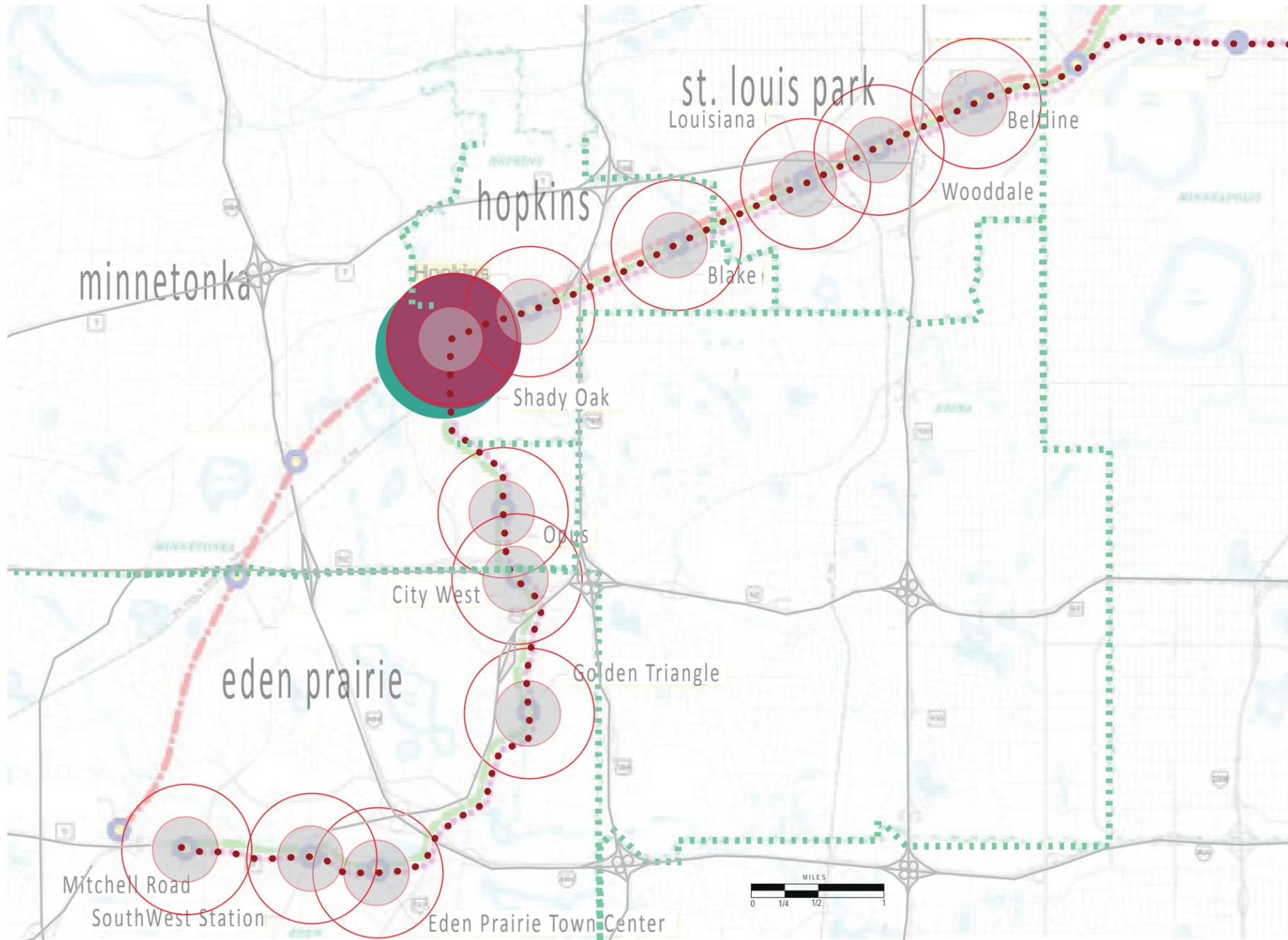




STATION AREA PLANNING



Downtown Hopkins,
Shady Oak,
Opus

6

MINNETONKA & Hopkins

SHADY OAK



December 2009

www.southwesttransitway.org



SHADY OAK

HOPKINS / MINNETONKA



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MINNETONKA & Hopkins SHADY OAK

Approach

A Vision for the future, unique to each city and tailored to each community

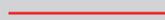
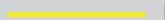
Southwest station area planning is grounded in the belief that the Southwest LRT line connects a series of unique, yet related station areas. The primary objective of the planning process is to define each station area according to its existing character, and realize the unique opportunities for development and infrastructure changes over the next 25-30 years with the introduction of LRT to the area. Some stations are focused on employment, some on housing or entertainment, while others are focused around a specific large-scale existing use, like a hospital. Using this unique identifier, recommendations for land use, roadways, infrastructure, trails, parks and greenspace, public realm improvements, transit supportive development, and development typology were created for each of the station areas, defined as a half-mile radius (ten minute walk) from the station. Station area planning during the LRT planning process assures future land use changes and infrastructure improvements are supportive of people using transit.

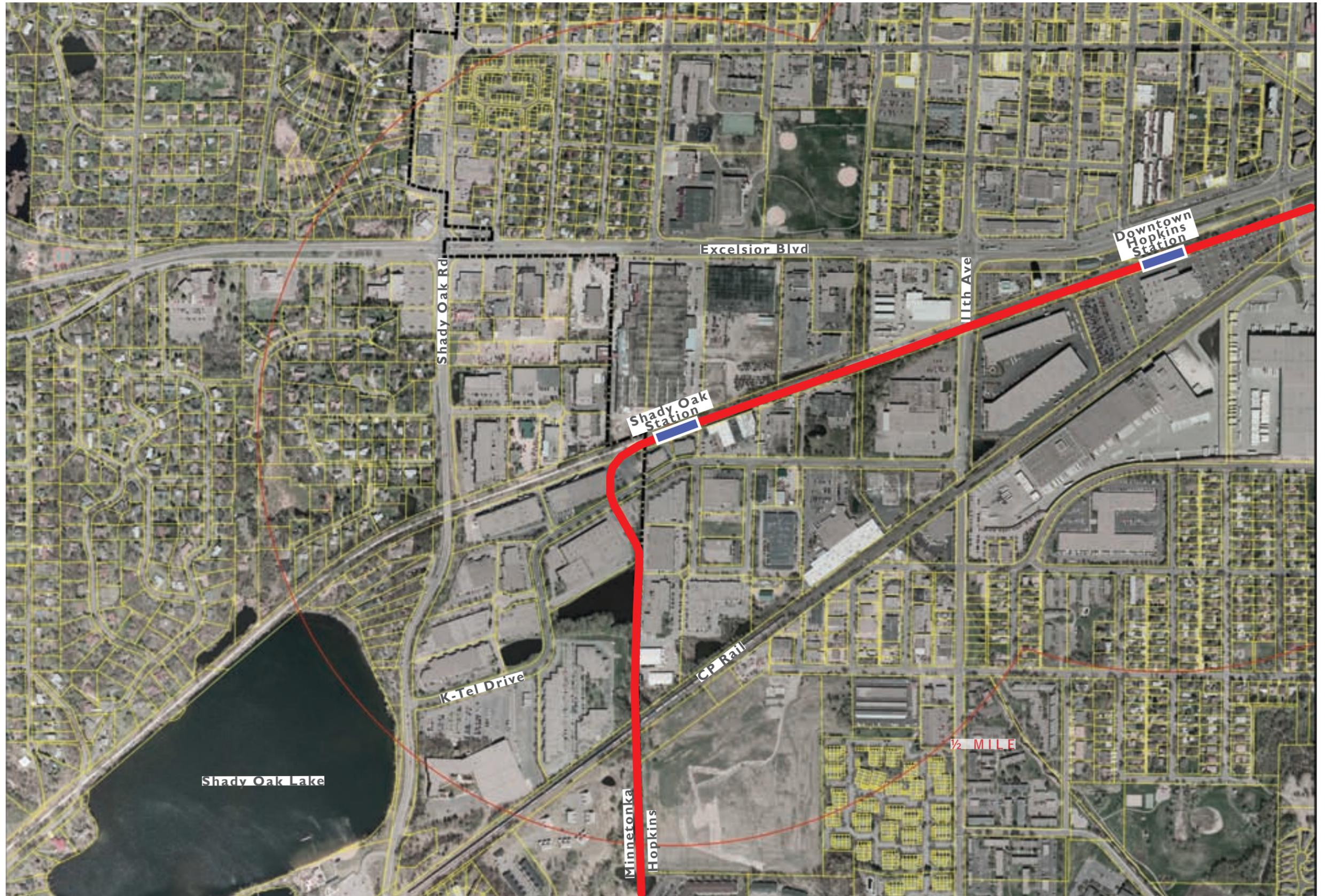
A Tale of Two Cities

The Shady Oak station area shares the border of two cities: Hopkins and Minnetonka. The station itself is located in Hopkins while much of the western portion of the station area is in Minnetonka.

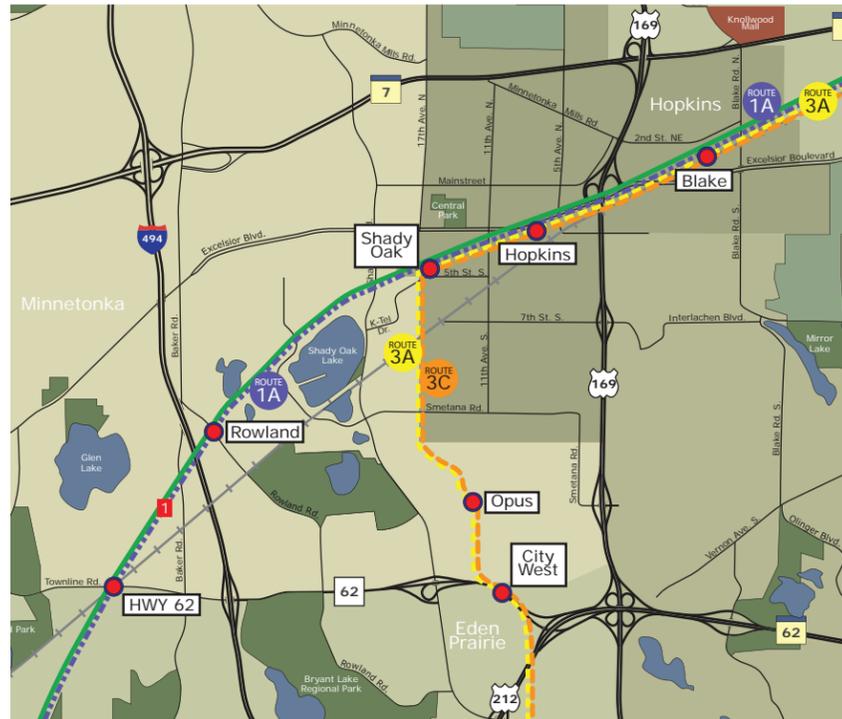
Many of the anticipated Park & Ride users will come from areas north, south, and west of the station area. As such, a good deal of bus and automobile traffic will flow through the City of Minnetonka in order to get to the station and the associated Park & Ride facility.

The existing roadway infrastructure surrounding the proposed station is quite limited. Many large parcels with only private drives and parking areas surround the future station. Key to the planning approach for this station is to introduce a new street network to supplement the existing network. These proposed streets are planned to extend the existing city grid and to provide improved access to the station from all directions. The new streets will be planned to create properly sized parcels to optimize future development potential and accommodate the requirements of new buildings and uses. The costs of these recommended infrastructure improvements will likely require a combination of funding partnerships. Potential partners include: the City of Hopkins, the City of Minnetonka, Hennepin County Community Works, the Federal Transit Administration, private developers, and other sources.

-  Proposed LRT Route
-  Proposed Stations
-  1/2 mile Radius
-  Parcel Lines



Aerial View of Shady Oak Station Area



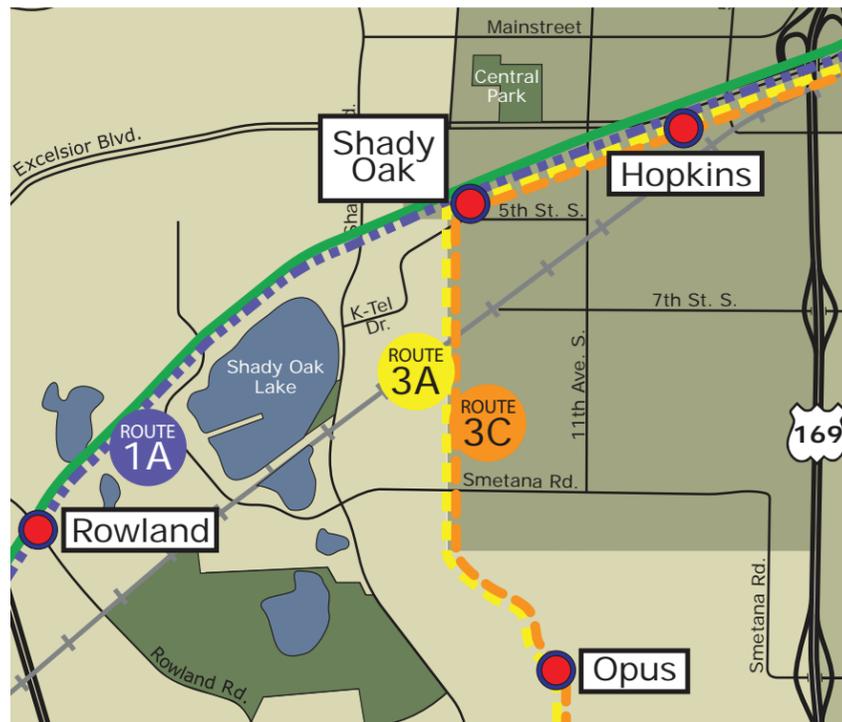
Map of proposed LRT Line in Minnetonka

Site Orientation

The proposed Shady Oak station is located on the existing Hennepin County Regional Railroad Authority (HCRRA) Right-of-Way on the Hopkins side of the Minnetonka-Hopkins border. The station is approximately 1/4 mile south of Excelsior Boulevard at 17th Ave and 1/4 mile east of Shady Oak Road.

On LRT routes 3A & 3C, the line shifts off of the HCRRA Right-of-Way after the Shady Oak station and heads south to the Opus station.

New roadways are proposed to provide access to the station, as there are currently no through streets to the proposed station.



Map of proposed stations in Minnetonka



The proposed Shady Oak station is 1/4 mile south of the Hopkins Fire Station. A 17th Avenue extension is proposed from Excelsior Blvd to the station. The extension will serve as the primary access to the station.



Existing conditions at the Shady Oak Station. Note that there is no existing cross street at the proposed station site.



Existing business near the Shady Oak Station



Aerial view looking south from Excelsior Blvd toward Shady Oak Station

The Shady Oak Vision

A Highly Anticipated Transformation

The Shady Oak Station Area has the unique potential to bring together two bordering communities and create a complete and healthy community with varied public spaces, a variety of movement options and connections, a diverse mix of uses, and attractive buildings framing walkable and connected pedestrian-friendly streets.

The Shady Oak Station Area has the very strong potential to be transformed from an aging light industrial district, into a vibrant place located midway along the Southwest LRT line.

Future public and private investment within the Shady Oak Station Area must focus on weaving the station area into the community fabric surrounding the station to create a cohesive integrated whole. There are four critical components required to transform and redevelop this station area:

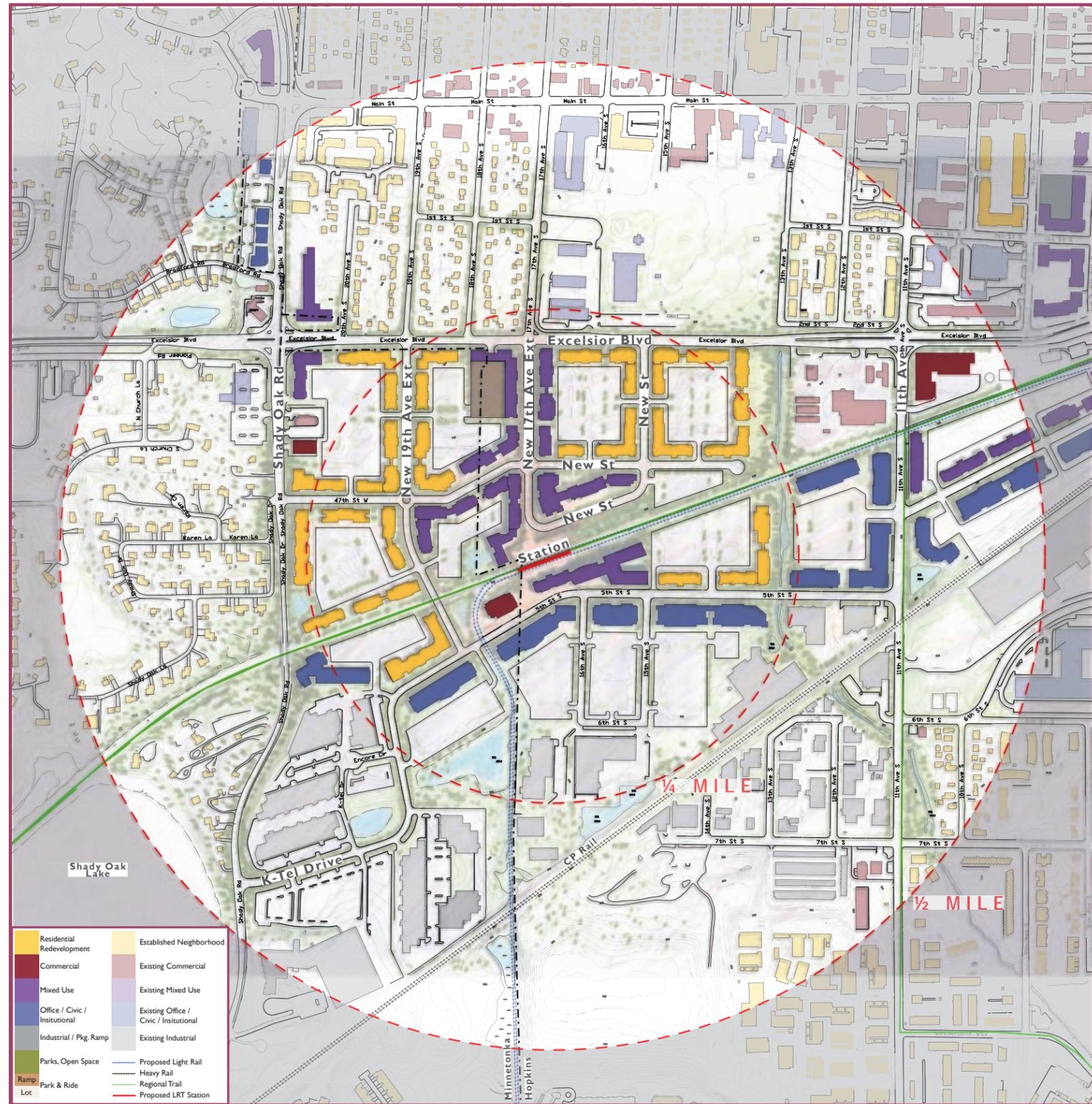
- An optimally located park-and-ride facility;
- Animated ground floor uses along the primary streets and near the station that support and enhance walkability and safety;
- An extended and connected roadway network with a strong pedestrian focus that reinforces existing connections and creates legible new connections to the surrounding community;
- An expanded system of amenities and activities connected to the station including trails, open space, and the transit plaza for community gathering and events.

Illustrative Plan

Creating a transit supportive place

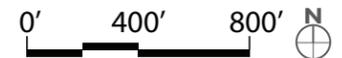
Transformation from an office/industrial area into a more diverse, walkable, mixed-use district is the key idea behind the planning for the Shady Oak Road Station Area. Strategies in support of this include:

- Introduce of a variety of uses within the study area including housing, retail, office and light industrial. Create vertical mixed-use with active ground floor uses on primary streets.
- Create a wider, tree lined north/south boulevard linking Excelsior Boulevard to the station. Include wide sidewalks, pedestrian scaled lighting and supportive street furnishings on this boulevard, other primary streets and at the transit plaza.
- Create a large Park-and-Ride facility near the station.
- Allow new office uses south of the station, which will serve as a buffer to the remaining light industrial uses.
- Plan for 4-5 story residential development surrounding the station that is connected to trails, sidewalks, the LRT station and other amenities within walking distance to the station.
- Allow for higher density mixed-use near the station to capitalize on proximity to LRT.
- Encourage uses that compliment rather than compete with the uses near the Downtown Hopkins Station and Mainstreet.



KEY	
	Residential Redevelopment
	Established Neighborhood (No proposed redevelopment)
	Commercial Redevelopment
	Existing Commercial (No proposed redevelopment)
	Mixed Use Redevelopment
	Existing Mixed Use (No proposed redevelopment)
	Office / Civic / Institutional Redevelopment
	Existing Office / Civic / Inst. (No proposed redevelopment)
	Industrial Redevelopment / Parking Ramp
	Existing Industrial (No proposed redevelopment)
	Parks, Open Space
	Ramp Lot
	LRT Park & Ride
	Proposed Light Rail
	Heavy Rail
	Regional Trail
	Proposed LRT Station

SHADY OAK CONCEPTUAL SITE DEVELOPMENT PLAN



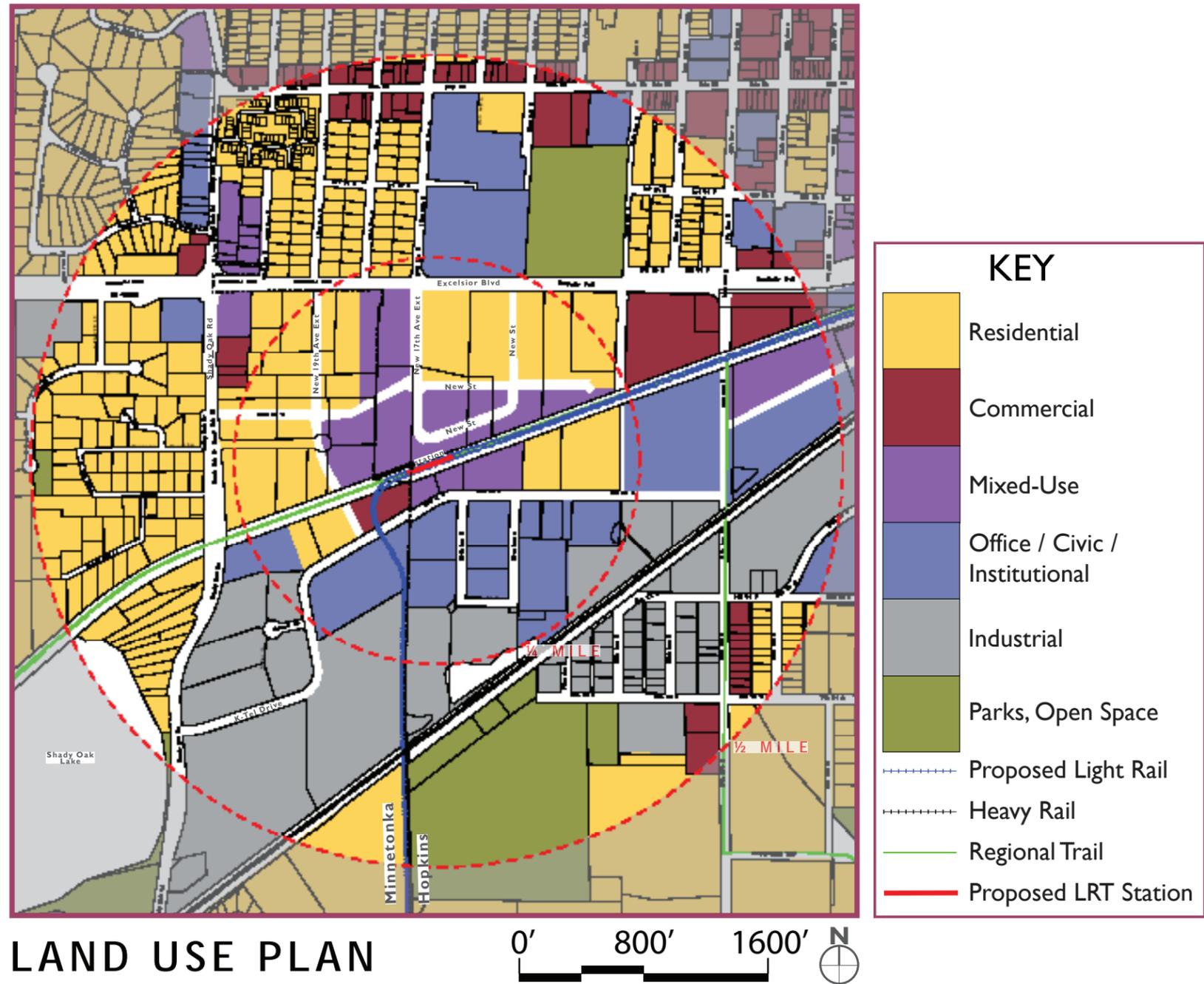
Recommendations

1. Land Use

Connected yet Unique

The Shady Oak Station Area should be unique yet connected to the surrounding community and uses.

- a. New mid-scale residential redevelopment should flank the 17th Avenue extension from Excelsior Blvd to the LRT Station.
- b. Building facades along 17th Avenue should frame the pedestrian environment and should be activated with residential porches, balconies, and patios; retail; café; and potential live/work uses.
- c. Land use near the station should include higher-intensity uses such as multi-story mixed-use, offices, and services. Ground floor uses should be active and connected to the pedestrian environment.
- d. Large format “big box” retail should be avoided within this Station Area. Retail should only be permitted as a secondary use within a mixed-use development and should not exceed more than 25% of the gross square foot floor area of new buildings.
- e. Parking should be accommodated with structured parking where possible. Shared parking is encouraged when possible. When surface parking is required, it should occur behind buildings that front on principal streets.



2. Movement and Connections

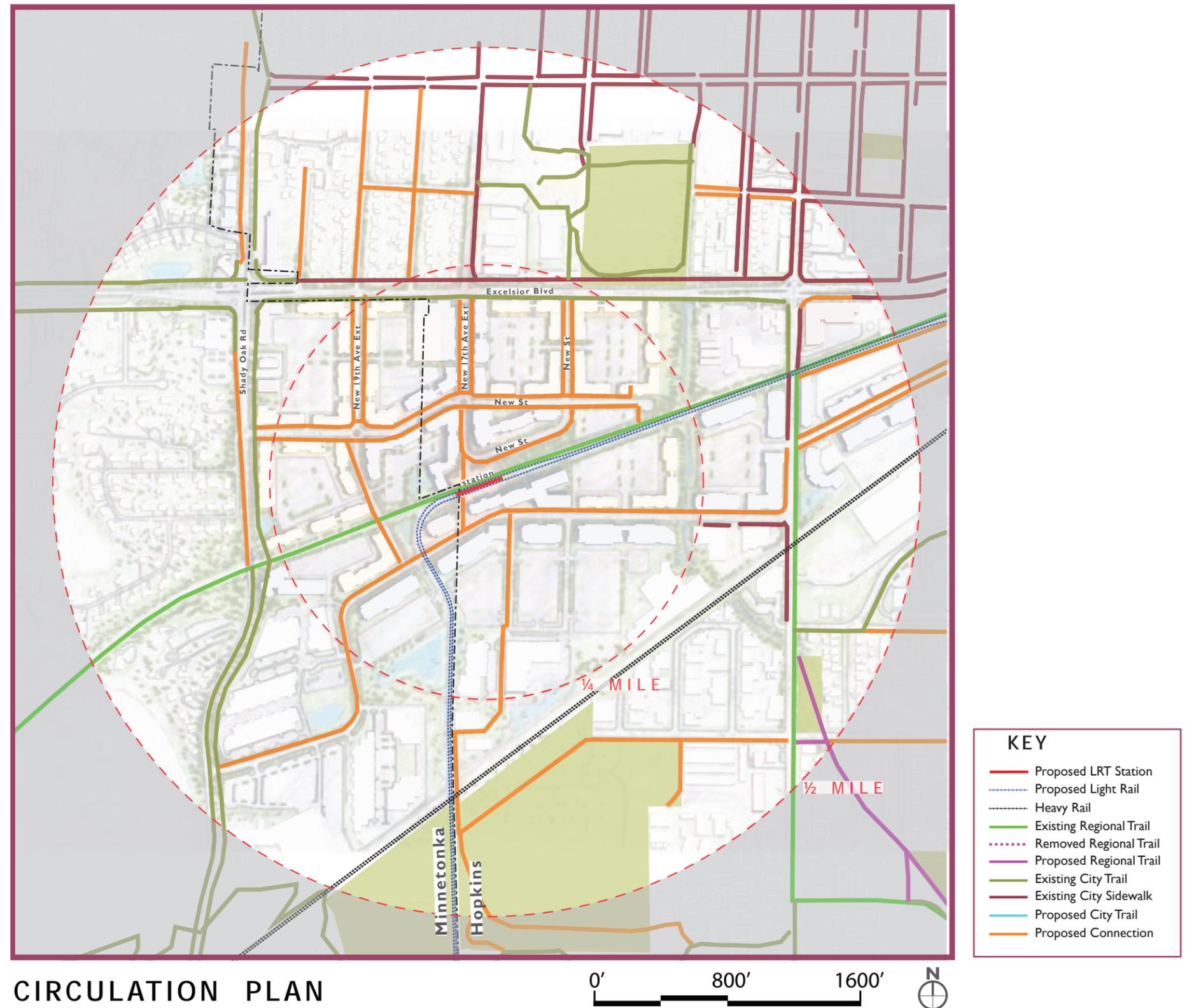
Enhancing Multi-modal movement

The Shady Oak Station area has a large amount of planned redevelopment, much of which will require new roadways and infrastructure. Sidewalks or trails are proposed for both sides of new streets.

Sidewalks are recommended along 5th Street South and K-tel Drive to provide a connection to the south side of the station between Shady Oak Rd and 11th Ave South. Another priority for proposed pedestrian paths will be to connect to Mainstreet and Downtown Hopkins, and also to existing residential neighborhoods north and south of the station.

Safe access along Shady Oak Rd will require that two trail segments be added on the west side of the road to fill in missing links. Other connections are proposed throughout the station area on streets that currently have no sidewalks or only have them on one side of the street.

The Shady Oak station offers a unique opportunity to go beyond traditional roadway and sidewalk design. Because of the extensive redevelopment planned at this station, parcel lines will be redrawn and new Right-of-Way will be established. This allows cities to plan for ample room to accommodate complete streets that integrate all modes and users.



Recommendations, Continued

3. Traffic Analysis

Conceptual Transportation Assessment

Access to Station Site

Direct access to the Shady Oak station site does not currently exist. New roadways should allow for access by car from the north or from the south, but without a track crossing for cars at the station. Pedestrians and bicyclists will be able to cross the tracks at the station and transit plaza.

The preferred primary access route would extend 17th Ave southward from Excelsior Boulevard (CSAH 3) to the north side of the station. Shady Oak Road would also lead to the north side of the station from an extension of 47th Street West. Although kiss & ride drop offs are best-suited and safest from the north, K-tel Drive/5th Street runs east/west approximately 150 feet south of the station and could provide additional access to the station. Figure 6 shows access options for the Shady Oak Station site.

General Roadway Capacity

A general roadway capacity analysis of projected average daily traffic volumes indicates that existing roadway capacity would be sufficient to handle anticipated traffic volumes resulting from the implementation of the light rail line along most major roadways providing access to the site. The only exception is 5th Street, west of 11th Avenue, which is projected to be over capacity in 2030 baseline conditions (i.e., without implementation of Southwest LRT). See Appendix 5, Table A-1 for a listing of Year 2030 average daily traffic compared to daily threshold capacities with and without the Southwest LRT project.

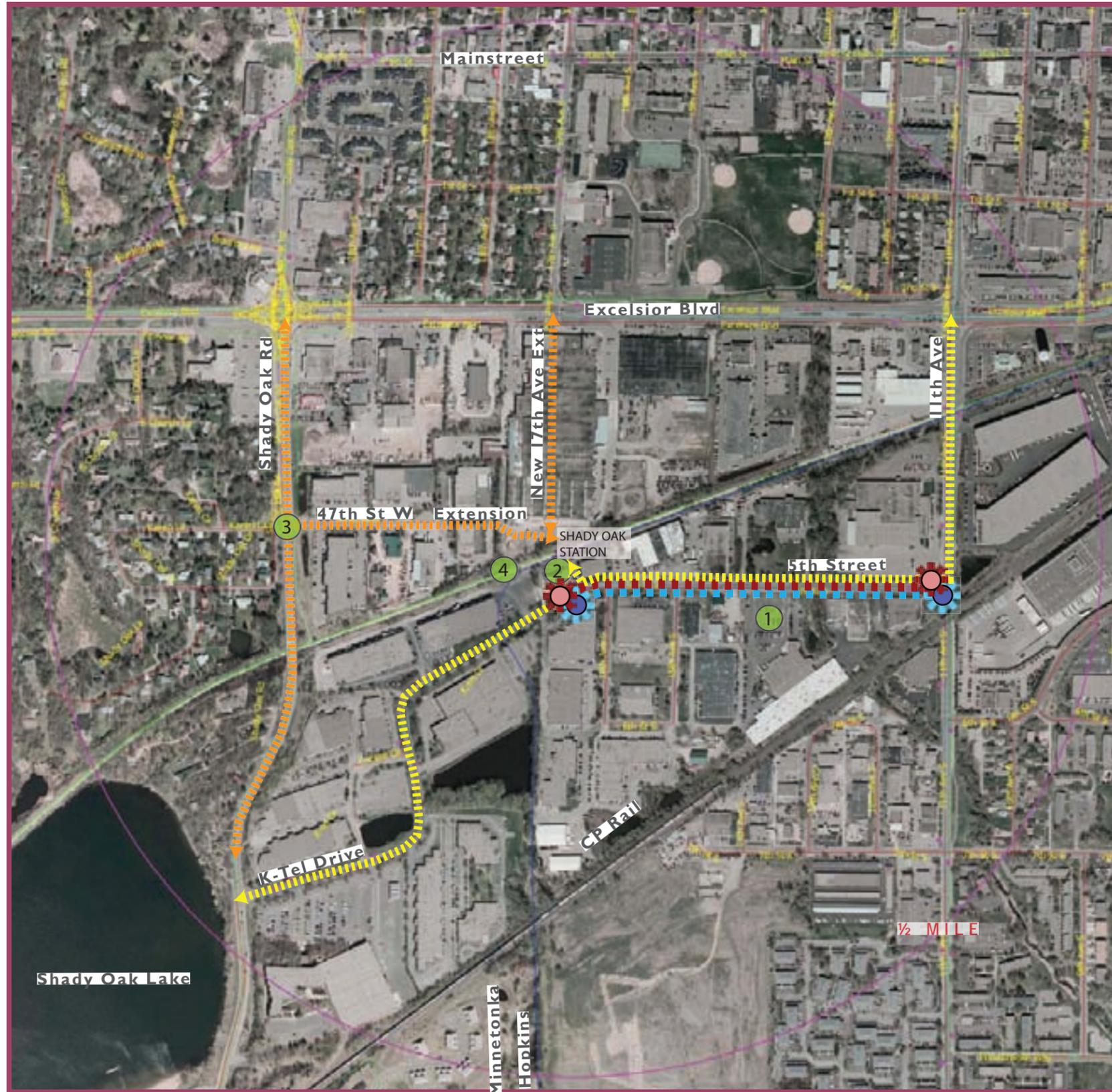
Potential Constraints

Existing MnDOT signal spacing guidelines would not be met for a potential traffic signal at Shady Oak Road/47th Street. County and state officials would need to approve an exception to the guidelines to locate the new signal within a quarter mile of the existing signal at Shady Oak Road/Excelsior Boulevard. Without a new signal, traffic movements would need to be restricted to right-in/right-out access only due to the relatively high-volume of traffic on Shady Oak Road.

Possible Transportation Improvements

The following transportation system improvements (also shown in Figure 6) should be considered:

- Re-striping and provision of left turn pockets to add capacity along 5th Street (with south side station vehicle access).
- New access roadway connecting to existing signal at 17th Avenue (with re-development and a north side station location).
- Possible new signals at Shady Oak/47th Street and/or K-tel Drive/New Access Road.



Access & Circulation

- Over Capacity 2030 Baseline
- Over Capacity 2030 w/LRT
- Primary Access Route
- Trails
- Sidewalks
- LRT Route
- Half Mile Radius
- Bus Route
- Bus Stop
- Existing Roads

IMPROVEMENT OPPORTUNITIES

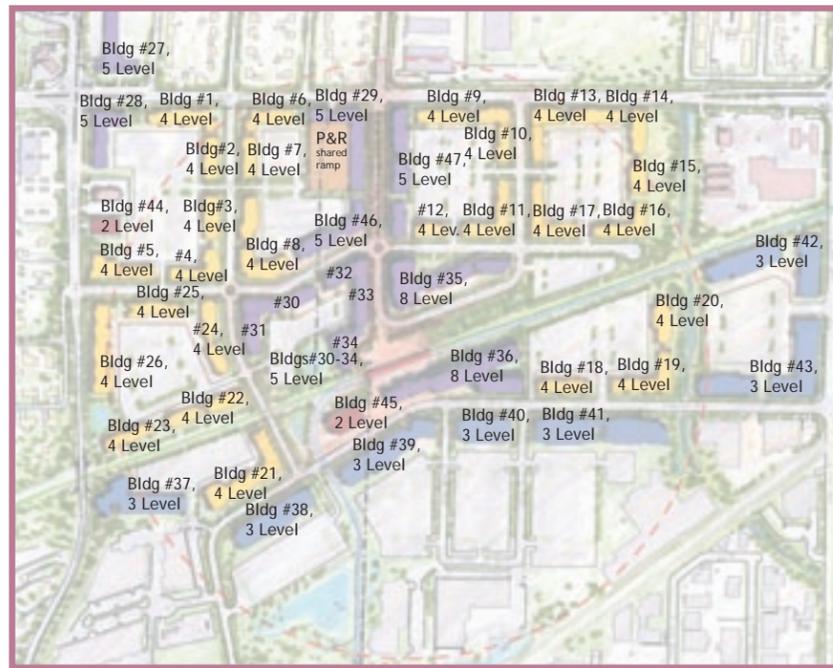
- 1 Re-stripe for left turn lanes along 5th Street
- 2 Monitor traffic to determine need for signal at south side access point
- 3 Right-in/right-out access or new signal required

FIGURE 6 - STATION ACCESS PLAN

Recommendations, Continued

4. Building Scale & Type

Project New Development



SHADY OAK



Access to the LRT station will be provided by introducing a new network of streets and sidewalks south of Excelsior Boulevard. This new infrastructure will also allow for orderly and phased development over the course of time. The establishment of a mixed-use district near the station supporting neighborhood-serving commercial, office and residential uses is planned. A strong residential district surrounding the station will connect to excelsior boulevard and eastward to the Downtown Hopkins station.

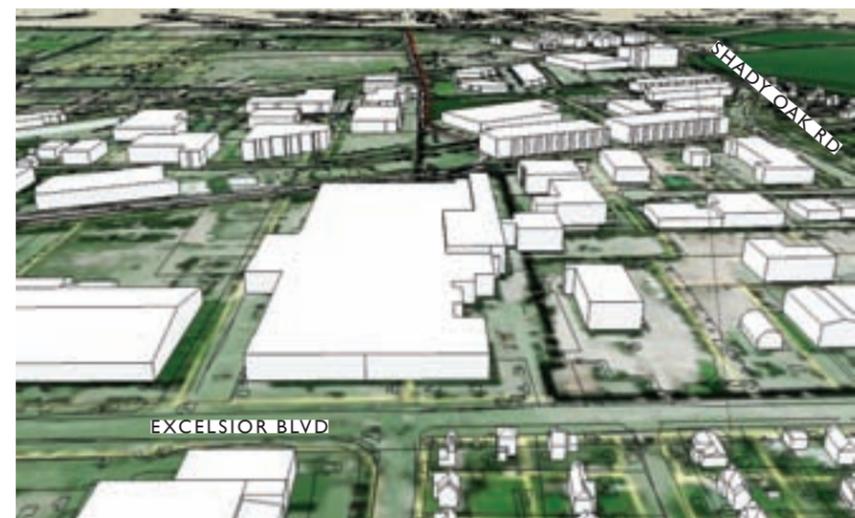
Shady Oak - BUILDING SCALE AND TYPE RECOMMENDATIONS*

Land Use Type	Building #	Footprint Area (SF)	# Floors	Total
Residential	1	21,200	4	84,800 sf
	2	12,800	4	51,200 sf
	3	25,800	4	103,200 sf
	4	8,900	4	35,600 sf
	5	20,900	4	83,600 sf
	6	14,700	4	58,800 sf
	7	12,800	4	51,200 sf
	8	34,800	4	139,200 sf
	9	27,400	4	109,600 sf
	10	10,200	4	40,800 sf
	11	25,200	4	100,800 sf
	12	20,600	4	82,400 sf
	13	10,200	4	40,800 sf
	14	27,400	4	109,600 sf
	15	26,100	4	104,400 sf
	16	20,600	4	82,400 sf
	17	25,300	4	101,200 sf
	18	14,100	4	56,400 sf
	19	13,480	4	53,920 sf
	20	27,500	4	110,000 sf
	21	37,900	4	151,600 sf
	22	22,400	4	89,600 sf
	23	14,100	4	56,400 sf
	24	21,400	4	85,600 sf
	25	15,900	4	63,600 sf
	26	30,900	4	123,600 sf
Commercial	44	15,073	2	30,146 sf
	45	8,700	2	17,400 sf
Mixed Use	27	32,000	5	160,000 sf
	28	21,500	5	107,500 sf
	29	31,600	5	158,000 sf
	30	21,500	5	107,500 sf
	31	12,400	5	62,000 sf
	32	9,500	5	47,500 sf
	33	18,400	5	92,000 sf
	34	8,600	5	43,000 sf
	35	47,400	8	379,200 sf
	36	47,000	8	376,000 sf
	46	25,100	5	125,500 sf
	47	26,200	5	131,000 sf
Civic/Institutional/Office	37	39,500	3	118,500 sf
	38	32,325	3	96,975 sf
	39	32,400	3	97,200 sf
	40	25,800	3	77,400 sf
	41	60,500	3	181,500 sf
	42	54,500	3	163,500 sf
	43	37,700	3	113,100 sf
Industrial	-	-	-	-
Land Use Type Summary				
Residential Development		2,170,320 sf		
Commercial		47,546 sf		
Mixed Use		1,789,200 sf		
Civic/Institutional/Office		848,175 sf		
Industrial		-		
Job Growth Potential (@ 350 sf per worker)		3,837 Jobs		
# of Housing Units @ 1200sf each (2 BR)		2,554 Housing Units		
Park & Ride		350 Cars		

*plans and calculations are conceptual, based on projections for beyond the year 2030, and may shift as a result of on-going station area planning efforts.



Bird's eye view of proposed redevelopment at Shady Oak highlighted in yellow



Bird's eye view of existing development at Shady Oak

5. Connecting to Nature

Lakes, City Parks and Trails

The natural character of this station area should be celebrated and protected by considering the following strategies:

- a. Connect to the existing regional trail system that runs through the Station Area
- b. Improve the conditions around Nine Mile Creek to allow for visual access and connected green space
- c. Create better pedestrian connections to the City Parks within the Station Area
- d. Allow for connections to Shady Oak Lake to the southwest
- e. Introduce new rainwater gardens and greenspaces

The station is currently isolated from the major roadways. The introduction of trails, sidewalks and streets should be planned to connect to the station and to the nearby natural amenities.



Illustration of the Shady Oak Transit Plaza

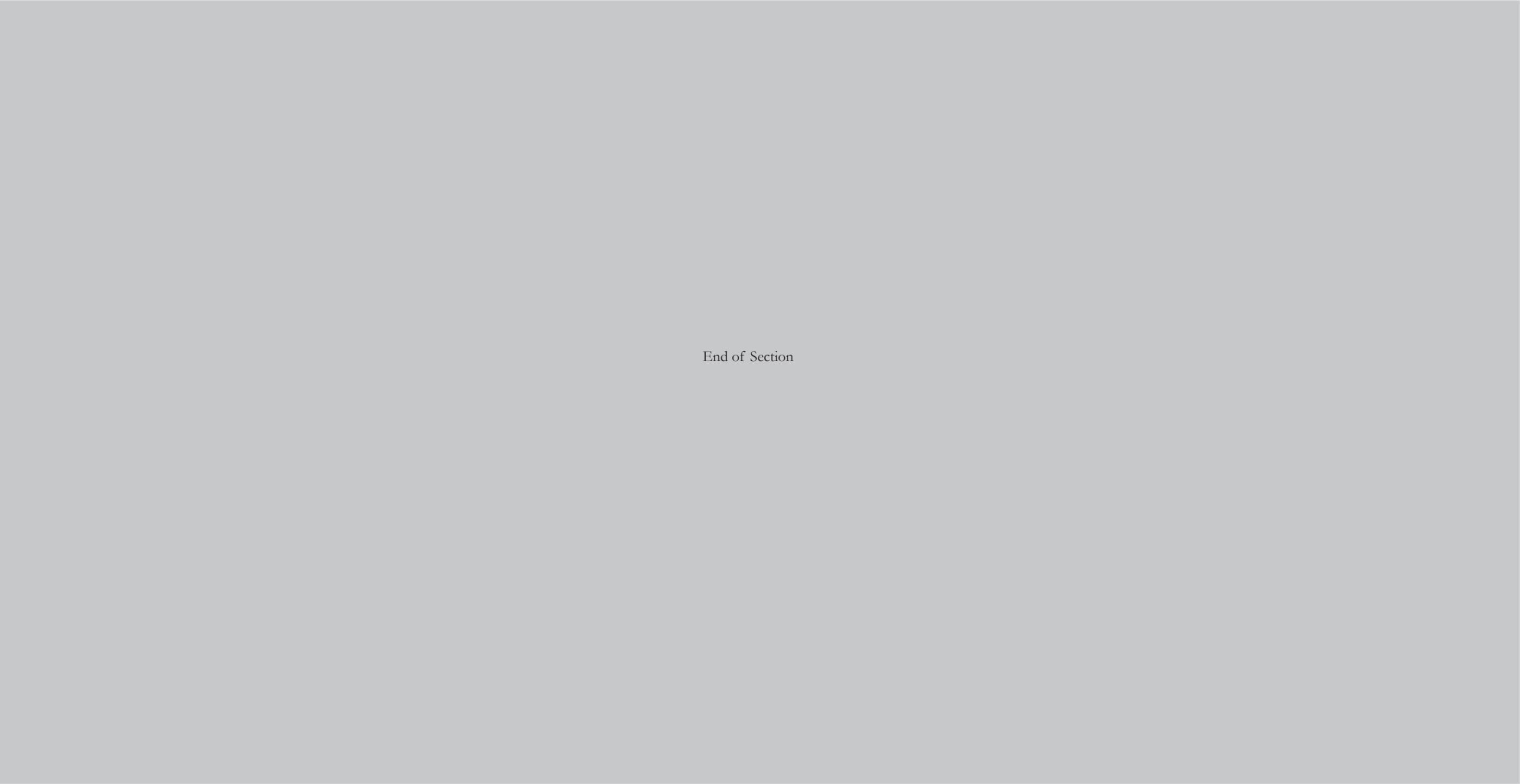
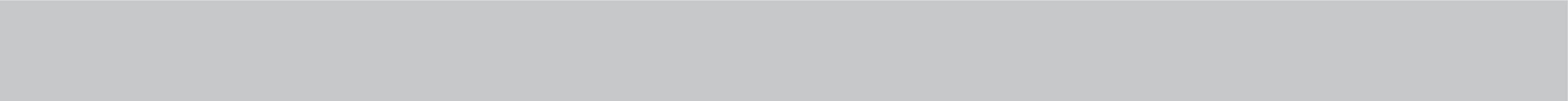
6. Special Features

A Focal Point to the Station Area

The transit plaza should become the primary public open space within the station area.

Key to the successful development of the station area is public open space. This is a place for residents, workers, commuters and visitors to mingle and create a sense of community. Within the Shady Oak Station Area, the transit plaza directly adjacent to the LRT Station should take on this function. The transit plaza should become the primary public open space within the station area and it should be strongly connected to surrounding sidewalks and greenspaces to create a cohesive whole.

Public Art and Community Kiosks should be incorporated into the transit plaza to create a unique and authentic place. The plaza should be designed to support a variety of uses during all seasons of the year. Special attention should be paid to lighting, signage and wayfinding as well as design to support personal safety.



End of Section

