

COMPREHENSIVE PLAN

For the City of Hopkins, Minnesota



a community vested in threads of history, character, growth and progress

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Chapter 1 - Preface

Twin Cites area communities are required to update their comprehensive plans every ten years. By statute, comprehensive plans have a number of required elements that address potential future changes in land use, housing, parks, transportation and utilities. The 2008 Hopkins Comprehensive Plan addresses these topics but, more importantly, it attempts to position the community to proactively adjust to best meet and embrace the economic, societal and technical changes that will occur between now and 2030.

The Metropolitan Council classifies Hopkins as a developed community. Since virtually all of the land in Hopkins is fully developed, large scale land use changes are unlikely to occur. Current and future trends, however, will have a significant impact on the community. As this plan was being assembled, a number of trends were identified that are likely to impact Hopkins in the years ahead. Three of those general trends are particularly noteworthy.

The population of the community will continue to change....

Hopkins' population is becoming increasingly diverse. Diversity will have an impact on housing choices, the demand for some types of retail goods, park and recreation services and social services. While the Comprehensive Plan attempts to address future population changes, determining how demographic changes will actually impact the community will be an ongoing learning experience.

Transportation modes are changing....

This Comprehensive Plan was assembled during a time of unprecedented fluctuations in energy prices. Energy costs have influenced driving habits and people's preferences in transportation mode choices and have heightened the awareness of "walkability." Hopkins is perfectly positioned to offer a wide range of future transportation options. It sits at the crossroads of major regional bike trails. The Southwest LRT

corridor generally parallels Excelsior Boulevard through the heart of the community, and light rail is to serve Hopkins by 2015. Station area planning activities have identified opportunities for future land use changes that will create new, exciting places for people to live and work while supporting existing neighborhoods and businesses. Hopkins is a walkable community. Its traditional pattern of residential grid streets, neighborhood schools and churches and a traditional downtown make it convenient for people to move around the community on foot.

Purchasing patterns for goods and services will continue to change....

Electronic commerce has been an influencing factor for the past decade. The number of people that purchase goods online increases annually. Despite this trend, communities still need a center for commerce and culture. Downtown Hopkins is that center. It has the mix of commercial uses, government services and recreational opportunities that make it a great place to gather.

Chapter 2 - Goals strengths, weaknesses, opportunities, threats

Goals of the City of Hopkins

The following statements are the goals of the City of Hopkins that guided the preparation of this update to the Comprehensive Plan. The City will refer to the Comprehensive Plan in establishing spending and action priorities.

Protect the Residential Neighborhoods

Hopkins is primarily a residential community, and its people are its strength. The City has established neighborhoods with well-maintained single and multi-family homes, mature vegetation and decades of personal commitment. The effects of time, physical deterioration, changing tastes, market competition and, not least, the influence of traffic and nearby businesses may erode the quality of these neighborhoods and irrevocably change the nature of the community. The key elements protecting the residential neighborhoods are as follows:

- In new developments, efforts should be made to preserve as many residential structures as possible.
- Residential rehabilitation programs to preserve strong, well-maintained neighborhoods and protect investments in property should continue to be offered.
- The housing maintenance code should continue to be enforced.

This goal is addressed by all Comprehensive Plan elements.

Protect and Enhance Downtown Hopkins

The downtown area is loosely described as the B-2 and B-3 districts on Mainstreet from the block east of Fifth Avenue to Shady Oak Road.

It is rare to discover a distinctive, pedestrian-scale, commercial area set in the heart of a small suburban community, but Hopkins has one.

Downtown Hopkins and Mainstreet give the City a strong central focus and sense of place, or identity, that many other communities find very difficult to recreate. Major improvements have been made downtown in recent years through public-private cooperative efforts. The key elements to improve the commercial downtown are as follows:

- Efforts should be made to retain existing downtown businesses and attract new specialty retail, entertainment and restaurant businesses to Mainstreet.
- The downtown business climate should be monitored continually.
- Residents should be encouraged to shop locally and support Hopkins businesses.
- Efforts should be made to enhance the Mainstreet experience. Design features such as white lights, public art and plantings should be encouraged.
- Development efforts should continue with an emphasis on the private sector and less public financing involvement.

Both the Comprehensive Plan and Strategic Plan for Economic Development address this goal.

Identify and Assist In the Redevelopment of Blighted or Obsolete Structures

- Improvement of industrial and commercial businesses should continue to be encouraged to ensure that the limited amount of non-residential land in Hopkins can be used to its full potential.
- Rehabilitation should be encouraged in multi-family structures built at approximately the same time that lack many amenities found in more recently constructed, multi-family structures.

The Comprehensive Plan and the East End Study address this goal.

Bolster the Image of the Community and Promote Hopkins As a Destination

Hopkins has many assets and unique qualities that set it apart from other communities. These assets include Mainstreet, the regional trail head, the Center for the Arts and small-town convenience. The perception of Hopkins outside of its boundaries varies with many people in the west metro and greater metro areas, who are unaware of its draw.

Businesses, civic groups and residents will benefit from an improved image and exposure. This can be accomplished through implementing the “Think Hopkins” marketing plan.

All comprehensive plan elements address this goal.

Maintain Fiscal Health and An Acceptable Balance Between Service Quality and Property Tax Rates

Residents and business people have traditionally supported this aim. Demonstrating responsibility in fiscal matters, while having obvious local benefits, would also aid the City in its public relations with prospective residents and business owners. The methods to maintain fiscal health and an acceptable balance among City service provided, quality of life and property tax rates are as follows:

- Pursuit of redevelopment, which adds to the tax base, should be continued.
- Efforts should be made to continue to foster stability and growth of existing businesses, while encouraging new businesses to locate in Hopkins.
- Investment in infrastructure should continue.

All comprehensive plan elements address this goal.

Influence Transportation

Transportation in the 21st century does not include just building and improving roads. The Southwest LRT is becoming more of a reality for Hopkins. The Alternative Analysis has been completed, and the environmental study is underway. The most optimistic date for construction of this line is 2015.

Since the last Comprehensive Plan update, Excelsior Boulevard has been improved with landscaped medians, signage, and lighting. Upkeep of this road is important for the image of Hopkins. The elements to influence transportation are as follows:

- Efforts among Hopkins, Minnetonka and Hennepin County should continue for the improvement of Shady Oak Road between Excelsior Boulevard and State Highway 7. This road is scheduled for upgrading in 2014.
- Efforts should be made to improve Blake Road from Excelsior

Boulevard to Highway 7. These improvements should include signage, special paving, landscaping, lighting and sidewalks.

- Efforts should continue to support the Southwest Light Rail Transit (LRT).
- Three LRT stations are proposed for Hopkins. One at Shady Oak Road, a second at Eighth Avenue along Excelsior Boulevard and a third near Blake Road. Redevelopment around all three stations will occur. The Station Study supports these stations and the redevelopment around the stations.
- The link between Mainstreet and Excelsior Boulevard along Eighth Avenue from the regional trail (now) and proposed LRT station (future) should be improved.
- Efforts should be made in cooperation with the County to finish the improvement of Excelsior Boulevard from Blake Road to Meadowbrook Road.

All comprehensive plan elements address this goal.

Involve and Inform Residents, Employees and Business Owners

- Communication tools, including the newsletter, City website and e-newsletter should be expanded and improved.
- All residents and business owners, including those under-represented groups such as renters and new residents, should be encouraged to be engaged.

Protect and Enhance Green Space, Park Environments and Sustainability

- Our natural environmental assets should be protected.
- Green development should be encouraged. Work should continue on trail connections and updating parks. Developers should be encouraged to incorporate more green space in projects. Additional revenue sources to support this goal should be identified.

Strengths-Weaknesses- Opportunities-Threats

To properly frame a strategy for moving the community toward the future, it is important to understand its strengths, weaknesses, opportunities and threats. For the current update to the Comprehensive Plan, the Planning Commission reviewed this information, incorporated components of the Hopkins Strategic Plan and made appropriate modifications. The community's strengths, weaknesses, opportunities and threats were subsequently reviewed by the public during the preparation and review of the plan. The recommended updates are summarized below.

Strengths of Hopkins

Sense of Community

Hopkins exudes a sense of community that is found in few metropolitan area communities by virtue of its population size, geographic size, stable and cohesive residential areas, identifiable downtown retail and civic areas, community celebrations (notably the Raspberry Festival) and residents. The school district is geographically focused on Hopkins. A sense of pride and identity exists.

Identifiable Downtown

Downtown Hopkins is one of a small number of established central shopping districts in metropolitan area communities. It remains well-known and identifiable on a small scale and a focus of the community. Several private and public improvements have occurred in recent years, and a successful balance of land uses and business types has allowed it to remain stable in various market conditions.

Employment Base

Hopkins has a high number of jobs representing a wide variety of employment sectors for a community of its size.

Location

Hopkins is strategically located relative to the City of Minneapolis and other western suburbs.

Access

The City has excellent access via federal, state and county roadways, freight railroads, a trail system for both walking and biking, accessible sidewalks throughout the community, and the planned light-rail transit system. Hopkins is easy to access from outside and easy to navigate within.

Variety of Housing Types

Hopkins has a wide variety of housing for people in every stage of the life cycle and every income category.

Variety of Development Types

The community is composed of several types of housing, retail and service businesses, industry, and public and private recreational facilities.

Attractive Residential Neighborhoods

There are a number of distinct and identifiable residential neighborhoods defined by roadways, golf courses, parks and creeks.

Strong School District

The school district has a strong reputation and is a compelling reason to live in the City.

Good Municipal Service Delivery

Community opinion surveys have typically indicated a high level of satisfaction with the delivery of municipal services such as snowplowing, parks, police and fire protection and trash collection. Survey updates occur on a regular basis.

Excellent Community Facilities

Hopkins offers an excellent array of public facilities from parks to special uses. The Hopkins Center for the Arts, The Depot, Hopkins Activity Center, Third Lair Skate Park and the Hopkins Pavilion are other examples of facilities that meet the needs of residents as well as metropolitan area residents and visitors. The City's collaboration with the school district and the City of Minnetonka in the Lindbergh Center is an example of the City's ability to partner with adjacent communities to provide unique amenities to the public. Shady Oak Beach and Williston Fitness Center are also examples of collaborations with the City of Minnetonka.

Active Citizen Participation

Hopkins' government actively involves the people of the community. The City includes citizen participation in the establishment of policy and the assembly of specific plans. Examples include the assembly of the East End Study and the Shady Oak Road Corridor Plan. Citizens Academy offers citizens an opportunity to learn about the internal workings of City government.

A Tradition of Community Events

Hopkins gathers every year to celebrate the Raspberry Festival. This highly-successful event fosters a sense of community pride and enhances the image of the community. Other recurring community events include Music in the Park, Heritage Days, Farmers Market and Mainstreet Days.

Weaknesses of Hopkins

Aging Housing Stock

Most of the Hopkins housing stock was built prior to 1960 and some of it prior to 1930. The city has a significant number of small, post-war houses that lack many features and amenities that families and individuals desire in the contemporary market. As these structures age, their desirability may continue to decrease. Property owners may not be eager to reinvest in aging housing stock because their potential is limited by their size, floor plan, garage and lot area.

Downtown in Need of Continued Improvement

In recent years, downtown Hopkins has made great strides in re-establishing its sub-regional prominence as a commercial and entertainment center. To see continued improvement, downtown Hopkins will need to continue to promote a stable mixture of retail and service businesses, offices, government offices, entertainment and attached housing.

Major Roadway and Industrial Areas Divide the Residential Community

The community is divided by TH 169, Excelsior Boulevard (County Road 3), and TH 7. In addition, the industrial area along Excelsior Boulevard separates two major residential neighborhoods from the rest of the community.

Image of the Community In the Minds of Non-Residents

Non-residents have inconsistent and sometimes negative perceptions of the City.

Physical Appearance Along Certain Major Traffic Corridors

Excelsior Boulevard has been reconstructed from Shady Oak Road to Blake Road. The abutting land use on the north side of Excelsior Boulevard from the railroad tracks to Blake Road needs redevelopment. The redevelopment of this area is addressed in the East End Study. Shady Oak Road is also in need of widening and redevelopment. Because the areas abutting these corridors are the dominant images that many people have of the community, this impression takes away from the many positive aspects of the community.

Tax Base Constraints

Because the City is nearly fully developed, there is little opportunity to expand the tax base without redeveloping property.

Mainstreet Visibility

Mainstreet is not visible from major corridors.

Opportunities for Hopkins

Access Via Light-rail Transit

Three light-rail stations are planned to serve Hopkins. The three station sites are proposed in the areas of Shady Oak Road, Eighth Avenue and Blake Road. The rail line will pass through Hopkins roughly parallel to Excelsior Boulevard. In order to preserve future options, the Comprehensive Plan update will continue to plan for the proposed three stations. The light-rail system, at the earliest, is projected to be constructed in 2015. Light rail transit would bring many people into Hopkins daily and improve access not only from Hopkins to Minneapolis but also from Minneapolis (and other locations) to Hopkins.

A Resurgent Downtown

Downtown Hopkins has accomplished several changes in its economic structure, physical design and administrative organization and appears

ready to take the next steps toward revitalization. Destination shopping and continued marketing efforts should strengthen the Downtown's role in the region.

The Future of the Retired Landfill in Southwest Hopkins

The landfill is a large parcel of undeveloped land, but the expense of cleaning the contamination for re-use will be great. Re-purposing the site will require strategic partnerships with the MPCA and other funding agencies, which may require that the end use have some public good, such as "green" uses that create alternative energy.

Improvement of the Excelsior Boulevard/Shady Oak Road/Blake Corridors

The reconstruction of Shady Oak Road offers the City redevelopment opportunities along this corridor. This redevelopment also could offer a partnership with Minnetonka for redevelopment of properties on the south side of Excelsior Boulevard from Hopkins Tech Center to Shady Oak Road.

Capitalizing on Hopkins' Self-contained, Small-town Image

This image is, perhaps, Hopkins' strongest long-term asset and opportunity, as it is a characteristic of which few other communities can boast.

East End Redevelopment

The East End has the potential for redevelopment in the next 10 years. The East End Study is in place to guide the area, and the Comprehensive Plan will continue to plan for improvements in the Blake Road Corridor.

Growing Diverse Population

Hopkins has a growing diverse population. This population has the potential to bring new ideas, entrepreneurial spirit, and changing needs to the City.

Compact Size With Identifiable Neighborhoods

Hopkins has many unique and identifiable neighborhoods. This characteristic offers these neighborhoods the opportunity to organize and improve their sense of community and quality of life in Hopkins.

Unique Public Facilities That Are Under-utilized

The Depot, The Hopkins Center for the Arts and the Pavilion are unique public facilities. The Depot has formed a partnership with Three Rivers Park District, and has the opportunity to expand the services of the facility. The Hopkins Center for the Arts has recently been restructured in a way that will increase utilization. There is the potential for the Pavilion to add events during the year.

Large Corporate Presence Not Being Tapped

SuperValu, The Blake School, Walser Automotive, Hopkins Honda, and Cargill have a large corporate presence in Hopkins. The City has the opportunity to partner with these corporations to increase their contribution to the community.

Opportunity to Expose Natural Corridors

Minnehaha and Nine Mile Creek run through Hopkins. These creeks have the potential to be stronger amenities for the City through increased visibility and access.

Community Confidence

A recent survey indicated that residents have strong community confidence.

“Think Hopkins”

The marketing effort “Think Hopkins” is promoting a positive image of the City.

Improvement in Transit Use

Hopkins is fortunate to be served with adequate bus routes and transit stops, but there are opportunities to increase ridership through improved transit stops and access.

Threats to Hopkins

Industrial and Multi-family Building Obsolescence

A few of Hopkins’ industrial and multi-family sites are aging, have obsolete buildings and/or have physical site constraints such as contamination. These sites may need public financing to make redevelopment a possibility.

Consumer Retail Trends

Downtown Hopkins is experiencing steady improvement, but the threat remains that retail trends and market forces may negatively impact the business climate, leading to decline.

Demographic Changes

Desire for larger living space and modern amenities, coupled with a large post-WWII housing stock that can be cost-prohibitive to remodel, could contribute to a loss of families living in Hopkins. This loss of families, combined with decreasing average household size and an aging population, may negatively impact businesses, schools and the community as a whole.

Aging of Public Infrastructure

Hopkins is over 100 years of age, and most of its streets and sewer and water lines were constructed many decades ago. There is a need for continuing investment in infrastructure.

Light Rail Transit (LRT)

Although Hopkins is not proposed to be the end of the LRT line, the realities of federal funding may prohibit the line from extending into Minnetonka. The end of the line would require a larger park and ride facility and possibly the maintenance facility. These facilities are considered not the best use of Hopkins' valuable land.

Chapter 3 - Community Demographics

Comprehensive plans are prepared using a framework of population, household and economic trends. Demographic data available for the preparation of this plan is from the 2000 census, data that is eight years old. Although dated, information from 1990 and 2000 does still serve as an indicator of future influencing factors. Going forward, Hopkins will consider future data sources as they become available to better inform future planning decisions.

Regional Forecasts

The planning horizon for this plan is the year 2030, which is consistent with the regional system plans prepared by the Metropolitan Council as required under the Metropolitan Land Planning Act. The plan is also consistent with the Metropolitan Council 2030 Regional Development Framework that designates the City as a “Developed” community. The framework provides regional forecasts for each community in the seven-county metropolitan area.

Table 3.1 – Metropolitan Council’s 2030 Regional Forecasts

	1990	2000	Revised Development Framework		
			2010	2020	2030
Population	16,534	17,637	17,900	18,600	18,900
Housing	7,973	8,359	8,500	8,800	9,000
Employment	12,252	11,777	13,600	14,800	16,300

Hopkins will continue to experience additional growth over the next 20 years. A majority of this new growth will come through redevelopment initiatives. Redevelopment initiatives are discussed throughout the plan.

Population

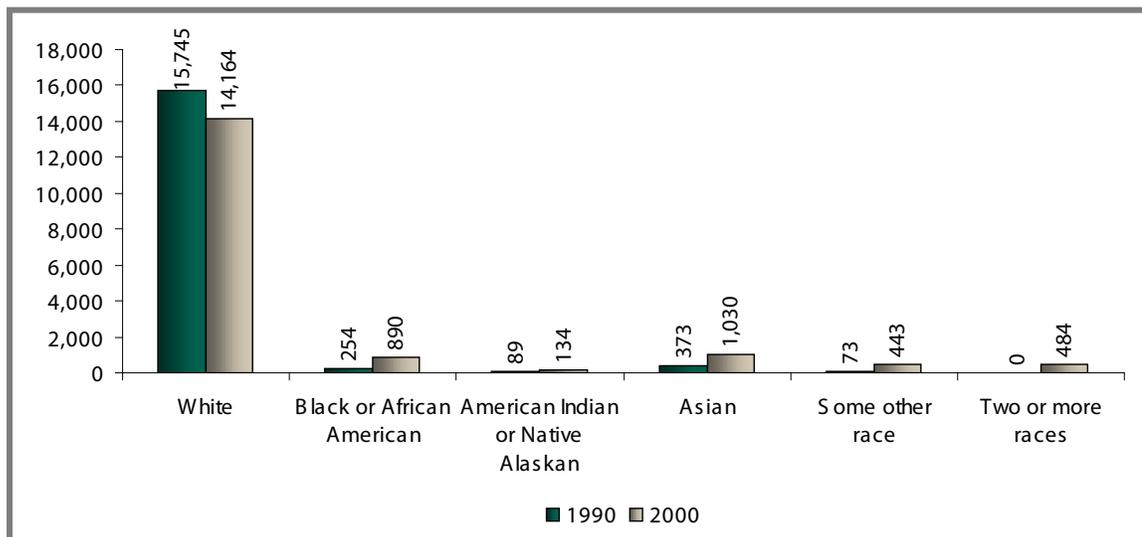
Between 1990 and 2000, Hopkins’ population increased about 4 percent. The Metropolitan Council anticipates a pattern of minor increases in population between now and 2030.

Hopkins has seen a significant change in foreign-born residents, as has the State of Minnesota. Between 1990 and 2000, the state’s foreign-born population increased 130 percent. The influx was massive enough to rank Minnesota 12th nationally in the rate of immigrant population growth, ahead of California, Florida and Texas. Minnesota has the largest population of Somali immigrants in the country – 9,300 according to the 2000 census, and the second largest population of Hmong, after California. About 42,000 Minnesotans were born in Mexico, making that country the largest single nation of origin for immigrants in the state. Immigrants have been attracted to jobs and a dynamic economy that was particularly strong in the latter half of the 1990s and the beginning of the 2000s.

In Minnesota, the Twin Cities captures roughly 80 percent of all immigration. Being a close-in suburban community, Hopkins has seen significant increases in immigrant populations. The 2000 census counted over 113,000 immigrants in the Twin Cities suburbs and exurbs, more than the total living in the central cities and a 150 percent increase over 1990.

This trend of increased immigration and changing demographics is likely to be one of the defining elements of Hopkins over the next decade. Changes in population will influence housing choices, jobs, schools and recreation.

Table 3.2 - Race



Age

Census data shows Hopkins to be getting older (see Table 3.3). This is a clear representation of the Baby Boom generation. Baby Boomers are 45 to 64 years in age and were born post World War II, making up a significant portion of the United States population.

Hopkins and the region have recognized the challenges likely to be faced with an aging Baby Boom population. An issue that is reflective of this trend is the decrease in household size (see Table 3.4). This is a result of an increase in the number of empty nesters. As the population ages and households become smaller, the demand for new housing will have an increasing focus on attached units. This trend could actually bode well for Hopkins because future redevelopment is likely to include predominately attached, higher density housing.

Table 3.3 – Age by Group

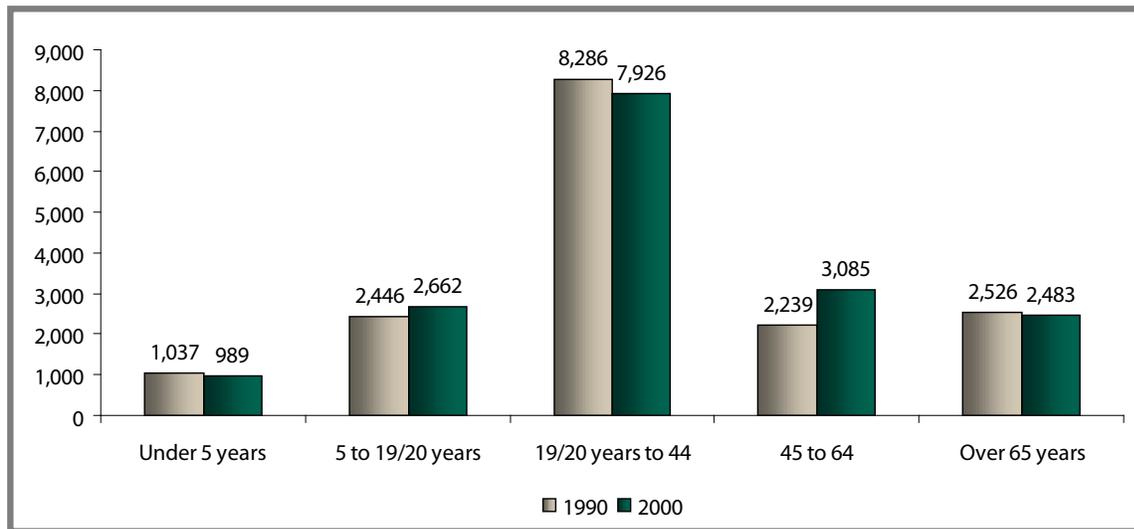
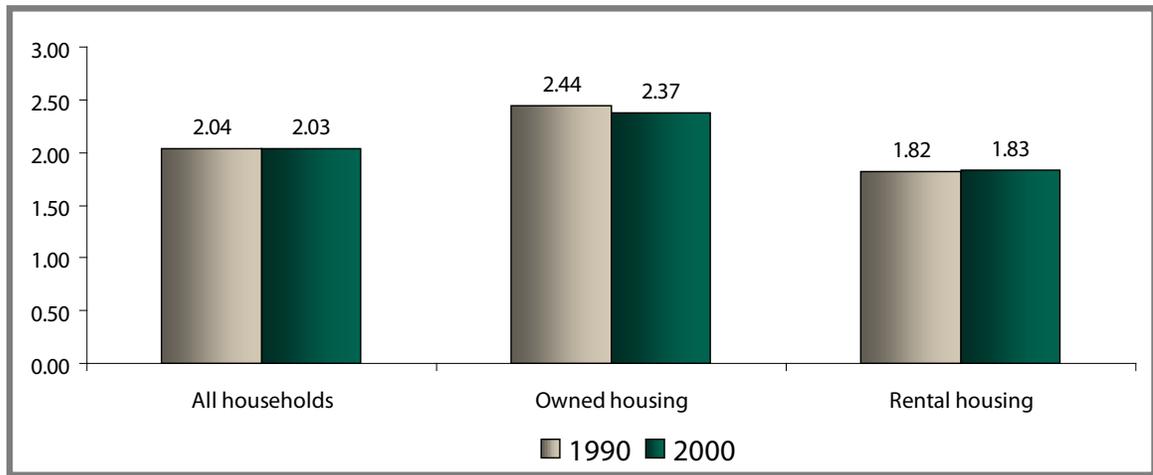


Table 3.4 – Household Size



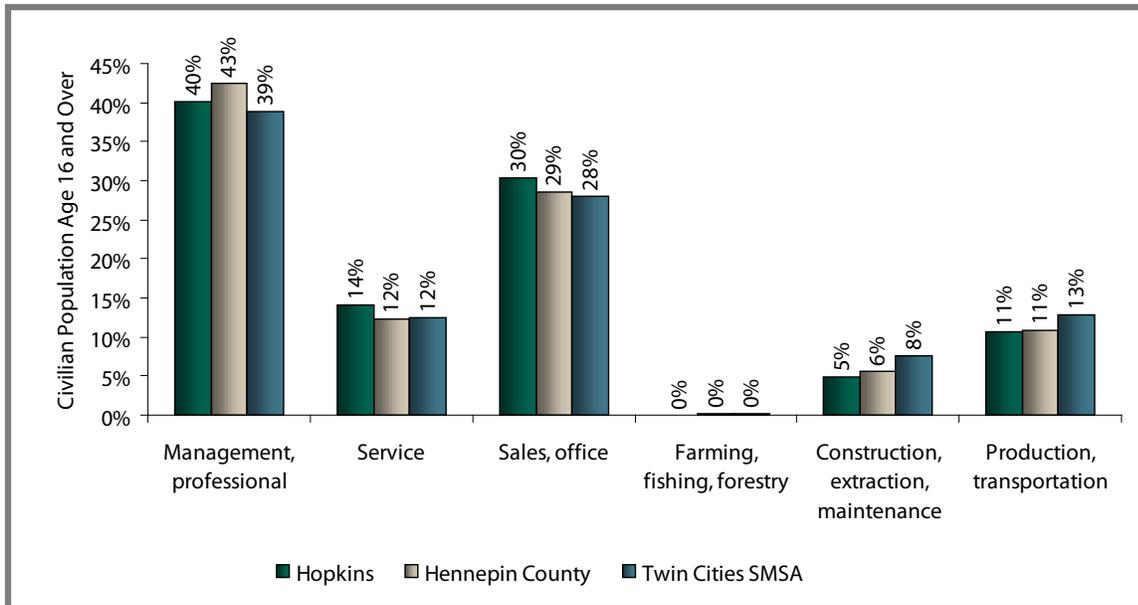
Housing

One of Hopkins’ greatest assets is its established single-family neighborhoods. Being a developed community limits the City’s ability to expand its single-family housing stock. New single-family homes have been a result of infill development or redevelopment initiatives. More recent housing projects have included higher density developments such as the Marketplace Lofts in downtown Hopkins and the Summit on TH 7. The housing chapter provides a more detailed report on the current housing trends in Hopkins.

Employment

Historically, the majority of Hopkins’ employment base has been industrial uses, influenced by the location of the Soo Line Rail Road, which provides easy access to ship goods. Over the past few decades, employment has shifted to more management and professional positions (see Table 3.5.). A recent office development, Cargill, has created 3,300 new jobs in Hopkins; however, industry and production is still a significant contributor to employment opportunities. Two of the largest employers in Hopkins, SuperValu and NAPCO International, Inc., provide 2,500 manufacturing and production jobs.

Table 3.5: Employment by Profession

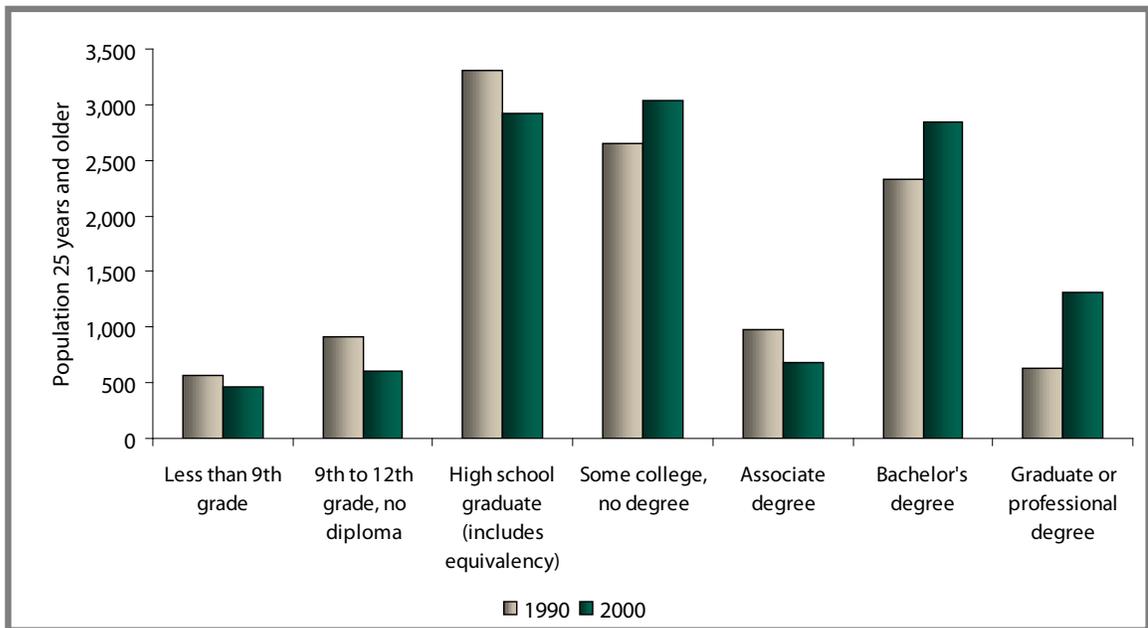


Education

The City is located in the Independent School District (ISD) #270 which includes six elementary schools, two middle schools and a high school. Charter and private schools are also located in Hopkins. The City is home to The Blake School, Ubah Medical Academy and the Main Street School of Performing Arts.

Enrollment in Hopkins schools has been steady throughout the years, with the exception of the recent Baby Boom generation. As families from this era age in place, their children are graduating and moving out of their parents’ homes. This trend poses challenges in maintaining steady enrollment in the schools and, in fact, enrollments at the present time are declining. The City of Hopkins can support the Hopkins public schools by keeping the community a desirable place to live, thereby attracting new families and school-aged children.

Table 3.6: Education Obtainment



Chapter 4 - Land Use and Development

Introduction

Overall Pattern

The land use pattern of Hopkins has evolved over the last century and is well established (see Figure 4.1: Existing Land Use Map). In the years ahead, the focus for Hopkins will not be on new development, but on redevelopment or underdeveloped sites. Recent redevelopment initiatives have included preliminary planning for the Blake Road Corridor, initial planning for the redevelopment of the Shady Oak Road corridor and long-range planning for the Southwest Light Rail Transit (LRT). These projects and others may impact the existing land use pattern and are discussed further in this section of the Comprehensive Plan. Redevelopment projects that have recently been completed include the Marketplace Lofts in downtown and the Excelsior Crossings located in the northeast quadrant of TH 169 and Excelsior Boulevard. Both projects have proven to fit the overall character and cohesiveness of Hopkins and can serve as models for other redevelopment initiatives.

Only a few undeveloped parcels of land remain. Underutilized sites and, more particularly, inappropriate uses of land are the major issues now confronting the community.

Downtown Hopkins

Perhaps one of Hopkins' greatest assets is its Downtown. The Downtown has changed over the years from an important and vibrant retail center to one that serves local convenience needs and certain specialty market niches. The dynamics of consumer preferences and the transportation network have caused such shifts in many older central shopping areas. Downtown Hopkins still, however, possesses a special character. The character of the area can be used to help reposition it to respond to contemporary market challenges and opportunities but not without the combination of private and public efforts.

There has been considerable public investment and interest in Downtown in the past, and that trend is continuing. Without question, Downtown Hopkins is one of a limited number of recognizable



Hopkins Downtown Antique Shops



Regency Townhomes

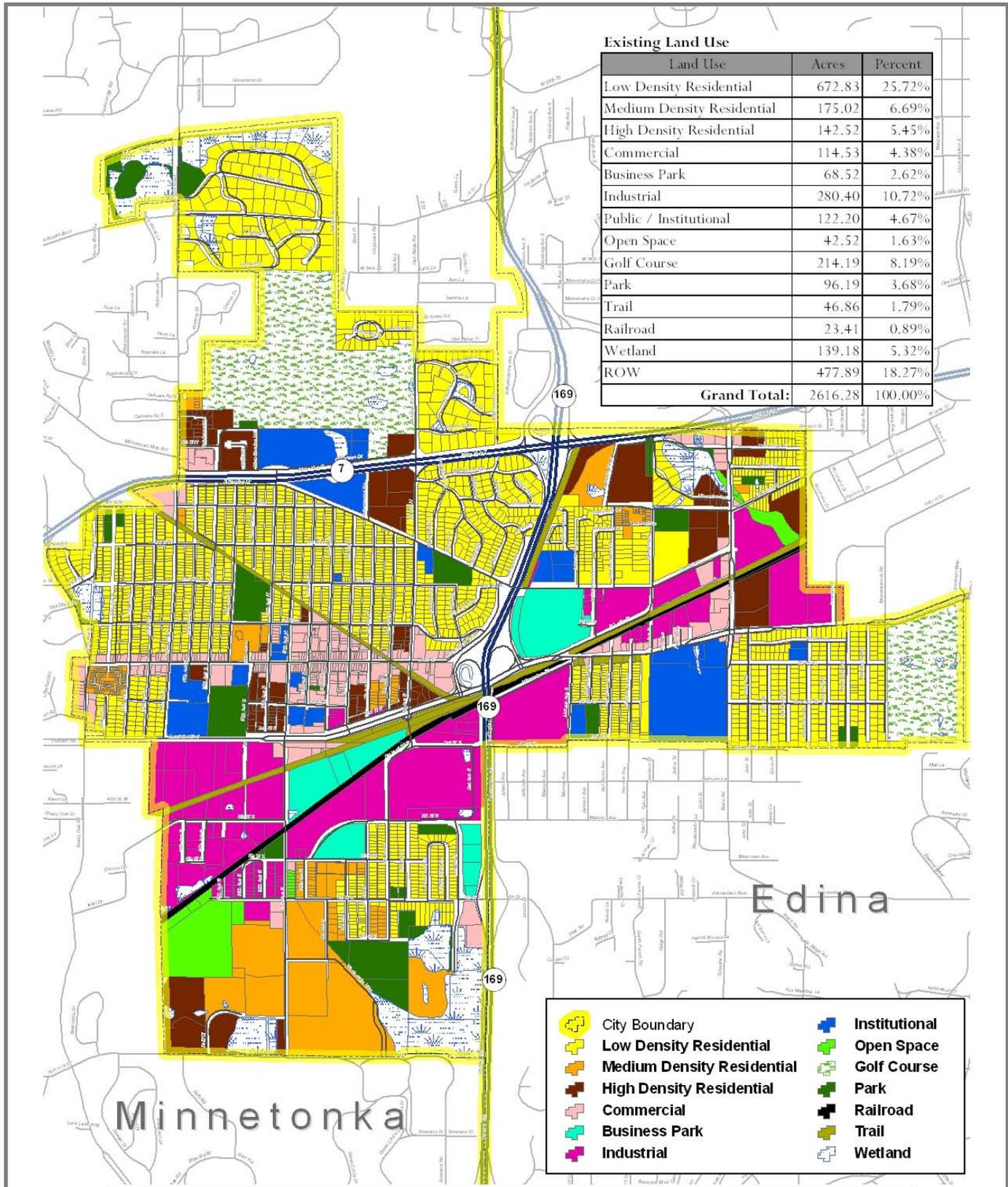


Figure 4.1 - Existing Land Use Map

central community shopping areas in the Metropolitan Area. It is an asset worth protecting. The community recognizes the importance of the Downtown and has a strong positive emotional response to the location.

Residential Neighborhoods

Another one of Hopkins' greatest assets is its neighborhoods of single-family homes, which accommodate residents of all ages. These neighborhoods give Hopkins its character and cohesiveness; however, acceptance of some of the smaller, post-war homes may wane as time goes by and long-time residents move out. Protecting these neighborhoods from inappropriate development and the effects of aging as well as preserving a strong social fabric will continue to be major challenges for the community. In the future, redevelopment may threaten existing single-family homes. The City needs to consider means to restrict the loss of single-family housing.

Industrial and Commercial Areas

Hopkins has long been an important center of employment and commerce in the western suburbs as a result of its streetcar, highway, and railroad service. Industrial development and redevelopment continue to be important to the community for purposes of tax base and employment. The City has invested staff time and financial resources to leverage private investment and is committed to an ongoing effort of business recruitment and development.

Excelsior Boulevard, Shady Oak Road, TH 7 and Blake Road have always been important roadways in Hopkins because they serve as a local access for commercial, industrial and residential neighborhood areas. Over the past few years, the City has worked with Hennepin County and other agencies to improve these corridors. The City has recently reconstructed Excelsior Boulevard to improve both its function and aesthetics. The recent enhancement of the corridor gives Hopkins a recognizable gateway into the community. The City should continue to aggressively pursue reconstruction and aesthetic improvements eastward to the St. Louis Park border.

Existing Land Use	Net Acres
Low Density Residential	672.83
Medium Density Residential	175.02
High Density Residential	142.52
Commercial	114.53
Business Park	68.52
Industrial	280.40
Public / Institutional	122.20
Open Space	42.52
Golf Course	214.19
Park	96.19
Trail	46.86
Railroad	23.41
Wetland	139.18
ROW	477.89
Total:	2,616.28

Table 4.1 - Existing Land Use (Net Acres)



Single Family Homes



SAM's Enterprise

A set of overall goals provides a framework for land use initiatives in Hopkins. Pertaining to land use, the City of Hopkins seeks to:

- **Maintain a viable downtown commercial core.** Downtown Hopkins has a unique commercial business core. Maintaining the viability of downtown is dependent on the success of its businesses. Redevelopment in and around downtown Hopkins will occur over the next 30 years. Additional commercial development is likely to occur along Excelsior Boulevard, Shady Oak Road and possibly Blake Road. The City will need to carefully guide additional commercial development in a manner that is supportive of downtown.
- **Maintain a strong employment base.** Much of Hopkins' job base is dependent on the success of industrial uses located in the southern portion of the community. It is important for the City to maintain industrial uses that will provide job opportunities. The City will work to ensure these sites are utilized to their full potential as redevelopment occurs and will encourage private reinvestment.
- **Continue to emphasize compatible land uses between adjacent jurisdictions.** Hopkins is adjacent to the Cities of Minnetonka, Edina and St. Louis Park with similar land use patterns occurring along most common borders. The City will continue to work with adjacent jurisdictions to ensure seamless land use patterns along the respective borders, particularly along Excelsior Boulevard.
- **Maintain appropriate transitions between land uses.** Hopkins is a fully developed community and will likely see new development through redevelopment initiatives. The City will work to ensure appropriate transitional uses and buffering between new and existing land uses.
- **Take advantage of redevelopment opportunities to capture future Light Rail Transit (LRT) initiatives.** The Southwest LRT line passes directly through Hopkins, creating redevelopment opportunities at and around three potential station locations. These redevelopment opportunities may occur prior to any LRT improvements. Therefore, the City will work to ensure that new redevelopment in and around future station areas is appropriate and consistent with future transit improvements.
- **Continue to coordinate land use and transportation needs. An effective transportation network is vital to the future of Hopkins and its redevelopment efforts.** Over the next 20 years, traffic volumes on local roadways will continue to increase and added congestion will occur. The City will continue to assess the relationships between land use and transportation in two ways: by assessing the impacts of redevelopment on the existing transportation systems and, in some cases and locations, assessing the impacts that new transportation improvements will have on land use.

Natural Protection Areas

There are two locations of special natural significance in Hopkins: Nine-Mile Creek and Minnehaha Creek. Each is protected by the rules and regulations of a Watershed District and the Minnesota Department of Natural Resources. In addition, the City of Hopkins has approved zoning regulations to complement the efforts of those non-municipal agencies. The Nine-Mile Creek basin in southeast Hopkins is being protected for purposes of flood protection, wildlife protection, agriculture, natural beauty, and passive recreation. The Minnehaha Creek basin does not include agriculture but does include active recreation such as canoeing.

Other natural areas include a park and trail system that is further discussed in the Park, Open Space, and Trail chapter.

Land Use and Development Plan

Land Use Plan Categories

In addition to the standard residential, commercial and industrial land use categories, the future land plan uses a mixed land use category (see Figure 4.2: Land Use Plan). The purpose of the mixed-use category is to accommodate a variety of planning initiatives and land uses that may occur around the proposed LRT stations. The following is a review of all of the land use patterns used in the plan.

Low Density Residential

The majority of Hopkins existing housing stock falls within the low density residential land use category at 1-7 units per acre. This category accommodates the existing single-family detached housing that contributes to Hopkins' character and cohesiveness.

Medium Density Residential

Medium Density Residential uses include attached residential units, predominantly townhomes or condominiums ranging from 8-16 units per acre.

Planned Land Use	Net Acres
Low Density Residential	686.44
Medium Density Residential	163.37
High Density Residential	144.53
Commercial	91.27
Business Park	111.77
Industrial	164.70
Mixed Use	97.00
Public / Institutional	112.37
Park	94.11
Open Space	45.56
Golf Course	214.19
Trail	50.45
Railroad	23.47
Wetland	139.18
ROW	477.89
Total:	2,616.28

Table 4.2 - Planned Land Use (Net Acres)

High Density Residential

High Density Residential includes multi-unit and multi-building developments. The high density category accommodates more intense housing, such as apartments and condominium developments. The density range for this category establishes a minimum threshold of 17+ units per acre, ultimately resulting in multi-storied structures.

Commercial

Commercial land uses offer a wide variety of goods and services. Hopkins commercial uses are primarily located along major transportation corridors (Excelsior Boulevard & TH 7), which serve both regional and community needs. Commercial uses located downtown largely serve local needs and specialty market niches. Overall, these goods and services range from grocery stores, salons, dry cleaners, retailers and coffee shops.

Mixed Use

The Mixed Land Use category is intended to capture anticipated redevelopment initiatives associated with the proposed LRT stations. Each station area is likely to redevelop in a mixed-use type fashion. The density range for this category establishes a minimum threshold of 30+ units per acre. It is assumed the mixed use category will develop at 60% residential and 40% commercial. The Hopkins Station Area Plan completed in 2008 addresses preferred density ranges and uses at each LRT station. Additional planning efforts have also addressed station locations. The East Hopkins Land Use and Market Study provides a framework for future land uses near the Blake Station Area. The Hopkins Station Area Plan and East Hopkins Land Use and Market study both support mixed use development and are reflected in the land use plan.

Land guided for mixed uses is located in three areas of the community: 1) Shady Oak Station Area, 2) Hopkins Downtown Station Area and 3) Blake Station Area. Each station area, as previously noted, will vary in density and use. Based on the Hopkins Station Area Plan, the following density ranges and uses are suggested:

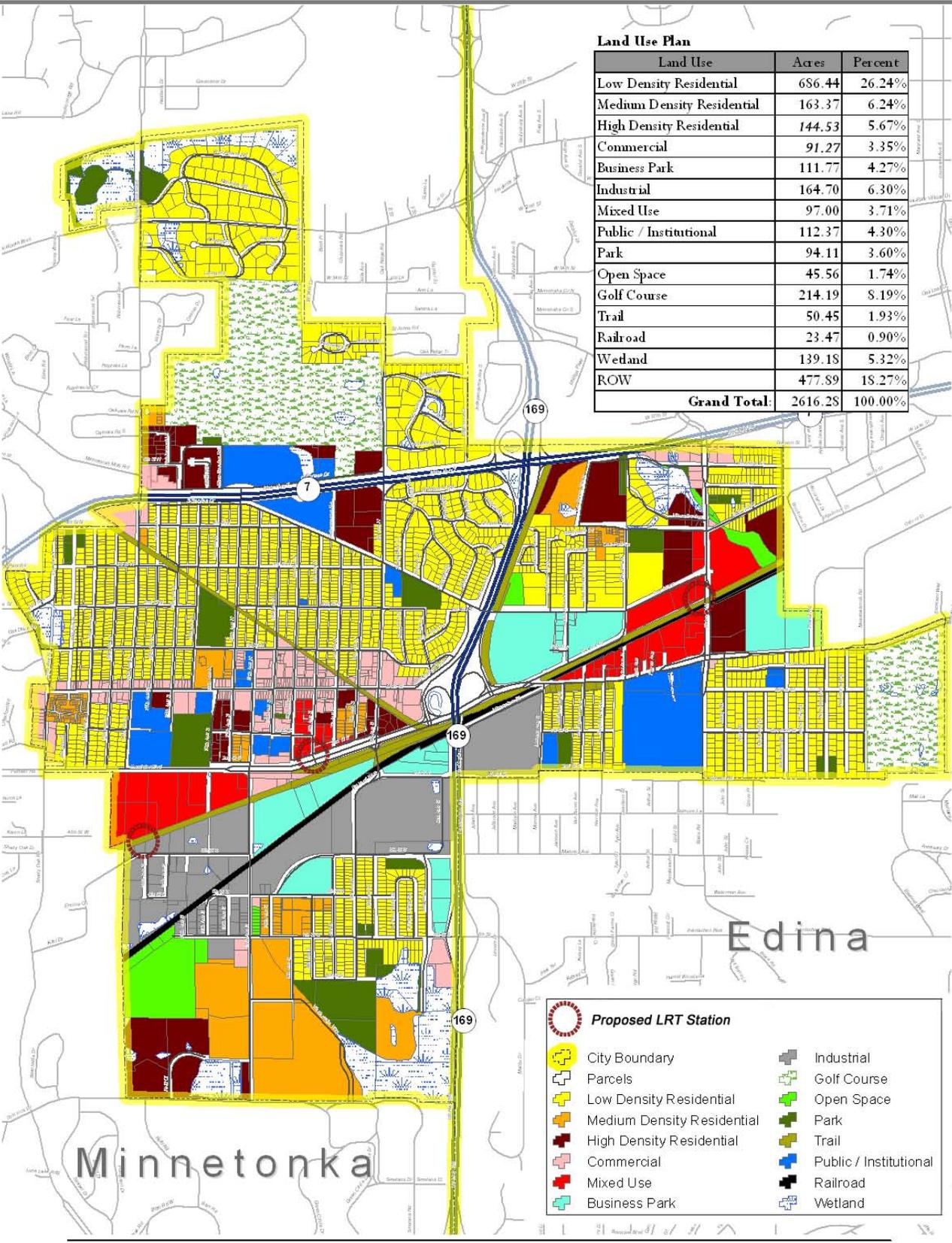


Figure 4.2 - Land Use Plan

Shady Oak Station Area

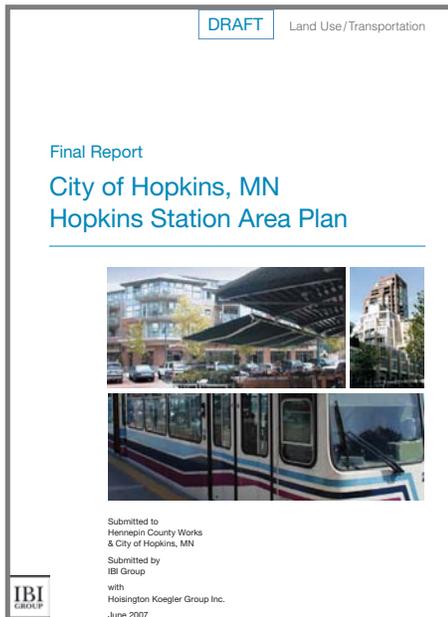
The proposed Shady Oak Station would consist of a 280-car park-and-ride structure on 17th Avenue. Redevelopment is anticipated to occur in a mixed-use fashion and develop around the park-and-ride sites. Mixed uses would support the function of a park-and-ride facility and create a live/work environment.

The Hopkins Station Area Plan calls for redevelopment to occur in the following manner:

Type	Shady Oak Station (sq. ft)
Main Floor Commercial	102,406
Main Floor Live/Work	23,664
Upper Floor Commercial	58,082
Residential Units (177 Units at 1,000 sq. ft./unit)	177,000
Total Est. Built Area (sq. ft)	361,152
Residential Sq. Ft.	177,000
Total Est. Built Area (sq.ft.)	361,152

Hopkins Downtown Station Area

The mixed-use category is intended to serve the proposed downtown LRT station at 8th Avenue. In this area, the City envisions higher density residential with offices to create a live/work environment. Retail development associated with redevelopment should be limited to 8th Avenue, with the majority of retail located along Mainstreet.



The Hopkins Station Area Plan calls for redevelopment to occur in the following manner:

Type	Hopkins Downtown Station (sq. ft)
Main Floor Commercial	39,200
Main Floor Live/Work	30,580
Upper Floor Commercial	-
Residential Units (177 @ 1,000 sq. ft./unit)	200,000
Total Est. Built Area (sq. ft.)	269,780

The Blake Station Area

The primary focus of this area is to provide higher density uses near and around the proposed LRT station. Desired uses include a mix of high density housing with retail commercial and offices.

The Hopkins Station Area Plan calls for redevelopment to occur in the following manner:

Type	Blake Station (sq. ft)
Main Floor Commercial	64,000
Second Floor Office	32,000
Residential Units (194 @ 1,000 sq. ft./unit)	194,000
Total Est. Built Area (sq. ft.)	290,000

Business Park

The business park category accommodates stand-alone office and office service uses. Business park areas may include such uses as office-showrooms, research and development facilities, real estate offices or banks.

Industrial

Industrial uses are largely located near the rail lines that run through

Hopkins. In most cases, these areas are fully developed. Uses include manufacturing, warehousing or distribution centers.

Institutional

The institutional category is intended to capture public and semi-public uses. These uses would include schools, churches, city hall and other civic uses.

Open Space

The open space category is intended for areas to be preserved for natural resources or future park opportunities.

Park

These are areas that have been developed for recreational opportunities or amenities/facilities that offer active living opportunities.

Private Open Space

The private open space category includes private uses, such as the Meadowbrook Golf Course and Oak Ridge Golf Course.

Wetland

The wetlands depicted in the land use plan are derived from the Hennepin County Wetland Inventory. The inventory provides three classes of wetlands: (1) wetlands with little or no drainage apparent (2) wetlands in most cases, partially drained basins and (3) wetlands that could potentially be wetlands but need to be field verified. The wetlands that are shown on the planned land use map have been field verified. The wetlands depicted are for reference purposes only.

Planning Districts

As part of the comprehensive planning update process, eight planning districts have been established (see Planning District Maps). Each district was defined based on geographical boundaries, transportation

corridors and known planning initiatives. The intent of the district approach is to allow the establishment of a specific framework for each geographic area.

Each planning district embraces the land use goals set forth in this document. Each district has been analyzed, and plans have been formulated based on the specific uses and opportunities within the boundaries of the district, as well as assessing its relationship to adjacent planning districts.

Planning District #1 – North Hopkins

North Hopkins land use patterns are well established and not likely to change over the next 20 to 30 years. The majority of this area is comprised of larger single-family residential lots and the Oak Ridge County Club (golf course). Commercial and high density housing is located along Highway 7 as are the Hopkins School District administrative offices and Eisenhower Elementary School.

Residential lots in Planning District #1 are the largest in Hopkins. The Bellgrove neighborhood is located just north of the golf course. This neighborhood offers larger homes and provides opportunities for move-up buyers. In addition, Bellgrove is adjacent to the Minnehaha Creek Preserve, which offers recreational uses.

There are no anticipated land use changes in Planning District #1. If redevelopment were to occur, it would most likely happen through redevelopment initiatives along the TH 7 corridor. Low-density residential uses will remain unchanged. The Minnehaha Creek Preserve will remain as Open Space and continue to provide passive recreational uses.

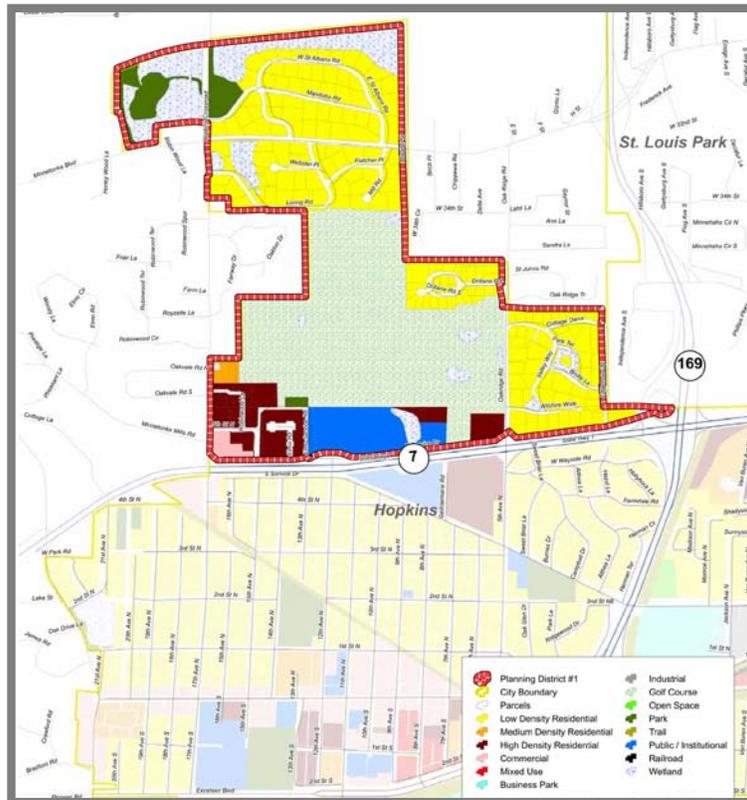


Figure 4.3: Planning District #1

Summary of Planned Land Use Changes:

No changes are being proposed at this time.

Planning District #2 – Central Hopkins

The bulk of Hopkins single family homes can be found in the Central Hopkins Planning District. A significant portion of these homes were constructed in the 1900s and contribute to the unique character of Hopkins’ housing stock; however, housing constructed during this era is reaching a point where maintenance issues are becoming a concern. The Housing Plan addresses this issue calling for ongoing maintenance and private reinvestment. In the future, Planning District #2 needs to be protected from outside intrusions that might threaten the integrity of the existing low density neighborhoods. Potential intrusions are most likely to occur on the common boundary between Planning District #8 and Planning District #2.

Shady Oak Road forms the western boundary of Planning District #2. The City has been collaborating with the City of Minnetonka and Hen-

nepin County to address numerous safety, mobility and access issues associated with the corridor. Out of those discussions a preferred alignment has been recommended, and the reconstruction of the roadway is currently scheduled for 2013. Corridor improvements and land use changes identified in corridor planning efforts to date are not expected to negatively impact the single family homes located in Planning District #2, with the exception of the homes acquired as part of the road project.

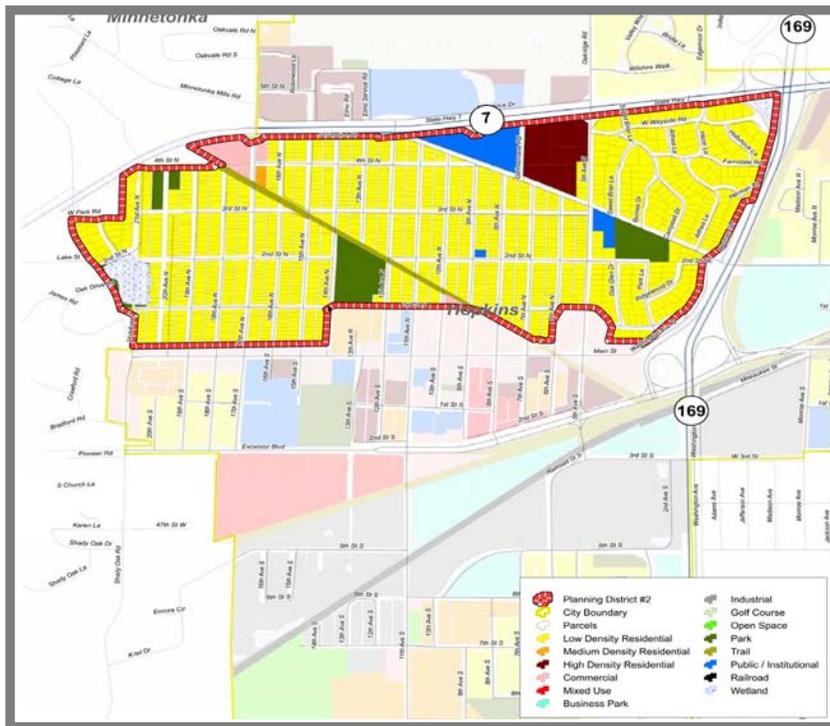


Figure 4.4: Planning District: #2

Summary of Planned Land Use Changes:

No changes are being proposed at this time.

Planning District #3 – East of US Highway 169

Planning District #3 is bounded by three major transportation corridors: TH 169, TH 7 and Excelsior Boulevard. Geographically, the district is one of the smallest, but contains a mix of uses including business park, industrial, low density residential, medium density residential and high density residential. Although this district is compact, the existing uses are largely compatible since appropriate transitional uses and buffering exist.

Challenges facing Planning District #3 include a narrow strip of land along Jackson Street, just north of Excelsior Boulevard. This land, guided as Business Park, may see enhanced redevelopment potential due to the recent development of the Cargill office complex immediately to the west; however, the size and width of the site present development challenges.

Located just east of Jackson Street is property guided for Business Park. In the unlikely event that this site is proposed for redevelopment in the future, attention should be given to ensure that appropriate buffering can enhance the integrity of the residential neighborhoods to the north. Long-term, the presence of LRT may enhance the redevelopment potential of this property.

Summary of Planned Land Use Changes:

- Reguide the ABM site from Industrial to Low Density Residential
- Reguide parcels located east of the Cargill site and west of Jackson Ave. from Industrial to Business Park.

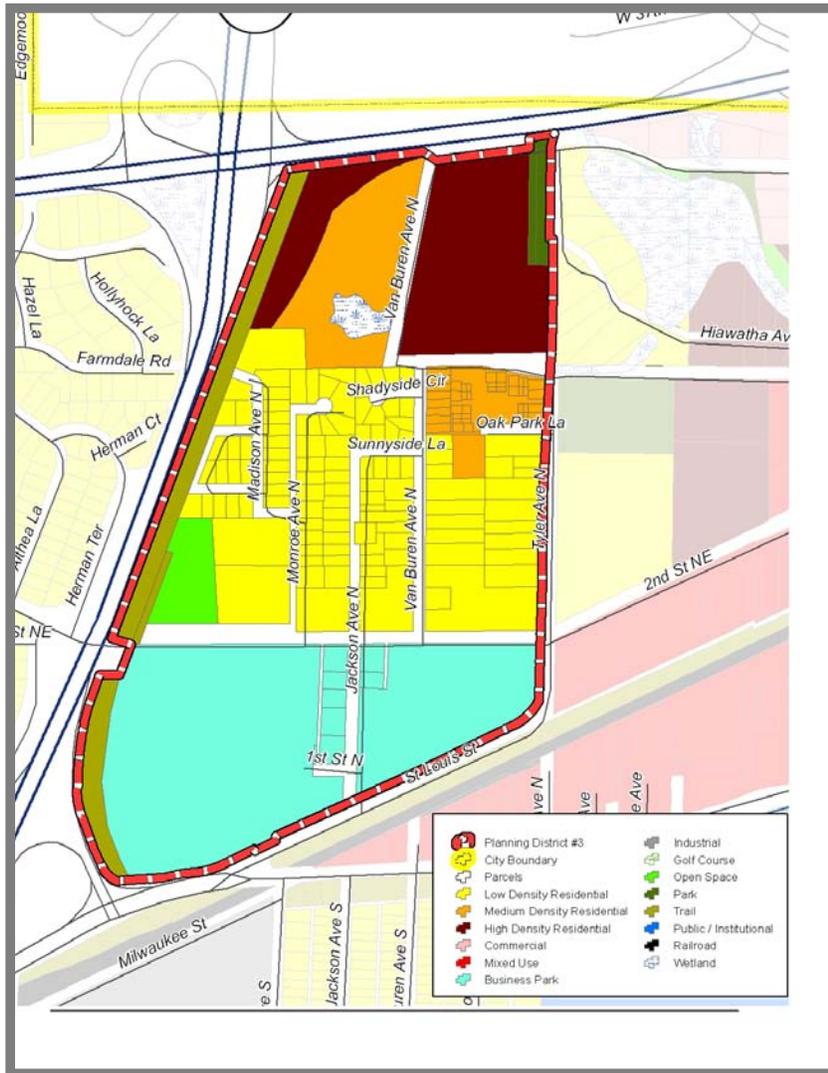


Figure 4.6 - Planning District: #3

Planning District #4 – Blake Road Corridor

Blake Road is a major north-south arterial on the eastern edge of Hopkins. It provides connectivity between TH 7 and Excelsior Boulevard. The intersection at Blake Road and Excelsior Boulevard serves as a gateway into the community. Recent initiatives have examined the future of the corridor considering land use, transportation, safety and design. The City has begun to address several of these concerns through various plans. Planning documents addressing this area include:

- Blake Road Corridor Community Assessment
- Blake Road Streetscape Concept
- East Hopkins Land Use and Market Study
- Hopkins Station Area Plan

Blake Road currently contains a mix of uses similar to those found in Planning District #3. Challenges facing this district today include a collection of structures that were built between the 1950s and 1970s that need improvements and a corridor that is facing safety, mobility and access issues. In turn, there is a unique opportunity to revitalize the corridor by implementing the recommendations found in the planning documents referenced previously. The most significant planning opportunity from a land use perspective is the proposed LRT station. The station is proposed to be located south of 2nd St NE and west of Blake Road.

LRT is a catalyst for redevelopment and is scheduled for 2015. Current land uses near the LRT site consist of industrial and commercial uses. Some of the current industrial buildings east of Blake Road are no longer operating and are for sale or vacant. Sites located north of Excelsior Boulevard are guided for Mixed-Use and land located to the east is guided for Business Park.

Land located west of Blake Road and north of Excelsior Boulevard has been addressed in the East Hopkins Land Use and Market Study, adopted by the City Council in July of 2003. The study suggests that portions of this area are to be redeveloped. This redevelopment is reflected in the future land use plan as mixed-use; however, the East Hopkins Land Use and Market Study should continue to be used to determine future land use patterns in this area.

New residential uses located in the planning district would be associated with mixed-use developments. A viable mixed-use option may typically include high-density housing above retail uses or uses may be separated in a horizontal configuration. Single family housing located within the planning district is suggested to remain in place consistent with the housing goals defined in this plan; however, it should be noted that the Cottageville Neighborhood located east of the northern portion of Blake Road faces a number of challenges. The neighborhood contains pockets of deteriorating housing. There might also be an opportunity to provide better connectivity with Minnehaha Creek and provide additional recreational opportunities for residents. Removal of some existing structures in this area would increase the visibility and viability of Cottageville Park, which is presently underutilized. Planning efforts for the Cottageville Park area will need to continue as the City continues its focus on improvements along the Blake Road Corridor.

Summary of Planned Land Use Changes:

- Reguide the Baker Square, McCoy’s and 43 Hoops sites from Industrial and Commercial to Mixed-Use.
- Reguide the Atlas site from Industrial to Mixed-Use.
- Reguide the Rainbow and Kunz Oil site from Industrial to Business Park.
- Reguide land located west of Blake Road, north of Excelsior Boulevard and south of the railroad tracks from Industrial and Commercial to Mixed-Use.
- Reguide a strip of commercial to mixed use on the west side of Blake Road (North of 2nd St NE & South of Lake St NE).

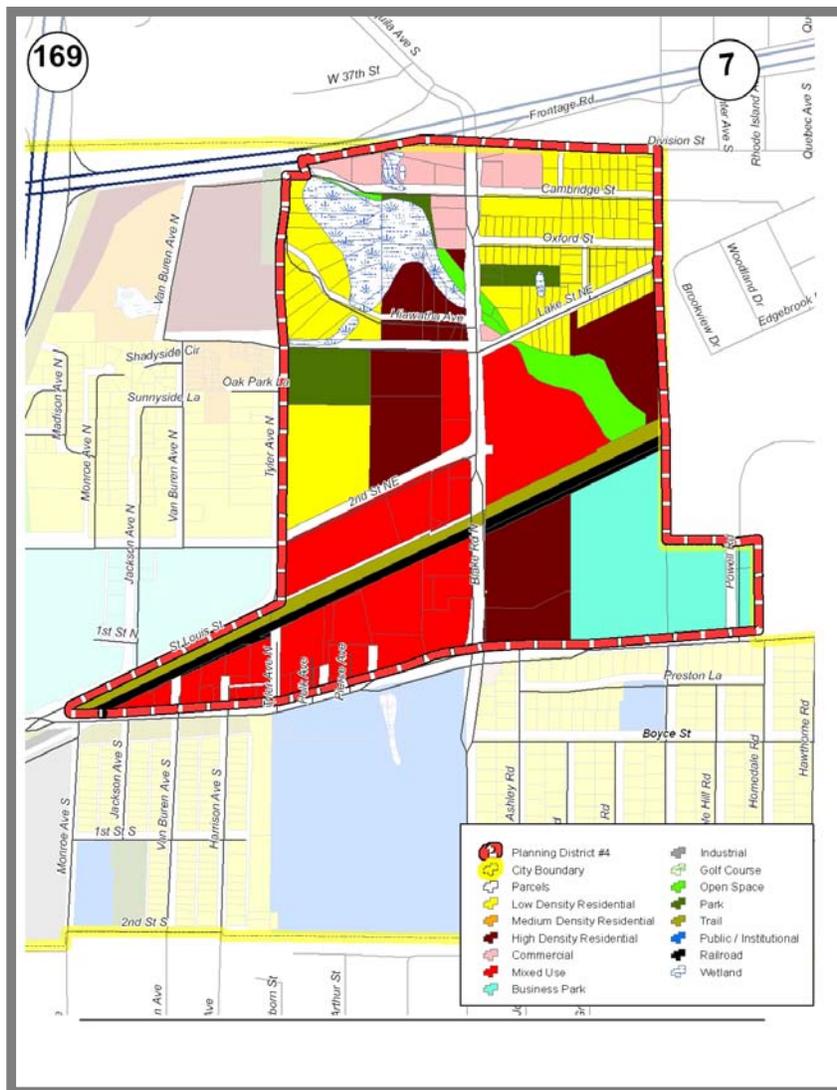


Figure 4.6 - Planning District: #4

Planning District #5 – East Hopkins

The majority of the district consists of low-density residential along with the presence of significant institutional uses. One of the focal points of the district is The Blake School. To the east of the school is the Interlachen neighborhood and to the west, the Presidents neighborhood. Each is a neighborhood of strong single family residential units, and existing uses will continue to be supported in the land use plan. It is highly unlikely that the land use pattern in Planning District #5 will change over the next 20-30 years. It is expected that property owners will continue their efforts to address ongoing maintenance needs along with more substantial renovations and additions.

Summary of Planned Land Use Changes:

- No changes are being proposed at this time.

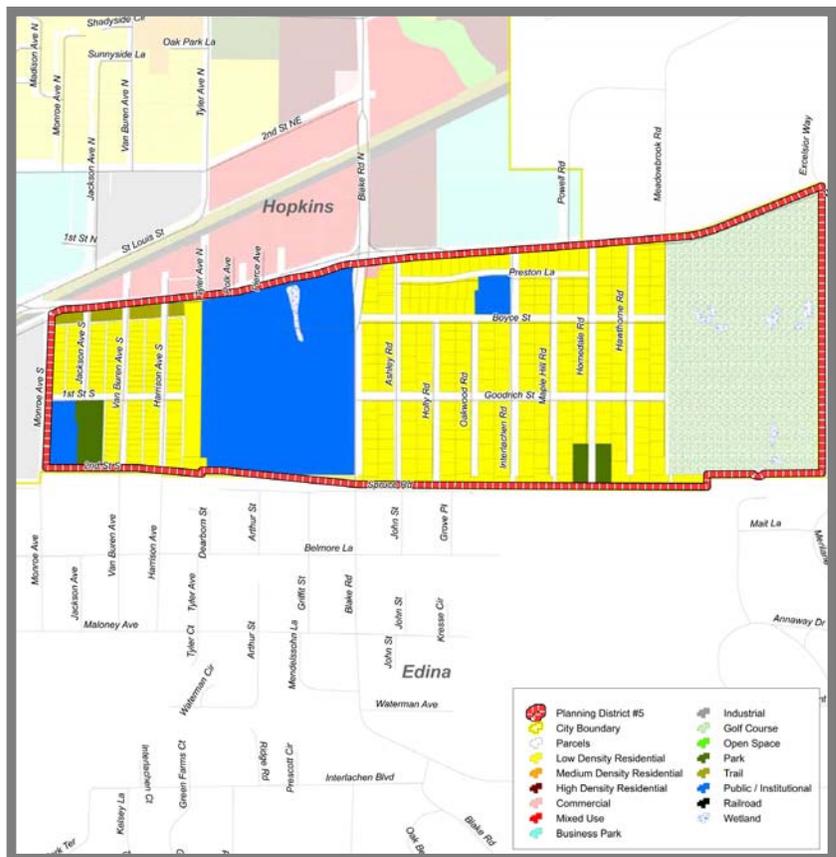


Figure 4.7 - Planning District: #5

Planning District #6 – South Hopkins

The southern portion of Hopkins consists of mainly residential uses. A concentration of medium density housing borders both sides of 11th Avenue South. There is a significant stock of single family homes located in the Peaceful Valley and Park Valley neighborhoods. These neighborhoods are well established and have been developed in the 1950s.

This planning district has a strong residential core; however, it also includes some commercial, office and industrial uses. In some respects, these uses have spilled over from the industrial core that makes up Planning District #7. The impact of these uses on residential properties has not been an issue due to the scale of the buildings and buffering between uses. The residential neighborhoods in District #6 will continue to be important assets to the community.

District #6 is the home of the largest vacant parcel of land in Hopkins. The landfill site may have future development potential, but it is highly constrained by a number of environmental issues. At the present time the site has not been cleared by State agencies for any type of use. As a result, the property is fully fenced and it contains a methane collection system. Because of the magnitude of environmental issues on the landfill site, it is not expected to develop within the timeframe of this Comprehensive Plan without financial assistance from other partners.

The future land use plan presents no changes in this district.

When the land fill site is developed, it will require a significant public investment that would warrant a public purpose for its future use. As part of the Comprehensive Plan update, it is recommended that this site remain as open space.

Summary of Proposed Land Use Changes:

- No changes are being proposed at this time.

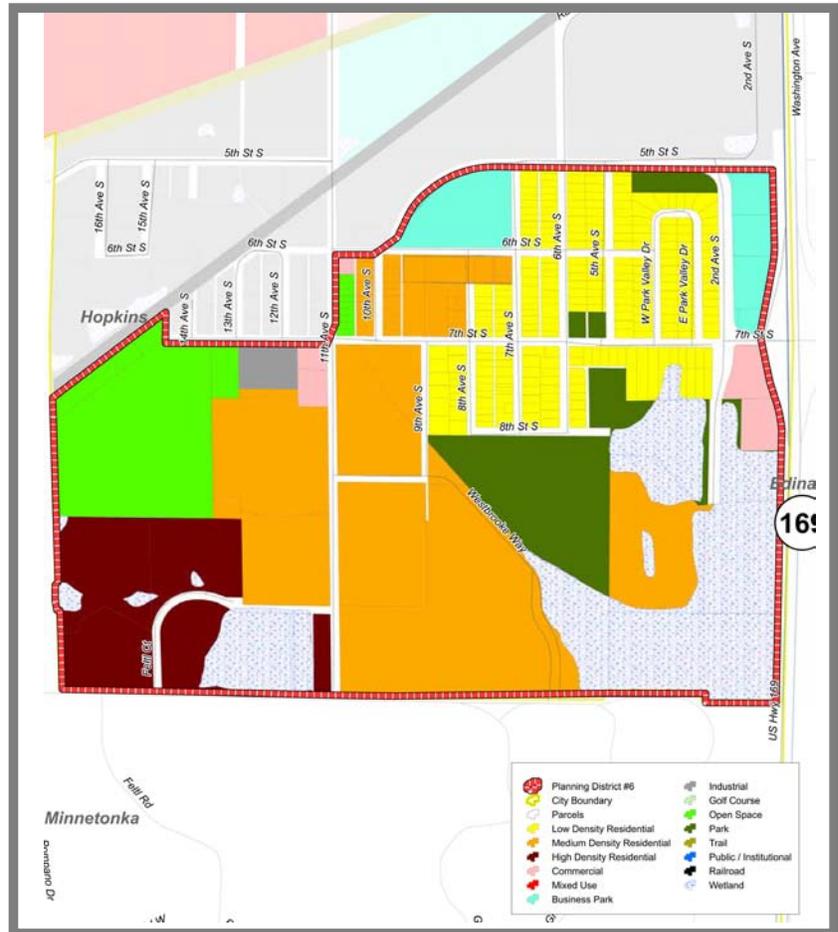


Figure 4.8 - Planning District: #6

Planning District #7 – Industrial

The industrial uses located in Planning District #7 make up a significant portion of the employment base in Hopkins. SuperValu, which is Hopkins’ largest employer, has facilities scattered across this district. It is important to maintain the industrial land use pattern in this area to maintain a wide-range of jobs. It is not anticipated that any of these uses will change over the next 20 to 30 years. The long-range continuation of these uses is encouraged as are public and private reinvestments needed to keep the area viable.

Proposed Land Use Changes:

- No changes are being proposed at this time.

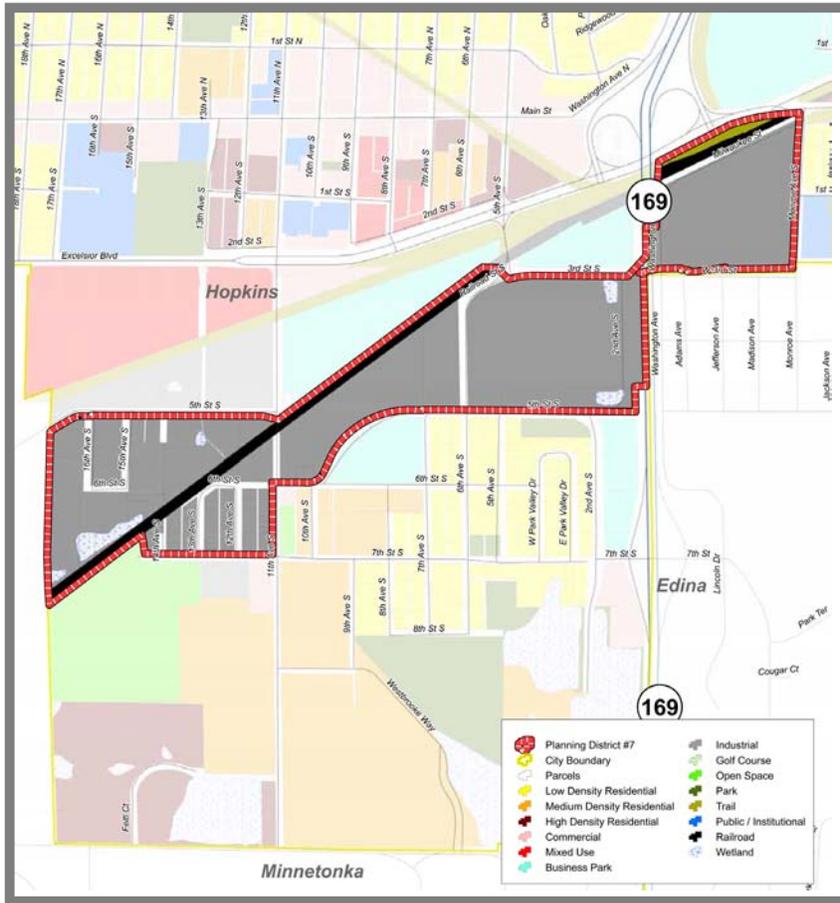


Figure 4.9 - Planning District: #7

Planning District #8 – Downtown Hopkins

The foundation of Downtown Hopkins has been well established for many years. The core of downtown is primarily focused along Main-street between 7th Avenue North and 12th Avenue North. The downtown district also extends west of 7th Avenue North and is comprised of a mixture of commercial and residential uses. The downtown core is also comprised of commercial and residential uses with a strong presence of civic uses (City Hall, Post Office & Hopkins Center for the Arts). In addition, a variety of restaurants, a movie theater and specialty stores are located throughout the downtown.

At this time, there are no land use changes proposed for downtown; however, redevelopment may present mixed-use opportunities. In recent years, downtown Hopkins has seen a number of significant mixed-use redevelopments. Marketplace Lofts on the east end of Mainstreet provides commercial uses on the street level with residential units above. Future redevelopment within the core of downtown will be encouraged to continue this pattern.

Mixed-use redevelopment may also be prompted by the proposed Downtown Station Area located just south of downtown. When LRT becomes available, there will be a desire to redevelop within the vicinity of the station. The station area plan calls for redevelopment along Excelsior Boulevard, at the intersection of 8th Avenue and up 8th Avenue to Mainstreet. At this location, the intent is to create a live/work environment and provide retail development that is compatible and supportive of the downtown.

In Planning District #8, there is also an opportunity to capitalize on underutilized properties. The EBCO site located at the intersection of Excelsior Boulevard and TH 169 could redevelop in a manner that is compatible with the existing business park to the northeast while taking advantage of the proximity to the downtown LRT station.

Areas around all of Hopkins' proposed LRT stations are expected to develop in a mixed-use fashion. The form and function of the various mixed-use areas varies between stations. As noted in the land use plan, the mixed-use category has been established to reflect the land use patterns intended for each station.

The mixed-use located at the Shady Oak Station has also been included in the planning district. The idea of including both stations within one planning district is to help facilitate coordinated land use patterns. It is important to understand their role and proximity to one another. The purpose of the Shady Oak station is to serve as a live/work environment, but on a different scale than the downtown. Redevelopment in this area would likely occur in a business park form, with the inclusion of residential uses. The mixed-use development may also include some commercial uses. Commercial uses would be sized to serve only the needs of the business park and park-and-ride facility.

Overall, Planning District #8 is expected to see the most significant change over the next 20 to 30 years as a result of redevelopment and the implementation of light rail transit. The Comprehensive Plan supports and recognizes these potential land use changes. Changes in this area, however, will need to continue to be compatible with the character and function of downtown. The following chapter provides additional guidance on how to maintain and enhance the character and identity of downtown Hopkins.

Summary of Proposed Land Use Changes:

- Reguide the EBCO site from Industrial to Business Park
- Reguide the Tech Center and Napco site from Industrial to Mixed Use.
- Reguide portions of land north at the intersection of Excelsior Boulevard and 8th Avenue S to Mixed Use.

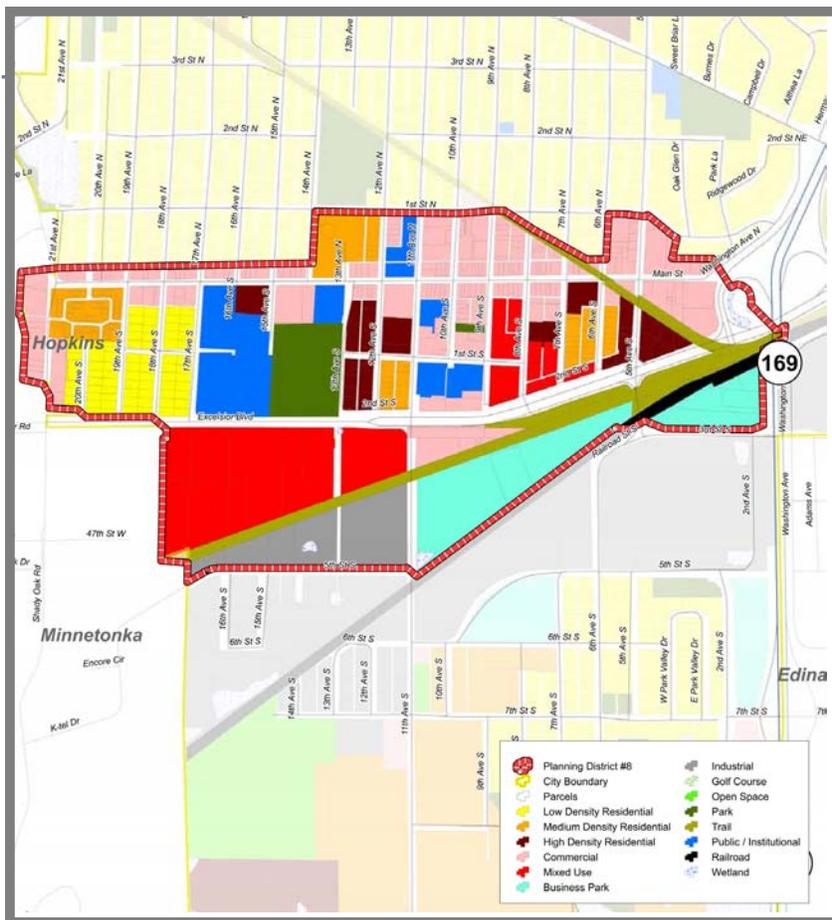


Figure 4.10 -Planning District: #8

Land Use Implementation Actions

Hopkins' Land Use plan identifies strategies and approaches to help meet the identified land use goals which include:

- Maintain a viable downtown commercial core.
- Maintain a strong employment base.
- Continue to emphasize compatible land uses between adjacent jurisdictions.
- Maintain appropriate transitions between land uses.
- Take advantage of redevelopment opportunities to capture future Light Rail Transit (LRT) initiatives.
- Continue to coordinate land use and transportation needs.

The goals listed above and the implementation actions that follow are intended to ensure long-term land use patterns, maintain a viable downtown, provide opportunities for new employment, capture redevelopment opportunities and provide a mix of uses that keeps the community viable and competitive.

Residential Land Use Patterns

The City regards the preservation and protection of its existing residential neighborhoods as one of its most important priorities. The City will work to protect land use patterns that continue to support single family homes.

- A balanced supply of housing is important to Hopkins' efforts to serve the needs of a broad range of residents. The land use plan identifies land use patterns that will support a variety of residential uses including medium to high density uses, such as condos, townhomes and apartments.

In order to address residential land use patterns, Hopkins will:

- Work to protect the integrity and long-term viability of its low-density residential neighborhoods and strive to reduce the potential negative effects of nearby commercial or industrial land through zoning, site plan reviews, and code enforcement.
- Ensure that the infilling of vacant parcels and the rehabilitation of existing developed land will be in accordance with uses specified

in the Comprehensive Plan.

- Ensure that incompatible land uses will be improved or removed where possible and the land reused in conformance with the Comprehensive Plan.
- Work to assure strong and well-maintained neighborhoods.
- Work to enhance a variety of residential land uses in the City.
- Work to balance the supply of multiple family residential uses within the City.

Downtown Land Use Patterns

Hopkins' identity and character is largely defined by the downtown district. It provides a sense of place for residents and is a center for commerce and government. The land use plan takes the adjacent land use patterns into consideration to protect the integrity and long-term viability of downtown. The City will work to ensure that land use patterns do not develop in a manner that would jeopardize downtown's economic viability or character.

In order to address downtown land uses, Hopkins will:

- Continue to leverage private investment in the redevelopment of the Downtown through judicious use of tax increment financing revenues and local capital improvement funds.
- Work with Downtown landowners and merchants to improve parking, access, and appearance.
- Maintain its compact form in order to concentrate business activities and to protect adjacent residential areas. Expansion of the commercial area will generally be limited to areas that do not displace single family housing.

Industry and Business Land Use Patterns

Hopkins has established a diversified base of employment including a number of major employers supplemented by a diverse mix of smaller businesses and industries. Today, the only opportunity that industries and businesses have to build or relocate is through redevelopment initiatives. Accordingly, the future land use plan has focused on current land uses that are not being utilized to their fullest potential. In some cases, these properties have been reguired to advocate a more appropriate land use pattern.



Summit Condominiums



Excelsior Crossings

To address industry and business land uses, Hopkins will:

- Continue to actively promote the development and redevelopment of its industrial areas through marketing and public relations efforts, land use planning, and careful financial incentives, including tax increment financing.
- Strive to leverage its valuable locational assets and create industrial areas that have attractive building and grounds, concealed outdoor storage, high floor-area ratios, and high levels of employment, especially employment in the professional and technical job areas.
- Carefully study the implications for commercial redevelopment of the pending reconstruction, widening, and realignment of Shady Oak Road. Redevelopment efforts for the area seek to create new commercial sites that appeal to the local market, have safe and convenient access and parking, and have a high level of landscaping and site improvements.
- Participate in the redevelopment of deteriorated and/or obsolescent industrial and commercial areas when public financing is determined to be feasible and necessary.
- Expansion of industrial zoning will be considered only in cases where it can clearly be demonstrated that changes will not have a detrimental effect on nearby residential properties.
- Set and enforce high standards for all non-residential design. Site plans for commercial and industrial facilities will be carefully reviewed for proper building orientation, parking placement, access, traffic impacts, pedestrian improvements, landscaping, screening of storage, and general architectural appearance.
- When commercial property abuts residential property (especially across a street), extensive landscaping, fencing and /or berms should be used to mitigate impacts on the housing.

Solar and Access Protection

Metropolitan cities in Minnesota are required to include an element for protection and development of access to direct sunlight for solar energy systems in the Update. A solar access protection element is included in the Update to assure the availability of direct sunlight to solar energy systems. Solar energy is an alternative means to energy.

It has less adverse impact on natural resources than fossil fuel. Currently fossil fuels and nuclear power are used to heat or cool homes and businesses, as well as for most types of transportation. Increasing the use of solar energy would decrease reliance on fossil fuels and nuclear power. The purpose for including this section of the Update is to ensure that direct access to sunlight for solar panels is not subjected to shading from nearby trees, buildings or other structures.

Solar Access Protection Goal and Policies

Goals:

Encourage the use of solar energy systems for the purposes of space heating and cooling and hot water heating in new residential developments.

Policies:

- The City will review its Zoning Ordinance and consider appropriate amendments to exempt active solar energy systems from lot coverage and setback provisions.
- The City will review its Code and consider appropriate amendments to require swimming pools be heated using solar or some other form of renewable energy resource, where possible.
- Within Planned Unit Developments, the City will consider varying setback requirements in residential zoning districts as a means of protecting solar access.

Aggregate Resources Protection

The Council's aggregate resources inventory does not indicate the presence of aggregate resources available for mining in Hopkins. Because the City is fully developed and has no aggregate resources available for mining, it does not need to address this matter in its Update.

Historic Preservation

The City of Hopkins has no sites that are on the State or National Historic Register.

Chapter 5 - Downtown Hopkins

Introduction

Downtown Hopkins has changed substantially over the past 20 years. Noteworthy improvements include construction of the Hopkins Center for the Arts and the Hopkins 6 movie theater complex. These two developments have dramatically changed the visual appearance of the downtown core, and they bring substantial numbers of visitors into the community. Additionally, the east end of Mainstreet is seeing significant mixed-use development involving retail uses and housing. The Marketplace Lofts project was significant since it was the first to establish contemporary urban-form housing in downtown Hopkins. Other similar projects are expected in the future.

Analysis of Downtown Hopkins

Future improvements in downtown Hopkins will seek to capitalize on the assets of the area while working to address identified liabilities. The following is an overview of each:

Assets

- Downtown Hopkins presents a strong sense of place. It is the quintessential downtown that many suburban communities are trying to duplicate today.
- Downtown serves as a significant shopping destination.
- There is a strong base of existing establishments including special purpose retailers and auto dealers who draw people from outside of the immediate Hopkins area.
- There is a strong local employment base that draws people to the city.
- There is strong community support for the continued improvement of downtown.
- The business community is service oriented.
- Downtown Hopkins cuts across a broad range of lifestyle and income groups.
- Local residents are supportive of local business establishments.
- The City government is active in community development.



Movie Theater and Restaurant Development
Completed in 1997

Liabilities

- The district lacks a critical mass of store types and sizes.
- Downtown Hopkins does not operate as a unified business district.
- Shopping activity is not always continuous along Mainstreet and, therefore, can be perceived as lacking the continuity to support a strong pedestrian environment.
- Downtown faces significant retail competition in surrounding communities.

Recent public and private projects in downtown Hopkins have strengthened the area's assets and improved issues that have been identified as past liabilities. The strong employment base in Hopkins and surrounding office development has always served as a means to attract people into the downtown area. The private and public theater developments bring substantial numbers of visitors into the central business district, expanding the base of customers for local businesses.

In recent years, other improvements have also served to help further unify the business district. New retail construction on the east end of Mainstreet and renovations of old buildings have allowed business expansions as well as opportunities for new retail and service businesses.

The success of recent developments in downtown Hopkins has caused an increase in the need for additional parking. With events in the Hopkins Center for the Arts and Friday and Saturday evening crowds at the movie theaters, parking is in short supply. Overflow parking from these events could impact the surrounding neighborhood areas.

Monitoring and Assessing

Based on past marketing studies, current conditions, and ongoing strategic planning initiatives, the following general recommendations are offered for downtown Hopkins:

- Development efforts should be targeted toward encouraging growth and expansion of commercial establishments that address two market orientations: (1) the destination specialty market, and (2) the local convenience and specialty market. Hopkins

Center for the Arts helps make Hopkins a true destination. Specialty commercial uses can capitalize on the draw and the success of the arts and entertainment components of downtown Hopkins.

- Assess the market’s perception of downtown Hopkins. Determine types of businesses needed and identify sites for appropriate new businesses.
- Foster communication between the City, Hopkins Business and Civic Association (HBCA), and owners and managers of commercial properties.
- Attract specialty retail and destination uses including arts, entertainment, recreation, antiques, hobbies and crafts, gifts and family-oriented uses.
- Encourage the adoption of uniform downtown store hours and consistent management to improve customer service.
- Encourage commercial development to be clustered close to the central core of the business district where it reinforces and is consistent with existing establishment types.
- As funding is available, offer financial incentives to retain and attract commercial businesses.
- Initiate a comprehensive review of long-term parking needs and formulate a plan to address those needs. Attempt alternative solutions to employee parking problems.
- Build upon the area’s strong sense of place, and improve the surrounding market area’s awareness of the community.
- Expand joint advertising and promotions for the businesses in the district. Promote Mainstreet via special events.
- Adopt design guidelines for the areas of Mainstreet from Shady Oak Road to 12th Avenue and 7th Avenue to the east.



Hopkins Center for the Arts

Physical Plan

Downtown Hopkins is planned to continue its tight-knit pattern of commercial development along either side of Mainstreet. Commercial activity is targeted in the vicinity of, but not limited to, the five-block-long core area from 7th to 12th Avenues.

The Comprehensive Plan envisions that the present pattern of commercial, residential, and public land uses will be largely continued.

Longer term, the construction of the Southwest LRT line through Hopkins will create new opportunities and could eventually change the dynamics of downtown. Long-term changes to land uses along 8th Avenue could better connect Mainstreet to the LRT. Additional information on the potential impacts of LRT is found in the land use chapter of this plan.

Urban Design Guidelines

The following guidelines will be used by the City in reviewing new development and redevelopment. The overall intention is to maintain the appearance and character of the historic buildings throughout the commercial area, both in the historic core and in the supportive nearby areas.

Buildings

- Buildings should be constructed at a scale consistent with the historic downtown.
- Building heights in the historic core should match those of adjacent structures, with two or three stories being the desired height in that area.
- Maintain as much building line along Mainstreet as practical. Where buildings must be setback, a strongly landscaped edge should be established to maintain some visual line along the street.
- A window line should be maintained in the building facades along Mainstreet.
- All commercial buildings along Mainstreet should have rear entries designed to be attractive, functional, and identifiable.
- All building entries, front and rear, should make provision for the protection of users from the elements by overhangs, recessed doorways, and/or awnings.
- New buildings along Mainstreet should attempt to imitate the window proportions and placement established in the Downtown Overlay District.
- Exterior building colors along Mainstreet should be in the red-brown spectrum so as to be consistent with those of the historic core.

Parking

- The City should continue to monitor and assess the Downtown Parking Plan. The Parking Plan should be utilized whenever development or redevelopment occurs and its recommendations should be continuously pursued.
- Parking lots should be kept small and close to the businesses served. Larger parking lots should have visual breaks of four-season landscaping treatments.
- Parking areas directly abutting the rear of commercial buildings should be paved and landscaped. These spaces should be reserved for customers and not occupied by employees. Emphasis should be placed on easy and pleasant customer use in all seasons.
- All parking lots should have perimeter landscaping consisting of trees and shrubs selected to withstand the harsh conditions.
- All parking lots must be paved with asphalt or concrete and properly maintained, striped, and landscaped.
- Wherever possible, east-west rear alleys should align with one another so that circulation parallel to Mainstreet is promoted.
- The exterior design of any new parking ramps should be supportive of the appearance of the Downtown Design Overlay District. No parking ramp should be allowed to abut Mainstreet.

Identity

- Downtown Hopkins will continue to be identified through entry monuments, street lighting, and street landscaping.
- Continue to emphasize the link between the eastern and western portions of Mainstreet. The focus in the western area should be on the expansion of traditional downtown businesses and on improving the appearance of existing automotive repair service businesses.



Future Parking Needs May Require Construction of an Additional Parking Ramp



Figure 5.1 - Downtown Area Land Use Plan

Chapter 6 - Housing

Introduction

Overview

Hopkins is a well established, complete community with a traditional downtown area and neighborhoods containing a variety of housing types. Although many people think of downtown Hopkins when they think of the City, the residential neighborhoods are a strong contributor to the overall character of the community. Hopkins' neighborhoods contain housing that ranges from traditional single-family homes on smaller, narrow lots to larger, more expansive homes on heavily wooded lots in excess of one acre. Multi-family housing consists of a variety of forms from townhouses to apartments to more contemporary loft units. In recent years, Hopkins has seen significant construction in downtown housing with the east end of Mainstreet becoming a strong residential node.

Although Hopkins is classified as a fully developed community, its housing stock will continue to evolve and change. Over the next 10 years (2020), the City of Hopkins is projected to add an additional 300 households with 200 more households expected by 2030. Most of this growth will occur as a result of redevelopment, both in and around the downtown area and on sites along some of the major roadways like Excelsior Boulevard, Shady Oak Road and Blake Road.

Market Response to Housing in Hopkins

Despite the aging of much of Hopkins' housing stock and the shortage in older units of some contemporary conveniences, houses historically have sold relatively quickly in Hopkins. In 2000 the Census reported a vacancy rate of approximately 2 percent for the entire community; however, the City is keenly aware that the size and design of many Post-War houses, combined with the physical deterioration that can occur in such units over time, can produce a downward spiral of conditions, values and market response.

Hopkins has a number of positive attributes that contribute to the desire to maintain properties and to expand and modify existing homes



Single Family Home

to meet more contemporary marketplace needs. The City's location has convenient accessibility to major roads, transit routes and off-road bicycle trails; numerous job opportunities in the City and surrounding area; excellent schools; and abundant social and cultural amenities contribute to keeping the housing market strong. Past comprehensive plans have emphasized the need to keep Hopkins' housing marketable. This plan will continue to emphasize and expand upon this directive.



Residential Rehabilitation Loan and Grant Program

Hopkins has a long history of using loan and grant programs to further housing goals. In response to the need to promote private reinvestment in the aging housing stock, the City has been administering a program of grants and loans to owner-occupants with lower incomes. For the past 35 years, this program has assisted in the improvement of over 300 housing units in all parts of the City. The program is funded by the City's share of County administered Community Development Block Grant funds.

Hopkins has also fostered housing innovation. It pioneered housing improvement districts that required special legislation. Setting up the State's first housing improvement district allowed the city to implement major improvements to a townhome development and two condominium developments in the Westbrooke area, reversing a decline in housing quality and stabilizing the neighborhood as a desirable residential area.

Development Standards are Supportive of Housing Choices

The Hopkins Zoning Ordinance has been continually modified over the years to support and implement the housing initiatives identified in the Comprehensive Plan. The current Zoning Ordinance includes five districts that allow detached housing on parcels ranging in size from 6,000 to 40,000 square feet. Five other districts allow attached housing including duplexes, four-unit buildings, townhouses, and apartments at densities ranging from 3,500 to 1,000 square feet of lot area per unit (12 to 43 dwelling units per net acre). The R-4 and R-5 districts allow for very urban densities with minimal amounts of open area. This type of development has proven popular in many communities throughout the Twin Cities Metropolitan Area.

Housing Construction

Although the City is considered fully developed, over 400 new housing units have been built in Hopkins since 1990. Many of the new units have been created through redevelopment efforts including projects such as The Oaks of Mainstreet, Marketplace Lofts, Oakridge Place and The Summit. Other projects such as Marketplace & Main are poised to begin construction as soon as market conditions improve. The impact of these projects on the image of the City has been profound. Hopkins now offers the attraction of urban style housing choices within a compact, historical downtown area. This is exactly the type of environment that many suburban communities today are trying to emulate. In Hopkins, the fit of housing, jobs and the availability of goods and services occurs in a very genuine way. The community has a rich character that cannot be duplicated by new communities that are constructed at one point in time. Accordingly, Hopkins will remain a desirable location for the private marketplace to continue to seek opportunities for redevelopment that fit into the existing fabric of the community.

A Guide for Future Housing Initiatives

The housing section of the Hopkins Comprehensive Plan is intended to help guide the changes that lie ahead. It contains overall goals, an analysis of past trends, the identification of current issues, a plan for future housing, and strategies and implementation methods to guide future decisions. At its core, the housing plan focuses on two primary themes: 1) ongoing maintenance of existing housing and 2) opportunities to add new housing as a part of future redevelopment efforts.



Marketplace Lofts



Regency Townhomes

Goals

A set of overall goals provides a framework for housing initiatives in Hopkins. Pertaining to housing, the City of Hopkins seeks to:

- **Retain and enhance detached single-family homes.** Hopkins has a high percentage of multi-family housing. Most of the housing constructed in the future will also be multi-family due to locational and economic considerations. The city will generally continue to protect existing single-family neighborhoods from redevelopment and undue encroachments to maintain a variety of housing types.
- **Continue to emphasize housing maintenance.** Much of Hopkins' single-family and multi-family housing is at least 40 years old. Due to the age of the structures, emphasizing ongoing maintenance will be critical to maintaining and enhancing real estate values and keeping neighborhoods desirable in the eyes of future home buyers.
- **Take advantage of redevelopment opportunities to provide new housing choices for the community.** Redevelopment has created exciting new housing opportunities in recent years and future projects will offer even more choices. Of particular note is the current plan to expand light rail transit to serve southwestern Twin Cities suburban communities. The Southwest LRT line passes directly through Hopkins creating redevelopment opportunities at and around three potential station locations.
- **Encourage the development of owner-occupied housing.** Hopkins has a high percentage of rental housing. To maintain overall housing diversity, the city encourages new housing to be owner-occupied where feasible.
- **Continue to strive for a mix of housing that accommodates a balance of all housing needs.** The current supply of housing in Hopkins provides opportunities for people in all stages of the housing life-cycle. Hopkins' current housing stock also addresses a wide range of income levels. Entry level opportunities exist in the supply of rental housing; more affordable units are also available for first-time home buyers. Existing neighborhoods offer opportunities for move-up housing, and the needs of seniors are addressed in a number of subsidized and market rate housing choices. Support services for seniors in the form of assisted living and long-term care opportunities also exist in the community.

Analysis of Housing Stock

Household Characteristics

The housing stock in the City of Hopkins is described by the follow-

ing data from the 2000 U.S. Census Bureau. A household in Hopkins includes all the people who occupy a housing unit as their usual place of residence. The following household characteristics offer another perspective on the characteristics of people living in Hopkins:

- 45 percent of Hopkins' households is family households (see Table 6.1). This compares with 58 percent for Hennepin County and 65 percent for the region.
- The decrease in married couple homes may not be a true depiction of Hopkins since this decrease may be closely associated with the current housing stock. Single-family homes have not significantly decreased over the years. Instead there has been an increase in more contemporary loft style units. These units typically consist of non-family households and would influence the decrease in married couple homes.
- Householders living alone increased by nearly 500 residents between 1990 and 2000.
- 23 percent of all households include children under the age of 18 (see Table 6.2) compared to the region that has 34% of such households.
- 55 percent of Hopkins households is non-family households. This is significantly higher than Hennepin County (41%) and the region (35%).



Single Family Home

Table 6.1 - Household Type (1990 and 2000)

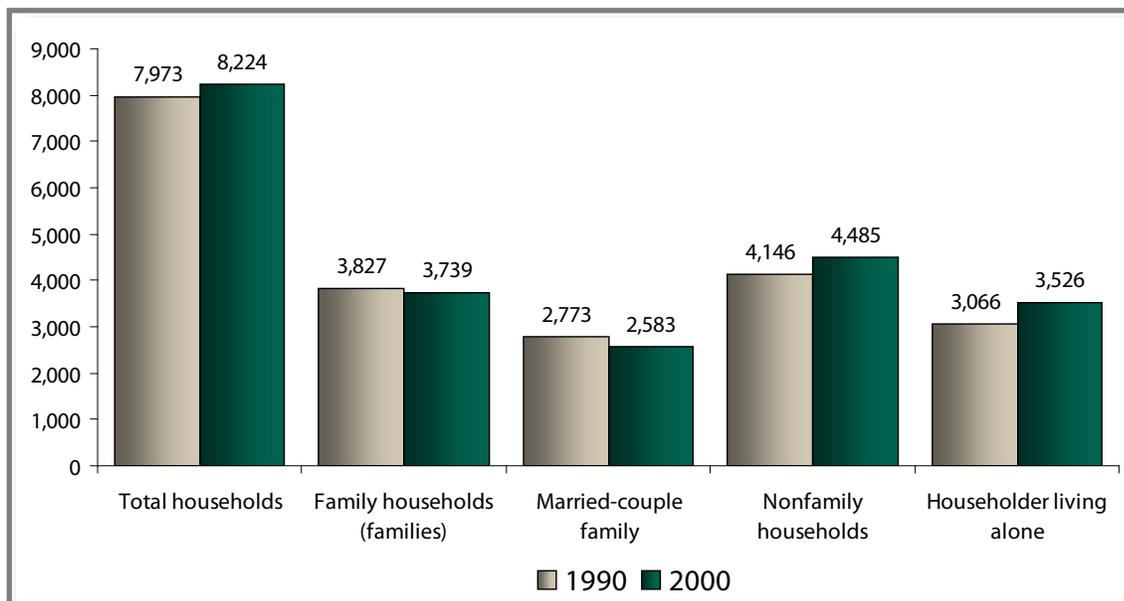
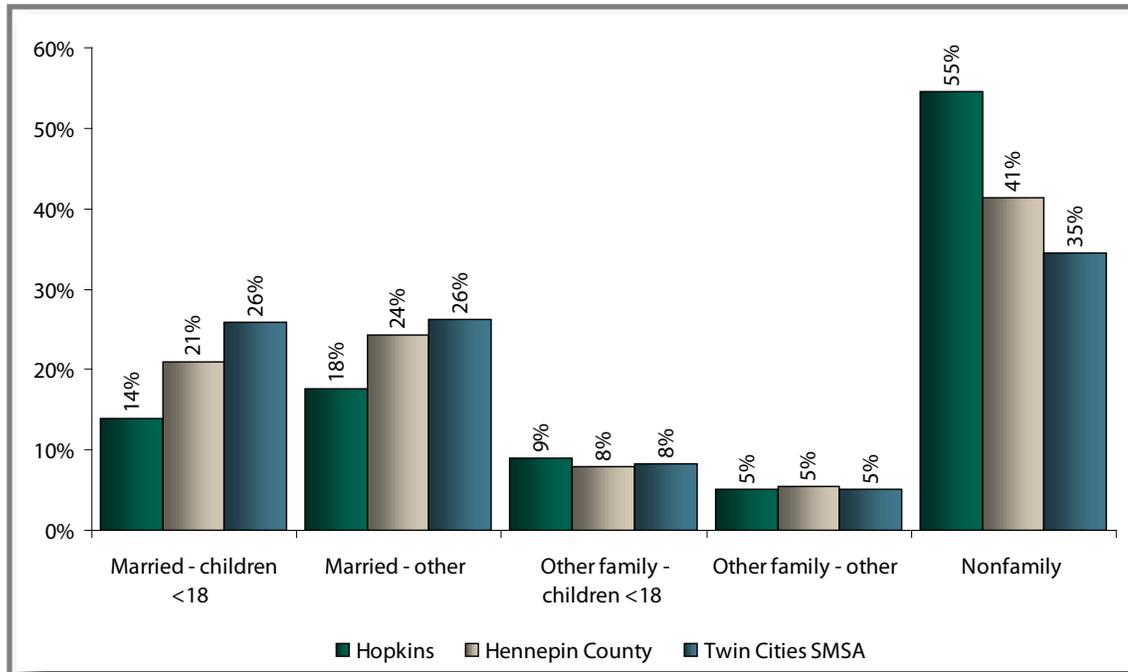


Table 6.2 - Household Type – City/County/Region (2000)



Housing Implications

- The increase in householders living alone may be indicative of a longer-term pattern. If so, it will continue to support a market for multi-family, smaller unit housing.
- The proliferation of households containing a smaller percentage of children under the age of 18 will have an impact on enrollment at local schools, and it may have an impact on the future sales of traditional single-family homes.

Demographics

Communities are continually evolving over time as residents age or move to other communities. Understanding Hopkins’ demographics can provide a telling story about future market needs. The 2000 Census shows a small increase in population since 1990 of about 4 percent (see Table 6.3). By 2030 Hopkins is projected to add an additional 1,000 residents.

Table 6.3 - Age

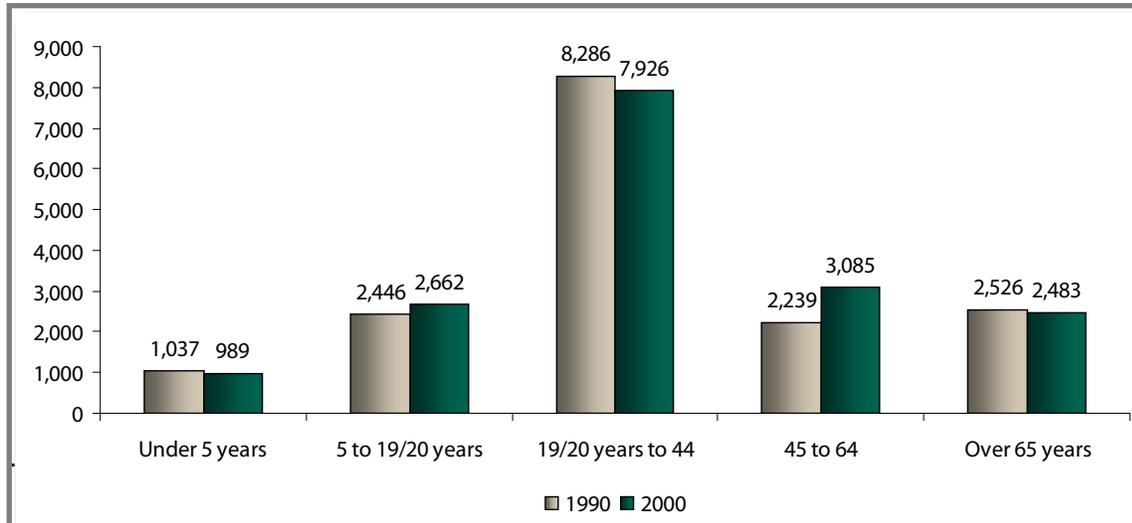


Table 6.4 - Age (2)

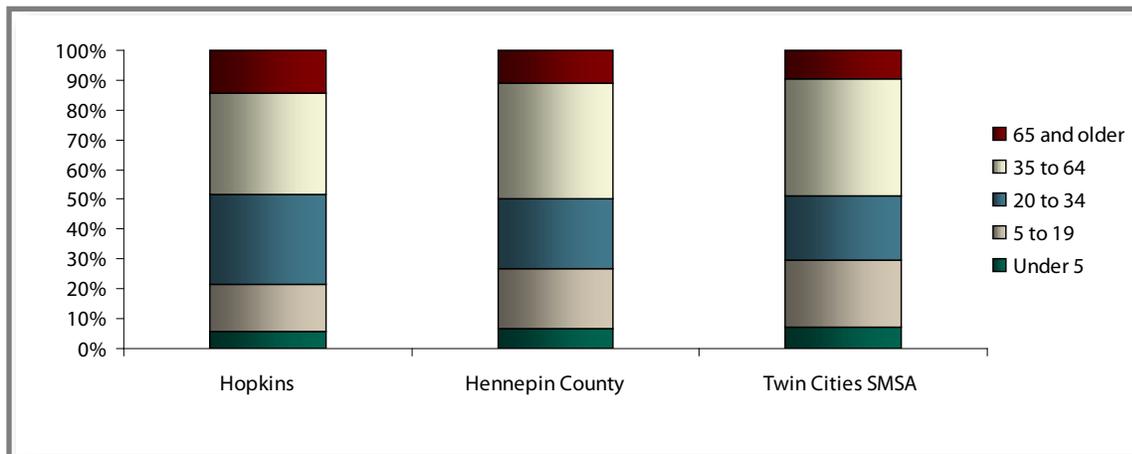


Table 6.4 provides a breakdown of age groups in Hopkins. A typical trend for the region and the state is the aging Baby Boom generation. This age group, typically between 45 and 64, currently makes up 18 percent of Hopkins' population. As this age group continues to grow in size, it may pose several important questions for the community. Is

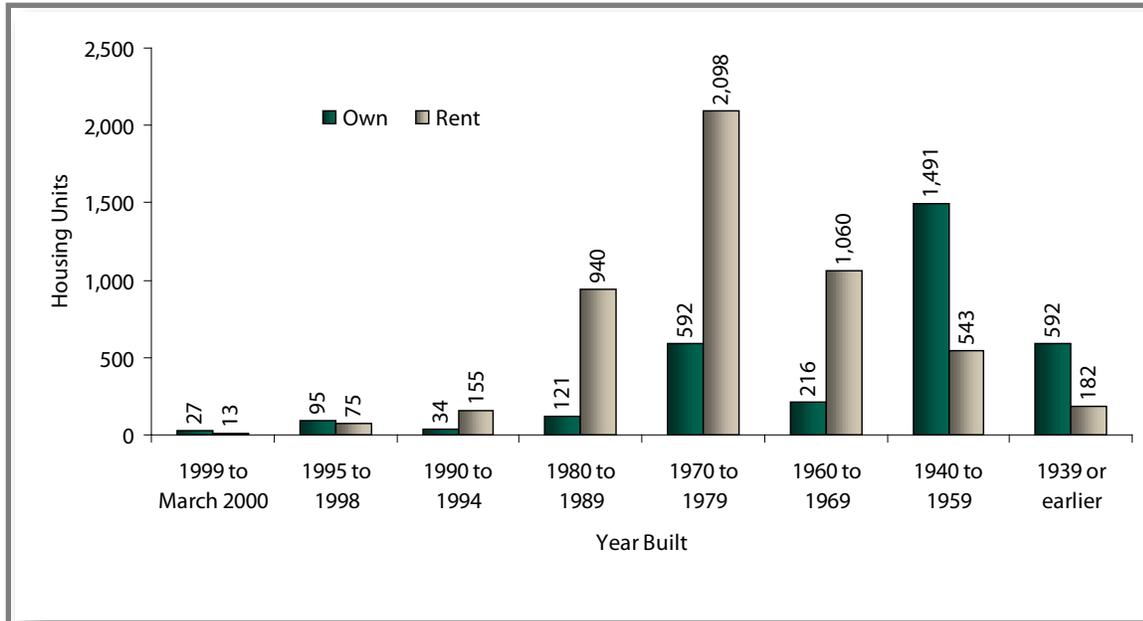
there a diverse housing stock to accommodate an aging population, and are there the necessary services (health services, medical facilities and assisted living) to support the aging population? Providing a diverse housing stock not only gives residents a community to age in place, but options for all income levels.

Demographic Implications

- Changing demographics will impact the existing housing stock. One-level homes will continue to be popular since they better accommodate the needs of an aging population.
- Existing and new housing will continue to need to offer choices for residents to age in place.
- Hopkins and other agencies will continue to see a need for support services for the senior population.
- Since Hopkins is a fully developed community, redevelopment initiatives will be needed to accommodate the projected 1,000 additional residents by 2030.

Housing Stock

Between 1999 and March 2000, 40 new housing units were built in Hopkins (see Table 6.5). A significant number of new units have been created through land redevelopment over the last 5 years, including projects such as Oakridge Place, Marketplace Lofts and The Summit. The focus of the community is now on housing maintenance and redevelopment of blighted and/or obsolete properties. Any new construction will likely occur on infill lots and through redevelopment.

Table 6.5 - Year Structure Built

Overall, the single-family housing stock in Hopkins is in good condition. In some cases, small concentrations of deteriorated multi-family housing exists. Although the older units located between Downtown and TH 7 and in South Hopkins need more ongoing maintenance due to age, there is apparent pride in ownership of these single-family structures, and they are generally well maintained.

A large portion of Hopkins multifamily units were built in the 1970s (Table 6.6) and lead to concerns about deterioration and deferred maintenance issues. Proper maintenance of these units is a strong interest of the City. The City does have standards for the maintenance of rental housing that go beyond the Building Code. The provisions of the code require periodic inspections of rental units and repair of identified deficiencies.

Housing Stock Implications

- Efforts will need to focus on programs and initiatives that encourage the maintenance of the existing aging housing stock.
- Generally single-family and multifamily units constructed 40+

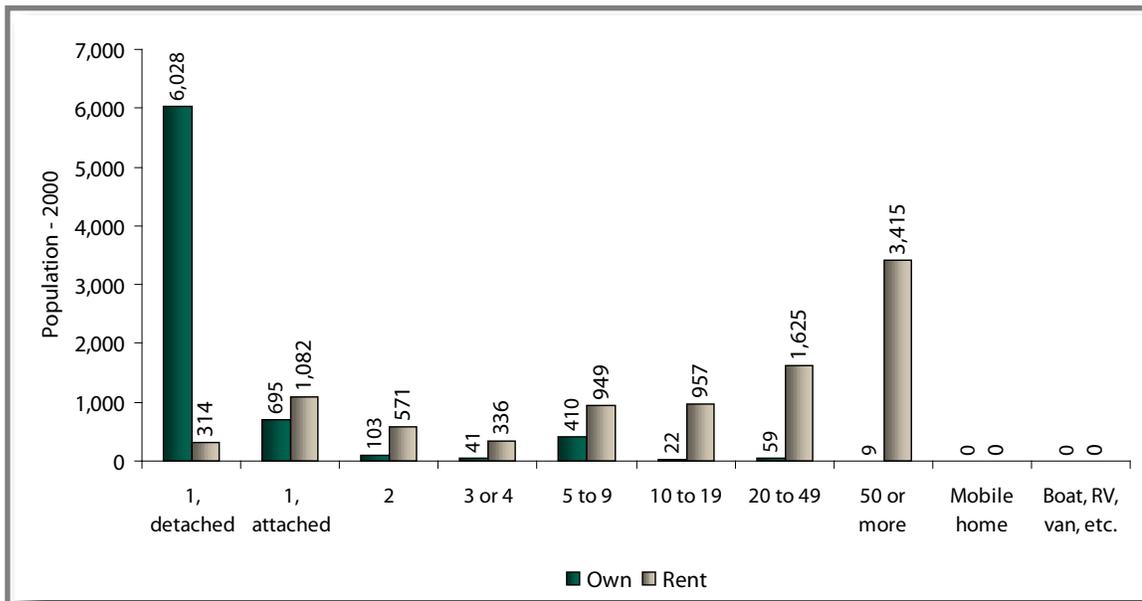
years ago begin to approach an age where continual maintenance improvements are needed. The City may need to find creative ways to encourage homeowners and landlords to conduct maintenance improvements.

- The City will need to continue to seek outside programs that assist in the maintenance and enhancement of the existing housing stock.

Tenure

One of the unusual facts about the Hopkins housing stock is the high proportion of renter-occupied units compared to owner-occupied units. According to data from the 2000 Census Bureau, 62 percent of the housing in Hopkins was renter-occupied and 38 percent of the units was owner-occupied (see Table 6.6).

Table 6.6 – Housing Type and Tenure (2000)



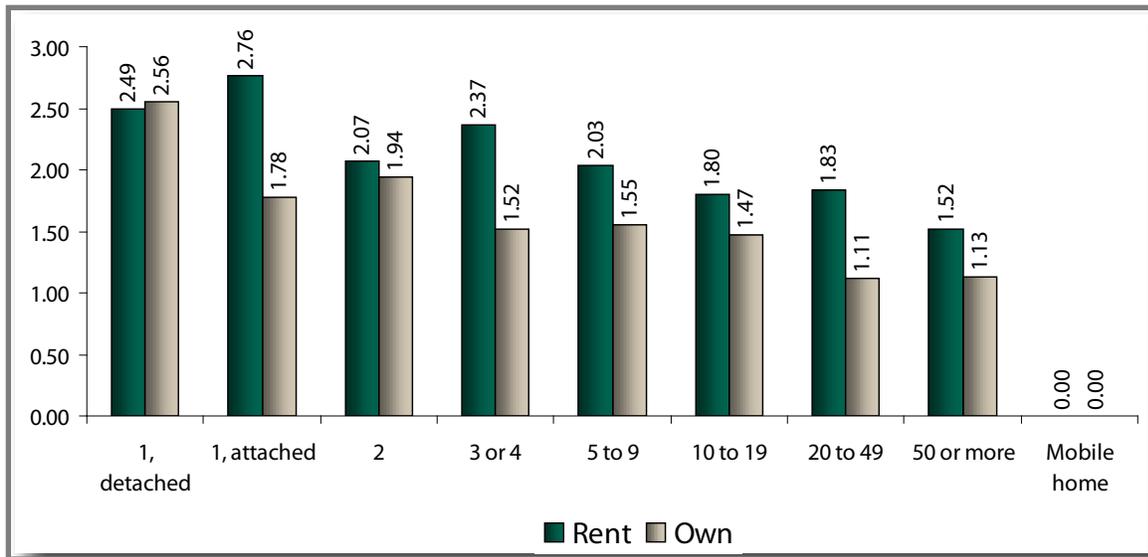
The Census also reports the population living in various types of housing. This data can be used to calculate the average number of people living in different housing types. Table 6.7 compares average population by housing type and tenure (own or rent). This data provides some interesting observations about housing in Hopkins:

- There is a large rental population; however, there is also a signifi-

cant amount of single-family homes that are owner occupied. Hopkins offers a diverse housing stock that allows residents to own single family-homes or rent multifamily units.

- Structures with 3 to 49 units are primarily occupied by one and two person households.

Table 6.7 - Population Per Housing Type and Tenure (2000)



Tenure Implications

- Hopkins will continue to have a large number of rental units, making turnover a potential issue.

Household Income

Income influences many aspects of a community. Income provides consumers the ability to acquire housing (own or rent) and purchase goods from local businesses. According to the 2000 Census, 27 percent of Hopkins’ homeowners was spending more than 30% of their household income on housing costs (see Table 6.8). This is 9 percent more than the Twin Cities average of 18 percent. 36 percent of Hopkins’ renters was also spending more than 30 percent of their household income on housing costs. (see Table 6.9).

Table 6.8 - Selected Housing Costs as % of Household Income (2000)

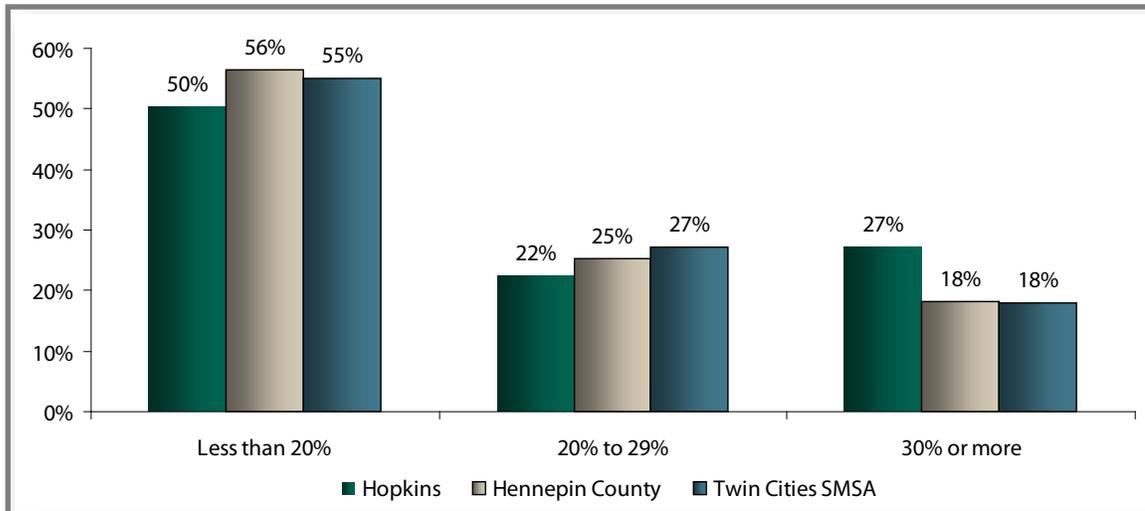
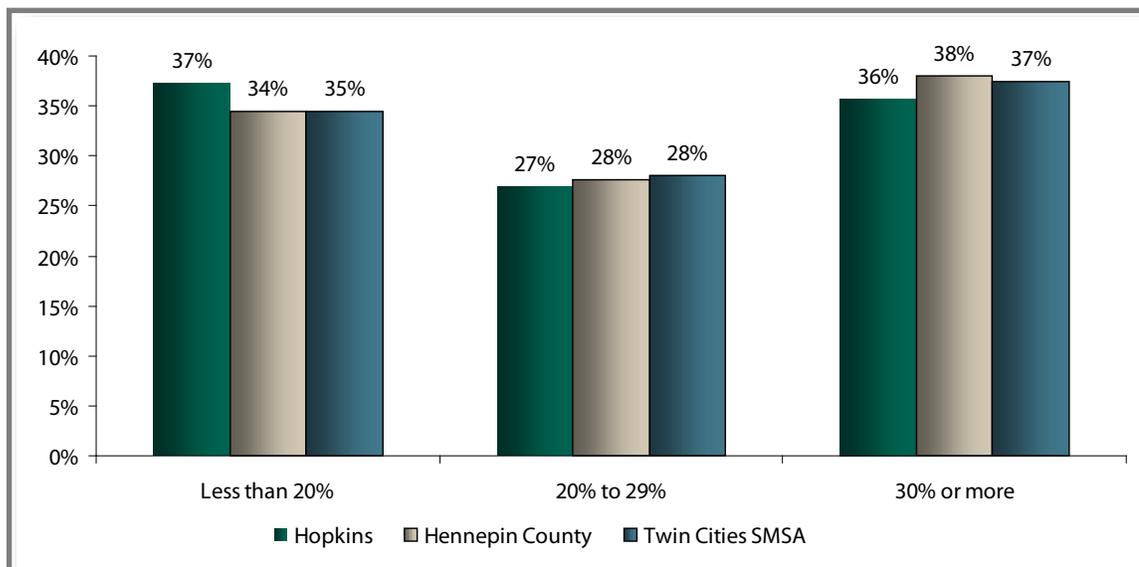


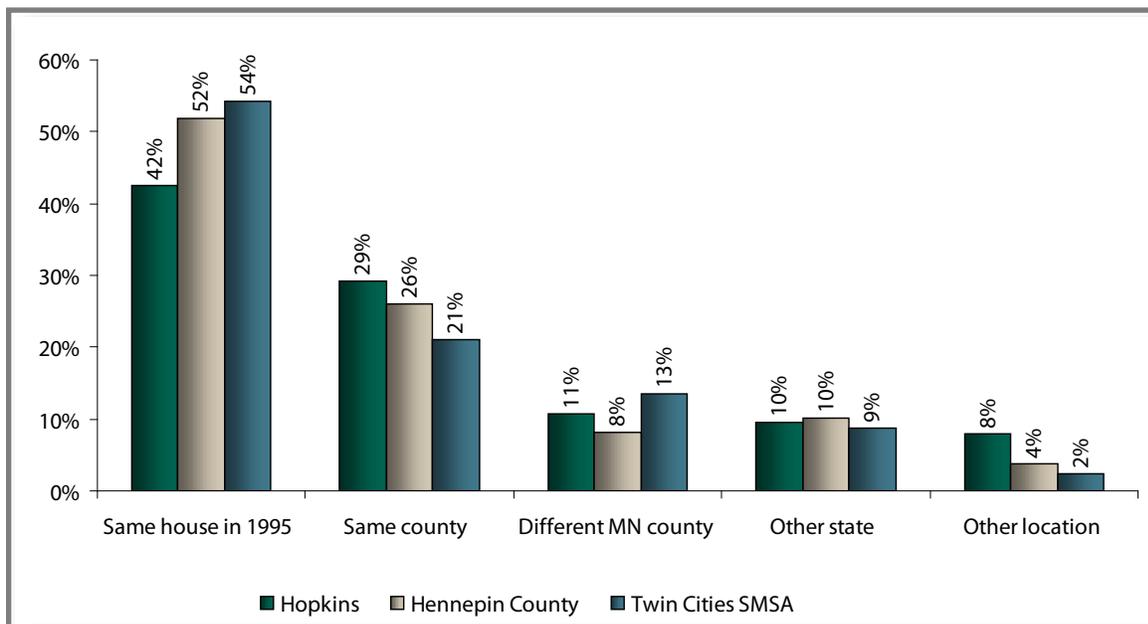
Table 6.9 - Gross Rent as % of Household Income (2000)



Regardless of income spent on housing, the City of Hopkins has been relatively successful in retaining and attracting new residents. 42 percent of the population (age 5 and older) lived in the same house in 1995 (see Table 6.10). This compares with 52 percent for all of Hennepin County and 54 percent for the region. The census does not report the portion of the population that moved to a different house within Hopkins during this period. People moving to Hopkins from a different location in Hennepin County made up 28 percent of the 2000 population. This portion of the population is higher than the comparable segments of the County (22 percent) and regional (25 percent) populations.

Hopkins' success in retaining residents is partially attributable to the supply of existing single-family homes. Rental units, however, have been a challenge for the City. There has been a high turnover rate of tenants in some rental units compared to the rest of the housing stock. This issue is a concern for the City, because it can influence a community on several levels. Fluctuations in school enrollment create educational challenges for the Hopkins School District. High turnover rates also influence the overall well being of the community. Retaining residents creates a stronger sense of community and stronger cohesiveness.

Table 6.10 - Residence in 1995 – City/County/State



Housing Income Implications

- Based on current household incomes, portions of Hopkins' housing is affordable.
- Hopkins will need to consider ways to accommodate future affordable housing units to meet Metropolitan Council requirements.
- The City will need to work with other governmental and non-profit entities to help reduce the turnover rate of rental housing.
- The City of Hopkins will need to continue collaborating with the Hopkins School District to assess the social, economic and educational implications of the overall housing supply.

Home Buyers/Renters

The opportunity for purchases by first-time homebuyers in Hopkins is enhanced by the supply of smaller, older homes in Central Hopkins and in other neighborhoods. Parts of the Presidential neighborhoods, Park Valley and Peaceful Valley are also more affordable. Campbell, Hobby Acres and Interlachen Park neighborhoods offer opportunities for move-up buyers. More expensive homes are available in the Bellgrove and Knollwood neighborhoods. The relatively large number of rental apartments and townhouses also offer choices for households who do not wish to or cannot afford to purchase homes.

The Housing and Redevelopment Authority (HRA) owns and maintains 76 dwelling units rented to low-income households. All of the units are located in one building near Downtown. Other subsidized rental units are operated by coops and non-profit agencies not directly affiliated with the City. Overall, 12 percent of the total rental units in Hopkins is subsidized and 7 percent of the Cities total housing stock is subsidized (exclusive of group homes).

A small percentage of low income individuals in Hopkins receive rent assistance through the federal Section 8 Rent Assistance Program administered by the Metropolitan Housing and Redevelopment Authority (HRA). The City of Hopkins currently has 350 households receiving rent subsidies through the Section 8 Housing Program. This program, however, does not fully meet the need for housing affordability in Hopkins or elsewhere, and levels of funding have been reduced annually throughout the past two decades.

Home Buyer/Renter Implications

- Changing market trends will continue to influence the Hopkins housing market.
- The City will need to continue offering and promoting housing assistance programs to facilitate both home ownership and affordable rents.

Housing Affordability

Housing is considered affordable when it consumes no more than 30 percent of gross household income. Families spending more than 30 percent of their income on housing may have difficulty affording basic needs like food or clothing, or handling unanticipated medical or financial expenses.

Affordability in the City of Hopkins is defined by the Metropolitan Council and the U.S. Department of Housing and Urban Development (HUD). Based on the thresholds of these agencies, Hopkins and other metro area communities should focus on providing housing that is affordable to families earning 60 percent of the Twin Cities median family income. Under HUD definitions this translates to a home priced at or below \$152,000. At that price, a family of four who earns \$47,100, which is 60 percent of the Twin Cities median family income of \$78,500, is spending 30 percent or less of its gross income on home ownership.

Rental housing is defined differently than home ownership. The threshold for rental housing is considered affordable to families earning 50 percent of the Twin Cities median family income. The rental threshold for affordable housing for a family of four is \$39,250.

This results in the following affordable rental rates:

- Efficiency Unit - \$687 a month
- 1 Bedroom Unit - \$736 a month
- 2 Bedroom Unit - \$883 a month
- 3 Bedroom Unit - \$1,020 a month



Town Terrace Apartments



Hopkins Arches

In response to affordable housing needs, the Hopkins Comprehensive Plan is required to acknowledge the community's share of the region's need for low and moderate income housing. In January of 2006, the Metropolitan Council released a summary report entitled "Determining the Affordable Housing Need in the Twin Cities 2011-2020." This report not only forecasted the regional need for newly-constructed, affordable housing (2020), but also allocated each community's share of the regional need for the comprehensive planning process. The total need for newly-constructed affordable housing units in the Twin Cities is estimated to be 51,000 between 2011 and 2020.

Based on this report, the Metropolitan Council has forecasted a need of 143 new affordable units between 2011 and 2020 for the City of Hopkins. This number is determined based on a variety of factors such as low-wage job proximity, existing housing stock and transit services. The following is a summary of these factors and the formula used by the Metropolitan Council:

72 Base allocation of the amount of the 300 new housing units which should be affordable (same across the region with minor adjustments).

+66 Low-wage Job Proximity: communities, such as Hopkins, with more low-wage jobs than local low-wage working residents have their share increased by a proportional amount (1.93 ratio).

-9 Housing Stock: 43 percent of Hopkins' housing stock is considered affordable at 60 percent of median income. Since 30 percent is seen as desirable, the community's share decreased by a proportional amount.

+14 Transit Service – Level 2 transit service available results in an increase of 20 percent to the community's share.

143 Total New Affordable Units Needed

It is important to note that the study was concerned only with newly-constructed affordable housing or development actions that consume land. The study recognizes that a portion of low income households will find housing in older, market-rate units that have depreciated in price to maintain occupancy; however, these housing units are not

included in determining the number of units needed. Since Hopkins is a fully developed community, it is assumed the 143 additional units will be achieved through redevelopment initiatives. These initiatives are discussed further in the Land Use chapter.

Housing Plan

Hopkins' Housing Plan identifies strategies and approaches to help meet the identified housing goals which include:

- Retain and enhance detached single-family homes.
- Continue to emphasize housing maintenance.
- Take advantage of redevelopment opportunities to provide new housing choices for the community.
- Maintain a housing supply that responds to changing demographics.
- Encourage the development of owner-occupied housing.
- Continue to strive for a mix of housing that accommodates a balance of all housing needs.

The goals listed above and the implementation actions that follow are intended to ensure long-term housing quality, meet Hopkins' share of the regional need for low and moderate income housing, preserve the integrity of existing neighborhoods, promote housing redevelopment in appropriate areas and continue to provide a mix of housing types that keeps the community viable and competitive.

Neighborhood Preservation

The City regards the preservation and protection of its existing residential neighborhoods as one of its most important actions; therefore, the City will work to protect the integrity and long-term viability of its neighborhoods and strive to reduce the potential negative impacts of nearby commercial or industrial land development through zoning, site plan reviews, and code enforcement.

Long-term stability and growth of neighborhoods are key elements in Hopkins' efforts to remain a desirable place to live and to achieve long-term sustainability. Neighborhoods are more than attractive places to live. The residential sectors of Hopkins provide employees for busi-



nesses, a market for goods and services, and they create an image of the community. Neighborhoods are also a reflection on the community's social and economic standards of living and overall quality of life.

To address neighborhood preservation, Hopkins will:

- Strictly enforce its municipal regulations pertaining to housing and yard maintenance to protect the value and integrity of residential neighborhoods.
- Support housing maintenance through continued administration of applicable programs.
- Continue to enforce its maintenance code for multiple-family housing and rental housing.
- Protect residential areas adjacent to downtown Hopkins from the undue encroachment of non-residential uses.
- Promote the infilling of vacant parcels in and near residential neighborhoods. The redevelopment of existing developed land will be in accordance with uses specified in the Comprehensive Plan.
- Pursue efforts to remove land uses that are inconsistent with the Comprehensive Plan and incompatible with existing residential neighborhoods.
- Enforce high standards for all multiple-family residential development. Factors to be considered in reviewing new housing proposals will include but not be limited to the aspects of building massing, parking locations, access, traffic impacts, landscaping, exterior architectural design, fencing, trash handling, and parking ratios.

Housing Redevelopment

Most of Hopkins new growth in housing will be attributable to redevelopment. Today, there are limited locations in the community where it may be appropriate to allow and encourage housing redevelopment. In these locations, the City has indicated its land use intentions through the Land Use Plan and the zoning regulations. In the future, however, the opportunities for additional housing may be expanded. The planned Southwest LRT line has the potential for significant change including creating additional potential locations for more housing or mixed-use development. Future improvements to Shady Oak Road and possibly Blake Road also have the potential to expand housing opportunities.

In most cases, future housing construction is expected to be the outcome of private market actions. On a case-by-case basis, Hopkins will consider financial participation in housing redevelopment projects when projects provide demonstrable public benefits consistent with this Comprehensive Plan and city redevelopment policies.

To address future redevelopment, Hopkins will:

- Focus on the implementation of short and long-term redevelopment recommendations contained in the land use section of this plan.
- Remain open to the consideration of new housing types and designs that meet the broad spectrum of existing and future residents' needs.
- Work closely with Hennepin County and other agencies on the implementation of the Southwest LRT line.

Housing Assistance

The City of Hopkins has a long history of providing housing assistance for low income, elderly and special needs residents. Due to the age of the City's housing stock, a significant number of rental and owner-occupied units are affordable. Accordingly, Hopkins will continue to provide housing assistance in a targeted manner.

In order to provide housing assistance, the City will:

- Participate in the rent assistance programs of Hennepin County and the Twin Cities Metropolitan Housing Authority and serve as a local clearinghouse for information pertaining to rental assistance.
- Consider using a variety of means to upgrade existing housing to provide a fair share of rental housing for low and moderate income households. Tools may include revenue bonds, tax increment financing, tax abatement and Community Development Block Grants along with other public funding sources as they may become available. The City will also consider partnerships with private and non-profit entities to improve the quality of existing housing and/or ensure that rents remain affordable.



Housing Initiatives

The City of Hopkins will pursue a series of action steps related to the maintenance of strong neighborhoods and the creation of new housing through appropriate redevelopment efforts. The following initiatives will be pursued:

- Continue and/or expand existing housing programs.
- Examine and improve housing maintenance codes and actively enforce these codes.
- Maintain and improve public infrastructure in neighborhoods.
- Monitor the effectiveness of the Truth in Housing Program to ensure that it is helping to maintain and upgrade residential housing stock.
- Encourage the use of rental rehabilitation and single-family housing loan programs offered by various private and public sources.
- Continue to promote first-time home buyer programs offered by outside agencies.
- Continue to promote and offer the Residential Rehabilitation Loan/Grant Program.
- Continually monitor the condition of existing housing units and identify properties that have deteriorated to the point that they may need to be removed and replaced with new housing.
- Aggressively enforce the Nuisance Abatement Ordinance/Housing Code in regard to dilapidated housing units.
- Continue communication and outreach efforts with residents of multi-family housing including working with the Hopkins Apartment Managers Association (HAMA) to ensure that multi-family housing residents are welcomed to the community.
- Discourage the construction of additional assisted living facilities and long-term care facilities. Hopkins has an extensive supply of such uses, which places significant pressure on existing police and emergency medical response services.
- Continue to coordinate redevelopment initiatives associated with the LRT stations.

Additional information on housing programs and actions is included in the Implementation Section of the Comprehensive Plan.

Chapter 7 - Parks, Open Space and Trails

Introduction

Hopkins is a fully developed community with an established park and open space system. From small parks like the Park Valley Playground to community parks like Central Park, public facilities offer diverse activities for residents of all ages. Since there is very little vacant land left in Hopkins, any existing park expansions or new park sites will result from redevelopment activities. It is not likely that redevelopment activities will result in any significant expansion of the existing park system.

Since park expansion and new park construction is not the focus of Hopkins' future park planning efforts, the emphasis will be placed on maintaining and enhancing the existing system. Part of the enhancement of the existing system will focus on expanding existing trail connections. Hopkins is a regional hub of recreational trails. In the future, it may be possible to expand local trails to provide better links to regional trails as well as to connect local park facilities and local points of interest.



Park, Open Space and Trail Goals

A set of overall goals provides a framework for park and trail initiatives in Hopkins. Pertaining to parks and trails, the City of Hopkins seeks to:

- Continue to provide a park and recreation system that satisfies the needs of a diverse population.
- Provide a park and recreation system that supports community identity and serves as a gathering space for community and neighborhood events.
- Provide local links to the regional trail system.
- Establish a trail system that interconnects the city and offers an alternative means of transportation.
- Emphasize maintenance and enhancement of existing parks.
- Continue to collaborate with the City of Minnetonka, the Hopkins School District, Three Rivers Park District and other agencies to provide recreational opportunities for Hopkins residents.
- Utilize the park system to protect natural resources.
- Promote active living and a healthier community through parks and recreational opportunities.

Classification System

Hopkins has a variety of parks that are components of the overall park system. To examine existing parks and to project future park needs, a uniform classification system is used in this plan. The following categories have been established:

- **Classification: Neighborhood Park**

Description: Neighborhood parks are the basic unit of the park system and serve as the recreational focus of neighborhoods. Neighborhood parks emphasize informal active and passive recreation.

Location Criteria: ¼ to ½ mile distance and uninterrupted by non-residential roads and other physical barriers.

Size Criteria: Usually between 5 and 10 acres.

- **Classification: School-Park**

Description: Combining parks with school sites can fulfill the space requirements for other classes of parks such as neighborhood, community, sports complex and special use.

Location Criteria: Determined by location of school district property.

Size Criteria: Variable

- **Classification: Community Park**

Description: Serves a broader purpose than neighborhood parks. Focus is on meeting community-based recreational needs as well as preserving unique open space.

Location Criteria: ½ mile to 3-mile distance and typically uninterrupted by non-residential roads and other physical barriers. Determined by the quality and usability of the site.

Size Criteria: Usually between 20 and 50 acres.

- **Classification: Special Use Park and Recreation Facilities**

Description: Special use park and recreation facilities may be privately or publicly owned. Private facilities can offer either indoor or outdoor recreation opportunities, usually on a membership or fee basis.

Location Criteria: Variable, depends on specific use.

Size Criteria: Variable

- **Classification: Natural Resource Areas**

Description: Lands set aside for preservation of significant natural resources, remnant landscapes, open space and visual aesthetics.

Location Criteria: Depends on resource availability and opportunity.

Size Criteria: Variable

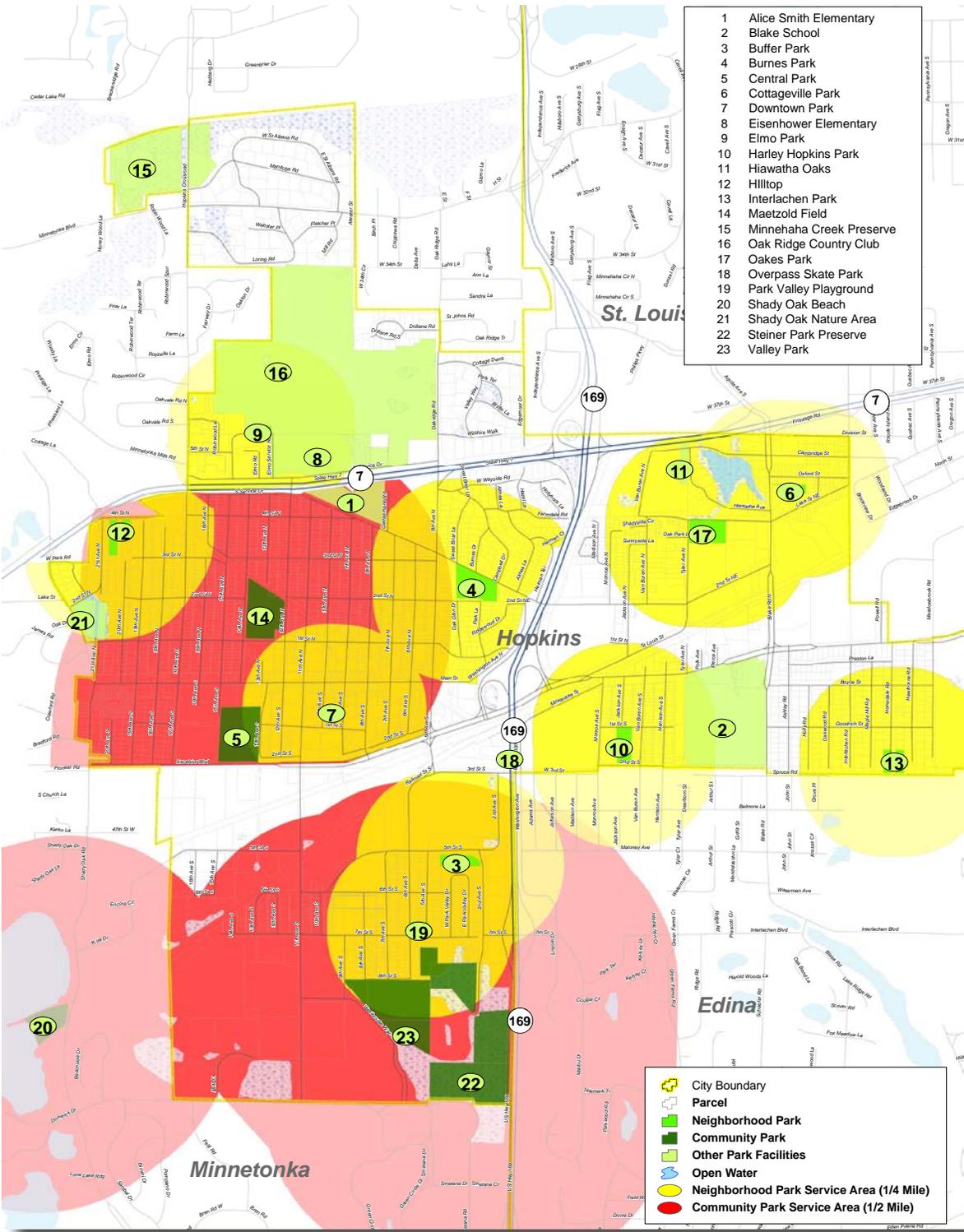
Parks and recreational facilities are typically utilized based on the distance residents are willing to travel to access amenities. The location criteria set above provides general guidelines on the intended service areas a park should serve. Using these guidelines can provide a useful tool when analyzing the existing park system and determining areas that are underserved. Figure 7.1 provides a visual assessment of Hopkins park system and its service areas. Service areas have been mapped for

Table 7.1 - Park System Inventory

Table One: Park System Inventory		Park Name	Size (Acres)	Park Type	Facilities																						
Park Name	Size (Acres)				Park Type	Play Areas	Ball Fields	Open Field	Tennis Area	Outdoor Open Skate	Beach/Shelter	Basketball Courts	Tennis Courts	Soccer Fields	Outdoor Hockey Rink	Sitting Hill	Keatrooms	Volleyball	Football Field	Indoor Ice Arena	Golf Course	Canoe Launch	Archery Range	Community Garden	Track & Field	State Board Park	Synning Beach
Alice Smith Elementary School	9.82	School-Park	•	•																							
Blake School	47.94	School-Park	•	•																		•					
Buffer Park	2.39	Neighborhood Park	•	•																							
Burnes Park	6.32	Neighborhood Park	•	•																							
Central Park	12.32	Community Park	•	•																							
Cottagville Park	1.27	Neighborhood Park	•	•																							
Downtown Park	0.46	Neighborhood Park	•	•																							
Eisenhower Elementary School/Community Center	24.97	School-Park	•	•																							
Elmo Park	0.94	Neighborhood Park	•	•																							
Harley Hopkins Park	2.89	Neighborhood Park	•	•																							
Hiawatha Oaks*	1.83	Natural Resource Area																									
Hilltop Park	2.61	Neighborhood Park	•	•																							
Interlachen Park	2.16	Neighborhood Park	•	•																							
Maetzdold Field	10.10	Community Park	•	•																							
Minnabaha Creek Preserve*	35.14	Special Use Facility																									
Oak Ridge Golf Course	153.02	Special Use Facility																									
Oakes Park	4.91	Neighborhood Park	•	•																							
Park Valley Playground	1.14	Neighborhood Park	•	•																							
Shady Oak Nature Area	6.03	Special Use Facility																									
Shady Oak Beach	5.44	Community Park	•	•																							
Slate Board Park	0.66	Special Use Facility																									
Steiner Park Preserve	33.34	Natural Resource Area																									
Valley Park	82.98	Community Park	•	•																							
TOTAL:	398.63		13	12	10	7	7	6	6	5	5	4	4	4	3	2	2	2	1	1	1	1	1	1	1	1	1

* Denotes a park that is currently undeveloped

Figure 7.1 - Service Area



neighborhood and community parks. Overall the service area analysis shows the City of Hopkins to be well served by its existing system. There are areas for improvement; however, these areas are not likely to see new park construction, unless they are through redevelopment initiatives.

Facility Inventory

Local recreational facilities are provided by a number of sources. Public parks are perhaps the most obvious of these sources; however, parks and recreational opportunities provided by other entities need to be considered in assessing the total park and recreation system. Other entities providing park and recreational opportunities in the Hopkins area include adjacent communities, schools and private facilities (see Table 7.1 - Park System Inventory).

Park System Needs

A tool for analyzing a local park system is the application of a population ratio standard. This standard is expressed as a number of acres of park land per one thousand people and is used to provide a general guideline for the assessment of existing and future park needs. For the Hopkins Comprehensive Plan, a standard of 7 acres of municipal park land per 1000 people has been used as a benchmark for planning purposes. This standard is consistent with a range of standards offered by the National Park and Recreation Association. Additionally, the overall standard has been broken down into the following components:

Neighborhood Park – 2 acres per 1000 people

Community Park/Sports Complex – 5 acres per 1000 people

Standards have not been directly applied to the other classifications used in this plan including school parks, natural resource areas, trails, or private park and recreation facilities. Neighborhood and community park needs can be satisfied in combination with the development of school facilities provided that facilities are available to both groups. Trail corridors are very site specific and are not included in overall acreage calculations because they serve as links between various components

Application of these standards yields the following results:

Assessment of Future Need - 2010 (Population 17,900)					
Component	Existing Acres	Standard Acres	Per Population	Std. Applied to 2010 pop.	Net 2010
Park System	119.22	7	1000	125.3	-6.08
Neighborhood Park	25.09	2	1000	35.8	-10.71
Community Park	94.13	5	1000	89.5	4.63
School Park	-	-	-	-	-
Natural Resource Area	-	-	-	-	-
Private Park	-	-	-	-	-
Assessment of Future Need - 2020 (Population 18,600)					
Component	Existing Acres	Standard Acres	Per Population	Std. Applied to 2020 pop.	Net 2020
Park System	119.22	7	1000	130.2	-10.98
Neighborhood Park	25.09	2	1000	37.2	-12.11
Community Park	94.13	5	1000	93	1.13
School Park	-	-	-	-	-
Natural Resource Area	-	-	-	-	-
Private Park	-	-	-	-	-
Assessment of Future Need - 2030 (Population 18,900)					
Component	Existing Acres	Standard Acres	Per Population	Std. Applied to 2030 pop.	Net 2030
Park System	119.22	7	1000	132.3	-13.08
Neighborhood Park	25.09	2	1000	37.8	-12.71
Community Park	94.13	5	1000	94.5	-0.37
School Park	-	-	-	-	-
Natural Resource Area	-	-	-	-	-
Private Park	-	-	-	-	-

of the park system. Private facilities are also not included in the overall standard because in many cases, they do not have the same longevity enjoyed by public park uses.

Neighborhood Parks

Standard: 2 acres per 1000 people

Comments: Neighborhood parks are recreational facilities that are intended to serve populations residing within a ¼ - ½ mile radius of the site. These facilities typically contain open space areas, which accommodate uses such as field games, court games, play equipment and other uses. Although five acres is generally recognized as a minimum size for neighborhood parks, smaller tracts of land can be used due to natural conditions or in areas where larger land parcels are not available.

Existing Supply/Need: Hopkins currently has ten sites that are categorized as neighborhood parks ranging in size from .5 acres to 6 acres. Application of the recommended standard for neighborhood parks results in a deficiency of 12.11 and 12.71 acres in 2020 and 2030 respectively. The standards indicate the need for additional neighborhood park areas; however, closer examination of Hopkins reveals that the City probably does not need to add park areas to serve existing and future needs. Hopkins contains three public school sites that accommodate neighborhood park needs. These sites along with Alder Park in Edina provide convenient access for all residents. As shown in the service area analysis, almost every home in Hopkins is located within ½ mile of an existing neighborhood park. The only exception is the extreme northern portion of the community lying north of the Oak Ridge Golf Course. This area is completely developed, precluding the potential of adding an additional neighborhood park. If the golf course is ever redeveloped in the future, an additional park site could be acquired at that time. Residents in this area do have the opportunity to access bike routes and local trails via Minnetonka Blvd. that provide access to other local facilities within the City of Minnetonka.

Community Parks

Standard: 5 acres per 1000 people

Comments: Community parks are recreational facilities that serve as

focal points of community recreational systems. As such, they typically provide facilities that appeal to a broad spectrum of users. Activities may include athletic complexes, archery, fishing, nature study, hiking, picnicking and other uses. Community parks commonly contain facilities that are designed to appeal to both active and passive users within one park site. The location of community parks is usually established based on topography and other natural features and on accessibility via the local road network.

Existing Supply/Need: Hopkins currently has five sites that are classified as community parks. They include Central Park, Maetzold Field, Shady Oak Beach, Steiner Park Preserve* and Valley Park. Central Park and Maetzold Field consist predominately of athletic field areas. Both of these sites are used intensively for adult and youth sports programs.

Additionally, Central Park is the home of the Hopkins Pavilion that accommodates indoor ice hockey and indoor soccer. Steiner Park Preserve and Valley Park contain passive and natural areas in addition to active pursuits such as volleyball, basketball and archery. Shady Oak Beach, a facility run jointly with the City of Minnetonka, is an area that accommodates swimming, fishing, water oriented play areas and picnicking.

Application of the standard for community parks shows the city meeting needs through the year 2020. A small increase of 0.37 acres in community park land may be needed by 2030. Because of the developed nature of the community, adding community park land will be difficult; however, two future opportunities exist. The southern portion of Hopkins contains a landfill site that has been closed for a long time. At the present time the site has not been cleared by State agencies for any type of use. As a result, the property is fully fenced and it contains a methane collection system. At some point in the future, the property may become available for public use. When this occurs, the site could be developed as a community park. The second future opportunity involves the Minnehaha Creek Preserve Area that is owned by the City of Hopkins. If it becomes unnecessary to continue to use this property as a public works site, it could be incorporated as a new community park. At this time, the City has no plans to move the public works site. Overall the city is well served by community parks and should continue to meet future needs.



Shady Oak Beach

* Steiner Park Preserve has not been formally named. The property was donated by the Steiner family to the City of Hopkins.

Trails and Sidewalks



Bike Trail on Excelsior Boulevard

Hopkins has a traditional pattern of development that many suburban communities across the country today are trying to emulate. Established main street businesses, high quality neighborhoods, and an excellent park system are all linked by an efficient roadway network. The City also has a strong interest in making all of these areas accessible by non-vehicular means. Accordingly, the Parks, Open Space and Trails section of the plan outlines appropriate locations for trails and sidewalks that accommodate pedestrians, bicycles and in-line skating activities. The purpose of the system is to accommodate recreational pursuits but also to allow people to have access to employment and retail centers without having to use motorized vehicles.

Hopkins is a hub for the regional trail network. At the present time, the City is the location of the junction of the Lake Minnetonka LRT, North Cedar Lake, Cedar Lake and MN River Bluffs LRT Regional Trail. These trail segments follow 27 miles of abandoned railroad beds stretching from Hopkins to Victoria and from Hopkins to Chanhassen. A portion of the trail west of 11th Ave is surfaced with compacted crushed limestone. East of 11th Ave the trail is ten feet wide and paved asphalt. Grades along the trail are generally 5 percent or less, which makes them ideal for biking, walking and running. Three Rivers Park District operates the trail for spring, summer and fall usage. Currently, the park and ride lot along Excelsior Boulevard at 8th Avenue and the Depot Coffee House are used as trailheads. In 2006 both trailheads were improved and expanded.

These regional trails forms a spine that passes through Hopkins, affording easy access to adjacent communities and more distant points of interest.

Connectivity Opportunities

The City has identified a trail plan that accommodates movement throughout the community providing numerous links to the regional trail spine. The system includes a network of sidewalks and off-road bike/hike trails (see Figure 7.2: Park and Trail System). The system is shown on the map entitled Trail Plan.

Other local trails will also be added as road reconstruction projects occur in the future or through other trail improvement initiatives. Some of these major corridor initiatives have been currently discussed in plans. The following summary is intended to help frame anticipated connectivity opportunities and serve as a guide to making trail connection decisions.

Blake Road Corridor

Blake Road serves as a major north-south route on the east end of town. In the past decade, traffic volumes have increased and have posed pedestrian safety issues for the high density neighborhoods to the north and The Blake School to the south. At this time there are no scheduled improvements to address safety, access or mobility issues. The City will continue to coordinate with Hennepin County to address these issues.

Connectivity opportunities may present themselves as redevelopment occurs in light of the proposed LRT station and other redevelopment initiatives. These redevelopment initiatives are discussed further in the Land Use Chapter.

As a result of needed transportation improvements and possible redevelopment opportunities, numerous planning studies have been completed along the Blake Road corridor. Each study has taken into account at some level pedestrian and bicycle movement. The following planning documents can be used, in addition to the Comprehensive Plan, to evaluate connectivity opportunities and serve as a guide to planning decisions:

- Blake Road Corridor Community Assessment
- Blake Road Streetscape Concept
- East Hopkins Land Use and Market Study
- Hopkins Station Area Plan

The Blake Road corridor will continue to be evaluated as pedestrian and bicycle connections present themselves. In addition to evaluating the corridor's needs, the City will continue to explore funding opportunities to assist with pedestrian and bicycle improvements. For instance, in 2008 the City applied for a Hennepin County TOD grant to construct pedestrian-ways along Blake Road north of Excelsior Boulevard.



The Depot Coffee House



Excelsior Boulevard

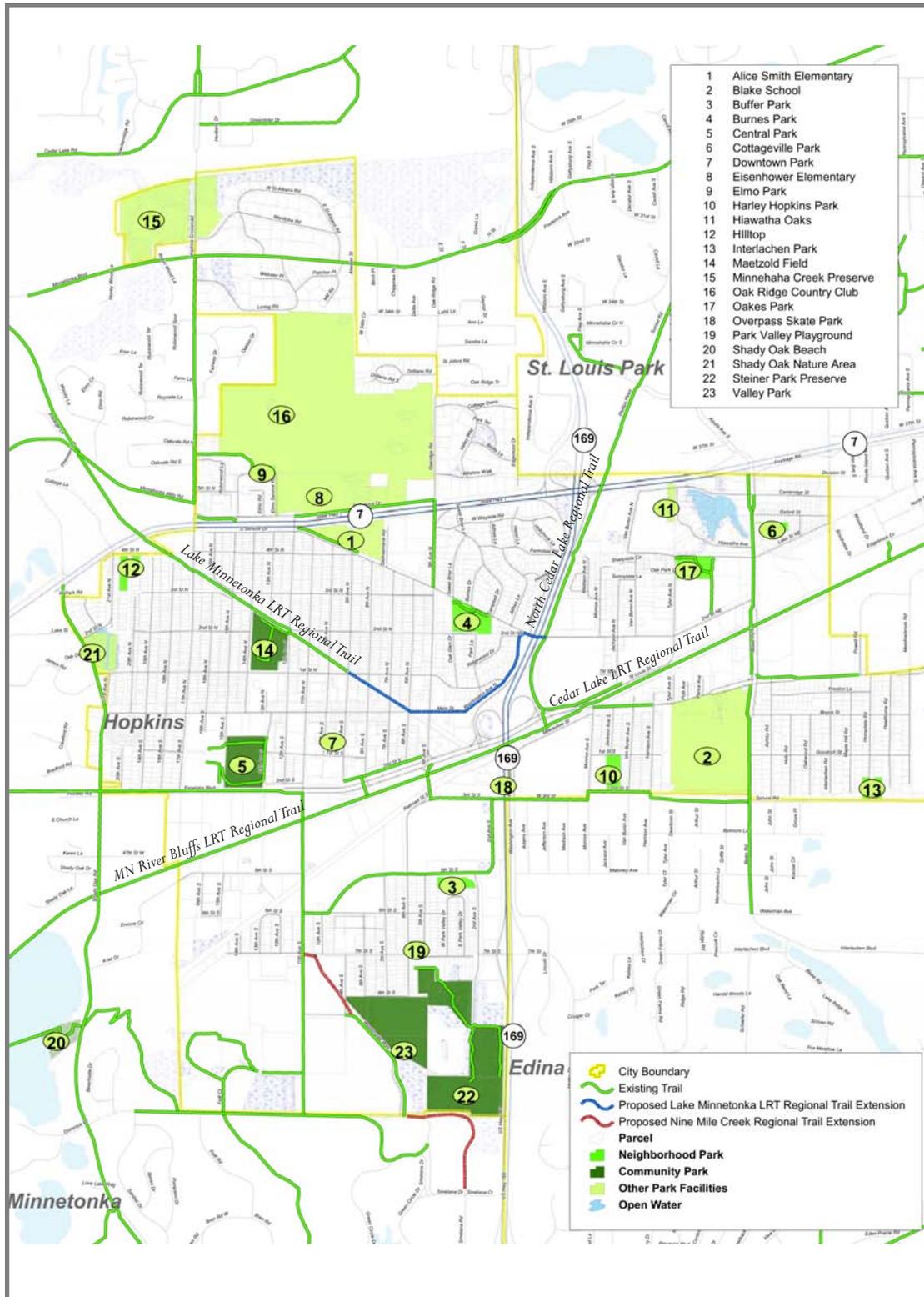


Figure 7.2 - Park and Trail System

Shady Oak Road

Hopkins has been collaborating with the City of Minnetonka and Hennepin County to address safety, mobility and access issues along the corridor. As part of these efforts a preferred roadway alignment has been proposed, along with a pedestrian and bicycle component. Roadway improvements may also provide the opportunity for redevelopment, which is discussed further in the Land Use chapter. Timing for roadway improvements is still being determined at this time. If and when roadway improvements occur and redevelopment opportunities present themselves, the appropriate pedestrian and bicycle components should be integrated.

Excelsior Boulevard

Hopkins has made significant reinvestments to the Excelsior Boulevard corridor. These investments have included boulevards, sidewalks, addressing pedestrian safety issues, city beautification improvements and directional signs. Improvements to the corridor can serve as a model for other pedestrian and bicycle improvements throughout the community.

Hopkins Station Area Plan

The Hopkins Station Area Plan by the IBI Group was completed in October of 2007. The purpose of the study was to develop station area plans for the Shady Oak Road, Downtown and Blake Light Rail Transit (LRT) stations that provide the first elements of a road map to guide future integrated transportation and land use planning initiatives with the city. In addition, this report provides connectivity elements to each station plan. Connectivity improvements to the area will need to continue to coordinate with LRT initiatives.

Nine Mile Creek Regional Trail

The proposed Nine Mile Creek Regional Trail, which would travel east through Edina and Richfield and would connect with the MN River Bluffs Regional Trail and the Lake Minnetonka LRT Regional Trail in Hopkins. Although a preferred regional trail alignment has not been master planned at this point, Three Rivers Park District has worked with the city and others to identify potential corridors in Hopkins.

Recently the City has been facilitating improvements to the creeks corridor that will address erosion issues, failing culverts and potential realignment of the creek. Efforts to improve the creek have been jointly discussed with the Three Rivers Park District. Improvements to the creek will also incorporate segments of the proposed regional trail. Infrastructure improvements to the creek are anticipated to occur in the fall of 2008, with trail work to follow in 2009.

Collaboration efforts will continue between the appropriate agencies to incorporate the proposed regional trail and creek corridor improvements.

Lake Minnetonka LRT Extension

The proposed Lake Minnetonka LRT Regional Trail extension is intended to provide better connectivity to the northern portion of the North Cedar Lake Regional Trail. A current connection can be made by using existing sidewalks, but is not conducive to bikers. The proposed alignment would follow Mainstreet, Washington Avenue North and connect with the North Cedar Lake Regional Trail via 2nd Street NE.

Accommodation of bicycle movement along the route would require on-street bike lanes. The City has no plans at this time to integrate bicycle lanes along this route, but will continue to coordinate with Three Rivers Park District to address future regional connections in this part of the community.

Connecting the Lake Minnetonka LRT Regional Trail with the MN Regional Bluffs LRT and the Cedar Lake LRT Regional Trail may also present itself along 8th Avenue South. Improvements to 8th Avenue South would likely occur in conjunction with redevelopment initiatives associated with the proposed Downtown LRT station. This connection may not be as direct as the proposed extension, but would provide a link between the two regional trails.

Emerging Trends

Hopkins demographics are changing with an aging baby boom population and growing ethnic populations. Regardless of age or ethnicities, there is a stronger desire today to be active; however, with changing demographics, recreational needs and the perception of recreational uses

have changed as well. In light of these changes, recent studies have begun to highlight future desires for recreational needs. One study in particular done by the University of Minnesota's Design Center for American Urban Landscape, titled "People and Urban Green Areas: Perception and Use (June 2003)" begins to highlight some of these emerging trends. These emerging trends are as follows:

Emerging Trends

- Green space that provides activity for teenagers.
- Seniors are more conscious of a healthier lifestyle and are seeking recreational amenities.
- Large gathering areas for cultural celebrations.
- More flexibility with fields to allow for diverse range of games (lacrosse, soccer, rugby, ultimate frisbee, cricket, etc.).
- Community gardens
- The need for ball fields is declining.
- Desire for more corridor-oriented amenities, such as paths and trails.

In addition to these emerging trends, there has been a stronger need to promote active and healthier communities. These initiatives are associated with numerous health concerns and have attracted national attention. One in particular has been the rise in obesity, which has been associated with heart disease and diabetes. Providing recreational opportunities and amenities can help promote a healthier and more active community.

This park plan has identified many of the assets Hopkins has to offer for its residents to live an active lifestyle. In Hopkins' case, the system is well built and residents are well served by its local parks and its trail access to the regional system. As improvements are made and park recommendations are considered, there needs to be an ongoing emphasis on providing for an active and healthier community.

Park and Trail Plan

Based on the analysis information presented previously, input from the public and the Hopkins Park Board and considering the directions provided by the goals that are contained in the plan, the following recommendations are offered:



Overpass Skate Park
(Highway 169 and Excelsior Boulevard)

1. Develop the landfill site and/or the Minnehaha Creek Preserve area as community parks if the opportunity presents itself. Both of these sites have the potential to serve as community park areas. If the landfill becomes available for public use, it could accommodate needed soccer fields and other active facilities. Should the Preserve area become available, it could be used for a combination of both passive and active pursuits. The area adjacent to the creek could be used passively for trails and natural habitat. Other areas of the site could accommodate active facilities such as soccer fields. The City should prepare master plans for both of these potential park sites in order to identify appropriate uses.
2. Work to establish a series of local trails that connect to the regional trails. Incorporate trails as part of all major road improvement projects such as Shady Oak Road, Blake Road and Excelsior Boulevard. Examine higher volume local roadways for potential off-street trail installation.
3. Upgrade and improve all park buildings to ensure ADA accessibility.
4. Coordinate improvements for the Shady Oak Nature Area in conjunction with the pending roadway improvements. Examine the feasibility of installing a trail around all or portions of the pond area.
5. Evaluate the use of open fields, ball fields and outdoor hockey rinks to determine opportunities for flexible uses, such as soccer and lacrosse.
6. Improve lighting and sidewalks to make areas more pedestrian friendly.
7. Continue to coordinate with the Three Rivers Park District to provide regional trail connections via Nine Mile Creek and the Lake Minnetonka LRT Extension.

Chapter 8 - Transportation

Transportation Issues

The transportation network of Hopkins, like the land development pattern, is established and has few opportunities for major restructuring. The planned Southwest Transitway light-rail (LRT) line planned in 2015 represents one significant change. This LRT line will run within the Hennepin County Regional Rail Authority (HCRRA) regional trail right-of-way through the center of the community. Three LRT stations are planned in Hopkins; one at the east end near the Blake Road/2nd Street NE intersection; one near downtown just south of Excelsior Blvd at 8th Avenue; and the third on the west end near Shady Oak Road between the 16th and 17th Avenue alignments and one block south of Excelsior Boulevard. See attached Hopkins Station Area Plan Final Report, October 2007. Reference 11th Avenue South - Southwest Transitway Crossing Study, August 2007.

Issues

- Identify transportation issues and required mitigation actions related to LRT stations and the associated redevelopment. This would be done through additional station area planning efforts and the development of the Draft Environmental Impact Statement.
- What will be the impact of the proposed reconstruction of Shady Oak Road?
- What unexpected impact on local streets, if any, will be caused by the new Cargill corporate campus?
- Several roadways, such as Highway 169, Excelsior Boulevard, and Highway 7, divide the community. What can be done to reduce the divisive effect of those roadways?
- What should be the City's role and response in reducing congestion on the metropolitan highway system?

Transportation Plan

The planned system of major roads in Hopkins is illustrated on the Transportation Systems Plan along with the light rail transit route and station site being identified by the Hennepin County Regional Railroad Authority (see Figure 8.1). No major changes to the road system are planned for Hopkins with the exception of the reconstruction and upgrading of Shady Oak Road by Hennepin County.

Transportation Systems Plan

Traffic count forecasts and number of existing and proposed lanes of principal arterials and A-Minor Reliever roadways are shown below.

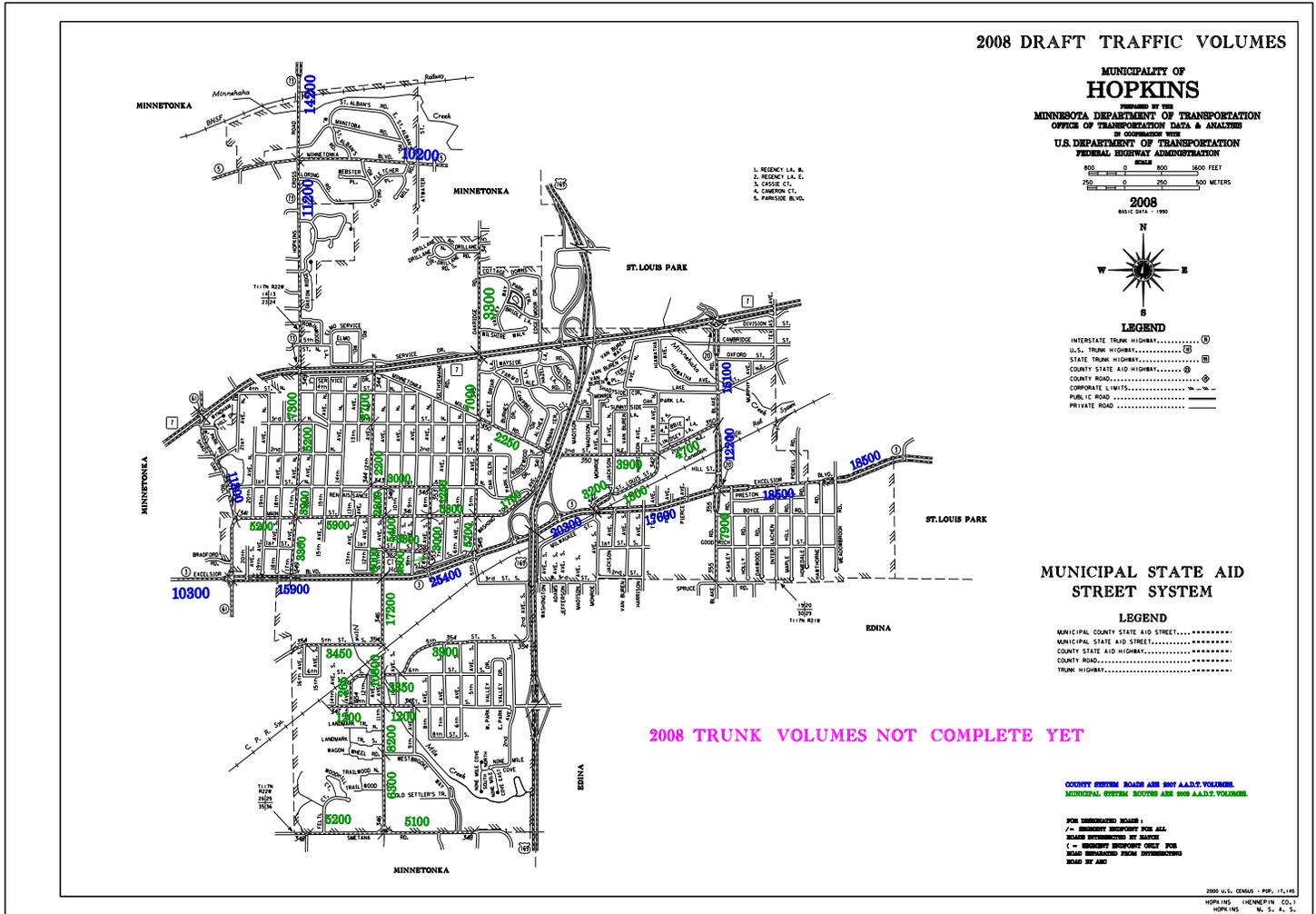
Table 8.1 - Improvements

Road	Class	# of Lanes		Traffic Counts/Forecast	
		Existing	Proposed	Current	2030
MN TH 7	Principal Arterial	4	4	30,500	32,000
US 169	Principal Arterial	4	4	92,000	98,700
CSAH 3	A-Minor Reliever	4	4	25,400	22,900
CSAH 61	A-Minor Reliever	2	4	11,300	13,700
CSAH 73	A-Minor Reliever	2/4	2/4	11,200	12,000
CSAH 5	A-Minor Reliever	2	2	10,200	11,200

The forecasted traffic volumes are taken from the December 2008 update to the Hennepin County 2000 Transportation Systems Plan (see Figure 8.2). These forecasts take into account future Hennepin County road improvement projects, including a projected 2013-2014 improvement to CSAH 61 from Excelsior Boulevard (CSAH 3) to MN TH 7 that will expand this roadway from 2-lane to 4-lane. The forecast volumes also consider construction of the Southwest Transitway and a region-wide assumption that transit trips will double by year 2030. This contributes to the projected volume reduction on CSAH 3. Being a fully developed community, it is reasonable to use the Hennepin County TSP model traffic forecasts.

There are several roadways within Hopkins that currently experience capacity or safety problems. The US Highway 169 and CSAH 61 both experience capacity problems including severe congestion during the PM peak hour. The CSAH 61 problems should be relieved with the proposed expansion from 2 to 4 lanes and realignment of the MN TH 7 intersection to be done with the 2013 - 2014

Figure 8.2 - Traffic Volumes



Hennepin County reconstruction project. Hopkins is participating along with other corridor stakeholders in a US Highway 169 Corridor Study that is looking at ways to construct moderately priced improvements to help relieve congestion. However, current MnDOT budget constraints reduce the likelihood of constructing near-term projects of the scope necessary to improve capacity and relieve congestion.

The CSAH 20/MN TH 7 intersection is at LOS E or F for several movements during the PM peak hour. Additionally, the crash rate for the intersection is twice the average crash rate for similar intersections. MnDOT is planning a 2009 improvement project to modify intersection geometrics and revise the signal system to reduce collisions. This project will improve the pedestrian travel way across TH 7 by eliminating the free right turn lane and frontage road

connection to CSAH 20. However, the safety improvement will also negatively affect intersection capacity for NB to EB right turns - vehicle queues extending south of the intersection on CSAH 20 to and beyond Cambridge Street will persist.

Roadway System Policies

- The City will continue to design and maintain its roads and review site plans according to the functional classification system of roads illustrated by the Transportation Systems Plan in order that they serve the needs of the community and enhance regional efforts to reduce traffic congestion.
- The City will monitor whether excessive non-local traffic uses residential streets and, if so, explore means to minimize it.
- When Hennepin County widens Shady Oak Road, the City will work with the County and the adjacent landowners to ensure that there remain adequate landscaped setbacks along its edge.
- The City will ensure there is adequate multi-modal connectivity at future LRT stations.
- The City will consider alternative methods of funding road improvements, as State legislation allows, to maintain its roadways and also to improve its financial readiness to support necessary Hennepin County road improvement projects.

Travel Demand Management Policies

Travel demand management (TDM) aims to increase the number and proportion of people who share rides and who travel outside of rush hours. These techniques are expected of communities in the metropolitan area served by congested portions of the metropolitan highway system and of cities that have regional business concentrations, both of which include Hopkins. It has been proven to be far more cost-effective to promote TDM and transit than to try to build more highway lanes.

- Hopkins will continue to review the site plans of major new business developments to ensure that they contain provisions for preferential parking for ride-sharing vehicles and consider zoning code changes incorporating TDM incentives and goals for large business redevelopments.
- Hopkins has a mixture of low-and high-density housing and industrial and office businesses which may help reduce travel on the metropolitan highway system by allowing people to live near their place of work. The

Land Use Plan continues that pattern.

- Hopkins will support the Minnesota Department of Transportation (MN/DOT) and the Metropolitan Council efforts regarding ongoing educational programs to encourage ride-sharing, staggered work hours, and off-peak travel. Such campaigns can be most effectively mounted at the metropolitan level.

Transit Policies

Effective use of transit, which is defined as all forms of riding together, can make a significant difference in the level of congestion in certain corridors. Hopkins is currently served by Metro Transit regular bus routes (see figure 8.3), a 56-car MN/DOT park-and-ride lot along Excelsior Boulevard, de-

Figure 8.3 - Bus Map



mand responsive service for the elderly and disabled through Metro Mobility and Hopkins Hop-A-Ride, and the Minnesota Rideshare carpooling program. The Hennepin County Regional Railroad Authority (HCRRA) and Metropolitan Council are planning to build a Southwest Transitway new transit route through Hopkins with three stations within the community. This new transit corridor is currently in the draft Environmental Impact Statement development process with either enhanced bus or light rail as transit options. Hennepin County in conjunction with the partner cities along this new transitway are working to get this project recognized as a needed and justified near-term transit improvement and listed as a “Tier I” initiative in the Metropolitan Council’s Transportation Policy Plan (TPP).

Hopkins is committed to fostering an environment supportive of transit and ridesharing because it recognizes the benefits that good access can have on economic development and general quality of life in this community, not to mention the fuel savings and reduced air emissions.

Regular Route Transit

- The City, through its representatives, will continue to actively participate in the planning and design of the proposed 2015 Southwest Transitway. As of January 2009, the project is in the project planning phase of the project development process outlined by FTA for major transit initiatives. The DEIS scoping summary report is scheduled to be considered for approval by the HCRRA Board on January 27, 2009. The DEIS scope includes four light rail alignment options, an enhanced bus alternative and a no-build option. It is anticipated that the locally preferred alternative will be selected by May 2009. The DEIS is scheduled to be completed by January 2010.
- The City supports the proposed locations for light rail transit stations in Hopkins. Should a light rail transit option be chosen, the City will continue to work with the HCRRA on station planning and design. The station locations are shown on the Transportation System Plan on page 8.3.
- Hopkins will plan LRT stations and transit-oriented developments to ensure an excellent pedestrian environment within 1/2 mile of the stations.
- The City will publicize the accessibility of the LRT stations in the community to promote the use of this new travel mode and also to make the general public more aware of the convenient access to the central city.

- The City will attempt to maximize the connectivity between the proposed downtown LRT station and the central business district, including pedestrian, bicycle and shuttle bus access.
- The City will strive to ensure that parking demands at LRT stations do not negatively impact surrounding residential or business areas.

Metro Transit Bus Service

- The City has worked with the Metro Transit to create new or improved bus waiting stations along its routes through Hopkins, especially along Excelsior Boulevard and in the Downtown.
- The City will review major new developments for the inclusion of bus shelters and pullouts if such sites are along MTC bus routes.
- The City will ensure that there is good public transit service and LRT-feeder bus connectivity at each LRT station.
- Hopkins is within the Metropolitan Transit Taxing District, Market Area II. Service options for Market Area II include regular-route locals, all-day expresses, small vehicle circulators, special needs paratransit (ADA, seniors), and ridesharing.

Demand-Responsive Service

The City will continue to do what it can to facilitate Metro Mobility and Hopkins Hop-A-Ride.

Bicyclist and Pedestrian Policies

Note: Bicycle and pedestrian trail information is also found in the Parks, Open Space and Trails section of this plan.

- The City will attempt to retain The Depot facility as a regional trailhead facility or develop new trailhead facilities near the confluence of the regional trails, as required with the implementation of the Southwest Transitway LRT.
- The City will continue to build pedestrian ways along its collector and certain minor arterial streets to improve accessibility and pedestrian travel safety between residential areas, downtown, parks and the regional trails.
- Hopkins will strive to create excellent pedestrian environments in and around its future LRT stations and TOD areas.
- Hopkins will endeavor, in the near-term, to secure funding for and improve the adequacy and safety of pedestrian accommodations along the

Blake Road corridor from Excelsior Boulevard to Highway 7.

- The City will continue to ensure the safest possible conditions at regional trail street crossing locations.
- The City will support the Three Rivers Park District in its plan to construct the Nine Mile Creek Regional Trail that would run from the MN River Bluffs LRT Regional Trail at 11th Avenue, south along 11th Avenue through Valley Park and southeasterly into Edina and Richfield.
- The City will improve pedestrian and bicycle accessibility between the regional trails and the Hopkins central business district.

Aviation

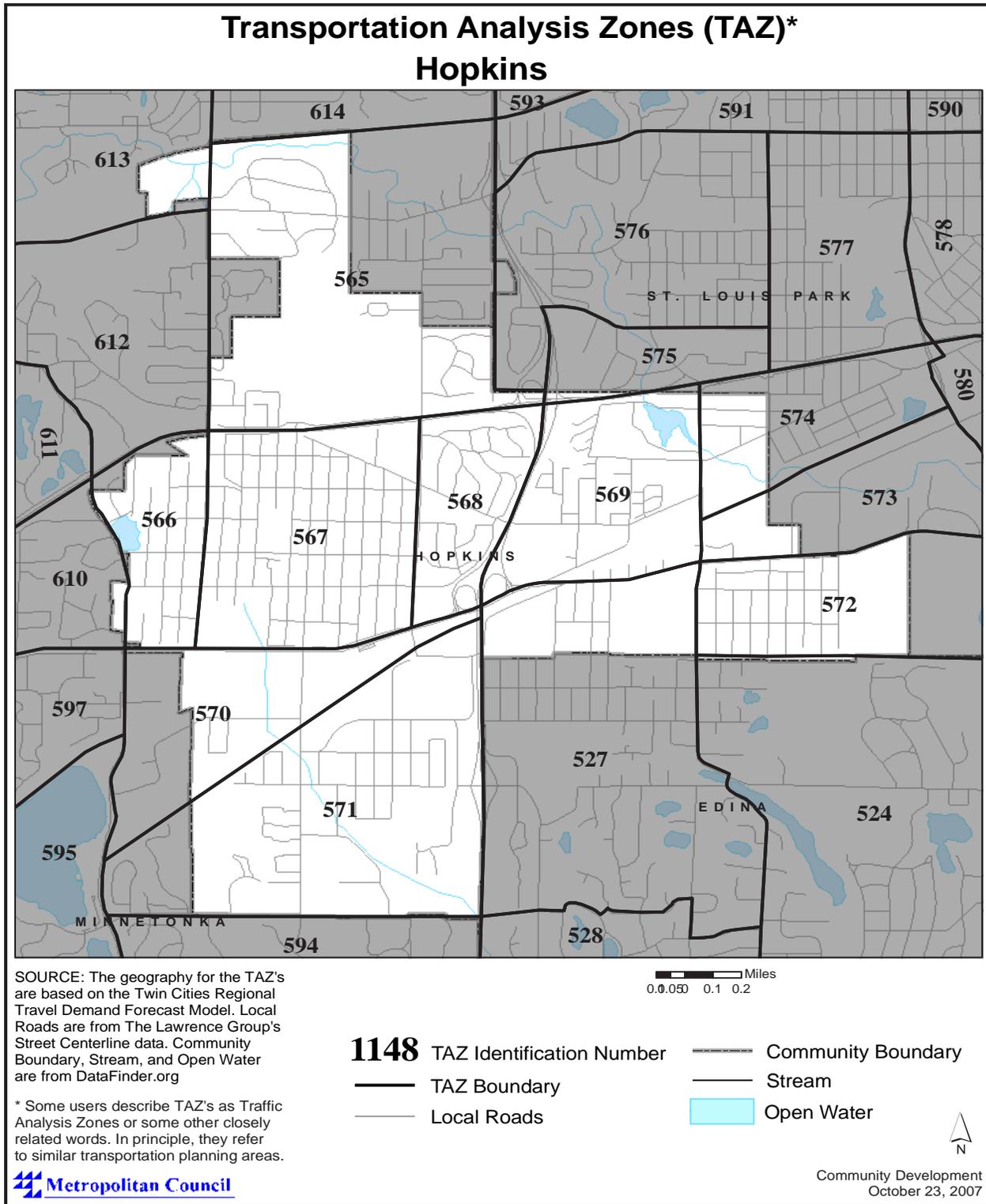
There are no existing or planned aviation facilities within Hopkins; however, the City recognizes that it has a responsibility to include airspace protection in its Update. The protection is for potential hazards to air navigation including electronic interference. Hopkins does not plan and its ordinances do not permit structures of 200 feet or more. Hopkins will notify MnDOT and the FAA using the FAA Form 7460-1 “Notice of Proposed Construction or Alteration” if it receives any development proposals for structures of 200 feet or taller.

2030 Met Council Traffic Analysis Zones (TAZs)

Table 8.2 - Met Council TAZ Data

TAZ	Population			Households			Employment		
	2010	2020	2030	2010	2020	2030	2010	2020	2030
527	239	242	242	103	105	105	300	300	300
565	691	691	691	300	300	300	120	120	120
566	1,147	1,147	1,147	499	499	499	554	554	554
567	4,395	4,420	4,436	2,271	2,286	2,296	3,755	3,814	3,888
568	1,402	1,399	1,395	521	521	521	159	160	161
569	2,994	3,653	3,958	1,532	1,802	1,982	3,358	4,438	5,788
570	-	-	-	-	-	-	3,751	3,776	3,791
571	4,310	4,310	4,293	2,118	2,118	2,118	1,312	1,312	1,312
572	1,368	1,368	1,368	592	592	602	62	77	77
573	637	664	664	265	288	288	59	59	59
574	717	706	706	299	289	289	80	90	100
575	-	-	-	-	-	-	-	-	-
610	-	-	-	-	-	-	90	100	150
613	-	-	-	-	-	-	-	-	-
Total	17,900	18,600	18,900	8,500	8,800	9,000	13,600	14,800	16,300

Figure 8.4 - Hopkins Transportation Analysis Zones (TAZ)



Chapter 9 - Water Resources Management Plan

Introduction

Purpose

The City of Hopkins (City) has developed this Water Resources Management Plan (WRMP) to meet regulatory requirements, and to plan for future alterations in the existing drainage system due to redevelopment activities. The City is within the Minnehaha Creek Watershed District (MCWD) and the Nine Mile Creek Watershed District (NMCWD). The MCWD is in the process of updating its Comprehensive Water Resources Management Plan, and the NMCWD updated its Water Management Plan in 2006. Minnesota Rules Part 8410.0160 states:

- Each local plan must, at a minimum, meet the requirements for local plans in Minnesota Statutes, Section 103B.235, except as provided by the Watershed Management Organization Plan under Part 8410.0110, Subpart 3.
- Each community should consider including its local water resources management plan as a chapter of its local comprehensive plan. Each local plan shall be adopted within two years of the board's approval of the last organization plan that affects local units of government.

The City of Hopkins will continue to work to ensure the City's Goals and Policies and Development Standards are consistent with both Watershed Districts as the Plans and Rules are revised.

The City is completely developed with a mix of commercial, industrial, residential and open space uses. Redevelopment activities within the City are also occurring as the population of surrounding area continues to grow.

Land Use

Location

The City of Hopkins lies in southeast Hennepin County. The City contains 2,760 acres of land and water resources within its corporate boundaries, and is bounded by the cities of Minnetonka, Edina, and St. Louis Park .

Existing Land Use

The existing land use of the City consists of a mix of industrial, commercial, residential, open space, and transportation corridors. Please see Figure 4.1 for the existing land use of the City.

A northern and eastern portion of the City drains to Minnehaha Creek, while the southern portion of the City drains to Nine Mile Creek, both through natural drainage and via storm sewer.

Future Land Use

As previously stated, the City of Hopkins is completely developed. The future land use as defined in the updated Comprehensive Plan is shown in Figure 4.2. The future land use changes will be a result of redevelopment activities. Future redevelopment activities should not have a significant impact on regional storm water systems.

Additional Land Use Control

Shoreland

The City of Hopkins has not adopted a shoreland ordinance. At this time, the Minnesota Department of Natural Resources (MNDNR) does not require a shoreland ordinance, and we do not see the need to implement one in the near future.

Floodplain

The City participates in the National Flood Insurance Program (NFIP). The City administers a floodplain ordinance based upon the effective Flood Insurance Study (FIS) for the City of Hopkins (dated June 16, 1992). There are two flooding sources (Minnehaha Creek and Nine Mile Creek) shown in the FIS. A request for a Letter of Map Revision (LOMR) has been submitted to the Federal Emergency Management

Agency (FEMA) for consideration. This LOMR is for a correction of an inconsistency found in the floodway version of the HEC-2 computer model that had been furnished by the MNDNR in August 1994. The roadway overflow section at 9th Avenue South had not been encroached to be consistent with the floodway width downstream and upstream of the crossing. This correction requires that a 'corrected duplicate model' be prepared and approved by FEMA.

Hydrologic Setting

Regional Climate

The climatology of Minnesota is described in the United States Geological Survey (USGS) Water-Supply Paper 2375 as follows:

Minnesota is affected by a variety of air masses. In winter, the weather is dominated by cold, dry, and polar continental air masses from northwestern Canada. In summer, the weather is dominated by dry, tropical continental air masses from the desert southwest or by warm, moist, tropical maritime air masses from the Gulf of Mexico. In spring and fall, the weather is transitional and is affected by alternating intrusions from these three air masses.

Almost 45 percent (about 12 inches) of Minnesota's annual precipitation is received from June through August, when moisture from the Gulf of Mexico is most available. Only 8 percent of the annual precipitation is received from December through February.

Cyclonic and convective storms are the two major types of storms that bring moisture into Minnesota. Cyclonic storms are large-scale, low-pressure systems associated with frontal systems that approach the State from the northwest or southwest. Cyclonic storms that approach from the northwest are common in winter and produce small quantities of precipitation. Cyclonic storms that approach from the southwest occur in the fall, winter, and spring and can bring substantial quantities of rain or snow by drawing moisture northward from the Gulf of Mexico. Cyclonic storms in combination with unstable conditions can produce severe weather and excessive precipitation.

In late spring and summer, thunderstorms are common. These small-scale convective storms typically form because of the presence of unstable, warm, tropical air near the surface and colder air above.

Floods in Minnesota are of two forms – large-scale floods in late winter and early spring, and small-scale flash floods in late spring and summer. Large-scale floods generally result from a combination of deep, late winter snowpack, frozen soil that prevents infiltration, rapid snowmelt due to an intrusion of tropical air, and widespread precipitation caused by cyclonic storms that approach the State from the southwest. Flash floods result from powerful, slow-moving thunderstorms.

Average annual values for various weather data components for the Hopkins area are listed below in Table 9.1: Average Annual Weather Data.

Table 9.1. Average Annual Weather Data

Weather Data	Value
Annual Normal Temperature	43 °
Annual Normal Precipitation	29 inches
Annual Runoff Depth	4.7 inches
Storm Duration	6 hours
Storm Intensity	1.4 inches per hour
Time Between Storm Midpoints	89 hours

Additional description of the climate of the area is provided in the MCWD Water Resources Management Plan.

Surface Water Resources

Wetlands

The National Wetland Inventory Map shows the location and type of wetlands within the City of Hopkins (see Figure 4.2). In addition to these basins, there are several storm water detention basins within the City limits which provide some of the benefits of a natural wetland basin.

There are four Minnesota Department of Natural Resources (MNDNR) Protected Waters and Wetlands (MNDNR Nos. 27-717W, 27-719P, 27-777P, and 27-779W) within the City. Part of MN/DNR No. 27-084P is located in the northern section of the City. This protected water is also shared by the cities of St. Louis Park and Minnetonka.

Creeks

Minnehaha Creek

Minnehaha Creek is a direct tributary to the Mississippi River. Lake Minnetonka is the headwater for the creek. It is a MNDNR watercourse and flows east at the north end of Hopkins and southeast on the east side of the City.

Nine Mile Creek

The headwater of the north fork of Nine Mile Creek is at the southern edge of Excelsior Boulevard in the southwest portion of Hopkins. Nine Mile Creek flows southeast to the Minnesota River, and is a MNDNR protected watercourse.

Ditches

Much of the surface water is routed through an existing storm sewer system within the City of Hopkins. This includes a system of storm sewer pipes, ponds, ditches, and culverts.

General Drainage Patterns

The City of Hopkins lies within the Minnehaha Creek Watershed District (MCWD) and the Nine Mile Creek Watershed District (NMCWD). The northern and eastern portions of the City drain to Minnehaha Creek, and the southern and central portions of the City drain to Nine Mile Creek. The City has been delineated into about 60 subwatersheds. The City of Hopkins has numerous points of discharge from and to the cities of Minnetonka, Edina, and St. Louis Park.

The City of Hopkins contains several land-locked areas. A land-locked area is one which will not drain naturally on the ground surface. An outlet for each of these areas should be considered to decrease the flooding potential.

Hydrologic Modeling

A HydroCAD™ model has been created for specific studies within the City of Hopkins, but there has not been a hydrologic model created for the entire City; however, detailed hydrologic information for each of the subwatersheds can be seen in Appendix A. The following paragraphs discuss areas of concern in the City.

Central District

Shady Oak Road Duck Pond

An existing pond along Shady Oak Road between 1st Street North and 2nd Street North has been a source for nuisance flooding along Shady Oak Road. No structural damage to residences has been documented. Presently, there is no outlet for this pond and during particular storms the pond will overflow onto Shady Oak Road. The Duck Pond receives runoff from both the cities of Minnetonka and Hopkins.

According to the Water Resource Management Plan for the City of Minnetonka, the Duck Pond can discharge 11 cfs to the City of Minnetonka through a 21-inch pipe culvert, with the remaining water discharging to the City of Hopkins.

Several concept designs were considered, but the preferred option as directed from City staff is to construct a gravity outlet.

This concept design includes two outlets for the pond, one that will discharge to Minnetonka and the other that will discharge to Hopkins. The Minnetonka outlet will be a 21-inch pipe that discharges to a wetland west of Shady Oak Road. The Hopkins gravity outlet will be through storm sewer on 1st Street North and down 18th Avenue North, which drains to Nine Mile Creek.

This project has been included in the Capital Improvement Plan. A formal feasibility study should be completed for this area to further define the issues, design options, and construction costs.

Van Buren Area

The Van Buren Area Drainage Study was completed by SEH in February 2004. The Minnehaha Creek Watershed District Engineer also completed a technical memorandum regarding this area. The purpose of both studies was to review storm water plans for the Plantation site, and to determine the effectiveness of replacing two 48-inch CMP culverts under Van Buren Avenue that ultimately drain a large drainage area, including Area 8 as mentioned above. The MCWD Engineer recommended replacing the two culverts due to the condition of the culverts. The ends are damaged and are nearly submerged during dry weather. According to the memorandum the culverts contain a foot or more of sediment. The City replaced these two culverts in the summer of 2007.

Southern District

Thermotech

The Thermotech building is located south of 5th Street South and west of 11th Avenue, and has experienced flooding problems in the past. These flooding problems include nuisance flooding of the parking lot, potential car flooding, and loss of use of the parking lot.

Approximately 140 acres of land drain to the low point west of the Thermotech building, which includes land in the City of Hopkins and the City of Minnetonka. There are two constructed storm water detention ponds upstream of the Hopkins corporate limit which capture most of the runoff from the City of Minnetonka. Outflow from the ponds enters a marsh area in Hopkins along the SOO line railroad tracks, and flows northeast. An existing 12-inch pipe allows high water in the marsh area to drain into Nine Mile Creek.

Much of the area will be flooded in a 100-year event. A proposed outlet for the marsh will reduce the high water levels near the existing buildings during a 100-year storm event that does not coincide with a 100-year flood on Nine Mile Creek. An improvement method considered to date included the excavation of additional storage in the ponds, surface restoration, and a 36-inch or 42-inch pipe. The ponds were reconstructed several years ago. The box culvert under the railroad tracks, along with the 36-inch stub for Thermotech has also been constructed. The construction was completed in 2000.

The following table is a list of important studies that have been completed in the City of Hopkins. For additional information, please see the listed studies and reports in Table 9.2: Summary of Water Resources Studies and Feasibility.

Table 9.2 - Summary of Water Resources Studieseasibility

Study Name	Study Type	Prepared By	Date
Oak Park Land Townhouses Flood Evaluation Calculations	Letter	RCM	July 1992
Hopkins Plaza/Hopkins Home Center Storm Water	Feasibility Report	RCM	July 1997
6th Avenue North and 3rd Street North Intersection	Feasibility Study and Report	RCM	November 1997
Nine Mile Creek Bank Stabilization/Sediment Removal	Feasibility Report	RCM	December 1997
Area 2 Hilltop Park, Area 3-Alley Between 17th and 18th Avenues North, Area 4-13th Avenue North-Maetzold Field	Feasibility Report	RCM	March 1998
Area 5 - Alley between 8th and 9th Avenues North	Feasibility Report	RCM	September 1998
Super Valu Redevelopment	Drainage Calculations	Westwood Professional Services, Inc.	September 1998
Van Buren Avenue Drainage Study	Drainage Study	SEH, Inc.	January 2004

Design Criteria

Design Storm

The 24-hour duration, Natural Resources Conservation Service (NRCS) Type II rainfall distribution with average soil moisture conditions (AMC-2) will be used for overall subwatershed planning within the City of Hopkins. The rainfall depths for storms associated with various return periods is shown below in Table 9.3: Rainfall Depths for 24-Hr Event. This criterion is consistent with the MCWD Water Resources Management Plan, the NMCWD 509 Plan, and guidance from the NRCS. More recent data developed by Huff and Angel (1990) vary somewhat from these values.

Table 9.3 Rainfall Depths for 24-hr Event (USWB TP-40)

Return Period	Rainfall Depth (inches)
1 - yr	2.3"
2-yr	2.7"
5-yr	3.5"
10-yr	4.1"
50-yr	5.3"
100-yr	5.9"

Rain Gages

The City of Hopkins has a rain gage on the public works building. There are four other rain gages in the surrounding area that can be used to obtain rainfall data; the Minneapolis National Weather Service Station and the cities of Crystal, St. Louis Park, and Eden Prairie have rain gages. The National Oceanic and Atmospheric Administration (NOAA) also has stations in the cities of Mound and New Hope.

Land Collection System

The minimum design storm for the future local collection system evaluation and design will be a 10-year return period event. Design of local storm sewer systems will generally be designed using the Rational Formula.

The choice of a design storm is largely an economic rather than a technical decision. The City should deliberately consider the level of service desired when it chooses the recurrence interval used in any construction project. Additional rainfall probability data are included in Appendix A.

Other City Requirements

Any new construction of development has the potential of increasing runoff rates and volumes.

The development or redevelopment must include facilities to provide water quality treatment and control runoff at existing or reduced rates. Variances from plan standards will be allowed if computations that demonstrate no adverse upstream or downstream effects will result from the proposed system can be provided to the City Engineer. A description of 'Development Standards' is included in Appendix F.

Geology and Hydrogeology

Soils

The superficial geology of the Hopkins area consists of unconsolidated sediments of glacial deposits derived from the Des Moines Lobe, Grantsburg Sublobe, and a small amount from the Superior Lobe. The glacial sediments were deposited during the most recent glacial event, the Late Wisconsinian, which ended about ten thousand years ago. These deposits consist of till and outwash deposits.

Surficial Hydrogeology

The unconsolidated glacial range has a thickness from 50 to 250 feet within the City of Hopkins. The water from the local groundwater table is most easily obtained from outwash deposits with broad areas of till acting as confining layers. Groundwater flow in the unconsolidated glacial deposits is generally east toward the Mississippi River. The water table is approximately 900 feet above mean sea level.

Bedrock Geology

As stated above, the depth to bedrock ranges from 50 to 250 feet in the City of Hopkins. The City sits on the western side of the Twin Cities basin, a bowl-like structure in the bedrock. At this location, the bedrock strata dips gently toward the east. The youngest and stratigraphically highest bedrock underlying the City consists of the Plateville and Glenwood Formations. Underlying the Plateville and Glenwood Formations is the St. Peter Sandstone, which along with the Plateville and Glenwood formations, make up almost all of the uppermost bedrock of the City.

Bedrock Hydrogeology

Four major bedrock aquifers underlie Hopkins. They are the St. Peter Sandstone, Prairie du Chien-Jordan, the Franconia-Ironton-Galesville, and the Mount Simon-Hinckley. These aquifers are separated by lower permeability confining layers. The first encountered confined bedrock aquifer is the St. Peter sandstone, the second aquifer is the Prairie du Chien-Jordan Aquifer. The St. Lawrence Confining Layer separates the Prairie du Chien-Jordan Aquifer from the underlying Franconia-

Ironton-Galesville Aquifer. The Eau Claire Confining Layer separates the Franconia-Ironton-Galesville Aquifer from the deepest aquifer, the Mt. Simon-Hinckley Aquifer. The groundwater flow direction in the bedrock aquifers is generally southeast in the Hopkins area.

The St. Peter Sandstone is the first encountered confined bedrock aquifer. The upper part of the formation consists of fine to medium grained friable quartz sandstone. The lower part of the St. Peter Sandstone contains multicolored beds of mudstone, siltstone and shale with interbedded very coarse sandstone. Many sand grains in the lower part are dark gray in color.

The Prairie du Chien-Jordan Auifer is made up of the Prairie du Chien group and the Jordan Sandstone. The Prairie du Chien Group consists of a sandy dolostone with minor amounts of shale. The Jordan Sandstone is a fine to coarse grained quartzose sandstone with minor amounts of shale. The Prairie du Chien is the most heavily used aquifer in Hennepin County, with potential yields of 1,000 to 2,000 gallons per minute. Underlying the Prairie du Chien-Jordan is the St. Lawrence Confining Layer. The St. Lawrence is comprised of lower permeability siltstone and dolostone and acts to hydrologically separate the overlying Prairie du Chien-Jordan from the underlying Franconia-Ironton-Galesville.

The Franconia-Ironton-Galesville Aquifer is made up of the Franconia Formation, comprised of glauconitic sandstone with some shale and dolomite; the Ironton Sandstone, and the Galesville Sandstone. This aquifer is commonly used for domestic water supply wells in the north and northwestern portions of Hennepin County. Underlying the Franconia-Ironton-Galesville is the Eau Claire Confining Layer. The Eau Claire consists of siltstone, shale, and silty sandstone and serves to hydrologically separate the overlying Franconia-Ironton-Galesville from the underlying Mount Simon-Hinckley.

The Mount Simon-Hinckley Aquifer is made up of the Mount Simon and Hinckley Formations. The Mount Simon Formation is a silty, fine-to-coarse-grained sandstone with thin beds of very fine-to-fine grained sandstone and minor shale beds. The Hinckley is absent in most places, but where it occurs it is in remnants only several tens of feet thick.

Recharge Zones

Recharge to the bedrock aquifers beneath the City of Hopkins occurs in two ways, vertically and laterally. Vertical recharge occurs through overlying glacial sediments and other bedrock aquifers. Lateral recharge occurs as groundwater moves laterally from outside the City or County, through the aquifer. The lateral recharge to the bedrock aquifers in Hopkins comes from the west.

Recharge to the Water Table Aquifer occurs primarily from precipitation and surface water groundwater interactions as well as laterally from outside the City.

Local Groundwater Models

The Hennepin County Conservation District (HCD), in cooperation with the Minnesota Department of Health, has developed a County-wide multi-layer groundwater model. This model may be a valuable tool in dealing with many of Hopkins' groundwater issues. This model could be useful with issues such as wellhead protection, storm water infiltration ponds, wetland issues, well siting, dewatering, etc.

The Minnesota Pollution Control Agency (MPCA) is currently developing a Metropolitan Groundwater Model. This model is a regional model focusing on the seven-County metropolitan area including Hennepin County. The focus of the MPCA model is more for evaluating groundwater contamination and remediation of the Quaternary and the Prairie Du Chien aquifers. The MPCA model and the HCD model utilize the Multi-Layer Analytical Element Model (MLAEW). The HCD model, however, is characterized as a single layer.

The City of Hopkins has prepared a water and sanitary sewer system update to its Comprehensive Plan for the period 2008 – 2030. This summary presents a profile of the existing conditions, needs assessment, and recommendations for improvements during the planning period.

Existing Water and Sanitary Sewer System Summary

The Hopkins water and sanitary sewer system has been continuously maintained with parts of the system dating before 1902. The system has been adapted by additions, modifications, and technological control advances as operational equipment and distribution methods have become

more sophisticated and efficient over the years. The city's population growth and new development has largely stabilized, allowing system needs to be incrementally diagnosed with improvements that could be funded and implemented over time.

Recently, the City of Hopkins has become poised for new growth that will add housing units near the downtown area and in the East Hopkins Redevelopment Area, as well as new commercial development adjacent to Highway 169 that will add new employment opportunities. The proposed developments will require some adjustments to the current system to accommodate the growth, accelerate needs that may be imminent to accommodate new development, and suggest that greater efficiencies can be obtained by planning to purchase replacement equipment and engaging neighboring communities in the implementation of plan recommendations.

Water and Sanitary Sewer System Analysis and Recommended Improvements

The following assessments and recommendations are outlined below and examined in greater detail in the contents of the 2008-2030 Comprehensive Utility Plan.

Water Supply

The City's water is supplied by four ground water wells (Well Nos. 1, 4, 5, and 6). Based upon the projected maximum day demands, Hopkins should plan for a reliable supply capacity of 5.9 million gallons per day (MGD) in 2007, 6.2 MGD in 2012, and 6.6 MGD in 2030. The design of supply facilities is based upon the maximum day demand requirements. Supply facilities should be able to meet the maximum day demand with the largest well out of service, which is referred to as "firm capacity." A new well should not be required to provide adequate firm capacity.

Well No. 1 is the City's only well that is not treated for iron and manganese contaminants. Use of Well No. 1 could result in "rusty" water complaints from customers due to the high iron levels in this well; therefore, polyphosphate and chlorine chemical feed systems should be added at Well No. 1 to help sequester and hold the iron minerals in solution.

The reliability of the City's wells is dependent on the availability of emergency power supplies. Generator hook-ups (manual transfer switches) are recommended for Well No. 5 and Well No. 6 to allow portable generators to power these wells during extended power outages.

Maintenance for the City's wells will be required on an ongoing basis. The city should plan to inspect and rehabilitate each well every ten years and replace each well pump every ten years for budgeting purposes.

Water Treatment

Hopkins is served by the Elmo Park Water Treatment Plant. The plant is effectively treating the raw water supply for iron and manganese contaminants in addition to providing disinfection and fluoride for dental care. Improvements are recommended for the Elmo Park plant including an emergency generator to operate the plant during extended power outages.

The existing treatment plant has a capacity of 4,800 gpm or 7.0 MGD. The reliable treatment capacity is 1,800 gpm (2.62 MGD) when one of the filter cells is removed from service.

The Elmo Park Water Treatment Plant has the potential to be expanded in the future to increase the reliable capacity of the plant. These improvements would increase the reliable capacity to 7.25 MGD. The City's reliable treated water capacity would increase to 8.4 MGD with use of Well No. 1. This capacity would be sufficient to meet the projected maximum day demand in 2030. A water treatment plant evaluation study is recommended for the Elmo Park plant in 2016 to assess the condition of the plant and provide recommendations for expanding the plant. The expansion of the Elmo Park plant is recommended in 2017.

Water Storage

The City currently has 1,000,000 gallons stored in elevated tanks and 2,200,000 gallons stored in ground water tanks. SEH conducted a storage analysis to determine the adequacy of the existing ground and storage capacities for the present and estimated future conditions. Based on the analysis, the City's total storage capacity is adequate if water can be pumped at all times from ground storage. The installation of emergency

generators at the Elmo Park Water Treatment Plant and the Moline pump house building are recommended to provide this capability.

The Moline tank was last recoated in 1999. The condition of the coating system appears adequate with no visible signs of peeling or rust spots. A properly applied coating system should last approximately 15 years; therefore, the City should plan to recoat the Moline tank in 2014. The coating system on the Blake tank was last recoated in 2001. The condition of the coating system also appears adequate with no visible signs of peeling or rust spots. The City should plan to recoat the Blake tank in 2016.

Water Distribution

With new residential and commercial developments in the downtown area, opportunities exist to extend a 12-inch trunk water main through the center of town to increase fire flows and provide greater redundancy in newly redeveloped areas. Currently, the City has an existing 12-inch stub extended north to the intersection of 10th Avenue South and Mainstreet. This 12-inch main should be extended north to an eventual connection with Highway 7.

The City has many hydrants that are very old and should be replaced to provide reliable fire protection. The City should plan to replace approximately 600 of these hydrants in the next ten years (60 hydrants per year).

Water Redundancy Analysis

To improve the City's emergency water supply, interconnections can be constructed with several neighboring communities. Currently, the City of Hopkins has one interconnection with the City of Minnetonka. Interconnections are recommended with the cities of Edina and St. Louis Park. These interconnections will provide additional insurance to help the City supply adequate volumes of water during maximum day and emergency conditions.

Sanitary Sewer Collection System

The City of Hopkins' sanitary sewer system consists of approximately 231,000 LF of sanitary sewer pipe ranging from 4 to 33 inches in diameter. Based on analysis on segments of the system serving the

proposed redevelopment in the downtown and east area there appears to be sufficient capacity for conveyance of additional future flow within the study period. Velocities in the majority of the segments analyzed also appear to be adequate with the exception of a sewer main located on Blake Road, north of Excelsior Boulevard. While this segment has the capacity to carry the estimated future flow, the current and future velocities within the sewer will continue to pose problems and require a higher level of maintenance to keep the sewer clear. The City should investigate the feasibility of reconstruction of this sewer at steeper slope to increase velocities in the pipe. Some consideration should also be given to redirecting the sewer to the north for discharge into the 33-inch trunk sewer in Lake Street.

The City should initiate a city-wide CCTV televising inspection program for all sanitary sewer lines. This proactive measure would be phased to complete different areas of the City over a 5-year period. After the complete sewer system is televised, the City would then review the need for a continued CCTV sewer inspection program. Information gathered from CCTV televising inspections is vital in determining the condition of the sewer and service connections. It is also an important tool in identifying and resolving infiltration and inflow (I/I) issues.

The City has programmed the elimination of Lift Station No. 1 into the 2009 street reconstruction project. The lift station will be demolished and replaced by a gravity sewer line that will be constructed from the corner of Second Street North and 21st Avenue North (the current location of Lift Station No. 1) west to Shady Oak Road.

Sanitary Sewer Lift Stations

The City of Hopkins owns and operates seven sanitary sewer lift stations. Pump down tests were performed at all lift stations, and pump cycle times were reviewed and provided to the City. A visual inspection was also performed. All of the lift stations, based on available data and information gathered from the pump down tests, appear to be operating at adequate levels pumping capacity. The pump cycle times provided by the City appear to be high at some stations. High cycling results in more pump starts and subsequently higher operation costs. The lift stations with high numbers of cycle (“pump on” less than 3-minute intervals) should be investigated to verify if floats or other level sensors should be adjusted.

The City should continue routine maintenance of the lift stations including bi-annual inspections and cleaning, which includes: wet-well cleaning, pump impellor, bearing and seal inspection, and float resets if necessary. Check valves and isolation valves should also be inspected.

A prioritized lift station rehabilitation program should also be implemented. The rehabilitation program would provide the City a means of strategically managing its sewer in a cost effective and efficient manner. The program allows for an operation and maintenance approach in a proactive rather than a reactive manner.

Over the study period the recommended individual lift station rehabilitation items were divided into short (0-5 years), medium (5-10 years), and long-term (over 10 years). For pump replacement purposes a pump service life of 15 years was used. In the short term, Lift Station Nos. 2, 3 and 4 should have pumps replaced due to length of service life. In addition, Lift Station No. 4 should be additionally rehabilitated including the following: grouting and sealing the wet well, and installation of a new hatch and concrete cover. With these substantial improvements it is also recommended that a separate valve vault be constructed.

Medium range recommendations include pump replacement at Lift Station Nos. 5 and 6. Long range items include pump replacement at Lift Station No. 7.

Chapter 10 - Solid Waste Plan

City of Hopkins Program

A set of overall goals provide a framework for solid waste initiatives in Hopkins. Pertaining to solid waste, the City of Hopkins seeks to:

Goals

- Continue to provide residential refuse collection necessary to ensure public health and safety.
- Continue to encourage residents to reduce their solid waste generation.
- Continue to provide recycling services to all single family, duplex and triplex household units and enforce mandatory ordinance.
- Maximize efficiency with regard to refuse and recycling collections.
- Support alternatives to disposal which emphasize the reuse of materials whenever possible.
- Keep the community clean.
- Provide adequate, reliable and effective waste disposal and recycling at reasonable cost to residents.
- Continue to advocate waste reduction activities and the use of recycled products within the City offices.

The City of Hopkins provides refuse collection services using City personnel and automated equipment. These services are provided to all residential properties to include single family, duplex and triplex household units. Refuse service consists of weekly collection of household trash, bulk items, yard waste and brush. Solid waste collected by the City is taken to the Hennepin County Transfer Station in Brooklyn Park. It is then delivered to HERC where it is incinerated and used to produce energy.

Single Stream Recycling collection is offered bi-weekly through a separate contract. Materials collected for recycling include; newspaper, miscellaneous paper, 4 C's and cardboard, metal cans, glass bottles and jars, and plastic bottles. Recyclable material collected is marketed by the contracted hauler. Revenue sharing options exist when market prices exceed \$40 for newsprint and \$800 for aluminum simultaneously.

Multi-family housing and commercial properties must contract for the disposal of their solid waste and recycling. To encourage waste reduction the City implemented a mandatory recycling ordinance in 1990. This ordinance mandates the separate collection of solid waste and recyclables generated by both residential and commercial properties. To assist residents and businesses with recycling the City operates a recycling drop-off center jointly with the City of Minnetonka.

Household hazardous waste programs are administered by Hennepin County. Residents and small businesses have two-year round facilities where they can dispose of household hazardous wastes and certain small business hazardous wastes. Mobile collection sites are also hosted twice per year in nearby communities.

Refuse generation rates started to decline in 1989 after the City implemented the curbside recycling program and continued to decline until 1996 ,at which time we began seeing fluctuating increases each year. In 2002 Single Stream Recycling was implemented to increase Hopkins recycling rate and continue the decrease in refuse material collected.

Hopkins has been collecting yard waste and brush separate from regular refuse since the 1970s. Material collected through the City's yard waste and brush programs are composted or chipped for use by residents of Hopkins and nearby communities.

The City's solid waste collection system encourages residents to reduce waste through our mandatory recycling ordinance, volume-based pricing structure, and added fees for extra refuse and bulk. Additionally the City regularly provides promotional materials and activities to educate residents on waste reduction, reuse, recycling and purchasing recycled products. Our current in-house purchasing policy advocates the purchase of products made with recycled content.

Table 10.1 shows the City of Hopkins solid waste tonnage collected from our residential refuse customers for the past five years. The City of Hopkins collects refuse from 2945 households and recycling from 2990 households.

Table 10.1 - Solid Waste by Tonnage

	2002	2003	2004	2005	2006	2007
Refuse/Recycle Service						
Refuse Pick-up Weekly	3228	2578	2633	2626	2577	2411
Recycle Pick Up - Bi-weekly	849	996	988	1005	986	917
Recycle Drop Off Mtka Site	184	205	186	166	227	277
Recycling Total	1033	1201	1174	1171	1213	1194
Yard Waste/Brush Services						
Yard Waste Pick Up	261	328	333	335	261	237
Yard Waste Drop-Off	184	205	186	166	277	277
Yard Waste Total	445	533	519	501	488	514
Brush Pick Up	210	224	175	131	138	143
Brush Drop Off	74	108	75	62	77	73
Brush Total	284	332	250	193	215	216
Bulk Services						
Bulk Refuse - Weekly Pick up	44	41	36	14	25	29
Bulk Refuse - Drop Off - Spring/Fall	210	201	196	119	179	134
Bulk Refuse Total	254	242	232	133	204	163
Bulk Recycle - Weekly Pick Up **	17	12	8	10	10	9
Bulk Recycle - Drop-Off *	A 19 E 9	A 29 E 17	A 25 E 17	A 18 E 11	A 19 E 9	A 16 E 12
Bulk Recycle Total	45	58	50	39	38	37

*A = Appliance Tonnage

E = Electronic Tonnage

**Appliance Tonnage

Goals

- Continue to provide residential refuse collection necessary to ensure public health and safety.
- Continue to encourage residents to reduce their solid waste generation.
- Continue to provide recycling services to all single family, duplex and triplex household units and enforce mandatory ordinance.
- Maximize efficiency with regard to refuse and recycling collections.
- Support alternatives to disposal that emphasize the reuse of materials whenever possible.
- Keep the community clean.
- Provide adequate, reliable and effective waste disposal and recycling at reasonable cost to residents.
- Continue to advocate waste reduction activities and the use of recycled products within the City offices.

Chapter 11 - Implementation

The Implementation Chapter is intended to carry out the goals and objectives set forth in the Comprehensive Plan. To be most effective, the Comprehensive Plan needs to address short-term and long-term planning needs followed by implementation steps. The focus of this Chapter is to outline those steps.

It is important to recognize that the Comprehensive Plan is a living and breathing document. Unforeseen changes in the market, new developments or industry standards may impact the plan. Recognizing the potential for change will require the City to periodically evaluate the plan to ensure that the City's goals and policies are being met. The City will carry this out as an implementation strategy.

To ensure the Plan is meeting future needs, it will be implemented in a number of ways. The most common practice is through municipal controls and programs, such as zoning and capital improvements. Within the City's Zoning Ordinance, zoning districts (see figure 11.1) have been established, including minimum lot size requirements and control densities. State law requires consistency between a community's zoning ordinance and its comprehensive plan. One of Hopkins' first implementation strategies will be to thoroughly review the Comprehensive Plan and the zoning ordinance for consistency. A summary of the City's current zoning districts can be found in Appendix B. The City has also established a Capital Improvement Program that is updated annually.

The Comprehensive Plan involves more than just enforcing municipal controls and implementing capital improvements. A successful plan is carried out on a day-to-day basis. Each chapter in this Plan has set a foundation for carrying out a series of action steps or strategies. To measure the success of the action steps and strategies, an action step matrix is included. The intent of the matrix is to track specific action steps, responsible parties, time frames and potential costs associated with each step. Not all the action steps are anticipated to be carried out within the timeframe of this update. The matrix serves as a reminder of tasks at hand for staff, elected officials and various boards.

The action steps highlighted in the following table are developed based on the goals and policies identified in the plan and the broader community strategies identified.

Action Step Definitions

Time Frame

Short Term = Completing within 1 – 3 years

Mid Term = Completing within 3 – 5 years

Long Term = Completing within 5 – 10 years

Cost

\$ - Low Cost (\$0 - \$20,000)

\$\$ - Medium Cost (\$20,000 - \$100,000)

\$\$\$ - High Cost (> \$100,000)

Figure 11.1 - Hopkins Zoning Map

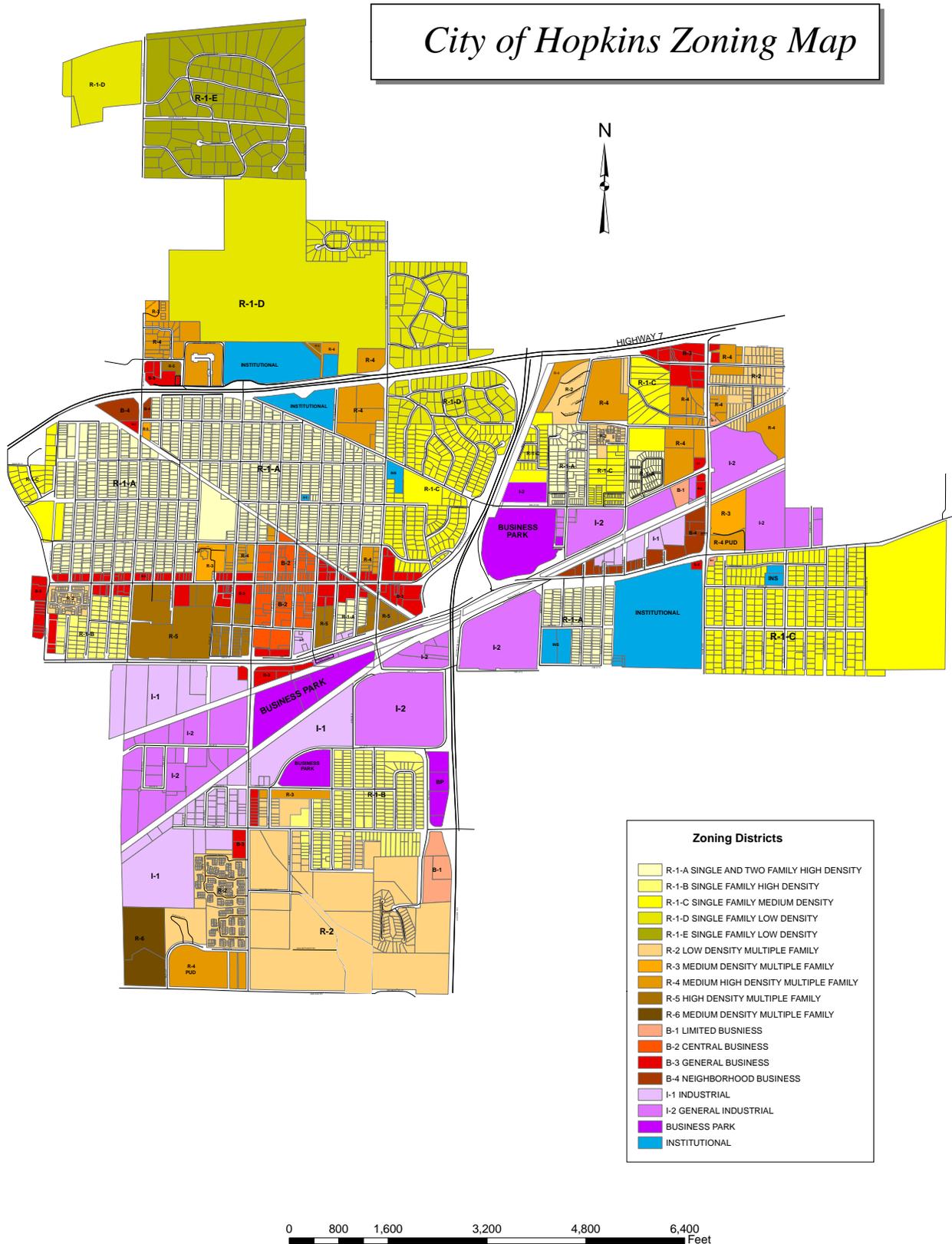


Table 11.1 - Implementation Table

Chapter	Action Step	Description	Responsible Party	Time Frame	Cost
Land Use	Review & update zoning and subdivision ordinance.	State law requires consistency between a community's zoning ordinance and its comprehensive plan. Ordinances need to be thoroughly reviewed to ensure consistency.	City	Short Term	\$
	Ensure compatible land use patterns.	The City will continue to monitor and balance land uses within Hopkins and adjacent jurisdictions. The City will need to continue to coordinate future land use patterns with future Light Rail Transit (LRT) initiatives.	City	On going	\$
	Expand design standards.	The City will ensure that new development and the redevelopment of sites apply a high-level of exterior aesthetics that complement and support surrounding uses. This includes incorporating design standards already in place for Mainstreet. The City will also explore expanding design standards for Shady Oak Road and mixed-use developments.	City	On going	\$ - \$\$
	Study the implications on land uses patterns adjacent to major transportation corridors.	The City will carefully study the implications on land uses for pending reconstruction, widening and realignment of Shady Oak Road. The City will also study the land uses for Blake Road for future redevelopment with the LRT station.	City & County	Short Term - Mid Term	\$ - \$\$
Downtown	Monitor downtown parking.	The City should continue to monitor and assess the downtown parking plan. The parking plan should be utilized whenever development or redevelopment occurs, and its recommendations should be continually pursued.	City	On going	\$ - \$\$

Housing	Monitor housing programs and efforts.	The City will regularly monitor and assess the effectiveness of existing housing programs (i.e., Truth in Housing Program, Housing Improvements, Residential Rehabilitation Loan/Grant Program and First-Time Home Buyer Programs). The City will also monitor foreclosure activity and respond appropriately.	City	On going	\$ - \$\$
	Actively enforce housing codes.	The City will continue to enforce housing codes and assess the existing housing maintenance codes to ensure they are meeting the overall need of Hopkins. Existing maintenance codes should be revised and/or developed to achieve this initiative as necessary.	City, County & Region	On going	\$
Parks, Open Space & Trails	Conduct master planning for the landfill site.	Master planning efforts should occur to determine the sites availability for future public uses.	City, County & Region	Long Term	\$\$ - \$\$\$
	Conduct master planning for the Minnehaha Creek Preserve Area.	Master planning efforts should occur to determine how the Minnehaha Creek Preserve Area can be better utilized.	City, County & Region (including the Watershed District)	Short Term	\$ - \$\$
	Work to enhance a series of trails that connect to regional trails.	Continue to coordinate with the Three Rivers Park District to provide regional trail connections. The City will evaluate trails & bikeways as part of all major roadway projects such as Shady Oak Road, Blake Road and Excelsior Boulevard.	City, County & Region	On going	\$\$ - \$\$\$
	ADA accessible facilities.	Upgrade and improve all park buildings to ensure ADA accessibility.	City	Mid Term	\$ - \$\$\$
	Evaluate existing facilities.	The City will continue to evaluate its existing park facilities and explore opportunities for shared/flexible uses to accommodate emerging sports, such as soccer and lacrosse.	City	On going	\$ - \$\$
	Implement pedestrian friendly routes.	The City will evaluate areas for opportunities to improve lighting, sidewalks and other amenities to make areas more pedestrian friendly.	City	On-going	\$-\$\$

Appendix A - Utility Plan

Appendix B - Zoning District Summary

Appendix C - Water Resources Management Plan