



**5937 Cty. Road 101 – Questions from
Meeting of Thursday, Sept. 5, 2019**

Questions

Question: There are problems with traffic/access onto Cty. Road 101, would there be consideration for a signal or crosswalk at the intersection?

Crosswalk:

The main consideration for a crosswalk is consistent pedestrian traffic (30 pedestrians per hour) and a roadway that is safe to cross (lower traffic speeds and good site distances). During road reconstruction the addition of crosswalks was considered but ultimately Hennepin County decided against implementation.

Any new crosswalk (without a signal) would be extremely dangerous without significant changes to the roadway.

Traffic:

Covington Terrace carries 971 cars per day, and CR 101 carries 10,000 per day. The crossing does not warrant a signal. Should redevelopment occur at the site, it may trigger a traffic study to look at potential traffic impacts. We will continue to work with Hennepin County on any changing conditions of the roadways.

Question: Does the city have a plan to add sidewalks Covington Terrace? Covington Terrace is not included in the trail plan. The city plans to build an estimated eight new trail segments over the next 10 years. View the [2019 Trail Improvement Plan](#) (pdf) for an overview of the city's trail construction plan.

Question): What are the transit options along the corridor? What will the system look like after Light Rail Construction?

Bus route 614 was discontinued as of August 2019 due to historically low ridership over the past 7 years of service there were less than 2 riders per trip or below 5 riders an hour. The route had the highest subsidy of \$24 per passenger and lowest productivity of any route operated by Metro Transit. Residents who are impacted by the discontinued service on 614 can utilize Transit Link as an alternative. Transit Link is a dial-a-ride service and can be scheduled by calling 651-602-5465.

Next fall, Metro Transit will start gathering input on route changes as a result of the Green Line extension (light rail). Residents can provide their contact information if they would like to be involved in the process as it begins. The city will also renegotiate its service contract with Metro Transit in 2020.

Question: Are there restrictions or issues related to the water table and storm water management?



Any geotechnical work (i.e. water table) would need to occur after the project scope is determined and groundwater would need to be accounted for at that time. Additionally, a drainage study would be conducted. The low floor elevation of a building would be determined by the results of the drainage study. City regulation requires low floor levels to be above adjacent water bodies.

The current storm water pond capacity was constructed to accommodate the road construction of CR 101 and the surrounding property as it is currently. Any new development would have to account for additional storm water impacts and incorporate storm water management as a condition of approval.

Question: At what price did the city purchase the property?

The city purchased the property for \$540,000 in 2013. There are other added costs to the city owning the property such as taxes, grading, etc. The Dvorak family approached the city about purchasing the property and were willing sellers.

Question: What will be the impact on trees?

*Currently, there is **one**, 12 foot spruce tree on the property. The property line straddles the tree line to the North and East, so minimal disruptions to trees are anticipated. The trees surrounding the property are owned by Minnetonka Heights (Heartland Heights, LLC).*



Potentially impacted 12ft Spruce

*Approximate Location of Property Line.
Trees to left of property line are not part of this study area.*



Question): Was there a development proposed for the property?

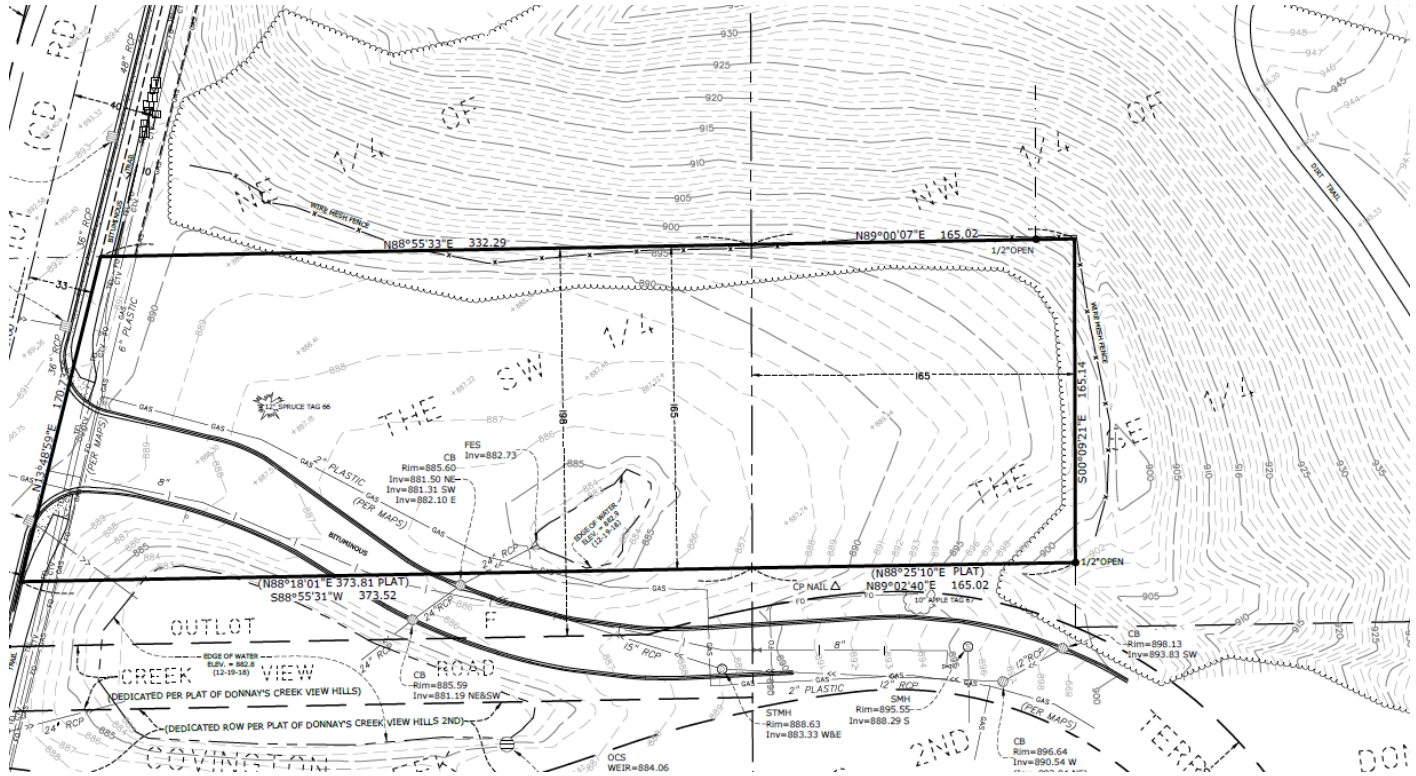
Ten years ago, there was a developer who presented an informal conceptual idea for a development on the property that is directly east of 5937 Cty. Road 101, not the city owned property. The site that was proposed for the concept is heavily forested, has very steep grade, and accessibility issues. Taking all of those aspects into consideration, the developer decided not to move forward in submitting a formal proposal to the city.



Highlighted parcel showing conceptual site of past development interest.



On-the-ground image of the above property showing heavily forested and uneven terrain..



Certified survey from 2018 showing property lines and slope contours.



Question): What would the zoning allow for the property, what would the city consider for heights and density?

The property is currently zoned R-1 and is guided for medium density in the city's comprehensive plan.

Allowable Uses

- *Single family detached dwelling units (up to 4/units acre)*
- *Twin homes / Townhomes and low rise multifamily (up to 12 units/acre)*
- *Nearby area is similarly guided and historically has been guided as medium density since 1970's*

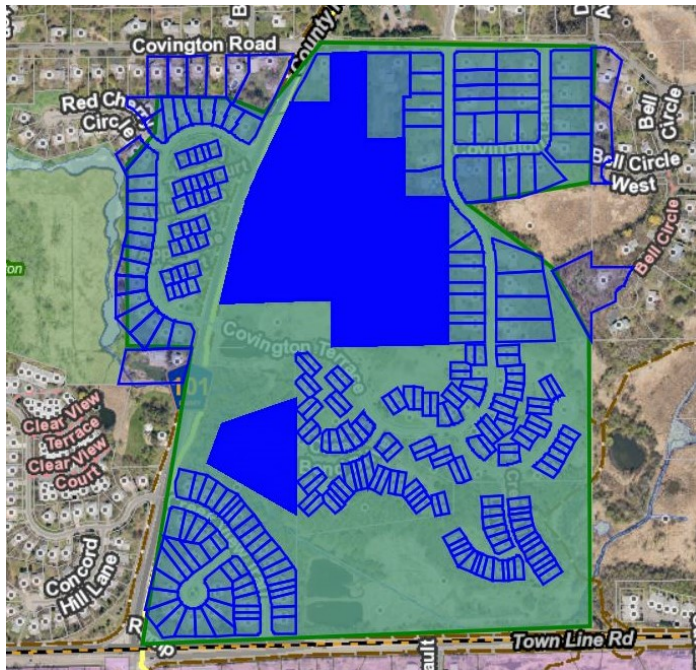
Future Considerations

- *Expectation under state law is that a use other than R-1 will occur at the site*
- *Public process required for redevelopment of the site*

Question): How would the redevelopment of this property affect my property values?

City wide, values for single family homes have risen by 13.5% since 2009.

Additionally, analysis for property values surrounding the focus site was conducted and it was verified, that the local area was following the same trends since 2009. The properties selected are highlighted in "Map A."



Map A.



Percent Change in Fair Market Value for Property Type from 2009 to 2019 selected in Map A.

<i>Single Family</i>	<i>16.7% Increase</i>
<i>Duplex or Twin Home</i>	<i>34.1% Increase</i>
<i>Condominium</i>	<i>22.4% Increase</i>
<i>Town Home</i>	<i>21.7% Increase</i>

It is the opinion of the City Assessor that any new multi-family or single family development to occur at the site would not negatively impact the property values of the surrounding properties.

Average Fair Market Value for Property Types selected in Map A. (2019)

<i>Single Family</i>	<i>\$340,086</i>
<i>Duplex or Twin Home</i>	<i>\$237,135</i>
<i>Condominium</i>	<i>\$166,293</i>
<i>Townhome</i>	<i>\$231,594</i>

The Area Median Income (for a family of 4) for the Twin Cities Metropolitan Region in 2019 is \$100,000. This means that half of the households in the Twin Cities Metro make less than \$100,000, and half of the households make more than \$100,000.

The Metropolitan Council Defines affordable housing as housing that is affordable families where they spend no more than 30% of their income on housing. A family is considered "moderate income" if they earn 80% of the Area Median Income or \$75,000 annually. Under this definition, a family of four can afford a house up to \$254,500. Of the 295 properties analyzed in this exercise, 85% could be purchased by a family in the 80% AMI income bracket.