

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.

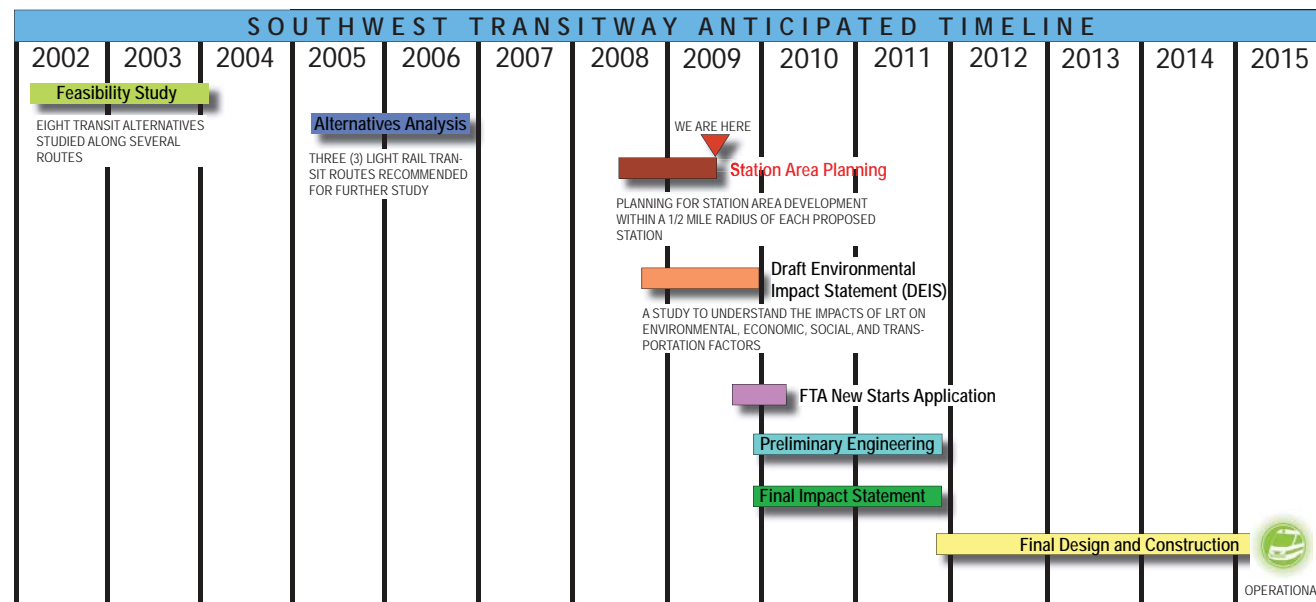
STATION AREA PLANNING IS INTENDED TO BUILD UPON THE PAST WORK OF EACH COMMUNITY. THE PRIMARY OBJECTIVES ARE TO LOOK AT HOW LRT RIDERS WILL GET TO/FROM THE TRANSIT STATIONS AND HOW DEVELOPMENT PATTERNS WILL LIKELY CHANGE NEAR EACH STATION. STRATEGIES AND RECOMMENDATIONS FOR EACH STATION HAVE BEEN DEVELOPED 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:



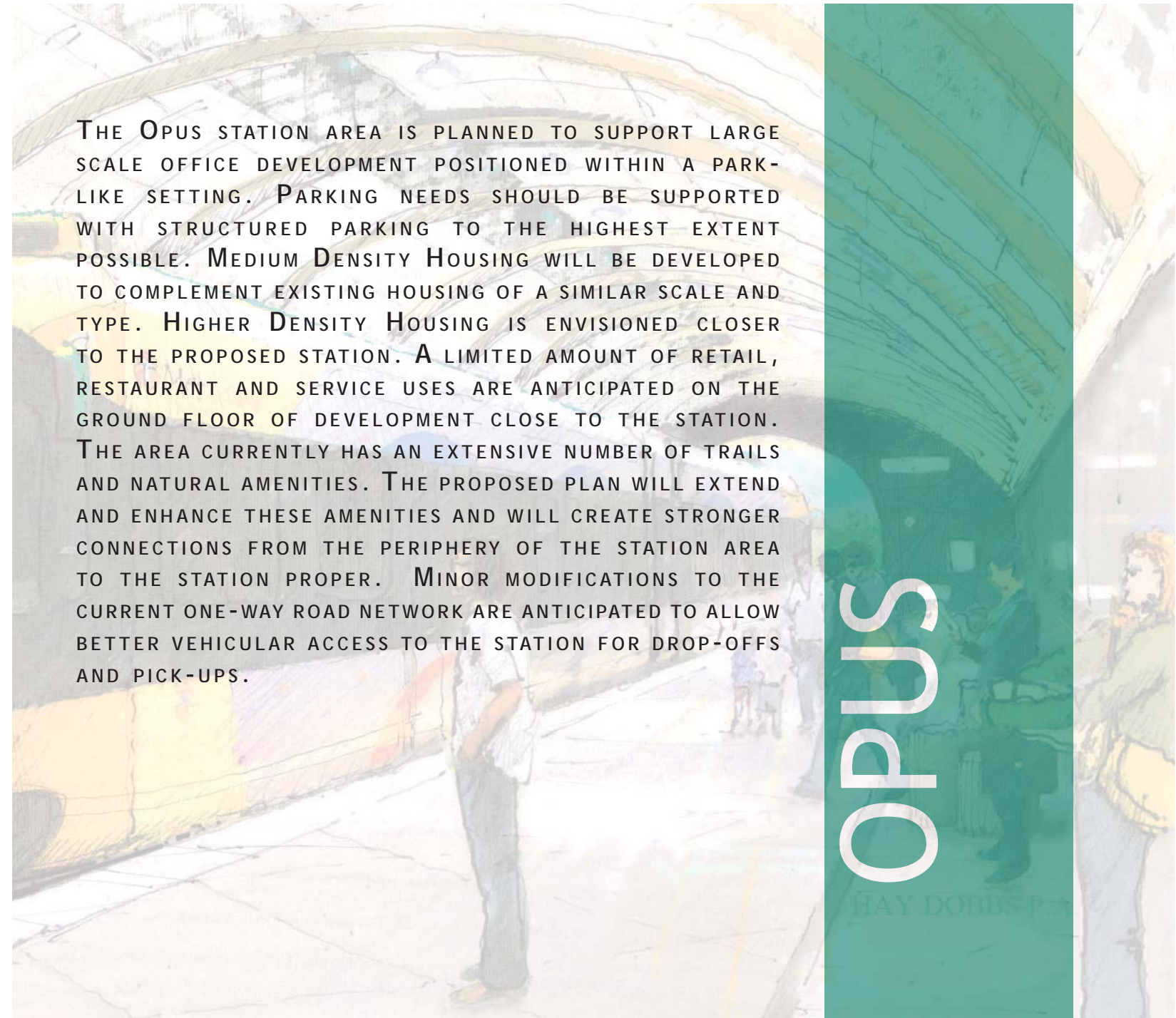
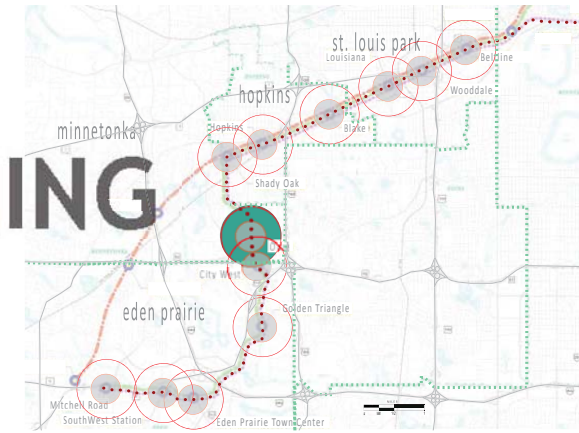
HOW CAN I GET MORE INFO?

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

WWW.SOUTHWESTTRANSITWAY.ORG



STATION AREA PLANNING

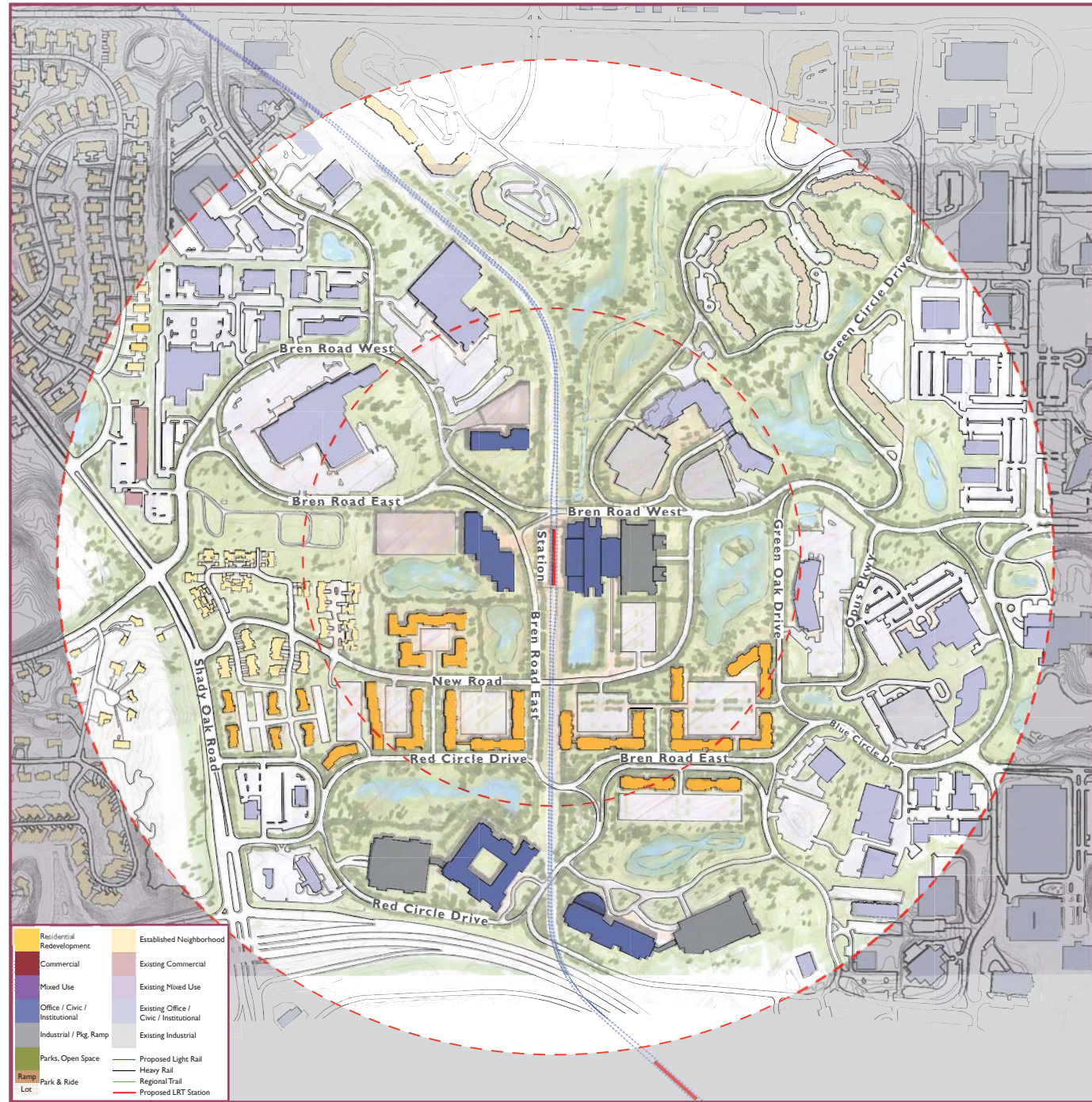


OPUS

HAY DOBBS

THE OPUS STATION AREA IS PLANNED TO SUPPORT LARGE SCALE OFFICE DEVELOPMENT POSITIONED WITHIN A PARK-LIKE SETTING. PARKING NEEDS SHOULD BE SUPPORTED WITH STRUCTURED PARKING TO THE HIGHEST EXTENT POSSIBLE. MEDIUM DENSITY HOUSING WILL BE DEVELOPED TO COMPLEMENT EXISTING HOUSING OF A SIMILAR SCALE AND TYPE. HIGHER DENSITY HOUSING IS ENVISIONED CLOSER TO THE PROPOSED STATION. A LIMITED AMOUNT OF RETAIL, RESTAURANT AND SERVICE USES ARE ANTICIPATED ON THE GROUND FLOOR OF DEVELOPMENT CLOSE TO THE STATION. THE AREA CURRENTLY HAS AN EXTENSIVE NUMBER OF TRAILS AND NATURAL AMENITIES. THE PROPOSED PLAN WILL EXTEND AND ENHANCE THESE AMENITIES AND WILL CREATE STRONGER CONNECTIONS FROM THE PERIPHERY OF THE STATION AREA TO THE STATION PROPER. MINOR MODIFICATIONS TO THE CURRENT ONE-WAY ROAD NETWORK ARE ANTICIPATED TO ALLOW BETTER VEHICULAR ACCESS TO THE STATION FOR DROP-OFFS AND PICK-UPS.

OPUS STATION OFFICE PARK, RESIDENTIAL



OPUS CONCEPTUAL SITE DEVELOPMENT PLAN



OPUS STATION OFFICE PARK, RESIDENTIAL

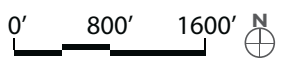
A CENTER FOR JOBS AND HOUSING INTEGRATED WITHIN A NATURAL SETTING; THE OPUS STATION AREA IS UNIQUE. ALREADY HOME TO MANY BUSINESSES AND RESIDENTS, THE STATION AREA PLAN FOR OPUS SEEKS TO BUILD ON THIS SUCCESS BY ADDING ADDITIONAL HOUSING UNITS AND OFFICE SPACE WHILE RESPECTING THE NATURAL AMENITIES CURRENTLY IN PLACE. THE ADDITION OF MORE HOUSING WILL CREATE STRONG, IDENTIFIABLE AND CONNECTED NEIGHBORHOODS WITHIN THE STATION AREA. ADDITIONAL OFFICE BUILDINGS ARE PLANNED TO BE NESTLED WITHIN THE EXISTING NETWORK OF ROADWAYS, TRAILS AND WETLANDS. ADDITIONAL NEW TRAILS AND WALKWAYS WILL ALLOW FOR BETTER PEDESTRIAN MOVEMENT.

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

Residential Development	1,306,941 sf
= 1089 Housing Units @ 1200 sf each (2 bedroom)	
Civic/Institutional/Office	1,014,584 sf
= 2898 Jobs	
Park and Ride, Surface Lot	100 Cars



TRAIL PLAN



RENDERING LOOKING NORTH TOWARDS THE PROPOSED OPUS STATION.