

PROJECT OVERVIEW

The Blake Road Station project is the redevelopment of 7.4 acres of land located at the intersection of Excelsior Boulevard and Blake Road South in Hopkins, MN. Trilogy Real Estate Group is working with the City of Hopkins to develop the site in a three-phase, multi-modal transit-oriented development adjacent to the Blake Road Southwest LRT Station. The project will serve as a welcoming gateway and anchor for the new transit station and will advance long-standing City goals outlined in numerous area planning documents, including the *East Hopkins Land Use & Market Study (2003)*, *Blake Road Corridor Small Area Plan (2009)*, *Blake Road Corridor Study (2015)* and the *Blake Road LRT Station Area Development Guidelines (2015)*, as discussed in more detail in the latter part of this narrative.

As early as 2003, the *East Hopkins Land Use & Market Study* confirmed that redevelopment within the City's east end along Excelsior Boulevard and Blake Road would require a significant catalyst to help overcome certain existing barriers and obstacles to market delivery of such redevelopment. The applicant believes that the high-quality redevelopment of the project site and creation of a new transit-oriented node with significant residential density will provide such a catalyst. Each phase will build upon the improvements of the previous phase and will ultimately result in an increasingly connected, pedestrian friendly, and transit-focused community. The project will add to the mix of housing choices for area residents, providing a new opportunity to live immediately adjacent to the light rail transit station.

STREETScape AND PUBLIC REALM

The development team has approached this site as a unique opportunity to complement the transformative power of the Southwest LRT line. Each phase of the Blake Road Station project defines and beautifies the streetscape while complementing the crucial transit functions in and around the site. Currently, most of the site is comprised of older, stressed pavement with ill-defined access and a plethora of surface parking stalls. In contrast, the development team is proposing a transformed site that emphasizes a neighborhood scale of connected streets, with traffic calming measures and pedestrian features that will significantly improve the aesthetic of the gateway to the City of Hopkins.

The project vision includes extensive pedestrian improvements for the area including sidewalk connections through the site that do not exist today. Ample boulevards and a rhythm of deciduous street trees will provide a human-scale canopy year-round. The trees' summer shade reduces the heat island effect, creating a comfortable microclimate when needed most. Both the trees and parallel parking zones will help to create visible friction that will successfully reduce driving speeds to provide a safer environment for people, bikers, and drivers. The pedestrian zone along Excelsior Boulevard and Blake Road expands to a width suitable for public street amenities including benches, bike racks, street lighting and planting beds.

A new North-South street that divides the site in two and connects to the SWLRT station becomes the crucial spine from which stems entries, active uses, and a linear pocket park. The future use parcel that sits immediately adjacent to the project and south of the park-n-ride lot will have a unique opportunity to respond to this North-South street and linear park in addition to the many other benefits in and around the site.

BUILDING DESIGN

Blake Road Station will provide creative, mid-rise residential buildings that maximize density while emphasizing green space and public realm at the street level. The proposed style of construction for Buildings A, B, and C is five levels of wood framing over two levels of pre-cast concrete podium. Each building will also incorporate a below-grade level of concrete structure for parking. Trilogy envisions a community that values leisure and comfort with the ease of urban connection. The exterior building design draws on these qualities of being a transition from an urban to naturalistic landscape. The architecture offers a refined exterior material palette that reinforces this site's potential as a catalyst for beautiful design and smart growth in the Blake Station area of Hopkins. The palette, forms, colors, textures, and details create a coherent whole that is energizing and enduring.

Exterior materials are modern interpretations of the familiar including brick veneer, metal panel and tile siding, fiber cement siding, and glass. The brick veneer is a medium-toned, warm brick that draws influence from the nearby Blake School and local red brick. A warm gray metal panel and tile adds an attractive sheen and smooth contrast to the primarily masonry base. A light, linen hue fiber cement siding is used strategically to define the building mass both vertically and horizontally, emphasizing the concept of the metal tile being a wrapped skin that folds in and around the building. The shingled look of the metal tile with contrasting window frames hints to the lakeside homes of bucolic Minnesota landscapes, whereas the brick correlates to the urban character of downtown Hopkins. This pairing of materials adds an interesting and tactile palette fitting of a prominent and active site. Wood accents are used at prominent entries and walkup units, adding further refined details to the human experience. The architectural exterior elevations further define the proposed materials.

Amenity courtyards, balconies, and walk-up terraces extend living spaces to the outdoors while improved sidewalks and connections encourage active lifestyles for residents. With close proximity to the Cedar Lake Trail, each building will supply ample storage and access to bicycle repair facilities to encourage bicycle use for recreation as well as daily commuting.

The new, state-of-the-art dwelling units will support the residents' sustainable living experience by providing urban housing that incorporates energy-efficient appliances, low-flow water fixtures, low-VOC paints, building-wide recycling practices and encouraging car-free living. The buildings will be designed to incorporate assemblies that ensure high-quality acoustical performance between units (wall and floor assemblies).

DEVELOPMENT PHASING

Commencement of construction of the various phases is dependent upon market conditions and existing lease agreements. Subject to those conditions, the development team currently anticipates the following construction start dates for the various phases:

Building A: Late Summer 2021

Building B: Spring 2022 – 2027 (pending existing lease agreements)

Building C: Spring 2026 – 2031 (pending existing lease agreements)

CITY APPLICATIONS/APPROVALS

- Zoning Application: Requesting rezoning from B-4 (Neighborhood Commercial) and I-1 (Industrial) to Mixed Use District
- Planned Unit Development (PUD) Submittal (for the Overall Site)
- Site Plan Approval for Site A (Site Plan Review Application)
- The development plan will necessitate re-platting of the land in a future phase.

- Travel Demand Management Study approval by the City of Hopkins and Hennepin County
- Approvals from the Minnehaha Creek Watershed District
- Execution of a Planned Unit Development Agreement (to be finalized and submitted at a later date)

PROPOSED DEVIATIONS FROM MIXED USE DISTRICT STANDARDS

Strict adherence to the Mixed Use District standards and requirements is not required in this case to satisfy the intent of the City's planned unit development provisions and the proposed deviations from those standards will not prejudice the health, safety or welfare of the residents of the development, the surrounding area or the city as a whole. The proposed deviations from Mixed Use District standards for the Blake Road Station project are as follows:

- 1) Proposed height of 7 stories proposed for Sites A and B rather than the allowed 5-6 stories for Mixed Use buildings per zoning code
- 2) Proposed height of 7 stories for Site C building rather than the allowed 3-4 stories for Residential use buildings per zoning code
- 3) Proposed monument sign for Goodwill that is:
 - a. the advertisement of a tenant off-premises from where the tenant is located;
 - b. setback 10 FT of a property line rather than 20 FT minimum required by zoning code
 - c. sign size: 3 ft wide x 6 ft tall
- 4) Floor Area Ratio:
 - Rather than 3.0 minimum FAR required by zoning code for Mixed-Use, Site B is proposing an FAR of 2.72
 - *Future Phase submittal (to allow for the relocation of a lot line to the centerline of the east-west private drive):*
 - Rather than 3.0 minimum FAR required by zoning code for Mixed-Use, Site A would propose an FAR of 2.95
- 5) Rather than a front yard setback of 15-25 FT per Mixed Use zoning:
 - Site A is proposing front yards that do not meet zoning code as follows:
 - Side 1 (Excelsior): 8 FT rather than required 15 FT min.
 - Side 2 (Pierce, incl. corner): 6 FT at corner and 9 FT 8 IN along Pierce rather than required 15 FT min.
 - Side 5 (North): 5 FT to structure and 0 FT to walk-up patios rather than 15 FT min. required by code
 - *Future Phase submittal (to allow for the relocation of a lot line to the centerline of the east-west private drive):*
 - Side 5 (North): the min. setback would be met (*the deviation requested in Site Plan Review for Site A would be eliminated*)
 - Side 5 (North): 42 FT front yard setback to structure rather than 25 FT max. allowed by code.
 - Side 6 (East): 28 FT for upper levels and 31 FT on level 1 rather than 25 FT max. allowed per code
 - Site B is proposing front yards that do not meet zoning code as follows:
 - Side 1 (Excelsior): 10 FT 8 IN rather than 15 FT min. required by code
 - Side 2 (West 1): 33 FT 6 IN rather than 25 FT max. allowed by code
 - Side 3 (West 2): 49 FT rather than 25 FT max. allowed by code
 - Side 5 (Blake): 14 FT rather than 15 FT min. required by code
 - Site C is proposing front yards that do not meet zoning code as follows:
 - Side 1 (south): 83 FT 8 IN rather than 25 FT max. allowed by code

- *Future Phase submittal (to allow for the relocation of a lot line to the centerline of the east-west private drive):*
 - Side 1 (south): the max. front yard setback request would be a lesser amount (48 FT) and not to exceed the 83 FT 8 IN amount requested in the deviation under the Site Plan Review for Site A
 - Side 2 (Pierce, incl. corner): 12 FT 10 IN rather than 15 FT min. required by code at corner condition
 - Side 4 (east): 51 FT 10 IN rather than 25 FT max. allowed by code
- 6) Rather than a rear yard setback of 10 FT minimum per Mixed Use zoning:
 - Site B is proposing a rear yard that does not meet zoning code as follows:
 - Side 1 (north): 5 FT rather than 10 FT min. required by code
- 7) Rather than a parking stall dimension of 9 ft x 20 ft, 9 ft x 18 ft parking spaces are proposed in Sites A, B and C. 9 ft x 18 ft parking spaces make up the majority of stalls with compact stalls comprising not more than 25% of stalls. Site A parking metrics are defined on title sheet T1.1.
- 8) Building façade articulation – Site A:
 - South elevation – There are two sections of Levels 1 and 2 with bays larger than 40 ft in length (see elevations for dimensions). The depth of these two sections are driven by the parking requirements at Level 2. The exterior wall is articulated by a rhythm of glazing, metal panel, and brick. Levels 3-7 above are divided into bays of less than 40 ft.
 - West elevation – There is one section of Levels 1 and 2 with a bay larger than 40 ft in length (see elevations for dimensions). The depth of this section is driven by the parking requirements at these levels. The exterior wall is articulated consistently with the other elevations by a rhythm of glazing, metal panel, and brick. Levels 3-7 are divided into bays of less than 40 ft. by changes in plane, material, and balconies.
 - North elevation – There are two sections of Levels 1 and 2 with bays larger than 40 ft in length (see elevations for dimensions). These exterior walls are articulated with walk-up patios and a rhythm of glazing, metal panel and brick. Levels 3-7 are divided into bays of less than 40 ft. by changes in plane, material, and balconies.
 - East elevation – There is one section of Levels 1-2 with a bay larger than 40 ft in length (see elevations for dimensions). This exterior wall is articulated with walkup patios and a rhythm of glazing, metal panel, and brick. Levels 3-7 are divided into bays of less than 40 ft. by changes in plane, material, and balconies.

9) Exterior building material percentages

High-quality, primary materials of brick and glazing are proposed at Levels 1 and 2. Slight deviations in allowable percentages of secondary materials are strategically placed above the street level zone and in concert with the overall architectural concept. The zoning material guideline does not identify the metal panel tile as primary or secondary, though the applicant proposes this material as an equally durable and attractive option to other primary materials. The metal panel tile is both modern and traditional and creates a dynamic aesthetic within a uniform system.

Requested deviations:

- West elevation (Site A) – Fiber cement siding, a secondary material, covers 29% of the West elevation, exceeding the 20% limit for secondary materials on primary facades. For the first two levels of the west elevation, at least 97% of the façade is comprised of primary materials (brick, metal and glass). Requested deviation to allow up to 30% for secondary materials on the West elevation for Site A.

SUPPORT FOR PROPOSED DEVIATIONS

The applicant believes the development, as proposed with deviations from zoning code ordinances, is a high-quality proposal for the City of Hopkins and better aligns with overall Comprehensive Plan goals. To ensure a high-quality development, the applicant is proposing the following site enhancements in support of the proposed deviations:

Enhanced Pedestrian Scale Architecture

The deviations for façade articulation are required only at Level 1 and Level 2 which is necessitated by parking structure. These five sections across all four Site A building elevations have been broken up with patterns of glazing, metal panel and brick. Furthermore, walk-up apartment units with wood slat privacy railings create added depth, provides additional opportunity for landscape, and permits for apartment privacy while bolstering the pedestrian experience. Amenities and retail uses at ground level will further activate and enhance the street level experience.

Site Access Improvements

The master plan for the new development aligns directly with goals from Station Area Planning documents. A new network of publicly accessible streets divides the site into pedestrian-scaled, walkable quadrants and connect the surrounding context to the SWLRT station. The new North-South street becomes the crucial spine from which stems primary building entries, active uses, and a public linear park. The East-West street further breaks down an otherwise super block, improving circulation and creating a tree-lined street with parallel parking and walk-up townhome units.

As described under the ‘Streetscape and Public Realm’ section, the project vision includes extensive pedestrian improvements for the area, including sidewalk connections through the site that do not exist today. Both the trees and parallel parking zones will help to create visible friction that will successfully reduce driving speeds to provide a safer environment for people, bikers, and drivers. The pedestrian zone along Excelsior Boulevard (ranges from 15’-4” to 34 ft) and Blake Road (ranges from 17’-6” to 34 ft) expands to a width that supports public street amenities including benches, bike racks, street lighting and planting beds.

Building setbacks provide comfortable buffer zones between street right-of-way and the building edges. The proposed setbacks offer a balance of enough distance to create green zones without compromising the more urban goals of transit-oriented development. This balance of ample though not excessive setbacks prioritizes pedestrians and human activity in and around the site.

Exceeding Stormwater Standards

The applicant is exceeding the Minnehaha Creek Watershed District and City of Hopkins’ minimum standards for stormwater treatment. Runoff from this Site will be conveyed to the future 325 Blake Road regional stormwater treatment facilities via the Powell Road diversion. However, the new landscape areas, underground pipe retention system and Jellyfish treatment structure proposed on-site will not only provide rate control but will treat the first 2-inches of rainfall from the impervious area. This is a substantial improvement from the site condition today as the site is primarily impervious surface and stormwater runs off without any treatment or attenuation. Similarly, there is an existing run-off problem from the existing Goodwill site contributing to the Edco parcel directly west. The proposed Site A and Goodwill parking lot improvements will capture majority of this off-site run-off before leaving the applicant’s site.

In summary, the new landscaping will help with stormwater abstraction and the underground treatment system will retain and treat stormwater in excess of MCWD and City standards. The proposed on-site

stormwater management system exceeds MCWD/City standards by providing filtration treatment above the required 2" rainfall event. The detention system (BMP 1A) has the volume capacity to treat up to a 2.59" rainfall event. The proposed Jellyfish Filter system (BMP 1B) has the capacity to treat a flow rate of 2.92 CFS and the modelled flow rate is 2.62 CFS, allowing for an additional contributing flow rate of 0.3 CFS. MCWD also requires 70% TSS removal, whereas BMP 1B has an 80% removal efficiency.

MCWD requires proposed runoff rates to be equal to or less than the existing condition. Total proposed site runoff rates are reduced by approximately 35% in all rainfall events from the existing condition. The system also takes on offsite drainage from the north that would otherwise go untreated.

The majority of the new/reconstructed site area will be dedicated to roof drainage, which is assumed cleaner than pavement runoff. This will further reduce pollutant loadings discharged from the site. The landscaped area within the study area is almost doubled from the existing conditions as well. Due to contaminated groundwater conditions, this additional landscape area has not been included in the model for viable infiltration to be conservative, but the new landscape areas will certainly provide additional volume reduction in reality.

Enhanced Landscaping

The deviations in setbacks offer yards that are both deep enough for landscaping and green space and reasonable for creating a "street wall" for the pedestrian experience. The deviations also help to implement a comprehensive plan goal of creating a 'positive relationship to the street' by proposing appropriate setbacks for the residential density guided by the 2040 Comprehensive Plan (75-150 units per acre within ¼ mile of an LRT station platform).

As previously mentioned under 'Streetscape and Public Realm,' the master plan includes generous planted zones (3 ft to 10 ft wide) and a rhythm of deciduous street trees that will provide a human-scale canopy year-round. The trees' summer shade reduces the heat island effect, creating a comfortable microclimate when needed most. A linear park is proposed at the west side of the Site B building and is further discussed under 'Site Access Improvements.'

Curbed planting beds enhance the streetscape along Excelsior Blvd and incorporate details from the recent streetscape upgrades along Blake Road to create a cohesive site plan. The internal boulevard along Pierce will include a durable strip of turf between the street curb and sidewalks. Building edges are enhanced by green and planted yards with an array of site-appropriate species. This variety adds a visually interesting green environment and is a significant improvement from existing conditions today.

Calculating the minimum landscape value based on the current project budget for Site A and per the City's landscape code requirements (sections 543.12 Pedestrian/Streetscapes and 543.13 Landscaping), the minimum landscape value is approximately \$90,000, with at least 25 percent allocated to pedestrian improvements. The estimated Landscape and Pedestrian/Streetscapes value for Site A will exceed the minimum landscape value requirement.

We estimate that Site A will provide the following:

- Trees: \$28,000
- Shrubs: \$22,000
- Grasses: \$5,000
- Sod: \$13,000
- Planting Soil: \$15,000

- Tree Grates: \$5,000
- Structural Soil: \$7,000
- Edger/Mulch: \$15,000
- Irrigation: \$35,000
- Fencing/screening: \$18,000

Excelsior Boulevard

- Curb islands: \$25,000
- Color Concrete: \$10,000
- Pavers: \$18,000
- Site Furniture: \$10,000

TOTAL ESTIMATED LANDSCAPE VALUE PROVIDED \$226,000

Specifics for Site A’s landscaping plan and plant species can be found within the application materials.

Proposed Pet Exercise Area (Dog Park)

The importance of providing a formal exercise area for pets, specifically dogs, has been acknowledged by including a dog park along the west side of the Site C building. The dog park, measuring 15 ft x 55 ft, will be fenced and includes small-scale lighting, seating and receptacles for proper disposal of animal waste.

Active Uses and Building Transparency

With effectively four “front yards” on Site A, the programming and pedestrian scale design ensures articulation and interest on all sides, rounding out the 360-degree architecture of the building design. Since the Concept Design review phase, the development team has revised the distribution of ground floor uses and has subsequently added walk-up style units with direct sidewalk access to articulate the east and north facades, adding vibrancy to the streetscape.

The Building A elevation along Excelsior Blvd meets city ordinance requirements for a minimum of 60% glazing for front street-facing façades (between 2 ft and 10 ft). Active uses line the street frontages with a retail space anchoring the southeast building corner along with the main residential lobby. Shared building amenities spaces for residents will front Excelsior Boulevard with a secondary resident entrance at the intersection of Pierce and Excelsior.

Bike Amenities

With immediate access to the Cedar Lake Trail, ample bike amenities will promote the use of multiple modes of transportation for residents and patrons to the site. The city standard for bike parking is one long term stall per 2 units and one short term per 20 units, or 121 total bike racks. Building A will accommodate over 200 bike racks for resident storage within the building. The Retail requirements are 1.50 spaces per employee and 0.5 spaces per 1,000 square feet or 3 spaces; public bike racks (8 capacity) are located within the right-of-way adjacent to the primary Building A entrance, and a workshop amenity along Excelsior Blvd will include a bike room and fix-it stations. A bike wash area with automatic shut off timer will be available in the P1 parking level.

Sustainable Design

The project is enrolled in Xcel’s Energy Efficient Buildings (EEB) program to evaluate and prioritize strategies in order to maximize energy efficiency. See separate attachment for a comprehensive

summary of the energy saving and sustainable design features of the project.

Support of Comprehensive Plan Goals

The project supports and further advances a number of goals outlined in the City's 2030 Comprehensive Plan and draft 2040 Cultivate Hopkins Plan. See summary of these goals below within the PUD statement section.

PLANNED UNIT DEVELOPMENT STATEMENT

Per Hopkins, Minnesota, Code of Ordinances, Part III – Land Development, Chapter 102 – Planning and Zoning, Article XX. – Planned Unit Development, Sec. 102-680, (e), (6), the applicant is responding to the following:

- A written statement generally describing the proposed PUD and the market which it is intended to serve and its demand showing its relationship to the city's comprehensive plan and how the proposed PUD is to be designed, arranged and operated in order to permit the development and use of neighboring property in accordance with the applicable regulations of the city.

Market

The proposed Planned Unit Development is intended to serve the growing population of Hopkins and provide dwelling units within one quarter of a mile of the future Blake Road Southwest LRT Station. It is anticipated with the proposed future LRT station that this site will be a regional draw for apartment-dwellers.

Trilogy will deliver an incredibly important development node along Blake Road, as envisioned in numerous planning documents, including the East Hopkins Land Use & Market Study, Blake Road Corridor Study and the Blake Road LRT Station Area Development Guidelines. This project will be an anchor for the LRT station and act as a catalyst for future development in the area. Many of the development recommendations outlined in the station area development guidelines are being realized within the proposed project. Here are just a few of the stated goals that will be supported by the project's site and building design:

Site Design:

- Create a connected, walkable, mixed-use, sustainable neighborhood, with a pedestrian-oriented and human-scale streetscape
- Improve safety and security with strategies such as greater security presence, improved lighting, and other practices such as CPTED (Community Policing Through Environmental Design)
- Pursue transit-oriented design that enhances multi-modal access, and provide for bicycle accommodations (racks, lockers, etc.) for businesses and residents.
- Add green space to soften the built environment that would allow for outdoor use year-round.
- Utilize landscaping and streetscape amenities to create stronger pedestrian district.
- Limit surface parking with new development encourage underground or structured parking

Neighborhood Diversity:

- Provide for a range of housing types and price points to meet the needs of people in all stages of life, with the design flexibility to accommodate changing lifestyle needs
- 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
- Strengthen the vitality of the area through increased density and mixed commercial and

residential uses

- Promote high-quality design
- Enhance a sustainable neighborhood by promoting energy efficiency and renewable energy
- Create opportunities to live, work, learn, play – the spectrum of elements for a healthy community

Sustainable Design:

- Improve water and environmental quality
- Incorporate sustainable development practices into new construction projects

Neighborhood vitality and livability:

- Multi-family housing amenities such as guest suites, work-from-home opportunities, 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
- The potential for commercial uses that enhance rather than compete with downtown Hopkins Mainstreet vitality
- Creative ways to support small cultural businesses that serve the community
- Convenience services (e.g. pet maintenance areas, bike repair, etc.), especially near the transit station
- Flexible space that can adapt as needs change
- Welcome developers and businesses that operate with equity principles of hiring and wages

Comprehensive Plan

The 2040 Comprehensive Plan Update – Cultivate Hopkins – guides this property as Activity Center. Activity Centers surround and support the planned Blake Road and Shady Oak light rail stations along the Southwest LRT Green Line Extension. These areas will include moderate density 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. The Activity Center areas are expected to experience significant reinvestment and redevelopment to absorb a substantial portion of the city's anticipated future growth.

Development in the Activity Center areas is expected to be medium to larger scale neighborhood and regional uses with an approximate mix of 75% residential and 25% commercial. Densities in these areas will typically range from 20-60 units per acre, with 75-150 units per acre within ¼ mile of an LRT station platform.

The proposed project illustrates a residential density that is consistent with the Activity Center guidance, but it falls short of the 2040 guidance for commercial space percentage. Site A will provide 2,000 sq ft of retail space along Excelsior Boulevard and Site B will provide 9,000 sq ft of retail space fronting Blake Road. Trilogy is responding to current market conditions that are more immediate than a comprehensive plan's land use guidance. The Retail Component Evaluation performed concluded that retail in this development is high-risk. The applicant is attempting to work with the City of Hopkins to address the retail desire, but also needs to be vigilant and not over supply the site. There are negative ramifications to continually vacant retail space. The applicant believes strongly that multi-family residential is highest and best use for this location. The constraints of the site are prohibitive to adding traditional retail space to the development.

The Applicant is responding to the 2040 comprehensive plan with an overall development project that supports the following stated goals:

- Encourage transit-oriented development (development that emphasizes pedestrian and bicycle connectivity and a broader mix of uses at densities that support transit) in areas with high quality transit service, especially within a quarter mile of light rail stations or high-frequency bus routes.
- Plan for appropriate amenities, high-quality design, pedestrian and bicycle facilities, and open space in high growth areas, particularly in the Neighborhood Center, Activity Center, and Downtown Center future land use categories or other areas in close proximity to transit.
- Encourage the transition of selected auto-oriented areas into Activity Centers, as defined and designated in the comprehensive plan.
- Improve pedestrian and bicycle access throughout the community, particularly in the Centers future land use categories as defined and designated in the comprehensive plan or other areas in close proximity to transit.
- Engage the community to explore how to increase the mix of housing types near transit corridors, parks, and the Centers future land use categories as defined and designated in the comprehensive plan.
- Encourage all new projects to have a positive relationship to the street by orienting main entrances to the front of the property, connecting the front door to the sidewalk, and reducing parking between the building and the street as much as possible.

Designed, Arranged, Operated

This project will not impede improvement of surrounding properties, and the PUD is designed and arranged to permit the orderly development and use of neighboring property in accordance with the applicable regulations of the City. The organization of the parcels within this development is specifically intended to create a walkable, transit-oriented community. The height and associated density of the project will provide housing to help meet City goals for increasing housing options in Hopkins along transit corridors. The proposed residential and retail uses are compatible with and will enhance the existing character of the area. High-density, mixed-use redevelopment of this site is consistent with City goals and, by being responsive to the land use policies for this area, the project will promote the orderly development of the Blake Road Corridor.

The contemporary, high-quality building design will be an attractive addition to the built environment along Excelsior Boulevard and the mix of uses will improve and activate the pedestrian realm. The proposed development will not be detrimental to or endanger the public health, safety, comfort or general welfare, and approving the PUD will allow a transit-oriented, mixed-use development that is consistent with the goals of City's comprehensive plan. Infill development on the underutilized site will have a positive effect on the health, safety and vitality of the area. The new construction will comply with all building and site development codes.