

2040 Comprehensive Guide Plan Steering Committee

Kick-Off Meeting

Wednesday, June 21, 2017

Minnetonka Community Center Community Room

6:00 – 8:00 p.m.

Agenda:

- | | |
|-------------|---|
| 6:00 – 6:15 | Dinner |
| 6:15 – 6:50 | Welcome and Introductions <ul style="list-style-type: none">• The Mayor welcomes everyone – describes his role/staff role• Staff introduces themselves• Each member introduces themselves, identifies their neighborhood (live on the screen) |
| 6:50 – 7:00 | Imagine Minnetonka recap |
| 7:00 – 7:15 | Understanding the role of the Comprehensive Plan <ul style="list-style-type: none">• What is a Comprehensive Plan / What it isn't• Difference between Zoning/Comprehensive Plan• Regional Planning Context |
| 7:15 – 8:00 | Overview of the 2040 Comprehensive Guide Plan Update <ul style="list-style-type: none">• Current Comprehensive Guide Plan• Changes to the plan over time• Requirements and regional system statements• Anticipated issues to address• Approach, community engagement and schedule |
| 8:00 | Adjourn |



Memorandum

To: Comprehensive Guide Plan Steering Committee

From: Loren Gordon, AICP, City Planner

Date: June 14, 2017

Subject: Comprehensive Guide Plan Kick-Off meeting – Wednesday, June 21st

On behalf of the city, I would like to welcome all of you to the kick-off meeting for the Comprehensive Guide Plan Update. This meeting will serve as an orientation to the work ahead and maybe more importantly, an opportunity to get to know each other.

The meeting will be held next **Wednesday, June 21, 2017, in the Minnetonka Community Center Community Room from 6:00 – 8:00 p.m.** Dinner will be served. If you have special requests for food or delivery of packet information, please let me know. There are a number of ways we can accommodate the delivery of information and packet materials going forward.

Attached is an agenda and some information we will cover at Wednesday's meeting including the Imagine Minnetonka results which was provided previously. In addition to getting to know each other, most of the time will be spent overviewing the work ahead and the committee's role in this update.

Looking forward to meeting with everyone Wednesday.

City of Minnetonka, MN

MINNETONKA CITY COUNCIL
(Economic Development Authority)

Mayor Terry Schneider

Council Members at Large: Dick Allendorf
Patty Acomb

Ward Representation:
Ward 1: Bob Ellingson
Ward 2: Tony Wagner
Ward 3: Brad Wiersum
Ward 4: Tim Bergstedt

BOARDS & COMMISSIONS
Charter Commission
Planning Commission
Economic Development Advisory Committee
Park Board
Senior Citizen Advisory Board

City Attorney
Corrine Heine

CITY MANAGER
Geraldyn Barone

PUBLIC SAFETY

PUBLIC WORKS

PARKS & RECREATIONS

DEVELOPMENT SERVICES

ADMINISTRATION

POLICE
Chief Scott Boerboom

Patrol
Investigation
9-1-1 Dispatch
Support Services

PUBLIC WORKS
Brian Wagstrom

Streets
Water & Sewer
Parks, Buildings & Grounds
Natural Resources
Recycling

RECREATION SERVICES
Kelly O'Dea

Recreation programs
Ice Arena
Williston Center
Gray's Bay Marina
Senior Services

COMMUNITY DEVELOPMENT
Julie Wischnack

Inspections
Environmental Health
Licensing
Planning & Zoning

ADMINISTRATIVE SERVICES
Perry Vetter

City Clerk & Elections
Human Resources
Information Technology
Communications
Risk Management

FIRE
John Vance

Emergency Management
Inspection
Prevention
Response

ENGINEERING
Will Manchester

Street & Utility
Planning & Design

FINANCE
Merrill King

Accounting
Budget
Payroll
Utility Billing
Assessing
Special Assessments

LEGAL
Corrine Heine

Prosecution
Legal advice to the city



Imagine
MINNETONKA

SUMMARY & RECOMMENDATIONS

CONTENTS

- 2** An Open Letter from the Imagine Minnetonka Facilitator
- 3** Project Rationale: Why this Project? Why Now?
- 6** Key Findings
 - 6** Part One: What do residents want? The Three C's
 - 15** Part Two: 16 trends that will impact Minnetonka's future
- 25** Recommendations – How to Navigate Minnetonka's Future
 - 27** 1. Monitor five signals for Minnetonka's future.
 - 28** 2. Adopt best practices for green infrastructure.
 - 31** 3. Create a visionary goal to connect all residents to Minnetonka's woods and wetlands.
 - 32** 4. Be proactive about Minnetonka's changing demographics.
 - 33** 5. Develop a multimodal transportation plan that will safely connect major pedestrian areas and all bike and hike trails by 2025.
 - 36** 6. Increase housing stock (including retrofitting vacant commercial space) that appeals to young professionals, working families, and the elderly.
 - 38** 7. Proactively engage and communicate with residents using best practices across multiple platforms.
 - 41** 8. Use best practices in suburban redevelopment to strengthen the City's village centers and develop the new Shady Oak Road/light rail transit area.
 - 42** 9. Update the Minnetonka Citizens Academy.
- 44** Methodology – Who Participated, and How?
- 46** Thank Yous

A N OPEN LETTER FROM THE IMAGINE MINNETONKA FACILITATOR

Dear City of Minnetonka Councilors,

When we launched this project together in spring 2016 you encouraged me to “make you uncomfortable.” What you’re about to read is a summary of what your residents are asking for, the trends Minnetonka is facing, and recommendations for moving forward. The following table shows you where to look, for each section:

IMAGINE MINNETONKA AT A GLANCE

What do Residents Want?	What Trends Will Impact Minnetonka?	Recommendations: How can we Navigate the Future?
PAGES 6-14	PAGES 15-24	PAGES 25-43

Most of the resident feedback won’t make you uncomfortable. With a few notable exceptions, residents like things as they are. That makes your job easy, right? Just keep doing what you’ve always done and things will work out.

Unfortunately—and this is where you may get uncomfortable—keeping things the same isn’t really an option. If present trends continue, Minnetonka will become older, more diverse, and more dense. The challenge of leading Minnetonka into the future is balancing residents’ nostalgia with a clear and compelling vision for Minnetonka’s future. As one of our steering committee members noted,

“People are afraid of change because they fear that they’re losing something. But if you help them understand what they’re getting in exchange, they’ll be more open to it.”

This is your leadership challenge—to embrace the future that is coming, you must help people loosen their grip on the past. This document will help you understand the voices in your community, and what’s at stake.

To your leadership,



Rebecca Ryan

NEXT Generation Consulting, Inc.

ROJECT RATIONALE: WHY THIS PROJECT? WHY NOW?

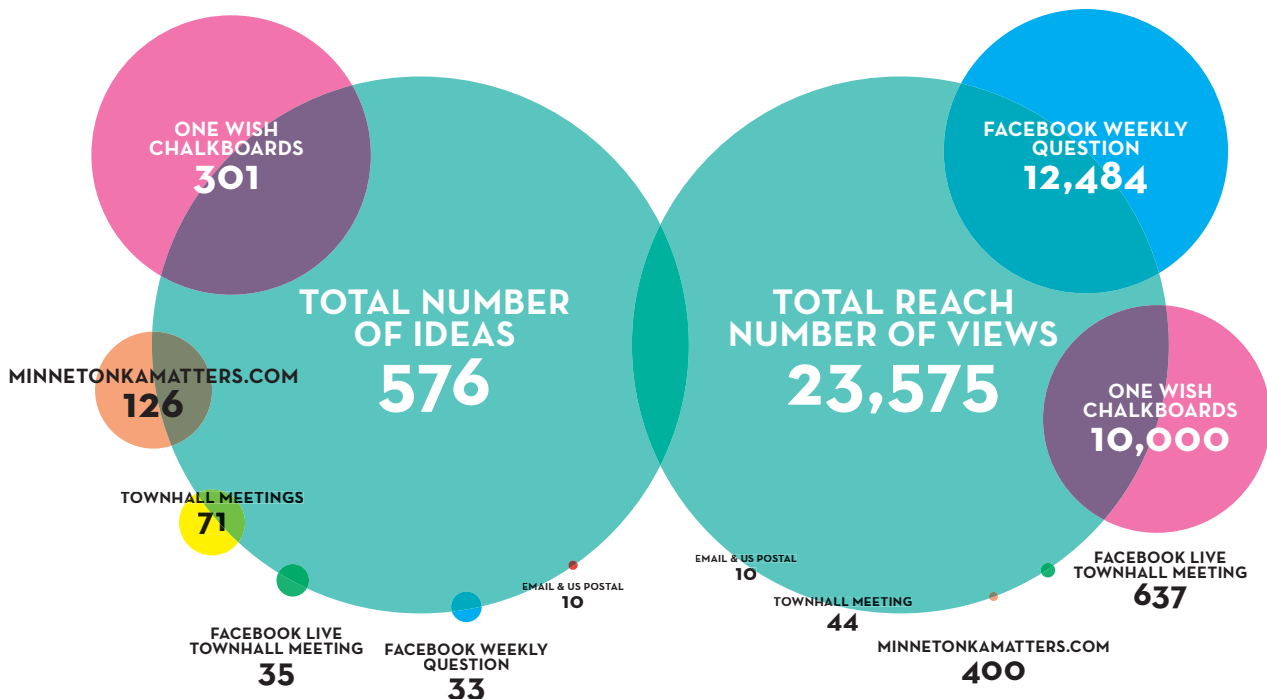
Minnetonka has a reputation as a vibrant and successful “great place to live”. As the community continues to evolve, how do residents want the city to look and feel? And what trends must the city be ready to address to ensure that Minnetonka can continue to fulfill its vision:



**TO BE THE COMMUNITY OF CHOICE WHERE
PEOPLE LIVE, WORK, PLAY AND CONDUCT BUSINESS
IN A NATURALLY BEAUTIFUL ENVIRONMENT.¹**



To answer that question, the City of Minnetonka undertook a community visioning process – Imagine Minnetonka. The following graphic shows the broad level of resident engagement through various Imagine Minnetonka platforms.



¹ 2016 City of Minnetonka Strategic Profile <http://eminnetonka.com/images/government/2016%20Strategic%20Profile%20Report.pdf>

With assistance from NEXT Generation Consulting, Inc. (Madison, WI), hundreds of residents contributed their dreams, fears, and hopes for Minnetonka's 20-year future. In person and online they responded to questions like:

“What one wish do you have for Minnetonka?”

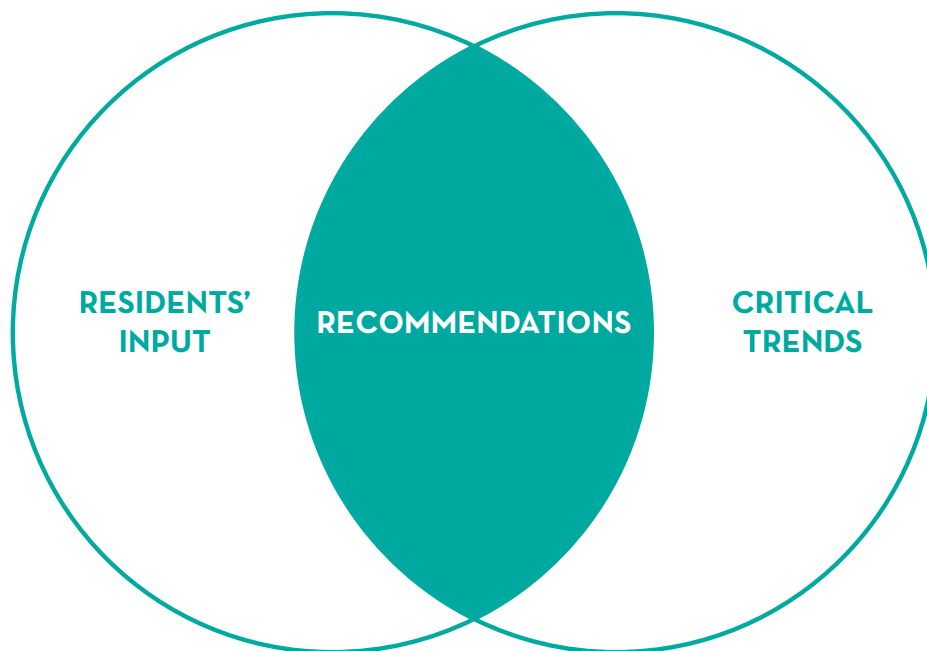
“What should the city start doing, to be a great place for the next generation? What should the city stop doing?”

“What do you want the next generation to say about living, working, and playing in Minnetonka?”

The document you're reading compiles residents' feedback and includes trends that are likely to impact Minnetonka's future. Taken together, city leaders have a set of recommendations that will help them build a community that current and future residents will love.

IMAGINE MINNETONKA AT A GLANCE

What Do Residents Want?	What Trends Will Impact Minnetonka?	Recommendations: How can We Navigate the Future?
PAGES 6-14	PAGES 15-24	PAGES 25-43



This is not a singular, prescriptive set of recommendations. Conditions change, and Minnetonkans must be resilient. If the goodwill and good ideas offered by residents are any indication, Minnetonka has what it takes to preserve the community’s best characteristics while being proactive to manage coming changes.

WHAT IS THE CITY GOING TO DO WITH THE RESULTS?

With the support of city staff, the City Council will determine how to include the findings and recommendations from Imagine Minnetonka into the day-to-day workings of the city. It will also be used to guide city leaders during long-term strategic planning.

KEY FINDINGS

PART ONE: WHAT DO RESIDENTS WANT? THE THREE C'S

Residents submitted 576 ideas for the future they want in Minnetonka. Over fifteen thousand people saw those ideas and/or responded to them, e.g. by “liking” them or commenting on them on Facebook or MinnetonkaMatters.com. The diversity of ideas - and methods to participate - was unprecedented for Minnetonka. Three clear themes (Fig. 1) emerged: Connection, concern for current and future Citizens, and the community’s Character.

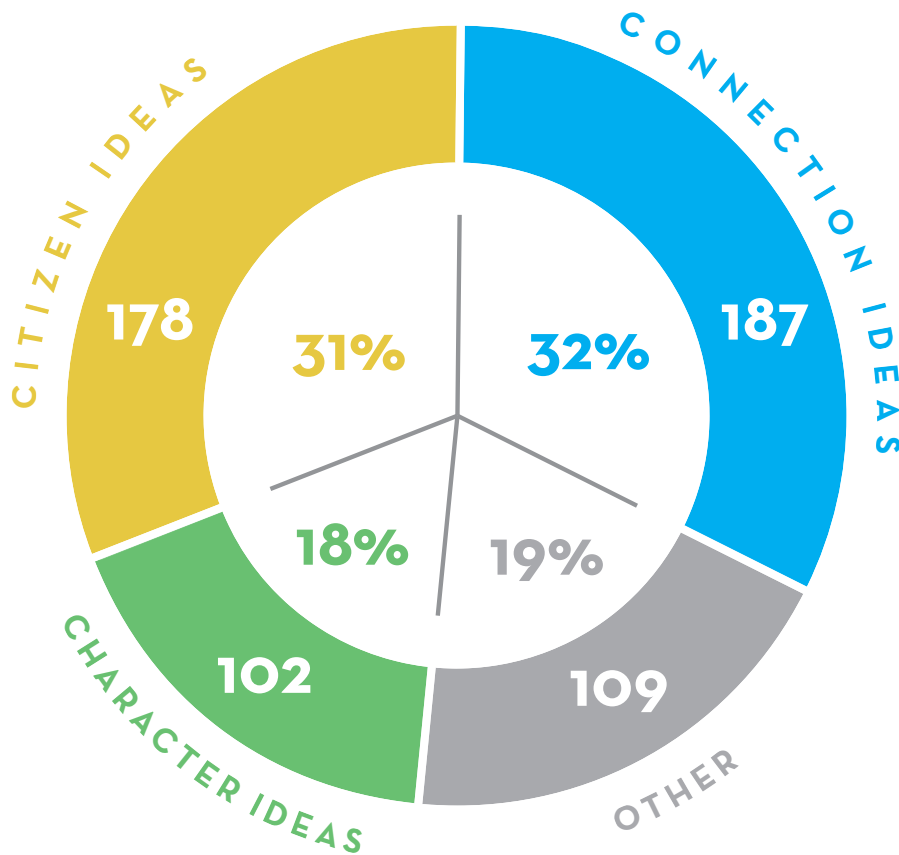


FIGURE 1: PERCENTAGE OF SUBMITTED IDEAS THAT FELL INTO CONNECTION, CHARACTER, OR CITIZENS.

“Safe sidewalks” and “more bike trails and lanes” were very popular themes.

A representative sample of residents’ comments about why these factors are important include:

“[I]t would be great to see the city support the safety of our kids and the walk-ability of our neighborhood by creating safe paths for anyone who lives northwest of the intersection of Hwy 101 and Hwy 7 (Sparrow Rd area) to walk to the high school on the other side of Hwy 7. We continually see high school students jump the Hwy 7 median barrier across from the school and balance there waiting for traffic to clear on the oncoming, eastbound lane.”

- via [MinnetonkaMatters.com](https://minnetonkamatters.com)

“I see many comments supporting the addition of off-road trails system. What I would like to see are more paved joining pathways to neighborhoods, parks and adjoining neighborhoods. The neighborhood I live in has no access to any of these without walking through the woods, cutting through yards, or along a very limited should of a high traffic roadway system. Right now I have to rack my bikes to the family van to get to a trail system in our community.”

- via [MinnetonkaMatters.com](https://minnetonkamatters.com)

“There are many trails that just come to a stop in random places. Trying to cross Hwy 7 is extremely dangerous. There are many athletes at Minnetonka High School who run/bike around the school with little to no trail system to support their safety. Additionally, many students who could be riding or walking to school are unable to due to the lack of safe conditions. This includes kids who live within a mile or so of the school. [...] Improving trail systems are a priority in so many communities and it’s frustrating that Minnetonka seems behind in these efforts.”

- via [MinnetonkaMatters.com](https://minnetonkamatters.com)

Sidewalks and bike lanes aren't just for kids and young families. When asked about "Aging in Place" and making the community more accessible to aging seniors, sidewalks came up again and again as this resident expressed:

“More transportation for seniors and everyone. More sidewalks and bike lanes for safety, like along Excelsior Blvd.” - via Facebook

Specific ideas for safe walkways included:

- The main streets such as Excelsior Blvd. Making that road walkable will bring the community together
- Continue the existing sidewalk on Williston Road at Hwy 7 all the way to Minnetonka Blvd
- Williston Road at Hwy 7 all the way to Minnetonka Blvd
- Bren Road in-between Shady Oak and Baker and then joining Rowland
- All the way along Minnetonka Blvd from 101 to the Civic Center

Hundreds of votes were cast for ideas that related to the expansion of mountain bike trails. This comment earned 37 up-votes, which made it the most popular comment on MinnetonkaMatters.com:

“It would be fantastic if Minnetonka had sustainable, designated mountain bike trails. Many of us residents are avid off-road bikers and there are no designated trails in close proximity. Minnetonka High School has a mountain bike team and there is no place locally for them to train. There are several potential wooded areas within the city where a network of trails could be built. Let's start the conversation, find a solution, and build some trails!”

Another resident suggested investing in biking as a means of economic development, and cementing Minnetonka's reputation as a biking destination:

“Take a look at the popularity and growth of Tour-de-Tonka...We are a cycling community. This is a chance to build something to highlight all the best of what Minnetonka has to offer. Taking away trails and legal safe off-road cycling opportunities isn't fixing a problem; it's only encouraging local cyclists to spend them time and money in other communities.”

One resident suggested a different kind of connection – internet connection:

“Fiber optic internet[...]is scarcely available in Minnesota, but it offers much faster speeds, is more secure, and can be easily upgraded (compared to what's currently available) over time to increase rate of transfer without having to rebuild the existing infrastructure.”

And some residents called for a more concentrated “downtown” district, which creates opportunities for residents to connect with each other, and keep their dollars local:

“I'd like to see an area purposely turned into such a destination in Minnetonka. It should include interesting restaurants that aren't part of big chains, a theatre and art space, a cozy venue for live music (maybe like Jazz Central which is a non-profit), free parking outside a pedestrian walkable area, and small stores.” - via [MinnetonkaMatters.com](#)

“I live near Minnetonka Middle School East and am surprised by how few restaurants there are in Minnetonka proper. We typically go to Excelsior, Hopkins, Wayzata, and Chanhassen when we eat out.”
- via [MinnetonkaMatters.com](#)

CONCERN FOR CURRENT AND FUTURE CITIZENS

One third of residents' ideas and suggestions were about specific amenities or concerns for current and future residents.

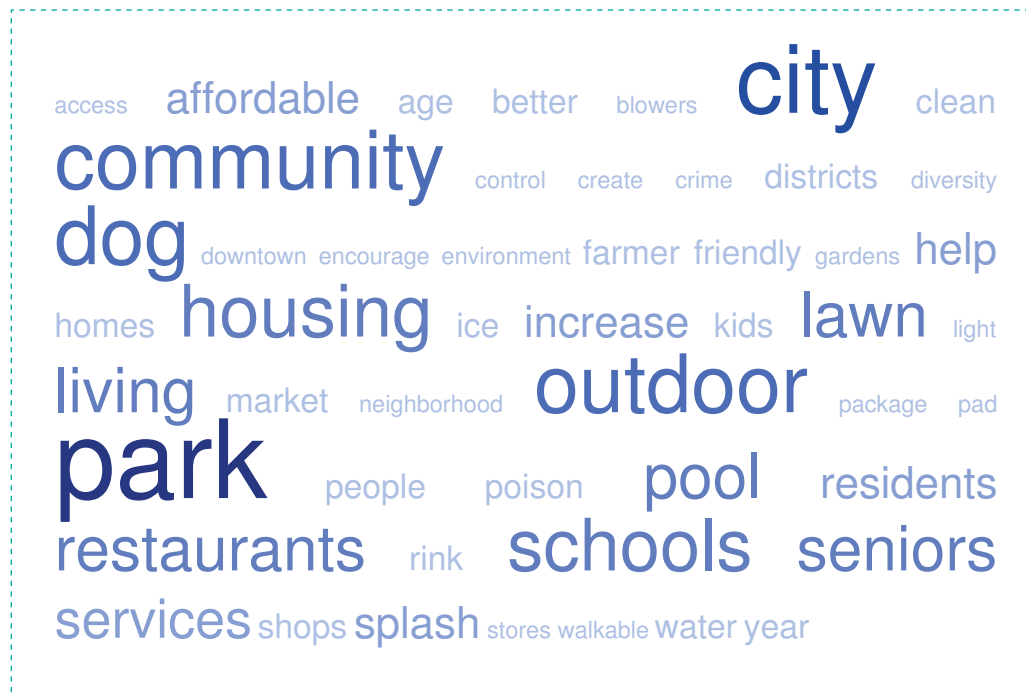


FIGURE 3: WORD CLOUD OF IDEAS GENERATED ABOUT CONCERNS FOR CURRENT AND FUTURE CITIZENS. THE LARGER A WORD APPEARS, THE MORE IT WAS MENTIONED.

Understandably, many residents submitted ideas that were related to their own family or life situation as the following list of ideas suggests:

- Maintain the quality of our schools
- More resources for seniors
- Community Pool (splash pad), parks, and dog parks

Some residents reflected on others and wondered aloud how Minnetonka will face increasing ethnic diversity, the needs of Millennials, and how the community can be great for people at all life stages as the following quotes suggest:

“We need to figure out the real barriers to attracting Millennials to our community, and solve those.”
- *Town Hall Meeting*

“Millennials! What will a new generation expect from our city? We need to find them and ask them.” - *Town Hall Meeting*

Minnetonka has a long history of taking care of its natural environment. The name Minnetonka comes from the Dakota Indian “mni tanka,” meaning “great water”. In 1967, some of Minnetonka’s leaders had the foresight to start the Minnehaha Creek Corridor Plan, which enabled the city to purchase over 80% of the riparian edge along the Minnehaha Creek and protect it for current and future generations.

Asked, “What do you love about living in Minnetonka?” one resident talked about Minnetonka’s character:

“The things I love about living in Minnetonka are the large trees, green space, and parks. I also enjoy living in an area that is accessible to highways, but you still feel like you are in nature with the large yards and houses that are appropriate to the size of lot.”

Another resident, commenting on Facebook, said,

“Keep trees a big priority, it’s one of the things (along with the immersion programs in the schools) that attracted us to Minnetonka. We love how there are big trees lining almost every street, giving it a forested feel, as opposed to other suburbs where there are huge swaths of pavement from large streets, intersections, and sidewalks, making it feel like a concrete jungle.”

In addition, residents voiced concerns or ideas about:

- Invasive plants – buckthorn, garlic mustard
- The future water quality of the area’s shallow lakes, e.g. Holiday, Wing and Rose
- Maintaining open space, even with new development and increasing density
- Balancing developers’ interests with citizen interests

PART TWO: 16 TRENDS WILL IMPACT MINNETONKA'S FUTURE

In addition to resident input, Imagine Minnetonka engaged a team of futurists who facilitated a Steering Committee analysis of 44 trends and conducted an independent study of trends that will have an impact on Minnetonka's future.

UNDERSTANDING TRENDS - THE FOUR FORCES

To help organize and prioritize the trends impacting Minnetonka in the next twenty years, we use Minnesota based Cecily Sommers' Four Forces model. In priority order, they are: Resources, Technology, Demographics, and Governance. The top trends that will impact Minnetonka are outlined on the following pages.

THE FOUR FORCES

RESOURCES	TECHNOLOGY	DEMOGRAPHICS	GOVERNANCE
<p>The availability of resources is most closely tied to survival, so it is the most important force. Resources include the food, water, air, habitat, and other material nature offers. Especially important are the resources that enable energy production. Trends and resource drivers related to this force include: climate, ocean, space, energy, minerals, water, land, food, animals and forest.</p>	<p>Technology includes the tools and knowledge we use to extract and transform resources into new products and capacities that make our lives more comfortable and convenient, or to develop capabilities beyond our physical bodies that allow us to go places and discover new realities. Trends and drivers related to this force include: genetics, robotics, information, nanotechnology, health care, education, collaboration, virtual reality, games, telephony, manufacturing, infrastructure, and capital formation.</p>	<p>Demographics are the “who” behind society’s changes. People are producers. We produce through our physical and intellectual labor, so “who” is producing matters, e.g. does your community have enough working people to support your very young and very old; do you have the right ratio of women to men; is there enough social cohesion among groups to ensure the good of the community? Trends and resource drivers related to this force include: population growth, the developing world, industrialization, immigration, multiculturalism, multilingualism, nationalism, and conflict.</p>	<p>Distribution and management of society’s assets—resources, technology and people—are administered through the rule of law and the rule of markets. Of all the forces, governance is the most reactive, i.e. changes in resources, technology and people often run ahead of government’s capability to deal with them. Trends and drivers related to this force include: tribalism, market drivers, values, interests, beliefs, online communities, personalization, polarization, and identity politics.</p>
<p>PAGE 17</p>	<p>PAGES 18-19</p>	<p>PAGES 20-23</p>	<p>PAGE 24</p>



RESOURCE TRENDS



The Imagine Minnetonka futurists predict:

- 1. Excess commercial office space** – It is not a lack of resources that will create public policy issues for Minnetonka in the next decade, but an excess capacity of commercial office space. Minnetonka is the location of several high-end corporate offices (i.e. United Health, Cargill and Emerson). Several trends are combining to empty out this type of space:
 - Decline in upper end employment. By some estimates, even traditionally “safe” white collar jobs are requiring twenty percent fewer employees.
 - Decrease in office sizes. The average square feet/person required by companies had decreased due to increased efficiencies², remote work, and work-from-home options for employees.
 - Some employers are choosing to leave the suburbs and move back downtown, closer to the amenities that young professionals value.

Back-of-envelope calculations show that these trends will place between 300,000 and 600,000 square feet of office space on the Minnetonka market with low demand for similar use in-fill.

The Imagine Minnetonka Steering Committee advises:

- 2. Climate change** – especially heavier rain and storms and longer and dryer periods between them – will impact Minnetonka’s woods and wetlands. As the climate changes, Minnetonka needs to be vigilant about mitigation, adaptation, and proactive resource management. For example, the Minnehaha Creek Watershed has experienced multiple floods due to extreme rain events. In 2014, the cost was \$1.2M.³

² By 2017, North American offices will average 151 square feet per worker, according to real estate data provider CoreNet Global. That’s down from 176 square feet in 2012 and 225 square feet in 2010. The rule of thumb for creative open space that startup and small technology companies seek has been decreasing from 200 to 250 square feet to as low as 100 to 150 square feet of “usable” office space per person. Source: The Mehigan Company, <http://mehiganco.com/wordpress/?p=684>

³ <http://www.minnehahacreek.org/project/weather-extreme-trends>



TECHNOLOGY TRENDS



The Imagine Minnetonka futurists predict:

- 3. Autonomous transit** will impact more suburban, affluent areas like Minnetonka first. This coupled with the development of Minnetonka's light rail station link could dramatically impact Minnetonka's appeal and its transportation patterns. It could also keep seniors living independently in their homes longer, delaying housing turnover and putting more pressure on Minnetonka's single family housing demand.
- 4. Home health care delivery** – Technology capabilities, aging populations, and a shortage of skilled medical professionals combine to push toward more home care delivery options. Minnetonka's demographics and affluence make it a prime candidate for beta tests of these new systems. This could create additional demand for emergency medical response services. [Caveat: the high level of uncertainty at the time of this project about the future of our national health care policy fogs our prediction of when this will occur. That said, it is safe to assume that major shifts in delivery systems, care levels, and financial support will occur in the near term, i.e. five years, because the current health care system is not economically sustainable.]

The Imagine Minnetonka Steering Committee advises the following technology trends will have a great impact on Minnetonka:

- 5. Digital citizenship** – How can the City adapt to the next generation’s use of technology?
A powerful example of digital citizenship occurred during the Imagine Minnetonka project. For the first time ever, the City of Minnetonka hosted a town hall meeting via video feed on Facebook Live. From his or her homes, anyone with Facebook who followed the city could participate. Thirty-five people attended the online meeting (a higher turnout than similar Town Hall Meetings at the Community Center) and over 1,800 people were exposed to the live feed. All together, Facebook generated 68 ideas and over 14,000 views.
- 6. School quality** – Minnetonka’s three school districts, Minnetonka, Hopkins and Wayzata, have traditionally been a strong attraction for families relocating to Minnetonka. Now and in the future those districts are facing a series of challenges; from an increase in the percentage of students who receive free and reduced price lunch to the number of languages spoken in the schools. For Minnetonka to maintain its reputation as a great place for families to raise and educate their children, the districts and their partners must be ready and able to adapt to these changes.

The Imagine Minnetonka futurists and the Steering Committee concur on the following trend:

- 7. Infrastructure overhaul** – Minnetonka’s aging infrastructure, coupled with more freeze-and-thaw cycles due to climate change, will have a large impact on road and infrastructure conditions. Replacing this infrastructure is only one part of the cost; ongoing maintenance can be up to 60% of the initial capital costs. The city currently has a sound re-investment plan and vision to support infrastructure improvements, and this will need regular review, as recent research indicates that wealthier suburbs may have a harder time paying for needed infrastructure upgrades.⁴

⁴ “Is the Infrastructure ‘Time Bomb’ Beginning to Blow? Study Finds Low-Density Housing Can’t Pay the Bills” by Mary Glindinning, October 26, 2016, Sustainable City Network

DEMOGRAPHIC TRENDS

The Imagine Minnetonka futurists predict the following demographic trends will impact Minnetonka’s 20-year future:

8. Aging in place – The largest demographic wave impacting Minnetonka is that its residents are getting older. If we assume that Figure 5 is true, the widest age bands are those aged 50 and above. In the future, those residents will continue to age and we can assume that Minnetonka will follow other affluent suburban areas that will increase in the 60-74-year-old cohort by 40% in the next 10 years.

Older residents require more services, especially healthcare. A plausible future scenario for Minnetonka is one in which young professionals and young, well-off families leave Minnetonka—or overlook it—and gravitate to younger, more “hip” metros, exurbs, and suburbs. This would leave Minnetonka with a decreasing tax base and an older, nonworking, and less able population. This would increase the strain on provision of local social services and healthcare.

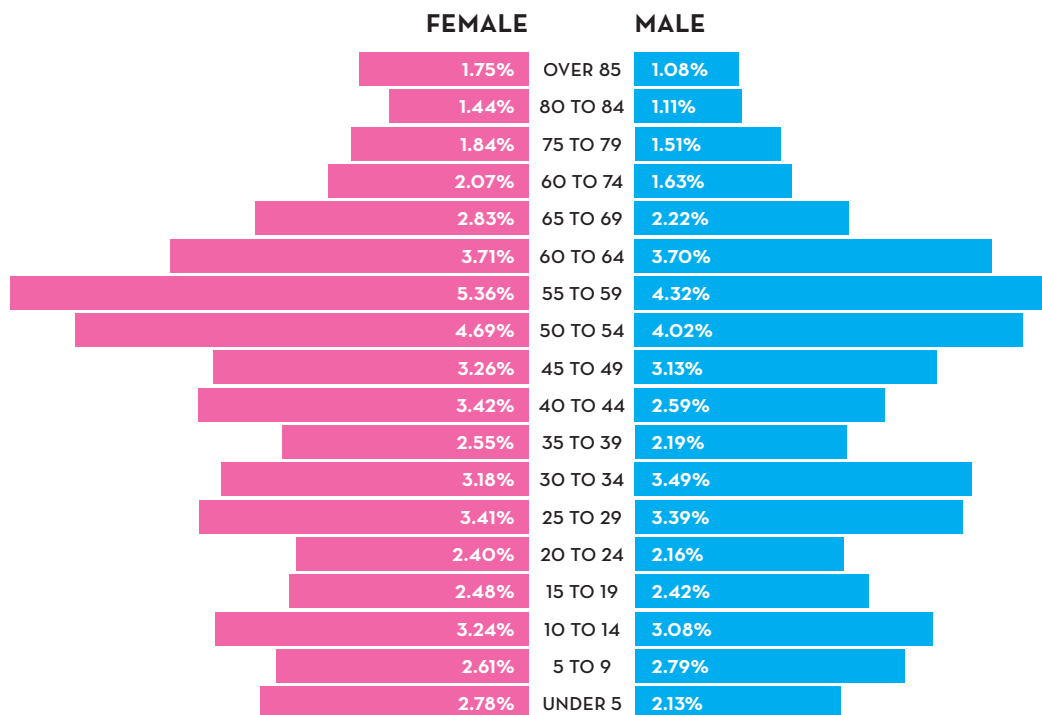


FIGURE 5: AGE BANDS OF MINNETONKA FEMALES AND MALES, 2010-2014. SOURCE: MET COUNCIL VIA THE AMERICAN COMMUNITY SURVEY.

9. Increasing diversity

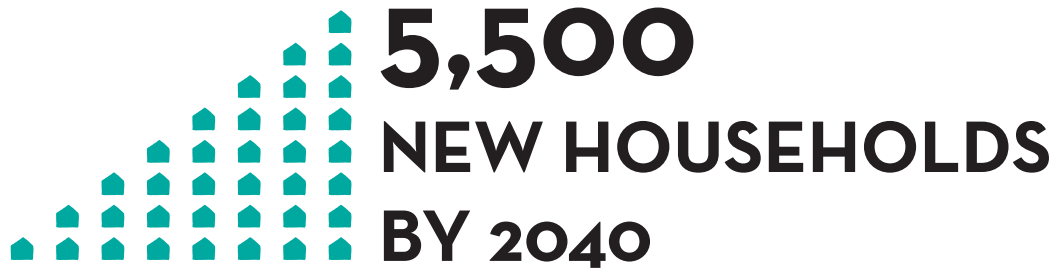
“Demographic shifts in the coming decades will result in a different Twin Cities region than we know today and have known in years past. Our region will grow, age and become more racially and ethnically diverse. These shifts are not just in our future, however; recent data from the U.S. Census Bureau show these changes are well underway, especially when it comes to diversity in the region.”⁵
- *“Growing Racial and Ethnic Diversity in the Twin Cities Region Today”*,
Met Council, October 2014

Between 2000 and 2013, Minnetonka attracted 2,300 residents of color.⁶ In the three major Minnetonka school districts, there are between 40 and 42 languages spoken. Approximately 29% of East Africans in the US are located in the greater Minneapolis metro area. This is on par with the Twin Cities metro region where 92% of population growth is from people of color.

⁵ As of the publication date of this document, several national policy changes could impact the region's diversity.

⁶ <https://metro council.org/getattachment/bfc72287-2b88-49e0-96ea-2fa2ee2eb0d2/.aspx>, page 11.

10. Population growth – The Met Council projects that Minnetonka will add 10,000 residents and 5,500 households by 2040.



Even if only half of the projections are true, this is still an additional 5,000 people and 2,750 households, an almost 15% increase in Minnetonka’s population. To make room for new residents, Minnetonka can consider more urban villages and more dense residential housing.

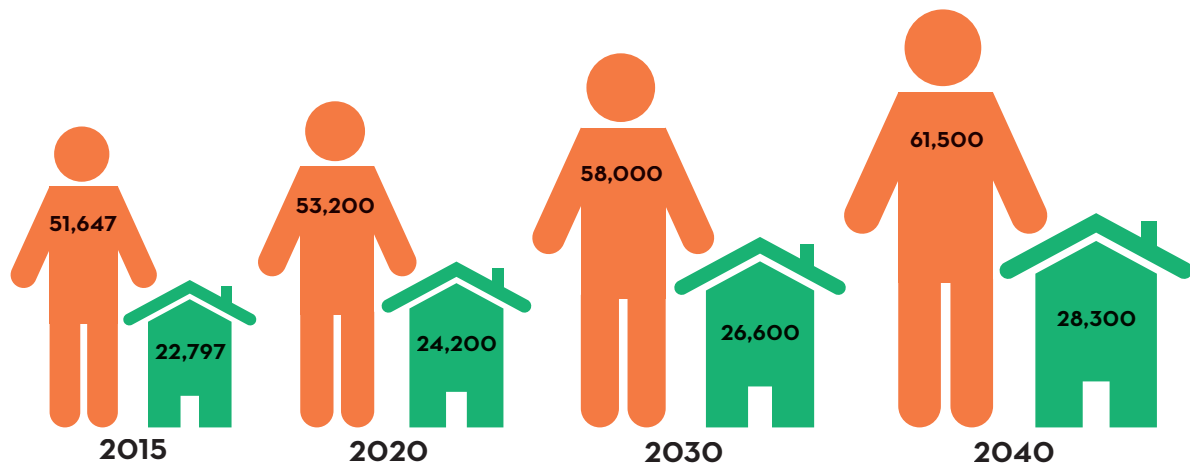


FIGURE 6: ESTIMATED POPULATION AND HOUSEHOLD GROWTH THROUGH 2040. SOURCE: MET COUNCIL.

A resident shared her concerns about not making room for new families:

“I agree that the best part of Minnetonka is the green space, park land, trails, etc. If we want to maintain and expand those things, we have to be very careful NOW about how and what we build, and what is re-built on a parcel when a lot is sold and an existing house is torn down. We need BALANCE. Will there be reasonably affordable housing for young couples and families, or will there be only mega-mansions and senior-living condos? A possible consequence of that scenario could be a large population of Minnetonka citizens who are uninterested in the things we are all listing here; people who may vote against using funds to maintain parks, trails, even schools, etc. I’m very concerned when I (over)hear our dedicated teachers and public servants complaining of the difficulty of affording a home here where they serve.”

The Imagine Minnetonka Steering Committee suggests the following demographic trends will have a large impact on Minnetonka’s future:

- 11. Tribalism and identity politics** – Due to demographic changes and a more partisan political atmosphere, many communities, regions and states have a growing number of factions or “tribes”. This has a tendency to divide (versus unite) communities. If ignored, tribalism and identity politics could impact Minnetonka, dividing the community among age, class, racial or other “tribal” lines. One example: throughout the Imagine Minnetonka process, several residents pulled consultants and staff aside to share their concerns privately (v in front of their peers) about “those people” in the community. The implied message was that “those people” are the source of crime and are deflating Minnetonka’s housing values and reputation as a great place to live. Data does not support their claims, but tribalism is often built on not on facts, but on fears. This is one small example of how identity politics can take root in a community.
- 12. Urbanization** – Minneapolis-St. Paul will continue to grow, bringing growth pressure to all communities in the MSA. Minnetonka will face choices about whether it wants to evolve into a more vibrant suburb (which usually brings more population, more young professionals and young families, more diverse housing stock, and greater diversity) or whether it wants to maintain its traditional character.



GOVERNANCE TRENDS



The Imagine Minnetonka futurists predict the following governance trends:

13. Rising demand for self-governance – Right now Minnetonka is a progressive community embedded in a larger conservative Congressional district. Assuming current demographic and technology trends continue for the next decade, i.e. Minnetonka becomes older and citizens become more digitally engaged in government, it can be assumed that Minnetonka will become more separated in socio-economic terms from its neighboring communities. This sets the stage for a rising demand in self-governance. Viewed in a positive light, Minnetonka could become an excellent test bed for such systems such as direct voting, remote participation in council meetings and inclusion in advisory meetings through WebEx and such technologies.

The Imagine Minnetonka Steering Committee adds these high impact governance trends:

14. Trust in government – Surveys show that trust in national government is at an all time low, while trust in local government has rebounded to the same levels as before the Great Recession. In Minnetonka, the majority of surveyed residents are very satisfied with Minnetonka's levels of service and performance. To maintain resident satisfaction and trust will require new levels of citizen engagement, reporting and accountability.

15. City-to-city collaboration – Partisan politics at the state and national level make relying on them for funding and directives spotty at best. Instead, cities are turning towards each other. National coalitions like the Bloomberg 40 and the Living Cities Collaborative are forming peer-to-peer networks among cities that are committed to testing innovations and sharing knowledge. The City of Minnetonka already belongs to formal and informal networks of peer cities, and this peer-to-peer collaboration is expected to increase in importance in the next 20 years.

16. Citizen engagement – Regardless of their age or generation, citizens increasingly expect to be engaged in the process of local government. Coupled with Digital Citizenship (Trend #5 in this document), Minnetonka is entering a new era of government and citizen collaboration.

R ECOMMENDATIONS – HOW TO NAVIGATE MINNETONKA’S FUTURE

RECOMMENDATIONS AT A GLANCE

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



RECOMMENDATION	RESIDENT INPUT ADDRESSED	FORCES AND TRENDS ADDRESSED
<p>6. Diversify and improve housing stock (including retrofitting vacant commercial space) that appeals to young professionals, working families, and the elderly (page 36)</p>	<p>Citizens Character</p>	<p>Resources • Excess commercial office space Technology • Infrastructure overhaul Demographics • Aging in place • Increasing diversity • Population growth • Urbanization</p>
<p>7. Proactively engage and communicate with residents using best practices across multiple platforms (page 38)</p>	<p>Connection</p>	<p>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</p>
<p>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)</p>	<p>Connection</p>	<p>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</p>
<p>9. Update the Minnetonka Citizen Academy (page 42)</p>	<p>Citizens Connection Character</p>	<p>Technology • Education reform Demographics • Population growth Governance • Trust in government • Citizen engagement</p>



1. MONITOR FIVE SIGNALS FOR MINNETONKA'S FUTURE.

*Rationale: We can't know **exactly** what the future will bring to Minnetonka, but the following five leading indicators will dictate what Minnetonka's future will likely be, and city leaders should monitor them to be prepared.*

SIGNAL	EXPLANATION/IMPLICATION
1. Ratio of incoming-to-departing 25-40-year-olds.	When the ratio of incoming younger residents goes negative it presages an economic downturn and a decrease in stability. Minnetonka's median age is currently 45. If more under-40s leave Minnetonka than move in, it will impact future growth and opportunity.
2. Commercial real estate price fluctuations and vacancy rates.	There is an estimated 300,000-600,000 square feet of corporate office space that could become vacant in the next 5-10 years. This could have an impact on overall tax revenues and could create an additional burden for the city or residents. It could also create an opportunity for more residential and retail infill.
3. Increased diversity.	The United States is undergoing one of the most dramatic demographic shifts since the late 1800s. A community's preparation for increasing diversity can have a large impact on how residents respond and how smoothly newcomers are integrated into the community.
4. Civic mood: does Minnetonka want to be more or less connected to the greater Minneapolis metro area?	As residents age and retire, some feel bothered by things like bikers on the roads. As one resident expressed, "We don't want 'urban'. I enjoy suburban, that is why I live here. If I wanted urban I would move to a city." Leaders must be tuned into residents' civic mood as Minnetonka grows in population.
5. Increase in measures of income inequality across similar communities (i.e., Gini Coefficient ⁷)	Wilson and Pickett (<i>The Spirit Level</i>) have demonstrated that in states or nations with higher levels of income inequality, there are more social and health problems, more crime, and lower levels of public trust. Minnetonka has historically been known as a city with affluent residents, but recently its share of residents needing assistance from the Food Shelf and other social service agencies has increased. This disparity can lead to identity politics and tribalism.

7 The Gini Co-efficient measures the distribution of wealth in a nation, state, or community. Source: https://en.wikipedia.org/wiki/Gini_coefficient

Resources and best practices:

- › The Minnesota Dashboard includes 40 indicators reported regularly and openly to the public: <https://mn.gov/mmb/mn-dashboard/>.
- › The Community Indicators Consortium helps communities determine what to measure and how to present it: <http://www.communityindicators.net/home>.
- › The CAN Community Dashboard is used in Austin and Travis County, TX to report on a series of social and economic issues in the community: <http://www.cancommunitydashboard.org/>.

2. EXPAND BEST PRACTICES FOR GREEN INFRASTRUCTURE.

Rationale: Minnetonka has a long history of taking care of its woods and wetlands. Green infrastructure (“GI”) is a natural choice that aligns with the community’s values and saves money in the long term.⁸ We recommend that money saved through green infrastructure projects can be used to offset the costs of other recommendations in this plan, e.g. improving safety and connection of bike + hike trails and expanding workforce housing.

What is green infrastructure?

Also called “low-impact development,” green infrastructure is an approach to wet weather management that is cost-effective, sustainable, and environmentally friendly. Green infrastructure management uses strategies and technologies that help manage stormwater runoff, i.e. solar/solar gardens, rain gardens, buffer strips, green roofs, permeable pavers/porous pavement, tree trenches, rain barrels, and other water reuse systems.

⁸ Seventy percent of green infrastructure projects save money. Source: “Banking on Green: A Look at How Green Infrastructure Can Save Municipalities Money and Provide Economic Benefits Community Wide,” https://www.asla.org/uploadedFiles/CMS/Government_Affairs/Federal_Government_Affairs/Banking%20on%20Green%20HighRes.pdf

The following best practices should be considered by the City Council and in the next comprehensive plan:

- Implement a lawn-watering rule of “Trash Day +1.” This means that all residents may water their lawns on the day their trash is picked up, plus one other day. University of Minnesota research shows that lawns don’t need more than 1/4 inch of water per week.
- Require or incentivize green infrastructure (“GI”) practices on all new development and redevelopment especially if developers are adding impervious surfaces, like paved parking lots.
- Increase the amount of stormwater runoff that developers are required to manage. In most communities, one inch is the norm, but this is insufficient in communities that are growing like Minnetonka is.
- Dedicate resources to work with and train developers how to implement GI.
- Require or incentivize businesses with large paved surfaces to use rain gardens, tree trenches and permeable pavements to reduce runoff.
- Encourage smaller strip malls to install rain gardens and vegetated buffers along sidewalks and parking lots. Vegetated buffers don’t require as much maintenance as rain gardens and can still infiltrate runoff from the parking lot back into the soil.
- Public and private parking areas that are not high use areas could be switched to permeable pavers.
- Install rain gardens on public property throughout the city.
- Replace grass with alternative turfs, or if some grassy areas don’t get pedestrian traffic, consider sedges, fescues, or pollinator meadow turf.

Best practices examples in the Twin Cities area:

- › Capital Region Watershed District has many best practice approaches: <http://www.capitolregionwd.org/our-work/water-resource-improvement-projects/>.
- › The Green Line Light Rail Path includes rain gardens, tree trenches, stormwater planters, and infiltration trenches: http://www.capitolregionwd.org/our-work/watershed-planning/cclrt_wq/.
- › Maplewood Mall in the Ramsey-Washington Watershed District treated runoff and used it as an education outreach initiative: https://www.rwmwd.org/index.asp?Type=B_BASIC&SEC=%7BDB475310-069F-4230-9E97-01E92FD50527%7D.
- › The Saint Paul Saints' CHS Field was considered the "greenest ballpark in the world" at its grand opening, in part because of its excellent water reuse system: <https://metro council.org/News-Events/Wastewater-Water/Newsletters/Innovative-system-will-capture-rainwater-to-keep-n.aspx>.
- › Waconia has a water reuse system that captures runoff from a residential area, treats it, and then uses it to water the high school football field. Water reuse reduces stormwater runoff pollution AND doesn't waste treated drinking water.
- › On a small scale, Nine Mile Creek Watershed District's facility in Eden Prairie uses GI: <https://www.ninemilecreek.org/9-mile-creek-discovery-point/around-discovery-point/>.
- › The City of Victoria is not experiencing flooding or water quality problems because of their use of open space planning: http://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/OCP/OCP_Section-9_Parks-and-Recreation.pdf.

3. CREATE A VISIONARY GOAL TO CONNECT ALL RESIDENTS TO MINNETONKA'S WOODS AND WETLANDS.

Rationale: All Minnetonka residents value its “character” especially its tree canopy and waterways. As Minnetonka grows, it must continue to preserve residents’ access to these valuable natural amenities. Even if a new resident cannot afford a tree-lined property, they should have easy access to Minnetonka’s natural beauty.

Here are two examples of cities that –while growing –made strong commitments to connect residents and the natural environment:

- In Nashville, the Mayor promised to put every resident within a ten-minute walk of a park, trail, or recreation area.
- In Portland, elected officials and civic leaders promised that every resident would have a view of Mount Hood.

It is possible to balance growth with resident access to parks and their natural environment. The City Council and the next comprehensive plan should hold fast to a commitment that connects every resident to Minnetonka’s woods and wetlands.

Resources:

- How Great Leaders Inspire Action by Simon Sinek: https://www.ted.com/talks/simon_sinek_how_great_leaders_inspire_action.
- Vancouver’s 2020 goals include strategies to put every resident within a five-minute walk of a park, greenway, or other green space by 2020: <https://vancouver.ca/files/cov/gc2020-goal6.pdf>.

4. PROACTIVELY COLLABORATE WITH SCHOOL LEADERS AND OTHER PARTNERS TO ADDRESS MINNETONKA'S CHANGING DEMOGRAPHICS.

Rationale: The racial, ethnic, and class makeup of Minnetonka is changing and it's making some residents uncomfortable. Addressed early, openly and with sensitivity, Minnetonka can sidestep some of the uglier side effects of a changing population.

We recommend that a trusted community partner—like a local church or interfaith alliance—spearhead a diversity and inclusion initiative to ensure that Minnetonka is a welcoming community. Business leaders, school district leaders, nonprofit leaders, and other community leaders should be encouraged to participate and encourage their constituencies to participate, too.

Best practices:

- › Willmar, MN hosted a series of community education events to help residents understand their growing immigrant Somali population: <http://www.adcminnesota.org/page/video/understanding-somali-culture-meeting-willmar>.
- › The Government Alliance on Race and Equity (GARE) is a national network of governments working to achieve racial equity and advance opportunities for all. Cities including Bloomington, Hopkins, Minneapolis, Maplewood, Woodbury, Brooklyn Center and Brooklyn Park are using GARE to: make commitments to achieving racial equity; focus on the power and influence of their own institutions; and work in partnership with others. Learn more: <http://www.racialequityalliance.org/>.
- › The YWCA of Minneapolis offers racial justice training: https://www.ywcamples.org/racial_justice/.
- › The City staff has embarked on three Strategic Doing initiatives to better connect residents and businesses to centers of activity. The projects are responsive to Minnetonka's changing demographics and the Strategic Doing process can be replicated to activate other projects throughout the community.

5. DEVELOP A MULTIMODAL TRANSPORTATION PLAN THAT WILL SAFELY CONNECT MAJOR PEDESTRIAN AREAS AND ALL BIKE AND HIKE TRAILS.

Rationale: Residents who participated in Imagine Minnetonka were adamant about the need to improve pedestrian safety at key intersections and their desire for more connected bike and hike paths.⁹ The city already has a comprehensive trail plan; this recommendation supports the completion of that plan.

A safe and connected multimodal transportation system offers enhanced quality of life to seniors, boomers, empty nesters, young families, young professionals, K-12 students, and bike enthusiasts from the region. Connected bike trails have these additional benefits for Minnetonka:

- Bike paths help maintain or increase housing values for those who live adjacent to them, according to a study of Minneapolis suburbs and cities.¹⁰ The National Association of Realtors concludes that: “[H]omes near trails often have higher property value, with a price premium ranging from five to ten percent in most studies.”¹¹
- An excellent bike system is good for economic development. Although no studies have been done in Minnesota, a 2010 study in Wisconsin concluded that: “Bicycle recreation supports more than \$924 million in economic activity in Wisconsin, of which nearly \$533 million is direct impact occurring annually. Of the combined impacts, more than \$535 million is attributable to bicyclists from other states, representing an infusion of outside dollars into the state economy. Increasing non-resident bicycling by 20% has the potential to increase economic activity by more than \$107 million dollars and create 1,528 full-time equivalent jobs.”¹²

⁹ “Bike paths” include a mix of paved paths and paths more suitable to the mountain bike community.

¹⁰ “Do Bike Lanes Impact Housing Values” by Walker Angell, Street.MN, <https://streets.mn/2013/06/10/do-bike-lanes-impact-housing-values/>

¹¹ “Measuring Trail Benefits: Property Value”, Headwaters Economics, Spring 2016: <https://headwaterseconomics.org/wphw/wp-content/uploads/trails-library-property-value-overview.pdf>

¹² “Valuing Bicycling Economic and Health Impacts in Wisconsin” by M. Grabhow, M. Hahn and M. Whited, January 2010: https://www.adventurecycling.org/default/assets/File/USBRS/Research/Wisconsin_bicycling_Final_Report.pdf

› Biking has been a favorite intergenerational pastime for over 100 years:

“Bicycling was a favorite activity for all ages. Riders were required to have a license attached to the front fork of the bicycle. A popular route for bicyclists was constructed by the county in the 1890s along the south side of Minnetonka Boulevard from Lake Calhoun in Minneapolis to Deephaven on Lake Minnetonka. The graveled path was four to five feet wide and six inches above the road’s surface. The path is still there though Minnetonka Mills, now paved with asphalt. On Sundays and holidays, thirty cyclists often stopped at Frear’s pop stand, located on the porch of the general store at Bridge Street, west of today’s Dairy Queen where Bennis Feed and Fuel station now stands, to pump a tin cup full of cold, clear well water.”

- *Minnetonka Mills: A Historic Profile in Pictures and Stories of a Community in Minnetonka, Minnesota*, written by Betty Johnson and published by the City of Minnetonka Historical Society

In addition, as Minnetonka residents age (requiring greater accessibility) and new forms of transportation (light rail, autonomous vehicles) become popular, the city will upgrade its transportation plan. As this happens, Minnetonka has a unique opportunity to program its transit plan for increased bikeability, changing demographics, greater safety, and more connectivity.

Best practices and resources:

- › Feet First offers “Safe Routes to School,” an educational and planning process that ensures kids get to and from school safely: <http://www.feetfirst.org/feet-first-safe-routes-to-school-programs>.
- › The National Center for Transit Research offers best practice training on multimodal transportation planning, tied to workforce and economic development: <http://www.nctr.usf.edu/>.
- › The National Association of Realtors offers education and impact analysis of trails, complete streets, and more: <https://www.nar.realtor/field-guides/field-guide-to-effects-of-trails-and-greenways-on-property-values>.
- › A transportation hierarchy can be helpful in deciding what features receive funding priority. The Green Transportation Hierarchy¹³ favors more affordable and efficient modes for users in this order:
 1. Pedestrians
 2. Bicycles
 3. Public transportation
 4. Service and freight vehicles
 5. Taxis
 6. Multiple occupant vehicles (carpools)
 7. Single occupant vehicles
- › The National Trails Training Partnership provides economic impact studies and sources for planning, building, designing, funding, managing, enhancing, and supporting trails, greenways, and blueways: www.AmericanTrails.org.

¹³ “Introduction to Multi-Modal Transportation Planning Principles and Practices, Todd Litman, Victoria Transport Policy Institute, May 2014: http://www.vtppi.org/multimodal_planning.pdf

6. DIVERSIFY & IMPROVE HOUSING STOCK (INCLUDING RETROFITTING VACANT COMMERCIAL SPACE) THAT APPEALS TO YOUNG PROFESSIONALS, WORKING FAMILIES, AND THE ELDERLY.

Rationale: Minnetonka's housing prices prevent those who are on fixed incomes (the elderly), those who are early in their careers (young professionals), and working class families (teachers, police officers, fire fighters and those who work in service, sales, restaurants and retail) from moving to Minnetonka.

A mix of factors are increasing demand for housing at multiple price points.

These include:

- Seniors citizens who would like to sell their single-family homes and stay in Minnetonka, but don't feel they can afford to. Their incomes are fixed, and they don't feel they have other housing options.
- By 2040, Minnetonka's senior population is expected to grow by 40% (Trend 8). This trend, coupled with the previous point, creates a ceiling on the number of potentially affordable "fixer upper" single-family homes that would go on the market and appeal to young families looking for an entry level home.
- Many Minnetonka area residents are paying so much for housing and other monthly expenses that they are having difficulty affording food. The ICA Food Shelf has expanded from serving 268 families (in 2004) to serving over 900 families in 2016. In their 2015 funding application to the City of Minnetonka, the ICA Food Shelf reported serving 5,832 families, of which 1,941 lived in Minnetonka.
- Workforce housing would help attract young families, young professionals, and working class families.

These trends are largely invisible to residents, because they take place in the shadows or out of view. Some residents worry that building more affordable housing for seniors, Millennials or working class families will increase crime or decrease their own housing values. Their fears are real to them, but to move forward and address Minnetonka's expected growth, we must break the cycle. *It is possible to build beautiful senior and workforce housing that contributes to Minnetonka's character.* This requires enlightened and creative developers, courageous public officials, clear zoning regulations and guidelines, and community trust.

Recommendations and resources:

- › Share and monitor vacancy rate in office uses in the city. Enable city staff to consider multiple different uses for future vacant office spaces and ensure that these options are included in future comprehensive plans and economic development plans.
- › Policy Tools and Best Practices for Workforce Housing, Michelle Winters, Terwilliger Center for Housing: <http://www.townofchapelhill.org/home/showdocument?id=26819>.
- › Award winning examples of workforce housing that's affordable and well designed: <https://bdmag.com/quality-design-takes-important-role-affordable-housing/>.
- › Dominion, a Minneapolis based developer with a track record of balancing aesthetics and cost for multi family homes: <http://www.dominiumapartments.com/about-us/development-and-acquisition.html>.

7. PROACTIVELY ENGAGE AND COMMUNICATE WITH RESIDENTS USING BEST PRACTICES ACROSS MULTIPLE PLATFORMS.

Rationale: Imagine Minnetonka proved that residents want to engage with the city—and with each other—on issues of importance to the community. In a digital age, city staff, elected officials, and residents will need to use a variety of communication tools and protocols to constructively design the next comprehensive plan and move forward as partners and allies.

At the Imagine Minnetonka town hall meetings, some vocal residents expressed concern that Minnetonka's future will be less bright than its past and that their elected officials aren't listening to their concerns. In times of change, concerns like these are common. And they must be addressed.

As one Imagine Minnetonka Steering Committee member wisely noted,

“People are afraid of change because they fear that they're losing something. But if you help them understand what they're getting in return, they'll be more open to it.”

Listening to residents is the responsibility of all elected officials and city staff, but a community of Minnetonka's size should also have dedicated resources to engage the community on matters of importance.

Currently, the City is understaffed in its communications department. Ideally, additional resources would be directed to use and experiment with tools like Facebook Live, Beehives, resident programming, Minnetonka Matters, and other online and traditional platforms to engage with residents and provide input and direction to city staff and council.

The following resources and best practices can help Minnetonka move forward, City and citizens together:

- The International Association for Public Participation (IAP2) offers training on how to effectively engage and partner with citizens. All city staff and council should take this training: <http://www.iap2.org/?page=training>.
- IAP2's one page "Public Participation Spectrum" helps define the public's role in all public participation processes. This resource is available on the following page of this report, or at http://c.ymcdn.com/sites/www.iap2.org/resource/resmgr/Foundations_Course/IAP2_P2_Spectrum.pdf.
- A Local Officials' Guide to Online Public Engagement is a playbook for how a communication specialist can prioritize public messages, inform the public, consult with citizens, and engage online: http://www.ca-ilg.org/sites/main/files/file-attachments/a_local_officials_guide_to_online_public_engagement_0.pdf.
- One easy, early "win" for the City is to publicize its environmental commitment and impact. Through the Imagine Minnetonka process, residents and the Steering Committee learned that the city is already doing a lot to mitigate climate change, invest in renewables, and protect its woods and wetlands. This is an important message to share with an eager public.
- Code for America is a national network dedicated to making government work better in the 21st century. They publish community engagement best practices: <https://www.codeforamerica.org/resources/providing-access/community-engagement>.

IAP2'S PUBLIC PARTICIPATION SPECTRUM



The IAP2 Federation has developed the Spectrum to help groups define the public's role in any public participation process. The IAP2 Spectrum is quickly becoming an international standard.

		INCREASING IMPACT ON THE DECISION 				
		INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.	
	PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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.

Rationale: Minnetonka, like many of the Twin Cities' suburbs, is in its redevelopment stage when it must retrofit buildings, land uses, and other physical assets for changing needs and preferences, e.g., seniors who want to age in place or Millennials who don't want to own a home or be car dependent.

Minnetonka has a strong history of being responsive to residents and forward looking in its approach.

The following insights and best practices can help Minnetonka navigate its future redevelopment:

- › A University of Minnesota study (2013) found that Minnetonka does not have a centralized downtown. Rather, it is a “beehive” community, where people leave their homes and drive to various centers of activity (“beehives”) where they build community and interact with others, e.g. Big Willow is a gathering place for parents of children who play baseball; churches are gathering places for those who share the same faith.¹⁴ For the community to remain socially connected, the beehives must be strong because they give residents a sense of belonging.
- › Some of Minnetonka’s “beehives” are its village centers or retail districts, like the one at Hwy 101 and Minnetonka Boulevard. These centers are at major intersections, have a mix of retail (hardware stores, grocery stores, restaurants, etc.), are immediately accessible from the major roads, and are surrounded by residential housing. The village centers play an important role in connecting residents to each other, and keeping the area’s economy strong and accessible. The next comprehensive plan should include elements to maintain or strengthen the village centers.
- › Minnetonka’s shortage of good, inexpensive, undeveloped sites, the expansion of the light rail system, and its predicted increase in vacant commercial space make it a prime candidate for “Urban Villages,” a concept made popular by Ellen Dunham-Jones in her TED talk, “Retrofitting Suburbia,” https://www.ted.com/talks/ellen_dunham_jones_retrofitting_suburbia/transcript?language=en.
- › Belmar and Lakewood, Colorado offer inspiring examples of suburban redevelopment that assists seniors age in place, has multimodal transit options, “fits” within a traditional single family suburban environment, and adds a retail dimension that suburban residents value.¹⁵
- › The American Planning Association’s “Guide on Public Redevelopment” offers ideas and tools that the public sector can take to stimulate activity when the private market is not providing sufficient capital and economic activity to achieve the desired level of improvement: <https://planning.org/policy/guides/adopted/redevelopment.htm>.

¹⁴ Resilient Communities Project, City of Minnetonka and University of Minnesota, <http://rcp.umn.edu/wp-content/uploads/2013/01/LWV-1-12-13-Final.pdf>

¹⁵ “Retrofitting Suburbia,” Urban Land Interest, <http://uli.org/wp-content/uploads/2009/10/Sustainable-Suburbs-Retrofitting-Suburbia.pdf>

9. UPDATE THE MINNETONKA CITIZENS ACADEMY.

Rationale: Minnetonka's population will continue to change. To proactively engage residents and field new pools of informed citizens to serve on boards and commissions, the Minnetonka Citizens Academy should be refreshed.

Historically, citizen academies were six or seven week experiences that featured a lecture a week. In Minnetonka, they featured presentations from city historians, and various city departments. Most citizen academies are passive, “anyone is welcome” affairs whose participation and results have been diminishing over time.

Recently, many cities have re-imagined their citizen academies to be more dynamic, to appeal more to Millennials and retirees who want to play a more active role in their communities.

Best practices and resources:

- > “Decatur 101” in Decatur, Georgia is a six-week program with morning and evening options. Training includes dynamic presentations (no boring department heads) and active, hands-on learning, i.e. a Smart Growth Walking Tour and a 100 pennies budgeting game. The morning class is 10 a.m.–noon and the evening class is 7-9 p.m. The program is free and open to the first 40 applicants. The program typically has waiting lists, and past graduates have run for office, served on boards and commissions, volunteered to help with community festivals, activated neighborhood organizations, and more. Here’s what Decatur 101 graduates say about their experiences in the program: “The most fun I have had in a learning environment since my second year of law school.” . . . “Every city should have this kind of program.” . . . “Decatur 101 exceeded my expectations. I will include it on my resume.” . . . “It was awesome. It makes it a lot easier to write that tax check.” Learn more: <http://www.decaturga.com/city-government/city-departments/community-development-quality-of-life/decaturo1#outline>.
- > Leadership Omaha is a nine-month program that focuses on community trusteeship, leadership styles and community awareness. It culminates in a class project intended to benefit the Omaha community: <https://www.omahachamber.org/talent-and-workforce/leadership-development/leadership-omaha.cfm>.
- > UNC-Chapel Hill has a directory of citizen academies for further research: https://docs.google.com/spreadsheets/d/110XXWIFeoEqKcsUHN5vlfplN_yOEXswm8hfXr77h2WA/pub?hl=en_US&hl=en_US&single=true&gid=0&range=c1:ba120&output=html.

THESE 9 RECOMMENDATIONS, completed individually or together, will result in a more resilient, vibrant and future ready community.

The following partners and resources can help:

- › The MSP Regional Indicators can be used to track the five items in Recommendation #1: <https://www.greatersp.org/regional-indicators>.
- › VANTAGE is a community based innovation project of Minnetonka High School. Students work with a project team to solve real-world problems and learn about the challenges of project-driven work. Under the direction of a licensed teacher and in partnership with professionals, these project teams strive to contribute to a partner-defined project while gaining invaluable experience in today's marketplace: <https://www.minnetonkaschools.org/academics/mhs/vantage/about-vantage>.
- › The University of Minnesota Humphrey School of Public Affairs has nine policy research and outreach centers in the areas of leadership and management, politics and governance, urban and regional planning, gender policy, and science, technology and environmental policy: <http://www.hhh.umn.edu/people-research/research-centers>.
- › The League of Minnesota Cities (<https://www.lmc.org/>) and the National League of Cities (<http://www.nlc.org/>) primarily serve elected officials and offer training and best practices across a range of municipal issues.
- › The Alliance for Innovation primarily serves city managers and staff. They offer best practices for innovative cities and are responsive to member requests for best practices in a range of areas: www.TransformGov.org.
- › Living Cities works with cross-sector leaders in cities to build a new type of urban practice aimed at dramatically improving the economic well-being of low-income people: <https://www.livingcities.org/>.
- › Governing Magazine (<http://www.governing.com>) and the Governing Institute (<http://www.governing.com/gov-institute>) publish and train on best practices and innovation.

METHODOLOGY: WHO PARTICIPATED, AND HOW?

Residents took advantage of 12 weeks of opportunities to have their say in Imagine Minnetonka: online, through social media (City of Minnetonka’s Facebook, Twitter and Instagram with #imagineMTKA), at various meetings around town, and more. “One Wish” chalkboards were the most popular method of collecting residents’ ideas and were also seen by the most people:

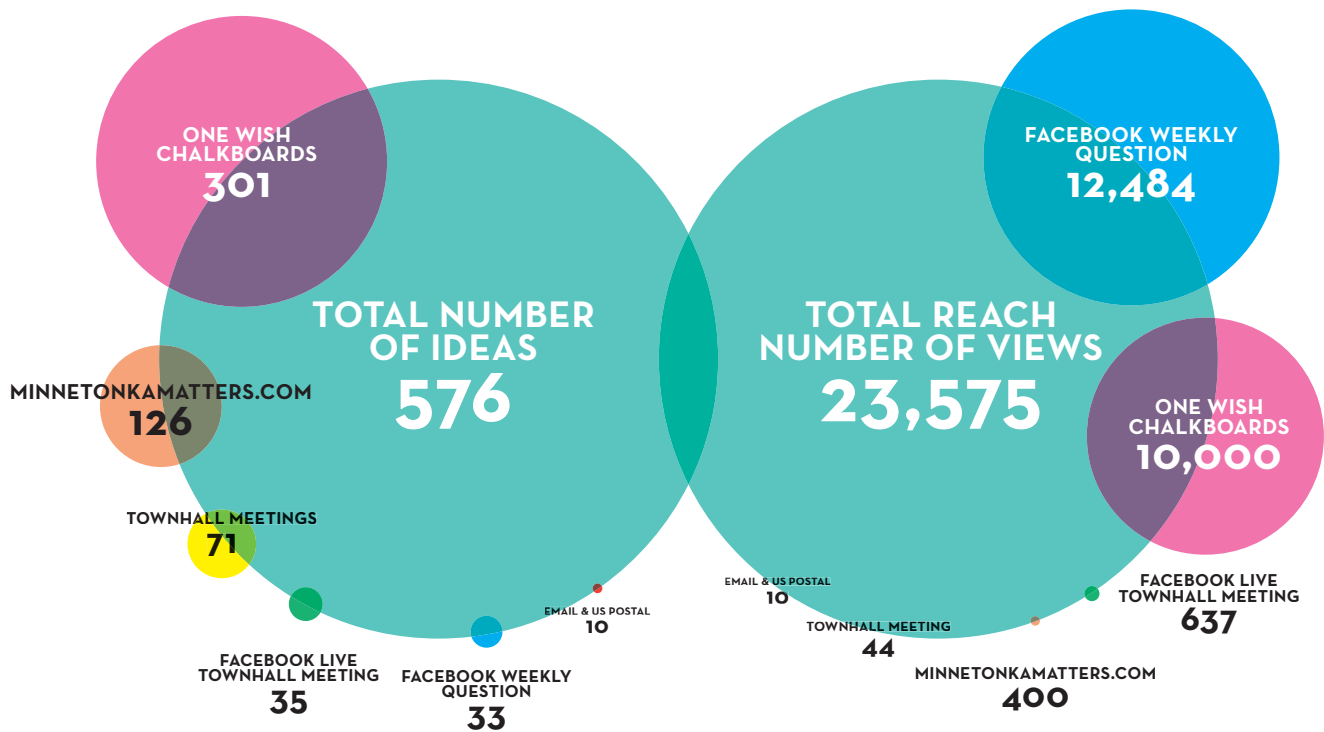


FIGURE 7: NUMBER OF IDEAS AND REACH GENERATED BY VARIOUS FORMS OF COMMUNITY ENGAGEMENT.

“ONE WISH CHALKBOARDS” WERE AVAILABLE TO RESIDENTS OF ALL AGES AT THESE 2016 VENUES:

- Saturday, June 25: Minnetonka Summer Festival (4–8 p.m.)
- Tuesday, July 19: Farmers Market and Music in the Park (3–8 p.m.)
- Wednesday, July 20: Williston Fitness Center (7–11 a.m.)
- Wednesday, July 27: Minnetonka Ice Arena Public Skating (3–5 p.m.)
- Thursday, July 28: Senior Center (8 a.m.–noon)
- Friday, August 5: Tour De Tonka packet pickup at Minnetonka High School (8:30 a.m.–2 p.m.)
- Wednesday, Aug. 10: Purgatory Park (8–11 a.m.)
- Wednesday, Aug. 24: Town Hall Meeting at Minnetonka Community Center (7 p.m.)
- Thursday, Aug. 25: Tanglen Elementary Back to School Open House (5–7 p.m.)
- Sunday, Sept. 18: Minnetonka United Methodist (10 a.m.–noon)
- Tuesday, Oct. 4: Fire Department and City Open House (5–7 p.m.)
- Wednesday, Oct. 12: Town Hall Meeting at Minnetonka Community Center (7 p.m.)

T HANK YOUs

So much energy and so many hours went into this project.

We owe the following residents and stewards of Minnetonka our thanks:

The Minnetonka City Council gave a word of advice to the consultants who spearheaded the project, “Don’t be afraid to make us uncomfortable.” Those brave folks include:

- Terry Schneider, Mayor
- Dick Allendorf, At Large, Seat A
- Patty Acomb, At Large, Seat B
- Bob Ellingson, Ward 1
- Tony Wagner, Ward 2
- Brad Wiersum, Ward 3
- Tim Bergstedt, Ward 4



The Imagine Minnetonka Steering Committee was appointed by the City Council to make sure the project stayed on track, was responsive to community needs, and resulted in actionable recommendations. Thank you to:

Betty Johnson	Cari Lindberg	Jason Moeckel	Madeline Seveland	Ron Kamps	Steve Adams, Chairman
Brian Kirk	Colbert Boyd	Joan Suko	Margaret Bauer	Scott Coolong	



Geralyn Barone, Minnetonka’s City Manager, challenged us to ask the tough questions and seek out those who’ve been traditionally disengaged. She stayed late listening to residents’ concerns about the future. We were privileged to work with her.

Perry Vetter, the Assistant City Manager, was the City’s liaison for this effort and did a lot of the heavy lifting. He coordinated all the One Wish Chalkboard locations, organized all the steering committee meetings, and was the main contact for the City Council and to the City staff.

In addition to Perry, the following **City of Minnetonka staff members** provided energy and ideas to this project, which will bring it to life for all residents now and in the future:

Ann Davy	Jim Malone	Sara Kronmiller	Julie Wischnack
Dave Johnson	Shelley Peterson	John Vance	Alicia Gray
Kelly Odea	Scott Boerboom	Kevin Fox	Colin Schmidt
Sara Woeste	Loren Gordon	Merrill King	David Maeda
Darrin Ellingson	Susan Thomas	Will Manchester	Kari Spreeman
Jo Colleran	Drew Ingvalson	Jeremy Koenen	Patty Latham
Brian Wagstrom	Corrine Heine	Phil Olson	Moranda Zimmer

Special thanks to Betty Johnson, Madeline Seveland, and Cari Lindberg for providing additional research assistance related to Minnetonka’s history, green infrastructure best practices, and school district data respectively.

The team at NEXT Generation Consulting was privileged to work with your community on Imagine Minnetonka. Reach out anytime.

REBECCA  RYAN

1882 E. Main Street, Suite 204
Madison, WI 53704
888.922.9595
rebeccaryan.com



INFORMATION MEMO

Planning and Zoning 101

Learn the basics of why and how cities engage in land use planning and regulation, and why local officials should take time to carefully and conscientiously create land use laws. Tools discussed include comprehensive land use plans and zoning ordinances. Find a graphic to illustrating levels of city council discretion to decide at various stages in these processes.

RELEVANT LINKS:

I. Land use regulation

City governments provide many important services, but one function stands apart in its impact on future generations—the authority to engage in planning and zoning of the community. Comprehensive plans and zoning ordinances adopted and enforced by current officials affect the future layout and landscape of a city for many years to come. Whether it is the development or preservation of open space, or the redevelopment and revival of existing properties, what a community will look like dozens of years from now depends on decisions made today.

City planning and zoning took root in the early 20th century as a way to minimize conflicts between incompatible land uses and to plan more coherent development. People increasingly were living in built-up urbanized areas, and were suffering health impacts, included reduced life span, related to density and industrialization. In order to promote better health, safety and welfare, cities began regulating the use, size and location of structures on the land through zoning ordinances, and developing future plans for harmonious and healthy land use patterns.

II. Conflicts and lawsuits

People tend to feel strongly about land use in most communities, and it often goes both ways. Private property owners may feel they should be able to use their land as they see fit, without government telling them what they can and cannot do and where they can and cannot build.

On the other hand, residents may feel equally strongly about what others are doing nearby, to the extent that it may injure or disturb the peace and quiet of their neighborhood—hardly anyone wants to live next door to a major industrial operation for example.

This material is provided as general information and is not a substitute for legal advice. Consult your attorney for advice concerning specific situations.

RELEVANT LINKS:

[*Euclid v. Ambler*, 272 U.S. 365, 47 S. Ct. 114, 71, \(1926\).](#)

Conflicts often lead to litigation, and land use regulation is no different. It was through litigation that the U.S. Supreme Court first upheld the constitutionality of zoning in the seminal 1926 decision, *Euclid v. Ambler*. And lawsuits continue to this day. The League of Minnesota Cities Insurance Trust (LMCIT) provides a unique land use insurance coverage that defends cities in land use lawsuits even when there is not a claim for damages. LMCIT members spend almost \$3 million a year defending these lawsuits.

III. Making versus applying law

Land use litigation is costly, and often puts city officials in the difficult position of dealing with controversies that may displease people, no matter the outcome. City officials can help themselves through these controversies by educating themselves about land use regulation authority, and the process and procedures necessary to exercise it. An important consideration is how much authority the city has over any given land use decision. A city has much broader authority when creating its land use plans and ordinances than it does when administering the same. Consequently, it is important for a city official to be aware of what authority the city is acting under whenever making a particular decision.

When creating, adopting and amending land use plans and zoning ordinances, a city is making law by exercising so-called “legislative” authority. The council sits as a body of elected representatives to make plans and laws (ordinances) for the entire community to advance health, safety, and welfare. When acting legislatively, the council has broad discretion and will be afforded considerable deference by any reviewing court. In contrast, when applying existing plans and laws, a city council is exercising so-called “quasi-judicial” authority. The limited task is to determine the facts associated with a particular request, and then apply those facts to the relevant law. A city council has less discretion when acting quasi-judicially, and a reviewing court will examine whether the city council applied rules already in place to the facts before it.

It can be helpful to visualize this as a “pyramid of discretion” that shows cities have greater discretion when making land use decisions at the base of the triangle, and less as decision-making moves up the pyramid. Discretion is greatest when officials are creating local laws and the least when officials are administering those laws.

See Appendix A: Pyramid of discretion.

RELEVANT LINKS:

[Minn. Stat. § 462.351.](#)
[Minn. Stat. § 462.352,](#)
[subd.5.](#)

Learn more about planning commissions in LMC information memo, [Planning Commission Guide.](#)

Land use disputes tend to arise most often when a city is applying laws, rather than when making law. But a city usually has less ability to address the root of the dispute when applying the law, than it would when making the law in the first instance. When acting legislatively, a city council can engage in far-ranging policy discussion, and sort through competing views about what plans and laws would be in the best interest of the city. Although not everyone may be on board with the outcome, the more public participation in the law-making stage, the better the understanding among the public of why the city has a particular plan or law in place.

IV. The comprehensive plan

A comprehensive plan is document that sets forth a vision and the goals for the future of the city. State law defines a comprehensive plan as a compilation of policies, goals, standards and maps for guiding the physical, social and economic development, both public and private, of the municipality and its environment. The purpose is to guide future development of land to ensure a safe, pleasant, and economical environment for residential, commercial, industrial, and public activities.

The comprehensive plan provides the overall foundation for all land use regulation in city. State law encourages all cities to prepare and implement a comprehensive municipal plan. In addition, cities within the seven-county metro area are required to adopt comprehensive plans. Under state law, a city planning commission or department is tasked with the creation of the city's comprehensive plan.

Planning is a professional field that encompasses a broad array of skills and techniques. In developing comprehensive plans, many cities use educated, certified land use professionals. But at its core, planning is a relatively straightforward three-step process:

- First, a community takes stock of where it is today.
- Second, the community generates a shared vision and goals for what the city will be like in the future.
- Third, but certainly not least, the city develops a set of specific strategies to achieve that vision over time.

There are many reasons cities create and adopt comprehensive plans. The planning process helps communities identify issues before they arise, stay ahead of trends in land use development and redevelopment, and anticipate and navigate change in populations and land use patterns.

RELEVANT LINKS:

[Minn. Stat. § 462.355, subd. 2.](#)

[Minn. Stat. § 462.355, subd. 3.](#)

A comprehensive plan also protects and makes the most out of public investment by ensuring that development coincides with investments in infrastructure. A comprehensive plan protects and promotes the value of private property. Finally, a comprehensive plan provides legal justification for a community's land-use decisions and ordinances.

The comprehensive plan itself can contain many different elements, and importantly, is not limited in scope to land use.

The land use plan lays out desired timing, location, design and density for future development, redevelopment, or preservation. In addition to a specific land use plan, comprehensive plans typically include plans for:

- Public or community facilities,
- Parks and open space,
- Housing,
- Natural resources,
- Transportation, and
- Infrastructure.

Most comprehensive plans include a variety of maps, including a land use plan map that indicates how the plan guides the future land use in different areas of the community.

State law provides certain processes that cities must follow for comprehensive plan adoption and amendment. Prior to adoption of a comprehensive plan, the planning commission must hold at least one public hearing. A notice of the time, place, and purpose of the hearing must be published once in the official newspaper of the municipality, and at least 10 days before the day of the hearing. Unless otherwise provided in a city charter, the city council may, by resolution by a two-thirds vote of all of its members, adopt and amend the comprehensive plan or a portion of the plan. This means that on a five-member council, the comprehensive plan must receive at least four affirmative votes.

After a city has adopted a comprehensive plan, all future amendments to the plan must be referred to the planning commission for review and comment. No plan amendment may be acted upon by the city council until it has received the recommendation of the planning commission, or until 60 days have elapsed from the date an amendment proposed by the city council has been submitted to the planning commission for its recommendation. In submitting review and comment to council, the planning commission serves in a strictly advisory role. The city council ultimately decides on the acceptance, rejection or the revision of the plan, and is not bound by planning commission recommendations.

RELEVANT LINKS:

[Minn. Stat. § 473.175.](#)

[Minn. Stat. § 473.175, subd. 3.](#)

[Minn. Stat. § 462.355, subd. 1a.](#)

[Minn. Stat. § 462.356, subd. 1.](#)

[Minn. Stat. § 462.357.](#)

For more on zoning see LMC information memo, [Zoning Guide for Cities](#).

Cities in the seven-county metropolitan area must submit their comprehensive plan to the Metropolitan Council for review of its compatibility and conformity with the Council's regional system plans. When the Metropolitan Council determines that a city's comprehensive land use plan may have a substantial impact on, or contain a substantial departure from the Metropolitan Council's regional system plans, the Council has the statutory authority to require the city to conform to the Council's system plans. Cities within the seven-county metro area must review and update their plan, fiscal devices, and official controls at least every 10 years, and submit their revised plans to the Metropolitan Council for review.

Adopting and amending a comprehensive plan should be a dynamic public process with an eye towards implementation. Public participation ensures broad and ongoing support, brings a variety of information and perspectives, and instills a sense of community ownership in the plan. Once adopted, the city should actively consult the plan, periodically review it for consistency with current policies and practices, and recommend amendments whenever necessary. State law provides that comprehensive plans should be implemented through zoning and subdivision regulations, as well as coordination of public improvements and city services, and a capital improvements program.

V. The zoning ordinance

State law authorizes a city zoning ordinance as a tool to implement a comprehensive plan. Zoning is a method of establishing a land use pattern by regulating the way land is used by landowners. A zoning ordinance has area standards that regulate the size and location of buildings and structures in the city. Comprised of text and a map, most zoning ordinances also typically divide a city into various zoning districts, and set standards regulating uses in each district.

“Area standards” are rules that constrain the size and location of building and other structures. These typically include rules about building location and size, including height, width and bulk; and the percentage of lot space that may be occupied, and required yards or open spaces. Other standards might be performance standards such as related to density, parking or lighting.

Most zoning ordinances use a map to divide the community into zoning districts that establish similar compatible land uses. By creating zoning districts that separate uses, the city assures that adequate space is provide for each and that transition areas of buffers exist between distinct and incompatible uses. Examples may include, but are not limited to residential, commercial, industrial and agricultural. Larger cites will often have districts of varying density or intensity, such as single-family residential and multi-family residential, or light industrial and heavy industrial.

RELEVANT LINKS:

[Minn. Stat. §§ 462.357, subd. 2 – 5.](#)

[Minn. Stat. § 462.357, subd. 2.](#)

For each district, a zoning ordinance typically sets forth uses that are allowed in each district and the performance standards that must be met. The allowed uses often are set forth in lists or use tables. Allowed uses typically include permitted uses, accessory uses and conditional uses.

- A permitted use is generally the principal use of the land or building, and is allowed without a public hearing.
- An accessory use is an allowed use located on the same lot, subordinate or accessory to permitted use.
- A conditional use is a use that is allowed after a public hearing only if the landowner meets the general and specific standards as set forth in the zoning ordinance. The more specific and clear the standards set forth in the ordinance, the easier it will be to administer.

State law mandates a procedure for the adoption or amendment of zoning ordinances. The process includes:

- A public hearing must be held by the council or the planning commission (if one exists) before the city adopts or amends a zoning ordinance.
- A notice of the time, place and purpose of the hearing must be published in the official newspaper of the municipality at least 10 days prior to the day of the hearing. In addition, if an amendment to a zoning ordinance involves changes in district boundaries affecting an area of five acres or less, a similar notice must be mailed at least 10 days before the day of the hearing to each owner of affected property and property situated completely or partly within 350 feet of the property to which the amendment applies.
- Zoning ordinances must be adopted by a majority vote of all of the members of the council.

An important component of the zoning ordinance is the zoning ordinance map which assigns zoning districts to given parcels in the community. When the city changes the zoning district designation of a parcel from one zoning district to another, the process is termed rezoning, and must be done after a public hearing. Rezoning is an amendment to the actual zoning ordinance and the procedures for amendments to the zoning ordinance apply.

State law, however, has a two-tiered voting requirement for rezoning of residential property. When property is rezoned from residential to commercial or industrial, a two-thirds majority of all members of the city council is required. For other rezoning decisions, a simple majority vote of all members is all that is required. Rezoning should be consistent with the comprehensive plan land use plan map.

RELEVANT LINKS:

Jed Burkett
651.281.1247
jburkett@lmc.org
League of Minnesota Cities.

VI. Results of careful planning

Keeping city plans and ordinances current can save money and headaches. Whether disagreements about the vision for future of city, or disputes between neighboring property owners, land use conflicts eventually confront most city officials. In creating comprehensive plans and adopting zoning ordinances, cities can proactively engage the public to create grounds rules for all.

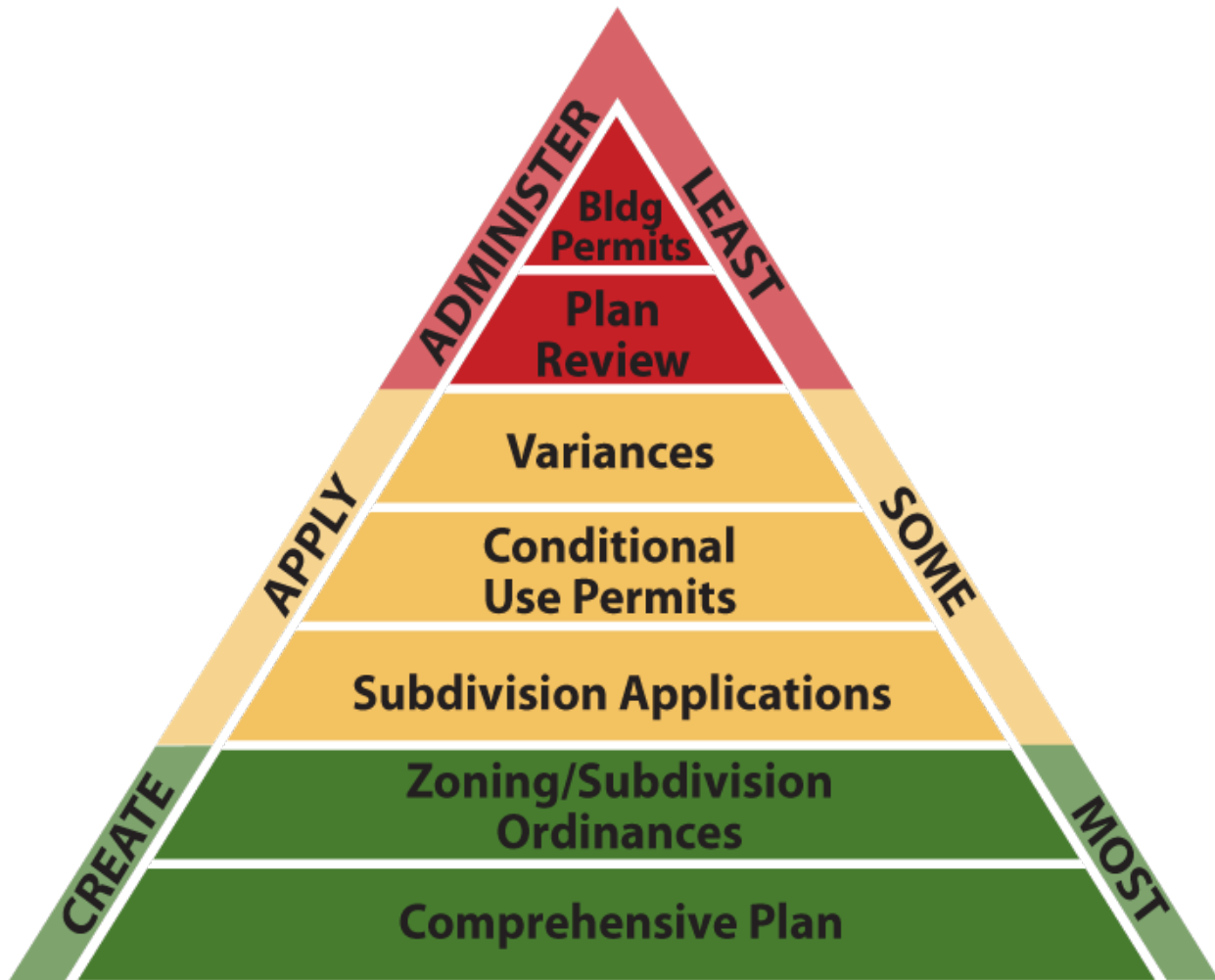
Planning and zoning a community is a substantial undertaking that deserves thoughtful consideration. The more effort a city puts in at the front end by in adopting and amending plans and ordinances, the easier it will be to administer. Plans and ordinances adopted years ago may not be consistent with current vision, particularly in an economic downturn. A capital improvement program, in particular, should be regularly revisited for consistency with current conditions.

VII. Further assistance

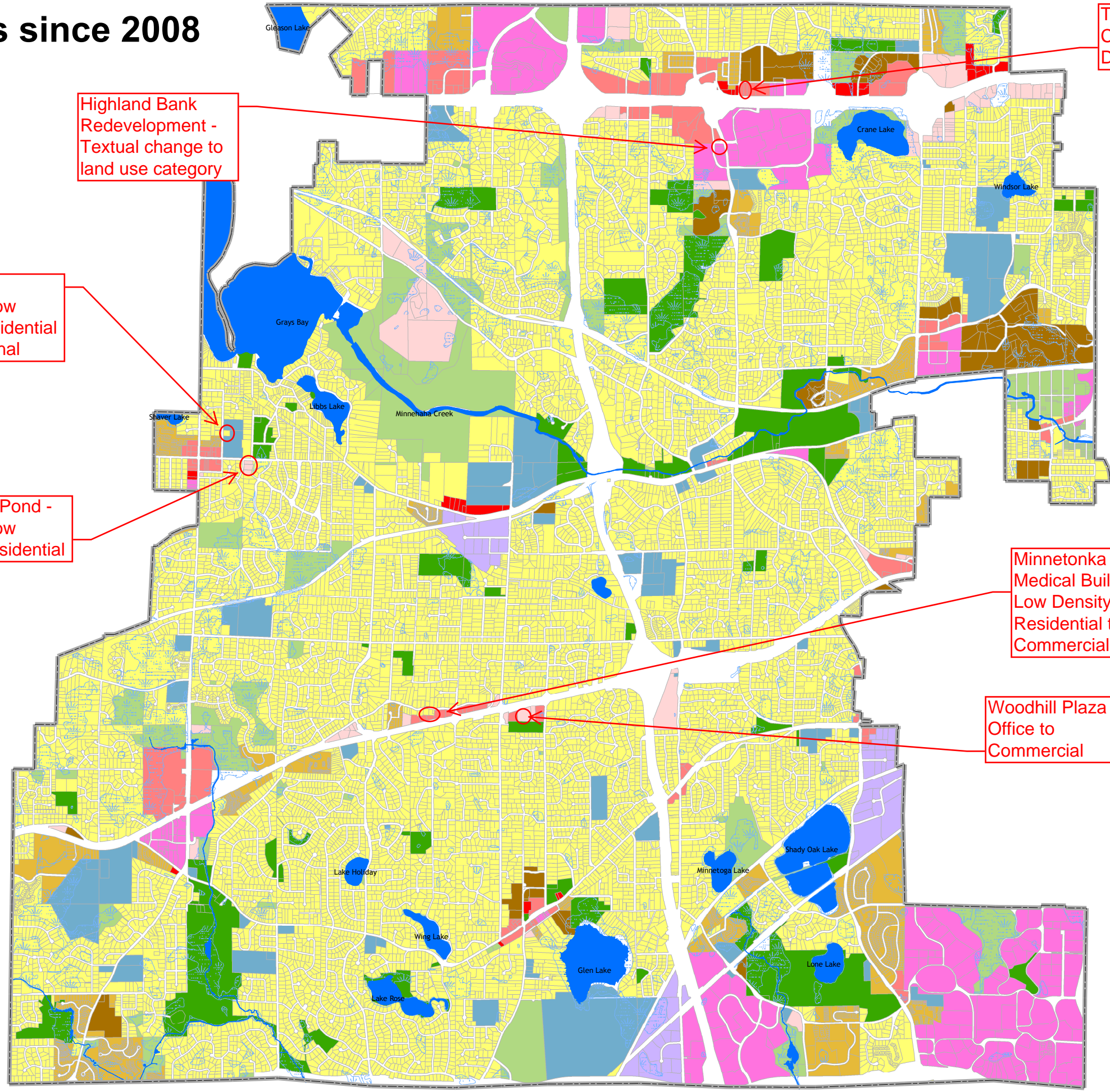
LMCIT offers land use consultations, training and information to members. Contact the League's Loss Control Land Use Attorney for assistance. You can also learn more about land use issues in the land use section of the League's website.

Appendix A: The pyramid of discretion

The pyramid framework illustrates how much discretion the city has to make land use decisions based on the role it is playing.



Changes since 2008



Highland Bank
Redevelopment -
Textual change to
land use category

Minnetonka
Schools - Low
Density Residential
To Institutional

Groveland Pond -
Office to Low
Density Residential

The Ridge -
Commercial to High
Density Residential

Minnetonka
Medical Building -
Low Density
Residential to
Commercial

Woodhill Plaza -
Office to
Commercial

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

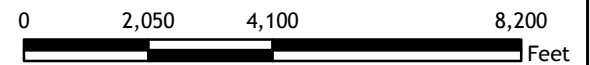
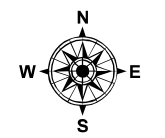


Figure IV-15
2030 Land Use Plan

Source: City of Minnetonka

2015 SYSTEM STATEMENT

City of Minnetonka

System Statement Issue Date: September 17, 2015



METROPOLITAN
C O U N C I L

2015 SYSTEM STATEMENT FOR CITY OF MINNETONKA

System Statement Issue Date: September 17, 2015

Regional Development Plan Adoption

In May 2014, the Metropolitan Council adopted *Thrive MSP 2040*. Following adoption of *Thrive*, the Council adopted the *2040 Transportation Policy Plan*, the *2040 Regional Parks Policy Plan*, the *2040 Water Resources Policy Plan*, and the *2040 Housing Policy Plan*. The Metropolitan Council is now issuing system statements pursuant to [State statute](#).

Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and, as necessary, amend its comprehensive plan within the next three years, by the end of 2018. The complete text of *Thrive MSP 2040* as well as complete copies of the recently adopted metropolitan system and policy plans are available for viewing and downloading at <http://www.metrocouncil.org/Communities/Planning.aspx>. Paper copies are available by calling the Council's Data Center at 651-602-1140.

System Statement Definition

Metropolitan system plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for metropolitan wastewater services, transportation, and regional recreation open space. System statements explain the implications of metropolitan system plans for each individual community in the metropolitan area. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

Within nine months after receiving a system statement for an amendment to a metropolitan system plan, and within three years after receiving a system statement issued in conjunction with the decennial review required under section [473.864, subdivision 2](#), each affected local governmental unit shall review its comprehensive plan to determine if an amendment is necessary to ensure continued conformity with metropolitan system plans. If an amendment is necessary, the governmental unit shall prepare the amendment and submit it to the council for review.

Local comprehensive plans, and amendments thereto, will be reviewed by the Council for conformance to metropolitan system plans, consistency with Council policies, and compatibility with adjacent and affected governmental units. Updated local comprehensive plans are due to the Council for review by December 31, 2018.

What is in this System Statement

The system statement includes information specific to your community, including:

- your community designation or designation(s);
- forecasted population, households, and employment through the year 2040;
- guidance on appropriate densities to ensure that regional services and costly regional infrastructure can be provided as efficiently as possible.
- affordable housing need allocation;

In the following sections, this system statement contains an overview of each of the system plan updates and specific system changes that affect your community. The sections are:

- Transportation, including metropolitan highways, aviation, and transit
- Water Resources, including wastewater, surface water, and water supply planning
- Regional parks and trails

Dispute Process

If your community disagrees with elements of this system statement, or has any questions about this system statement, please contact your Sector Representative, Michael Larson, at 651-602-1407, to review and discuss potential issues or concerns.

The Council and local government units and districts have usually resolved issues relating to the system statement through discussion.

Request for Hearing

If a local governmental unit and the Council are unable to resolve disagreements over the content of a system statement, the unit or district may, by resolution, request that a hearing be conducted by the Council's Land Use Advisory Committee or by the State Office of Administrative Hearings for the purpose of considering amendments to the system statement. According to Minnesota Statutes section 473.857, the request shall be made by the local governmental unit or school district within 60 days after receipt of the system statement. If no request for a hearing is received by the Council within 60 days, the statement becomes final.

Regional Development Guide

The Council adopted [Thrive MSP 2040](#) as the new regional development guide on May 28, 2014. *Thrive* identifies five outcomes that set the policy direction for the region's system and policy plans. Building on our region's history of effective **stewardship** of our resources, *Thrive* envisions a **prosperous, equitable, and livable** region that is **sustainable** for today and generations to come. The Council is directing its operations, plans, policies, programs, and resources toward achieving this shared long-term vision.



Three principles define the Council's approach to implementing regional policy: **integration, collaboration, and accountability**. These principles reflect the Council's roles in integrating policy areas, supporting local governments and regional partners, and promoting and implementing the regional vision. The principles define the Council's approach to policy implementation and set expectations for how the Council interacts with local governments.

Thrive also outlines seven land use policies and community designations important for local comprehensive planning updates. The land use policies establish a series of commitments from the Council for local governments and uses community designations to shape development policies for communities. Community designations group jurisdictions with similar characteristics based on Urban or Rural character for the application of regional policies. Together, the land use policies and community designations help to implement the region's vision by setting expectations for development density and the character of development throughout the region.

Community Designation

Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth. If there are discrepancies between the *Thrive MSP 2040* Community Designations Map and the Community Designation map contained herein because of adjustments and refinements that occurred subsequent to the adoption of *Thrive*, communities should follow the specific guidance contained in this System Statement.

Thrive identifies Minnetonka with the community designation of Suburban. Suburban communities experienced continued growth and expansion during the 1980s and early 1990s, and typically have automobile-oriented development patterns at significantly lower densities than in previous eras. Suburban communities are expected to plan for forecasted population and household growth at average densities of at least 5 units per acre for new development and redevelopment. In addition, Suburban communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the *2040 Transportation Policy Plan*.

Specific strategies for Suburban communities can be found on Minnetonka's [Community Page](#) in the [Local Planning Handbook](#).

Forecasts

The Council uses the forecasts developed as part of *Thrive* to plan for regional systems. Communities should base their planning work on these forecasts. Given the nature of long-range forecasts and the planning timeline undertaken by most communities, the Council will maintain on-going dialogue with

communities to consider any changes in growth trends or community expectations about growth that may have an impact on regional systems.

The *Thrive* forecasts for population, households, and employment for your community are:

	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

Housing Policy

The Council adopted the [Housing Policy Plan](#) on December 10, 2014, and amended the plan on July 8, 2015. The purpose of the plan is to provide leadership and guidance on regional housing needs and challenges and to support *Thrive MSP 2040*. The *Housing Policy Plan* provides an integrated policy framework to address housing challenges greater than any one city or county can tackle alone.

Consistent with state statute (Minn. Stat. 473.859, subd. 2(c) and subd. 4), communities must include a housing element and implementation program in their local comprehensive plans that address existing and projected housing needs.

The Council has also determined the regional need for low and moderate income housing for the decade of 2021-2030 (see Part III and Appendix B in the Housing Policy Plan).

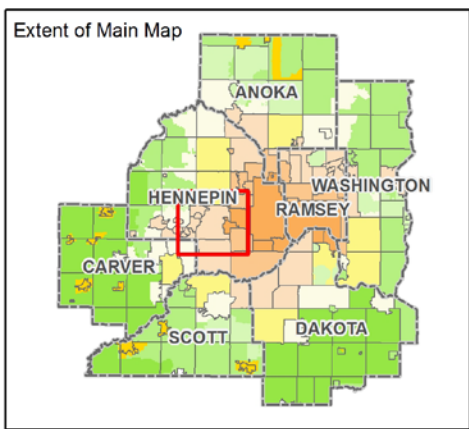
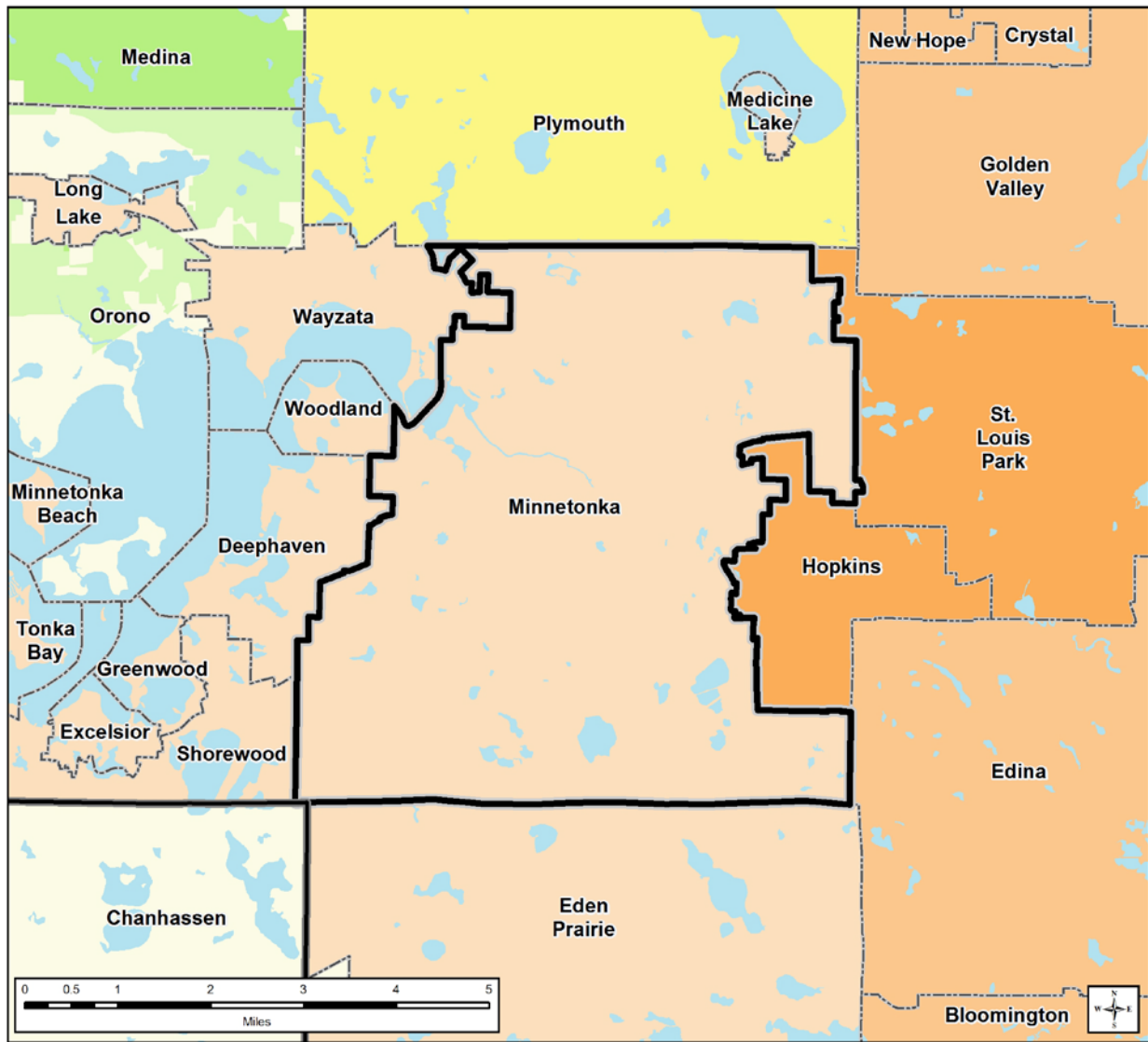
Minnetonka’s share of the region’s need for low and moderate income housing is 1,064 new units affordable to households earning 80% of area median income (AMI) or below. Of these new units, the need is for 508 affordable to households earning at or below 30% of AMI, 412 affordable to households earning 31% to 50% of AMI, and 144 affordable to households earning 51% to 80% of AMI.

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

Specific requirements for the housing element and housing implementation programs of local comprehensive plans can be found in the [Local Planning Handbook](#).

Figure 1. Minnetonka Community Designation



Community Designations

- | | |
|------------------------------------|------------------------|
| Outside Council planning authority | Emerging Suburban Edge |
| Agricultural | Suburban Edge |
| Rural Residential | Suburban |
| Diversified Rural | Urban |
| Rural Center | Urban Center |
-
- | |
|------------------------------|
| County Boundaries |
| City and Township Boundaries |
| Lakes and Major Rivers |

TRANSPORTATION SYSTEM STATEMENT

City of Minnetonka

The *2040 Transportation Policy Plan (TPP)* is the metropolitan system plan for highways, transit, and aviation to which local comprehensive plans must conform. This system statement summarizes significant changes to these three systems, as well as other changes made to the *Transportation Policy Plan* since the last *2030 TPP* was adopted in 2010, and highlights those elements of the system plan that apply specifically to your community. The *TPP* incorporates the policy direction and the new 2040 socio economic forecasts adopted by the Metropolitan Council in the *Thrive MSP 2040*, and extends the planning horizon from 2030 to 2040.

Federal Requirements

The *TPP* must respond to requirements outlined in state statute, as well as federal law, such as some new requirements included in the federal law known as the Moving Ahead for Progress in the 21st Century Act (MAP-21). For instance, metropolitan transportation plans must now be performance based, so the *TPP* now includes goals, objectives, and strategies outlined in chapter 2. In previous versions of the *TPP* the strategies were known as policies; while some are new, the wording of many strategies are similar to the wording of policies in previous plans. Performance measurements for this plan are also discussed in Chapter 12, Federal Requirements.

Federal law requires the long range plan to identify regionally significant transportation investments expected to be made over the next two decades, and to demonstrate that these planned investments can be afforded under the plan's financial assumptions. Both costs and available revenues have changed since the last plan was adopted in 2010, resulting in many changes in the plan. Federal law does allow the plan to provide a vision for how an increased level of transportation revenue might be spent if more resources become available, but the programs or projects identified in this scenario are not considered part of the approved plan.

The *TPP* includes two funding scenarios for the metropolitan highway and transit systems: the "Current Revenue Scenario" and the "Increased Revenue Scenario."

- The **Current Revenue Scenario** represents the fiscally constrained regional transportation plan, which assumes revenues that the region can reasonably expect to be available based on past experience and current laws and allocation formulas.
- The **Increased Revenue Scenario** represents an illustration of what be achieved with a reasonable increase in revenues for transportation.

Under the Metropolitan Land Planning Act, local comprehensive plans are expected to conform to the Current Revenue Scenario, which is the official metropolitan system plan. Potential improvements in the Increased Revenue Scenario can be identified separately in local plans as unfunded proposals. A more detailed description of how to handle the various improvements in this category is included under Other Plan Considerations.

In addition to reviewing this system statement, your community should consult the entire *2040 Transportation Policy Plan* to ensure that your community's local comprehensive plan and plan amendments conform to the metropolitan transportation system plan. Chapter 3, Land Use and Local Planning, has been expanded and all communities should carefully review this chapter. A PDF file of

the entire *2040 Transportation Policy Plan* can be found at the Metropolitan Council's website: [http://www.metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TPP-\(1\).aspx](http://www.metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1).aspx). The format of the plan is slightly different than past *Transportation Policy Plans*. An introductory Overview, Chapter 1: Existing System and Chapter 10: Equity and Environmental Justice have been added to this version of the *TPP*, in addition to the changes noted in the first paragraph. Please note some modifications have been made to the appendices as well.

Key Changes in the 2040 Transportation Policy Plan

Adopted by the Metropolitan Council in January 2015, the revised *2040 Transportation Policy Plan* incorporates the following changes:

Metropolitan Highway System - Chapter 5

The Metropolitan Highway System is made up of principal arterials, shown in Fig 1-1 of the *TPP* and also attached to this system statement. Although no new highways have been added to this system in the *2040 TPP*, the last incomplete segment of this system, TH 610, is now under construction in Maple Grove.

- The *TPP* acknowledges that congestion cannot be eliminated or greatly reduced. The region's mobility efforts will need to focus on managing congestion and working to provide alternatives. The majority of resources available between now and 2040 will be needed for preservation, management and operation of the existing highway system.
- Due to increased costs and decreased revenue expectations, many long-planned major projects to add general purpose highway lanes are not in this fiscally constrained plan. While the preservation, safety, and mobility needs of these corridors are recognized, investments in these corridors will be focused on implementing traffic management strategies, lower cost-high benefit spot mobility improvements, and implementing MnPASS lanes. Some specific projects have been identified in this plan, but funding has primarily been allocated into various investment categories rather than specific projects. The highway projects specifically identified in the Current Revenue Scenario are shown in Figure 5-8 of the *TPP* which is also attached to this system statement.
- Modifications were made to *Appendix D - Functional Classification Criteria*, and *Appendix F – Highway Interchange Requests*. *Appendix C – Project List* is new and contains all of the transit and highway projects that have been identified between 2014 and 2023.

Transit System - Chapter 6

The transit system plan provides an overview of the basic components of transit planning, including demographic factors, transit route and network design factors and urban design factors that support transit usage. Local governments have the primary responsibility for planning transit-supportive land use, through their comprehensive planning, and subdivision and zoning ordinances.

- The *TPP* includes updated Transit Market Areas (shown in *TPP* Figure 6-3, also attached) which reflect 2010 Census information and an updated methodology that better aligns types and levels of transit service to expected demand. These market areas identify the types of transit services that are provided within each area.
- The *TPP* includes limited capital funding for transit expansion and modernization. Opportunities primarily exist through competitive grant programs such as the regional solicitation for US DOT

funding. These opportunities are guided by the strategies in the *TPP* and the various elements of the Transit Investment Plan.

- The *TPP* includes an updated transitway system plan that more clearly articulates which projects can be funded within reasonable revenue expectations through year 2040 (Current Revenue Scenario as shown in *TPP* Figure 6-8, which is also attached). The plan includes five new or expanded METRO lines, three new arterial bus rapid transit lines, and three corridors under study for mode and alignment but identified in the Counties Transit Improvement Board's (CTIB) Phase I Program of Projects. This system was developed in collaboration with CTIB, a major partner in regional transitway expansion.
- The *TPP* does not include operating funding for transit service expansion beyond the existing network of regular route bus, general public dial-a-ride, and Metro Vanpool.
- The Increased Revenue Scenario (shown *TPP* Figure 6-9, which is also attached) illustrates the level of expansion for the bus and support system and transitway system that might be reasonable if additional revenues were made available to accelerate construction of the transitway vision for the region.
- The plan includes updated requirements and considerations for land use planning around the region's transit system. This includes new residential density standards for areas near major regional transit investments and an increased emphasis on proactive land use planning in coordination with the planning of the transit system.

Aviation System - Chapter 9

The Metropolitan Aviation System is comprised of nine airports (shown in Figure 1-9 of the *TPP* and also attached to this system statement) and off-airport navigational aids. There are no new airports or navigational aids that have been added to the system in the *2040 TPP*.

- The *TPP* discusses the regional airport classification system as well as providing an overview of roles and responsibilities in aviation for our regional and national partners. The investment plan includes an overview of funding sources for projects, and an overview of projects proposed for the local airports that will maintain and enhance the regional airport system.
- Modifications were made to *Appendix I – Regional Airspace*, *Appendix J – Metropolitan Airports Commission Capital Investment Review Process*, *Appendix K – Airport Long Term Comprehensive Plans* and *Appendix L – Aviation Land Use Compatibility*.

Other Plan Changes

Regional Bicycle Transportation Network - Chapter 7

The *2040 TPP* encourages the use of bicycles as a mode of transportation. To that end, the *TPP* establishes for the first time a Regional Bicycle Transportation Network (RBTN). The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails that complement each other to most effectively improve conditions for bicycle transportation at the regional level. Cities, counties, and parks agencies are encouraged to plan for and implement future bikeways within and along these designated corridors and alignments to support the RBTN vision.

Freight - Chapter 8

Most aspects of freight movement are controlled by the private sector, so unlike other sections of the *TPP*, there is not a specific plan adopted for future public sector investment in freight facilities. However, the discussion of the need for a safe and efficient multimodal freight system has been updated and expanded in the *TPP* to recognize challenges and opportunities for freight movement as well as the future direction of freight by mode. It acknowledges the closure of the Minneapolis Upper Harbor in 2015, leaving St Paul and Shakopee as the region's major barge terminal areas in the future. The plan also acknowledges the increase of trains since 2010 carrying oil from North Dakota on BNSF and CP rail tracks, which is expected to continue into the future. Although railroad trackage in the region was significantly decreased over the last 20 years to "right size" the system after federal deregulation, communities should not expect much additional rail abandonment. Many tracks that appear to be seldom used are owned by the smaller Class III railroads that serve local businesses by providing direct rail connections from manufacturing and warehousing/distribution facilities to the major national railroads. The major Class I railroads are approaching capacity and actually adding tracks in some locations.

System Plan Considerations Affecting Your Community

Minnnetonka should consult the complete *2040 Transportation Policy Plan* in preparing its local comprehensive plan. In addition, Minnetonka should consult *Thrive MSP 2040* and the current version of the Metropolitan Council's [Local Planning Handbook](#) for specific information needed in its comprehensive plan. Specific system plan considerations affecting Minnetonka are detailed below.

Metropolitan Highways

There are five principal arterials located within Minnetonka: I-494, TH 7, TH 12, TH 62, and TH 169. The *TPP* does not identify any specific regional mobility improvements on these highways, although maintenance and preservation investments will be made on all highways.

Transit System

Minnnetonka includes the following Transit Market Areas:

Transit Market Area	Market Area Description and Typical Transit Services
Market Area III	Transit Market Area III has moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit. It is typically Urban with large portions of Suburban and Suburban Edge communities. Transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable.
Market Area IV	Transit Market Area IV has lower concentrations of population and employment and a higher rate of auto ownership. It is primarily composed of Suburban Edge and Emerging Suburban Edge communities. This market can support peak-period express bus services if a sufficient concentration of commuters likely to use transit service is located along a corridor. The low-density development and suburban form of development presents challenges to fixed-route transit. General public dial-a-ride services are appropriate in Market Area IV.

Minnnetonka should identify and map existing transit services and facilities in the local comprehensive plan. Minnetonka should also work with transit providers serving their community to identify potential future transit service options and facilities that are consistent with the *TPP* and the applicable Transit

Market Areas. Communities can find further maps and guidance for transit planning in the Transportation section of the [Local Planning Handbook](#).

Transitways

Current Revenue Scenario Transitways

Minnetonka should acknowledge in your local comprehensive plan the transitway investments planned for your community in the Current Revenue Scenario (*TPP* Figure 6-8). Minnetonka includes the Green Line Extension, with a mode and alignment adopted in the *TPP*.

Increased Revenue Scenario Transitways

The *TPP* Increased Revenue Scenario shows additional transitway corridors beyond the scope of the plan's adopted and fiscally constrained Transit Investment Plan (the Current Revenue Scenario). These corridors are listed on page 6.63 of the *TPP*, and *TPP* Figure 6-9, which is attached, shows the complete transitway vision for the region.

If Minnetonka believes it might be directly impacted by transitways in the Increased Revenue Scenario (for example, because they are participating in transitway corridor studies or feasibility analyses), the transitways may be acknowledged in the Comprehensive Plan. These additional corridors are or will be under study for mode and alignment recommendations, but they are not included in fiscally constrained plan. However, they should be clearly identified as not funded within the currently expected resources for transitways. The Council recognizes the important planning work that goes into a corridor prior to it becoming part of the region's Transit Investment Plan, especially if increased revenues were to become available.

Similar to Current Revenue Scenario Transitways, communities should identify known potential stations along planned transitways and consider guiding land use policies, station area plans, and associated zoning, infrastructure, and implementation tools that support future growth around transit stations. These policies can also influence station siting in initial planning phases of transitway corridors and influence the competitiveness of a transitway for funding. Communities can find further guidance for station area planning in the Transportation section of the [Local Planning Handbook](#) and the *Transit Oriented Development Guide*.

Aviation

All communities must include an aviation element in the transportation sections of their comprehensive plans. The degree of aviation planning and development considerations that need to be included in the comprehensive plan varies by community. Even those communities not impacted directly by an airport have a responsibility to include airspace protection in their comprehensive plan. The protection element should include potential hazards to air navigation including electronic interference.

Minnetonka is not in an influence area of a regional airport. Airspace protection should be included in local codes/ordinances to control height of structures.

Other Plan Considerations

Regional Bicycle Transportation Network

TPP Figure 7-1 shows the RBTN as established for the first time in the *2040 TPP*. The network consists of a series of prioritized Tier 1 and Tier 2 corridors and dedicated alignments (routes). The process used to develop the RBTN, as well as the general principles and analysis factors used in its development, can be found in the Bicycle and Pedestrian Chapter of the *TPP*.

The RBTN corridors and alignments make up the “trunk arterials” of the overall system of bikeways that connect to regional employment and activity centers. These are not intended to be the only bicycle facilities in the region, and local units should also consider planning for any additional bike facilities desired by their communities. RBTN corridors are shown where more specific alignments within those corridors have not yet been designated, so local governments are encouraged to use their comprehensive planning process to identify suitable alignments within the RBTN corridors for future incorporation into the *TPP*.

In addition, agencies should plan their local on and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments, as well as any new network alignments within RBTN corridors to be proposed in local comprehensive plans. Bikeway projects that complete segments of, or connect to, the RBTN are given priority for federal transportation funds through the Transportation Advisory Board’s biannual regional solicitation.

A Minor System / Functional Classification

The *TPP* has always recognized the A minor arterial system as an important supplement to the regional highway system, and the Transportation Advisory Board (TAB) continues to maintain the official regional map of these roads. The *2040 TPP* does include an updated functional classification map (Fig. 1-2 in Chapter 1) and a modified *Appendix D - Functional Classification Criteria*. Communities should consult the Local Plan Handbook for more information on functional classification, how to reflect the A minor arterial system in their plan, and how to request functional classification changes if necessary.



Freight

The Council encourages all local governments to plan for freight movement in their communities. Trucks are the major mode of freight movement in the region and across the nation to distribute consumer goods as well as move manufactured goods and commodities, and they operate in every community.

Communities with special freight facilities shown on *TPP* Figure 8-1, Metropolitan Freight System, (attached) should also include those additional modes and facilities in their local plan, and plan for compatible adjacent land uses.

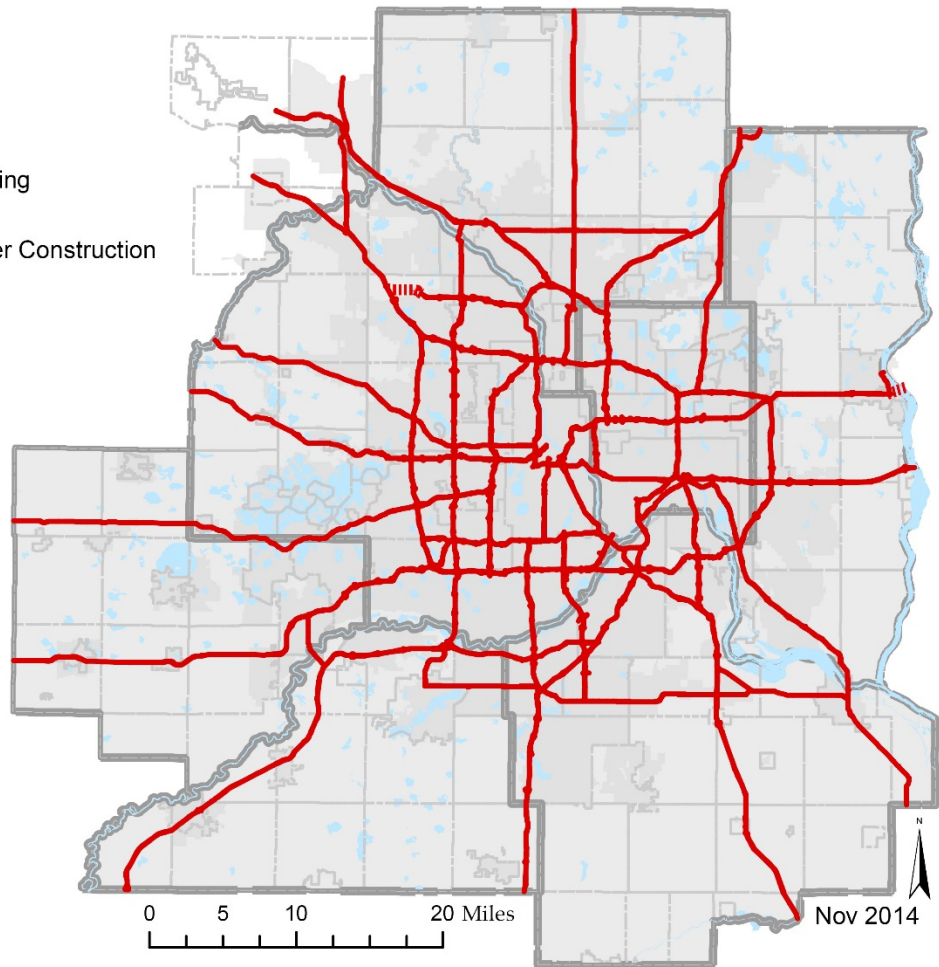
Figure 1-1 of the TPP

Principal Arterials

-  Principal Arterial - Existing
-  Principal Arterial - Under Construction

Reference Items

-  Lakes and Rivers
-  City Boundary
-  County Boundary
-  MUSA 2040 MPO Area



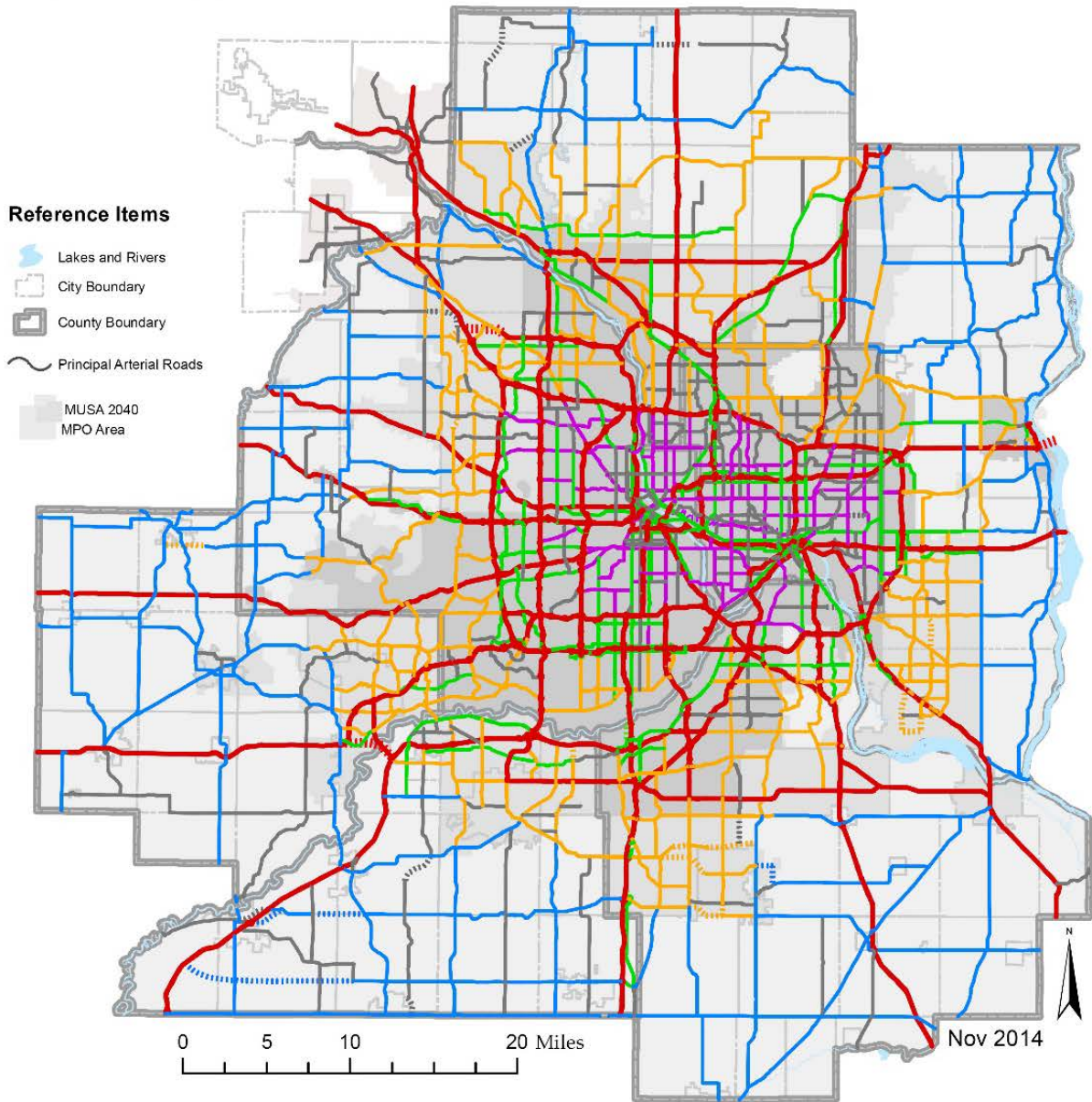
2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL

Figure 1-1



Figure 1-2 of the TPP

Functional Class Roads



Existing

- Principal Arterial
- A-Minor Augmentor
- A-Minor Reliever
- A-Minor Expander
- A-Minor Connector
- Other Minor Arterial

Planned

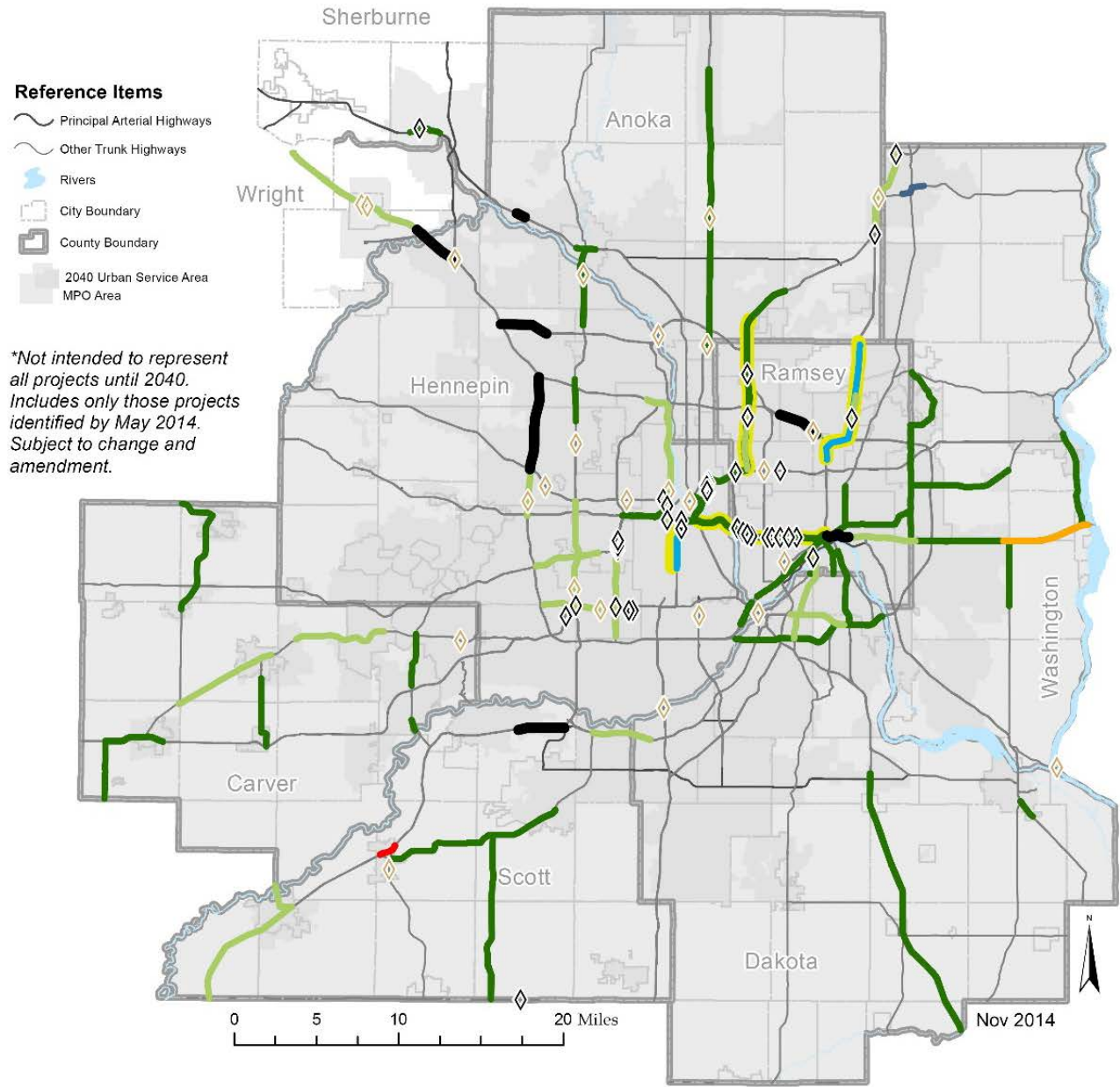
- Principal Arterial
- A-Minor Augmentor
- A-Minor Reliever
- A-Minor Expander
- A-Minor Connector
- Other Minor Arterial

Thrive Planning Areas

- Urban Core & Urban & Suburban
- Suburban Edge & Emerging Suburban Edge
- Rural Service Areas
- MPO Area outside the Seven County Area

Figure 5-8 of the TPP

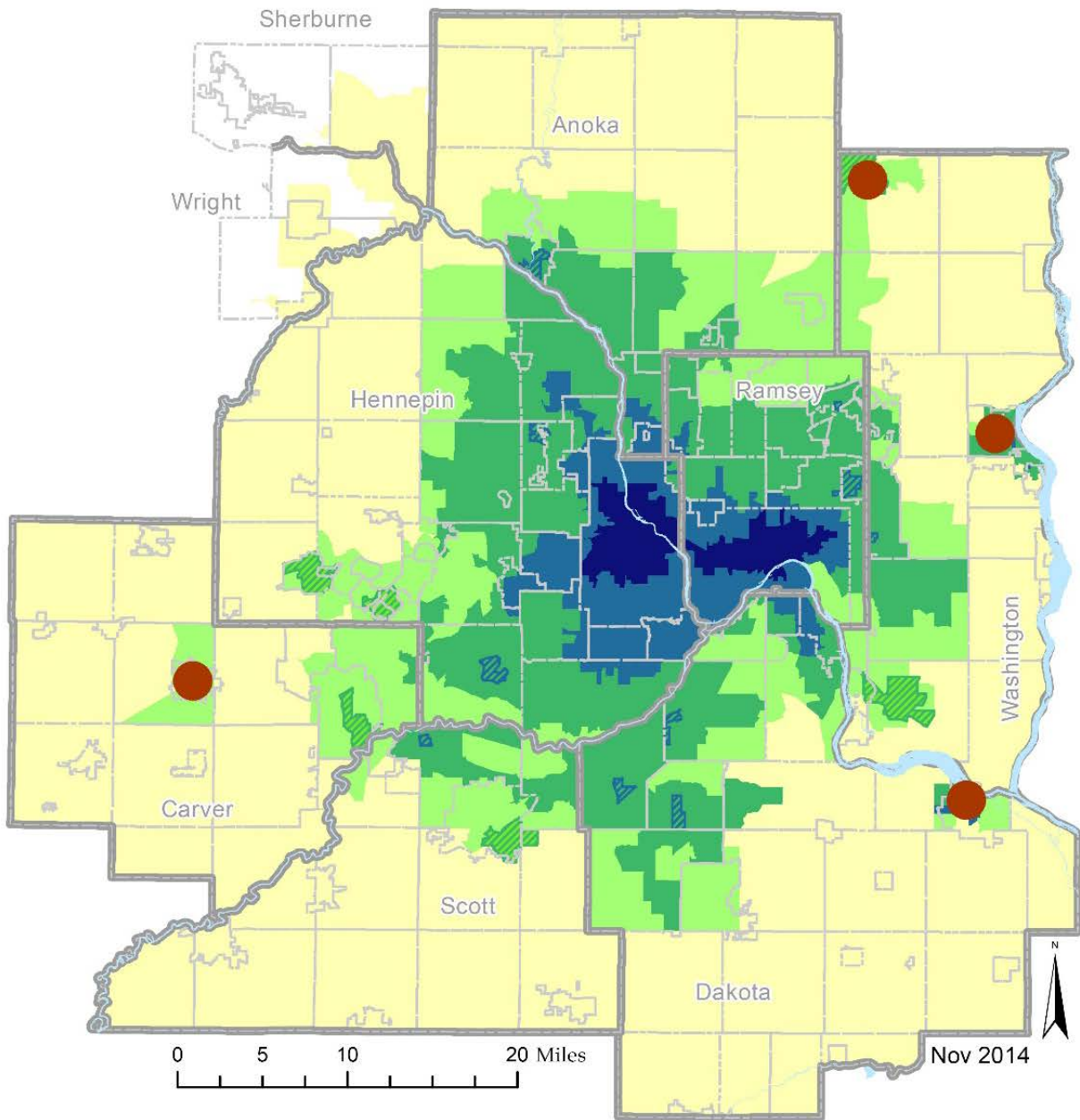
Identified Projects* in Highway Current Revenue Scenario



- ◇ 2015-2018 TIP Bridges
- ◇ 2019 - 2024 Bridges
- ◇ 2015-2018 TIP Pavement
- ⤿ Strategic Capacity
- ⤿ Roadside Infrastructure
- ⤿ Roadside Infrastructure / Safety
- ⤿ 2019 - 2024 Pavement Projects
- ⤿ 2015 - 2018 Pavement / MnPass
- ⤿ 2015 - 2018 Pavement / Safety
- ⤿ Tier 1 MnPASS Expansion

Figure 6-3 of the TPP

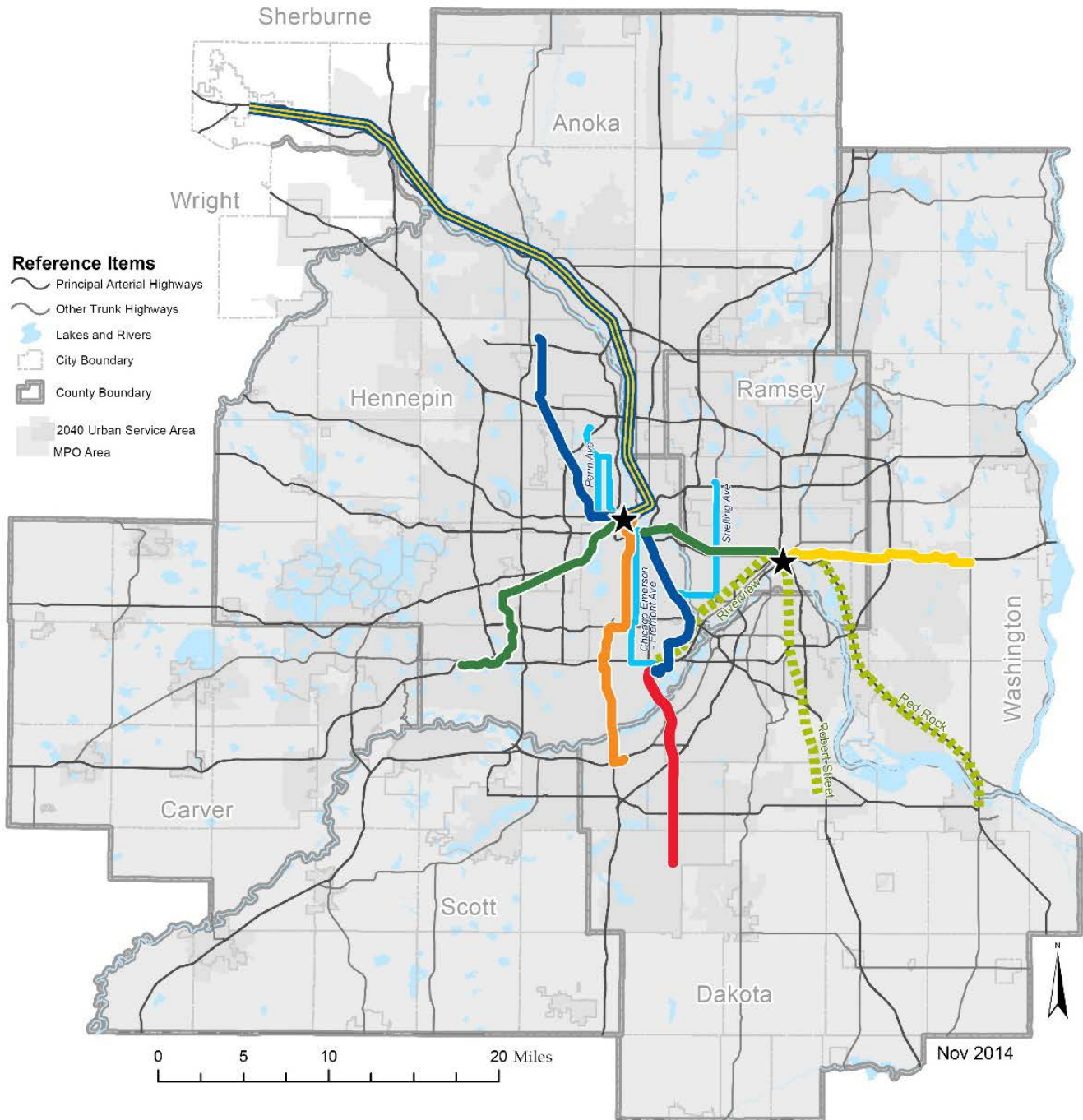
Transit Market Areas



- Market Area I
- Market Area II
- Emerging Market Area II
- Market Area III
- Emerging Market Area III
- Market Area IV
- Market Area V
- Freestanding Town Center

Figure 6-8 of the TPP

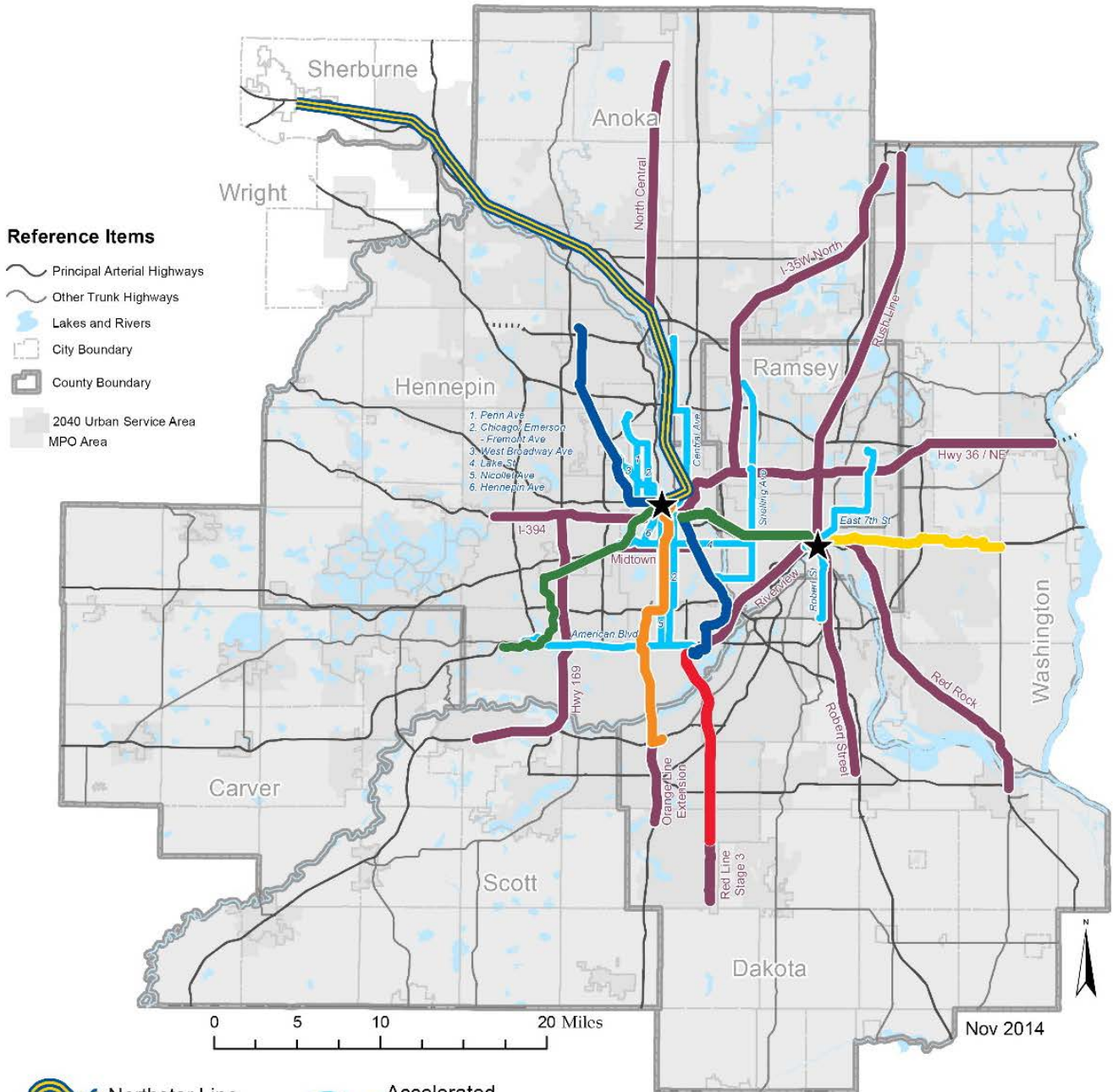
Current Revenue Scenario Transitways and CTIB Phase I Program of Projects



- | | | |
|--|---|---|
|  Northstar Line |  Red Line |  Arterial BRT |
|  Blue Line |  Orange Line |  CTIB Phase I Program of Projects under study mode and alignment not yet specified |
|  Green Line |  Gold Line |  Regional Multimodal Hub |

Figure 6-9 of the TPP

Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision



- Northstar Line
- Blue Line
- Green Line
- Red Line
- Orange Line
- Gold Line
- Accelerated Arterial BRT
- Accelerated Transitways under study mode and alignment not yet specified
- Regional Multimodal Hub

Increased Revenue Scenario would also include at least 1% average annual bus expansion.

Figure 7-1 of the TPP

Regional Bicycle Transportation Network Vision

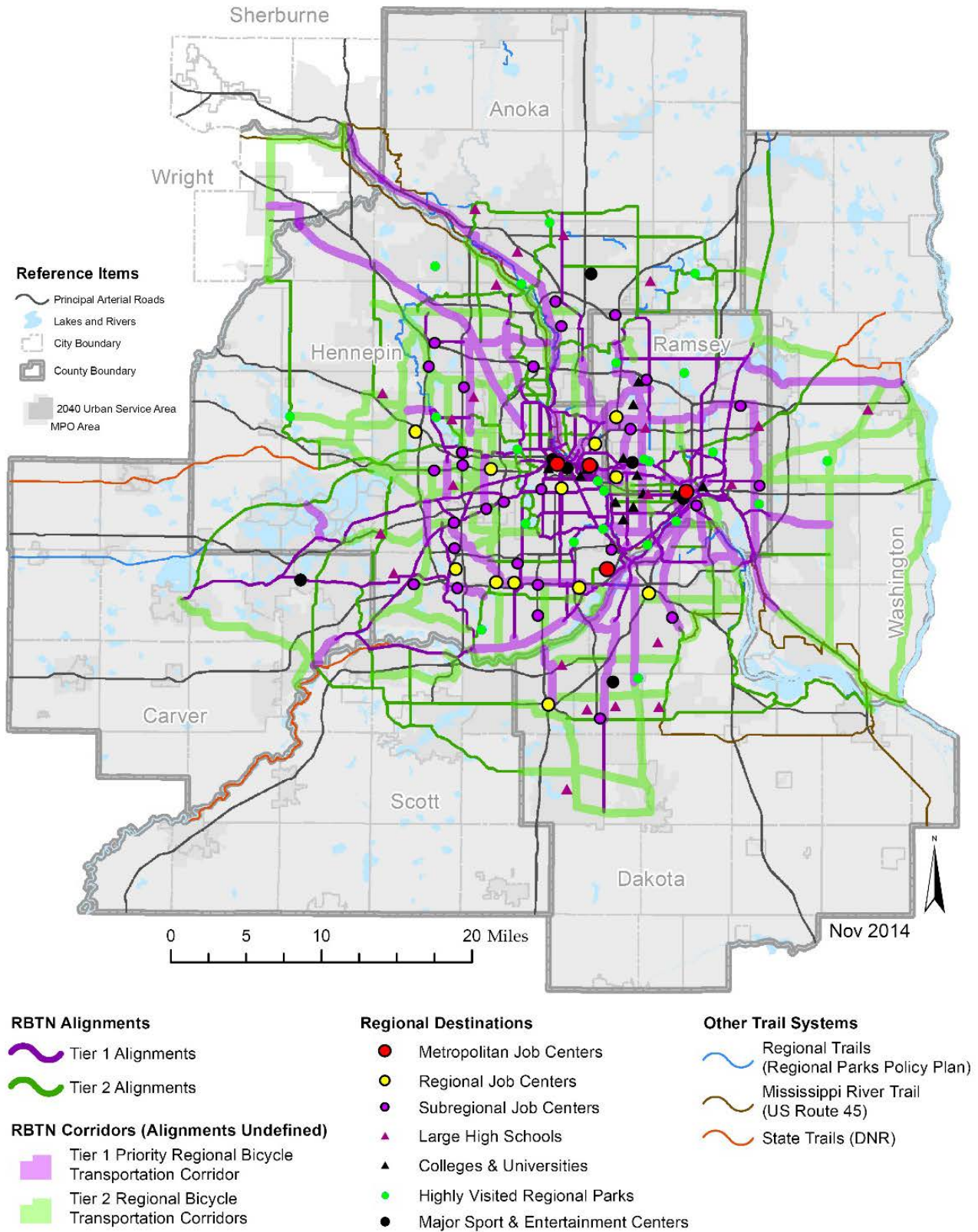


Figure 8-1 of the TPP

Metropolitan Freight System

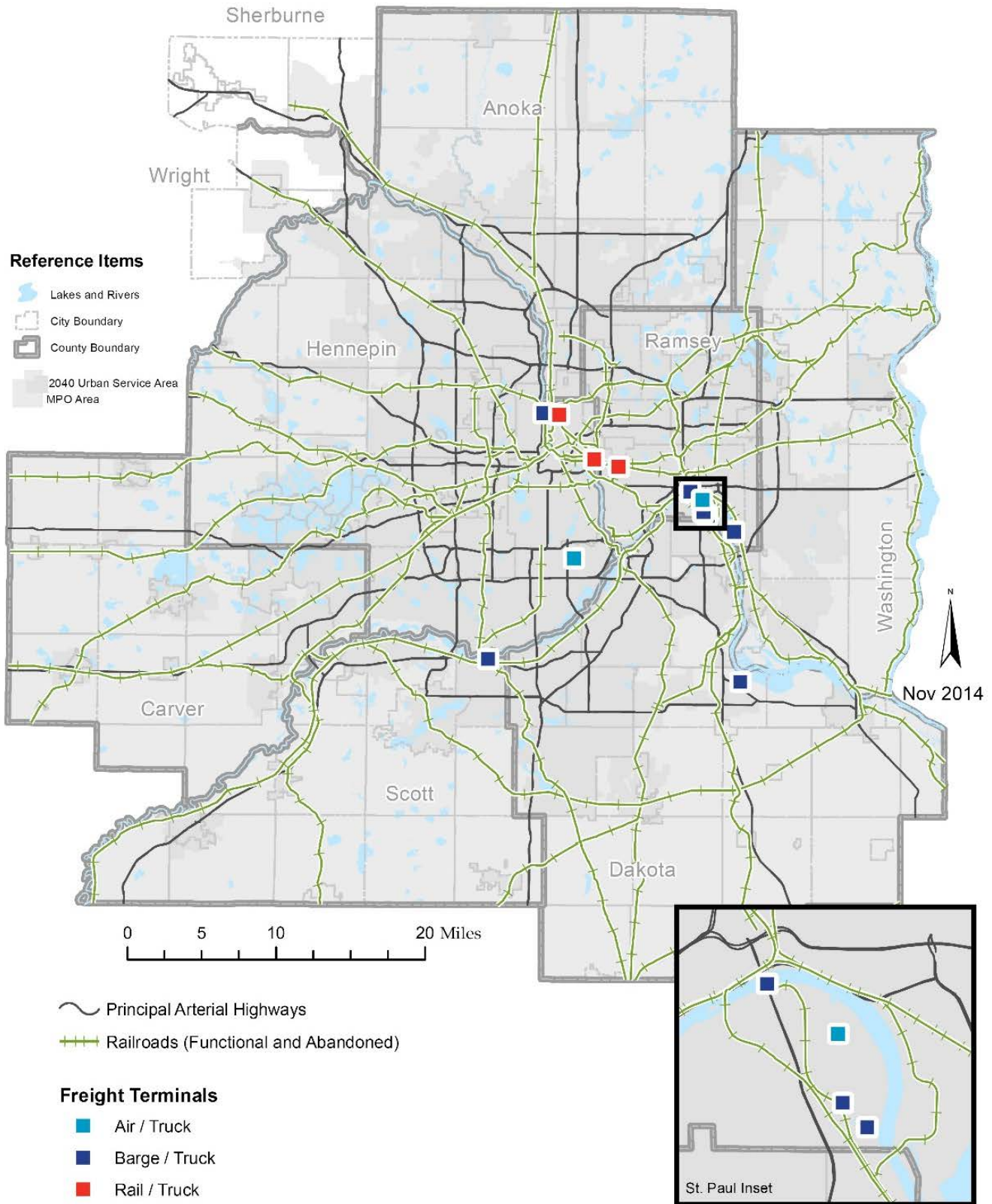
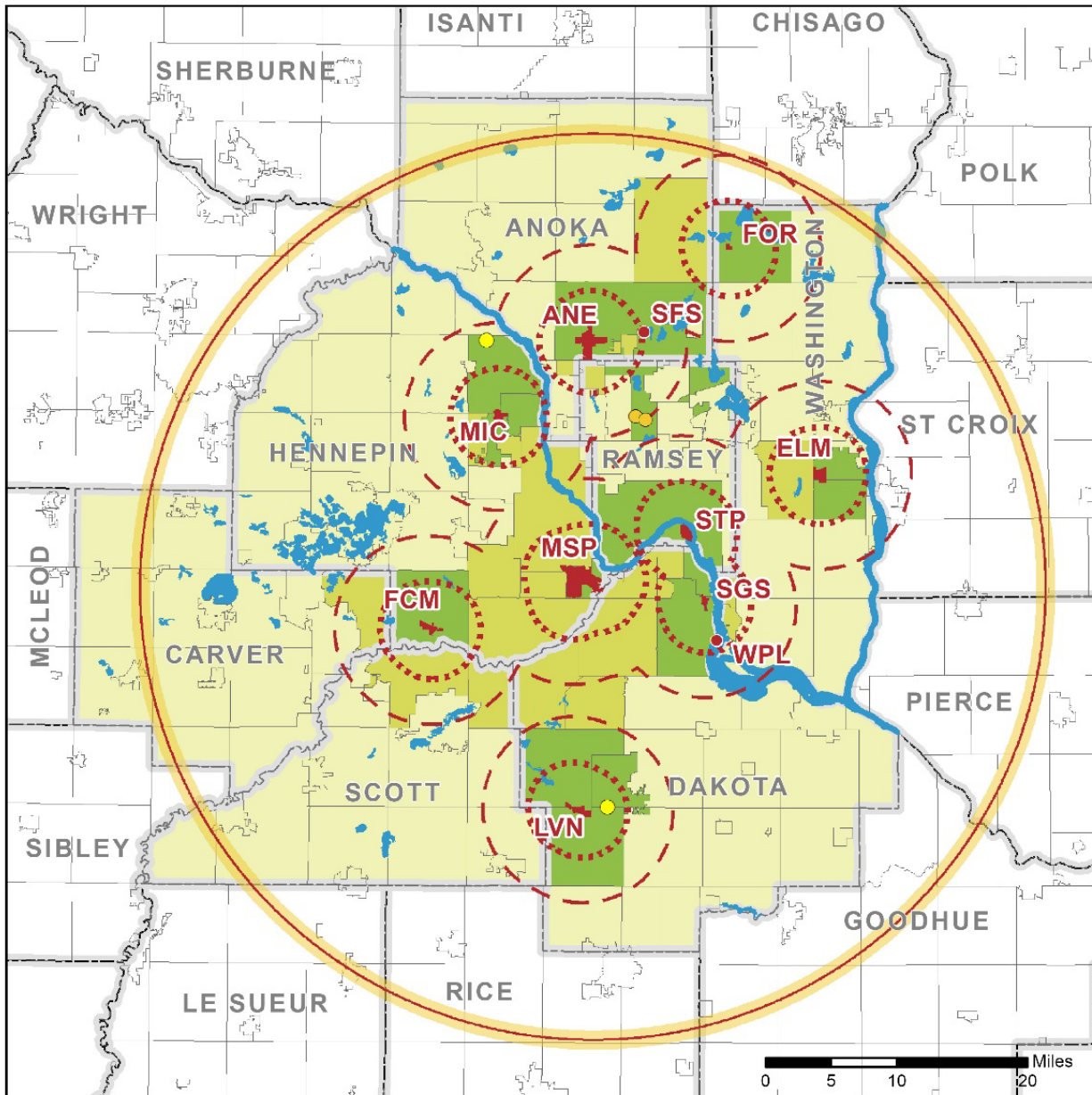
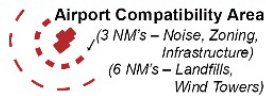


Figure 9-1 of the TPP

Airport Service Areas



Public Owned Public Use Airport



MSP Minneapolis – St. Paul International Airport (Wold-Chamberlain Field)

STP St. Paul Downtown Airport (Holman Field)

ANE Anoka County – Blaine Airport (Janes Field)

FCM Flying Cloud Airport

MIC Crystal Airport

SGS South St. Paul Airport (Fleming Field)

ELM Lake Elmo Airport

LVN Airlake Airport

FOR Forest Lake Airport

Privately Owned Public Use Airport

SFS Surf-Side Seaplane Base (Rice Lake)

WPL Wipline Seaplane Base (Miss. River)

Minneapolis Class-B Airspace Boundary

Permitted Seaplane Surface Waters (within 7 County Area only)

VOR Protection Zone

Tall Tower Areas

Aviation Facility Located in Community

Community Directly Affected by Facility(s)

General Airspace Notification/Protection

WATER RESOURCE REQUIREMENTS/ WASTEWATER SYSTEM STATEMENT

City of Minnetonka

The *2040 Water Resources Policy Plan* includes policies and strategies to achieve the following goal:

To protect, conserve, and utilize the region's groundwater and surface water in ways that protect public health, support economical growth and development, maintain habitat and ecosystem health, and provide for recreational opportunities, which are essential to our region's quality of life.

The Policy Plan takes an integrated approach to water supply, water quality, and wastewater issues. This approach moves beyond managing wastewater and stormwater only to meet regulatory requirements by viewing wastewater and stormwater as resources, with the goal of protecting the quantity and quality of water our region needs now and for future generations.

The Policy Plan includes policies and strategies to:

- Maximize regional benefits from regional investments in the areas of wastewater, water supply and surface water.
- Pursue reuse of wastewater and stormwater to offset demands on groundwater supplies.
- Promote greater collaboration, financial support, and technical support in working with partners to address wastewater, water quality, water quantity and water supply issues.
- Implement environmental stewardship in operating the regional wastewater system by reusing wastewater, reducing energy use and air pollutant emissions, and reducing, reusing, and recycling solid waste.

Key Concepts in the 2040 Water Resources Policy Plan

Adopted by the Metropolitan Council in May 2015, the *2040 Water Resources Policy Plan* is the metropolitan system plan for metropolitan wastewater services with which local comprehensive plans must conform. The Policy Plan incorporates the following changes:

- Centers on and around an integrated approach to water supply, wastewater, and surface water planning.
- Promotes the investigation of the issues and challenges in furthering our work in water conservation, wastewater and stormwater reuse, and low impact development practices in order to promote a more sustainable region.
- Promotes the concept of sustainable water resources where, through collaboration and cooperation, the region will take steps to manage its water resources in a sustainable way aimed at:
 - Providing an adequate water supply for the region
 - Promoting and implementing best management practices that protect the quality and quantity of our resources
 - Providing efficient and cost effective wastewater services to the region
 - Efficiently addressing nonpoint and point sources pollution issues and solutions, and,
 - Assessing and monitoring lakes, rivers, and streams so that we can adequately manage, protect, and restore our valued resources.
- Continues the Council's position that communities that permit the construction and operation of subsurface sewage treatment systems and other private wastewater treatment systems are

responsible for ensuring that these systems are installed, maintained, managed and regulated consistent with Minnesota Rules Chapter 7080-7083.

- Includes requirements in Appendix C for comprehensive sewer plans, local water plans, and local water supply plans.
- Establishes inflow and infiltration goals for all communities served by the regional wastewater system and requires all communities to include their inflow and infiltration mitigation programs in their comprehensive sewer plan.
- Works with the State to attempt to (1) make funds available for inflow and infiltration mitigation, and (2) promote statutes, rules, and regulations to encourage I/I mitigation.

Minnnetonka should consult the complete Policy Plan in preparing its local comprehensive plan. In addition, Minnetonka should consult *Thrive MSP 2040* and the *Local Planning Handbook* for specific information needed in its comprehensive plan.

System Plan Considerations Affecting Your Community

Metropolitan Sewer Service

Under state law (Minn. Stat. 473.513) local governments are required to submit both a wastewater plan element to their comprehensive plan as well as a comprehensive sewer plan describing service needs from the Council. Specific requirements for the sewer element of your comprehensive plan can be found in the Water Resources section of the *Local Planning Handbook*.

Forecasts

The forecasts of population, households, employment, and wastewater flows for Minnetonka as contained in the adopted *2040 Water Resources Policy Plan* can be found at: <http://www.metrocouncil.org/Wastewater-Water/Planning/2040-Water-Resources-Policy-Plan.aspx> and on your Community Page in the *Local Planning Handbook*. These forecasts are for sewered development. The sewered housing forecasts were estimated using SAC data, annual city reports, current trends, existing and future local wastewater service areas and other information relating to your community. The wastewater flows are based on historical wastewater flow data, future projected wastewater generation rates, and the projected sewered population and employment data.

The Council will use these growth and wastewater flow forecasts to plan future interceptor and treatment works improvements needed to serve your community. The Council will not design future interceptor improvements or treatment facilities to handle peak hourly flows in excess of the allowable rate for your community. Minnetonka, through its comprehensive planning process, must decide the location and staging of development, and then plan and design its local wastewater collection system to serve this development. The Council will use its judgment as to where to assign growth within your community to determine regional system capacity adequacy. If Minnetonka wishes to identify specific areas within the community to concentrate its growth, it should do so within its Comprehensive Sewer Plan.

You should also note that urban development at overall densities that are substantially lower than those identified for your community in the Community Designation Section of this Systems Statement will also be analyzed by the Council for their potential adverse effects on the cost of providing metropolitan sewer service.

Description of the Metropolitan Disposal System Serving Your Community

Figure 1 shows the location of the Metropolitan Disposal System (MDS) serving your community. Wastewater flow from Minnetonka is treated at the Blue Lake WWTP.

Description of the Regional Inflow/Infiltration (I/I) Program

The *2040 Water Resources Policy Plan* states that the Council will establish I/I goals for all communities discharging wastewater to the MDS. Communities that have excessive I/I in their sanitary sewer systems will be required to eliminate excessive I/I. The Council will continue the implementation of its on-going I/I reduction program. Communities identified through the program as needing to eliminate excessive I/I will be required to submit a work plan that details work activities to identify and eliminate sources of I/I. The Council can limit increases in service within those communities having excess I/I that do not demonstrate progress in reducing their excess I/I. The Council will meet with the community and discuss this alternative before it is implemented.

It is required that those communities that have been identified as contributors of excessive I/I, and that have not already addressed private property sources, do so as part of their I/I program. Significant work has been accomplished on the public infrastructure portion of the wastewater system. The Council will pursue making funds available through the State for I/I mitigation, and promote statutes, rules and regulations to encourage I/I mitigation.

Management of Subsurface Sewage Treatment Systems (SSTS) and Private Systems

The Metropolitan Land Planning Act requires the sewer element of the local comprehensive plan to describe the standards and conditions under which the installation of subsurface sewage treatment systems and other private wastewater treatment systems will be permitted and to the extent practicable, the areas not suitable for public or private systems.

The appropriate density for development with subsurface sewage treatment systems depends on the suitability of the soils to treat wastewater and whether space is available for a primary and back up drainfield. It is the Council's position that all municipalities and counties allowing subsurface sewage treatment systems should incorporate current MPCA regulations (Minn. Rules Chapter 7080-7083) as part of a program for managing subsurface sewage treatment systems in the sewer element of their local comprehensive plan and implement the standards in issuing permits.

Minnetonka should adopt a management program consistent with state rules. An overview of Minnetonka's management program must be included in the community's local comprehensive plan update. If adequate information on the management program is not included; the comprehensive plan will be found incomplete for review until the required information is provided to the Council. Specific requirements for the local comprehensive plan can be found in the [Local Planning Handbook](#).

Small private treatment plants are located throughout the Metropolitan Area serving such developments as individual industries, mobile home parks, and other urban type uses. The Council's position is that such private wastewater treatment plants should be permitted only if they are in areas not programmed for metropolitan sewer service in the future and they are provided for in a community's comprehensive plan that the Council has approved. Furthermore, the community is responsible for permitting all community or cluster wastewater treatment systems consistent with Minnesota Rules Chapter 7080-7083 and MPCA standards. The Council will not provide financial support to assist communities if these systems fail.

Minnetonka should include in the sewer element of its local comprehensive plan the conditions under which private treatment plants or municipal treatments would be allowed, and include appropriate management techniques sufficiently detailed to ensure that the facilities conform to permit conditions. Minnetonka is responsible for ensuring that permit conditions for private treatment plants are met and financial resources to manage these facilities are available.

Surface Water Management

In 1995, Minnesota Statutes Section 473.859, subd. 2 was amended to make the local water plan (often referred to as local surface water management plans) required by section 103B.235 a part of the land use plan of the local comprehensive plan. Minnesota Rules Chapter 8410, updated in July of 2015, includes the requirements for local water management plans. The main change that you need to be aware of is that all communities in the metropolitan area must update their local water plan between January 1, 2017 and December 31, 2018. This means that Minnetonka must update its local water plan as part of the comprehensive plan update. The community's updated local water plan should be submitted to the Council for its review concurrent with the review by the Watershed Management Organization(s) within whose watershed(s) the community is located. **Failure to have an updated local water plan will result in the comprehensive plan being found incomplete for review until the required plan is provided to the Council.**

Local water plans must meet the requirements for local water plans in Minnesota Statutes, section 103B.235 and Minnesota Rules Chapter 8410. In general, local surface water plans need to include a summary of the priorities and problems in the community; structural, nonstructural and programmatic actions to take to address the priorities and problems; and clearly identified funding mechanisms to fix the problems.

More detailed guidance for the local water plans can be found in Appendix C of the Council's *2040 Water Resources Policy Plan* and in the Council's current [Local Planning Handbook](#).

In addition, the Council has also updated its priority lake list that was first developed in the 1980s as part of the *Water Resources Policy Plan* update. Figure 2 shows the priority lakes for Minnetonka. The Council uses the priority lake list to focus its limited resources. The list is also used in the environmental review process. Where a proposed development may impact a priority lake, the project proposer must complete a nutrient budget analysis for the lake as part of the environmental review process.

Also included on Figure 2 is the watershed organization(s) that Minnetonka is part of and a list of impaired waters in the community for use in development of your local water plans.

Other Plan Considerations

Water Supply

Local comprehensive plans also address water supply (Minn. Stat., Sec. 473.859). For communities in the metropolitan area with municipal water supply systems, this local comprehensive plan requirement is met by completing the local water supply plan template, which was jointly developed by the Metropolitan Council and the Minnesota Department of Natural Resource (DNR).

FOR COMMUNITIES WHO OWN/OPERATE A PUBLIC WATER SUPPLY SYSTEM:

Because your community owns/operates a municipal community public water supply system (PWS), the local water supply plan must be updated as part of the local comprehensive plan (Minn. Stat., Sec. 103G.291).

The updated local water supply plan should include information about your community along with information about any neighboring communities served by your system.

You should update your local water supply plan upon notification by DNR. Local water supply plan due dates will be staggered between January 1, 2017 and December 31, 2018. Your updated local water supply plan should be submitted to the DNR. DNR will share the plan with the Council, and it will be

reviewed concurrently by both agencies. This schedule allows the local water supply plans to be completed and included in the local comprehensive plan.

Failure to have an updated local water plan will result in the comprehensive plan being found incomplete for review until the required plan is provided to the Council.

The water supply plan template fulfills multiple statutory obligations including:

- Minn. Stat., Sec. 103G.291 to complete a water supply plan including demand reduction
- Minn. Stat., Sec. 473.859 to address water supply in local comprehensive plans
- Minn. Administrative Rules 4720.5280 to address contingency planning for water supply interruption

The plan must be officially adopted by your community, and if applicable the utility board, as part of the local comprehensive plan.

At a minimum, the updated local water supply plan must use the joint DNR and Metropolitan Council template and include water demand projections that are consistent with the community's population forecast provided in the introductory section of this system statement. Potential water supply issues should be acknowledged, monitoring and conservation programs should be developed, and approaches to resolve any issues should be identified.

Guidance and information for water supply planning can be found in the Appendix C of the *2040 Water Resources Policy Plan*, the [Local Planning Handbook](#), and the Council's *Master Water Supply Plan*.

The Council's *Master Water Supply Plan* provides communities in the region with planning assistance for water supply in a way that:

- Recognizes local control and responsibility for owning, maintaining and operating water systems
- Is developed in cooperation and consultation with municipal water suppliers, regional stakeholders and state agencies
- Protects critical habitat and water resources over the long term
- Meets regional needs for a reliable, secure water supply
- Highlights the benefits of integrated planning for stormwater, wastewater and water supply
- Emphasizes and supports conservation and inter-jurisdictional cooperation
- Provides clear guidance by identifying key challenges/issues/considerations in the region and available approaches without dictating solutions

Figures 3-5 illustrate some water supply considerations that the community may consider as they develop their local water supply plans, such as: aquifer water levels, groundwater and surface water interactions, areas where aquifer tests or monitoring may be needed to reduce uncertainty, regulatory and management areas, and emergency interconnections.

Figure 1. MCES Sanitary Sewer Meter Service Areas

City of Minnetonka, Hennepin County

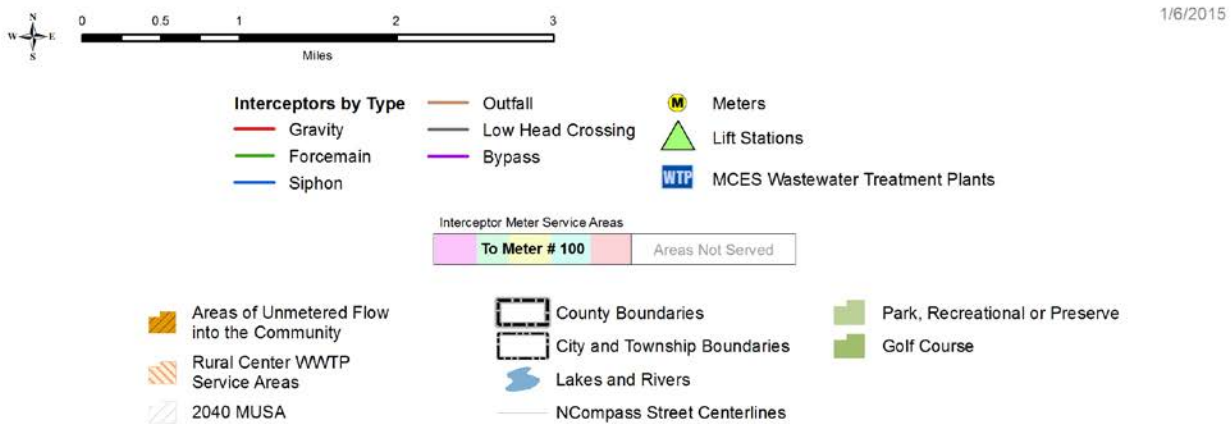
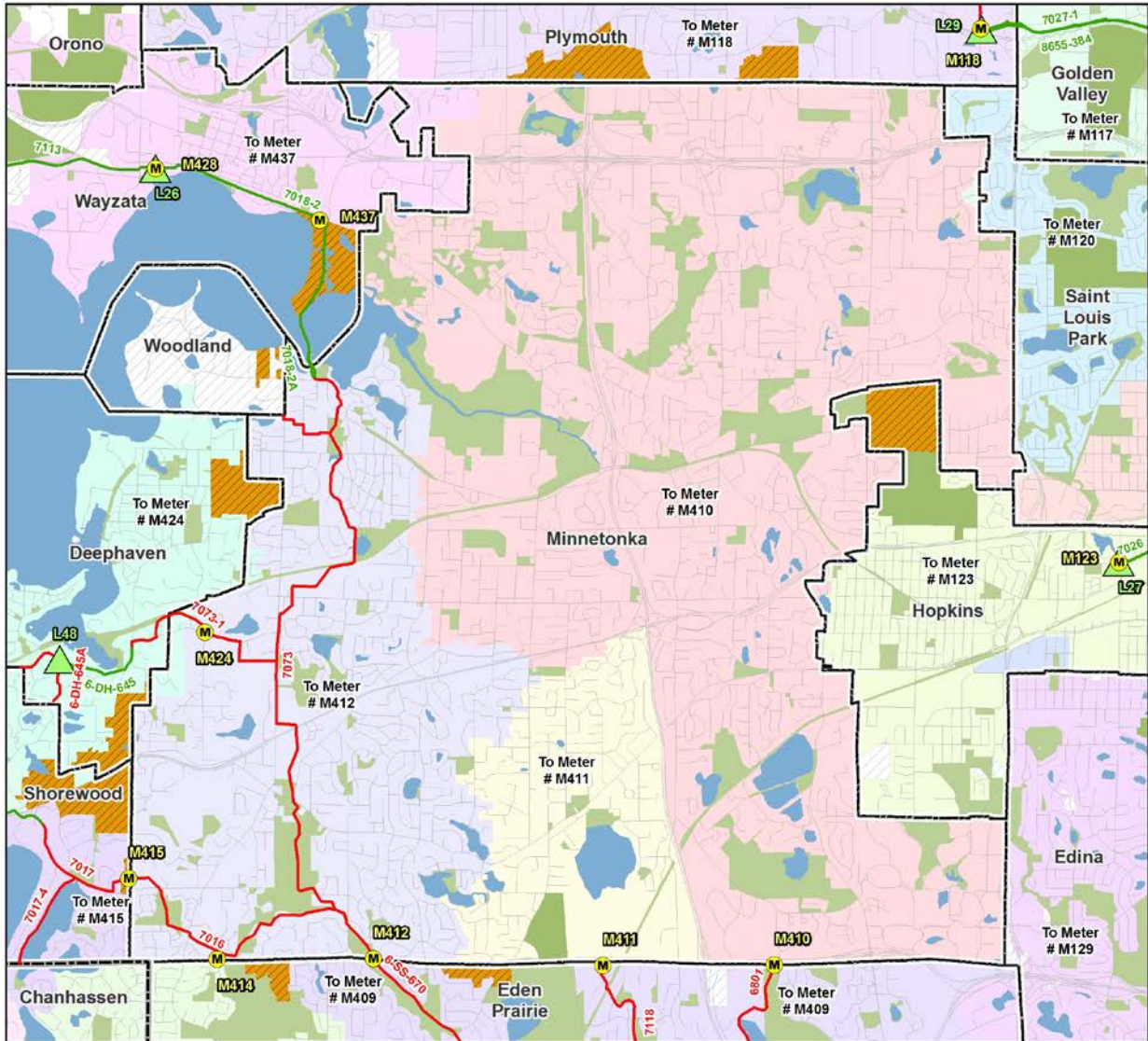
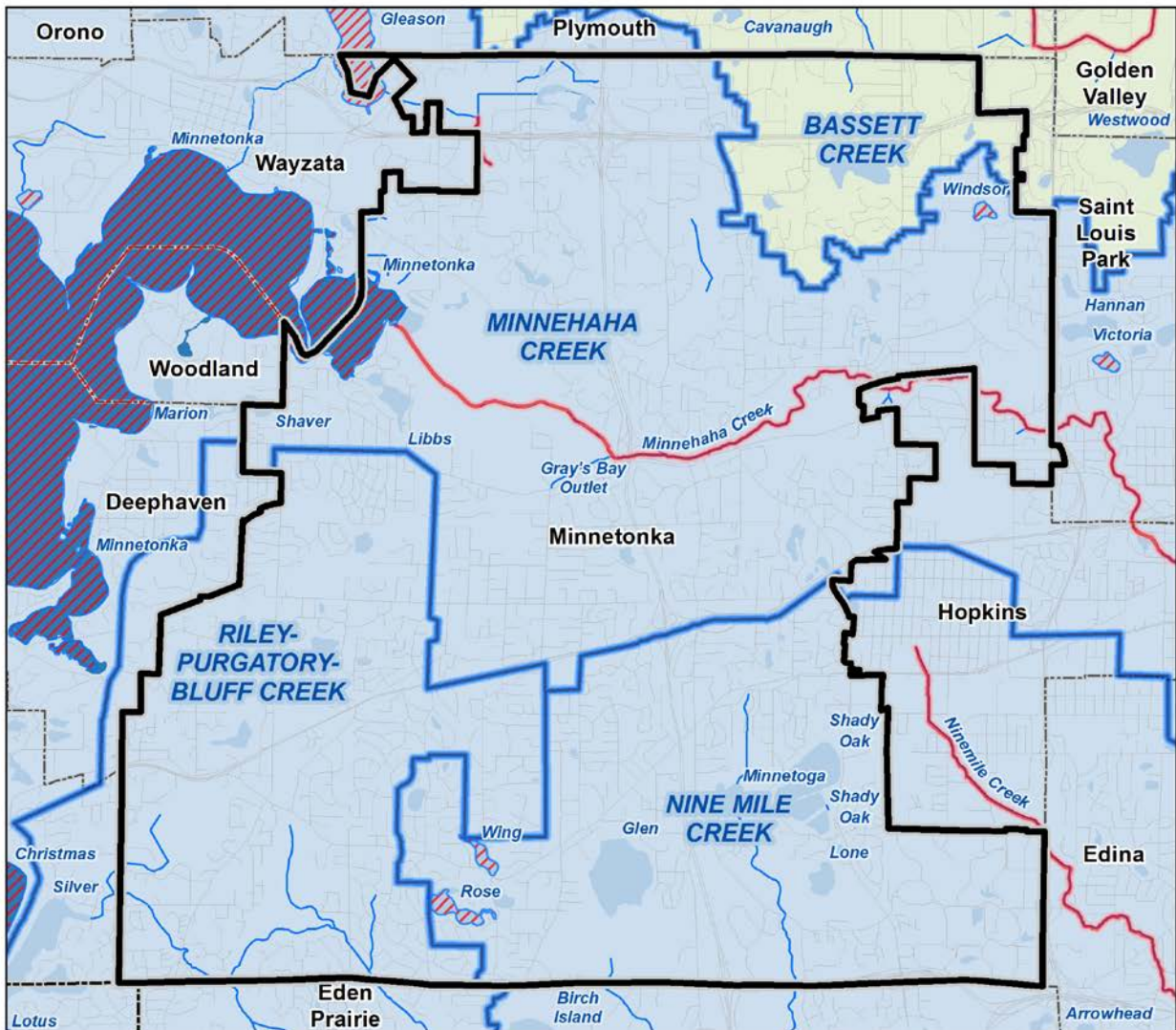


Figure 2. Surface Water Resources

Minnetonka, Hennepin County



- Watershed Management Organization Boundaries
- Watershed Management Organization Type**
- County
- Watershed District
- Watershed Management Organization
- Impaired Lakes (2014 Draft MPCA 303(d) List)
- Impaired Rivers & Streams (2014 Draft MPCA 303(d) List)
- 2014 Priority Lakes
- County Boundaries
- City and Township Boundaries
- Other Lakes and Major Rivers
- Other Streams
- NCompass Street Centerlines

Figure 3. Surface water features and interaction with the regional groundwater system, and state-protected surface water features

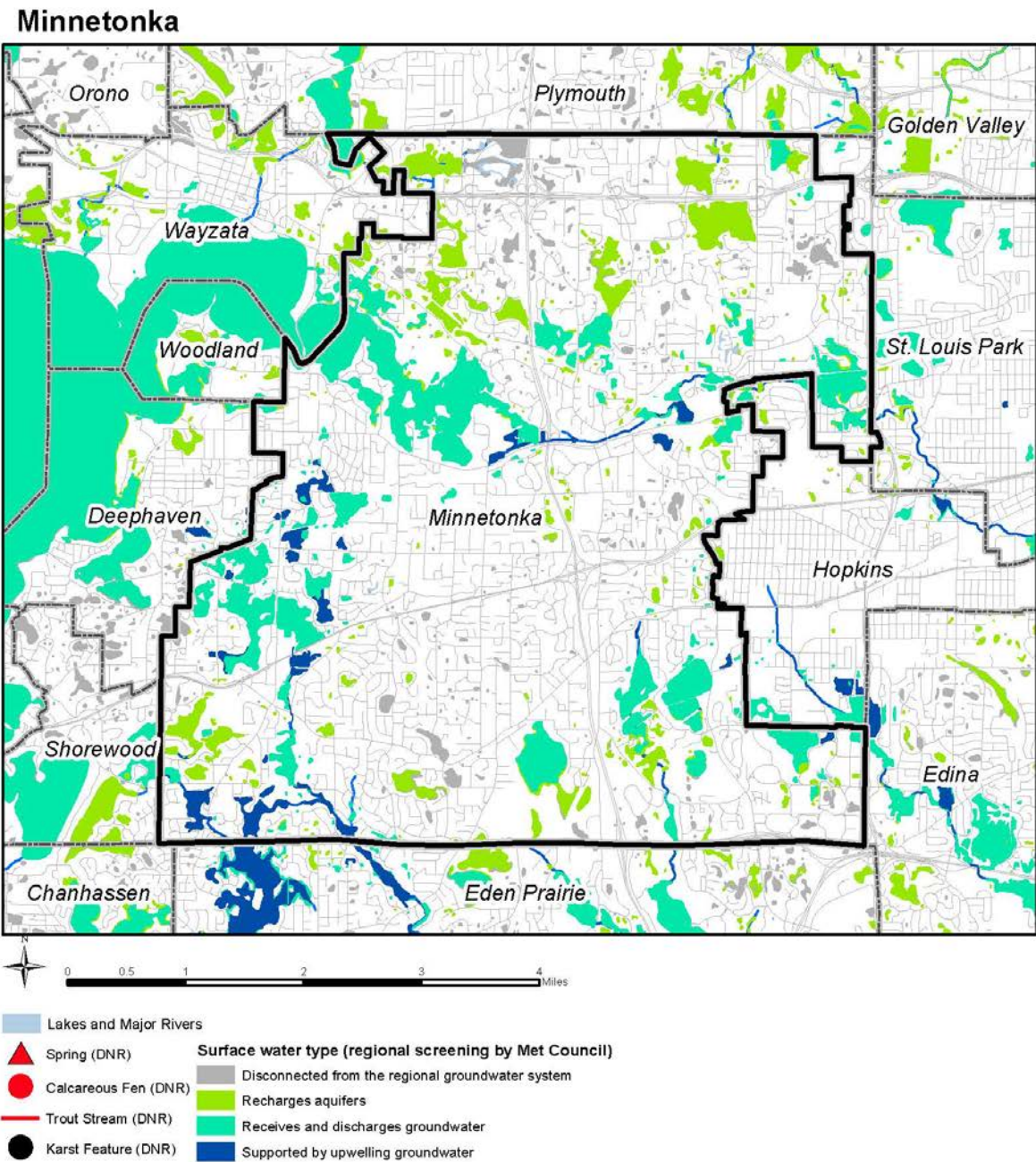


Figure 4. Availability of MN Department of Natural Resources groundwater level and MN Department of Health aquifer test data

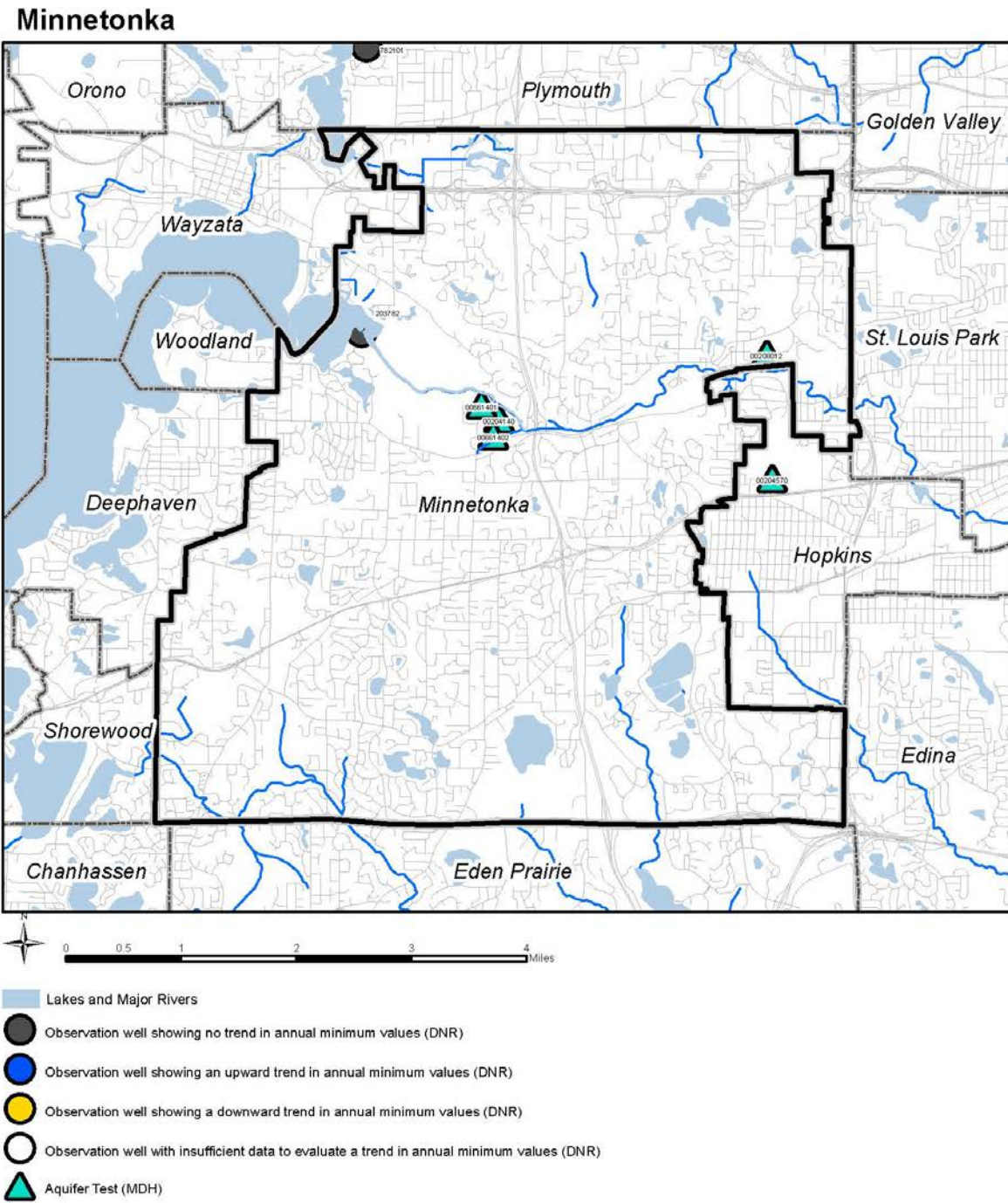
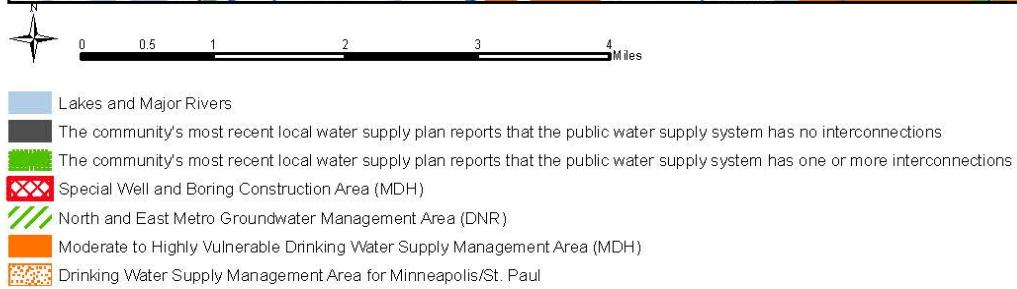
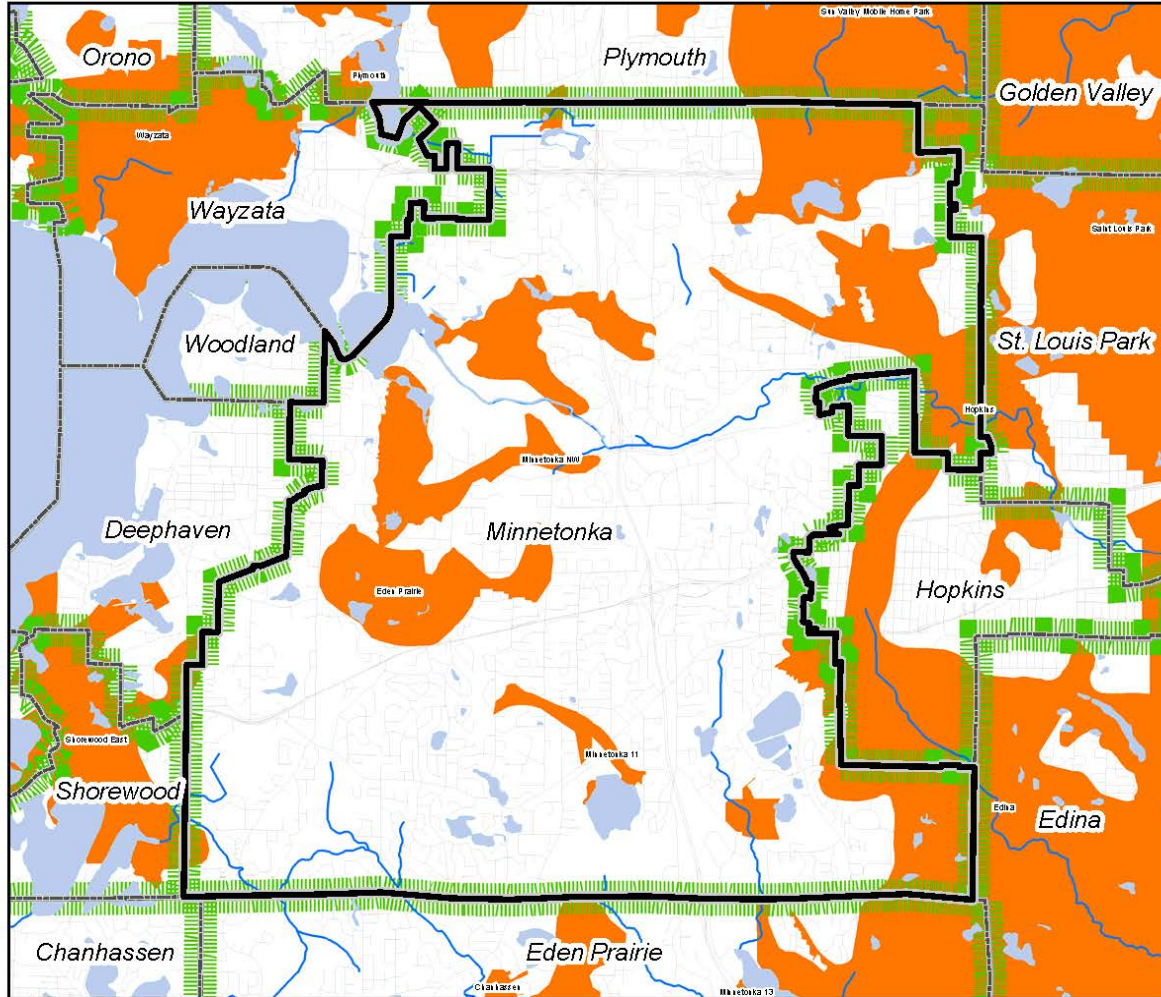


Figure 5. Municipal public water supply system interconnections and regulatory management areas

Minnetonka



REGIONAL PARKS SYSTEM STATEMENT

City of Minnetonka

The Regional Parks System includes 62 regional parks, park reserves, and special recreation features, plus more than 340 miles of regional trails that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks System is well-loved by our region's residents and attracted over 48 million annual visits in 2014.

The organizational structure of the Regional Parks System is unique, built upon a strong partnership between the Council and the ten regional park implementing agencies that own and operate Regional Parks System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of Saint Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The *2040 Regional Parks Policy Plan* was developed based on furthering the *Thrive MSP 2040* outcomes of Stewardship, Prosperity, Equity, Livability, and Sustainability. *Thrive MSP 2040* states that the Council will collaborate with the Metropolitan Parks and Open Space Commission, the regional park agencies, and state partners to:

- Expand the Regional Parks System to conserve, maintain, and connect natural resources identified as being of high quality or having regional importance, as identified in the *2040 Regional Parks Policy Plan*.
- Provide a comprehensive regional park and trail system that preserves high-quality natural resources, increases climate resiliency, fosters healthy outcomes, connects communities, and enhances quality of life in the region.
- Promote expanded multimodal access to regional parks, regional trails, and the transit network, where appropriate.
- Strengthen equitable usage of regional parks and trails by all our region's residents, such as across age, race, ethnicity, income, national origin, and ability.

Key Concepts in the 2040 Regional Parks Policy Plan

The *2040 Regional Parks Policy Plan* includes the following policies, each with specific associated strategies:

- **Recreation Activities and Facilities Policy:** Provide a regional system of recreation opportunities for all residents, while maintaining the integrity of the natural resource base within the Regional Parks System.

- **Siting and Acquisition Policy:** Identify lands with high-quality natural resources that are desirable for Regional Parks System activities and put these lands in a protected status so they will be available for recreational uses and conservation purposes in perpetuity.
- **Planning Policy:** Promote master planning and help provide integrated resource planning across jurisdictions.
- **Finance Policy:** Provide adequate and equitable funding for the Regional Parks System units and facilities in a manner that provides the greatest possible benefits to the people of the region.
- **System Protection Policy:** Protect public investment in acquisition and development by assuring that every component in the system is able to fully carry out its designated role as long as a need for it can be demonstrated.

The *2040 Regional Parks Policy Plan* is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement highlights the elements of the system plan which apply specifically to your community. Find the complete text of the *2040 Regional Parks Policy Plan* on [the Council's website](#).

2040 Regional Parks System Facilities

The Regional Parks System is comprised of four main types of facilities: regional parks, park reserves, special recreation features and regional trails.

Regional Parks

Regional parks most notably contain a diversity of nature-based resources, either naturally occurring or human-built, and are typically 200-500 acres in size. Regional parks accommodate a variety of passive recreation activities.

Park Reserves

Park reserves, like regional parks, provide for a diversity of outdoor recreation activities. One major feature that distinguishes a park reserve from a regional park is its size. The minimum size for a park reserve is 1,000 acres. An additional characteristic of park reserves is that up to 20 percent of the park reserve can be developed for recreational use, with at least 80 percent of the park reserve to be managed as natural lands that protect the ecological functions of the native landscape.

Special Recreation Features

Special recreation features are defined as Regional Parks System opportunities not generally found in the regional parks, park reserves or trail corridors. Special recreation features often require a unique managing or programming effort.

Regional Trails

Regional trails are classified as 1) destination or greenway trails and 2) linking trails. Destination or greenway trails typically follow along routes with high-quality natural resources that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks System facilities, most notably regional parks or park reserves.

2040 Regional Parks System Components

The *2040 Regional Parks Policy Plan* identifies six components which together comprise the vision for the Regional Parks System in 2040, as described below.

Existing Regional Parks System Facilities: include Regional Parks System Facilities that are open for public use. These facilities include land that is owned by regional park implementing agencies, and may include inholding parcels within the boundaries of these parks and trail corridors that have not yet been acquired. Existing regional trails may include planned segments that will be developed in the future.

Planned Regional Parks System Facilities (not yet open to the public): include Regional Parks System Facilities that have a Council-approved master plan and may be in stages of acquisition and development, but are not yet open for public use.

Regional Parks System Boundary Adjustments: include general areas identified as potential additions to existing Regional Parks System Facilities to add recreational opportunities or protect natural resources. Specific adjustments to park or trail corridor boundaries have not yet been planned.

Regional Park Search Areas: include general areas for future regional parks to meet the recreational needs of the region by 2040 where the regional park boundary has not yet been planned.

Regional Trail Search Corridors: include proposed regional trails to provide connections between Regional Parks System facilities where the trail alignment has not yet been planned.

2040 Regional Trail Search Corridor System Additions: include regional trail search corridors that were added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*.

Key Changes in the 2040 Regional Parks Policy Plan

Adopted by the Metropolitan Council in February 2015, the *2040 Regional Parks Policy Plan* incorporates the following changes:

Identify all proposed regional trails as regional trail search corridors

All proposed regional trails that are not yet open to the public and do not have a Metropolitan Council approved master plan are represented as a general regional trail search corridor. The *2030 Regional Parks Policy Plan* depicted these trails with a proposed alignment. The alignment of these regional trails will be determined in the future through a planning process led by the regional park implementing agency. The alignment of these trails is subject to Metropolitan Council approval of a regional trail master plan.

Acquire and develop ten new regional trails or trail extensions to meet the needs of the region in 2040. The 2040 Regional Trail Search Corridor Additions include:

Carver County:

- County Road 61
- Highway 41

Three Rivers Park District:

- CP Rail Extension
- Dakota Rail Extension
- Lake Independence Extension
- Lake Sarah Extension
- Minnetrista Extension
- North-South 1
- North-South 2
- West Mississippi River

The *2040 Regional Parks System Plan Map* is depicted in Figure 1. Minnetonka should consult the complete [2040 Regional Parks Policy Plan](#) in preparing its local comprehensive plan. In addition, Minnetonka should consult *Thrive MSP 2040* and the current version of the Metropolitan Council's [Local Planning Handbook](#) for specific information needed in its comprehensive plan.

System Plan Considerations Affecting Your Community

Regional Parks System Components in your community

The following Regional Parks System Components within Minnetonka as identified in the *2040 Regional Parks Policy Plan* are listed below.

Regional Trails

Lake Minnetonka LRT Regional Trail: This is an existing regional trail that is open to the public. The regional trail travels through Hopkins, Minnetonka, Deephaven, Greenwood, Excelsior, Shorewood, Tonka Bay in Hennepin County and Victoria in Carver County. Connects the Highway 101 Regional Trail Search Corridor, Carver Park Reserve and Southwest Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

Minnesota River Bluffs LRT Regional Trail: This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Hopkins, Minnetonka, and Eden Prairie in Hennepin County as well as Chanhassen, Chaska, and Carver in Carver County. Connects Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, North-South 2 Regional Trail Search Corridor, Highway 101 Regional Trail Search Corridor, County Road 61 Regional Trail Search Corridor, Highway 41 Regional Trail Search Corridor, Southwest Regional Trail, and Minnesota Valley National Wildlife Refuge. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

Highway 101 Regional Trail Search Corridor: The regional trail search corridor travels through Minnetonka, Eden Prairie, and Chanhassen as it connects Lake Minnetonka LRT Regional Trail, Twin Cities & Western Regional Trail Search Corridor, and Minnesota River Bluffs LRT Regional Trail. Three Rivers Park District will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Minnetonka should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

Dakota Rail Extension Regional Trail Search Corridor: This regional trail search corridor was added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*. The search

corridor travels through Wayzata and Minnetonka as it extends the Dakota Rail Regional Trail east to the North-South 2 Regional Trail Search Corridor. Three Rivers Park District will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Minnetonka should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

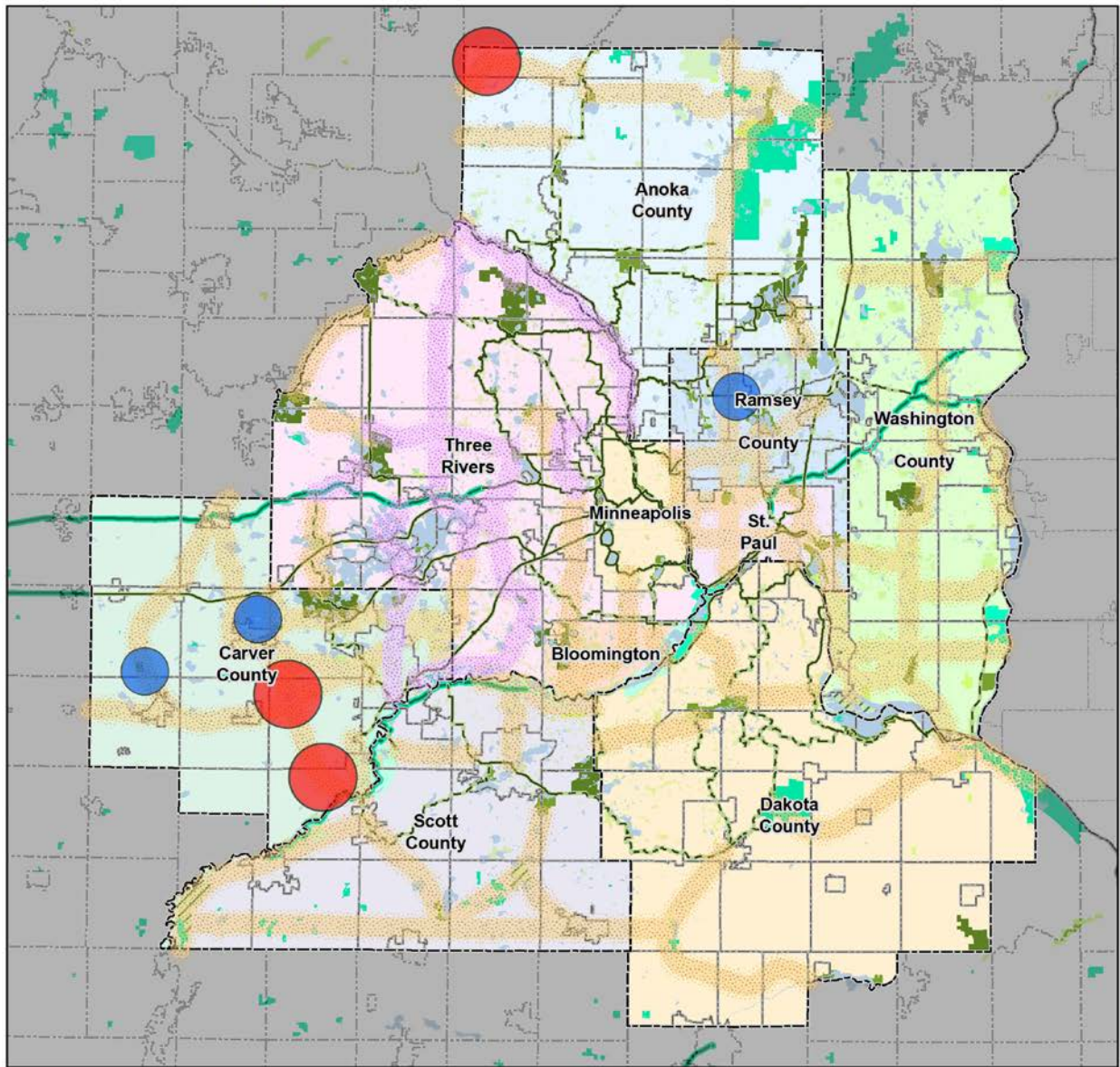
North-South 1 Regional Trail Search Corridor: This regional trail search corridor was added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*. The search corridor travels through Rogers, Corcoran, Medina, Orono, Wayzata, and Minnetonka as it connects Crow River Regional Trail Search Corridor, Rush Creek Regional Trail, Luce Line State Trail, Dakota Rail Regional Trail, Lake Minnetonka LRT Regional Trail and Highway 101 Regional Trail Search Corridor. Three Rivers Park District will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Minnetonka should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

North-South 2 Regional Trail Search Corridor: This regional trail search corridor was added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*. The search corridor travels through Plymouth, Minnetonka, and Eden Prairie as it connects Medicine Lake Regional Trail, French Regional Park, Luce Line Regional Trail, Lake Minnetonka LRT Regional Trail, Minnesota River Bluffs LRT Regional Trail, Bryant Lake Regional Park, and County Road 61 Regional Trail Search Corridor in Chanhassen. Three Rivers Park District will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Minnetonka should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Three Rivers Park District for more information regarding Regional Parks System Components in Minnetonka.

Figure 1. 2040 Regional Parks System Plan Map

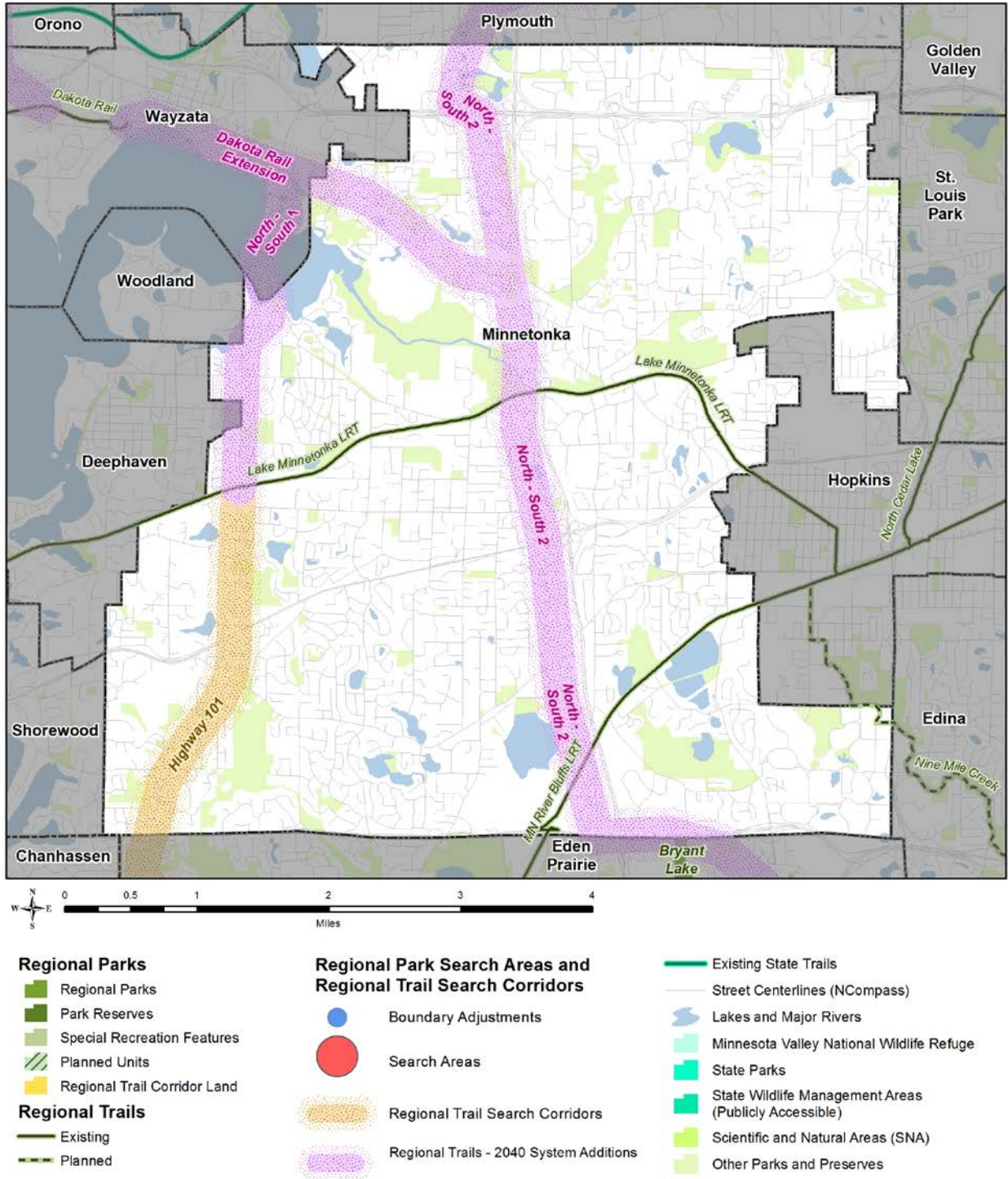
Regional Parks System Twin Cities Metropolitan Area



- | | | |
|--|---|--|
| <p>Regional Parks</p> <ul style="list-style-type: none"> Regional Parks Park Reserves Special Recreation Features Planned Units Regional Trail Corridor Land <p>Regional Trails</p> <ul style="list-style-type: none"> Existing Planned | <p>Regional Park Search Areas and Regional Trail Search Corridors</p> <ul style="list-style-type: none"> Boundary Adjustments Search Areas Regional Trail Search Corridors Regional Trails - 2040 System Additions | <ul style="list-style-type: none"> Existing State Trails Lakes and Major Rivers Minnesota Valley National Wildlife Refuge State Parks State Wildlife Management Areas (Publicly Accessible) Scientific and Natural Areas (SNA) Other Parks and Preserves |
|--|---|--|

Figure 2. Regional Parks System Facilities in and adjacent to Minnetonka

Regional Parks System City of Minnetonka, Hennepin County



Minnetonka Comprehensive Plan – 2018 Update
 Minimum Requirements | Organizational Outline | Preliminary Schedule

	PLAN SECTION	MINIMUM REQUIREMENTS / TASK	RESPONSIBILITY CITY/CONSULTANT	PRELIMINARY SCHEDULE														
				2016				2017				2018						
				Q1	2	3	4	Q1	2	3	4	Q1	2	3	4			
1	PREPARATORY GROUNDWORK AND EDUCATION																	
		Leadership Discussion																
		Staff level discussion																
		City Council study session																
		Steering Committee selection																
2	AFFIRM COMMUNITY VALUES AND DEVELOP VISION																	
		<i>Imagine Minnetonka</i>																
		Community Meetings (TBD)																
		<ul style="list-style-type: none"> • Need meetings to be topic focused. • Have a subset of typical open house style • Project page on website • Use of Minnetonka Matters • Use of videos to communicate topics/updates • Other outreach ideas... 																
		Steering Committee Kick-Off and On-going																
3	PREPARING THE PLAN																	
3.1	LAND USE PLAN																	
		Demographic Information, Forecasts and Community Designation																
		Existing Land Use																
		Future Land Use																
		Density Calculations																
		Staged Development and Redevelopment																
		Natural Resources																
		Special Resource Protection																
		Meetings: (TBD)																
		Public - Focused area / Village Centers																
		Steering Committee																
		CC/PC Check-in meeting																
3.2	TRANSPORTATION PLAN																	
		Transportation Analysis Zones																
		Transit																
		Bicycling and Walking																
		Aviation																
		Freight																

	PLAN SECTION	MINIMUM REQUIREMENTS / TASK	RESPONSIBILITY CITY/CONSULTANT	PRELIMINARY SCHEDULE											
				2016				2017				2018			
				Q1	2	3	4	Q1	2	3	4	Q1	2	3	4
		Healthy Environment													
		Meetings: (TBD)													
		Steering Committee													
3.3	WATER RESOURCES PLAN														
		Wastewater													
		Surface Water													
		Water Supply													
3.4	PARKS, OPEN SPACE AND TRAILS PLAN														
		Regional Parks and Trails													
		Local Parks and Trails													
		Parks Commission													
3.5	HOUSING PLAN														
		Existing Housing Needs													
		Projected Housing Need													
		Implementation Plan													
3.6	RESILIENCE PLAN														
		Infrastructure and Environment													
		Energy Infrastructure and Resources													
		Healthy Communities													
		Economy and Society													
3.7	ECONOMIC COMPETITIVENESS PLAN														
		Key Industries / Centers of Employment													
		Redevelopment													
		Education and Workforce													
		Business Development													
		Economic Information, Monitoring and Strategic Initiatives													
3.8	IMPLEMENTATION PLAN														
		Official Controls – zoning, subdivision, water supply, and private sewer systems													
		Capital Improvements Plan													
		Housing Implementation Program													
		Strategic Services Time Capsule													
4	DRAFT PLAN														
		Assemble Draft Plan Document for review													
		Steering Committee													
		City Council / Board and Commissions Review													
		Community Comment/Open House													

5	APPROVALS						
5.1	CITY APPROVALS						
		Planning Commission public hearing					★
		City Council					★
5.2	OUTSIDE REVIEWS						
		Adjacent City / Agency review (6 months)					■
		Metropolitan Council review (deadline for submittal - December 31, 2018)					★

Symbology:

- Plan Development time
- Public Meeting(s) (TBD) +
- Steering Committee Meeting (TBD) ▲
- City Commission/Council Meeting (TBD) ★