Joint Work Session
Hopkins & Minnetonka City Councils

September 21, 2015
6 pm - Light dinner provided
6:30 pm - Meeting starts
Meeting Location – Minnetonka Community Center
14600 Minnetonka Blvd, Minnetonka MN
Dinner & Meeting—Community Room

1. Call to order – Mayor Maxwell
2. Introductions/Purpose of Meeting – Mayor Schneider
3. Shady Oak Road Update – Nate and Will
4. Update regarding the SWLRT project – Mayor Schneider
5. Recap of Shady Oak Station Study – Meg and Elise
7. Q & A
8. Small Group Discussion
9. Report Back – Consultant
10. Plaza update – Consultant
11. Next Steps – Kersten and Julie
   • Zoning Code
   • Phasing
   • Future schedule
   • Estimated completion
Brief Description: Shady Oak Road and Shady Oak LRT Station Area update

Background

The city councils of Minnetonka and Hopkins last met on January 27, 2015, for an update on the Shady Oak Road project and to begin formulation of a development strategy for Shady Oak Station on the Southwest LRT line. Minutes from this meeting can be found on pages A1-A5. This study session is a follow up to that discussion providing updates on both projects.

Shady Oak Road update

Construction is still underway along the entirety of the Shady Oak Road project corridor. The contractor has been granted an extension from the original project deadline by Hennepin County and the project is currently scheduled to be completed this fall with the exception of landscaping.

Excelsior Boulevard to Mainstreet

Work along the northbound lanes and adjacent boulevard between Excelsior Boulevard to south of Mainstreet has been substantially completed. Utility work across the roadway was completed earlier this summer and the contractor is currently working on reconstructing the southbound lanes along this stretch of roadway.

Mainstreet to Lake Street

Sewer and water main work has been completed between Mainstreet and Lake Street. Concrete curb and base course paving has been completed along the northbound and southbound lanes; however, the median curbing has not yet been completed. The multiuse trail on the east side of Shady Oak Road has been installed and the slope along the “Duck Pond” has been stabilized. The contractor has tentatively scheduled concrete sidewalk installation to begin on the east side of Shady Oak Road in September. Construction along Oak Drive Lane North and Oak Drive Lane South has been substantially completed.

Lake Street to Trunk Highway (TH) 7

Concrete curb and gutter and base course paving along the new alignment of Shady Oak Road from Lake Street to TH 7 has been completed. Construction along Lake
Street and the new cul-de-sac to the north will begin after traffic is shifted to the new alignment of Shady Oak Road. This work is tentatively scheduled to begin in October. The contractor has scheduled construction of the retaining wall along the west side of the Wyndam Hills neighborhood to be completed in the upcoming weeks.

North of Trunk Highway 7

Installation of the new traffic signals and power feeds have begun at TH 7 and work continues along the north shoulder. The contractor has tentatively scheduled paving of the right turn lane and shoulder to be completed in September. Work in the center median is scheduled to proceed after the turn lane and shoulder are completed to allow for traffic shifts as necessary on TH 7.

Construction activity north of TH 7 along Shady Oak Road continues. The contractor has tentatively scheduled installation of the remaining concrete retaining wall along the new alignment of the North Service Drive to begin in early September. It is anticipated the remaining retaining wall construction will take 6 to 8 weeks to complete. Once the retaining wall is completed, restoration of the roadway will proceed. The county has indicated Shady Oak Road will reopen in October.

Utility Burial

Private utility work continues throughout the corridor. Removal of overhead utility lines is tentatively scheduled to begin in late September. Prior to removal of the poles all utility lines must be buried and activated.

Hennepin County Community Works

The Hennepin County Community Works project to reconstruct the Hopkins VFW parking lot and construct a new parking lot for Syndicate Sales was bid earlier this summer; however, the bids received were rejected due to the extremely high prices for the work. The city of Hopkins is currently working on rebidding the Syndicate Sales parking lot portion this fall. The VFW parking work will be rebid later this year and is scheduled to be completed in the summer of 2016.

Landscaping

The cities of Minnetonka and Hopkins will partner to complete a landscaping project along Shady Oak Road after final completion of construction. Plans for the landscaping project will be developed and bid this winter. A neighborhood meeting will be held this fall/winter to take feedback from area residents on the proposed plan prior to bidding.
Shady Oak Station Area Development Strategy

Background

The cities of Hopkins and Minnetonka are working together on a joint development strategy for the Shady Oak Station area (as shown to the right). The station area development strategy builds upon previous planning efforts and formulates an articulated station area vision, zoning to support the vision, and an implementation strategy that can be approved by both cities. The development strategy includes a master plan for the station area, and review of both city’s existing zoning and entitlement processes with a goal of removing barriers to the redevelopment process. The main objective of the work has been to develop a master plan and zoning district that is buildable, station-specific, shared by the two communities, transit-oriented and supports sustainable development. Part of the development strategy work also studied remnant parcels remaining after the light rail project construction and provides recommendations for how to best take advantage of the opportunity the remnant parcels create. The firm Crandall Arambula of Portland, Oregon, was hired to lead the cities through this process. Crandall Arambula is an urban design, planning and architecture firm that has completed over 50 station area/Transit Oriented Development (TOD) studies throughout the country.

Development Strategy Update

Crandall Arambula first began by analyzing the station area and the design plans that had been completed through previous studies and the Southwest Project Office. They shared their initial recommendations at a public open house on May 6, 2015, and through a one on one opportunity for city council and planning commission members the following day (their presentation can be found here and comments from the open house can be found here).

Since this time, city staff and consultants from Crandall Arambula have been working to help establish a cohesive vision for the Shady Oak Station and recommend zoning to support it. Key pieces of the vision include:
• Redesigned the 17th Avenue extension. As a result, the round-a-bouts were eliminated and a protected bikeway was added. The idea is that this will become the signature street of the area drawing redevelopment, the public to a plaza area, and providing safe opportunities for pedestrians and bikers.

• Key development sites were identified that will provide a hub of activity and eyes on the station, which is critical for future redevelopment and safety at the station area.

• A series of secondary streets throughout the station area were created. The location of these streets allows redevelopment to occur over time and without having to take out buildings as they are located along property lines.

The Shady Oak Station area will be envisioned to become an office and innovation area. The majority of the land uses envisioned are for office spaces. There is some residential near the station itself as well as a very small amount of retail.

**Status of Southwest LRT at the Shady Oak Station**

From late April to early July the entire Southwest LRT project went through a significant cost-reduction process. Changes that were made to the Shady Oak Station as a part of this process were informed by the work of Crandall Arambula. The changes made to the station as a result are as follows:

• The platform and alignment were modified to bring the platform out from behind storage units, making it more visible. This change resulted in a cost savings of approximately $1.5 million.

• The park and ride was enlarged from 400 spaces to 700 spaces to make up for reduced parking at other stations. A portion of these are temporary.

• The remnant parcels were reconfigured to accommodate additional parking while still meeting the goal of an active station area.

Changes in design occurred at most of the station areas along the line, resulting in the need for municipal consent. Municipal consent hearings and approval actions were scheduled to take place in Minnetonka on September 14, 2015 and in Hopkins on September 15, 2015.

**Crandall Arambula Presentation**

Representatives from Crandall Arambula will be at the joint meeting to present their work to date including:

• Land use framework that allows for transition to a Transit Oriented District
• Concept for a phased street grid
• Circulation recommendations
• Opportunities for development
• Zoning sub districts
• Entitlement process

A draft of the vision portion report can be found on pages A6-A66. This will be the basis for the consultant’s presentation on September 21. The zoning section will be finalized upon discussion from this meeting.

Next Steps

A public open house is scheduled for October 7, 2015, at the Hopkins Fire Station. It is anticipated that once the final report is complete, adoption of a shared vision and zoning code will be brought forward in late 2015 or early 2016.

Additionally, Crandall Arambula has be retained to develop a concept for the plaza area located at the station area. This work will be completed by the end of the year.

Discussion Questions

• Do the city councils and planning commissions generally agree on the land use and vision that has been developed for the Shady Oak Station area?

• Do the city councils and planning commissions wish to provide feedback on the proposed zoning?

• Is there any additional direction the city councils and planning commissions want to provide staff and the consultants prior to the final report and open house (example: roadways, entitlement process, development opportunities)?

Submitted through:
  Geralyn Barone, Minnetonka City Manager
  Michael Mornson, Hopkins City Manager

Originated by:
  Nate Stanley, PE, Hopkins City Engineer
  Will Manchester, PE, Minnetonka Director of Engineering
  Kersten Elverum, Hopkins Director of Economic Development & Planning
  Julie Wischnack, AICP, Minnetonka Community Development Director
  Meg Beekman, AICP, Hopkins Community Development Coordinator
  Elise Durbin, AICP, Minnetonka Community Development Supervisor
Hopkins Council Present: Molly Cummings, Jason Gadd, Kristi Halverson, Aaron Kuznia, and Mayor Gene Maxwell

Minnetonka Council Present: Patty Acomb, Tim Bergstedt, Bob Ellingson, Tony Wagner, Brad Wiersum, and Mayor Terry Schneider. Dick Allendorf was excused

Hopkins Staff: City Manager Mike Mornson, Director of Economic Development and Planning Kersten Elverum, Community Development Coordinator Meg Beekman, Public Works Director Steve Stadler, City Engineer Nate Stanley

Minnetonka Staff: City Manager Geralyn Barone, Asst. City Manager Perry Vetter, Director of Engineering Lee Gustafson, Community Development Coordinator Elise Durbin, City Attorney Corrine Heine

Southwest LRT Project Office: Sarah Ghandour, Kathryn Hansen, Kim Koempel, Michael Krantz, Ryan Kronzer, Craig Lamothe, Dan Pfeiffer, Tats Tanaka

Mayor Maxwell called the meeting to order at 6:30 p.m. at the Hopkins Fire Department.

Mayor Maxwell welcomed the City of Minnetonka staff and Council as both communities look at the bigger vision and work on a plan for both communities.

Mr. Mornson and Ms. Barone gave an overview of the Joint Work Session agenda. The two cities have met periodically to discuss matters affecting both communities. The purpose of the Joint Work Session is to provide updates to Council Members regarding Shady Oak Road construction and Southwest Light Rail Transit planning.

Shady Oak Road Update

a. Road Project
Mr. Gustafson and Mr. Stadler discussed the Shady Oak Road construction project. The project schedule has experienced delays due to weather but Hennepin County has commented that they believe that substantial progress can be made to complete most of the project by this fall except for landscaping. Landscape planning is scheduled for late this year with completion next spring.

Council Member Acomb discussed a concern that the “No Blocking Intersection” signage at the Frontage Road has been removed causing traffic congestion. Mr. Gustafson will investigate reinstalling the signage. Mr. Gustafson commented that the Frontage Road will be closed permanently next spring.
b. Redevelopment Activities
Ms. Elverum gave an overview of the Hennepin County Community Works Grant and what was accomplished with the funds. Ms. Elverum explained the construction and relocation activities along Shady Oak Road. Ms. Elverum commented there have been very few public calls regarding the project.

Council Member Wiersum asked about the outlook of the business owners during the redevelopment process. Ms. Elverum commented that they are continuing to work with the businesses and address their concerns.

Mayor Schneider questioned the landscaping and streetscaping design. Ms. Elverum gave an overview of the design elements, upgrades to signage and parking lot designs.

Mayor Maxwell commented that many of the businesses affected by the project relocated into Hopkins. Mayor Maxwell also commented that staff worked hard to ensure that Minnetonka residents were buffered from the backs of buildings. Ms. Elverum commented on the improvements to the backside of buildings and alley.

Ms. Barone gave an update on the Ring Property acquisition. The closing on the property will be in the next 3-4 weeks. Following the closing, the city will begin a neighborhood process to determine site redevelopment. Ms. Barone commented that construction would not begin until approximately August, 2017.

Mayor Maxwell asked if the building will continue to be leased. Ms. Barone commented that new tenants will not be sought and the building would eventually be vacant. Mayor Schneider commented that the public input process should include Hopkins residents. Mayor Maxwell asked about the adjoining Johnson property. Staff will investigate the status of the vacant lot located in Hopkins.

Update on Southwest Light Rail Transit (SW LRT)

a. Shady Oak Station area
Ms. Beekman gave an overview of the Shady Oak Station area development strategy, a joint effort by the two cities that will be partly funded by a grant from the Met Council. Ms. Beekman discussed the main components of the work including market feasibility, vision and land use scenarios, zoning, public investment component, entitlement review processes for both cities and the public engagement process. Ms. Beekman explained the goals are to balance housing, retail and job growth, develop a model for sustainable redevelopment, and create a street design and design guidelines. Ms. Durbin gave an overview of Crandall Arambula, a national consultant firm with local sub-consultants. Ms. Durbin reviewed the development strategy schedule and tasks that the consultants would be addressing. Ms. Durbin explained the next steps in the process including negotiating the final
contract, project kick-off, land use scenarios and public input process. Staff will keep the Councils updated on the process.

Council Member Wagner asked about the development guidelines. Ms. Durbin commented that both staffs are working together on the zoning code. Ms. Elverum commented that it is important not to duplicate work that has already been done and to concentrate on the right mix of uses for the area, street grid, existing businesses and how to transition the area. Mayor Schneider asked about the parking lot. Ms. Elverum commented that they are looking at remnant parcels. Mayor Maxwell asked about the experience of the consultant company. Ms. Durbin and Ms. Beekman asked about the experience of the consultant company. Ms. Durbin and Ms. Beekman gave an overview of the company’s experience with station area planning and level of experience. Ms. Barone asked for an explanation regarding the entitlement review process. Ms. Beekman explained that the process by both Hopkins and Minnetonka will ensure coordination of the project area vision and zoning.

b. Station Design
Representatives from the Southwest Light Rail Transit (SW LRT) Project Office gave an overview of the project and development timeline with passenger operations scheduled for 2019. The SW LRT staff gave an overview of the public involvement process and scheduled public open houses and events for 2015. The open houses will be combined for Station and Operations & Maintenance Facility (OMF) design and will be located in the Hopkins/Minnetonka area. SW LRT staff explained the Station Design Approach that identified 4 station types: Landscape, Neighborhood, Town Square and Landmark. Staff gave an overview of the station structures, materials and colors. SW LRT staff reviewed the suggested station types in Hopkins and Minnetonka.
- Opus Station: Landscape or Town Square Station
- Shady Oak Station: Landmark station
- Downtown Hopkins Station: Town Square Station
- Blake Station: Neighborhood Station

Staff explained the next steps for the station design process including making station prototype adjustments based on city staff input and public open houses. Staff explained the public art process that will be used to enhance the unique identity of the stations as well as enhance the OMF.

Mayor Schneider commented that the station emphasis should be on weather protection and comfort of the riders, a suggestion that has been strongly mentioned at public meetings. The Project Office staff commented that there will be wind flow analysis around the stations and will refine station designs if necessary.

Mayor Maxwell asked about the durability of the art. The Project Office staff commented that the art materials will be designed for long term durability.

Council Member Cummings asked about the number of artist proposals. The Project Office received 10 proposals.
c. OMF update
The Project Office staff gave an overview of the OMF design, layout and building materials under consideration.

Mr. Mormson asked about property negotiations. The Project Office began meeting last week with property owners to acquire background information and will begin appraisals this summer. Property acquisition and the relocation process will take place after the Project Office receives the Record of Decision.

Council Member Cummings asked when the acquired properties come off the tax rolls. The Project Office staff commented when the property fee title is secured.

Council Member Gadd asked about the number of trains crossing K-Tel Drive at the OMF. The Project Office staff explained that trains leave in the morning and return in the evening and will be in service all day. Drivers transfer shifts at the Shady Oak Station.

Mayor Maxwell commented that it is important to have an enhanced OMF design for ongoing redevelopment of the area.

d. Funding Update
Mayor Schneider gave an overview of the funding update and the Locally Requested Capital Investments (LRCI).

Mr. Mormson asked about Federal Government funding. The Project Office commented that they are expecting to get word soon from the Federal Transit Administration regarding the project rating.

Council Member Wagner asked about the formula ranking for communities. The Project Office explained that new rules state if communities provide 51% of a local match they will bump up one ranking.

Council Member Gadd commented on the narrowing to 14 eligible contingencies (LRCI) and noted cities will need to make the final decision to fund the contingencies completely. The Project Office commented that the decision time to fund the LRCI’s will be in early 2016.

Mayor Maxwell asked what cities can do regarding the negative comments about the SW LRT project. The Project Office commented we need to continue to have constructive dialog and that the Project Office is continuing to work with the Minneapolis Park Board and the pending neighborhood lawsuit.

e. Other SWLRT update
Mr. Stadler gave an overview of the Locally Requested Capital Investments (LRCI)
and the funding criteria. Mr. Stadler gave an overview of the LRCI’s in Hopkins and Minnetonka that met the criteria.

Mayor Maxwell asked if the requests can be presented again. Mr. Stadler commented that the deadline is past. The Project Office commented on the criteria to evaluate requests was to reduce operating costs and increase ridership.

Other:

Council Member Gadd commented that cities need to make sure they consistently have a positive message how the SW LRT will benefit the area and encourage businesses and residents who see the benefit to keep that message out there.

Mayor Schneider commented that businesses need the transportation asset to continue to draw a talented work force and that transit is critical to long term growth.

Council Member Wagner commented that we need to engage the business community and appeal to those who will benefit from the project.

Council Member Wiersum commented that City Councils need to continue to talk to businesses, community leaders and residents.

Mayor Maxwell thanked City of Minnetonka for working together with Hopkins on a common ground, vision for our area and maintaining the quality of life for our residents and businesses.

The Work Session adjourned at 8:25 p.m.

Respectfully Submitted,
Debbie Vold
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INTRODUCTION
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All Shady Oak Station facilities will be located within the city of Hopkins; however, the half-mile station area and 10-minute walk shed encompasses both Hopkins and Minnetonka. The Shady Oak station is anticipated to serve local businesses and residents to the north of Excelsior Boulevard and west of Shady Oak Road, as well as Hopkins’ Westbrooke neighborhood to the southeast of the station.

The station platform will be built along the existing Minnesota River Bluffs LRT Regional Trail, which is operated by the Three Rivers Park District. The trail property is owned by the Hennepin County Regional Rail Authority, which will continue to own the property once the SW LRT line is built. The station will be located approximately one quarter mile east of Shady Oak Road along the bicycle trail. There is currently no public access as it is today to the site beyond that provided by the trail.

PURPOSE

The purpose of the project is to create a development strategy for the Shady Oak LRT station area along the Southwest Light-Rail Transit (SW LRT) Extension, located in the cities of Hopkins and Minnetonka.

It builds upon previous planning work and formulates an articulated vision, zoning and implementation strategy that can be approved by both cities. The main components of the strategy include:

1. Development of vision and land use scenarios based upon previous planning work and the emerging concept of an ‘Innovation District’ employment emphasis
2. Development of a zoning district that is station-specific, transit oriented and supports sustainable development;
3. Identification of public realm elements; and
4. Project phasing and entitlement review to ensure coordination across city boundaries

BACKGROUND

The cities of Minnetonka and Hopkins, aside from sharing a municipal boundary, are quite different in residential and commercial character. The city of Hopkins is a four-square mile city of 17,591 residents just three miles west of Minneapolis. The city was incorporated in 1893, and continues to have a vibrant Mainstreet. The city of Minnetonka, incorporated in 1956, is located directly west of Hopkins, and has a population of 50,841. The city is fully developed, and has a strong employment base of over 47,000 people.

There is a good working relationship between the two cities and experience working together on projects. The cities, along with Hennepin County, have successfully collaborated previously on two earlier studies of the station area—including a ‘high level’ visioning plan and a plan that provides infrastructure recommendations for SW LRT opening day and long-term improvements.

The Shady Oak LRT station is one of 15 stations on the 14.5-mile SW LRT Extension, which will connect downtown St. Paul and Minneapolis to the southwest suburbs. Opening day of passenger service for the SW LRT Extension is anticipated in 2020. Heavy construction of the line is scheduled to begin in 2017.

Shady Oak Station will be located at the “bend” of the Southwest Light Rail (SW LRT) line where the tracks change from north- and southbound to east- and westbound, at the border of Hopkins and Minnetonka.
The station area is served by good regional motor vehicle access via Shady Oak Road and Excelsior Boulevard. The intersection of Shady Oak Road and Excelsior Boulevard has been improved recently to deal with congestion and safety issues brought about by the high volume of traffic in the area. Shady Oak Road is a four-lane, divided roadway to the south of Excelsior Boulevard, and is being upgraded north of Excelsior Boulevard. It runs north-south and links major connector highways such as Highway 62 to the south, and Highway 7 and Minnetonka Boulevard to the north. Excelsior Boulevard is a four-lane divided roadway that runs east-west from Hopkins through Minnetonka. It connects with Highways 169 and 100 to the east of Hopkins.

The LRT project will purchase the 15 acre Hopkins Tech Center parcel near the platform to construct a new north-south roadway extension of 17th Avenue South to access the platform as well as to accommodate a 700 space park and ride facility. To provide access from the south, the City of Minnetonka will fund a roadway extension of 17th Avenue South from the platform across the Minnesota River Bluffs Trail to K-Tel Drive. Also purchased and designed for the station area is the 20 acre SW LRT Extension Operation and Maintenance Facility (OMF) south of Fifth Street South.

The station area site is currently dominated by uses that are not transit-supportive, however because of the building age, use of the properties, and location, this area has seen interest in redevelopment for Transit-Oriented Development (TOD). Redevelopment however faces many challenges, including:

- Numerous property owners, parcel sizes— many without current auto access and as a result are ‘land locked’
- Prevalent light industrial and warehouse uses; many of these are successful businesses and are not likely to redevelop in the next few years
- Possible environmental remediation because portions of sites are likely contaminated due to their history of industrial use
- Aging strip commercial development and other low-density retail uses are prevalent along arterials; these areas are pedestrian unfriendly and are auto-oriented, with substantial building setbacks and large surface parking lots

While the properties directly surrounding the future station site are commercial and industrial, most of the surrounding neighborhoods are residential.
PROCESS

The cities engaged a consultant team with national Transit Oriented Development (TOD) expertise and local knowledge to complete the area development strategy and zoning for the Shady Oak station area. The project was initiated on March 1, 2015 and completed on September 30, 2015. Key components of the work scope included:

- Review of previously completed work
- Creation of Vision/Land Use Scenarios—including development of alternatives and selection of a publicly supported preferred concept that provides a joint vision that can meet the varied needs of both communities
- Assessment of Market Feasibility—including input from local and national developers and experts, concerning the local market demand for proposed vision, type, and location of TOD supportive land uses in the Shady Oak station area
- Development of Public Investment Analysis and Recommendations—including more specific design details that were incorporated into the LRT engineering plans that were underway during this project process
- Crafting of Zoning Regulations—including draft station oriented permitted uses and design standards that include sustainability elements, a mix of uses, reduced parking requirements, and opportunities to foster collaborative and innovative spaces
- Identification of Project Phasing—including a series of phasing recommendations, estimated costs, and a ‘business case’ for the funding of street/utility improvements that will stimulate anticipated adjacent transit supportive development
- Recommendations for Entitlements—including an entitlement process in a code form that can be integrated into the cities codes

- Facilitation of Public Engagement and Incorporation of Feedback—the prime consultant conducted two public open houses—one at the beginning of the project to solicit feedback on the vision for the station area, and the other open house near the end of the project to present the recommendations. City staff conducted a joint study session of the Hopkins City Council and Minnetonka City Council and received feedback and direction on the station area vision, land use scenario, and market feasibility
- Preparation of a Final Report—including a summary of the work tasks, policymaker feedback and staff feedback to be adopted by both cities. The final report was presented two times. The first presentation was a joint meeting of the Hopkins Planning Commission, Minnetonka Planning Commission, and Minnetonka Economic Development Advisory Commission so that these commissions could make a recommendation to their respective councils. The second presentation was a joint meeting of the Hopkins City Council and the Minnetonka City Council. The councils adopted the report.
OVERVIEW

INTENT

The following describes ‘big picture’ themes for the station area redevelopment and are consistent with the adopted vision for future growth in the next 30 years and the implementation strategies to support that vision of both the City of Hopkins’ 2009 and the City of Minnetonka’s 2008 Comprehensive Plans.

MOBILITY-ORIENTED DISTRICT

Building upon existing and planned assets such as the Minnesota River Bluffs Trail, a network of ‘active transportation’—pedestrian and bicycle routes to the station will significantly increase transit ridership and reduce auto dependency, traffic congestion, and the need for parking.

By linking the station to the surrounding quarter mile walk (five minute) and one-mile bike ride (five minute) to existing residential neighborhoods with pedestrian friendly sidewalks and protected bike lanes people will also be able to access new transit supportive employment, commercial, and retail uses.

TRAILHEAD

At the confluence of two communities and at the crossroads of multiple transportation modes, the Shady Oak station provides an opportunity to emphasize both destination and departure functions.

A plaza will be constructed at the intersection of 17th and the park and ride entrance; it will serve as a focus of station area activities and a threshold between TOD and the station platform. A key plaza element will be a weather protected ‘bike station’ that includes a large amount of bicycle parking. This structure may include ancillary uses such as a café. It should serve as an anchor and focus of the station plaza. Additionally, the park and ride facility provides an important receiving point into the region-wide LRT. For LRT opening day, the design and location of the park and ride facility will accommodate surface commuter parking while minimizing its impacts. Mid to long-range phasing envisions conversion to a parking ramp, resulting in additional development opportunities and possible shared parking options.
Establishment of unique and complementary ‘innovation district’ land uses will differentiate this station from other employment stations in Hopkins and Minnetonka or other Southwest Corridor communities.

The goal of the station area redevelopment will be to create a unique market niche that is based on emerging national trends for station area and urban development that positions the Shady Oak area to maximize benefits of its regional location and future transit access. The district will not be a corporate campus, instead it will give new start-ups, business incubators, and traditional employment enterprises the opportunity to build or lease corporate, clinical, other space in proximity to the wealth of intellectual capital and institutional knowledge of major employers such as Cargill or United Health Care that are already present along the SW LRT Corridor.

Unlike the adjacent campus-like development character of stations to the south, redevelopment of the Shady Oak Station is envisioned to embrace the station area’s existing raw industrial character and build upon this asset as a distinct, authentic development theme.
FUNDAMENTAL CONCEPT

INTENT

The fundamental concept is a distillation of the key design ideas, physical elements and spatial relationships that have informed the development of land use and transportation framework elements of Shady Oak Station Area Development Strategy.

LINKAGES

A successful Shady Oak Station will require establishment of safe, direct, and convenient connections. All modes will be adequately served, with an emphasis on pedestrian and bicycle routes within a 5 minute trip of the station. The network consists of an urban street grid and multi-use trails. Not all routes will be the same. Hierarchies of routes have been established to create a more coherent station area, including the following fundamental elements:

Signature Street— The most important new street of this network will be the new 17th/K-Tel roadway which will link the areas north and south of the Minnesota River Bluffs Trail. This signature street will:
- Provide direct, safe and convenient access to light rail transit from the north and the south
- Establish a new ‘front door’ and focus for TOD within the station area
- Induce new drive-by traffic. Increased visibility is a necessary requirement for creating development interest for current ‘backwater’ sites
- Provide an alternative ‘cut-through’ commuting route. With additional development, more auto trips will be generated. This roadway will minimize traffic congestion on the existing busy Shady Oak Road and Excelsior Boulevard arterial streets and intersections
- Provide an attractive setting for adjacent development. The street will include special landscaping, lighting, and other streetscape elements that will signal that this street is special and important—a place worthy of investment

Neighborhood Connections— To maximize transit use, pedestrian and bicycle routes to surrounding neighborhoods have been identified. A loop of active transportation improvements is envisioned that knits the Shady Oak station to the Downtown Hopkins Station, Mainstreet, and other attractions and destinations. The connections include:
- The existing Minnesota River Bluffs LRT Regional Trail connection that will be preserved and strengthened. Improvements to the trail will include asphalt paving between the Shady Oak Station and the Downtown Hopkins Station at a minimum. Lighting at intersections and the station platform will be provided to improve safety.
- An additional paved multi-use trail connection will be provided along the north curbline of 5th Street South from the station platform to 11th Avenue. The existing trail along 11th to the Westbrooke neighborhood should be enhanced
- 17th/K-Tel will be designed as a complete street, including pedestrian friendly sidewalks and a protected bikeway. The improvements will extend at a minimum from Shady Oak Road to Mainstreet. North of Mainstreet, an extension to the existing regional trail system will be considered.

DESTINATIONS

Within the station area, there are land use assets that generate frequent daily or weekly trips. By serving existing assets by transit, auto usage can be minimized and duplication of successful uses can be avoided. The following are fundamental destinations:

Station Hub — The high density, mixed use development is envisioned for parcels in close proximity (± 1/8th mile) of the Shady Oak station. Uses will create an animated ‘18-hour’ environment of activity surrounding the station platform. As result of having these ‘eyes on the station’, the transit platform will be safer at all times throughout the day. Hub uses will include:
- Station serving commercial and retail uses. The uses will provide transit patrons an opportunity to ‘chain trips’ offering goods and services such as a café, dry cleaner, or child day care facility—uses that they can use as they either arrive or depart the transit platform
- Include residential uses. Apartments and condominiums are envisioned for a full range of resident incomes

Hopkins Mainstreet — A wealth of retail shops, restaurants and entertainment venues exist within approximately a half mile trip north of the station platform.
- Rather than duplicate this function in the station area, linkages will be provided
- Transit riders offer a potential new clientele for existing Mainstreet businesses, if well connected
Shady Oak Lakes/Beach and Central Park—both recreation facilities exist within approximately a half mile trip of the station platform. The parks:
- Provide an essential open space amenity for station area high density residential and employment uses
- Will need less parking. Transit access to the parks will serve as an auto alternative for those using the facilities from outside the station area, especially during high demand periods

**TOD EMPLOYMENT CORRIDOR**
Transit-oriented employment development will be oriented toward the 17th Avenue/K-Tel Drive signature street. The corridor will extend from Shady Oak Road to Excelsior Boulevard.
- Adaptive reuse of existing buildings or redevelopment will be fostered
- Employment intensity that will support the region’s investment in light rail. Transit supportive residential, commercial and residential uses will also be fostered within the corridor
- Development is envisioned to be incremental rather than wholesale
- Existing uses will be allowed to remain, expand, or redevelop at the discretion of the owner in perpetuity
- Redevelopment will discourage auto-orientation
- Additional roadways and amenities, including a new public open space will be provided

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**SHADY OAK STATION AREA FUNDAMENTAL CONCEPT**
**BUILD-OUT**

**INTENT**

The build-out concept provides a future 5-10 year ‘snap shot’ of station area redevelopment for the ‘Innovation Office North’ and ‘Station Hub’ subareas north of the Minnesota River Bluffs Trail and 5th Street, including a partial redevelopment scheme for the LRT park and ride facility.

The long term redevelopment vision for the character, type, arrangement and intensity of land uses for other areas within the ½ mile station planning area would share many of these characteristics.

**Viable Depiction**— the plan and perspective illustrate a scheme that is at a development intensity that is realistic and economically feasible. It is based on factors that influenced the design, including:

- Minnetonka and Hopkins Comprehensive Plan’s policy for the redevelopment of the Shady Oak area
- SW Corridor Light Rail preliminary engineering design of the light rail platform, park and ride, and operations and maintenance facility
- Fundamental requirements necessary to attract investors such as road infrastructure, public amenities, and parking ramps
- Fundamental TOD requirements for compact, mixed use station area design
- Essential active transportation elements that will ensure safe, direct and convenient neighborhood access to the station
- Sustainable design concepts such as solar collectors, wind turbines, and stormwater detention basins
- Development that includes a mix of repurposed, adaptive re-use of existing structures and new construction

**Graphic Tool**— the plan and perspective can be used to:

- Market the community’s vision for station area development to potential investors
- Illustrate to elected officials and the general public the ‘business case’ for public investment in street and open space improvements necessary to stimulate desirable private investment

**BUILD-OUT DEVELOPMENT SUMMARY TABLE**

<table>
<thead>
<tr>
<th>Category</th>
<th>Square Feet</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>630,000</td>
<td></td>
</tr>
<tr>
<td>Industrial</td>
<td>107,000</td>
<td></td>
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<tr>
<td>Commercial/Services</td>
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<tr>
<td>Retail</td>
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<tr>
<td>Residential</td>
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<tr>
<td>Parking</td>
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<tr>
<td>Park and Ride</td>
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</tr>
<tr>
<td>Station Plaza</td>
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<tr>
<td>Innovation Open Space</td>
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</tr>
<tr>
<td>Streets</td>
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* Total represents approximate gross building floor area
‘INNOVATION OFFICE NORTH’ AND ‘STATION HUB’ SUBAREAS BUILD-OUT (2020-2025)
### Existing Development Summary Table

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Area (Acre)</th>
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### Existing Infrastructure/Open Space Summary Table

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### Existing Infrastructure/Open Space Summary Table

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<th>Area</th>
<th>(Acre/Linear Feet)</th>
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<th>(Square Feet)</th>
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### Build-Out Infrastructure/Open Space Summary Table

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Area (Acre)</th>
<th>Area (Square Feet)</th>
<th>Building Area (Square Feet)</th>
<th>Residential (Units)</th>
<th>Parking (Spaces)</th>
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<tr>
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<td>Infrastructure/Open Space</td>
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<td>380</td>
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<tr>
<td>Build-Out Total</td>
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### Build-Out Development Summary Table

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Area (Acre)</th>
<th>Area (Square Feet)</th>
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<td>107,000</td>
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<tr>
<td>Infrastructure/Open Space</td>
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<td>910,000</td>
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<td>380</td>
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<tr>
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<td>2,347,000</td>
<td>1,250</td>
<td>4,015</td>
</tr>
</tbody>
</table>
LAND USE FRAMEWORK

OVERVIEW

The Land Use Framework primarily describes the future development of the Shady Oak station area. It has an emphasis, in terms of focus and detail, on land located within a half mile radius of the Shady Oak Station that extends east into Hopkins and west into Minnetonka.

The proposed development district subareas will inform anticipated revisions to both Cities’s zoning ordinances.

Innovation District Concept— While in the past, some of the most innovative regions have largely been suburban corridors of spatially-isolated corporate campuses (e.g., Silicon Valley), a new form of innovation has emerged based on an integration of anchor institutions, key companies, start-ups, business incubators, and accelerators.

Districts tend to be physically compact, transit-accessible, and offer a mix of housing, offices, and retail. These types of districts are still considered an early trend. They are based on economic, social and physical “networks” which foster a creative, risk-taking culture that facilitates ideas and accelerates commercialization.

Innovation District Examples— the best model for Shady Oak may be a mash-up of two emerging innovation redevelopment themes:

- For areas north of the Minnesota River Bluffs Trail, a theme that is described as “Reimagined Urban Areas” - industrial or warehouse districts that are undergoing physical and economic transformations. These changes are being powered by transit access, historic building stock, and proximity to downtowns and anchor companies. Examples include areas such as Denver’s River North (RiNo) District, Portland’s Central Eastside, Seattle’s South Lake Union area, or St. Louis’s Cortex District.

- For areas south of the trail, a second theme described as an “Urbanized Science Park” - commonly found in suburban and exurban areas where traditionally isolated and sprawling business park areas of innovation are urbanizing through increased density and infusion of new uses may be more applicable. North Carolina’s Research Triangle, for example, has recognized that its isolated car-dependent environment has not been successful in attracting young talent. A recently completed master plan calls for the creation of a central district, the addition of up to 1,400 multi-family housing units, retail, and potential light rail transit.

- While innovation districts take a number of different forms, the key tenants include transit accessibility and mix of uses. These tenants, in and of themselves, do not guarantee success. The fundamental goal of the Land Use Framework is to identify marketable uses combined with the creation of a physical environment conducive to innovation.

SUBAREAS

The land use framework diagram illustrates the new development patterns and identifies the types of station area uses.

On many parcels, a mix of vertical uses is suggested. Where parcels contain a vertical mix of uses, the most likely predominant land use is indicated. Predominant uses have been sited and categorized into ‘subareas’ to:

- Maximize development potential based upon existing use adjacencies and site attributes
- Maximize utilization of existing and planned improvements such as stormwater lines or other utilities
- Address existing development agreements between the Cities, SW Light Rail, or others
- Respond to a conceptual short term and long term phasing strategy
- Provide flexibility to respond to possible changing market conditions. In some instances, multiple uses are appropriate
- Address policy decisions for development outside the planning area. In particular, the desire to complement, preserve, and strengthen the historic Downtown Hopkins Mainstreet

The station area includes the following areas:

1) Innovation Office
2) Urban Industrial
3) Station Hub
**Land Use Subareas**

- Innovation Office Subarea
- Urban Industrial Subarea
- Station Hub Subarea
- Innovation Park
- Station Plaza
- Existing Park/Open Space

### Subareas Development Summary Table

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Innovation Office</td>
<td>2,000,000 Square Feet*</td>
</tr>
<tr>
<td>Innovation Office</td>
<td>395,000 Square Feet*</td>
</tr>
<tr>
<td>Commercial/Services</td>
<td>445,000 Square Feet*</td>
</tr>
<tr>
<td>Station Hub Retail</td>
<td>15,000 Square Feet*</td>
</tr>
<tr>
<td>Station Hub Residential</td>
<td>1,250 Units</td>
</tr>
<tr>
<td>Parking</td>
<td>8,285 Spaces</td>
</tr>
<tr>
<td>SW LRT OMF</td>
<td>150,000 Square Feet*</td>
</tr>
<tr>
<td>Park and Ride</td>
<td>380 Spaces</td>
</tr>
<tr>
<td>Station Plaza</td>
<td>1 Acre</td>
</tr>
<tr>
<td>Innovation Park</td>
<td>2 Acres</td>
</tr>
</tbody>
</table>

*Total represents approximate gross building floor area
INNOVATION OFFICE SUBAREA—NORTH

The subarea is substantial in size: it extends from the Minnesota River Bluffs Trail at the south, to Excelsior Boulevard on the north, and between Shady Oak Road on the west and 11th Avenue on the east. The subarea includes parcels in both cities of Minnetonka and Hopkins.

The subarea provides room for office start-ups, business incubators, and accelerators and a limited amount of complementary retail and service development.

The subarea has the following essential real estate site criteria for innovation development concepts:

Proximity—fronting major arterials, the blocks are close to the Hopkins Mainstreet and have direct access to other anchor institutions such as the Cargill campus by either light rail or auto commute.

Good visibility— the sites are located adjacent to the busy major arterial roadway. Today, Excelsior Boulevard provides over 16,000 daily drive-by trips and over 11,000 daily drive-by trips on Shady Oak Road.

Access— the sites can be easily accessed from existing intersections at 17th and 47th Street. Additional right-in right out (minimum) access points are anticipated as part of a local street grid for intersections at 19th, 15th, and 14th Avenues, and possibly 3rd Street or 20th Avenue.

Prominent Address— office mixed-use buildings can capture the benefits of multiple ‘front door’ addresses along the existing Excelsior Boulevard and Shady Oak Road and the future 17th Avenue signature street.

Amenity— a green space, located within the street grid provides a ‘window’ into the redevelopment area, serves as an organizing element for surrounding office development, and gathering place for employees, residents and visitors.

GENERAL DEVELOPMENT CHARACTER—

Orientation— Development will front the new street grid creating a more urban street edge that defines and creates a more pedestrian friendly public realm. Primary building access will be from the street, green spaces or pedestrian corridors not from parking lots, sky bridges, or parking ramps.

Form and Massing— Buildings should be urban, covering a majority of development parcels—a minimum 0.5 floor area ratio (FAR) will be prescribed. Generally buildings should range from one story to six stories in height for the majority of the sub area. Along 17th, a minimum 1.0 floor area ratio should foster a more urban condition.

Efficient Parking— with the presence of light rail, parking will be limited to accepted industry standards: for office development (maximum of 3 spaces per 1000 square feet); for commercial/retail (2.5 spaces per 1000); and residential (1 space per unit). Fewer spaces or shared parking will be fostered. Parking ramps are likely required to serve the anticipated intensity of development. They should be sited to conveniently serve multiple buildings while providing direct access to existing arterials to minimize internal street traffic congestion.

Where parking lots are built, parking will be required to be located behind or to the side of buildings. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment will be required. For all development projects bicycle parking will be maximized. Minimum bike parking standards will be in excess of current City of Minnetonka and Hopkins standards. Ground floor, street accessible, long term bike parking rooms will be required for all new development or major renovation projects.

Sustainability— adaptive reuse, renovation, expansion and repurposing of existing structures should be encouraged. Maximizing the imbued energy and materials of these buildings is a key component of sustainability objectives of the project. Other sustainable practices such as the incorporation of solar panels, wind turbines, and use of green roofs or bioswale green street practices should be encouraged. LEED certification should not be required but should be promoted.

Permitted and Conditional Uses— For redevelopment proposals, prohibited uses will generally include those that are auto-oriented. Warehousing, storage, or uses that compete with other identified sub-areas such as Station Hub transit serving retail will be prohibited. Manufacturing or assembly uses will be permitted, but limitations on uses that may create adverse impacts—noise, air quality, etc. will be identified.

Open space general function, location, size and use of open spaces will be prescribed. Public parks will be required of adequate size and design to serve nearby employees. Recreational facilities such as courts or playfields should be discouraged, instead facilities that promote areas for lunch a break, or other employee activities should be fostered.
INNOVATION OFFICE SUBAREA—NORTH

- Innovation Office Subarea (North)
- Innovation Park
- Station Plaza
- Existing Park/Open Space

**SUBAREAS DEVELOPMENT SUMMARY TABLE**

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Development Summary</th>
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</thead>
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<tr>
<td>Office and Industrial</td>
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<tr>
<td>Commercial/Services</td>
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<tr>
<td>Parking</td>
<td>3,250 Spaces</td>
</tr>
<tr>
<td>Innovation Park</td>
<td>2 Acres</td>
</tr>
</tbody>
</table>

* Total represents approximate gross building floor area
INNOVATION OFFICE SUBAREA— SOUTH

The subarea is substantial in size: it extends from the Minnesota River Bluffs Trail at the north to the Canadian Pacific Bass Lake Spur freight rail line on the south, and between Shady Oak Road on the west and future light rail trackway on the east. The subarea includes parcels in the city of Minnetonka only.

The subarea provides a considerable amount of parcels for redevelopment, over time, for transit supportive high density residential, office start-ups, business incubators, and accelerators and a limited amount of complementary retail and service development while maintain existing industrial, warehousing and manufacturing functions.

Currently the subarea does not have the characteristics that would engender innovative uses, however in the long term after light rail has been built and development has largely been achieved in the Innovation North Subarea, this subarea will become ripe for new investment.

Within 5-10 years the subarea will possess the following essential real estate site criteria for innovation development concepts:

**Proximity**— redevelopment sites have direct access to the Imris corporate headquarters

**Good visibility and Prominent Address**— as noted previously, the new signature street will induce considerable new through traffic which will be beneficial for uses that demand greater exposure. With this increased exposure, development sites will have greater investor interest

**Access**— the sites can be easily accessed from the west at an existing signalized intersection at Shady Oak Road and from 5th Street to the east

**Amenity**— the proximity to the Shady Oak Beach may attract residential development interest. Over time, should the subarea experience a significant increase in residential development, a public park, possibly associated with one of the existing ponds should be built to serve this population

**GENERAL DEVELOPMENT CHARACTER**—

Due to the relatively new age and quality of existing industrial structures, considerable more renovation, adaptive reuse, and repurposing of existing buildings rather than new development may occur within this subarea.

Incremental infill will also be viable within this subarea because most parcels are developed at a very low density. The large parking lots and underutilized landscape areas provide opportunities for intensification while preserving the existing structures. Where redevelopment or infill should occur, the following characteristics will be required:

**Orientation**— Development will front the existing streets to create a more urban street edge that creates a more pedestrian friendly public realm. Primary building access will be from the street rather than directly from internal parking lots, sky bridges, or parking ramps

**Form and Massing**— Buildings should be urban, covering a majority of development parcels—if a site is redeveloped, a minimum 0.5 floor area ratio (FAR) will be prescribed. Generally buildings should range from one story to six stories in height for the majority of the sub area

**Efficient Parking**— with the presence of light rail, parking will be limited to accepted industry standards: for office and industrial development (maximum of 3 spaces per 1000 square feet); for commercial/retail (2.5 spaces per 1000); and residential (1 space per unit). Fewer spaces or shared parking will be fostered. Where parking lots are built, parking will be required to be located behind or to the side of buildings. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment will be required. For all development projects bicycle parking will be maximized. Ground floor, street accessible, long term bike parking rooms will be required for all new development or major renovation projects

**Sustainability**— adaptive reuse, renovation, expansion and repurposing of existing structures should be encouraged. Maximizing the imbued energy and materials of these buildings is a key component of sustainability objectives of the project. Other sustainable practices such as the incorporation of solar panels, wind turbines, and use of green roofs or bioswale green street practices should be encouraged. LEED certification should not be required but should be promoted

**Permitted and Conditional Uses**— For redevelopment proposals, uses that are auto-oriented will be discouraged. Development or expansion of new warehousing and storage uses will be discouraged. Manufacturing or assembly uses will be permitted, but limitations on uses that may create adverse impacts—noise, air quality, etc. will be identified
INNOVATION OFFICE SUBAREA— SOUTH

- Innovation Office Subarea (South)
- Station Plaza
- Existing Park/Open Space

**SUBAREAS DEVELOPMENT SUMMARY TABLE**

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<thead>
<tr>
<th>Category</th>
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<tr>
<td>Parking</td>
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* Total represents approximate gross building floor area
URBAN INDUSTRIAL SUBAREA

The subarea is substantial in size: it is generally located below 5th Street and east of 11th Avenue. The subarea extends to the Canadian Pacific Bass Lake Spur freight rail line on the south, to the future light rail trackway on the west, and 11th Avenue on the east. The subarea includes parcels only in the City of Hopkins.

Along 5th Street, the subarea provides some parcels for redevelopment over time for transit supportive high-density residential, office start-ups, business incubators, and accelerators and a limited amount of complementary retail and service development. However, industrial, warehousing and manufacturing functions are envisioned to largely remain within most of the subarea.

GENERAL DEVELOPMENT CHARACTER—

Due the nature of industrial development a greater auto and truck orientation will occur in this subarea. Nevertheless, site improvements that enhance the pedestrian environment and foster safe and direct access to light rail will required for any new or major renovation project.

Where redevelopment or infill should occur, the following characteristics will be required:

Orientation—Development will front the existing streets to create a more urban street edge that creates a more pedestrian friendly public realm. Primary building access will require at least one entrance directly accessible the street rather than directly from internal parking lots.

Efficient Parking— with the presence of light rail, parking will be limited to accepted industry standards: for office and industrial development (maximum of 3 spaces per 1000 square feet); for commercial/retail (2.5 spaces per 1000); and residential (1 space per unit). Fewer spaces or shared parking will be fostered. Where parking lots are built, parking will be required to be located behind or to side of buildings. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment will be required. For all development projects bicycle parking will be maximized. Minimum bike parking standards will be in excess of current City of Hopkins standards. Ground floor, street accessible, long term bike parking rooms will be required for all new development or major renovation projects.

Sustainability—adaptive reuse, renovation, expansion and repurposing of existing structures should be encouraged. Maximizing the imbued energy and materials of these buildings is a key component of sustainability objectives of the project. Other sustainable practices such as the incorporation of solar panels, wind turbines, and use of green roofs or bioswale green street practices should be encouraged. LEED certification should not be required but should be promoted.

Permitted and Conditional Uses— For redevelopment proposals, uses that are auto-oriented will be permitted. Development or expansion of new warehousing and storage uses will be permitted. Manufacturing or assembly uses will be permitted, but limitations on uses that may create adverse impacts—noise, air quality, etc. will be identified.
**URBAN INDUSTRIAL SUBAREA**

- Urban Industrial Subarea
- Station Plaza
- Existing Park/Open Space

**SUBAREAS DEVELOPMENT SUMMARY TABLE**

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<tr>
<th>Development Type</th>
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<tbody>
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<td>Industrial</td>
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<td>1000 Spaces</td>
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</tbody>
</table>

* Total represents approximate gross building floor area

Shady Oak Road & LRT update
September 21, 2015 Jt Study Session
STATION HUB SUBAREA

The subarea is the most compact in size of all the subareas: It generally surrounds the future light rail station north of the Minnesota River Bluffs Trail with the exception of additional parcels south of the trail along 5th Street, generally west of 15th Avenue.

The subarea provides room for high density residential development and or office start-ups, business incubators, and accelerators. A limited amount of transit and district employee-serving retail and service development will be required for ground floor development surrounding the future station plaza.

Recent SW LRT corridor housing market analysis indicates that residential development is the most viable development segment in the short term for the entire Twin Cities market area. To capitalize upon this burgeoning market segment, development should be targeted to occur before or concurrently with light rail construction. Additionally, because a number of sites will be initially controlled by Metro Transit, public – private development opportunities may be greater within this subarea.

The subarea has the following essential real estate site criteria for innovation development concepts:

Proximity—fronting light rail and in proximity to employment uses, this subarea will be one the SW LRT’s best residential development opportunities.

Good visibility—the sites are located adjacent to the future signature street

Amenity—the proximity to the station retail, Central Park, Shady Oak Beach, and the station plaza will attract residential development interest. Over time, should the subarea experience a significant increase in residential development, an additional public park, possibly associated with one of the existing ponds should be built to serve the residents. Incorporation of active recreation features such playgrounds, courts or play-fields would be necessary to attract families.

GENERAL DEVELOPMENT CHARACTER—

New development will occur within this sub area. Located at the trailhead to and from light rail, the subarea will set the bar for the entire station area. The perceptions of the entire district will largely be defined by buildings that are constructed here. To provide a positive experience and image, the development must be welcoming, pedestrian-friendly, and compatible with surrounding subarea context.

The following characteristics will be required:

Orientation—Development will front the existing and new streets to create an urban street edge that creates a more pedestrian friendly public realm. Primary building access will be from the street rather than directly from internal parking lots or parking ramps.

Form and Massing—Buildings should be urban, covering a majority of development parcels—when a site is redeveloped, a minimum density of 60 dwelling units per acre or a 0.5 FAR for commercial/retail development will be prescribed. Generally buildings should range from two to six stories in height for the majority of the sub area.

Efficient Parking—with the presence of light rail, parking will be limited to accepted industry standards: for office and industrial development (maximum of 3 spaces per 1000 square feet); for commercial/retail (2.5 spaces per 1000); and residential (1 space per unit). Fewer spaces or shared parking will be fostered. Where parking lots are built, parking will be required to be located behind buildings. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment will be required. For all development projects bicycle parking will be maximized. Minimum bike parking standards will be in excess of current City of Hopkins standards. Ground floor, street accessible, long term bike parking rooms will be required for all new development or major renovation projects.

Sustainability—Sustainable practices such as the incorporation of solar panels, wind turbines, and use of green roofs or bioswale green street practices should be encouraged. LEED certification should not be required but should be promoted.

Permitted and Conditional Uses—prohibited uses will generally include those that are auto-oriented. For the subarea, a maximum of 50,000 square feet of retail will required to avoid competing with Hopkins Mainstreet.
STATION HUB SUBAREA

- Station Hub (Residential & Retail) Subarea
- Station Plaza
- Existing Park/Open Space

SUBAREAS DEVELOPMENT SUMMARY TABLE

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
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<tbody>
<tr>
<td>Retail</td>
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<tr>
<td>Residential</td>
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<tr>
<td>Parking</td>
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<tr>
<td>Park and Ride</td>
<td>380 Spaces</td>
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<tr>
<td>Station Plaza</td>
<td>.75 Acre</td>
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</table>

* Total represents approximate gross building floor area
CIRCULATION FRAMEWORK

OVERVIEW

The Transportation Framework identifies the location and describes the future development character for key station access routes. It has an emphasis, in terms of focus and detail, on ‘complete street’ multimodal connections located within a half mile radius of the Shady Oak station.

Recommendations on the location and configuration of automobile, bus, pedestrian and bicycle access to the light rail station are identified. The framework includes:

- **Roadway hierarchy** — the circulation diagram prescribes a street network of a ‘Signature Street’, ‘Primary (fixed) Streets’, and ‘Secondary Streets’, which are more flexible in location and design. While not prescribed in location or design, these Secondary Streets are not optional, they must be provided as part of future development proposals to improve station access and establish a framework for transit oriented development.

- **An emphasis on ‘active transportation’** — pedestrian and bicycle circulation systems as a means to reduce auto dependency, traffic and parking impacts; maximize light rail transit investment, and foster health benefits.

- **A bus shuttle route** — because the station is located outside a comfortable walking distance (1/4 mile) from the majority of existing residential areas, schools, and the Hopkins Mainstreet, a bus shuttle route and stop locations have been identified as an additional means to providing necessary frequent and dependable service to key destinations — within a reasonable timeframe. The shuttle will be invaluable for those who are physically challenged or those who would prefer not to walk or cycle in inclement weather or at night.
CURRENT AND FUTURE TRAFFIC CONDITIONS

The assessment includes data for existing and future roadway conditions for key streets and intersections, and existing parking conditions near the proposed station area. Shady Oak Road, Excelsior Boulevard, 11th Avenue, 5th Street and K-Tel Drive are the major roadways serving the study area.

CURRENT AND FUTURE TRAFFIC FORECASTING

Data for key streets in the area was collected from _ traffic counts database. Level of Service (LOS) was calculated at key intersections using _. Turning movement counts from the _ anticipated future development of the Shady Oak station area were used in the LOS analysis. The current and estimated future traffic volumes diagram illustrates that:

- xxxxx
- yyyy
- zzzzz

PROPOSED NEW DEVELOPMENT TRIP GENERATION

An estimate of the number of vehicle trips generated by the proposed new station area development was conducted and a traffic analysis identified potential traffic impacts, the adequacy of the proposed street network, and identification of any roadway or traffic control improvements needed as a result of the proposed new development.

The new development’s trips were assigned to the surrounding roadways based upon the proximity of site roadways to the regional roadway connections. The trip distribution was weighted ____. Approximately ___ percent or less of the proposed new development was assigned to the other streets. The assumed trip distribution is consistent with _____.

The proposed new development site generated traffic was added to the existing background traffic volumes. The total daily traffic estimated from the proposed new development is ____ vehicle trips per day (vpd). ____ would experience approximately ____ vpd of site-generated traffic. ____ at ______ would experience approximately ____ vpd of site-generated related traffic. ____ at ______ would experience about ____ vpd of site-generated traffic. ____ would expect about ____ vpd of site-generated traffic. ____ at ______ would experience ____ vpd of site-generated traffic on a typical day.

The existing background daily traffic and total traffic generated by proposed new station area development is identified.
SUMMARY OF FINDINGS AND RECOMMENDATIONS

- Numerous proposed vehicular access points will intersect existing major roadways impacting the level of service (LOS) and traffic delay. The findings and recommendations identified in the Traffic Analysis Report indicates that specific improvements to accommodate the build-out traffic conditions due to the impact of the proposed new development will require the following conditions identified below and illustrated in ______._
NEIGHBORHOOD ACTIVE TRANSPORTATION CONNECTIONS

For the station area to see a transfer of a significant number of current and estimated future daily commuting trips away from autos to walking and cycling, it is essential that well designed safe and direct active transportation routes be established. The benefit of these active transportation routes is reduced auto congestion, enabling a reduction of parking requirements for future development, and an increase in transit boardings at the Shady Oak Station.

The circulation framework includes direct, convenient, and safe five minute (one mile) bicycle access routes that provide for essential neighborhood connections.

The Active Transportation Concept prescribes:
- Routes that are intended to build upon existing multi-use Minnesota River Bluffs, Shady Oak and 11th Avenue trails.
- Future routes that will also provide linkages to adjacent neighborhoods and incorporate planning concepts for future facilities such as the future 8th Street Artery enhancements
- Coupled with bicycle facilities, enhanced pedestrian sidewalks and crosswalks to foster walking within a quarter mile of the station and for those willing to travel further distances.

BICYCLE AND PEDESTRIAN ENHANCEMENTS

The Station area is designed to include premium ‘active transportation’—pedestrian and bicycle transportation facilities.

Protected bike lanes—serve primarily a commuting function. They are physically separated by a combination of parked cars, landscaping, bollards, raised curbs, or other vertical elements from the roadway traffic. Protected bike lanes attract riders that do not typically ride on the street with auto traffic because of safety concerns. When implemented as a complete network they can significantly increase bike ridership within the station area. Protected bike lanes are proposed:
- Along the west side of the 17th Avenue/K-Tel Drive signature street from 5th Street to Excelsior Boulevard. A 10’ wide bi-directional facility will be provided; south of 5th Avenue, the protected bike lane would transition to a multi-use trail
- North of Excelsior, an 11’ wide bi-directional facility with a 1’ extruded curb (adjacent to the southbound travel lane) will continue on the west side of the roadway. A bicycle signal phase will be added to provide a safe crossing at this busy intersection. The protected bike lane should continue north along 17th Avenue past Mainstreet and connect to the regional multi-use trail crossing between Third and Fourth Street
- Along the north and south side of Excelsior Boulevard the existing sidewalks will be expanded to 12’ when adjacent to a landscaped buffer (14’ when located adjacent to the curbside) from 5th Avenue to 17th Avenue. From 17th Avenue to Shady Oak Road the existing sidewalk will expand on the south side of Excelsior Boulevard only
- Along the west side of Nine Mile Creek from 5th Street to existing trails within Central Park at 13th Avenue; a new at-grade crossing at Excelsior Boulevard will include a HAWK (High-intensity Activated Walk) beacon
- Along the west side of K-Tel Drive from Fifth Street to Shady Oak Road. North of 5th, the trail would transition into a protected bike lane
- Along the north side of Fifth Street from K-Tel Drive to 11th Avenue
- Along 11th, the existing trail will be extended south to Smetana Road; connections will be made to the Nine Mile Creek Trail at Westbrooke Way
- Along the Minnesota River Bluffs Trail safe crossings will be provided. At 11th Avenue, the existing at-grade crossing will include a traffic signal.
- Between the Downtown Hopkins Station and Shady Oak Station, the Minnesota River Bluffs Trail existing surfaces will be upgraded to asphalt
- South along the west side of the future light rail trackway connecting to Smetana Road and further south to the future Opus Station
- Along the north side of Smetana Road between 11th Avenue and Shady Oak Road

Bike Station — facilities are provided for as part of the station plaza design. The Bike Station:
- Will offer secure indoor long term bike parking, possibly showers/restrooms, lockers and ancillary uses such as repair services or a café
- A private or public vendor may operate the facility. Daily fees or month/annual membership fees may be required to access part or all of the facility
- Short-term use bike racks will be provided at the station and throughout the station area as part of street improvements.
- On-street ‘bike corral’ multi-rack facilities that replace curbside parking will be permitted on a case by case basis, initiated by adjacent property owners desiring such facilities
ACTIVE TRANSPORTATION DIAGRAM

- Existing/Planned Protected Bike Lane
- Proposed Protected Bike Lane
- Existing Multi-Use Trail
- Proposed Multi-Use Trail
- SW LRT Alignment
- Traffic Signal
- Bike Signal
- HAWK Signal
- Bike Station

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NEIGHBORHOOD TRANSIT CONNECTIONS

Currently the station area is served by four Metro Transit bus routes (Routes 12, 615, 670, and 664). Next year, a sector study of existing bus routes will be developed to better incorporate the light rail transit service and eliminate redundant routes.

LOCAL CIRCULATOR SHUTTLE BUS

Because the station is located outside a comfortable walking distance (1/4 mile) from the majority of existing residential areas, schools, and the Hopkins Mainstreet, a bus shuttle route and stop locations have been identified as an additional means to providing necessary frequent and dependable service to key destinations—within a reasonable timeframe. The shuttle will be invaluable for those who are physically challenged or those who would prefer not to walk or cycle in inclement weather or at night.

A preliminary route has been identified; a future shuttle feasibility study should examine, at a minimum:

- Additional analysis of potential routes for a shuttle service linking the neighborhoods and centers
- Phasing strategies that ensure services could be adequately provided for at opening day of LRT while not precluding opportunities for serving additional transit destinations
- Vehicles types and operational requirements
- Future stop location, design, and any other necessary shuttle infrastructure
- Funding strategies
BUS TRANSIT DIAGRAM

Existing METRO Bus Routes

- **Bus 12** - Local Bus Route
  (Uptown Minneapolis - Excelsior Blvd - Hopkins - Opus)

- **Bus 615** - Local Bus Route
  (Ridgedale - Co Rd 73 - St Louis Park)

- **Bus 670** - Express Bus Route
  (Excelsior - Downtown Minneapolis)

- **Bus 664** - Express Bus Route
  (Co Rd 3 - Excelsior Blvd - Downtown Minneapolis)
REGIONAL TRANSIT CONNECTIONS

Many of the anticipated Park & Ride users will come from areas north, south, and west of the station area. As such, a good deal of bus and automobile traffic will flow primarily through the city of Minnetonka in order to get to the station and the associated Park and Ride facility. The siting and design of the park and ride ensures that the facility is commuter friendly while not compromising City of Hopkins and Minnetonka Station Area policy or impacting long term TOD potential.

Opening Day Improvements— revised on July 8, 2015 by the Metropolitan Council, park-and-ride numbers for the SW LRT corridor indicate that the Shady Oak Station is slated to accommodate 700 parking spaces. Approximately 270 of the 700 stalls will be designed and constructed as permanent surface stalls. The balance will be “temporary”, meaning they will be built with thinner bituminous surfacing and bituminous curbing, anticipated to last around 5 years. It is anticipated that the temporary parking will be removed and replaced when a redevelopment proposal comes to the table in that time. The replacement of temporary stalls would need to be replaced at a 1:1 or possibly lesser ratio (the process for redevelopment and replacement ratio has yet to be determined).

Because of high costs, parking replacement requirements at any ratio (1:1 or even less) will be financially difficult for the private sector alone to provide. Public-private redevelopment partnerships are likely needed for redevelopment.

Long Term Facilities— Outlined is an area adjacent to the station where 270 permanent spaces are most appropriate. The remaining 430 stalls would be subject to potential redevelopment.

Park and ride facilities commonly have a higher incidence of criminal activity. Providing ‘eyes on the station’ discourages criminal activity at the station. The permanent stalls have been sited with consideration of maximizing station platform safety. The location of the park and ride ensures that considerable residential and ground floor commercial development will occur adjacent to station, thereby creating a safer environment for transit patrons, residents and commercial clientele, as well.

Moreover, the parking has been located to create a ‘critical mass’ of a collection of TOD parcels on the site along 17th Avenue. By providing this development area, a linkage of development sites can be created that ‘spills over’ to potential TOD on adjacent sites west of the Hopkins Tech Center site. With this development in place, it will be more viable that the temporary parking spaces will be redeveloped.

Overtime it is anticipated that the area including the 270 permanent spaces would redevelop as multi-family development over a parking ramp. The parking ramp would be required to provide 270 permanent park and ride spaces as well as, parking for multi-family residents.
RECOMMENDED LOCATION FOR PERMANENT PARK AND RIDE SPACES
ROADWAY HIERARCHY

The roadway hierarchy diagram illustrates the minimum street types and locations required to provide adequate station platform and development parcel access. Moreover, it establishes a development context—scale and massing limitations for future land uses and a setting for ‘placemaking’. These design elements will contribute to the creation of a distinct and attractive innovation district.

The framework establishes holistic ‘complete streets’ where minimum facilities for all modes—auto, truck, transit, pedestrian, and bicycle are adequately provided. These complete streets include essential auto and truck infrastructure—right-sized roadway travel lanes and in most instances, curbside parking and loading zones. Moreover, winter design issues have been addressed.

Within the street grid, a hierarchy of streets has been established to address both mobility and adjacent land use needs. Categories are as follows:

A. Signature Street
B. Primary Streets
C. Secondary Streets
SIGNATURE STREET

The Signature Street serves as the primary station connection between major arterial roadways and the Shady Oak Station. The street scale and street elements have been crafted to foster a pedestrian-friendly, urban, vertical mixed use development environment. The street will not be a seam; rather it will knit the station areas of Hopkins and Minnetonka into a unified whole.

The Signature Street consists of two segments—

a) Segment 1 — new 17th Avenue street construction would occur from Excelsior Boulevard to 47th Street, providing access to the station platform and park and ride facility to be built by Metro Transit as part of the SW LRT project.

b) Segment 2 — This segment will merge and realign the existing K-Tel Drive with the 17th Avenue extension south of 47th Street to 5th Street. Fifth Street will be realigned to ‘T’ into K-Tel Drive /17th Avenue as part of the SW LRT project. From approximately 47th Street south to 5th Street, the street construction will be funded by the city of Minnetonka.
Placemaking Character— The 17th Avenue - Segment 1 can be described as a street that is complete and functions effectively in all seasons; more importantly however, it will be distinctive and memorable. The street will:

- Reflect the values and history of both Hopkins and Minnetonka. It will be beautiful—a place where people will want to linger.
- It will be sustainable. In particular it will include elements such as bioswales and other green features such as water conserving irrigation systems, energy efficient lighting, and long lasting and durable paving materials.
- Evoke an innovation theme yet not appear to feel foreign or incompatible with the surrounding neighborhoods.
- Demonstrate to those who are traveling through to the light rail station that the Shady Oak station area is worthy of investment.

Detail— the street should include the following elements:

- A public right-of-way dimension of 88’
- Two 12’-6” travel lanes
- Two 8’ curbside parking lanes
- West Side: A 10’ bi-directional protected bike lane, 3’ door zone sidewalk, and 17’ sidewalk (with landscaping/hardscaping) adjacent to the west curbline
- East Side: A 17’ wide sidewalk (with landscaping/hardscaping) adjacent to the east curbline
- A 6’ building setback from the right-of-way for adjacent development to incorporate landscaping/hardscaping
- Stormwater detention/landscaped curb extensions
K-TEL DRIVE – (SIGNATURE STREET - SEGMENT 2)

Placemaking Character— today K-Tel Drive and 5th Street serve as low traffic volume roadways that together provides access to existing light industrial and office uses and connects Shady Oak Road with 11th Avenue. K-Tel Drive consists of two travel lanes and no sidewalks.

In the future, the street is envisioned to be a focus of development for innovation office uses and access for commuters to the light rail station and park and ride. Additionally, it is envisioned as a street that provides a vital pedestrian and bicycle connection through the heart of the Shady Oak Station area, and linkage between the Shady Oak Beach and the Hopkins’ Mainstreet.

This segment of the Signature Street will include fewer improvements. Improvements will primarily include a new multi-use trail along the west right-of-way line. Additional enhancements envisioned include additional street trees, landscaping and pedestrian scaled lighting. A new 6’ sidewalk may be constructed on the east side of the roadway.

Detail— the street should include the following elements:

- A public right-of-way dimension of 66’
- Two 17’ travel lanes
- West Side: A 12’ multi-use trail (with 5’ landscaping buffer) adjacent to the west curbline.
- East Side: A 6’ wide sidewalk located (with 5’ landscaping buffer) adjacent to the east curbline property line and additional 4’ landscaping between the sidewalk and adjacent development parcels.
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K-TEL DRIVE SECTION - 66' RIGHT-OF-WAY
PRIMARY STREETS

The Primary Streets establish a complete street grid through portions of the station area. Moreover, commitment to constructing identified Primary Streets as public rights-of-way is an essential action necessary to stimulate early TOD in the Innovation North and Station Hub subareas.

These streets also provide essential access to a number of ‘land locked’ parcels that currently have no direct public right-of-way frontage. Barring parcel consolidation with adjacent parcels that have access, it is unlikely that these land locked parcels will redevelop as envisioned. To lessen and share development impacts equally, new street center lines are generally aligned along existing property lines.

Enhancements to existing streets, 47th Street and 5th Street will provide transit benefits.

- Park and ride access will be improved by proving an additional access point from the west via 47th Street. Especially at peak hours, this road will serve as an additional dispersion route, lessening congestion at 17th/ K-Tel intersections.
- 5th Street is an essential LRT station access way for residents in the Westbrooke neighborhood. Many of these residents are dependent on transit as a primary means of transportation. Providing active transportation improvements along the street is imperative to ensure so that they have safe and comfortable access to transit.

Primary Streets include:
- 3rd Street
- 47th Street
- 5th Street
- 19th Avenue
- 15th Avenue
3RD STREET, 47TH STREET, 19TH AVENUE AND 15TH AVENUE

Placemaking Character— these streets can be described as providing a front door for new development in the Innovation Office (North) and Station Hub subareas. The street scale and street elements have been crafted to foster a pedestrian–friendly, urban, vertical mixed use development environment.

Detail — the street should include the following elements:

- A public right-of-way dimension of 66’
- Two 12’ travel lanes
- Two 8’ curbside parking lanes
- Two 13’ wide sidewalks (with landscaping/hardscaping) adjacent to the property lines.
5TH STREET

**Placemaking Character**— the street is envisioned to be a focus of development for urban industrial uses and access for commuters to the light rail station and park and ride. Additionally, it is envisioned as a street that provides a vital pedestrian and bicycle connection and linkage between the Shady Oak Station and the Westbrooke neighborhood to the south.

The street improvements include the SW LRT Project Office design and construction of a realignment of a portion of 5th Street (along the planned Operations and Management Facility frontage) to K-Tel Drive into a t-intersection. The intersection will include modified traffic control for the LRT track crossing, new crosswalks, a sidewalk on the south side of the street and a multi-use trail on the north side of the street. East of the realignment, a new multi-use trail along the north right-of-way line should be constructed to 11th Avenue. Additional enhancements envisioned include additional street trees, landscaping and pedestrian scaled lighting.

**Detail** — the street should include the following elements:

- A public right-of-way dimension of 66’
- Two 17’ travel lanes
- North Side: A 12’ multi-use trail (with 5’ landscaping buffer) adjacent to the west curbline.
- South Side: A 6’ wide sidewalk located (with 5’ landscaping buffer) adjacent to the east curbline property line and additional 4’ landscaping between the sidewalk and adjacent development parcels.
SECONDARY STREETS
Secondary Streets support a fine-grained street grid and create appropriately scaled block sizes. The Secondary Streets provide necessary access within the station area and should be developed as public rights-of-way. In many instances they provide a functional role—a place for access to parking, service bays or other necessary uses. In other instances they may provide a setting for front door development that might be animated by ground floor activities.

Their character and function will be determined by their location and adjacent land uses. Prior to future site plan approvals, the placemaking character and following design parameters and elements should be clarified.

Secondary Streets include:

- 20th Avenue
- 3rd Street
- 14th Avenue
- 16th Avenue
20TH AVENUE AND 3RD STREET

Placemaking Character— these streets provide a setting for front door development that might be animated by ground floor activities.

Detail— the street should include the following elements:

- A public right-of-way dimension of 66'
- Two 12’ travel lanes
- Two 8’ curbside parking lanes
- Two 13’ wide sidewalks (with landscaping/hardscaping) adjacent to the property lines
**14TH AVENUE AND 16TH AVENUE**

**Placemaking Character**— these streets provide a functional role for accessing parking, service bays or other necessary uses and do not include development on both sides of the street.

**Detail**— the street should include the following elements:

- A public right-of-way dimension of 58’
- Two 12’ travel lanes
- One 8’ curbside parking lanes adjacent to development
- Two 13’ wide sidewalks (with landscaping/hardscaping) adjacent to the property lines

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<tr>
<th>Side-walk</th>
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<td>13’</td>
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<tr>
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<td>58’</td>
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TYPICAL STREET SECTION- 58’ RIGHT-OF-WAY
PROJECT PHASING

INTENT

The Project Phasing includes near-term strategies for creating a viable station area. Included are both smaller tactical projects that address access needs and larger more complex projects that will be necessary to stimulate TOD.

A concise list of key projects and phasing that focuses on a realistic 5 to 10 year horizon has been created. Significant actions will be taken within the first year and substantial implementation progress will be made within five years. In most instances, additional analysis, and design will need to be provided and financing of each project will need to be addressed. Moreover, the role, responsibilities and coordination between the Cities, Metro Transit, and the private sector will need to be clarified.

Projects identified serve the following two purposes:

ESTABLISH ‘EARLY MOMENTUM’

These projects will:

- Establish a sense of positive change within the station area and signal to the greater community that Minnetonka and Hopkins are serious about implementing the station area vision
- Fill gaps in the existing deficient infrastructure network. Projects will result in new safe, direct and convenient access routes between existing neighborhoods, destinations such as Mainstreet, and the future light rail station
- Largely benefit the existing community, especially those who are transit dependant and reside beyond an easy ¼ mile walking distance of the station platform
- Generally occur within existing public right-of-ways and will require no or little property acquisition or easements. As a result, they will be relatively easy to implement compared to game changing projects.
- Be implemented before the Southwest LRT project has been constructed

SPUR ‘GAME CHANGING’ INVESTMENT

These projects will:

- Signal to the development community that the Cities of Minnetonka and Hopkins are committed to implementing TOD in the station area
- Animates the station with residents and retail activity when light rail begins service in 2020
- Attract private investment in properties that have seen little or no recent development interest
- Improve the value of existing businesses and properties
- Require more time to implement than early momentum projects, as a result projects can be initiated, but may not be constructed prior to construction of the Southwest LRT project
PROJECTS

‘EARLY MOMENTUM’ PROJECTS

Neighborhood-LRT Access Improvements— that provide safe pedestrian and bike access to the light rail station, include:

- Multi use trails: 1) located along the north side of 5th Street between 11th Avenue and the realigned 17th Avenue/K-Tel Drive, 2) located along the north side of K-Tel Drive between the realigned 17th Avenue/K-Tel Drive and Shady Oak Road, and 3) located along Nine Mile Creek linking Central Park and the Minnesota River Bluffs Regional Trail. Additional design and financing will be required

- Midblock crossings: a high-intensity activated crosswalk (HAWK) beacon at the intersection of Excelsior Boulevard at Central Park/13th Avenue and a signalized intersection at the Minnesota River Bluffs Regional Trail and 11th Avenue. Additional traffic analysis, design and financing will be required

- Bi-directional protected bikeway and new sidewalk: on the west side of 17th Avenue from Excelsior Boulevard to Mainstreet. Additional traffic analysis, design and financing will be required

- New sidewalks: on both sides of 47th Street from the 47th Street extension to Shady Oak Road. Additional design and financing will be required

‘GAME CHANGING’ PROJECTS

Initial TOD Sites— that catalyze development of adjacent parcels and serve as examples of quality, mixed use high density residential development that establish the character envisioned throughout the station area.

- Site Area: three parcels comprise an approximately 5.75 acre development area. The sites are located adjacent to the Shady Oak Station platform along the west side of 17th Avenue from 3rd Street to the Minnesota River Bluffs Regional Trail. The sites will be bisected by a future extension of 47th Street. They will be developed either as multiple separate projects respecting current property boundaries or possibly as a single site

- Market Demand: The projects are time sensitive—currently, in the Twin Cities region, demand for multifamily development is high and these sites will likely draw considerable interest from developers, with or without light rail service in place

To implement the projects, pre-development activities will be required soon, including either of the following two options:

- Preparation of a public/private partnership development agreement between the Cities, Metro Transit, and property owners, or;

- City acquisition of properties, then preparation of a developer request for proposals (RFP) to solicit interest from a private sector developer(s) who will be chosen to design and build the project(s) as specified in the conditions of the developer offering

Street Grid Initiation— that provides necessary roadway access and utility service to land locked TOD parcels and serves as the first phase of a full street grid in the northwest quadrant of the station area.

- Alignment and features: Beginning at Excelsior Boulevard, 19th Street will be centered along existing property lines and continue south through the western edge of the Hopkins Tech Center parcel, then continue along the western edge of the parcel currently owned by the Roth Corporation, to connect with 47th Street where a cul-de-sac currently exists. A dedicated left turn lane on Excelsior Boulevard (for eastbound traffic) to 19th Avenue will be required

Implementation of the project will require:

- Additional traffic analysis, design, engineering and a financing strategy

Station Access Improvements— will provide necessary parking access and ‘front door’ drive-by visibility for the Initial TOD Site projects

- Alignment and features: An extension of 47th Street to the future 17th Avenue and the construction of the 17th Avenue extension from Excelsior Boulevard to K-Tel Drive will provide access across the Minnesota River Bluffs Trail that does not currently exist

Implementation of the improvements will require:

- Additional design, engineering and a financing strategy

- Acquisition or easement of a 66’ right-of-way for the 47th Street roadway and utility service construction

- A new traffic signal at the intersection of 47th Street and Shady Oak Road

- ‘Fast tracking’ construction of the 17th Avenue extension from Excelsior Boulevard to K-Tel Drive

- Coordination of subsequent Southwest LRT project elements with Metro Transit
STATION AREA PROJECTS

1. Neighborhood - LRT Access Improvements
2. Initial TOD Sites (Mixed Use Residential Development)
3. Street Grid Initiation (19th Avenue Roadway)
4. Station Access Improvements (17th Avenue Segment/Station Plaza & 47th Street Extension)
5. Southwest LRT Project Area
SCHEDULE

Action on all projects will be initiated and substantially completed within 10 years.

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<thead>
<tr>
<th>PROJECTS</th>
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<td>Neighborhood - LRT Access Improvements</td>
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<td>Initial TOD Sites (Mixed Use Residential Development)</td>
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<td>Station Access Improvements (17th Avenue Segment/Station Plaza &amp; 47th Street Extension)</td>
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Opening Day
Southwest LRT
INVESTMENT - STATION AREA PROJECTS

Identified are station area ‘early momentum’ projects and ‘game-changing’ projects public investment summaries.

### ‘Early Momentum’ Public Investment Summary

These are the essential public investments required to ensure safe and direct access to light rail.

<table>
<thead>
<tr>
<th>‘Early Momentum’ Project</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood-LRT Access Improvements</td>
<td>$767,500</td>
</tr>
<tr>
<td>Multi-Use Trails (5th St, K-Tel Dr, &amp; Nine Mile Crk)</td>
<td>$300,000</td>
</tr>
<tr>
<td>Mid-Block Crossings (11th Ave &amp; Excelsior Blvd)</td>
<td>$20,000</td>
</tr>
<tr>
<td>17th Ave Protected Bikeway (Excelsior to Mainstreet)</td>
<td></td>
</tr>
<tr>
<td>Add Sidewalks (47th Street)</td>
<td>$212,500</td>
</tr>
<tr>
<td><strong>Public Investment Total:</strong></td>
<td><strong>$1,300,000</strong></td>
</tr>
</tbody>
</table>

### ‘Game-Changing’ Public Investment Summary

These are the essential public investments required to stimulate significant private investment within the northwest quadrant of the station area.

The ‘Game Changing’ Costs to Value tables and diagram below illustrates the amount of public investment ($5,175,000) that if spent, is anticipated to stimulate substantial private investment ($200,000,000).

<table>
<thead>
<tr>
<th>‘Game-Changing’ Project</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Initial TOD Sites (Land Assembly)</td>
<td>$3,250,000</td>
</tr>
<tr>
<td>2 Street Grid Initiation (19th Ave)</td>
<td>$1,350,000*</td>
</tr>
<tr>
<td>3 Station Access Improvements (47th St Ext. Only)*</td>
<td>$575,000*</td>
</tr>
<tr>
<td><strong>Public Investment Total:</strong></td>
<td><strong>$5,175,000</strong></td>
</tr>
</tbody>
</table>

* Costs include typical roadway improvements and wet utilities only and does not include soft costs, land costs or entitlements

### Stimulated Private Investment Summary

<table>
<thead>
<tr>
<th>Private Development Project</th>
<th>Projected Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office (SF)*</td>
<td>$89,250,000</td>
</tr>
<tr>
<td>Housing (Unit)*</td>
<td>$102,250,000</td>
</tr>
<tr>
<td>Commercial/Retail (SF)*</td>
<td>$8,500,000</td>
</tr>
<tr>
<td><strong>Private Investment Total:</strong></td>
<td><strong>$200,000,000</strong></td>
</tr>
</tbody>
</table>

* Includes on-site parking

### ‘GAME-CHANGING’ COSTS TO VALUE RATIO

\[
\text{Public} : \text{Private} = 1 : 38
\]

\[
\text{Public Investment Total: } \$5,175,000 \\
\text{Private Investment Total: } \$200,000,000
\]