



# APPENDIX B

## **Plan Review Guiding Policies, Objectives, and Recommendations**

*All policies, objectives, and recommendations are taken directly from their respective sources and are included, unchanged from their original wording, for reference below.*

## PREVIOUS STUDIES RECOMMENDATIONS

### Opus Transportation Study (2013)

- Maintain Smetana Road as the through roadway at the intersection with Feltl Road.
- Recommend going under TH 62 instead of over as shown in the Draft Environmental Impact Statement (DEIS).
- Explore providing another regional access to Opus via ramps off of TH 62.
- Restore/replace trail segments disrupted by construction of SWLRT.
- Incorporate wayfinding signage on the trail network.
- Explore providing a trail connection between Opus (north side of TH 62) and the UnitedHealth Group Campus at City West (south side of TH 62).
- Work with property owners to provide trail connections as parcels redevelop.
- Work with Metro Transit and the Opus community to identify transit needs associated with construction of SWLRT.
- Work with employers on TDM strategies.
- Consider reversing traffic flows on Red Circle Drive or exploring other alternatives that eliminate weave movements.
- Reconstruct the intersection at Green Circle Drive and Smetana Drive to provide a 90 degree intersection.
- Consider reversing traffic flows on Green Oak Drive in order to complete a loop roadway around central Opus.

### Opus Station Area Sustainable Development Plan (2010)

#### Natural Environment

- Enhance and capitalize on the natural hydrologic system
- Protect and enhance green infrastructure and scenic vistas
- Increase tree canopy cover
- Reduce greenhouse gas emissions and use of non-renewable energy
- Minimize solid waste production
- Provide opportunities for learning about ecologically sustainable practices

#### Connectivity and Accessibility

- Improve facilities for non-motorized transport
- Improve access to multiple modes of transportation
- Integrate homes, shops, workplaces, and public amenities on the site
- Integrate and enhance the pedestrian, bicycle, and automobile transportation systems

#### Community, Equity and Prosperity

- Create a neighborhood that is appealing and welcoming through architecture, landscaping, and amenities
- Create opportunities for community gathering and interaction
- Provide flexible and affordable residential and commercial spaces

#### Health and Wellness

- Provide pedestrian infrastructure and amenities
- Increase awareness of and programming for existing recreational facilities
- Create easy access to healthy foods

## **2030 Comprehensive Plan Resource Management Policies**

- Support, promote and facilitate environmentally sensitive development.
- Continue to provide leadership in integrating natural resource preservation and cost-effective and practical “green technologies” in community facilities and the delivery of city services.
- Provide education and programs to residents and businesses to encourage natural resource protection, enhancement, stewardship, the control of invasive species and the use of “green technologies.”
- Require new development and redevelopment to preserve and enhance important natural resources including natural communities, woodlands, wetlands, floodplain areas, shorelands and slope areas.
- Require land uses, development and redevelopment to comply and be consistent with the City of Minnetonka Water Resources Management Plan, and comply with existing and new city and watershed requirements for non-degradation of water quality.
- Encourage the use of technologies, including solar access and other or new forms of renewable energy, oriented towards energy conservation and efficiency.

## **Parks, Open Space, and Recreation Policies**

- Provide city parks, and recreational facilities and programs to meet the needs of Minnetonka residents and businesses:
  - Upgrade existing facilities or provide new facilities that appeal to the changing demographics of residents.
  - Provide new neighborhood parks where access to existing park facilities is inadequate, or is underserved.
- Manage city parks, facilities and programs to accommodate the effects of environmental changes, and the changing needs of residents, businesses and employees of Minnetonka businesses.
- Collaborate with schools and other organizations to promote “healthy living” activities and programs.
- Extend and manage the trail system as a recreation and “pathway” corridor throughout the city.

## **Transportation**

- Provide a safe and integrated transportation system.
- Recognize the interrelationship of land use and transportation, and anticipate impacts of the location and intensity of planned land uses on the transportation system.
- Provide and promote convenient and accessible transportation systems to residents and employees of Minnetonka businesses.
- Manage the impact of new development upon the local transportation system and encourage the use of Transportation Demand Management (TDM) and other traffic management techniques.
- Anticipate, plan for and collaborate with other agencies for local and regional transportation improvements and programs to lessen the impacts of congestion.
- Encourage the expansion of multi-modal and transit services in the city with other government agencies to support resident and business transportation needs.
- Plan for trails and pedestrian ways as a transportation mode and provide a network of trails and pathways connections to:
  - Schools
  - Commercial areas
  - Parks
  - Activity centers
  - Transit services
- Encourage appropriate —traffic calmin techniques within and near residential neighborhoods that are impacted by congestion, excessive traffic volume and speed.

## PREVIOUS STUDIES RECOMMENDATIONS

### Draft 2040 Chapter IV: Trails - Implementation and Next steps

- Work with Metro Transit to get a north/south trail connection north of Bren Road W and east of the SWLRT line. The concept in the DEIS does not include this connection as mitigation for construction of the line. A lack of a trail in this area significantly limits access to the LRT station for nearby parcels.
- Work with Metro Transit to consider leaving in a portion of the trail identified for removal by Red Circle Drive. The portion of the trail west of the LRT and Red Circle Drive crossings is important in serving north/south trail connections west of the transit line.
- Work with Metro Transit to consider a grade-separated crossing from the station across Bren Road East. The existing trail crossing is at grade. In the future, traffic volumes will be heavier and there will be more pedestrians using the trail network. A grade-separated crossing in this area would improve safety and maintain traffic flow.
- Work with Metro Transit and the City of Eden Prairie to identify and develop a trail connection between Opus and United Health Group's campus in the City of Eden Prairie.
- Work with Metro Transit to develop and implement way finding maps and/or signage for the trail network to assist transit riders from getting from Opus Station to their destinations.
- Encourage property owners to make short connections within their own property to provide better connectivity between existing trails and building entrances and/or parking lots/driveways.
- To better serve parcels within a half mile walk of the station, work with interested property owners in constructing the proposed trail connections shown in Figure 19. These new connections add a number of parcels to the half mile walking limit.
- To better serve parcels within a half mile walk of the station, use the proposed trail connections shown in Figure 19 to work with those redeveloping sites. Use the figure as part of the site plan/plat review process to ensure that trail connections are considered as part of the redevelopment. The new connections add a number of parcels to the half mile walking limit.
- To better serve parcels beyond a half mile walk of Opus Station, use the proposed trail connections shown in Figure 21 to work with interested property owners or those interested in redeveloping a specific site. Use the figure as part of any site plan/plat review process to ensure that trail connections are considered as part of redevelopment.
- Coordinate trail reconstruction and/or additions with the bridge improvements identified in Chapter 6. As will be explained in Chapter 6, a majority of the bridges within Opus are eligible for state and federal bridge funding. It is appropriate to coordinate the timing of any bridge improvements with potential trail improvements given that the bridges are in place to keep roadway and trail traffic separate. Coordinating these improvements would minimize the amount of time the area is shut down. There are also cost benefits due to the efficiency of doing both projects at the same time.