

City of Hopkins, MN  
Hopkins Station Area Plan  
Final Report

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Submitted to  
Hennepin County Works  
& City of Hopkins, MN

by IBI Group

with  
Hoisington Koezler Group Inc.



October 2007



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### *Hopkins Station Area Plan*

Dear Ms. Walker

IBI Group is pleased to forward the final report regarding the Hopkins Station Area Plan, a study made possible by consideration of Light Rail Transit (LRT) service for the proposed Southwest Corridor.

Over the past year, we have worked to devise station area plans that serve to:

- Identify the preferred locations for each LRT station;
- Ensure the resultant stations are accessible in support of transit ridership;
- Support Transit-Oriented Development (TOD); and
- Contribute to the delivery well-designed public spaces in support of pedestrian friendliness.

Included in our report are a series of recommendations that the consultant team feels should be considered to establish TOD as the backbone of transit service within the City of Hopkins. Perhaps the recommendation with the most immediate benefit to the City is the suggestion that the Hopkins Station Area Plan form the basis for the upcoming its Comprehensive Plan update.

In closing, we thank you for your contribution to our work and wish you the best in your future endeavors in the quest for transit-supportive development within your City.

Regards,  
IBI Group

Andy McNally  
Director

Gary Andrishak  
Associate

Cc Steve Stadler



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To date, the proposed Southwest Corridor LRT transit stations have only been presented as “dots on a map”. This study deals both with how LRT riders will access the transit station service and how development patterns could possibly change surrounding each transit station.

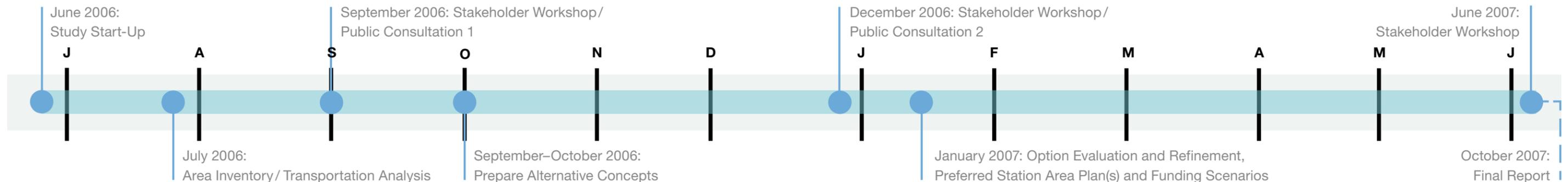
In July 2006, IBI Group was selected jointly by Hennepin County Works and the City of Hopkins to undertake a preliminary planning exercise for three Light Rail Transit (LRT) Station Areas, as identified in the SW Alternative Analysis Study. Minneapolis-based Hoisington Koegler Group Inc. served as sub-consultant to the Consultant team, specifically to provide “local knowledge”.

The purpose of the Study was to develop Station Area Plans for the Shady Oak, Downtown and Blake Road LRT stations and to provide the first elements of a “road map” to guiding future integrated transportation, land use planning and development initiatives within the City of Hopkins.

Study objectives sought to:

- Develop strategies and recommendations for three proposed station areas within the City of Hopkins that consider integrated solutions regarding environmental, transportation, land use and economic impacts;
- Emphasize the City of Hopkins commitment to improving the quality of life of its residents by further demonstrating the importance of the transit station sites;
- Ensure linkages between the Hopkins’ Station Area and the Downtown core complement and enhance future development;
- Foster Transit-Oriented Development (TOD) at each of the proposed Station Areas;
- Identify “next steps” in the planning process to ensure that the thrust of this initial Station Area planning exercise is not lessened in the near term.

### Schedule



## 1.0 Study Purpose

### 1.2 Goal of the Study

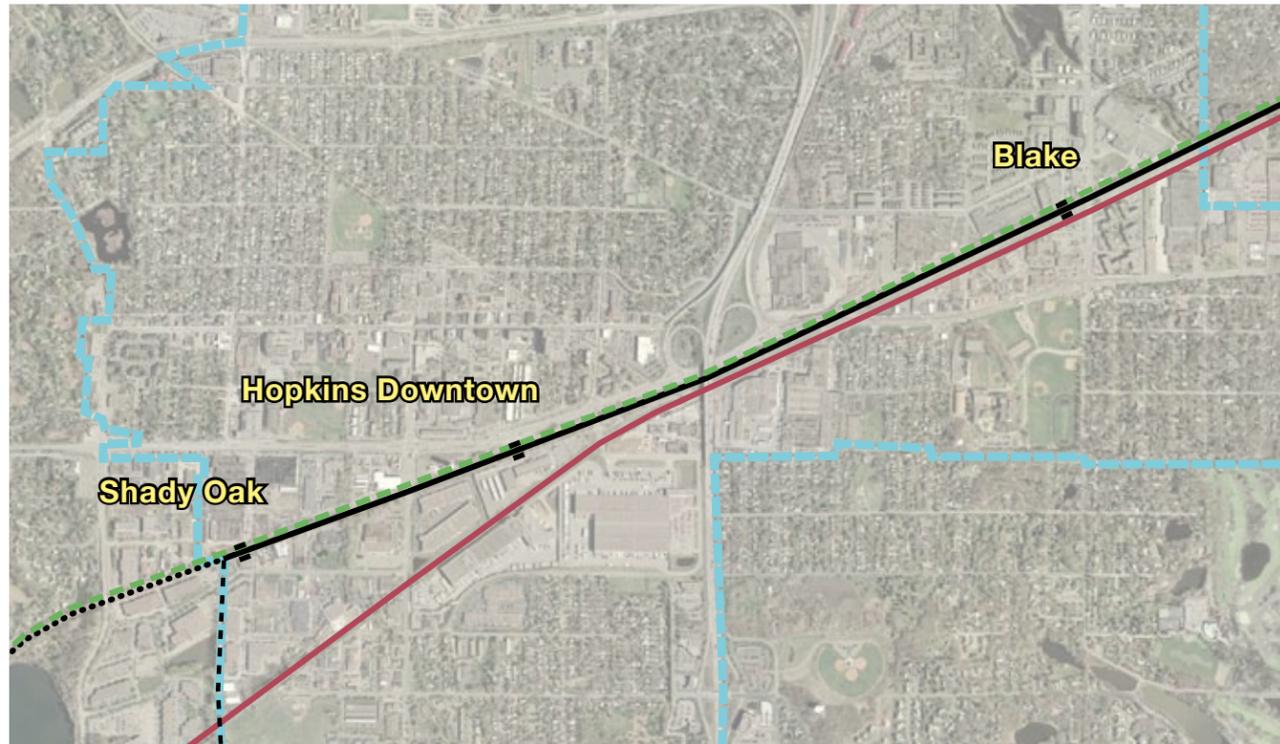
The Study will develop Station Area Plans for the Shady Oak, Downtown and Blake LRT stations and provide the first elements of a “road map” to guide future integrated transportation and land use planning initiatives within the City of Hopkins.

### 1.3 Land Use and Transportation Analyses Included in the Study

- Development/Redevelopment Opportunities & Constraints Mappings
- Access and Circulation Plans
- Downtown Connectivity Options
- Parking Demand and Supply
- Funding and Implementation Strategy

## Light Rail Corridor

The prospect of efficient, high-speed public transit connecting southwest communities to downtown Minneapolis, brings with it the possibility of a major shift in how local Hopkins residents move to-and-from their community.



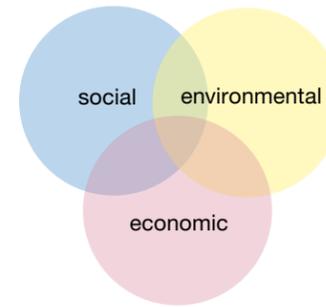
- Light Rail (LRT) Route
- - - LRT 1A Route
- · · LRT 3A or 3C Route
- ▬ LRT Station
- Heavy Rail
- - - City of Hopkins Boundary
- - - Regional Trail

## 2.0 Study Inventory

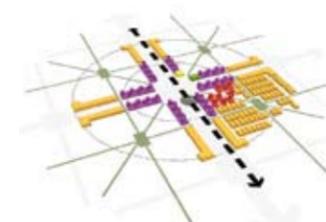
### 2.1 Study Components

As specified within the consultant contract, the study team was tasked with the following work program in pursuit of program goals and objectives:

- Study Inventory
- Issues Identification
- Future Land Use
- Access/Circulation Plan
- Downtown Connectivity
- Traffic/Parking Impact
- Funding Issues
- Public Involvement
- Implementation
- Next Steps



Duany Plater Zyberk & Company



#### Guiding Study Principle: Sustainability

Meeting the needs of the present without compromising the ability of future generations to meet their subsequent needs by balancing the social, environmental and economic spheres of influence in the decision-making process.

#### Guiding Study Principle: Complete Communities

Neighborhood self-sufficiency and reduction of sprawl realized by the integration of transportation and land use planning, as well as other elements—such as market demands, environmental constraints/opportunities, community input, and technical efficiencies—in a ‘seamless’ planning process.

#### Guiding Study Principle: Transit-Oriented Development

“Compact, mixed-use and pedestrian-friendly neighborhoods containing a range of housing types, workplaces, shops, entertainment, schools, parks and civic facilities essential to the daily lives of residents—all within an easy 5 to 10 minute walk from a transit station.”

### 2.2 Official Proposal

As indicated on the Southwest Transitway Alternatives Assessment (AA) Corridor Map, the Hennepin County Regional Railroad Authority is currently proposing three transit stations within the City of Hopkins. They are referred to on the map above as Shady Oak, Hopkins Downtown, and Blake.

## Transit Station Area Planning

The Consultant team investigated Future Land Use Impacts/Development Opportunities adjacent to each transit station. It is suggested that development of TOD urban villages be pursued in response to this task.

One of the goals of the Hopkins Station Area Planning Study is to begin to add insight and character to each of the proposed station areas. To date each has existed solely as a “dot on a map”. To better comment on the appropriateness of each proposed LRT transit station site, the City of Hopkins needs to know the following information:

- Where in relationship to existing conditions will the transit station be located? How will its platform be expanded, downstream, to accommodate longer trains?
- Where will Park-and-Ride ramps be located in relation to transit stations to make the transfer from the parking ramp to the station platform as simple as possible?
- How will convenient Kiss-and-Ride drop-off be accommodated adjacent the station?
- What form will the transit plaza take regarding the need to serve both transit riders and site redevelopment?
- What land is available near the transit station to support TOD mixed-use residential communities?



## 3.0 Issues Identification

### 3.1 Issue

The prior SW Alternative Analysis Study identified three transit stations along the proposed LRT corridor within the City of Hopkins. The Consultant team sought, first, to confirm the intention of the service provided to consider the inclusion of all three stops within the City. Second, if the stops were proposed, to determine if they were to be located within the optimum locations from the standpoint of promoting TOD.

### 3.2 Analysis

Andy McNally, Transportation/Transit Planner with IBI Group confirmed in a meeting with representatives of Parsons Brinckerhoff on 27 July 2007, that it was the intention of the corridor planners to consider the three proposed transit stations collectively within the City of Hopkins. It was not an issue of choosing, for example, the “preferred two out of three.”

That said, the next issue was to determine whether or not the three transit stations were properly located in relation to the needs of the City. While there was general agreement from the Consultant team and client alike that both the Shady Oak (west) and the Downtown (central) stations were properly located, the Consultant team questioned whether the Blake (east) station was sited in the best location from the standpoint of site access, given its considerable distance from the north/south freeway, Interstate 169.

### 3.3 Action

The Consultant team looked at two alternative station locations, both at Jackson Avenue and Tyler Avenue, to consider station access, availability of Park-and-Ride and potential TOD mixed use development in both the site plan and the 3-dimensional massing studies. In the end, the team concluded that the initial proposal to site the Hopkins’ East transit station at Blake Road represented the proper decision.

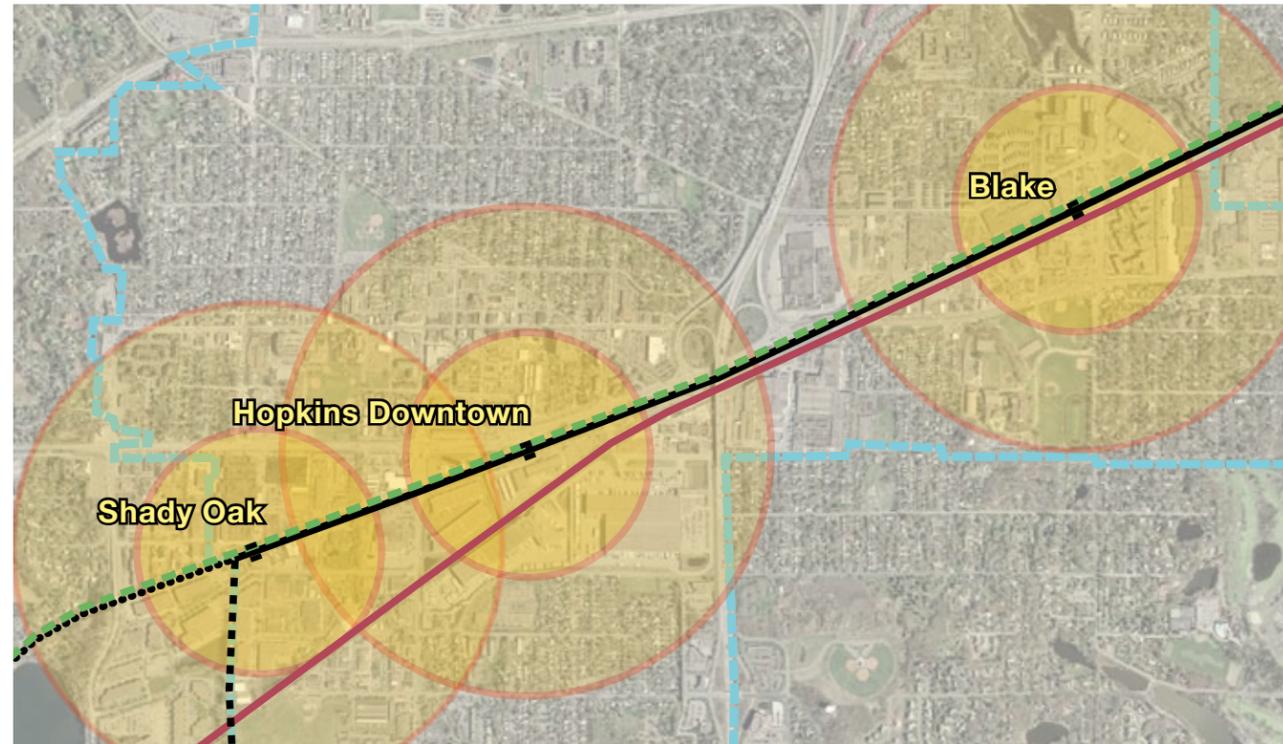
### 3.4 Recommendation

The three designated LRT transit stations on the SW Corridor within the City of Hopkins should be located as follows:

- Shady Oak (west)
- Downtown (centre)
- Blake (east)

## Transit-Oriented Development

The Southwest LRT service would represent a major investment by the Hennepin County Regional Railroad Authority. The City of Hopkins can capitalize on this fact by intensifying land use surrounding designated transit stations.



The benefits of TOD—compact, mixed-use developments—are that they:

- Complement the large capital investment of the LRT system;
- Promote more sustainable land uses than is currently the case;
- Increase transit ridership with development of pedestrian-friendly streets and transit plazas;
- Add “critical mass” to the City Center and with it the prospect of more and better community amenities;
- Foster improvements in community health and well-being by building pedestrian and cycle friendly environments.



## 4.0 Future Land Use

### 4.1 Issue

Transit-Oriented Development (TOD) is described as “... the integration of transportation and land use planning, as well as other elements, into compact, dense, mixed-use development, where all residents can live, work, shop, learn, and play in a pedestrian-friendly environment—one where the automobile is an option, not a necessity!”

The issue regarding future land use was the assurance that the selected transit station areas were poised to influence a more transit-supportive planning model, one aimed at leaving a lighter ecological footprint on future urban development within the City of Hopkins. Specifically, land use patterns were sought to support:

- Compact, dense TODs
- Pedestrian-friendliness
- Community connections
- Urban design “placemaking”
- Increased local transit ridership
- Transit accessibility, Park-and-Ride and Kiss-and-Ride facilities

### 4.2 Analysis

As stated in Task 1.0, alternative Station Areas were analyzed by the Consultant team regarding:

- Transit station location
- Transit plaza development/Kiss-and-Ride “drop-off”
- Required roadway access to stations
- Location and size of Park-and-Ride ramps
- Short term “catalyst” mixed-use development
- Long-term, extended TOD in each case, prospective developments on a station-by-station basis were analyzed against a TOD Criteria Checklist.

#### Mixed-Use Design

... combines several different functions—residential space above a retail establishment or an entire development combining commercial, residential and public accommodations—within a single land use. It results from emerging urban patterns that encourage compact, dense and pedestrian-friendly design at the street level.

### 4.3 Action

“High Level” estimates of mixed-use development in gross square footage were drawn and calculated as follows:

1. Shady Oak
  - Near-term development
  - Long-term development
2. Downtown
  - Near-term development
  - Long-term development
3. Blake
  - Near-term development
  - Long-term development

### 4.4 Recommendation

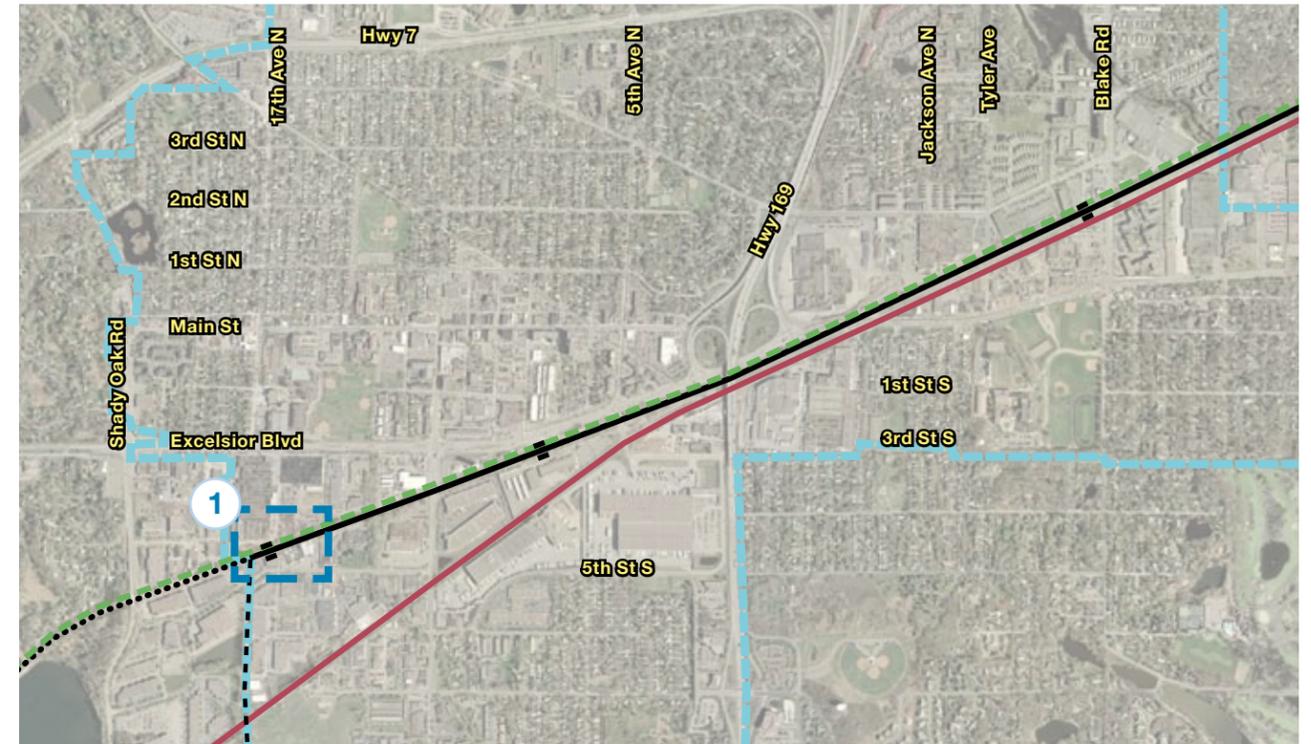
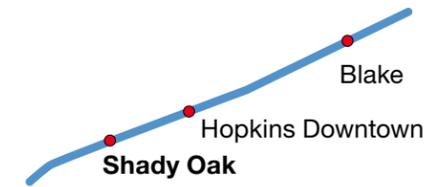
The three Transit Station Area land use plans, as developed by the Consultant team, should form the basis both for the downtown land use component of the upcoming Community Plan Update (2007), and for subsequent, individual TOD master plans, one for each of the three specified transit station areas.

#### Station Area Planning

The following five pages look specifically at station area planning options in both the mid- and long-term to consider the possible efforts by the City of Hopkins and private industry to introduce the concept of TOD, which seeks to promote new compact patterns of pedestrian-friendly community building in support of the proposed LRT service.



## 1 Shady Oak Station Area





Area view from South-West

Station view from North-East

### Shady Oak Station Area Highlights

- Station isolated amidst existing development away from existing streets.
- Street grid must be extended to station.
- 280 car Park-and-Ride structures on 17th Ave.
- Parking structure screened from new streets by mixed-use development.
- Mixed-use development at extended 16th Ave and extended 47th St.
- As many north-south pedestrian connections as possible to be encouraged across old RR r.o.w.
- Existing streetgrid should eventually be extended through the large existing properties between Excelsior Boulevard, Shady Oak Road and the LRT line.

Station Area Estimates	
Main Floor Commercial	102,406
Main Floor Live/Work	23,664
Upper Floor Commercial	58,082
Residential Units (177 units @ 1000sf/unit)	177,000
Total Est. Built Area (sf)	361,152

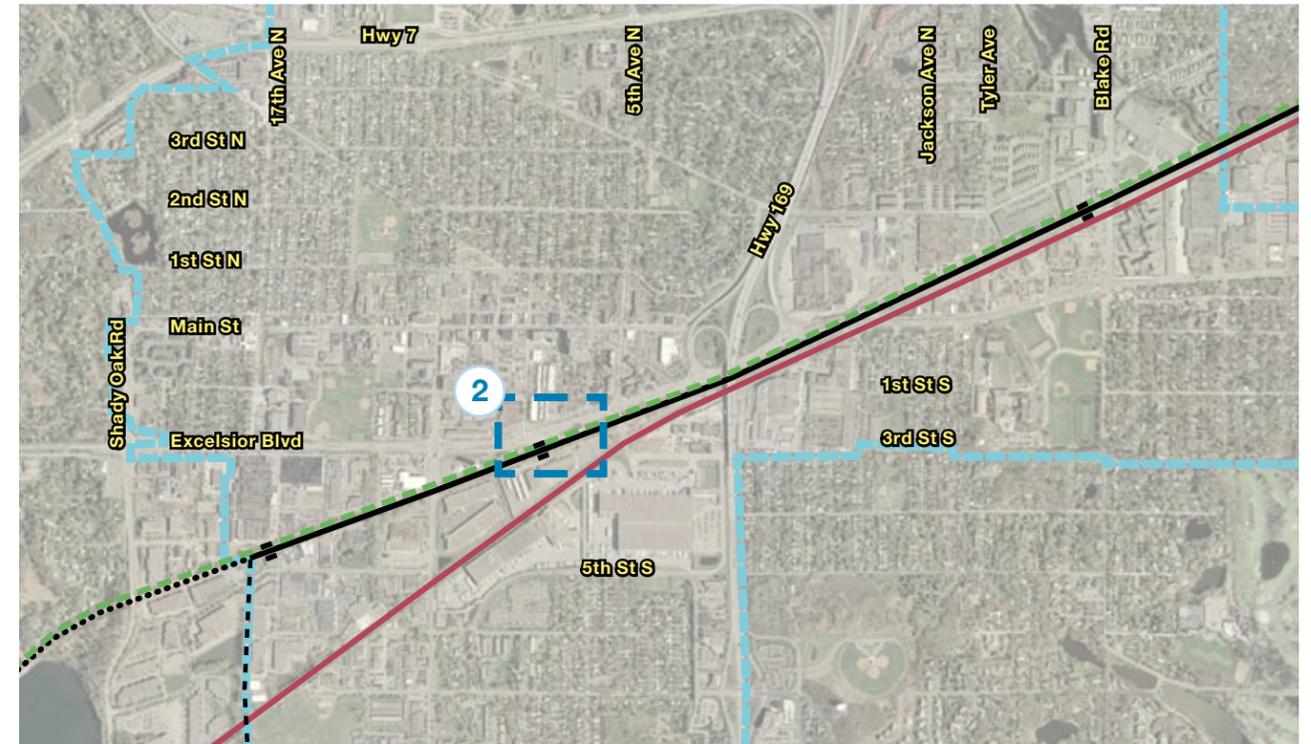
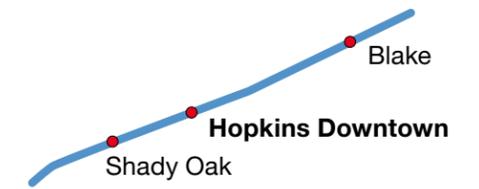
### Shady Oak Station Developable Area

#### Long Term (20–40 Years) TOD

Estimated Gross  
Developable Site Area:  
2,432,610 sf



## 2 Hopkins Downtown Station Area





Area view from South-West

Station view from North-East

### Hopkins Downtown Station Area Highlights

- Station sited close to intersection of Excelsior Boulevard and 8th Ave to allow easy pedestrian access.
- Kiss-and-Ride accessed from this intersection.
- 100 car Park-and-Ride located at grade in front of station.
- Station held back from 8th Ave intersection to allow possible streetcar Main Street shuttle and access to new development in the south.
- Main Street shuttle strengthens connection to the existing downtown.
- Mixed-use developments situated along Excelsior Boulevard, at the intersection with 8th Ave.
- Retail development limited to reduce competition with Main Street retail.
- Possible live/work development, especially along Excelsior Boulevard.

Station Area Estimates	
Main Floor Commercial	39,200
Main Floor Live/Work	30,580
Upper Floor Commercial	—
Residential Units (177 units @ 1000sf/unit)	200,000
Total Est. Built Area (sf)	269,780

### Hopkins Downtown Station Developable Area

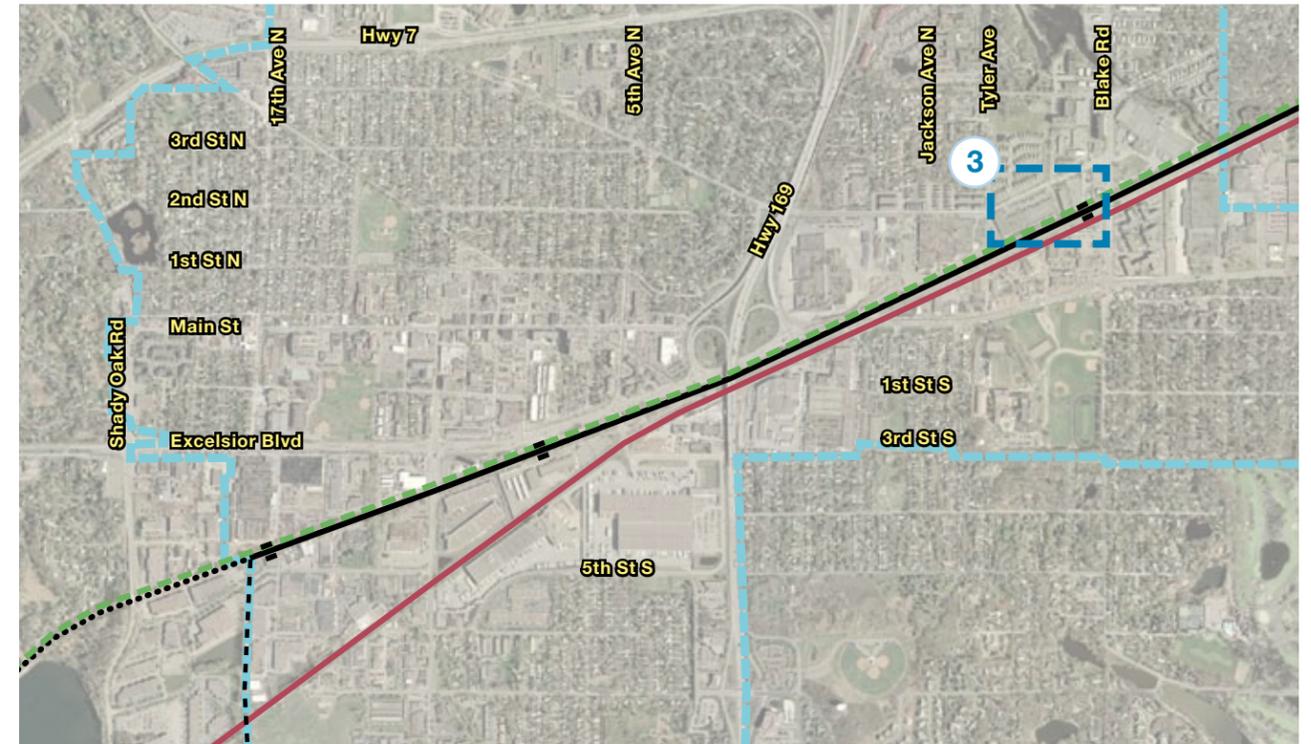


#### Long Term (20-40 Years) TOD

Estimated Gross  
Developable Site Area:  
891,760 sf



## 3 Blake Station Area





Area view from South-East

Station view from East

### Blake Station Area Highlights

- Station sited close to Blake Road to allow easy pedestrian access.
- Kiss-and-Ride located on Blake Road.
- 280 car Park-and-Ride structure, plus 250 cars for development.
- Parking structure located adjacent RR and LRT r.o.w. and screened from existing residential by new townhouse development.
- Mixed-use development at Blake Road and 2nd St NE.
- Existing RR tracks make connections south difficult, thereby limiting opportunities for TOD.

Station Area Estimates	
Main Floor Commercial	64,000
Second Floor Office	32,000
Residential Units (194 units @ 1000sf/unit)	194,000
Total Est. Built Area (sf)	290,000

### Blake Station Developable Area



#### Long Term (20-40 Years) TOD

Estimated Gross  
Developable Site Area:  
1,266,992 sf



## 5.0 Access / Circulation Plan

### 5.1 Issue

Transit Accessibility is described as the degree of ease with which transit riders can access a transit station, either on foot or on bicycle, by feeder or local bus, or by private automobile, either Park-and-Ride or Kiss-and-Ride (drop off). As most riders are likely to arrive by automobile, at least until the surrounding TOD “takes hold”, access to-and-from Interstate highways and arterial roadways was deemed of primary importance.

It is important that commercial and residential uses be situated so as to increase the number of “eyes on the street and the station”. Locating at least some development between the station and Park-and-Ride facilities will help make the walk from one to the other a more enjoyable experience, even though it may be slightly longer.

### 5.2 Analysis

It was reasoned that commuters coming into Hopkins from the northwest, west or southwest would most likely frequent the Shady Oak Station, while commuters arriving from the northeast/east, or southeast would most likely frequent the Blake Station. Commuters from within the central core of Hopkins, in turn, would be most likely to frequent the Downtown Station.

### 5.3 Action

Care and consideration was taken to ensure that each of the three designated transit station locations has clear and logical connections from adjacent freeways, and to Park-and-Ride and Kiss-and-Ride facilities. The client group, relying upon their “local knowledge”, commented upon community “shortcutting” that would likely prevail. Circulation: Feeder and local buses.

### 5.4 Recommendation

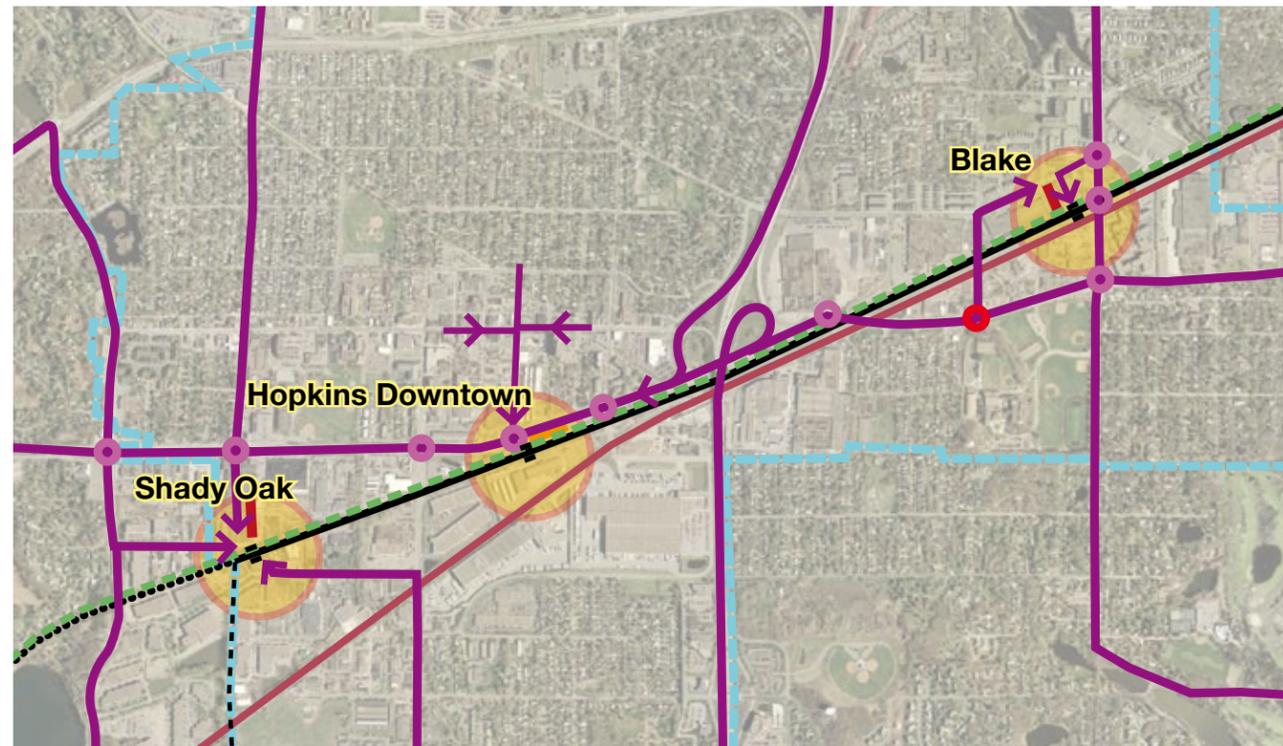
As the SW Corridor LRT station moves ever closer to construction and commissioning, it is suggested that the proposed roadways to-and-from each of the three designated transit stations be looked at in closer detail.

The finer grain of local roadways will need to be scrutinized to ensure that possible problems stemming from community “shortcutting” are mitigated.

Finally, given the proximity of the heavy rail corridor adjacent the LRT corridor (specific to Hopkins’ east), it is acknowledged that the client group will need to initiate dialogue with the rail providers regarding existing and proposed street crossing, crossing arms and whistle zones, and safety fencing.

## Transit Station Access

A task of the Station Area Development Plan Study regards the development of “Access/Circulation Plans” to better understand how transit users will get to-and-from designated transit stations.



### Park-and-Ride

- One of the benefits within the City of Hopkins as the site of multiple LRT transit stations, is the ability of the two “outlying” stations to service commuter traffic from adjacent communities. Accordingly, Park-and-Ride parking ramps are proposed for both the Shady Oak and Blake Road (or Jackson Avenue) stations. Each ramp would hold 280 cars.
- The Consultant team sees no benefit for a similar Park-and-Ride facility for the Hopkins Downtown Station as it would tend to draw “downstream” traffic into the community center to no apparent benefit. However, a 100-car surface parking lot is proposed for the convenience of local Hopkins’ residents.

### Preferred Access

- The purple arrows indicate the likely access routes that commuters will take to the respective City of Hopkins transit stations. These arrows help to illustrate the routes to ensure that the stations are conveniently located and to determine where problems might potentially exist regarding “community shortcutting”.



## 6.0 Downtown Connectivity

### 6.1 Issue

The City of Hopkins had, initially, lobbied for an LRT alignment that would move off of the designated rail corridor at 5th Avenue, just west of the I-169 overpass, traveling throughout downtown Hopkins along Main Street before rejoining the existing rail corridor at Shady Oak Road. This rerouting proved unworkable, so the Consultant team was instructed by the client to pay particular attention to ways in which the City’s historic Main Street could be strongly linked to the downtown Hopkins’ LRT Station.

### 6.2 Analysis

The Consultant team looked at a number of options, covering a wide range of cost and user impacts, as follows:

- 1. 8th Avenue Promenade:** The re-designation of the sidewalks along 8th Avenue between Main Street and Excelsior Boulevard as a quality pedestrian environment—tree lined boulevards, sidewalk pavers, enhanced street lighting, complete with banner arms, etc. This action is suggested to visually and physically improve the link between the City’s Main Street “heart” and its transit connection to points beyond Hopkins.
- 2. Streetcar-type Bus:** A rubber-tired bus fit out to look like a traditional streetcar or trolley, to shuttle back and forth along 8th Avenue between Main Street and the Downtown LRT Station just south of Excelsior Boulevard.
- 3. Retrofitted Trolley Car:** Gemaco Trolley, of Ida Grove, Iowa, is in the business of restoring old trolleys, at a fraction of the cost of a new fixed rail streetcar. It is proposed that they be contracted to supply a bi-directional car to shuttle back-and-forth between Main Street and the Downtown LRT Station.
- 4. Local Bus Loop:** Last, it is suggested that a short wheelbase, high frequency local bus service could be initiated to run eastward along Main Street, turning south on 8th Avenue, turning west again at Excelsior and northward along Shady Oak Road, with the prospect of new mid-density development in the northwest sector of Hopkins.



### 6.3 Action

The concepts analyzed are not mutually exclusive of one another. For example the 8th Avenue Promenade and either the Retrofitted Trolley or the Street-Car type bus could work in combination with the Local Bus Loop.

### 6.4 Recommendation

The Consultant team thinks that the investment in the 8th Avenue Promenade, linking Main Street to the Downtown LRT Station just south of Excelsior Boulevard is the minimum action to be taken by the City of Hopkins. In addition, it recommends that every effort possible be taken to pursue the feasibility of the “Retrofitted Trolley Car”, with the knowledge that the City of Hopkins’ well appointed Main Street would be greatly enhanced by this action. It would provide the opportunity for an instantly recognizable icon as a source for “placemaking” and community pride.

#### Downtown Urban Design “Connectivity” Preliminary Cost Estimates

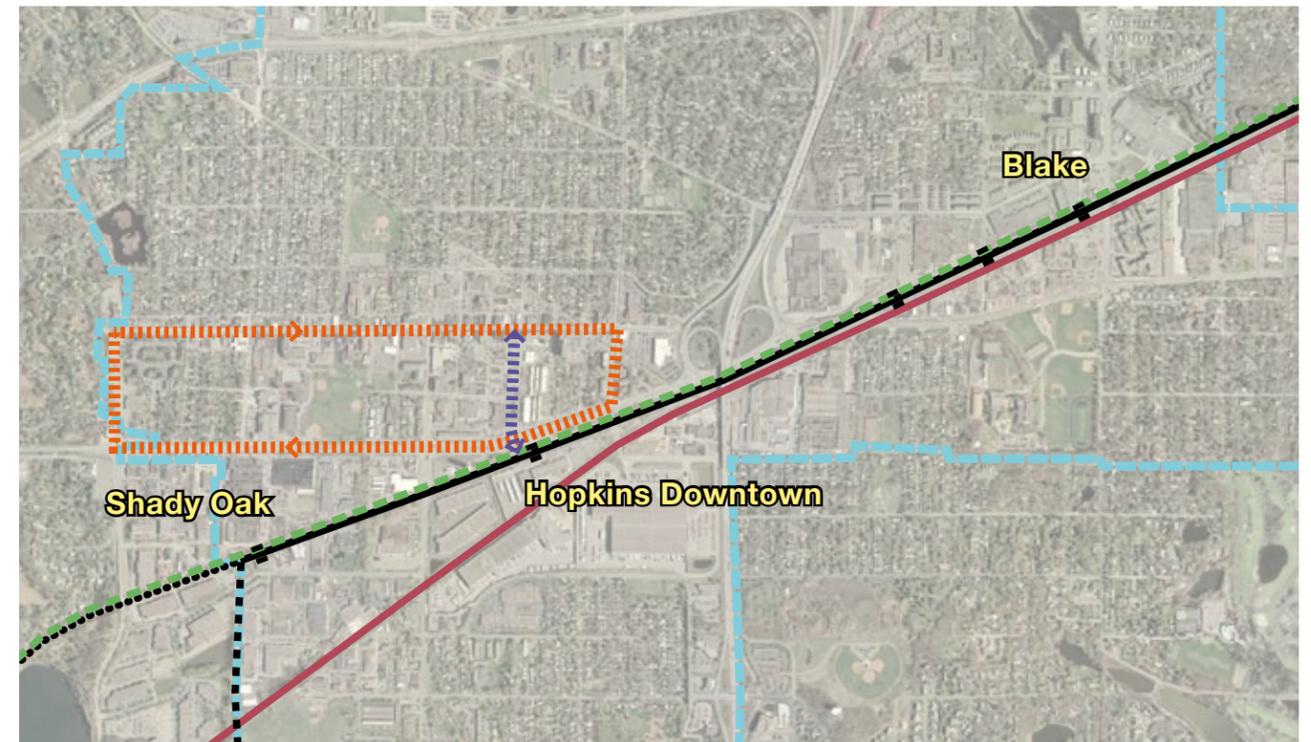
The need to firmly establish a positive environment for transit-supportive development with Hopkin’s City Centre requires an “order of magnitude” costs to connect the Hopkins Downtown Station area to the City’s Main Street with a refurbished street car, combined with an enhanced, pedestrian-friendly streetscape environment as developed by the Consultant team. In the realization that this study component will require much more detailed future study, the cost of this potential design initiative is noteworthy as the City of Hopkins contemplates its “next moves”. A summary of those costs appear below.

#### Summary

1.0 Road Surface Items:	\$60,000
2.0 Concrete Items:	\$400,000
3.0 Electrical Work:	\$400,000
4.0 Architectural/Structural Work:	\$350,000
5.0 Pavement Marking and Signage:	\$40,000
6.0 Streetcar Items:	\$4,000,000
<b>Subtotal</b>	<b>\$5,250,000</b>
25% Contingency	\$1,350,000
<b>Total (2007 Dollars)</b>	<b>\$6,600,000</b>



One task of the Study regards suggestions of how best to link the Hopkins Downtown Station to the City’s Downtown Core. The proposed solution offers to add urban character and unique identity to the downtown.



- Light Rail (LRT) Route
- - - LRT 1A Route
- - - LRT 3A or 3C Route
- LRT Station
- Heavy Rail
- - - City of Hopkins Boundary
- - - Regional Trail
- - - Circulator Bus
- - - Shuttle Tram

A major issue of concern for the City of Hopkins is that of “connectivity” to the downtown core. Had the LRT corridor run down Main Street this would not have been an issue, but as it passes by diagonally along Excelsior Boulevard, connections to the downtown are crucial, given that Hopkins’ unique, largely intact traditional Main Street can be used as a marketing “point of difference” on the merits of living or working within the City.

In response to this issue, the Consultant team proposes two options:

- A traditional-type fixed-rail street car “shuttling” back and forth between Main Street and the Hopkins Downtown Station, along the west side of 8th Ave. The east side of the street would be developed as a generous, tree-lined boulevard to encourage pedestrian traffic between the two points or;
- A short wheelbase “circulator” bus running in a one-way loop from Shady Oak North, eastward along Main Street, turning south along 5th Ave, running westbound along Excelsior Boulevard and northbound along Shady Oak to complete the circuit. In this manner, the “circulator” could connect to anticipated development, and subsequent ridership, along Shady Oak North.



View North on 8th Avenue Promenade



8th Avenue Promenade



## 7.0 Traffic/Parking Impact

### 7.1 Issue

At issue is the anticipation of the future need for additional traffic lanes as the transit system and TOD opportunities surrounding the three transit stations approach maturity.

### 7.2 Analysis

IBI Group has produced a high-level traffic analysis of the system at maturity, based upon estimated commuter traffic to and from the Park-and-Ride parking ramps, as well as TOD in close proximity to each station.

Working from estimated Land Use Statistics generated by the earlier IBI Group instigated TOD planning process, combined with agreed-upon Park-and-Ride stalls, IBI Group used peak hour AM & PM trip rates by land use category from the Institute of Traffic Engineers (ITE) to estimate peak hour trips entering and leaving each of the TOD areas. The following is a description of the land use estimates at each station, the trip generation rates and estimated peak hour trips and lane requirements.

#### Land Use

Exhibit 7.1 presents the estimated land use statistics for each of the station areas, in terms of the parcel area, the potential units that might be developed within this area, the commercial floor space that might be developed within the area, the associated commercial and residential parking, as well as the estimated number of Park-and-Ride spaces at each of the stations.

This chart estimates the long term opportunity to introduce 4,216 new residential units and 1.5 million square feet of commercial space, with requisite parking, within TOD precincts, as well as the previously identified 660 Park-and-Ride parking stalls at the three transit stations.

Exhibit 7.1 – Estimated Land Use Statistics						
Traffic Zone	Parcel Area (acres)	Medium Density Residential (Dwelling Units)	Commercial Floor Space (sq feet)	Commercial Parking	Residential Parking	Park & Ride
Shady Oaks	55.85	2234	837,676	2,513	1,675	280
Hopkins DT	20.47	819	307,080	921	614	100
Blake	29.09	1163	436,292	1,309	873	280
<b>Total</b>	<b>105.40</b>	<b>4216</b>	<b>1,581,048</b>	<b>4,743</b>	<b>3,162</b>	<b>660</b>

**Trip Generation Rates**

Trip generation rates were derived from the Institute of Traffic Engineers 7th Edition for each of the three land use categories—residential, commercial and Park-and-Ride. These trip rates are shown in Exhibit 7.2. The exhibit indicates the total vehicle trip generation rate by each of the land use types during the AM and PM peak hours, the proportion inbound, and then the daily trip rates.

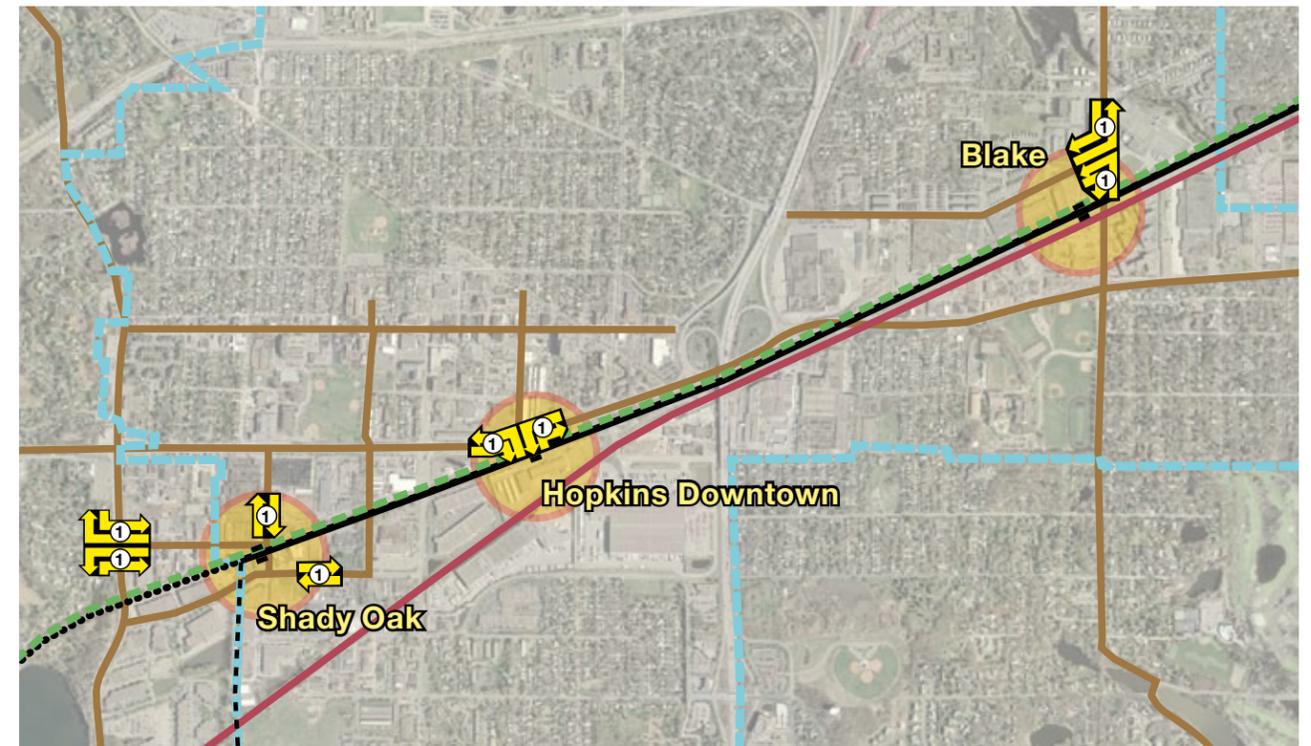
Exhibit 7.2–Trip Generation Rates			
Time Period	Multi-Family (Dwelling Units)	Commercial Retail (1000sq ft)	Park & Ride Lot (Parking Spaces)
Source	ITE 7th Edition: Low Rise Apt 221	ITE 7th Edition: Shop Centre 820	ITE 7th Edition: Park & Ride Lot
AM Rate	0.46	1.03	0.75
AM In	0.21	0.61	0.80
PM Rate	0.58	3.75	0.62
PM In	0.65	0.48	0.23
Daily Rate	6.59	42.94	4.50
Daily In	0.50	0.50	0.50

**7.3 Action**

Exhibit 7.3 presents the combined trips generated inbound and outbound from each of the three station areas during the AM and PM peak hours. This exhibit also indicates the lane requirements at each of the adjacent intersections to serve the TOD generated traffic, some portion of which may be accommodated by available capacity in the existing road system.

- Shady Oak—Approximately 2,400 vehicles per hour in the peak direction will be spread over West 47th Avenue and 5th Street to access Shady Oak Road, as well as on 16th Avenue to access Excelsior Boulevard, requiring a total of four inbound and four outbound lanes at these intersections.
- Hopkins Downtown—Approximately 850 vehicles per hour in each direction will require two lanes from the station to access Excelsior Boulevard, and then split into 425 vehicles per hour in each direction on Excelsior Boulevard.
- Blake—Approximately 1,250 vehicles per hour in each direction will require one lane in each direction on Blake Road, and one or possibly two lanes in each direction on 2nd Street.

Exhibit 7.3: Peak Hours Trips & Lane Requirements									
Time Period	AM Peak Hour			PM Peak Hour			Intersection Lanes Required (600–700vphpl)		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Shady Oaks	910	1,190	2,100	2,390	2,221	4,610	4	4	8
Hopkins DT	332	436	768	876	813	1,688	2	2	4
Blake	555	640	1,195	1,264	1,221	2,484	2	2	4
<b>Total</b>	<b>1,797</b>	<b>2,266</b>	<b>4,063</b>	<b>4,529</b>	<b>4,254</b>	<b>8,783</b>	<b>8</b>	<b>8</b>	<b>16</b>



These lane requirements have been calculated to accommodate the estimated traffic entering and leaving the stations precincts; these requirements may be accommodated on the existing lanes or require additional lanes depending on available road capacity and the amount of other purpose traffic on these roads.

**7.4 Recommendation**

The City of Hopkins and Hennepin County need to undertake more detailed traffic analysis in the observation that additional roadway capacity may need to be added at each station.



## Parking

Another concern regarding TOD is that of parking.

### Parking Maximums

Conventional wisdom suggests that parking restrictions can be relaxed—proposing parking “maximums” for new developments rather than parking “minimums”, as reliable, high speed and efficient public transit becomes available for the daily commute. It is suggested that this “maximum” reflect a figure at, or below, one car per residential unit.

### De-bundling Parking

Recent residential developments in major urban areas are looking at the concept of “de-bundling” parking, where the parking stall is sold separate from the housing unit. This serves to a) make the housing unit more affordable, and b) to not obligate purchasers to buy a car simply because they now own a parking stall.

### Car Co-ops

Other devices in support of reduced parking stalls include such items as “Car Co-ops”, described as transport schemes whereby drivers share use of a pool of cars or vehicles on a cooperative basis.



# 8.0 Funding Issues

## 8.1 Issue

For the purposes of this study, the issue of Funding is defined as sources of available monies for subsequent studies related to TOD and/or LRT Station Area Planning studies within the City of Hopkins.

## 8.2 Analysis

Funding sources for subsequent planning studies are available from a number of sources—Hennepin County, the Hennepin Regional Rail Road Authority or the FTA.

## 8.3 Action

A request for additional funding could be made by the City of Hopkins or the SW Policy Committee directly for a Hennepin County FTA–Community Works Planning Grant that is to focus on the relationship between transit investments and community development.

A request by the City of Hopkins for additional planning funds could be made to the Hennepin Regional Rail Road Authority through the SW Corridor Policy Board.

Another possibility would be a request to the Metro Council for a planning grant, possibly through the Livable Communities Program. However, this carries with it a low probability of success.

A long-range opportunity may be a request to the State for SW Corridor planning funds by the SW Policy Board, similar to the funding awarded to the Roberts Street project.

The City also needs to address how it plans to deal with the future of the station areas in the required update of its comprehensive plan. Since this is a local cost responsibility, the City could suggest cost sharing between the County and the City of Hopkins on the needed station area planning.

## 8.4 Recommendation

Key members of the City of Hopkins should solicit the agencies listed above for funding opportunities for additional Comprehensive Plan and Station Area Planning funds.

Hopkins Station Area Planning  
Comment Sheet

Hopkins Station Area Planning Open House 2  
December 2006

## Comment Sheet

Thank you for attending today’s Open House regarding the Hopkins Station Area Planning Study. Please take a moment to add your “local knowledge and insight” to the following questions. In all cases, please state your reasons, if possible.

1. Do you agree with the proposed Shady Oak station location?

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2. Do you agree with the proposed Hopkins Downtown station location?

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3. Of the optional locations for stations in eastern Hopkins, do you prefer the Jackson Avenue\* or Blake Road station location?

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Your Name

Your Address

Your Email

## 9.0 Public Involvement

### 9.1 Issue

High-profile initiatives such as rapid transit projects demand a high-level degree of public consultation to ensure that the community as a whole understands the general concept of what, exactly, is being proposed and what impact it will have upon the community’s future. The flip side of the “consultation coin” is the need to ensure that both the civic administration and its Consultant team have the benefit of “local knowledge” as provided by Hopkins residents, who are the best stewards of their own community.

### 9.2 Analysis

It was determined that a public outreach model consisting of two Stakeholder Workshops and three Open Houses would best serve the function of community interface with the Consultant team.

### 9.3 Action

Three Open Houses were undertaken. The first, titled “Issues & Ideas” was held on Thursday, September 07, 2006, at the City of Hopkins Downtown Fire Hall. It began with a Technical Advisory Committee (TAC) meeting from 11:30 AM to 1:00 PM, followed by a Stakeholder Workshop, consisting of community leaders, local business and land owners, as well as property developers, who were collectively led through the benefits of TOD, and the opportunities associated with proposed LRT service in and through the City of Hopkins. The day ended with a Public Open House in the City of Hopkins Council Chambers from 4:30 PM to 7:00 PM.

The second Open House, titled “Concepts” was held on December 14, 2006. Both the Stakeholder Workshop and the Public Open House were held in the City of Hopkins Council Chambers. The content for both resulted from a prior, TAC teleconference held the previous week, on Thursday, December 07, 2006.

The third, and last Open House, titled “Solutions” will focus upon the Preferred Recommendations for the City of Hopkins Station Area Planning Process. It’s date has yet to be selected.

### 9.4 Recommendation

It is proposed that Open House presentation boards be assembled and presented to serve as a record of both the planning process and the decision-making process.

\*As of Open House #2 (December 2006), Jackson Avenue was an optional station location. It was subsequently removed from consideration.



## 10.0 Implementation/Next Steps

### 10.1 Issue

It is important that the energy of thought undertaken as part of this initial City of Hopkins Station Area Planning process move forward in parallel to subsequent steps undertaken by the larger SW LRT Planning process.

### 10.2 Analysis

At the start of the Station Area Planning Process, representatives of both the City of Hopkins and Hennepin County had a number of questions in need of resolution, such as the preferred number and location of LRT stations within the City of Hopkins. In addition, economic potential regarding TOD opportunities, like “placemaking” concerns regarding community connections to the downtown and transportation impacts concerning traffic generated by trips to-and-from LRT stations, were also in need of resolution.

### 10.3 Action

The City of Hopkins Station Area Planning process added to a local understanding and general acceptance of the concept of LRT service generally, and TOD opportunities specifically, moving the combined concept one step closer to reality.

### 10.4 Recommendation

The Consultant team stresses the importance that TOD Station Area Planning strategies outlined within this report heavily favour in the actions of the revised Community Plan, soon to be implemented. Downstream, the City of Hopkins will undertake development of more detailed, individual Station Area Plans for the Shady Oak, Downtown and Blake Road LRT stations.

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