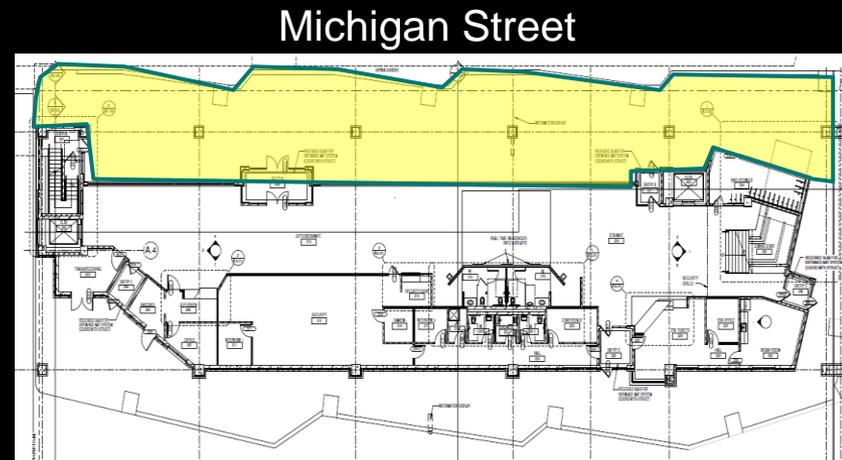


- Enclosed and Covered Passenger access to Transit
- New Multimodal Jefferson Line Station
- Continuous ADA compliant sidewalks EXCEPT for east side of 3rd Ave W. from Michigan to Frontage Road
- Enhanced Skywalk Connectivity from Superior to Multimodal and DECC
- Additional Interior Bike Storage: 14 secure stalls
- Additional Exterior Bike Storage: 16 – 24 stalls
- Access to Regional Bile Trail and across NWP

Connectivity – Pedestrians at Michigan/3rd



- Four-way Pedestrian Circulation and Controls
- Ped Ramp & Landings at all corners
- Reviewed Safe Harbor option with SRF and they feel the pedestrian signal timing length is sufficient to allow for safe pedestrian passage.
 - Typical Superior St. width is 65' and Lake Ave is 95'
- -Intersection will include auditory and tactile pedestrian notifications.





INTERIOR IMAGES

Interior Images



Interior Images



Images – NW Passage



Project Schedule

- DTA Receives Final Preliminary Engineering Plans February 10, 2014
- DTA/City Planning Staff Review Meeting February 11, 2014
- City Council Actions February 24, 2014
- DTA Completes UDC Submittal March 4, 2014
- Informal Presentation to Planning Commission March 11, 2014
- DTA Receives GMP Proposal from Mortenson March 19, 2014
- Planning Commission/Public Hearing April 8, 2014
- City Council Action April 10, 2014
- Start Demolition/Construction Activities June 23, 2014
- NW Passage Closed June 22 – Sept 20, 2015
- Substantial Completion December 2015