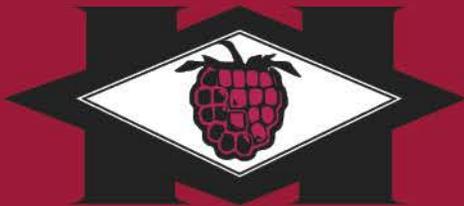




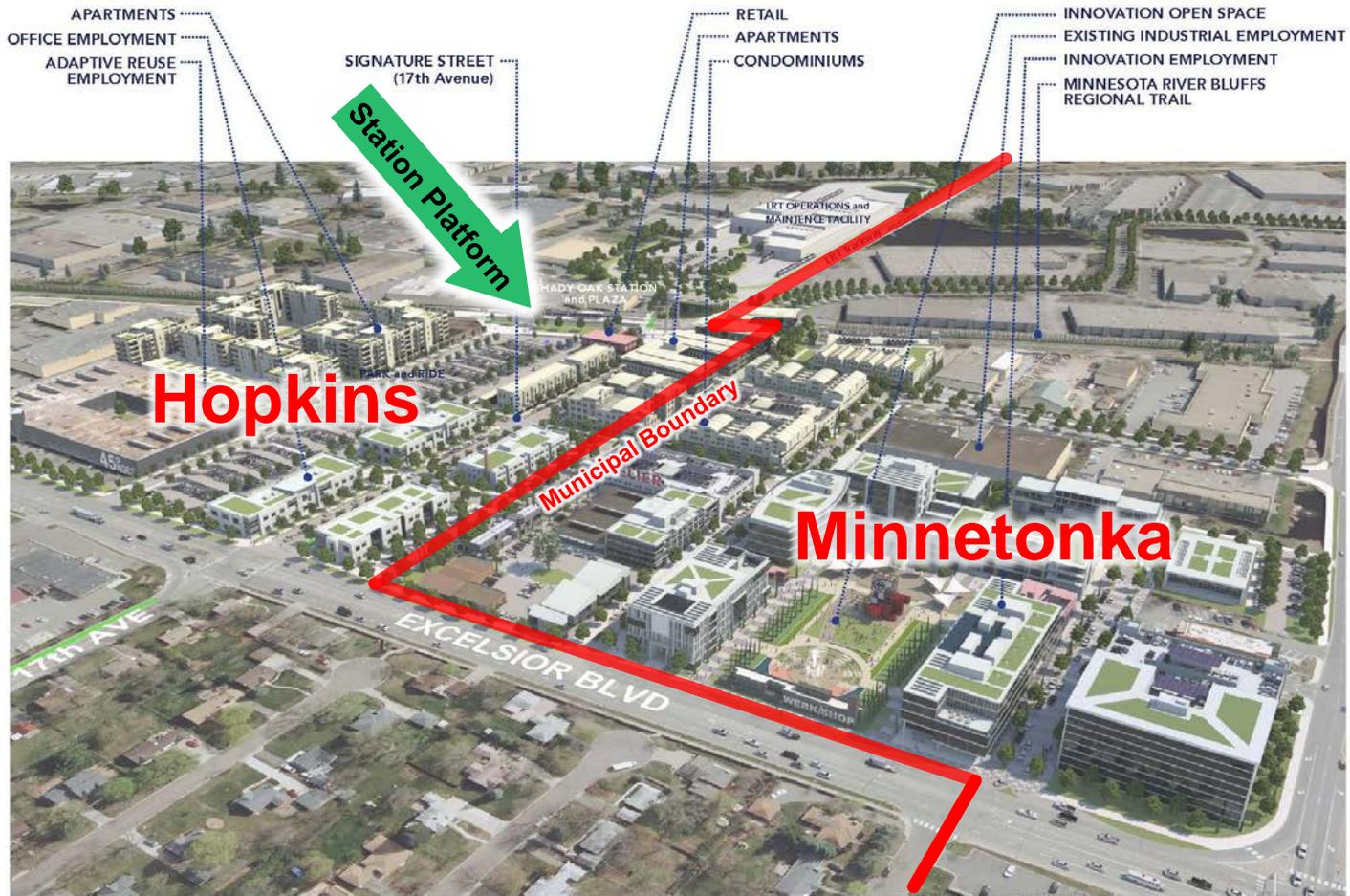
Shady Oak Station Area Development Strategy



City of
Hopkins
Minnesota



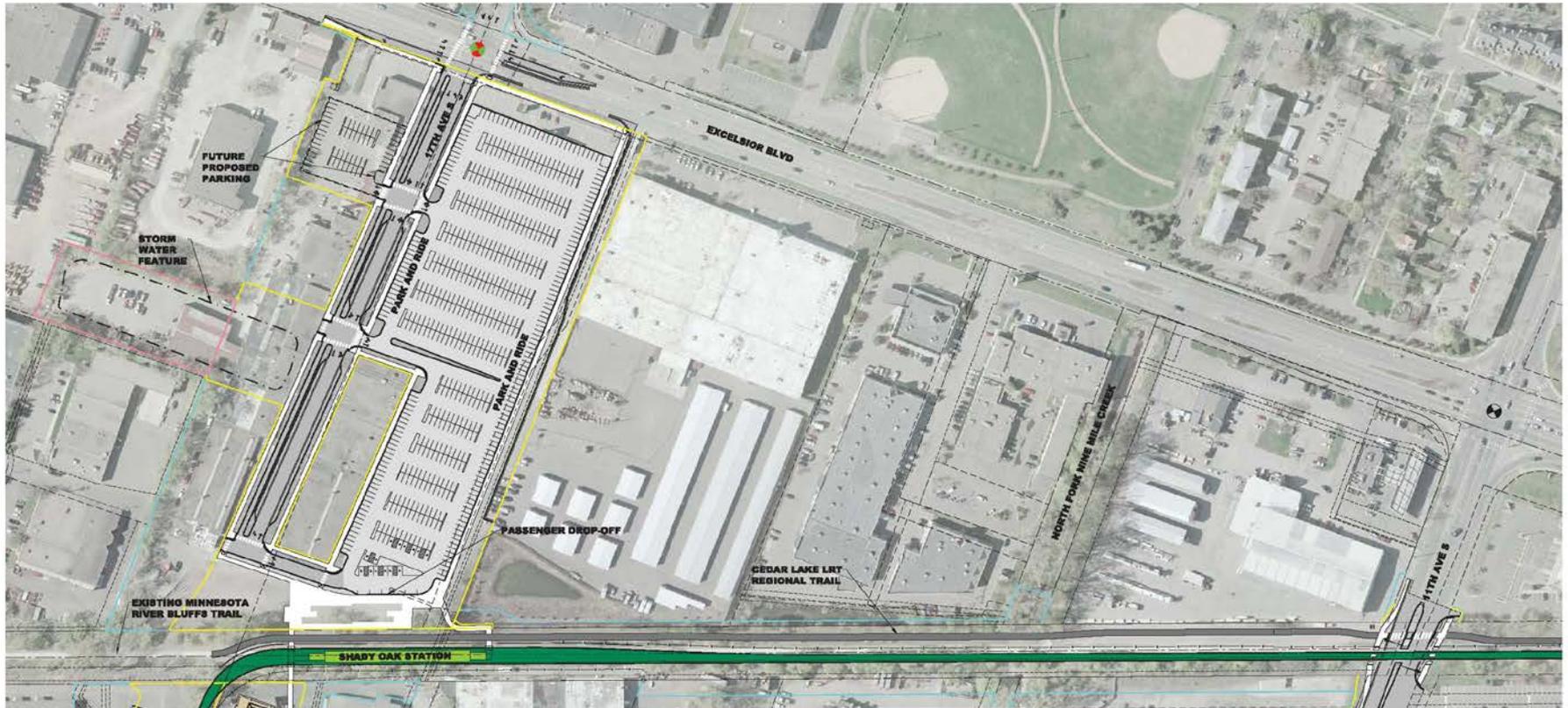
Shady Oak Station Area Development Strategy



'INNOVATION NORTH' AND 'STATION HUB' SUBAREAS BUILD-OUT (2020-2025)—VIEW LOOKING SOUTHEAST



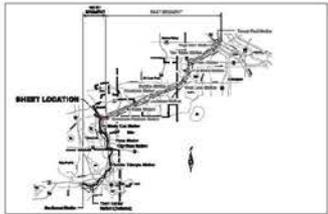
Shady Oak Station Area Development Strategy



SOUTHWEST LRT ALIGNMENT SEGMENT W3 - MINNETONKA / HOPKINS SHADY OAK STATION

COLOR LEGEND

	LRT TRACK AREA		EXISTING SIGNALIZED INTERSECTION
	PEDESTRIAN / BIOWALK AREA		PROPOSED SIGNALIZED INTERSECTION
	STATION PLATFORM		TRACTION POWER SUBSTATION
	TUNNEL		SYSTEMS BUILDING (DESIGN VARIES)
	ROADWAY		BATT. ARM
	TRAIL / BIKEWAY		TOTAL PROPERTY ACQUISITION
	SURFACE PARKING		PARTIAL PROPERTY ACQUISITION
	BRIDGE		RIGHT OF WAY
	RETAINING WALL		PROPERTY LINE
			TEMPORARY CONSTRUCTION EASEMENT



THE PROPOSED SOUTHWEST LRT PROJECT IS NOT FINAL BUT IS STILL UNDER ENVIRONMENTAL REVIEW AND THE PROJECT IS SUBJECT TO CHANGE. THESE PLANS ARE NOT FINAL. THE COUNCIL, THROUGH THE DEVELOPMENT OF THESE PLANS, DOES NOT INTEND THAT THEY WILL PRECLUDE OR COMPROMISE ANY STATE OR FEDERAL ENVIRONMENTAL REVIEW OR OTHER LEGAL REQUIREMENTS. THESE PLANS DO NOT LIMIT THE PROJECT DESIGN ALTERNATIVES OR NEGATIVE MEASURES THAT THE COUNCIL MAY UNDERTAKE IF THE PROPOSED SWEET PROJECT PROCEEDS TO CONSTRUCTION. THE COUNCIL WILL NOT TAKE FINAL ACTION ON THIS MATTER UNLESS THE COUNCIL PROCEEDS WITH THE PROJECT AFTER THE PLAN RECORD OF DECISION AND THE COUNCIL'S DETERMINATION OF ADEQUACY.

JANUARY 2016



Shady Oak Station Area Development Strategy

- Uses – types & detail vs general
- Development phasing
- General support for a joint board to review.
- More clearly defines character and vision
- Design standards to articulate the desired architecture and aesthetics of the area.
- What is the appropriate amount of parking in this transit oriented district?
- How can we best balance the needs of pedestrians, bicyclists, transit riders and vehicles?
- What is the right amount of required landscaping?
- Match up the open space standards with building code/city expectations.
- Are we were over-planning for bicyclists, especially given the Minnesota climate?
- Bike-sharing is well used where it has been established from the beginning which would support building ample bike facilities.
- How will bus activity be coordinated with light rail service? Staff should work with Metro Transit to review and coordinate bus and light rail service.
- How will park dedication be allocated? It was discussed that park dedication should be shared between the two communities and used to focus on planned greenspace.

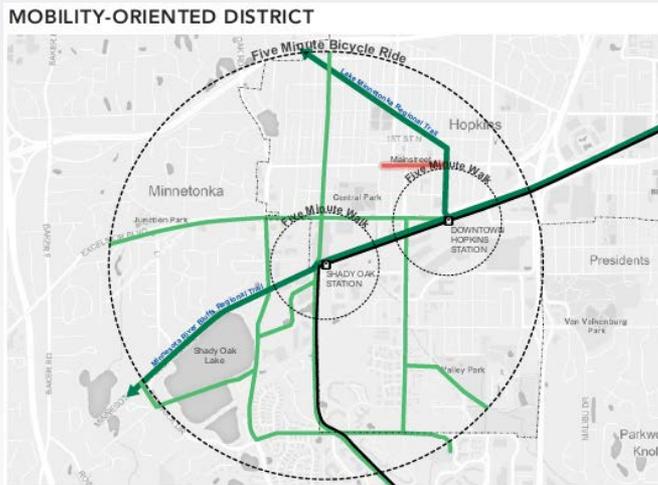


Shady Oak Station Area Development Strategy

Purpose of the District

- Focus on the four vision themes and connecting them with the use regulations and development standards.

MOBILITY-ORIENTED DISTRICT



TRAILHEAD



INNOVATION DISTRICT



AUTHENTIC CHARACTER



Shady Oak Station Area Development Strategy

Zoning Districts

- Innovation District
 - Start-ups business & incubators
- Transit Supportive Employment (TSE) District
 - Office
 - Limited Retail
 - Service development
 - High density residential
 - Existing industrial, warehousing and manufacturing functions
- The Urban Industrial Employment (UIE) District
 - Maintains existing industrial use
 - Redevelopment over time of transit supportive, high density residential, office, and a limited amount of retail and service uses.



Shady Oak Station Area Development Strategy

Use Regulations

- Use table
 - Detailed permitted, conditional & prohibited uses
- Maps - detailing where specific uses are required or prohibited
 - Required Residential
 - Limited Commercial
 - Permitted grocery, hardware store
 - Permitted restaurant-carry out & delivery with drive thru
 - Prohibited industrial/manufacturing
 - Permitted building contractors yard
 - Prohibited vehicle painting, bodywork & repair uses
 - Permitted mini storage
 - Prohibited telecommunications facilities/towers

LAND USES*	TSE ¹	UIE ²
COMMERCIAL		
BAR/TAVERN/LOUNGE/NIGHTCLUB	C	—
BANQUET/RECEPTION/SOCIAL CLUBS	C	C
ART GALLERY	X	X
ART SUPPLIES	X	X
BAKERY	C(20)	X
BANK AND FINANCIAL SERVICES	C(2)	—
BEAUTY SALON/BARBER SHOP	X	X
BEAUTY/COSMETIC SALES	C(2)	—
BICYCLE SALES AND SERVICE	C(2)	X
BOOKSTORE	C(2)	—
BUTCHER SHOP	C(15)	X
CAMERA - PHOTOGRAPHIC, VIDEO	C(2)	—
CELL/MOBILE PHONE SALES	C(2)	—
CLOTHING STORE	C(2)	—
COFFEE SHOP	C(2)	C(12)
COLLECTIBLES (CARDS, COINS, COMICS, STAMPS, ETC.)	C(2)	—
CONSIGNMENT/THRIFT SHOPS	C(2)	—
CHILD DAY CARE/NURSERY	C(2)	—
DELICATESSEN	C(2)	C(12)
DRY CLEANING AND LAUNDRY (PICK-UP/DROP-OFF)	X	X
EDUCATIONAL FACILITIES	X	X
ELECTRONICS /HOME APPLIANCE SALES	C(2)	—
FABRIC, KNITTING AND SEWING STORE	C(2)	—
FLORIST	C(2)	—
FURNITURE AND HOUSEWARE SALES	C(2)	X
GARDEN / PLANT NURSERY	X	X
GIFTS AND NOVELTIES	X	C(2)
GLASSWARE, CHINA, TILE, POTTERY SALES	C(2)	C(4)
GROCERY STORE	C(5)	C(5)
HARDWARE STORE	C(6)	C(6)
HEALTH/FITNESS CLUB	C(7)	X
HOBBY- CRAFT -SALES AND INSTRUCTION	C(2)	—
HOTEL/HOSTEL	C(8)	X

Transit Supportive Employment (TSE) ¹

Urban Industrial Employment (UIE) ²

C() - Conditional

X - Permitted

— - Prohibited



Shady Oak Station Area Development Strategy

Development Standards

- Specific requirements for the physical orientation, uses and arrangement of buildings; management of parking; and access to development parcels.
 - Required Active Edge
 - Required Build-to-Line
 - Useable Open Space
 - Automobile Parking
 - Bicycle Parking
 - Loading
 - Restricted Parking Access
 - Minimum Floor Area Ratio
 - Minimum Building Height
 - Minimum Residential Density



Additional Items to Consider

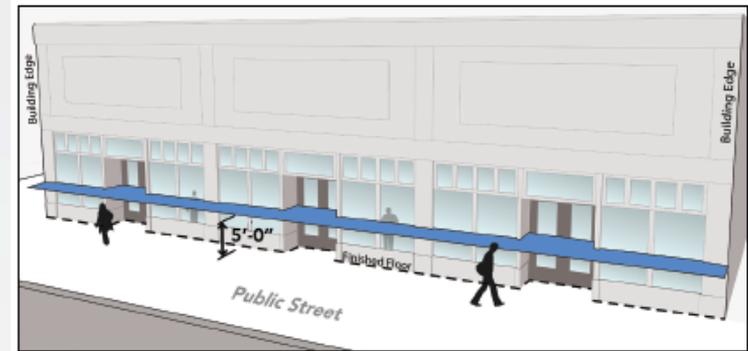
- Lighting
- Landscaping
- Travel Demand Management
- Shadow Study
- Parking Lot Design
- Architectural Standards & Materials



Shady Oak Station Area Development Strategy

Development Standards – Required Active Edge

- Increase visual and physical interaction between people inside and outside of buildings
- Characterized as building frontages with direct public street entries and a high degree of ground floor facade transparency.
- Residents and visitors enter and exit the from the public street, activating and animating the public realm.
- Required in specific areas and optional in others
- Fronting parking lots, service bays/loading bays, and parking garage entrances prohibited



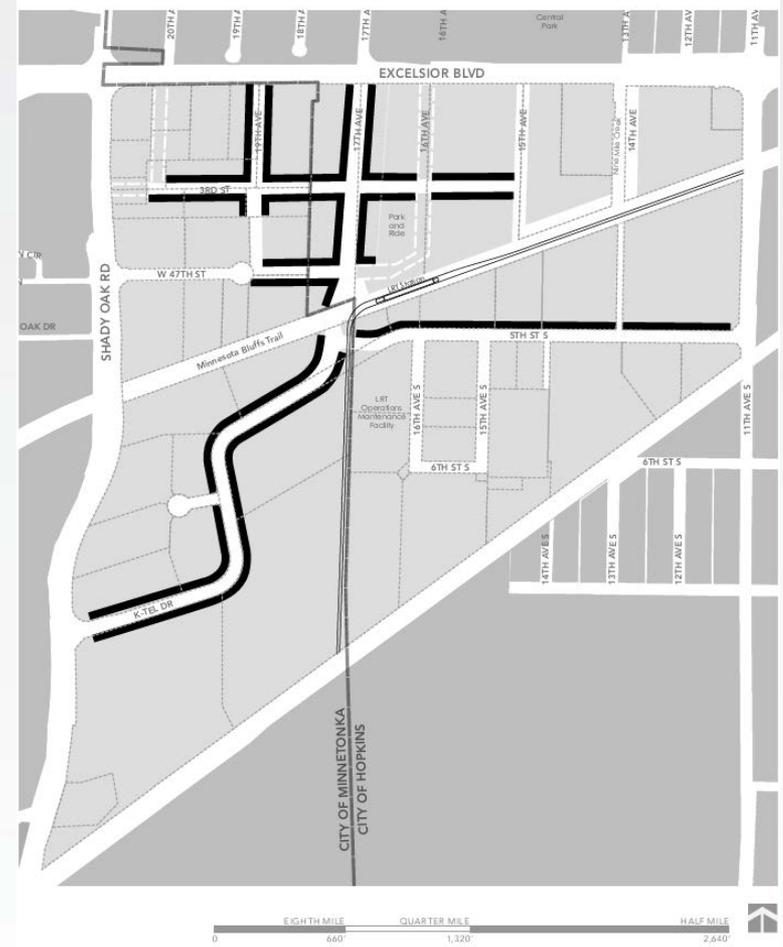
Shady Oak Station Area Development Strategy

Development Standards - Build-to-Line

- Establish a continuous street wall
- Provides for:
 - Pedestrian interest
 - Improved safety
 - Orient building to the street
- Applies to ground floor in specific areas
- Exceptions for:
 - Privacy for residential
 - Landscaping
 - Outdoor seating or display
 - Architectural elements or entry features



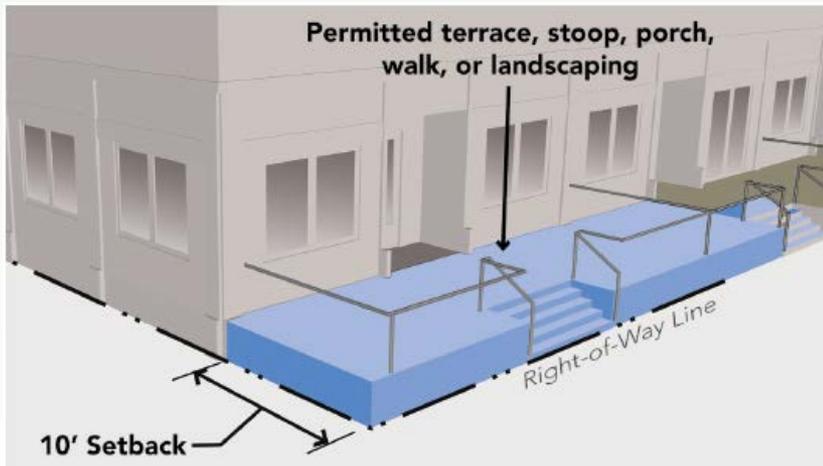
FIGURE 16. REQUIRED BUILD-TO-LINE



Shady Oak Station Area Development Strategy

Development Standards – Useable Open Space

- Provide for outdoor living & recreational activity
- Roofs, balconies, terraces, porches, decks or required setback areas
- Minimum 100 square feet per unit
- Relationship to park dedication



Shady Oak Station Area Development Strategy

Development Standards – Auto Parking

- Minimum & maximum based on use and size
- Standards for:
 - Mixed use buildings
 - Joint use parking
 - Carpool parking
 - Distance from use
- Exceptions to minimum requires for:
 - bicycle sharing facility
 - Bicycle
 - Motorcycle
 - car sharing parking.
- Exceptions to maximum requirements:
 - Below grade parking



Shady Oak Station Area Development Strategy

Development Standards – Bicycle Parking

- Ensure adequate short-term & long term bicycle parking
- Based on use and size
- Standards for:
 - Racks
 - Lockers
 - Maneuvering areas
 - Signs
 - Covered parking



USE	MOTOR VEHICLE PARKING		BICYCLE PARKING [II]	
	REQUIRED MINIMUM	REQUIRED MAXIMUM	REQUIRED LONG TERM	REQUIRED SHORT TERM
RESIDENTIAL				
MULTI-UNIT DWELLINGS	0.5/Unit/1 Guest/15 Units	2.0/Unit	1.5/Unit	1/20 Units
WORK- LIVE TOWNHOMES	1.0/Unit/1 Guest/5 Units	2.0/Unit	1/Unit	1/20 Units
SENIOR/CONGREGATE CARE	.25/Resident/1 Guest/15 Units	1.0/Resident	1/20 Residents	None
GROUP LIVING/CO-HOUSING	25/Unit/1 Guest/15 Units	1.0/Unit	0.5/Unit	1/20 Units
COMMERCIAL				
ALL USES EXCEPT THOSE IDENTIFIED BELOW	1.0/500 SF	1.0/200 SF	1/10,000 SF	1/5,000 SF
BAR/TAVERN/LOUNGE/NIGHTCLUB	1.0/250 SF	1.0/75 SF	1/10,000 SF	1/5,000 SF
BANQUET/RECEPTION/SOCIAL CLUBS	1.0/333SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
CHILD DAY CARE/NURSERY	1/1000 SF	1.0/333 SF	1/10,000 SF	NONE
HEALTH/FITNESS CLUB	1.0/333 SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
HOTEL/HOSTEL (NOT INCLUDING ACCESSORY USES— I.E. RESTAURANTS)	1/ ROOM	1.5/ ROOM	1/20 ROOMS	1/20 ROOMS
HOSPITAL/MEDICAL CLINIC	1.0/333 SF	1.0/200 SF	1/40,000 SF	1/40,000 SF
MARTIAL ARTS, YOGA, DANCE – STUDIO	1.0/333 SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
INDOOR SPORTS & RECREATION FACILITY (PRIVATE)	1.0/333 SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
OFFICES	1.0/500 SF	1.0/333 SF	1/4,000 SF	1/10,000 SF
RESTAURANT/CAFE	1.0/400 SF	1.0/200 SF	1/10,000 SF	1/5,000 SF
RESTAURANT – CARRY-OUT & DELIVERY	1.0/400 SF	1.0/200 SF	1/10,000 SF	1/5,000 SF
FOOD CART AND TRUCK VENDORS	NONE	1.0/VENDOR	NONE	NONE
THEATER/PERFORMING ARTS VENUE	1/ 4 SEATS	1/ 2.5 SEATS	1/40 SEATS	NONE
VETERINARIAN CLINIC/HOSPITAL	1.0/500 SF	1.0/333 SF	NONE	NONE
CIVIC				
PARK & RIDE FACILITY	10/ACRE		10% OF PARKING STALLS	
PUBLIC OPEN SPACE/PARK/PLAZA	X	X		
ESSENTIAL PUBLIC SERVICE & UTILITY STRUCTURES	X	X		
INDUSTRIAL				
ALL USES EXCEPT THOSE IDENTIFIED BELOW				
RESEARCH LAB				
MINI STORAGE				
TELECOMMUNICATION FACILITIES/ TOWERS				



Shady Oak Station Area Development Strategy

Development Standards - Loading

- Required to ensure adequate areas loading for larger uses and developments.
- Ensure loading facilities will not have a negative impact on:
 - Pedestrian environment
 - Traffic safety
 - Other transportation functions of the abutting right-of-way.
- Standards for loading spaces associated with both residential and non-residential buildings
 - Size
 - Placement
 - Setback
 - landscaping



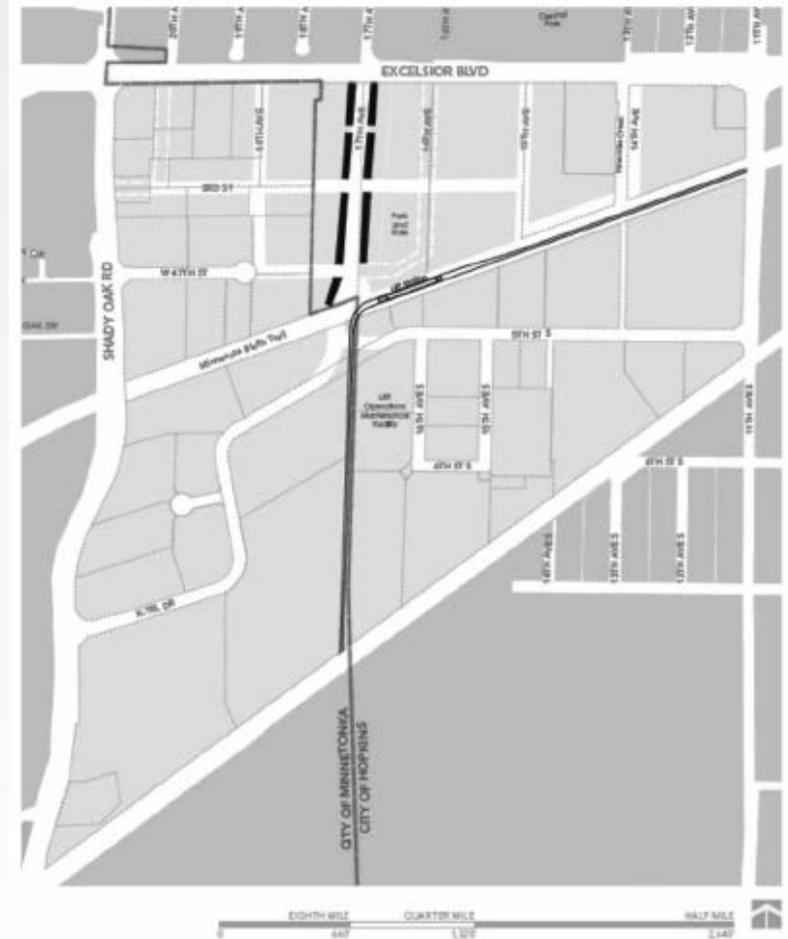
Shady Oak Station Area Development Strategy

Development Standards – Restricted Parking Access

- Ensure continuity of the pedestrian environment along 17th Avenue to the Shady Oak LRT Station.
- Parcels along this section of 17th Avenue South would have vehicle access from the adjacent side streets or one curb cut per block for frontages greater than 400 feet.



FIGURE 19. RESTRICTED PARKING ACCESS



Shady Oak Station Area Development Strategy

Development Standards – Floor Area Ratio (FAR)

- Ensure develop at an intensity that is transit supportive
- Measures the intensity of sites where commercial or industrial development occurs
- Required where 50 percent or more of the total building area is a non-residential activity
- No maximum FAR for any site
- Exceptions for buildings that are more than 50 percent residential or ‘work-live’ developments
- Only major use buildings and parking ramps are included when calculating a site’s FAR.
- Minor use buildings are not included in FAR.

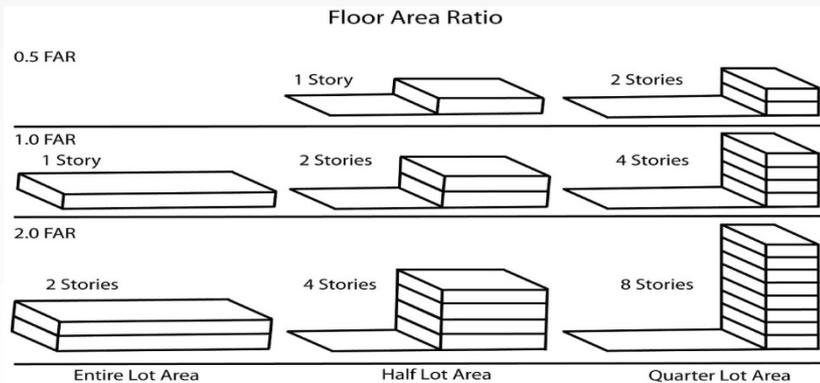
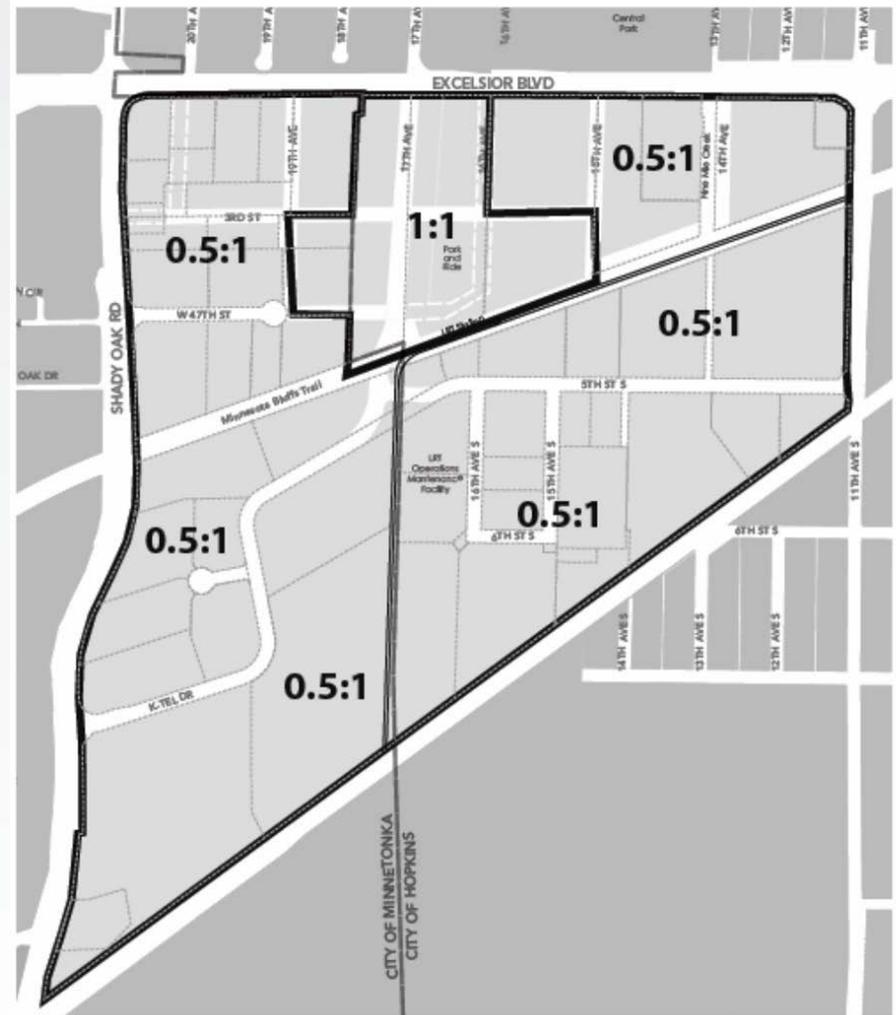


FIGURE 20. MINIMUM FLOOR AREA RATIO (FAR)



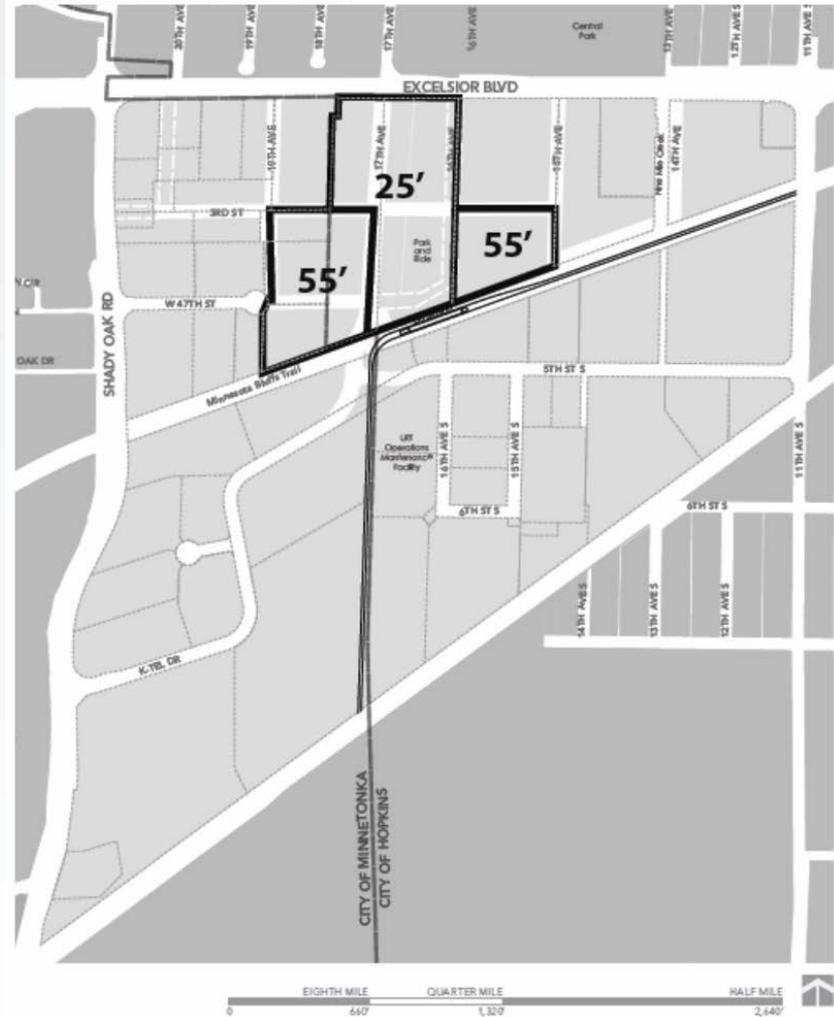
Shady Oak Station Area Development Strategy

Development Standards – Minimum Building Height

- Purpose - encourage transit supportive housing, office and commercial development in close proximity to the Shady Oak Station platform
- No maximum height limit
- The minimum building heights elsewhere in the Shady Oak Station Area zoning Districts shall be 20 feet.



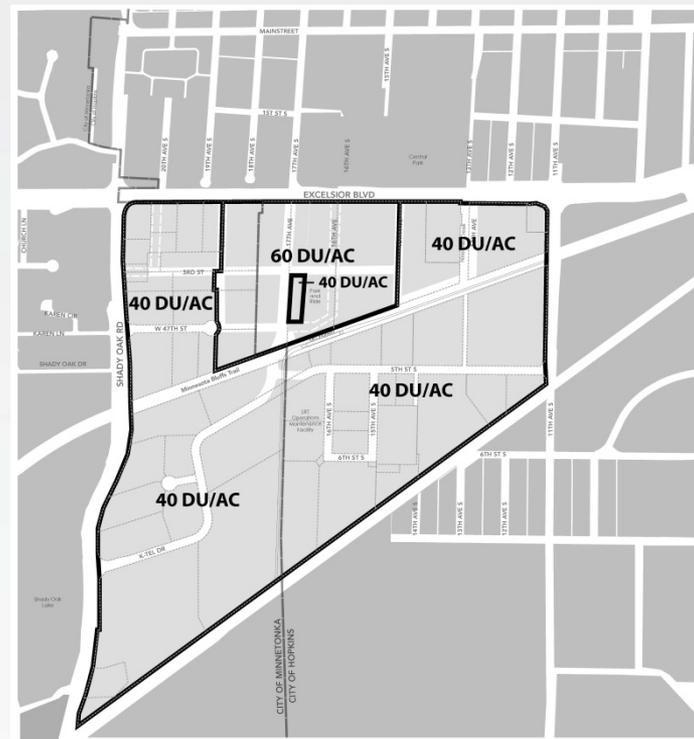
FIGURE 21. MINIMUM BUILDING HEIGHT



Shady Oak Station Area Development Strategy

Development Standards – Minimum Residential Density

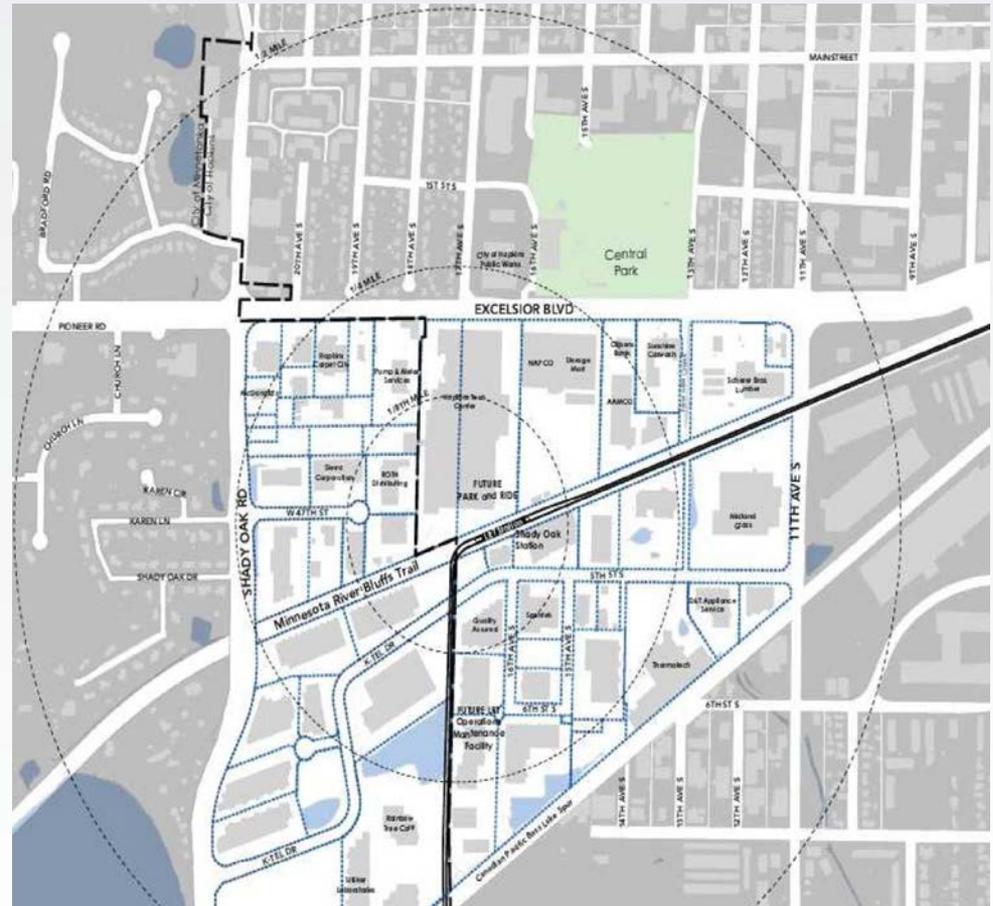
- Required to ensure that development occurs at transit supportive intensities (Similar to the FAR and minimum building height)
- Residential density is expressed as dwelling units per acre (du/ac).
- For parcels where the major use is residential activity
- Determined by dividing the number of residential units by the gross acreage of the entire residential site.
- Duplexes, townhomes, apartments, and condominium uses are appropriate.
- Single family residential development is prohibited.
- There is no maximum density for any site.



Shady Oak Station Area Development Strategy

General Requirements

- **Joint Planning Board**
 - Structure
 - Authority
 - Membership
- **Amendments**
 - Types of Amendments
 - Approval Procedure



Joint Planning Commission Approach

- 6 members (3 Hopkins, 3 Minnetonka).
- Each city council has final authority for projects in its jurisdiction.
- Each city adopts the zoning ordinance separately – the cities’ agreement would require consistency between the ordinances.
- Bylaws to address working structure.

<ul style="list-style-type: none">• Pros	<ul style="list-style-type: none">• Cons
<ul style="list-style-type: none">• Easy to understand• Most like existing processes• Each city council retains its decision-making authority	<ul style="list-style-type: none">• Potential for inconsistent decisions because of different decision-making bodies• More opportunity for member turnover

Simplified development review process for a development project located in the city of Hopkins:

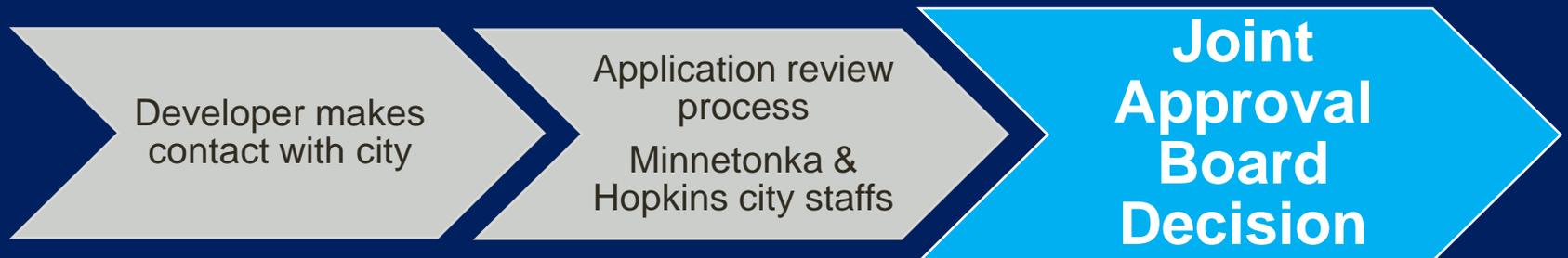


Joint Approval Board Approach

- 6 members (3 Hopkins, 3 Minnetonka) include mayors and/or city council members
- 5 Voting members. Majority based on the jurisdiction where the project is located.

Pros	Cons
<ul style="list-style-type: none">• Designation of nonvoting member prevents tie decisions• More streamlined• Economic Development friendly	<ul style="list-style-type: none">• Not as much vetting, depending on the planning commission structure• Unknown time commitment• Number of projects• Number of meetings

Simplified development review process for a development project located in the city of Hopkins:



ASSUMES
ZONING
ADOPTION
CONCURRENT

ALT. PROCESS

1. CONCEPT PLAN
 - JOINT CC MTG.
 - STAFF RECOMMENDATION
2. JOINT PLANNING COMMISSION
 - CHAIRS (PC)
 - OTHER APPOINTMENTS (4-4)
3. HOST CITY COUNCIL VOTE

Questions?

