

Minnetonka Comprehensive Plan Steering Committee

Meeting #4
September 13, 2017

Agenda :

6:00 – 6:15

Dinner

6:15 – 6:45

Review of previous land use plans and future issues

6:45 – 8:00

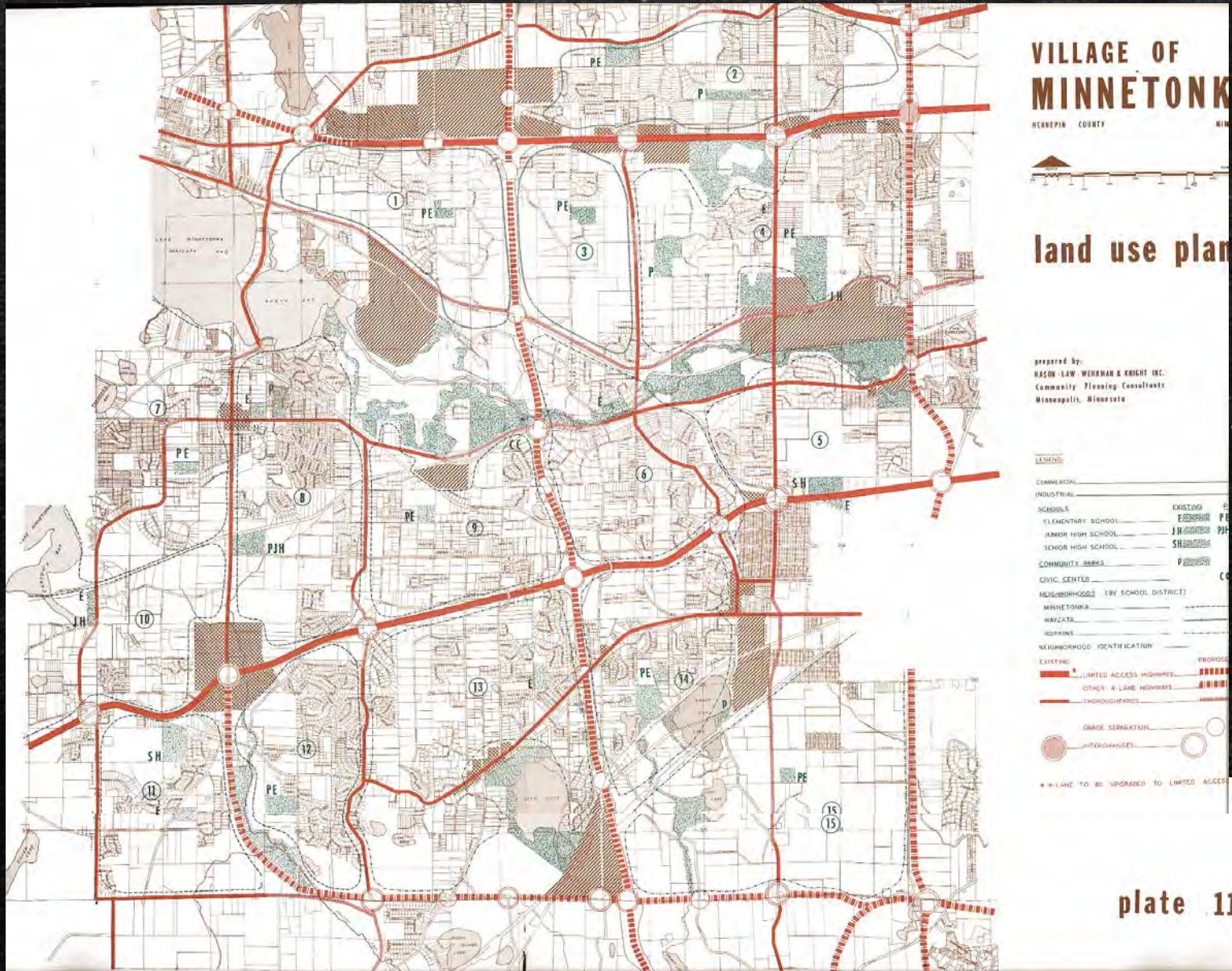
Group Land Use Exercise

8:00

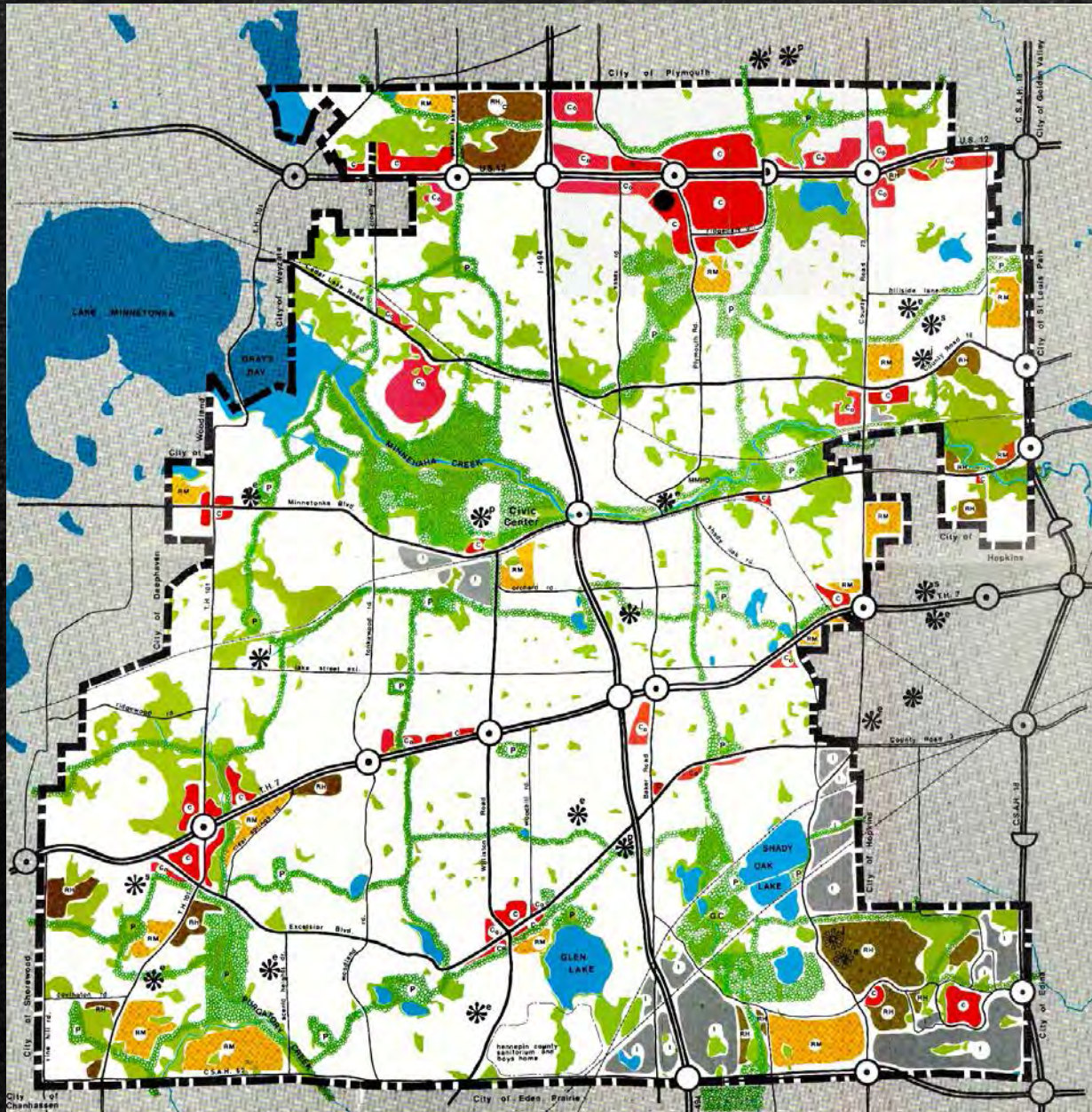
Adjourn

Land Use Plans Since 1964

1964 Land Use Plan



1974 Land Use Plan



community development guide plan of the city of minnetonka

	city boundary		interchange with controlled access
	water		interchange with access
	wetlands		interchange with partial access
	recreation open space		limited access highway
	major trail corridor		arterial street
	minnetonka mills historical district		major collector street
	proposed golf course		collector street
	elementary school		high density residential (R ^H)
	junior high school		medium density residential (R ^M)
	senior high school		low density single family residential (R ^L)
	private school		commercial
	proposed school		office
	regional library		industrial
	community library		under study: subject to change

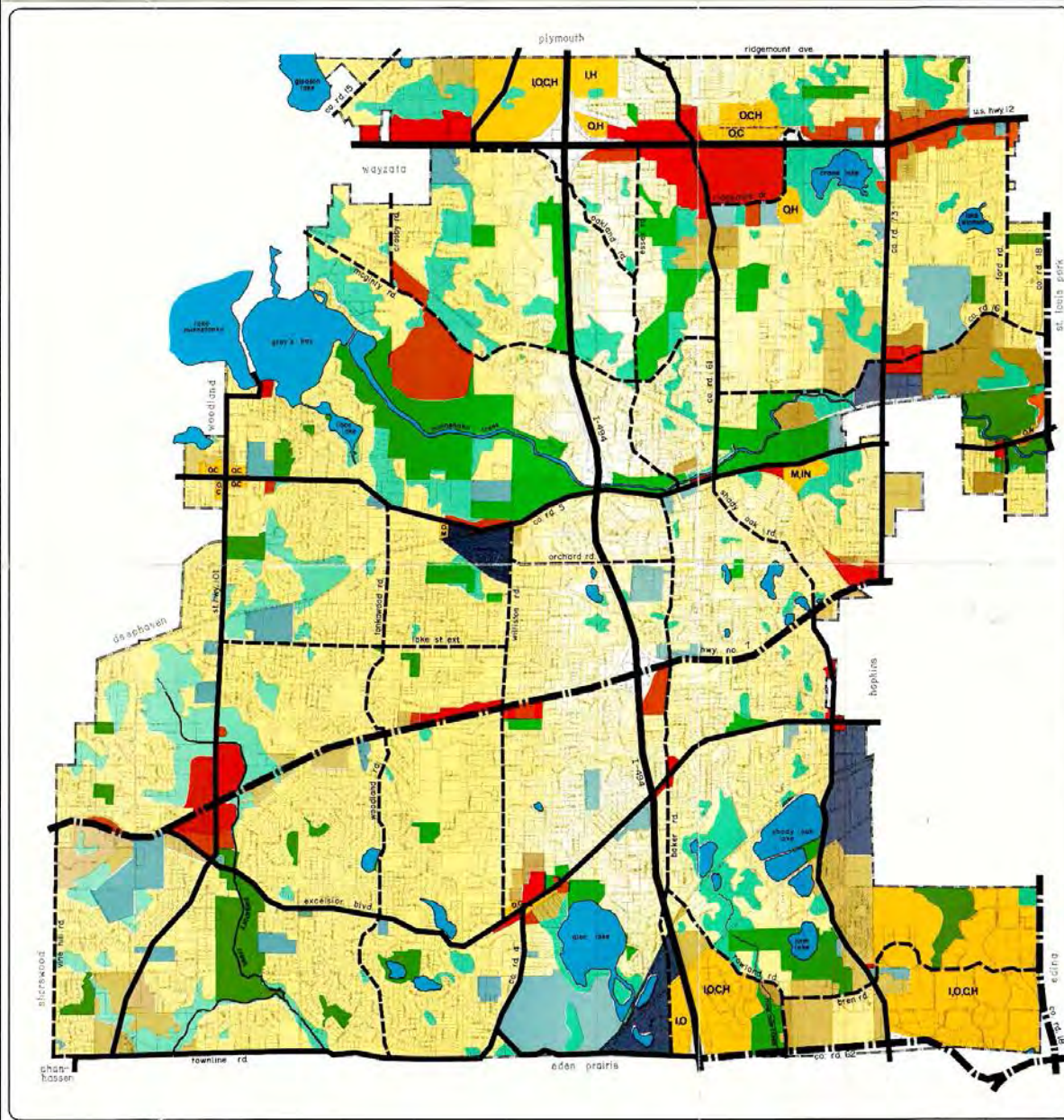
0 1000 2000 4000
minnetonka planning program

adopted
17 DECEMBER 1973

The community development guide plan is but one step in the process of planning for the future development of Minnetonka, Minnesota. It has no force of law but is intended to reflect the City's policies toward future development. This plan may be changed from time to time to keep it current with changing city policies.

This Community Development Guide Plan was developed by the citizens of the City of Minnetonka with the assistance of Hodne-Stageberg Partners, Inc.

1981 Land Use Plan



1981

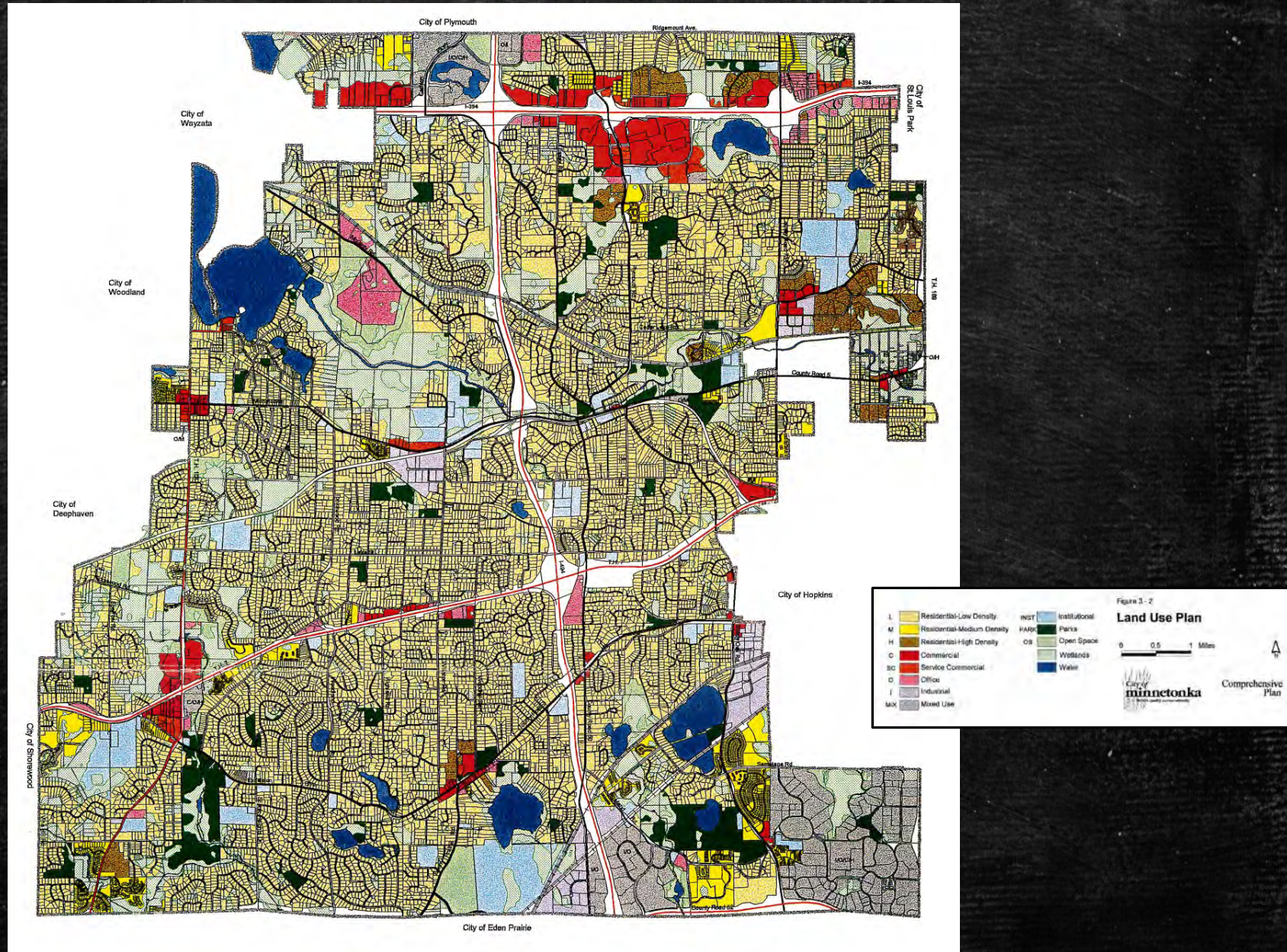
land use

- low density (L)
- mid density (M)
- high density (H)
- office (O)
- commercial (C)
- industrial (I)
- institutional (IN)
- mixed use several land use designations apply to these areas
- park
- floodplain/wetland

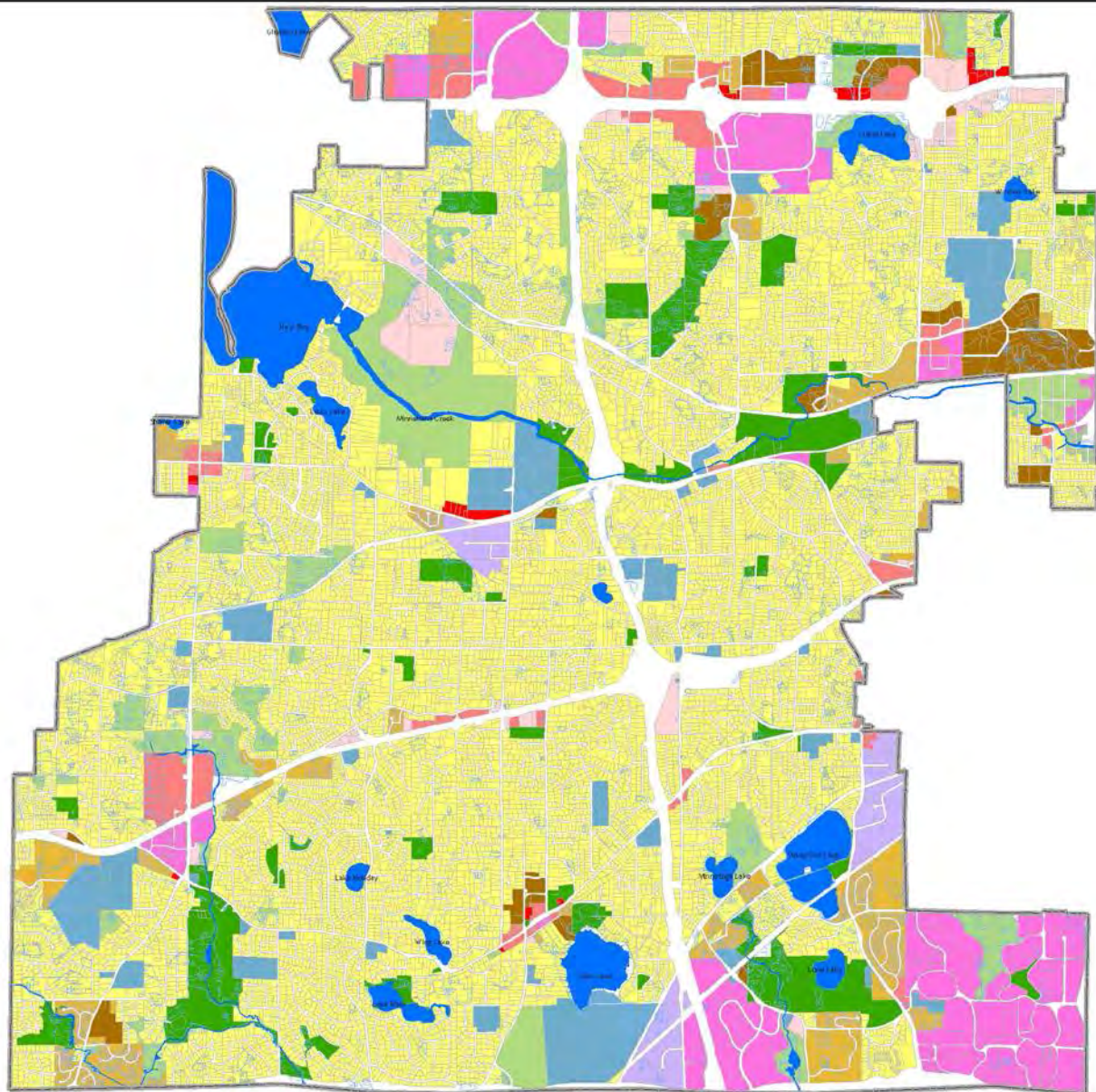
transportation

- principal arterial
- intermediate arterial
- minor arterial
- collector

1999 Land Use Plan



2008 Land Use Plan



Land Use Category

- Low Density Residential (2 - 4 units per acre)
- Medium Density Residential (5 to 12 units per acre)
- High Density Residential (over 12 units per acre)
- Commercial
- Service Commercial
- Office
- Mixed Use
- Industrial
- Institutional
- Open Space
- Parks
- Wetlands
- Lakes

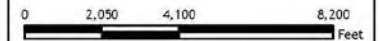


Figure IV-15
2030 Land Use Plan

Further policy refinement in the land use plan

Traffic congestion is a significant issue around the TH 7/CR 101 intersection. Pass-through traffic along TH 7, traffic generated by the uses around the intersection, and off-site parking generated by the high school (to the west of the intersection), each contribute to congestion conditions and access problems. Further, a private parking area located at the southeast quadrant is used as an “unofficial” park and ride for TH 7.

The supply of parking is currently an issue in portions of the southwest quadrant. Development in this area occurred in small increments without the benefit of a cohesive, area-wide land use plan. The reuse of individual parcels over time has resulted in parking demands on some properties that exceed capacity while others remain underutilized. This area is also used unofficially as an overflow parking area by high school students and event attendees.

C. Future Redevelopment

Future redevelopment efforts are focused on land use and circulation changes south of TH 7 because most of the commercial uses north of TH 7 have been redeveloped recently and retrofitted with infrastructure improvements. Redevelopment efforts should focus upon the functional connection of all portions of the intersection to enhance access to the area's natural resources and to contribute to a pedestrian-friendly and less auto-oriented atmosphere.

The following land use strategies are applicable to the south quadrants of the TH 7/CR 101 intersection in accordance with the 2030 land use plan for the area shown on Figure IV-3.

1. Southeast Quadrant

The main commercial area on the southeast quadrant is planned for a mix of land uses, due to area's proximity to substantial natural amenities (Purgatory Creek and its bordering trail, community gardens/open space), access to TH 7 transportation facilities, and closeness to residential neighborhoods. Multi-family residential uses are appropriate along the southern and eastern portions with retail and service uses edging the TH 7/CR 101 intersection.



Village Center Studies post-2008

Highway 7 / 101 Village Center Study

Master Plan Studies

The purpose of the master plan studies for the 7/101 Village Center are to graphically illustrate what could happen with a revitalized district. This approach does not outline a prescriptive plan, but rather a collection of ideas which articulate the key principles of land use, transportation & connectivity and public realm enhancements envisioned for the district.

Southwest Quadrant - Study #1

The southwest quadrant holds the most potential to become a truly mix-use district. The Master Plan Vision Book explores to varying degrees of development magnitude for this area, one a more horizontally mixed development better focused on improved access, circulation and connectivity and a second more intensive pattern of development that may become vertically mixed with a focused area of housing complementing the retail and commercial uses.

The first study is just that, looking at an true urban village comprised of vertical mixed use structures at the intersection of Hutchins and Thimsen. This intersection becomes the 100% intersection and identity, or brand for the neighborhood. Buildings are placed near the street, on-street parking feeds the ground-level retail uses and structured or underground parking is envisioned to serve the residential population and office/commercial uses above. Nestled between the LSS office building and the revitalized Park Nicollet Clinic building, an urban residential village is envisioned. At the high-end, 296 new residential units would be added to the district - a number reflected in the City's Comprehensive Plan as the planned growth for this village center. The housing in the neighborhood could be a collection of apartments, condominiums, rowhouses, senior co-op buildings, walk-up townhomes, targeting both the empty nester and young professional markets the market overview indicated were lacking in the community. Key to attracting these buyers and renters are a high level of amenities. Creating a walk-able urban district with convenient shopping and restaurants and convenient connections to significant park and open space areas are integral in attracting the right demographics to the area, the community desires.

Moving north toward Highway 7 and C.S.A.H. 101 a more traditional retail environment is envisioned, but becomes an extension of the urban fabric of streets to the south. Again, Thimsen Ave acts as a primary spine of activity with walk-able streets and angled, on-street parking to serve the retail establishments. The smaller footprints allow for visibility into storefronts from Highway 7 and enhancement of the district stormwater pond at the terminus of Thimsen becomes a beacon from the highway to entice patrons into the development. Continuing down Thimsen, the grade separated tunnel directly connects with the retail uses in the northwest quadrant near the Super Target.



Residential uses range from townhomes & rowhouses to small pockets of apartments & condominiums - both for sale & for rent



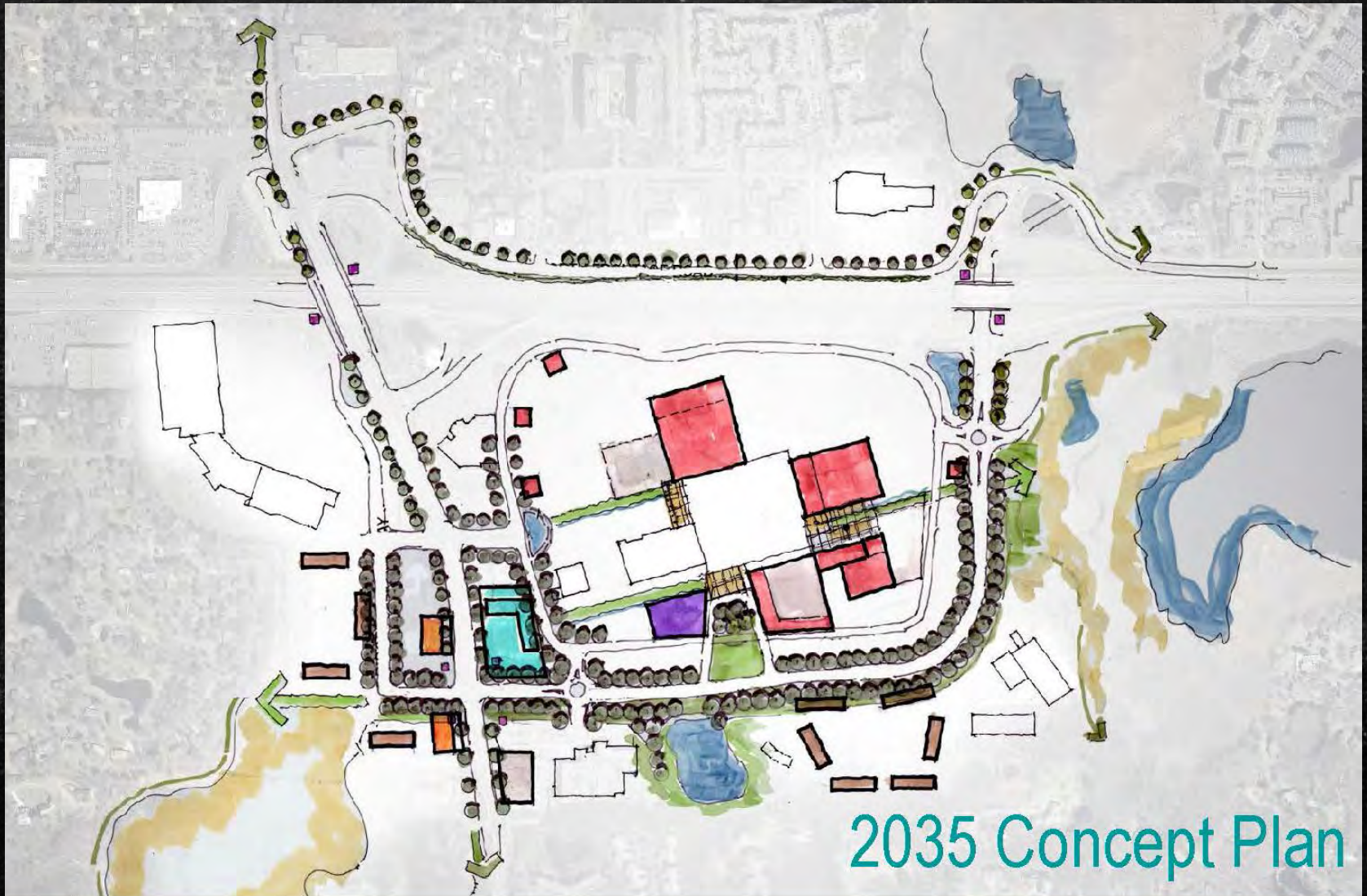
Creating a walk-able, pedestrian oriented commercial and retail environment is a goal for the Highway 7/101 Village Center Area

Highway 7 & 101

MASTER PLAN



Ridgedale Village Center Study



2035 Concept Plan

Glen Lake Village Center Study



FIGURE 4.3: DEVELOPMENT SITES MAP

Shady Oak Station Development Strategy



2030 Land Use Plan Policy Recap

General Strategies

- Preserve existing neighborhoods and yet, at the same time broaden housing choice,
- Revitalize existing community and neighborhood commercial centers using a “village” concept,
- Diversify housing opportunities in various mixed use areas of the city, including certain village areas,
- Encourage vitality in the Ridgedale regional center, Opus and the regional business corridors, and
- Preserve the city’s natural resources and amenity areas, and encourage sustainable practices in development and redevelopment activities.

Land Use Policies

1. Stability in Established Areas
2. Diversity in Household and Housing Types
3. Increased Vitality in Neighborhood, Community and Special Purpose Village Areas
4. Support for Regional Centers and Corridors
5. Connectivity to Improve Mobility
6. Resource Protection and Sustainable Practices
7. Solar Access Protection

Growth Forecasts

Land use plan must:

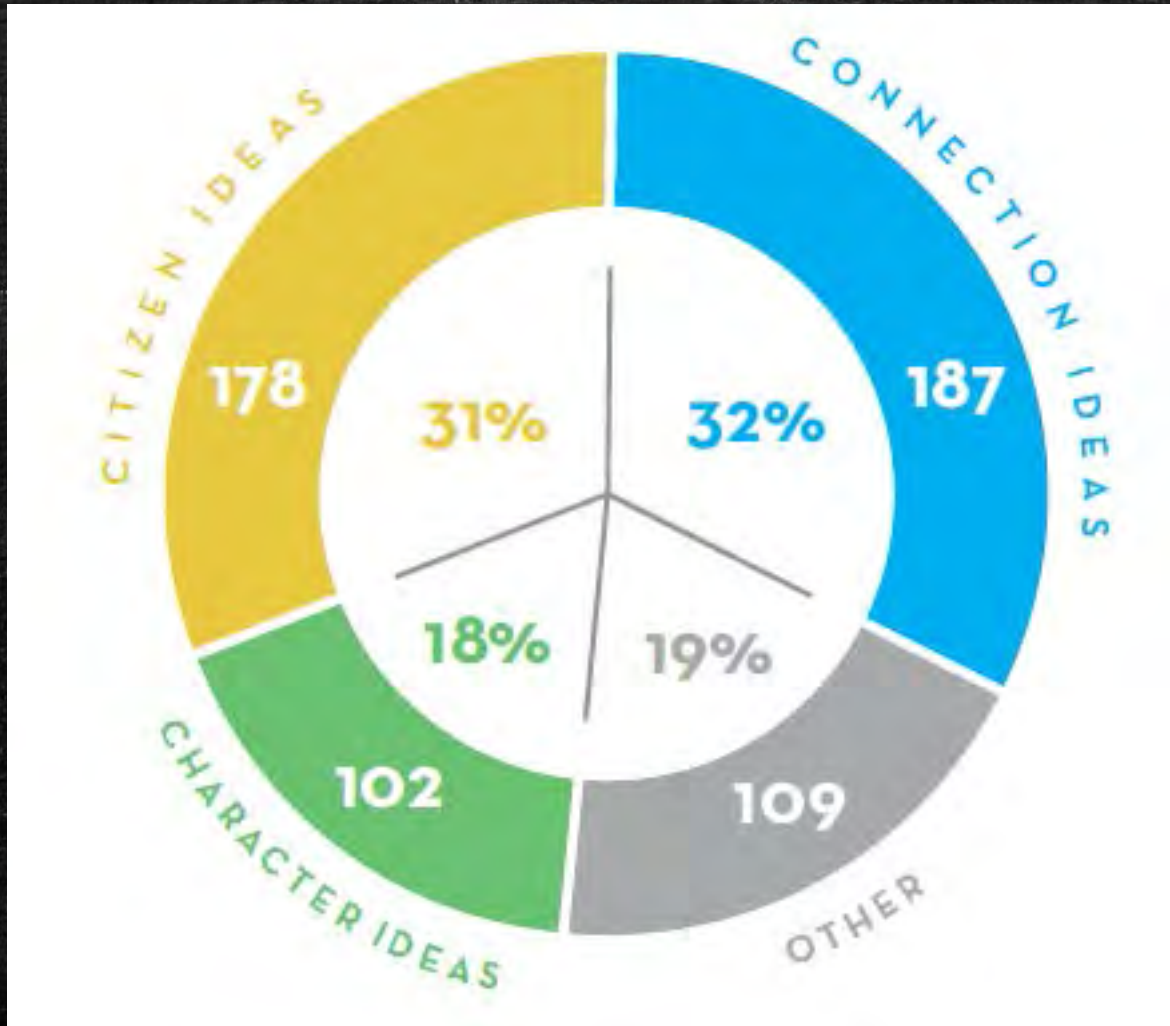
1. Accommodate a ~10,000 person population increase
2. Accommodate a ~5,000 housing unit increase (20% of those affordable)
3. Accommodate ~16,000 more employees

	2010 (actual)	2014 (est.)	2020	2030	2040
Population	49,734	51,144	53,200	58,000	61,500
Households	21,901	22,477	24,200	26,600	28,300
Employment	44,228	46,842	54,400	58,900	63,200

Affordable Housing Need Allocation for Minnetonka

At or below 30% AMI	508
31 to 50% AMI	412
51 to 80% AMI	144
Total Units	1,064

Imagine Minnetonka - What do residents want? The Three C's



Imagine Minnetonka - Recommendations

RECOMMENDATIONS - HOW TO NAVIGATE MINNETONKA'S FUTURE

RECOMMENDATIONS AT A GLANCE

RECOMMENDATION	RESIDENT INPUT ADDRESSED	FORCES AND TRENDS ADDRESSED
1. Monitor five signals for Minnetonka's future (page 27)	Connection Citizens	Resources • Excess commercial office space Demographics • Increasing diversity • Urbanization • Population growth • Tribalism and identity politics Governance • Trust in government
2. Expand best practices for green infrastructure (page 28)	Character	Resources • Climate change Technology • Infrastructure overhaul
3. Create a visionary goal to connect all residents to woods and wetlands (page 31)	Character	Resources • Climate change Demographics • Increasing population
4. Proactively collaborate with school leaders and other partners to address Minnetonka's changing demographics (page 32)	Citizens	Technology • Digital Citizenship Demographics • Population growth • Increasing diversity • Tribalism and identity politics Governance • Citizen engagement
5. Develop a multimodal transportation plan that will safely connect major pedestrian areas and all bike + hike trails (page 33)	Citizens	Technology • Infrastructure overhaul Demographics • Aging in place • Urbanization Governance • Citizen engagement

RECOMMENDATION	RESIDENT INPUT ADDRESSED	FORCES AND TRENDS ADDRESSED
6. Diversify and improve housing stock (including retrofitting vacant commercial space) that appeals to young professionals, working families, and the elderly (page 36)	Citizens Character	Resources • Excess commercial office space Technology • Infrastructure overhaul Demographics • Aging in place • Increasing diversity • Population growth • Urbanization
7. Proactively engage and communicate with residents using best practices across multiple platforms (page 38)	Connection	Technology • Digital citizenship Demographics • Aging in place • Increasing diversity • Population growth • Tribalism and identity politics Governance • Rising demand for self-government • Trust in government • Citizen engagement
8. Use best practices in suburban redevelopment to strengthen the City's village centers and develop the new Shady Oak Road and Opus Light rail transit area (page 41)	Connection	Resources • Excess commercial office space Technology • Autonomous transit • Home health care delivery • Infrastructure overhaul Demographics • Aging in place • Increasing diversity • Population growth • Urbanization Governance • Trust in government • City-to-city collaboration • Citizen engagement
9. Update the Minnetonka Citizen Academy (page 42)	Citizens Connection Character	Technology • Education reform Demographics • Population growth Governance • Trust in government • Citizen engagement

Group Exercise

1. What does the forecasted increases in population, households and employment mean for land use?
2. What overall policies are important in guiding land use?
3. What geographic areas of the community should land use change be anticipated?
4. What sustainability principles are appropriate to consider for future land use planning?

Steering Committee Meetings

All meetings will be in the Minnehaha Room located in the lower level of city hall from 6:00 – 8:00 p.m.:

- ~~June 21~~ – Kick-off
- ~~July 12~~ – Resiliency
- ~~August 23~~ – Housing
- ~~September 13~~ – Land Use
- **October 11 - Transportation**
- November 15 – Natural and Water Resources
- December 13 – Economic Development
- January 24, 2018 – Parks, Open Space and Trails
- February 21, 2018 -
- March 21, 2018 -
- April 18, 2018 -

Thank You!
