

Franklin LRT Station Area Master Plan (August 2001)

Guiding Principles

- Parcels immediately adjacent to the station platform should contain uses that promote pedestrian activity and provide either destinations or origins for LRT and transit system patrons.
- The immediate station area should provide convenient access to the station platform, provide an attractive environment for pedestrians and transit system users, and promote personal safety.
- Development at the station areas should be compatible with the character of surrounding neighborhood, and should support the overall health of the community.
- Pedestrian paths between the station and major LRT patron origins and destinations within a 5-minute walk (1/4 mile) of the station should possess clear wayfinding to the station area, a comfortable and attractive walking environment to the station and promote personal safety.
- Bicycle routes within a 1/2 mile of the station should provide safe facilities for bicycle use and bicycle access should be considered when planning for development immediately adjacent to the station area.
- Clear, attractive and safe access should be provided between nearby bus stops and the station platform.
- Land uses within a 1/2 mile of the station should provide opportunities for higher density housing, high employment work places, and other high activity uses (schools, entertainment and retail) which maximize the benefits of the LRT system.
- Public infrastructure and land use immediately adjacent to station areas should be organized to take advantage of development opportunities immediately adjacent to the station.
- The urban form of development near station area should promote a high quality environment that provides an attractive pedestrian environment, facilitates bus, vehicle and bicycle traffic and promotes community values.

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Commercial Development Standards

- A mix of commercial uses, including retail, office and service uses should be located at street-level within the station areas. Large blocks of single-use or same-type uses should be avoided to provide a diversity of destinations that will attract pedestrian traffic throughout the day.
- Retail, small office and service businesses should be oriented toward streets, plazas, and parks along primary pedestrian routes to the stations. Secondary and service entrances and parking areas should be located behind.
- In cases where residential is incorporated with commercial uses, clear distinction must be made between commercial and residential building entries to ensure safety, and designated residential parking should be segregated from commercial use.
- Buildings along secondary pedestrian routes and those that are served by large parking lots typical of sites along Minnehaha Avenue and Cedar Avenue south of I-94 should also orient to the street. In these locations, buildings should present entrance doorways, visually permeable facades, and signage to the street.
- Entrances from parking areas may be emphasized but will not preclude street-facing doorways. Where space is tight, parking may occur beside commercial buildings. Any parking area immediately adjacent to a public sidewalk shall be screened with non-bermed landscape planting or decorative fencing.
- Setbacks for new commercial buildings should provide for adequate pedestrian circulation space.
- The scale of new buildings should relate vertically and horizontally with adjacent buildings and other neighborhood structures. Generally two- and three-story commercial structures will be appropriate; however, topography suggests additional height can be supported at the sites immediately adjacent to the Franklin Avenue station. Human scale in material and detail should be incorporated to provide visual interest and a sense of safety.
- Varied architectural elements including pedestrian height windows, articulated surfaces, entry porticos, exterior lighting, pedestrian-oriented signage, and amenities such as awnings, or attached planters are encouraged.

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Residential Development Standards

- A variety of residential housing types are encouraged within the TOD area including multi-story residential buildings, urban townhouses, and live-work facilities.
- As with commercial buildings within the TOD area, primary residential entrances should be located at ground level and oriented to and visible from the street. Residences occurring above may be accessed from the rear of mixed-use buildings. Secondary and upper level entrances may orient to block interiors and alleys.
- Residential buildings on redeveloped sites should relate to adjacent setback distances. Garages located behind residential homes are encouraged and alley access is preferred where possible. Front-facing garage facades should occur not less than eight feet behind the face of residential buildings.
- Use of parking ramps and below-grade garages to serve residential buildings is encouraged and should be located at the rear of residential properties. Parking ramps and surface parking lots must be screened from view from the street. Where garages are sited below residences, front entry doors to the residence shall not be greater than four feet above finished grade.
- Building scale and materials should be varied and relate to existing residential character. Porches, landscaping and decorative fencing are encouraged.