



SHADY OAK STATION AREA DEVELOPMENT STRATEGY

City of Hopkins &
City of Minnetonka

**Public Meeting:
Vision & Land Use
Scenario**
05-06-15

CRANDALL ARAMBULA
WSB & Associates | Maxfield Research

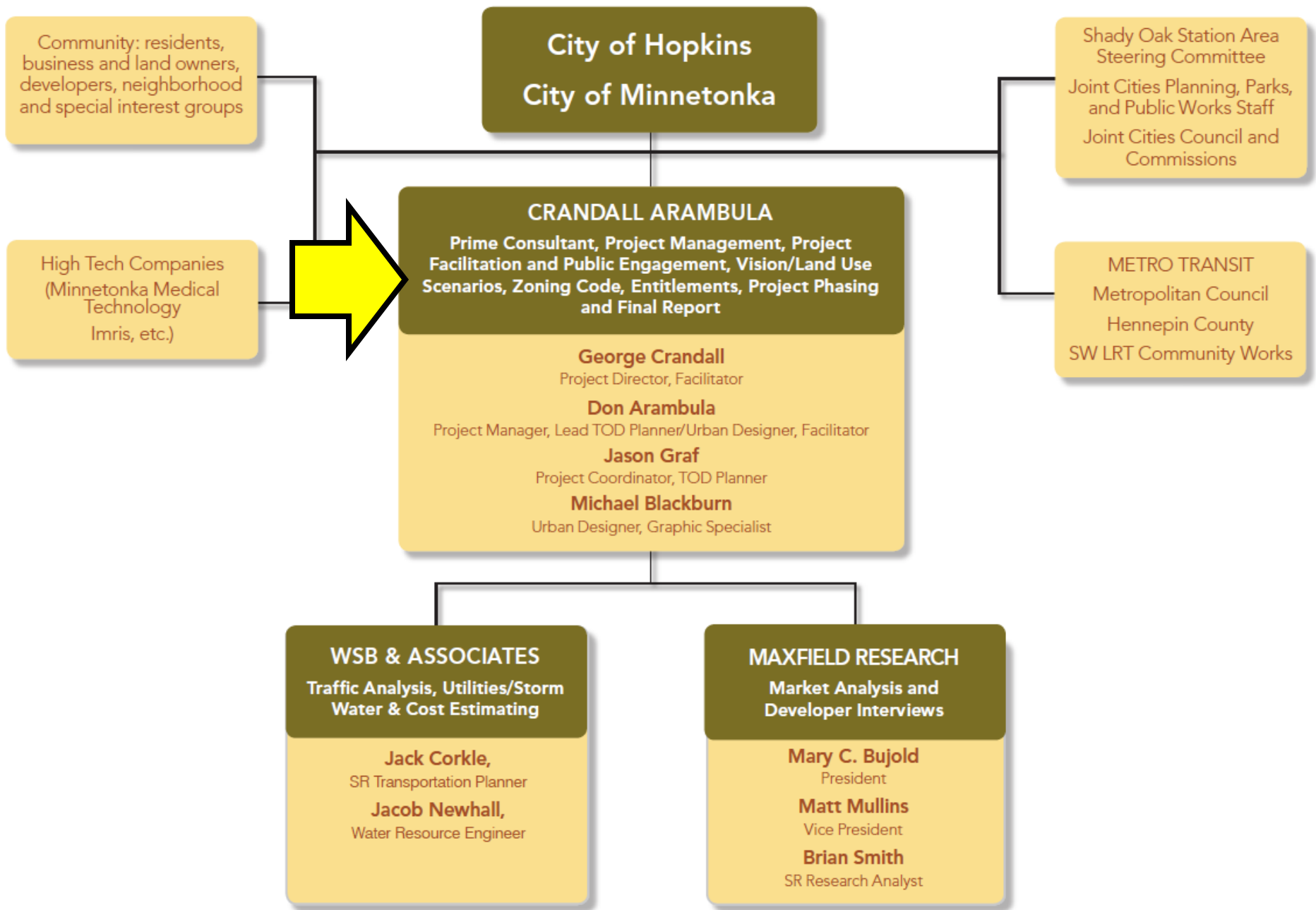
Agenda

Part 1 – Presentation

- 1) Project Purpose/TOD Fundamentals (15 Min)
- 2) Station Refinement, Vision, and Land Use/Station Access Scenario (25 Min)

Part 2 – Discussion

- 1) Questions (5 minutes)
- 2) Table Discussions (20 minutes)
- 3) Table Reports (20 minutes)



Project Team

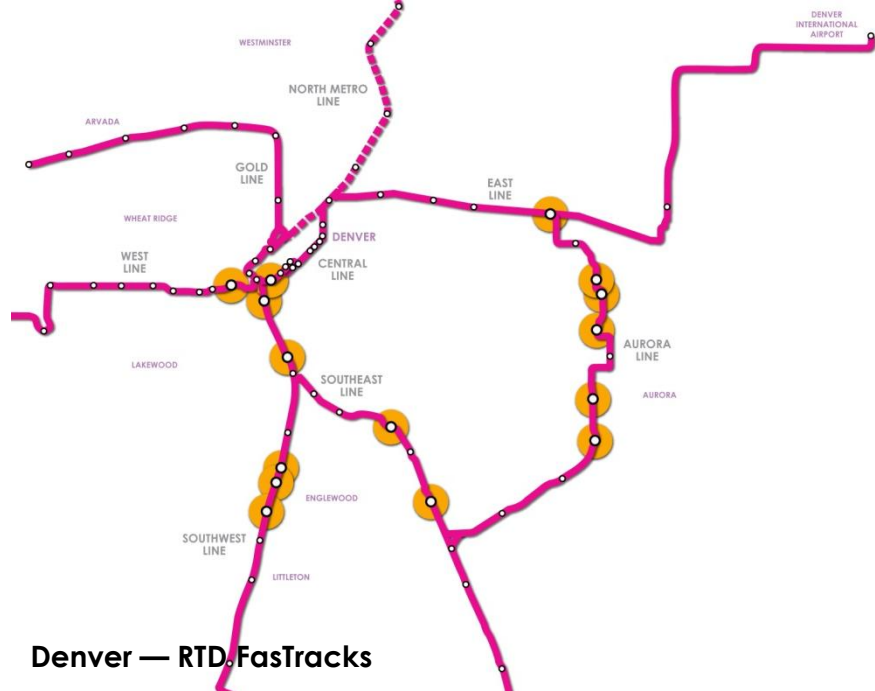


Over 50 Plans Completed

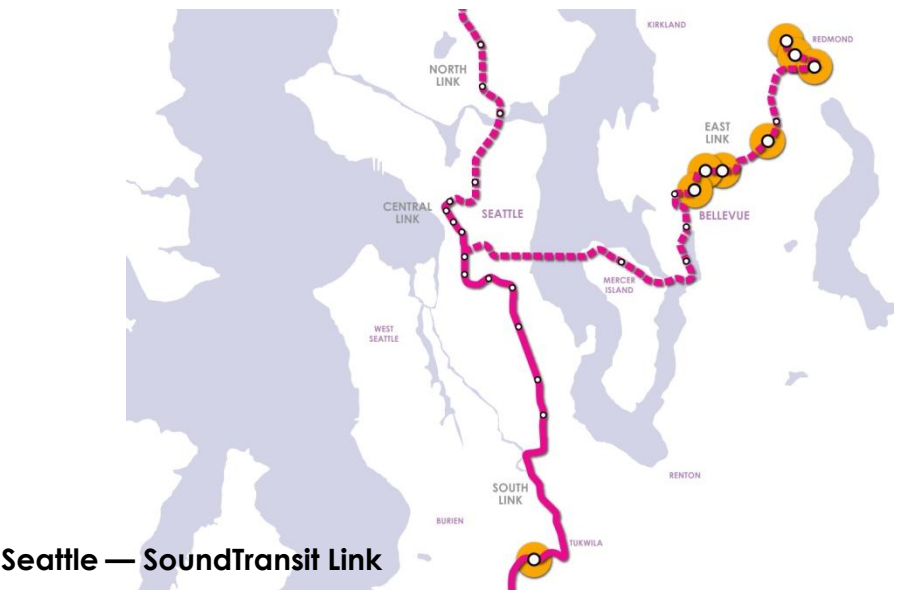
Crandall Arambula — TOD Station Area Plans



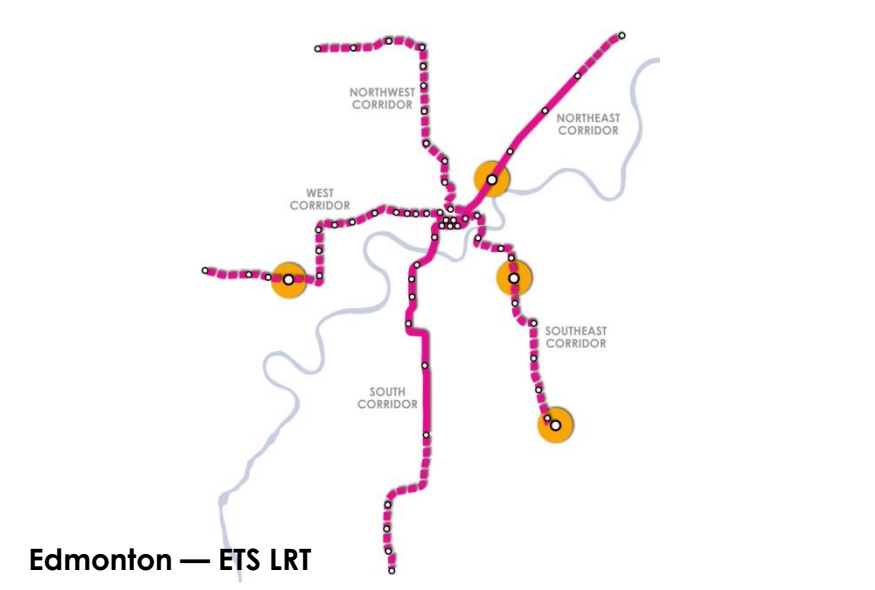
Portland — TriMet MAX



Denver — RTD FasTracks



Seattle — SoundTransit Link



Edmonton — ETS LRT

Crandall Arambula — TOD Station Area Plans



Crandall Arambula—Transit Facility Design



2000 Community/Town Plan, Merit Award: Gold Nugget Awards
1999 Ahwanee Award
1998 Master Planned Community of the Year, National Association of Home Builders

Orenco Station TOD, Hillsboro, Oregon



Vision/Land Use Scenario Meeting

Project Purpose



Mainstreet

17th Avenue

YOU ARE HERE

Central Park

Excelsior Blvd

Hopkins Tech Center

Minnesota Bluffs Trail

Downtown Hopkins Station

Shady Oak Road

Shady Oak Station

5th Street

11th Avenue

K-tel Dr

Shady Oak Lake

near current: clear

Shady Oak Station Area

Project Purpose

1. **Create a development strategy that is a unique and collaborative effort between the two cities of Hopkins and Minnetonka.**

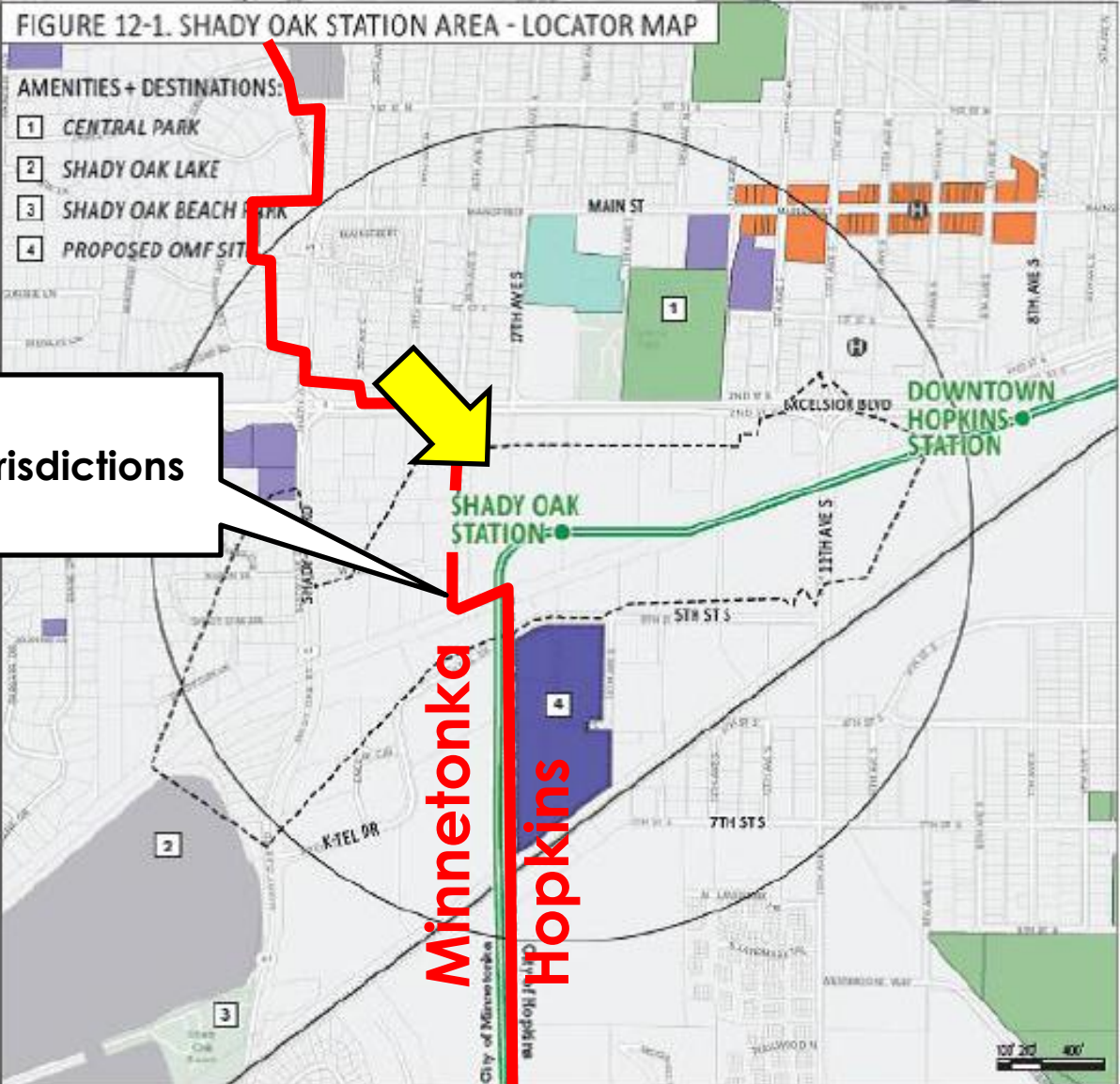
FIGURE 12-1. SHADY OAK STATION AREA - LOCATOR MAP

AMENITIES + DESTINATIONS:

- 1 CENTRAL PARK
- 2 SHADY OAK LAKE
- 3 SHADY OAK BEACH PARK
- 4 PROPOSED OMF SITE

Two Jurisdictions

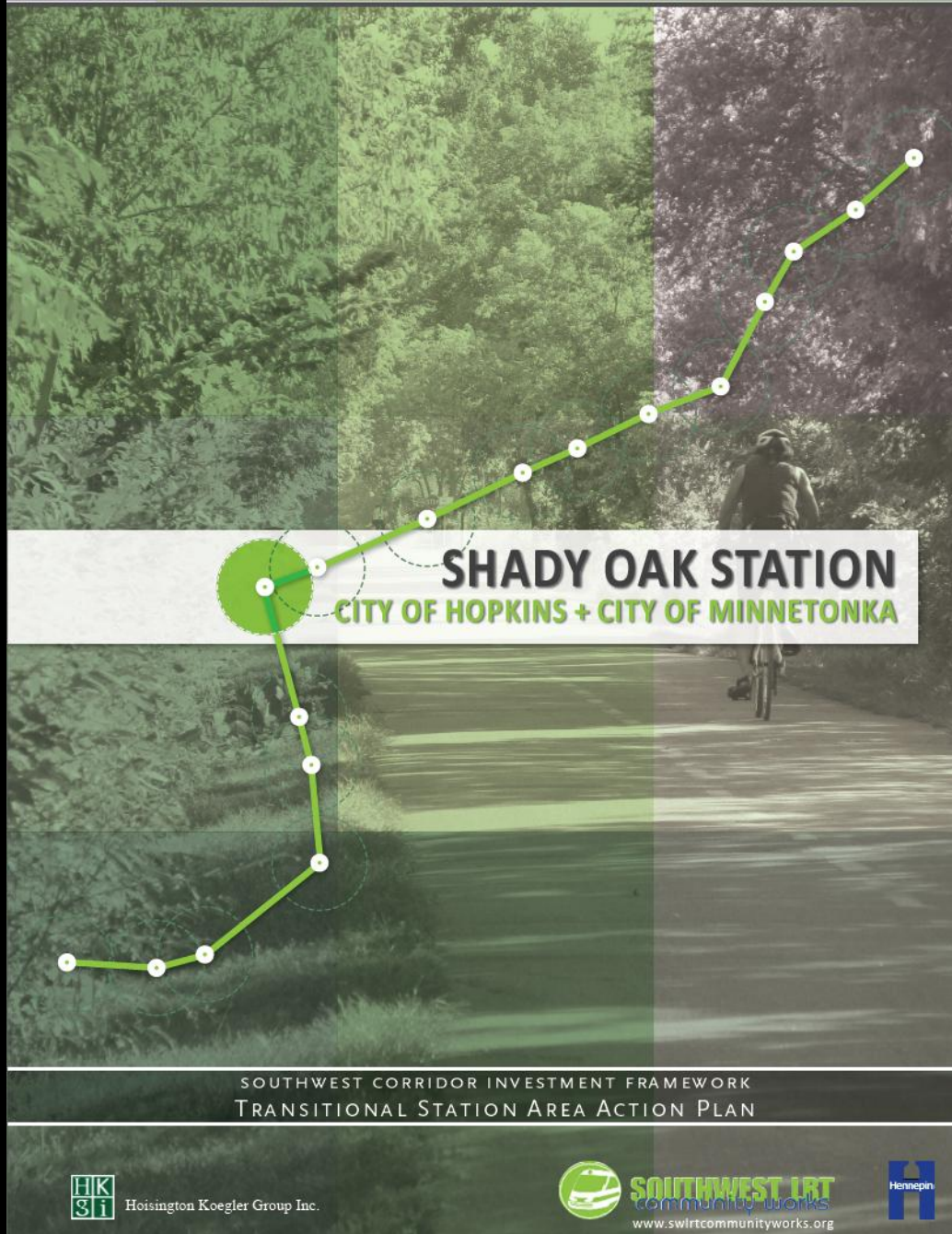
Minnetonka
Hopkins



Shady Oak Station Area

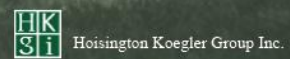
Project Purpose

1. Create a development strategy that is a unique and collaborative effort between the two cities of Hopkins and Minnetonka.
2. **Build upon previous planning work**

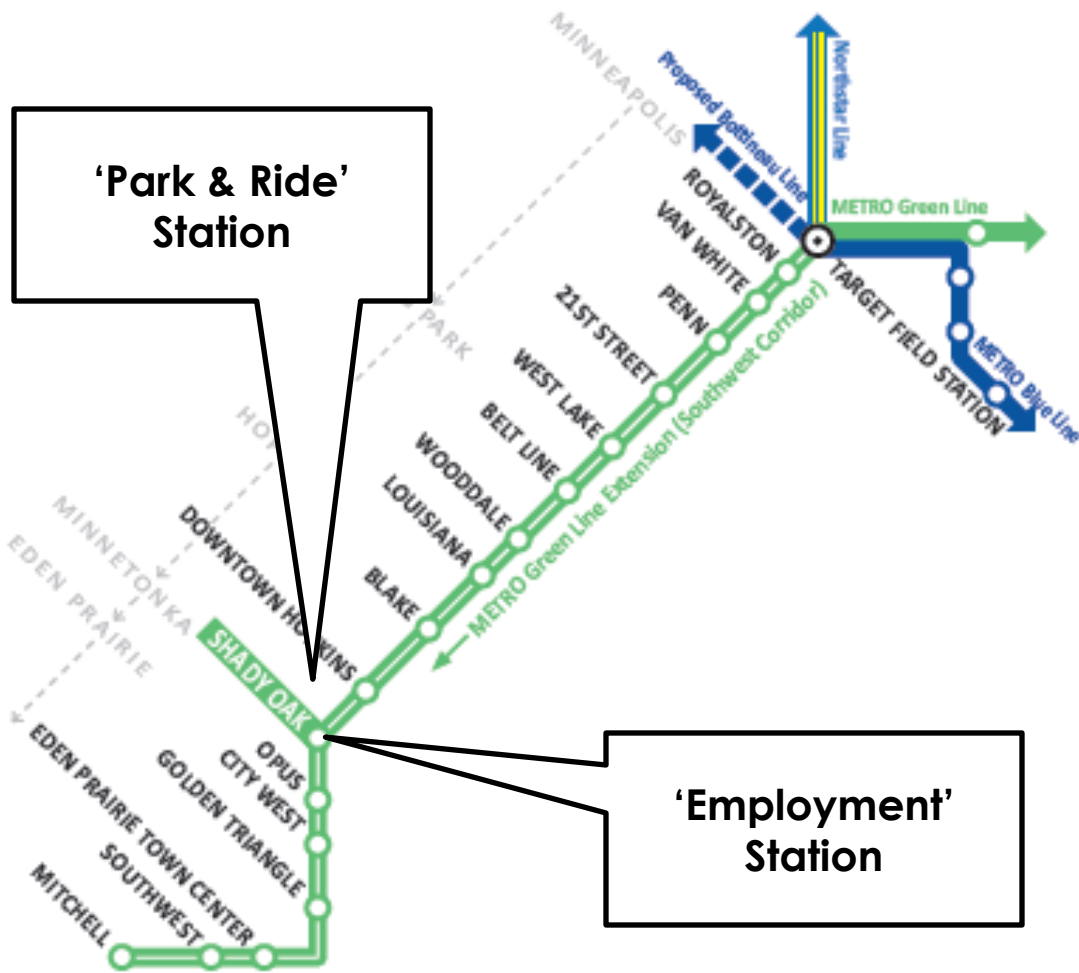


SHADY OAK STATION
CITY OF HOPKINS + CITY OF MINNETONKA

SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK
TRANSITIONAL STATION AREA ACTION PLAN



Transitional Station Area Action Plan (TSAAP)



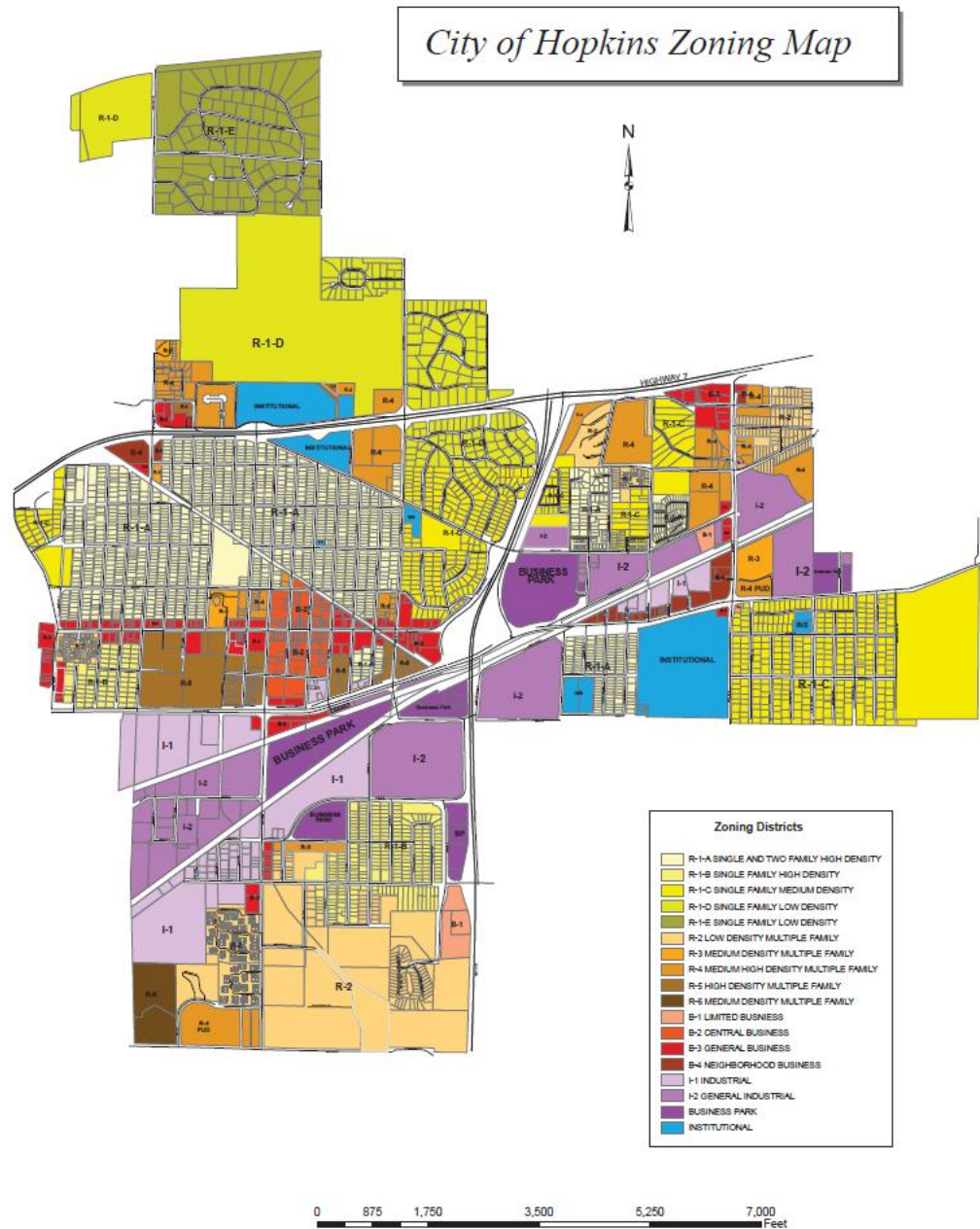
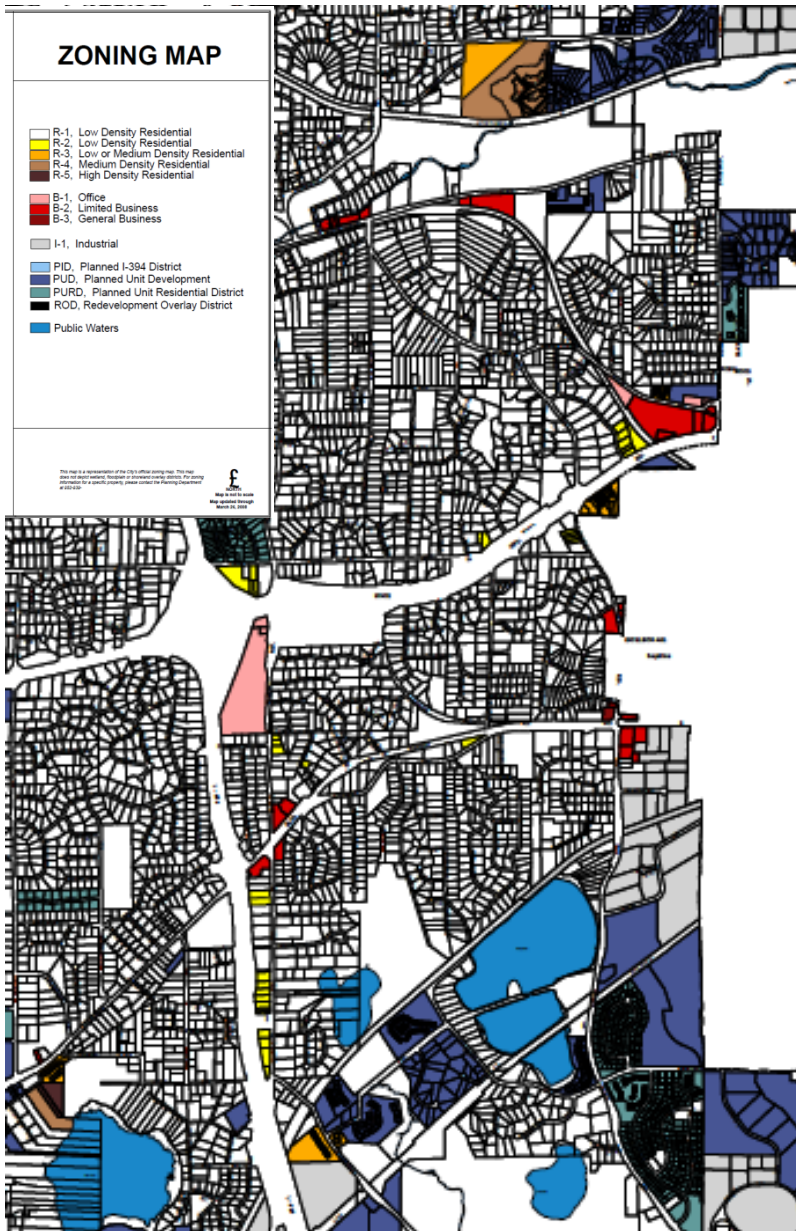
SHADY OAK STATION WITHIN THE CORRIDOR:

An important gateway to the Southwest Corridor that provides access to a mix of employment and residential areas as well as destinations along the Minnesota River Bluffs LRT Regional Trail.

Southwest LRT Corridor

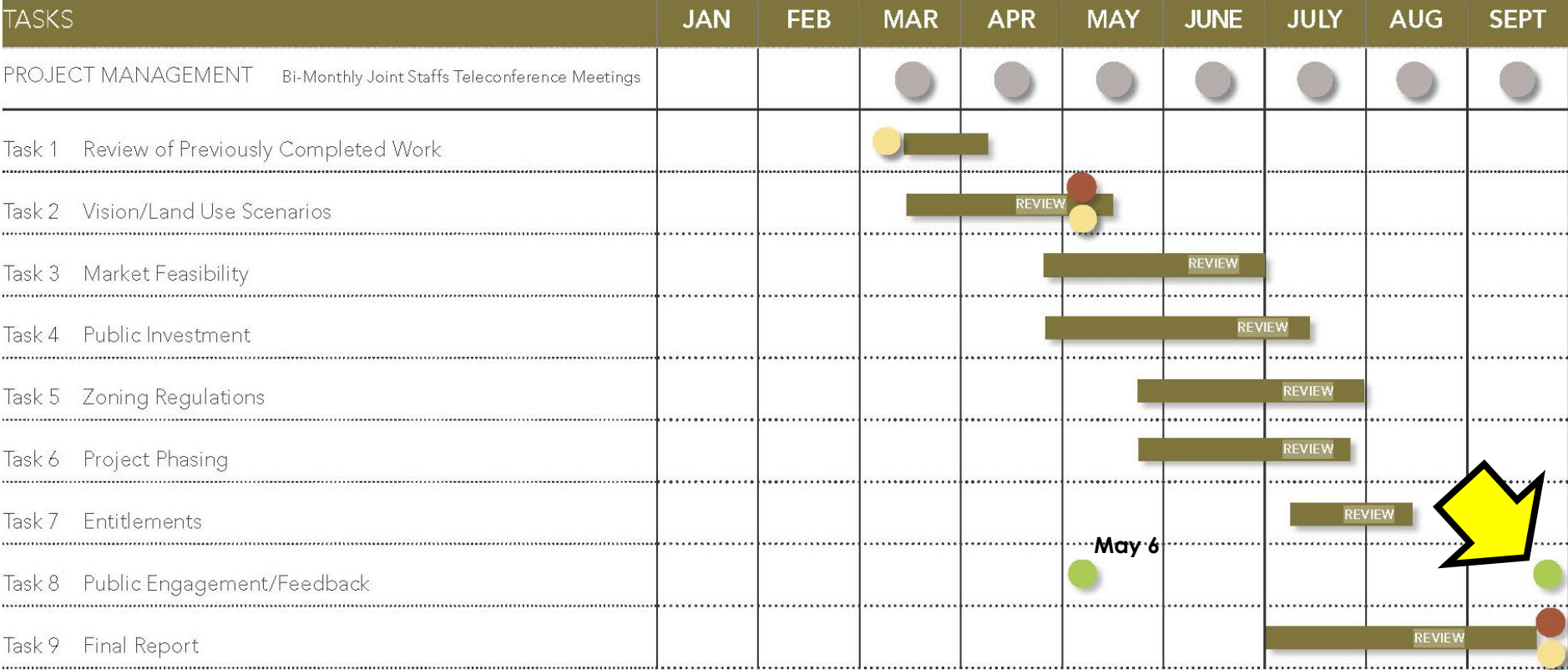
Project Purpose

1. Create a development strategy that is a unique and collaborative effort between the two cities of Hopkins and Minnetonka.
2. Build upon previous planning work
3. Formulate an articulated vision, zoning and implementation strategy that can be approved by both cities.

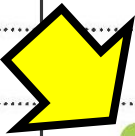


Existing Zoning Regulations (Two Jurisdictions)

2015



- Public Open House
- Joint Meetings- Council/Commission
- Joint Meetings- City Staff
- REVIEW Joint City Staffs Review



May 6

Project Tasks and Schedule

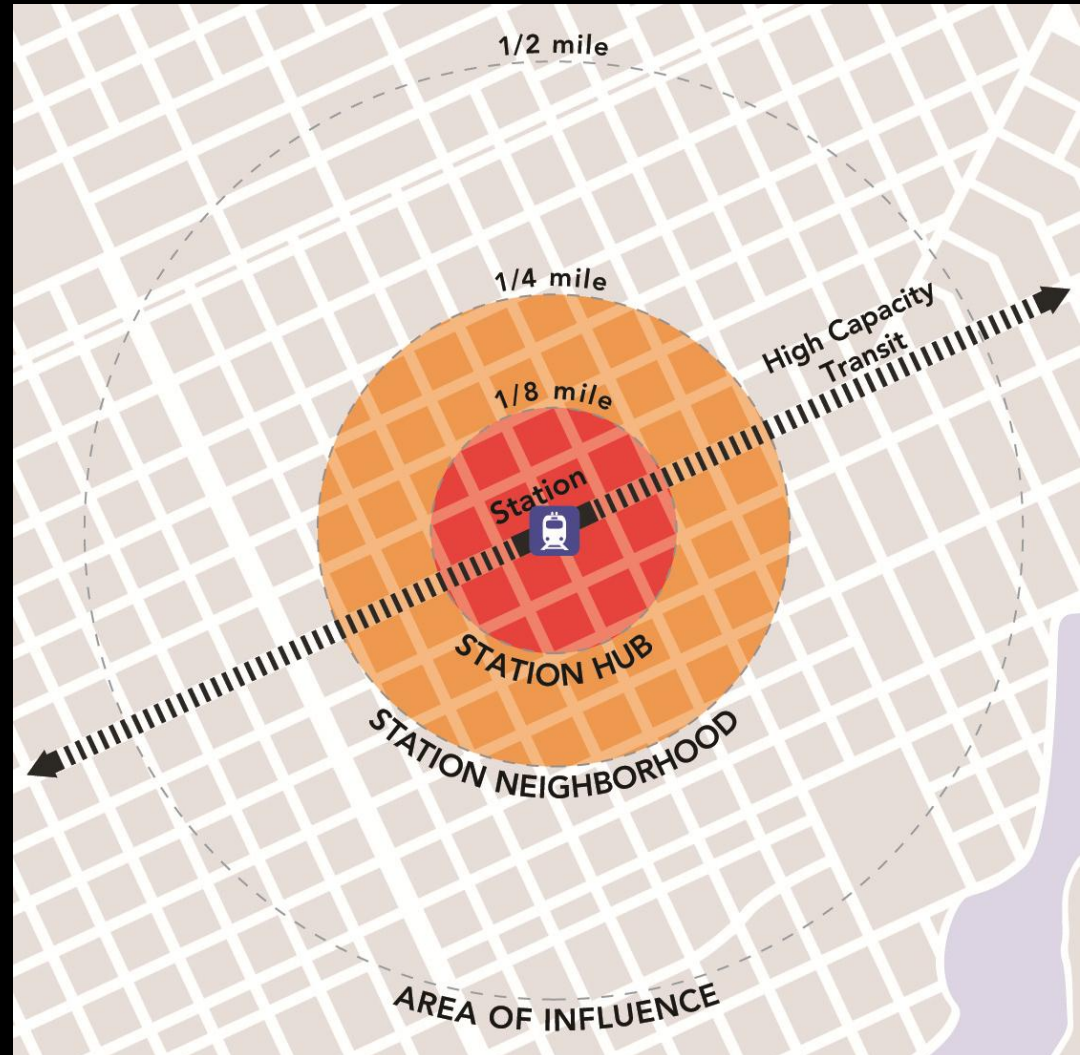


Vision/Land Use Scenario Meeting

Transit Oriented Development (TOD) Fundamentals

Fundamentals – Ideal TOD

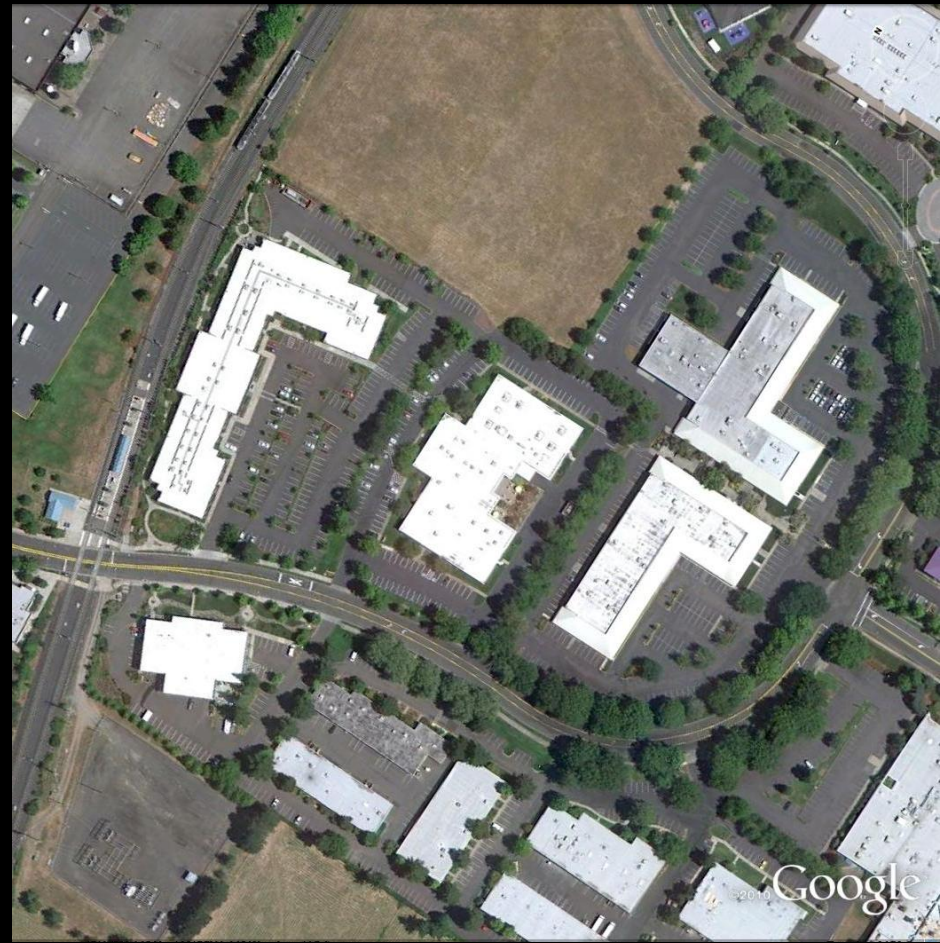
- Grid of Streets
- Complete Streets



Grid of Streets



Appropriate - Fine-Grained Grid



Inappropriate - Large Sized Blocks

Complete Streets



Pedestrians



Bicycles



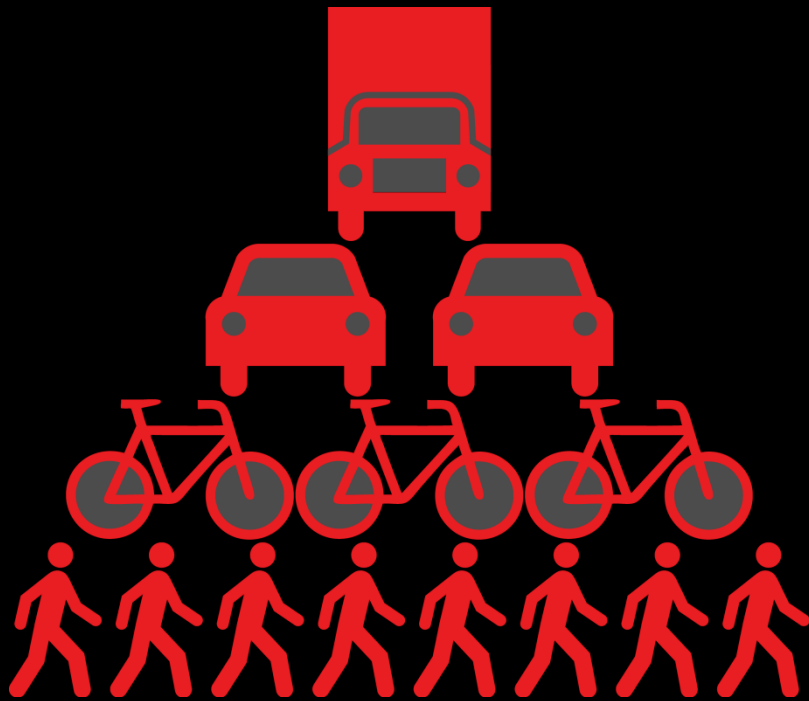
Autos



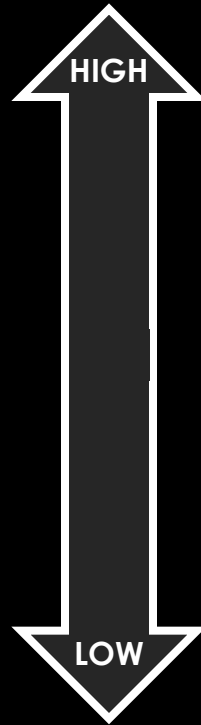
Transit



Complete Streets—Accommodate Essential Functions



INCOMPLETE STREETS



COMPLETE STREETS

Design Priorities

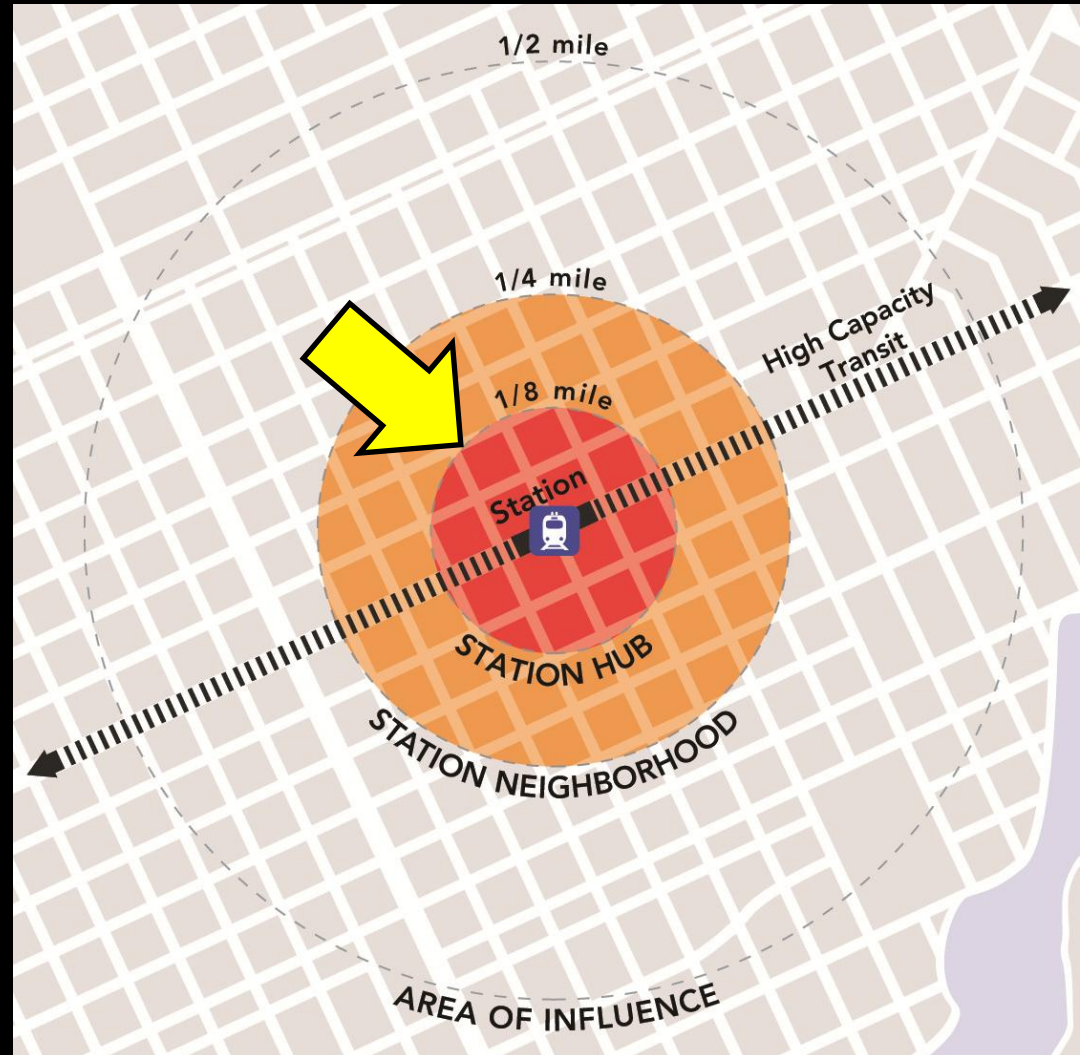
Complete Streets



Complete Streets — Designed for the Most Vulnerable

Fundamentals – Ideal TOD

- Grid of Streets
- Complete Streets
- **Station Hub**



Station Hub: Retail & Commercial



18 Hour Activity

Station Hub: Retail & Commercial



Neighborhood Serving — Dining and Entertainment

Station Hub: Retail & Commercial



Neighborhood Serving — Sale of Goods

Station Hub: Residential



High Density Apartments and Condominiums

Station Hub: Plaza





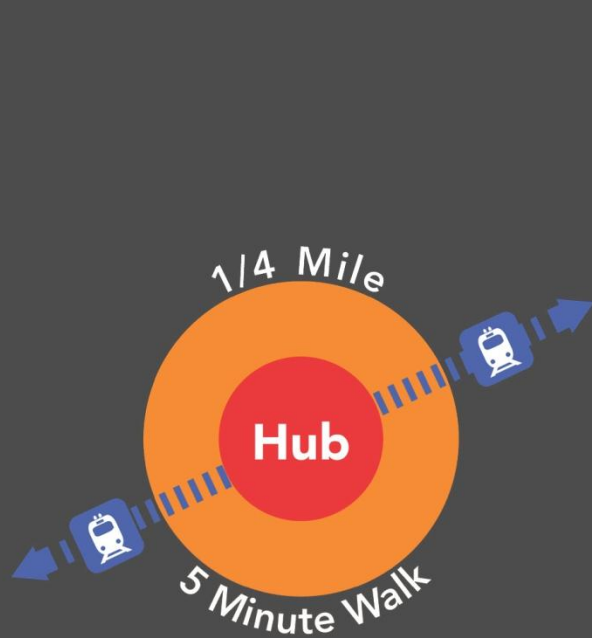
Vision/Land Use Scenario Meeting

Beyond TOD

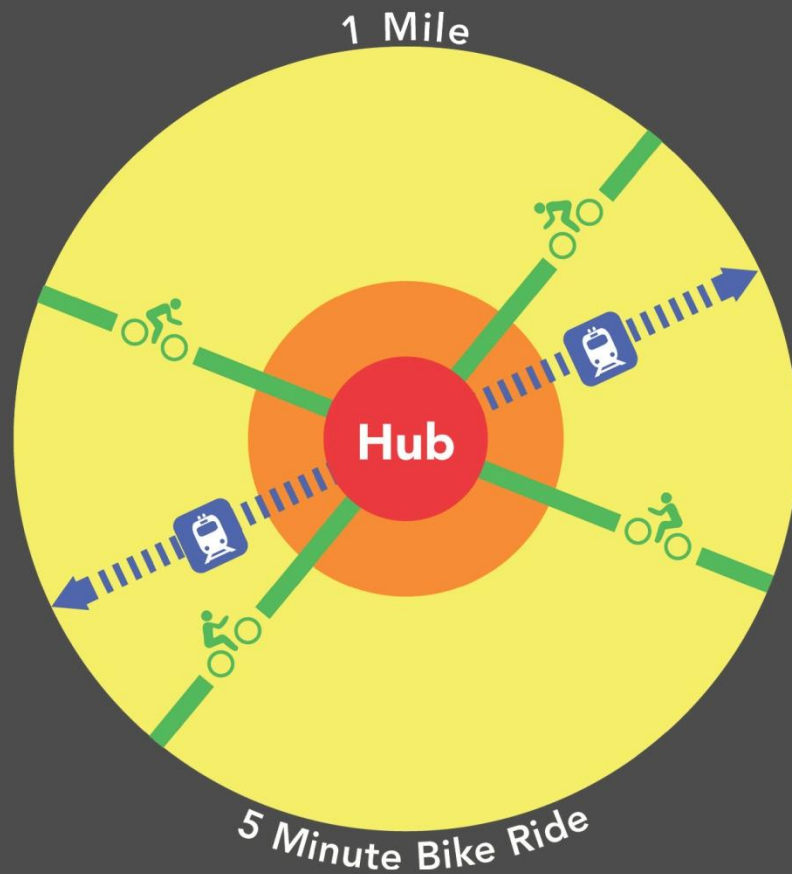


TOD

5 Minute Trips



TOD



MOD

5 Minute Trips

Potential Bicycle Facilities



Protected Bikeways
(Cycle Track)



Bike Lanes



Mixed Traffic Lanes
(Bike Boulevards)

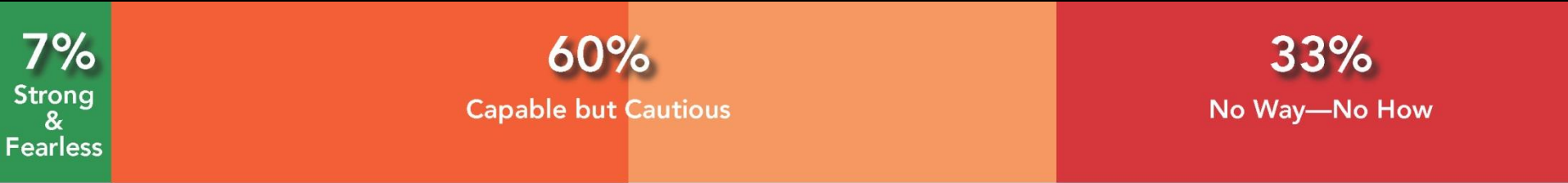


10% Solution
Safety Concerns Limit Bike Ridership



Paint-on-the-Street Bike Lanes

Potential Bike Riders



40% Potential Mode Split with Protected Bikeway

Strong & Fearless

Will ride with auto traffic
(will ride within on-street bike lanes and on bike boulevards)



Capable but Cautious

Will NOT ride with auto traffic
(will only ride on protected bikeway)



Potential Bike Riders



40% Potential Mode...

Strong &

Will ride...
(will ride...
lanes and o...

40% Solution
Separating Cars & Bikes
Stimulates Bike Travel

Capable but Cautious

Will NOT ride with auto traffic
(will only ride on protected bikeway)





**Pedestrian-friendly
wide sidewalks**

**Protected
Bikeway**

**Curbside
Parking**

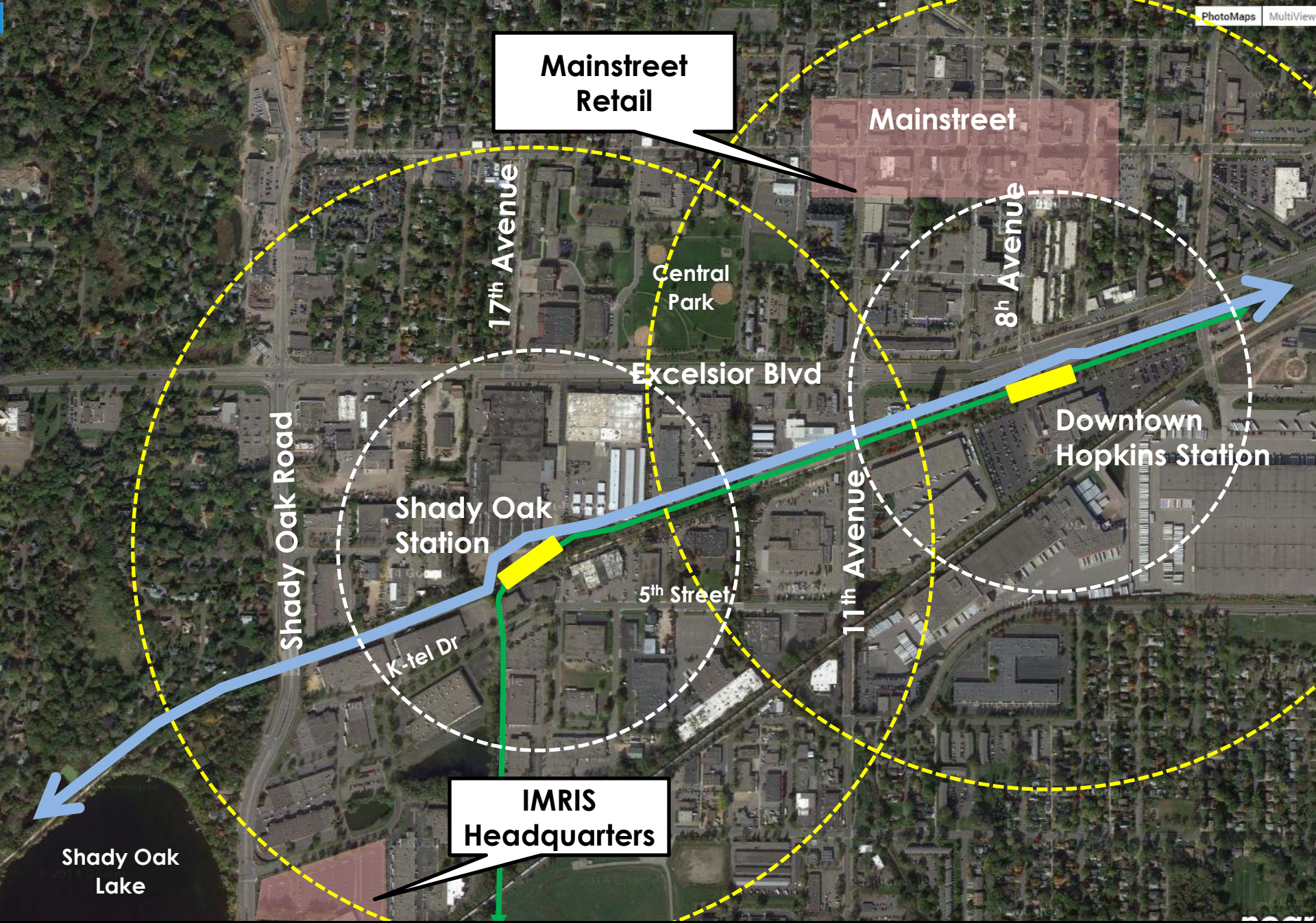
**Travel
Lanes**

Protected Bikeway — Missoula, Montana



Vision/Land Use Scenario Meeting

Shady Oak Station Area Analysis



**Mainstreet
Retail**

Mainstreet

Central
Park

17th Avenue

8th Avenue

Excelsior Blvd

Shady Oak Road

Shady Oak
Station

Downtown
Hopkins Station

5th Street

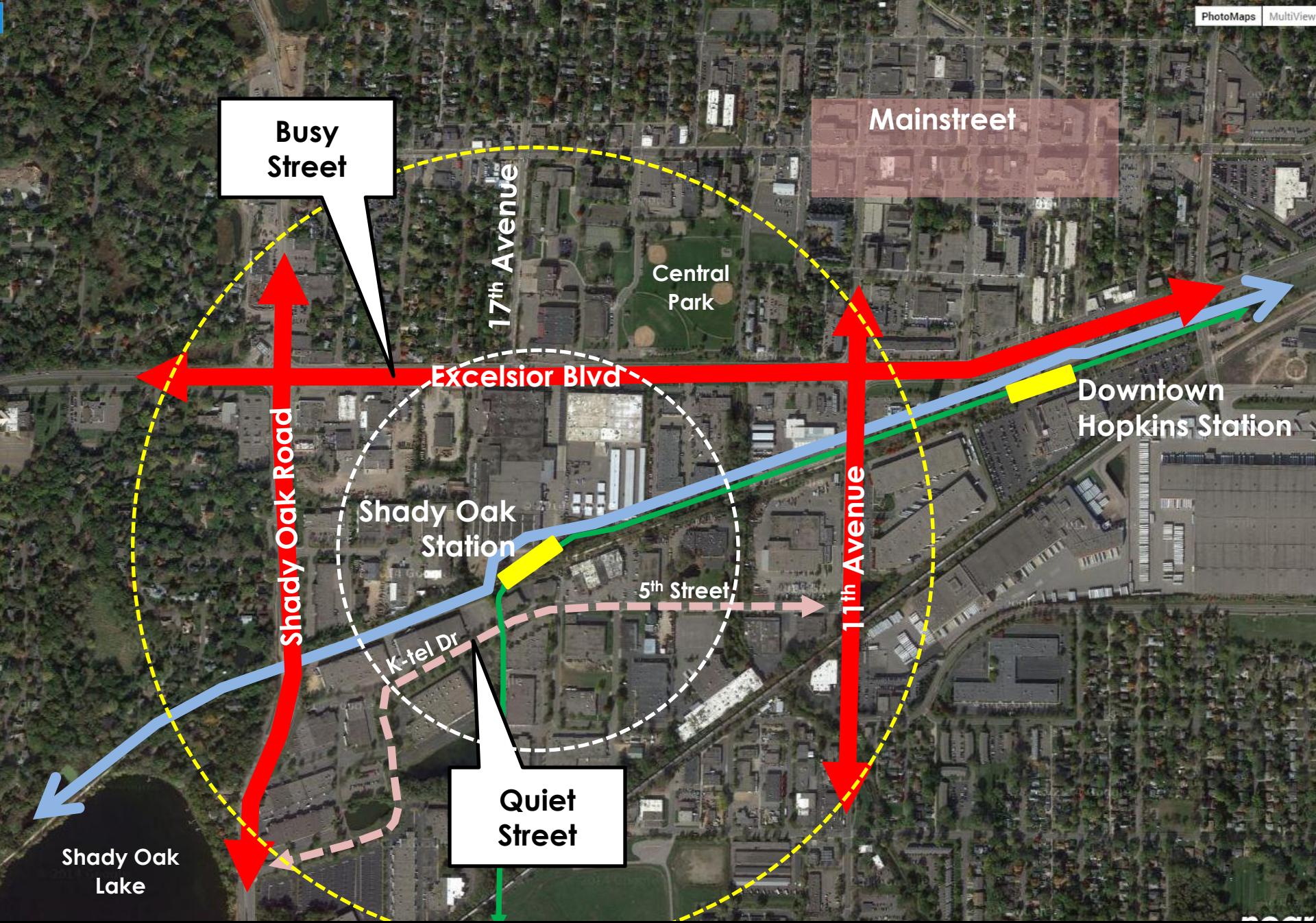
11th Avenue

K-tel Dr

**IMRIS
Headquarters**

Shady Oak
Lake

Shady Oak & Downtown Hopkins Station Areas



Busy Street

Mainstreet

17th Avenue

Central Park

Excelsior Blvd

Shady Oak Road

Shady Oak Station

5th Street

K-tel Dr

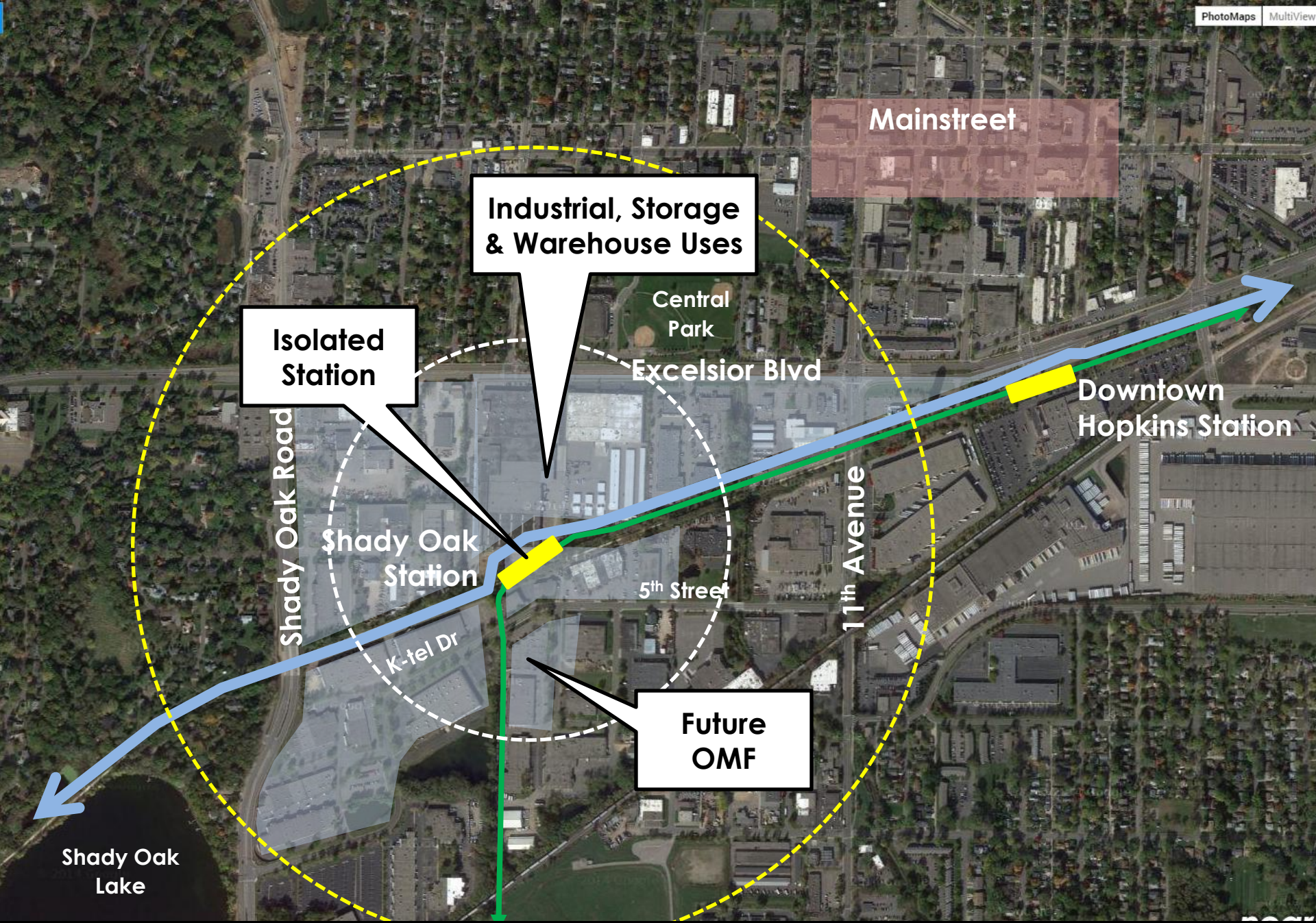
11th Avenue

Downtown Hopkins Station

Shady Oak Lake

Quiet Street

Shady Oak & Downtown Hopkins Station Areas



Mainstreet

Industrial, Storage & Warehouse Uses

Isolated Station

Central Park

Excelsior Blvd

Downtown Hopkins Station

Shady Oak Station

5th Street

11th Avenue

Shady Oak Road

K-tel Dr

Future OMF

Shady Oak Lake

Shady Oak & Downtown Hopkins Station Areas



Shady Oak Station Refinement

SW Light Rail Transit Timeline

- 2015:** **Advanced Design Consultants continue design and engineering activities. Publication of Supplemental Draft Environmental Impact Statement**
- 2016: The Federal Transit Administration issues its Record of Decision and approves the project to enter the Engineering phase of the New Starts process
- 2016: Secure Full Funding Grant Agreement, committing the federal government to pay 50 percent of the project's capital cost
- 2017–
2019: Heavy construction
- 2020:** **Southwest LRT begins passenger service as part of the METRO Green Line**

Station Area Criteria

1. **Light Rail Facilities (Operations, Cost & Schedule)**
 - **Platform and LRT Alignment**
 - **Park-N-Ride (400 spaces)**

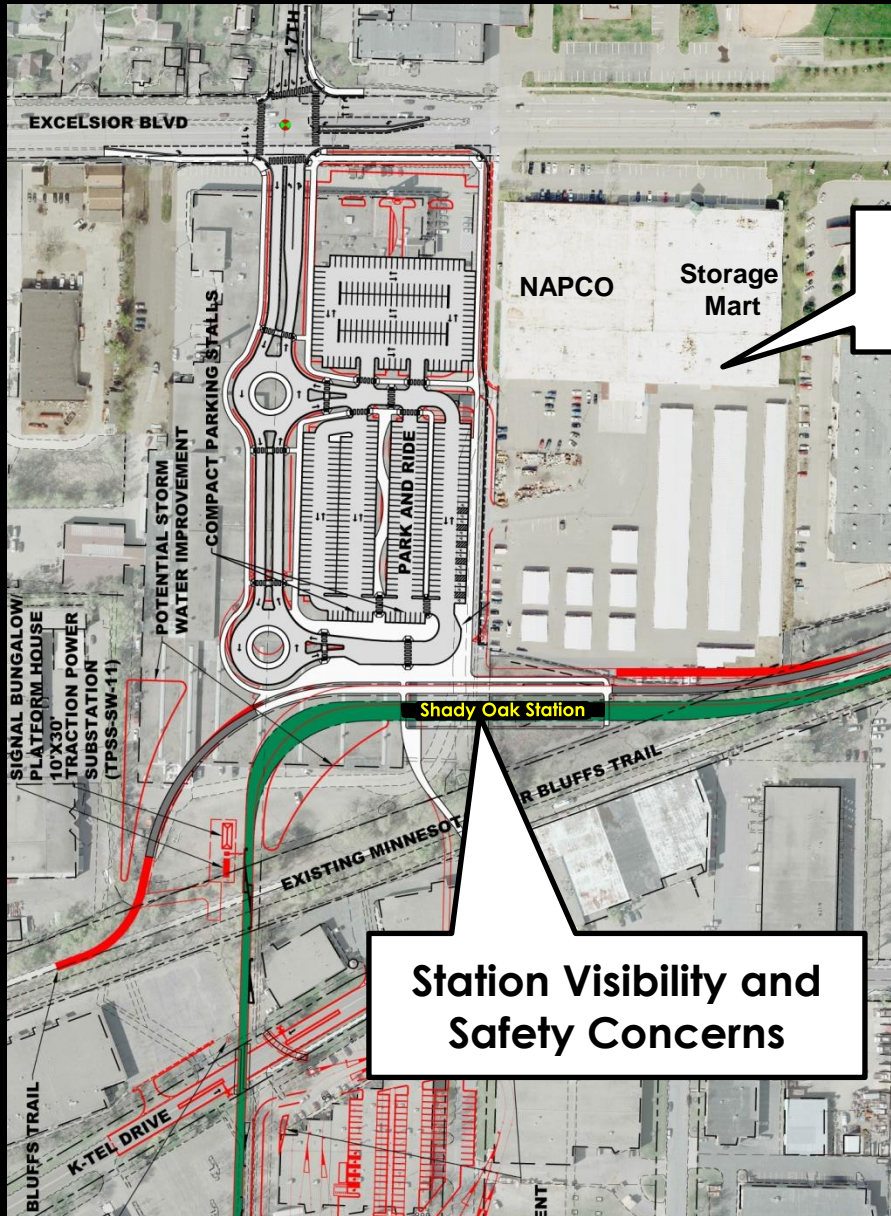


**SW Light Rail Transit
Property Acquisitions
(Park and Ride)**

**SW Light Rail Transit
Partial Property
Acquisitions**

**SW Light Rail Transit
Property Acquisitions
(Operations &
Maintenance)**

Shady Oak Station—Existing Conditions



Inactive Uses

Platform Safety

Station Visibility and Safety Concerns

SW LRT Plan (3-12-15)

Shady Oak Station—Platform and LRT Facilities



SAFETY ON TRIMET

Sunday, December 16, 2007

Transit system's leadership is the problem

The furor over recent crime at MAX stations has the powers that be scrambling for answers and solutions to this untenable problem. Unfortunately, the transit agency's general manager, Fred Hansen, wants to focus on the paying of fares, or lack thereof, as a primary reason for our inability to police the system.

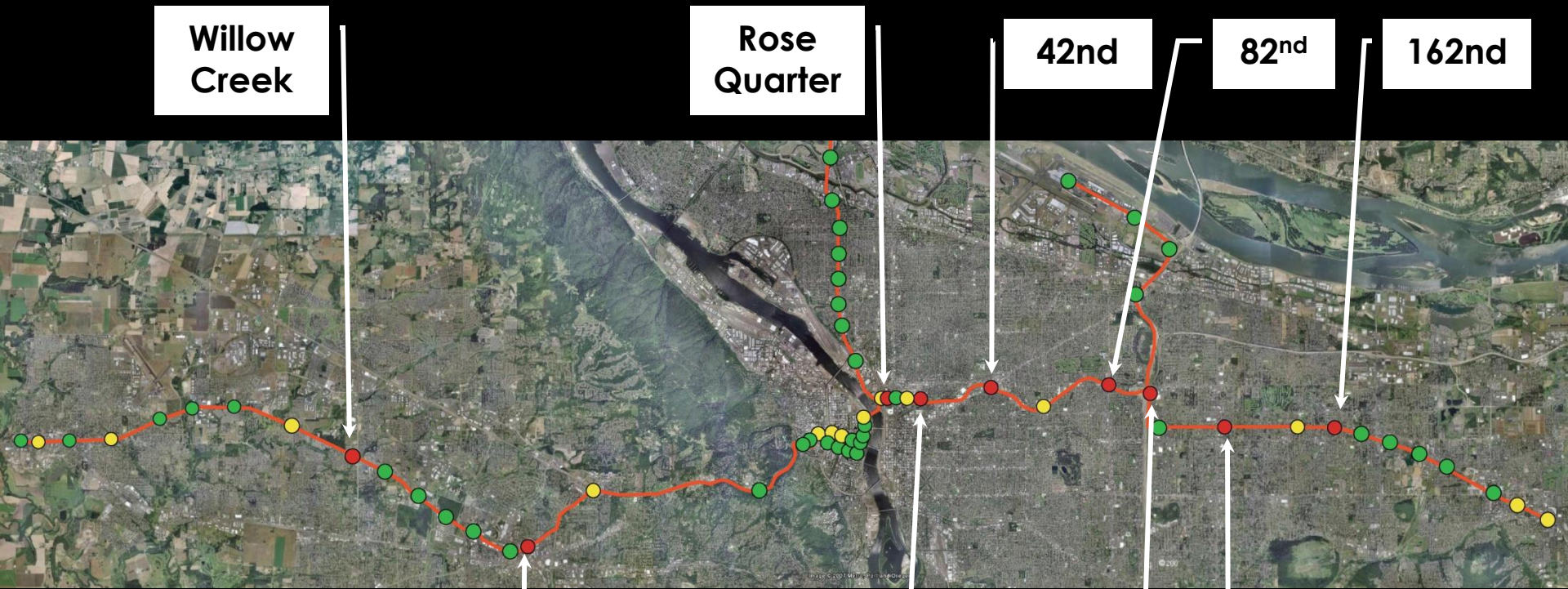
And as one might expect, the victim of this lack of police protection becomes Fareless Square, the one shining attribute of downtown public transportation.

By all means, increase fare inspections or conceive a more visible and controllable fare collection method outside Fareless Square. But students, retirees and the law-abiding population in general should not be punished for the crimes of others by even thinking about eliminating Fareless Square.

Let's not go back in time by making public transportation difficult or out of one's reach.

ED BERGESON Southwest Portland

Although I applaud Gresham Mayor Shane Bemis for his initiative in providing officers to ride light rail, I wonder why TriMet doesn't provide enough armed security itself. It would seem wiser to permit the Gresham Police Department to continue its other functions than to provide security for TriMet. The Gresham Police Department is apparently understaffed, as there is a proposed tax levy for more officers.



**Willow
Creek**

**Rose
Quarter**

42nd

82nd

162nd

Beaverton Central

Lloyd Center

Gateway

122nd

- Low Crime Rate 0-10/year
- Moderate Crime Rate 11-20/year
- High Crime Rate 21+/year

Portland Light Rail Station Crime Rates

Lower Crime Stations

- Moderate to high pedestrian traffic
- Pedestrian traffic from transit users and adjacent businesses
- Located at street level
- **“Eyes on the station” from adjacent housing, retail and commercial**

Higher Crime Stations

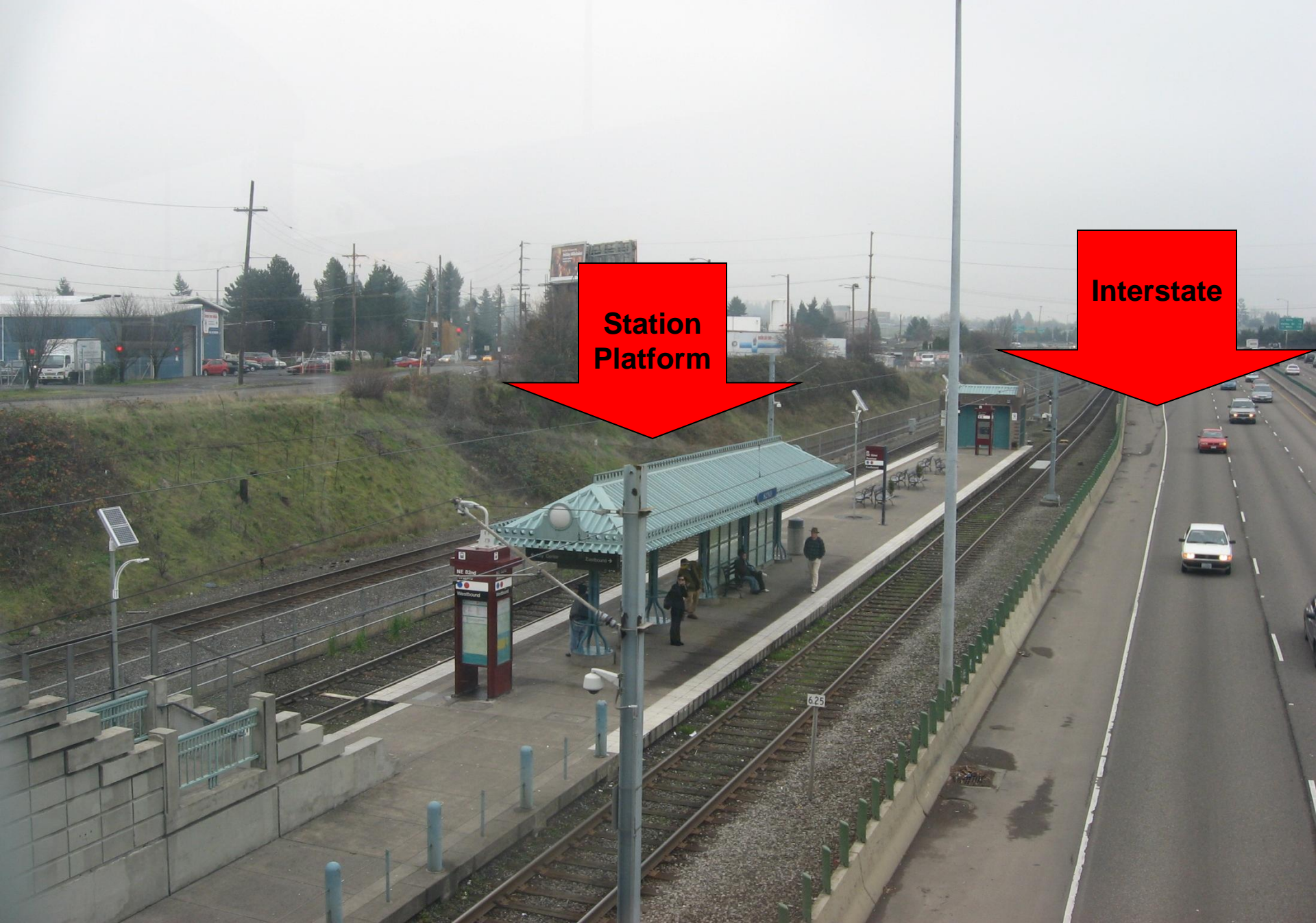
- Low pedestrian traffic
- Pedestrian traffic is limited to transit users
- Located below grade “buried stations”
- **No “eyes on the station”**
- Direct adjacency to parks



**Station
Platform**

**Retail
Entrance**

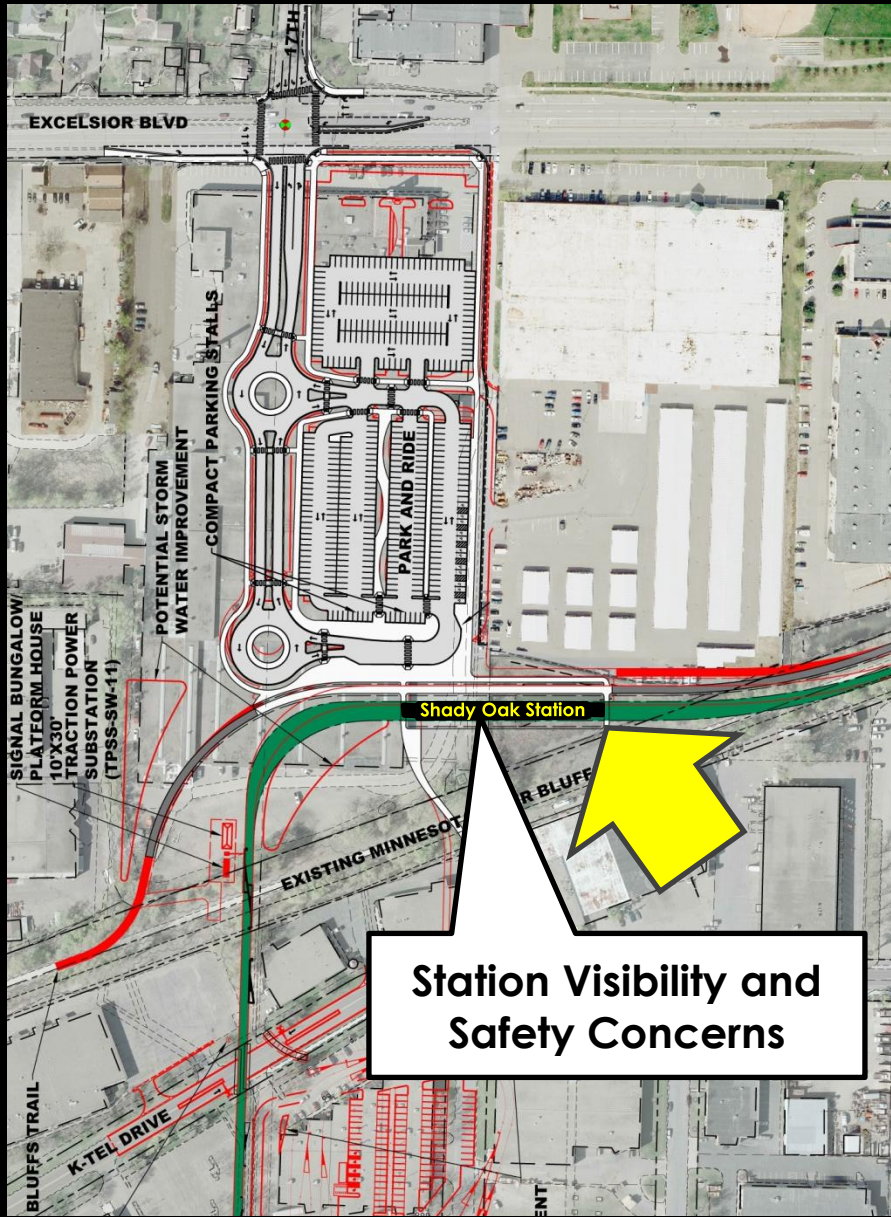
Mall/SW 5th Avenue Station



Station Platform

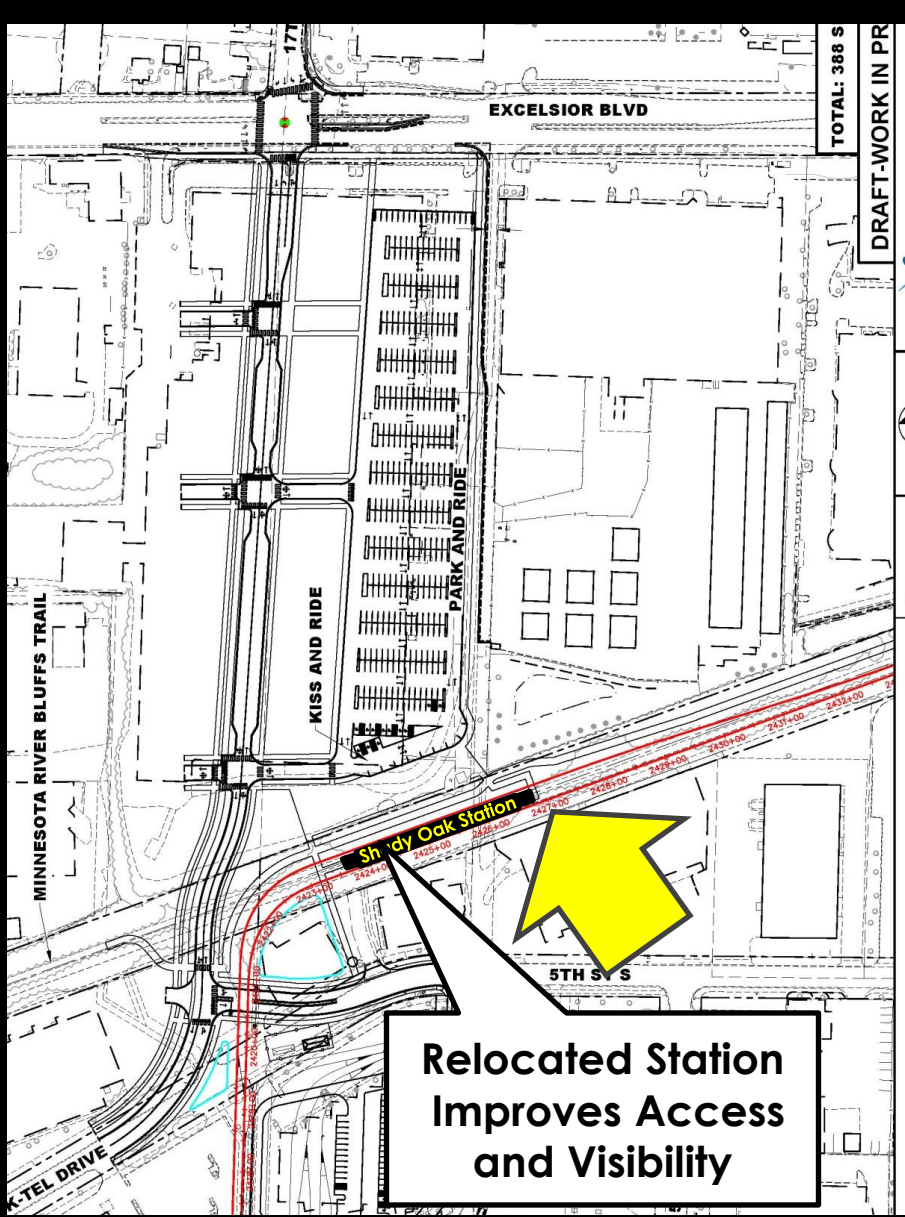
Interstate

82nd Avenue Station



Station Visibility and Safety Concerns

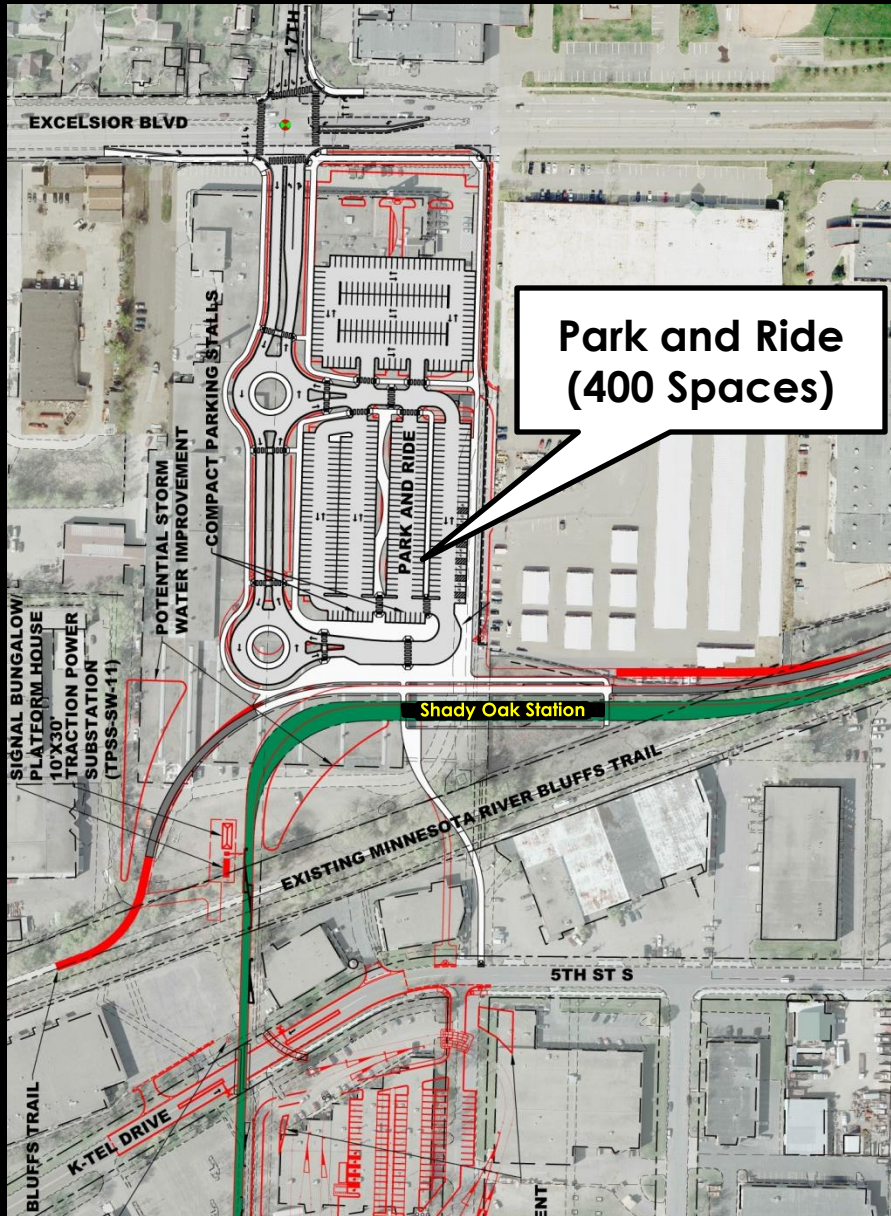
SW LRT Plan (3-12-15)



Relocated Station Improves Access and Visibility

SW LRT Refinement (4-28-15)

Shady Oak Station—Platform and LRT Facilities

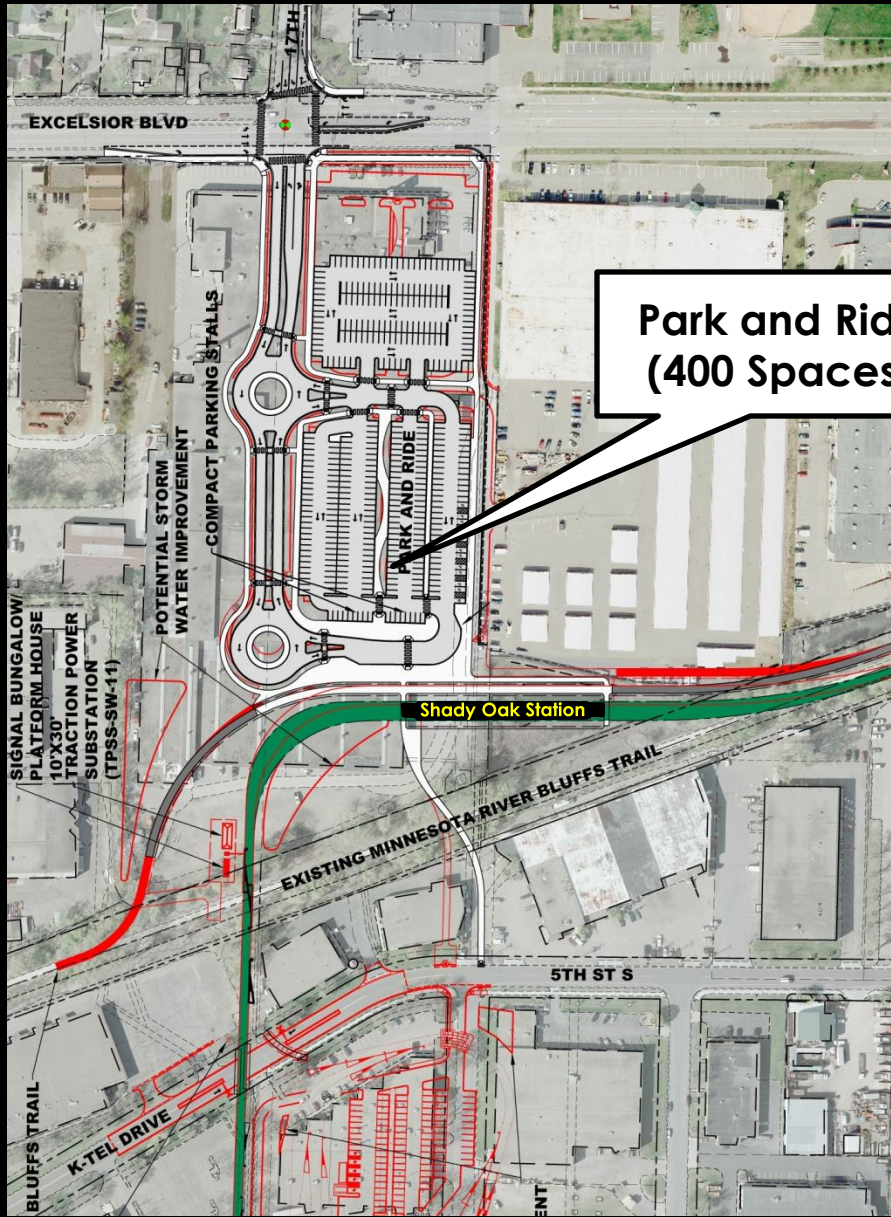


**Park and Ride
(400 Spaces)**

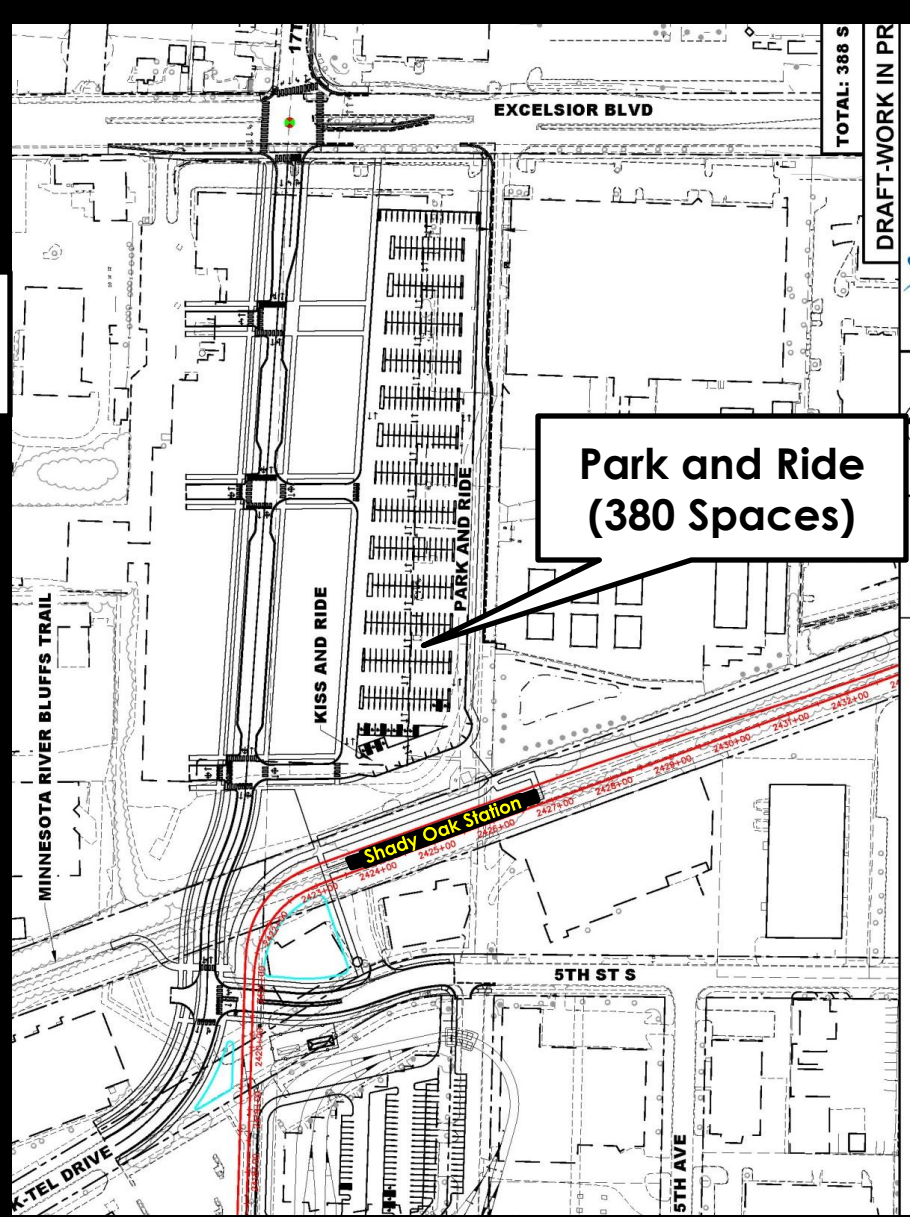
Shady Oak Station

SW LRT Plan (3-12-15)

Shady Oak Station—Park and Ride

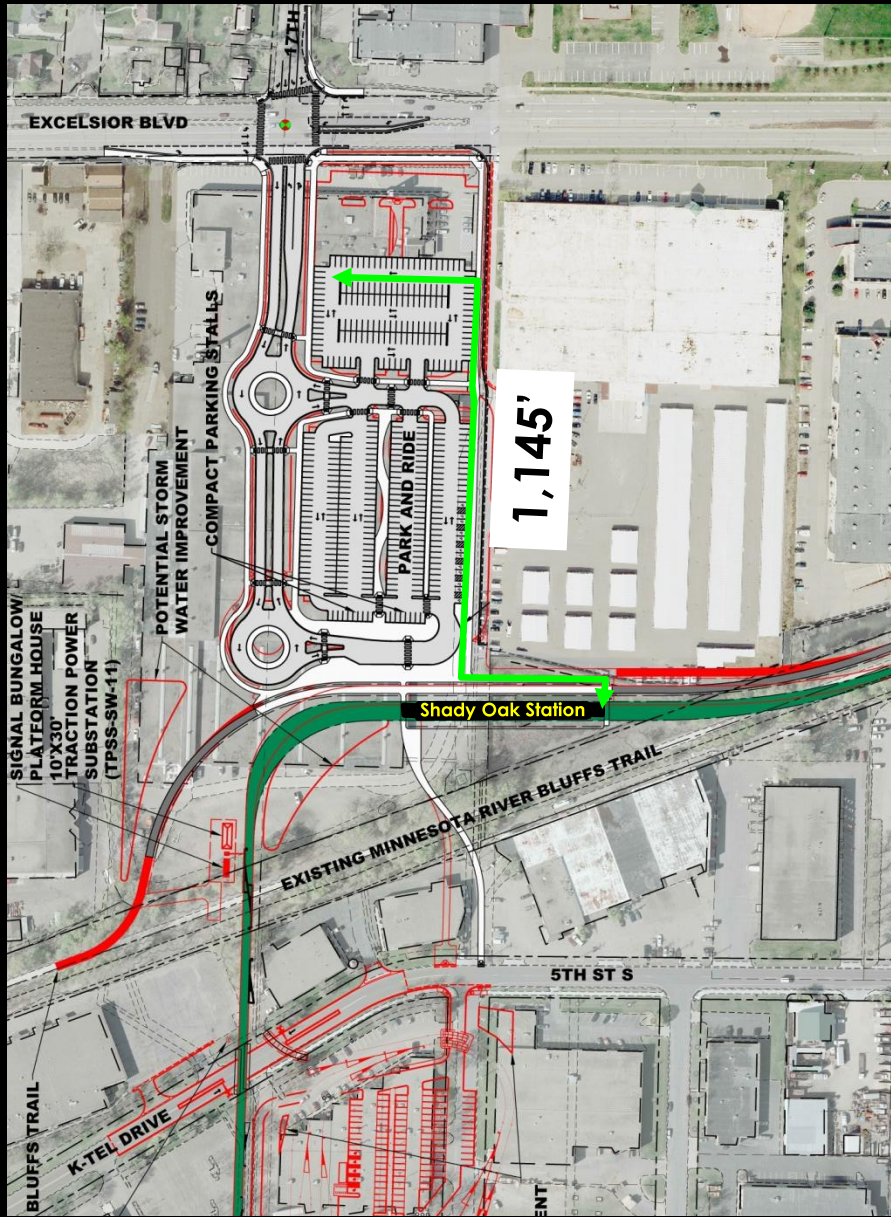


SW LRT Plan (3-12-15)

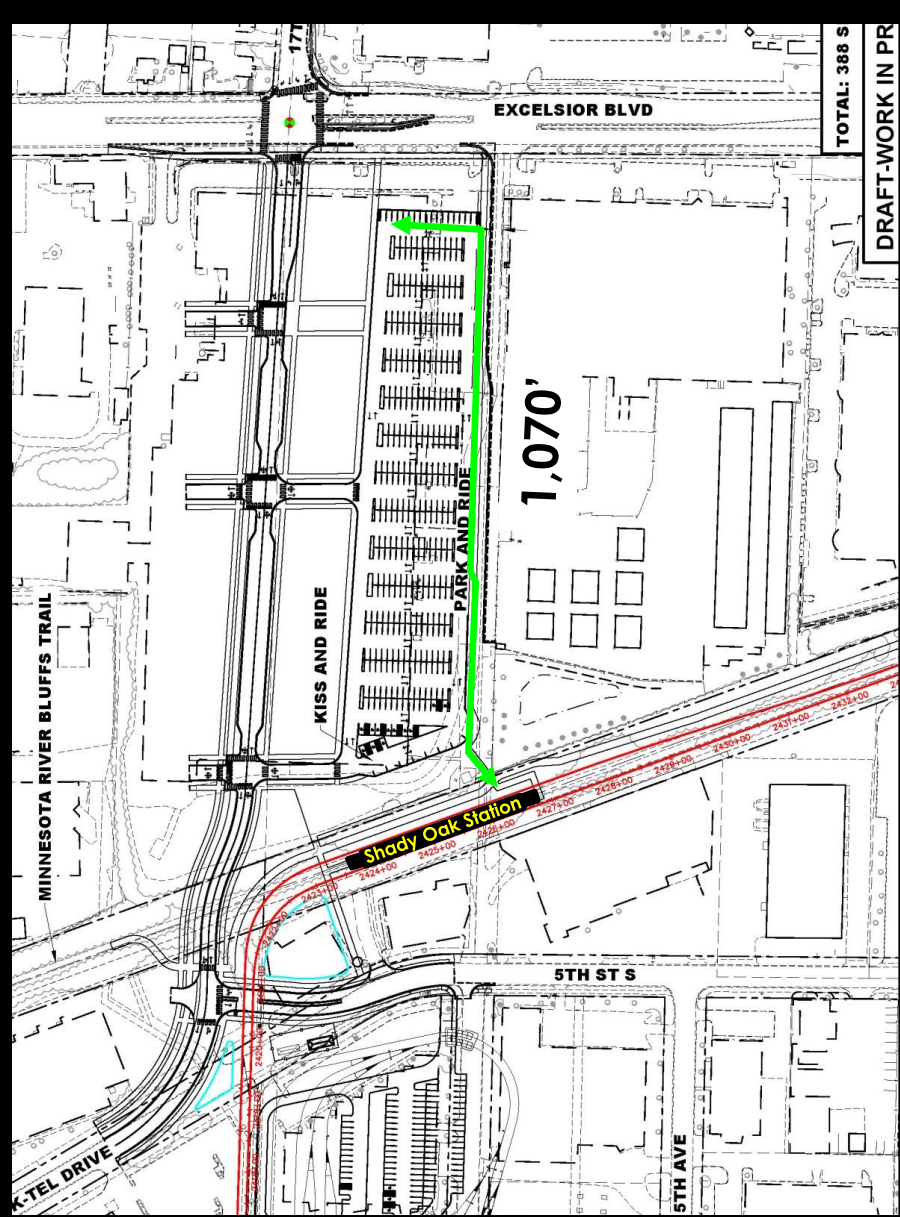


SW LRT Refinement (4-28-15)

Shady Oak Station—Park and Ride



SW LRT Plan (3-12-15)



SW LRT Refinement (4-28-15)

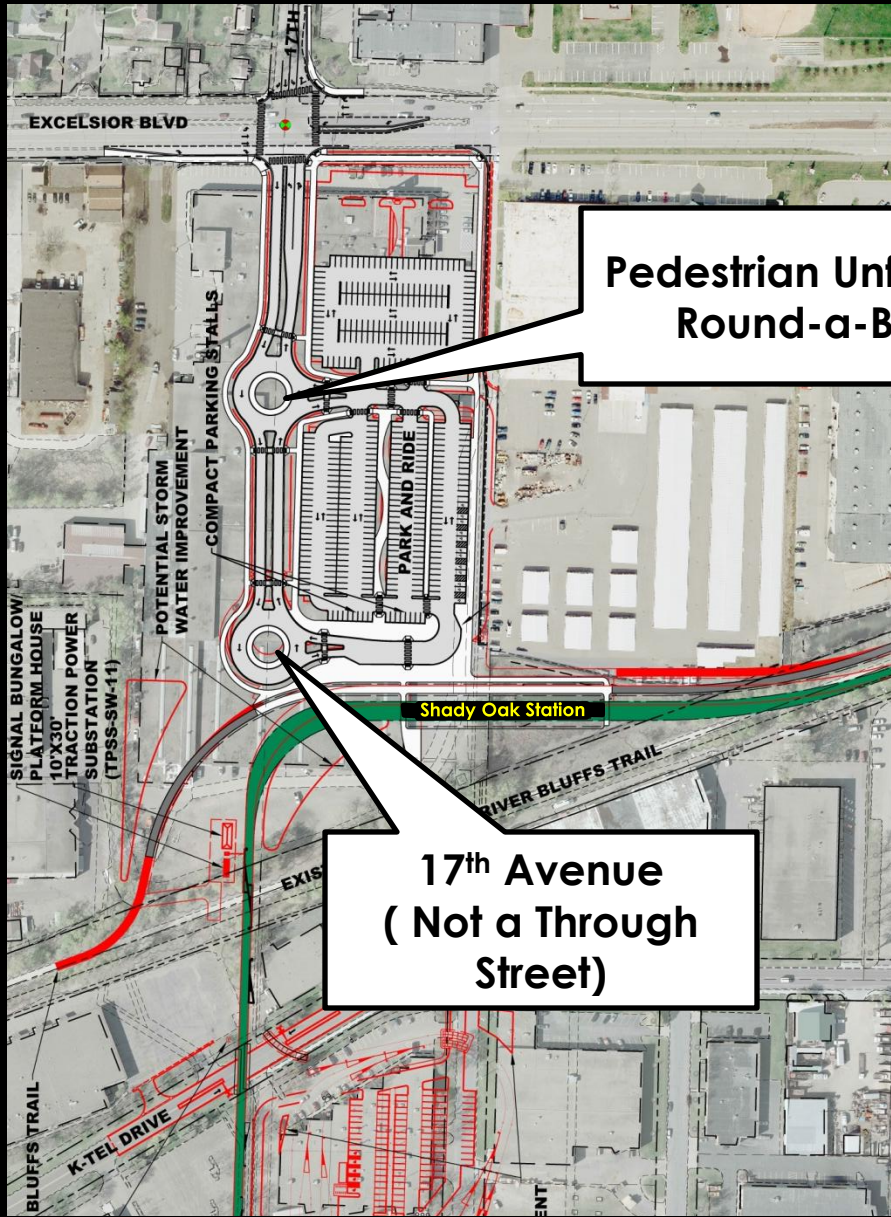
Shady Oak Station—Park and Ride

Station Area Criteria

1. Light Rail Facilities (Transit Operations)

2. TOD Station Access

- Auto/Truck
- Bicycle
- Pedestrian

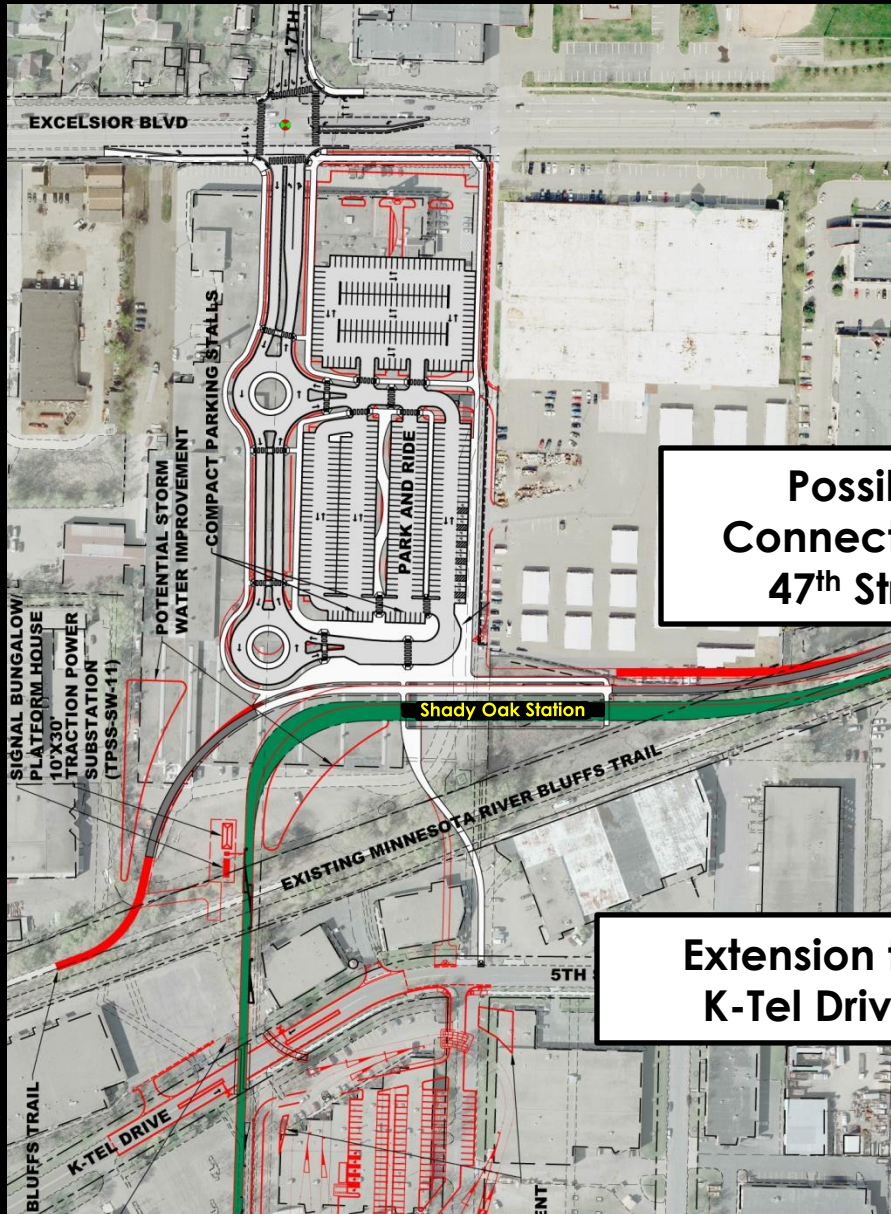


**Pedestrian Unfriendly
Round-a-Bouts**

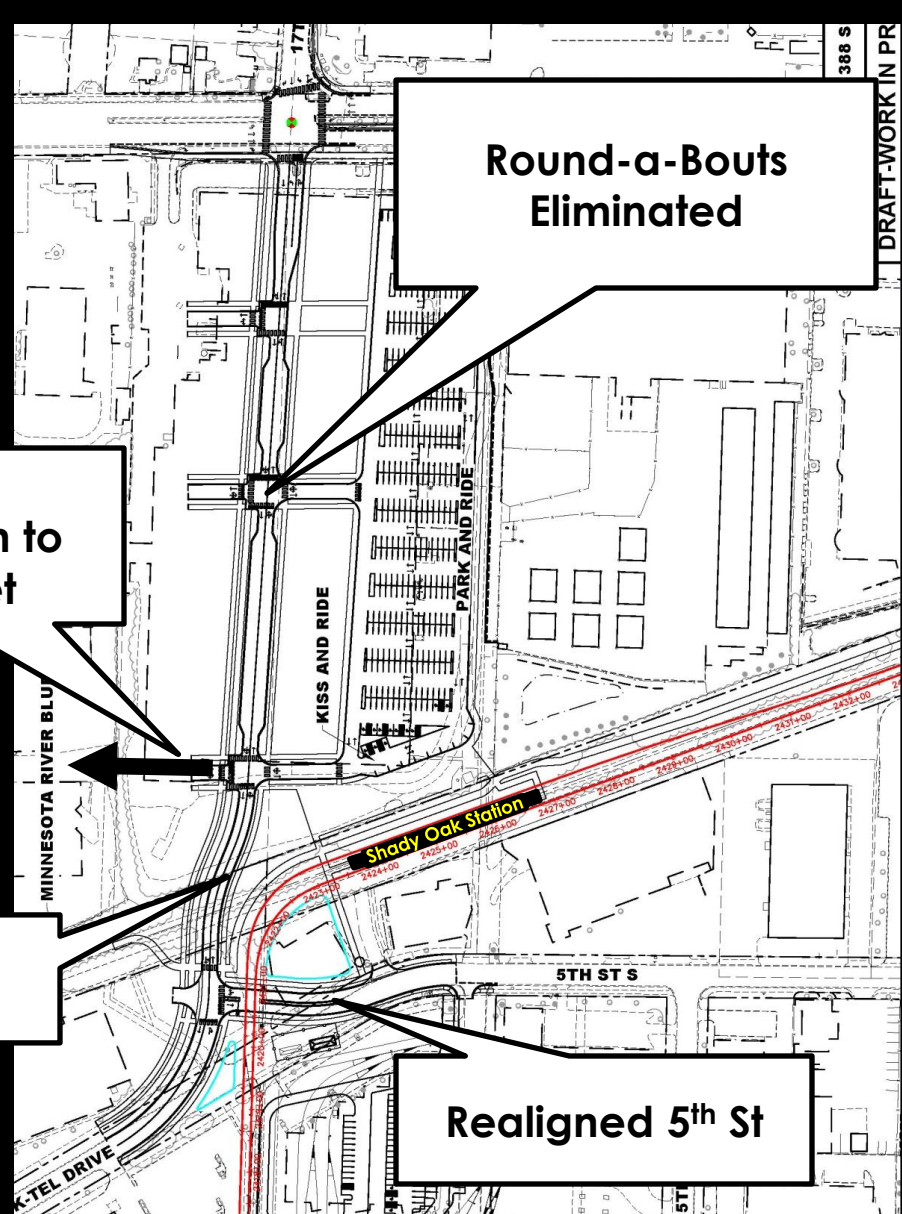
**17th Avenue
(Not a Through
Street)**

SW LRT Plan (3-12-15)

Shady Oak Station Access—Auto



SW LRT Plan (3-12-15)



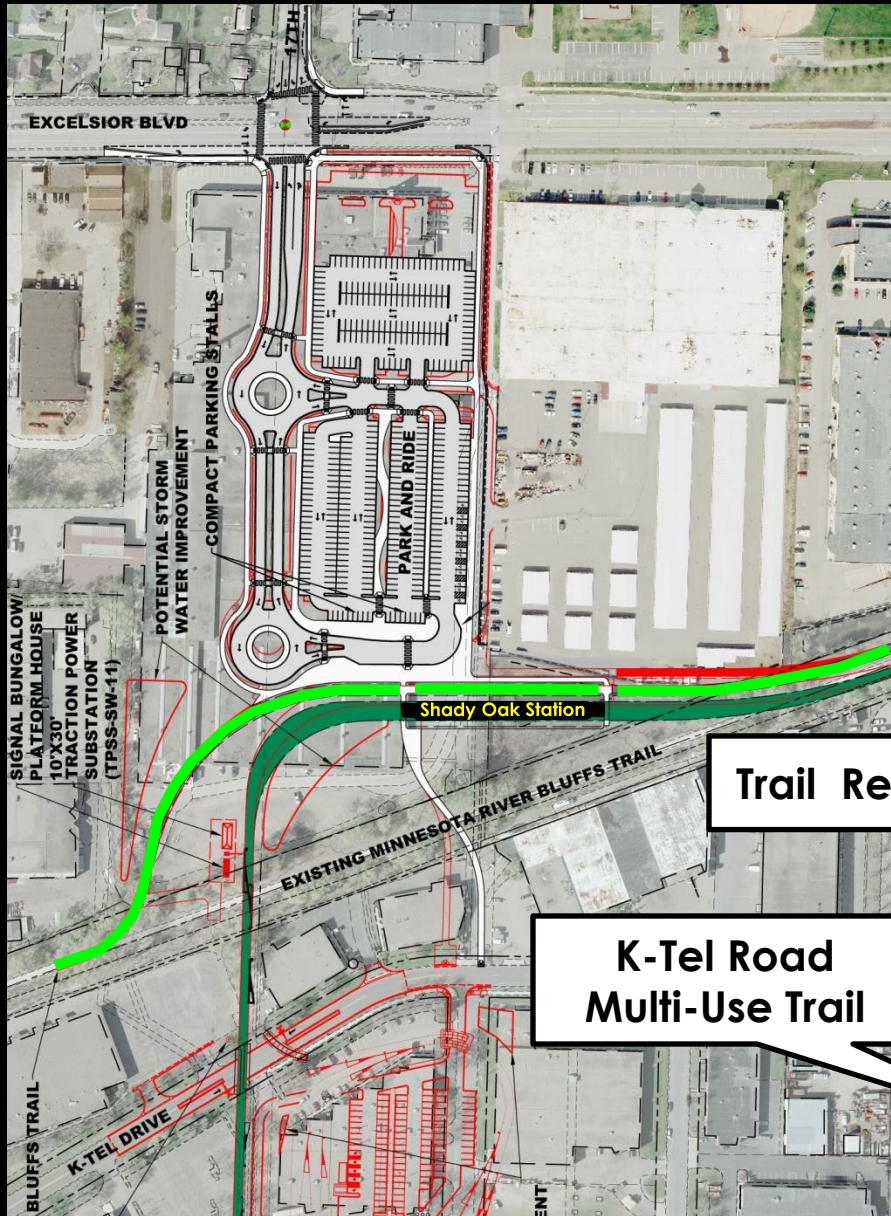
SW LRT Refinement (4-28-15)

Shady Oak Station Access—Auto

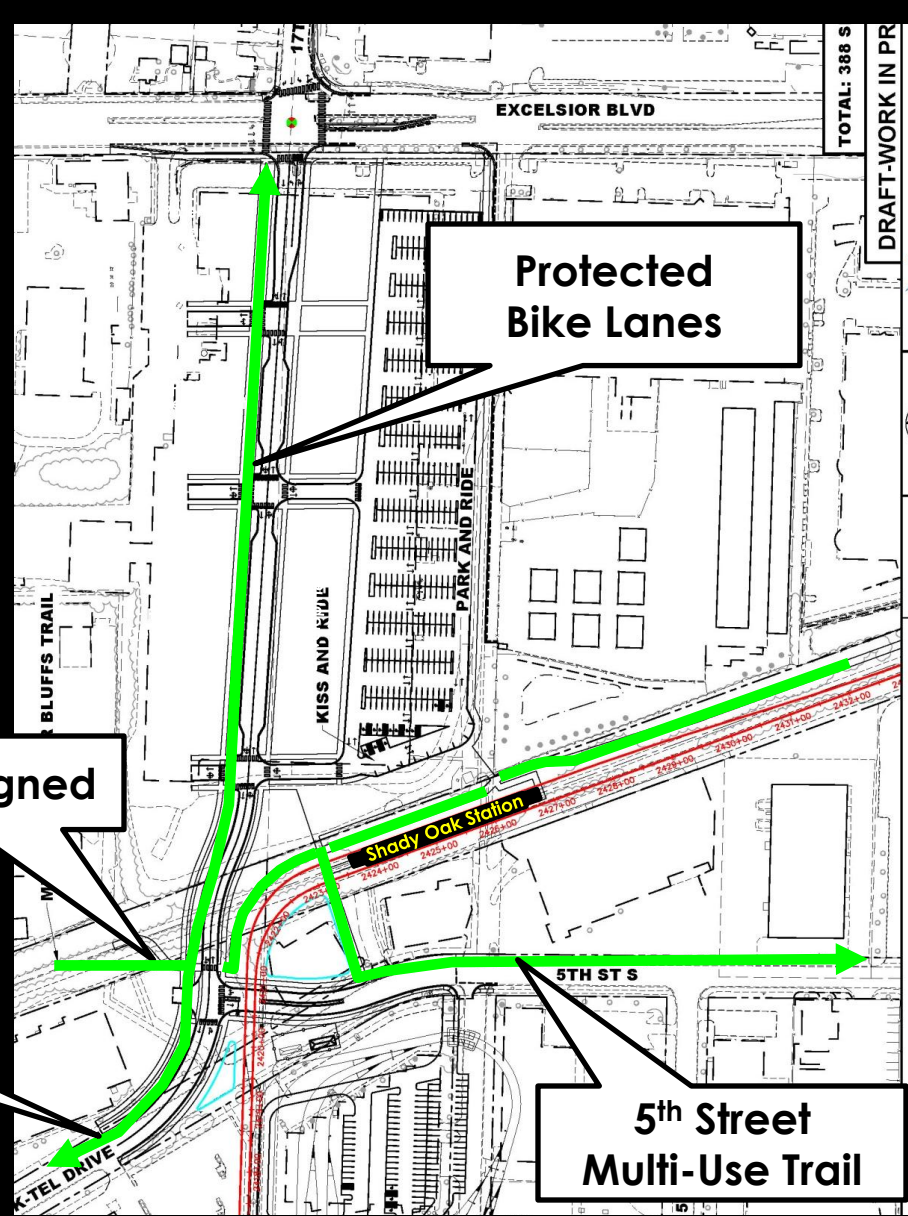


SW LRT Plan (3-12-15)

Shady Oak Station Access—Bicycle



SW LRT Plan (3-12-15)



SW LRT Refinement (4-28-15)

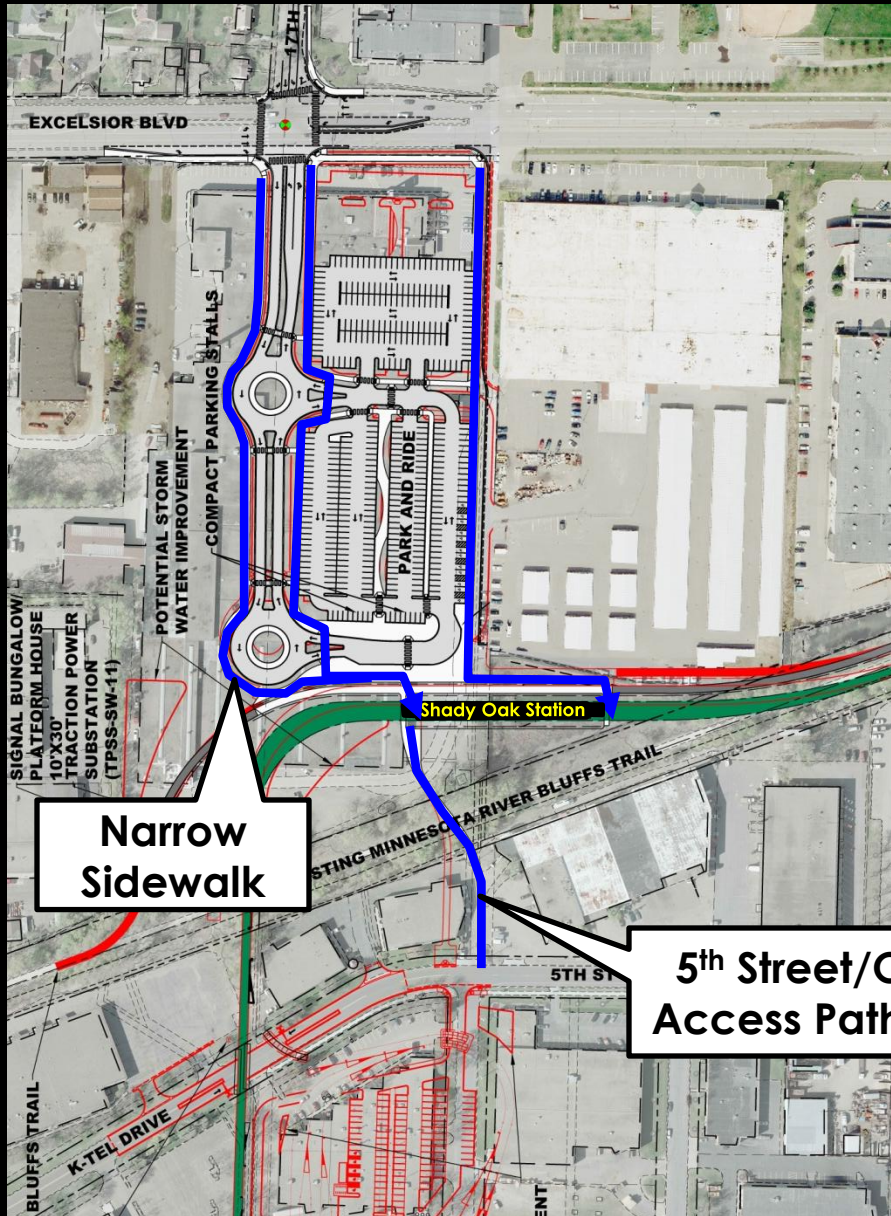
Shady Oak Station Access—Bicycle

Trail Realigned

K-Tel Road Multi-Use Trail

Protected Bike Lanes

5th Street Multi-Use Trail

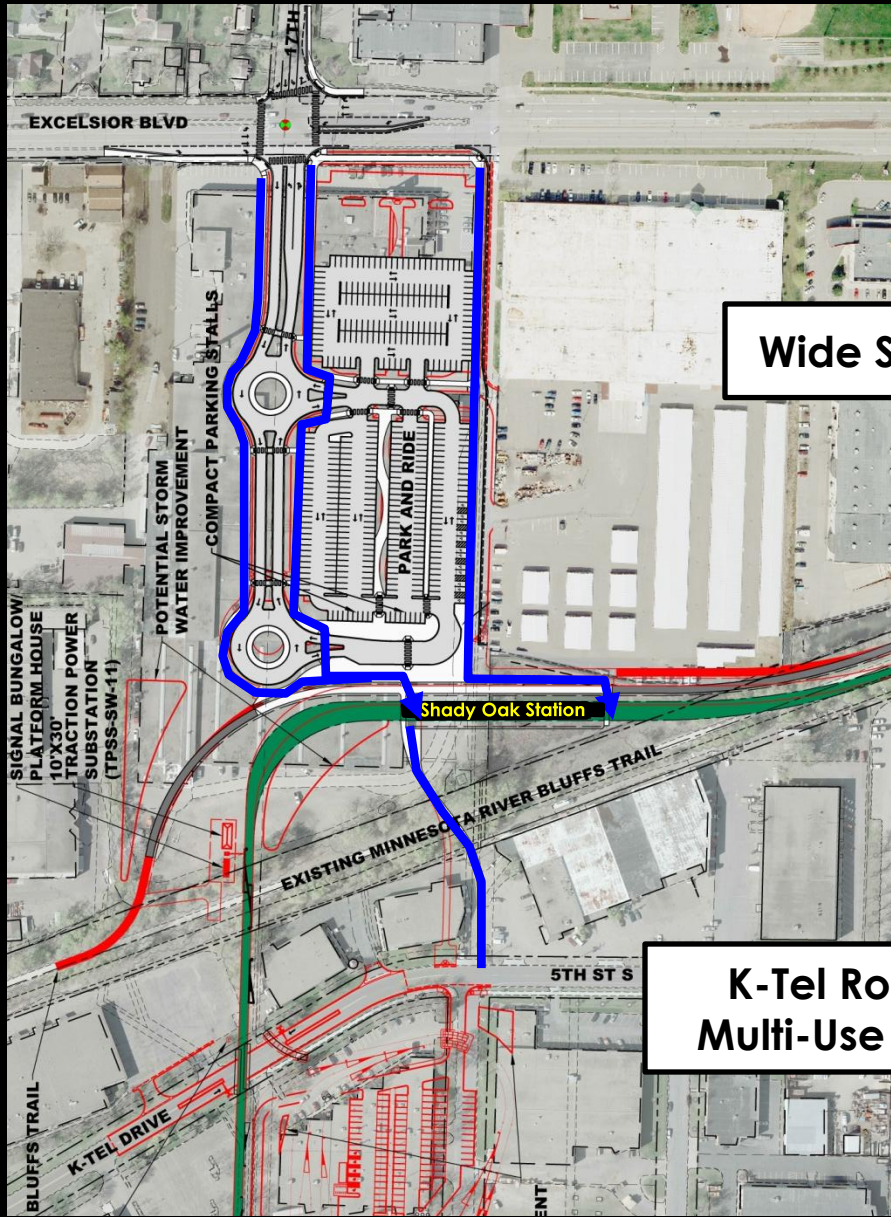


Narrow Sidewalk

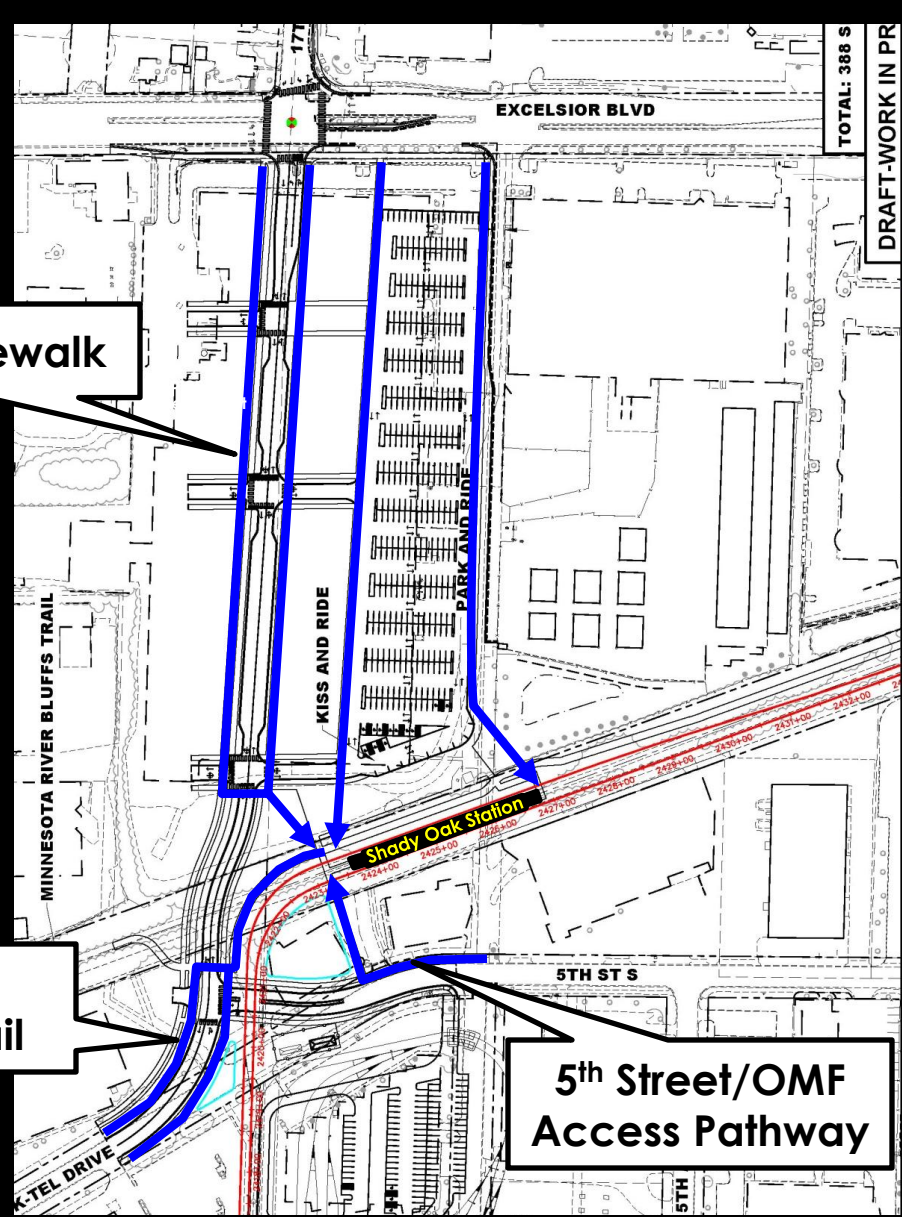
5th Street/OMF Access Pathway

SW LRT Plan (3-12-15)

Shady Oak Station Access—Pedestrian



SW LRT Plan (3-12-15)



SW LRT Refinement (4-28-15)

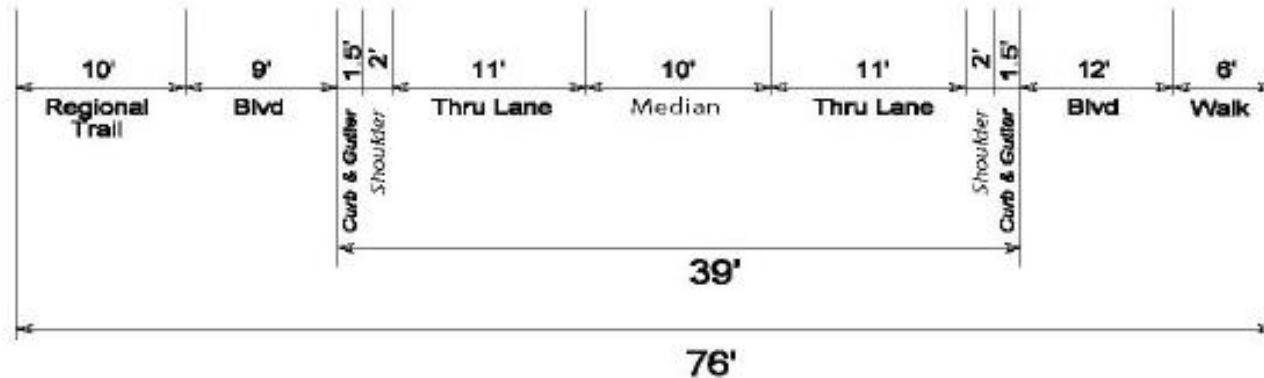
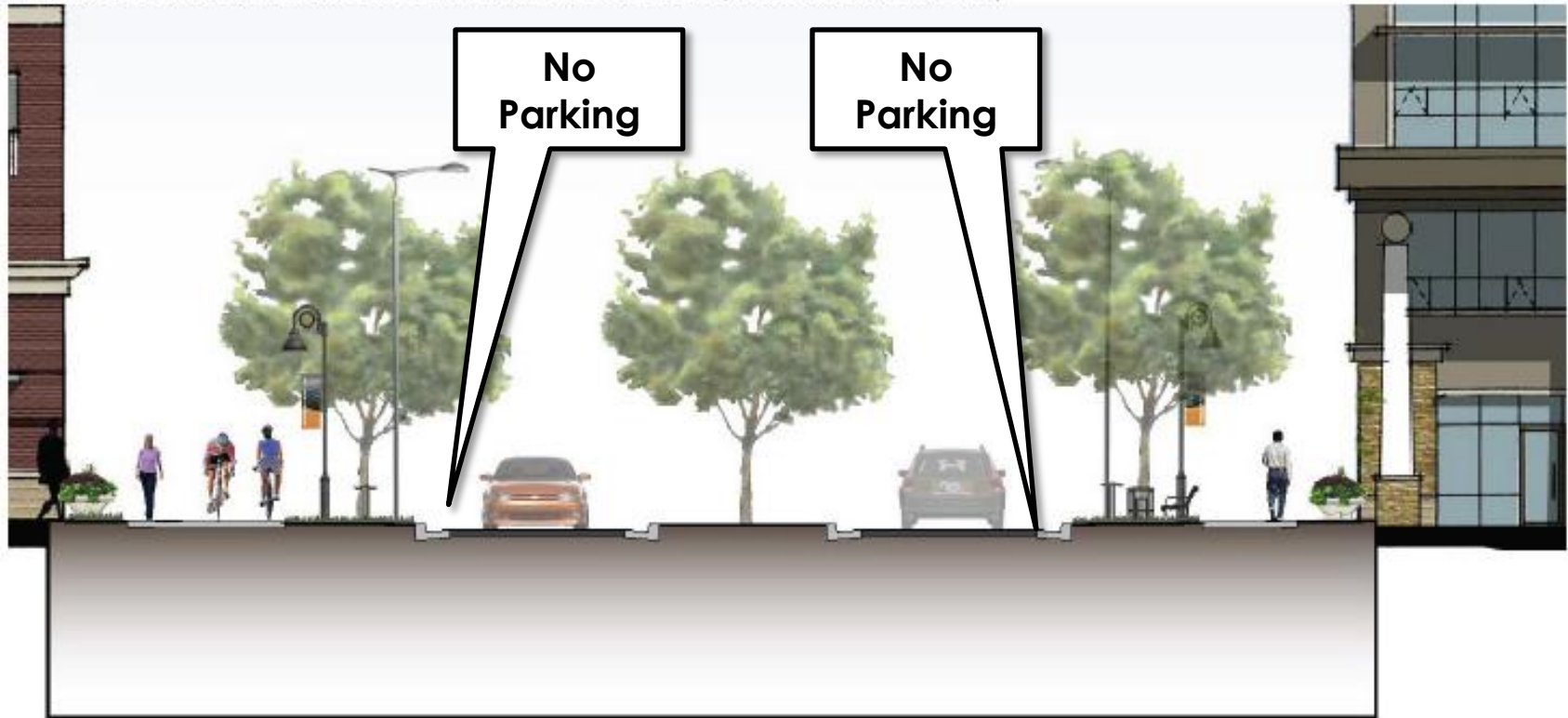
Shady Oak Station Access—Pedestrian



SW LRT Plan (3-12-15)

Shady Oak Station Access—17th Avenue

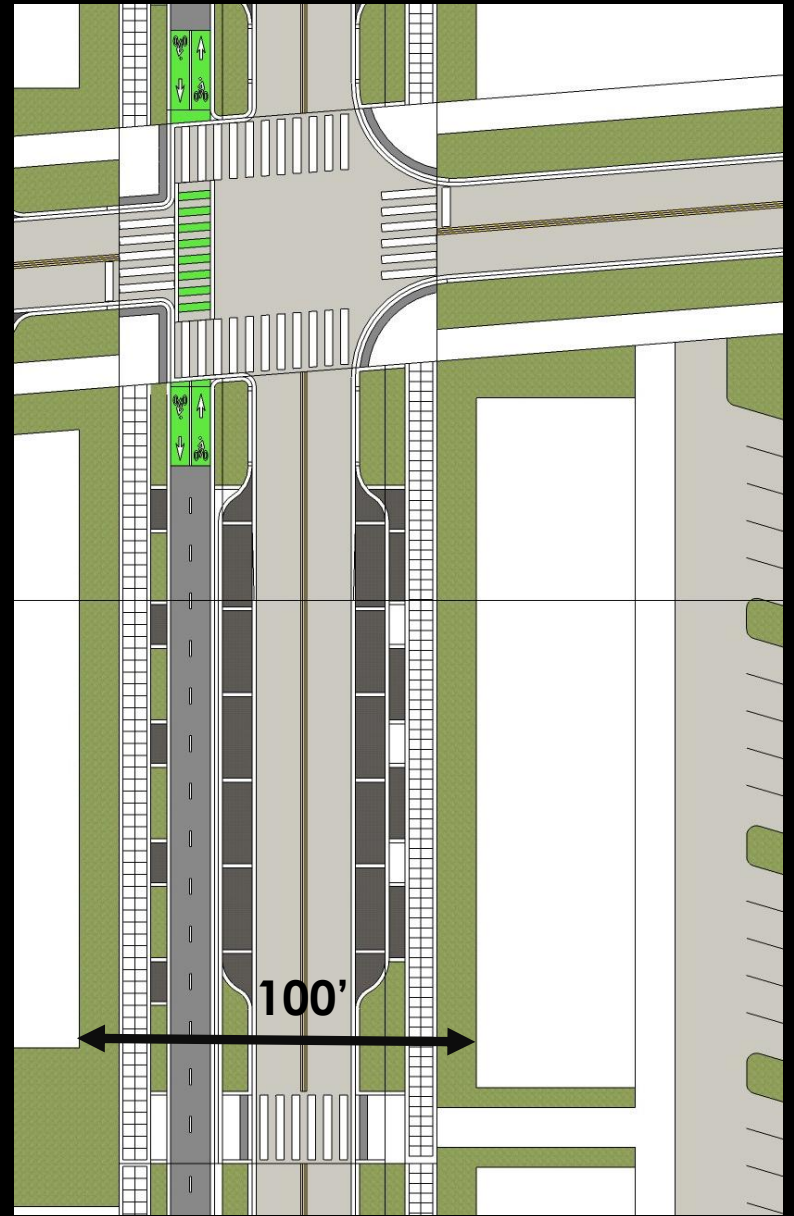
FIGURE 12-11. CONCEPTUAL STREET SECTION - 17TH AVENUE (SOUTH OF LRT STATION)



Shady Oak Station Access—17th Avenue

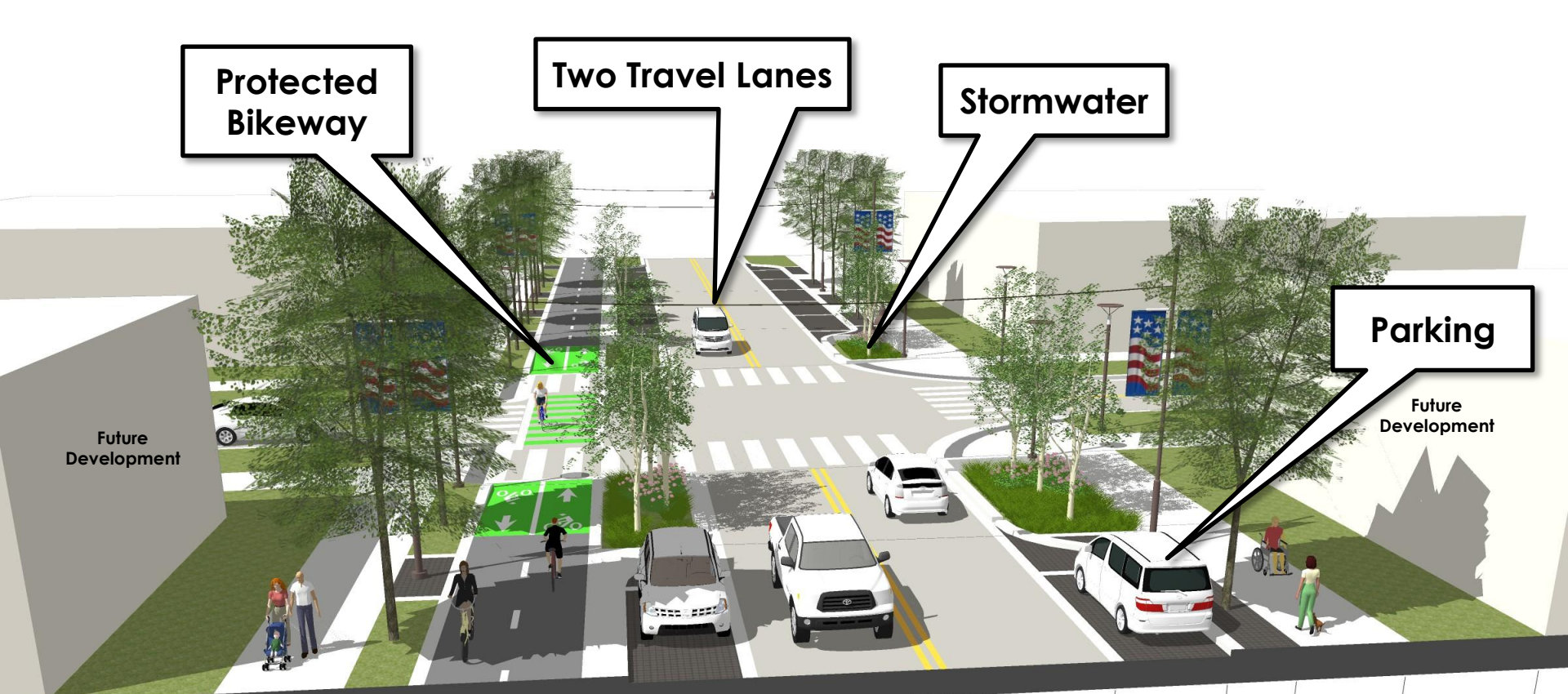


SW LRT Plan (3-12-15)



SW LRT Refinement (4-28-15)

Shady Oak Station Access—17th Avenue



Protected Bikeway

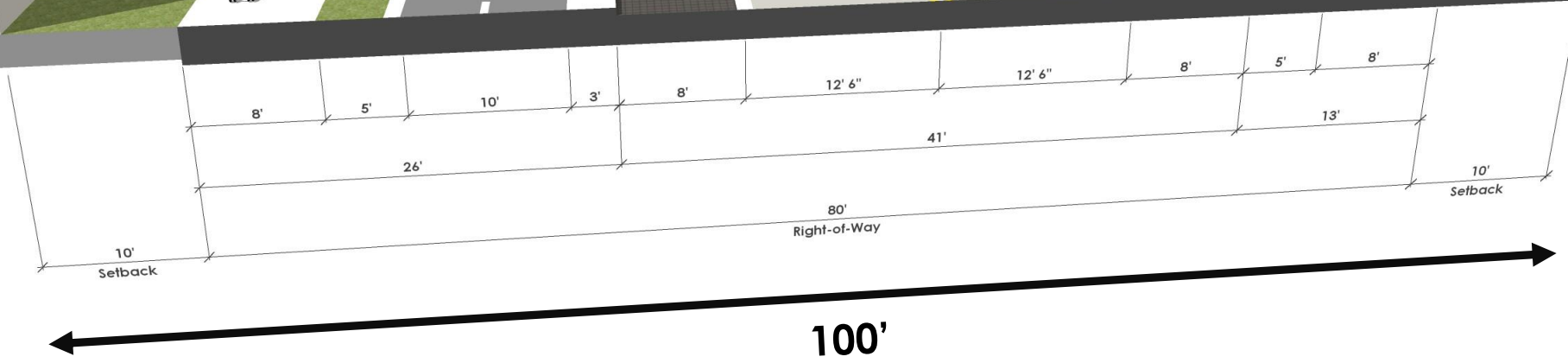
Two Travel Lanes

Stormwater

Parking

Future Development

Future Development



Shady Oak Station Access—17th Avenue (Looking North)

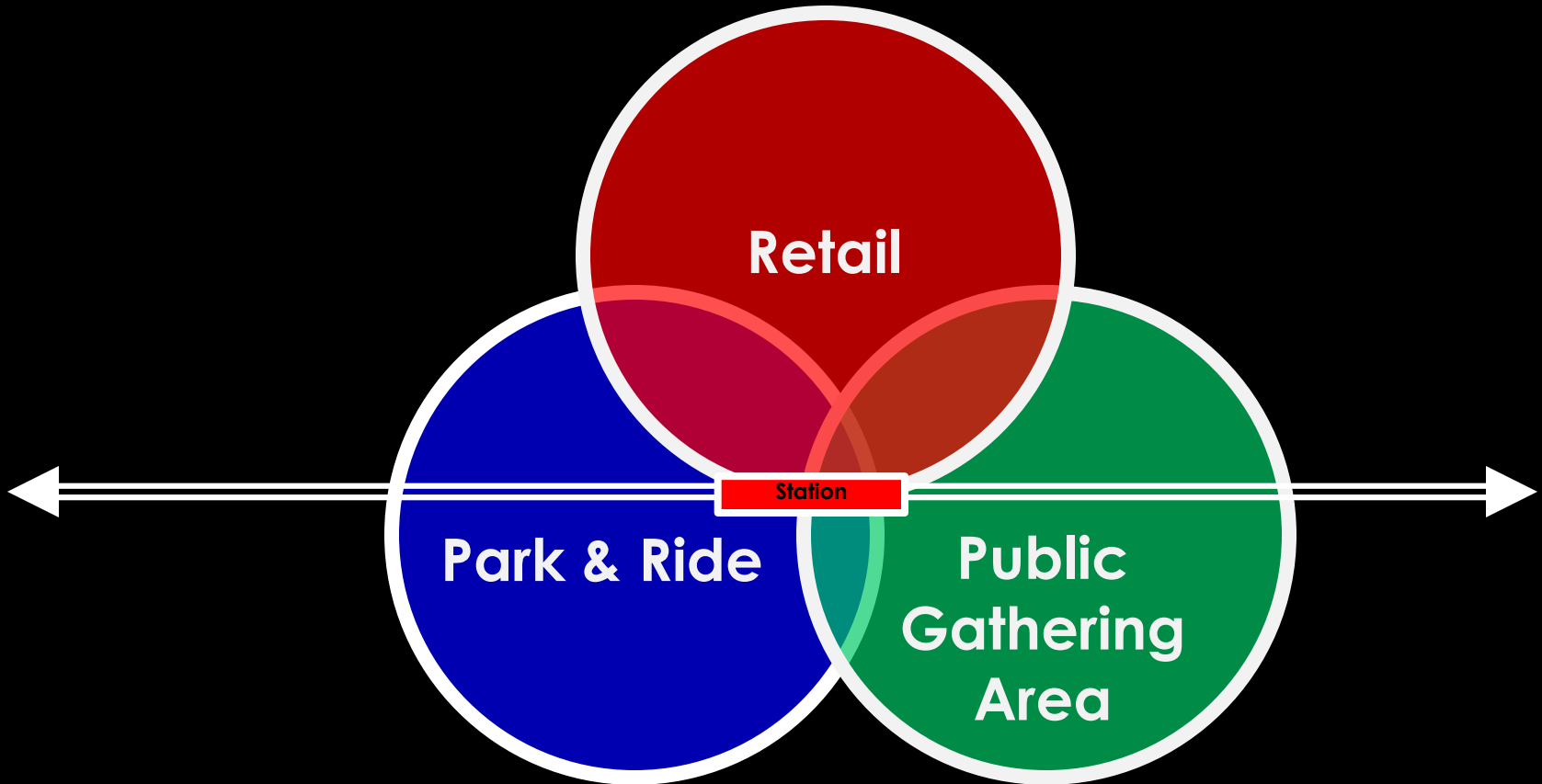
Station Area Criteria

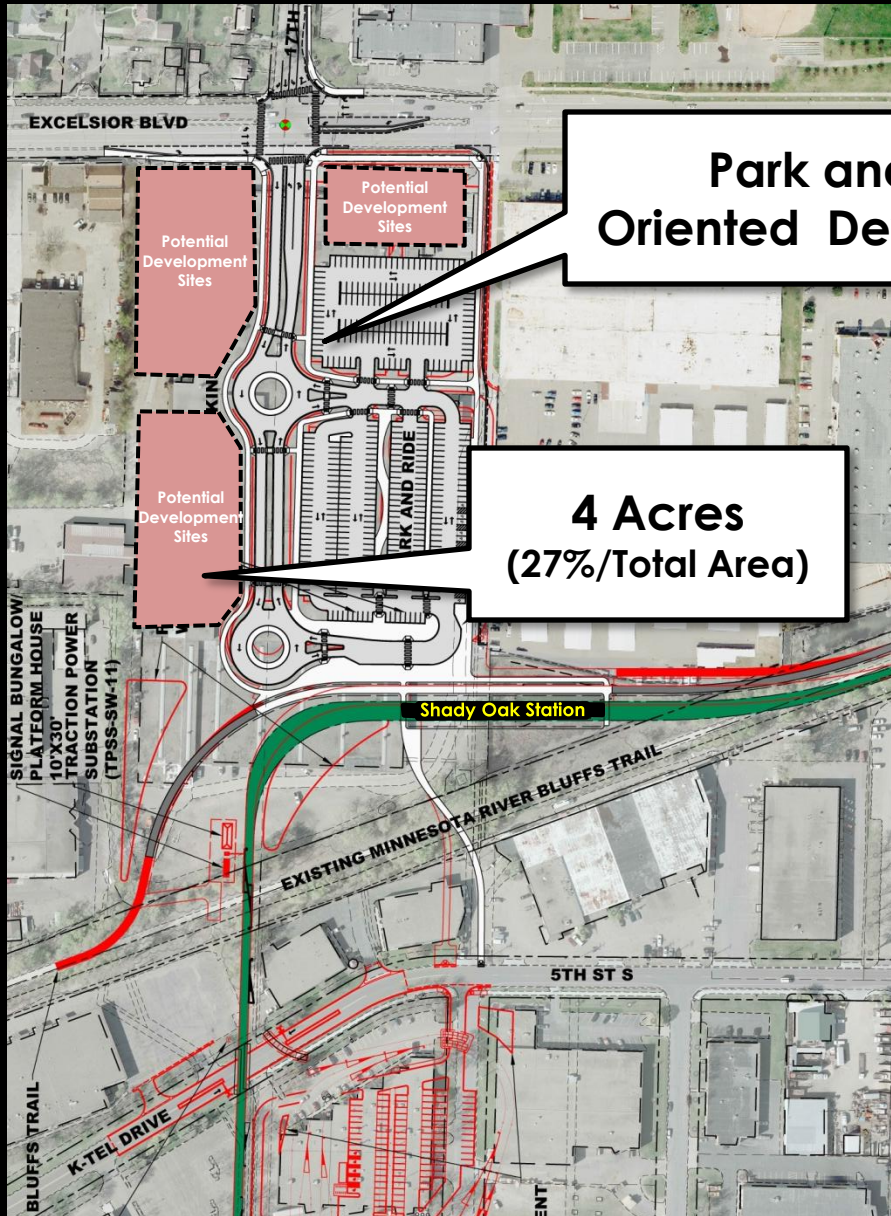
1. Light Rail Facilities (Transit Operations)

2. TOD Station Access

3. TOD Development Potential

Competing Space Uses At Station Hub





**Park and Ride
Oriented Development**

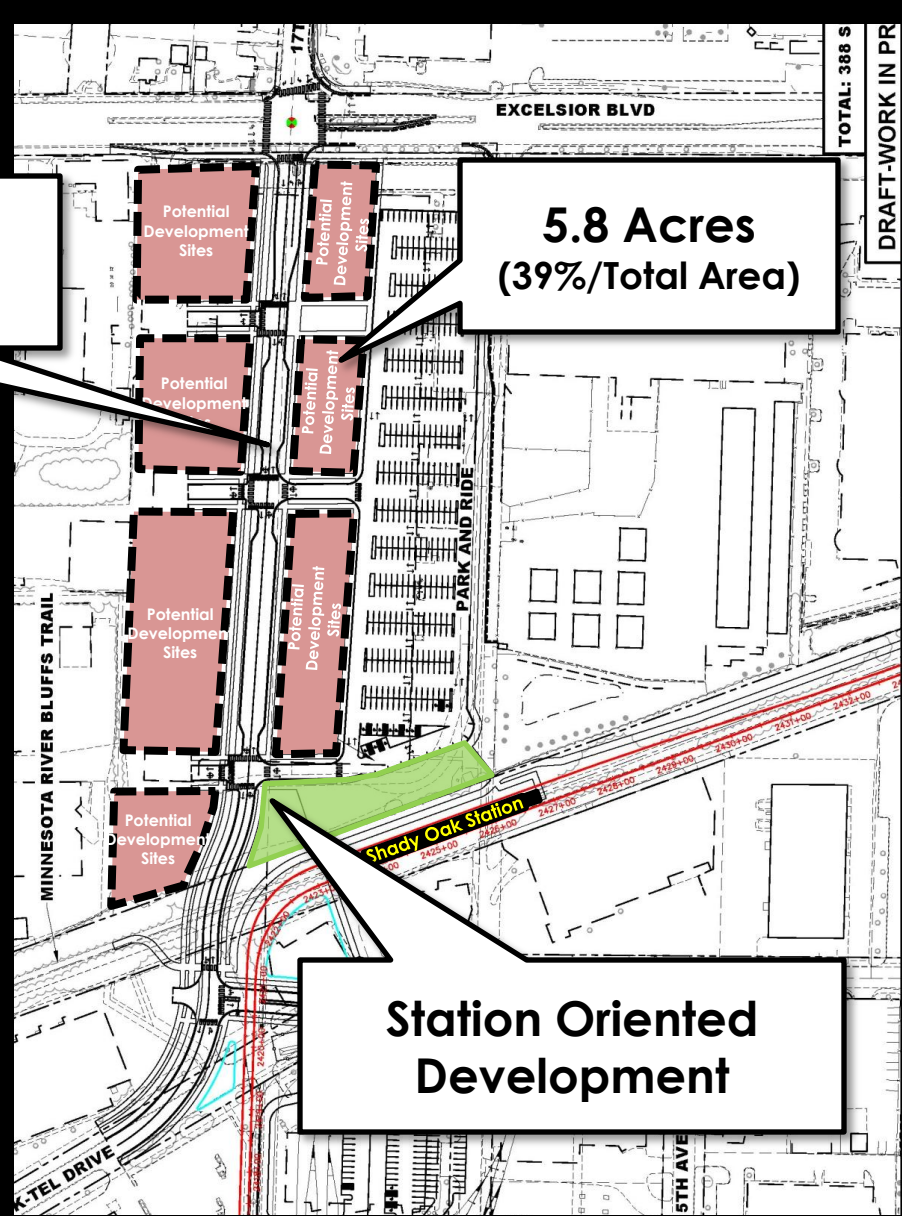
**4 Acres
(27%/Total Area)**

SW LRT Plan (3-12-15)

Shady Oak Station—TOD Development Potential



SW LRT Plan (3-12-15)



SW LRT Refinement (4-28-15)

Shady Oak Station—TOD Development Potential



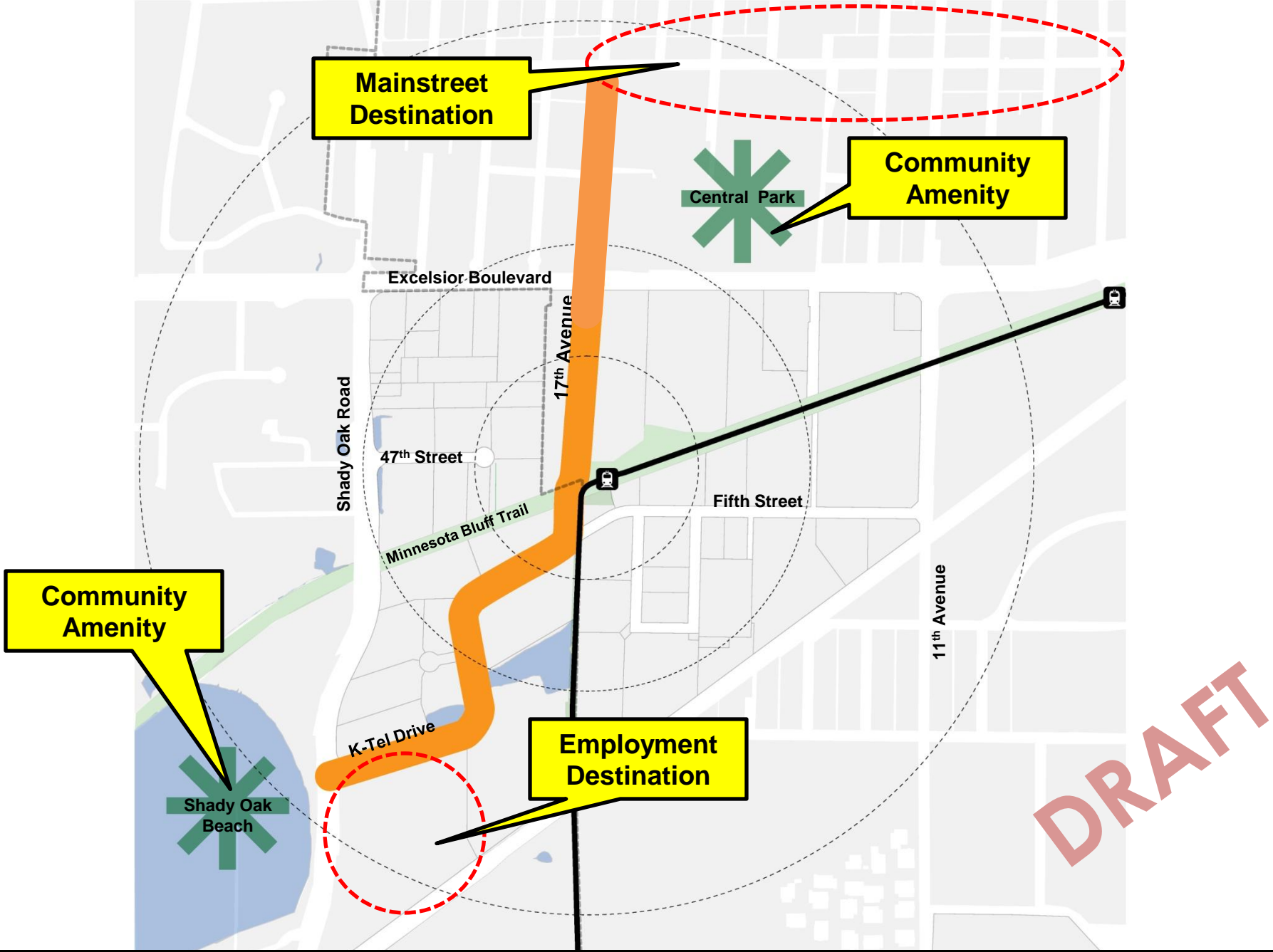
Vision/Land Use Scenario Meeting

Shady Oak Station Area Vision

Shady Oak Station Vision

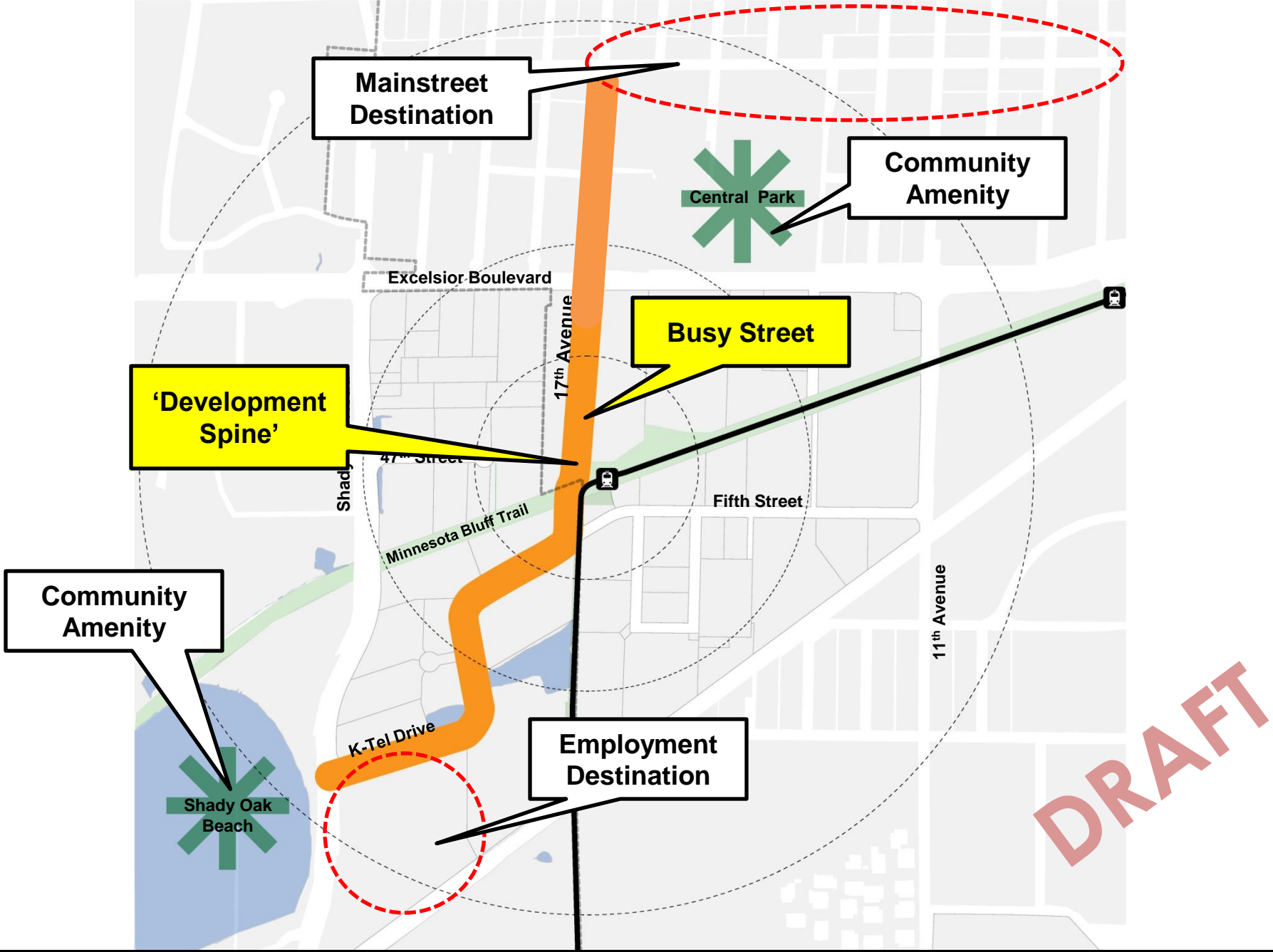
Increase Transit Ridership-

- **Improve Access to Station Area**
- **Establish a Marketable Investment Environment**



DRAFT

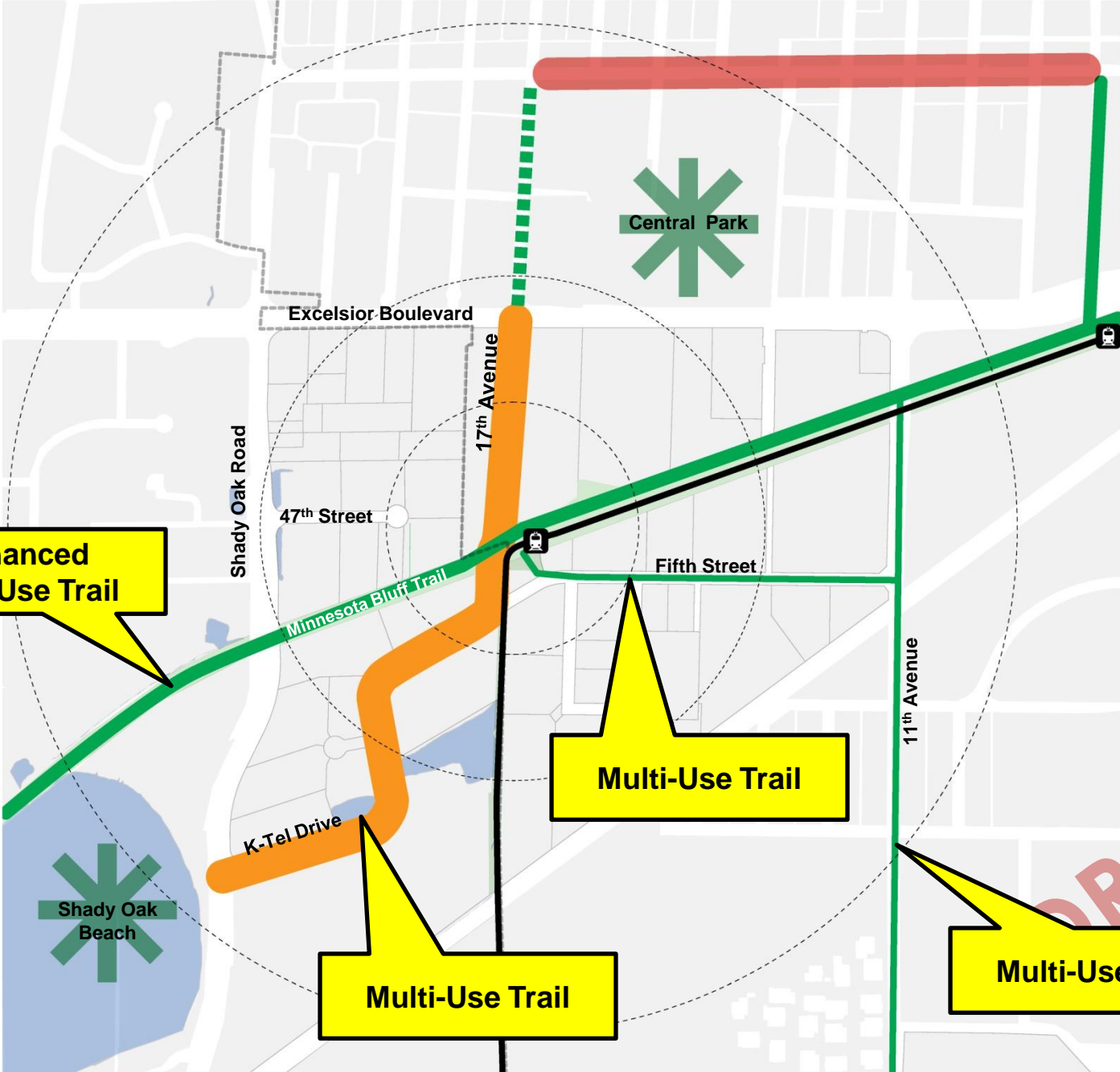
Shady Oak Station Area Vision (Draft)



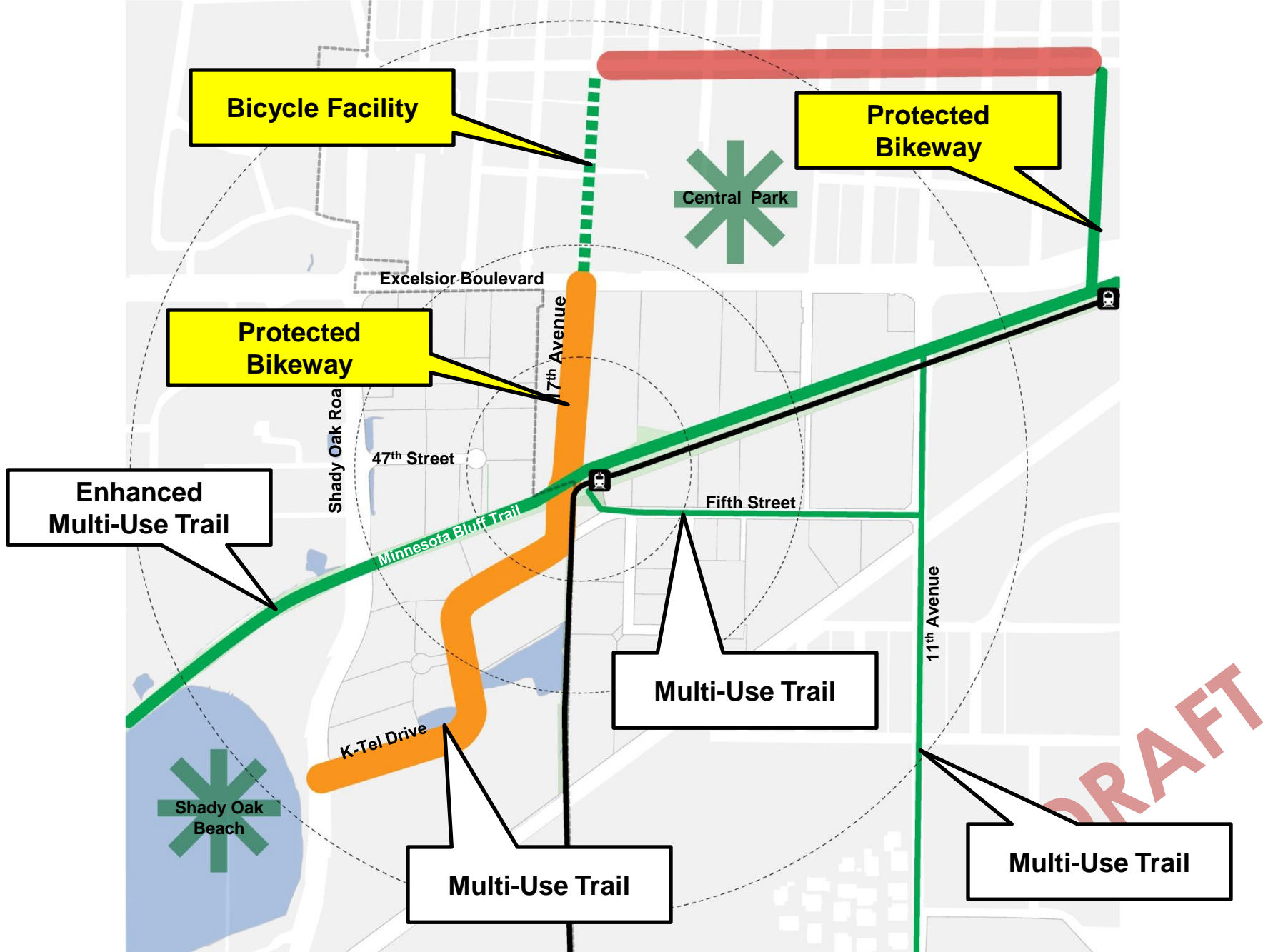
DRAFT

Shady Oak Station Area Vision (Draft)

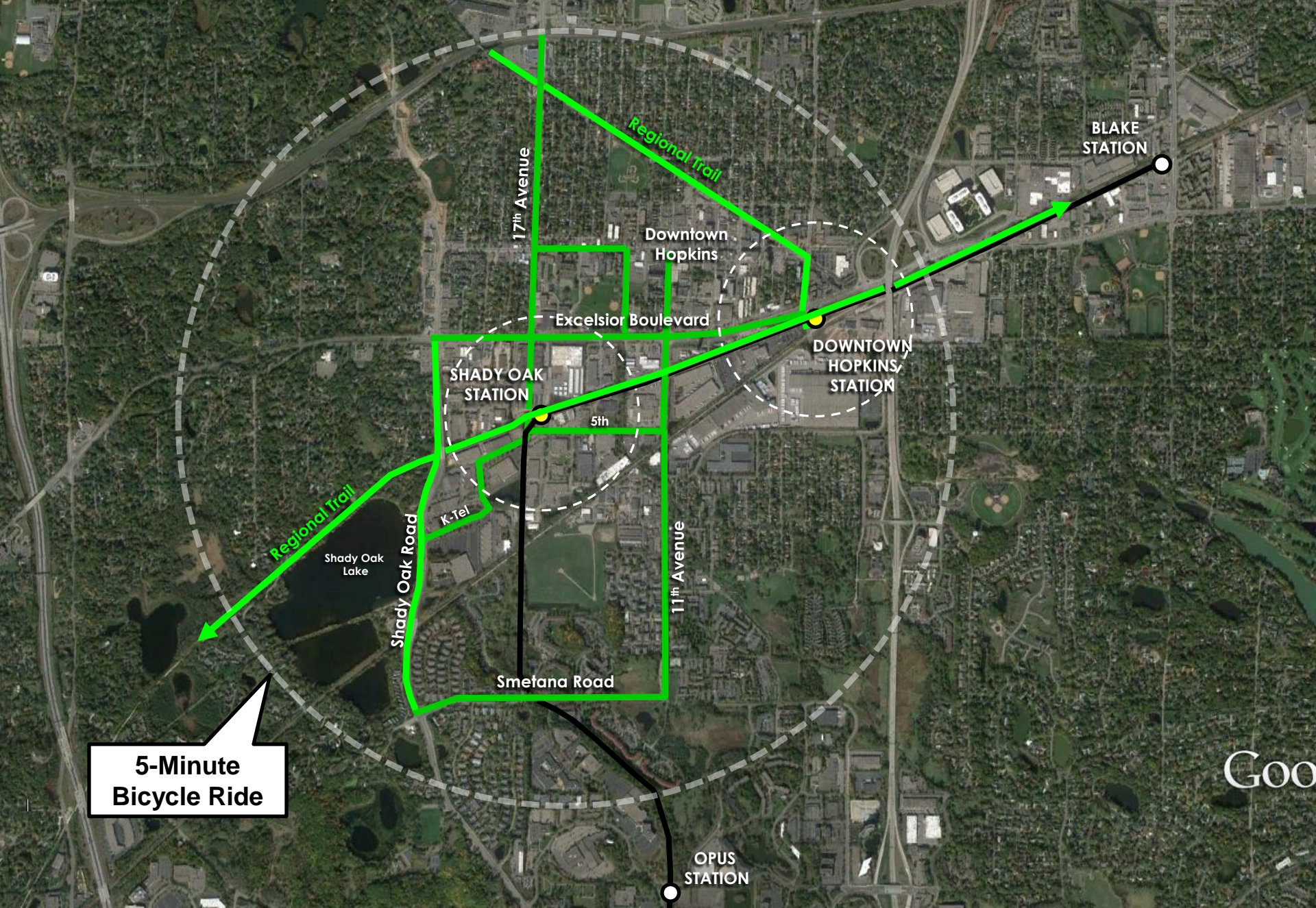
**Enhanced
Multi-Use Trail**



Shady Oak Station Area Vision (Draft)



Shady Oak Station Area Vision (Draft)



**5-Minute
Bicycle Ride**

Station Area MOD Concept

BROOKINGS

THE RISE OF INNOVATION DISTRICTS:

A New Geography Of Innovation In America

Bruce Katz and Julie Wagner

Shady Oak Station — Employment Theme

Innovation Employment District

These districts, by The Brookings Institute definition, are geographic areas where:

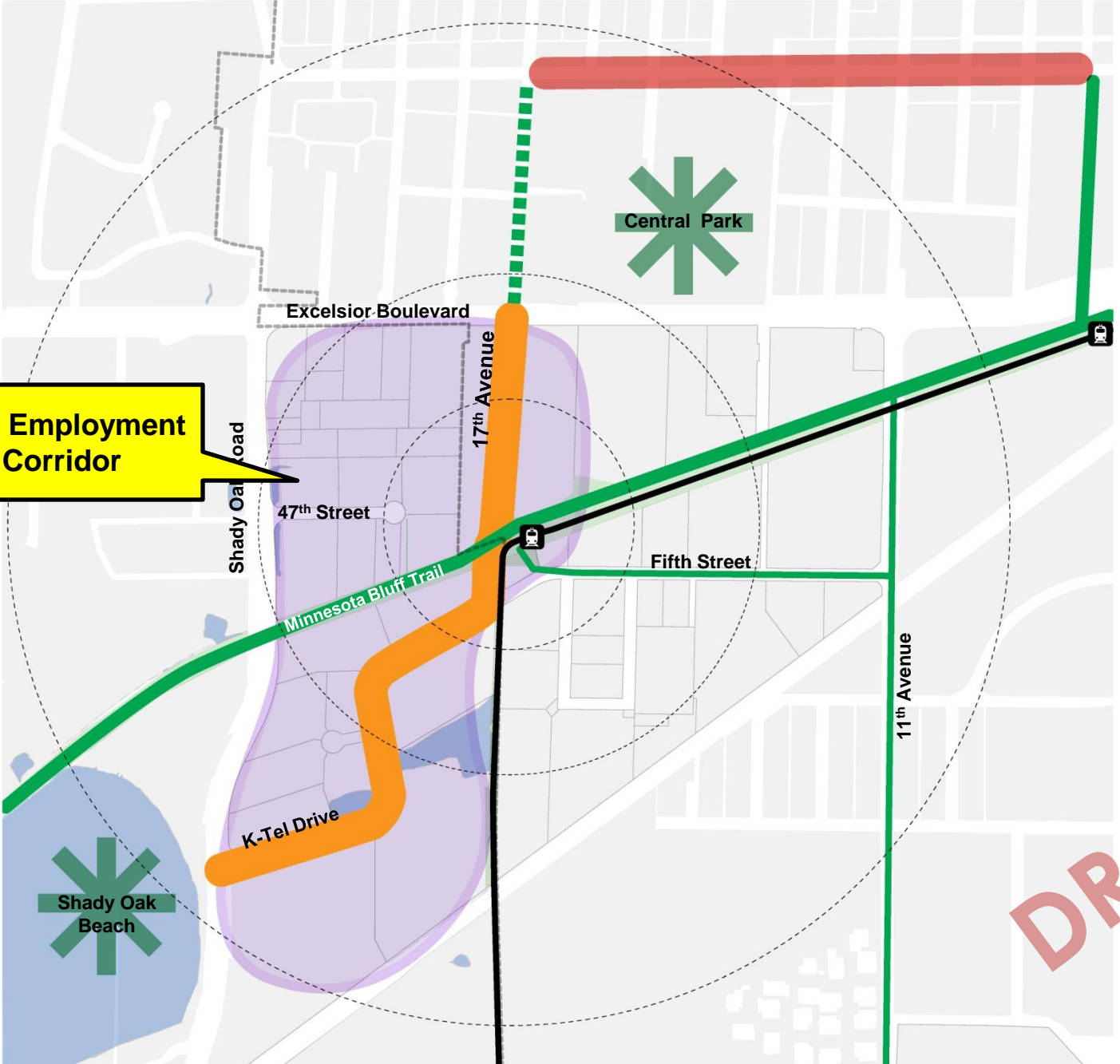
- **Leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators and accelerators**

Innovation Employment District

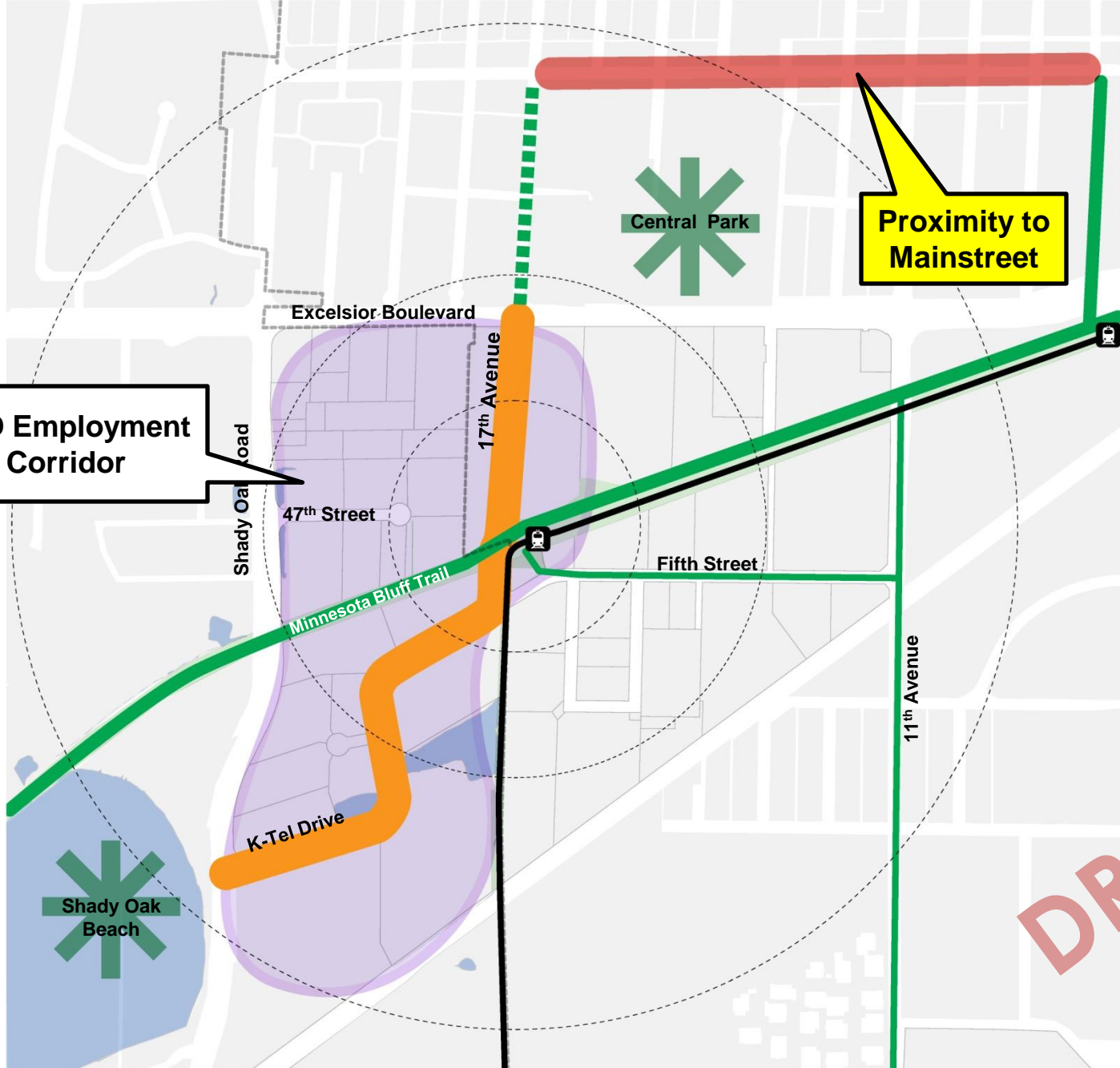
These districts, by The Brookings Institute definition, are geographic areas where:

- **Leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators and accelerators**
- **They are designed to be physically compact, transit-accessible, and technically-wired and offer mixed-use housing, office, and retail**

**TOD Employment
Corridor**



Shady Oak Station Area Vision (Draft)



**TOD Employment
Corridor**

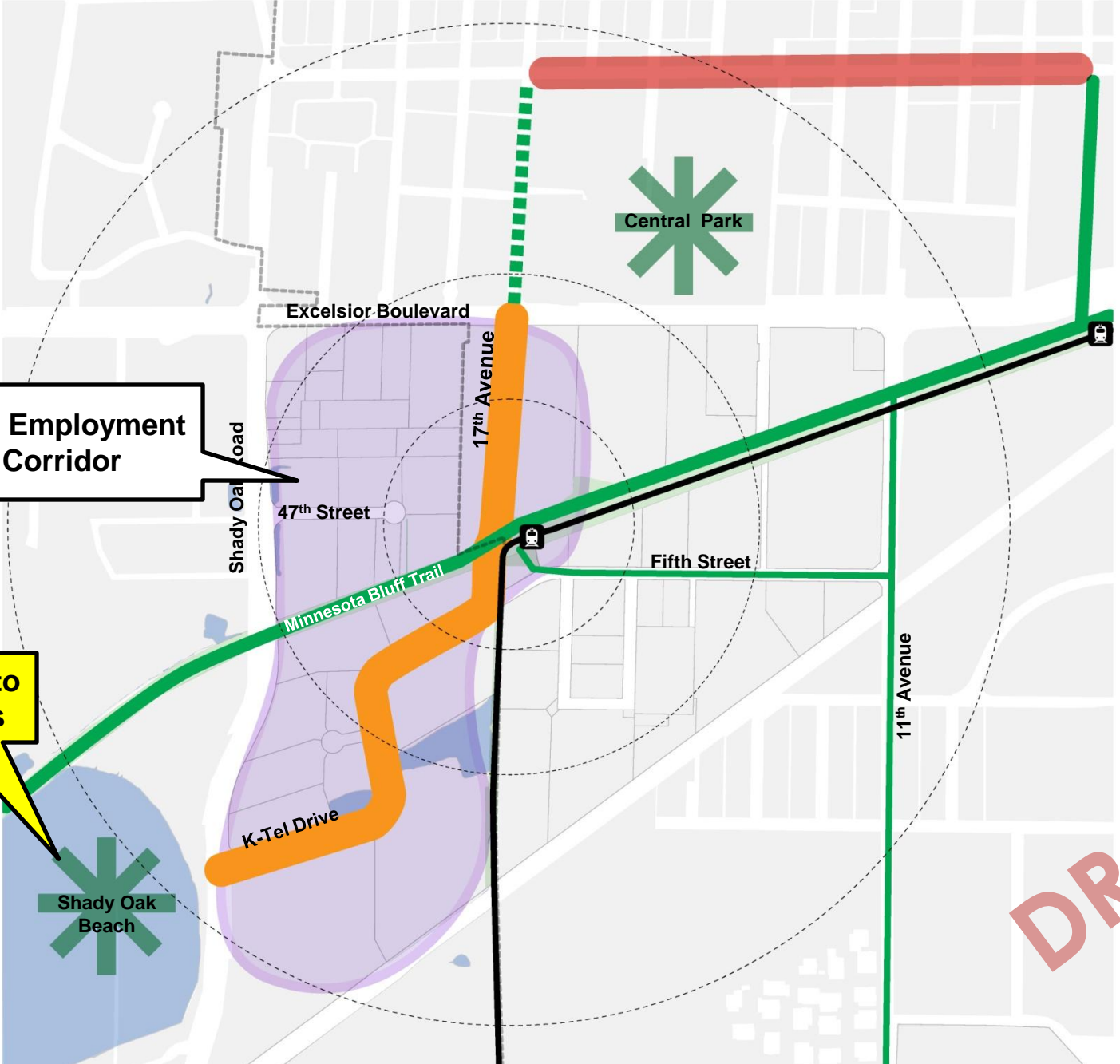
**Proximity to
Mainstreet**

Central Park

**Shady Oak
Beach**

DRAFT

Shady Oak Station Area Vision (Draft)



TOD Employment Corridor

Proximity to Amenities

Central Park

Shady Oak Beach

Excelsior Boulevard

17th Avenue

47th Street

Fifth Street

11th Avenue

Shady Oak Road

Minnesota Bluff Trail

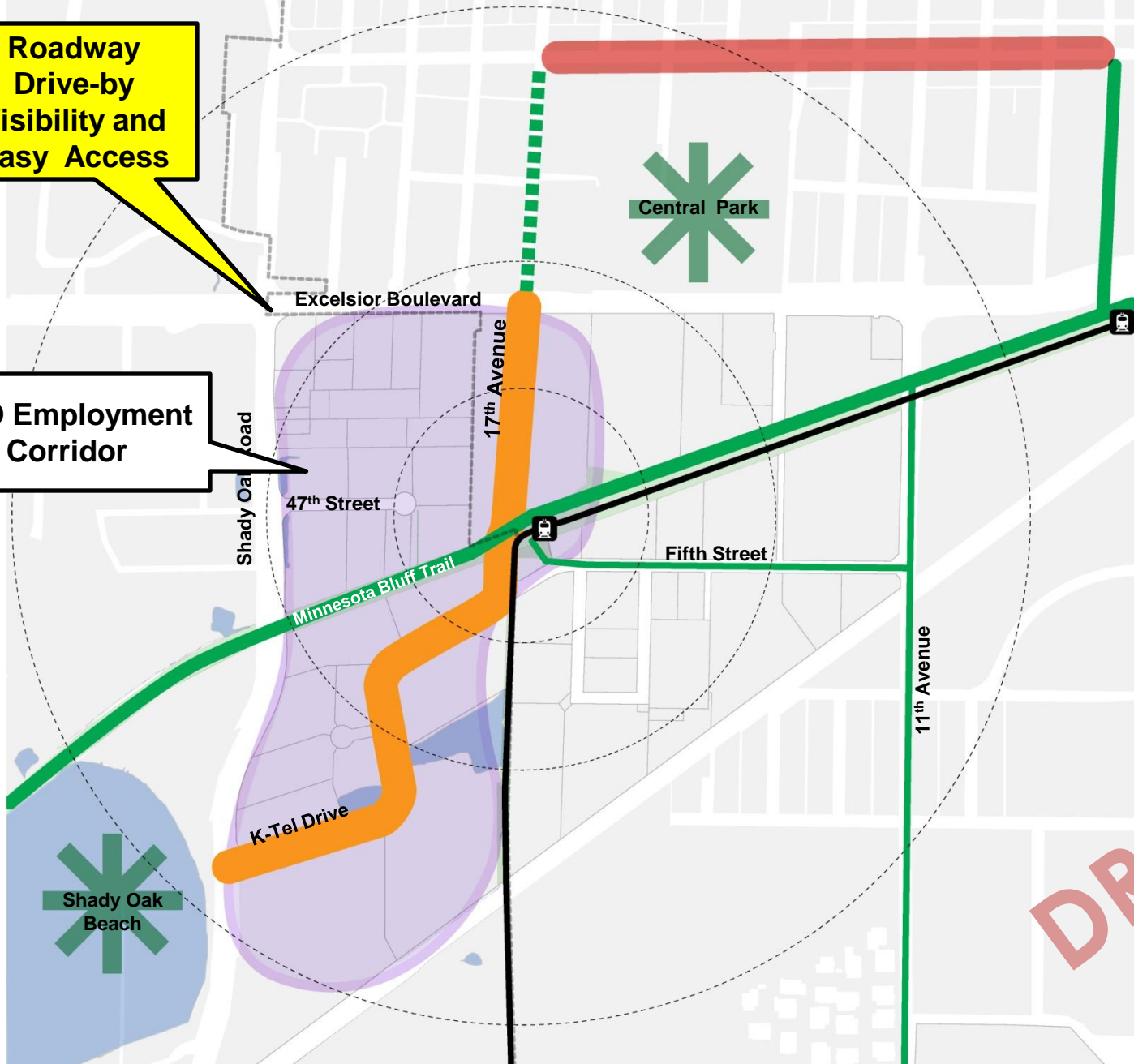
K-Tel Drive

DRAFT

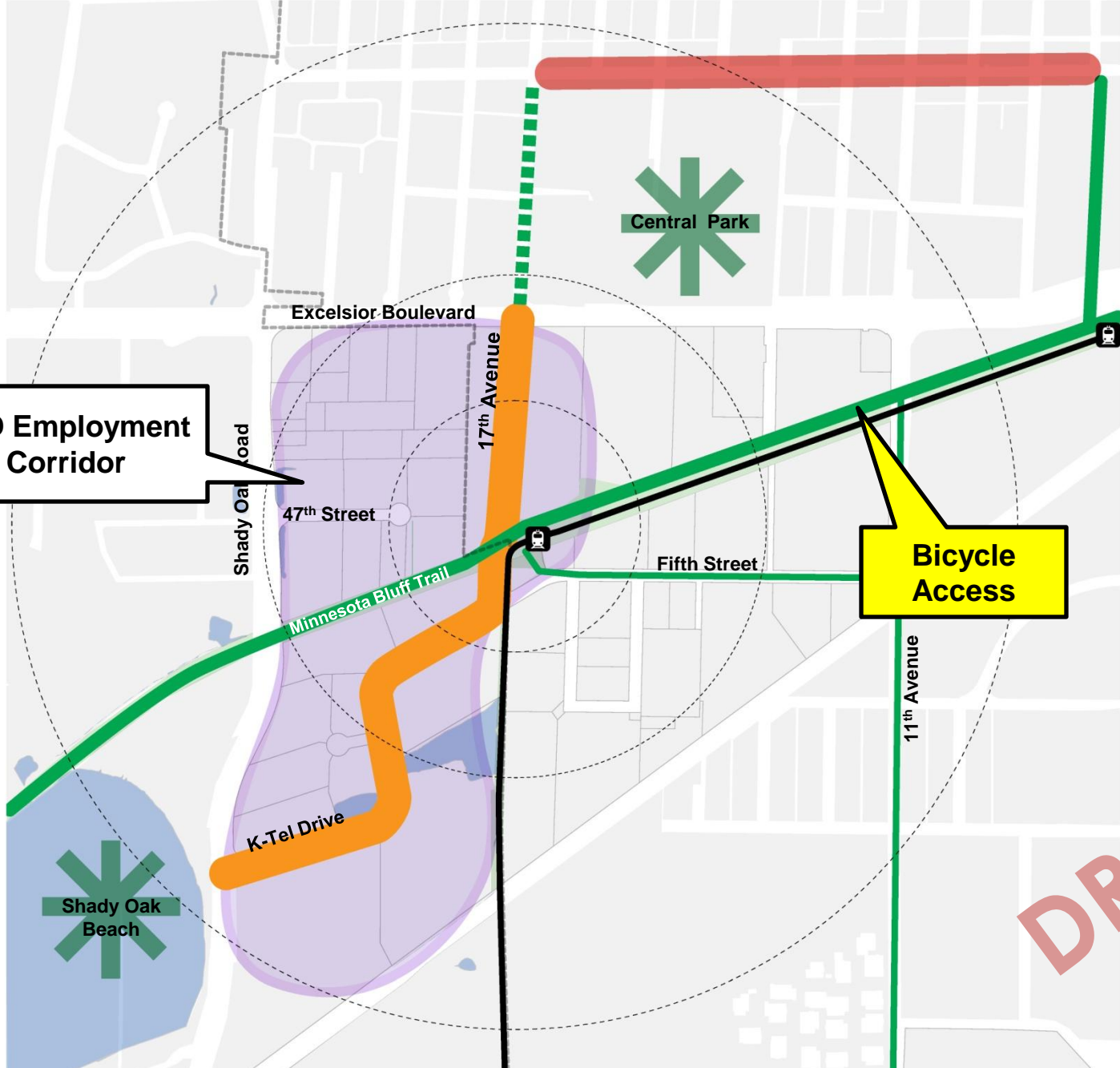
Shady Oak Station Area Vision (Draft)

Roadway
Drive-by
Visibility and
Easy Access

TOD Employment
Corridor



Shady Oak Station Area Vision (Draft)



**TOD Employment
Corridor**

**Bicycle
Access**

DRAFT

Shady Oak Station Area Vision (Draft)

TOD Employment Corridor



Central Park

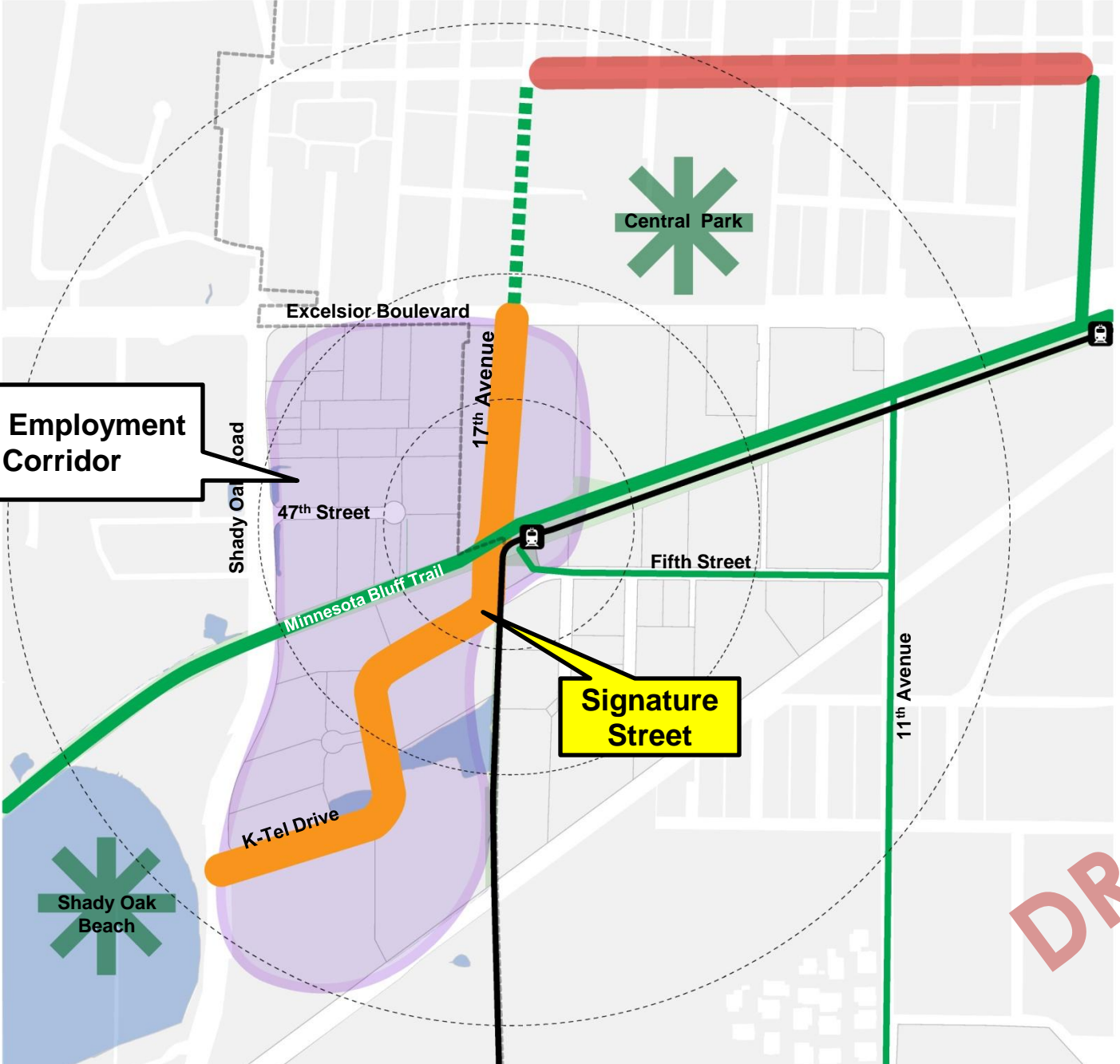


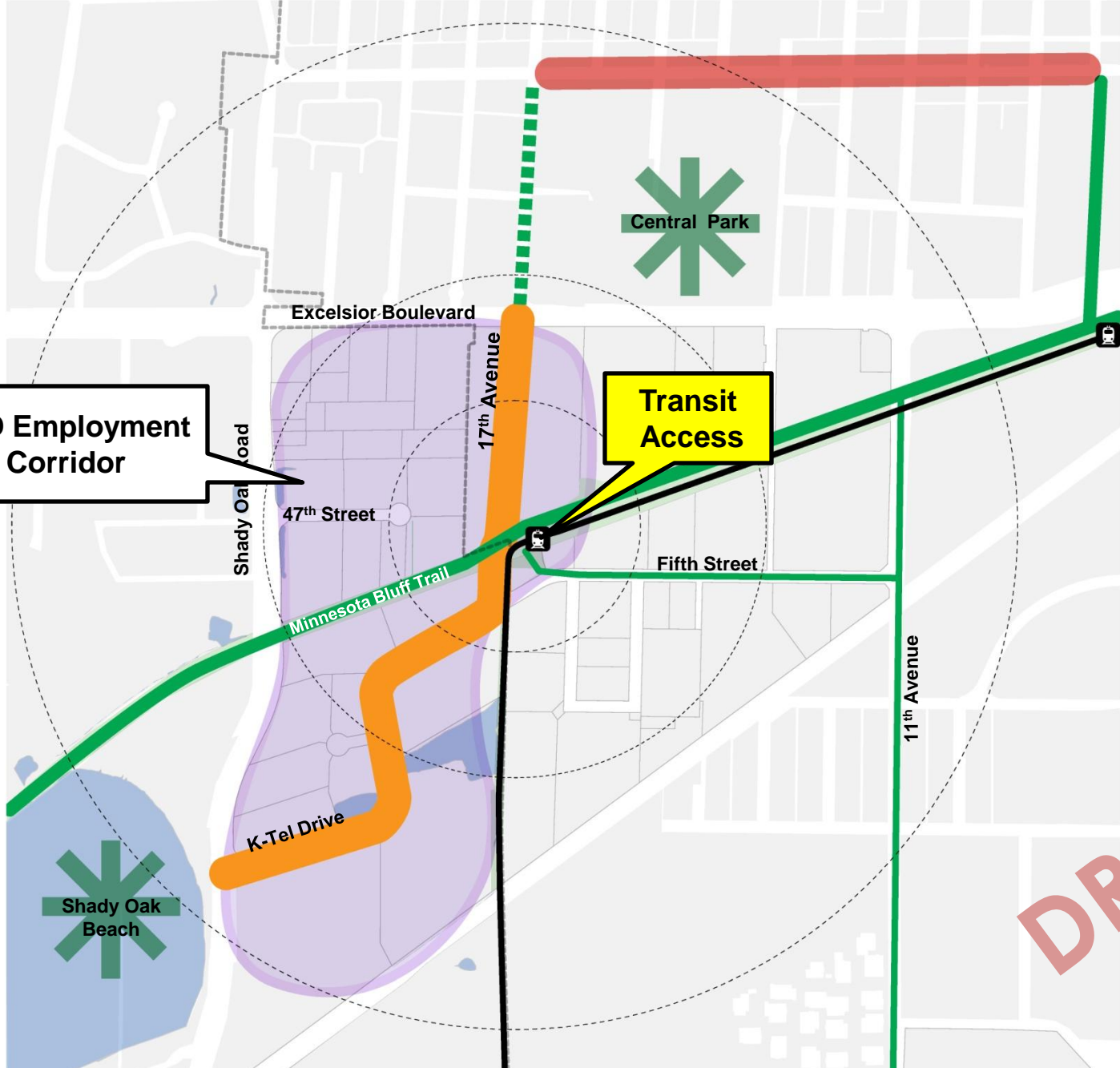
Shady Oak Beach

Signature Street

DRAFT

Shady Oak Station Area Vision (Draft)



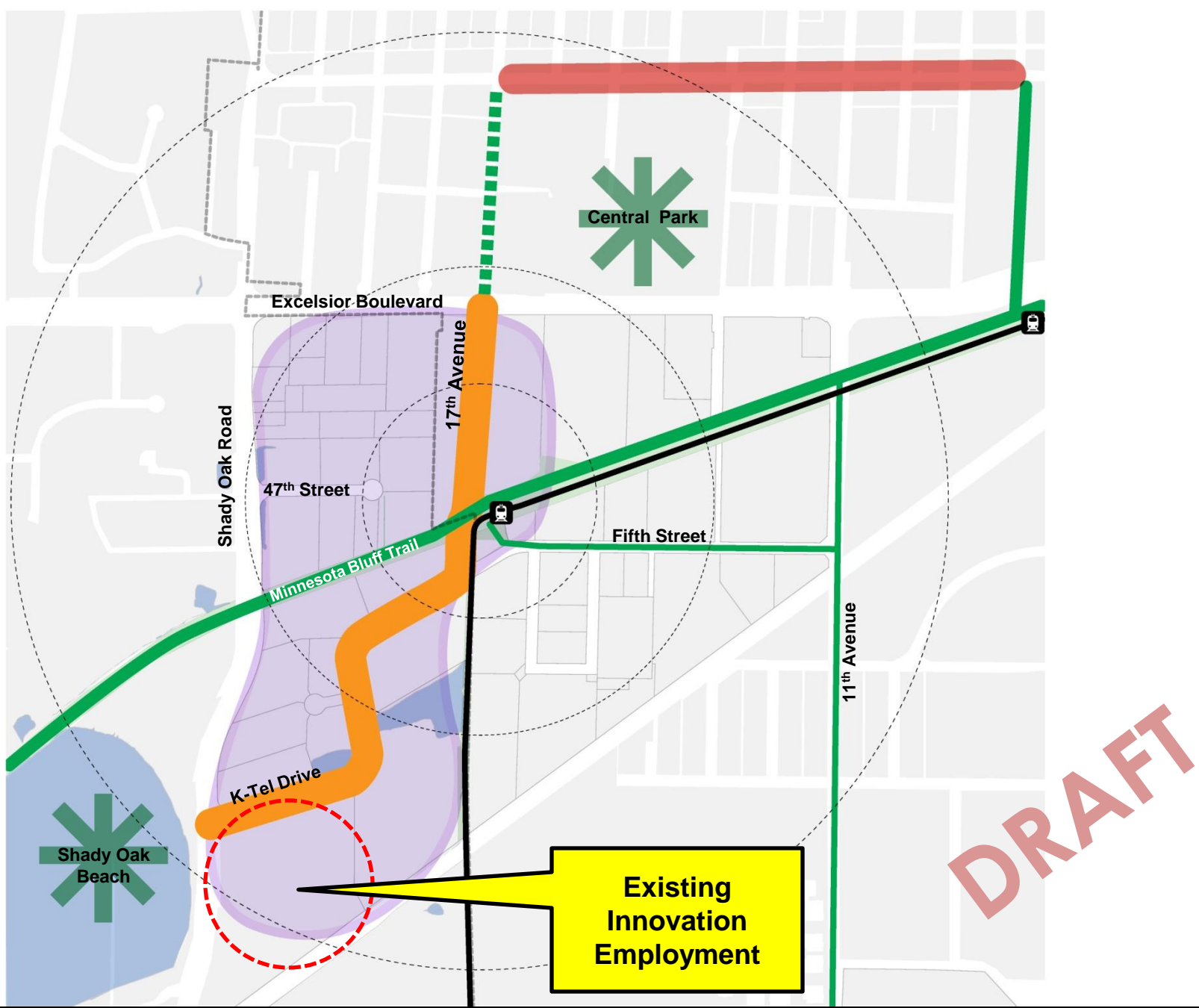


TOD Employment Corridor

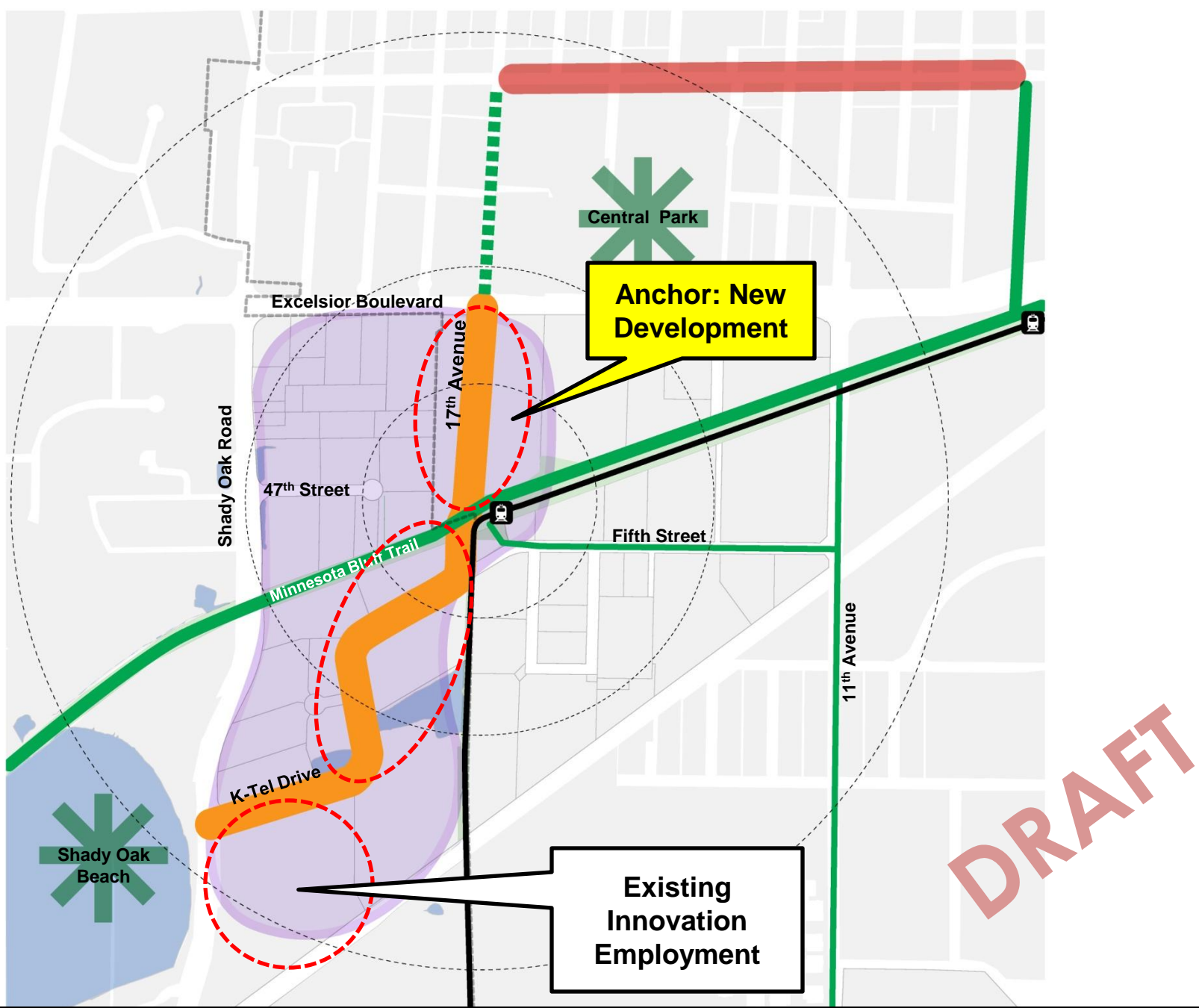
Transit Access

DRAFT

Shady Oak Station Area Vision (Draft)



Shady Oak Station Area Vision (Draft)



Shady Oak Station Area Vision (Draft)



Shady Oak Station Area– Land Use (Draft)



Shady Oak Station —New Development



Shady Oak Station —New Development

**Maintain Existing
Viable Uses**

Central Park

**New
Development**

Excelsior Boulevard

17th Avenue

47th Street

Fifth Street

Minnesota Bluff Trail

11th Avenue

**Maintain Existing
Viable Uses**

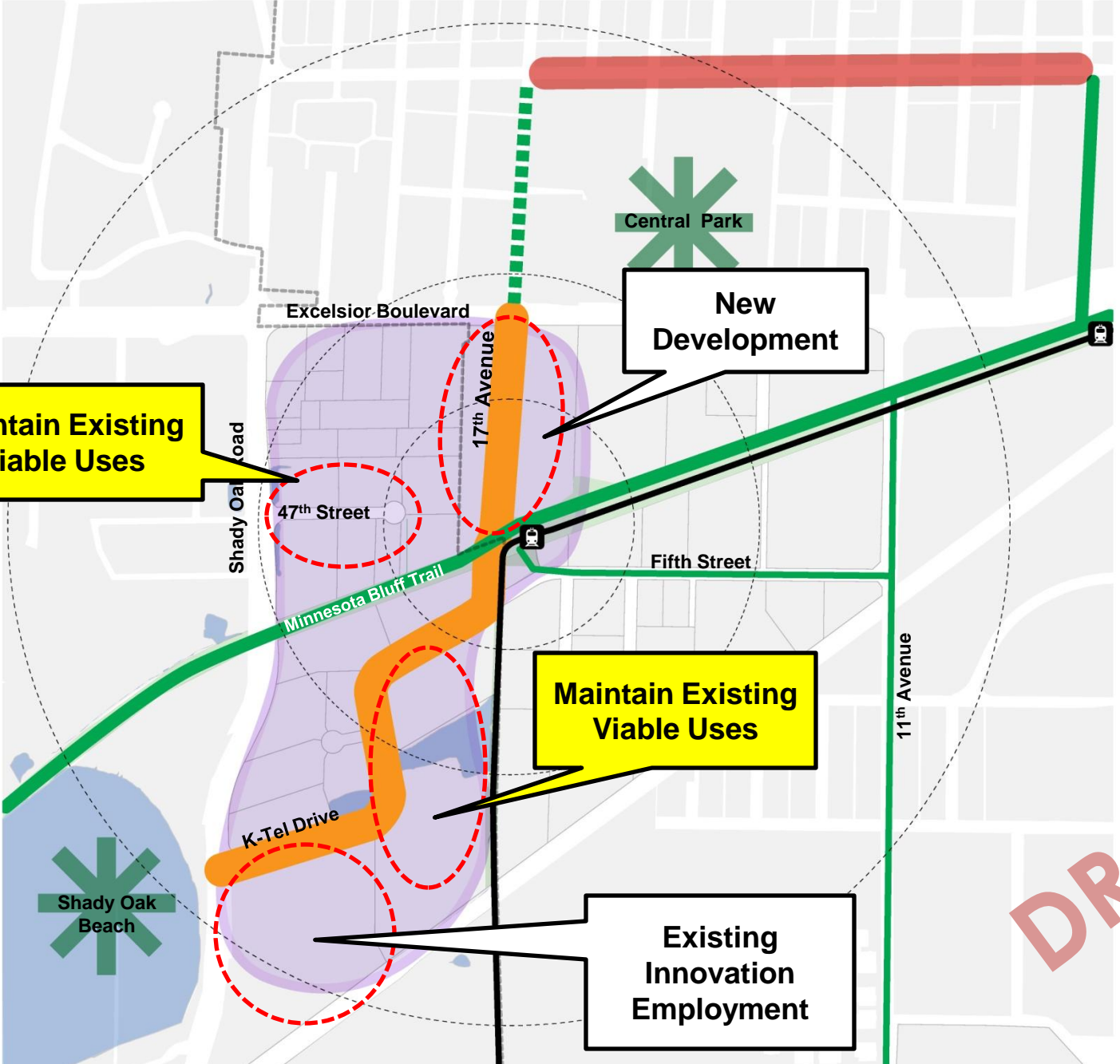
K-Tel Drive

**Existing
Innovation
Employment**

Shady Oak
Beach

DRAFT

Shady Oak Station Area Vision (Draft)





Shady Oak Station —Existing Viable Industrial Uses



Shady Oak Station — New Industrial Development

**New, Re-Use
or Renovation**

Central Park

**New
Development**

**Maintain Existing
Viable Uses**

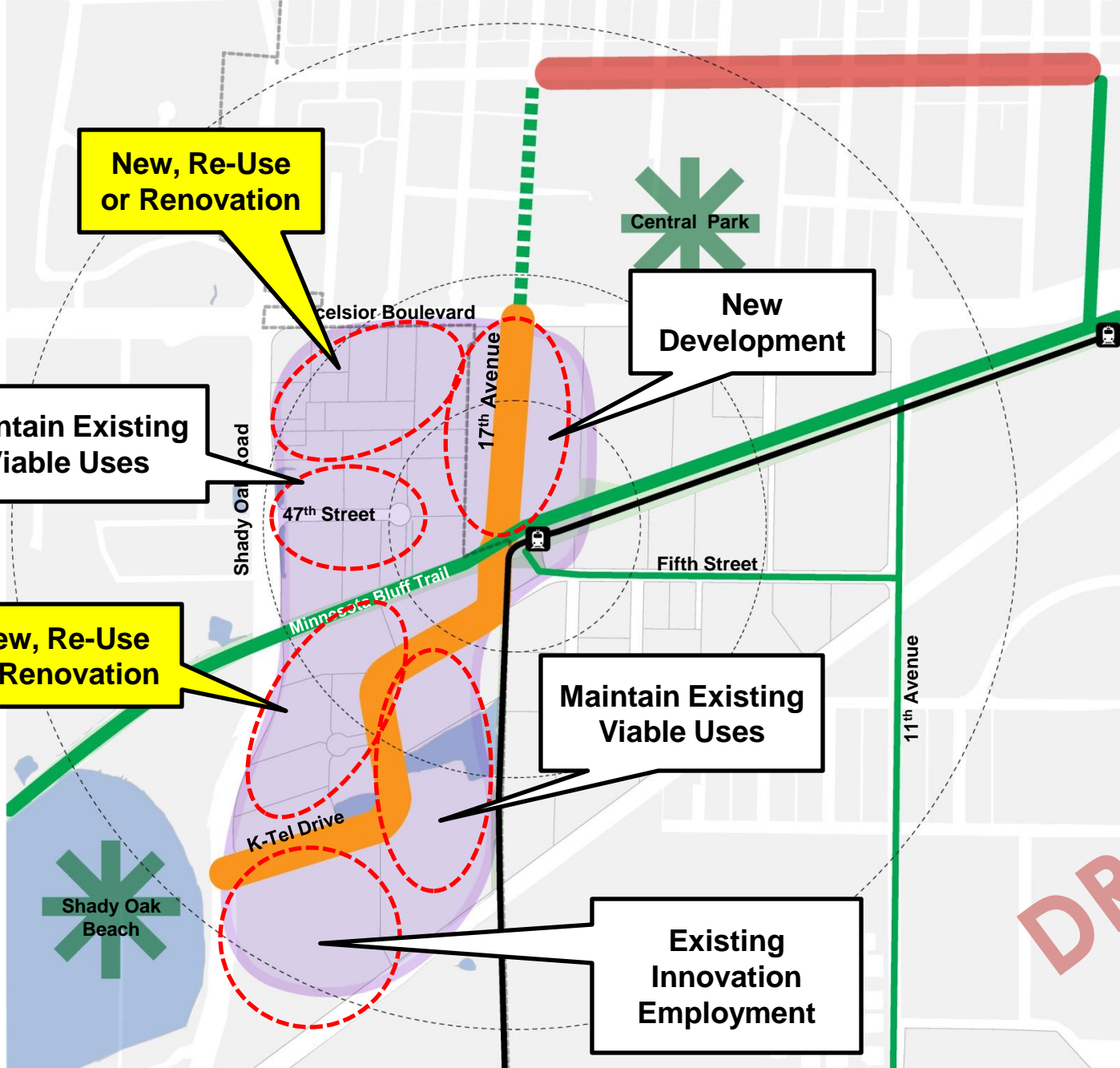
**New, Re-Use
or Renovation**

**Maintain Existing
Viable Uses**

**Existing
Innovation
Employment**

DRAFT

Shady Oak Station Area Vision (Draft)





Shady Oak Station — Industrial Adaptive Re-Use

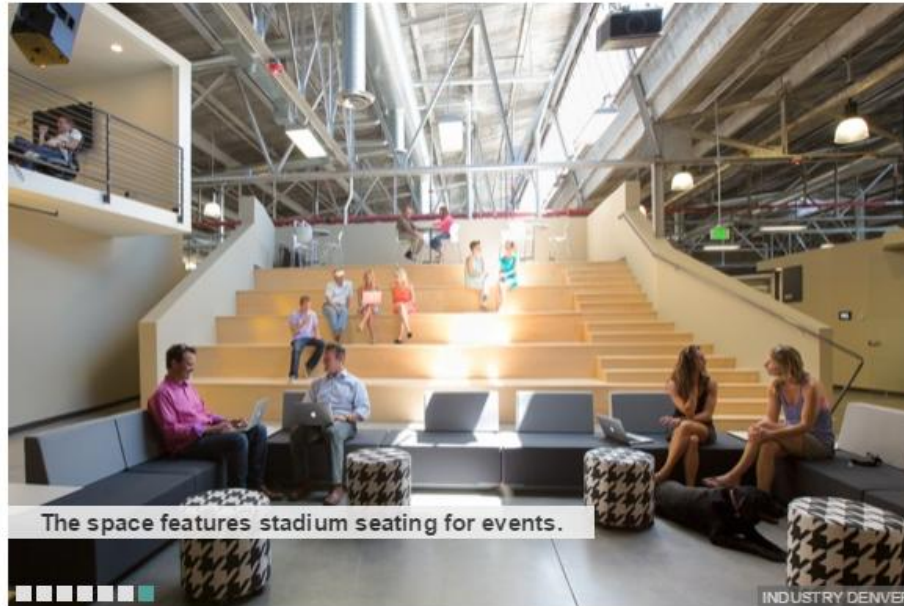


Shady Oak Station — Industrial Adaptive Re-Use

FEATURES

Industry Denver: Reinventing the Workplace in RiNo

ERIC PETERSON | WEDNESDAY, JULY 30, 2014



The space features stadium seating for events.

In Denver's booming RiNo neighborhood, there are few projects as ambitious as Industry. The former warehouse and grocery terminal is now a "shared workspace" with the second of three phases set to open in August.

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COMMUNITY CHANGE, CREATIVE SECTOR, ENTREPRENEURSHIP AND INNOVATION, HOUSING, MOVE TO

**Space Planning Interior
Architecture by
Crandall Arambula**



Denver Innovation — Industrial Adaptive Re-Use



we CREATE

The things that connect your brand to people, and people to your brand.

BRANDING & ADVERTISING

NOW IS THE TIME

to discover a world where the flame of the grill burns long and bright and true.
Where each grill is created with equal parts of joy and technology.
Where starters start, temperatures hold strong,
and the goodness of the grill is endless.
So come along. Pick up the togs. Raise your spatulas. It's time.

weber GRILL ON.

DIGITAL

The Electric Ride

Are You Ready? Get Set Let's Go!

Choose a Ride.

BMW i3
Spring 2014

It offers BMW luxury, styling, and speed.

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MARK Pedley

myDashboard

Urgent Care

Feedback

We Want to Hear From You!

Mod Refills

CONTENT

CHALLENGE THREE

Diversification

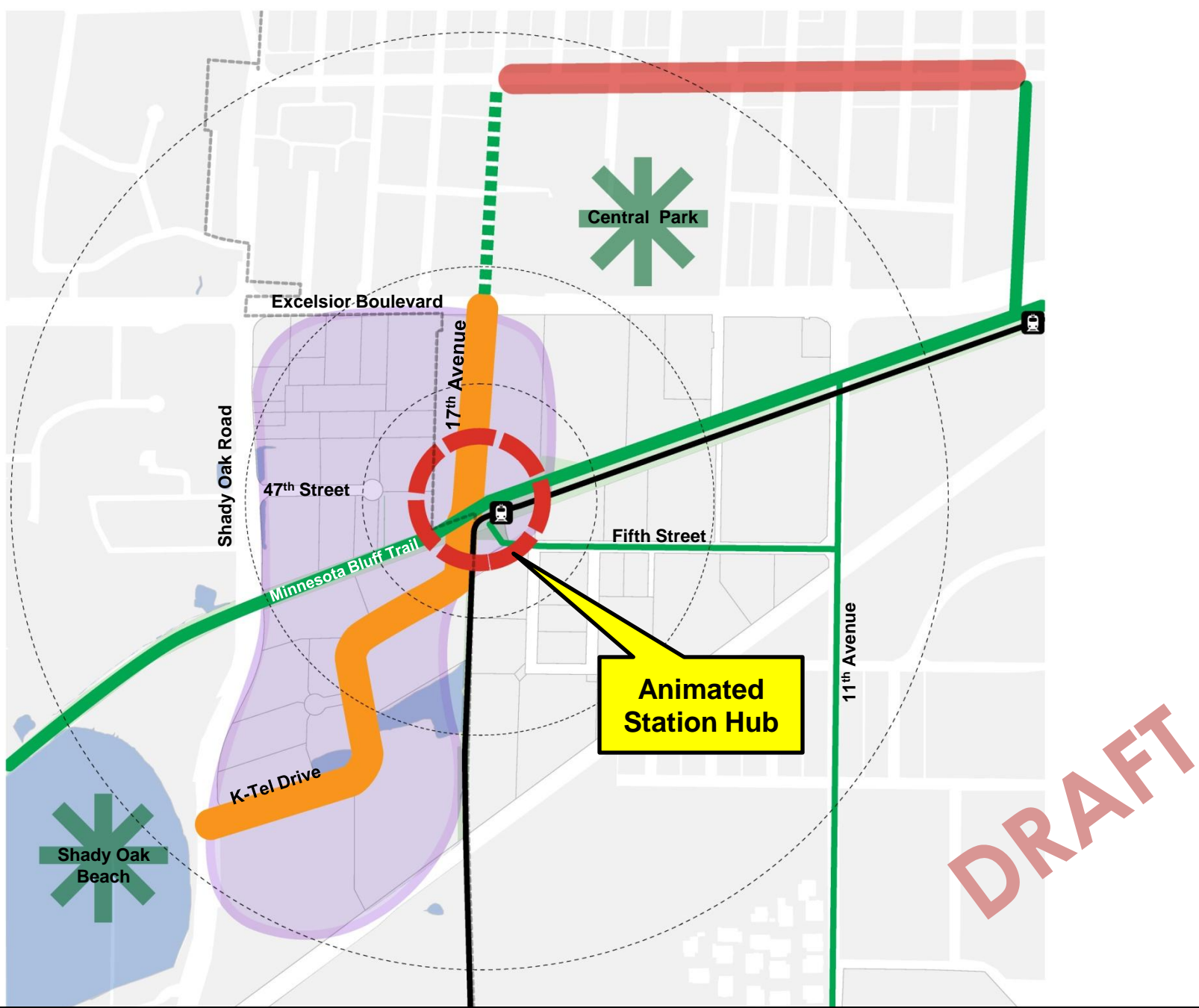
Agricultural producers often diversify their crops to extend the growing season or to mitigate the risks of unfortunate signs of reduced yields or lost crops. Sometimes, too, they create entirely new businesses to generate additional income. Seizing opportunities when they appear and creating them when inspiration strikes helps ensure the continued operation of their enterprises across generations.



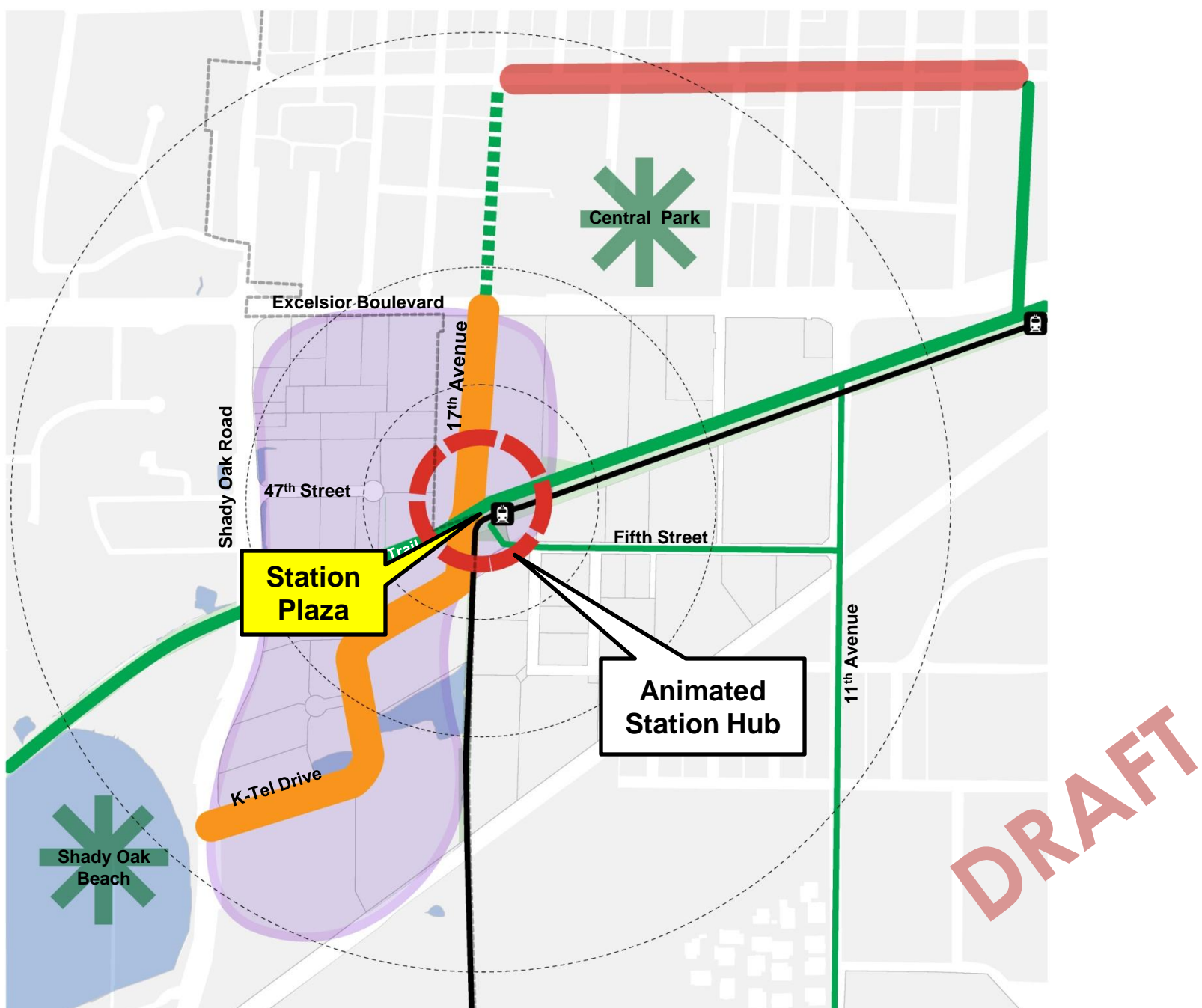
Innovation Employment



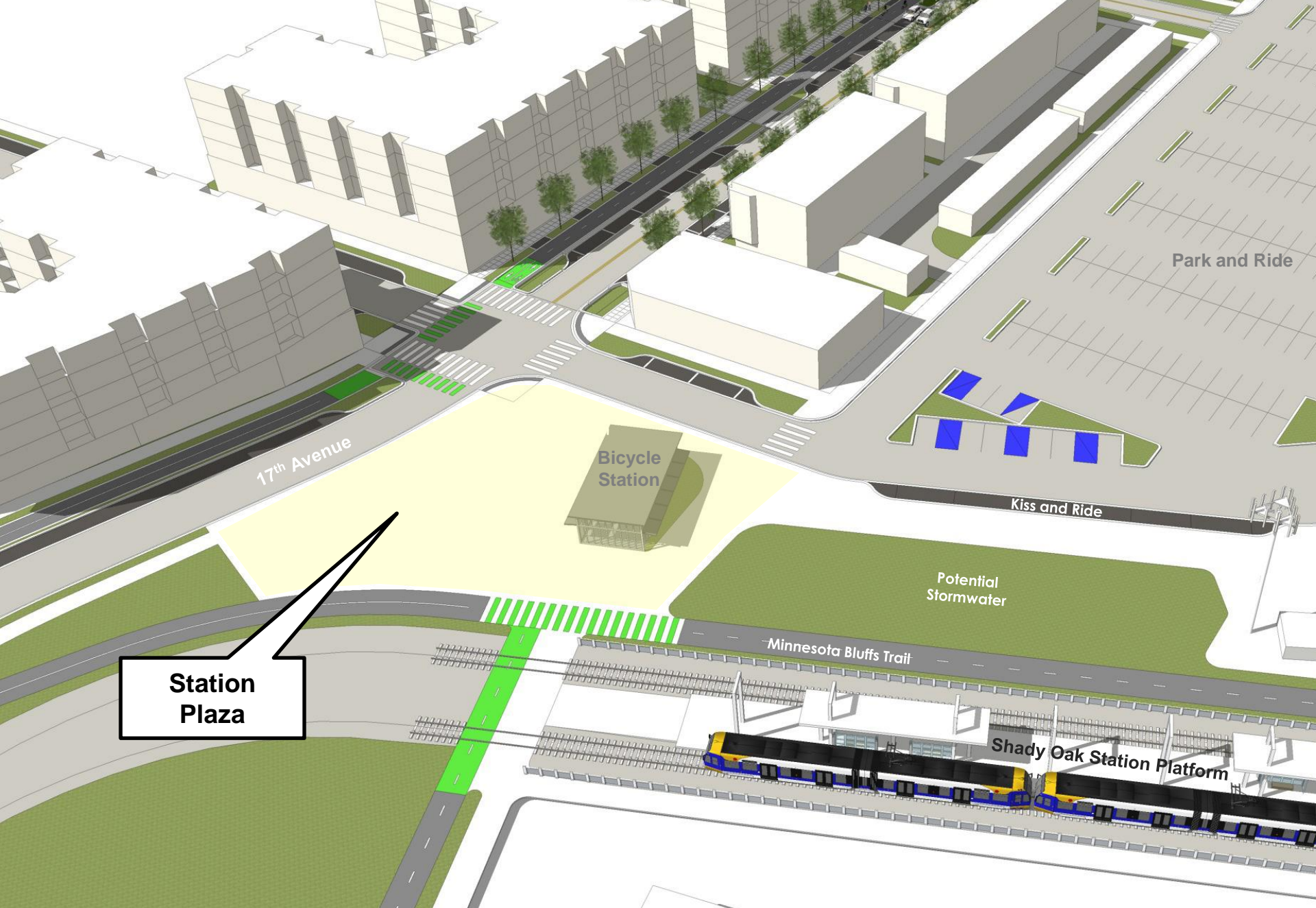
Denver Innovation — Rabble Rouser, 3401 Blake Street



Shady Oak Station Area Vision (Draft)



Shady Oak Station Area Vision (Draft)



Station Plaza

17th Avenue

Bicycle Station

Park and Ride

Kiss and Ride

Potential Stormwater

Minnesota Bluffs Trail

Shady Oak Station Platform

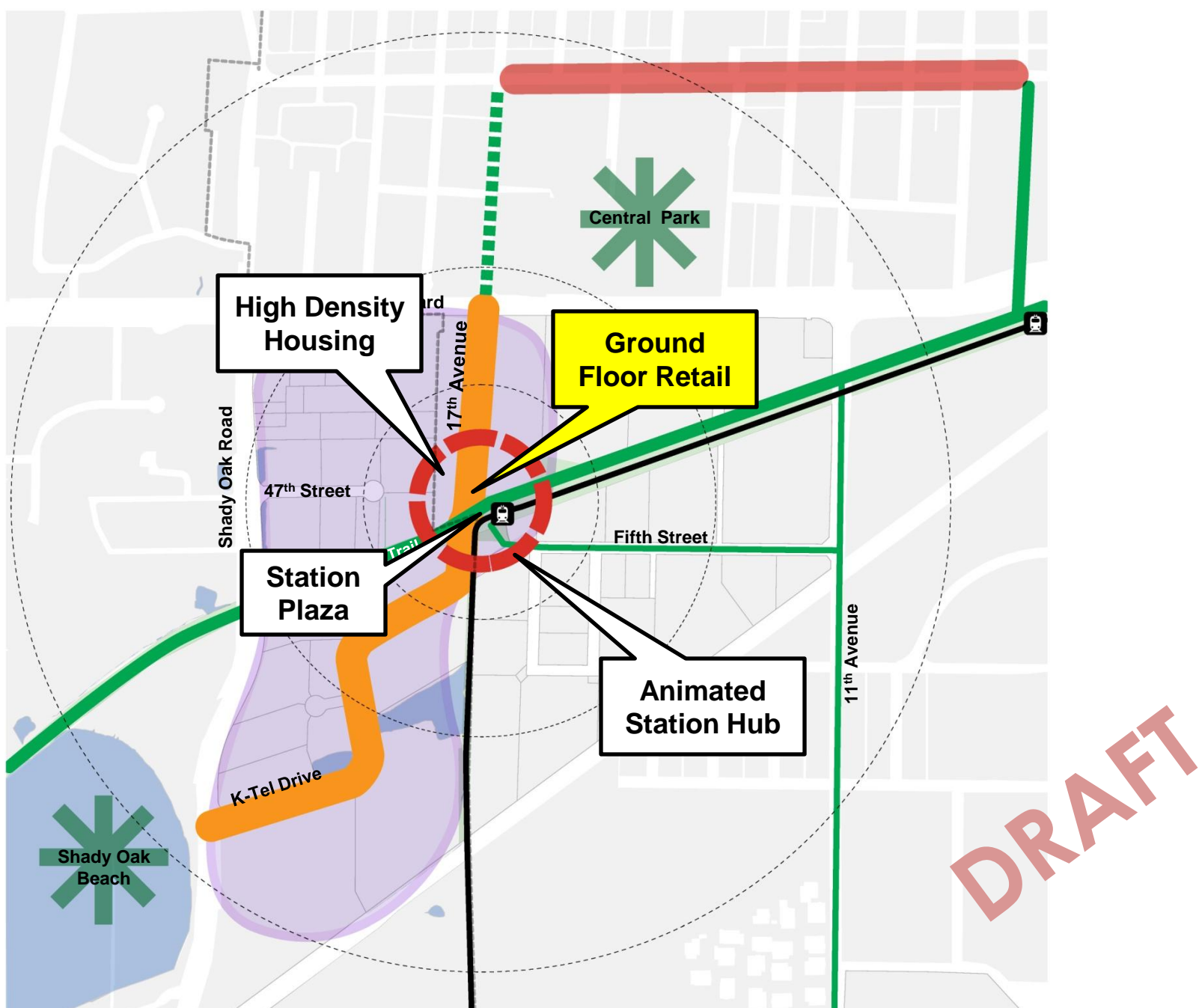
Station Hub



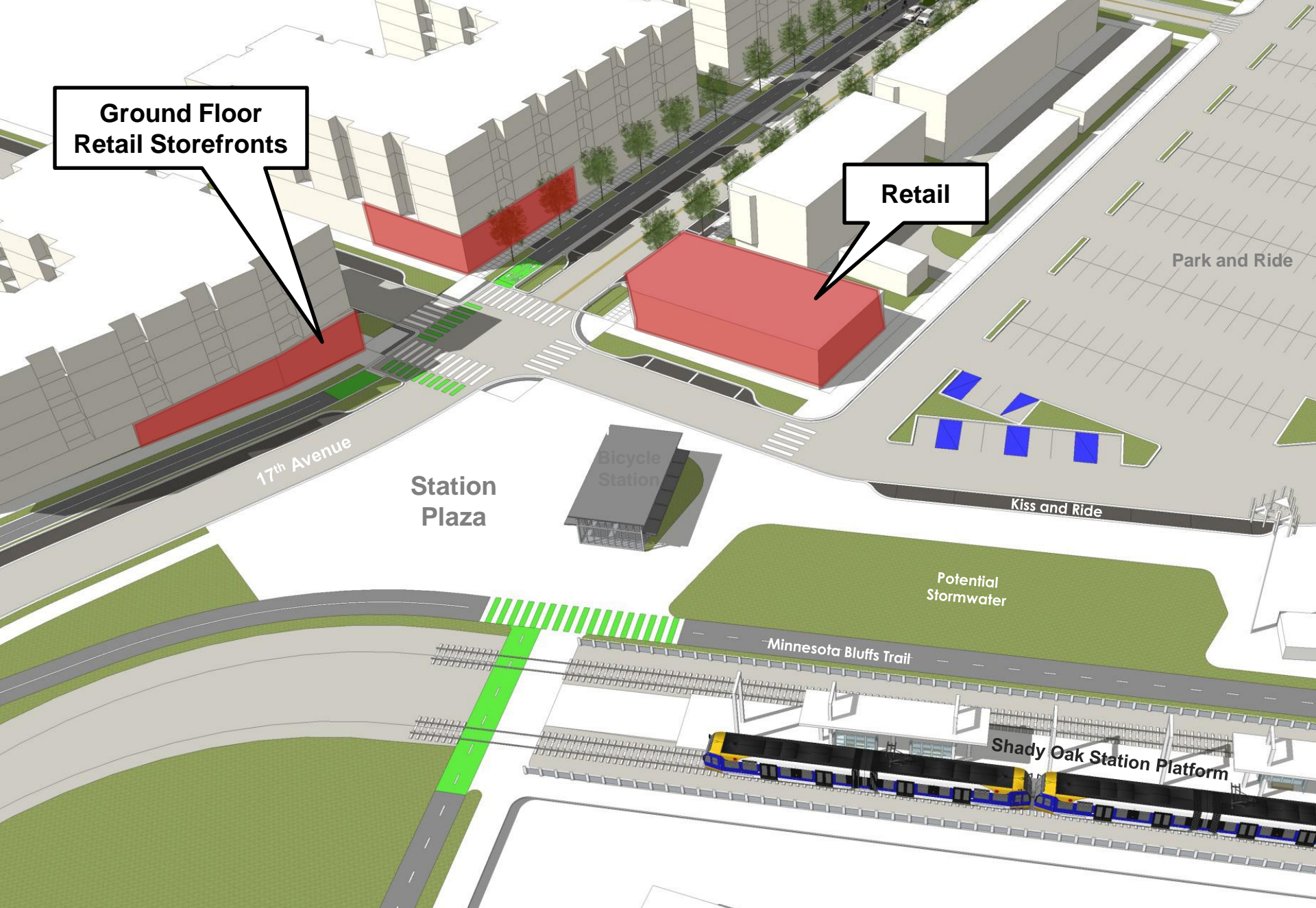
Bicycle Station



Bicycle Station



Shady Oak Station Area Vision (Draft)



Ground Floor
Retail Storefronts

Retail

Park and Ride

17th Avenue

Station
Plaza

Bicycle
Station

Kiss and Ride

Potential
Stormwater

Minnesota Bluffs Trail

Shady Oak Station Platform

Station Hub



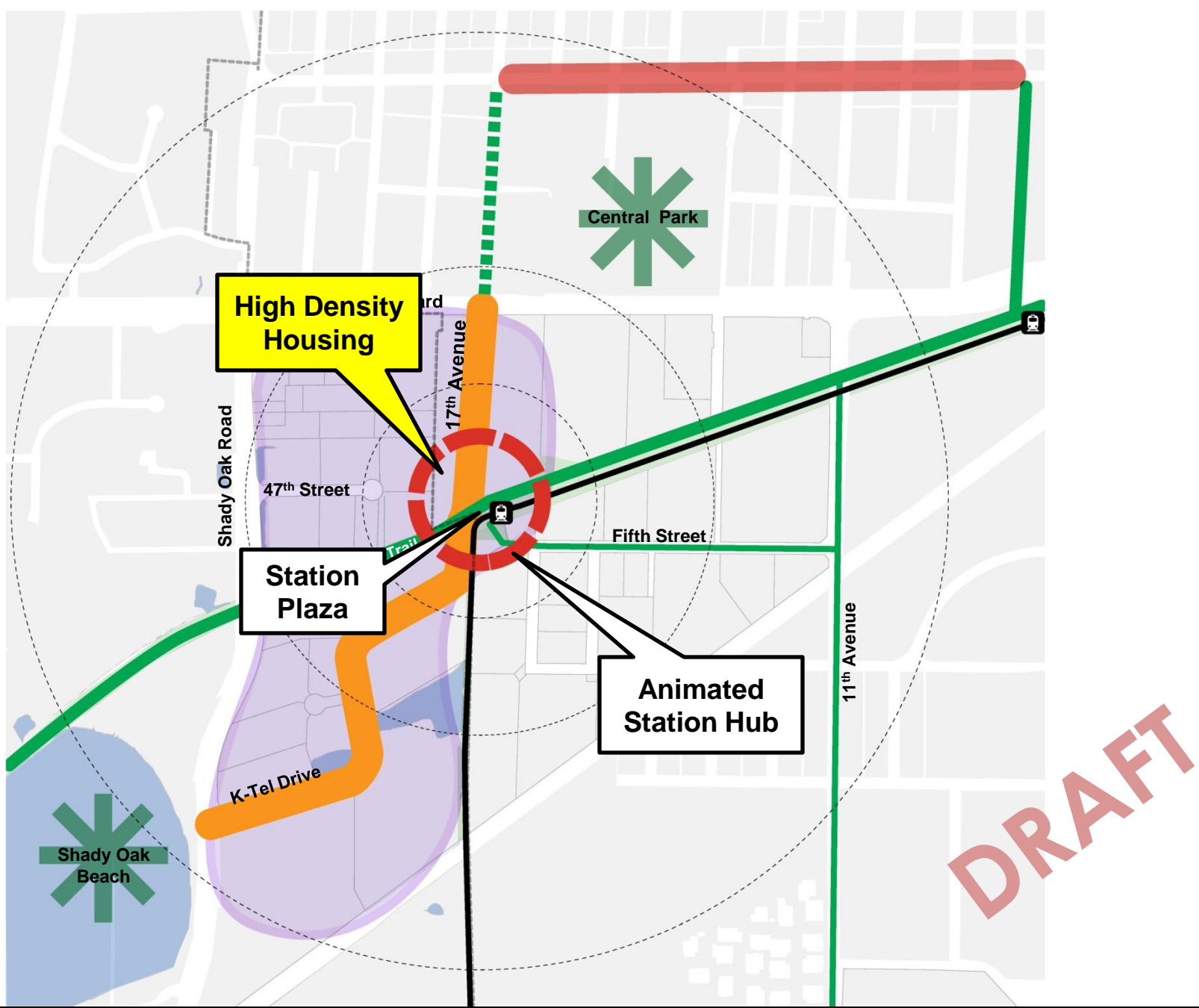
Ground Floor Retail



**Optional
Upper Floor Use**

**Required 'Build-to' Line
and 'Active Edge'**

Ground Floor Retail/Commercial



Shady Oak Station Area Vision (Draft)



Station Hub



Mixed Income Housing — Affordable



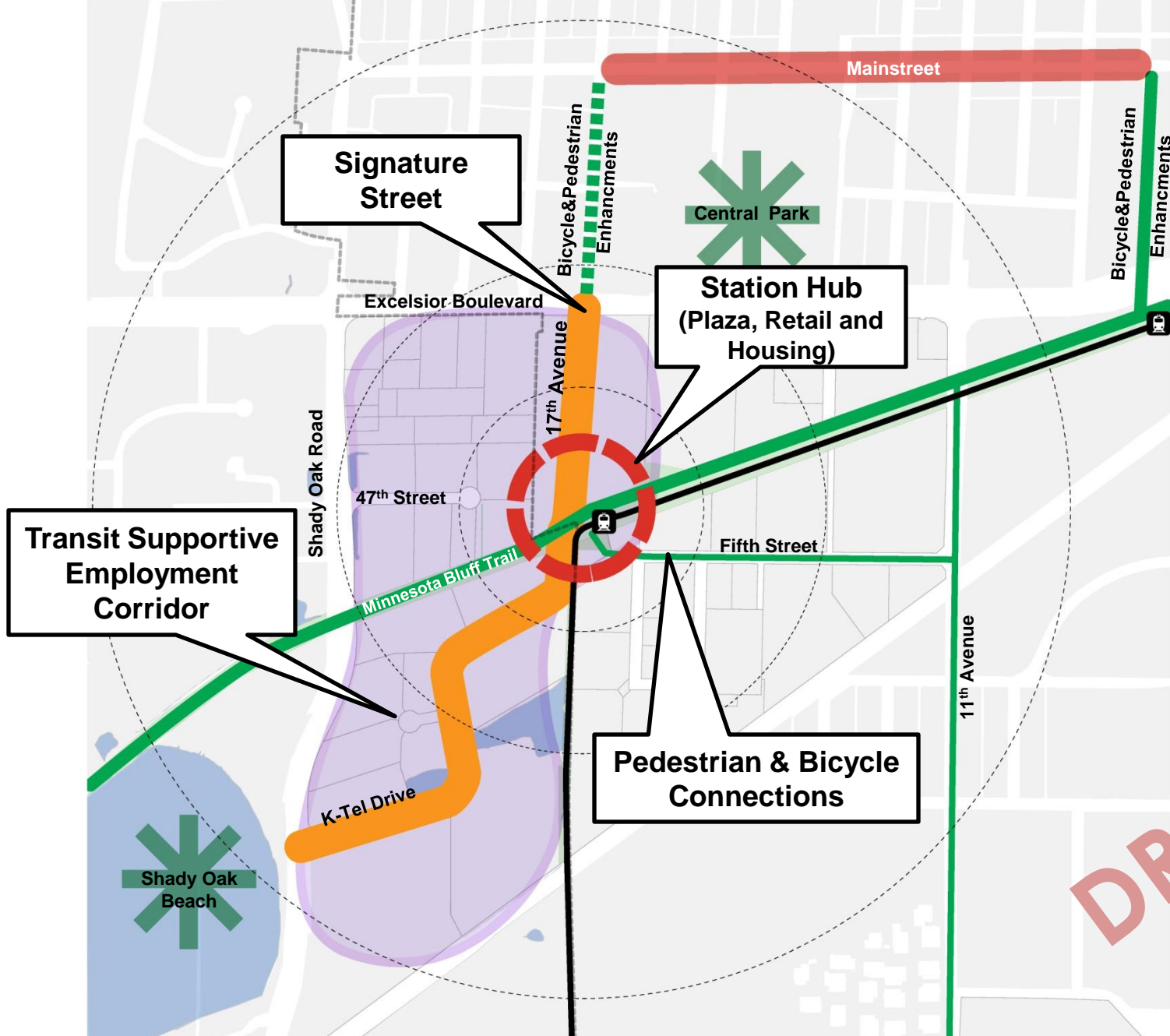
Mixed Income Housing — Market Rate Apartments



Range of Housing Types — Live/Work Townhouse



Response Sheet



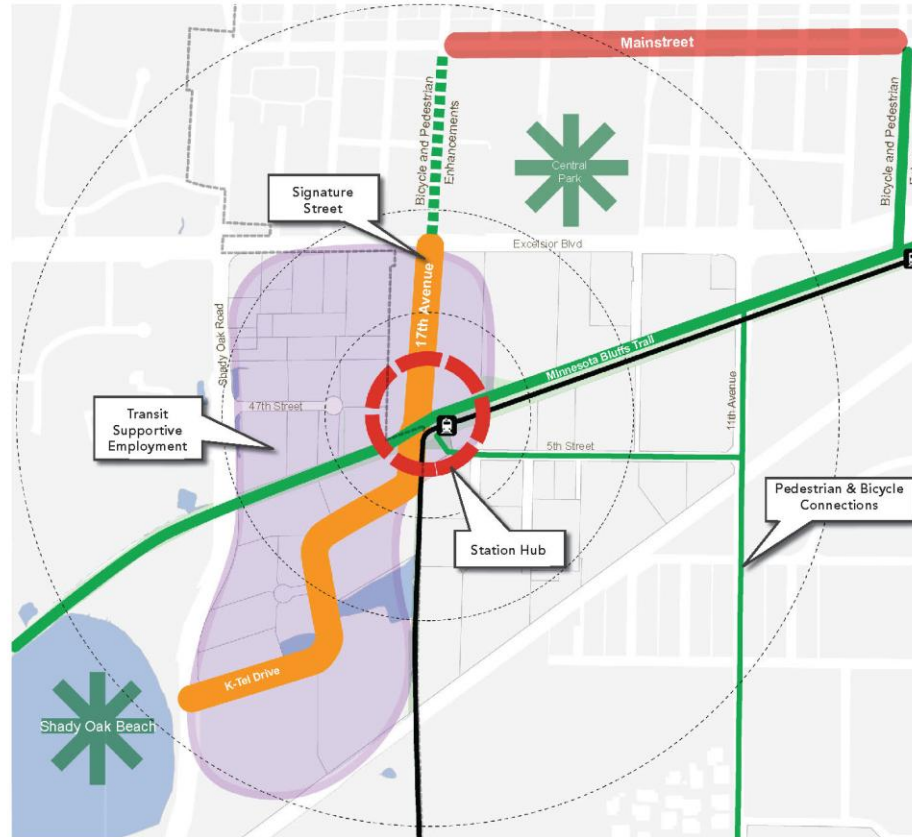
Shady Oak Station Area Vision (Draft)

SHADY OAK STATION AREA DEVELOPMENT STRATEGY

Public Meeting – May 6, 2015
City of Hopkins & City of Minnetonka

1

Shady Oak Station Area Vision



VISION CONCEPT

Yes No Other

Comments

Name (Optional): _____

If you have additional comments, please use the back of this page.
If you need additional time to respond, please return your comments to:
Jason Graf, Crandall Arambula - 520 SW Yamhill, Roof Suite 4 - Portland, Oregon 97204 - fax (503) 417-7904 - email: jgraf@ca-city.com