

STATION AREA PLANNING

THE HENNEPIN COUNTY RAIL AUTHORITY HAS FUNDED A SERIES OF STATION AREA PLANNING ACTIVITIES IN PARTNERSHIP WITH THE CITY OF EDEN PRAIRIE, MINNETONKA, HOPKINS, AND ST. LOUIS PARK.

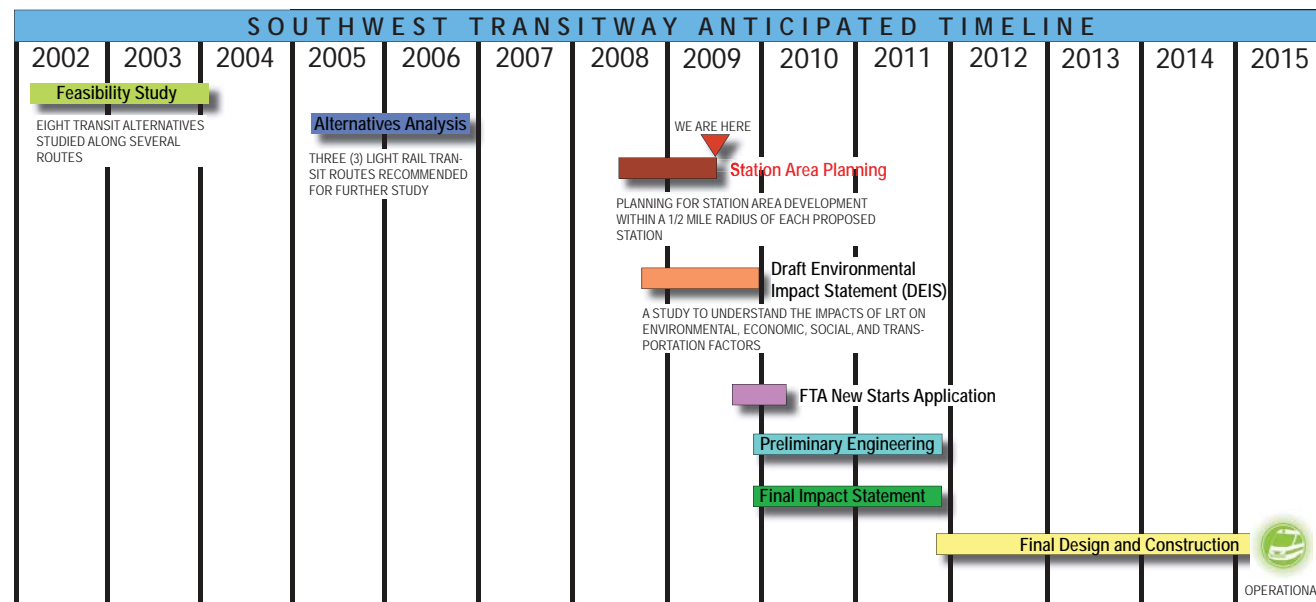
STATION AREA PLANNING IS INTENDED TO BUILD UPON THE PAST WORK OF EACH COMMUNITY. THE PRIMARY OBJECTIVES ARE TO LOOK AT HOW LRT RIDERS WILL GET TO/FROM THE TRANSIT STATIONS AND HOW DEVELOPMENT PATTERNS WILL LIKELY CHANGE NEAR EACH STATION. STRATEGIES AND RECOMMENDATIONS FOR EACH STATION HAVE BEEN DEVELOPED RESULTING IN LAND-USE PLANNING WITHIN A HALF-MILE RADIUS AROUND EACH OF THE 12 STATIONS IN THE SOUTHWEST TRANSIT CORRIDOR.

WHAT HAPPENS NEXT?

PRIOR TO LRT CONSTRUCTION, IT IS ANTICIPATED THAT EACH COMMUNITY WILL CONSIDER AMENDING THEIR COMPREHENSIVE PLANS TO INCORPORATE STATION AREA PLANNING RECOMMENDATIONS. THE PROCESS AND LEVEL OF PUBLIC PARTICIPATION WILL BE DETERMINED BY EACH OF THE PARTICIPATING COMMUNITIES.

WHEN WILL LIGHT RAIL BE HERE?

THE SOUTHWEST TRANSITWAY IS ANTICIPATED TO BE OPERATIONAL IN 2015. THE ANTICIPATED SCHEDULE FOR PLANNING, FUNDING, AND DESIGN ARE OUTLINED BELOW:



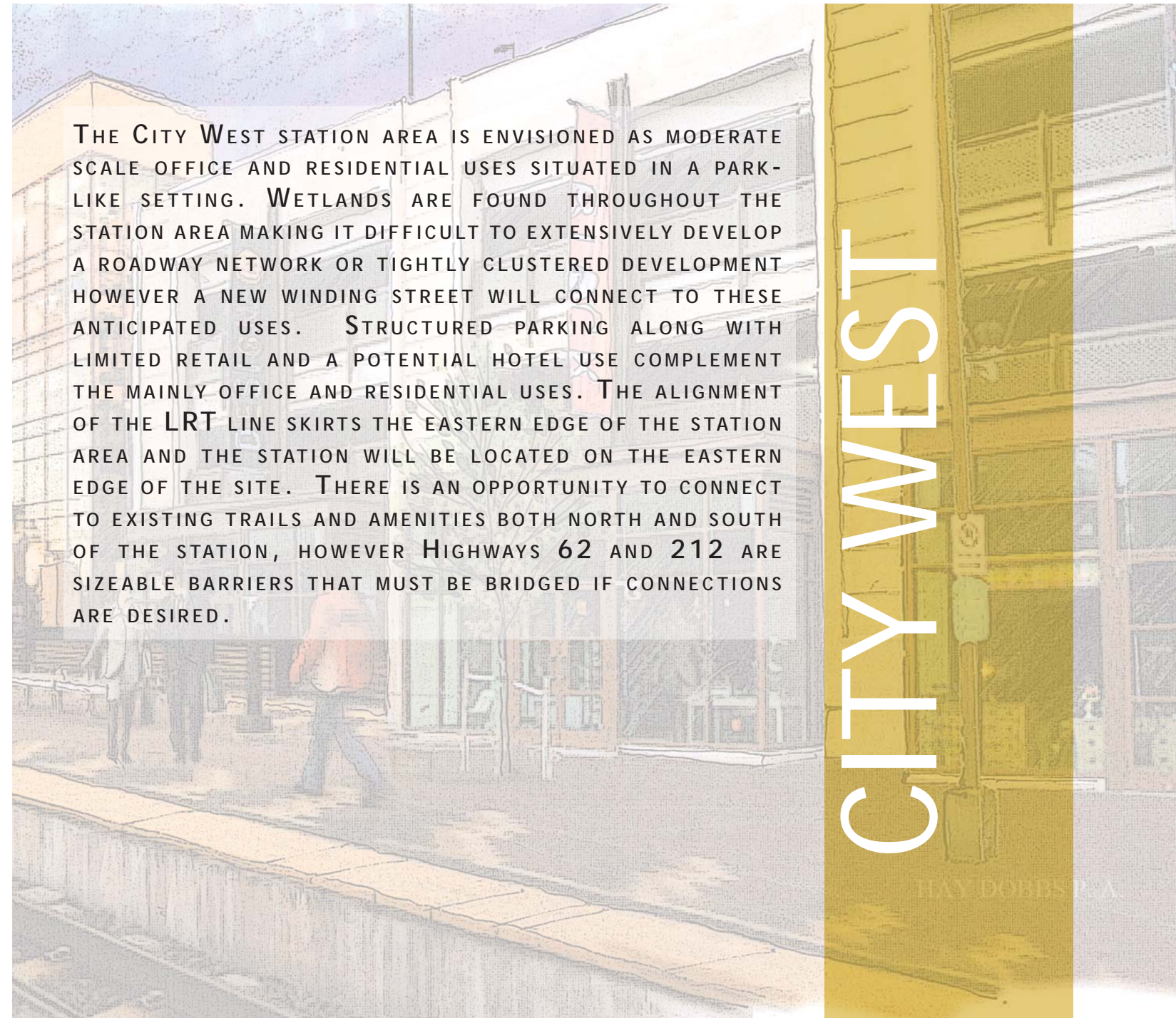
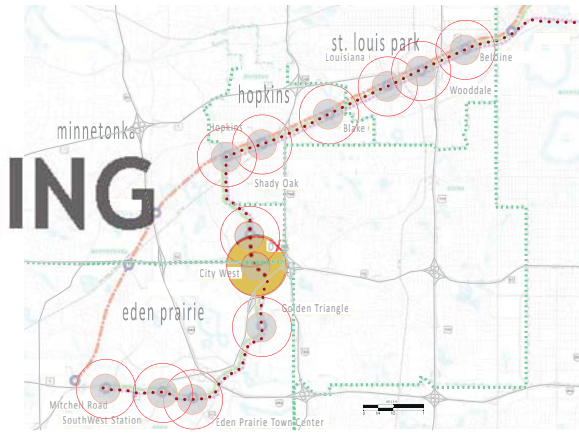
HOW CAN I GET MORE INFO?

STAY CONNECTED AND GET ANNOUNCEMENTS AND UPDATES FROM THE SOUTHWEST TRANSITWAY WEBSITE:

WWW.SOUTHWESTTRANSITWAY.ORG



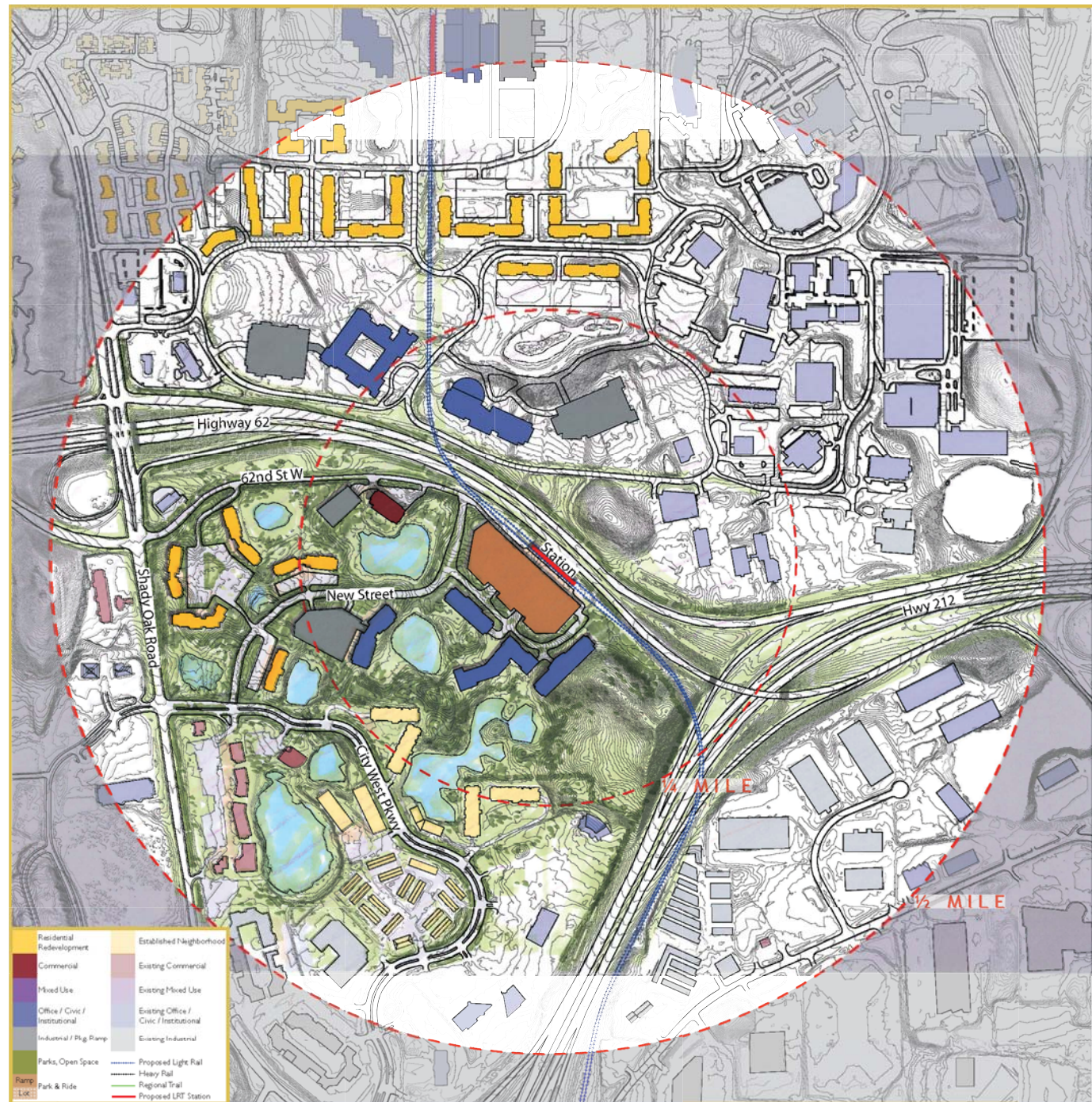
STATION AREA PLANNING



THE CITY WEST STATION AREA IS ENVISIONED AS MODERATE SCALE OFFICE AND RESIDENTIAL USES SITUATED IN A PARK-LIKE SETTING. WETLANDS ARE FOUND THROUGHOUT THE STATION AREA MAKING IT DIFFICULT TO EXTENSIVELY DEVELOP A ROADWAY NETWORK OR TIGHTLY CLUSTERED DEVELOPMENT HOWEVER A NEW WINDING STREET WILL CONNECT TO THESE ANTICIPATED USES. STRUCTURED PARKING ALONG WITH LIMITED RETAIL AND A POTENTIAL HOTEL USE COMPLEMENT THE MAINLY OFFICE AND RESIDENTIAL USES. THE ALIGNMENT OF THE LRT LINE SKIRTS THE EASTERN EDGE OF THE STATION AREA AND THE STATION WILL BE LOCATED ON THE EASTERN EDGE OF THE SITE. THERE IS AN OPPORTUNITY TO CONNECT TO EXISTING TRAILS AND AMENITIES BOTH NORTH AND SOUTH OF THE STATION, HOWEVER HIGHWAYS 62 AND 212 ARE SIZEABLE BARRIERS THAT MUST BE BRIDGED IF CONNECTIONS ARE DESIRED.

CITYWEST

CITY WEST STATION EMPLOYMENT AND HOUSING



CITY WEST CONCEPTUAL SITE DEVELOPMENT PLAN

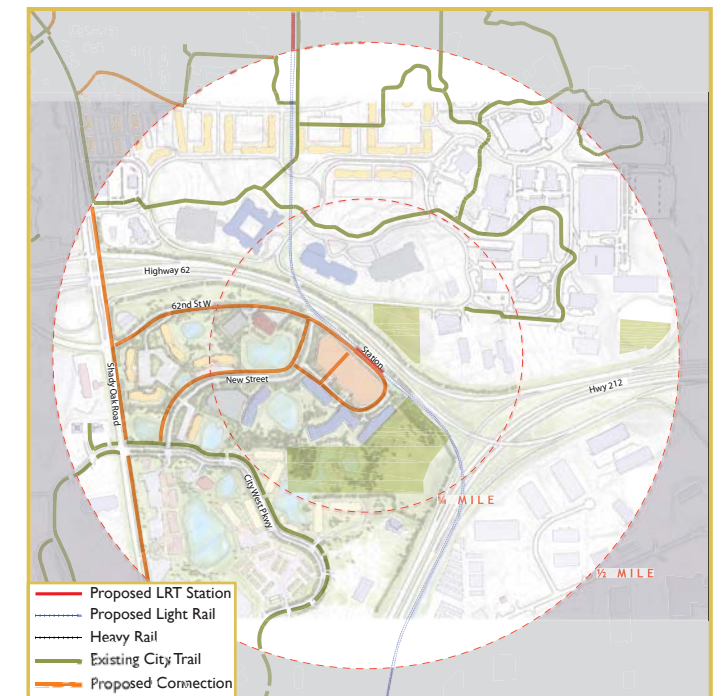


CITY WEST STATION EMPLOYMENT AND HOUSING

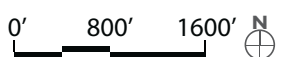
THE CITY WEST STATION AREA IS DEFINED BY SEVERAL ZONES OF SEGREGATED LAND USE AND BUILDING TYPES NESTLED AMONGST THE WETLANDS AND ROLLING TOPOGRAPHY OF THE SITE. OFFICE AND HOUSING ARE THE PREDOMINANT USES WITH THE COMPLEMENT OF A HOTEL AND LIMITED RETAIL USES. THE RESIDENTIAL DISTRICT HUGS THE WESTERN EDGE OF THE STATION AREA CLOSEST TO SHADY OAK ROAD AND WITHIN WALKING DISTANCE OF THE STATION. OFFICE USES OVERLOOK THE NATURAL AMENITIES OF THE SITE AND ARE CLUSTERED NEAR THE PARK-AND-RIDE FACILITY LOCATED DIRECTLY ADJACENT THE LRT STATION. THE GUIDELINES OF THIS STUDY WOULD ALLOW THE MAGNITUDE AND SCALE OF NEW CONSTRUCTION AS FOLLOWS:

Building Height Recommendations and Square Footage Summary (New Buildings Only)

Residential Development	334,400 sf = 279 Housing Units @ 1200 sf each (2 bedroom)
Commercial Development	21,600 sf
Civic/Institutional/Office	421,200 sf = 1203 Jobs
Park and Ride, Ramp	400 Cars



TRAIL PLAN



VIEW OF PLATFORM AND STATION AT CITY WEST.