

DOWNTOWN HOPKINS STATION

CITY OF HOPKINS

SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK
TRANSITIONAL STATION AREA ACTION PLAN



Hoisington Koegler Group Inc.



SOUTHWEST LRT
community works
www.swlrtccommunityworks.org



ABOUT THIS CHAPTER:

The Transitional Station Area Action Plans are the product of a Hennepin County led effort to help communities along the Southwest LRT corridor prepare for SW LRT's opening day in 2018 and beyond.

An individualized plan has been created for each of the 17 stations in the Southwest corridor, each plan comprising a chapter in the larger Southwest Corridor Investment Framework. The station area action plans suggest ways to build on local assets, enhance mobility, identify infrastructure needs, and capitalize on promising opportunities for development and redevelopment near each station.

Plan Components:

INTRODUCTION 11-2

A brief overview of the station location and its surroundings

WHERE ARE WE TODAY? 11-4

A description of existing conditions in the station area, including:

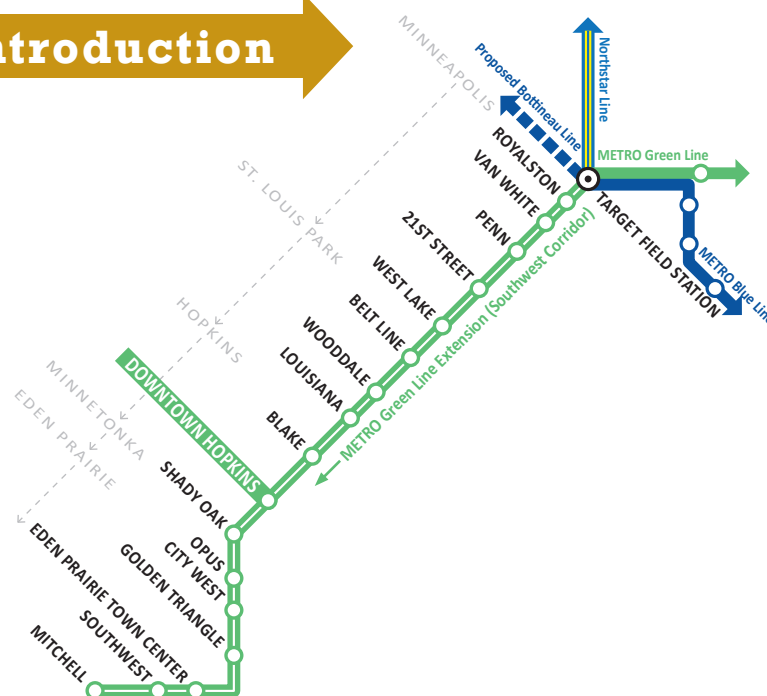
- » Land Use
- » Transit Connections
- » Access + Circulation Issues (Bike, Ped, and Auto)
- » Infrastructure Needs

WHERE ARE WE GOING? 11-8

This section presents a number of recommendations for the station area in anticipation of opening day needs and the long-term TOD environment. This includes:

- » Access + Circulation Plan
- » Station Area Site Plan
- » Infrastructure Plan
- » Development Potential
- » Summary of Key Initiatives

Introduction



DOWNTOWN HOPKINS STATION WITHIN THE CORRIDOR:

A vibrant and attractive Urban Village that acts as a gateway to Mainstreet and supports access to regional multi-use trails.

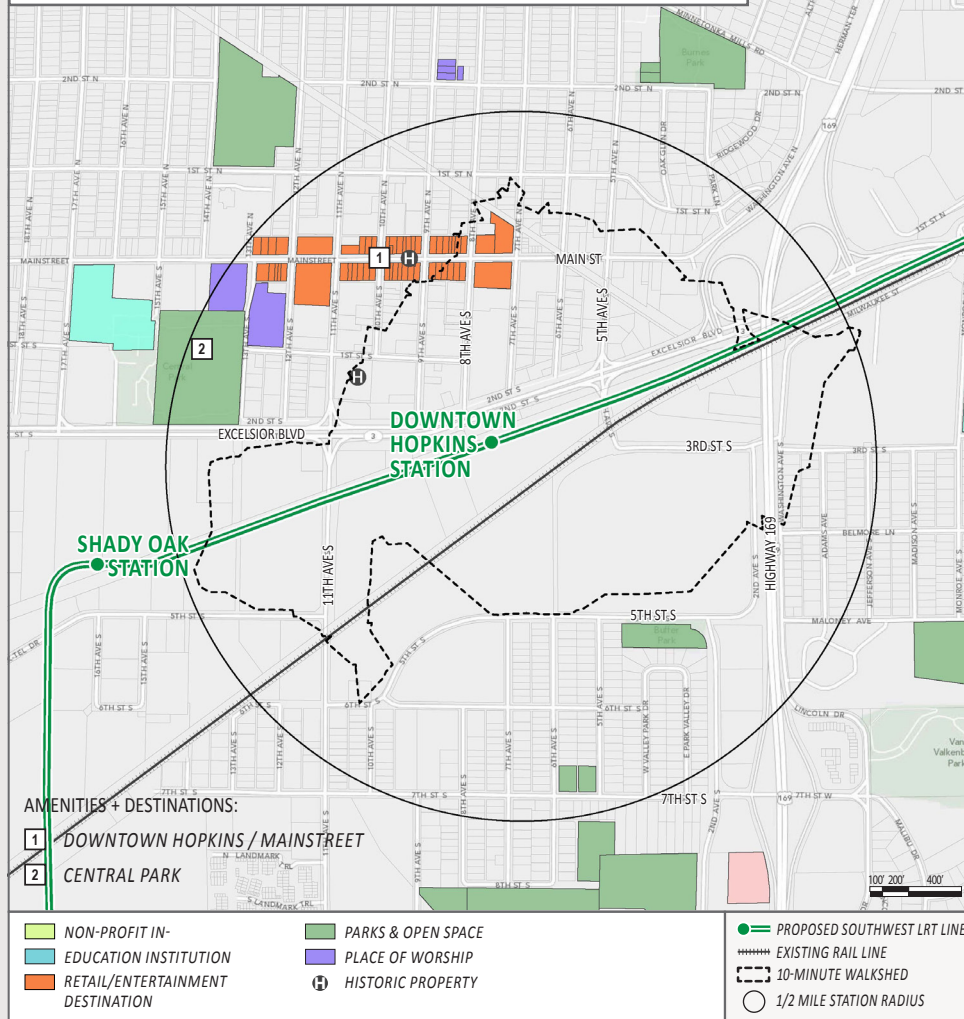
URBAN VILLAGE The Downtown Hopkins station is identified as an Urban Village (see Place Types discussion beginning on p. 1-19) as it lies within a short walking distance of Downtown Hopkins and the Hopkins commercial historic district to the north. Mainstreet is already an important destination and contains a range of restaurants and retail establishments that attract both visitors and local residents.

NEIGHBORHOOD The Hopkins neighborhoods north of Mainstreet have good connections to the station along the existing sidewalk grid. The Peaceful Valley and Park Valley neighborhoods to the south of the station are well-established residential areas that consist of predominantly single-family housing. While the neighborhoods are cut off from the downtown by several large commercial facilities, access for pedestrians and cyclists is provided by a dedicated multi-use path running north on 11th Avenue.

CULTURAL AMENITIES The historic architecture of Mainstreet Hopkins, along with the small town feel and unique character of the area has made the downtown a popular destination. The Hopkins Center for the Arts located along Mainstreet is a destination. The City of Hopkins has initiated a plan to transform 8th Avenue as a space for interactive public art (the ARTery) and as a connecting route from Excelsior Blvd to Mainstreet. This initiative will help to attract even greater numbers of visitors from neighboring areas and will support transit ridership at the Hopkins station over the long-term. National Register listed/eligible historic properties in this station area include the Hopkins historic commercial district and the Hopkins City Hall.

TRAIL CONNECTIONS The station is located at a pivotal point within the regional trail network. To the north of the station, up 8th Avenue, is the Lake Minnetonka LRT Regional trail with connections west to Excelsior. The station sits adjacent to the Cedar Lake LRT Regional Trail linking downtown Minneapolis with Eden Prairie and has immediate connection to a multi-use path network that runs south on 11th Avenue to the Opus station area and beyond.

FIGURE 11-1. DOWNTOWN HOPKINS STATION AREA - LOCATOR MAP



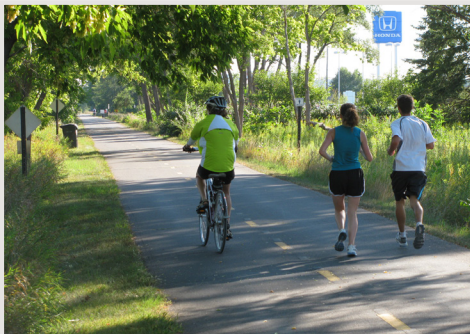
NOTE: 10-minute walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. See Glossary for walkshed assumptions and methodology.

Station Location

The Downtown Hopkins station is located along Excelsior Boulevard at 8th Ave, approximately 2 blocks south of Mainstreet. The land uses near the station are varied, including a mix of residential, retail, commercial, civic, and light industrial uses.

It's proximity to Downtown Hopkins offers a tremendous opportunity to support downtown businesses and residents. This is a highly visible site with access directly onto Excelsior Boulevard, an important east-west arterial in Hopkins. It also benefits from its adjacency to a number of regional multi-use trails, which suggests the Downtown Hopkins station has the opportunity to become a regional multi-modal hub. Access and connection challenges exist to the south of the station due to land uses, large block sizes, and a lack of roadway network. The Downtown Hopkins station is anticipated to serve Downtown Hopkins, 8th Avenue, Peaceful Valley and Park Valley neighborhoods, many apartment developments, as well as local businesses in the area.

DOWNTOWN HOPKINS STATION AREA TODAY:



Cedar Lake LRT Regional Trail



8th Avenue/ARTery connection to downtown



Hopkins historic commercial district



Picnic shelter adjacent to Cedar Lake Trail



Mainstreet/Downtown Hopkins



Mainstreet/Downtown Hopkins

Where Are We Today?

The following section describes the station area's **EXISTING CONDITIONS**, including the local context, land uses, transit and transportation systems, pedestrian and bicycle facilities, assets, destinations, and barriers to accessing the station. This analysis of current conditions presents key issues and opportunities in the station area and informs the recommendations for future station area improvements.

NOTE: Existing conditions maps are based on data provided by Hennepin County and local municipalities. The data used to create each map is collected to varying degrees of accuracy and represents infrastructure and conditions at varying points in time. Actual conditions may vary slightly from what is shown.

Land Use

The land uses near the Downtown Hopkins station include a mix of retail, office, civic/institutional, residential, and light industrial uses. A block to the north of the station is the Hopkins historic commercial district, which is a vibrant, mixed-use, retail corridor that reflects the character and scale of an old town main street. Mainstreet is easily accessed from the station along 8th Avenue. The residential land uses near the station include a range of densities and housing types, including affordable housing options. The large commercial and light industrial land uses and super-blocks that lie south of the station create a real access challenge for the Peaceful Valley and Park Valley neighborhoods.

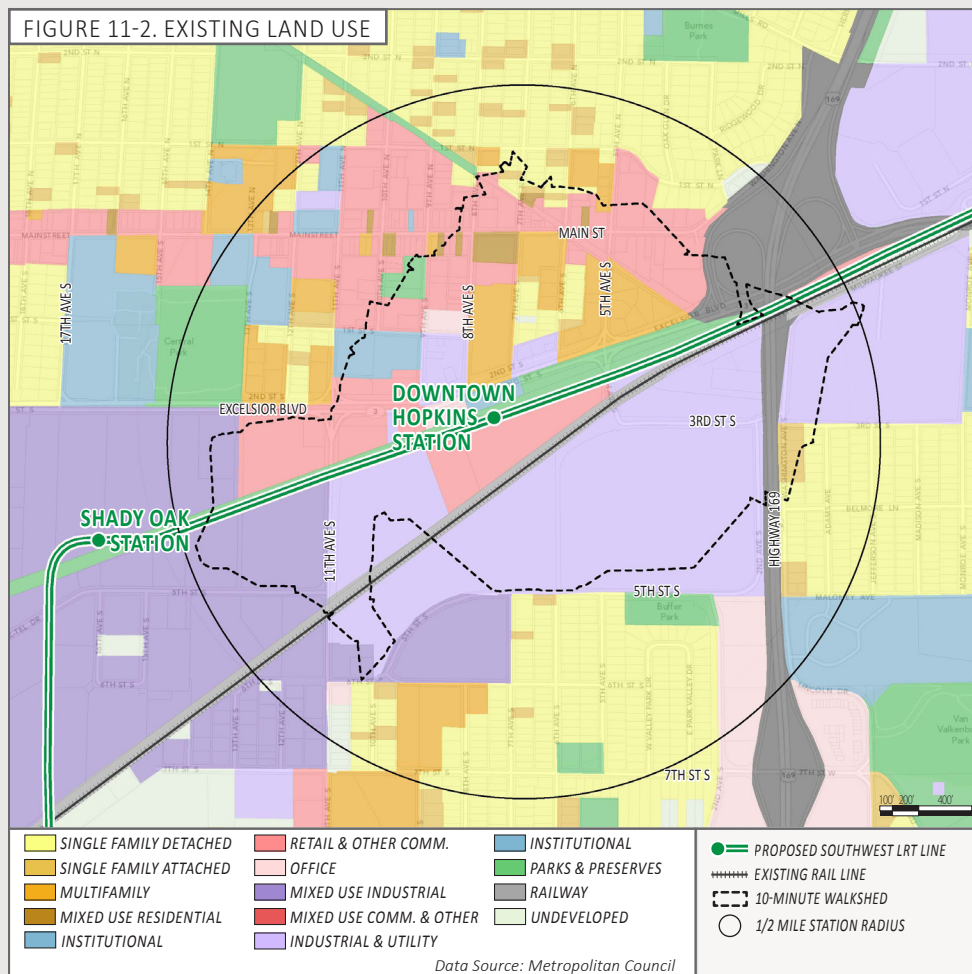
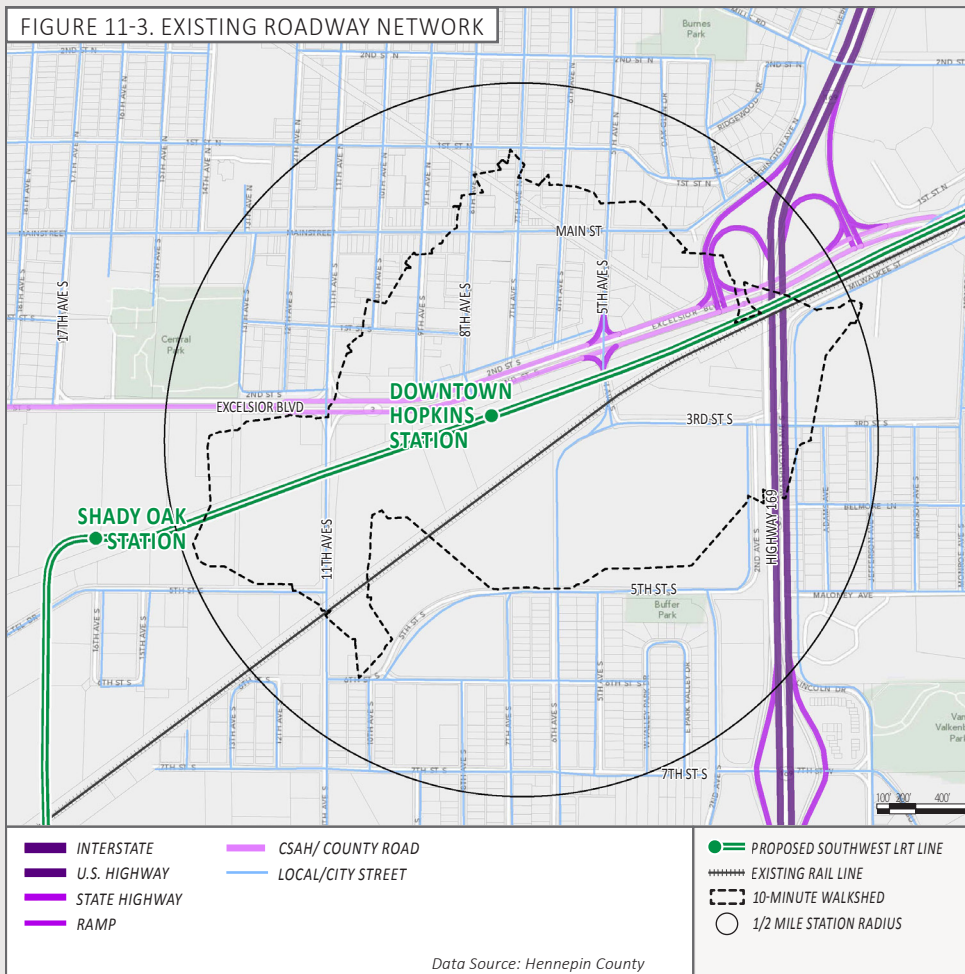


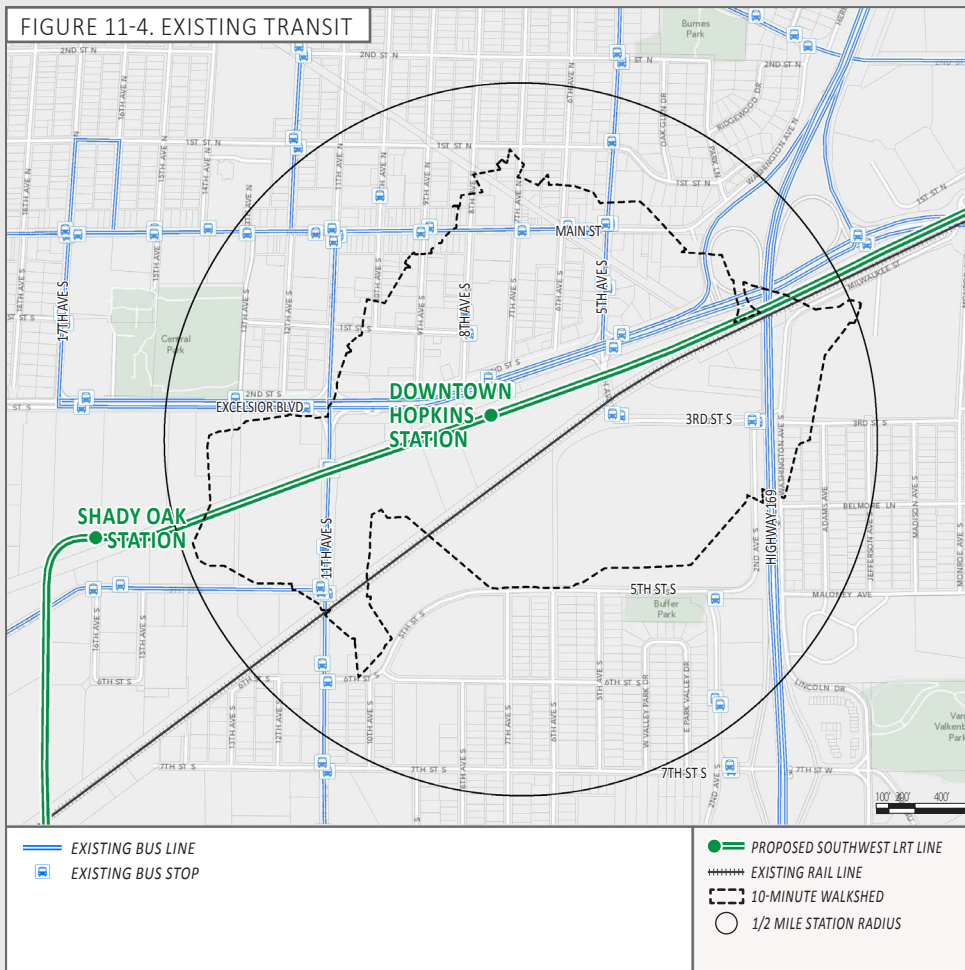
FIGURE 11-3. EXISTING ROADWAY NETWORK



Roadway Network

The roadway network in the Downtown Hopkins station area varies. North of Excelsior Boulevard, the street system is an historic grid pattern, typical of historic downtowns. South of Excelsior Boulevard, the street network is very limited, due to large parcels, commercial and industrial land uses, and super-blocks. South of these uses, the residential neighborhoods return to the historic grid pattern of streets. Excelsior Boulevard, a busy arterial, provides direct access to the station, running east-west through Hopkins and beyond. 8th Avenue, a local street runs north and delivers people to downtown Hopkins. The City is planning art-oriented streetscape improvements to 8th Avenue to include better pedestrian and bicycle facilities. Pedestrian connections across Excelsior Boulevard at 5th and 8th Avenues will be a challenge. 11th Avenue runs north-south and provides the most logical link to neighborhoods existing to the south of the station. Highway 169 runs north-south and lies within a half-mile to the east of the station.

FIGURE 11-4. EXISTING TRANSIT

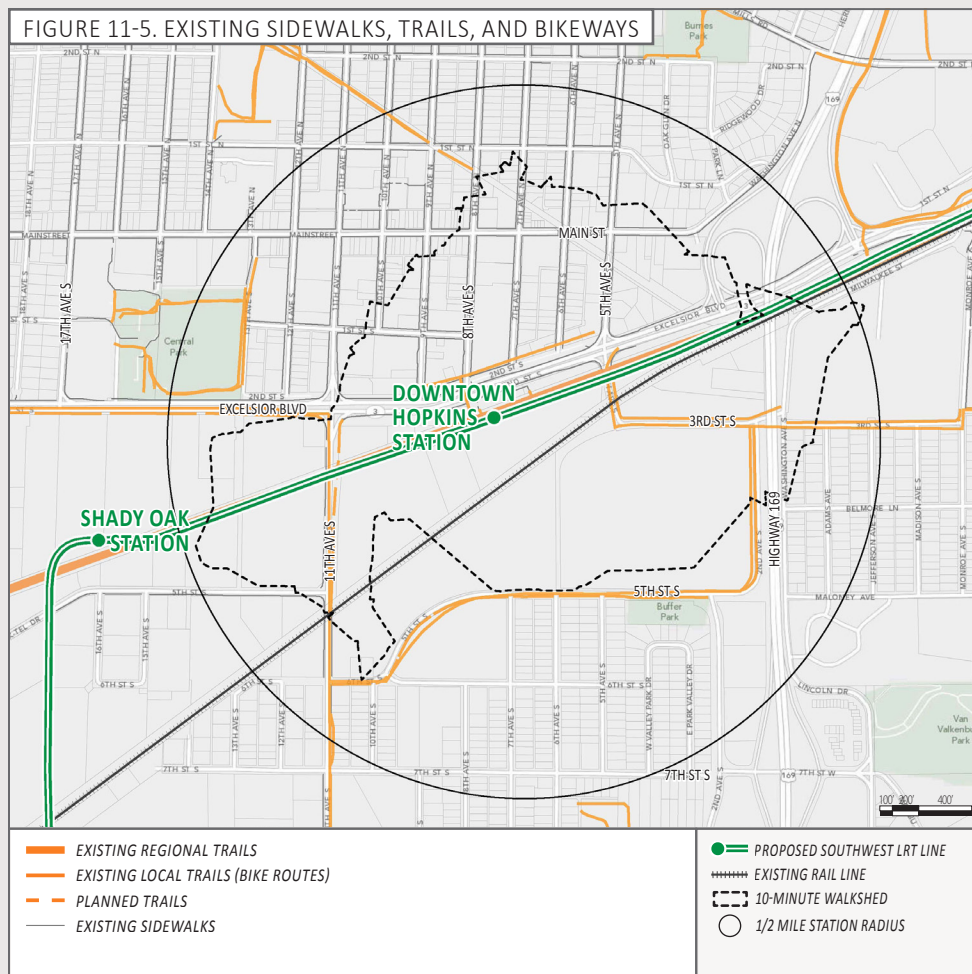


Transit

The Downtown Hopkins station is served by existing bus routes along Excelsior Boulevard. Route #665, an express route runs along Excelsior Boulevard, with stops along Excelsior Boulevard near the proposed LRT station. Routes #12 (local) and #664 (express) also run nearby along 11th Avenue and 5th Avenue.

Sidewalk, Trails and Bikeways

The sidewalk system in the station area, like the roadway network, is also varied. Streets to the north of the station all have existing sidewalks on them, while very few streets to the south of Excelsior Boulevard have sidewalks, limiting access to the station from the south. The Minnesota River Bluffs LRT Regional Trail, a multi-use trail, runs alongside the LRT line and continues east and west. A couple of blocks to the north of the station, accessed along 8th Avenue, the Lake Minnetonka LRT Regional Trail begins and runs northwest of Hopkins. There is tremendous potential for a trail hub with wayfinding and bike facilities here at the Downtown Hopkins station.



Sanitary Sewer

Sanitary sewer infrastructure consists of a collection of gravity flow sewer mains, lift stations, and pressurized forcemains that transport sewage to a wastewater treatment plant (WWTP). An efficient collection system has the capacity to accommodate all of the existing land uses within its particular sewershed. Beyond capacity, the material and age of pipes within a system can also impact a system's effectiveness.

Sanitary sewer infrastructure within the project area is typically maintained by either the City of Hopkins or by the Metropolitan Council Environmental Services (MCES) Division. MCES maintains a series of interceptor trunk sewers which collect sewage at key locations and convey sewage across community boundaries to regional WWTPs. Wastewater from the station area is treated by the MCES Metro WWTP located in St. Paul.

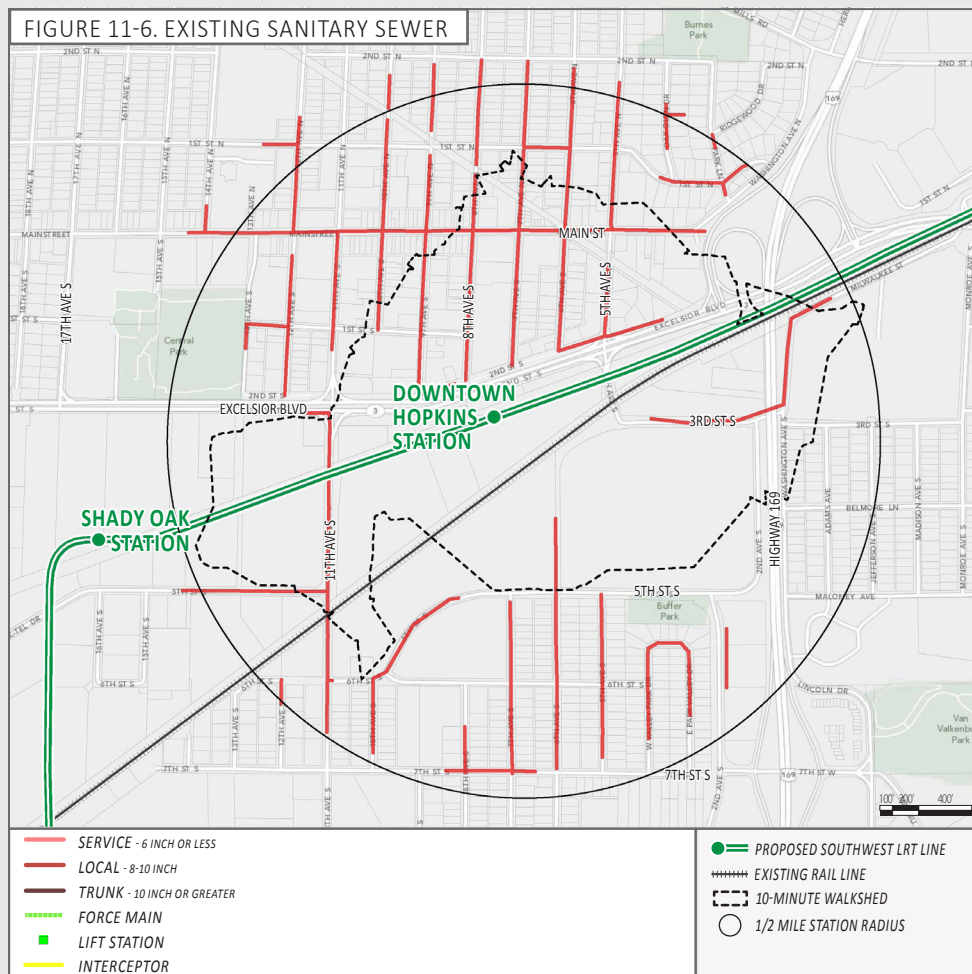
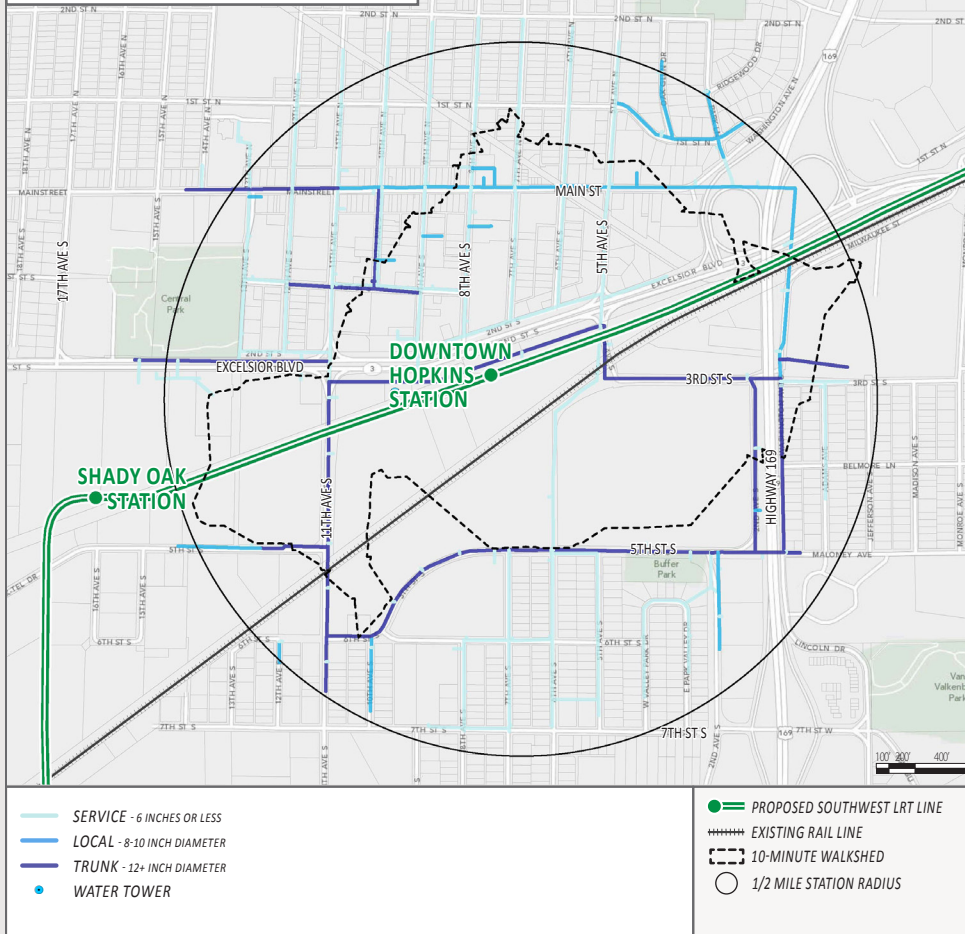


FIGURE 11-7. EXISTING WATER MAIN

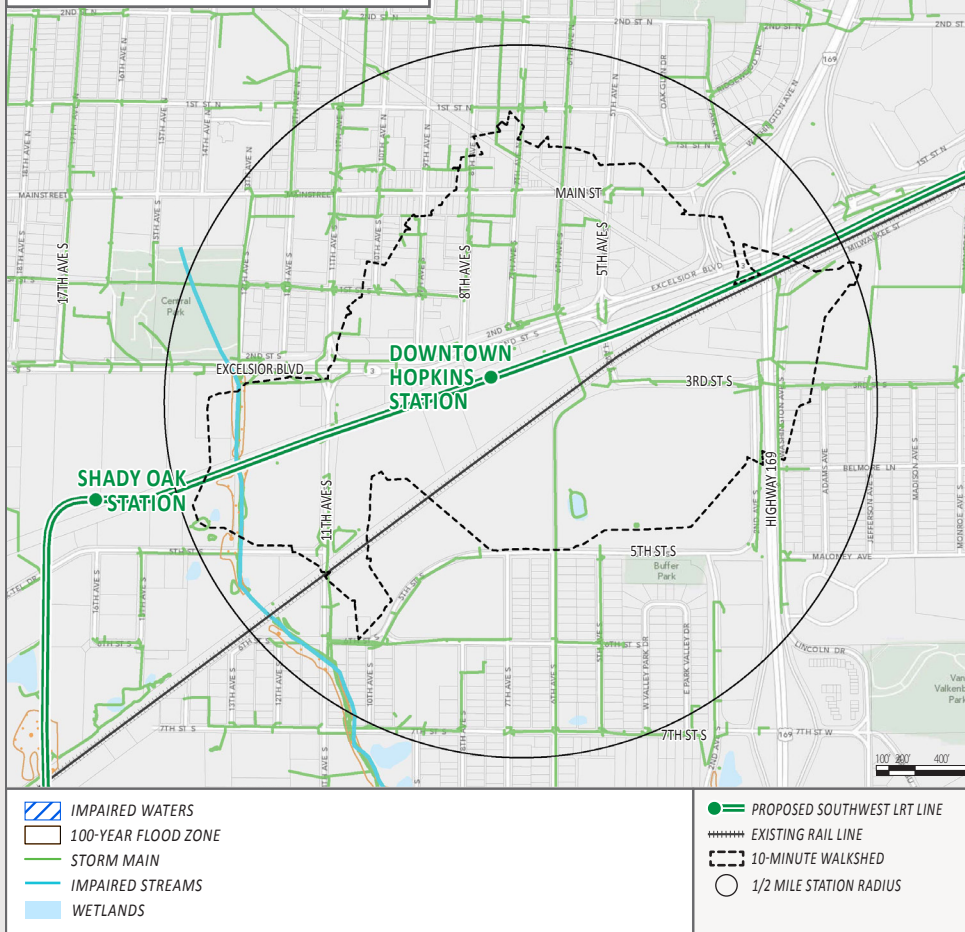


Water Main

Water main distribution systems serve to supply potable water to individual properties and to support fire suppression throughout the community. A well-designed system can maintain adequate pressure to support demand of individual properties and provide high flow rates to fire hydrants/fire suppression systems in emergency situations. Because of the complexity of water distribution networks and the importance of pressure, flow, and water quality, City water system models are used to evaluate a system's adequacy. The material and age of the system's water mains can also be factors in system breaks, leaks, and pressure and flow degradations.

Water pressure and flow rates can be influenced by: the size of water main serving an area, proximity and elevation relative to a water tower, proximity to a trunk water main with high flow capacity, if the main creates a loop, the demand of adjacent land uses, and the condition of the main.

FIGURE 11-8. EXISTING STORMWATER



Stormwater

This station is in the Nine Mile Creek Watershed District. A majority of the drainage is directed southwest to Nine Mile Creek. The creek is impaired by chloride and fish biology. A small portion of the area is in the Minnehaha Creek Watershed District and discharges toward Minnehaha Creek, which is impaired by dissolved oxygen depletion, chloride, fecal coliform, and fish biology. There is 100-year floodplain along portions of Nine Mile Creek in the walk zone.

Discharging within one mile of impaired water may trigger additional National Pollution Discharge Elimination System measures which require more capacity for stormwater management. For impaired waters with a Total Maximum Daily Load, requirements may increase further. Zoning requirements for areas within the 100-year floodplain may limit development/redevelopment potential.

Any development/redevelopment is anticipated to improve drainage as a result of enforcing City and Watershed requirements.

Where Are We Going?

The plans and diagrams on the following pages illustrate a range of recommendations for infrastructure improvements, station amenities, and potential redevelopment opportunities within the station area.

The ACCESS AND CIRCULATION PLAN shown in Figure 11-9 provides a high level view of how future transit, automobile, bike, and pedestrian systems will connect to the station area and its surroundings.

Figure 11-10 illustrates the STATION AREA IMPROVEMENTS that will facilitate access to and from the station and catalyze redevelopment in the station area. This includes opening day and long-term station area improvements

Figure 11-11 focuses on OPENING DAY STATION AREA IMPROVEMENTS only. These recommendations represent the improvements necessary to enhance the efficient function of the transit station, roadways, pedestrian and bicycle connections, and transit connections on opening day in 2018.

Station Area Improvements

The discussion below outlines a range of future station area improvements. While some of the identified improvements may be constructed as part of the LRT project itself, other improvements must be funded, designed and constructed by other entities and will require coordination between the City, County, and Metro Transit as well as local stakeholder and community groups.

ROADWAYS

Opening Day Improvements:

- » Rely primarily on the existing street and block network to support pedestrians and cyclists.

PEDESTRIAN CONNECTIONS

Opening Day Improvements:

- » Focus sidewalk and streetscape enhancements along 8th Avenue to connect the station with Mainstreet and the heart of Downtown Hopkins businesses and residents.
- » Improve pedestrian crossings on Excelsior Boulevard at 5th and 8th Avenues.
- » The improvement of the 8th Avenue pedestrian crossing should be a high priority. Where feasible, eliminate dedicated turning lanes and reduce turning radii to minimize crossing distances of Excelsior Boulevard, introduce countdown timing traffic signals, highly visible pedestrian crosswalks, and a pedestrian refuge in the street median.
- » Introduce sidewalk and streetscape enhancements along Excelsior Boulevard from 8th Avenue east to 5th Avenue in conjunction with station area improvements.
- » Develop a public plaza between the station platform and Excelsior Boulevard. This should be a large and programmatically flexible space with significant public art, enhanced bike amenities, seating, shelter, and wayfinding.
- » Continue redevelopment along 8th Avenue to enhance the pedestrian experience and connection to Mainstreet.

Long-Term Improvements:

- » Establish a new mid-block connection between 8th Avenue and the site of the farmers market.
- » Enhance the sidewalk and streetscape along 5th Avenue from Excelsior Boulevard to Mainstreet.

TRANSIT CONNECTIONS

Opening Day Improvements:

- » Provide new bus facilities near the station platform for connecting bus routes.
- » Develop a consistent design language between the LRT platform and the east and westbound bus shelters so that they help to identify the gateway to the downtown and the connections between transit modes.



Streetscape enhancements



Wayfinding and gateway signage



Public art integration

- » Develop a local circulator service to move people between the LRT station, Mainstreet and employment centers (i.e. Excelsior Crossing).

BIKE CONNECTIONS

Opening Day Improvements:

- » Establish a new dedicated cycling connection between the Lake Minnetonka LRT Regional Trail and Minnesota River Bluffs LRT Regional Trail via 8th Avenue.
- » Provide bike parking and enhanced cycling amenities such as an air pump, drinking fountain, repair stand, bike lockers, Nice Ride facilities, and wayfinding signage just north of the LRT platform in the station plaza.

Long-Term Improvements:

- » Consider a bike sales/rentals, service facility, or businesses near the station.

KISS AND RIDE

Opening Day Improvements:

- » Accommodate Kiss and Ride at the eastern end of the platform in a dedicated facility off of Excelsior Boulevard.

STATION AMENITIES (Beyond SW LRT Base Project Scope)

Opening Day Improvements:

- » Wayfinding – include signage and wayfinding near the station area platform, the kiss and ride dropoff and along sidewalks and trails near the station. Provide an information kiosk with maps and information regarding local businesses and regional transit, trails, etc.
- » Seating – provide comfortable and durable seating near the station platform.

- » Lighting – provide adequate lighting for the safety of transit users near the station platform, in the public plaza, and near the kiss and ride dropoff.
- » Plaza – provide a large and flexible public plaza area near the station platform, between the LRT line and Excelsior Boulevard to provide transit users with a paved area to gather, queue for trains, and move about the station area.
- » Bike Facilities – provide bicycle parking, lockers, and bike sharing facilities in a highly visible area near the station platform.
- » Provide drinking fountains in the station area plaza.
- » Public Art – provide public art in the station area to create an identity along Excelsior Boulevard. Integrate public art goals with the 8th Avenue ARTery design concepts.

DEVELOPMENT POTENTIAL

Opening Day Improvements:

- » The property at 8th Avenue and 1st Street S. is currently under development and will be complete by the Spring of 2014.
- » Redevelopment of the property bounded by 8th Avenue, 1st Street, and Excelsior Boulevard is anticipated by opening day.

Long-Term Improvements:

- » See the “Development Potential” discussion on page 11-16 for more on long-term development opportunities.

UTILITIES

- » See the “Station Area Utility Plan” beginning on page 11-18 for all utility recommendations.

FIGURE 11-9. ACCESS + CIRCULATION PLAN



	LRT PLATFORM		FREIGHT LINE		EXISTING PEDESTRIAN CONNECTION		PROPOSED(DASHED) PEDESTRIAN CONNECTION
	LRT LINE		NEW ROADWAY		EXISTING BIKE CONNECTION		PROPOSED(DASHED) BIKE CONNECTION
	BUS STOP		KISS AND RIDE		EXISTING MULTI USE CONNECTION		PROPOSED(DASHED) MULTI USE CONNECTION
	PARK AND RIDE		EXISTING WALKSHED		FUTURE WALKSHED (WITH TSAAP IMPROVEMENTS)		

NOTE: Existing walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. Future walkshed incorporates all proposed improvements to the sidewalk/trail network. Walksheds are based on GIS modeling and available sidewalk/trail information- and may not reflect exact on-the-ground conditions. See Glossary for detailed explanation of walkshed assumptions and methodology.

FIGURE 11-10. STATION AREA IMPROVEMENTS

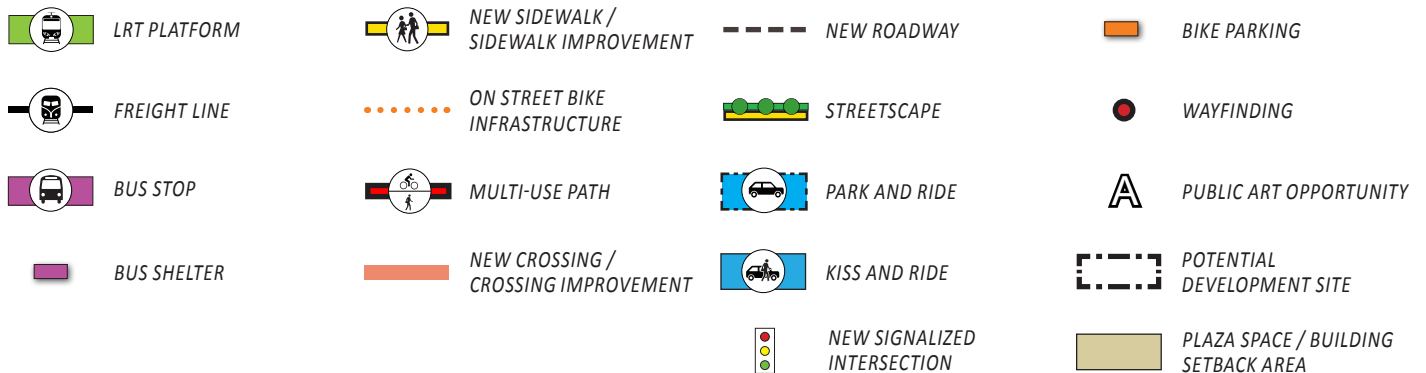
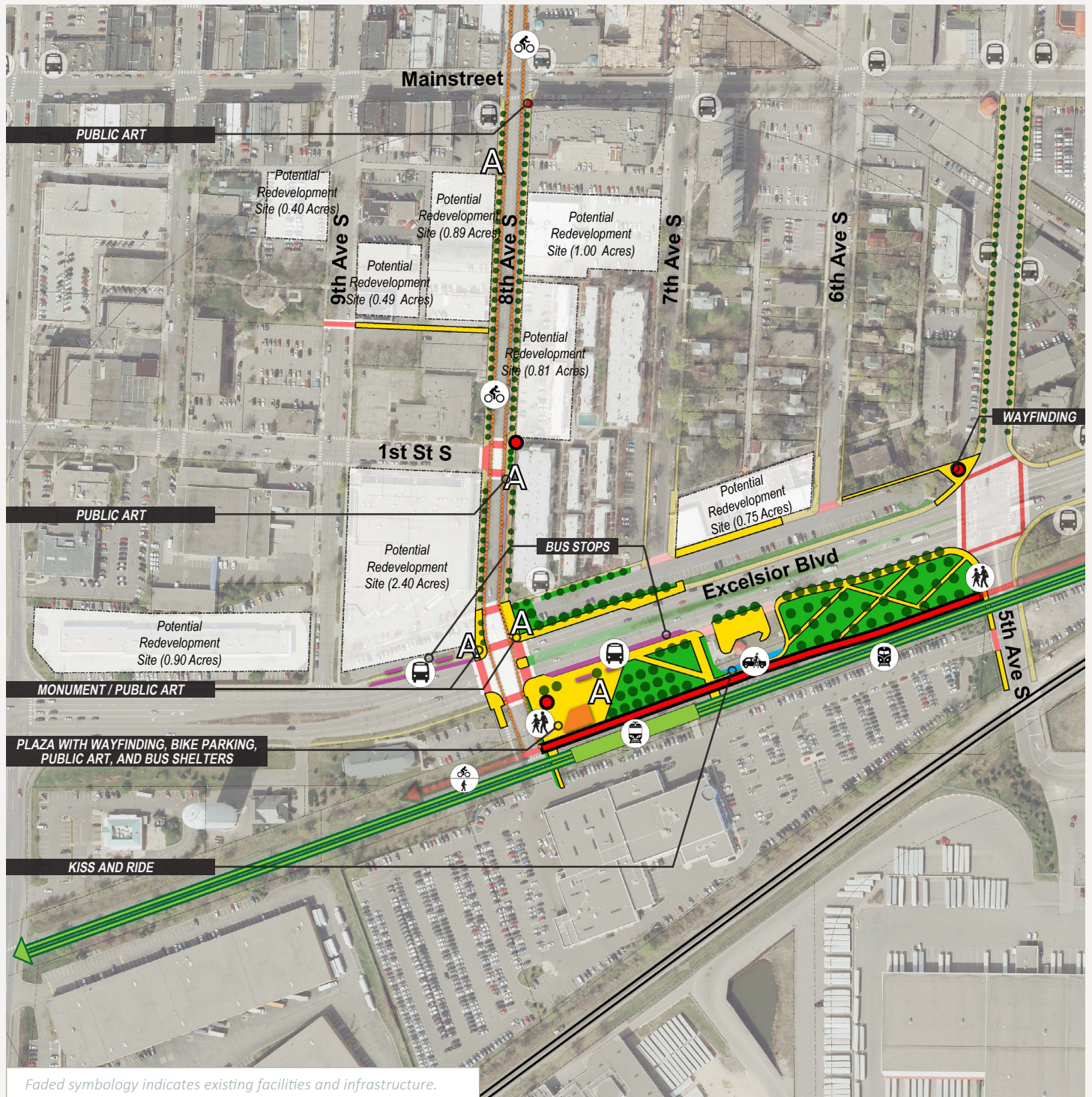
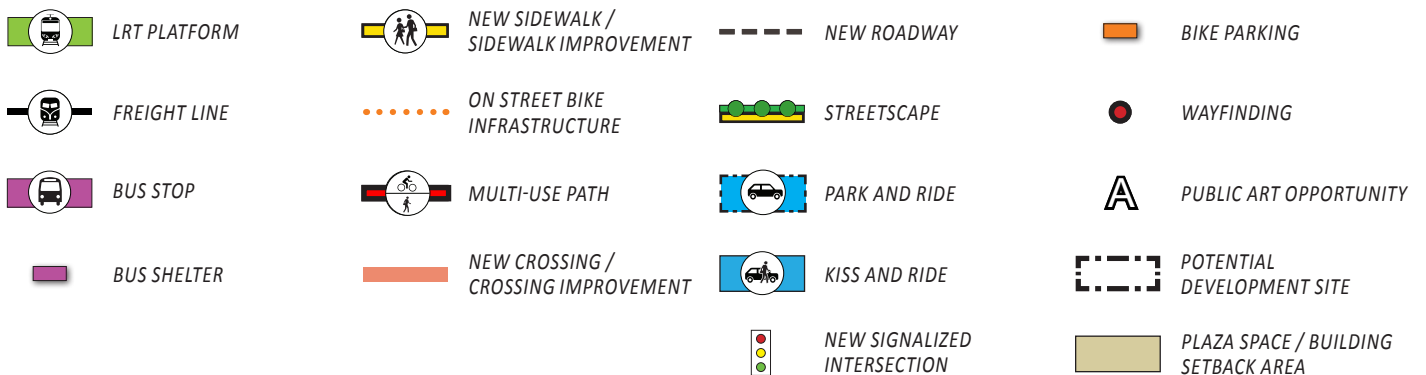
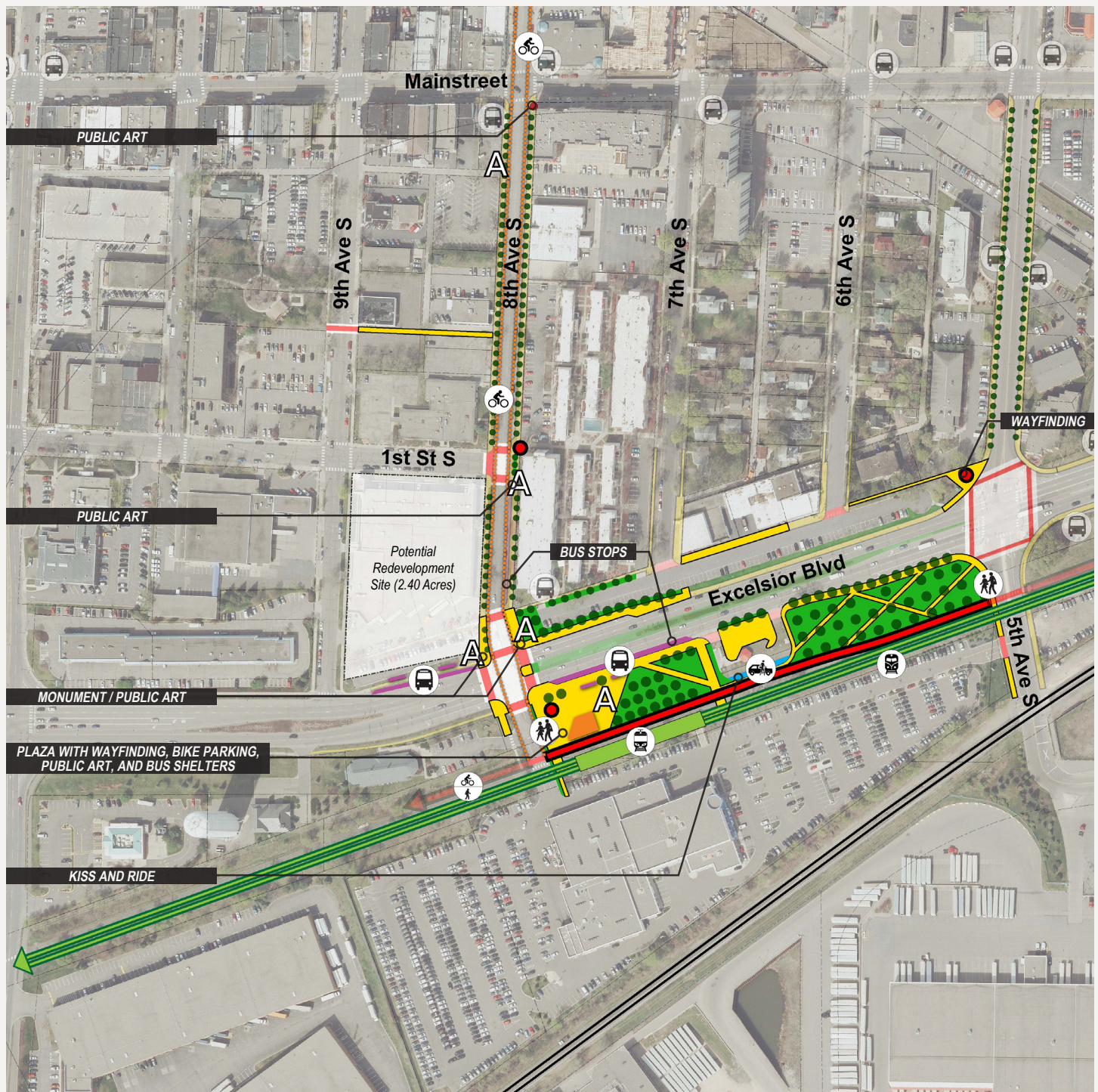


FIGURE 11-11. OPENING DAY STATION AREA IMPROVEMENTS

WHERE ARE WE GOING?

DOWNTOWN HOPKINS



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Opening Day Improvements

The following tables and diagrams outline the proposed improvements to be implemented in advance of SW LRT's opening day in 2018. Table 11-1 and Figure 11-12 show opening day improvements that are part of the SW LRT anticipated base project scope; these improvements will be part of the overall project cost for construction of the LRT line. Table 11-2 and Figure 11-13 include opening day improvements that are recommended as part of the Southwest Corridor Investment Framework and are beyond SW LRT's anticipated base project scope.

TABLE 11-1. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
A	LRT Platform	South of Excelsior Blvd, east of 8th Ave	Includes related LRT infrastructure
B	Kiss and Ride	East of station platform, along south of Excelsior Blvd	Off-street kiss and ride area
C	Bus Facilities	On Excelsior Blvd	East bound bus bay (2 bus routes), west bound bus bay (1 bus route)
D	Bus Facilities	Near Excelsior Blvd	Potential bus driver facility
E	Intersection Enhancement	Excelsior Blvd and 8th Ave	Curb extensions and crosswalk improvements on Excelsior Blvd (east side of intersection only)
F	Sidewalk/Trail	Excelsior Blvd (8th Ave to kiss and ride facility)	New sidewalk on south side of Excelsior Blvd
G	Sidewalk/Trail	At 8th Ave and regional trail crossing	Reconstruction of regional trail and crossing
H	Public Plaza	Between station platform and Excelsior Blvd	New plaza (includes landscaping and ped access to station platform)
I	Bike Facilities	Near station platform	Allowance for bike storage
J	Wayfinding	Near station platform	Allowance
K	Landscaping	Near LRT	Allowance
L	Stormwater Management*	Varies	Allowance
M	Utilities*	Varies	Adjustment of existing utilities within project limits
N	Utilities*	Varies	New water service and fire hydrant to station

Note: Anticipated Southwest LRT Base Project Scope as of December 2013 (subject to change)

** Improvement not symbolized on opening day figures (exact location to be determined as part of the base project scope)*

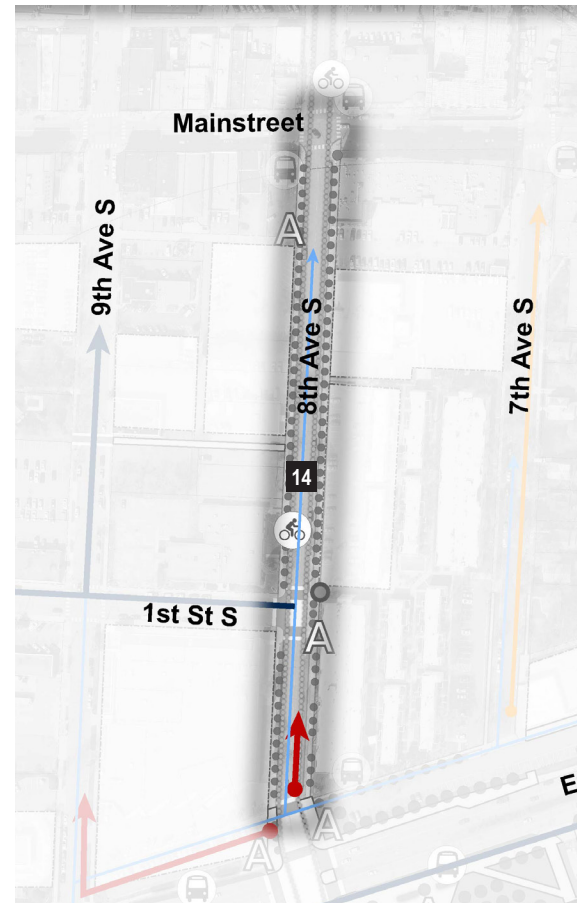
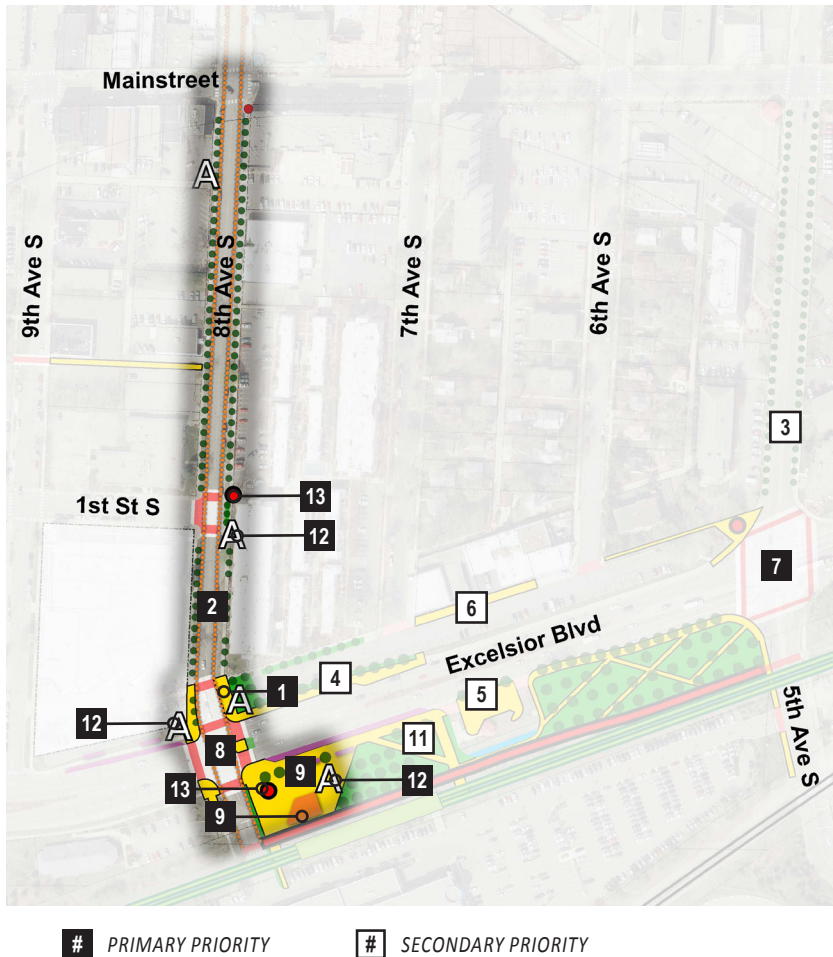
TABLE 11-2. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES	PRIORITY
1	Roadway	Excelsior Blvd frontage road at 8th Ave	Close of frontage road at 8th Ave	Primary
2	Streetscape	8th Ave, Excelsior Blvd to Mainstreet	Includes roadway, sidewalk, bike lanes, tree plantings, streetscape furnishings, lighting and ped crossing improvements	Primary
3	Streetscape	5th Ave, Excelsior Blvd to Mainstreet	Includes tree plantings, streetscape furnishings, lighting improvements	Secondary
4	Streetscape	Along north side of Excelsior Blvd and Frontage Road, 7th Ave to 8th Ave	Includes sidewalk, tree plantings, streetscape furnishings, lighting improvements	Secondary
5	Streetscape	Along south side of Excelsior Blvd, kiss and ride to 5th Ave	Includes sidewalk, tree plantings, and streetscape furnishing improvements	Secondary
6	Sidewalk/Trail	Along north side of Excelsior Blvd Frontage Road, 5th Ave to 7th Ave	sidewalk and ped crossings	Secondary
7	Pedestrian crossing	At Excelsior Blvd and 5th Ave	Pedestrian crossing markings, removal of pork chops	Primary
8	Pedestrian crossing	At Excelsior Blvd and 8th Ave	Pedestrian crossing improvements- west side of intersection	Primary
9	Public plaza	Between station platform and Excelsior Blvd	Plaza paving , landscaping, lighting, furnishings and shelter (beyond SPO improvements)	Primary
10	Bike Facilities	Public plaza	Bike parking, lockers, pumping station and bike share facilities (beyond SPO improvements)	Primary
11	Landscaping	East of public plaza along Excelsior Blvd to 5th Ave	Small park, landscape improvements (beyond SPO improvements)	Secondary
12	Public Art	At Excelsior Blvd, 8th Ave, and public plaza	Include public art along 8th Avenue, intersection of 8th Ave and Excelsior Blvd and in the public plaza	Primary
13	Wayfinding	Along 8th Ave, public plaza and Excelsior Blvd at 5th Ave	Include wayfinding and signage (beyond SPO improvements)	Primary
14	Water	Along 8th Ave	Construct 12-inch minimum trunk water main south of 1st street and 8-inch minimum water main north of 1st street with roadway reconstruction	Primary

FIGURE 11-12. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS



FIGURE 11-13. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS



Development Potential

OVERVIEW

Downtown Hopkins has a strong sense of place and can benefit greatly with new redevelopment along 8th Avenue that provides better connections between the station and Mainstreet, the heart of downtown. Underutilized sites along 8th Avenue and Excelsior Boulevard have been identified for potential mixed-use redevelopment. Redevelopment of these sites has already begun and more can be expected to follow in the short- to mid-term. Development opportunities south of the station are very limited. Land uses, healthy businesses, large parcels and block sizes, and lack of connectivity through this area limit its redevelopment potential.

Key challenges that should be addressed to facilitate long-term development potential include station connectivity, particularly the pedestrian crossings along Excelsior Boulevard at 8th and 5th Avenues. 8th Avenue is the lifeline connecting the station to Mainstreet. The City of Hopkins recognizes this and has already begun design efforts to improve the streetscape along 8th Avenue (the ARTery), incorporating better pedestrian and bicycle facilities, as well as a major statement of public art.

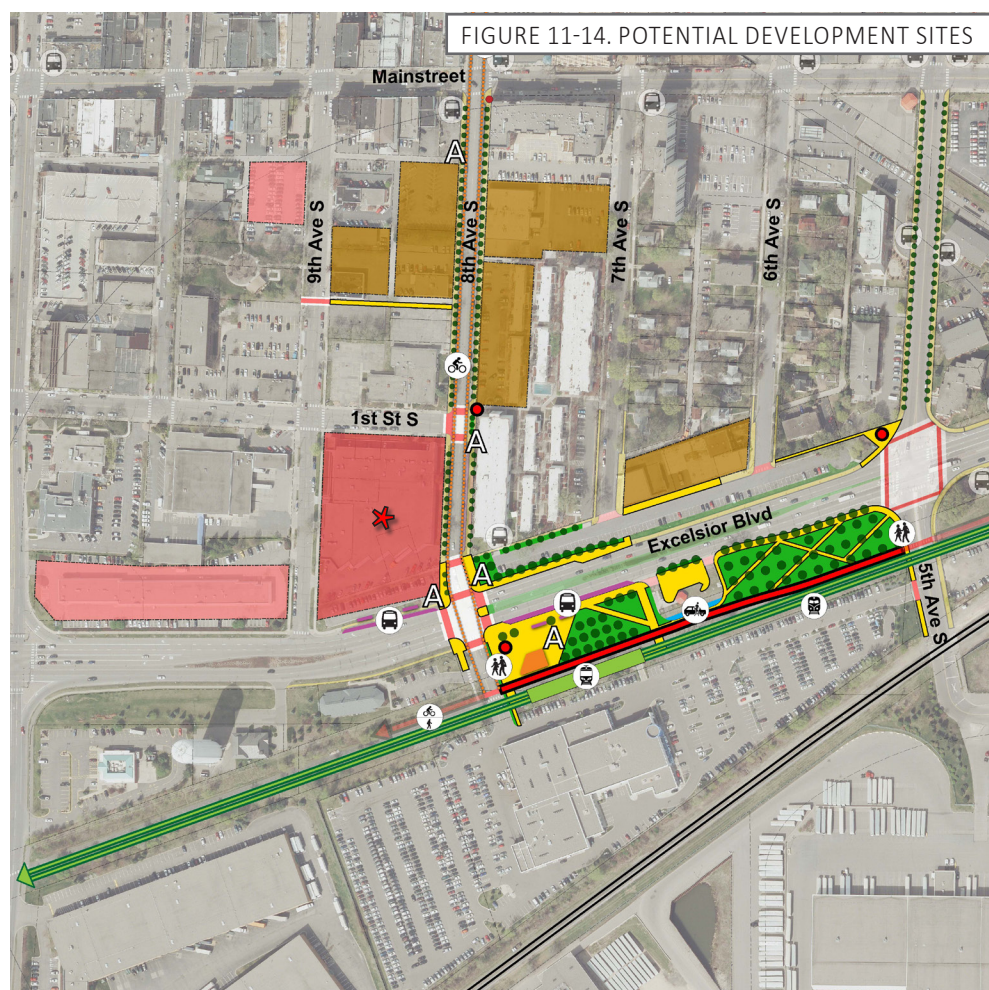
LAND USES

High-density, mixed-use, transit-oriented development is likely to occur near the Downtown Hopkins station. Future land uses in the Downtown station area should consist of high-density residential, office, hotel, and retail uses.

PLANNING STRATEGIES

Strategies that should be considered to facilitate future development in the station area include streetscape improvements and pedestrian crossings along roadways connecting the station with potential development sites, local destinations, and neighborhoods, particularly on Excelsior Boulevard, 8th Avenue, and 5th Avenue. Complete the City plans for 8th Avenue ARTery streetscape improvements and enhance pedestrian crossings at 8th Avenue and Excelsior Boulevard. Investigate the use of financial incentives for the rehabilitation of buildings in the historic district through the Federal Historic Preservation Tax Credit program.

FIGURE 11-14. POTENTIAL DEVELOPMENT SITES



FUTURE LAND USE:

- RETAIL & OTHER COMMERCIAL
- OFFICE
- MIXED-USE RESIDENTIAL
- OPENING DAY DEVELOPMENT POTENTIAL

Key Considerations for Change and Development Over Time

The evolution of station area over time should focus on strengthening the connection between the station and Mainstreet through a series of public realm improvements and new mixed-use development. Key considerations should include:

BUILT FORM AND LAND USE

- » Introduce a greater mix of uses, and medium to higher density development throughout the station area but with a particular focus along 8th Avenue and facing onto Excelsior Boulevard.
- » Design new buildings to enhance pedestrian access by orienting them towards the street and locating them as close to the street line as possible.
- » Incorporate active street level uses on buildings facing 8th Avenue in order to extend retail activity between Mainstreet and the station.
- » Ensure new development preserves space for the creation of a direct mid-block connection between the farmers market and 8th Avenue.
- » Consider the formulation of design guidelines for the Hopkins historic commercial district to encourage the preservation of its distinctive character.

PUBLIC REALM

- » Introduce a public plaza adjacent to the station which can act as a receiving point for passengers walking to the station or transferring to the LRT by bus, bike, or car.
- » Design the public plaza with a mix of hard and soft landscaping and generous tree planting.
- » Extend elements of the public realm treatment from the station plaza north along 8th Avenue to Mainstreet and explore opportunities for the inclusion of public art along this route to emphasize the connection.
- » Integrate the design of bus and passenger pick-up and drop-off facilities into the overall design of the station plaza so that they do not detract from the design of the plaza.

MOBILITY

- » Remove channelized turning lanes and initiate intersection improvements at Excelsior Boulevard and 8th Avenue to improve safety for pedestrians walking between the station and Downtown Hopkins to the north.
- » Accommodate retail and short term parking on-street or in shared parking facilities to minimize the construction of single-use parking areas.
- » Minimize the impact of parking and circulation on pedestrians by locating parking below grade or to the rear of new buildings, and consolidating access and service drives.
- » Limit vehicular access points along Excelsior Blvd. and 8th Avenue.

- » Incorporate a visitor center and bicycle sales, rentals, service center near the LRT station platform.
- » Incorporate a higher level of wayfinding and signage at the station to direct pedestrians and cyclists to Mainstreet and the areas numerous trail networks.
- » Design 8th Avenue as a Complete Street with enhanced pedestrian amenities and dedicated cycling facilities connecting the station north to the Lake Minnetonka LRT Regional Trail.



Active downtown street level uses



New mixed-use development



Public plaza example

Station Area Utility Plan

OVERVIEW

The station area utility plan and strategies recommended below were developed by considering future transit-oriented development within the station area, as depicted by the Station Area Improvements Plan (Figure 11-10). Hopkins will need to apply these localized recommendations to the city-wide system to ensure that the potential development/redevelopment will not be limited by larger system constraints. Existing models or other methods each city uses to model these systems can be used to check for system constraints in the station areas.

Hopkins should also consider reviewing the condition of their existing utilities in the station development area. The station construction would provide Hopkins an opportunity to address any utilities needing repairs. Once the larger system has been reviewed for system constraints, Hopkins will be able to accurately plan for necessary utility improvements in their city Capital Improvement Program (CIP). All utilities located beneath the proposed LRT rail or station platform should be encased prior to the construction of these facilities. The cost associated with encasing these facilities is assumed to be a project cost and is not included in potential improvements identified for the City of Hopkins CIP.

APPROACH

Utility improvement strategies are outlined in this report for the ultimate station area development (2030), as well as improvements which should be considered prior to opening day anticipated in 2018. Although recommendations are categorized in one of these two timeframes, Hopkins should weigh the benefits of completing more or less of these improvements as land becomes available for future development. Hopkins should take the utility analysis a level further and model future utilities in their city utility system models.

The proposed development and redevelopment areas were evaluated based on Metropolitan Commission Sewer Availability Charge (SAC) usage rates and estimated flows. Estimated flows for one possible development scenario in this area indicate that internal to the station area, no more than eight inch pipe are necessary to serve the mix of proposed and existing development. Each utility system should still be reviewed to identify capacity and demand constraints to the larger system associated with increase in flows from the proposed developments and existing developments in the area. Hopkins should anticipate the construction of new municipal utilities in conjunction with new or realigned roadways.

GENERAL RECOMMENDATIONS - SANITARY SEWER

Sanitary sewer recommendations for station area improvements include opportunities for Hopkins to improve the existing sanitary sewer network, without necessarily replacing existing sanitary sewers. When recommendations for “improving” existing sanitary sewer are noted, Hopkins should consider the level to which each specific sewer should be improved. Methods of improvement could include: lining the existing sewer, pipe joint repair, sewer manhole repair, relocation, and complete replacement.

The following items should be evaluated prior to opening day of the station, although action may not be required until necessary for development:

- » Televising existing sewer mains in the station area and proposed development area to determine the condition of the sewer mains, susceptibility for backups or other issues and evaluate for Infiltration and Inflow (I&I).
- » Locations of known I&I. If previous sewer televising records, city maintenance records, or an I&I study have shown problems, the city should consider taking measures to address the problem.
- » The age and material of existing gravity and/or forcemain sanitary sewer in the identified station area. If the lines are older than the material’s typical design life or materials which are susceptible to corrosion relative to soils in the area, the city should consider repairing, lining or replacing the mains.
- » Locations of known capacity constraints or areas where city sewer models indicate capacity issues. If there are known limitations, the city should further evaluate the benefit of increasing pipe sizes.
- » City sewer system models (existing and future). A review of these models with future development would assist Hopkins in determining if sewers in the project area should be increased to meet existing or future city system needs.
- » Existing sewer pipes should be relocated or encased in areas where they cross or are immediately adjacent to the LRT line/station.

GENERAL RECOMMENDATIONS - WATER MAIN

Water main recommendations for station area improvements also include opportunities for Hopkins to improve the existing water system network. Creating loops in the network can help prevent stagnant water from accumulating along water main stubs, and creating loops of similar sized water main provides the city a level of redundancy in their water network. Redundancy helps reduce the impacts to the community during system repairs, and also helps stabilize the pressure in the network.

The following items should be evaluated prior to opening day of the station, although action may not be required until necessary for development:

- » The age and material of the existing mains in the identified station area. If the mains are older than the materials typical design life or materials which are susceptible to corrosion relative to soils in the area, the city should consider replacing the main.
- » Locations of previous water main breaks. If water main breaks repeatedly occur in specific areas, the city should consider replacing or repairing the main.
- » Locations with known water pressure issues or areas where city models indicate low pressure. If there are known limitations (for either fire suppression or domestic uses), the city should further evaluate the benefit of increasing main sizes.
- » Locations with known or potential water quality issues. If there are mains known to be affecting the water quality (color, taste, odor, etc.) of their system, Hopkins should consider taking measures to address the problem affecting water quality.
- » City water system models (existing and future). A review of these models with future development would assist Hopkins in determining if mains in the project area should be improved to meet existing or future city system needs based on demand constraints.
- » Existing water main pipes should be relocated or encased in areas where they cross or are immediately adjacent to the LRT line/station.

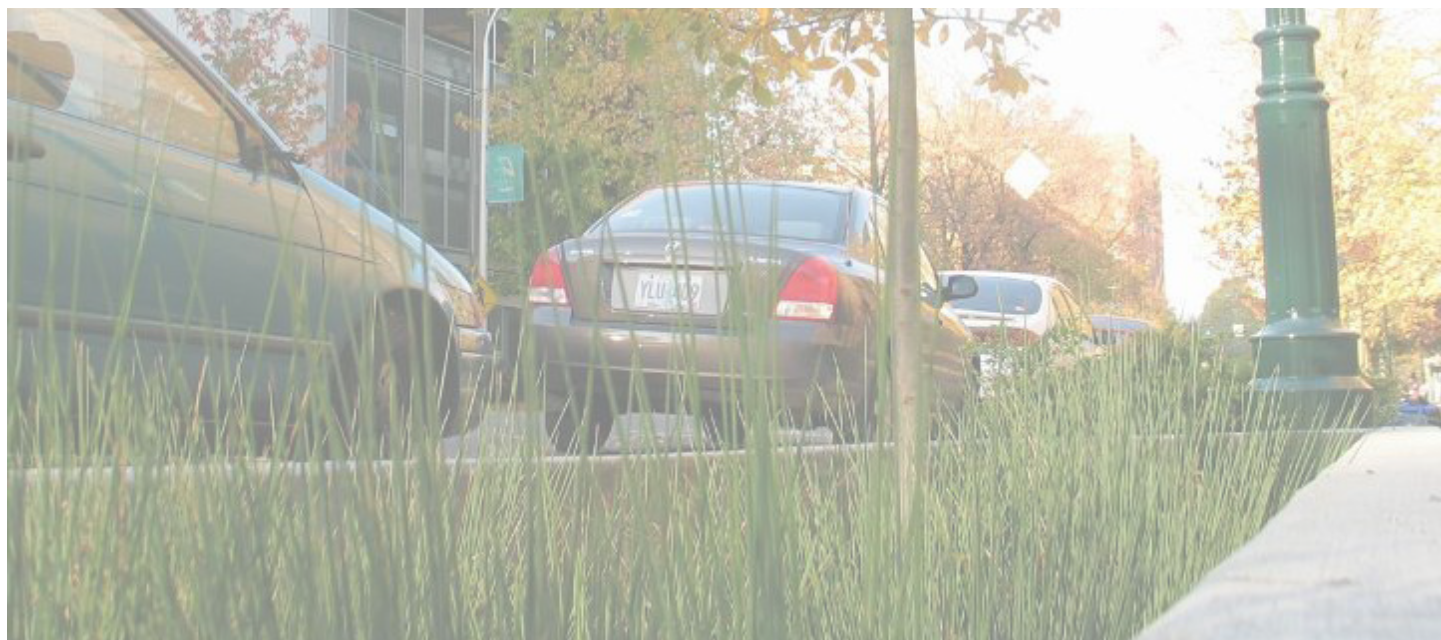
GENERAL RECOMMENDATIONS – STORM SEWER

Local storm sewer improvements are recommended to be completed in conjunction with other improvements in the station area. Improvements which will likely require storm sewer modifications include: roadway realignments, roadway extensions, and pedestrian sidewalk/street scape improvements. Storm sewer improvements may consist of: storm sewer construction, manhole reconstruction, drain tile extensions, storm sewer relocation, and complete replacement. These local storm sewer improvements are included as part of the overall cost of roadway and streetscape improvements recommended in this plan. Where roadway/streetscape improvements are part of the SW LRT anticipated base project scope, associated storm sewer improvements are assumed to be a project cost. Hopkins should also consider coordinating with the local watershed district and other agencies to review the condition of and capacity of existing trunk storm sewer systems serving more regional surface water needs.

STORMWATER BEST MANAGEMENT PRACTICES

There are numerous stormwater best management practices (BMPs) that can be used to address stormwater quality and quantity. As part of this project, BMP guides were developed for four stations (Royalston, Blake, Shady Oak, and Mitchell) which exemplify the range of development intensity and character in the urbanized environment along the Southwest LRT Corridor. The recommendations and practices identified in each of the four BMP guides are applicable to various stations along the corridor.

Potential stormwater management strategies for this station area may be similar to those shown in the BMP guide for the Blake station (see p. 10-28). Hopkins should consider implementing applicable best management practices similar to those in the Blake station BMP guide. Stormwater management recommendations should be constructed in conjunction with public and private improvements and future development/redevelopment in the station area.



Station Area Utility Plan (Continued)

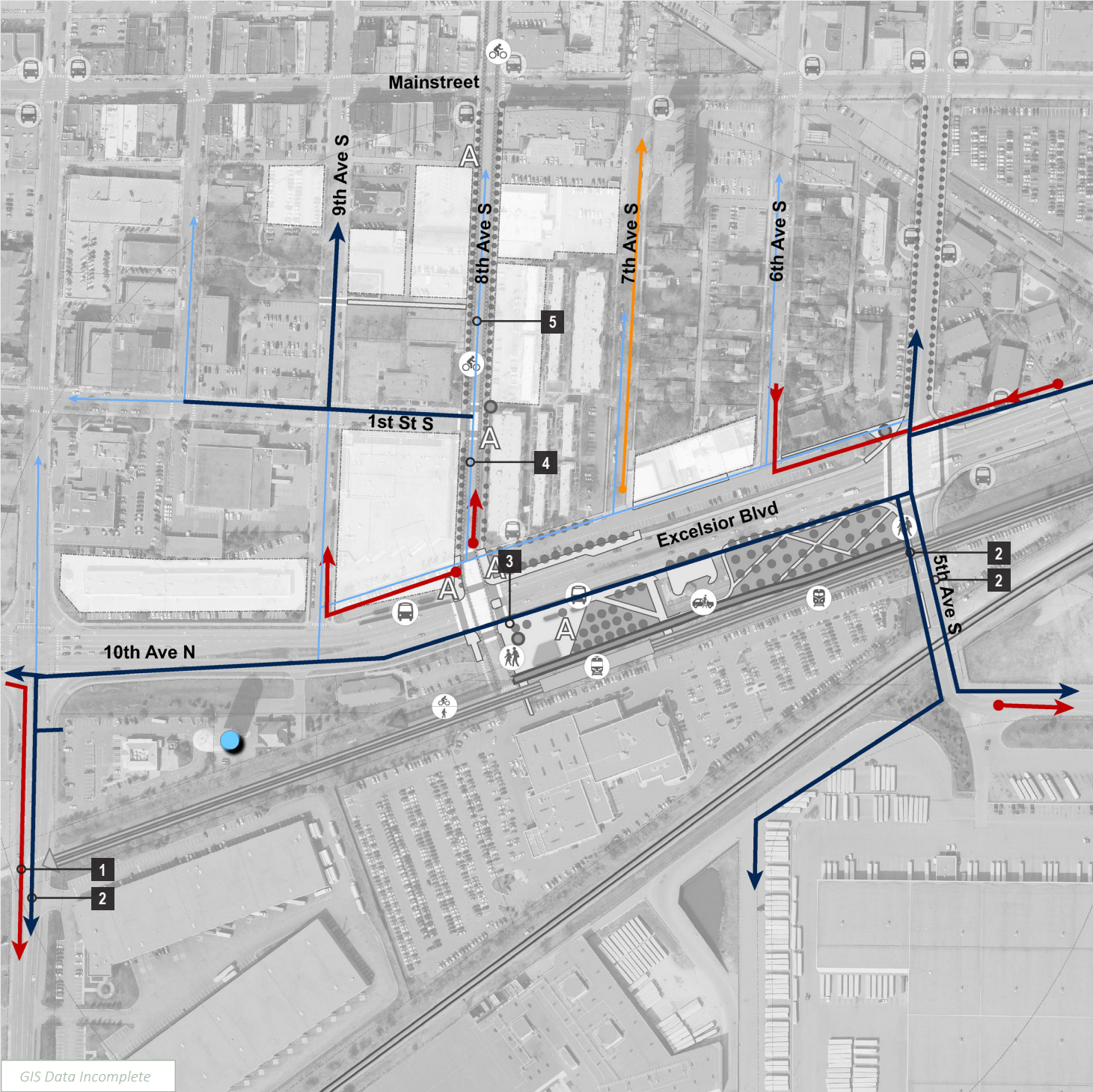
STATION AREA UTILITY RECOMMENDATIONS

Utility recommendations (illustrated in Figure 11-16) are based on a localized analysis of proposed development. It is recommended that the City of Hopkins take this analysis a step further and review system constraints to the existing and future sanitary sewer and water main systems using existing sewer CAD or water CAD models, or other methods of modeling these systems.

Opening Day Recommendations:

1. Encase existing sanitary sewer crossing the LRT rail construction.
2. Encase existing water main crossing the LRT rail construction.
3. Install fire hydrant to serve station area and plaza.
4. Construct 12-inch minimum trunk main in conjunction with reconstruction of 8th Avenue S. south of 1st Street S.
5. Construct 8-inch minimum water main in conjunction with reconstruction of 8th Avenue S. North of 1st Street S.

FIGURE 11-15. STATION AREA UTILITY PLAN



WHERE ARE WE GOING?

DOWNTOWN HOPKINS

OPENING DAY RECOMMENDATION

LONG-TERM RECOMMENDATION

— EXISTING UTILITIES

- - - PROPOSED UTILITIES

SERVICE SANITARY

LOCAL SANITARY

TRUNK SANITARY

MCES SANITARY INTERCEPTOR

SANITARY SEWER FORCEMAIN

LIFT STATION

SERVICE WATER MAIN

LOCAL WATER MAIN

TRUNK WATER MAIN

WATER TOWER

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