APPENDIX B1: LAND USE

Cultivate Hopkins Comprehensive Plan

APPROVED 11/17/20

Community Designation

The Metropolitan Council has designated Hopkins as an **Urban Center** community in its *Thrive MSP 2040* plan. **Figure B1.1** shows the extent of this designation, and that of surrounding communities. The Council uses these designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth. According to their plan:

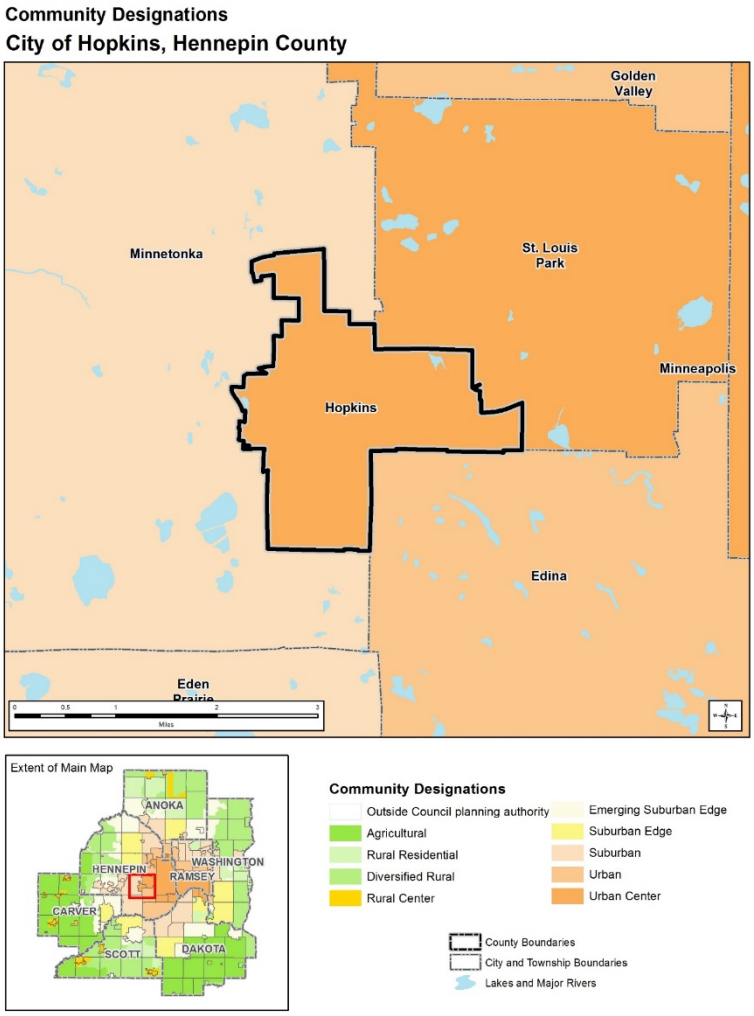


Figure B1.1: Community Designation

> Urban Center communities include the largest, most centrally located, and most economically diverse cities in the region. Anchored by Minneapolis and St. Paul, the Urban Center also includes adjoining cities that share similar development characteristics such as street grids planned before World War II. Urban Center communities are expected to plan for forecasted population and household growth at average densities of at least 20 units per acre for new development and redevelopment. In addition, Urban Center communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the 2040 Transportation Policy Plan.

The implications for Hopkins is that the City must designate enough land for approximately 500 new units each decade, or 50 units a year. At 20 units an acre, the city should target a minimum of 2.5 acres of residential redevelopment a year, 25 acres each decade and a total of 50 acres by 2040.

Community Growth

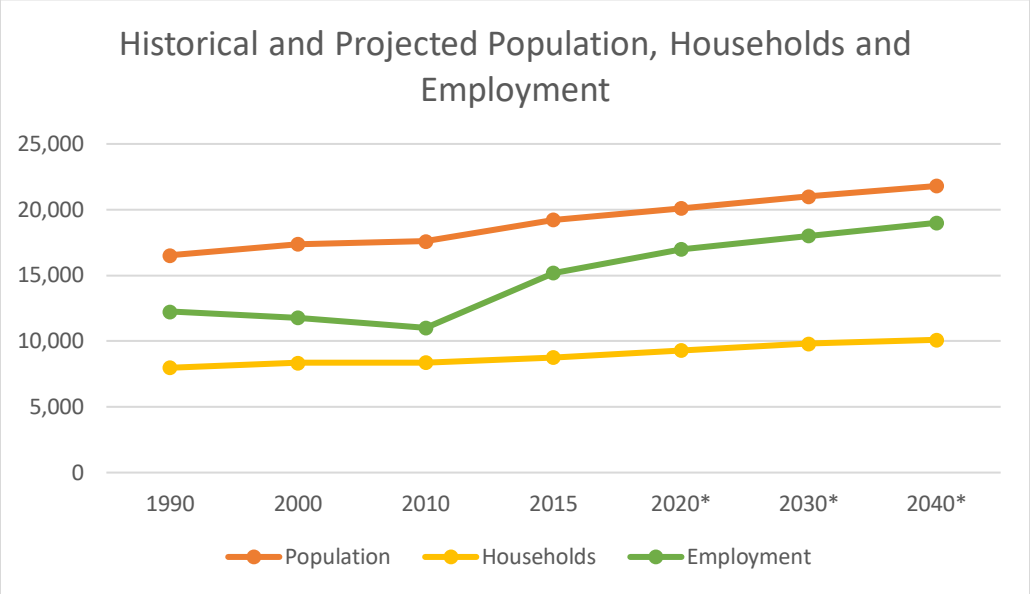
Regional Forecasts

Community growth forecasts are a central element of the plan. These are used to determine need for developable land, as well as proportionate investments in community infrastructure and services – including transportation, water, sewer, and parks. Sustainable growth means that these are done in a coordinated, staged manner so that growth is adequately and responsibly accommodated. The Metropolitan Council has developed official population, household, and employment forecasts for all cities in the region, including Hopkins. These are used throughout this plan. The forecasts in this version of the plan are modified from the City's 2015 system statement due to higher-than-expected growth in population and employment in recent years.

Looking at trends over time, population, household, and employment trends show mostly steady but gradual increases since 1990 that are projected to continue into the future. From 2015-2040, it is projected that Hopkins will add 2,573 people, 1,330 households, and 3,823 jobs.

Table B1.1 – Population, Household, and Employment Projections							
	1990	**2000**	**2010**	**2015**	**2020**	**2030**	**2040**
Population	16,534	17,367	17,591	19,227	20,100	21,000	21,800
Households	7,973	8,359	8,366	8,770	9,300	9,800	10,100
Employment	12,252	11,777	11,009	15,177	17,000	18,000	19,000

Source: Metropolitan Council



Source: Metropolitan Council

Transit Station Area Forecasts

The planned Green Line Extension transit station areas have some of the greatest potential for growth in the city. As part of the transit station area planning process in 2009, buildout plans showing growth capacity in the areas were developed. The purpose of this was to show the potential for transit oriented redevelopment as part of the overall vision for these areas. **Table B1.2** summarizes the estimated total buildout as presented in these plans. As is evident from this analysis, the transit station areas by themselves have the potential to accommodate significantly more growth than is forecasted for the entire city.

Table B1.2 – Growth Capacity from Station Area Plans		
	Housing Units	**Jobs**
Blake Road	1,800	3,856
Downtown Hopkins	1,695	2,747
Shady Oak	2,554	3,837
Total	**6,049**	**10,440**

Source: Southwest Transitway Station Area Planning (2009)

It is notable that the Shady Oak totals in **Table B1.2** contain areas outside the City of Hopkins, since the station area spans the Hopkins/Minnetonka border. Since the completion of that study, the *Shady Oak Station Area Development Strategy* (2015) provided more updated guidance to the development potential in that station area. The buildout development potential assessed through that study included 1,250 new residential units, 630,000 square feet of new office space, and 15,000 square feet of new retail space. Part of the explanation for the reduced totals comes from the fact that the 2009 plan did not appear to take into account the planned large park-and-ride lot, but the 2015 plan did.

While this analysis included the physical capacity of this area, it did not directly take into account market demand. In 2014, Marquette Advisors conducted a housing study for the Green Line Extension corridor that addressed forecasted housing demand in the station areas. These numbers are included in **Table B1.3**. While these are significantly lower than the numbers from the original buildout analysis, they still exceed the 2040 forecasts.

Table B1.3 – Market Driven Capacity for Residential			
	Rental	**Owner**	**Total**
Blake Road	1,140	104	1,244
Downtown Hopkins	630	50	680
Shady Oak	500	0	500
Total Units	**1,703**	**154**	**2,424**

Source: Marquette Advisors

As can be seen from these numbers, the projected capacity and demand for growth in these station areas is significantly higher than the city's total forecasted growth through 2040. If the station areas actually do reach their growth potential within the planning horizon, a comprehensive plan amendment may be needed to increase overall growth forecasts for the city.

Existing Land Use

Overview

The starting point for the city's vision for growth and development is the existing land use. This shows the pattern of development in the city that has been created over time. As Hopkins is a fully developed community, this shows the context where any redevelopment may occur.

The pattern of existing land use shows the city's history as a community that grew up along the rail line: employment uses in Hopkins are still grouped along the rail corridor, and the city's downtown and older neighborhoods are not far off the line. Later, more suburban style neighborhoods are located farther away. This configuration may be beneficial as the Green Line Extension is built along a similar alignment – although reconfiguration is needed because freight rail was typically not designed for pedestrian access, as light rail lines are.

Figure B1.2 shows the existing land use for the City of Hopkins. Following is a summary and description of the land use categories within the city.

Table B1.4 shows the percentages of existing land use by category, corresponding with what is on the map. As of 2016, the City of Hopkins covered around 2,617 acres. The largest of the land use categories was single family detached housing, which accounted for 33% of the acreage. Residential land uses overall covered nearly half of the city's land area.

Figure B1.2: Existing Land Use

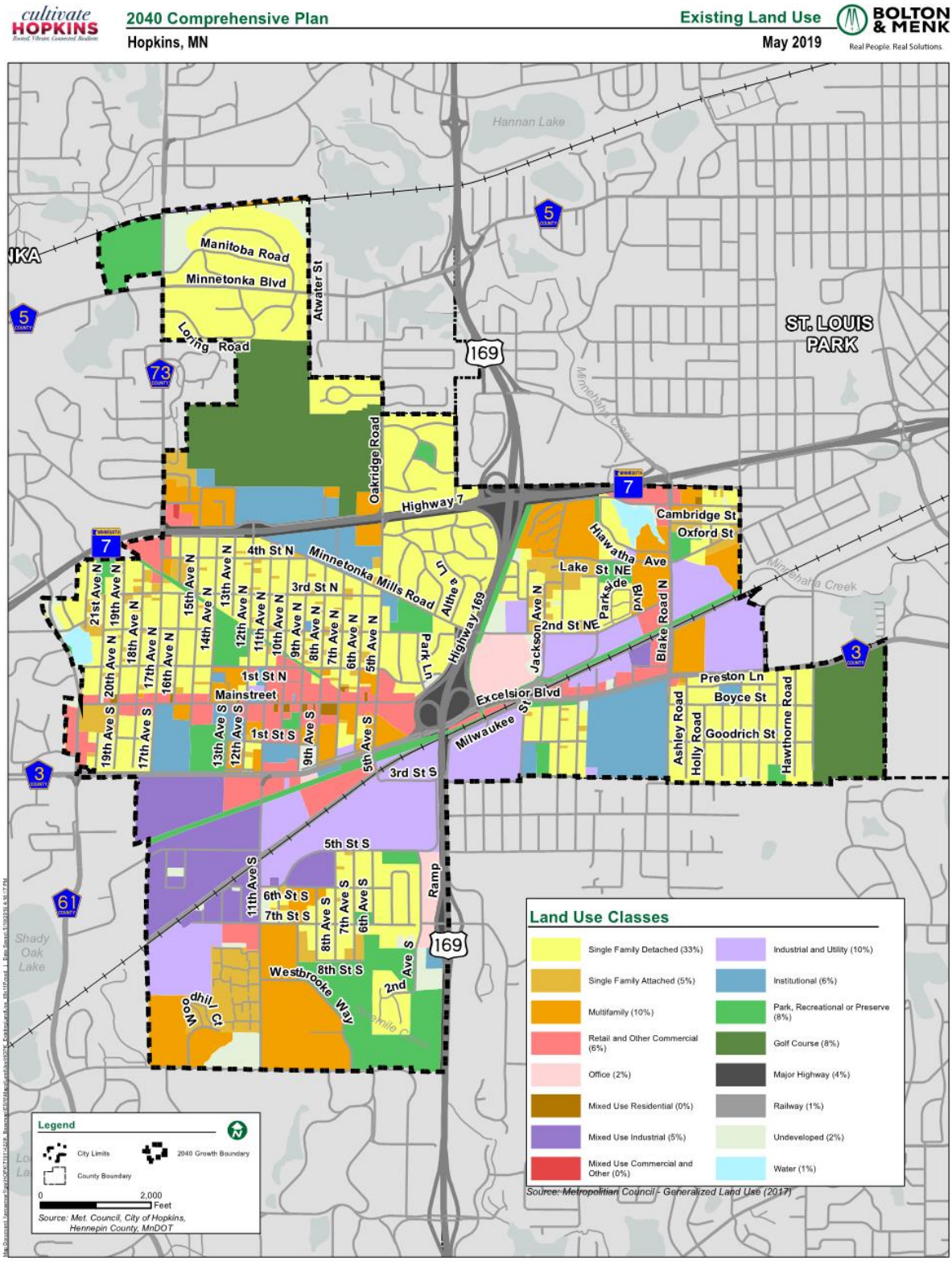
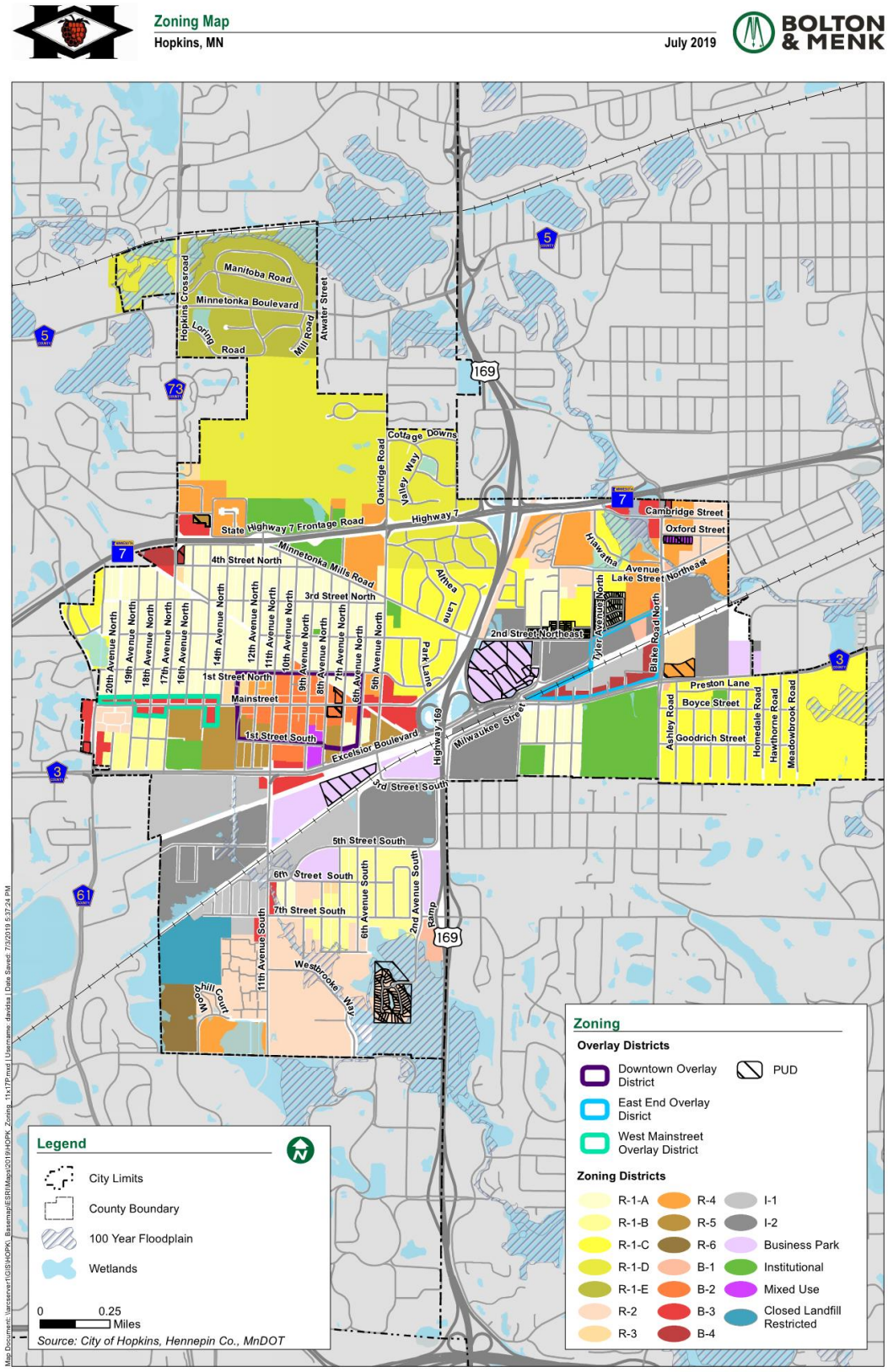


Table B1.4: Hopkins Existing Land Use, 2016		
Land Use	**Total Acres**	**Percent of Total Acres**
Residential	1,235	47%
- Single Family Detached	859	33%
- Single Family Attached	125	5%
- Multi-family	251	10%
Commercial	200	8%
- Retail and Other Commercial	159	6%
- Office	41	2%
Industrial	279	11%
- Industrial and Utility	252	10%
- Railway	27	1%
Institutional	153	6%
Park and Recreational	428	16%
- Park, Recreation, or Preserve	207	8%
- Golf Course	221	8%
Mixed Use	138	5%
- Residential	6	0%
- Industrial	131	5%
- Commercial and Other	1	0%
Major Roadways	107	4%
Undeveloped	64	2%
Open Water	13	1%
Total	**2,617**	**100%**

Figure B1.3 shows the existing Hopkins zoning map. Zoning reflects the City's regulatory direction for growth in terms of allowable uses, densities, setbacks, lot dimensions, and other aspects of development at the parcel level. Zoning will be revisited as part of the implementation of the comprehensive plan update, to ensure consistency between the future land use plan and corresponding zoning guidance.

Figure B1.3: Existing Zoning



Existing Land Use Categories

Overall Pattern

The land use pattern of Hopkins has evolved over the last century and is largely established (see **Figure B1.2**: Existing Land Use Map). Built over several eras, the land use pattern mixes traditional urban and suburban neighborhoods and commercial/industrial areas within an overall fairly compact community. The general existing land use patterns are described below.

Downtown Hopkins

Downtown Hopkins has been recognized as a strong asset for the community for many years. Like many successful older commercial districts, it has had to evolve over the years to meet changing needs and preferences. This has resulted in a shift from being a strong retail center to one that focuses more on a mix of convenience and specialty shopping needs. Downtown Hopkins still, however, possesses a special character that defines the space and experience. The character of the area can be used to help reposition it to respond to contemporary market challenges and opportunities, as it creates a distinct sense of place that attracts shoppers and visitors. Over the years, the City has continually invested in and supported the vitality of this important part of the community. Downtown Hopkins consists of a mix of uses, including primarily commercial, multifamily residential, and institutional.

Residential Neighborhoods

Another one of Hopkins' greatest assets is its residential neighborhoods, which accommodate residents of all ages, household types, and income levels. Housing options in Hopkins range from low density single family residential to large scale multifamily developments. In more recent years, mixed use developments in areas like Downtown have enhanced the housing mix by providing additional alternatives within a walkable environment. Like many developed cities in the metropolitan area, much of the housing stock in Hopkins is aging and will need ongoing investment to continue to support neighborhood livability. Residential neighborhoods in Hopkins have a range of housing types, including single family detached, single family attached, and a variety of multifamily housing.

Industrial and Commercial Areas

Hopkins has long been an important center of employment and commerce in the western suburbs as a result of its streetcar, highway, and railroad service. Industrial development and redevelopment continue to be important to the community for purposes of tax base and employment. The City has invested staff time and financial resources to leverage private investment and is committed to an ongoing effort of business recruitment and development.

Excelsior Boulevard, Shady Oak Road, TH 7 and Blake Road have always been important roadways in Hopkins because they serve as a local access for commercial, industrial and residential neighborhood areas. Many of Hopkins' commercial and industrial areas are located along these roadways, and are oriented toward both local and regional markets. Some lower intensity uses have been identified as potential redevelopment areas, with the intent of providing new uses with more residential and/or employment density to these sites.

Parks and Open Space

There are two locations of special natural significance in Hopkins: Nine Mile Creek and Minnehaha

Creek. Each is protected by the rules and regulations of a Watershed District and the Minnesota Department of Natural Resources. In addition, the City of Hopkins has approved zoning regulations to complement the efforts of those agencies. The Nine Mile Creek basin in southeast Hopkins is being protected for purposes of flood protection, wildlife protection, agriculture, natural beauty, and passive recreation. The Minnehaha Creek basin does not include agriculture but does include active recreation such as canoeing.

Other natural areas include a park and trail system that is further discussed in the Park, Open Space, and Trail chapter.

Existing Residential Density

The density of residential uses is an important consideration in how a city grows. As reflected in its Urban Core designation, the expectation for Hopkins is that new development will occur at fairly high densities, to make efficient use of land and infrastructure, as well as to support walkable and transit-oriented communities.

Figures B1.4 and B1.5 show the distribution of housing and population density, based on Census block level data.

Currently, higher housing unit densities in Hopkins are clustered in distinct multifamily areas in central/downtown, eastern, and southern portions of the city.

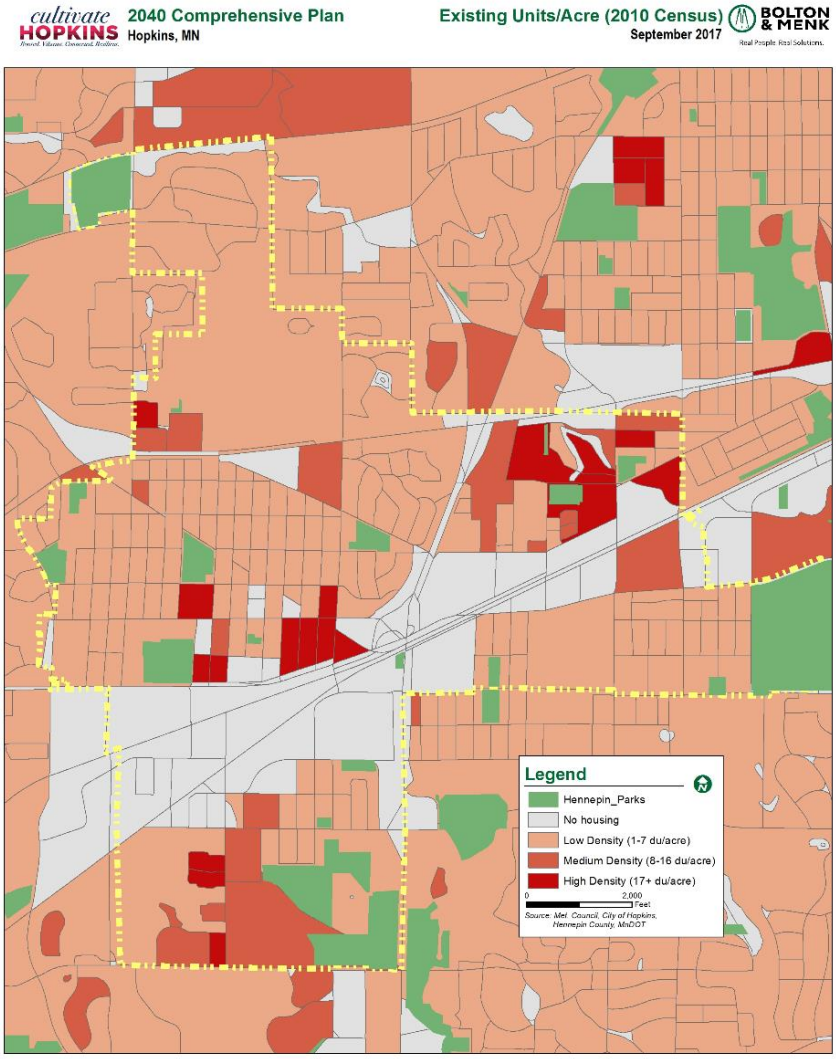
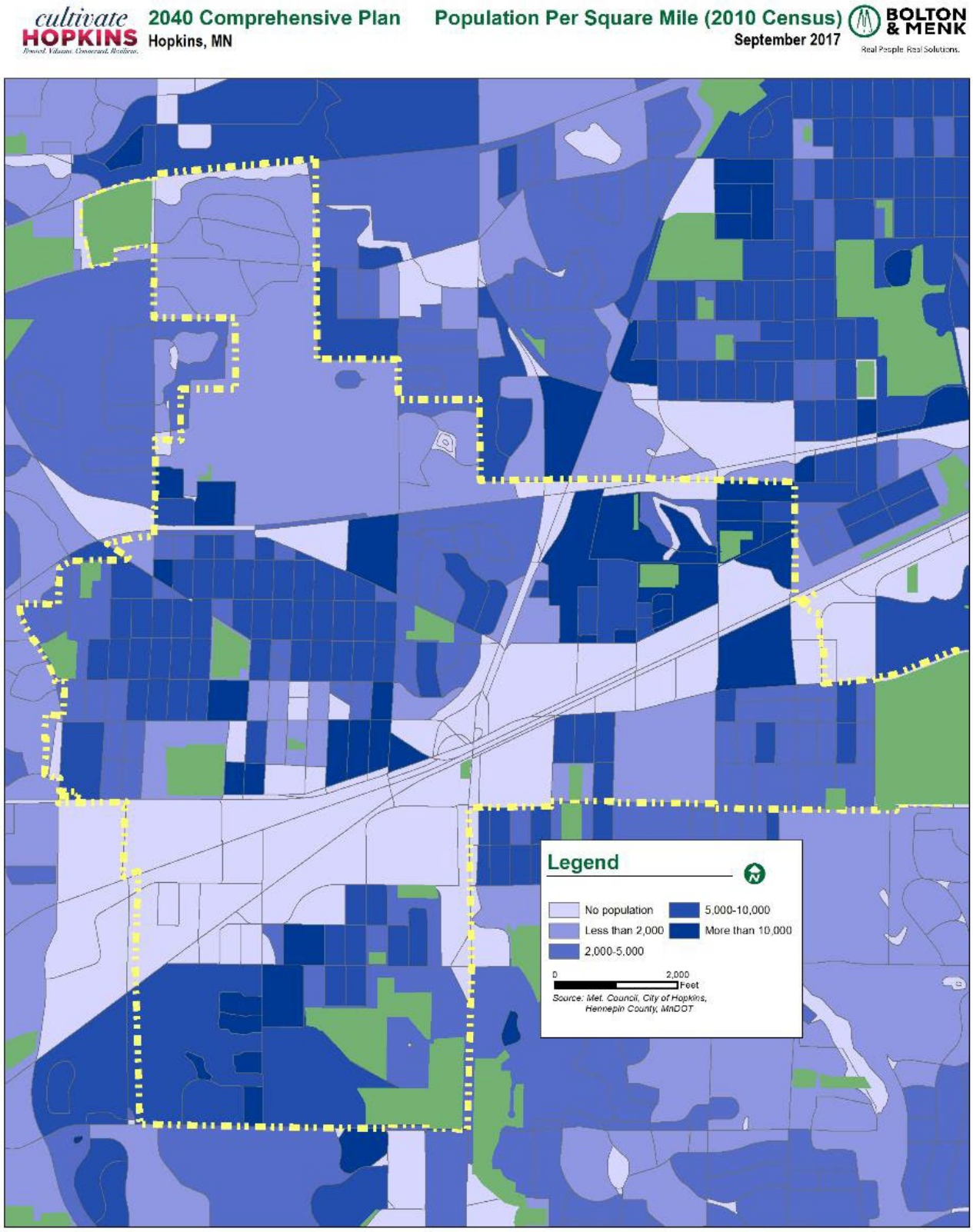


Figure B1.4: Existing Units Per Acre

Additionally, older single family residential areas tend to have higher population density than newer ones, due primarily to smaller lot sizes in the older areas.

Figure B1.5: Population Per Square Mile



Calculating the effective residential density of the community establishes the baseline from which it can grow. **Table B1.5** shows residential acreage as shown on the existing land use map. A little over two thirds of the residential land area in Hopkins is single family detached – although only about 30% of the total housing units in Hopkins fall into this category.

Table B1.5 – Existing Land Use: Residential Acres by Type		
Land Use	**Acres**	**Percent of Total**
Single Family Detached	859	69.2%
Single Family Attached	125	10.1%
Multifamily	251	20.2%
Mixed Use Residential	6	0.5%
Total	1,241	100.0%

Net residential density is determined by subtracting out undevelopable portions of residential land, including wetlands and water bodies, public parks and open space, arterial road right-of-way, and other areas protected from development by local ordinances. **Table B1.6** shows net residential density in Hopkins. The existing net residential density is over 7 units per acre, and significantly higher in multifamily developments.

Table B1.6 – Existing Land Use: Net Residential Density					
Land Use	**Number of Housing Units**	**Total Acres**	**Undevelopable Land (Acres)***	**Net Residential Acres**	**Net Density Units/Acre**
Single Family Detached	2,599	859	28	831	3.1
Single Family Attached	656	125	6	119	5.5
Multifamily	5,393	251	11	240	22.5
Mixed Use Residential	122	6	0	6	20.3
Total	**8,770**	**1,241**	**45**	**1,196**	**7.3**

Future Land Use

Overview

In the coming years, redevelopment will be the focus in Hopkins for growth and development, since only a very few undeveloped parcels of land remain. Redevelopment plans focus on several key opportunity areas in the city, namely the Green Line Extension station areas, including adjacent areas in Downtown Hopkins and the Blake Road Corridor.

The vision for growth and development in these areas is transformational – moving beyond traditional suburban patterns of segregated uses into the development of vibrant, walkable, mixed use communities. These areas are about more than the sum of their parts, combining places to live, work, shop, recreate, and socialize within the context of a **complete, sustainable, and resilient community**. These areas have distinct sense of place and support both transit and non-motorized travel through land use patterns that reduce dependence on single occupancy vehicles. These areas are envisioned as being home to people of all ages and incomes, to accommodate all people who want to live in the city. As outlined in this plan, this vision is built on connections between the built, natural, economic, and social environments.

To support this vision of community, it is necessary to move beyond more traditional categories of land uses. The new future land use framework provided here divides the city into a series of largely mixed use categories that are focused on creating distinct and livable places.

Figure B1.6 shows the desired land use for all property in Hopkins. Narrative descriptions of the land uses follow.

Figure B1.6: Future Land Use

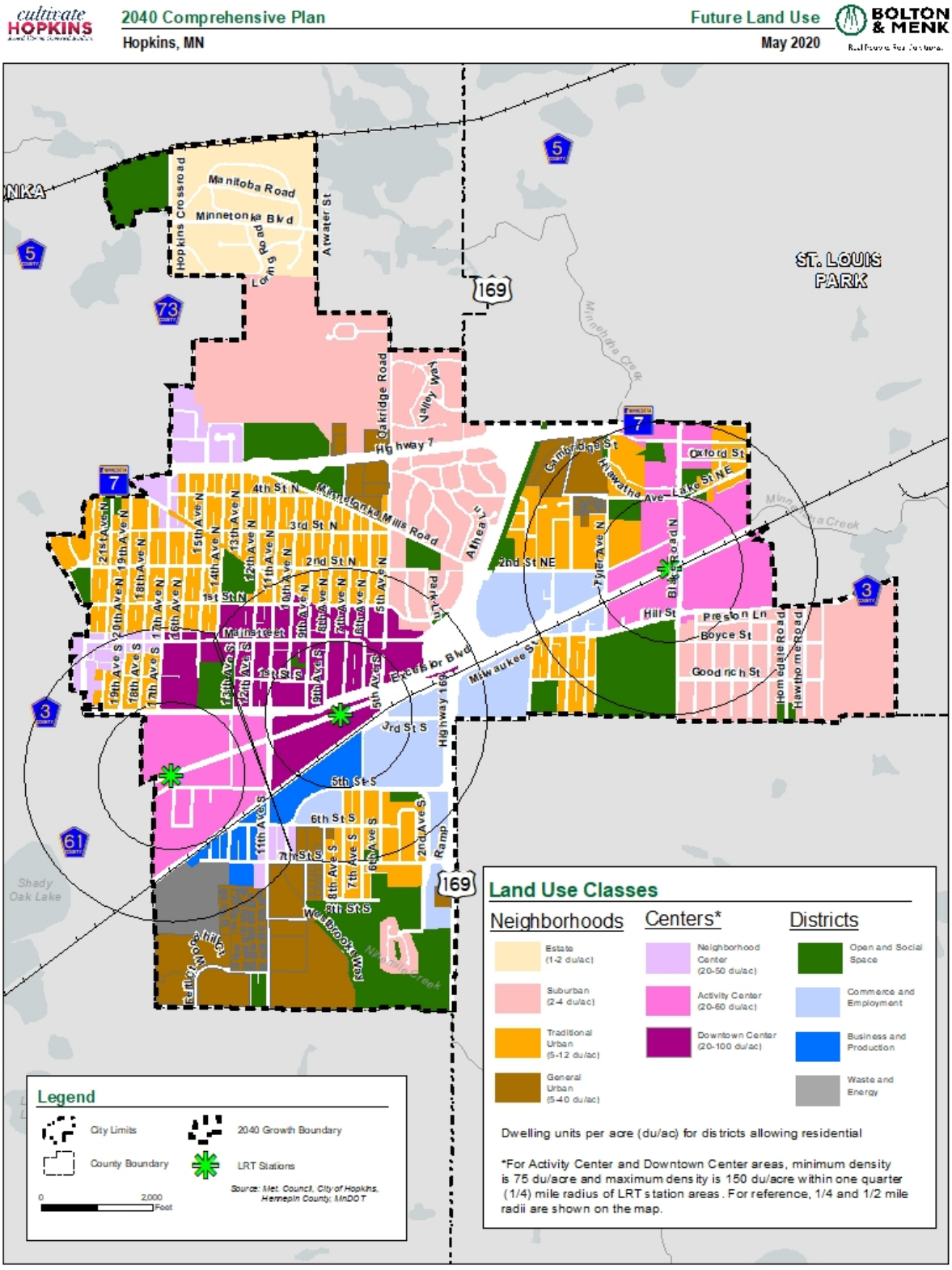


Table B1.7 shows acreages for the future land use categories, as shown on the map. The subcategories of Neighborhoods, Centers, and Districts form the organizing structure of the future land use plan.

Table B1.7 – Hopkins Future Land Use, 2040		
Category	**Acres**	**% of Total**
Neighborhoods		
Estate	135	5.2%
Suburban	468	17.9%
Traditional Urban	354	13.5%
General Urban	202	7.7%
Centers		
Neighborhood Center	59	2.3%
Activity Center	221	8.4%
Downtown Center	150	5.7%
Districts		
Open and Social Space	257	9.8%
Commerce and Employment	147	5.6%
Business and Production	40	1.5%
Waste and Energy	34	1.3%
Arterial Roads, Open Water	550	21.0%
Total	**2,617**	**100.0%**

Future land use acres can be further divided into land that is suitable for some sort of development (existing or future), versus areas that are expected to be permanently undevelopable. The latter category includes open water, wetlands, steep slopes, major highway right-of-way, and other features. Parkland is included in the Open and Social Space category, and is all classified as undevelopable. As shown in this table, about a third of the land in the city is considered undevelopable.

Table B1.8 – Future Land Use, 2040				
Category	**Developable**	**Undevelopable**	**Total Acres**	**% Undevelopable**
Neighborhoods				
Estate	112	23	135	17%
Suburban	391	77	468	16%
Traditional Urban	338	16	354	5%
General Urban	182	20	202	10%
Centers				
Neighborhood Center	58	1	59	2%
Activity Center	209	12	221	5%
Downtown Center	143	7	150	5%
Districts				
Open and Social Space	90	167	257	65%
Commerce and Employment	139	8	147	5%
Business and Production	39	1	40	3%
Waste and Energy	0	34	34	100%
Arterial Roads, Open Water	0	550	550	100%
Total	**1,701**	**916**	**2,617**	**35%**

Future Land Use Plan Categories

The categories on the future land use map are divided into three general types: neighborhoods, centers, and districts. Each one has their own sub-types, described below. These represent a mix of compatible uses organized in defined places, rather than separated uses. This reflects the City's commitment to using its future land use plan to create unique and meaningful places.

Neighborhoods

Neighborhoods are primarily residential areas of the city. While residential is the predominant use in these areas, a limited amount of complementary uses (such as small-scale public and institutional uses, places of worship, and schools) may be part of these areas. The different sub-types are categories largely based on density and urban form.

Outreach during the planning process identified that residential neighborhood character is an important contributor to community livability and identity. As such, infill development in these areas should reflect and be compatible with existing character and development type. The density ranges for some of these neighborhood categories allow for infill with a range of housing types

By definition, these areas contain a large percentage of the residential population of the city. There is a small employment base as well, mostly in the forms of home-based businesses and accessory uses. This plan does not assign forecasted growth to these areas, as it is expected that infill development will not significantly impact total housing units and densities. However, there are some areas, including private open space and vacant lots, where infill development could occur. The City will evaluate any development proposals that come forward for these areas based on overall policy guidance, zoning, and other development standards.

Table B1.9 – Future Land Use: Neighborhoods				
Sub-type	**Location**	**Existing Character**	**Planned Development**	**Density and Scale**
Estate	The Estate category is fully contained within the Bellgrove neighborhood along either side of Minnetonka Boulevard.	Consists of relatively secluded large lot single family dwellings connected to city sewer and water services. Streets in this area follow a curved and looping design that rarely connects, creating organically shaped blocks to cul-de-sacs that limit pedestrian and bicycle mobility. Properties in this district tend to have larger footprints with attached garages and may include large accessory buildings or amenities.	Large lot single family neighborhoods. Large lot single family residential should remain the primary use in this category.	Densities in this area typically range from 1-2 units per acre on average.
Suburban	Neighborhoods in this category are located west of Highway 169 on either side of Highway 7; east of Blake Road south of Excelsior Boulevard; and southeast of Valley Park. Include Drillane, Knollwood, Hobby Acres, Campbell, Park Ridge, Interlachen, Nine Mile Cove.	This area contains low density single family dwellings and golf courses. Neighborhoods in this category are designed around a modified grid street network with good access to the surrounding transportation network. Properties in this district are relatively large for Hopkins, with most having ample private yards and attached garages.	Low density single family neighborhoods and accessory uses such as parks and neighborhood scaled public and institutional uses.	Existing densities typically range from 2-4 units per acre. Future infill should be closer to 4 units per acre.
Traditional Urban	Primarily located in the midsection of the community between Highway 7 and Excelsior Boulevard. There are also standalone sections. Neighborhoods include the Avenues, Avenue West, Cottageville, Presidents, Regency, Parkside, Park Valley and portions of Peaceful Valley.	Moderate density residential dwellings designed around a classic grid street network with uniform blocks and lots. Predominately single family dwellings but include a mix of duplexes and attached units. Most areas have vehicle access from a rear alley and good pedestrian and bicycle access through an established sidewalks and trail system.	Moderate density residential neighborhoods and accessory uses such as parks and neighborhood scaled public and institutional uses	Densities in this area typically range from 5-12 units per acre.
General Urban	Located in three distinct areas: along either side of 11th Avenue South; on either side of Highway 7 west of 5th Avenue North/Oakridge Road; and in the southwest quadrant of the Highway 169 and Highway 7 interchange.	These compact moderate to high density residential neighborhoods include a range of attached multiple family and apartment units of varying scale and height. Designed around large blocks with internal street systems that provide good vehicle connections.	Moderate to high density residential and accessory uses. Well connected via transit and support adjacent Centers. Scale and height should be compatible with existing and planned character.	Densities in this area typically range from 5-40 units per acre.

Centers

Centers are primarily mixed use commercial districts. They typically are in areas well-served by the multimodal transportation system (particularly transit) and are situated to serve as centers of commerce and activity for the community and region. Residential is also an important component in most of these areas, frequently in the form of mixed use buildings. While there are a range of urban and suburban development types in Hopkins, new development projects in these areas address opportunities to make areas more walkable, bikeable, and transit supportive where possible.

Neighborhood Centers are the smallest scaled of the three. They are aimed at creating walkable nodes that support the surrounding neighborhood with retail and services, and provide opportunities for mixed use infill development.

Activity Centers and Downtown Center are larger scaled areas, with the city's most intensive growth patterns, including the most capacity for redevelopment. They overlap with the three planned Green Line Extension transit station areas, described in a following section.

While the Downtown Center is largely already built around the principles of traditional urban form, several of the other centers have a more auto oriented, suburban development pattern. Transforming them to walkable transit-oriented districts will take not just new land uses, but changes to the underlying infrastructure. The station area plans (and the transportation element of the comprehensive plan) cover many of the infrastructure improvements needed to make those changes – including roads, sidewalks and bikeways, and other facilities. The timing of these improvements will vary – some will be completed by the Green Line Extension opening day, while others will follow in subsequent years.

Table B1.10 – Future Land Use: Centers				
Sub-type	**Location**	**Development Type**	**Urban Form**	**Density and Scale**
Neighborhood Center	Located at major intersections that serve as gateways into adjacent neighborhoods.	Accommodate forecasted population and employment growth while also serving as a defining place for basic retail, service and entertainment needs.	Mixed use (horizontal or vertical) and pedestrian oriented character. High quality design, pedestrian and bicycle facilities and thoughtful use of open space will be important to create a vibrant and unique center that enhances and connects with the surrounding neighborhood it serves.	Smaller scale retail with neighborhood serving uses. Densities in this area typically range from 20-50 units per acre. Estimated 25% commercial and 75% residential.
Activity Center	Surrounds and supports the planned Blake Road and Shady Oak light rail stations along the Southwest LRT Green Line Extension.	Moderate to high density mixed use development designed to complement and enhance the existing development pattern in these areas and support the public investment in transit.	Expected to experience significant reinvestment and redevelopment to absorb a substantial portion of the city's anticipated future growth.	Medium to larger scale neighborhood and regional uses. Densities in this area typically range from 20-60 units per acre, with 75-150 units per acre within ¼ mile of an LRT station platform. Estimated 25% commercial and 75% residential.
Downtown Center	The central economic, social and civic district for Hopkins and the region.	Moderate to high density mixed use development designed to complement and enhance the existing development pattern in these areas and support the public investment in transit.	This area is expected to absorb significant amount of anticipated future growth. Maintaining downtown Hopkins' unique identity and sense of place must be a central consideration when planning for future growth. Mixed uses (vertical and horizontal) are encouraged.	Medium to larger scale neighborhood and regional uses. Densities in this area typically range from 20-100 units per acre, with 75-150 units per acre within ¼ mile of an LRT station platform. Estimated 40% commercial and 60% residential.

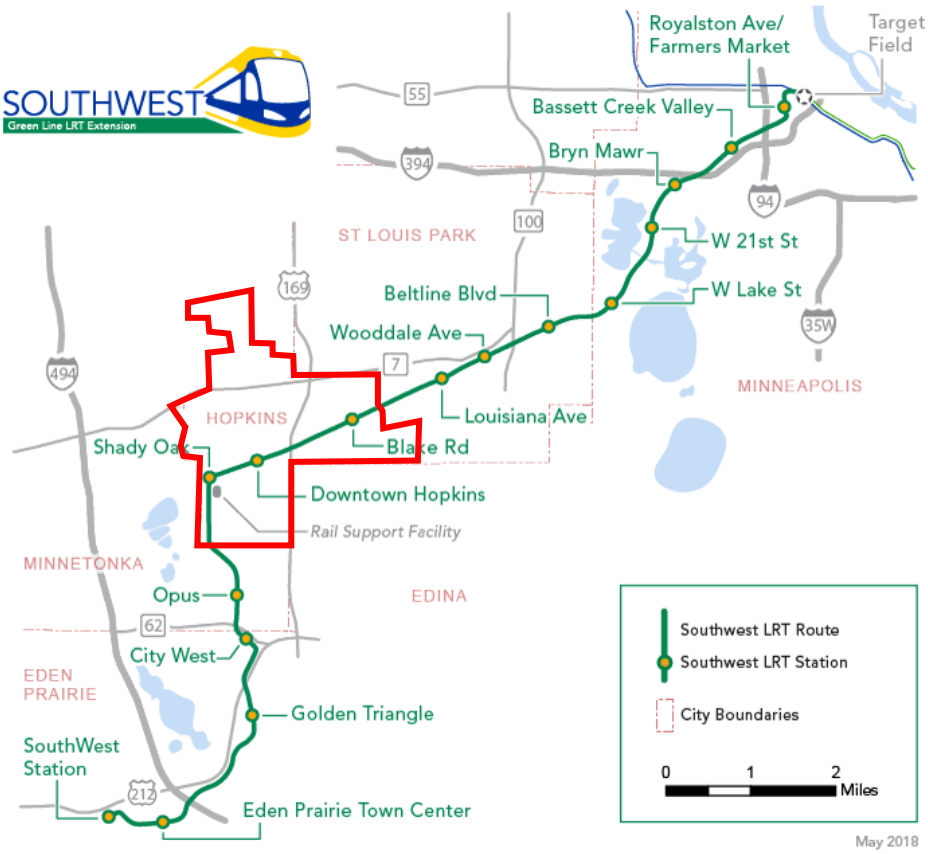
Transit Station Areas

There are three planned Green Line Extension transit station areas in Hopkins: Downtown Hopkins, Shady Oak, and Blake Road. While all three overlap with the future land use designations discussed in the previous section, they also have distinctive elements that relate to their role as transit station areas. The *Transportation Policy Plan* requires higher minimum residential densities on redevelopment sites within the half mile of the transit station areas – a minimum of 50 units/acre, with a recommended target density of 75-150 units/acre. Additionally, it recommends a concentration of 7,000 residents, jobs, and students be located in each of these station areas.

This plan provides guidance for a minimum of 75 residential units per acre for designated Activity Center and Downtown Center redevelopment sites within ¼ mile radius of each of the three LRT station platforms. This does not include portions of single family residential neighborhoods located near the Blake Road station. The boundaries for these areas are shown on maps B1.7, B1.8, and B1.9. For parcels that straddle the ¼ mile radius, the guidance applies in the area where the majority of the parcel is located. The remainder of residential redevelopment in the ½ mile station areas will have a minimum density of 20 units per acre. Overall, it is anticipated that the average minimum density in station areas will be at least 50 units per acre.

The City will work with the Metro Transit and other partners to ensure that lower intensity uses such as surface parking lots are not the long term future for sites adjacent to station platforms, as this will significantly reduce the achievable densities in these areas.

In general, it is anticipated that the most intense development in the city will occur around the light rail transit stations. Market forces may seek more contemporary auto-oriented development along high capacity roads in other areas. Specific plans for each station area provide additional planning details for the area within a half mile of the station platform (see below). For example, the Shady Oak Station Area Development Strategy details specific minimum density standards but provides no maximum density limit. Accompanying graphics from station area plans show focus areas for redevelopment immediately around the station platforms. High quality design, pedestrian and bicycle facilities and thoughtful use of open space will be important to blend future growth into the existing development pattern.


SOUTHWEST
Green Line LRT Extension
Royalston Ave/
Farmers Market
Target
Field
Bassett Creek Valley
Bryn Mawr
W 21st St
W Lake St
Beltline Blvd
Wooddale Ave
Louisiana Ave
Blake Rd
Downtown Hopkins
Rail Support Facility
Shady Oak
Opus
City West
Golden Triangle
SouthWest
Station
Eden Prairie Town Center
ST LOUIS PARK
HOPKINS
MINNETONKA
EDINA
EDEN
PRAIRIE
MINNEAPOLIS
55
394
100
94
35W
169
494
7
62
212
Southwest LRT Route
Southwest LRT Station
City Boundaries
0
1
2
Miles
May 2018

Shady Oak Station

Figure B1.7 shows the location of the Shady Oak LRT station area. It is located south of the 17th Avenue/ Excelsior Boulevard intersection along Cedar Lake LRT Regional Trail. The quarter-mile station area is largely within a designated Activity Center future land use category, while the half mile area includes portions of the adjacent Business and Production, Waste and Energy, Neighborhood Center and Traditional Urban categories. Due to close proximity between the Shady Oak and Downtown Hopkins stations, the half mile station area is split (see Figure B1.9). It should also be noted that the station area extends into the City of Minnetonka and the two communities continue to coordinate future planning efforts.

In 2015, Hopkins and Minnetonka worked together to produce the Shady Oak Station Area Development Strategy to set the vision and development details for the Shady Oak Station. This document envisions a unique "innovation district" that embraces the area's raw industrial character and builds upon this asset as a distinct and authentic theme while incorporating new transit supportive development.

The station area includes the platform, passenger drop-off, and a large surface park-and-ride facility with parking options north and south of the station platform with up to 1070 stalls. In coordination with the Shady Oak Station Area Development Strategy, the parking lot north of the station has been designed to accommodate future development and a potential future parking structure. The balance will be "temporary," meaning it will be built with thinner bituminous surfacing and bituminous curbing, anticipated to last around 5 years and replaced with structured parking as development occurs.

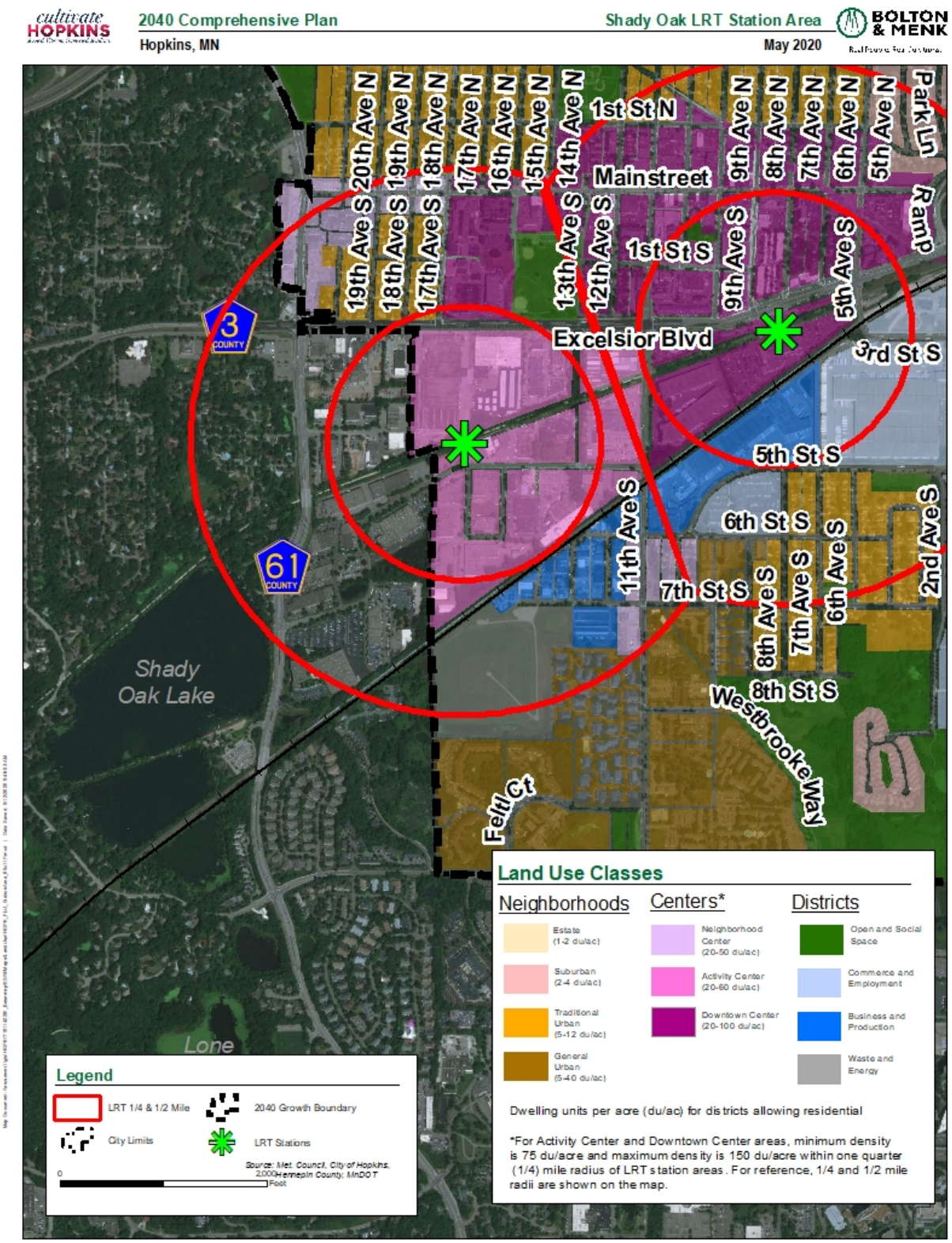
Given the wide mix of uses in this station area, Shady Oak is being planned as an "18-hour" station. Major infrastructure in the station area includes the Green Line Extension and its rail support facility, connections to regional trails, stormwater management ponds and the extension of 17th Avenue South and its connection with 5th Street South/K-Tel Drive. The extension of 17th Avenue South will necessitate Metro Transit acquisition of the Hopkins Tech Center. This acquisition will provide land area for the extension of 17th Avenue South, several development sites and the 700 stall surface parking lot north of the station described above. The extension of 17th Avenue South from Excelsior Boulevard to 5th Street South/K-Tel Drive will be constructed as a "complete street" to ensure pedestrian, bicycle and vehicle access between the station, Downtown Hopkins (via Central Park), the west end of Mainstreet and the Lake Minnetonka LRT Regional Trail.

Challenges and constraints to be addressed in this station area include transitioning the existing industrial development pattern into mixed use transit oriented development, the downgrading of the planned maintenance facility to a rail support facility, environmental issues such as soil contamination, and the necessity to transition the initially planned surface lot park-and-ride to structured parking that is more consistent with the station area development plans.


17TH AVE S
EXCELSIOR BLVD
PARK-AND-RIDE LOT
PASSENGER DROP-OFF
CEDAR LAKE LRT REGIONAL TRAIL
STATION PLATFORM
N

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

Figure B1.7: Shady Oak LRT Station Area



Downtown Hopkins Station

Figure B1.8 shows the location of the Downtown Hopkins LRT station. It is located just south of the 8th Avenue/ Excelsior Boulevard intersection, adjacent to Downtown. Plans include a passenger drop-off area, a new bus facility along Excelsior Blvd, and connections to the regional trail. A new public plaza will separate the station from Excelsior Blvd. The quarter-mile station area is largely within a designated Downtown Center and a Business & Production District, while the half mile includes portions of nearby single family neighborhoods. Due to close proximity between this and the Shady Oak station, the half mile station area is split, as shown on **Figure B1.8**.

The Downtown Hopkins station area is defined first by its role as the city's commercial, civic, and social hub – and secondarily by its position as an area well-served by transit. Mainstreet, Central Park, and the regional trails system will be defining elements of this district – which extends beyond the typical half mile transit station area radius.

This station is intended to serve as the "Gateway to Downtown Hopkins" by featuring public spaces and art. The Artery, a reconstruction project of 8th Ave, works to facilitate this connection as an inviting, art-focused, multimodal corridor. In addition to providing an important connection to Downtown, this opens up opportunities for redevelopment, particularly housing, supporting economic development and transit goals. Some of the planned redevelopment has already occurred, most notably The Moline, which includes another public plaza, bike lounge, and improved transit and pedestrian facilities that will support future Green Line Extension connections.

Primarily the mix of uses should be vertical in mixed use buildings but may also be horizontal throughout the center. While there are development sites throughout downtown, a focus on redevelopment along the 8th Avenue corridor will help incorporate the station area into the main downtown center. Challenges and constraints in this station area include the existing auto-oriented development pattern, crossing Excelsior Boulevard, the presence of freight rail, and environmental issues such as soil contamination.


8TH AVE S
BUS STOP
PASSENGER DROP-OFF
5TH AVE S
CEDAR LAKE LRT
REGIONAL TRAIL
EXCELSIOR BLVD/HWY. 3
PLAZA
STATION PLATFORM
N

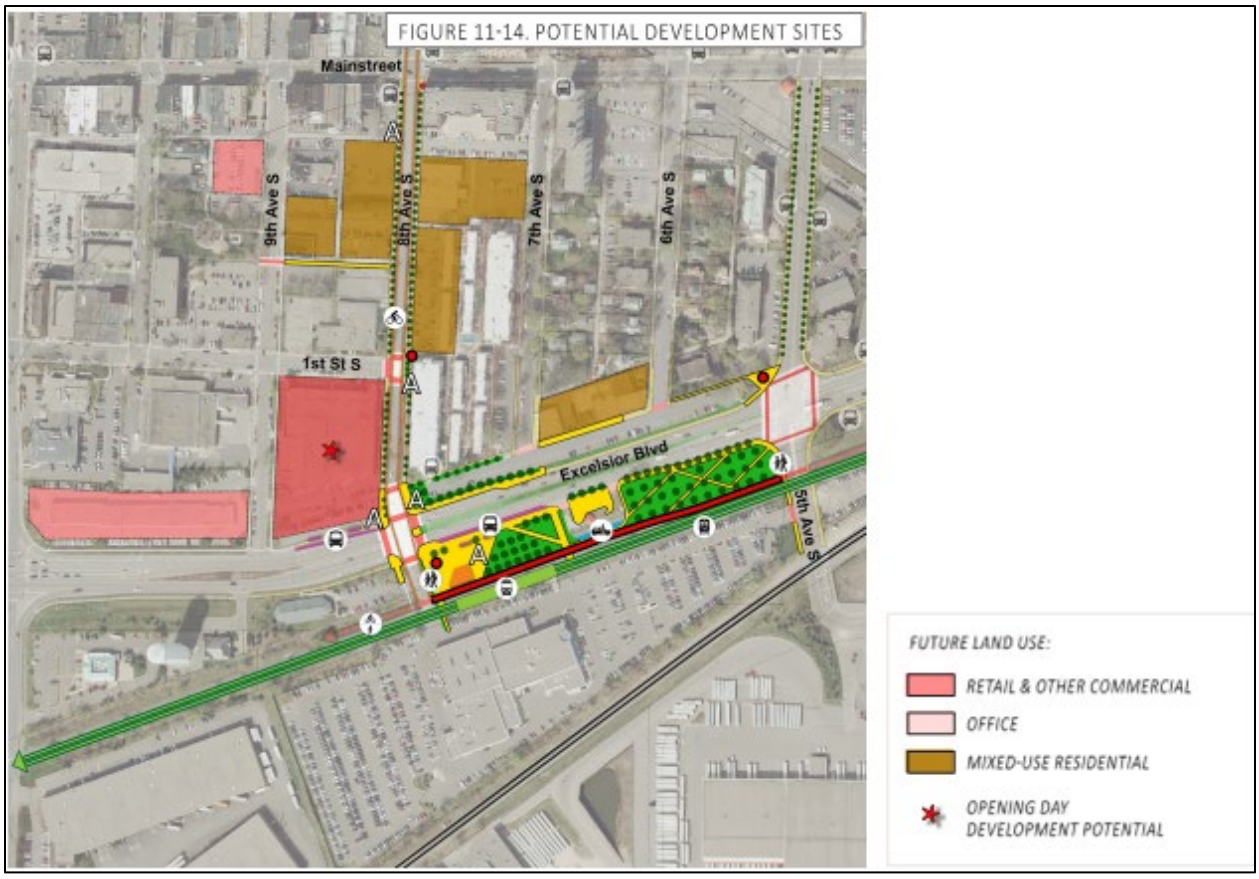
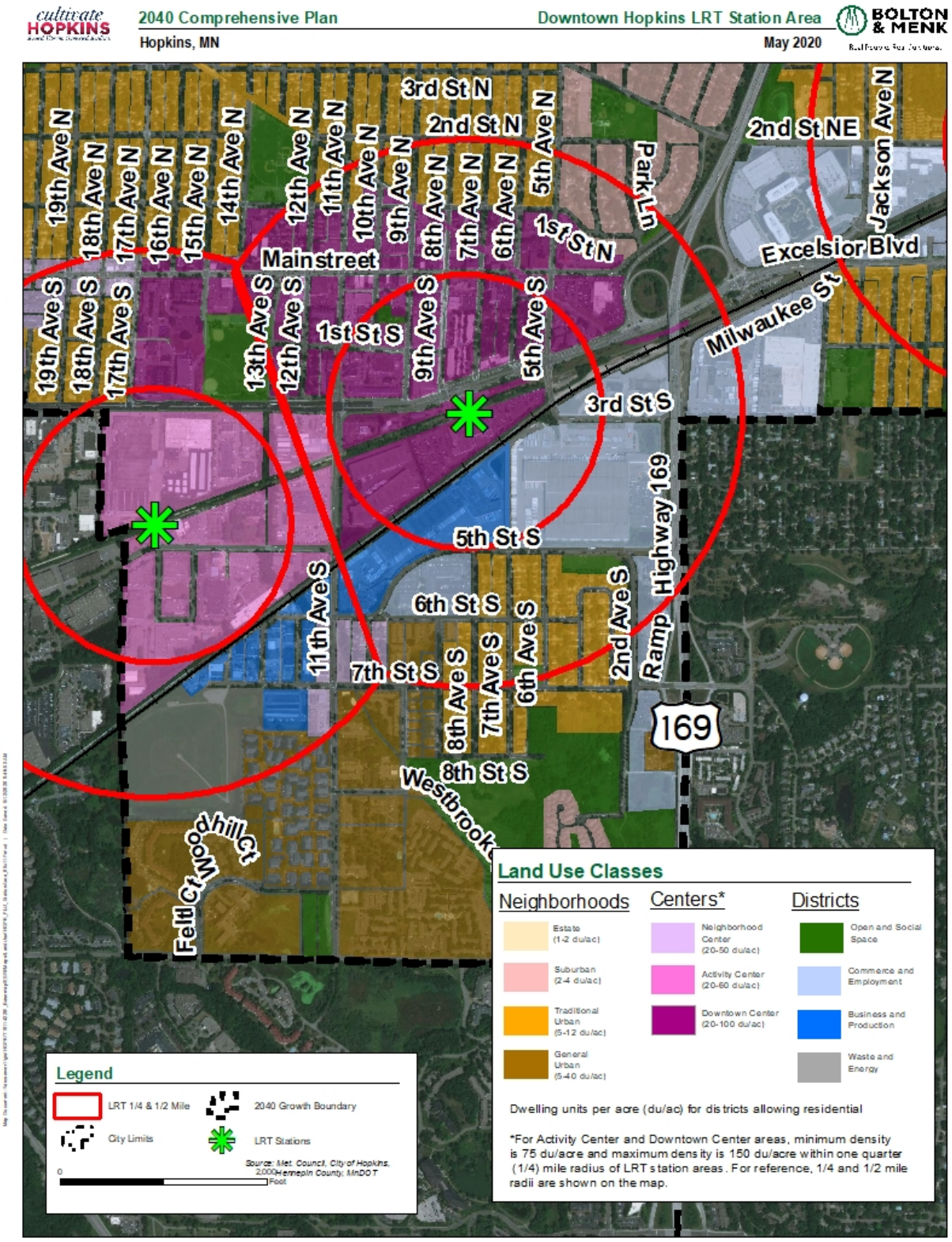


FIGURE 11-14. POTENTIAL DEVELOPMENT SITES
Mainstreet
9th Ave S
8th Ave S
7th Ave S
6th Ave S
1st St S
Excelsior Blvd
5th Ave S
FUTURE LAND USE:
RETAIL & OTHER COMMERCIAL
OFFICE
MIXED-USE RESIDENTIAL
OPENING DAY
DEVELOPMENT POTENTIAL

Figure B1.8: Downtown Hopkins LRT Station Area



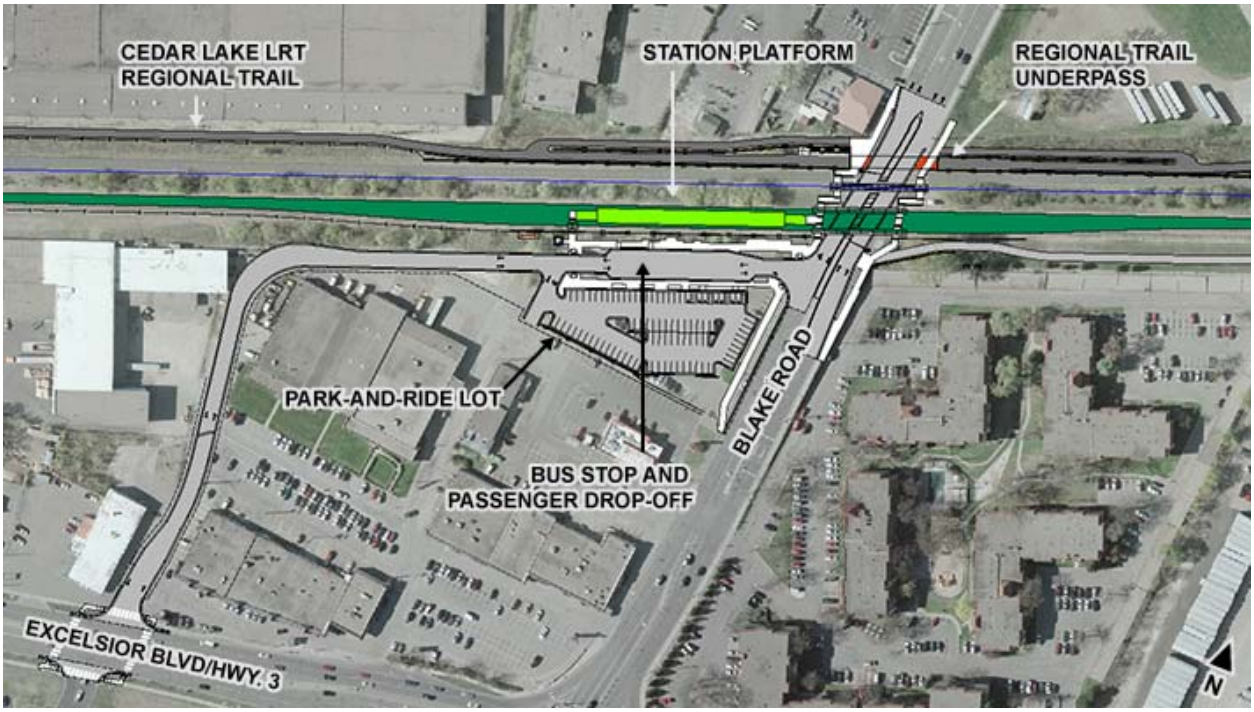
Blake Road Station

Figure B1.9 shows the location of the Blake Road LRT station just north of the Blake Road/ Excelsior Boulevard intersection. The station area, located along the south side of the Cedar Lake LRT Regional Trail, includes the platform, bus stop, an 89-stall park-and-ride lot, passenger drop-off, and pedestrian underpass under Blake Road. The quarter-mile station area is largely within the Activity Center future land use category while the half mile radius extends into the surrounding Commerce and Employment, Traditional Urban, Suburban and Open and Social Space land use categories.

The area around the Blake Road Station is an emerging redevelopment area. Recently, the area has seen substantial investment in both public and private facilities including Blake Road, Cottageville Park, the Blake School and new housing. Improvements for Blake Road are scheduled to be completed by the summer of 2019 and include a corridor designed to accommodate all modes, improved natural resources adjacent to the corridor, improved access across Highway 7, and improved connection between the adjacent community and the corridor, including the regional trail. Cottageville Park improvements, developed in partnership with the Minnehaha Creek Watershed District, were completed in 2016 and include a playground, trails, lighting, a community garden, and improvements to expand green space in the area and enhance water quality. The Blake School's plan includes renovations to their existing ice arena, dining commons, admissions offices, main entry hall, western driveway and southern parking lot. Housing improvements include the 51-unit Project for Pride in Living development completed in 2017 and planned redevelopment of the Cold Storage site into hundreds of new housing units by 2020.

The City's East End Study provides more detailed market analysis and guidance for redevelopment plans for the area. It points to demand for office uses, as well as residential and mixed use commercial development. Recommended redevelopment sites in the area includes 43 Hoops (county owned), MCWD property/cold storage site (see above), other industrial sites in the vicinity, and the site immediately south of the station. The Blake Corridor Study recommended that the city create zoning requirements for green buffer strips between multi-use trails and adjacent properties and to relocate power lines underground along multi-use trail corridors. Additional redevelopment may take place on sites farther from the station but still within the walkshed.

For this station, blending and transitioning existing contemporary auto oriented development with mixed use development to support the station, maintaining existing affordable housing and connections to the regional trail system will be important. Some of the challenges and constraints of this station area include an existing development pattern of small lots with multiple owners, crossing Excelsior Boulevard, the presence of the Blake School campus, and environmental issues including soil contamination.


CEDAR LAKE LRT
REGIONAL TRAIL
STATION PLATFORM
REGIONAL TRAIL
UNDERPASS
PARK-AND-RIDE LOT
BUS STOP AND
PASSENGER DROP-OFF
BLAKE ROAD
EXCELSIOR BLVD/HWY. 3
N

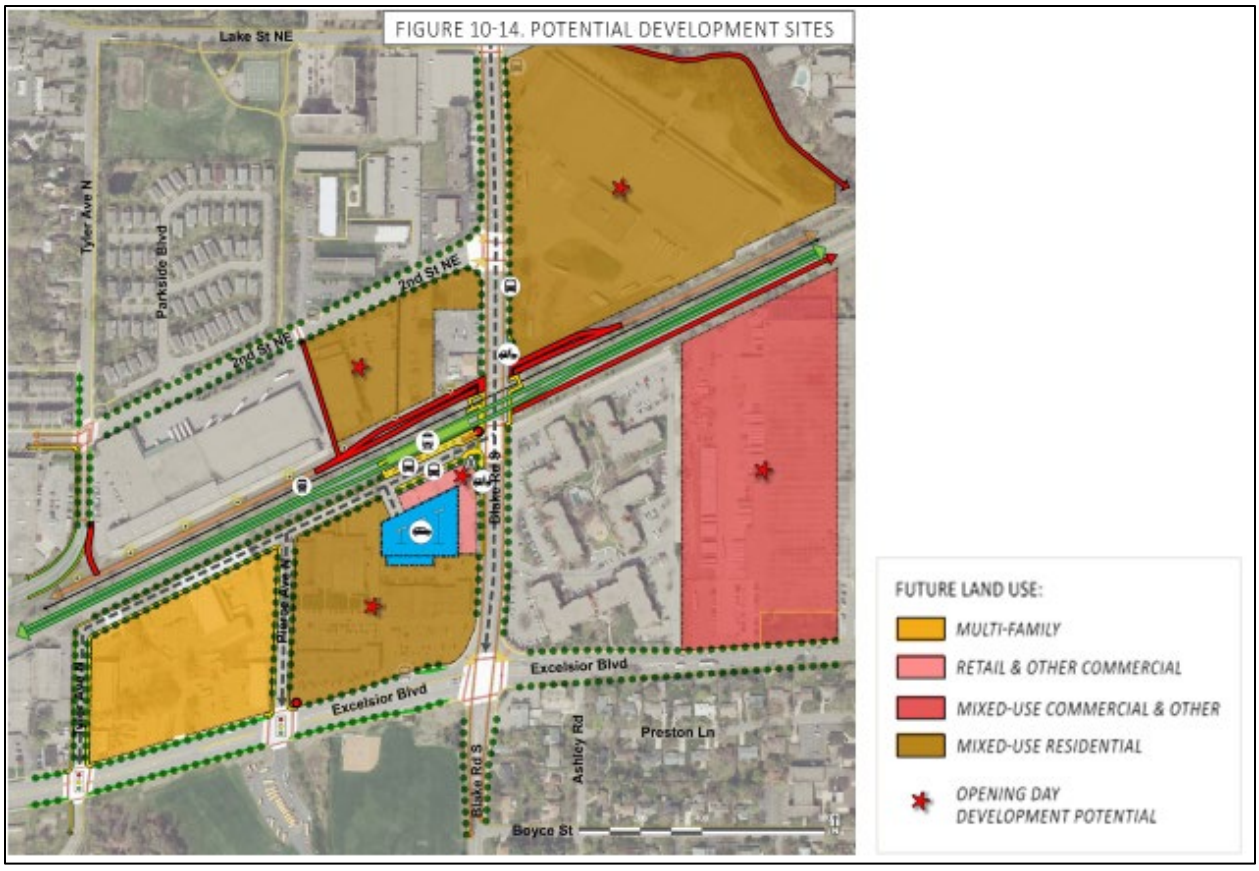
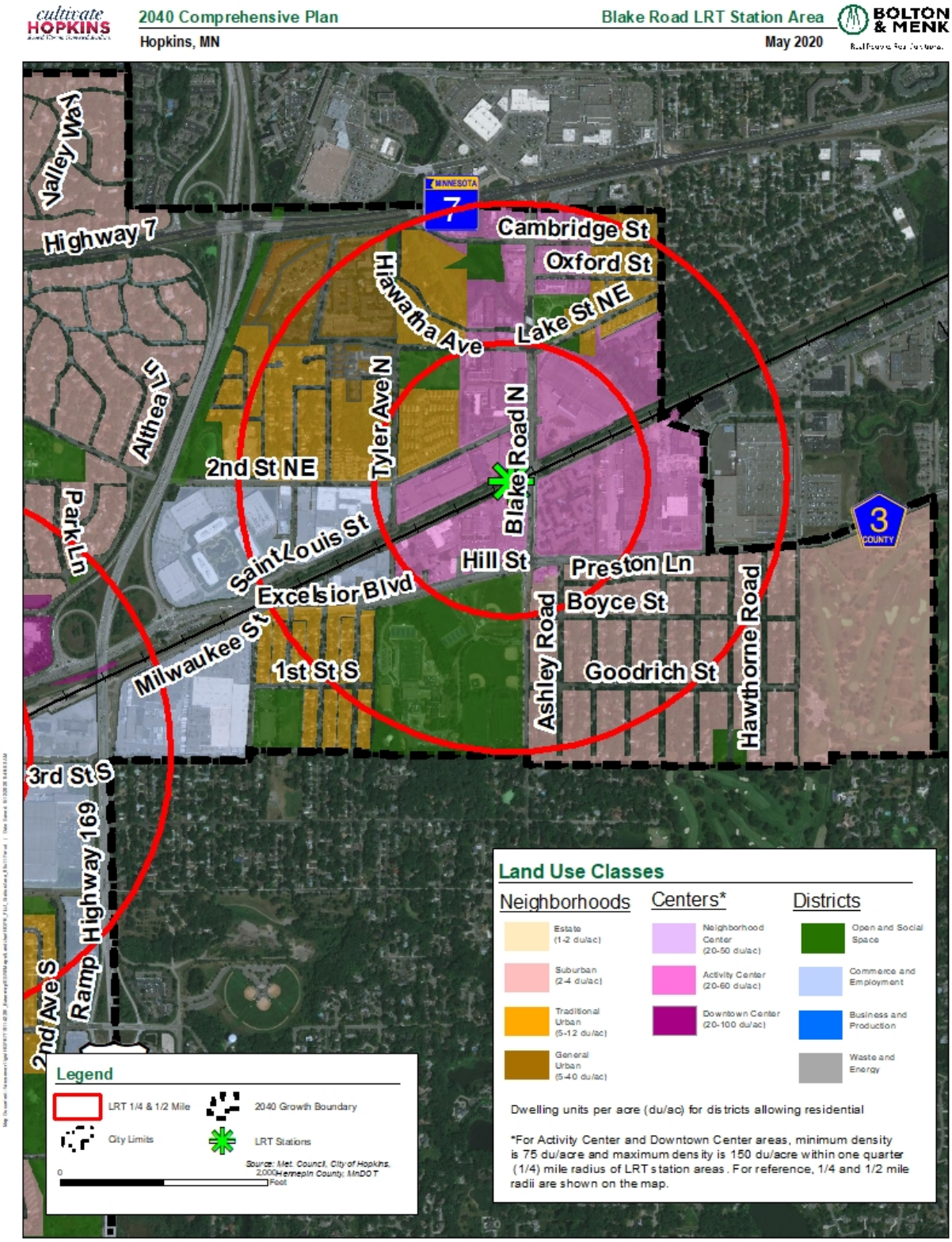


FIGURE 10-14. POTENTIAL DEVELOPMENT SITES
Lake St NE
Tyler Ave N
Parkside Blvd
2nd St NE
2nd St NE
Blake Rd S
Excelsior Blvd
Excelsior Blvd
Ashley Rd
Preston Ln
Boyce St
FUTURE LAND USE:
MULTI-FAMILY
RETAIL & OTHER COMMERCIAL
MIXED-USE COMMERCIAL & OTHER
MIXED-USE RESIDENTIAL
OPENING DAY DEVELOPMENT POTENTIAL

Figure B1.9: Blake Road LRT Station Area



Districts

Districts are other areas in Hopkins organized around other uses, including parks, institutional, and employment uses. Although they include a mix of uses, there is less focus in these on creating a cohesive community and sense of place, as compared to neighborhoods and centers. However, since many of these function as job centers, it is important to provide multimodal access, including transit, to serve the workers and visitors to these areas.

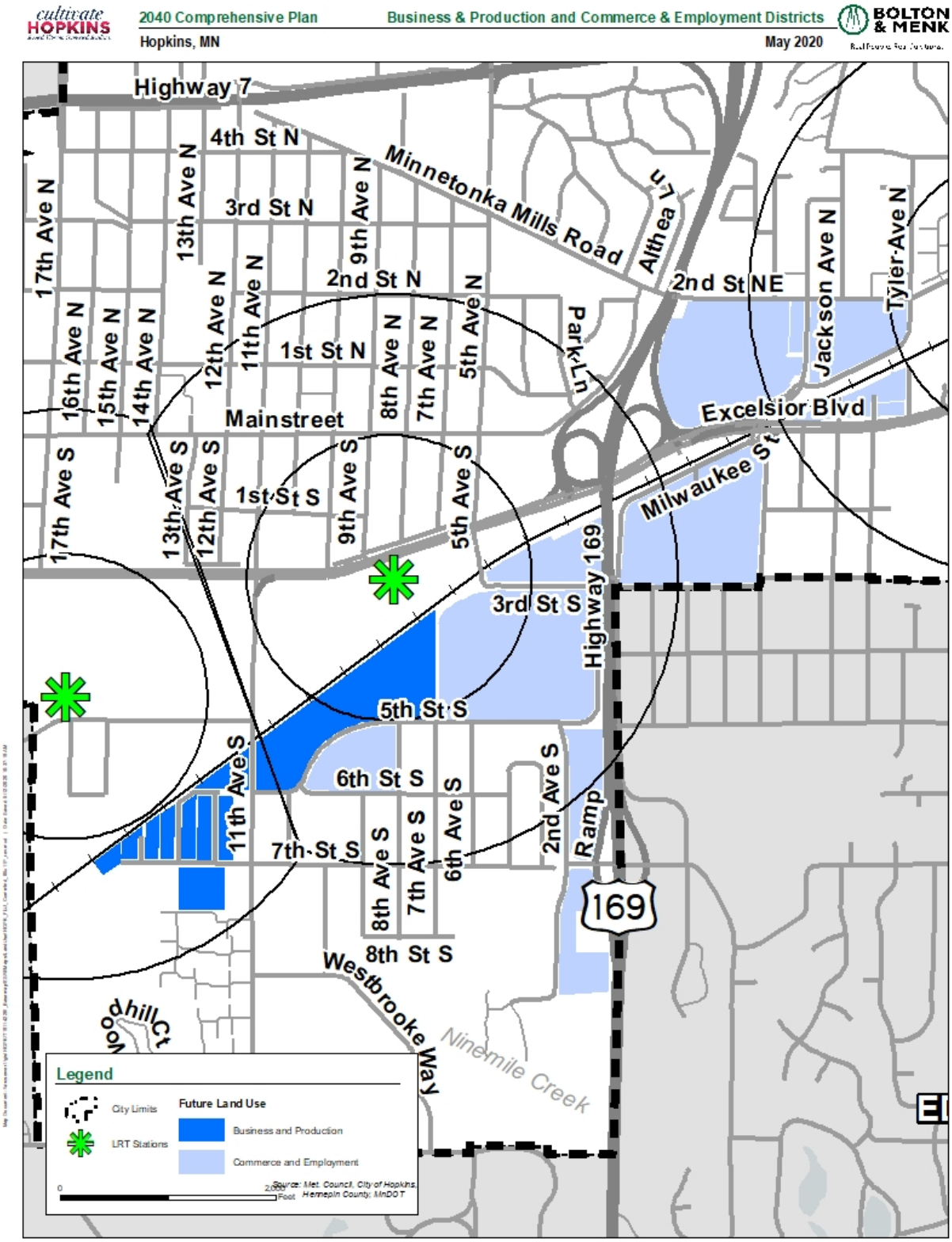
Commerce & Employment and Business & Production are two primarily employment districts. These largely correspond to existing industrial areas located along the rail corridor that cuts diagonally through the city from east to west. Presently, this effectively creates a barrier to connectivity between the northern and southern halves of the city. The area is not walkable or bikeable. Many of the existing uses in this area are low job density, such as warehousing and distribution, as well as a mix of other employment use. The opportunity exists to transform these areas with redevelopment and infill, helping to connect the city, and to create new mixed use areas around the planned Green Line Extension stations.

Open and Social Space is a new category that combines parks, schools and campuses, and similar areas into one district – aimed at encompassing a range of public spaces and uses. These will feature a modest amount of employment (largely due to the presence of schools), but are not planned for significant growth in that area, or for any residential.

Waste and Energy is the landfill site, which is a special use district – providing a unique opportunity related to furthering the city's green energy goals.

Table B1.11 – Future Land Use: Districts				
Sub-type	**Location**	**Development Type**	**Urban Form**	**Density and Scale**
Open and Social Space District	Various locations throughout the city	Wide range of public and private uses where the community may gather for education, social and recreation activities. Uses in this district may include community centers, conservation areas, colleges or universities, libraries, parks, public or private schools, regional trails or recreational facilities.	These areas are intended to retain their existing boundaries and character but may improve to meet the changing educational, social and recreational needs of the community.	Varies depending on function and need
Commerce and Employment District	Located along Principal Arterial or Minor Reliever roads	Contemporary auto-oriented development supporting regional and interstate commerce. Development in these corridors is expected to include a mix of commercial, office, service, medical, research and technology uses. Secondary uses may include retail and office/showroom uses. Tend to have high visibility and excellent vehicle access and serve as good transition between uses and buffers to high capacity roads.	Uses should be served by parking structures when possible to reduce surface parking and encourage efficient use of land. While this district is expected to contain contemporary auto oriented development along high capacity roads, the City's regional trails and heavy and light rail lines will serve as defining elements of this district. High quality design, pedestrian and bicycle facilities and thoughtful use of open space will be important.	Moderate to large scale, regionally focused
Business and Production District	Located along the City's freight and passenger rail lines	Contemporary auto oriented manufacturing, warehouse and distribution uses. Secondary uses may include office, office/ showroom, research and technology, and service uses.	Heavy and light rail lines and regional trails will serve as defining elements of this district. High quality design, pedestrian and bicycle facilities and thoughtful use of open space will be important to blend future growth into the existing development pattern.	Moderate to large scale, regionally focused
Waste and Energy District	The City's closed landfill property	Provide landfill and alternative energy uses that decrease Hopkins greenhouse gas emissions and limit the effects of climate change. While the primary use in this district is the closed landfill, the City will seek to more fully utilize this property with compatible alternative energy uses such as solar farms, solar gardens, windfarms or methane gas collection.	High quality and efficient design will be important to blend future alternative energy development with the existing landfill and the surrounding development pattern.	Varies depending on function and need

Figure B1.10: Commerce & Employment and Business & Production Districts



Allocating Growth and Density

As a developed community, growth in Hopkins will need to be accommodated on existing sites that have been identified for redevelopment. **Figure B1.11** shows the location of these sites in Hopkins. Redevelopment areas were selected based on a combination of the following criteria:

- Guided for higher density infill development
- Located within designated Green Line Extension transit station areas, or other areas well-served by transit
- In some cases, site is currently underutilized, with lower densities of residents and jobs compared to potential development opportunities

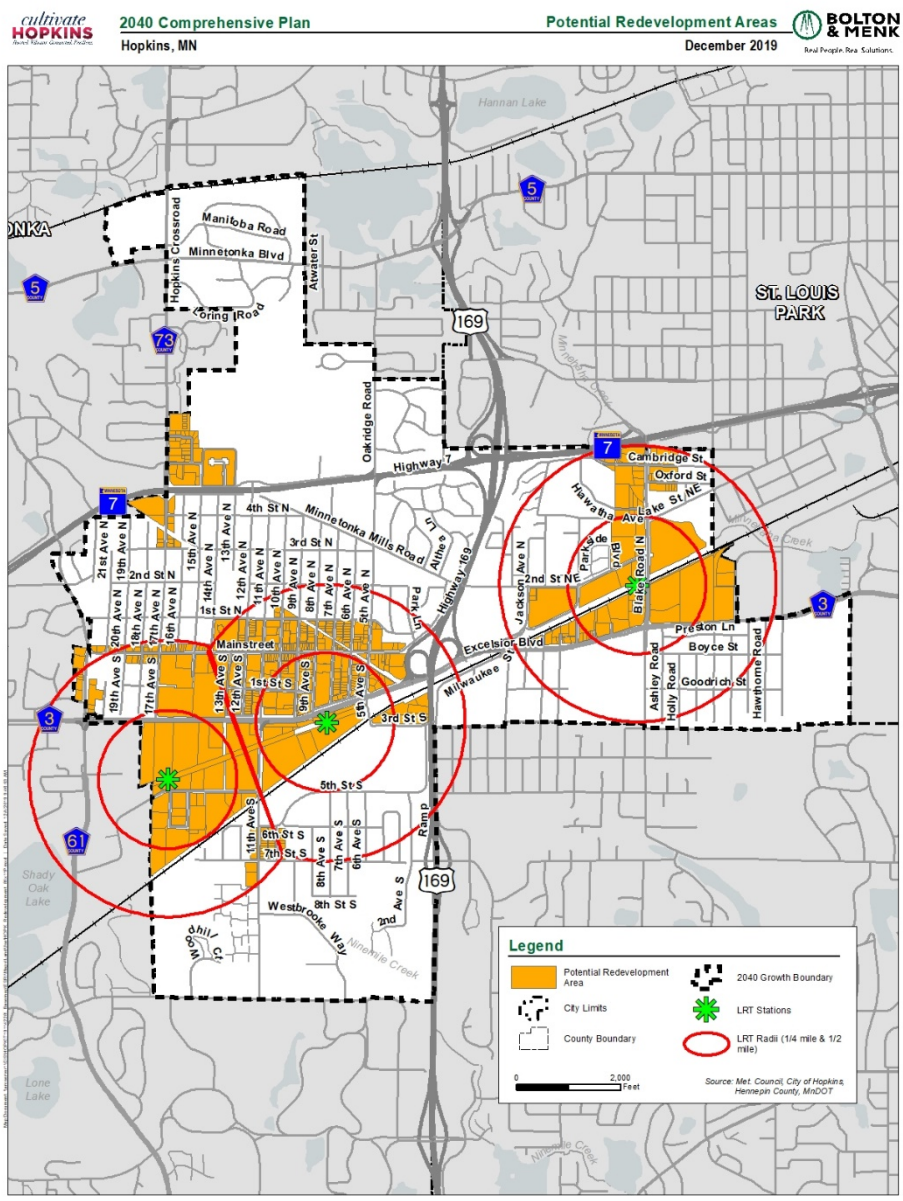


Figure B1.11: Potential Redevelopment Areas

It is not anticipated that the City will seek to acquire and/or redevelop all of these sites. Most development will happen via private sector activity, and many of these sites may remain as is for the foreseeable future. This exercise is just to establish what areas have potential to accommodate planned growth.

Table B1.12 details the acreages within the potential redevelopment areas, as shown on **Figure B1.6**. As with the future land use as a whole, it divides out acres that are considered permanently non-developable. Note that the redevelopment areas are a subset of the overall future land use designations, so these totals are different than the overall future land use categories.

Table B1.12 – Future Land Use: Redevelopment Area Land Use Acres				
Category	**Developable**	**Non-Developable**	**Total**	**% of Developable**
Centers (Mixed Use) – within ¼ mile of LRT station*				
Activity Center	147	5	153	35.2%
Downtown Center	63	1	64	15.1%
Centers (Mixed Use) – within ¼ to ½ mile of LRT station				
Neighborhood Center	17	0	17	4.1%
Activity Center	54	6	60	12.9%
Downtown Center	77	7	83	18.3%
Centers (Mixed Use) – remainder of the city				
Neighborhood Center	34	1	35	8.2%
Activity Center	0	0	0	0.0%
Downtown Center	0	0	0	0.0%
Districts				
Open and Social Space	0	16	16	0.0%
Commerce and Employment	25	0	25	6.0%
Total	**418**	**36**	**454**	**100%**

*There are no Neighborhood Centers within ¼ mile of an LRT station

In addition to determining how much land is available for development, there also needs to be guidance to determine an acceptable range of residential density within areas, based on consistency with City policy and ordinances. **Table B1.13** shows the range of units per acre that can be developed, corresponding with the categories shown on the future land use map.

Table B1.13 – Residential Guided Density Ranges		
Type	**Units/Acre (Min)**	**Units/Acre (Max)**
Neighborhoods		
Estate	1	2
Suburban	2	4
Traditional Urban	5	12
General Urban	4	40
Centers (Mixed Use) – within ¼ mile of LRT station		
Activity Center	75	150
Downtown Center	75	150
Centers (Mixed Use) – within ¼ to ½ mile of LRT station		
Neighborhood Center	20	50
Activity Center	20	60
Downtown Center	20	100

Centers (Mixed Use) – remainder of the city		
Neighborhood Center	20	50
Activity Center	20	60
Downtown Center	20	100

The Metropolitan Council has provided estimates for the number of employees per square feet in various employment types, and for typical floor area ratios for commercial and industrial development. Additionally, employment densities were calculated for the City of Hopkins based on current employment patterns and jobs per acre. Using this information and the city's employment projections, an estimate of jobs/acre can be developed to project need for additional commercial and industrial land. **Table B1.14** summarizes these ranges.

Table B1.14 – Commercial/Industrial Allowed Density		
	Minimum Jobs/Acre	**Maximum Jobs/Acre**
Neighborhood Centers	20	25
Activity Centers and Downtown Center	40	55
Commerce and Employment Business and Production	10	25

Density Calculations

Based on the above future land use plan and land use calculations, residential and commercial land use requirements have been calculated to help Hopkins plan for and meet Metropolitan Council projections for population, households, and employment. Residential calculations are detailed in **Table B1.15** and commercial calculations are detailed in **Table B1.16**. Note that no net gain in housing is expected in the neighborhood areas – since these are largely built out, the expectation is that any new units will not significantly increase the totals here.

Residential

Table B1.15 shows calculations related to the minimum and maximum residential acres needed. The density ranges used here correspond to the future land use tables in the previous section. Consistent with the community designation, it is expected that infill development will occur at a minimum of approximately 50 units per acre within the three ½ mile LRT transit station areas. Growth is allocated in rough proportions to the amount of land available in each future land use category, with around 10% in Neighborhood Centers, 50% in Activity Centers, and 40% in Downtown Centers.

Around 1,330 new housing units are anticipated during the time period 2015-2040. To accommodate that, Hopkins would need between 18 and 67 acres of land to redevelop, based the expected density range. These are mixed use categories, so the actual total for planned projects may be higher, depending on if the projects include a mix of uses.

Table B1.15 – Residential Acres Needed to Accommodate Future Growth

	Density Range (Units/Acre)		Units Needed	Minimum Acres	Maximum Acres
	Minimum	Maximum			
Neighborhood					
Estate	1	2	0	n/a	n/a
Suburban	2	4	0	n/a	n/a
Traditional Urban	5	12	0	n/a	n/a
General Urban	5	40	0	n/a	n/a
Centers (Mixed Use) – within ¼ mile of LRT station					
Activity Centers	75	150	599	4.0	8.0
Downtown Center	75	150	477	3.2	6.4
Centers (Mixed Use) – within ¼ to ½ mile of LRT station					
Neighborhood Centers	20	50	67	1.3	3.4
Activity Centers	20	60	67	1.1	3.4
Downtown Center	20	100	53	0.5	2.7
Centers (Mixed Use) – remainder of the city					
Neighborhood Centers	20	50	67	1.3	3.4
Activity Centers	20	60	0	0.0	0.0
Downtown Center	20	100	0	0.0	0.0
Total			**1,330**	**11.5**	**27.0**

As this demonstrates, at most only around 4-15% of land in the redevelopment area would have to redevelop to accommodate forecasted housing growth through 2040. As the light rail station area plans show, this is well below the potential land capacity in these areas to accommodate development.

Commercial/Industrial

Table B1.16 shows calculations related to the minimum and maximum commercial/industrial acres needed. The job density ranges used here correspond to the future land use tables in the previous section, which are based on typical data for job densities obtained from the Metropolitan Council. Growth is allocated in rough proportions to the amount of land available in each future land use category.

Around 3,823 new jobs are anticipated during the time period 2015-2040. To accommodate that, Hopkins would need between 78 and 115 acres of land to redevelop, based the expected density range. Density ranges are based on a combination of (1) existing conditions in Hopkins regarding the existing distribution of jobs, and (2) observed industry standards for space usage by business type provided by the Metropolitan Council. These are mixed use categories, so the actual total for planned projects may be higher, depending on if the projects include a mix of uses.

Table B1.16 – Commercial/Industrial Acres Needed to Accommodate Future Growth

	Density Range (Jobs/Acre)		Jobs Needed	Minimum Acres	Maximum Acres
	Minimum	Maximum			
Centers (Mixed Use)					
Neighborhood Centers	20	25	191	7.6	9.6
Activity Centers	40	55	1912	34.8	47.8
Downtown Center	40	55	1529	27.8	38.2
Districts					
Business and Production	10	25	0	n/a	n/a
Commerce and Employment	10	25	191	7.6	19.1
Total			**3823**	**77.9**	**114.7**

These totals would use 18-27% of the land in the redevelopment area, illustrating again that there is more than sufficient land available to accommodate all forecasted growth. While the city does not directly regulate job density, there is policy support for higher job intensity uses, both to support economic development and to use land efficiently.

Staged Development and Redevelopment

The purpose of a staged development plan to show expected land use over time in the areas that are anticipated to accommodate redevelopment. There are a number of assumptions underlying this analysis, which are shown below.

The primary issue is that almost all of the existing land is already occupied by development, so that any new development would displace what is there. However, as the analysis of overall citywide density shows, the current density levels are (in most areas) lower than the target density range for new development. As an Urban Center community, Hopkins has expectations of minimum densities of around 20 units per acre – whereas the city as a whole is closer to 7 units per acre. Furthermore, in the transit station areas, the aspiration is closer to 75-100 units per acre. While there inevitably will be some displacement of housing units and jobs with redevelopment, it is anticipated that most redevelopment will happen on sites with currently fairly low utilization, so the net gain will still be relatively high.

This table does not show land located outside redevelopment areas. This is because the expectation is that, *in general*, growth in these areas will not result in significantly higher densities than are there presently. However, it is possible that development will be proposed that runs counter to this assumption – as there is some existing capacity for infill development or redevelopment in these areas. At that time, the impacts of that proposal will be evaluated to see if this proposal would significantly change any assumptions about how the city is growing, and the adequacy of public systems to respond to that growth.

Table B1.17 shows a conservative assessment of land usage for residential density. Even if development happens at the minimum expected density (although significantly higher is expected), and mixed uses are not stacked to provide more efficiency in land use, only a minority of the area will need to be redeveloped to meet 2040 goals.

Table B1.17 – Future Land Use: Staged Development or Redevelopment - Residential										
Within Urban Service Area	**Estimated Units/Acre**		**Developable Acres (2015)**	**2015-2020**		**2021-2030**		**2031-2040**		**Available Acres 2040**
	Min	**Max**	**Acres**	**Units**	**Acres**	**Units**	**Acres**	**Units**	**Acres**	**Acres**
Centers (Mixed Use) – within ¼ mile of LRT station										
Activity Centers*	75	150	110.5	238	3.2	225	3.0	136	1.8	102.5
Downtown Center*	75	150	37.9	190	2.5	180	2.4	107	1.4	31.5
Centers (Mixed Use) – within ¼ to ½ mile of LRT station										
Neighborhood Centers*	20	50	12.8	27	1.4	25	1.3	15	0.8	9.4
Activity Centers*	20	60	40.6	27	1.4	25	1.3	15	0.8	37.2
Downtown Center*	20	100	46.0	21	1.1	20	1.0	12	0.6	43.4
Centers (Mixed Use) – remainder of the city										
Neighborhood Centers*	20	50	25.8	27	1.4	25	1.3	15	0.8	22.4
Activity Centers*	20	60	0.0	0	0.0	0	0.0	0	0.0	0.0
Downtown Center*	20	100	0.2	0	0.0	0	0.0	0	0.0	0.2
Total			273.7	530	10.2	500	10.2	300	6.1	246.6
Average Density of New Units (Overall): 1330 units on 27.0 acres = 49.2 units/acre Average Density (LRT Station Areas): 1263 units on 23.7 acres = 53.3 units/acre										

*Since these are mixed use districts, land for residential is calculated at 75% of total developable acreage in Activity and Neighborhood Centers, 60% in Downtown Center

Table B1.18 shows a corresponding analysis for commercial land use for employment-generating uses. As with residential, even if these uses are constructed at minimum job densities, there is still significant capacity to accommodate the growth. Likewise, the expectation and policy direction is that new employment uses will have higher job densities than the minimums – as well as land use efficiencies from stacking mixed uses.

Table B1.18 – Future Land Use: Staged Development or Redevelopment - Commercial

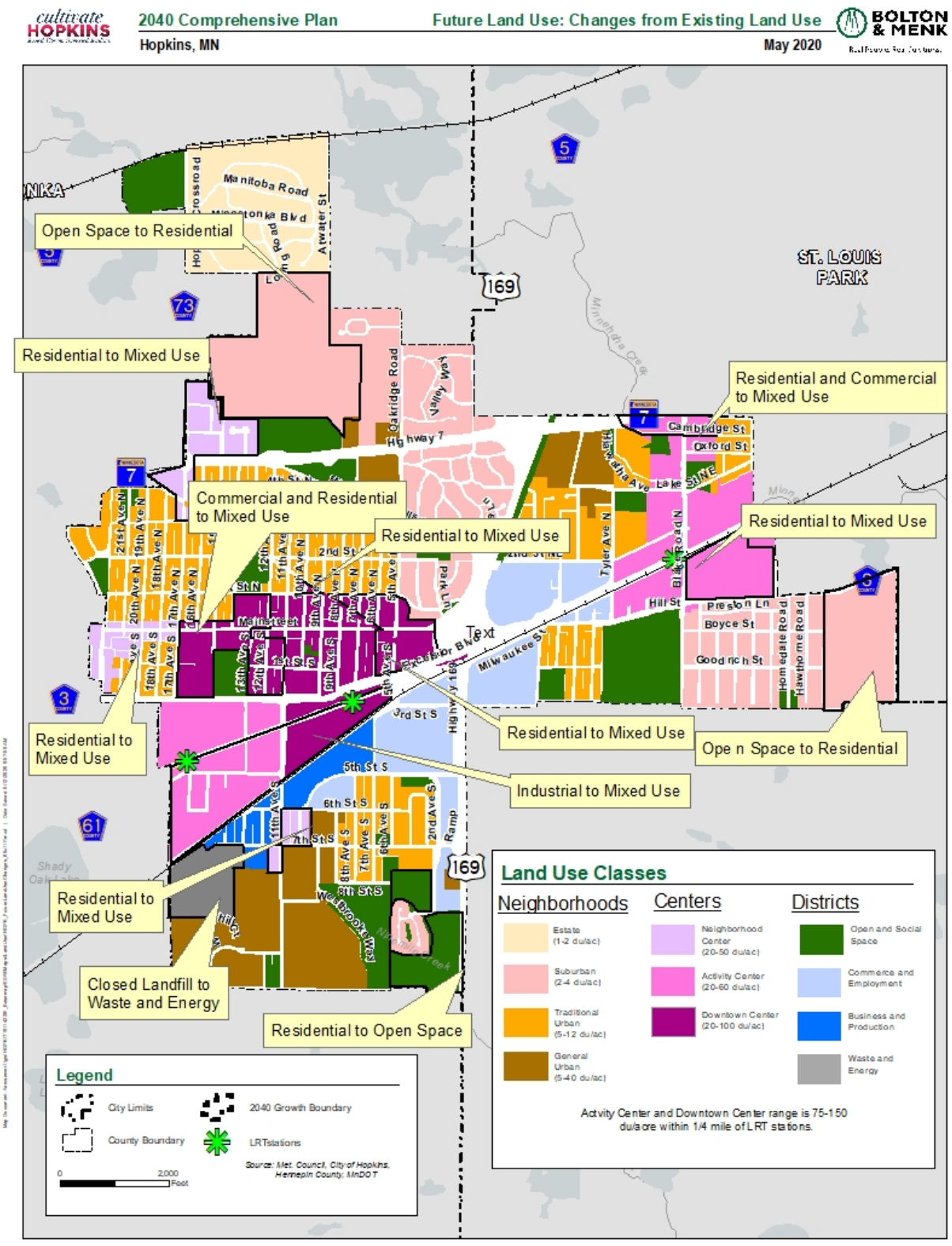
Within Urban Service Area	Estimated Jobs/Acre		Developable Acres (2015)	2015-2020		2021-2030		2031-2040		Available Acres 2040
	Min	Max	Acres	Jobs	Acres	Jobs	Acres	Jobs	Acres	Acres
Neighborhood Centers*	20	25	12.8	38	1.9	76	3.8	76	3.823	3.3
Activity Centers*	40	55	50.3	382	9.6	765	19.1	765	19.1	2.6
Downtown Center*	40	55	56.1	306	7.6	612	15.3	612	15.3	17.8
Commerce and Employment	10	25	25.1	38	3.8	76	7.6	76	7.6	6.0

*Since these are mixed use districts, land for commercial is calculated at 25% of total developable acreage in Activity and Neighborhood Centers, 40% in Downtown Center

As described in the water resources section of this plan, there is sufficient water and sewer capacity to meet the needs of all stages of development.

Figure B1.11 shows change areas to the city's future land use guidance by geography and type.

Figure B1.11: Future Land Use Changes from Existing Land Use



Aggregate Resources

The City of Hopkins is required to address aggregate resources in its comprehensive plan. Figure B1.12 shows the location of aggregate resources in Hopkins, over the future land use map.

Although the Aggregate Resources Inventory shows some former gravel mining operations within city limits, all of these have been discontinued, and the sites have been subsequently urbanized.

At this time, there is no plan to do any further mining within the City of Hopkins. There are no potential land use conflicts.

Figure B1.12: Aggregate Resources and Future Land Use