SHADY OAK STATION AREA

DEVELOPMENT STRATEGY

Cities of Hopkins & Minnetonka

SEPTEMBER 30, 2015

ACKNOWLEDGEMENTS

HOPKINS CITY COUNCIL, 2015

Gene Maxwell, Mayor
Molly Cummings
Jason Gadd
Kristi Halverson
Aaron Kuznia

HOPKINS ZONING AND PLANNING COMMISSION

Brian Hunke
Scott Kerssen
Matthew McNeil
Gary Newhouse
Mike Tait
Emily Wallace-Jackson
James Warden

HOPKINS CITY STAFF

Mike Mornson, City Manager
Kersten Elverum, Director of Economic Development & Planning
Meg Beekman, Community Development Coordinator
Nancy Anderson, City Planner
Steve Stadler, Public Works Director
Nate Stanley, City Engineer

MINNETONKA CITY COUNCIL, 2015

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Bob Ellingson, Ward 1
Tony Wagner, Ward 2
Brad Wiersum, Ward 3
Tim Bergstedt, Ward 4
Dick Allendorf, At Large
Patty Acomb, At Large

MINNETONKA PLANNING COMMISSION

Deborah Calvert
Brian Kirk
David Knight
Mark Magney
Sean O'Connell
Heather Odland
Jim Rettew

MINNETONKA CITY STAFF

Geralyn Barone, City Manager
Julie Wischnack, Community Development Director
Elise Durbin, Community Development Supervisor
Loren Gordon, City Planner
Will Manchester, Director of Engineering

CONSULTANT TEAM

Crandall Arambula PC, Prime Consultant
Don Arambula, Principal/Project Manager
Jason Graf, Associate/Project Coordinator
Brenda Payne, Graphic Coordinator

WSB, Transportation/Utlities Analysis
Jack Corkle
Tony Heppelman
Jacob Newhall
Chris Bounty

Maxfield Research, Market Analysis
Matt Mullins

SOUTHWEST LRT PROJECT OFFICE

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INTRODUCTION

PURPOSE

The purpose of the project is to create a development strategy for the Shady Oak Light Rail Transit (LRT) station area along the Southwest Light-Rail Transit (SW LRT) Extension, located in the cities of Hopkins and Minnetonka.

It builds upon previous planning work and formulates an articulated vision, zoning and implementation strategy that can be approved by both cities. The main components of the strategy include:

1. Development of vision and land use scenarios based upon previous planning work and the emerging concept of an 'Innovation District' employment emphasis
2. Development of a zoning district that is station-specific, transit oriented and supports sustainable development;
3. Identification of public realm elements; and
4. Project phasing and entitlement review to ensure coordination across city boundaries

BACKGROUND

The cities of Minnetonka and Hopkins, aside from sharing a municipal boundary, are quite different in residential and commercial character. The city of Hopkins is a four-square mile city of 17,591 residents just three miles west of Minneapolis. The city was incorporated in 1893, and continues to have a vibrant Mainstreet. The city of Minnetonka, incorporated in 1956, is located directly west of Hopkins, and has a population of 50,841. The city is fully developed, and has a strong employment base of over 47,000 people.

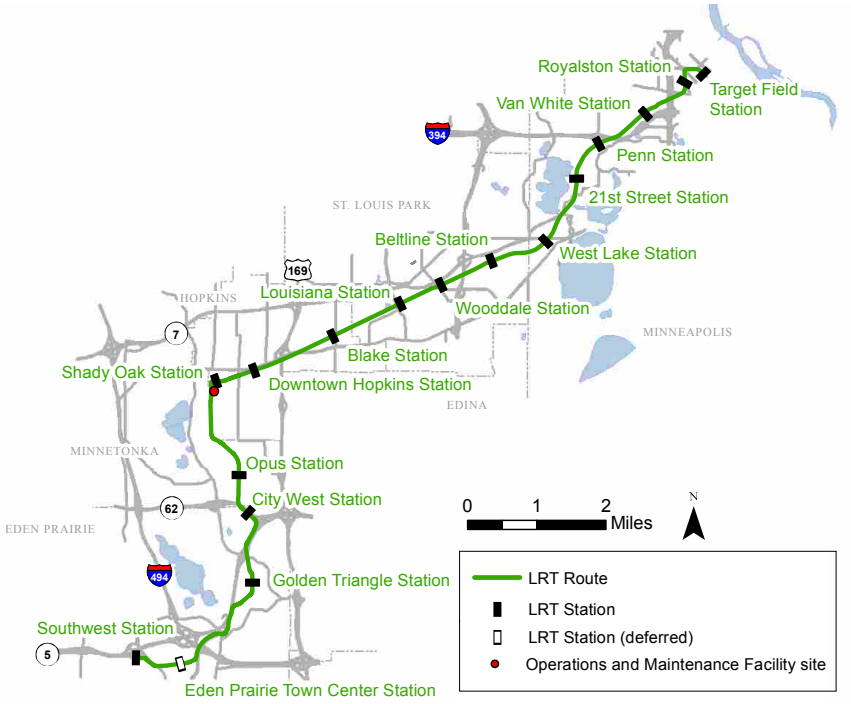
There is a good working relationship between the two cities and experience working together on projects. The cities, along with Hennepin County, have successfully collaborated previously on two earlier studies of the station area—including a 'high level' visioning plan and a plan that provides infrastructure recommendations for SW LRT opening day and long-term improvements.

The Shady Oak LRT station is one of 15 stations on the 14.5-mile SW LRT Extension, which will connect downtown St. Paul and Minneapolis to the southwest suburbs. Opening day of passenger service for the SW LRT Extension is anticipated in 2020. Heavy construction of the line is scheduled to begin in 2017.

Shady Oak Station will be located at the "bend" of the Southwest Light Rail (SW LRT) line where the tracks change from north- and southbound to east- and westbound, at the border of Hopkins and Minnetonka.

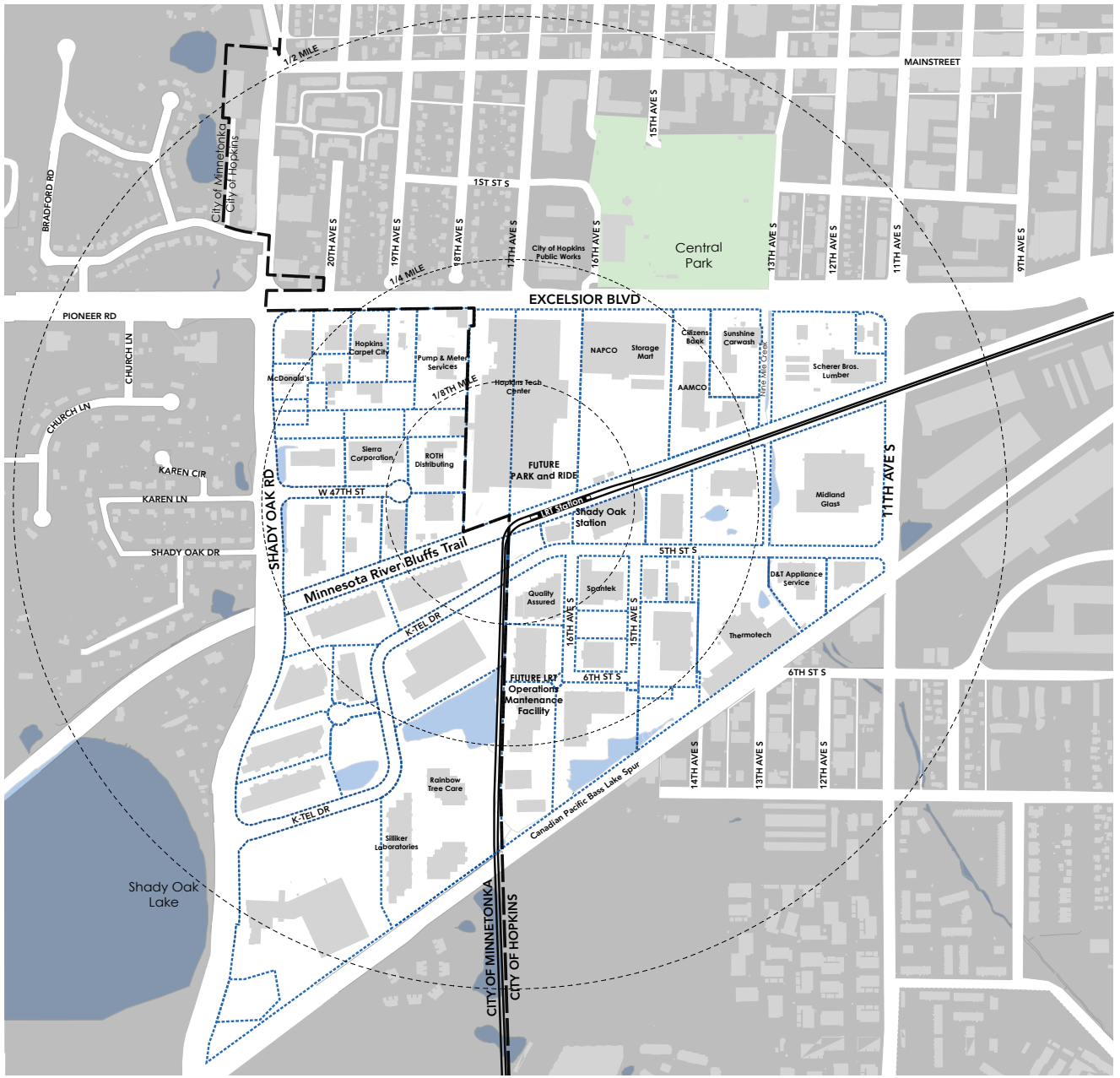
All Shady Oak Station facilities will be located within the city of Hopkins; however, the half-mile station area and 10 ¬minute walk shed encompasses both Hopkins and Minnetonka. The Shady Oak station is anticipated to serve local businesses and residents to the north of Excelsior Boulevard and west of Shady Oak Road, as well as Hopkins' Westbrooke neighborhood to the southeast of the station.

The station platform will be built along the existing Minnesota River Bluffs LRT Regional Trail, which is operated by the Three Rivers Park District. The trail property is owned by the Hennepin County Regional Rail Authority, which will continue to own the property once the SW LRT line is built. The station will be located approximately one quarter mile east of Shady Oak Road along the bicycle trail. There is currently no public access as it is today to the site beyond that provided by the trail.



STUDY AREA

- Cities Boundary
- Study Area Parcels
- SW LRT - Shady Oak Station
- SW LRT Alignment



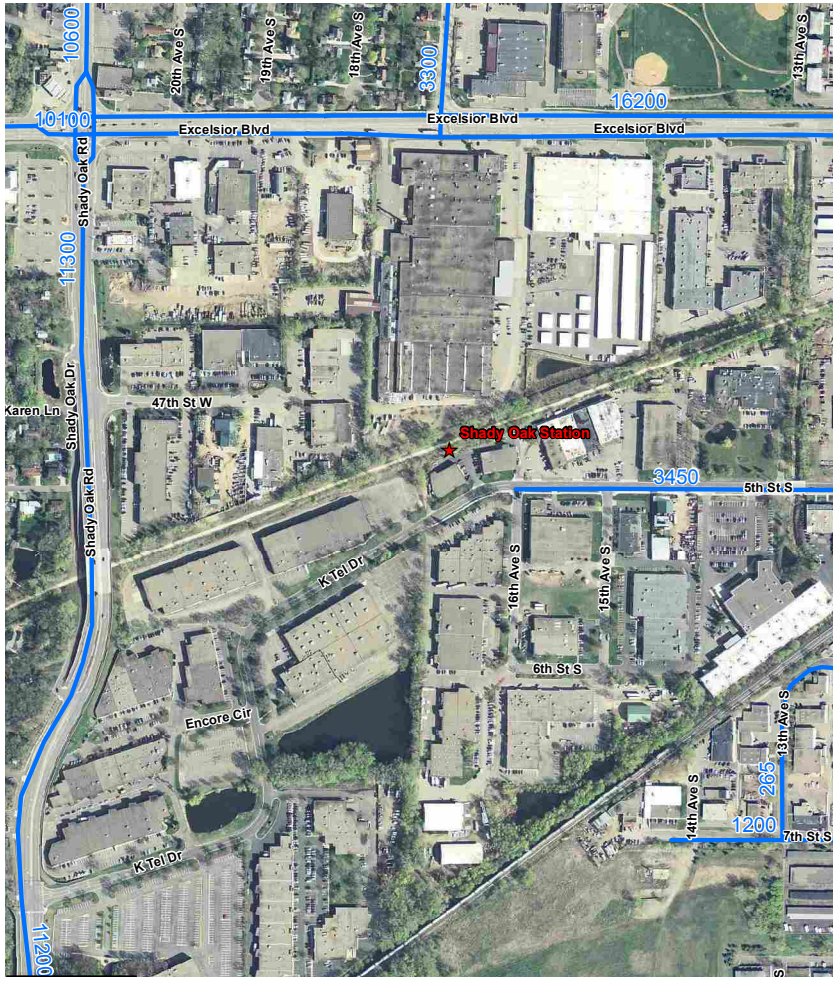
The station area is served by good regional motor vehicle access via Shady Oak Road and Excelsior Boulevard. The intersection of Shady Oak Road and Excelsior Boulevard has been improved recently to deal with congestion and safety issues brought about by the high volume of traffic in the area. Shady Oak Road is a four-lane, divided roadway to the south of Excelsior Boulevard, and is being upgraded north of Excelsior Boulevard. It runs north-south and links major connector highways such as Highway 62 to the south, and Highway 7 and Minnetonka Boulevard to the north. Excelsior Boulevard is a four-lane divided roadway that runs east-west from Hopkins through Minnetonka. It connects with Highways 169 and 100 to the east of Hopkins.

The LRT project will purchase the 15 acre Hopkins Tech Center parcel near the platform to construct a new north-south roadway extension of 17th Avenue South to access the platform as well as to accommodate a 700 space park and ride facility. To provide access from the south, the City of Minnetonka will fund a roadway extension of 17th Avenue South from the platform across the Minnesota River Bluffs Trail to K-Tel Drive. Also purchased and designed for the station area is the 20 acre SW LRT Extension Operation and Maintenance Facility (OMF) south of Fifth Street South.

The station area site is currently dominated by uses that are not transit-supportive, however because of the building age, use of the properties, and location, this area has seen interest in redevelopment for Transit-Oriented Development (TOD). Redevelopment however faces many challenges, including:

- Numerous property owners, parcel sizes— many without current auto access and as a result are 'land locked'
- Prevalent light industrial and warehouse uses; many of these are successful businesses and are not likely to redevelop in the next few years
- Possible environmental remediation because portions of sites are likely contaminated due to their history of industrial use
- Aging strip commercial development and other low-density retail uses are prevalent along arterials; these areas are pedestrian unfriendly and are auto-oriented, with substantial building setbacks and large surface parking lots

While the properties directly surrounding the future station site are commercial and industrial, most of the surrounding neighborhoods are residential.



PROCESS

The cities engaged the Crandall Arambula consultant team with national Transit Oriented Development (TOD) expertise and local knowledge to complete the area development strategy and zoning for the Shady Oak station area. The project was initiated on March 1, 2015 and completed on September 30, 2015. Key components of the work scope included:

- **Review of previously completed work**
- **Creation of Vision/Land Use Scenarios—**including development of alternatives and selection of a publicly supported preferred concept that provides a joint vision that can meet the varied needs of both communities
- **Assessment of Market Feasibility—**including input from local and national developers and experts, concerning the local market demand for proposed vision, type, and location of TOD supportive land uses in the Shady Oak station area
- **Development of Public Investment Analysis and Recommendations—** including more specific design details that were incorporated into the LRT engineering plans that were underway during this project process
- **Crafting of Zoning Regulations—**including draft station oriented permitted uses and design standards that include sustainability elements, a mix of uses, reduced parking requirements, and opportunities to foster collaborative and innovative spaces
- **Identification of Project Phasing—**including a series of phasing recommendations, estimated costs, and a 'business case' for the funding of street/utility improvements that will stimulate anticipated adjacent transit supportive development
- **Recommendations for Entitlements—**including a entitlement process in a code form that can be integrated into the cities codes
- **Facilitation of Public Engagement and Incorporation of Feedback—** the prime consultant conducted two public open houses—one at the beginning of the project to solicit feedback on the vision for the station area, and the other open house near the end of the project to present the recommendations. City staff conducted a joint study session of the Hopkins City Council and Minnetonka City Council and received feedback and direction on the station area vision, land use scenario, and market feasibility
- **Preparation of a Final Report—**including a summary of the work tasks, policymaker feedback and staff feedback to be adopted by both cities. The draft report was presented two times. The first presentation was a joint meeting of the Hopkins Planning Commission, Minnetonka Planning Commission, Minnetonka Economic Development Advisory Commission and the Hopkins City Council and the Minnetonka City Council. The second presentation was a public workshop in the city of Hopkins for public review and comment on the plan report.

VISION

OVERVIEW

INTENT

The following describes 'big picture' themes for the station area redevelopment and are consistent with the adopted vision for future growth in the next 30 years and the implementation strategies to support that vision of both the City of Hopkins' 2009 and the City of Minnetonka's 2008 Comprehensive Plans.

MOBILITY-ORIENTED DISTRICT

Building upon existing and planned assets such as the Minnesota River Bluffs Trail, a network of 'active transportation'—pedestrian and bicycle routes to the station will significantly increase transit ridership and reduce auto dependency, traffic congestion, and the need for parking.

By linking the station to the surrounding quarter mile walk (five minute) and one-mile bike ride (five minute) to existing residential neighborhoods with pedestrian friendly sidewalks and protected bike lanes, people will be able to access new transit supportive employment, commercial, and retail uses.

TRAILHEAD

At the confluence of two communities and at the crossroads of multiple transportation modes, the Shady Oak station provides an opportunity to emphasize both destination and departure functions.

A plaza will be constructed at the intersection of 17th and the park and ride entrance; it will serve as a focus of station area activities and a threshold between TOD and the station platform. A key plaza element will be a weather protected 'bike station' that includes a large amount of bicycle parking. This structure may include ancillary uses such as a café. It should serve as an anchor and focus of the station plaza. Additionally, the park and ride facility provides an important receiving point into the region-wide LRT. For LRT opening day, the design and location of the park and ride facility will accommodate surface commuter parking while minimizing its impacts. Mid to long-range phasing envisions conversion to a parking ramp, resulting in additional development opportunities and possible shared parking options.

INNOVATION DISTRICT

Establishment of unique and complementary 'innovation district' land uses will differentiate this station from other employment stations in Hopkins and Minnetonka or other Southwest Corridor communities.

The goal of the station area redevelopment will be to create a unique market niche that is based on emerging national trends for station area and urban development that positions the Shady Oak area to maximize benefits of its regional location and future transit access. The district will not be a corporate campus, instead it will give new start-ups, business incubators, and traditional employment enterprises the opportunity to build or lease corporate, clinical, other space in proximity to the wealth of intellectual capital and institutional knowledge of major employers such as Cargill or United Health Care that are already present along the SW LRT Corridor

AUTHENTIC CHARACTER

Unlike the adjacent campus-like development character of stations to the south, redevelopment of the Shady Oak Station is envisioned to embrace the station area's existing raw industrial character and build upon this asset as a distinct, authentic development theme.

FUNDAMENTAL CONCEPT

INTENT

The fundamental concept is a distillation of the key design ideas, physical elements and spatial relationships that have informed the development of land use and transportation framework elements of the Shady Oak Station Area Development Strategy.

LINKAGES

A successful Shady Oak Station will require the establishment of safe, direct, and convenient connections. All modes will be adequately served, with an emphasis on pedestrian and bicycle routes within a five minute trip of the station. The network consists of an urban street grid and multi-use trails. Not all routes will be the same. Hierarchies of routes have been established to create a more coherent station area, including the following fundamental elements:

Signature Street— The most important new street of this network will be the new 17th/K-Tel roadway which will link the areas north and south of the Minnesota River Bluffs Trail. This signature street will:

- Provide direct, safe and convenient access to light rail transit from the north and the south
- Establish a new 'front door' and focus for TOD within the station area
- Induce new drive-by traffic. Increased visibility is a necessary requirement for creating development interest for current 'backwater' sites
- Provide an alternative 'cut-through' commuting route. With additional development, more auto trips will be generated. This roadway will minimize traffic congestion on the existing busy Shady Oak Road and Excelsior Boulevard arterial streets and intersections
- Provide an attractive setting for adjacent development. The street will include special landscaping, lighting, and other streetscape elements that will signal that this street is special and important—a place worthy of investment

Neighborhood Connections— To maximize transit use, pedestrian and bicycle routes to surrounding neighborhoods have been identified. A loop of active transportation improvements is envisioned that knits the Shady Oak station to the Downtown Hopkins Station, Mainstreet, and other attractions and destinations. The connections include:

- The existing Minnesota River Bluffs LRT Regional Trail connection that will be preserved and strengthened. Improvements to the trail will include asphalt paving between the Shady Oak Station and the Downtown Hopkins Station at a minimum. Lighting at intersections and the station platform will be provided to improve safety.
- An additional paved multi-use trail connection will be provided along the north curbline of 5th Street South from the station platform to 11th Avenue. The existing trail along 11th to the Westbrooke neighborhood should be enhanced
- 17th/K-Tel will be designed as a complete street, including pedestrian friendly sidewalks and a protected bikeway. The improvements will extend at a minimum from Shady Oak Road to Mainstreet. North of Mainstreet, an extension to the existing regional trail system will be considered.

DESTINATIONS

Within the station area, there are land use assets that generate frequent daily or weekly trips. By serving existing assets by transit, auto usage can be minimized and duplication of successful uses can be avoided. The following are fundamental destinations:

Station Hub — The high density, mixed use development is envisioned for parcels in close proximity (± 1/8th mile) of the Shady Oak station. Uses will create an animated '18-hour' environment of activity surrounding the station platform. As result of having these 'eyes on the station', the transit platform will be safer at all times throughout the day. Hub uses will include:

- Station serving commercial and retail uses. The uses will provide transit patrons an opportunity to 'chain trips' offering goods and services such as a café, dry cleaner, or child day care facility—uses that they can use as they either arrive or depart the transit platform
- Include residential uses. Apartments and condominiums are envisioned for a full range of resident incomes

Hopkins Mainstreet — A wealth of retail shops, restaurants and entertainment venues exist within approximately a half mile trip north of the station platform.

- Rather than duplicate this function in the station area, linkages will be provided
- Transit riders offer a potential new clientele for existing Mainstreet businesses, if well connected

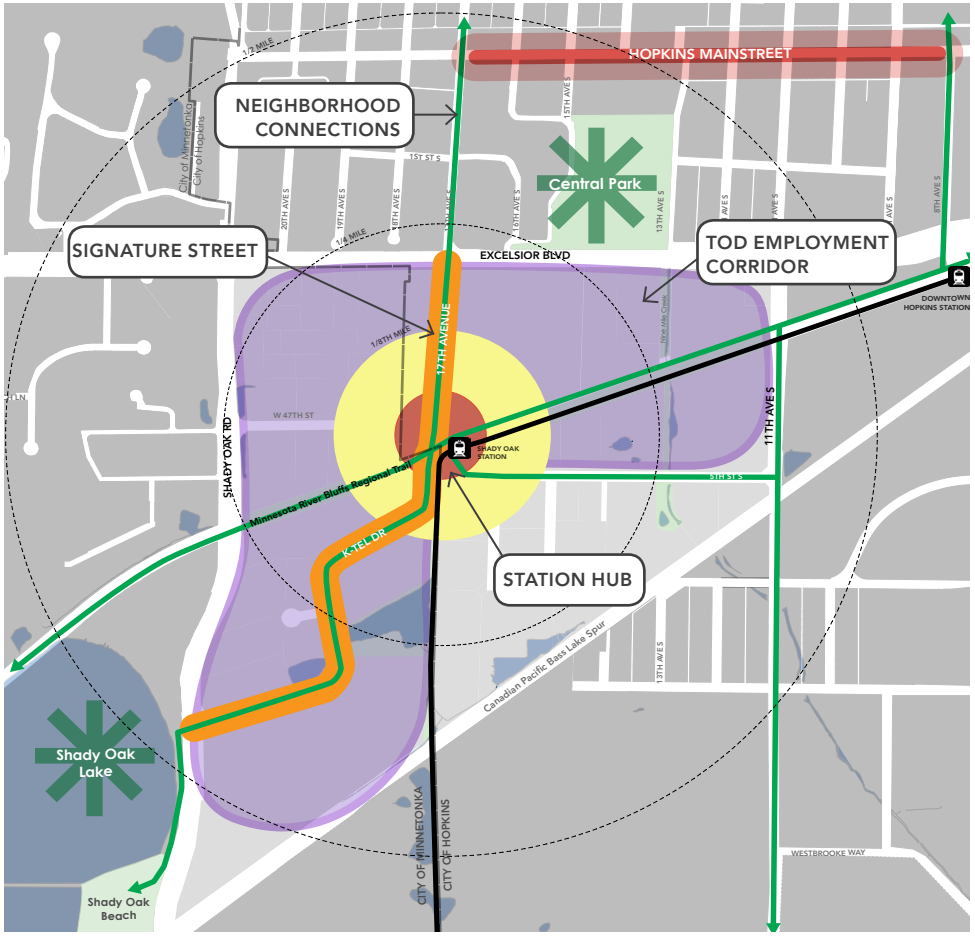
Shady Oak Lake/Beach and Central Park— both recreation facilities exist within approximately a half mile trip of the station platform. The parks:

- Provide an essential open space amenity for station area high density residential and employment uses
- Will need less parking. Transit access to the parks will serve as an auto alternative for those using the facilities from outside the station area, especially during high demand periods

TOD EMPLOYMENT CORRIDOR

Transit-oriented employment development will be oriented toward the 17th Avenue /K-Tel Drive signature street. The corridor will extend from Shady Oak Road to Excelsior Boulevard.

- Adaptive reuse of existing buildings or redevelopment will be fostered
- Employment intensity that will support the region's investment in light rail. Transit supportive residential, commercial and residential uses will also be fostered within the corridor
- Development is envisioned to be incremental rather than wholesale
- Existing uses will be allowed to remain at the discretion of the owner in perpetuity
- Redevelopment will not be auto-oriented
- Additional roadways and amenities, including a new public open space will be provided



SHADY OAK STATION AREA FUNDAMENTAL CONCEPT

SUBAREA BUILD-OUT

INTENT

The subarea build-out concept provides a future 5-10 year 'snap shot' of the Innovation District redevelopment within the 'Innovation North' and 'Station Hub' subareas north of the Minnesota River Bluffs Trail and 5th Street, including a partial redevelopment scheme for the LRT park and ride facility.

The long term redevelopment vision for the character, type, arrangement and intensity of land uses for other areas within the ½ mile station planning area would share many of these characteristics.

Viable Depiction— the plan and perspective illustrate a scheme that is at a development intensity that is realistic and economically feasible. It is based on factors that influenced the design, including:

- Minnetonka and Hopkins Comprehensive Plan's policy for the redevelopment of the Shady Oak area
- SW Corridor Light Rail preliminary engineering design of the light rail platform, park and ride, and operations and maintenance facility
- Fundamental requirements necessary to attract investors such as road infrastructure, public amenities, and parking ramps
- Fundamental TOD requirements for compact, mixed use station area design
- Essential active transportation elements that will ensure safe, direct and convenient neighborhood access to the station
- Sustainable design concepts such as solar collectors, wind turbines, and stormwater detention basins
- Development that includes a mix of repurposed, adaptive re-use of existing structures and new construction

Graphic Tool— the plan and perspective can be used to:

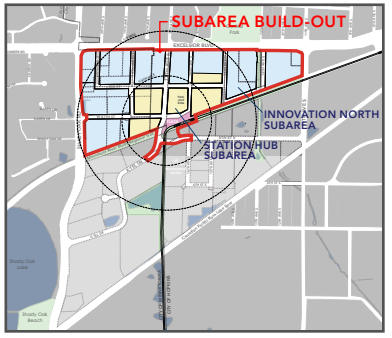
- Market the community's vision for station area development to potential investors
- Illustrate to elected officials and the general public the 'business case' for public investment in street and open space improvements necessary to stimulate desirable private investment

SUBAREA BUILD-OUT DEVELOPMENT SUMMARY TABLE [1]

Office	630,000 Square Feet [2]
Industrial	107,000 Square Feet [2]
Commercial/Services	195,000 Square Feet [2]
Retail	15,000 Square Feet [2]
Residential	1,250 Units
Parking	3,635 Spaces
Park and Ride	380 Spaces
Station Plaza	1 Acre
Innovation Open Space	2 Acres
Streets	8,600 Linear Feet

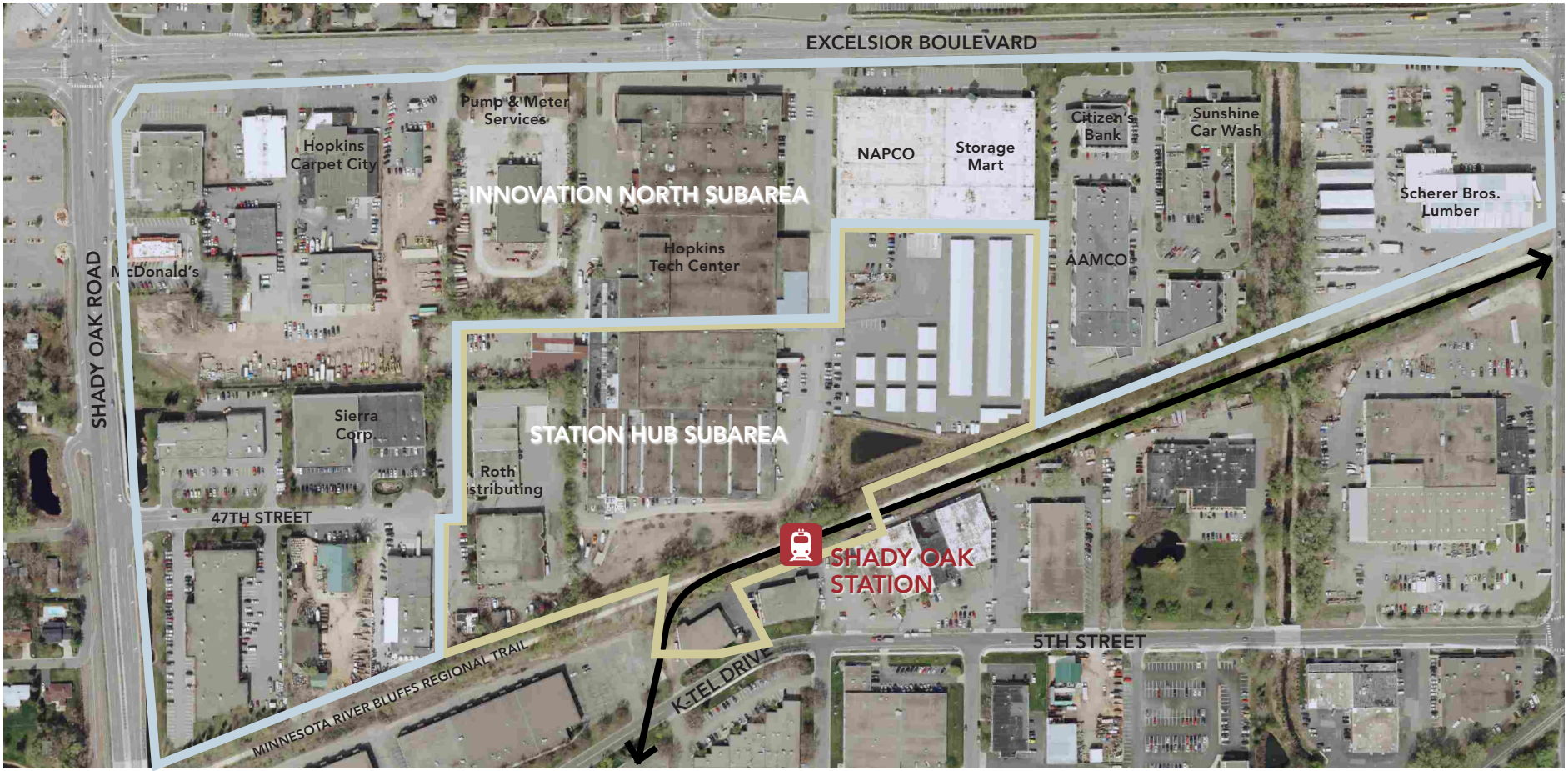
[1] Innovation North and Station Hub Subareas Only

[2] Total represents approximate gross building floor area



KEY

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



SHADY OAK 'INNOVATION NORTH' AND 'STATION HUB' SUBAREAS — (2015)

EXISTING DEVELOPMENT SUMMARY TABLE

Land Use	Area (Acre)	Area (Square Feet)	Building Area (Square Feet)	Residential (Units)	Parking
INDUSTRIAL	48	2,100,000	720,000	----	490
COMMERCIAL SERVICES	22	960,000	255,000	----	570
RESIDENTIAL	0	0	0	0	0
INFRASTRUTCURE/OPEN SPACE	2	85,000	---	---	---
EXISTING TOTAL	**72**	**3,135,000**	**975,000**	**0**	**1,060**

EXISTING INFRASTRUCTURE/OPEN SPACE SUMMARY TABLE

Infrastructure/Open Space	Area (Acre/Linear Feet)	Area (Square Feet)
STREETS	1/715	45,000
NINE MILE CREEK	1	40,000
EXISTING TOTAL	**2**	**85,000**

SHADY OAK 'INNOVATION NORTH' AND 'STATION HUB' SUBAREAS — (2025)

BUILD-OUT DEVELOPMENT SUMMARY TABLE

Land Use	Area (Acre)	Area (Square Feet)	Building Area (Square Feet)	Residential (Units)	Parking (Spaces)
NEW OFFICE	17.5	765,500	630,000	---	1,575
EXST. INDUSTRIAL	8.25	360,000	107,000	---	135
EXST. COMMERCIAL SERVICES	12	525,000	195,000	---	585
NEW RETAIL	.75	32,500	15,000	---	90
NEW RESIDENTIAL	12.5	545,000	1,400,000	1,250	1,250
INFRASTRUCTURE/OPEN SPACE	21	910,000	---	---	380
BUILD-OUT TOTAL	**72**	**3,138,000**	**2,347,000**	**1,250**	**4,015**

BUILD-OUT INFRASTRUCTURE/OPEN SPACE SUMMARY TABLE

Infrastructure & Open Space	Area (Acre/Linear Feet)	Area (Square Feet)	Parking (Spaces)
EXISTING STREETS	1/715	45,000	
NEW STREETS	11/7885	476,500	
NEW STATION PLAZA	1	43,500	
EXISTING NINE MILE CREEK	1	40,000	
NEW INNOVATION OPEN SPACE	2	87,000	
NEW PARK AND RIDE	5	218,000	380*
BUILD-OUT TOTAL	**21**	**910,000**	380*

* 380 park and ride spaces are shown- Metropolitan Council has designated 270 as permanent park and ride spaces

LAND USE FRAMEWORK

OVERVIEW

The Land Use Framework primarily describes the future development of the Shady Oak station area. It has an emphasis, in terms of focus and detail, on land located within a half mile radius of the Shady Oak Station that extends east into Hopkins and west into Minnetonka.

The proposed development districts will inform anticipated revisions to both Cities's zoning ordinances.

Innovation District Concept— While in the past, some of the most innovative regions have largely been suburban corridors of spatially-isolated corporate campuses (e.g., Silicon Valley), a new form of innovation has emerged based on an integration of anchor institutions, key companies, start-ups, business incubators, and accelerators.

Districts tend to be physically compact, transit-accessible, and offer a mix of housing, offices, and retail. These types of districts are still considered an early trend. They are based on economic, social and physical "networks" which foster a creative, risk-taking culture that facilitates ideas and accelerates commercialization.

Innovation District Examples— the best model for Shady Oak may be a mash-up of two emerging innovation redevelopment themes:

- For areas north of the Minnesota River Bluffs Trail, a theme that is described as **"Reimagined Urban Areas"** - industrial or warehouse districts that are undergoing physical and economic transformations. These changes are being powered by transit access, historic building stock, and proximity to downtowns and anchor companies. Examples include areas such as Denver's River North (RiNo) District, Portland's Central Eastside, Seattle's South Lake Union area, or St. Louis's Cortex District.
- For areas south of the trail, a second theme described as an **"Urbanized Science Park"** - commonly found in suburban and exurban areas where traditionally isolated and sprawling business park areas of innovation are urbanizing through increased density and infusion of new uses may be more applicable. North Carolina's Research Triangle, for example, has recognized that its isolated car-dependent environment has not been successful in attracting young talent. A recently completed master plan calls for the creation of a central district, the addition of up to 1,400 multi-family housing units, retail, and potential light rail transit.
- While innovation districts take a number of different forms, the key tenants include transit accessibility and mix of uses. These tenets, in and of themselves, do not guarantee success. The fundamental goal of the Land Use Framework is to identify marketable uses combined with the creation of a physical environment conducive to innovation.

Development Target Summary

Long term development within the districts was based on the following assumptions:

- Office uses calculated at 0.5 Floor Area Ratio (FAR)
- Retail/commercial/services uses calculated at 0.5 FAR except within the Station Hub where 15,000 square feet was assumed within mixed-use development projects near the station platform
- The Metropolitan Council identified 270 permanently designated park and ride spaces
- Park area was determined as part of the five to ten year 'build-out'
- Plaza area was identified as part of the SW LRT Project Office- 30% SWLRT design plans

DISTRICTS

The land use framework diagram illustrates the new development patterns and identifies the types of station area uses.

On many parcels, a mix of vertical uses is suggested. Where parcels contain a vertical mix of uses, the most likely predominant land use is indicated. Predominant uses have been sited and categorized into 'subareas' to:

- Maximize development potential based upon existing adjacent uses adjacencies and site attributes
- Maximize utilization of existing and planned improvements such as stormwater lines or other utilities
- Address development agreements between the Cities, SW Light Rail, or others
- Respond to a conceptual short term and long term phasing strategy
- Provide flexibility to respond to possible changing market conditions. In some instances, multiple uses are appropriate
- Address policy decisions for development outside the planning area. In particular, the desire to complement, preserve, and strengthen the historic Downtown Hopkins Mainstreet

The station area includes the following districts:

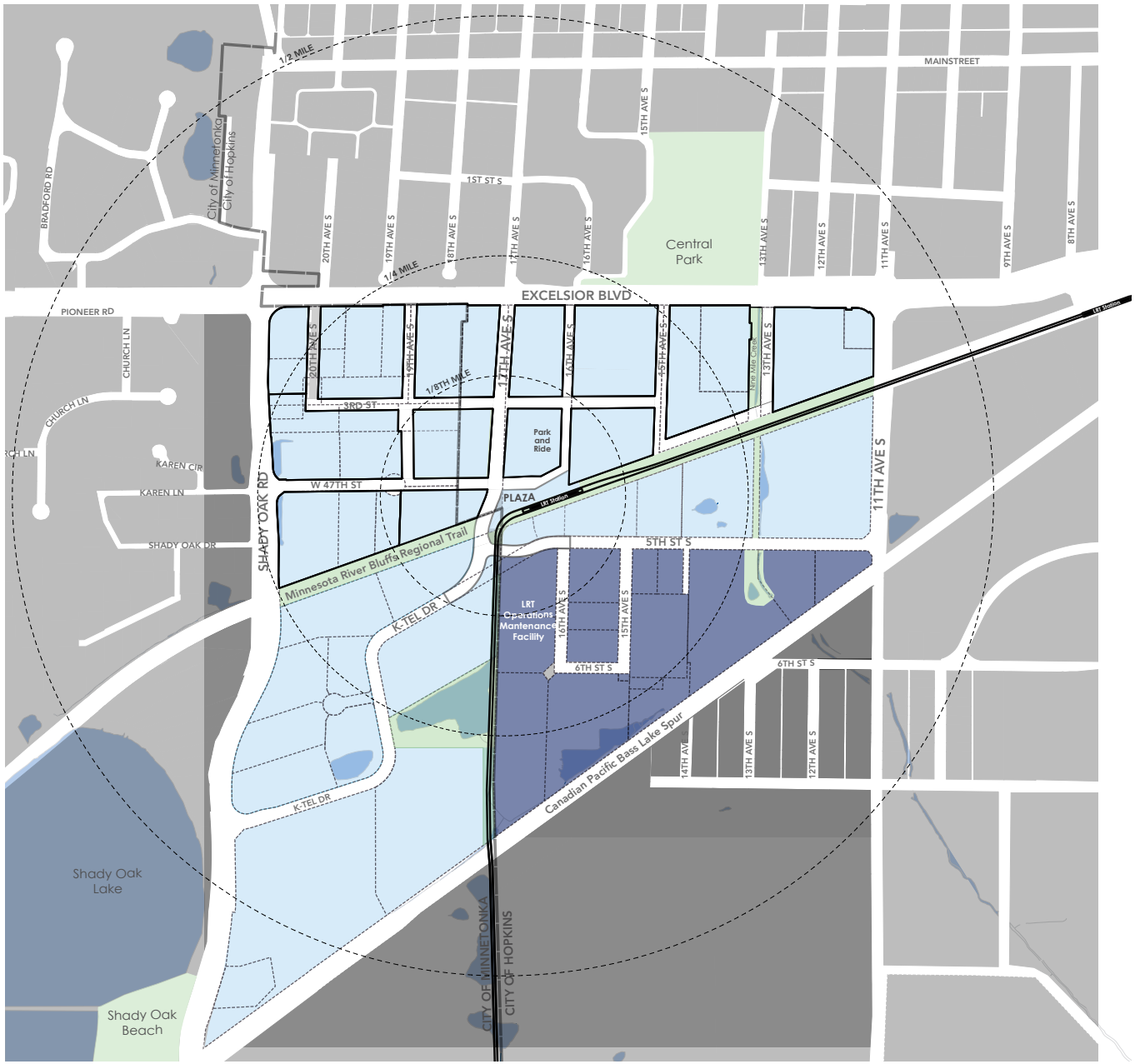
1) **Innovation District**
2) **Urban Industrial District**

LAND USE DISTRICTS

- Innovation District
- Urban Industrial District

DEVELOPMENT TARGET SUMMARY	
INNOVATION DISTRICT	
Office	2,000,000 Square Feet*
Retail/Commercial/Services	410,000 Square Feet*
Residential	1,250 Units
Parking	7,285 Spaces
Park and Ride	270 Spaces
Park	2 Acres
Plaza	1 Acre
URBAN INDUSTRIAL DISTRICT	
Industrial	445,000 Square Feet*
Parking	1,000 Spaces

* Total represents approximate gross building floor area



INNOVATION DISTRICT—SUBAREA NORTH

The subarea is substantial in size: it extends from the Minnesota River Bluffs Trail at the south, to Excelsior Boulevard on the north, and between Shady Oak Road on the west and 11th Avenue on the east. The subarea includes parcels in both cities of Minnetonka and Hopkins

The subarea provides room for office start-ups, business incubators, and accelerators and a limited amount of complementary retail and service development.

The subarea has the following essential real estate site criteria for innovation development concepts:

Proximity—fronting major arterials, the blocks are close to the Hopkins Mainstreet and have direct access to other anchor institutions such as the Cargill campus by either light rail or auto commute

Good visibility— the sites are located adjacent to the busy major arterial roadway. Today, Excelsior Boulevard provides over 16,000 daily drive-by trips and over 11,000 daily drive-by trips on Shady Oak Road

Access— the sites can be easily accessed from existing intersections at 17th and 47th Street. Additional right-in right out (minimum) access points are anticipated as part of a local street grid for intersections at 19th, 15th and 14th Avenues, and possibly 3rd Street or 20th Avenue

Prominent Address— office mixed-use buildings can capture the benefits of multiple 'front door' addresses along the existing Excelsior Boulevard and Shady Oak Road and the future 17th Avenue signature street

Amenity— a green space, located within the street grid provides a 'window' into the redevelopment area, serves as an organizing element for surrounding office development, and gathering place for employees, residents and visitors

GENERAL DEVELOPMENT CHARACTER—

Orientation— Development will front the new street grid creating a more urban street edge that defines and creates a more pedestrian friendly public realm. Primary building access will be from the street, green spaces or pedestrian corridors not from parking lots, sky bridges, or parking ramps

Form and Massing— Buildings should be urban, covering a majority of development parcels—a minimum 0.5 floor area ratio (FAR) will be prescribed. Generally buildings should range from one story to six stories in height for the majority of the sub area. Along 17th, a minimum 1.0 floor area ratio should foster a more urban condition

Efficient Parking— with the presence of light rail, parking will be limited to accepted industry standards: for office development (maximum of 3 spaces per 1000 square feet); for commercial/retail (2.5 spaces per 1000); and residential (1 space per unit). Fewer spaces or shared parking will be fostered. Parking ramps are likely required to serve the anticipated intensity of development. They should be sited to conveniently serve multiple buildings while providing direct access to existing arterials to minimize internal street traffic congestion.

Where parking lots are built, parking will be required to be located behind or to the side of buildings. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment will be required. For all development projects bicycle parking will be maximized. Minimum bike parking standards will be in excess of current City of Minnetonka and Hopkins standards. Ground floor, street accessible, long term bike parking rooms will be required for all new development or major renovation projects

Sustainability— adaptive reuse, renovation, expansion and repurposing of existing structures should be encouraged. Maximizing the imbued energy and materials of these buildings is a key component of sustainability objectives of the project. Other sustainable practices such as the incorporation of solar panels, wind turbines, and use of green roofs or bioswale green street practices should be encouraged. LEED certification should not be required but should be promoted

Permitted and Conditional Uses— For redevelopment proposals, prohibited uses will generally include those that are auto-oriented. Warehousing, storage, or uses that compete with other identified sub-areas such as Station Hub transit serving retail will be prohibited. Manufacturing or assembly uses will be permitted, but limitations on uses that may create adverse impacts—noise, air quality, etc. will be identified

Open space general function, location, size and use of open spaces will be prescribed. Public parks will be required of adequate size and design to serve nearby employees. Recreational facilities such as courts or playfields should be discouraged, instead facilities that promote areas for lunch a break, or other employee activities should be fostered

INNOVATION DISTRICT—SUBAREA NORTH

Innovation Subarea (North)

Innovation Park

SUBAREA DEVELOPMENT TARGET SUMMARY	
Office and Industrial	905,000 Square Feet*
Commercial/Services	395,000 Square Feet*
Parking	3,250 Spaces
Innovation Park	2 Acres

* Total represents approximate gross building floor area

INNOVATION DISTRICT—SUBAREA SOUTH

The subarea is substantial in size: it extends from the Minnesota River Bluffs Trail at the north to the Canadian Pacific Bass Lake Spur freight rail line on the south, and between Shady Oak Road on the west and future light rail trackway on the east. The subarea includes parcels in the city of Minnetonka only.

The subarea provides a considerable amount of parcels for redevelopment, over time, for transit supportive high density residential, office and a limited amount of complementary retail and service development while maintaining existing industrial, warehousing and manufacturing functions.

Currently the subarea does not have the characteristics that would engender innovative uses, however in the long term after light rail has been built and development has largely been achieved in the Innovation North Subarea, this subarea will become ripe for new investment.

Within 5-10 years the subarea will possess the following essential real estate site criteria for innovation development concepts:

Proximity—redevelopment sites have direct access to the Imris corporate headquarters

Good visibility and Prominent Address — as noted previously, the new signature street will induce considerable new through traffic which will be beneficial for uses that demand greater exposure. With this increased exposure, development sites will have greater investor interest

Access— the sites can be easily accessed from the west at an existing signalized intersection at Shady Oak Road and from 5th Street to the east

Amenity— the proximity to the Shady Oak Beach may attract residential development interest. Over time, should the subarea experience a significant increase in residential development, a public park, possibly associated with one of the existing ponds should be built to serve this population

GENERAL DEVELOPMENT CHARACTER—

Due the relatively new age and quality of existing industrial structures, considerable more renovation, adaptive reuse, and repurposing of existing buildings rather than new development may occur within this subarea.

Incremental infill will also be viable within this subarea because most parcels are developed at a very low density. The large parking lots and underutilized landscape areas provide opportunities for intensification while preserving the existing structures. Where redevelopment or infill should occur, the following characteristics will be required:

Orientation—Development will front the existing streets to create a more urban street edge that creates a more pedestrian friendly public realm. Primary building access will be from the street rather than directly from internal parking lots, sky bridges, or parking ramps

Form and Massing— Buildings should be urban, covering a majority of development parcels—if a site is redeveloped, a minimum 0.5 floor area ratio (FAR) will be prescribed. Generally buildings should range from one story to six stories in height for the majority of the sub area

Efficient Parking— with the presence of light rail, parking will be limited to accepted industry standards: for office and industrial development (maximum of 3 spaces per 1000 square feet); for commercial/retail (2.5 spaces per 1000); and residential (1 space per unit). Fewer spaces or shared parking will be fostered. Where parking lots are built, parking will be required to be located behind or to the side of buildings. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment will be required. For all development projects bicycle parking will be maximized. Ground floor, street accessible, long term bike parking rooms will be required for all new development or major renovation projects

Sustainability—adaptive reuse, renovation, expansion and repurposing of existing structures should be encouraged. Maximizing the imbued energy and materials of these buildings is a key component of sustainability objectives of the project. Other sustainable practices such as the incorporation of solar panels, wind turbines, and use of green roofs or bioswale green street practices should be encouraged. LEED certification should not be required but should be promoted

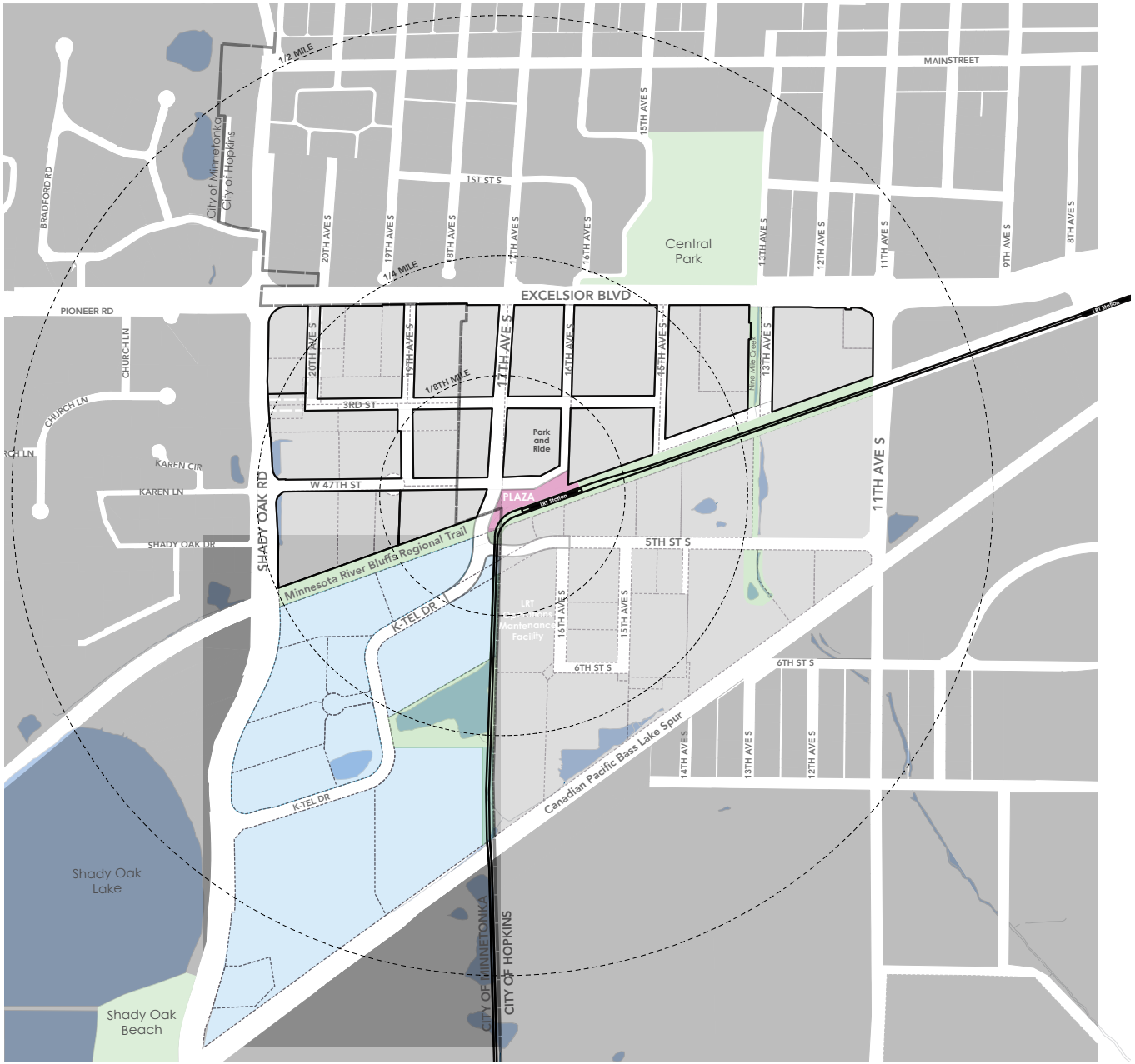
Permitted and Conditional Uses— For redevelopment proposals, uses that are auto-oriented will be prohibited. Development of new or expansion of existing warehousing and storage uses will be prohibited. Manufacturing or assembly uses will be permitted, but limitations on uses that may create adverse impacts—noise, air quality, etc. will be identified

INNOVATION DISTRICT—SUBAREA SOUTH

Innovation Subarea (South)

SUBAREA DEVELOPMENT TARGET SUMMARY	
Office and Industrial	**1,095,000 Square Feet***
Parking	**2,740 Spaces**

* Total represents approximate gross building floor area



INNOVATION DISTRICT—STATION HUB SUBAREA

The subarea is the most compact in size of all the subareas: It generally surrounds the future light rail station north of the Minnesota River Bluffs Trail and includes parcels south of the trail along 5th Street, generally west of 15th Avenue.

The subarea provides room for high density residential development and or office start-ups, business incubators, and accelerators. Transit and district employee-serving retail and service development will be required for ground floor development surrounding the station plaza.

Station area and recent SW LRT corridor housing market analysis indicates that residential development is the most viable development segment in the short term for the entire Twin Cities market area. To capitalize upon this burgeoning market segment, housing development will be encouraged to occur before or concurrently with light rail construction.

The subarea has the following essential real estate site criteria for innovation development concepts:

Proximity—fronting light rail and in proximity to employment uses, this subarea will be one the SW LRT's best residential development opportunities.

Good visibility— the sites are located adjacent to the future signature street

Amenity— the proximity to the station retail, Central Park, Shady Oak Beach, and the station plaza will attract residential development interest. Over time, should the subarea experience a significant increase in residential development, an additional public park, possibly associated with one of the existing ponds should be built to serve the residents. Incorporation of active recreation features such playgrounds, courts or play-fields would be necessary to attract families.

GENERAL DEVELOPMENT CHARACTER—

New development will occur within this sub area. Located at the trailhead to and from light rail, the subarea will set the bar for the entire station area. The perceptions of the entire district will largely be defined by buildings that are constructed here. To provide a positive experience and image, the development must be welcoming, pedestrian-friendly, and compatible with surrounding subarea context

The following characteristics will be required:

Orientation—Development will front the existing and new streets to create an urban street edge that creates a more pedestrian friendly public realm. Primary building access will be from the street rather than directly from internal parking lots or parking ramps

Form and Massing— Buildings should be urban, covering a majority of development parcels—when a site is redeveloped, a minimum density of 60 dwelling units per acre or a 0.5 FAR for commercial/retail development will be prescribed. Generally buildings should range from two to six stories in height for the majority of the sub area

Efficient Parking— with the presence of light rail, parking will be limited to accepted industry standards: for office and industrial development (maximum of 3 spaces per 1000 square feet); for commercial/retail (2.5 spaces per 1000); and residential (1 space per unit). Fewer spaces or shared parking will be fostered. Where parking lots are built, parking will be required to be located behind buildings. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment will be required. For all development projects bicycle parking will be maximized. Minimum bike parking standards will be in excess of current City of Hopkins standards. Ground floor, street accessible, long term bike parking rooms will be required for all new development or major renovation projects

Sustainability—Sustainable practices such as the incorporation of solar panels, wind turbines, and use of green roofs or bioswale green street practices should be encouraged. LEED certification should not be required but should be promoted

Permitted and Conditional Uses— prohibited uses will generally include those that are auto-oriented. For the subarea, a maximum of 50,000 square feet of retail will required to avoid competing with Hopkins Mainstreet

INNOVATION DISTRICT—STATION HUB SUBAREA

Station Hub (Residential & Retail) Subarea

PLAZA Station Plaza

SUBAREA DEVELOPMENT TARGET SUMMARY	
Retail	15,000 Square Feet*
Residential	1,250 Units
Parking	1,295 Spaces
Park and Ride	270 Spaces
Station Plaza	.75 Acre

* Total represents approximate gross building floor area

EIGHTH MILE 0 660' | QUARTER MILE 1,320' | HALF MILE 2,640'

URBAN INDUSTRIAL DISTRICT

The district is substantial in size: it is generally located below 5th Street and west of 11th Avenue. The district extends to the Canadian Pacific Bass Lake Spur freight rail line on the south, to the future light rail trackway on the west, and 11th Avenue on the east. The district includes parcels only in the City of Hopkins.

Along 5th Street, the district provides some parcels for redevelopment over time for transit supportive office, and a limited amount of complementary retail and service development. However, industrial, warehousing and manufacturing functions are envisioned to largely remain within most of the district.

GENERAL DEVELOPMENT CHARACTER—

Due the nature of industrial development a greater auto and truck orientation will occur in this district. Nevertheless, site improvements that enhance the pedestrian environment and foster safe and direct access to light rail will required for any new or major renovation project.

Where redevelopment or infill should occur, the following characteristics will be required:

Orientation—Development will front the existing streets to create a more urban street edge that creates a more pedestrian friendly public realm. Primary building access will require at least one entrance directly accessible the street rather than directly from internal parking lots

Efficient Parking— with the presence of light rail, parking will be limited to accepted industry standards: for office and industrial development (maximum of 3 spaces per 1000 square feet); for commercial/retail (2.5 spaces per 1000). Fewer spaces or shared parking will be fostered. Where parking lots are built, parking will be required to be located behind or to side of buildings. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment will be required. For all development projects bicycle parking will be maximized. Minimum bike parking standards will be in excess of current City of Hopkins standards. Ground floor, street accessible, long term bike parking rooms will be required for all new development or major renovation projects

Sustainability—adaptive reuse, renovation, expansion and repurposing of existing structures should be encouraged. Maximizing the imbued energy of the materials of these buildings is a key component of sustainability objectives of the project. Other sustainable practices such as the incorporation of solar panels, wind turbines, and use of green roofs or bioswale green street practices should be encouraged. LEED certification should not be required but should be promoted

Permitted and Conditional Uses— For redevelopment proposals, uses that are auto-oriented will be permitted. Development or expansion of new warehousing and storage uses will be permitted. Manufacturing or assembly uses will be permitted, but limitations on uses that may create adverse impacts—noise, air quality, etc. will be identified.

URBAN INDUSTRIAL DISTRICT

Urban Industrial District

SUBAREAS DEVELOPMENT SUMMARY TABLE	
Industrial	**445,000 Square Feet***
Parking	**1000 Spaces**

* Total represents approximate gross building floor area

CIRCULATION FRAMEWORK

OVERVIEW

The Transportation Framework identifies the location and describes the future design character for key station access routes. It has an emphasis, in terms of focus and detail, on 'complete street' multimodal connections located within a half mile radius of the Shady Oak station.

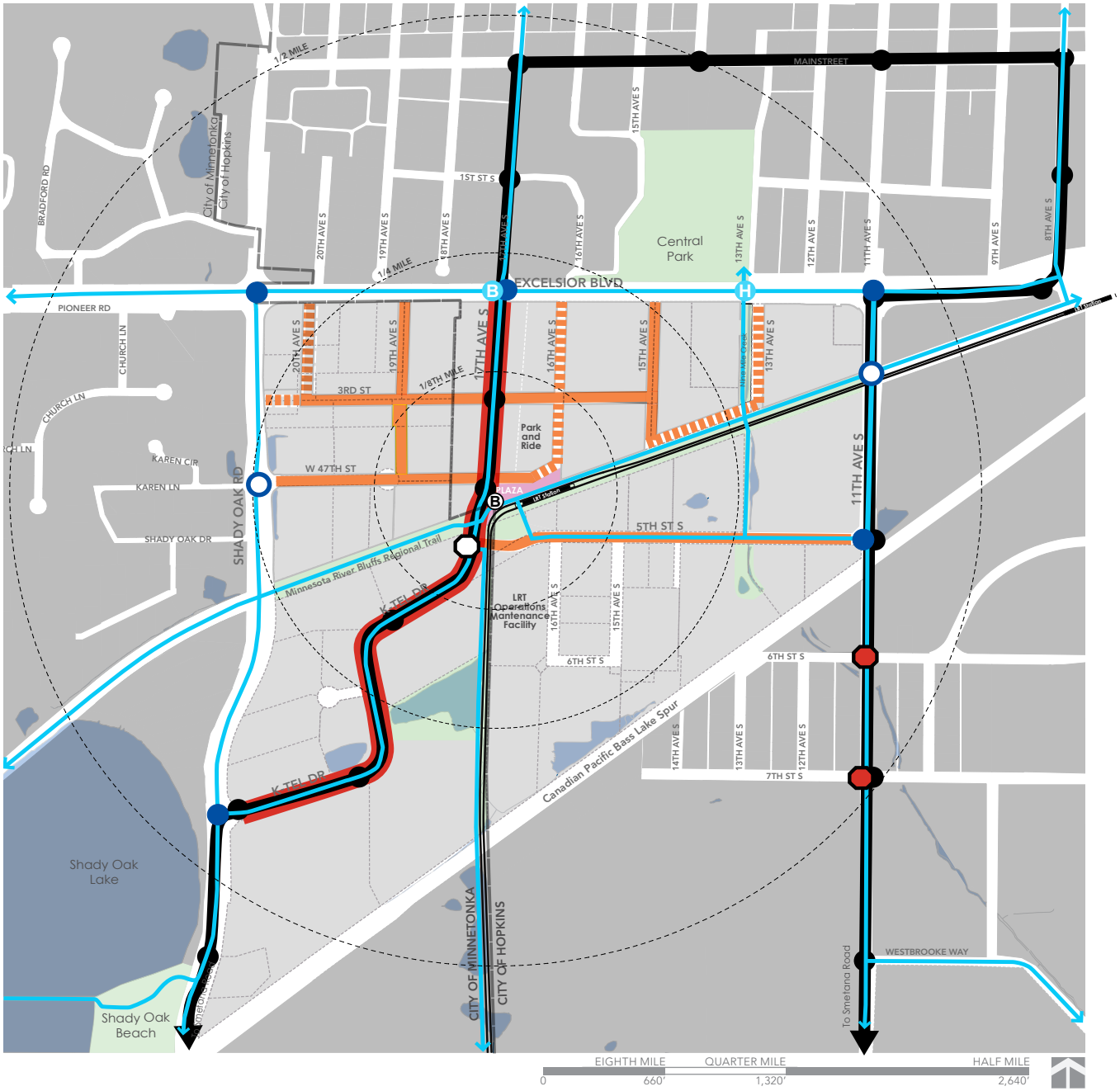
Recommendations on the location and configuration of automobile, bus, pedestrian and bicycle access to the light rail station are identified. The framework includes:

- **Roadway hierarchy —** the circulation diagram prescribes a street network of a 'Signature Street', 'Primary (fixed) Streets', and 'Secondary Streets', which are more flexible in location and design. While not prescribed in location or design, these Secondary Streets are not optional, they must be provided as part of future development proposals to improve station access and establish a framework for transit oriented development
- **An emphasis on 'active transportation'—** pedestrian and bicycle circulation systems as a means to reduce auto dependency, traffic and parking impacts; maximize light rail transit investment, and foster health benefits
- **A bus shuttle route—** because the station is locate outside a comfortable walking distance (1/4 mile) from the majority of existing residential areas, schools, and the Hopkins Mainstreet, a bus shuttle route and stop locations have been identified as an additional means to providing necessary frequent and dependable service to key destinations— within a reasonable timeframe. The shuttle will be invaluable for those who are physically challenged or those who would prefer not to walk or cycle in inclement weather or at night

COMPLETE STREETS

CIRCULATION FRAMEWORK

- Signature Street
- Primary Streets
- Secondary Streets
- Neighborhood Connections (Active Transportation)
- SW LRT Alignment
- Proposed Shuttle Route and Stops
- Existing Traffic Signal
- Traffic Signal
- Bike Signal
- Pedestrian Activated Signal (HAWK)
- Existing Stop Sign
- Stop Sign
- Bike Station



NEIGHBORHOOD ACTIVE TRANSPORTATION CONNECTIONS

For the station area to see a transfer of a significant number of current and estimated future daily commuting trips away from autos to walking and cycling, it is essential that well designed safe and direct active transportation routes be established. The benefit of these active transportation routes is reduced auto congestion, enabling a parking requirement reduction for future development, and an increase in transit boardings at the Shady Oak Station.

The circulation framework includes direct, convenient, and safe five minute (one mile) bicycle access routes that provide for essential neighborhood connections.

The Active Transportation Concept prescribes:

- Routes that are intended to build upon existing multi-use Minnesota River Bluffs, Shady Oak and 11th Avenue trails.
- Future routes that will also provide linkages to adjacent neighborhoods and incorporate planning concepts for future facilities such as the future 8th Avenue ARTERY enhancements
- Coupled with bicycle facilities, enhanced pedestrian sidewalks and crosswalks to foster walking within a quarter mile of the station and for those willing to travel further distances.

BICYCLE AND PEDESTRIAN ENHANCEMENTS

The Station area is designed to include premium 'active transportation'—pedestrian and bicycle transportation facilities.

Protected bike lanes— serve primarily a commuting function. They are physically separated by a combination of parked cars, landscaping, bollards, raised curbs, or other vertical elements from the roadway traffic. Protected bike lanes attract riders that do not typically ride on the street with auto traffic because of safety concerns. When implemented as a complete network they can significantly increase bike ridership within the station area. Protected bike lanes are proposed:

- Along the west side of the 17th Avenue/K-Tel Drive signature street from 5th Street to Excelsior Boulevard. A 10' wide bi-directional facility will be provided; south of 5th Avenue, the protected bike lane would transition to a multi-use trail
- North of Excelsior, an 10' wide bi-directional facility with a 2' extruded curb (adjacent to the southbound travel lane) will continue on the west side of the roadway. A bicycle signal phase will be added to provide a safe crossing at this busy intersection. The protected bike lane should continue north along 17th Avenue past Mainstreet and connect to the regional multi-use trail crossing between Third and Fourth Street

Multi-use Trails— serve both a recreation and a commuting function. Where sidewalks do not exist, they will also provide access to businesses and residences. A number of combined pedestrian and bicycle routes currently exists; expansion of these routes is planned to create a network. When adjacent to arterial roadways, new trails will be physically separated from the travel lanes by a landscape buffer which eliminates conflicts with autos. New multi-use trails (10-12 foot wide paved surfaces) or enhancements are provided for:

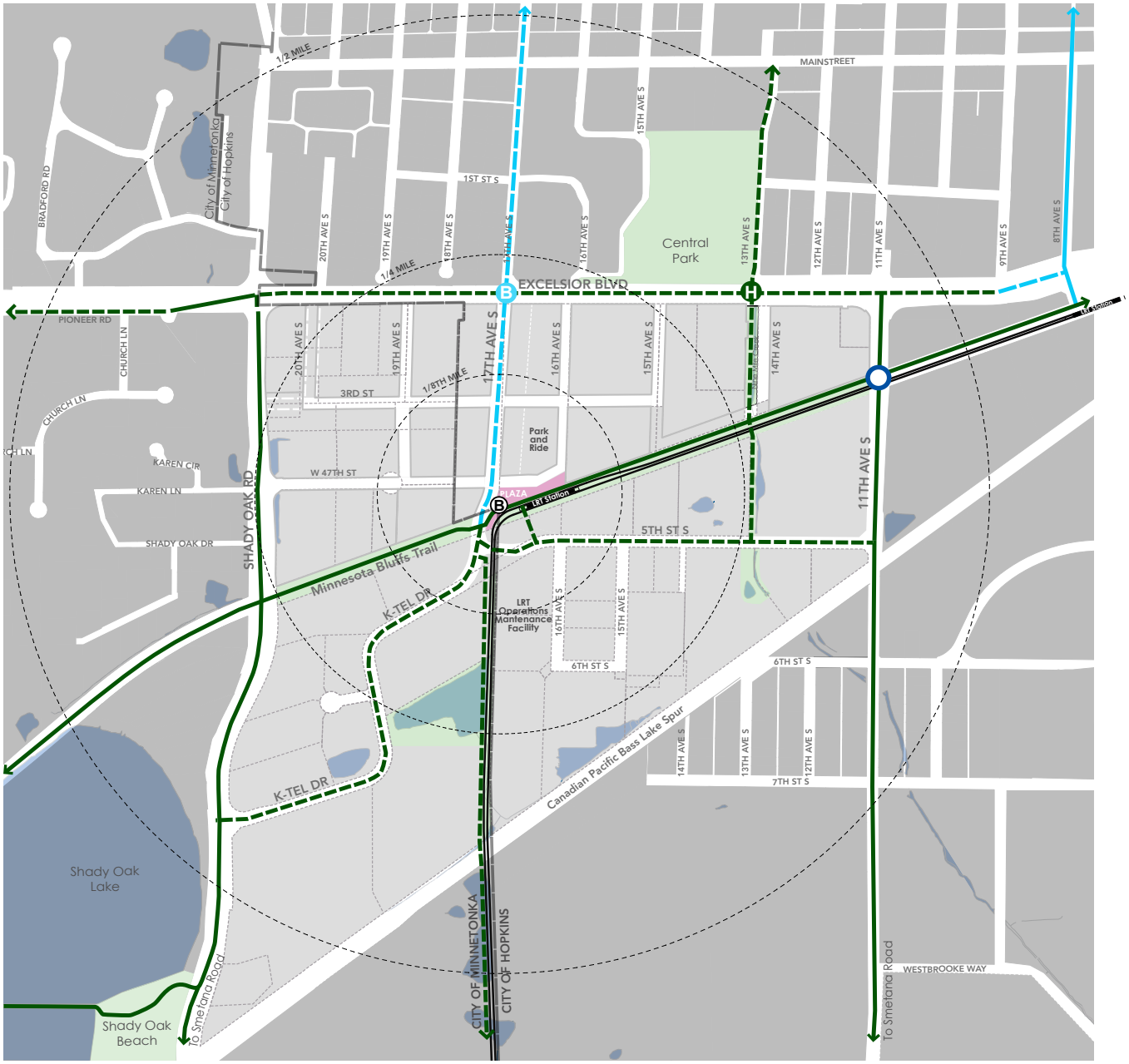
- Along the north and south side of Excelsior Boulevard the existing sidewalks will be expanded to 12' when adjacent to a landscaped buffer (14' when located adjacent to the curbline) from 5th Avenue to 17th Avenue. From 17th Avenue to Shady Oak Road the existing sidewalk will expand on the south side of Excelsior Boulevard only
- Along the west side of Nine Mile Creek from 5th Street to existing trails within Central Park at 13th Avenue; a new at-grade crossing at Excelsior Boulevard will include a HAWK (High-intensity Activated Walk) beacon
- Along the west side of K-Tel Drive from Fifth Street to Shady Oak Road. North of 5th, the trail would transition into a protected bike lane
- Along the north side of Fifth Street from K-Tel Drive to 11th Avenue
- Along 11th, the existing trail will be extended south to Smetana Road; connections will be made to the Nine Mile Creek Trail at Westbrooke Way
- Along the Minnesota River Bluffs Trail safe crossings will be provided. At 11th Avenue, the existing at- grade crossing will include a traffic signal.
- Between the Downtown Hopkins Station and Shady Oak Station, the Minnesota River Bluffs Trail existing surfaces will be upgraded to asphalt
- South along the west side of the future light rail trackway connecting to Smetana Road and further south to the future Opus Station
- Along the north side of Smetana Road between 11th Avenue and Shady Oak Road

Bike Station — facilities are provided for as part of the station plaza design. The Bike Station:

- Will offer secure indoor long term bike parking, possibly showers/restrooms, lockers and ancillary uses such as repair services or a café
- A private or public vendor may operate the facility. Daily fees or month/annual membership fees may be required to access part or all of the facility
- Short-term use bike racks will be provided at the station and throughout the station area as part of street improvements.
- On-street 'bike corral' multi-rack facilities that replace curbside parking will be permitted on a case by case basis, initiated by adjacent property owners desiring such facilities

NEIGHBORHOOD ACTIVE TRANSPORTATION CONNECTIONS

- Existing/Planned Protected Bike Lane
- Protected Bike Lane
- Existing Multi-Use Trail
- Multi-Use Trail
- SW LRT Alignment
- Traffic Signal
- Bike Signal
- HAWK Signal
- Bike Station



EIGHTH MILE 0 660' | QUARTER MILE 1,320' | HALF MILE 2,640'

NEIGHBORHOOD BUS TRANSIT CONNECTIONS

Currently the station area is served by four Metro Transit bus routes (Routes 12, 615,670, and 664). Next year, a sector study of existing bus routes will be developed to better incorporate the light rail transit service and eliminate redundant routes.

LOCAL CIRCULATOR SHUTTLE BUS

Because the station is located outside a comfortable walking distance (1/4 mile) from the majority of existing residential areas, schools, and the Hopkins Mainstreet, a bus shuttle route and stop locations have been identified as an additional means to provide necessary frequent and dependable service to key destinations— within a reasonable timeframe. The shuttle will be invaluable for those who are physically challenged or those who would prefer not to walk or cycle in inclement weather or at night.

A preliminary route has been identified; a future shuttle feasibility study should examine, at a minimum:

- Additional analysis of potential routes for a shuttle service linking the neighborhoods and centers
- Phasing strategies that ensure services could be adequately provided for at opening day of LRT while not precluding opportunities for serving additional transit destinations
- Vehicles types and operational requirements
- Future stop location, design, and any other necessary shuttle infrastructure
- Funding strategies

NEIGHBORHOOD BUS TRANSIT CONNECTIONS

METRO Bus Routes
SW LRT Alignment
Shuttle Route and Stops

Existing METRO Bus Routes

12 Bus 12 - Local Bus Route
(Uptown Minneapolis - Excelsior Blvd - Hopkins - Opus)

615 Bus 615 - Local Bus Route
(Ridgedale- Co Rd 73- St Louis Park)

670 Bus 670 - Express Bus Route
(Excelsior- Downtown Minneapolis)

664 Bus 664 - Express Bus Route
(Co Rd 3 - Excelsior Blvd - Downtown Minneapolis)

REGIONAL TRANSIT CONNECTIONS

Many of the anticipated Park & Ride users will come from areas north, south, and west of the station area. As such, a good deal of bus and automobile traffic will flow primarily through the city of Minnetonka in order to get to the station and the associated Park and Ride facility. The siting and design of the park and ride ensures that the facility is commuter friendly while not compromising City of Hopkins and Minnetonka Station Area policy or impacting long term TOD potential.

Opening Day Improvements— revised on July 8, 2015 by the Metropolitan Council, park-and-ride numbers for the SW LRT corridor indicate that the Shady Oak Station is slated to accommodate 700 parking spaces. Approximately 270 of the 700 spaces will be designed and constructed as permanent surface spaces. The balance will be "temporary", meaning they will be built with thinner bituminous surfacing and bituminous curbing, anticipated to last around 5 years. It is anticipated that the temporary parking will be removed and replaced when a redevelopment proposal comes to the table at that time. The replacement of temporary spaces would need to be replaced at a 1:1 or possibly lesser ratio (the process for redevelopment and replacement ratio has yet to be determined).

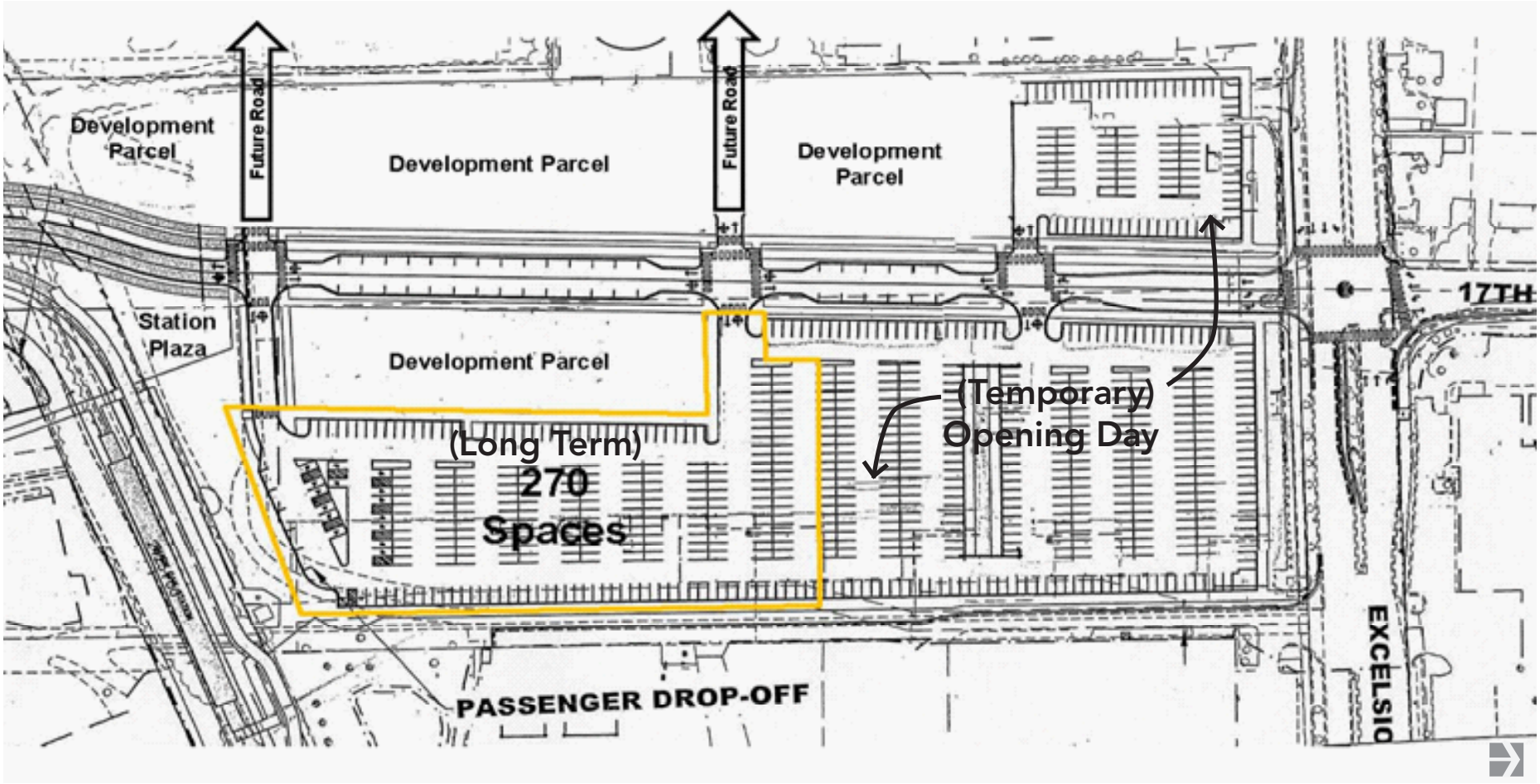
Because of high costs, parking replacement requirements at any ratio (1:1 or even less) will be financially difficult for the private sector alone to provide. Public-private redevelopment partnerships are likely needed for redevelopment.

Long Term Facilities— Outlined is an area adjacent to the station where 270 permanent spaces are most appropriate. The remaining 430 spaces would be subject to potential redevelopment.

Park and ride facilities commonly have a higher incidence of criminal activity. Providing 'eyes on the station' discourages criminal activity at the station. The permanent spaces have been sited with consideration of maximizing station platform safety. The location of the park and ride ensures that considerable residential and ground floor commercial development will occur adjacent to station, thereby creating a safer environment for transit patrons, residents and commercial clientele, as well.

Moreover, the parking has been located to create a 'critical mass' of a collection of TOD parcels on the site along 17th Avenue. By providing this development area, a linkage of development sites can be created that 'spills over' to potential TOD on adjacent sites west of the Hopkins Tech Center site. With this development in place, it will be more viable that the temporary parking spaces will be redeveloped.

Overtime it is anticipated that the area including the 270 permanent spaces would redevelop as multi-family development over a parking ramp. The parking ramp would be required to provide 270 permanent park and ride spaces, as well as, parking for multi-family residents.



700 STALL PARK AND RIDE—OPENING DAY AND LONG TERM FACILITIES

ROADWAY HIERARCHY

The roadway hierarchy diagram, illustrates the minimum street types and locations required to provide adequate station platform and development parcel access. Moreover, it establishes a development context—scale and massing limitations for future land uses and a setting for 'placemaking'. These design elements will contribute to the creation of a distinct and attractive innovation district.

The framework establishes holistic 'complete streets' where minimum facilities for all modes—auto, truck, transit, pedestrian, and bicycle are adequately provided. These complete streets include essential auto and truck infrastructure—right-sized roadway travel lanes and in most instances, curbside parking and loading zones. Moreover, winter design issues have been addressed.

FUTURE TRAFFIC CONDITIONS

WSB developed an estimate of the future average daily traffic (ADT) on the streets that were identified in the roadway heirarchy diagram and the estimated future daily trip generation for the potential maximum development for the study area. These ADT's are shown below. The ADT estimates are based on the total study area trip generation of 36,000 trips per day which assumes the maximum build out of the study area.

Based on the projected ADT's for the street grid it is expected that:

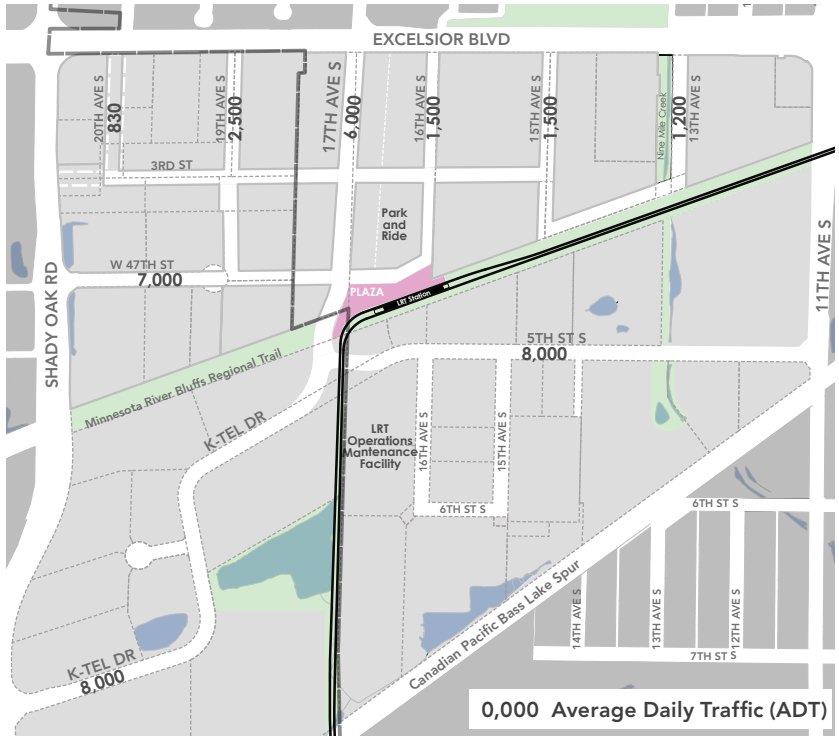
- two lane roadways will provide adequate capacity for vehicular traffic
- traffic signals will be warranted at K-Tel and Shady Oak Road, 47th Street and Shady Oak Road, 17th Avenue and Excelsior Boulevard, and at 5th Street and 11th Avenue. It may be necessary at some locations to provide a second lane at the approach to the intersection in order to maintain acceptable levels of service at the intersection
- At the 17th Avenue and Excelsior Boulevard intersection a bicycle signal will be installed
- A pedestrian signal will be installed at the Minnesota River Bluffs Regional Trail Crossing of 11th Avenue just north of the LRT crossing and will include an all red signal with a stop bar south of the tracks for northbound traffic. This signal will have to be interconnected with the railroad signal
- A HAWK signal for pedestrians and bicycles will be installed at 13th Avenue South. This is a mid-block location located two blocks from other signalized crossings and on a trail corridor
- All way stops will be located at the internal intersection of 5th Street and K-Tel Drive and at 47th Street and 17th Avenue

Within the street grid, a hierarchy of streets has been established to address both mobility and adjacent land use needs. Categories are as follows:

A. Signature Street

B. Primary Streets

C. Secondary Streets



FORECAST ADT'S

ROADWAY HIERARCHY

- Signature Street
- Primary Streets
- Secondary Streets
- SW LRT Alignment
- Existing Traffic Signal
- Traffic Signal
- Bike Signal
- Pedestrian Activated Signal (HAWK)
- Existing Stop Sign
- Stop Sign

SIGNATURE STREET

The Signature Street serves as the primary station connection between major arterial roadways and the Shady Oak Station. The street scale and street elements have been crafted to foster a pedestrian –friendly, urban, vertical mixed use development environment. The street will not be a seam; rather it will knit the station areas of Hopkins and Minnetonka into a unified whole.

The Signature Street consists of two segments—

a) Segment 1 — new 17th Avenue street construction would occur from Excelsior Boulevard to 47th Street, providing access to the station platform and park and ride facility to be built by Metro Transit as part of the SW LRT project.

b) Segment 2 — This segment will merge and realign the existing K-Tel Drive with the 17th Avenue extension south of 47th Street to 5th Street. Fifth Street will be realigned to 'T' into K-Tel Drive /17th Avenue as part of the SW LRT project. From approximately 47th Street south to 5th Street, the street construction will be funded by the city of Minnetonka.

SIGNATURE STREET

- Signature Street
- SW LRT Alignment
- Existing Traffic Signal
- Bike Signal
- Stop Sign

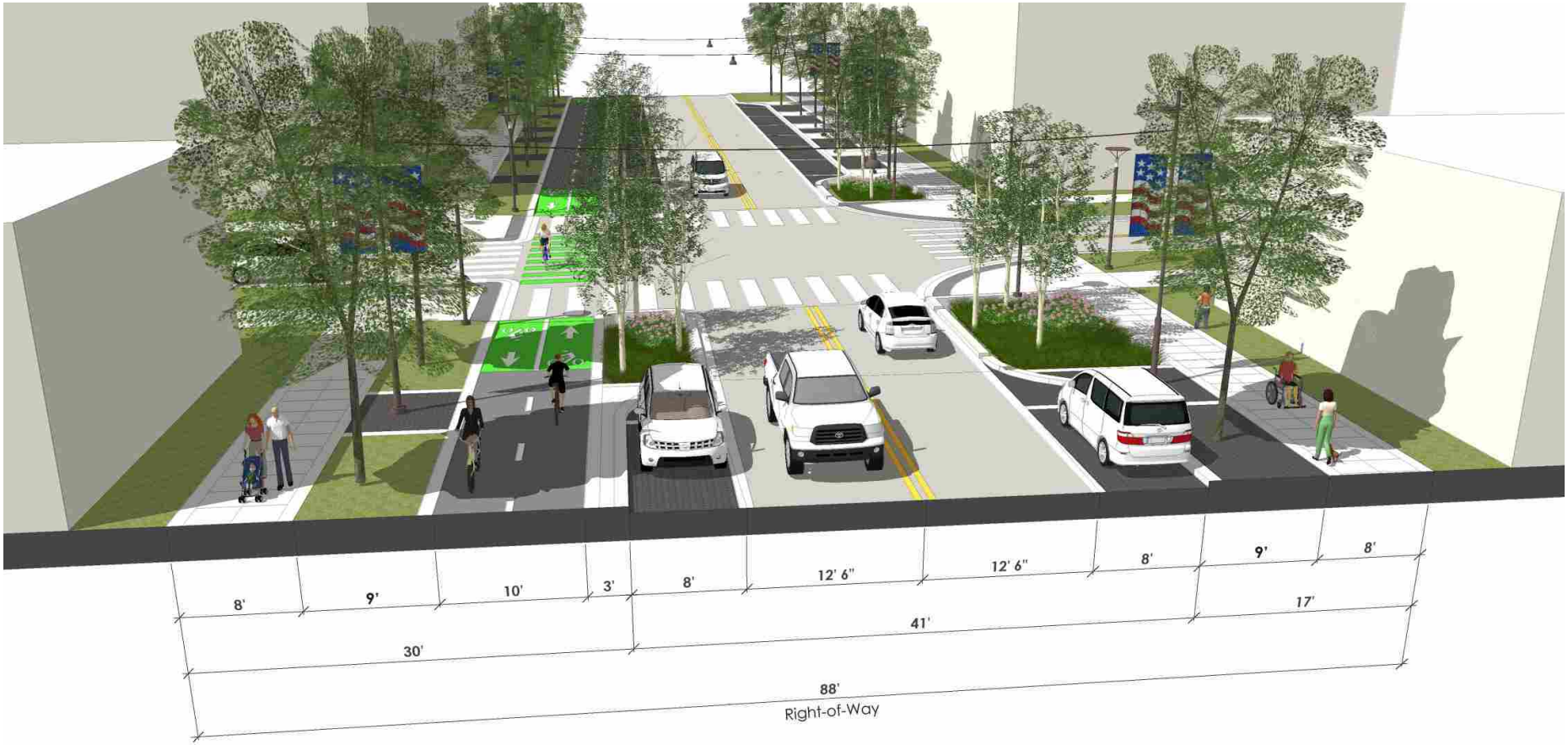
17TH AVENUE (SIGNATURE STREET - SEGMENT 1)

Placemaking Character— The 17th Avenue - Segment 1 can be described as a street that is complete and functions effectively in all seasons; more importantly however, it will be distinctive and memorable. The street will:

- Reflect the values and history of both Hopkins and Minnetonka. It will be beautiful—a place where people will want to linger.
- It will be sustainable. In particular it will include elements such as bioswales and other green features such as water conserving irrigation systems, energy efficient lighting, and long lasting and durable paving materials
- Evoke an innovation theme yet not appear to feel foreign or incompatible with the surrounding neighborhoods
- Demonstrate to those who are traveling through to the light rail station that the Shady Oak station area is worthy of investment.

Detail— the street should include the following elements:

- A public right-of way dimension of 88'
- Two 12'-6" travel lanes
- Two 8' curbside parking lanes
- West Side: A 10' bi-directional protected bike lane, 3' door zone sidewalk, and 17' sidewalk (with landscaping/hardscaping) adjacent to the west curbline
- East Side: A 17' wide sidewalk (with landscaping/hardscaping) adjacent to the east curbline
- Stormwater detention/landscaped curb extensions
- At the intersection of Excelsior Boulevard and 17th Avenue, a single left turn pocket will be added on the south side of the street. Double left or right turn pockets will be prohibited.



TYPICAL 17TH AVENUE SECTION—SIGNATURE STREET - SEGMENT 1 (88' RIGHT-OF-WAY)

K-TEL DRIVE – (SIGNATURE STREET - SEGMENT 2)

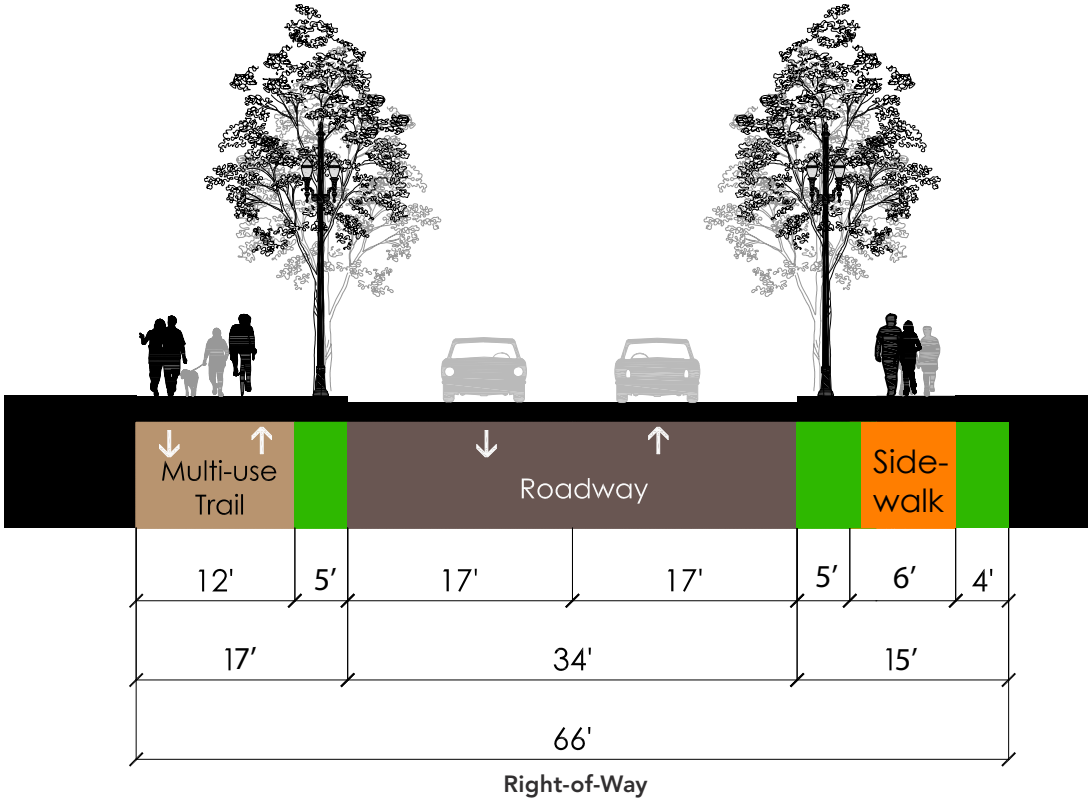
Placemaking Character— today K-Tel Drive and 5th Street serve as low traffic volume roadways that together provides access to existing light industrial and office uses and connects Shady Oak Road with 11th Avenue. K-Tel Drive consists of two travel lanes and no sidewalks.

In the future, the street is envisioned to be a focus of development for innovation office uses and access for commuters to the light rail station and park and ride. Additionally, it is envisioned as a street that provides a vital pedestrian and bicycle connection through the heart of the Shady Oak Station area, and linkage between the Shady Oak Beach and the Hopkins' Mainstreet.

This segment of the Signature Street will include fewer improvements. Improvements will primarily include a new multi-use trail along the west right-of-way line. Additional enhancements envisioned include additional street trees, landscaping and pedestrian scaled lighting. A new 6' sidewalk will be constructed on the east side of the roadway.

Detail— the street should include the following elements:

- A public right-of way dimension of 66'
- Two 17' travel lanes
- North/West Side: A 12' multi-use trail (with 5' landscaping buffer) adjacent to the north/west curbline.
- South/East Side: A 6' wide sidewalk located (with 5' landscaping buffer) adjacent to the south/east curbline line and additional 4' landscaping between the sidewalk and the property line.



TYPICAL K-TEL DRIVE SECTION—SIGNATURE STREET - SEGMENT 2 (66' RIGHT-OF-WAY)

PRIMARY STREETS

The Primary Streets establish a complete street grid through portions of the station area. Moreover, commitment to constructing identified Primary Streets as public rights-of-way is an essential action necessary to stimulate early TOD in the Innovation North and Station Hub subareas.

These streets also provide essential access to a number of 'land locked' parcels that currently have no direct public right-of-way frontage. Barring parcel consolidation with adjacent parcels that have access, it is unlikely that these land locked parcels will redevelop as envisioned. To lessen and share development impacts equally, new street center lines are generally aligned along existing property lines.

Enhancements to existing streets, 47th Street and 5th Street will provide transit benefits.

- Park and ride access will be improved by providing an additional access point from the west via 47th Street. Especially at peak hours, this road will serve as an additional dispersion route, lessening congestion at 17th/ K-Tel intersections. An additional right turn pocket at the intersection of 47th Street and Shady Oak Road may be necessary to accommodate P.M. peak hour traffic
- 5th Street is an essential LRT station access way for residents in the Westbrooke neighborhood. Many of these residents are dependent on transit as a primary means of transportation. Providing active transportation improvements along the street is imperative to ensure so that they have safe and comfortable access to transit.

Primary Streets include:

- 3rd Street
- 47th Street
- 5th Street
- 19th Avenue
- 15th Avenue

PRIMARY STREETS

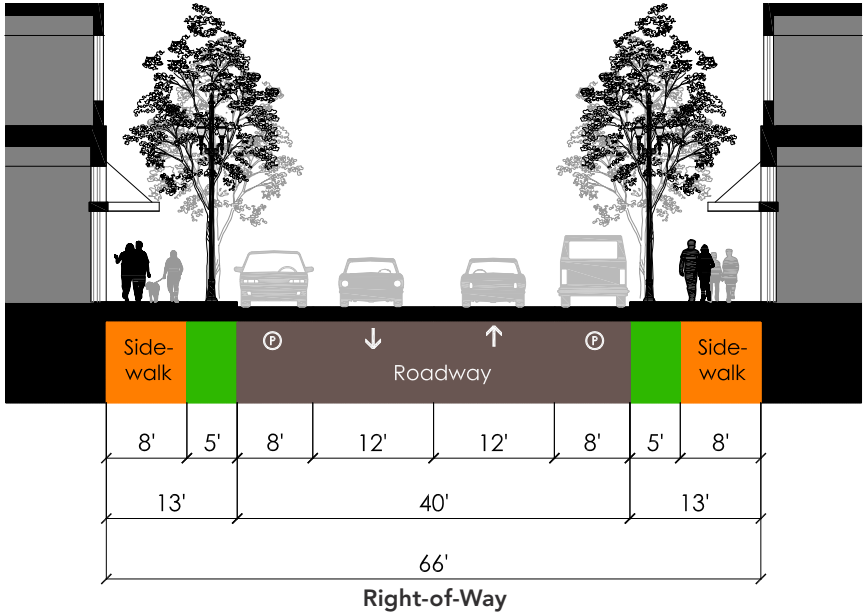
- Primary Streets
- SW LRT Alignment
- Existing Traffic Signal
- Traffic Signal
- Stop Sign

3RD STREET, 47TH STREET, 19TH AVENUE AND 15TH AVENUE

Placemaking Character— these streets can be described as providing a front door for new development in the Innovation (North) and Station Hub subareas. The street scale and street elements have been crafted to foster a pedestrian –friendly, urban, vertical mixed use development environment.

Detail — the street should include the following elements:

- A public right-of way dimension of 66'
- Two 12' travel lanes
- Two 8' curbside parking lanes
- Two 13' wide sidewalks (with landscaping/hardscaping) adjacent to the property lines .



TYPICAL PRIMARY STREET SECTION - 66' RIGHT-OF-WAY

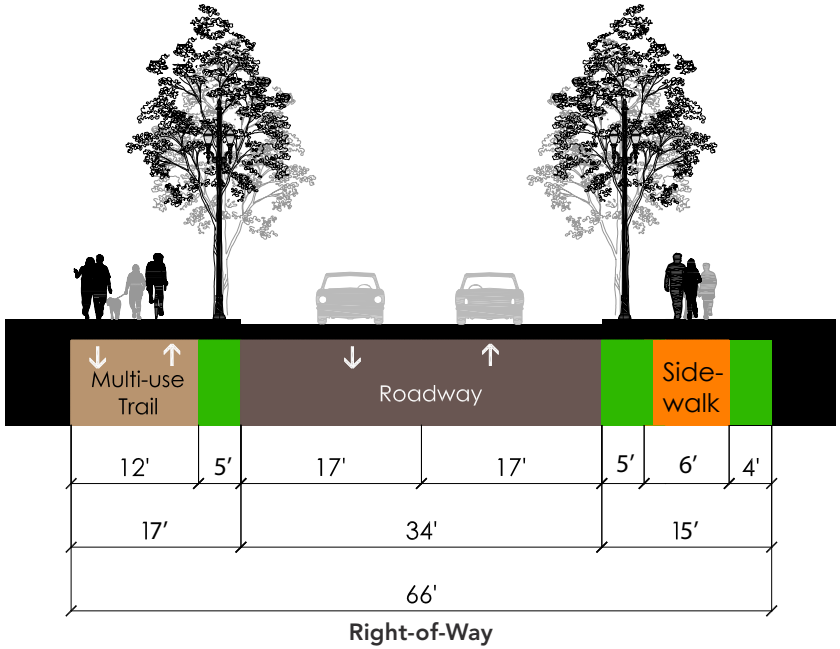
5TH STREET

Placemaking Character— the street is envisioned to be a focus of development for urban industrial uses and access for commuters to the light rail station and park and ride. Additionally, it is envisioned as a street that provides a vital pedestrian and bicycle connection and linkage between the Shady Oak Station and the Westbrooke neighborhood to the south**.**

The street improvements include the SW LRT Project design, construction and realignment of a portion of 5th Street (along the planned Operations and Management Facility frontage) to K-Tel Drive into a t-intersection. The intersection will include modified traffic control for the LRT track crossing, new crosswalks, a sidewalk on the south side of the street and a multi-use trail on the north side of the street. East of the realignment, a new multi-use trail along the north right-of-way line should be constructed to 11th Avenue. Additional enhancements envisioned include additional street trees, landscaping and pedestrian scaled lighting.

Detail — the street should include the following elements:

- A public right-of way dimension of 66'
- Two 17' travel lanes
- North Side: A 12' multi-use trail (with 5' landscaping buffer) adjacent to the north curbline.
- South Side: A 6' wide sidewalk located (with 5' landscaping buffer) adjacent to the south curbline line and additional 4' landscaping between the sidewalk and the adjacent property line.



TYPICAL 5TH SECTION- 66' RIGHT-OF-WAY

SECONDARY STREETS

Secondary Streets support a fine-grained street grid and create appropriately scaled block sizes. The Secondary Streets provide necessary access within the station area and should be developed as public rights-of-way. In many instances they provide a functional role— a place for access to parking, service bays or other necessary uses. In other instances they may provide a setting for front door development that might be animated by ground floor activities.

Their character and function will be determined by their location and adjacent land uses. Prior to future site plan approvals, the placemaking character and following design parameters and elements should be clarified.

Secondary Streets include:

- 20th Avenue
- 3rd Street
- 14th Avenue
- 16th Avenue

SECONDARY STREETS

Secondary Streets

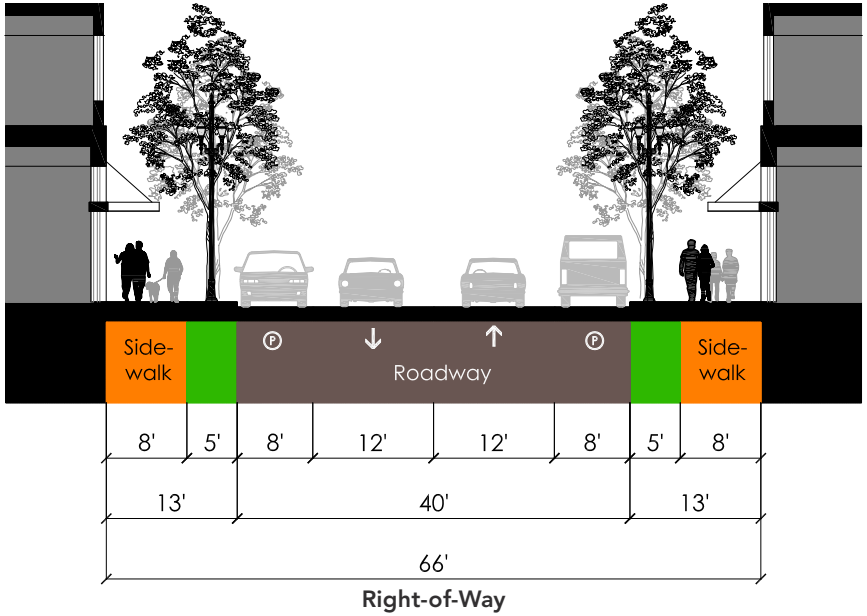
SW LRT Alignment

20TH AVENUE AND 3RD STREET

Placemaking Character— these streets provide a setting for front door development that might be animated by ground floor activities.

Detail— the street should include the following elements:

- A public right-of way dimension of 66'
- Two 12' travel lanes
- Two 8' curbside parking lanes
- Two 13' wide sidewalks (with landscaping/hardscaping) adjacent to the property lines



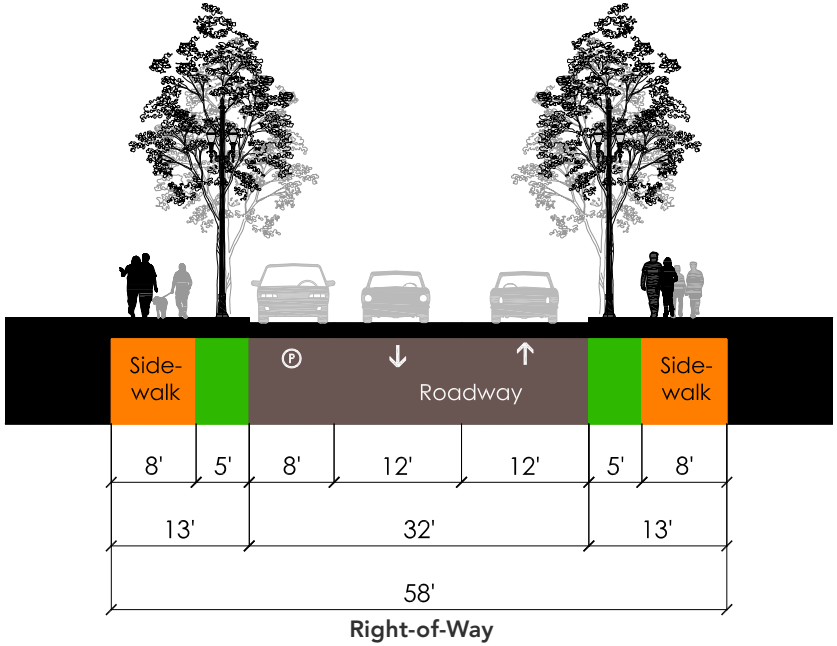
TYPICAL STREET SECTION- 66' RIGHT-OF-WAY

14TH AVENUE AND 16TH AVENUE

Placemaking Character— these streets provide a functional role for accessing parking, service bays or other necessary uses and do not include development on both sides of the street.

Detail— the street should include the following elements:

- A public right-of way dimension of 58'
- Two 12' travel lanes
- One 8' curbside parking lanes adjacent to development
- Two 13' wide sidewalks (with landscaping/hardscaping) adjacent to the property lines



TYPICAL STREET SECTION- 58' RIGHT-OF-WAY

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PROJECT PHASING

INTENT

The Project Phasing includes near-term strategies for creating a viable station area. Included are both smaller tactical projects that address access needs and larger more complex projects that will be necessary to stimulate TOD.

A concise list of key projects and phasing that focuses on a realistic 5 to 10 year horizon has been created. Significant actions will be taken within the first year and substantial implementation progress will be made within five years. In most instances, additional analysis, and design will need to be provided and financing of each project will need to be addressed. Moreover, the role, responsibilities and coordination between the Cities, Metro Transit, and the private sector will need to be clarified.

Projects identified serve the following two purposes:

ESTABLISH 'EARLY MOMENTUM'

These projects will:

- Establish a sense of positive change within the station area and signal to the greater community that Minnetonka and Hopkins are serious about implementing the station area vision
- Fill gaps in the existing deficient infrastructure network. Projects will result in new safe, direct and convenient access routes between existing neighborhoods, destinations such as Mainstreet, and the future light rail station
- Largely benefit the existing community, especially those who are transit dependant and reside beyond an easy ¼ mile walking distance of the station platform
- Generally occur within existing public right-of-ways and will require no or little property acquisition or easements. As a result, they will be relatively easy to implement compared to game changing projects.
- Be implemented before the Southwest LRT project has been constructed

SPUR 'GAME CHANGING' INVESTMENT

These projects will:

- Signal to the development community that the Cities of Minnetonka and Hopkins are committed to implementing TOD in the station area
- Animate the station with residents and retail activity when light rail begins service in 2020
- Attract private investment within properties that have seen little or no recent development interest
- Improve the value of existing businesses and properties
- Require more time to implement than early momentum projects, as a result projects can be initiated, but may not be constructed prior to construction of the Southwest LRT project

PROJECTS

'EARLY MOMENTUM' PROJECTS

Neighborhood-LRT Access Improvements— that provide safe pedestrian and bike access to the light rail station, include:

- Multi use trails: 1) located along the north side of 5th Street between 11th Avenue and the realigned 17th Avenue/K-Tel Drive, 2) located along the north side of K-Tel Drive between the realigned 17th Avenue/K-Tel Drive and Shady Oak Road, and 3) located along Nine Mile Creek linking Central Park and the Minnesota River Bluffs Regional Trail. Additional design and financing will be required
- Midblock crossings: a pedestrian activated signal (HAWK) at the intersection of Excelsior Boulevard at Central Park/13th Avenue and a signalized intersection at the Minnesota River Bluffs Regional Trail and 11th Avenue. Additional traffic analysis, design and financing will be required
- Bi-directional protected bikeway and new sidewalk: on the west side of 17th Avenue from Excelsior Boulevard to Mainstreet. Additional traffic analysis, design and financing will be required
- New sidewalks: on both sides of 47th Street from the 47th Street extension to Shady Oak Road. Additional design and financing will be required

'GAME CHANGING' PROJECTS

Initial TOD Sites— that catalyze development of adjacent parcels and serve as examples of quality, mixed use high density residential development that will establish the character envisioned throughout the station area.

- Site Area: three parcels comprise an approximately 5.75 acre development area. The sites are located adjacent to the Shady Oak Station platform along the west side of 17th Avenue from 3rd Street to the Minnesota River Bluffs Regional Trail. The sites will be bisected by a future extension of 47th Street. They will be developed either as multiple separate projects respecting current property boundaries or possibly as a single site
- Market Demand: The projects are time sensitive—currently, in the Twin Cities region, demand for multifamily development is high and these sites will likely draw considerable interest from developers, with or without light rail service in place

To implement the projects, pre-development activities will be required soon, including either of the following two options:

- Preparation of a public/private partnership development agreement between the Cities, Metro Transit, and property owners, or;
- City acquisition of properties, then preparation of a developer request for proposals (RFP) to solicit interest from a private sector developer(s) who will be chosen to design and build the project(s) as specified in the conditions of the developer offering

Street Grid Initiation— that provides necessary roadway access and utility service to land locked TOD parcels and serves as the first phase of a full street grid in the northwest quadrant of the station area.

- Alignment and features: Beginning at Excelsior Boulevard, 19th Street will be centered along existing property lines and continue south through the western edge of the Hopkins Tech Center parcel, then continue along the western edge of the parcel currently owned by the Roth Corporation, to connect with 47th Street where a cul-de-sac currently exists. A dedicated left turn lane on Excelsior Boulevard (for eastbound traffic) to 19th Avenue will be required

Implementation of the project will require:

- Additional traffic analysis, design, engineering and a financing strategy
- Acquisition or easement of a 66' right-of-way for roadway and utility service construction

Station Access Improvements— will provide necessary parking access and 'front door' drive-by visibility for the Initial TOD Site projects

- Alignment and features: An extension of 47th Street to the future 17th Avenue and the construction of the 17th Avenue extension from Excelsior Boulevard to K-Tel Drive will provide access across the Minnesota River Bluffs Trail that does not currently exist

Implementation of the improvements will require:

- Additional design, engineering and a financing strategy
- Acquisition or easement of a 66' right-of-way for the 47th Street roadway and utility service construction
- A new traffic signal at the intersection of 47th Street and Shady Oak Road
- 'Fast tracking' construction of the 17th Avenue extension from Excelsior Boulevard to K-Tel Drive
- Coordination of subsequent Southwest LRT project elements with Metro Transit

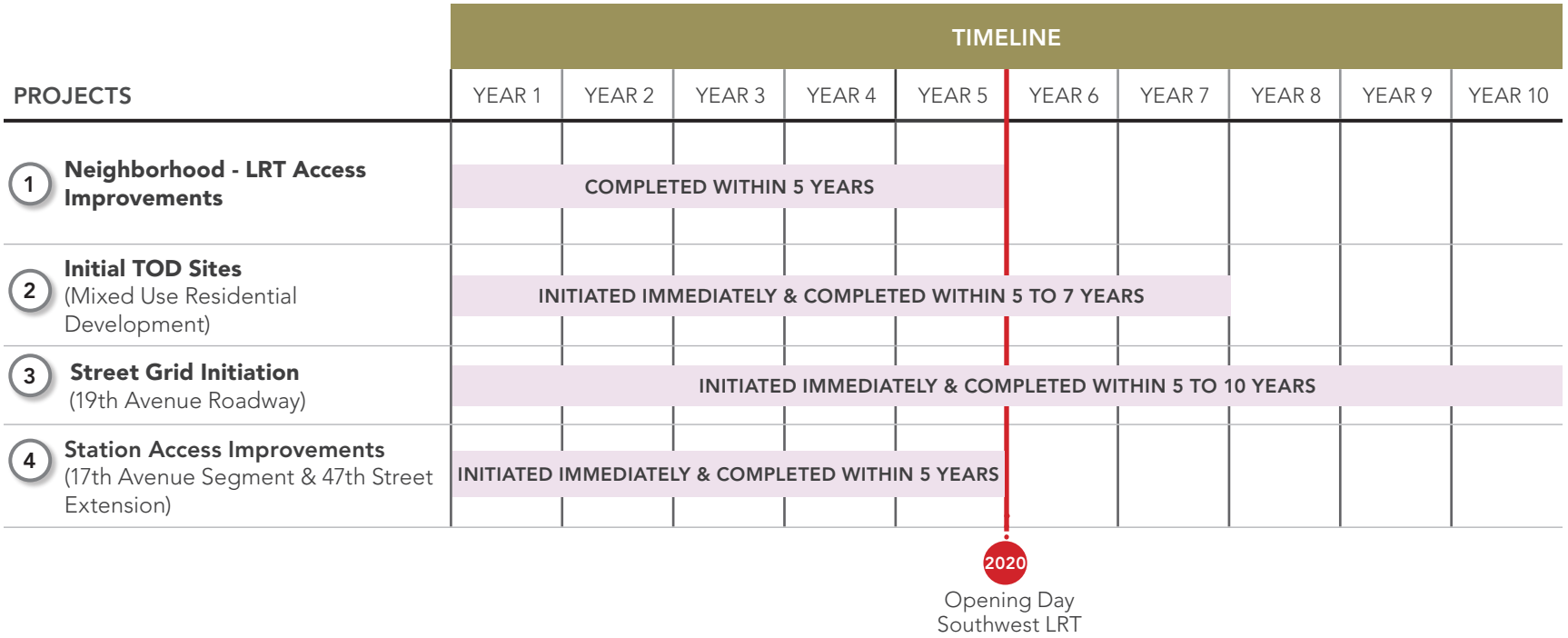
STATION AREA PROJECTS

1. **Neighborhood - LRT Access Improvements**
2. **Initial TOD Sites**
   (Mixed Use Residential Development)
3. **Street Grid Initiation**
   (19th Avenue Roadway)
4. **Station Access Improvements**
   (17th Avenue Segment &
   47th Street Extension)

Southwest LRT Project Area

SCHEDULE

Action on all projects will be initiated and substantially completed within 10 years.



INVESTMENT - STATION AREA PROJECTS

Identified are station area 'early momentum' projects and 'game-changing' projects public investment summaries.

'Early Momentum' Public Investment Summary

These are the essential public investments required to ensure safe and direct access to light rail.

'Early Momentum' Project	Projected Cost
① Neighborhood-LRT Access Improvements	
Multi-Use Trails (5th St, K-Tel Dr, & Nine Mile Crk)	$773,500
Mid-Block Crossings (11th Ave & Excelsior Blvd)	$350,000
17th Ave Protected Bikeway (Excelsior to Mainstreet)	$20,000
Add Sidewalks (47th Street)	$212,500
Public Investment Total:	**$1,356,000**

'Game-Changing' Public Investment Summary

These are the essential public investments required to stimulate significant private investment within the northwest quadrant of the station area.

The 'Game Changing' Costs to Value tables and diagram below illustrates the amount of public investment ($5,175,000) that if spent, is anticipated to stimulate substantial private investment ($200,000,000)

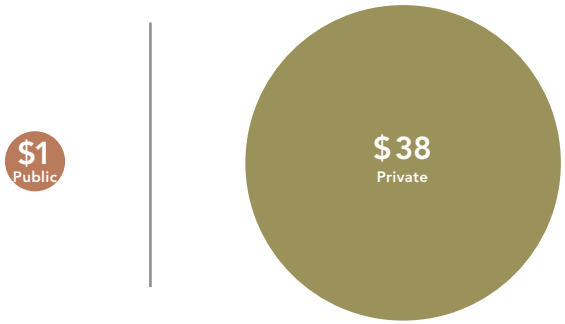
'Game-Changing' Project	Projected Cost
② Initial TOD Sites (Land Assembly)	$3,250,000
③ Street Grid Initiation (19th Ave)	$1,350,000*
④ Station Access Improvements (47th St Ext. Only)*	$575,000*
Public Investment Total:	**$5,175,000**

* Costs include typical roadway improvements and wet utilities only and does not include soft costs, land costs or entitlements

Stimulated Private Investment Summary

Private Development Project		Projected Value
Office (SF)*	350,000	$89,250,000
Housing (Unit)*	600	$102,250,000
Commercial/Retail (SF)*	30,500	$8,500,000
Private Investment Total:		**$200,000,000**

* Includes on-site parking



'GAME-CHANGING' COSTS TO VALUE RATIO

ZONING

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CHAPTER XX.XX
SHADY OAK STATION AREA ZONING

SECTIONS

SECTION XX.XX.010 PURPOSE

SUMMARY OF PROPOSED SHADY OAK STATION AREA ZONING

The Shady Oak Station zoning area is approximately 200-acres. X acres are in the City of Minnetonka and X acres within the City of Hopkins. The Station Area is currently regulated by each cities zoning ordinances that allow a range of commercial business and industrial uses.

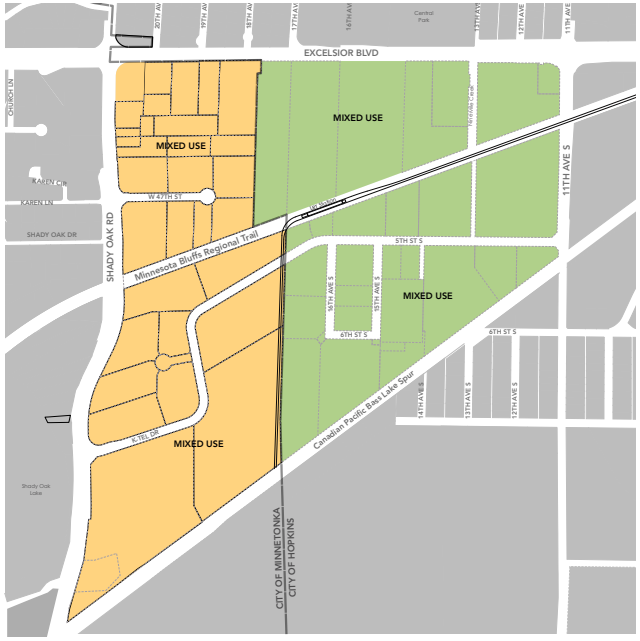
The Shady Oak Station Area Zoning provides a unified regulatory framework that apply to areas within the city limits of the City of Minnetonka and the City of Hopkins. Development proposals would be reviewed by a Joint Planning Board using this unified regulatory framework.

Implementation of the zoning requires changes to the Cities of Minnetonka and Hopkins Comprehensive Plans and Zoning Maps, and to the Minnetonka Code of Ordinance- Chapter 3 Zoning Regulations and the Hopkins City Code - Chapter V Planning and Land Use Regulations .

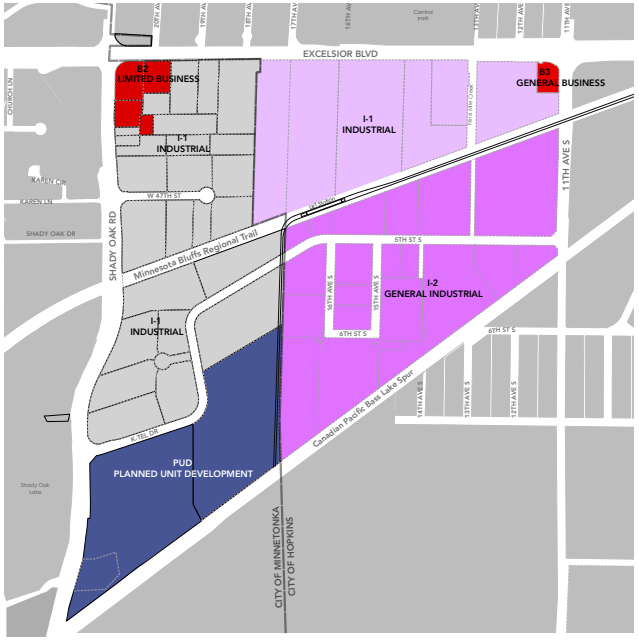
Within the Shady Oak Station Area , the Transit Supportive Employment (TSE) and Urban Industrial Employment (UIE) zoning districts delineates permitted and conditional land uses and development standards that promote or maintain family-wage jobs, professional office, industrial and manufacturing commerce, neighborhood-oriented businesses, high density housing close to transit, mixed-use projects and community services in a manner that enhances property values.

CITIES EXISTING COMPREHENSIVE PLANS MAP

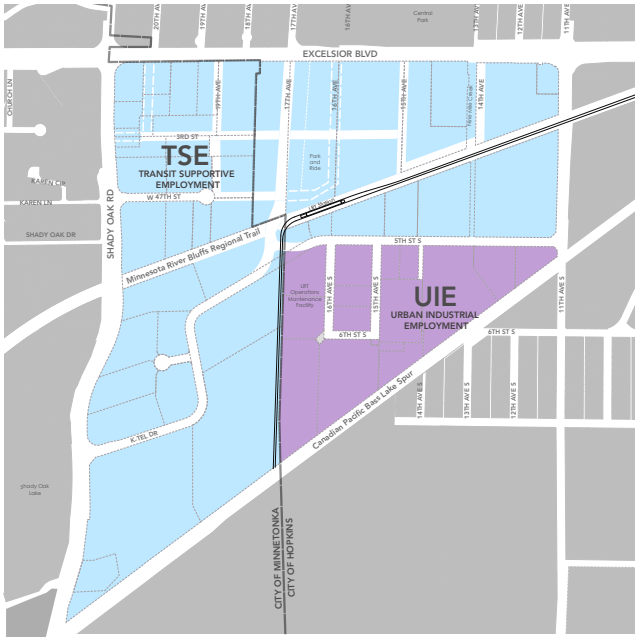
CITIES PROPOSED COMPREHENSIVE PLANS MAP CHANGES



CITIES EXISTING ZONING MAP



CITIES PROPOSED ZONING MAP CHANGES



SECTION XX.XX.020 GENERAL REQUIREMENTS

A. JOINT PLANNING STATION AREA

The Shady Oak Station Area and its zoning districts (FIGURE 2) shall be regulated as a Joint Planning Station Area. The authority over development review within the joint planning station area shall be by a Joint Planning Board (JPB) and the City Councils of Hopkins and Minnetonka. The Joint Planning Board shall be comprised of Planning Commissioners from the City of Hopkins and the City of Minnetonka and will assist and advise the city councils in administration of the Shady Oak Station Area Zoning ordinance, conducting public hearings on matters as required by provisions of the zoning/subdivision ordinances, and any other matters referred by the councils or by ordinance. Terms are for two years.

B. CONFORMANCE WITH THE SHADY OAK STATION AREA ZONING

Land uses and development, including buildings, parking areas, streets, bicycle and pedestrian access ways, multi-use paths and open spaces shall be located in accordance with those shown on the Shady Oak Station Area Zoning maps and figures adopted by ordinance.

C. AMENDMENTS TO SHADY OAK STATION AREA ZONING PROCEDURES:

1. Major amendments are those which result in any of the following:

a) A change in the land use framework identified in the Shady Oak Station Area Development Strategy Plan.

b) A modification to the circulation framework that necessitates a street or other transportation facility to be eliminated or redesigned in a manner inconsistent with the Shady Oak Station Area Development Strategy Plan.

2. Minor amendments are those which result in any of the following:

a) No change in the land use framework identified in the Shady Oak Station Area Development Strategy Plan.

b) A change in the circulation framework that requires a street, access way, multi-use path or other transportation facility to be shifted more than 25 feet in any direction, as long as the change maintains the design established by the Shady Oak Station Area Development Strategy Plan.

3. Amendment – Approval Procedure

An amendment to the Shady Oak Station Area Zoning is subject to a Joint Planning Board review and the City Councils of Hopkins and Minnetonka decision. An amendment may be approved upon a finding that:

a. The proposed modification maintains the intent established by the Shady Oak Station Area Development Strategy Plan, or the proposed modification is necessary to adjust to physical constraints evident on the property, or to adjust to existing property lines between project boundaries;

b. The proposed modification furthers the land use, and circulation concepts identified in the Shady Oak Station Area Development Strategy Plan; and

c. The proposed modification will not adversely affect the purpose and objectives of the Shady Oak Station Area Development Strategy Plan.

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SECTION XX.XX.030 ZONING DISTRICTS

The Shady Oak Station zoning districts promote family-wage jobs, through professional office, co-work and creative space, research and development incubator space, flex space and light industrial and manufacturing commerce, neighborhood-oriented retail businesses, mixed-use projects and high density housing in a manner that enhances property values, promotes multi modal access to light rail transit and establishes pedestrian-friendly standards for site , building design and streets design.

A. TSE - Transit Supportive Employment District

The TSE district provides for office employment uses, a limited amount of retail and service development, and high density residential while permitting existing industrial, warehousing and manufacturing functions.

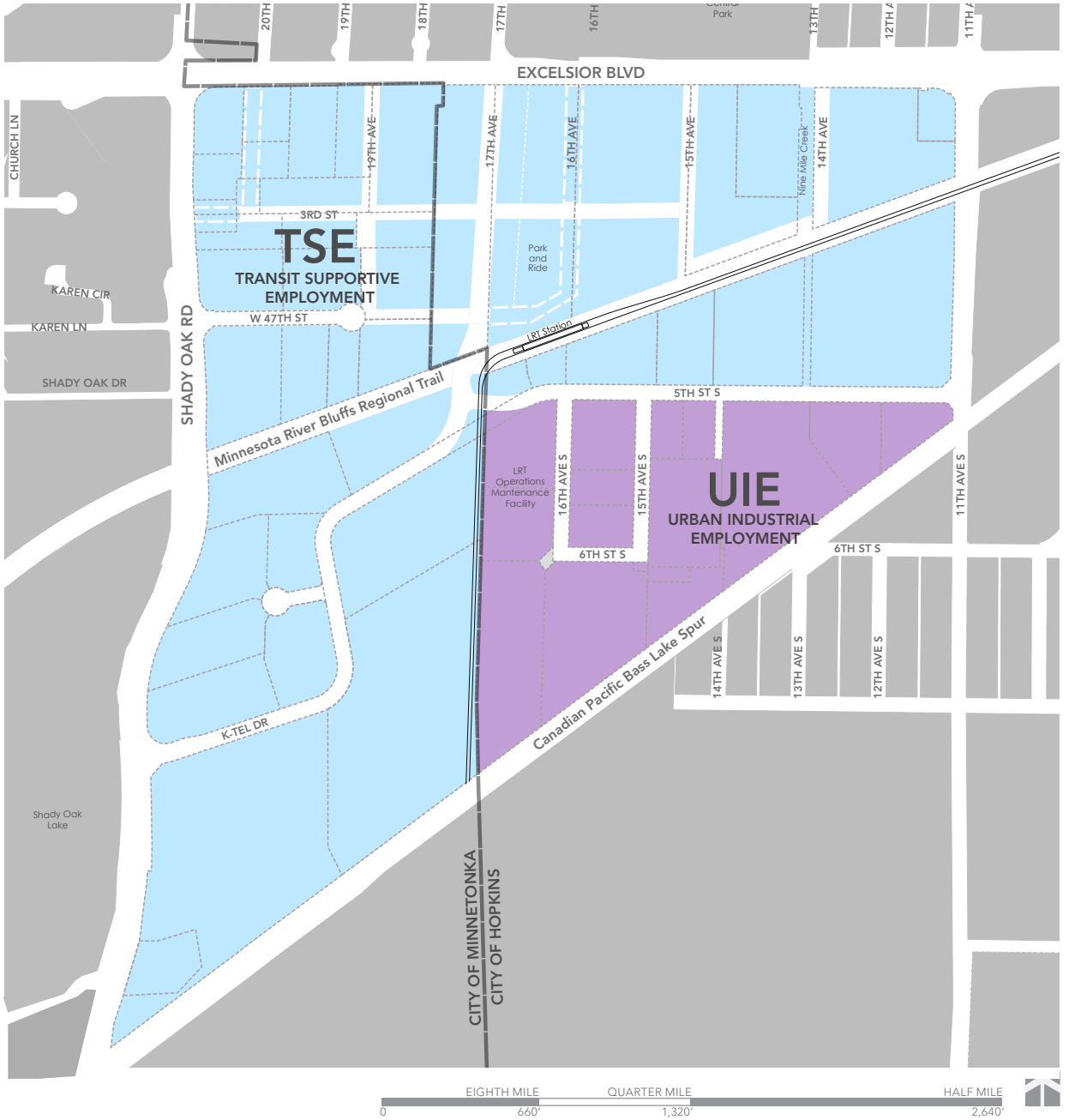
B. UIE - URBAN INDUSTRIAL EMPLOYMENT DISTRICT

The UIE district maintains existing industrial uses while permitting redevelopment over time of transit supportive high density residential, office, and a limited amount of retail and service uses.

FIGURE 1.
SHADY OAK STATION ZONING MAP

Zoning Districts

- TSE—Transit Supportive Employment District
- UIE—Urban Industrial Employment District



SECTION XX.XX.040 USE REGULATIONS

Uses are permitted, or conditional uses in the Shady Oak Station District as listed in the Land Use Table.

PERMITTED AND CONDITIONAL USES — TABLE 1

LAND USES*	TSE[1]	UIE[2]
COMMERCIAL		
BAR/TAVERN/LOUNGE/NIGHTCLUB	C	—
BANQUET/RECEPTION/SOCIAL CLUBS	C	C
ART GALLERY	X	X
ART SUPPLIES	X	X
BAKERY	C(20)	X
BANK AND FINANCIAL SERVICES	C(2)	—
BEAUTY SALON/BARBER SHOP	X	X
BEAUTY/COSMETIC SALES	C(2)	—
BICYCLE SALES AND SERVICE	C(2)	X
BOOKSTORE	C(2)	—
BUTCHER SHOP	C(15)	X
CAMERA - PHOTOGRAPHIC, VIDEO	C(2)	—
CELL/MOBILE PHONE SALES	C(2)	—
CLOTHING STORE	C(2)	—
COFFEE SHOP	C(2)	C(12)
COLLECTIBLES (CARDS, COINS, COMICS, STAMPS, ETC.)	C(2)	—
CONSIGNMENT/THRIFT SHOPS	C(2)	—
CHILD DAY CARE/NURSERY	C(2)	—
DELICATESSEN	C(2)	C(12)
DRY CLEANING AND LAUNDRY (PICK-UP/DROP-OFF)	X	X
EDUCATIONAL FACILITIES	X	X
ELECTRONICS /HOME APPLIANCE SALES	C(2)	—
FABRIC, KNITTING AND SEWING STORE	C(2)	—
FLORIST	C(2)	—
FURNITURE AND HOUSEWARE SALES	C(2)	X
GARDEN / PLANT NURSERY	X	X
GIFTS AND NOVELTIES	X	C(2)
GLASSWARE, CHINA, TILE, POTTERY SALES	C(2)	C(4)
GROCERY STORE	C(5)	C(5)
HARDWARE STORE	C(6)	C(6)
HEALTH/FITNESS CLUB	C(7)	X
HOBBY- CRAFT –SALES AND INSTRUCTION	C(2)	—
HOTEL/HOSTEL	C(8)	X

LAND USES*	TSE[1]	UIE[2]
COMMERCIAL		
HOSPITAL/MEDICAL CLINIC	X	X
MARTIAL ARTS, YOGA, DANCE – STUDIO	X	X
ICE CREAM /CANDY	C(2)	—
INDOOR SPORTS & RECREATION FACILITY (PRIVATE)	X	X
JEWELRY	C(2)	—
LEATHER GOODS – LUGGAGE SALES	C(2)	—
LIQUOR/WINE/BEER – OFF-SITE CONSUMPTION SALES	C(2)	—
MICRO-BREWERY/DISTILLERY	C(9)	X
MUSIC AND VIDEO STORE	C(2)	—
MUSIC/VIDEO RECORDING STUDIO	X	X
NEIGHBORHOOD/CONVENIENCE MARKET	C(2)	C(1)
OFFICES	X	X
OFFICE SUPPLIES	C(2)	C(21)
OPTICAL	C(2)	—
PAINT AND WALLPAPER	C(2)	C(10)
PARKING RAMPS	X	X
PET GROOMING	X	X
PET STORE	C(2)	—
PHARMACY – DRUG STORE	C(2)	—
PHOTOGRAPHY – STUDIO	X	X
PICTURE FRAMING	X	X
REAL ESTATE SALES/BROKERAGE	X	X
RESTAURANT/CAFÉ	C(2)	C(12)
RESTAURANT – CARRY-OUT & DELIVERY	C(13)	C(14)
SHOE STORE	C(2)	—
SPORTING GOODS	C(2)	—
STATIONERY – CARD SHOP	C(2)	—
FOOD CART AND TRUCK VENDORS	X	X
TAILORING/ALTERATIONS	X	X
TRAVEL AGENT	X	X
THEATER/PERFORMING ARTS VENUE	X	X
TOY/GAME STORE	C(2)	—
VETERINARIAN CLINIC/HOSPITAL	X	X

Transit Supportive Employment (TSE) [1]
Urban Industrial Employment (UIE) [2]

C( ) - Conditional
X - Permitted
— - Prohibited

PERMITTED AND CONDITIONAL USES — TABLE 1

LAND USES*	TSE[1]	UIE[2]
CIVIC		
TRANSIT STATION/TRANSIT FACILITIES	X	X
BICYCLE STATION	X	X
CAR-SHARE/ELECTRIC VEHICLE FUEL STATION	X	X
CIVIC	X	X
PUBLIC OPEN SPACE/PARK/PLAZA	X	X
ESSENTIAL PUBLIC SERVICE & UTILITY STRUCTURES	X	X
INDUSTRIAL		
FOOD PRODUCTION	C(16)	X
APPAREL MANUFACTURING	C(16)	X
TEXTILE MANUFACTURING	C(16)	X
CABINETRY/CARPENTRY SHOPS	C(16)	X
FURNITURE AND FIXTURE PRODUCTION	C(16)	X
PAPER PRODUCT DISTRIBUTION	—	X
ELECTRIC APPLIANCES, MOTOR, ETC. SERVICE	—	X
ELECTRONIC PRODUCTION/SERVICING	—	X
PRINTING - PUBLISHING	C(16)	X
COMMERCIAL KENNEL	—	X
RUBBER AND PLASTIC	—	X
STONE, CLAY, TILE, GLASS PRODUCTS	C(16)	X
METAL FABRICATING	—	X
BLACKSMITHING - WELDING	C(16)	X
BOAT MFG. REPAIR, STORAGE	—	X
BUILDING CONTRACTOR'S YARD	C(17)	C(17)
LAUNDRY/DRY CLEANING FACILITY	—	X
LUMBER YARD - MILLWORKS	—	X
RESEARCH LAB	X	X
BUILDING MATERIALS YARD	—	X
VEHICLE PAINTING, BODY WORK, REPAIR	C(18)	X
COSMETIC AND PHARMACEUTICAL PRODUCTION	C(?)	X
MINI STORAGE	C(19)	X
BREWERY/ DISTILLERY	C(16)	X
TELECOMMUNICATION FACILITIES/ TOWERS	C(20)	X

LAND USES*	TSE[1]	UIE[2]
RESIDENTIAL		
MULTI–UNIT DWELLINGS	X(1)	X
WORK- LIVE TOWNHOMES	X(1)	X
SENIOR/CONGREGATE CARE	X(1)	X
GROUP LIVING/CO-HOUSING	X(1)	X

Transit Supportive Employment (TSE) [1]
Urban Industrial Employment (UIE) [2]

C( ) - Conditional
X - Permitted
— - Prohibited

CONDITIONS (C)

(1) Residential development required for parcels indicated on **FIGURE 2**

(2) Commercial uses permitted for parcels indicated on **FIGURE 3** only. Commercial uses shall be limited to a building floor area maximum of 5,000 square feet per building per parcel except for grocery or hardware store uses. Drive through service windows are prohibited

(3) Allowable only as a retail component of a Dry Cleaning/Laundry processing facility. Retail space shall be limited to a floor area no greater than 1,500 square feet

(4) Allowable only as a retail component of a stone, clay, tile, glass products facility. Retail space shall be limited to a floor area no greater than 1,500 square feet

(5) Allowable for parcels indicated on **FIGURE 4** only. Maximum floor area for a grocery shall not exceed 40,000 square feet

(6) Allowable for parcels indicated on **FIGURE 4** only. Maximum floor area for a hardware store shall not exceed 20,000 square feet

(7) Permitted for all parcels except those indicated on **FIGURE 3**

(8) Limit to a maximum of 100 hotel rooms

(9) Limit to a maximum of 10,000 square feet of building area

(10) Limit to a maximum of 2,000 square feet of building area

(11) Allowable only as a retail component of a paint and wall paper production facility. Retail space shall be limited to a floor area no greater than 1,500 square feet.

(12) Limit to a maximum of 1,500 square feet of building floor area

(13) Limited to parcels indicated on **FIGURE 5**. Allow existing drive through facility. Prohibit drive-through window service for all other parcels.

(14) Limit to a maximum of 1,500 square feet of building area. Prohibit a drive-through window service.

(15) Prohibit for use for parcels indicated on **FIGURE 6**

(16) Permitted for parcels indicated on **FIGURE 7** only

(17) Prohibit for use for parcels indicated on **FIGURE 8**

(18) Limit to parcels indicated on **FIGURE 9**

(19) Prohibit for use on parcels indicated on **FIGURE 10**

(20) Limit retail sales and production to a building floor area nor grater than 5,000 square feet

(21) Office supplies warehousing and distribution with retail sales limited to a maximum 500 square feet of building area

FIGURE 2.
REQUIRED RESIDENTIAL

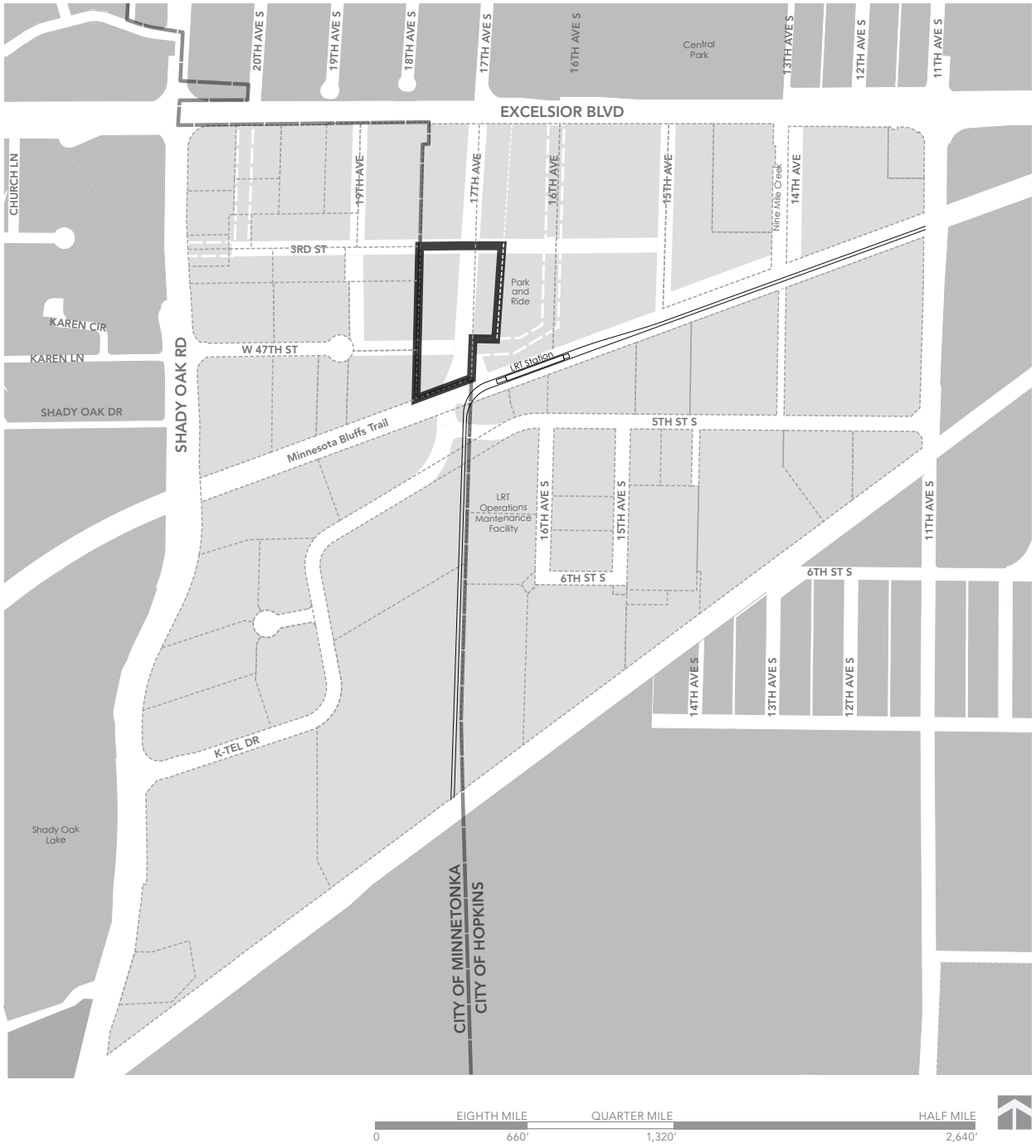


FIGURE 3.
LIMITED COMMERCIAL USE AREA

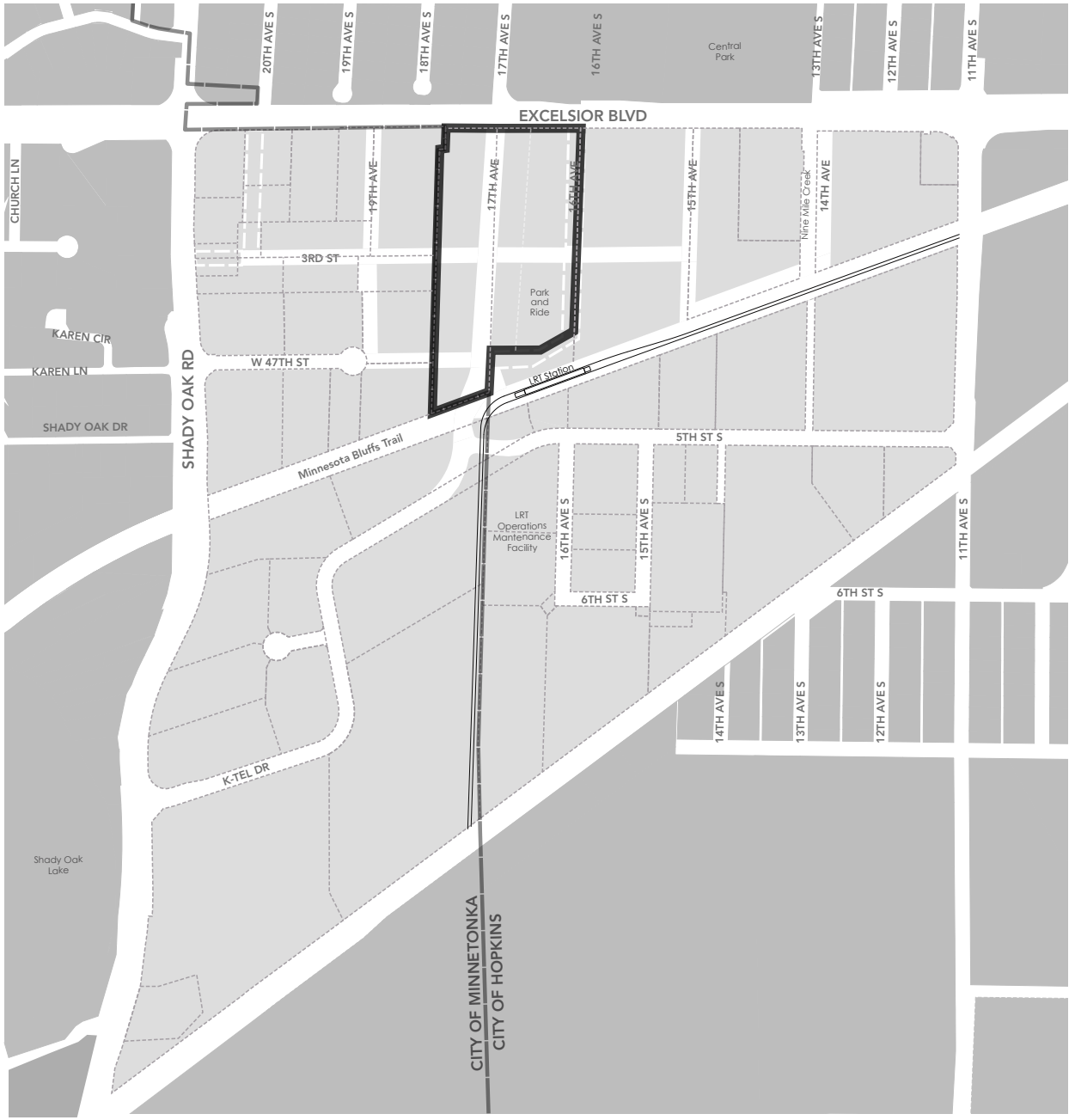


FIGURE 4.

PERMITTED GROCERY, HARDWARE STORE

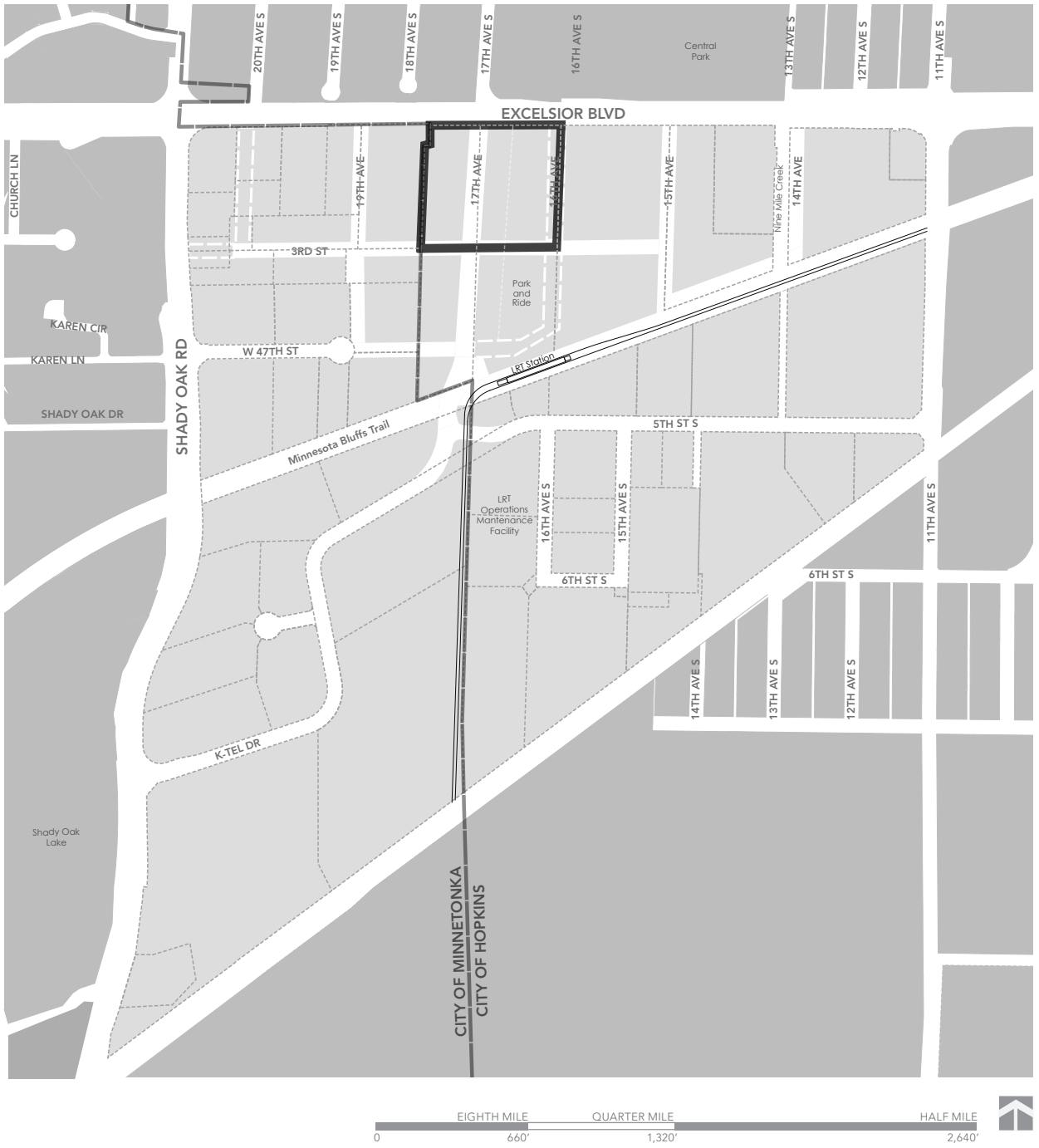


FIGURE 5.

PERMITTED RESTAURANT- CARRY OUT & DELIVERY WITH DRIVE-THRU

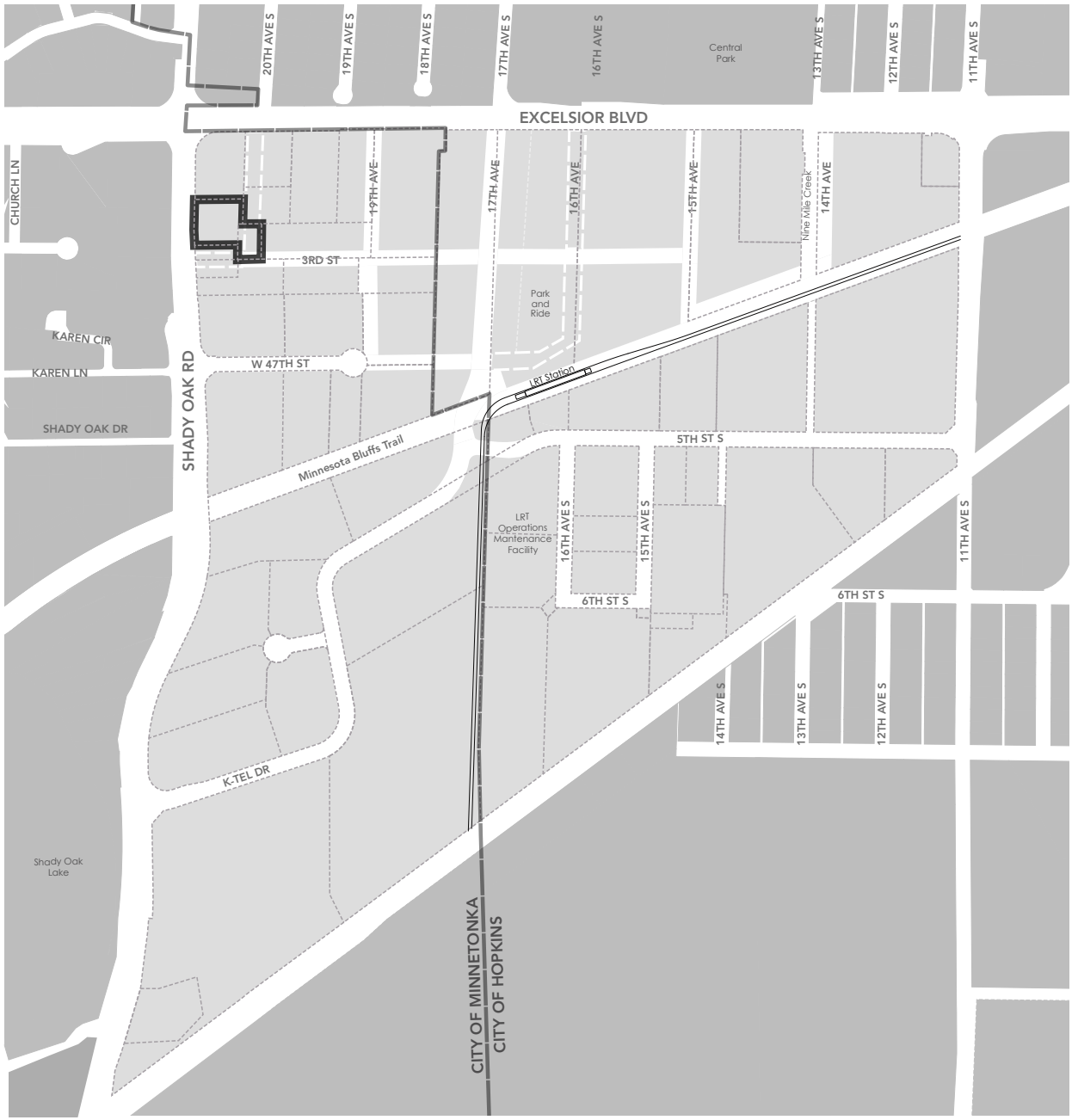


FIGURE 6.

PROHIBITED INDUSTRIAL/MANUFACTURING USES

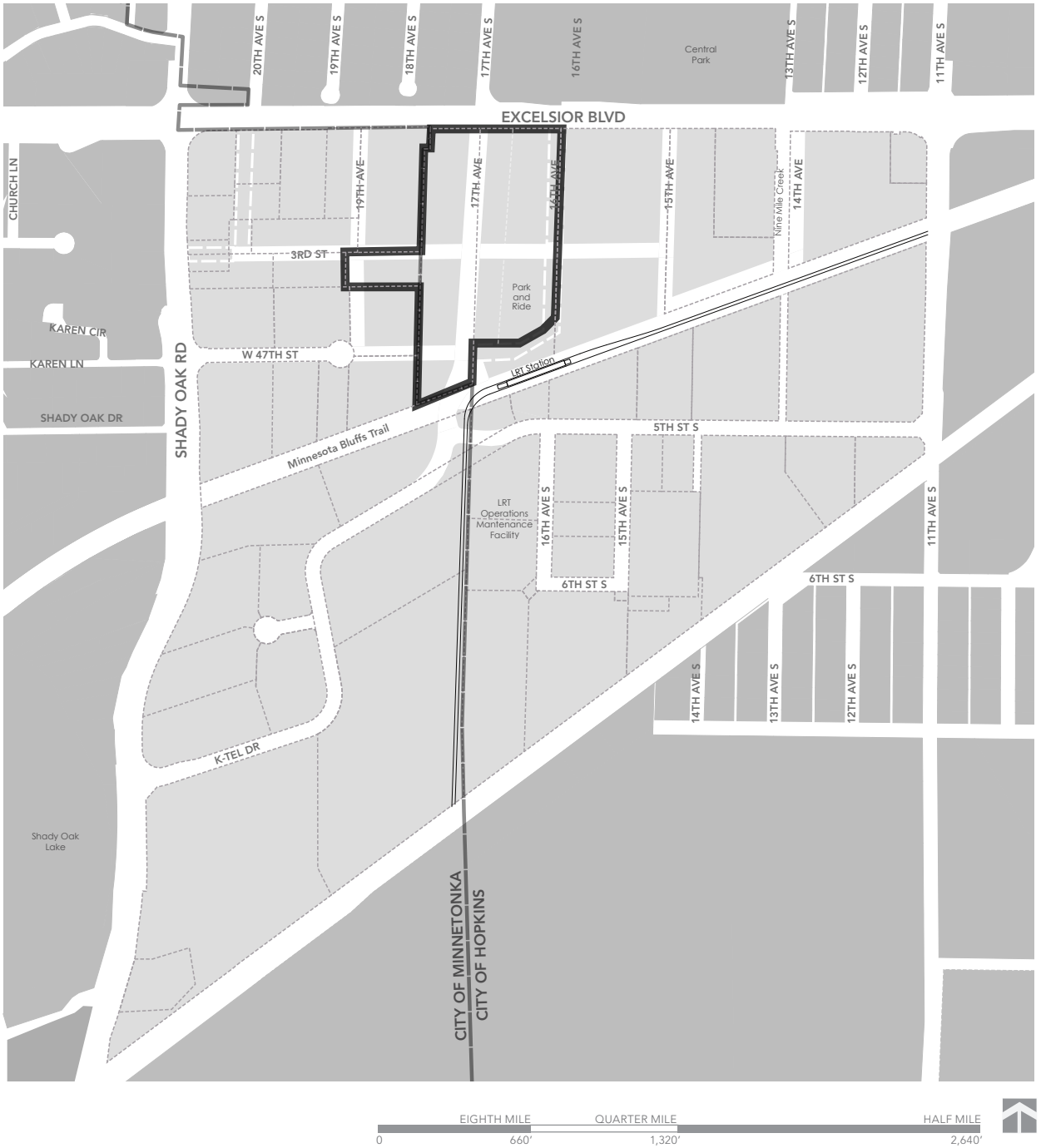


FIGURE 7.

PERMITTED BUILDING CONTRACTORS YARD

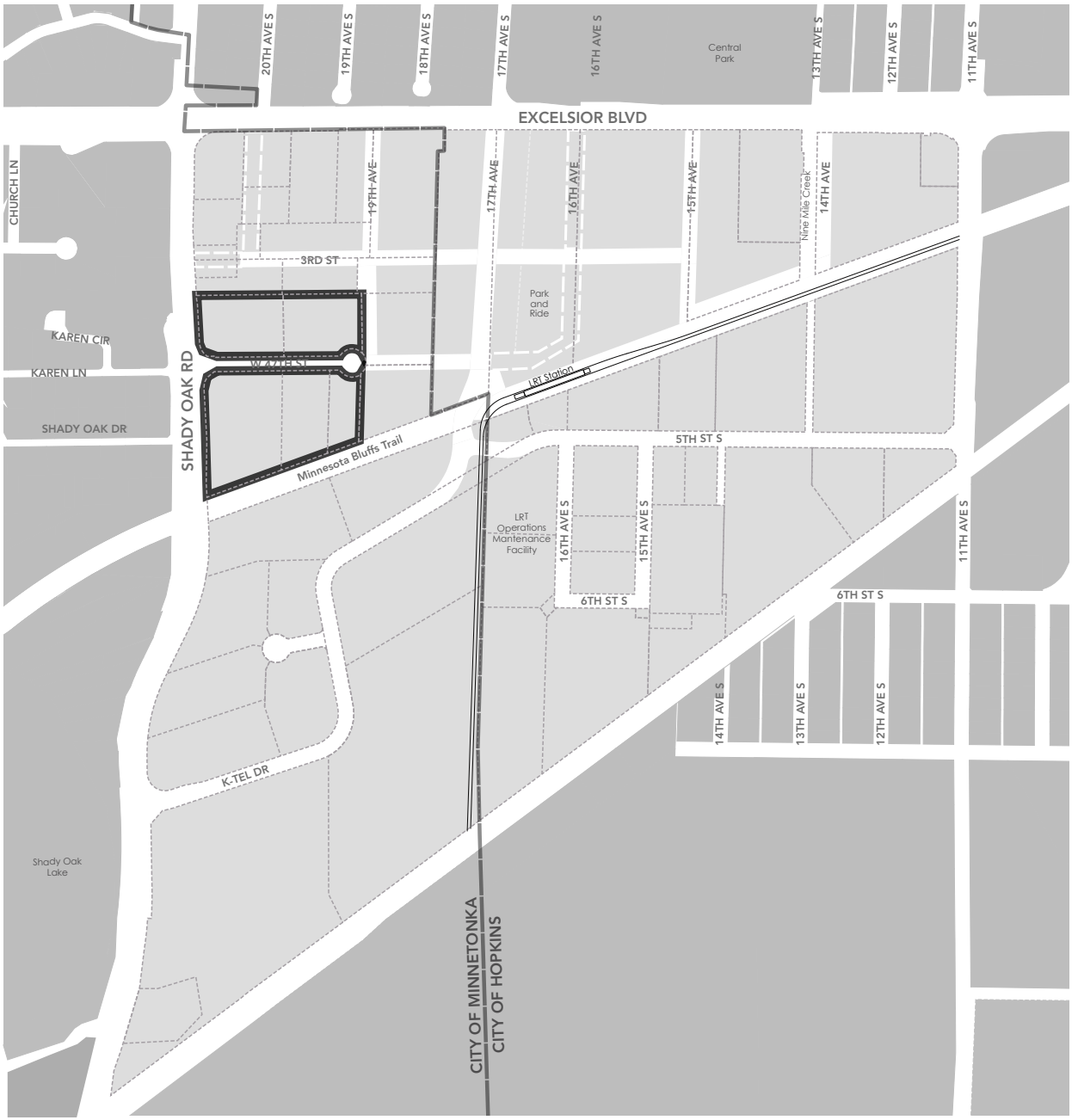


FIGURE 8.

PROHIBITED VEHICLE PAINTING, BODY WORK, & REPAIR USES

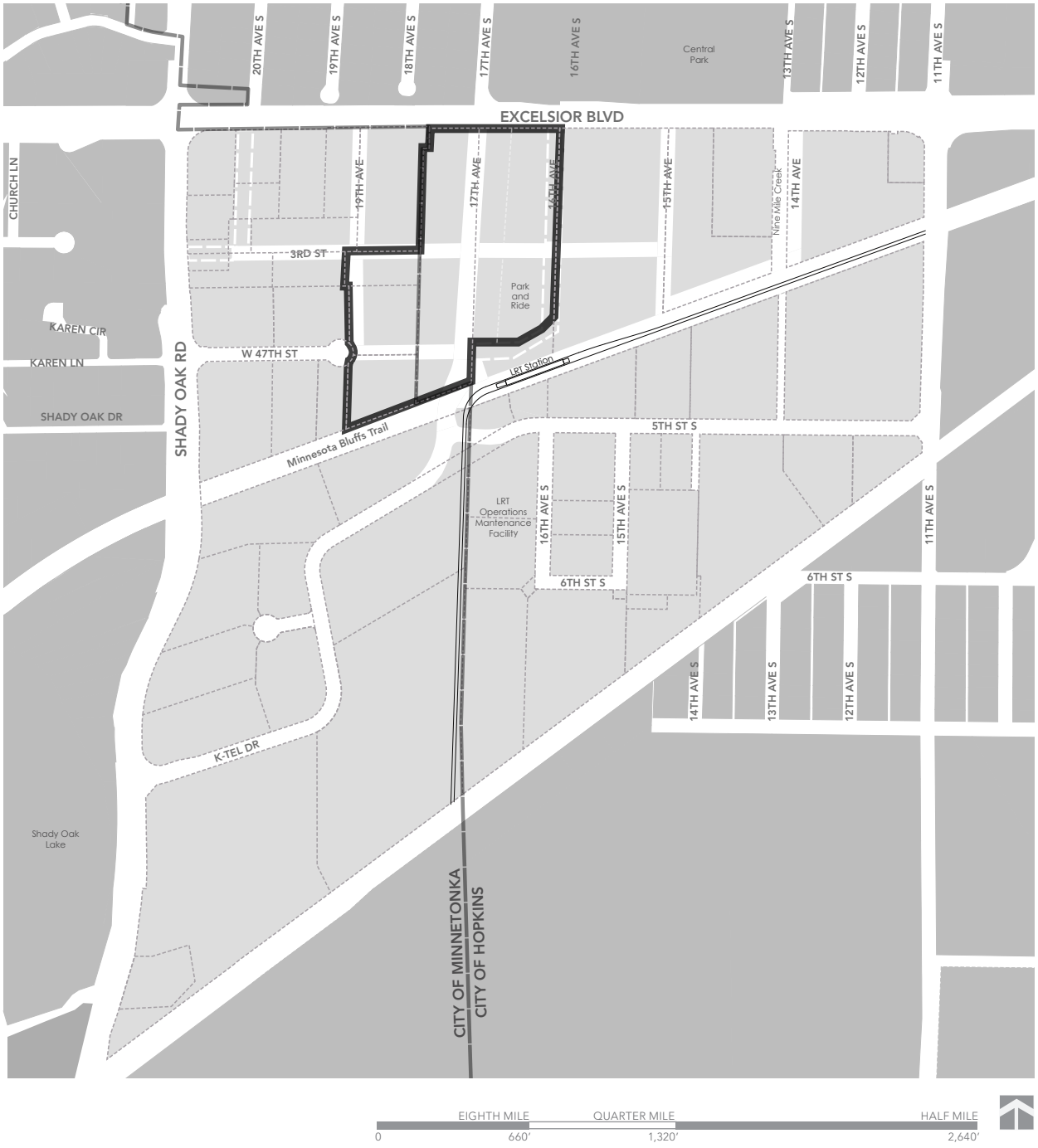


FIGURE 9.
PERMITTED MINI STORAGE

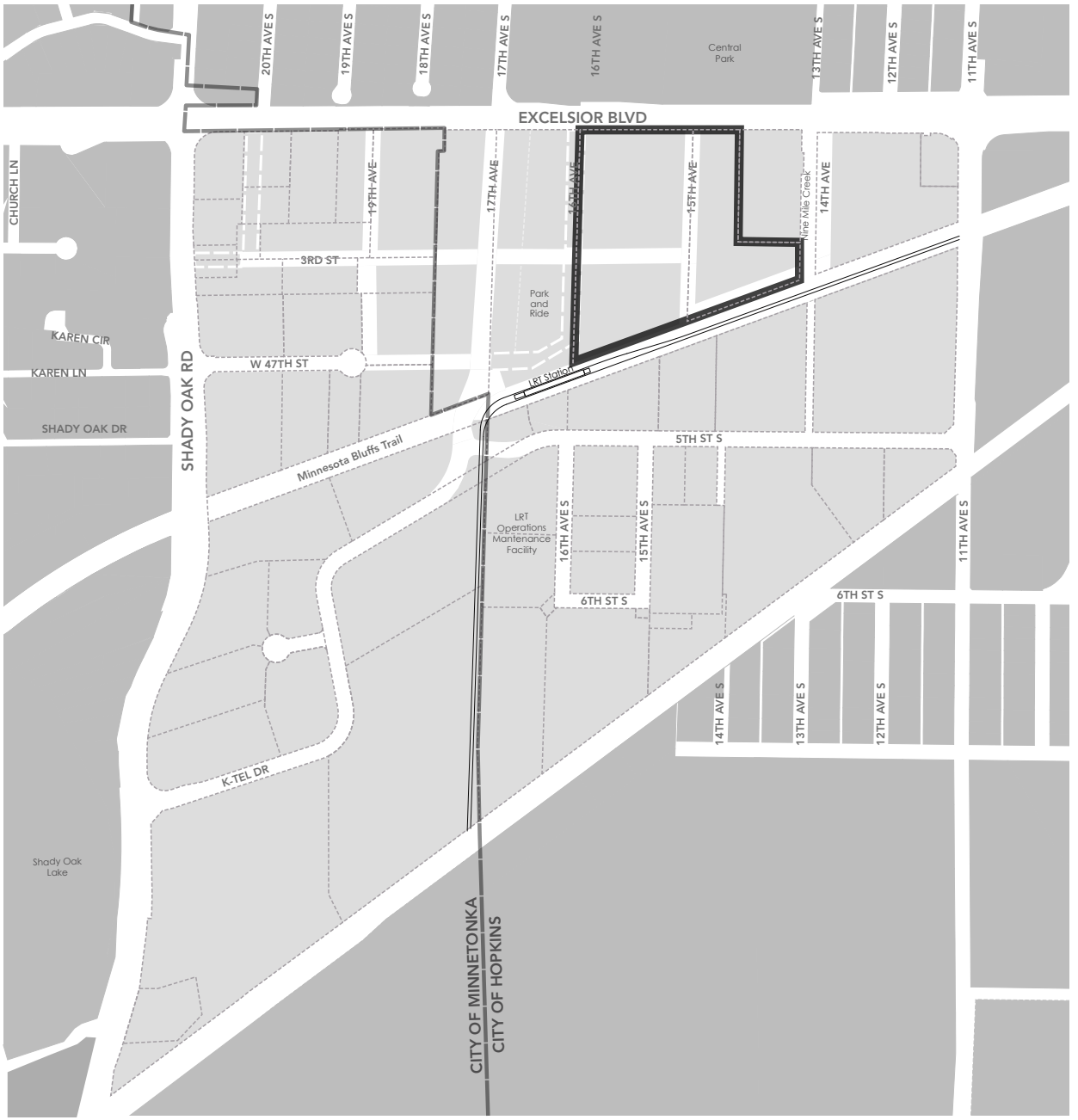
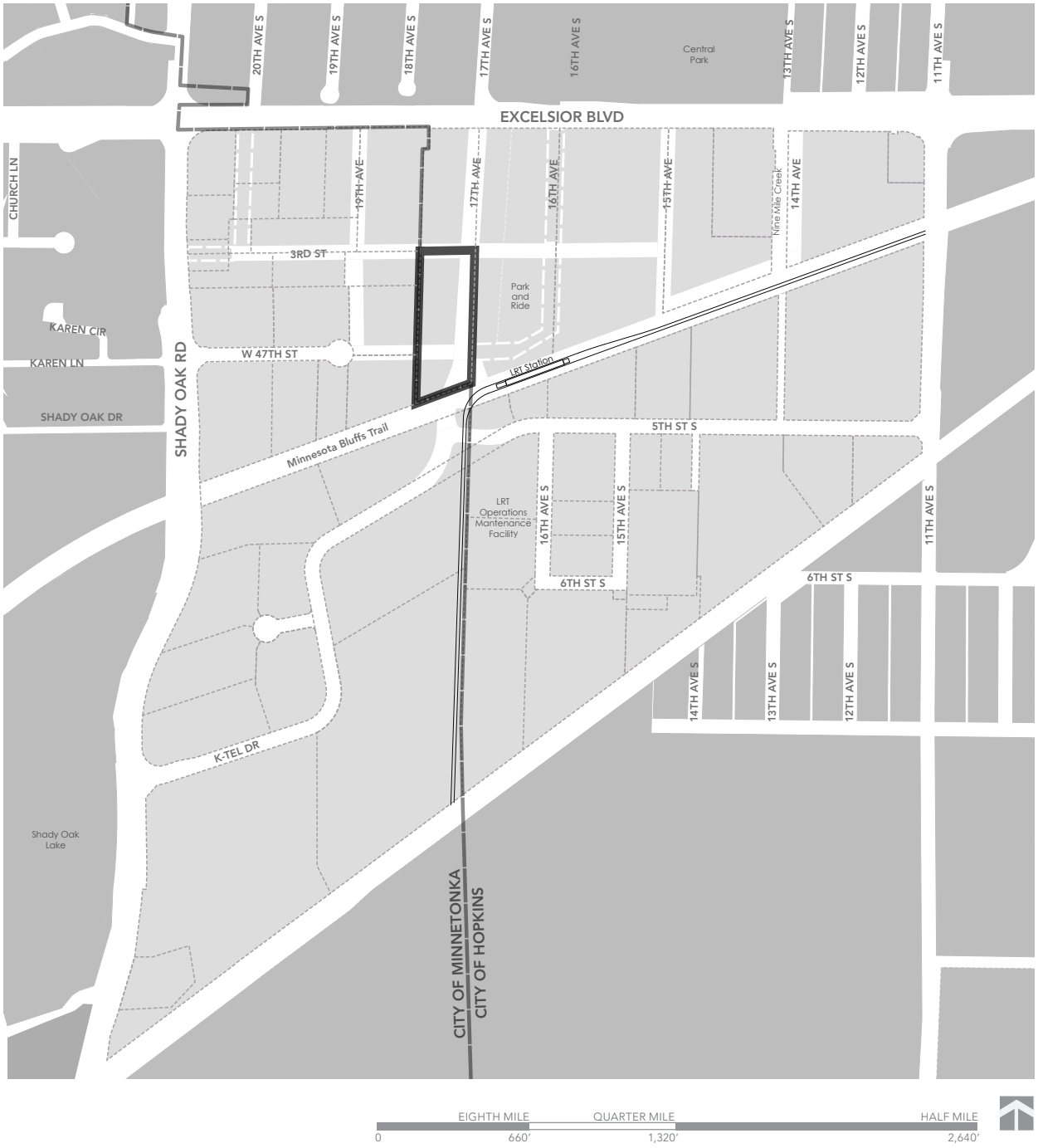


FIGURE 10.

PROHIBIT TELECOMMUNICATIONS FACILITIES/ TOWERS



SECTION XX.XX.050 DEVELOPMENT STANDARDS

The Shady Oak Station Area Zoning Development Standards provide specific requirements for the physical orientation, uses and arrangement of buildings; the management of parking; and access to development parcels. Development located in the Shady Oak Station Area Zoning Districts shall be designed and constructed consistent with the following Development Standards. Development located within the Shady Oak Station Area Zoning Districts shall be required to meet all other applicable sections of the City of Minnetonka and City of Hopkins Land Use Ordinances, except as otherwise provided in this Chapter.

A site layout, landscaping or building design in a manner inconsistent with the Shady Oak Station Area Zoning Districts Development Standards requires a minor amendment in accordance with Section XX.XX.020.B.

A. REQUIRED ACTIVE EDGE

Active edges are characterized as building frontages with 1) direct public street sidewalk entries and 2) a high degree of ground floor facade transparency to increase visual and physical interaction between people inside and people outside of the buildings and create a safe and vibrant pedestrian environment.

The Required Active Edge diagram (FIGURE 11) identifies only required building frontages where active-edge treatments shall be included. Other building frontages may include these treatments but are not required. Fronting parking lots, service bays/loading bays, and parking garage entrances are prohibited along identified active edges.

The following active-edge criteria shall be met for all ground-floor commercial and retail uses:

- a minimum of 70 percent transparent glass along ground-floor facades as measured in linear feet of total building frontage at a location 5 ft. above the sidewalk (FIGURE 12); must be entirely transparent with the exception of;
- applied window signs that shall be no longer than 10 percent of any single opening;
- frosted, tinted, reflective glass or other types of glass that diminish transparency are prohibited
- Primary ground-floor entries shall be oriented to the public street (FIGURE 14)

The following active edge criteria shall be met for all ground-floor residential and commercial uses :

- a minimum of 50 percent transparent glass along ground-floor facades as measured in linear feet of total building frontage at a location 5 ft. above the first finished floor height (FIGURE 13);
- frosted, tinted, reflective glass or other types of glass that diminish transparency are prohibited for commercial uses only
- Primary entrances must be oriented toward the street; quasi-public terraces, stoops or porches are appropriate, but not required (FIGURE 14-FIGURE 15).

FIGURE 11. REQUIRED ACTIVE EDGE

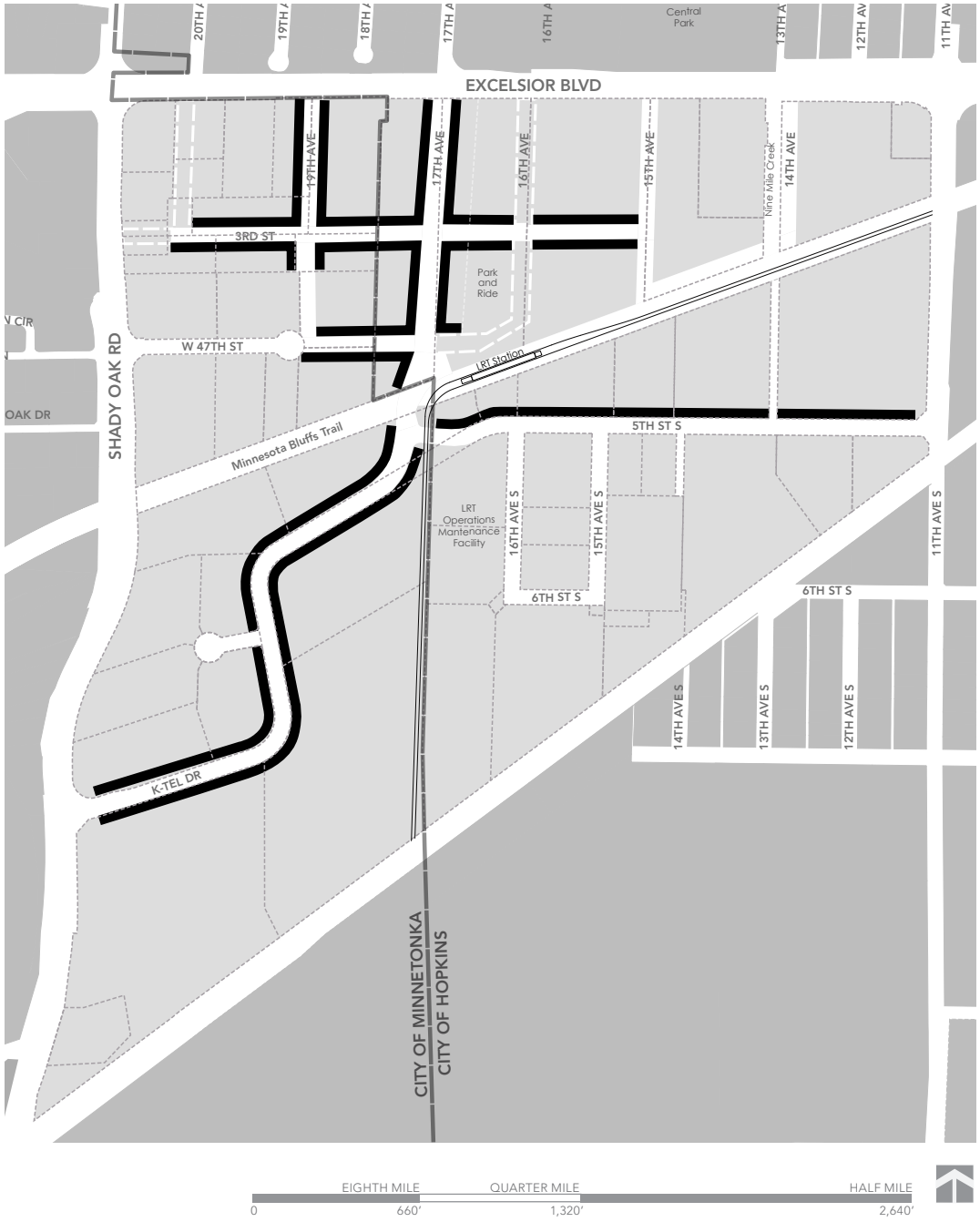


FIGURE 12. 70% TRANSPARENCY- RETAIL AND EMPLOYMENT

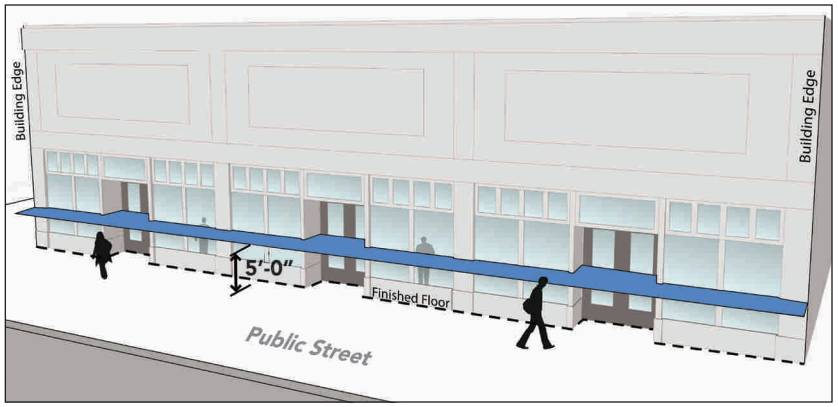


FIGURE 13. 50% TRANSPARENCY- RESIDENTIAL

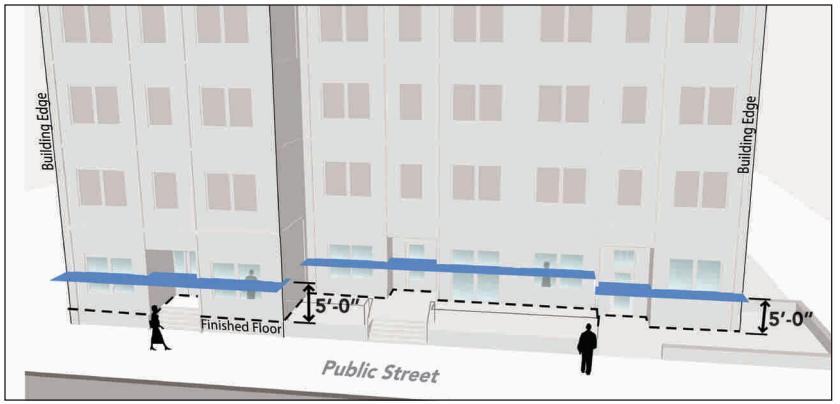
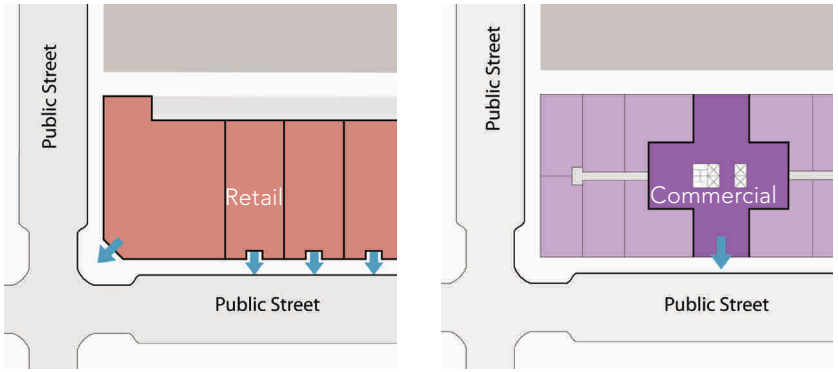


FIGURE 14. RETAIL AND EMPLOYMENT STREET ENTRIES

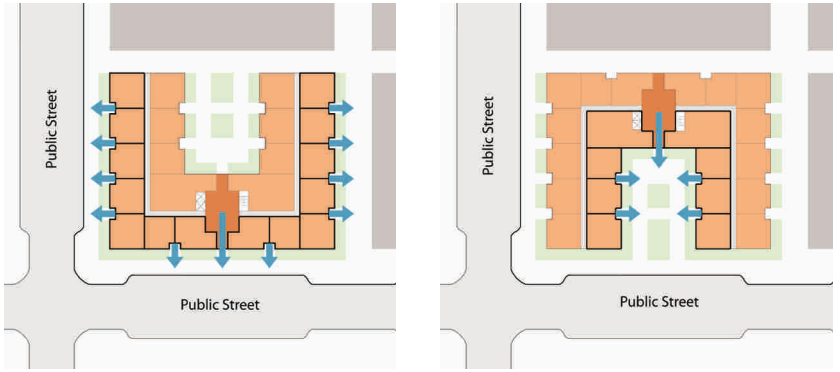


Individual retail shop entries must be oriented to the street to contribute to the vitality and safety of station areas through 'eyes on the street' surveillance.

- Primary business entries shall face the street; Secondary entries are permitted along all other frontages
- Retail entries must have at-grade entries fronting public streets; ramps or steps are prohibited
- All doorway glazing shall be transparent; tinted, reflective or other opaque materials or treatments shall be prohibited

Entries to main lobbies of ground-floor commercial uses must be oriented to the street to allow direct access from the street and promote activity on streets.

FIGURE 15. RESIDENTIAL STREET ENTRIES



Ground-floor individual dwelling units and main lobby entries must be oriented to the street or to a street-facing courtyard to contribute to the vitality and safety of station areas through 'eyes on the street' surveillance.

By locating entries facing the street, residents and visitors will enter and exit the building to the public street, thereby activating and animating the public realm

B. REQUIRED BUILD-TO-LINE

Build-to-lines establish a continuous 'street wall' that frames pedestrian-oriented streets. Buildings that are built flush with the sidewalk, with doors and windows facing the street, provide for pedestrian-level features of interest, improve safety, and ensure that buildings are oriented to the street.

Build-to-Line regulations apply to ground floors only. Building facades set back on any floor above the ground floor are permitted.

Zero foot setbacks apply to the entire frontage length where indicated (FIGURE 16).

Automobile parking, service, or loading zones are prohibited within any permitted setback.

Exceptions to the build-to line criteria:

- A maximum 10 feet building setback (FIGURE 18) from the right-of-way line is permitted to provide privacy for residential uses, landscaping for commercial uses and/or additional area for outdoor seating and displays that are associated with ground-floor retail uses.
- Windows and walls may be recessed up to eighteen inches from the right-of-way line to accommodate columns or other architectural elements that engage the right-of-way line (FIGURE 17).
- Entry doors may be recessed up to 6 feet from the right-of-way line (FIGURE 17).
- Passageways to courtyards or other private spaces may interrupt the right-of-way line
- For ground-floor residential uses, walks, porches, steps, stoops, or terraces are allowed within the setback

FIGURE 16. REQUIRED BUILD-TO-LINE

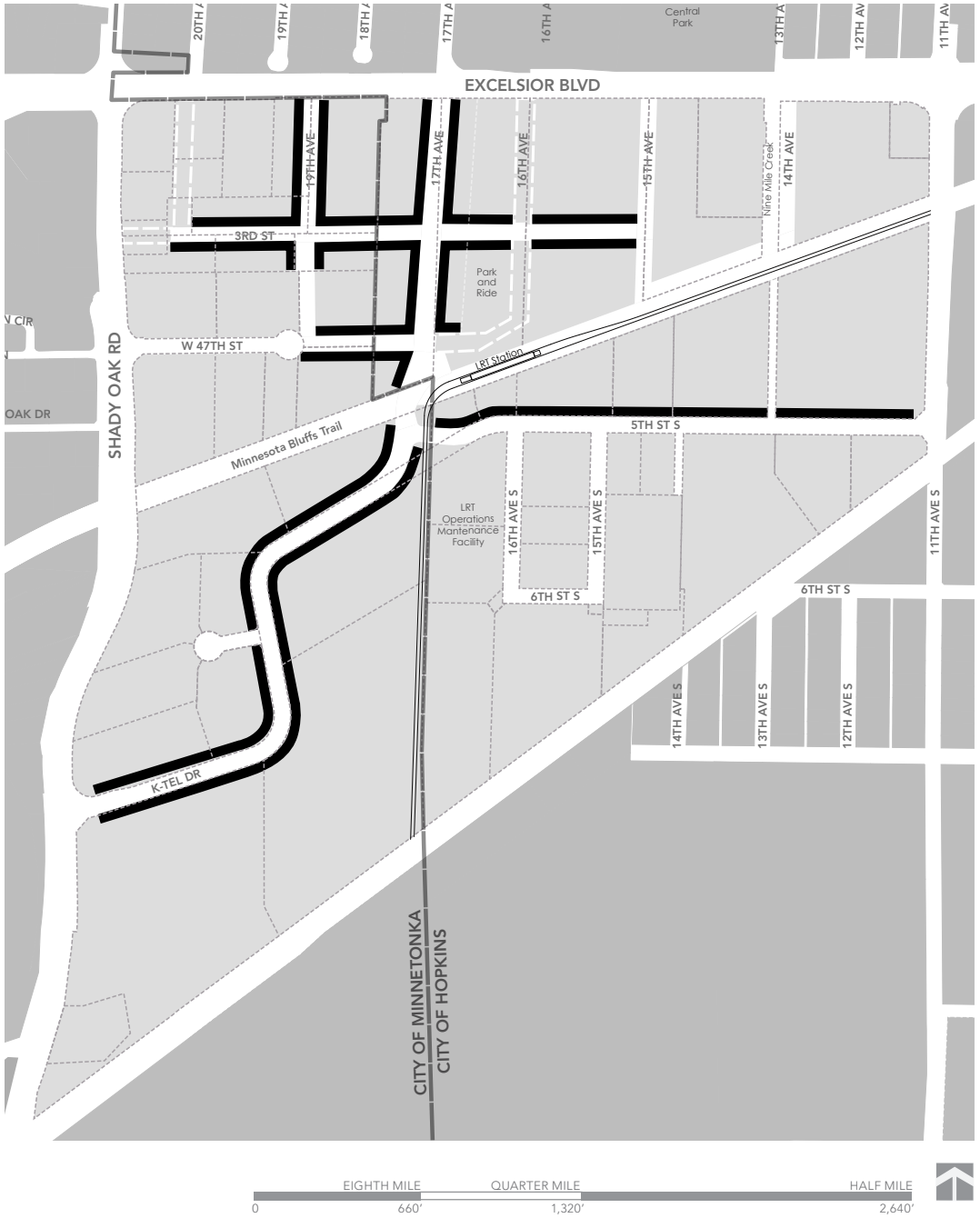


FIGURE 17. ZERO BUILDING SETBACK AND EXCEPTIONS

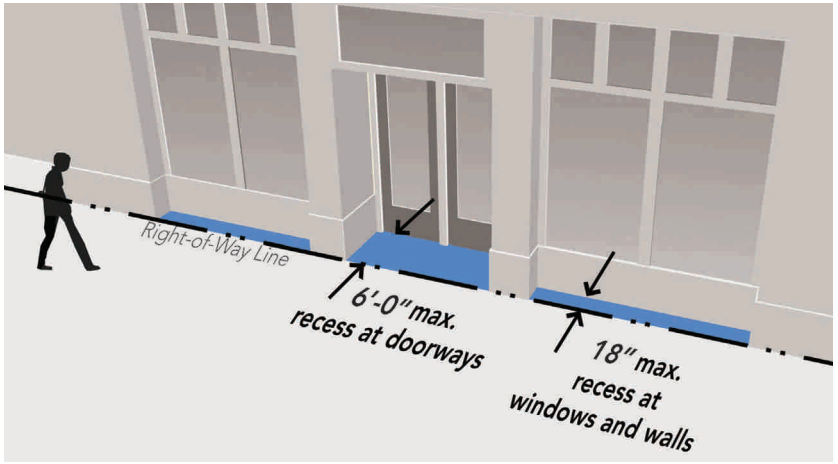
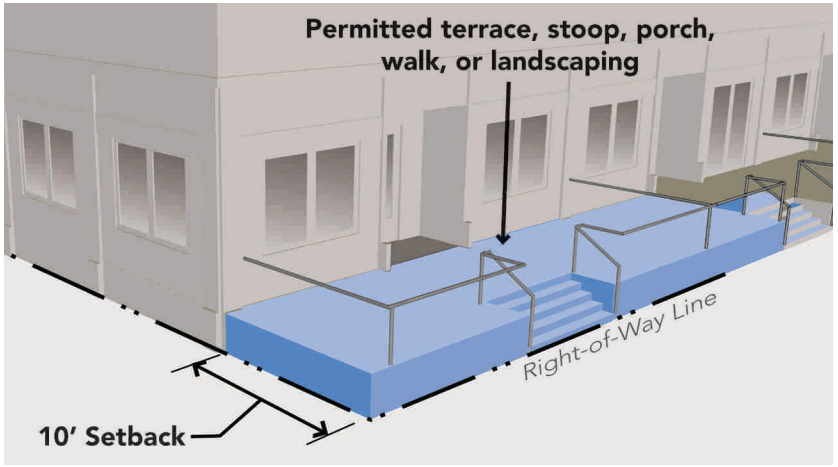


FIGURE 18. MAXIMUM 10' BUILDING SETBACK AND EXCEPTIONS



C. USEABLE OPEN SPACE

I. Purpose
Useable open space must be designed to be accessible to, and useable for outdoor living or recreation use.

II. Location.
Useable open space may be located on roofs, balconies, terraces, porches, decks or required front setback areas.

III. Minimum Useable Open Space Dimensions and Area.
Each useable open space area shall have at least a twelve foot dimension in any direction and a minimum area of two hundred square feet except for:

a) Private balconies must have a minimum of seven feet inany direction and a minimum area of eight square feet.
b) Roofs, decks or porches must have a minimum of ten feet in any direction and a total of one hundred twenty square feet.

IV. Private Useable Open Space Required.
In all Shady Oak Station Area zoning districts, a minimum of 100 square feet per unit shall be designated as private useable open space.

D. AUTO PARKING:

The following requirements apply to all permitted uses located within the zoning districts.

1. WHERE THE REGULATIONS APPLY.

The regulations apply to all parking areas in both zoning districts. Parking areas include:

a) those spaces accessory to a use;
b) part of a commercial parking ramp use;

2. OCCUPANCY.

All required parking areas must be completed and landscaped prior to occupancy of any structure per City landscaping and screening requirements

3. CALCULATIONS OF AMOUNTS OF REQUIRED AND ALLOWED PARKING.

a) When computing parking spaces based on net floor area, areas used for parking are not counted.

b) The number of parking spaces is computed based on the major use (more than 50 percent of net building area) on the site except as stated in Paragraph 3.c., below. When there are two or more separate major uses on a site, the required or allowed parking for the site is the sum of the required or allowed parking for the individual major uses. For joint use parking, see paragraph below.

c) When more than 20 percent of the net floor area on a site is in a minor use (less than 50 percentof the net building area), the required or allowed parking is calculated separately for the minor use. An example would be a 40,000 square foot building comprised of a 30,000 square foot warehouse and a 10,000 square foot minor office area. The required or allowed parking would be computed separately for the office and warehouse uses.

d) If the maximum number of spaces allowed is less than or equal to the minimum number required, then the maximum number is automatically increased to one more than the minimum.

e) If the maximum number of spaces allowed is less than one, then the maximum number is automatically increased to one.

4. USE OF REQUIRED PARKING SPACES.

Required parking spaces must be available for the use of residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.

5. PROXIMITY OF PARKING TO USE.

Required parking spaces for residential uses must be located on the site of the use or within a shared court parking tract owned in common by all the owners of the properties that will use the tract. On-street parking within a private street-tract other than a shared court does not count towards this requirement. Required parking spaces for nonresidential uses must be located on the site of the use or in parking areas whose closest point is within 500 feet of the site.

6. MINIMUM NUMBER OF PARKING SPACES REQUIRED.

I. Purpose.

The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of motor vehicle traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit have good street connectivity, and good pedestrian facilities need less off-street parking. Multi-dwelling development that includes a large number of units require some parking to support existing and future uses in the area and serve residents and guests, especially those with disabilities. Parking requirements must be balanced with an active pedestrian network to minimize pedestrian, bicycle and vehicle conflicts. Transit-supportive bicycle parking can be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site.

a) The minimum number of parking spaces for both zoning districts is stated in Table 1. Table 2 states the required number of spaces for permitted and conditional uses.

II. Joint use parking.

Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses to which the parking is accessory are allowed in the zone where the parking is located. Joint use of required parking spaces is allowed if the following documentation is submitted in writing to the Joint Planning Board and Planning Departments as part of a building or zoning permit application or land use review:

a) The names and addresses of the uses and of the owners or tenants that are sharing the parking;

b) The location and number of parking spaces that are being shared;

c) A parking and transportation analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and

d) A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses

III. Carpool parking.

For office uses where there are more than 20 parking spaces on the site, the following standards must be met:

a) Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays. More spaces may be reserved, but they are not required.

b) The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.

c) Signs must be posted indicating these spaces are reserved for carpool use before 9:00 AM on weekdays.

IV. Exceptions to the minimum number of auto parking spaces.

a) The minimum number of required parking spaces may be reduced by 50 percent through the use of exceptions. The 50 percent limit applies cumulatively to all exceptions.

b) Bicycle parking may substitute for up to 25 percent of required parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space.

c) Motorcycle parking may substitute for up to 5 spaces or 5 percent of required motor vehicle parking, whichever is less. Each motorcycle space must be at least 4 feet wide and 8 feet deep.

d) Substitution of on-site car sharing spaces for required parking. Substitution of car sharing spaces for required parking is allowed if all of the following are met:

1) For every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by two spaces, up to a maximum of 25 percent of the required parking spaces;

2) The car-sharing parking spaces must be shown on the building plans; and a copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit.

e) Substitution of bike sharing facility for required parking. Substitution of a bike sharing facility for required parking is allowed if all of the following are met:

1) A bike sharing station providing eight shared bicycle docks reduces the motor vehicle parking requirement by three spaces. The provision of each addition of four docks and two shared bicycles reduces automobile parking, whichever is less; and

2) Bike sharing agreement:

(i) The property owner must have a bike sharing agreement with a bike sharing company;

(ii) The bike sharing agreement must be approved by the City of Minnetonka or City of Hopkins; and

(iii) A copy of the signed agreement between the property owner and the bike-sharing company, accompanied by a letter of approval, must be submitted before the building permit is approved.

7. MAXIMUM ALLOWED PARKING SPACES

I. Purpose.

Limiting the number of spaces allowed promotes efficient use of land, enhances urban form, encourages use of light rail transportation, provides for better pedestrian movement, and protects air and water quality. The maximum ratios in this section vary with the use the parking is accessory to and with the location of the use. These maximums will accommodate most auto trips to a site based on typical peak parking demand for each use. The Development Strategy Plan's subareas that are easily reached by light rail transportation have lower maximums than areas where transit service is less accessible.

II. Maximum number of parking spaces allowed.

a) The maximum number of parking spaces allowed is stated in Table 2

b) Where 100 percent of the required parking is in a below grade parking structure parking, there is no maximum number of parking spaces

E. BICYCLE PARKING

Bicycle parking is required for most permitted and conditional use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays.

1. REQUIRED BICYCLE PARKING

I. Number of spaces required.

a) The required minimum number of bicycle parking spaces for each use category is shown on Table 1. Bicycle parking is not required for uses not listed in Table 2.

b) The required minimum number of bicycle parking spaces is based on the major uses on a site. There is no bicycle parking requirements for minor uses. However, if the required number of spaces for the major uses is based on net building area, the net building area of minor uses is included with the major uses in the calculation. For example, a Manufacturing and Production use of 45,000 square feet with 15,000 square feet of minor Office use would have a bicycle parking requirement of 4 spaces, based on 60,000 square feet of net building area. If the major use is not listed in Table 1, no bicycle parking is required for the minor use.

c) When there are two or more separate major uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual major uses.

2. BICYCLE PARKING STANDARDS

I. Long-term bicycle parking.

a) Purpose. Long-term bicycle parking provides employees, residents, commuters and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles. Although long-term parking does not have to be provided on-site, the intent of these standards is to allow bicycle parking to be within a reasonable distance in order to encourage bicycle use.

b) Standards. Required long-term bicycle parking must meet the following:

1) Long-term bicycle parking must be provided in racks or lockers that meet the standards of Subsection E.III;

2) Location. Long-term bicycle parking must be located on the site or in an area where the closest point is within 300 feet of the site;

3) Covered Spaces. At least 80 percent of long-term bicycle parking must be covered and meet the requirements of Table 2, Bicycle Parking; and

4) Security. To provide security, long-term bicycle parking must be in at least one of the following locations:

(i) In a locked room;

(ii) In an area that is enclosed by a fence with a locked gate. The fence must be either 8 feet high, or be floor-to-ceiling;

(iii) In an area that is monitored by a security camera; or

(iv) In an area that is visible from employee work areas

II. Short-term bicycle parking.

a) Purpose. Short-term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short-term bicycle parking must serve the main entrance of a building and must be visible from public streets.

b) Standards. Required short-term bicycle parking must meet the following standards:

1) Short-term bicycle parking must be provided in lockers or racks that meet the requirements of Table 2, Bicycle Parking

2) Location. Short-term bicycle parking must be:

i. Outside a building;

ii. At the same grade as the sidewalk or at a location that can be reached by an accessible route; and

iii. Within the following distances of the main entrance:

- For a building with one main entrance, the bicycle parking must be within 50 feet of the main entrance to the building

- For a building with more than one main entrance, the bicycle parking must be along all façades with a main entrance, and within 50 feet of at least one main entrance on each façade that has a main entrance

III. Standards for all bicycle parking.

a) Purpose.

These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

b) **Bicycle lockers.**
Where required bicycle parking is provided in lockers, the lockers must be securely anchored.

c) **Bicycle racks.**
Required bicycle parking may be provided in floor, wall, or ceiling racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:

1) The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle;
2) A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components.
3) The rack must be securely anchored

d) **Parking and maneuvering areas.**

1) Each required bicycle parking space must be accessible without moving another bicycle;
2) There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way; and
3) The area devoted to bicycle parking must be a paved hard surface

e) **Covered bicycle parking.** Covered bicycle parking, as required by this section, can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the roof cover must be:

1) Permanent;
2) Designed to protect the bicycle from snow or rainfall; and
3) The bottom of the roof structure must be at least 7 feet above the interior finished floor or exterior paved surfaceelevation.

f) **Signs.**

1) Light rail stations. If required bicycle parking is not visible from the light rail station or transit center, a sign must be posted at the station or center indicating the location of the parking.
2) Other uses. For uses other than light rail stations, if required bicycle parking is not visible from the street or main building entrance, a sign must be posted at the main building entrance indicating the location of the parking.

PARKING REQUIREMENTS — TABLE 2

USE	MOTOR VEHICLE PARKING		BICYCLE PARKING [II]	
	REQUIRED MINIMUM	REQUIRED MAXIMUM	REQUIRED LONG TERM	REQUIRED SHORT TERM
RESIDENTIAL				
MULTI–UNIT DWELLINGS	0.5/Unit/1 Guest/15 Units	2.0/Unit	1.5/Unit	1/20 Units
WORK- LIVE TOWNHOMES	1.0/Unit/1 Guest/5 Units	2.0/Unit	1/Unit	1/20 Units
SENIOR/CONGREGATE CARE	.25/Resident/1 Guest/15 Units	1.0/Resident	1/20 Residents	None
GROUP LIVING/CO-HOUSING	.25/Unit/1 Guest/15 Units	1.0/Unit	0.5/Unit	1/20 Units
COMMERCIAL				
ALL USES EXCEPT THOSE IDENTIFIED BELOW	1.0/500 SF	1.0/200 SF	1/10,000 SF	1/5,000 SF
BAR/TAVERN/LOUNGE/NIGHTCLUB	1.0/250 SF	1.0/75 SF	1/10,000 SF	1/5,000 SF
BANQUET/RECEPTION/SOCIAL CLUBS	1.0/333SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
CHILD DAY CARE/NURSERY	1/1000 SF	1.0/333 SF	1/10,000 SF	NONE
HEALTH/FITNESS CLUB	1.0/333 SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
HOTEL/HOSTEL (NOT INCLUDING ACCESSORY USES— I.E. RESTAURANTS)	1/ ROOM	1.5/ ROOM	1/20 ROOMS	1/20 ROOMS
HOSPITAL/MEDICAL CLINIC	1.0/333 SF	1.0/200 SF	1/40,000 SF	1/40,000 SF
MARTIAL ARTS, YOGA, DANCE – STUDIO	1.0/333 SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
INDOOR SPORTS & RECREATION FACILITY (PRIVATE)	1.0/333 SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
OFFICES	1.0/500 SF	1.0/333 SF	1/4,000 SF	1/10,000 SF
RESTAURANT/CAFÉ	1.0/400 SF	1.0/200 SF	1/10,000 SF	1/5,000 SF
RESTAURANT – CARRY-OUT & DELIVERY	1.0/400 SF	1.0/200 SF	1/10,000 SF	1/5,000 SF
FOOD CART AND TRUCK VENDORS	NONE	1.0/VENDOR	NONE	NONE
THEATER/PERFORMING ARTS VENUE	1/ 4 SEATS	1/ 2.5 SEATS	1/40 SEATS	NONE
VETERINARIAN CLINIC/HOSPITAL	1.0/500 SF	1.0/333 SF	NONE	NONE
CIVIC				
PARK & RIDE FACILITY	10/ACRE		10% OF PARKING STALLS	
PUBLIC OPEN SPACE/PARK/PLAZA	X	X		
ESSENTIAL PUBLIC SERVICE & UTILITY STRUCTURES	X	X		
INDUSTRIAL				
ALL USES EXCEPT THOSE IDENTIFIED BELOW				
RESEARCH LAB				
MINI STORAGE				
TELECOMMUNICATION FACILITIES/ TOWERS				

[i] Minimum of 1 per resident manager's facility, plus 3 per leasing office, plus 1 per 100 leasable storage spaces in multi-story buildings. A maximum of 2 spaces per resident manager's facility; 5 per leasing office; 1 per 67 leasable storage spaces in multi-story buildings

[ii] Note: When a building area is less than the identified for calculations, a minimum of two bicycle spaces must be provided

F. LOADING

I. Purpose
A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. The regulations ensure that location and access to and from loading facilities will not have a negative effect on the pedestrian environment, traffic safety or other transportation functions of the abutting right-of-way.

II. Where these regulations apply.
The regulations apply to all required and non required loading areas.

III. Number of loading spaces.

a) Buildings where all of the floor area is exclusively multi-unit dwellings uses must meet the standards below:

1) One loading space meeting Standard B is required where there are more than 40 dwelling units in the building
2) One loading space meeting Standard B is required where there are more than 20 dwelling units
3) Three loading spaces meeting Standard B are required when there are more than 100 dwelling units in the building.

II. Buildings where any of the floor area is in uses other than residential must meet the standards below:

1) One loading space meeting Standard A is required for buildings with at least 20,000 and up to 50,000 square feet of floor area in uses other than residential use
2) Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of floor area in uses other than residential use.

IV. Size of loading spaces.
Required loading spaces must meet the standards of this subsection.

1) Standard A: the loading space must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet.
2) Standard B: The loading space must be at least 18 feet long, 9 feet wide, and have a clearance of 10 feet.

V. Placement, setbacks and landscaping.
Loading areas must comply with the setback standards. When parking areas are prohibited or not allowed between a building and a street, loading areas are also prohibited or not allowed.

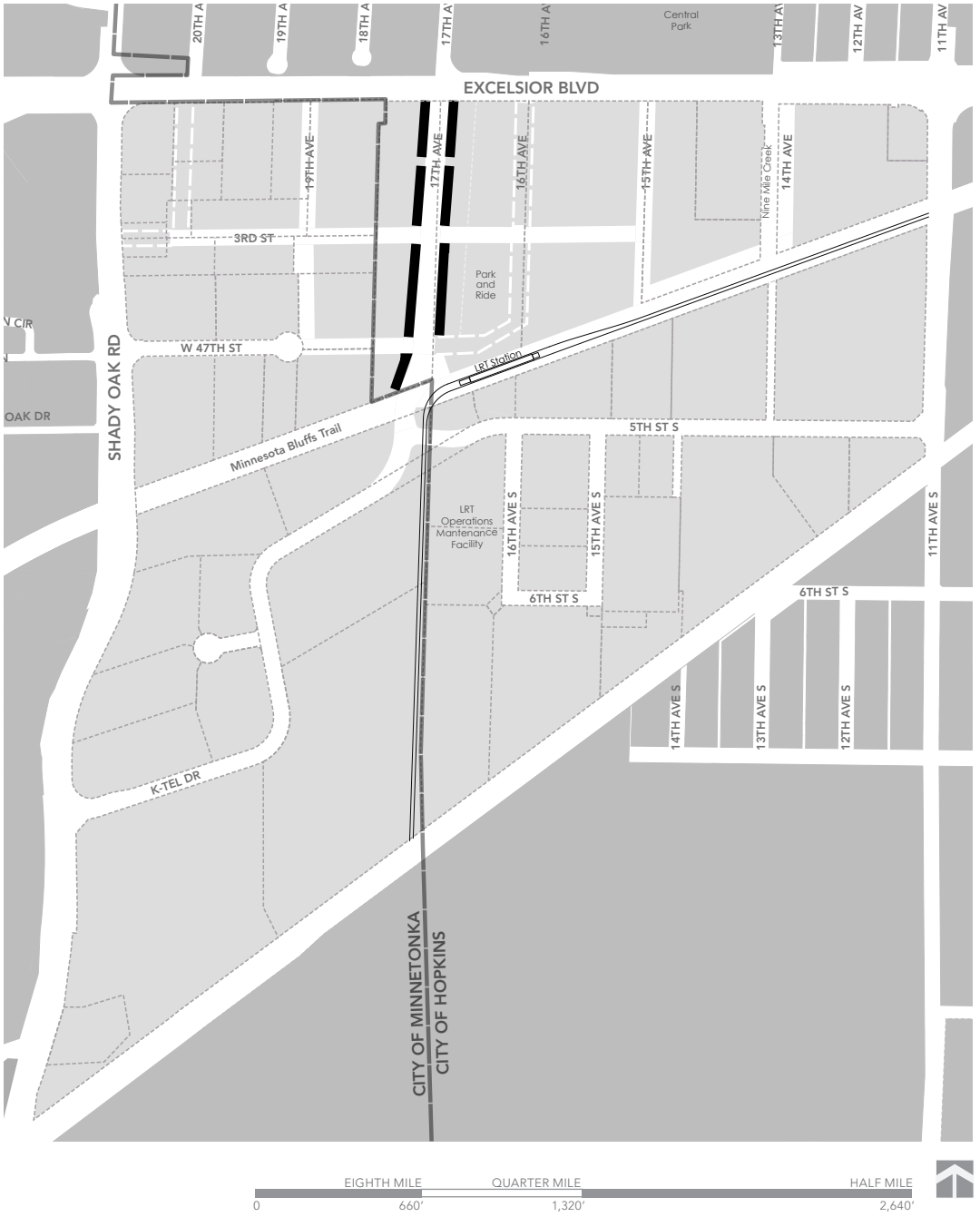
VI. Paving.
In order to control dust and mud, all loading areas must be paved.

G. RESTRICTED PARKING ACCESS

The designation of limited auto access streets (Figure 19) ensures continuity of the pedestrian environment by restricting auto access to parcels fronting 17th Avenue.

- Auto access through the sidewalk is limited to one curbcut per block for block frontages greater than 400 feet

FIGURE 19. RESTRICTED PARKING ACCESS



H. MINIMUM FLOOR AREA RATIO

Minimum floor area ratios (FAR) are used as a measure of the intensity of sites where commercial or industrial development occurs. The ratio is generated by dividing the gross building area by the gross parcel area, using the same units (typically square feet). Only the major use building structure and parking ramps, not minor use buildings such as covered bicycle parking shelters or utility buildings shall be included in the computation of minimum floor area ratios.

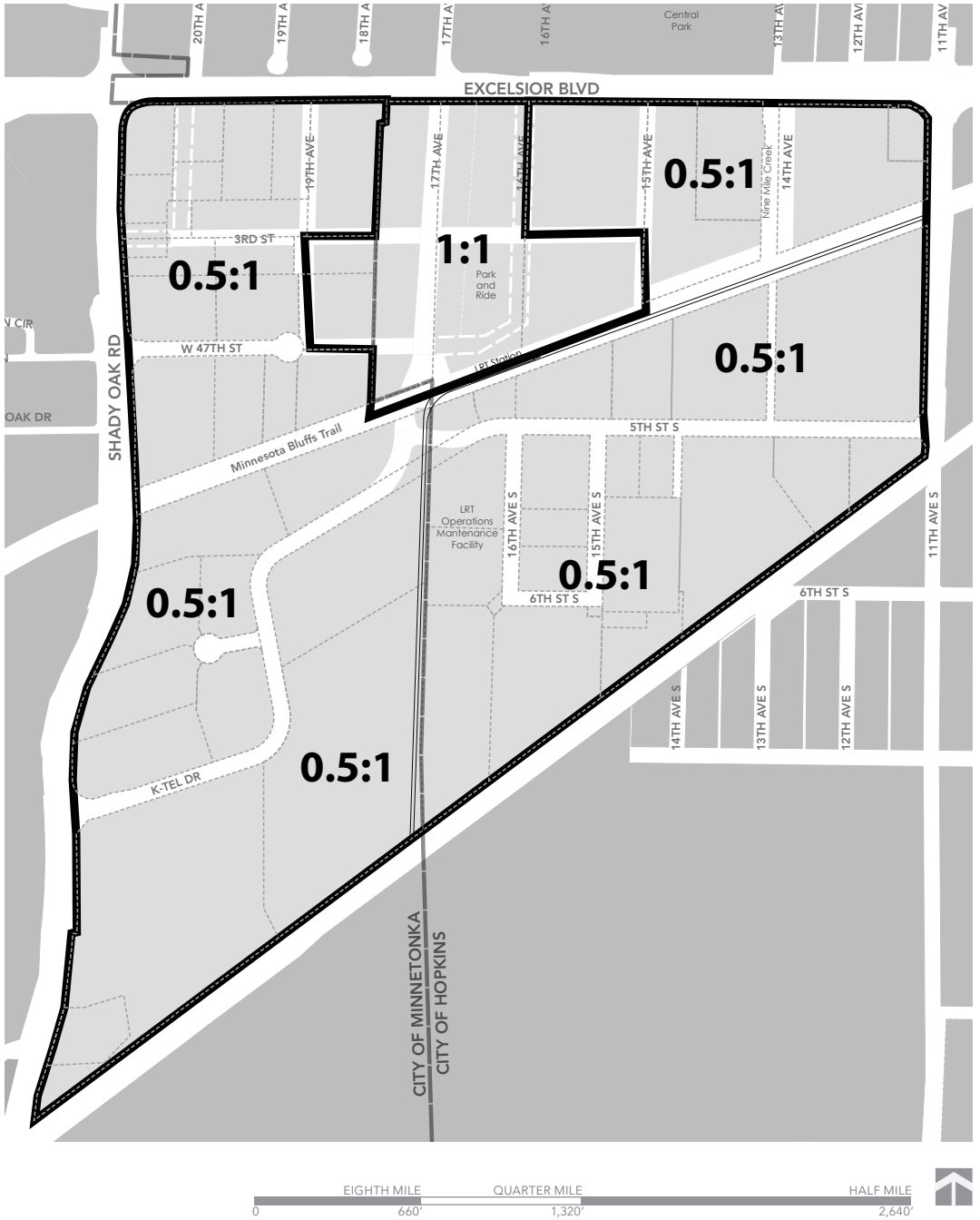
A minimum FAR is required for parcels identified in Figure 20 where 50 percent or more of the total building area is a non-residential use. There is no maximum FAR for any site.

The minimum floor area ratio requirements ensure that those sites zoned Transit Supportive Employment and Urban Industrial Employment are developed at an intensity that is transit supportive and discourages auto-oriented development.

For a parcel where commercial or industrial development is a minor use (less than 50 percent of total gross building area), the following exceptions apply:

1) Where 25%-49% of gross building area is commercial or industrial, a minimum FAR of 75 percent of the identified required minimum FAR shall be required.
2) Where 10%-25% of gross building area is commercial or industrial, a minimum FAR of 50 percent of the identified required minimum density shall be required.
3) Where less than 10 percent of gross building area is commercial or industrial, no minimum FAR shall be required.
4) Where adaptive reuse of existing structures includes commercial or industrial development, no minimum FAR shall be required.
5) Where a 'work' commercial component is included in a residential 'work-live' development, no minimum FAR shall be required.
6) Where a ground floor retail use is included in a residential structure identified in Figure 20, no minimum FAR shall be required.

FIGURE 20. MINIMUM FLOOR AREA RATIO (FAR)



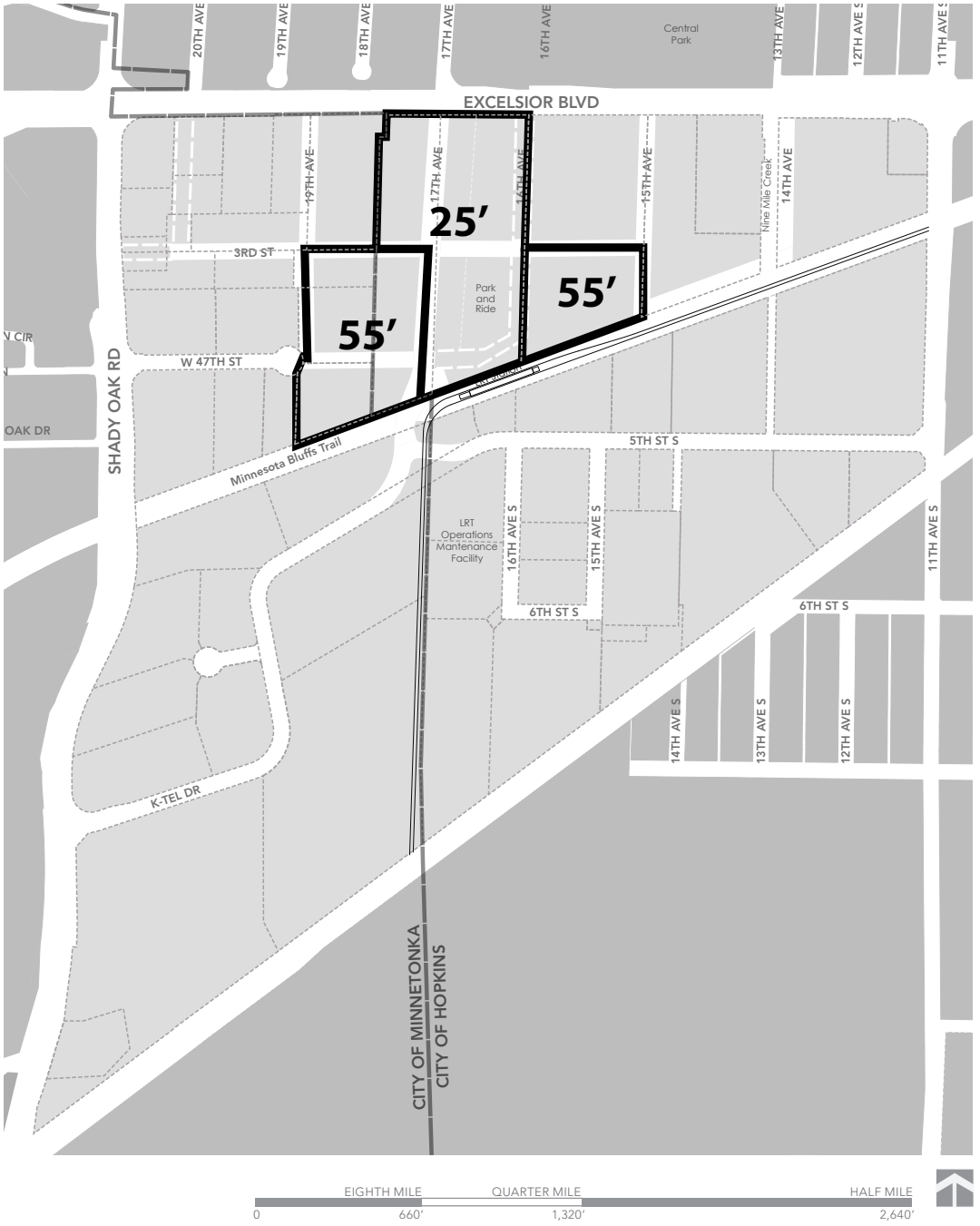
I. MINIMUM BUILDING HEIGHT

The minimum building height requirements, indicated on Figure 21, allow for transit supportive housing, office, and commercial development in close proximity to the Shady Oak Station platform.

There is no maximum height limit.

Building heights elsewhere in the Shady Oak Station Area Zoning Districts shall be a minimum 20 feet.

FIGURE 21. MINIMUM BUILDING HEIGHT



J. MINIMUM RESIDENTIAL DENSITY

Minimum residential densities are required to ensure that development occurs at transit supportive intensities. Development of duplexes, townhomes, apartments, and condominium uses are appropriate. Single family residential development is prohibited.

Residential density is expressed as dwelling units per acre (du/ac). For parcels where the major use is residential development (50 percent or more of the total building area), minimum density is determined by dividing the number of residential units by the gross acreage of the entire area residential site. There is no maximum density for any site.

For parcels where residential units are a minor use (less than 50 percent of total site building area), the following exceptions apply:

1) Where 25%-49% of net building area is residential, a minimum density of 25 percent of the required minimum density shall be required.
2) Where 10%-25% of net building area is residential, a minimum density of 10 percent of the required minimum density shall be required.
3) Where less than 10 percent of net building area is residential, no minimum density shall be required.
4) Where adaptive reuse of existing structures includes residential development, no minimum density shall be required

FIGURE 22. MINIMUM DENSITY