



Hopkins Blake Road LRT Station Area
Corridor Development Initiative
Summary Report and Final Recommendations

Submitted by: Gretchen Nicholls
Twin Cities LISC / Corridor Development Initiative
June 2015

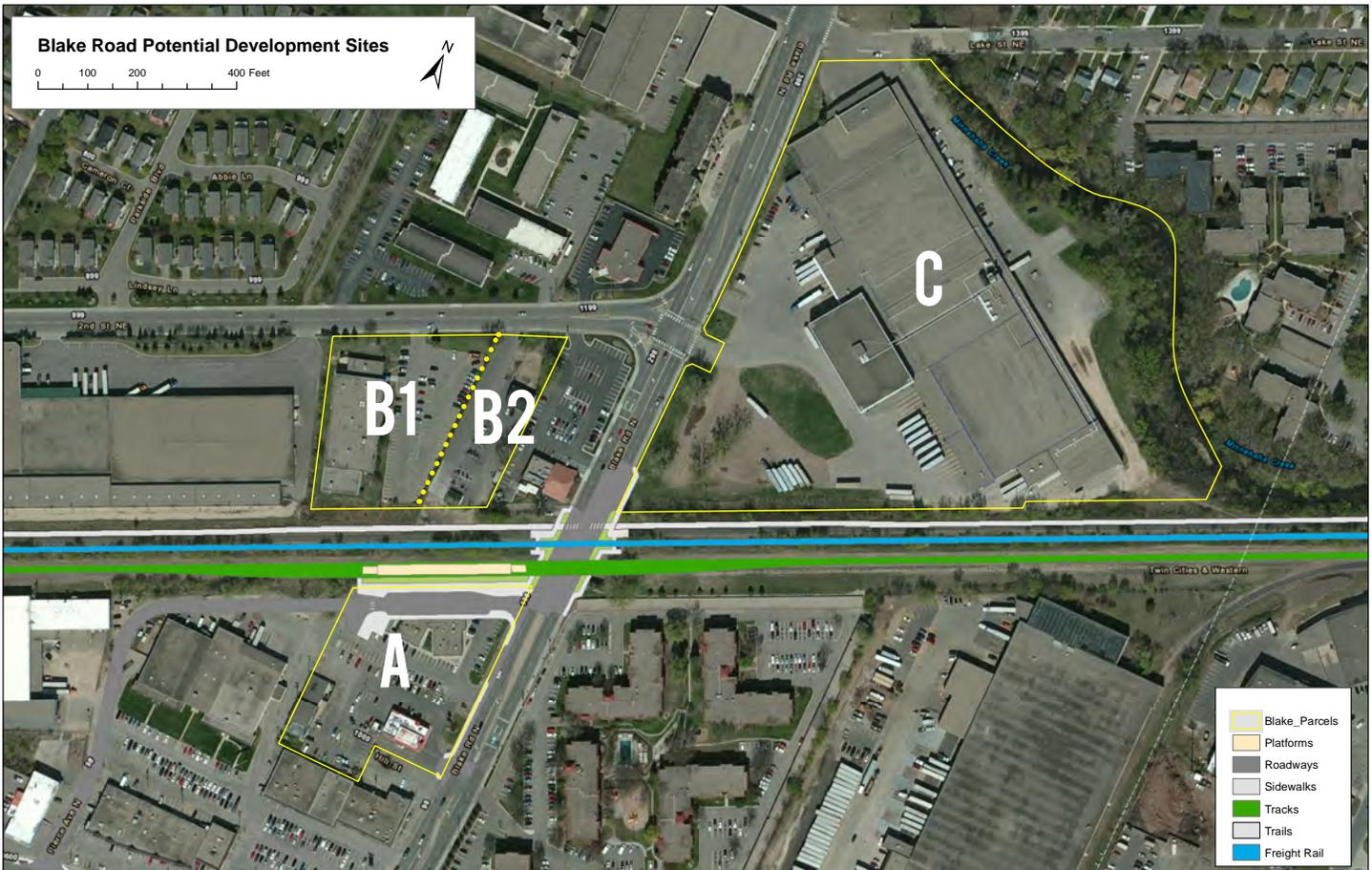
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City of Hopkins



Introduction

The Twin Cities Local Initiatives Support Corporation (TC LISC) / Corridor Development Initiative (CDI) was invited by the Blake Road Corridor Collaborative and the City of Hopkins to facilitate a series of four community workshops between April and May, 2015 to:

- Engage community members to explore scenarios for the redevelopment of three potential redevelopment sites near the Blake Road LRT station area, and provide recommendations that will be presented to the Hopkins City Council and Planning Commission.
- Demonstrate a methodology for strengthening community engagement to inform and guide priority redevelopment sites.



Map showing the three sites selected for CDI process.

The sites that were selected for the CDI exercise include some aspect (or intent) of public ownership, and are in close proximity to the Blake Road LRT Station:

- A. The Joint Development site, south of the Blake Road LRT Station (proposed for a park-and-ride and possible joint development by Metro Transit)
- B. 43 Hoops Basketball Academy site and adjacent parcel to the north of the Blake Road LRT Station (43 Hoops site is owned by the Hennepin County Rail Authority)
- C. Cold Storage site (owned by the Minnehaha Creek Watershed District)

The Corridor Development Initiative offers the opportunity for the community to help guide future development rather than simply react to specific development proposals. As the Green Line LRT extension and the Blake Road LRT Station Area proceeds from planning to implementation, the CDI process was identified as a way to engage the community and create a vision for what is possible.

The Corridor Development Initiative pulls citizens out of the reactionary role that they play in community development decisions, and into a proactive role where they play an active part in directing development for their community. It models a new way to engage cities and communities by raising the level of dialogue around redevelopment issues, and setting the stage for future development.

The Blake Road Corridor Collaborative partnered with the City of Hopkins, Hennepin County Community Works, Metro Transit’s Southwest LRT Project Office, and the Minnehaha Creek Watershed District to inform and help design the CDI community workshops, given that each of the jurisdictions had some public ownership

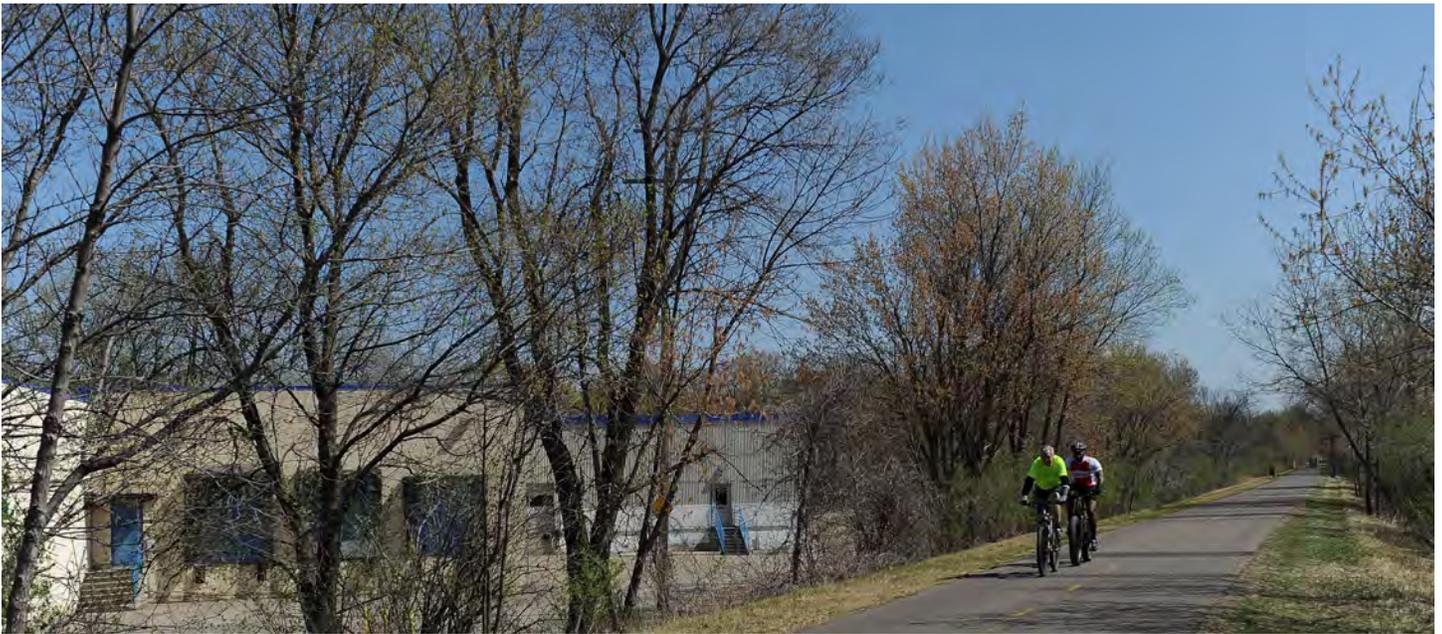


Above: Existing land uses around the Blake Road LRT station area.

interest in the three opportunity sites. The recommendations that result from the Blake Road LRT Station CDI process will be presented to the Hopkins Planning Commission (July 28, 2015) and City Council (August 3, 2015) for their consideration.

Blake Road LRT Station Area: Connecting Community Needs with Regional Opportunities

Three of the Southwest LRT transit stations will be located in Hopkins, one of which is the Blake Road Station. Already a mixed-use, higher density district, the transit stop will offer greater regional access to jobs and amenities. Improvements are already emerging to strengthen the public amenities in the area. “Complete Street” planning efforts are underway to improve multi-modal access along Blake Road. And a partnership between the City of Hopkins, the Minnehaha Creek Watershed District (MCWD) and the Met Council, is transforming Cottageville Park to increase the amount of green space along Blake Road, improve the water quality of the Creek, and make the creek more accessible and visible to the community. Phase one of this \$3 million project will be completed in October of 2015. The new park will include new play equipment, trails, lighting, a permanent community garden with water source and tool shed, and extensive new landscaping. When the project is complete the park will be nearly three times larger.



Above: Cedar Lake LRT regional trail near the Cold Storage Site

The Blake Road Station has been noted for its strong redevelopment potential along the Southwest LRT Corridor in various planning studies. Factors supporting redevelopment in the Blake station area include a large and diverse population base, good station access, several strategic sites available for redevelopment, a number of underutilized properties, and open space amenities such as Minnehaha Creek and Cottageville Park. Near the proposed station platform, the Hennepin County-owned 43 Hoops site presents a near-term redevelopment opportunity for transit supportive uses. The Cold Storage site, now owned by the Minnehaha Creek Watershed District, and several underutilized sites along Excelsior Boulevard offer additional redevelopment opportunities near the station. A potential joint development project includes a park- and- ride ramp that may be able to be incorporated with a mixed-use development facing Blake Road and the station platform, located just south of the station.

The Joint Development (A) proposed for the three parcels, including the Pawn America site, immediately south of the Blake Road LRT Station will house a structured parking ramp (245 parking stalls) to help increase access and ridership of the Green Line. Currently, the Southwest LRT Project Office (SPO) and the City of Hopkins are partnering to explore working with a private developer to incorporate additional components to increase the functionality, value and appeal of the site.

The 43 Hoops Basketball Academy (B), well loved by the Blake Road community, currently sits on the site to the north of the Blake Road LRT Station, which is owned by the Hennepin County Regional Railroad Authority. The parcel was purchased for potential transit purposes, but it offers the opportunity for higher density residential and other transit-related uses given its proximity to the transit station. The community has expressed strong desire for a community center in the area, for which 43 Hoops has served as a surrogate.

The Cold Storage site (C) was seen as the site with the greatest redevelopment potential because of its size (approximately 17 acres), proximity to natural amenities which also buffer nearby uses, and visibility and access to Blake Road. Of critical importance on this site will be the integration of storm water management and expansion of the Minnehaha Creek Greenway. This section of the creek is currently the worst offender for pollutants draining into the creek's watershed. Because of the site's central location and size, attention should be given to creating connectivity to the surrounding amenities (e.g. Minnehaha Creek, Cottageville Park, Three Rivers Bike Trail, Blake Road LRT Station), and providing for walkable areas.



Above: Pizza Luce, Blake Road, and the Cold Storage Site

The opportunity is great to explore how transit-oriented development could further enhance the area by addressing accessibility, livability, and strengthening the pedestrian environment for people of all ages and abilities. There may be an advantage to redeveloping the smaller sites to the south and north of the Blake Road LRT station first, which could strengthen the market for the more desirable Cold Storage site. It is important that the Blake Road Station maintain its neighborhood character, diversity, and sense of place. This can be accomplished by:

- **Enhancing the pedestrian flow of the area,**
- **Attracting smaller scale retail and services,**
- **Utilizing public art or green space to make it memorable, and**
- **Identifying strategies to guard against involuntary displacement of residents and valued businesses.**

The Blake Road LRT Station offers an important opportunity to capitalize on the transit and natural amenities in the area, strengthen the multi-modal access, and provide for a mix of housing options to serve the needs of the community.

The Corridor Development Initiative submits the attached recommendations to the Hopkins City Council and Planning Commission for your consideration regarding the Blake Road LRT station area.

Overview of the Corridor Development Initiative Process:

The Corridor Development Initiative consisted of four community workshops held at the Blake School. Approximately 85 community members attended the workshops, aimed at gathering input on community values and concerns, and exploring a variety of development scenarios that could meet those values. The process involved a technical team of facilitators, designers, developers, and city staff to inform and support participants as they considered options. Included throughout the process was information and updates on the status of the Green Line LRT extension by Metro Transit's Southwest LRT Project Office. The purpose of the CDI process is to identify guidelines or objectives for redevelopment that will advance community goals and respond to market forces.



Mark your calendars!

We encourage you to attend all four events

Workshop I: Gather Information
Monday, April 6, 2015 6:00- 8:00 pm

Workshop II: Development Opportunities –
The Block Exercise
Monday, April 20, 2015, 6:00 – 8:00 pm

Workshop III: Developer Discussion
Monday, May 4, 2015, 6:00 – 8:00 pm

Workshop IV: Framing Recommendations
Monday, May 18, 2015, 6:00 – 8:00 pm

All events are free and open to the public and will be held at:

**Blake School (Middle School Library)
110 Blake Road South, Hopkins 55343**

For more information, contact:
Meg Meekman, City of Hopkins at (951)548-6343 or mbeekman@hopkinsmn.com
Gretchen Nicholls, Twin Cities LISC at (651)265-2280 or gnicholls@lisc.org

www.hopkinsmn.com or www.tclisc.org/cdi

The Blake Road Corridor Collaborative and the City of Hopkins invites you to an exciting conversation to guide the redevelopment of the Blake Road LRT Station Area. With support from a team of design and development experts, community members will participate in a series of workshops to explore what's possible for this area.

Childcare will be provided by request only. Please RSVP to Gretchen Nicholls at 651-265-2280 one week in advance of each workshop if you would like to request childcare.

Above: Save the Date postcard that was mailed to residents.

An advisory group to coordinate and support the CDI workshops included:

- Meg Beekman, City of Hopkins
- Ann Beuch, Blake Road Corridor Collaborative Coordinator
- Kathryn Hansen, Metro Transit's Southwest LRT Project Office
- Kim Koempel, Metro Transit's Southwest LRT Project Office
- Renae Clark, Minnehaha Creek Watershed District
- Kerri Pearce Ruch, Hennepin County Community Works
- Barbara Raye, CDI Facilitator (Center for Policy Planning and Performance)
- Gretchen Nicholls, CDI Coordinator (Twin Cities LISC)

Community Outreach

A variety of methods were used to notify the community about the Hopkins Blake Road LRT Station Area Corridor Development Initiative workshops. Information about the public workshops was distributed through:

- A direct mailing of "Save the Date" postcards announcing the series of workshops to the neighborhood
- 300 flyers distributed to the surrounding neighborhood.
- Community outreach and face-to-face invitations to participate by Ann Beuch, Coordinator with the Blake Road Corridor Collaborative (BRCC).
- The City of Hopkins and BRCC web site

Child care and translation services were available upon request to limit obstacles for participation. All participants that signed in for any of the workshops were notified in advance about upcoming sessions by email.



Above: Attendees at the Block Exercise, April 20, 2015.

CDI Technical Team

The technical team that supports the CDI process includes:

- Barbara Raye, Center for Policy Planning and Performance (facilitator and evaluator)
- Katie Thering, Kage Imagery (Block Exercise Coordinator)
Block exercise team includes table facilitators, and sketchers
- Alan Arthur and Miranda Walker, Aeon (financial analysis for the block exercise)
- Gretchen Nicholls, Twin Cities LISC (CDI Coordinator)

The series of CDI community workshops were held in Blake School's Middle School Library. They included:

Workshop I: Gathering Information

Monday, April 6, 2015

Presentations were provided by:

- Meg Beekman, City of Hopkins Community Development Coordinator,
- James Wisker, Minnehaha Creek Watershed District, and
- Lucy Ferguson Galbraith, Metro Transit's Director of Transit Oriented Development

to share ideas about redevelopment options for the Blake Road LRT station area. Participants were asked to respond to four questions:

1.) What makes the Blake Road area interesting or unique?

Themes: Parks and the creek, diversity of the community, mix of commercial, residential, and office uses, Blake School and nearby Methodist Hospital, bike trails and potential for transit.

2.) What could be accomplished through development that would improve or enhance the area?

Themes: Park and creek enhancements, safety, strengthening connections within the area, convenience services, housing, improved environmental quality.

3.) What concerns for the area do you have as future development occurs?

Themes: People or businesses being pushed out, walkability and access, safety, increase of traffic and noise, diminished diversity, and construction nuisances.

4.) Are there specific types of uses that this site could accommodate (e.g. senior housing, recreational centers, retail or commercial uses, etc.)?

Themes: Convenience services, housing, community center or space that could accommodate community activities, improved accessibility for the impaired.

Workshop II: Development Opportunities – Block Exercise

Monday, April 20, 2015

Participants worked at three tables, one for each of the sites, to explore different development scenarios:

Table A: Joint development site

Table B: 43 Hoops + adjacent site

Table C: Cold Storage site

The scenarios were presented to the large group, and everyone discussed what they learned through the exercise. There was a strong openness to density, especially in close proximity to the proposed LRT station. There was interest in providing a range of housing options, and in guarding against the displacement of current residents. And a desire to maintain the presence of 43 Hoops Basketball Academy as a valued business in the community.

Workshop III: Developer Discussion

Monday, May 4, 2015

Developer Panelists include:

- **Maureen Michalski**, Schafer Richardson
- **Gina Ciganik**, Aeon
- **Beth Pfeifer**, The Cornerstone Group
- **Carl Runck**, Ryan Companies
- **Ron Mehl**, Dominionium

Panelists, representing a variety of development expertise (market rate and workforce rental, commercial, office, and mixed-use development), responded to questions from participants and provided information on the challenges and opportunities of redevelopment for the study area. All agreed that the Cold Storage site was the most desirable for redevelopment given the surrounding natural amenities. The location is most ideal for housing, which would be complemented by some small commercial and / or office uses. All of the developers urged against vertical mixed-use, which can be very difficult to finance and execute successfully. To enhance the pedestrian appeal, some suggested the option of including community spaces or services on the first floor, creating more visual interest and activity. Community members expressed concern about exclusive access to green spaces and other amenities, limited only to residents of specific buildings. How can we create privately owned public spaces (POPS) that would be accessible to the community?

As new construction replaces older commercial buildings in the area, concern was expressed by participants about displacing existing ethnic businesses that serve the community, who would likely be priced out by higher rents for new retail space. The developers indicated that public subsidies would likely be needed in the early stages of redevelopment, which will likely strengthen the market for subsequent investments. Would there be an opportunity to incorporate public subsidies to preserve low-cost commercial space?

Workshop IV: Framing Recommendations

Monday, May 18, 2015

Draft development guidelines were reviewed and edited by participants to reach consensus for the final recommendations (Attachment A).

The Development Guidelines identify four main goals:

Goal 1: Create stronger connections and walkability for the Blake Road area

Goal 2: Preserve the neighborhood diversity

Goal 3: Improve water and environmental quality

Goal 4: Strengthen residential and neighborhood-oriented retail to enhance vitality and livability

The number of publicly owned sites in the Blake Road LRT station area offers a unique opportunity to initiate catalytic investments and set the stage for redevelopment. By creating a shared vision (in advance of development proposals) among the City, County and Watershed District, there is greater potential for a more cohesive transit-oriented district that would benefit the local community as well as the broader region. The Hopkins Blake Road LRT Station Area CDI Development Guidelines serve to recommend community goals and objectives for what could be achieved, informed by market realities of redevelopment.

Community Participation

Workshop participants included residents and business representatives from the immediate and surrounding area. Hopkins city staff, Minnehaha Creek Watershed District, Hennepin County Community Works, and Metro Transit's Southwest LRT Project Office staff attended, as well as city officials. Of the 85 participants attending, 73% of attendees participated in 2 or more of the workshops, and 19% attended all four.

Evaluation Summary of the CDI process

Background

Evaluation forms were distributed at each of the four meetings (April 6, April 20, May 4, and May 18, 2015.) The majority of participants did not complete the form, but several did and the information was used to plan the next session and to bring forward additional information requested. A total of 39 surveys were returned during the four-meeting series.

Meeting Goals

Each set of evaluation questions included satisfaction questions, as well as an assessment of how well the meeting met its goals, what additional information the respondent would like to see provided at the next meeting, and an opportunity for open comments. The answers to questions related to the meeting achieving its goals were ratings of "Excellent", "Good", "Fair" and "Poor".

- Of the total 71 responses from the evaluation of meeting one, 41 (58%) were "Excellent", 23 (32%) were "Good", 3 (4%) were "Fair", and 4 (5.5%) were ranked poor in achieving any of its goals.
- Of the 34 responses from the evaluation of meeting two, 9 (26%) were "Excellent", 22 (65%) were "Good", 2 (6%) were "Fair", and 1 (3%) gave a "Poor" rating to one item.
- Of the 48 responses to the rating questions for meeting three, 13 (27%) were "Excellent", 23 (48%) were "Good", 11 (23%) were "Fair", and 1 (2%) gave a "Poor" rating to one item.
- In the final meeting there were only 12 forms returned. Ten of the 11 people answering the question indicated they could support the final recommendations, 10 of the 11 answering the question indicated they were somewhat or very satisfied with the project. Only 1 person indicated a "very dissatisfied" rating for the entire project.

Satisfaction

Participants were also asked how satisfied they were with three of the sessions. Of the total 35 responses, 20 (57%) were very satisfied, 13 (37%) were somewhat satisfied, 1 person was somewhat dissatisfied with one session and 1 person was very dissatisfied with one session. (These two responses were not the same session.)

Open Comments about the sessions

Each evaluation form also included opportunity for open-ended comments. A sampling of comments is included from each meeting.

Meeting 1: Question: What worked well during the meeting? Ans.

- Presentations
- Small group/round table discussion
- History and basic information
- Good interaction

Meeting 2: Question: What worked well during the meeting? Ans.

- Fun creating/planning things with the blocks
- Things were kept moving along
- Opportunity to ask questions and get answers

Meeting 3: Question: What worked well during the meeting: Ans.

- Developers were clear about what would work; good interaction and direction
- Coordination and communication of these meetings/workshops
- Pace of meeting
- Questions and answers
- Representations for the affecting organizations

Meeting 4: Question: What worked well during the meeting: Ans.

- Mediator kept us all on track and moving forward
- Plenty of opportunity to speak and offer opinions
- Great listening
- Interaction and discussion
- Providing input

When asked how each meeting could have been improved, responses clustered around:

- Perhaps having session 3 precede session 2 – knowing in advance what developers thought might have been helpful
- More and more diverse participation and translation
- Room logistics/maps
- More time, time management
- More background (more communication) and specifics on the whole project

Demographics

Participants were asked how long they have lived or worked in the area. Of all respondents (count might include duplicates) 2 indicated they had lived in Hopkins 1-3 years, 14 had lived in the area between 4-9 years, 7 between 10 and 19 years, and 16 more than 20 years.

Additional Comments

- Additional comments were invited on each evaluation form. A sampling of comments includes:
- This will all “come to naught” if SWLRT is no longer viable.
- Didn’t know what to expect, nice to get the community engaged
- Less rental, more office space
- Keep inviting the public, listening to constituents,

- Developers lacked imagination
- Space is good – and space is uncomfortable
- Good information
- Some presentations too long

Conclusion

The Corridor Development Initiative submits the attached Blake Road LRT Station Area Development Guidelines to the Hopkins City Council and Planning Commission for their consideration.

Attachments:

- A. Hopkins Blake Road LRT Station Area CDI Development Guidelines
- B. Map of the study area (3 sites)
- C. TOD: Transit and Community Building, presented by Lucy Ferguson Galbraith, TOD Director, Metro Transit
- D. Presentation by James Wisker, Minnehaha Creek Watershed District
- E. Presentation by Meg Beekman, City of Hopkins
- F. Southwest LRT Project overview, presented by Dan Pfeiffer, Metro Transit SWLRT Project Office
- G. Summary of Small Group Discussions (Workshop I)
- H. Block Exercise Summary Sheets (Workshop II)
- I. Developer Panel Discussion Meeting Notes (Workshop III)
- J. Evaluation summaries for each CDI workshop
- K. Attendance list for the Hopkins Blake Road LRT Station Area CDI workshops
- L. Overview of the Corridor Development Initiative
- M. Announcement / publicity flyer for the Hopkins Blake Road LRT Station Area CDI workshops

A. Hopkins Blake Road LRT Station Area CDI Development Guidelines



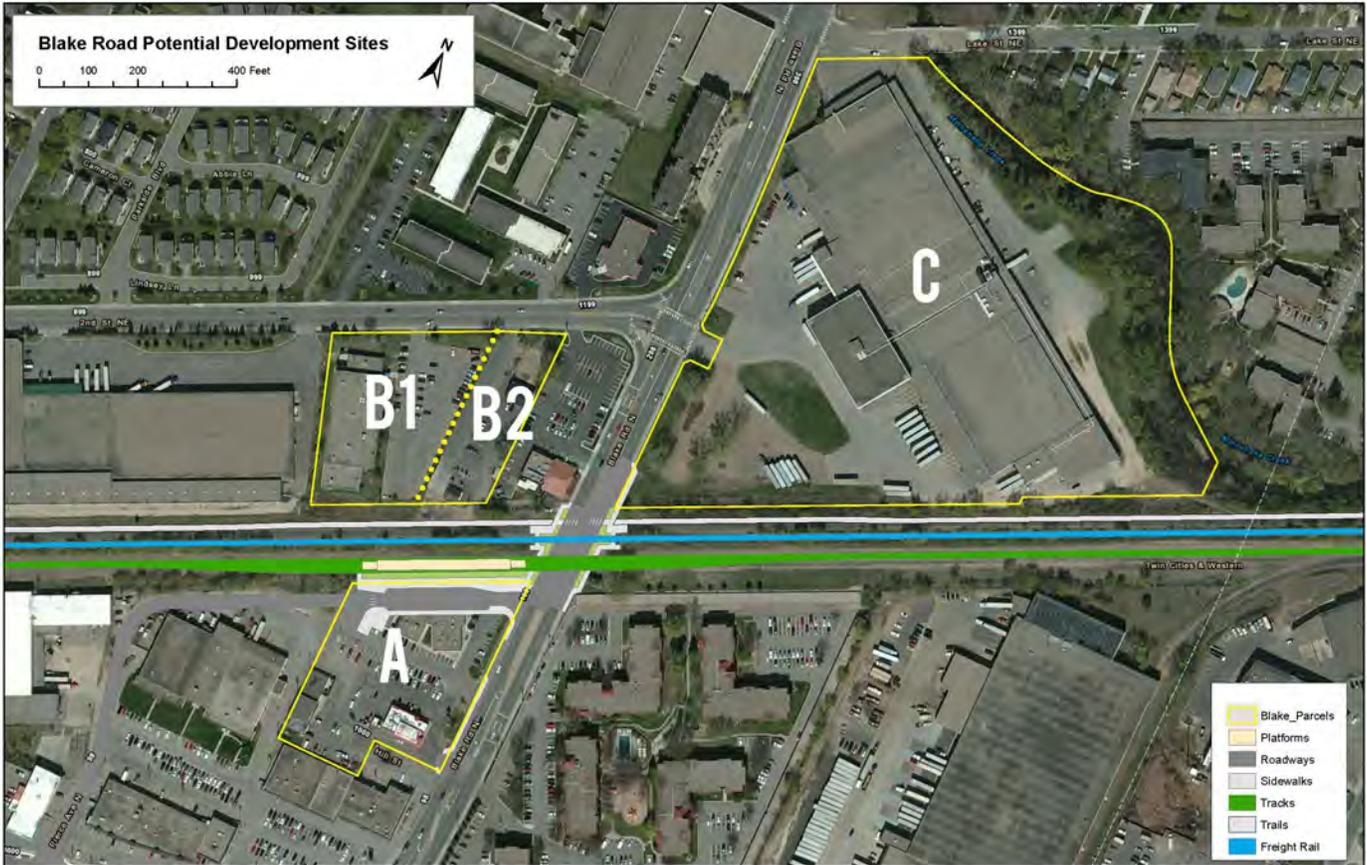
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City of Hopkins



Overview

Hopkins is a dynamic community of over 17,000 residents located just 13 minutes west of the Twin Cities. Founded rich in tradition and growth, Hopkins offers the advantages and conveniences of a large city with the security of a small town. The residents and the business community have an enormous sense of pride and support for their City. Travel any street and you will see and feel the reflections of pride and vitality.

Three of the Southwest LRT transit stations will be located in Hopkins, one of which is the Blake Road Station. Already a mixed-use, higher density district, the transit stop will offer greater regional access to jobs and amenities. A partnership between the City of Hopkins, Hennepin County Community Works, the Minnehaha Creek Watershed District (MCWD) and the Met Council, is transforming Cottageville Park to increase the amount of green space along Blake Road, improve the water quality of the Creek, and make the creek more accessible and visible to the community. Phase one of this \$3 million project will be completed in October of 2015. The new park will include new play equipment, trails, lighting, a permanent community garden with water source and tool shed, and extensive new landscaping. When the project is complete the park will be nearly three times larger.



With the advent of the light-rail transit investment, the Blake Road Corridor Collaborative and the City of Hopkins partnered with Twin Cities LISC / Corridor Development Initiative to lead a series of community workshops to explore development options and scenarios for existing or proposed redevelopment sites that include public ownership near the Blake Road LRT station area. These development objectives are the result of the community workshops, and serve to inform the future development of the area surrounding the Blake Road LRT Station.

Through the CDI process, three key sites that include some aspect of public ownership were identified for their redevelopment potential:

- A. The Joint Development site, south of the Blake Road LRT Station (proposed for a park-and-ride and possible joint development by Metro Transit)
- B. 43 Hoops Basketball Academy site and adjacent parcel to the north of the Blake Road LRT Station (43 Hoops site is owned by the Hennepin County Rail Authority)
- C. Cold Storage site (owned by the Minnehaha Creek Watershed District)

All three sites will be integrated with Blake Road and its improvements in pedestrian, bike, and vehicle access.



Above: Images from Downtown Hopkins

ASSETS

The City of Hopkins offers a wonderful quality of life through:

- Its spirit of community where people are treated with respect, and where the community participates in building culture, character and common bonds;
- A thriving Mainstreet featuring an array of local shops, restaurants, the Hopkins Art Center, a movie theater, and residential components.
- Support for business growth, and home of corporate campuses such as Cargill and SuperValu;
- Outstanding schools and a community that offers and values diversity and cultural heritages; quality parks, housing and public services.
- Hopkins is home to over 20 community education facilities, including public, charter, private and adult education schools.
- Numerous regional trails and parks that connect to downtown Minneapolis, the Uptown area, St. Louis Park, and Minnetonka.
- The surrounding Blake Road area includes parks, educational institutions, athletic center, large and small companies and retail businesses.



Above: Sites near the Blake Road LRT Station. Clockwise from l to r: Joint Development site, 43 Hoops Basketball Academy, Cold Storage site, and the Cedar Lake LRT regional trail.

DEVELOPMENT GUIDELINES

The Blake Road Station has been noted for its strong redevelopment potential along the Southwest LRT Corridor in various planning studies. Factors supporting redevelopment in the Blake station area include a large and diverse population base, good station access, several strategic sites available for redevelopment, a number of underutilized properties, and open space amenities such as Minnehaha Creek and Cottageville Park. Near the proposed station platform, the Hennepin County-owned 43 Hoops site presents a near-term redevelopment opportunity for transit supportive uses. The Cold Storage site, now owned by the Minnehaha Creek Watershed District, and several underutilized sites along Excelsior Boulevard offer additional redevelopment opportunities near the station. A potential joint development project includes a park- and- ride ramp that may be able to be incorporated with a mixed-use development facing Blake Road and the station platform, located just south of the station.

The **Joint Development (A)** proposed for the three parcels, including the Pawn America site, immediately south of the Blake Road LRT Station will house a structured parking ramp (245 parking stalls) to help increase access and ridership of the Green Line. Currently, SPO and the City of Hopkins are partnering to explore working with a private developer to incorporate additional components to increase the functionality, value and appeal of the site.

The **43 Hoops Basketball Academy (B1) and adjacent site (B2)** Well loved by the Blake Road community, the 43 Hoops Basketball Academy sits on a site owned by the Hennepin County Regional Railroad Authority situated just north of the proposed Blake Road LRT Station. The parcel was purchased for potential transit purposes, and offers the opportunity for higher density residential and other transit-related uses given its proximity to the transit station. The adjacent site is considered to be underutilized given the future potential of the area. The community has expressed strong desire for a community center in the area, for which 43 Hoops has served as a surrogate.



Above: Some of the many amenities Hopkins has to offer. Top: Cargill campus, Bottom r: Blake School, Bottom l: New commercial development on Blake Road.

The **Cold Storage site (C)** was seen as the site with the greatest redevelopment potential because of its size (approximately 17 acres), proximity to natural amenities which also buffer nearby uses, and visibility and access to Blake Road. Of critical importance on this site will be the integration of storm water management and expansion of the Minnehaha Creek Greenway. This section of the creek is currently the worst offender for pollutants draining into the creek’s watershed. Because of the site’s central location and size, attention should be given to creating connectivity to the surrounding amenities (e.g. Minnehaha Creek, Cottageville Park, Three Rivers Bike Trail, Blake Road LRT Station), and providing for walkable areas.

The opportunity is great to explore how transit-oriented development could further enhance the area by addressing accessibility, livability, and strengthening the pedestrian environment for people of all ages and abilities. It might be advantageous to move the smaller sites to the south and north of the Blake Road LRT station for redevelopment first, which could strengthen the market for the more desirable Cold Storage site. It is important that the Blake Road Station maintain its neighborhood character, diversity, and sense of place. This can be accomplished by enhancing the pedestrian flow of the area, attracting smaller scale retail and services, and utilizing public art or green space to make it memorable. The Blake Road LRT Station offers an important opportunity to capitalize on the transit and natural amenities in the area, strengthen the multi-modal access, and provide for a mix of housing options to serve the needs of the community.



Above: Pizza Luce located near the future Blake Road LRT station.

Recommendations for redevelopment of the site include:

Goal 1: Create stronger connections and walkability for the Blake Road area

- A. Create a connected, walkable, mixed-use, sustainable neighborhood, with a pedestrian-oriented and human-scale streetscape.
- B. Greater pedestrian / bicycle safety through better signage and slowing cars on Blake Road.
- C. Improve the permeability of Blake Road by creating more areas for pedestrians to cross safely.
- D. Improve safety and security through partnership with the City’s Police Department, Three Rivers Police, and Metro Transit, with strategies such as greater security presence, improved lighting, and other practices such as CPTED (Community Policing Through Environmental Design).
- E. Pursue transit-oriented design that enhances multi-modal access, and provide for bicycle accommodations (racks, lockers, etc.) for businesses and residents.
- F. Connect site / LRT station area to bike trail.
- G. Pedestrian access to the Blake Road LRT Station from the north (e.g. 43 Hoops site)
- H. Add green space to soften the built environment that would allow for outdoor use year-round.
- I. Utilize landscaping and streetscape amenities to create stronger pedestrian district.
- J. Limit surface parking with new development encourage underground or structured parking.
- K. Improve connections with the Cargill Corporate Headquarters to strengthen local businesses.

Goal 2: Preserve the neighborhood diversity

- L. Maintain cultural and ethnic diversity, and the needs of those communities.
- M. Provide for a range of housing types and affordability to meet the needs of all people throughout their life and changing lifestyle needs.
- N. Utilize universal design principles that can respond to changing demographic needs and anticipate in innovative ways to address the dynamic and changing needs of residents.
- O. Strengthen the vitality of the area through increased density and mixed commercial and residential uses.
- P. Encourage businesses that fit into and serve the needs of the community.
- Q. Enhance the intergenerational opportunities in the community.
- R. Engage neighborhood residents in planning for redevelopment projects early in the process.
- S. Promote high-quality design.
- T. Enhance a sustainable neighborhood by promoting energy efficiency and renewable energy.
- U. Create opportunities to live, work, learn, play – the spectrum of elements for a healthy community.



Above: Bike trail near the future downtown Hopkins LRT station.

Goal 3: Improve water and environmental quality

- V. Align with efforts to expand the Minnehaha Creek Greenway to promote and integrate 260 acres of regional storm-water management to improve water quality for Minnehaha Creek.
- W. Connect the Minnehaha Creek Greenway to the newly expanded Cottageville Park and downstream trails and open space.
- X. Ensure community access to the Minnehaha Creek Greenway, the Three Rivers Park bike trail, and other public open spaces.
- Y. Reduce the area’s carbon footprint.
- Z. Incorporate sustainable development practices into new construction projects.

Goal 4: Strengthen residential and neighborhood-oriented retail to enhance vitality and livability

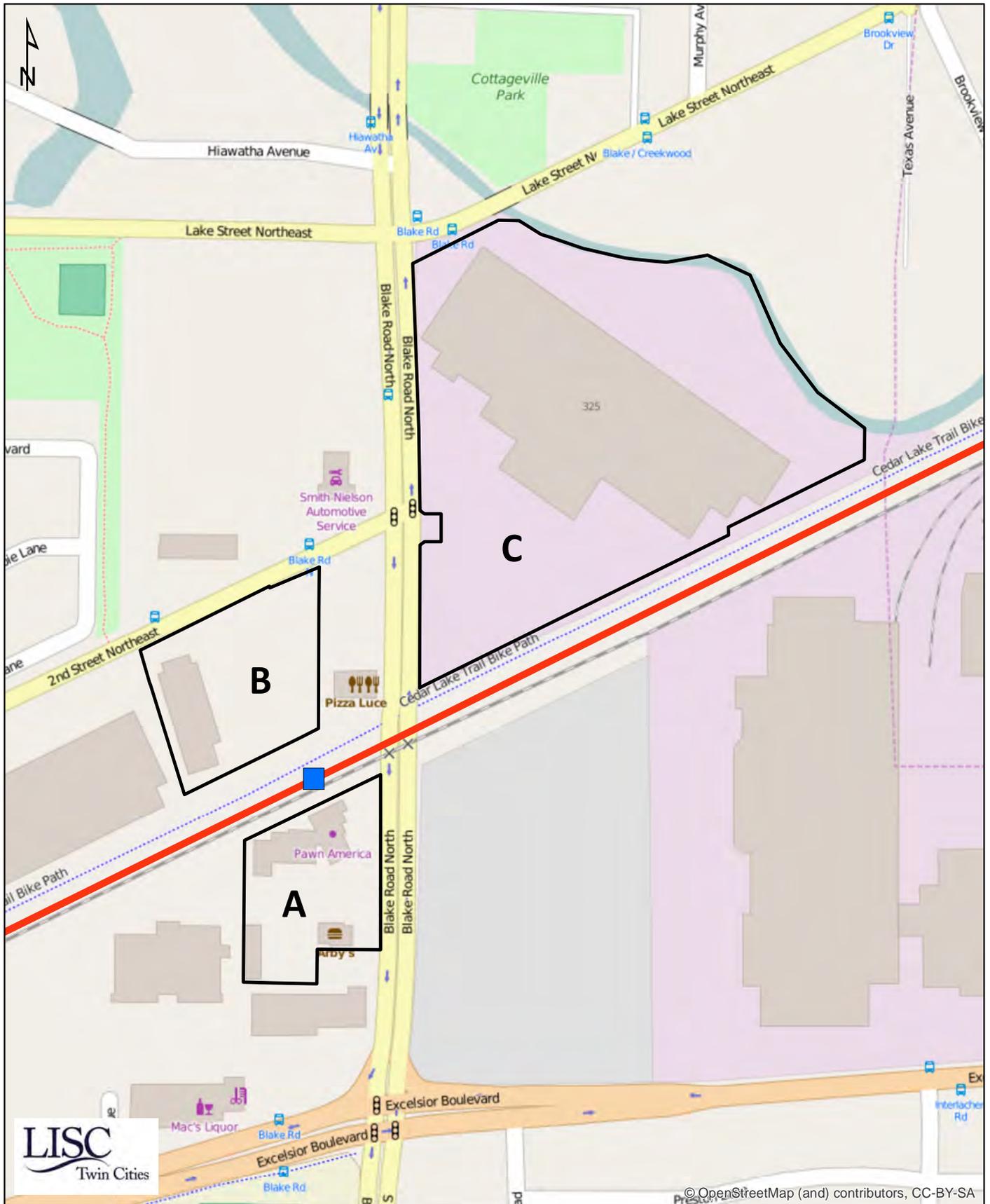
Support was expressed for:

- A mix of housing types, including senior housing, that can accommodate a range of incomes, ages and family size (both rental and ownership options).
- Multi-family housing amenities such as guest suites and shared space for larger gatherings.
- Medium to high density residential, to preserve green space and enhance street-level amenities.
- Locally owned businesses and increased opportunities for residents of all ages to live and work in the area.
- Commercial uses that enhance rather than compete with downtown Hopkins Mainstreet vitality.
- A hotel or motel.
- Redevelopment that works to incorporate existing local businesses into new construction projects.
- Creative ways to support small cultural businesses that serve the community.
- Maintaining existing assets such as 43 Hoops Basketball Academy in the area.
- A community center that supports activities for all generations.
- Convenience services (e.g. fast food, bike repair, etc.), especially near the transit station.
- Flexible space that can adapt as needs change.
- The option of a trail attraction, offering a convenient stop-off spot for bikers and pedestrians.
- Encourage public private partnership for infrastructure
- A connected and complementary system of parks and other privately owned but publicly accessible (POPS – Privately Owned Public Spaces) open spaces that ensures higher quality development and weaves the neighborhood together to enhance livability (see Trust for Public Land’s report: Greening the Green Line <http://www.tpl.org/our-work/parks-for-people/green-line-parks-and-commons>).
- Welcome developers and businesses that operate with equity principles of hiring and wages.

FOR MORE INFORMATION, CONTACT: **Kersten Elverum**, *Director of Economic Development & Planning*
952-548-6340 / kolverum@hopkinsmn.com

Attachment B. Map of the study area (3 sites)

Hopkins Blake Road LRT Station Area





TOD

Transit & Community Building

Lucy Ferguson Galbraith, AICP
Director, TOD
Metro Transit

Transit connects people to opportunities



TOD is about Connections & Choices



3



Metropolitan Council TOD Office



- Maximize development impact by integrating transportation, jobs, housing
- Support economic competitiveness by leveraging private investment
- Advance equity by improving multimodal access to opportunity for all
- Support a 21st century transportation system through increased ridership and revenues

4





What Transit Needs to succeed



Design of On-street Transit Stops & Access from Surrounding Areas*

- Street connectivity
- Street design
- Surrounding land uses
- Location of stops
- Design of stop

APTA Recommended Practice SUDS-UD-RP-005-12

6



Location of Stops-Options

- Spacing
- Near side v. Far side v. midblock
- Curb running alternatives
- Center running alternatives
- Bump-outs, pullouts, other geometries

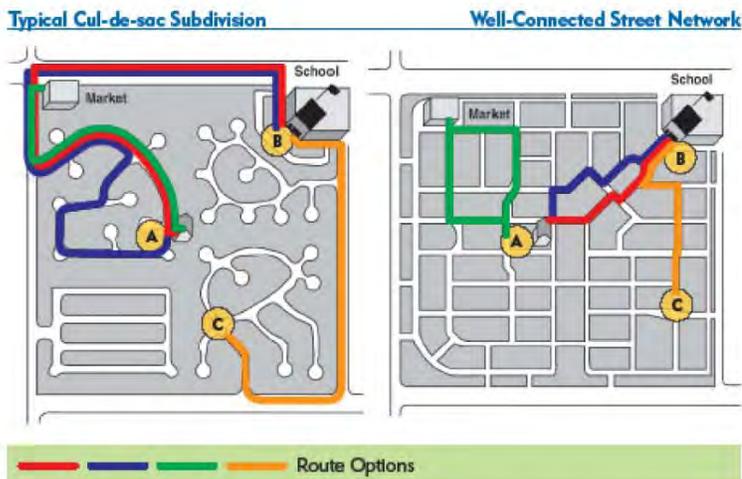
7

Design of Stops-Basic needs

- Visibility of transit
- Service information
- Surrounding destinations
- Secure & comfortable waiting facilities
- Space for transit vehicle to stop safely
- Space for boarding
- Possibly facilities for bikes

8

Street connectivity- Comparison

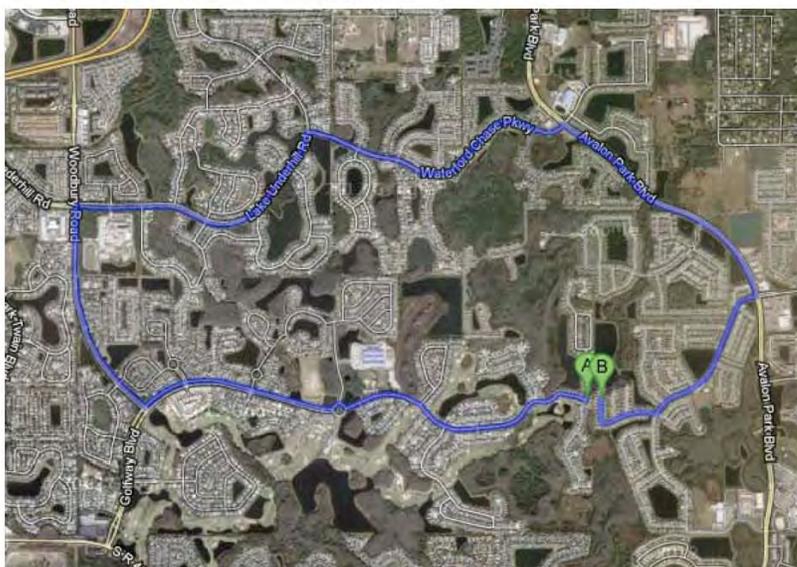


One path, frequently indirect, or many options, direct routes

LEED-ND: Minimum of 140 intersections per square mile (54 intersections/square kilometer)

9

Street connectivity-Bad



Extreme case: two houses share the back fence but are connected by a 7-mile route.

LEED-ND: Minimum of 140 intersections per square mile (54 intersections/square kilometer)

10



Street design- Walkable



Transit needs pedestrians, pedestrians need space, safety, and other people

11



Street design- Complete street



12





Surrounding Land Uses- Riders



13



Density and Urban Form



14



Missouri



15

Maryland



16

Think Bikes- bike connections to transit



How can we get Street connectivity, street design, and surrounding land uses right?

- Planning & Zoning for future transit
- Planning & Zoning around existing transit
- Development Review near transit

- Plan the streets for transit
 - Locate utilities for planned streets
 - Bus connection streets have specific needs
 - Designate streets for Pedestrian & Bike access to transit
 - Sidewalk adequate for shelters. Bike parking
- Zone for efficient transit
 - Transit needs density, walkability, and multiple uses to have ridership throughout the scheduled service
 - Some uses belong in transit-rich areas; some don't

- Parking requirements may not reflect reality, see the Seattle study & calculator on parking:
 - <http://metro.kingcounty.gov/up/projects/right-size-parking/>
 - <http://www.rightsizeparking.org/>
- Parking is generally low-value, high-cost development; a station area has limited land
- For urban transit station areas, parking minimums should be reduced or eliminated

- Transit success depends on the place created around the transit
- Getting the streets right is critical; designing for the pedestrian as the priority supports transit
- Land use matters, but more in its diversity & density than in any one use type. Parking should be minimized wherever possible
- Performance standards leave the developers flexibility to achieve the community goals
- Many ways to achieve a good TOD, essential tradeoff is between the ideal someday and a good place today
- Create a place that people can love; this creates lasting value

Resources

- **Planning for Transit-Supportive Development: A Practitioner's Guide, June 2014:**

http://www.fta.dot.gov/16046_16042.html

- **APTA SUD-UD-RP-005-12 | Design of On-street Transit Stops and Access from Surrounding Areas**

<http://www.apta.com/resources/hottopics/sustainability/Documents/Forms/AllItems.aspx>

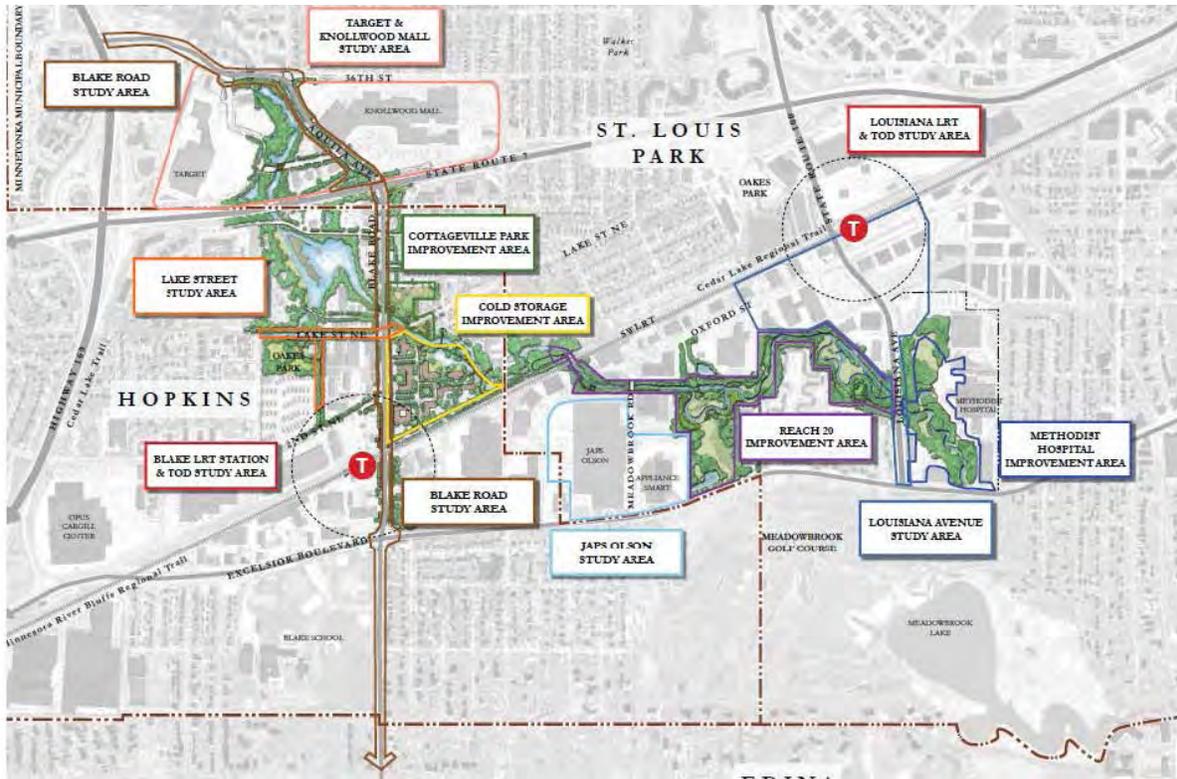


Questions?

TOD@metrotransit.org



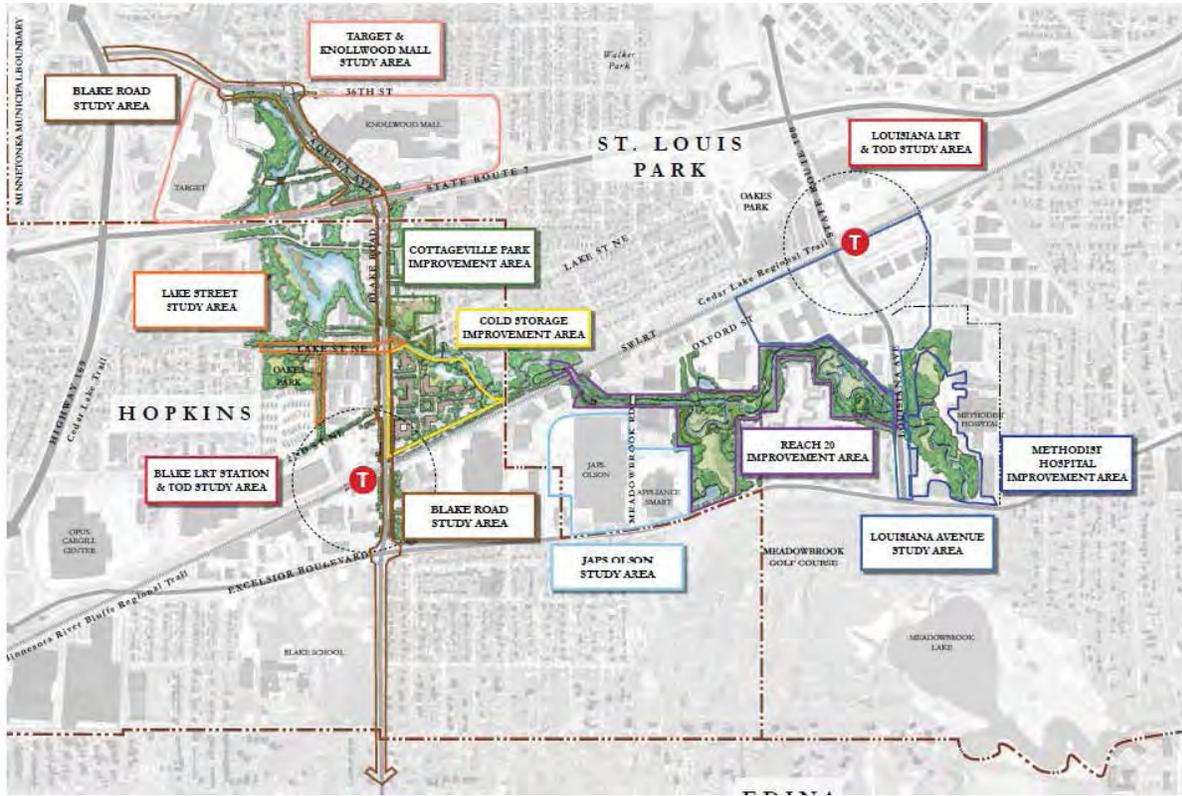
Attachment D. Presentation by James Wisker, Minnehaha Creek Watershed District





ART HOWERTON MINNEHAHA CREEK CORRIDOR COMMUNITY TRAILS INITIATIVE Cottageville Park Conceptual Master Plan
LANDSCAPE ARCHITECTURE, 1010 HUNTER STREET, ST. PAUL, MN 55103-1001 PHOTOGRAPH BY JIMMY WILSON

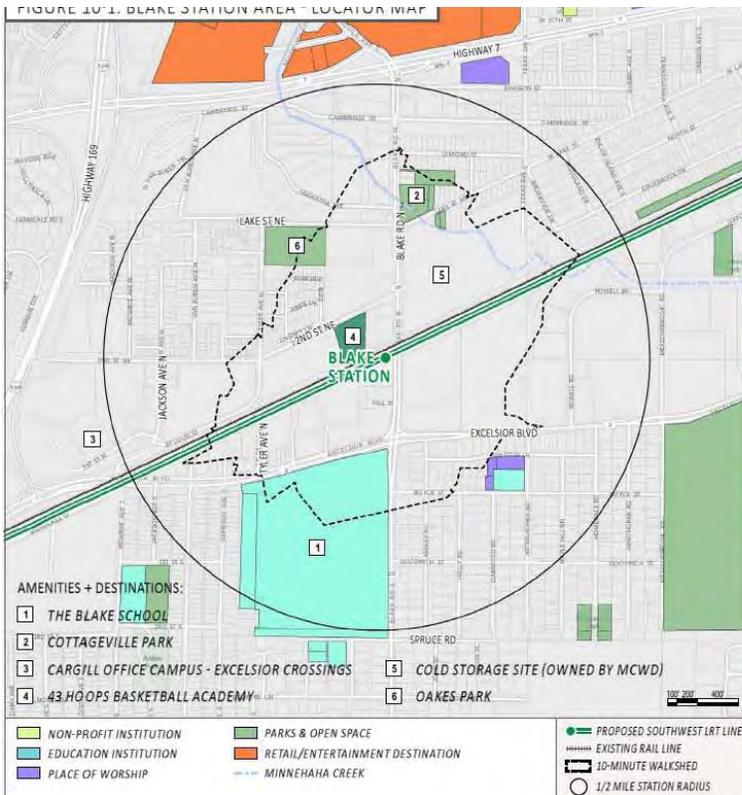




Hopkins Blake Road LRT Station Area

Corridor Development Initiative Workshop 1: City Presentation

Meg Beekman, Community Development Coordinator
City of Hopkins



East End Study: 2003



Vision

- Increase intensity of land uses
- Improve public spaces and walkability
- Overcome challenges to redevelopment

Blake Road Corridor Small Area Plan: 2009

Vision

- Improve streetscape on Blake Road
- Walkable and Bikable neighborhood
- Improve greenspaces (Cottageville Park)
- Neighborhood-oriented retail
- Increased intensity of land use along Blake Road and around LRT Station



2030 Future Land Use Plan



Vision

- Minimum density of 30+ units per acre
- A mix of commercial, office, and residential
- Walkable and Bikable
- Transit-oriented development

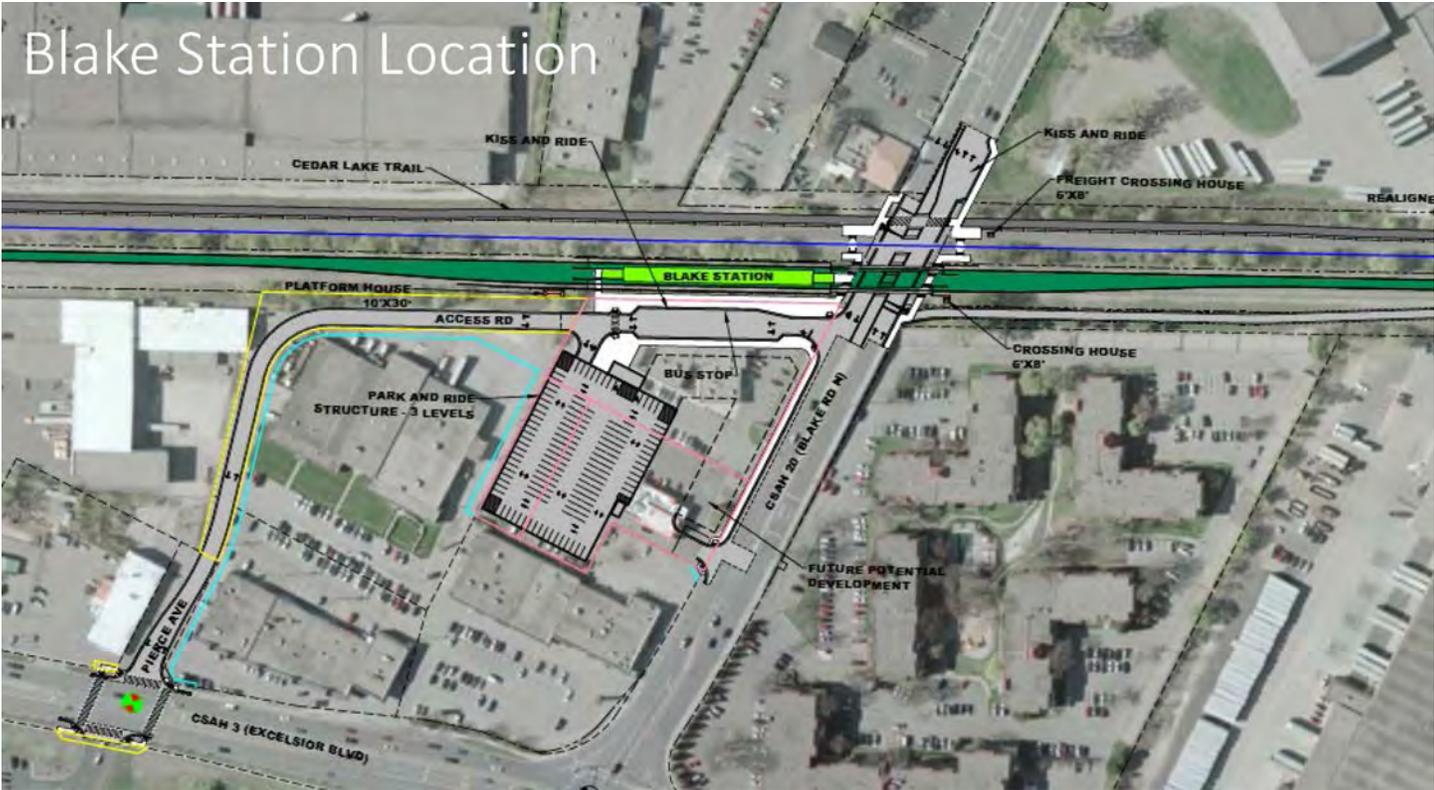
Southwest Corridor Investment Framework: 2013

Purpose

- Identify both LRT “opening day” and long-term improvements needed beyond the station platforms
- Estimate costs of needed improvements so cities can identify potential funding sources
- Identify potential redevelopment sites



Blake Station Location



Cottageville Park Expansion



Blake Road Corridor Study

Goals and Objectives

- Improve connections and access for all modes
- Facilitate redevelopment
- Improve natural resources
- Evaluate alternative roadway concepts
- Develop an implementation plan
- Identify funding options

Open House April 20th from 7-8:30pm at Blake School to report on draft study recommendations



City's Goals for Blake Road LRT Station Area

- Increase intensity of a mix of land uses along Blake Road and around the LRT station
- Create a walkable and bikable neighborhood
- Improve green spaces and green connections
- Increase the mix of housing choices available in the corridor
- Preserve affordable housing
- Improve Blake Road's function as a connection to key points in the community for all modes
- Focus on neighborhood-oriented retail
- Grow the tax base

Hopkins Blake Road LRT Station Area

Corridor Development Initiative Workshop 1: **City Presentation**

Meg Beekman, Community Development Coordinator
City of Hopkins



Blake Road LISC CDI

Dan Pfeiffer
April 20, 2015



EDEN PRAIRIE | MINNETONKA | EDINA | HOPKINS | ST. LOUIS PARK | MINNEAPOLIS

Today's Topics

- SWLRT project overview
- Blake Station



EDEN PRAIRIE | MINNETONKA | EDINA | HOPKINS | ST. LOUIS PARK | MINNEAPOLIS



2

SWLRT Project Overview

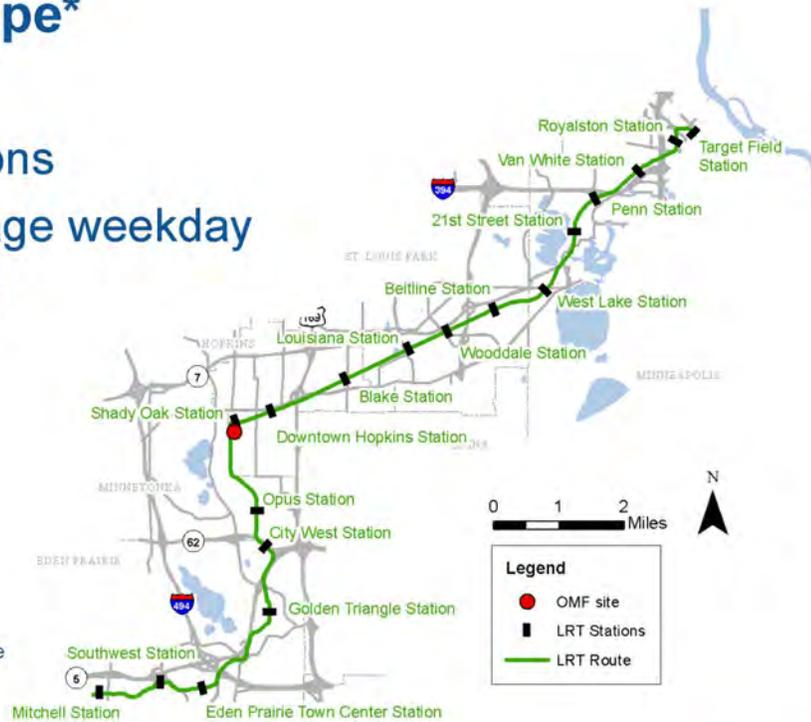
METRO System

- Green Line Extension (Southwest LRT)
- Blue Line Extension (Bottineau Corridor LRT)
- Orange Line (I-35 W South Bus Rapid Transit)



SWLRT Scope*

- 16 miles
- 17 new stations
- 34,000 average weekday rides in 2030



Southwest LRT Development Timeline



Blake Station

Blake Station



Blake Station



More Information

Online:

www.SWLRT.org

Email:

SWLRT@metrotransit.org

Twitter:

www.twitter.com/southwestlrt



**Hopkins Blake Road
CDI Workshop I
April 6, 2015**

Small Group notes

1. What makes this area interesting or unique?

<p>Amenities</p> <ul style="list-style-type: none">• A creek• The creek• Open space• Open space (park and creek)• Creek <p>Community aspects</p> <ul style="list-style-type: none">• Diversity of residents nearby• Diversity• Small town look and feel• “Small town” atmosphere• Diversity• Lots of people <p>Commercial/retail and office</p> <ul style="list-style-type: none">• Knollwood Mall and Target• Neighborhood serving businesses – strong customer base• Cargill• Knollwood	<p>Institutions and services</p> <ul style="list-style-type: none">• Nearby hospital (Methodist) and medical services• Blake School activity (watching games)• Blake School <p>Connections and access</p> <ul style="list-style-type: none">• A wide street (Blake Road N)• Walking and biking• Bike trails• Busy intersection @ Excelsior and Blake• Width of Rail – trail - corridor• Blake gives a lot of space
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2. What could be accomplished through development that would improve / enhance the area?

<p>Park and creek enhancements</p> <ul style="list-style-type: none"> • Highlight Cottageville Park and Minnehaha Creek • Canoe racks at Cottageville Park • More recreation options (e.g. sand volleyball, pickle courts, curling club, etc.) • Make it a rain garden <p>Safety</p> <ul style="list-style-type: none"> • Safety – it should be a priority • Slow the cars • Lighting • Lighting <p>Strengthening connections</p> <ul style="list-style-type: none"> • Better access / connection to Knollwood Mall • The street to become less of a “wall” to people • Retail on both sides • How can we make it more accessible for all people? • Bike lanes • Improved crosswalks • Continuous sidewalks on 2nd between Blake and Cargill • Connectivity to St. Louis Park and Minnetonka • Walking community • Pedestrian crossing at 43 Hoops to get to LRT station • Bike options • Little bus circulators • More neighborhood connections 	<p>Commercial / office</p> <ul style="list-style-type: none"> • Convenient services: more carry-out • Where can existing business stay and grow? • Keep Arby’s in parking ramp • Place to live where I can get more of my needs (food / groceries and art) • Something for bikers at Cold Storage • More productive properties • Stores by the street (active) • Depot-like place • More unique stores – locally owned • More attractive storefronts <p>Housing</p> <ul style="list-style-type: none"> • Condominiums preferable to apartments • No more “low rent” housing in this space • More apartments (2 – 3 bedrooms or larger) <p>Environmental quality</p> <ul style="list-style-type: none"> • More productive properties • Reduce carbon footprint • Clean up water quality
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3. What concerns for the area do you have as future development occurs?

<p>People or businesses being pushed out</p> <ul style="list-style-type: none"> Existing retail priced out Displacement Want to retain businesses (e.g. 43 Hoops) <p>Access</p> <ul style="list-style-type: none"> Improve connectivity to Cargill, Blake, Knollwood, etc. (walkability, bike, etc.) Accessibility Pedestrian access Handicap access Walkability to station <p>Safety</p> <ul style="list-style-type: none"> Safety / crime – establish a police station to deter crime Crossing Blake Road Security Crime Safety – both crime and pedestrian Blake Road crossings 	<p>Traffic / parking / noise</p> <ul style="list-style-type: none"> The noise level that transit / freight trains generate. Impact of parking and traffic Traffic Traffic flow Traffic Increase of traffic Car focus <p>Look and feel of the area</p> <ul style="list-style-type: none"> Monolithic buildings and blocks Development takes too long, sites unchanged / not improved Too much construction to close together – lose walkability and view Choose building / business that will invest in community Needs a “face-lift” – underdeveloped <p>Other concerns</p> <ul style="list-style-type: none"> Winter Few people of color at this meeting – or young people
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4. Are there specific types of uses that this site could accommodate (e.g. family housing, recreational centers, retail or commercial uses, etc.)?

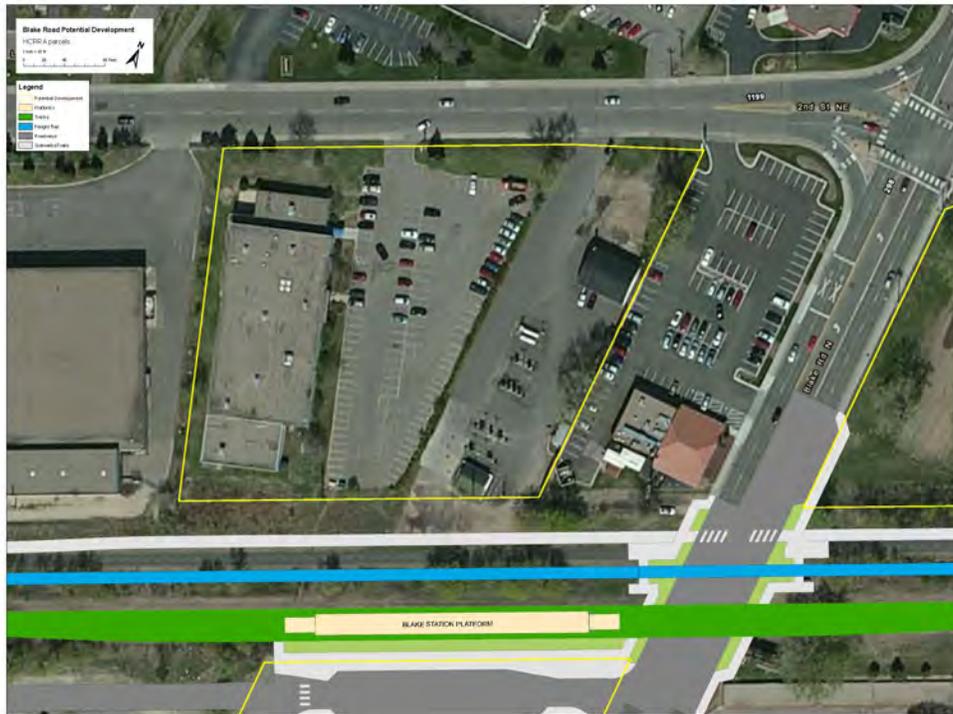
<p>Commercial / office</p> <ul style="list-style-type: none"> • Hotel – Cargill nearby • Very small space retail • Bakery, coffee • Sit down restaurant • Increase in commercial offices • Unique shops • Expand on successful business like 43 Hoops, Pizza Luce • Nail / Hair services <p>Housing</p> <ul style="list-style-type: none"> • Senior housing • Mixed use – commercial / residential • Housing right by light rail – walk on 	<p>Amenities</p> <ul style="list-style-type: none"> • Small kiosk • Covered walkway in retail • Gym • Community center – a place for kids • Green space on cold storage <p>Other ideas</p> <ul style="list-style-type: none"> • Keeping with the current assortment • Wheelchair and handicap accessible smooth surface
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5. What additional information would you like to have in order to assess the redevelopment opportunities for the Blake Road LRT station area?

<p>Mobility</p> <ul style="list-style-type: none"> • We need a lot more specific information on how pedestrian / bike / vehicle traffic (especially at crossings) will be handled • How will transit cross Blake (e.g. a tunnel, a bridge, install a traffic signal)? • Planning for bus lines – what happens? • How is traffic? What will change? • How many people ride (the train?) on a daily basis? <p>Cold Storage plans</p> <ul style="list-style-type: none"> • Final usage for cold storage building • Exactly what for cold storage? 	<p>Impact on schools</p> <ul style="list-style-type: none"> • If more “family” housing comes in, will the school system be able to accommodate? • How will transit cross Blake (e.g. a tunnel, a bridge, install a traffic signal)? • Blake School <p>Impact on businesses</p> <ul style="list-style-type: none"> • 43 Hoops • Information for businesses that rent and will be displaced
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Attachment H. Block Exercise Summary Sheets (Workshop I)

HOPKINS/BLAKE ROAD | 43 Hoops Site



SCENARIO #1



DETAILS

40 Market Rate Rental Units
60 Home ownership units
Total Units: 100
Average building height: 3-4 stories
Levels of below grade parking 1
25,000 s.f. of retail

KEY IDEAS

43 Hoops would move across to the cold storage site allowing this site to become a destination for people getting off LRT and place to stop along the bikeway. Retail would consist of boutiques, coffee shops, and cafes similar to ones found on Grand Avenue. Bike trail through site to connect the two existing trails with a central green space. Access to Pizza Luce through site.

RESULTS:

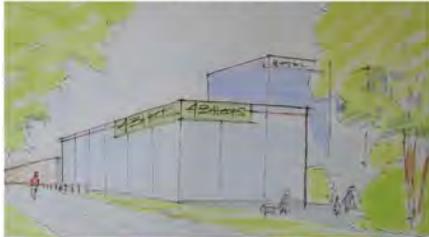
- Less than 20% gap, worth playing with a little more
- To make this closer to financially feasible, for sale units were listed at \$350,000; which is high for this particular area, but this makes the assumption that the entire area around the rail stop would increase in perceptual value.



HOPKINS/BLAKE ROAD | 43 Hoops Site



SCENARIO #2: HOPKINS SPORTS COMPLEX & HOTEL



DETAILS

No housing
Average building height 1-2 stories
New 25,000 s.f. building for 43 Hoops
75,000 s.f. Marriott Courtyard hotel with a skyway connection to 43 Hoops

KEY IDEAS

Rebuild the 43 Hoops building on the southern side of the site, with an outdoor sand volleyball court. 43 Hoops would have programs for seniors such as Silver Sneakers. The connecting hotel will be used for guests to stay when visiting the area for basketball tournaments.

RESULTS:

- Theoretically feasible if a hotel wants to be in this location (or any other committed commercial use). In other words, a full-blown market study would have to be done to determine commercial feasibility.



SCENARIO #3: HOPKINS SAND VOLLEYBALL & RETAIL



DETAILS

No housing
Average building height 1-2 stories
New 25,000 s.f. building for 43 Hoops
30,000 s.f. commercial

KEY IDEAS

Rebuild the 43 Hoops building on the southern portion of site to act as a buffer to rail corridor. Adjoining outdoor sand volleyball court. Northern portion of site includes small retail shops. Trail connection through site and central green space.

RESULTS:

- Not easily feasible if speculative (no committed commercial). City would also have the sports complex costs to consider.

HOPKINS/BLAKE ROAD | Joint Development Site



SCENARIO #1: TARGET EXPRESS



DETAILS:

11 Affordable rental units
 44 Market rate rental units
 Average building height: 4 stories
 Levels of below grade parking 2
 40,000 sf commercial

KEY IDEAS

Mixed use & housing with 4-5 bedroom options, Target on the corner

RESULTS:

\$3 million dollar loss, but if density is pushed it could be feasible. However, it is highly questionable whether this location will, or should, support so much commercial; it overwhelms the development's prospects, and it is likely that a current market study would show this amount of commercial space as unfeasible on the site. Of course, one major commercial user committed to the site could change that.

SCENARIO #2: CORAL COURTYARD ON BLAKE



DETAILS:

30 Affordable rental units
 70 Market rate rental units
 Average building height: 4 stories
 Levels of below grade parking 2
 50,000 sf commercial

KEY IDEAS

Mixed use & housing with three room apartments, and a pocket park.

RESULTS:

Similar feasibility issues as Scenario One.

SCENARIO #3: NEIGHBORHOOD NEXT

DETAILS:

40 Housing units
 25,000 sf commercial

KEY IDEAS

Mixed housing and commercial

RESULTS:

Although this is less commercial square footage than in Scenario Two, the same feasibility issues apply here. The unit density proposed is NOT enough to maximize the site's potential, to meet the City's expectations nor to attract a quality developer.

HOPKINS/BLAKE ROAD | Cold Storage Site



SCENARIO #1: HOPKINS HAVEN



DETAILS:

125 affordable rental units
 125 market rate rental units
 125 Home ownership units
TOTAL UNITS: 375
 Average building height: 3.5 stories
 Levels of below grade parking 2
 200,000 s.f. office, 30,000 s.f. retail

KEY IDEAS

Storm water pond at low point of site and along stream.
 Low density along creek with high density behind.
 Larger units, 3+ bedrooms

RESULTS:

Not feasible physically, too much building for the site available, especially since a TON of parking would be necessary for the office and retail. Low or no green space when you're realistically done with the parking situation. Two levels of underground parking is very, very expensive, and the current market here likely does not support that extra cost (and, there is probably a high water table here).

SCENARIO #2: UTOPIA



DETAILS:

100 affordable rental units
 100 market rate rental units
 50 Home ownership units
TOTAL UNITS: 250
 Average building height: 4.5 stories
 Levels of below grade parking 2
 20,000 s.f. retail, 60,000 s.f. hotel

KEY IDEAS: Pond in center, ring road, park

RESULTS:

Well, there are a lot of difficulties with this one, but the pond could be a good amenity, and be gracefully connected to the creek and trail system and light rail stop. In the spreadsheet this scenario still has a big feasibility gap, and:

- The hotel is either an asset or a total non-starter, depending upon how a market feasibility study goes. Logically, the hotel actually belongs on the other side of the road nearer to the transit stop.
- 2 levels of below grade parking is very expensive and would probably be eliminated from a development plan, unless the plan becomes even more dense than proposed. It wouldn't surprise us if the water table is also high here, creating even more cost issues with going deeper into the ground.
- Likely too much commercial shown, likely greater than a current market study would show feasible, unless there is a big user who wants to be in that location.
- The housing density is headed in the right direction – getting it even a little denser yet would make it more feasible financially and more interesting to a developer.

Attachment I. Developer Panel Meeting Notes (Workshop III)

Hopkins Blake Road

Corridor Development Initiative

Workshop 3: Developer Panel

May 4, 2015

Blake School, Hopkins

Meeting Notes

Developer Panel Discussion

Facilitated by Barbara Raye, Center for Policy Planning and Performance

Panel Members:

- **Gina Ciganik, Aeon**
- **Carl Runck, Ryan Companies**
- **Beth Pfeifer, The Cornerstone Group**
- **Ron Mehl, Dominionium**
- **Maureen Michalski, Schafer Richardson**

Opening Questions:

1. What is your development expertise?
2. How would you redevelop the three sites near the Blake Road LRT station area?
3. What would you consider to be the greatest challenges and opportunities for the area?

Gina Ciganik, Aeon

- Gina Ciganik, Vice President of Housing Development at Aeon, works to build or renovate quality affordable housing developments. Aeon has built or renovated more than 2,165 affordable apartments or townhomes — incorporating sustainable practices and design elements to create valuable community assets.
- **Recommendations for the sites: The Cold Storage site feels like a good first phase – guides future development of the area.**
 - Aeon is often the first developer in for areas looking to stimulate redevelopment where luxury / market rate housing doesn't work. By beginning with an affordable or mixed-income project, it starts to give people a vision for what it could be – creates a market.
 - If the market rates are currently \$1.30 / square foot, the financial gap won't attract developers.
 - Think about a master plan – the first project in sets the vision, and absorbs the first risk.

Carl Runck, Ryan Companies

- Carl is an architect by training, and has built luxury housing in Minneapolis' West Bank (U of M area), mixed use at Block E, and other urban mixed-use projects that include retail, office, hotel, and residential.
- **Recommendation for the sites: County owned site (43 Hoops) is ideal for workforce / market rate (mixed-income) housing.**

Hopkins Blake Road CDI – Developer Panel Discussion

Page 1 of 7

- Was the Pizza Luce site ever considered to combine into the redevelopment? It would create a much more cohesive and attractive site.
- These are not luxury market rate sites.
- Workforce housing is a good start, opportunity to partner with Hennepin County for financing assistance.

Beth Pfeifer, The Cornerstone Group

- Beth is Vice President of The Cornerstone Group, a small for-profit developer of housing and mixed use projects, including the Hopkins Market Place Lofts. The Cornerstone Group owns and manages property, acquires property for new construction or rehab, and market rate and mixed income projects. We work with cities to solve housing needs.
- **Recommendation for the sites: The Cold Storage is the most attractive site for redevelopment, near the natural amenity of the creek.**
 - The creek provides a wonderful transition from the Single family neighborhood
 - Lower density housing makes sense along the creek – townhomes and small scale single family. Transition up to higher density along Blake Road.
 - The amenity of the LRT station platform is not enough for the other sites – think about how they connect with other surrounding amenities.

Ron Mehl, Dominion

- Ron Mehl is a with Dominion, which specializes in multi-family development, including senior coops, independent senior housing, and market rate rental. Ron also works with commercial space for medical uses and retail.
- **Recommendation for the sites: The Cold Storage site is the most interesting site of the three.**
 - The creek offers a natural barrier to the single family housing to the north. It also provides the longest stretch along Blake Road for access points.
 - Access to the trail is a unique opportunity.
 - Concerns about environmental remediation.
 - Could support a variety of uses (e.g. senior housing, other housing types)
 - Senior housing would require lower parking requirements.
 - The Pawn America site would require 150 – 200 units at a minimum – higher density.
 - 43 Hoops is challenged because It doesn't have access to Blake Road.

Maureen Michalski, Schafer Richardson

- Maureen is a with Schafer Richardson, overseeing real estate investments in residential, retail, office, mixed-use, and multi-family.
- **Recommendation for the sites: The Cold Storage site jumps out – would be the easiest / most straight forward site. Suggest a mix of affordable and market rate housing units.**
 - Two levels of underground parking is difficult and expensive. Typically a three story building would need one level of underground parking.
 - 43 Hoops is challenged in visibility, least attractive to start out with.

Q & A

How can we accommodate larger families that need more space? Are there creative ways to accommodate large families at affordable rates?

GC It's likely that the first project would need Low Income Housing Tax Credits (9%), which would require 75% of the units to be 2 bedroom, and one third required to be 3 bedroom units.

RM The valuation of the townhome units in the block exercise scenarios is too low. I worked with the Beard Group to do townhomes in Hopkins that sold for \$318K - \$375K. Also, the Rottland Homes project has been very successful. When they go on the market they turn over quickly.

Is owner-occupied multifamily housing possible? Is there a market for it?

MM We developed many condos in Minneapolis. Right now the financing is geared toward multifamily rental. It's very difficult to get financing for condos, although some developers are doing them through different mechanisms.

CR We need to back efforts to change the state code, which currently holds the developer liable for 10 years after the project is complete. 30 – 40% of owners have been sued for repairs long after the development was complete. Until that changes in the State of MN, there isn't much chance that condos will be built under the current law.

For the 43 Hoops site, is the lack visibility negative for commercial or housing?

RM Visibility is good but not as good for the two other sites. The more visible / accessible a site is, the more desirable it is (traffic counts).

CR Pizza Luce has a great brand – cool factor. It could be incorporated into a larger development to increase the potential of the area.

How can we strike a balance between lots of traffic and safety? The relationship between traffic and noise may undermine the desirability of housing.

GC Cold Storage still has visibility – families will still want to be near the green space (trade-off).

CR Good design can create a buffer / barrier from traffic on Blake Road.

BP All multifamily projects have a high amount of amenity space / services expected by the market. These spaces can be used to buffer busier areas. Amenity space can take the space of what would otherwise be retail. People are attracted to the area – near the bike trail. You could put locker rooms on the first floor, and other elements that are transit-oriented.

Blake Road is a wall between the two sides of the street. Amenities will compound the issue. How can it be opened up?

BP It's important not to create barriers. Amenity spaces act as retail – have a lot of activity, more public, where retail won't be viable. You get greater safety with eyes on the street. Great pedestrian realms have good lighting, activity, glass areas, patios – permeable areas.

MM Make improvements in the right-of-way to make it more pedestrian friendly. Slow down cars to improve pedestrian crossings.

RM Agree that the area is a tough spot – needs to be done with developer in a thoughtful manner to improve the pedestrian crossings.

Amenities done in developments are only for the residents. If there is no commercial space, then no one else will have access to the Cold Storage area (segregated).

CR There could be a public plaza along the creek.

GC In a perfect world, commercial would absolutely be there. However, you usually end up with vacant storefront commercial space. Which is not good for the community, either. We've been there before. Make sure you can attract good commercial tenants.

With a road study, what is the sweet spot for speed, range of vehicle counts, for good livability? Currently traffic counts are at 14K, but they project that they will increase to 20K.

RM Dunn Bros requires traffic counts of 20K, so that may be an option.

MM Businesses consider traffic counts and residential pull from the community. Increased density helps to attract additional retail.

BP I'm not a traffic engineer, but it's good to determine whether you can have more traffic through fewer lanes, wider sidewalks, awnings to enhance the pedestrian realm. Slower traffic is good to see businesses, easy access.

Is office use possible if the market comes back?

CR Office is attracted to places where they already have commercial areas built up. This area is premature for an office development.

What is the viability of senior housing? Does it put a strain on services?

RM Independent affordable senior housing (using 4% tax credits) is a good option that doesn't rely on services. Traffic impacts are different than general occupancy because seniors typically choose to travel in non-peak times. Also, it doesn't require the same parking levels. Emergency services increase – creates a different service balance.

What is the experience of attracting development next to freight rail lines? Typically two trains or more go through every day.

GC Doesn't always preclude people wanting to live there. Won't get in the way – people get used to it (like airports). Not as big a barrier, people often live near noisy stuff.

CR Can reduce the noise through special windows – doesn't help the vibrations.

The community has a diverse background. We need stores for Asian and Indian populations. When our families visit we need a hotel to accommodate them. The ethnic and cultural diversity is a strength of the community. Do you see an opportunity to support those options?

- BP I'm not a hotel developer – need a specific market study to assess whether those options would be viable. What are the different housing types needed? Larger units for intergenerational families, cluster units together, include a guest suite to accommodate families from diverse backgrounds.
- GC Grocery stores – market studies will help to determine whether they would be a success. Especially specific to cultural needs.

Are there retailers that have approached developers interested in being near transit areas?

- RM In general – no. Bridgewater Bank is interested in first floor retail, but not specifically in LRT transit sites.
- GC New commercial is expensive. Mixed use is difficult because it is hard to stack residential over commercial. Retailers prefer to be separate – not constricted. A horizontal approach (residential next to commercial) is sometimes better. Not quite ready for the market to love vertical / stacked mixed-use.
- CR I echo that. We did ground floor retail, and gave the lease away to a restaurant – with 13 floors of residential above. Because of the give away we had six years of no profit on the commercial space.
- BP Lenders often find mixed use projects difficult to underwrite. Typically they require a project to run with 7% vacancy. If it includes retail they require it to run with 20% vacancy. It has to work with no income from the retail to finance the project. We make the assumption that it won't make enough income to support itself. Residential leading indicator – retail lagging indicator.
- MM We've done larger anchor tenant retail near downtown Minneapolis. They won't give up their typical foot print.

What makes one site more attractive than others?

- GC Built in amenities. Where would you rather live? Near a parking lot or industrial, or natural amenities?
- CR Excelsior and Grand is a great example. A vision was in play, and selection process to identify a developer for the City to work with. It took a lot of public subsidy to make it work financially – tee it up.
- BP We like working with Hopkins. Important to have good input from the community – we don't want to be the evil developer. We want to support what the community wants to accomplish. Also, knowing there will be financial support by the governmental partners when a project won't pencil out without it. Communities often want walkable communities that feel safe, and are comfortable to meet everyday needs.
- RM High visibility, traffic counts, accessibility. The linear trail is a huge value. Light rail will be huge.
- MM Add a clear process by the City, with zoning in place that supports the development.

Is LRT a driver for development?

ALL Yes.

All sites will require public participation. Housing is a top priority, senior, and retail. What parking challenges will exist?

RM For a three story building – parking underground to meet the needs (1 – 1 ratio) can be done within the footprint of the building. 4 to 5 stories will mean that underground parking will need to expand beyond the foot print of the building, and will require waterproofing (gets expensive).

MM Depends on commercial uses – can the uses share parking? Don't overbuild parking if you can find creative solutions.

CR Unique opportunity for structured parking for the park & ride – wrap housing around the structure.

How do we choose a developer? Is it important that they are able to do all parts of the development?

RM Design it the most significant element.

CR We often outsource to ten different people. A decision should have more to do with vision and ability to perform.

BP We work with contractors that know what they are doing. The question is – Who meets the vision? Who will deliver? Who do you feel you can continue to work with as problems arise?

To create a strong public / private partnership, a Request for Proposal (RFP) will be submitted through a competitive process. This process (CDI) will help refine and articulate a vision that will help the City choose a development partner.

There seems to be some contradictions. You've claimed that the 43 Hoops site has low visibility, which makes it a less attractive development site. But the Ryland Homes worked well across the street. And West End and Grand on Excelsior were very successful with retail first and housing second.

RM All three of the sites here are good sites. It's just that one is better than another. None are concerning. The Excelsior Grand has had a lot of turn over. And as for the West End, not all the commercial spaces are occupied, and it has taken a lot of time.

MM The West End has horizontal mixed-use. The housing and commercial uses are separate. The West End started off with office, retail took second, then housing. Now they are getting some of the highest office rents in the region. In this area, housing is the best place to begin.

BP I disagree. Excelsior Grand looked like this area when they began. It happened because the City of St. Louis Park put a tremendous amount of resources into it. Financial support is needed to get behind mixed-use (e.g TIF). The biggest reason for its success is that the City made a major investment to make it happen.

Update on SW LRT

- Kathryn Hansen, from the Metro Transit SW LRT Project Office provided an update on the status of the Southwest LRT project.
- The cost of the line has increased to \$2 billion due to additional engineering reports that call out new factors such as soil conditions, the need to acquire additional right-of-way, contamination, operational issues, and others.
- The timeline for the completion of line has been extended to 2020 (previously 2018).
- It is important to continue planning the land use adjacent to the line, as there continues to be interest in investors for redevelopment.

Role of Hennepin County Community Works

- Kerri Pearce Ruch, of Hennepin County Community Works, provided an overview of the partnership with Hennepin County in the Southwest LRT Corridor.
- Hennepin County Community Works is an initiative led by Hennepin County in partnership with the cities and partners along the Southwest LRT corridor.
- The Midtown Greenway was the first Community Works project (began 20 years ago), and today you can see the results in places like Uptown which has experienced considerable development and investment along the Greenway.
- The goal of Community Works is to capitalize on transportation investment, and maximize the economic development potential around transit corridors.
- Southwest Community Works, in partnership with the six cities, Parks and Rec, Urban Land Institute and others, has worked to establish a vision for the corridor, connecting to opportunities to make it a premier destination that is accessible, livable, and vibrant.
- Transit corridors like Southwest / Green Line play a large role in our regional economic competition and supports further job growth, to provide housing choices and places for all to live, to create quality neighborhoods, and improve connectivity.
- Three specific roles that Southwest Community Works has played include:
 1. Providing the Southwest Investment Framework for station planning (action plans)
 2. As a landowner of the 43 Hoops site, owned by the Regional Rail Authority, and purchased as a potential park and ride for the Blake LRT station.
 3. As a funder, providing transit-oriented development funding, environmental clean-up resources and affordable housing supports.

Attachment J. Evaluation summaries for each CDI Workshop

Corridor Development Initiative City of Hopkins Blake Road LRT Station

Evaluation – April 6, 2015

Tonight was the first of four meetings regarding potential redevelopment near the Blake Road LRT Station. Please tell us how effective the meeting was in meeting its goals.

1. What worked well or were good parts of the session for you?
 - The right speakers representing the right organizations
 - Knowing that there are others who think like I do
 - Asking question to specific tables hearing from more people than just the most enthusiastic
 - Water shed distract presentation
 - Basic information/connection
 - Table discussions
 - History of what's been done so far
 - Good interaction. I enjoyed interacting with the group
 - Information
 - Presentations and small group brainstorming
 - Information presentations and discussion
 - Best was questions that were presented for workshop time and concerns

2. What could have been improved?
 - Needed better background and orientation to entire project
 - More specifics of the whole project
 - Diversity
 - Seems like some people could use more landmarks labels on the example maps
 - Timing, diversity, accurate representation of the surrounding area
 - Specific to this site - experts weren't specific
 - More diversity
 - Time management
 - Ran late
 - Length of informational session
 - Presenters took too much time we didn't get to show all or ideas
 - More participants
 - Time keeping. Didn't cover everything due to a basketball game
 - Perhaps better communication of the goal of the meeting

Corridor Development Initiative

City of Hopkins Blake Road LRT Station

3. Check the box that most represents your opinion: 1 = Excellent and 4 = Poor.

Question	1 Excellent	2 Good	3 Fair	4 Poor
• City leaders provided useful background on LRT planning, community needs and the goals of the planning process.	10	5	1	2
• The expert presentation provided helpful considerations for transit-oriented development, including design, uses, styles, and creating sense of community.	10	5	1	2
• Community members had an opportunity to talk about future needs and ideas for development with each other.	9	8	1	0
• The facilitated conversation helped to identify common areas of interest, concerns, and values.	12	5		

4. Would you recommend the next session to your neighbors/colleagues?

16 - Yes	2 - No
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5. What additional information would you like to have included in the next meeting?

- What are developers saying, asking wanting. What is happening with Blake, TH7. What progress is happening with city pedestrian plan in the area? Are 43 hoops going to stay in area?
- The future development ideas of Blake Road
- Developer interest
- Blake Road reconstruction planning update
- Are they keeping the cold storage building
- Input from West Wind community
- Representatives from Cargill and Blake school should have been present they are affected by the redevelopment also west side village and other area business could have provided information from their perspective

6. 10. How long have you lived or worked in the area?

(2) 1-3 Years	(9) 4-9 Years	(2) 10-19 Years	(4) 20+ Years	___ Not Apply
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Corridor Development Initiative

City of Hopkins Blake Road LRT Station

7. What age bracket do you represent?

(0)_ Teen	(1)_ Young Adult	(13)_ Adult	(3)_ Senior/Retired
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8. What cultural/ethnic heritage do you represent?

- (11) Caucasian
- (1) Scandinavian German

9. How did learn about tonight's session?

- Email (4)
- Postcard
- Ann
- Mailer (3)
- Employed at Blake school
- Hopkins Connection (2)
- Hopkins City website
- Website (2)/ Facebook
- Plan it class

10. What had you hoped to get from tonight's session?

- Retail space
- As a apartment tenant it would have been nice to be notified about this being so close to the study area
- A better idea of all the options viable to the area
- More information
- Yes
- Information on cities planning ideas
- Feel for others views
- General information (2)
- A strong emphasis on listening to residents of the area
- I didn't know what to expect
- Share more information on plan

11. How satisfied are you overall with tonight's session?

(9)_ Very Satisfied	(6)_ Somewhat Satisfied	(1)_ Somewhat Dissatisfied	(0)_ Very Dissatisfied
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Corridor Development Initiative
City of Hopkins Blake Road LRT Station

12. Other Comments (Optional)s
- This was a good facility room for the discussion and presentation segments. I also appreciate the focus on one area and not diverting the conversation to one about LTR in general
 - The specifics of what has been decided upon need to be presented more clearly
 - The space is uncomfortable chairs are hard, tables too close together, screen too small poor sight lines
 - Good information could beneficial public speaking trainings too many “ums” very distracting
 - Presenters talked so long it cut into the public’s time

For more information contact:

Gretchen Nicholls
TC LISC at 651-265-2280
GNicholls@lisc.org

Meg Beekman
City of Hopkins 952-548-6343
mbeekman@hopkinsmn.com

Corridor Development Initiative
City of Hopkins Blake Road LRT Station

Evaluation – April 20, 2015

Please tell us how effective tonight’s Block Exercise was in meeting its goals.

1. What worked well?
 - The planning of the blocks
 - Leaders moving things along
 - The information
 - Fun creating
 - The pace was kept moving and on time. Opportunity to ask questions and get answers was numerous.

2. What could have been improved?
 - The maps could still have landmarks better identified, to make it easier to get oriented.
 - More time and direction on creating
 - Next time translation for Somalis

Question	Excellent	Good	Fair	Poor
3. Community members had an opportunity to build sample development options.	3	6	0	0
4. Participants gained knowledge about market influences and financial feasibility of their ideas.	2	5	1	1
5. Participants had an opportunity to learn new ideas from other community members and explore multiple options for the future.	3	5	1	0
6. Transit oriented design, traffic flow & parking, safety, and other concepts were helpful in preparing everyone for successful future development.	1	6	0	0

7. How long have you lived or worked in the area?

__ 1-3 Years	__ 4-9 Years	(4)__ 10-19 Yrs	(6)__ 20+ Years	__ Not Apply
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8. What age bracket do you represent?

Corridor Development Initiative
City of Hopkins Blake Road LRT Station

__ Teen	(7) __ Young Adult	__ Adult	(3) __ Senior/Retired
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9. What cultural/ethnic heritage do you represent?

- Caucasian (4)
- None
- Asian
- Italian
- African (2)

10. How did learn about tonight's session?

- Ann B. (2)
- Postcard/ mailings
- More general knowledge of the overall project
- Internet
- That it's hard to get people to recognize practical realities of development vs. idealistic "wants" wants vs. needs can be a kind of tug of war.
- It was great a lot of input and ideas for small space.
- Post card/ Blake road collaborative

11. What had you hoped to get from tonight's session?

- Input and information
- More knowledge
- A better sense of what the various agencies involved have already settled on.
- Just to give my input

12. Would you recommend the next session to your neighbors/colleagues?

8 Yes	_0_ No
---------	--------

Comments:

13. What additional information would you like to have included in the next meeting?

- Basic info would have been helpful as 1.) What are buildings weight regulations in Hopkins? 2.) What kind of people are you wanting to attract to Hopkins seniors? Families? Millennia's this is very important. 3.) When does density too much become a big negative in so far as schools, traffic etc. does the Hopkins city council envision Hopkins becoming "Manhattan" big city? Or more less a house with a yard and swing like many suburbs? 4.) Row at 65%rental, does Hopkins really want to increase this percentage? Condos, row houses much of the 65% is subsidized housing. We have population leaving Hopkins because of school problems, crime etc. caused by subsidized housing.

Corridor Development Initiative
City of Hopkins Blake Road LRT Station

- More information about various types of housing apartments with 3 bedrooms, interest- free options for purchasing a home etc.
- None
- Translation for Somali we had mom who wanted to add her ideas but language barriers
- See comment on number 11
- Options for interest free financing for buying a home how to build apartments with 1,2,3 bedrooms. Can Aeon build housing in the Hopkins area?

14. How satisfied are you overall with tonight’s session?

<u>4</u> Very Satisfied	<u>4</u> Somewhat Satisfied	<u>0</u> Somewhat Dissatisfied	<u>0</u> Very Dissatisfied
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Additional comments. (Optional)

- Less rental and more owner occupied properties
- I would like to see if you can cover more on office spaces
- Didn’t know what to expect. Nice to get the community so engaged

For more information contact:

Gretchen Nicholls
 TC LISC at 651-265-2280
 GNicholls@lisc.org

Meg Beekman
 City of Hopkins 952-548-6343
 mbeekman@hopkinsmn.com

Thank you.

Corridor Development Initiative
City of Hopkins Blake Road LRT Station

Evaluation – May 4, 2015

Please tell us how effecting the meeting and developer panel was in meeting its goals.
Check the box that most represents your opinion: 1 = POOR and 4 = EXCELLENT

Question	1 Poor	2 Fair	3 Good	4 Excellent
1. Community members have a better understanding of the considerations developers use when selecting a site.	1	2	8	1
2. Developers discussed what they consider the best uses/redevelopment ideas at the three sites/location of our focus.	0	4	4	4
3. Participants gained ideas about how to promote their community vision and build positive relationships with developers.	0	5	6	1
4. You had an opportunity to ask questions and discuss the goals and concerns you have for re-development with the panel and others.	0	0	5	7

5. What worked well?

- Developers were clear on what could work or not much on the development sites.
- Walk-able, feasible and investment
- Coordination and communication of these meetings/ workshops
- Pace of meeting was good
- Everything seem well
- Number of developers on the panel. Good variety and good thoughts.
- Questions and answers
- Representatives from the affecting organizations e.g. city, others
- Developers interaction and directions

6. What could be improved?

- Resent reports of light rail development problems were glossed over. Is the Minneapolis Tribune our only source of information?
- Room was not as conducive to the project
- They didn't seem to want to develop all of the areas. Focus was on Cold Storage.
- Having more food places in the Hopkins area
- Having communities participate

Corridor Development Initiative
City of Hopkins Blake Road LRT Station

7. What additional information (if any) would you like to have before our final meeting?
- Can trail go under Blake Road?
 - Having meetings in residential areas for input.
 - Did any of our block projects attract the developer even though they needed work?
 - Draft of final recommendations to review before final meeting
 - What are the options (impact) of waiting until LRT is built and impact i.e. more is known?
 - Most important of all, the realistic viability of the whole project, in light of the recent news stories about major cost increase and problems with environmental issues and remediation.
 - What are the plans (if any) for improving and beautifying the area east of Excelsior and Blake? For years, promises have been made. (As for landscaping, fencing, noise barriers etc) and still we see the rag-tag fencing, etc. So much concern now for such a short area of Blake Road and if Blake is narrower area how can it possibly accommodate the traffic (14-20,000 per day) and the choo-choo is projected to cross every 3-15 minutes!
8. Additional comments. (Optional)
- These workshops will “come to naught”- if you will - if the SWLRT is no longer viable - for whatever reason or reasons. The issues of funding and especially EIS/environmental studies needed to be addressed long ago, so that the current “stand still” was avoided. The way, this was done is essentially “backwards!”

For more information contact:

Gretchen Nicholls
TC LISC at 651-265-2280
GNicholls@lisc.org

Meg Beekman
City of Hopkins 952-548-6343
mbeekman@hopkinsmn.com

Thank you.

Corridor Development Initiative

City of Hopkins Blake Road LRT Station

Session 4 – May 18, 2015

1. What was most helpful about tonight's session?
 - Presenters are excellent. So much work has been done already
 - Separation of church and state
 - Well moderated plenty of opportunity to speak and offer opinions
 - The mediator keeping us all on track and moving forward
 - Great listening
 - Information given and opportunity for feedback
 - Interaction and discussion
 - Providing input
 - Barbara, the mediator while we revised the document
 - The update on the LRT; there is hope there will be virtually no redevelopment
 - Yes

2. Can you support the recommendations the group developed and approved?

Yes 11	No 1
--------	------

3. What did you gain from the project overall? (i.e. relationships, insight, information etc.)
 - It could all still fall apart
 - Insight on the community and the Blake Road Station
 - Again providing input
 - Information (2)
 - Insight and information
 - People cared enough to attend
 - So many informed interested people present. Much information on what's planned
 - There is a dizzying amount of problems, considerations "wants" etc, etc. with such a project as this and cynic that I am. I fear a lot of this will result in just being "token talk"

4. What could have been improved to make the project more effective?
 - Session three should have preceded session two. It would have been helpful to hear what's doable - what rules etc already there to help set up what can be done in the future. And even to hear that retail really isn't very financially friendly – why hear this after there was so much talk about retail shops coming in, even on ground floor of apartment buildings
 - Hear the developers before contemplating options
 - Make it more efficient

Attachment K. Attendance list for the Hopkins Blake Road LRT Station Area CDI workshops

First Name	Last Name	Organization	Address
April	Abui		
Jan	Anderson		
Rick	Anderson	Allianz - Hopkins resident	6 Webster Place
Eric	Anondson		53 Jackson Ave S, Hopkins 55343
Patrick	Beddor		220 Ashley Rd
Mekeah	Beddor	neighbor	220 Ashley Rd
Larry	Blackstad	Minnehaha Creek Watershed District	
Corrine	Brown		P.O. Box 62213, Mpls 55426
Katy	Campbell		121 Ridgewood Dr.
Carol	Carpenter		242 Van Buren Ave N
Nkongo	Cigolo	SWLRT Project Office	6465 Wayzata Blvd, Ste 500, St. Louis Park 55426
Katie	Claiborne	Target	2539 Lyndale Ave S, #200, 55405
Renae	Clark	Minnehaha Creek Watershed District	
Lindy	Crawford		1111 2nd St NE, Apt 201
Molly	Cummings	Hopkins City Council	
Jason	Cussler		212 Holly Road, Hopkins
Dwight	Davies		3544 Aquila Circle, #1, St. Louis Park 55426-3868
Christopher	De Alwis		1309 Lake St NE
Gerald	Degner	EDCO Products	8700 Excelsior Blvd
Susie	Dorsey		7836 Cambridge St, SLP
Abdulah	Elmi	Sambuse King	126 Blake Rd N
Kersten	Elverum	City of Hopkins	1010 1st St S
Abdihakim	Ereg		126 Blake Rd
Melissa	Everett	CAC	305 6th Ave S, Hopkins
Michael	Fischer	LHB	701 Washington Ave N, Mpls
Jason	Gadd	City of Hopkins City Council	425 14th Ave N, Hopkins 55343
Anita	Gold		11070 Cedar Hills Blvd, #331, Mtka
Kristi	Halverson	Hopkins City Council	33 Van Buren Ave S
Kristin	Hanneman		154 Meadowbrook Rd
Sandy	Hogge		241 Van Buren Ave N
Brian	Hunke	Hopkins Z&P Commission	318 8th Ave N
Patricia	Isaak		434 Hiawatha Ave
Vernon	Issak		434 Hiawatha Ave, Hopkins
Jerry	Jacobson Jr.		6911 Meadowbrook Blvd, #281
Aaron (Bucky)	Jasleoski	Pizza Luce	210 Blake Rd N
Gary	Jing	Blake parents	5215 Malibu Dr., Edina
Butch	Johnson		5250 Shady Oak Rd
Butch	Johnson		
Doug	Kasa		404 Blake Rd S
David	Kearns		42 Van Buren Ave S
Bonnie	Kearns	President's Neighborhood	42 Van Buren Ave S
Paul	Keck	resident	420 Blake Rd S
Rolf	Kemen	CBRE	4400 W 78th St, Mpls 55435
Terri	Kruger		711 2nd St NE
Aaron	Kuznia	Hopkins City Council	20 Ashley Rd
Anne	Langaard		6606 Belmore Ln.
Jeff	Langaard		6606 Belmore Ln.
Marilyn	Leadens	property owner	
Gary	Lee		529 Arthur St
Karen	Lundholm		309 Arthur St, Hopkins
Ahmal	Mohamed		126 Blake Rd
Mike	Mornson	City of Hopkins	
Samira	Nasir		105 Blake Rd
Richard	Palmiter	CBRE	
Kerri	Pearce Ruch	Hennepin County	
Tiena	Peterson	ICA Foodshelf	
Chuck	Rededenying		209 Blake Rd S
Mark	Reuter		7836 Cambridge St, SLP
Caroline	Rinker		1301 Preston Lane
Rich	Rinker		1301 Preston Lane
Karen	Roerig		813 Welter Rd SE, St. Michael 55376
Bob	Roster		18699 Clear View Terrace, Minnetonka 55345
Tom	Schuster	43 Hoops	1002 2nd St St NE
Rachel	Seurer		1316 Lake St NE, Hopkins 55343

Hildy	Shank	Shepard of the Hills	501 Tyler Court
Greg	Shank	Shepard of the Hills	501 Tyler Court
Frank	Sherwood	CBRE, Inc	4400 W 78th St, #200, Mpls 55435
Jim	Shirley		323 11th Ave N
D.J.	Smith		3932 Auburn Dr,
David	Smith		130 Holly Rd
Tom	Stein		409 Blake Rd S, Hopkins
Joyce	Stein		118 Homedale Rd
Norman	Teigen		1106 Trailwood N
Katie	Walker	Hennepin County	
Li	Wang		1413 Lake St NE
James	Warden		620 10th Ave S, Hopkins
Brent	Webb	Sherman Associates	233 Park Ave S
Esther	Williams		921 Abbie Lane
Greg W.	Wilson		6320 Belmore
Rahmn	Yousuf		
Amal	Yusuf	resident	5445 Smentana Drive, #2106, Hopkins 55343
Rosa	Zavala		1203 Oxford St
Hedimo			421 Van Buren Ave N, #104 Hopkins 55343
Amina			

Technical Team / Partners

Meg	Beekman	City of Hopkins	X	X	X	
Kathryn	Hanson	Southwest LRT Project Office	X	X	X	X
Kim	Koeppel	Southwest LRT Project Office	X	X	X	X
James	Wisker	Minnehaha Creek Watershed District	X			
Ann	Beuch	Blake Road Corridor Collaborative	X	X	X	X
Lucy	Galbraith	Metro Transit	X			
Gretchen	Nicholls	LISC / CDI	X	X	X	X
Barbara	Raye	CPPP / CDI	X	X	X	X
Katie	Thering	Kage Imagery / CDI		X		
Alan	Arthur	Aeon		X		
Miranda	Walker	Aeon		X		
Tom	Leighton	facilitator		X		
Tracy	Kinney	facilitator		X		
Josh	Kinney	sketcher		X		
Dan	Marckel	sketcher		X		
Michael	Byrd	sketcher		X		
Maureen	Michalski	Schaefer Richardson				X
Gina	Ciganik	Aeon				X
Beth	Pfeifer	The Cornerstone Group				X
Carl	Runck	Ryan Companies				X
Ron	Mehl	Dominium				X
TOTAL			8	14	11	5
OVERALL TOTAL			52	59	44	33

Attachment L. Overview of the Corridor Development Initiative



Corridor Development Initiative

Overview

The **Corridor Development Initiative (CDI)**, coordinated by the **Twin Cities Local Initiatives Support Corporation (LISC)**, is a proactive planning process to assist the planning and development of mixed-use projects, including mixed income, higher density housing along major corridors, with access to transportation options, retail amenities, parks, and job opportunities. CDI fosters an exciting partnership among neighborhoods, city government, and a technical team of development consultants, design experts, and facilitators to connect market opportunities with neighborhood and city goals and raises the level of dialogue around redevelopment issues. In 2007 the Corridor Development Initiative received the American Planning Association's **National Planning Excellence Award for a Grassroots Initiative**.

"The Initiative shows the importance of getting residents meaningfully engaged in shaping the future of their neighborhoods," said APA Awards Jury Chair Carol Rhea, AICP. "Any community looking for a new way to resolve controversial neighborhood redevelopment and infill issues should consider using this as a model," she said.

The heart of the program involves an interactive block exercise facilitated by a neutral team of design and development experts from the Initiative's technical team. Through this hands-on educational workshop residents, neighborhood leaders, and other participants develop their own housing or mixed-use development proposals and test them to see whether they are financially viable. As a result, participants learn about cost factors and other considerations developers must address when putting together a proposal.

"The Corridor Development Initiative pulls citizens out of the reactionary role that they play in community development decisions, and into a proactive role where they play an active part in directing development for their community," said Gretchen Nicholls, Program Officer at Twin Cities LISC and Corridor Development Initiative Coordinator. "It models a new way to engage cities and communities by raising the level of dialogue around redevelopment issues, and setting the stage for future development. People come to realize how density and affordable housing become tools for creating a viable development project," she said.

Through the Initiative's consensus approach, said Minneapolis Mayor R.T. Rybak, citizen energy is harnessed "to build communities far stronger than anything government can do alone." The Corridor Development Initiative is used in both urban and suburban cities throughout the Twin Cities metropolitan area, and is being replicated in other cities nationally.

For more information contact:

Gretchen Nicholls
Twin Cities LISC / Corridor Development Initiative
651-265-2280
gnicholls@lisc.org

Videos and testimonials are available at: www.corridordevelopment.org

Attachment M. Announcement / publicity flyer for the Hopkins Blake Road LRT Station Area workshops

Join us in guiding the future redevelopment of the Blake Road LRT Station Area!

The Blake Road Corridor Collaborative and the City of Hopkins invites you to an exciting conversation to guide the redevelopment of the Blake Road LRT Station Area. With support from a team of design and development experts, community members will participate in a series of workshops to explore what's possible for this area.



Sponsored by the
Blake Road Corridor Collaborative
City of Hopkins

Childcare will be provided by request only. Please RSVP to Gretchen Nicholls at 651-265-2280 one week in advance of each workshop if you would like to request childcare, accommodations for disabilities or language interpretation.

For more information, contact:

Meg Beekman, City of Hopkins at 952-548-6343
or mbeekman@hopkinsmn.com
Gretchen Nicholls, Twin Cities LISC
at 651-265-2280 or gnicholls@lisc.org

Mark your calendars!

We encourage participants to attend all four events

All events are free and open to the public and will be held at:

Blake School (Middle School Library)
110 Blake Road South, Hopkins, MN 55343

Workshop I: Gather Information

Monday, April 6, 2015, 6:00 - 8:00 pm

What is important and unique about the Blake Road LRT Station Area? What are the concerns about future development, and what can be achieved through development?

Workshop II: Development Opportunities -- The Block Exercise

Monday, April 20, 2015, 6:00 - 8:00 pm

Join your neighbors in an interactive workshop to create feasible development scenarios for Blake Road LRT Station Area. Design and development experts will be on hand to share ideas and insights.

Workshop III: Developer Discussion

Monday, May 4, 2015, 6:00 - 8:00 pm

Explore the opportunities and challenges of development with a panel of developers and market consultants to build a strategic road map for the future of the Blake Road LRT Station Area.

Workshop IV: Framing Recommendations

Monday, May 18, 2015, 6:00 - 8:00 pm

Contribute to the creation of development recommendations for the Blake Road LRT Station Area, which will be submitted to the City Council and Planning Commission.

www.hopkinsmn.com | www.telisc.org/edi