Transit Oriented Development

PROJECT PROFILE



The ARTery

Hopkins, Minnesota

The Moline, a 241-unit luxury apartment complex across from the LRT station

PROJECT SUMMARY

The Johnson Building represents the City's number-one redevelopment priority because of its visibility from the Downtown LRT Station and its proximity to downtown Hopkins. Directly related is the City's vision to reconstruct 8th Avenue into the "ARTery," a pedestrian-seductive corridor that draws people from the Downtown Hopkins Station through the site into Hopkins' historic Mainstreet. The ARTery will integrate highly interactive public art and storytelling with the cultural history of Hopkins and innovative technology, all within the public realm to catalyze development along 8th Avenue. The City is working towards a development that includes a 100 room hotel, 225 housing units, bicycle facilities and ground floor restaurant and retail uses.

HOW THIS PROJECT SUPPORTS LIVABLE COMMUNITIES

CONNECT \rightarrow The ARTery physically connects the project to both the Downtown Hopkins Station and Historic Downtown Hopkins, which is an established walkable, mixed use, central business district.

DEMONSTRATE \rightarrow The City will utilize technological advances including free Wi-Fi, outdoor "rooms" along the street, speakers embedded in the infrastructure, and light washing to display art onto buildings. The City is also exploring putting pedestrians and bicycles on equal footing with vehicles (shared space).

CATALYZE \rightarrow The project creates a catalyst for additional economic development activity by reinforcing a compact and walkable connection that serves not only the redeveloped Johnson Building site, but a much broader group of residents, visitors, and employees.

TOD GRANT INFORMATION

Applicant:	City of Hopkins
Funding Cycle:	2014
Grant Amount:	\$1,325,000
Other LCA	
Funding:	TBRA (including
TOD): \$208,200 over five awards;	
LCDA-TOD: \$900,000, one award	

Funded Elements:

Excelsior / Main Street Gateway, art installations, plaza at Excelsior and 8th Ave. Gardens, stormwater features, benches, gate arms, signage, sidewalks and trails, bike racks

FAST FACTS

Developer: City of Hopkins **Total Housing Units:** 225

Affordable Units:

Project Type: Mixed-use, live/ work units

Jobs: 127 (64 living wage), 758 temporary

5.5 Estimated

Acres:

Estimated Total Development Cost: \$60.6 million

TOD METRICS - STATION AREA

Stories:

Transit: METRO Green Line

FAR: 0.8

Commercial Parking Ratio: One space per 860 S

Residential Parking Ratio: One stall per unit **Station:** Raymond Avenue

Station Area: Mixed use corridor surrounded by industrial uses; strong employment focus with opportunity for adaptive reuse of industrial buildings

RISKS AND OUTCOMES

FROM PROJECT DEVELOPER

In order to induce a gateway to downtown Hopkins, the City (and developer in this case) needed to completely reconstruct 8th avenue. Downtown isn't visible from the future LRT station, so the City had to find a creative way for folks to cross Excelsior and remove the impediment between downtown and the future Light Rail. The biggest perceived risk was the uncertainty of who would purchase the Park & Ride ramp. The City agreed to commit 12 million dollars if the LRT doesn't go through, as Metro Transit would no longer have an interest in the property.

That challenge was overcome however, when the ROD (Registrar of Deeds) was approved and the deed for the Park & Ride ramp was transferred to Metro Transit, reducing the financial risk for the city.

FROM CITY STAFF

A major risk for the City of Hopkins was the attempt to not only diversify the housing stock, but also stay flexible with its proposed retail. The city wanted a pop-up bike shop on the corridor, and when it was settled that there would be a bike space without retail, the City was unsure if the potential was fully realized. However, as Meg Beekman explains, without retail, the space is more equitable and accessible to diverse crowds of people, being entirely public space.

The City Council has been nothing short of excited, yet community reception is mixed. Some see the project as an asset, but others don't want to see Downtown Hopkins turn into luxury housing with no affordable options.

"This project couldn't have happened without this grant"



Rendering

Meg Beekman City of Hopkins



Site Plan

- ABOUT TOD -



The 1995 Livable Communities Act (LCA) funds community investment that revitalizes economies, creates affordable housing, and links different land uses and transportation. The council awards 4 types of grants to communities. The Council's TOD grants promote moderate to high density development projects located within walking distance of a major transit stop that typically include a mix of uses such as housing, jobs, restaurants, shops, and entertainment.

LEARN MORE -

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Website: www.hopkinsmn.com/ development/current/eighth-artery/index.