Chapter IV. 2030 Land Use Plan

Section A of this Chapter includes a brief summary and analysis of existing land use in the city. It provides the historical context for previous development patterns and planning decisions leading to the transition of various land use conditions affecting neighborhoods in the city today, and describes the growth of the business and industrial areas in Minnetonka.

Section B of this Chapter outlines the general growth strategies and themes identified through the visioning and overall policy development phase of the process to develop the 2030 Comprehensive Guide Plan. The overall comprehensive guide plan policies are provided in Chapter III - Overall Policies and Growth Strategy and identify the approach the city will use to address future demographic and overall city service challenges and opportunities over the coming years. The approach includes strategies to:

* Preserve existing neighborhoods and yet, at the same time broaden housing choice,

* Revitalize existing community and neighborhood commercial centers using a “village” concept,

* Diversify housing opportunities in various mixed use areas of the city, including certain village areas,

* Encourage vitality in the Ridgedale regional center, Opus and the regional business corridors, and

* Preserve the city’s natural resources and amenity areas, and encourage sustainable practices in development and redevelopment activities.

Sections C-E of this chapter provide detailed analyses and criteria for the villages, the regional corridors and centers, and the natural and transportation corridors featured on the Minnetonka 2030 Vision plan shown as Figure III-1 in Chapter III.

Section F identifies the implementation mechanisms to be used by the city to implement the Minnetonka 2030 Vision (see Figure III-1 in Chapter III- Overall Policies and Growth Strategy). The implementation section includes the 2030 land use plan map, a description of the land use districts, development and redevelopment review criteria for the existing residential areas, the villages and regional areas and corridors. Finally, the section concludes with a description of the tools necessary to implement the plan as well as criteria for amendments to the plan to ensure flexibility.
Section A  Summary and Analysis of Existing Land Use

Residential Development

Early residential development within the city began in the late 1800s along the Minnehaha Creek corridor with a concentration of homes and commercial services in the Minnetonka Mills area. Development in the first half of the 20th century included lakeshore development along Lake Minnetonka with seasonal cottages and lakeshore homes and homesteads associated with hobby and truck farming agricultural activities, especially in the southern half of the city.

The evolution of neighborhoods within the city of Minnetonka started in the 1930s with the development of the Oak Knoll neighborhood in the CR 73/I-394 area of the city, the Groveland and Gray’s Bay/Libbs Lake areas near Gray’s Bay of eastern Lake Minnetonka, the Tonkawood Croft area south of Minnetonka Boulevard in central Minnetonka, and the Glen Lake area. These areas were generally characterized by modest single family homes located on one-third to one-half acre lots served by private sewage treatment systems and individual wells. In the Oak Knoll, Groveland and Glen Lake areas, small retail stores and service uses followed the development of the neighborhoods.

Large scale residential development began in the mid to late 1950s along the eastern portion of Minnetonka adjacent to the cities of St. Louis Park and Hopkins. In the central portion of the city, several multi-phase developments occurred in the 1960s, including Somerset Knolls, Forest Hills and Temple Village subdivisions along the north and south sides of TH 7. These large developments prompted the then Village of Minnetonka to begin developing municipal sewer and water services.

The overall development policies for the size of single family homes lots was established during the period of initial sewer and water installation in the 1960s. The policies, supported by the zoning ordinance and utility assessments, provided a minimum one-half acre lot size (one-third acre prior to 1965) for single family residential neighborhoods to be served by public sewer, water and public streets.

Up until the 1980s, there were few opportunities for multiple family housing choices within the city. The only multiple family developments that existed included the Archer Heights apartments in the southwest portion of the city, apartments to the west of Minnetonka High School and the Greenbrier development in the CR 73/Cedar Lake Road area.

In the last twenty-five years, there has been a concerted effort to increase the amount of multi-family housing within the city and provide more variety of housing choice and density within new residential developments. Today, the city’s residential land supply is nearly fully developed, although there remain some pockets of vacant or underdeveloped properties where additional development may still occur. The city has also initiated flexible standards for residential development to allow smaller lot sizes, if in keeping with the neighborhood character and not in conflict with valued natural resources.

Today, the appearance of residential land uses within the city is one of overall spaciousness. The high regard for natural resources has led the city to protect and incorporate environmental features into residential and other developments. The presence of natural resources, coupled with the low density of the city, tends to separate areas of development and disguise the urban nature of the community.
Chapter IV. 2030 Land Use Plan

Commercial/Mixed Use Areas

Similar to residential development, the growth in commercial and mixed use areas has occurred at different periods and at varying development intensities within the city. The first commercial areas started out as neighborhood convenience centers. Some evolved into community centers, while others maintained their neighborhood function.

The historic planning efforts of the city have recognized the difficulty in establishing a single downtown area. As a result, the city has actively pursued policies aimed at supporting a hierarchy of commercial centers of the city. The commercial centers have evolved as established neighborhood, community and regional retail and service areas that vary in age, services and market area.

Business/Industrial Park

Non-commercial business development includes a complete range of office and industrial uses, primarily located in business parks. Since 1980, the expansion of business uses within the city has been significant and has resulted in a substantial increase of employment opportunities within the community.

The city has been host to numerous corporate headquarters. One of the earliest, the Cargill headquarters (established in the 1970s), set a precedent for desirable business development in the city: a campus environment, numerous environmental and aesthetic amenities, and significant buffering from surrounding residential neighborhoods.

Over the years, industrial uses in Minnetonka have evolved from heavy manufacturing to “lighter” industries that accommodate manufacturing, warehouse and showroom uses. The city is currently known as a center for medical and highly technical manufacturing facilities. Minnetonka contains the following business/industrial park areas: Opus Center, Carlson Center, Minnetonka Industrial Park, Shady Oak Industrial Park, Minnetonka Corporate Center and adjacent areas, Welsch Office Complex, and Greenbrier Industrial Park.

Historic Preservation

The Minnetonka History Commission (that are members of the Minnetonka Historical Society) serves as the advisory body to advise the city of sites and structures that should be preserved due to their historic, economic, cultural, architectural and social significance. The commission is currently compiling a survey of properties and documents that are over 50 years old. Additionally, the commission assists with the coordination of the Landmark Recognition Program. This program is designed to encourage homeowners to preserve historic properties and places.

The city has one structure that is listed on the National register of Historic Places. The Charles H. Burwell House, constructed in 1883, and associated cottages is located in the Minnetonka Mills area and is under public ownership. The Minnetonka Historical Society and Minnetonka History Commission in partnership with the city has restored the home and surrounding properties to its original context.

The city is committed to working with the local historic preservation groups, the Hennepin County Historical Society and the state to continue to preserve important historic properties and landmarks. The city has received several grants in the past to assist with preservation efforts, and plans to continue seeking grants to financially assist the city and others with the preservation of worthy properties.
Existing Land Use Acreage

The existing land use data has been compiled from Hennepin County parcel files (2007 data). It provides a “benchmark” for the development of previous and future land use planning activities, and for the analysis of impacts on city services and facilities. The city’s current land uses are based upon past market conditions and forces, as well as the city’s land use decisions and development policies. A summary of the city’s existing land uses, providing area calculations for each category, is provided in Table IV-1 and shown on Figure IV-1.

Table IV-1
Existing Land Use (2007)

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Gross Acres</th>
<th>Percentage</th>
<th>Net Acres</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential (1 to 4 units/acre)</td>
<td>8461.09</td>
<td>46.95%</td>
<td>7636.67</td>
<td>42.37%</td>
</tr>
<tr>
<td>Medium Density Residential (4.1 to 12 units/acre)</td>
<td>287.31</td>
<td>1.59%</td>
<td>256.86</td>
<td>1.43%</td>
</tr>
<tr>
<td>High Density Residential (over 12 units/acre)</td>
<td>425.90</td>
<td>2.36%</td>
<td>340.16</td>
<td>1.89%</td>
</tr>
<tr>
<td>Commercial</td>
<td>486.15</td>
<td>2.70%</td>
<td>379.62</td>
<td>2.11%</td>
</tr>
<tr>
<td>Office</td>
<td>611.51</td>
<td>3.39%</td>
<td>580.31</td>
<td>3.22%</td>
</tr>
<tr>
<td>Industrial</td>
<td>506.72</td>
<td>2.81%</td>
<td>477.7</td>
<td>2.65%</td>
</tr>
<tr>
<td>Mixed Use (Glen Lake area)</td>
<td>7.94</td>
<td>0.04%</td>
<td>5.27</td>
<td>0.03%</td>
</tr>
<tr>
<td>Institutional (including utility)</td>
<td>749.93</td>
<td>4.16%</td>
<td>618.41</td>
<td>3.43%</td>
</tr>
<tr>
<td>Open Space (public/private)</td>
<td>1807.25</td>
<td>10.03%</td>
<td>721.14</td>
<td>4.00%</td>
</tr>
<tr>
<td>Public</td>
<td>1016.79</td>
<td>5.64%</td>
<td>326.49</td>
<td>1.81%</td>
</tr>
<tr>
<td>Private</td>
<td>790.46</td>
<td>4.39%</td>
<td>394.65</td>
<td>2.19%</td>
</tr>
<tr>
<td>Park</td>
<td>936.88</td>
<td>5.20%</td>
<td>547.89</td>
<td>3.04%</td>
</tr>
<tr>
<td>Right of Way (including railroads, roads and Co. LRT trail)</td>
<td>2826.09</td>
<td>15.68%</td>
<td>2797.34</td>
<td>15.52%</td>
</tr>
<tr>
<td>Vacant</td>
<td>272.48</td>
<td>1.51%</td>
<td>205.59</td>
<td>1.14%</td>
</tr>
<tr>
<td>Water</td>
<td>664</td>
<td>3.57%</td>
<td>664</td>
<td>3.57%</td>
</tr>
<tr>
<td>Wetlands/Floodplain</td>
<td>2073</td>
<td>11.60%</td>
<td>2073</td>
<td>11.60%</td>
</tr>
<tr>
<td>Total</td>
<td>18066</td>
<td>100.00%</td>
<td>18066</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Source: City of Minnetonka
Please Refer to the Existing Land Use Map (Figure IV-1)
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Section B  2030 Land Use and Growth Strategy Themes

The current overall land use pattern and intensity of development in Minnetonka is well-balanced and functions in a comprehensive manner. Minnetonka’s residential uses tend to be well maintained within spacious, well-vegetated neighborhoods, and newer residences have been planned to complement most of the city’s older residential areas. Natural and significant topographic areas have been preserved within Minnetonka’s neighborhoods, including wetlands, woodlands, undeveloped open space, and park facilities, resulting in a landscape that reflects community values.

The city hosts a wide variety of businesses, including retail, services, offices, and industry — uses that help to balance the city’s “land use portfolio” and provide employment and services to residents. Other land uses play an equally important role in offering public and semi-public services and programs that residents require and enjoy, including schools, government functions, and religious facilities. Further, an integrated transportation system provides efficient access for motorists, pedestrians, bicyclists, and transit users, and serves to connect Minnetonka’s land uses.

There is a general sense that existing land uses are appropriately located and balanced. However, as a fully developed community, changes to increase density are incremental and will happen primarily through more intensified redevelopment of existing developed sites and higher density infill development. As such, Minnetonka will be faced with a new set of challenges as it anticipates future growth and redevelopment, including:

- incorporating additional households,
- providing new types of housing products that meet the full-range of life-cycle needs, and
- providing opportunities for the continued vitality of existing and new office, retail and industrial development in an increasingly competitive regional market.

Overall Growth Strategy Themes

It is important that future growth and redevelopment potential in Minnetonka capitalizes on and reinforces the development “themes” that have evolved as the city has undergone continual urbanization. The growth strategy for the 2030 land use plan builds upon the past development efforts of the city and incorporates the themes noted below.

Minnetonka’s growth strategy is based upon a framework of the following components:

1. Stability in Established Areas

The unique character of Minnetonka’s existing neighborhoods will be preserved, however, opportunities to broaden housing choice will be sought on appropriate vacant or underdeveloped properties, compatible with adjacent development. To preserve existing neighborhood areas and meet the evolving needs of current and future residents, higher density residential and mixed use development are focused in the village, regional and business areas where infrastructure and services are available to support additional
Chapter IV. 2030 Land Use Plan

development.

The following land use principles guide decisions for established areas:

- The low-density residential character of most of the city’s established residential neighborhoods will be maintained as development and redevelopment occurs in Minnetonka.
- The integrity of existing single-family neighborhoods will be preserved through careful management of land use transitions and impacts between potential conflicting uses.
- Innovative new housing development that meets residential density requirements, complements future regional demographics, and broadens housing choice will be encouraged on appropriate properties in the city.
- Expanded and new strategies and programs to address the aging housing stock, preserve natural resources, and better define buffers and transitions between land uses will be evaluated and developed in the coming years.
- The city will continue to support projects that include site plan techniques that reduce conflicts between different land uses in order to manage land use transitions.

2. Diversity in Household and Housing Types

At the same time, it is recognized that additional housing opportunities are needed to accommodate an aging population and yet, continue to attract families to Minnetonka. Therefore, the city will:

- Support continued reinvestment in and revitalization of the city’s neighborhoods (low-density residential, high-density residential, mixed-use high activity) to help retain existing and attract new families with children, young professionals, empty nesters and seniors.

3. Increased Vitality in Neighborhood, Community and Special Purpose Village Areas

Vitality is an essential component of Minnetonka’s village centers. The purpose of the village concept is to provide development and redevelopment opportunities that encourage enhanced vitality within commercial areas by allowing well-planned mixed uses where additional higher density housing opportunities can coexist with retail and service uses.

Land use character and diversity in villages should create attractive “destinations” for shopping, services, and recreation in such concentrated centers of activity. The village concept that builds upon past comprehensive plan designations and recognizes the historic uses of neighborhood and community commercial areas will be utilized to guide development and redevelopment in certain business areas of the city.

The following land use principles guide decisions for the village areas:

- It is recognized that each village in the city is unique and distinctive, based on the individual scale and function of uses in each area.
- In certain village areas, a blend of uses and higher residential densities are planned to preserve economic vitality, and provide opportunities for more housing choices and convenience for residents within and near villages.
Sustainable and cohesive design elements will be encouraged to define and enhance the individual character of certain villages.

4. Support for Regional Centers and Corridors
Minnetonka’s major regional business centers include Ridgedale, Opus, and the I-394 and Crosstown regional business corridors. Higher redevelopment densities are planned to provide expanded housing and commercial opportunities, and to support transit and LRT (Opus) service. It is expected that the majority of future new housing opportunities in Minnetonka will occur in these regional centers.

The following land use principles guide decisions for regional centers and corridors:

- The city will support existing businesses, business retention and recruitment, and reasonable expansion to remain competitive in the region.
- Redevelopment will continue in order to build affordable housing, revitalize commercial center areas and introduce additional vitality to regional centers and areas such as the I-394 corridor and the Opus area.
- The city will encourage mixed uses and higher density residential uses in the regional centers and corridors.
- The city will continue to support (and update) plans and programs that encourage cohesive design standards, infrastructure management techniques (such as the I-394 Corridor Plan) and sustainable design techniques.

5. Connectivity to Improve Mobility
Throughout the 2030 Comprehensive Guide Plan chapters, various policies and strategies are established to increase connectivity throughout the city, particularly in the village areas and regional centers and corridors. Such connections may be transportation and recreational facilities, such as trails, roads and greenways, as well as linkages involving open space, environmental features and landscaping design elements.

The following land use principle will guide decisions for connectivity:

- Road, trail and sidewalk connections between neighborhoods, village areas, regional centers and major destinations such as parks, schools, government facilities and other activity areas will increase transportation choices and support the potential for more active living among residents.

6. Resource Protection and Sustainable Practices
A continuation of balanced preservation efforts is planned to protect Minnetonka’s highly valued water and woodland resources. Sustainability requirements are also incorporated, particularly those associated with improvements in stormwater quality.

The following application of sustainable principles in land planning (such as “transit oriented design”, “low impact development” and “active living” design standards) are expected to reflect priorities for redevelopment and development.
• Preservation of the views along established corridors, reflecting the character of existing development, natural system patterns, and the transportation network that connects them, will be maintained.

7. Solar Access Protection

Metropolitan cities in Minnesota are required to include an element for protection and development of access to direct sunlight for solar energy systems in their comprehensive plans. Solar access protection assures the availability of direct sunlight to solar energy systems. Solar energy is an alternative means to energy. It has much less impact on natural resources and the environment than the use of fossil fuels. Currently fossil fuels and nuclear power are needed to heat or cool our homes and businesses. Fossil fuels are also used for most modes of transportation. Increasing the use of solar energy would decrease reliance on fossil fuels and nuclear power. The purpose for including this section of the Update is to ensure that direct sunlight access to active and passive solar energy use is not subjected to shading from nearby trees, buildings, or other structures.

The following land use principles guide decisions for solar access protection:

• The City will consider appropriate amendments to exempt active and passive solar energy systems from lot coverage and setback provisions.

• The City will consider appropriate amendments to require swimming pools and hot tubs to be heated using solar or some other form of renewable energy resource, where possible.

• Within Planned Unit Developments, the City will consider varying setback requirements in residential zoning districts as a means of protecting solar access.
Section C  Village Areas

The concept of a village signifies a tightly organized, multi-purpose center of activities. Aesthetics and physical lay-out of the village area contribute to the overall function and identity of the area. The impression gained from streetscape, signage, roadway network configuration, building design and layout notifies visitors that they are entering an area that has a coherent image and identity, and is convenient to access.

The following attributes define and distinguish each of the community and neighborhood village areas in the city:

* The geographic area is centered around or near a major intersection or community resource, and may cover a broader area.

* The area is organized, accessible and well connected to other areas of the city.

* Villages will incorporate both internal pedestrian connections, such as sidewalks and trails, and also accessibility to various transportation alternatives.

* The existing and planned uses within villages are organized to form a cohesive pattern.

* The villages include retail and service uses, and may accommodate a mix of medium and high density residential uses.

Areas designated as villages are expected to evolve over time as redevelopment and other changes occur. Redevelopment projects, public investments and other changes within the area should contribute to more intentional organization, land use character, intensity of uses, and functionality.

The city’s villages, identified in the Minnetonka 2030 Vision in Chapter III, are organized into three types of function, as defined by uses, intensity and residential density. The three types—community, neighborhood, and special purpose villages—are described below. Specific land use direction criteria are provided for those villages considered most likely to attract additional development and redevelopment in the coming years.

Community Village Centers

Community villages are the largest of the three village centers. Market demand for continued commercial activity in these areas is expected to remain strong in the future. These areas should support additional high density residential redevelopment in appropriate locations. The community village centers include Glen Lake Station, the Highway 7 and County Road 101 area, and the Minnetonka Boulevard and County Road 101 area.

1. Glen Lake Station

The Glen Lake Station area has undergone numerous redevelopments since it was established as an early commercial center in the city. Redevelopment efforts have been aided by public investments and the development of a variety of land uses to encourage the evolution of the
area as an attractive, interesting and pedestrian-friendly community center. These efforts have been guided by several previous plans, including the Glen Lake Study (completed in the late 1970s) and the 2003 Glen Lake Neighborhood Concept Plan (not adopted by the city).

In concert with these plans, commercial development and redevelopment has occurred on the north and south sides of Excelsior Boulevard, east of Eden Prairie Road. A variety of commercial uses now anchor the area including a grocery store, drug store, bank, restaurants and numerous small shops and other services.

Additional commercial redevelopment is underway within the Glen Haven shopping center. Additionally, several senior multi-family housing complexes have been built on the north side of Excelsior Boulevard and new multi-family developments have been completed or are undergoing construction south of Excelsior Boulevard, north of the lake.

The Glen Lake Station Park at the corner of Excelsior and Beacon Hill provides a focus for the commercial area and nearby ballfield facilities provide recreational opportunities for residents in the south Minnetonka area. Additionally, existing and planned trails and sidewalks that provide access to greater Minnetonka, Eden Prairie and other surrounding cities, connect the area.

The one aesthetic drawback to the area is the Xcel substation that serves the southwest metropolitan area. The city has worked to lessen the impacts of the substation by providing landscaping and screening of the facility.

The following land use strategies will guide future development and redevelopment in the Glen Lake Station area in accordance with the 2030 land use plan for the area shown on Figure IV-2:
A. Continuation of the approved development pattern and land uses.
B. Provision of internal and eternal connections to neighborhoods and facilities.
C. Limitation of height of new development/redevelopment to the overstory tree canopy (3 - 5 stories).
D. Incorporation of sidewalk and trail improvements along major pedestrian corridors.
E. Provision of additional and/or improvement to existing transit facilities and programs.

2. Highway 7 and County Road 101 Area

A. Existing Conditions

The Highway 7 and County Road 101 (“7/101”) area is the largest community village area in the city. It is bordered and well buffered on three sides by the floodplain of Purgatory Creek and associated wetlands. Three of the quadrants of the intersection contain shopping centers with “big box” retail uses. The 7/101 Plan, adopted in the late 1970s, guided previous development activities within the area.

The shopping centers on the north side of TH 7 were constructed on portions of “reclaimed” floodplain and wetland areas of Purgatory Creek. The old 7-Hi Shopping Center (now Super Target), located west of CR 101, was constructed in the 1960s prior to the adoption of the city’s wetland and floodplain ordinances. The Super Target shopping center has undergone two substantial upgrades since it was originally developed. Free-standing banks and other businesses also occupy properties within this quadrant.

The Cub/Westwind Shopping center, on the east side of CR 101, was constructed on land made available for development by roadway and stormwater improvements to correct conditions created by agricultural drainage. Corridor improvements currently are underway for CR 101, north of TH 7, to improve traffic safety and improve trail connections, bury power lines and add streetscaping.

The southwest quadrant of the 7/101 area contains a diverse collection of small office, retail and multifamily uses, in a triangle formed by Excelsior Boulevard on the south side. Other retail stores, a restaurant, and a large office occupy the southeast quadrant.

Medium-density housing developments are also located adjacent to the 7/101 area, but are well-buffered by wetland and floodplain areas. The area’s proximity to Minnetonka High School and its connections to the city’s trail and walkway system along Purgatory Creek and CR 101 contribute to the area’s vitality and access from community neighborhoods.

B. Planning Issues

Although a number of services are offered in this area, the four quadrants of the intersection are not well-connected, making it difficult for residents from the surrounding areas to access the services by foot or bicycle or for shoppers to perform multiple shopping trips with just one automobile stop. However, an existing trail underpass, east of the TH 7/CR 101 intersection, provides some connectivity for the eastern portion of the intersection.

Some of the businesses in the area currently are not performing at full capacity. In addition, the area generally does not take full advantage of the surrounding natural amenities—particularly Purgatory Creek and its associated wetlands and wooded areas. Given the potential for more cohesive activity at this intersection, it is likely that some redevelopment will occur in the future.
Traffic congestion is a significant issue around the TH 7/CR 101 intersection. Pass-through traffic along TH 7, traffic generated by the uses around the intersection, and off-site parking generated by the high school (to the west of the intersection), each contribute to congestion conditions and access problems. Further, a private parking area located at the southeast quadrant is used as an “unofficial” park and ride for TH 7.

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

C. Future Redevelopment

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

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

1. Southeast Quadrant

The main commercial area on the southeast quadrant is planned for a mix of land uses, due to area’s proximity to substantial natural amenities (Purgatory Creek and its bordering trail, community gardens/open space), access to TH 7 transportation facilities, and closeness to residential neighborhoods. Multi-family residential uses are appropriate along the southern and eastern portions with retail and service uses edging the TH 7/CR 101 intersection.
Chapter IV. 2030 Land Use Plan

The following criteria provide guidance for future development/redevelopment efforts in the southeast TH 7/Cr 101 quadrant:

a.) Development of a master plan to identify a realistic redevelopment scheme that demonstrates transition to a cohesive component of the TH 7/Cr 101 area.

b.) Incorporation of cohesive development design context and techniques into guidelines for overall and individual site development.

c.) Limitation of building height to the tree height/slopes (generally 3 – 5 stories).

d.) The provision of internal/external connections (sidewalks/trails), especially to Purgatory Creek and to cross Cr 101, to interconnect the quadrants and provide access to natural and recreational amenities.

e.) Restoration of the natural vegetation buffer along Purgatory Creek.

f.) Examination of the potential for a park/ride facility with enhanced transit service.

g.) Demonstration of connectivity to other quadrants of the TH 7/Cr 101 area.

2. Southwest Quadrant

The triangular shaped area between TH 7, CR 101, and Excelsior Boulevard (Hutchins Road divides the triangle) is planned for a mixed of uses. The area south of Hutchins Drive is planned for primarily medium and high density residential land uses, while the area north is planned for office, service commercial or retail uses. While the area does contain many of these uses today, a more efficient organization of the area and integration of uses is needed in the future.

The following criteria provide guidance for future development/redevelopment efforts in the southwest TH 7/Cr 101 quadrant:

a.) Development of a master plan to provide direction on consolidation of parcels (using Hutchins Drive to separate the use areas) to demonstrate that the quadrant becomes a cohesive component of the 7/101 area.

b.) Incorporation of cohesive development design context and techniques into guidelines for overall and individual site development.

c.) Provision of sidewalk and trail connections (especially to cross CR 101 and areas to the south and west) to interconnect this quadrant to the others, and provide access to natural and recreational amenities.

d.) Due to existing parking problems (particularly related to Minnetonka High School demands), examination of opportunities for shared parking, interconnected parking areas and new parking facilities along with the review of transportation issues as part of the master planning and individual site development process.

e.) Limitation of building height to the tree height/slopes (generally 3 - 5 stories).

f.) Buffering and screening from existing residential neighborhoods located on the south side of Excelsior Boulevard.

3. Minnetonka Boulevard and County Road 101

The Minnetonka Boulevard and County Road 101 (CR 101) area serves residents of Deephaven and Woodland, as well as Minnetonka. One of the older of Minnetonka’s shopping areas, it was the subject of one of the first focus studies conducted by the city - the Gray’s Bay/Libbs Lake
Area Study (1976). Over the years, the commercial areas have expanded slightly to the south along CR 101 with office and service uses that transition to single family homes.

Recently, several businesses have undergone renovations to improve exterior appearances, and several new businesses have moved into the area to expand the type of services available here. Multiple-family developments are located adjacent to the northern edges of the area, including the Breconridge Townhomes on the west side of CR 101 and the Sanctuary Townhomes on the east side of CR 101. The Groveland Elementary School remains one block northeast of the Minnetonka Boulevard/CR 101 intersection.

The city has initiated several efforts to improve the appearance and vitality of the commercial area and improve area-wide safety. These efforts have included the adoption of Neighborhood Design Guidelines in 2002 and a cooperative project with Hennepin County to reconstruct the intersection, install improved streetscaping, add pedestrian/bicycle trails, and bury power lines.

The commercial buildings within the area are small and provide affordable “incubator” business space. Likewise, its housing stock of smaller houses and comparatively smaller lots, as well as the age of most houses, creates a pocket of relatively affordable housing close to an elementary school and a small business area.

Although the outward appearance of these businesses is not similar, it contributes to the area’s distinct character and identity. Large-scale property redevelopment could result in the unintentional relocation of many current tenants and small businesses for financial reasons, and may attract larger, national chain businesses.

To preserve the area’s existing scale and “incubator” feel, the following criteria provides guidance for future development/redevelopment efforts for the Minnetonka Boulevard/CR 101 area in accordance with the 2030 land use plan for the area shown on Figure IV-4:
A. Incorporate small-scale redevelopment and site and building improvements, with consideration of appropriate design principles to guide building orientation, massing and circulation.

B. Plan for coordinated redevelopment and design elements (landscaping, signage, building façade materials, etc.) among property owners.

C. Limit the height of new development to correspond to the height of existing area and neighborhood standards (2-3 stories).

D. Plan for improved connectivity within all quadrants of the Minnetonka Boulevard/CR 101 intersection.

E. Provide appropriate transitions to existing residential neighborhoods.

**Neighborhood Village Centers**

Neighborhood village centers are smaller in scale, compared to community village centers, supporting a limited amount of commercial uses. In some locations, future commercial use will be limited to the existing level of intensity due to transportation and access constraints, as well as preferences for other site planning enhancements, such as residential protection and buffering, and park and open space improvements.

Minnetonka’s neighborhood villages include:

- Cedar Lake Road and Hopkins Crossroad
- Highway 7 and Hopkins Crossroad
- Minnetonka Boulevard and Hwy 169
- Shady Oak Road and Excelsior Boulevard
- South Shady Oak Road and Bren Road

1. **Cedar Lake Road/Hopkins Crossroad’s (CR 73)**

The Cedar Hills neighborhood center located on the north side of Cedar Lake Road was developed in the 1980s to serve the Greenbrier and other multiple-family complexes located to the east and west of Hopkins Crossroads. With the growth in residential development in the area over the last 25 years, the center has grown to accommodate numerous retail uses and other services catering to adjacent development and other east-central neighborhoods of Minnetonka.

The neighborhood center is somewhat unique in that it also accommodates and serves an older industrial area and warehouse uses. The industrial area, Greenbrier Industrial Park, is located immediately north of Minnehaha Creek and was one of the early industrial developments within the city. It is designated as a mixed use area for a mixture of light industrial and office uses within the buildings.

The diversity of uses within the area provides a range of services for residents and employees of the area and all uses, collectively, represent a village area. Any further redevelopment activity should follow the criteria noted below in accordance with the 2030 land use plan for the area shown on Figure IV-5:
A. Use of cohesive design context guidelines appropriate for the surrounding uses, including signage, building materials, lighting and landscaping.

B. Provision of pedestrian/bicycle connections to adjacent residential areas and the Hopkins North Junior high and High School campus.

C. Consideration of parking for the mix of uses within the area, with specific consideration of the Greenbrier Industrial park, and review of opportunities for shared parking to reduce overall hardsurface coverage.

D. Incorporation of sustainability practices that are appropriate for proximity to floodplain and wetland areas associated with Minnehaha Creek.

E. Buffering and screening of existing residential neighborhoods along the edges of the village area.

2. Highway 7/Hopkins Crossroad area

Known as the Country Village Shopping Center, this neighborhood village area is nearly fully developed and consists of numerous retail establishments, several offices, a bank and free-standing auto-oriented uses. Due to its close proximity to Hopkins, this center provides shopping services to residents of Hopkins as well as Minnetonka.
Recent improvements to the area include the realignment of Minnetonka Mills Road with CR 73, facade improvements to the shopping center, and the development of townhomes on the north side of the center. In Hopkins, on the east side of CR 73, numerous redevelopment projects have occurred over the past several years to provide additional multiple-family units and renovate existing businesses.

Any further redevelopment activity is expected to follow the criteria noted below in accordance with the 2030 land use plan for the area shown on Figure IV-6:

A. Use of cohesive design context guidelines appropriate for surrounding uses, including signage, building materials and landscaping.

B. Provision of pedestrian/bicycle connections with the surrounding area including the Lake Minnetonka LRT Regional Trail.

C. Consideration of parking for the variety of uses within the area and review of opportunities for shared parking to reduce overall hardsurface coverage.

D. Buffering and screening of existing residential neighborhoods along the north and west edges of the area.

3. Minnetonka Boulevard/TH 169 area

The area represents an isolated “gateway” within Minnetonka, bordered by St. Louis Park to the east of TH 169 and traversed by Minnehaha Creek. An eclectic mix of commercial uses and an apartment building line Minnetonka Boulevard on both sides of the creek. Recent development includes the reconstruction of certain business uses and the addition of the Watertower Place multiple-family development.

Several developments have been proposed in the past but have not proceeded beyond the city development review process, including an overall master development plan (the Minnetonka Gateway Plan) prepared by a private entity in response to neighborhood concerns about potential redevelopment. However, this plan has no official standing with the city. Limited redevelopment opportunities exist for this small village area except for isolated small properties located along Minnetonka Boulevard.

Any further redevelopment activity is expected to follow the criteria noted below in accordance with the 2030 land use plan for the area shown on Figure IV-7:
A. Provision of appropriate orientation to Minnehaha Creek and the surrounding neighborhood.

B. Incorporation of sustainability practices that are appropriate for proximity to floodplain and wetland areas.

C. Allowance for safe access to and from Minnetonka Boulevard.

D. Provision of pedestrian/bicycle connections between uses and to other existing facilities.

E. Buffering and screening of existing residential neighborhoods.

F. Coordination with the city’s plans for the Minnehaha Creek corridor.

4. Shady Oak Road/Excelsior Boulevard

The small commercial area at the intersection of Shady Oak Road and Excelsior Boulevard extends northerly to Main Street in the City of Hopkins. The commercial area is often referred to as the west end of Hopkins; the municipal boundary meanders through the area. The commercial uses include a mixture of retail businesses, and service uses such as dry cleaners, restaurants, and automobile-oriented uses.

The area has been studied extensively over the past several years because of the traffic safety issues presented by the numerous individual accesses and the growing traffic volumes. It is anticipated that roadway reconstruction will occur in the near future and redevelopment opportunities will follow in concert with the 2006 Shady Oak Road Redevelopment Study.
Additional residential redevelopment and transit oriented design (TOD) opportunities at the southeast quadrant of Excelsior Boulevard and Shady Oak Road may be realized in the long term future. As part of the planning process for the future Southwest LRT, a nearby station may initiate interest for more mixed use development utilizing TOD techniques, including medium and high density residential. The city will be reviewing the potential for additional higher density residential development and TOD design within this area as part of a future planning process with the city of Hopkins and Hennepin County for the LRT stations.

Any further redevelopment activity is expected to follow the criteria noted below in accordance with the 2030 land use plan for the area shown on Figure IV-8:

A. Coordination of access to and from Shady Oak Road and Excelsior Boulevard to improve safety.
B. Inclusion of appropriate TOD design techniques as part of redevelopment activities.
C. Buffering and screening of adjacent residential neighborhoods.
D. Consolidation of accesses, as appropriate, and the provision of adequate access spacing of driveways.
E. Provision of pedestrian/bicycle connections and facilities between other uses in the area and existing trails/sidewalks.

5. South Shady Oak/Bren Road

This neighborhood-oriented convenience and service area is relatively new and was initially developed as part of the Beachside development in the early 1980s. With further development in the southwest quadrant in Opus during the 1980s and 1990s, additional restaurant and other residential-oriented services were constructed in the area. The Beachside and Opus retail areas serve the needs of the Beachside, Opus and other contiguous residential developments that have occurred in the area over the past several years.

Any further development or redevelopment activity is expected to follow the criteria noted below in accordance with the 2030 land use plan for the area shown on Figure IV-9:

A. Provision of adequate access spacing and efficient internal traffic circulation within and between sites.
B. Provision of sufficient parking appropriate for a mixed retail use area.
C. Connections to adjacent residential and business areas, and pedestrian/bicycle facilities.
D. Buffering and screening to existing residential neighborhoods.
“Special Purpose” Village Centers

The city’s special purpose village centers are the smallest scale concentrations of goods and services found in the city, and are unusual in setting and uses. Generally, they offer limited commercial uses to one or more neighborhoods and “drive-by” traffic, rather than attracting customers from a larger area. Minnetonka’s unique special purpose village areas are:

* Minnetonka Mills
* Baker Road and Excelsior Boulevard
* Highway 7 and Highwood/Williston

1. Minnetonka Mills Area

Located on Minnetonka Boulevard between Baker and Shady Oak Roads, this small village area is the site of Minnetonka’s earliest permanent settlement, beginning in the 1850s. The area contains some historic buildings, including the Burwell House and Town Hall, and retains a cultural character as the first commercial area within the city.

A row of small commercial buildings on the north side of Minnetonka Boulevard lines the south side of Minnehaha Creek and includes small convenience businesses. St. David’s School and two churches are located in the vicinity. Pedestrian access is excellent, with the city’s primary loop trail on the south side of Minnetonka Boulevard and sidewalks and trail connections to Big Willow and other city parks.

Opportunities for change in the area are limited due to the presence of Minnehaha Creek and the surrounding city parkland that has slowly been acquired over the past 20 years. Any changes in existing land uses and future redevelopment activities are expected to in comply with the 2030 land use plan for the area shown on Figure IV-10 and complement the overall implementation strategies of the Upper Minnehaha Creek Corridor Plan, completed in 2008 that include the following criteria:

A. Specific land uses and site improvements that capitalize on, but do not degrade, creek resources, and which fit within a “natural” architectural scale and form.

B. Improvements to existing development that include complementary signage, lighting and building façade to create an identity and linkage to the creek.

C. Connections to the future system of trails, interpretive facilities, parks, parking and creek access.

D. Incorporation of sustainable design practices that are appropriate for proximity to Minnehaha Creek.
E. Provision of sufficient parking that is appropriate for a mixed retail use area.
F. Provision of safe access to and from Minnetonka Boulevard.

2. Baker Road/Excelsior Boulevard

The Baker Road and Excelsior Boulevard area presently serves the south-central neighborhoods of the city and existing uses are limited to auto-oriented uses and a pool/spa business. The intersection was recently reconstructed in conjunction with the improvements to I-494 to improve traffic safety. Planned land uses are limited to service commercial uses since the area is completely surrounded by existing residential development. No expansion or changes in this special purpose village are envisioned.

Any further development or redevelopment activity is expected to follow the criteria noted below in accordance with the 2030 land use plan for the area shown on Figure IV-11:

A. Provision of access consolidation to Excelsior Boulevard, as appropriate, and efficient internal traffic circulation.
B. Connections to adjacent residential and business areas, and pedestrian/bicycle facilities.
C. Improvements to existing development that include complementary signage, lighting and building façade appropriate for its residential setting.
D. Buffering and screening to existing residential neighborhoods.

3. Highway 7/Williston/Highwood Drive

The Highway 7/Williston/Highwood Drive area does not fit within the commercial categories typically seen in the remainder of the city. The area (from Woodhill Road on the east to Woodland/Tonkawood Roads on the west) has presented challenges to the city regarding adequate access provisions to TH 7, while protecting the surrounding residential neighborhoods from traffic impacts.

Commercial development in this area alternates between the north and south sides of TH 7. The south side between Woodhill and Williston Roads includes freestanding office and retail uses, served by a frontage road. Between Williston and Woodland/ Tonkawood Roads, commercial and office uses are located on the north side of the highway. Recently, the city, in cooperation with Mn/DOT, undertook improvements to an existing partial frontage road to connect Williston Road with Highland Road, and improve the Williston Road/TH 7 intersection. Additional commercial development within this area is possible, but limited due to poor access and shallow lots. Recent redevelopment includes an office complex designed to respond to residential sensitivities on the west side of the Tonkawood Road/TH 7
intersection.

Given the volume of traffic on TH 7, businesses along the corridor tend to benefit from good visibility. However, access to the businesses is difficult, particularly for east bound traffic, due to the frontage road system. While this system successfully provides safer intersections, business access is confusing, especially for first-time customers unfamiliar with the area. The areas of business concentrations could also benefit from more consistent signage and lighting, which may help to provide a more unified appearance, and create less confusion for customers traveling to businesses.

Development and redevelopment of existing commercial uses and properties guided for commercial and office uses are expected to follow the following criteria in accordance with the 2030 land use plan for the area shown on Figure IV-12:

A. Height of new development and redevelopment is limited to the tree canopy/slopes.
B. Improvements to existing development must include complementary signage, lighting and building façade appropriate for its residential setting.
C. A reasonable and effective buffer is provided to the adjacent low-density residential uses to the north of Highwood Drive including a combination of berming and landscaping, distance, solid walls (not wood fences) or other effective techniques.
D. Any commercial access (including loading) is required from the south only, away from adjacent residential streets.
E. Provisions are made in the project development planning process, as applicable, for the extension of the frontage road to prevent direct access to TH 7.
F. Development must be appropriate for residential setting and include cohesive design elements.
Long-term Planning Considerations for Nine Existing Low Density Residential Properties on Highwood Drive

During this planning process, a land use plan map change to commercial and/or medium density residential was considered for the nine properties located on the north side of Highway 7, west of Williston Road and south of Highwood Drive.

These properties, if combined with one or more commercial properties to the south and east, for commercial land uses could provide a more effective buffer to the low-density residential neighborhood located north of Highwood Drive if certain planning parameters were utilized in redevelopment plans. Alternatively, the nine properties could be developed for medium density residential purposes to create a transition to the adjacent residential neighborhood.

While these parcels remain guided for low density residential purposes, it is likely that a land use change may be requested in the long term future.

Guidance for any potential land use change of these nine properties include the following, in addition to other criteria for the area listed above:

A. Medium density residential and/or commercial land uses for the nine properties are the appropriate land use for consideration by the city.

B. Medium density residential land use long term planning criteria include:
   1. A master plan should be developed depicting how the future residential units will serve as a transition between the existing low density residential uses to the north and commercial uses to the south (regardless if the proposal includes all lots).
   2. New housing types should include one to three story townhomes or row houses to serve as a transition between the existing low-density residential area to the north and the commercial land uses to the south.
   3. Access to Highwood Drive will be considered based upon transportation considerations.
   4. Building height should be one to three stories, the same as surrounding existing low density residential uses.

C. Commercial land use long-term planning criteria include:
   1. The development of an overall master plan for the entire area, including the nine properties and the commercial properties to the south and east, demonstrating cohesive development, and access with the existing commercial properties to the south and east that incorporates the redevelopment criteria noted below.
   2. The assembly and consolidation of properties with those to the south and east must be planned to allow access to the south frontage road. The overall master plan must demonstrate that the access and buffering criteria are met for all properties included in the master plan area.
3. A reasonable and effective buffer area shall be established and maintained on a continual basis from buildings and all parking/hardsurface areas as part of any redevelopment project that includes all or a portion of the nine properties, and any existing commercial properties.

4. A conservation easement dedicated to the city to preserve the buffer area may be required of any future redevelopment proposal.

5. Height of new commercial development and redevelopment is limited to two stories.
Section D  Regional Areas

There are three notable areas in Minnetonka that draw people from all over the region for work, shopping, services or entertainment: the I-394 Corridor, the Ridgedale area within the I-394 Corridor, and the Opus area. Since their initial development, these areas have continued to demonstrate economic success. The city is committed to maintaining and improving the economic strength, the cohesive design, and architectural quality of the business development in each of these three areas.

The critical land use strategy for the regional areas is to continue to support their vitality so that they remain desired destinations for employment, residential development and business. Adherence to specific development criteria will help ensure that land use character and activity accommodate a diversity of residents and businesses, and to ensure connectivity to the rest of the region.

It is envisioned that the regional areas will function as “complete communities,” including places to live, work, shop and play. Specifically, mixed land uses and high density residential land uses are planned to attract new residents eager for the opportunity to downsize, reduce home maintenance obligations, or reduce transportation costs through pedestrian orientation within centers and proximity to transit facilities.

I-394 Regional Corridor

The I-394 corridor was the focus of a detailed land use/transportation analysis in the mid-1980s as the highway converted from TH 12 to I-394. The I-394 Corridor Study (adopted by the City Council in 1987) has served as a planning guide for future development within the I-394 corridor since that time. The primary goals of that study were to:

* Manage growth in a planned, responsible manner in the best interest of the city, residents of the community and corridor development interests.

* Encourage development to utilize a “showcase” concept to improve the image of the corridor and the city.

* Establish and promote neighborhood stability through rational land use planning and the establishment of spacing/buffering requirements between land uses of different intensity.

For the most part, many land use changes have occurred consistent with the study’s recommendations. The Carlson Center development at the Carlson interchange with I-394 and the West Ridge Market and associated development around the I-394/CR 73 interchange provide examples of high quality developments that incorporate environmental preservation.

The area is supported by regional highways (I-394, I-494 and TH 169), major county roads (Plymouth Road and CR 73), and transit facilities that serve regional employment and service travel patterns. As traffic volumes continue to increase, the importance of this area as a provider of regional services increases.

Historically, concern has been expressed by the city and others about the capacity of the regional transportation system to serve area transportation needs in a manner that does not
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impact the surrounding neighborhoods and the local street pattern. Therefore, particular attention has been focused on the traffic impacts of new development upon the local and regional roadway system.

Development location and intensity has increased such that it now encompasses former isolated developments along the I-394 corridor. This concentration of density in the form of retail, service commercial and office development, as well as the traffic demand generated by this development, creates a busy, complex environment. It contains a full range of land uses, with the exception of industrial development. Multiple-family developments, office and institutional uses surround the more intense commercial areas and, together with natural amenities, provide transition to the low-density residential neighborhoods located north and south of the Ridgedale area.

The city wishes to encourage enhanced vitality along the I-394 corridor by:

* Increasing the mix of land uses, including residential.
* Providing opportunities for more gathering places.
* Promoting connectivity among uses within and outside the corridor, and transit connections.

A distinct physical identity and a sense of social activity are important to the future of the corridor, which has potential to support land use changes that may create broader appeal among younger residents.

Opportunities to better connect the north and south sides of I-394 are planned, including pedestrian connections. The highway currently divides the community so strongly that the two areas can feel like different cities, and areas that are geographically not far apart feel as though they are distant from and inaccessible to each other.

The following describes the conditions and development/redevelopment criteria for the I-394 sub-areas in accordance with the 2030 land use plan for the corridor as shown on Figure IV-14:

1. **Western City Limits**

The north side of I-394 inside the western city limits contains a strip of commercial and office uses that have been in the area for some time. All parcels along the North Frontage Road west of Parker’s Lake Road have been guided for commercial uses in the past and reflect highway-oriented or office uses.

Potential development and redevelopment activities are available for several parcels along the North Frontage Road. Four parcels that comprise the small strip commercial center north of I-394 and west of 12 Oaks Center Drive and the open space area to its west are planned for a mix of office and/or commercial uses to reflect indirect access to the properties and consistency with surrounding parcels.

The Carlson Center, north of the I-394/I-494 interchange, is nearly fully developed and incorporates a mix of uses, including high density residential, office, service commercial and industrial. Overall development is guided by a master development plan approved by the city.

Strategies and criteria for the development of these properties as well as other properties within the sub-area include:
Please Refer to the I-394 Corridor Map (Figure IV-13)
A. Adherence to the I-394 Corridor Study and ordinance.

B. The provision of buffering to reduce off-site impacts to the neighborhoods to the north of the parcels.

C. The incorporation of sustainable design practices appropriate for proximity to the northern wetland area.

D. The provisions for sidewalks/trails along the north service road to allow pedestrian access between Wayzata and the Carlson Center.

2. North Frontage Road—West of Plymouth Road

The northwest quadrant of the Plymouth Road/I-394 interchange includes two neighborhoods, Knollway and Northridge/Southridge, as well as commercial development along the North Frontage Road. The neighborhoods consist of single family residences that are affordable to young families and middle income wage-earners. The neighborhoods are in proximity to schools within the Wayzata school district, the services and shopping in the Ridgedale area, and a neighborhood park (Knollway) that recently underwent renewal.

However, both neighborhoods are impacted by their location immediately behind the commercial businesses along the I-394 North Frontage Road. This is especially the case with the Northridge/Southridge neighborhood as the neighborhood directly abuts Plymouth Road and the car dealerships to the south. Buffering and adequate distance separation are not provided for the homes on Southridge Road and service road businesses. Additionally, the Northridge/Southridge loop road has access available only to Plymouth Road. The intersection of Northridge and Plymouth Roads offers inadequate sight distances, making turning movements hazardous. These impacts have led to a decline in housing maintenance on some of the properties along Southridge Road.

The 2030 land use plan map indicates separate approaches for these neighborhoods, as follows:

A. Knollway Neighborhood: The neighborhood is designated for continued low density residential uses due to the affordability of residential homes, proximity to services, and “manageable” off-site impacts created by the adjacent commercial uses. However, the city intends to increase monitoring and enforcement of zoning and nuisance related complaints to preserve neighborhood vitality. It is anticipated that the appropriate land use designation for the Knollway area will be reviewed again when the 2030 Comprehensive Guide Plan is updated in the future.

B. Northridge/Southridge: Redevelopment is shown for the Northridge/Southridge neighborhood to medium density residential because of the inadequate transition between the neighborhood and the commercial land uses. The following criteria will be utilized to guide future redevelopment:

1. Adherence to the I-394 Corridor Study and ordinance.

2. Development of a master plan (by the developer or other private entity) for the Northridge/Southridge area that accommodates medium density residential uses, provides adequate and safe access to the surrounding roadway and transit facilities, buffers the northern residential neighborhood and demonstrates connectivity to the surrounding area.

3. Provisions for the continuation of a “green corridor” extending easterly to Oberlin Park.
4. Limitation of no more than one access point to Plymouth Road, and provision of safe sight lines at this location.

5. Consideration of incentives such as density bonus for development of affordable/mid-priced housing, senior housing, residential land uses that generate lower traffic volumes, and uses that provide an effective buffer to adjacent residential neighborhoods.

3. **North Frontage Road—East of Plymouth Road**

The businesses within this commercially guided area benefit from good visibility from I-394; however, some suffer from poor access for customers, due to the lack of interstate access to the west at Ridgedale Drive. In addition, on-street parking, unscreened vehicle storage and loading areas, and other service activities in the rear yards of some businesses create an unattractive appearance along Marion Lane.

The existing commercial strip between Ridgedale Drive and four parcels to the west of City View Drive (i.e., up to the Subaru dealership) are guided for mixed use, with high-density residential as the primary permitted use. Office uses are a secondary option for these parcels and will be considered only if a full access interchange can be provided at Ridgedale Drive.

The change from the previous commercial land use designation to mixed use reflects the parcels’ lack of full access from I-394 (despite their high visibility from the interstate). High density residential land uses on these parcels can take advantage of the natural views to the south (Crane Lake) and east, and are compatible with the high-density residential uses on the north side of Marion Lane. Furthermore, the parcels’ locations allow options for connectivity for future residents, including transit (bus stops along the North Frontage Road, the transit station, and park and ride lots at Plymouth Road and CR 73) and sidewalks to the Ridgedale Mall.

Strategies and criteria for the development of these properties within the sub-area include:

A. Development of a comprehensive screening and buffering plan, using both landscape material and attractive walls or fences.

B. Adherence to the I-394 Corridor Study and ordinance or accommodate required improvements.

C. Provisions for sidewalks/trails along the north service road to allow pedestrian access to Ridgedale Mall and the transit station.

D. Protection of the wooded hillside to the east.

E. Consideration of development for office, service commercial or commercial use only if traffic related improvements are installed to allow a west bound ramp to the Ridgedale interchange.

4. **North Frontage Road—East of Ridgedale Drive**

The low-rise office (Marsh Run) developments were constructed in the 1970s and may be approaching the end of their functional lives within the time frame of this plan. Although the properties remain guided for service commercial uses, future redevelopment should be oriented towards specific neighborhood entertainment and recreational uses—such as event venues, restaurants, cafes, and pubs.

Strategies and criteria for the development of these properties within the sub-area include:
A. Development of a master plan for the area that accommodates uses that serve the surrounding residential neighborhoods and demonstrate connectivity to the surrounding area.

B. Adherence to the I-394 Corridor Study and ordinance

C. Provisions for sidewalks/trails along the north service road to allow pedestrian access to Ridgedale Mall, the Plymouth Road transit station and CR 73 park and ride facilities

D. Incorporation of sustainable design practices appropriate for proximity to the western wetland area.

E. Buffering and screening to existing residential neighborhoods.

**Ridgedale Mall and Peripheral Areas**

Since the opening of Ridgedale Mall in 1973, the regional commercial center has served a market area that extends beyond Minnetonka due to the scale of development, services offered, employment opportunities and regional highway access. Today, development surrounding the mall includes the Ridgehaven Shopping Center; the Ridge Square development; and the Sheraton hotel, YMCA and Hennepin County Service Center on the south side of Ridgedale Drive.

The Ridgedale Mall and surrounding commercial uses are important economic areas within the city; however, their overall configuration presents circulation and access problems. Although there are a variety of services available in this area, it is difficult to take advantage of these services without multiple automobile trips. In addition, the interior and connecting roadway networks are configured in a way that creates congestion and access challenges at peak travel periods and in peak shopping seasons.

Due to its age, it is anticipated that the Ridgedale Mall will undergo redevelopment within the timeframe of this comprehensive plan. Likewise, some of the commercial areas surrounding the Mall are aging and may be redeveloped between now and 2030.

The following development strategies and criteria are established to guide redevelopment activities in the Ridgedale Mall and peripheral areas to revitalize the Ridgedale area as a mixed-use area that provides opportunities for shopping, services, housing and entertainment for Minnetonka residents as well as the region:

A. Incorporation of the surrounding natural features into overall plans.

B. Inclusion of transitions to surrounding residential uses to provide buffers (as maintained in the past) between the more intense uses to the north (i.e., Ridgedale Mall) and the low-density residential uses to the south.

C. Development of a master plan for the area that accommodates mixed uses that serve the city, the sub-region, and the surrounding residential neighborhoods; and demonstrate connectivity to the surrounding area,

D. Adherence to the I-394 Corridor Study and ordinance.

E. Provisions for sidewalks/trails to enhance pedestrian access to Ridgedale Mall and surrounding areas and to create a more pedestrian-friendly and cohesive area atmosphere.

F. Incorporation of transit facilities or access to transit.

G. Incorporation of sustainable design practices appropriate for proximity to the western
Meadow Park and eastern Crane Lake wetland areas.

The following provides specific land use guidance and strategies for the components that comprise the Ridgedale Mall and associated peripheral areas:

1. **Ridgedale Mall and Bonaventure Shopping Center properties**
   Mixed uses, including entertainment, are allowed with the intent of providing a more pedestrian-scaled transition between the public (government service center and library) and residential areas south of the Mall, and the Mall itself. Residential uses may be considered within the mall area, for example as an upper story to the mall, to provide additional housing opportunities and enhance vitality within the area.

2. **Three parcels east of the Hennepin County Government Center and associated pond (currently the YMCA, Sheraton, and Ridgegate Apartments)**
   These properties are guided for mixed use. This land use does not alter the character of the existing developments (which could each be components of a Mixed Use development); rather, the intent is to allow for greater design flexibility and for additional uses, when deemed appropriate, on these parcels. Residential uses will be considered within this mixed use area to provide additional housing opportunities and enhance vitality within the area.

3. **Parcels east of Ridgedale Drive, south of Cartway Lane and located on the east and west of Plymouth Road**
   These properties are guided for mixed use, however, residential uses are not considered appropriate, due to access and circulation concerns. The intent is to edge the Ridgedale Mall with development that creates a smoother transition between existing residential, open space, public and commercial uses, and that allows for greater site design influence and overall increased vitality within the area.

   Service commercial, office and other commercial uses should occur along Ridgedale Drive, to complement the commercial profile of Ridgedale Mall, and introduce a pedestrian-friendly transition starting at the edges of the Mall.

4. **Ridge Square North and South Parcels**
   Residential uses may be permitted in the Ridge Square area, and may take better advantage of the natural features of that area.

5. **Ridgehaven Shopping Center (Target/Byerlys) and western commercial area to I-394**
   No land use changes are planned for these areas given the age of development and proximity to existing residential neighborhoods. It is recognized that traffic conditions between Plymouth Road and Essex Road to the east are not optimal and often result in congestion especially during the holiday season. At some point, the area warrants a review of traffic patterns and roadway conditions to determine if additional design or land use changes can better be accommodated within this area of the Ridgedale regional center.
Opus Business Park Regional Area

The largest business area within the city lies at the southeast corner in the Opus Business Park Regional Area. The center was originally planned as a mixed use area but has evolved as a primarily office/manufacturing area. Several residential developments are located around the edges of the complex. It occupies over 640 acres and employs in excess of 10,000 people.

The planned Southwest LRT route will bisect Opus in a north/south direction as it extends between the cities of Hopkins and Eden Prairie. The City of Minnetonka and Hennepin County will shortly begin a study to review LRT station area locations and potential TOD techniques that can be utilized in station area planning efforts. An area in Opus will be planned to accommodate one of the station areas.

The 2030 land use plan map indicates a continuation of mixed uses within the Opus area for office, light industrial, service commercial and additional residential uses. Because it is likely that enhanced transit facilities will be available to Opus in the future, it is expected that significant additional housing opportunities can be provided within appropriate areas of Opus. Further, the opportunities provided by LRT will benefit the Opus area businesses and allow for expansion without taxing the surrounding roadway system.

The 2030 Comprehensive Guide Plan will likely require amendments following completion of the LRT study to accommodate TOD land uses and development criteria. Further, it is likely that a new overall master plan will be needed for Opus before completion of the LRT to reflect the potential for changing land uses and related development criteria.

Strategies and criteria for the development and redevelopment of properties within Opus include in accordance with the 2030 land use plan for the area shown on Figure IV-14:

A. Use of TOD techniques in the planning for major new projects within Opus

B. Opportunities for the provision of additional residential development within mixed uses to expand housing choice

C. Consideration of existing traffic conditions, the future regional and local roadway system serving Opus, and opportunities for increased transit.
Section E  Transportation and Natural Resource Corridors

Major transportation corridors in Minnetonka provide connectivity within the metropolitan area, sustain major development in the city, and provide linkage to the local roadway network and neighborhoods. The transportation corridors are also highlighted in the Minnetonka 2030 Vision because of the residential character and natural appearance of several segments of the major roadways. Separate natural resource corridors provide additional connectivity within the city and extraordinary amenities.

Transportation Corridors

1. Highway 7 (from CR 101 to I-494)

TH 7 is an important transportation corridor, running east to west through the city. However, in addition to its role in moving people to, from, and through the community, it contains several important commercial areas, the Minnetonka High School on the west, and a variety of residential areas adjacent to it. Considerable portions of the corridor are well-vegetated, due in large part to the existence of wetlands and steep slopes.

The south side of TH 7 is particularly well vegetated along this corridor, due to topography. Motorists in the corridor experience pleasant, natural vistas in these segments. The planned land use designations (except those noted above in the village discussion), buffering and preservation of significant vegetation should be maintained and enhanced as development and redevelopment occurs in the future.

2. Crosstown (Highway 62)

The Crosstown corridor is also defined by a high volume high-speed freeway with accompanying business uses to Baker Road and lower volumes and residential neighborhoods west of Baker Road. Land use guidance for properties adjacent to this corridor is designed to reinforce the residential nature of the western portion of the corridor, and the existing business development to the east.

The planned land use designations, buffering and preservation of significant vegetation should be maintained and enhanced as development and redevelopment occurs in the future.

3. I-494

The I-494 corridor carries extremely high volumes of traffic at high speeds, but the presence of noise walls in certain locations, in addition to the corridor’s existing wetlands and preserved areas of important vegetation perform some buffering of the residential and office areas next to the roadway. There are few billboards or other non-highway signage on this corridor. The general impression from the roadway is of a well landscaped, low-density development corridor.

The planned land use designations, buffering and preservation of significant vegetation should be maintained and enhanced as development and redevelopment occurs in the future.
Natural Resource Corridors

Residents of Minnetonka have always been proud of the community’s wealth of natural and outdoor recreational resources. One of the overall strategies guiding the city’s future development is a focus on the preservation of natural system corridor patterns. These will continue to be preserved and enhanced where possible. The city contains several obvious natural resource and non-motorized corridors, such as the Minnehaha and Purgatory Creek corridors and the Three Rivers Park District Regional Trail. These areas traverse the city in a relatively well-connected system.

Detailed information and strategies regarding the natural corridors and trail connections is included in Chapter VII - Parks, Open Space and Trails of this plan.
Section F  Land Use Plan Implementation

The following land use implementation section describes the methods that the City of Minnetonka will utilize to initiate the implementation of the Minnetonka 2030 Vision according to the planning strategies for the growth strategy themes listed in Section B of this chapter. The implementation methods also consider the conditions and policies established in the other chapters of the 2030 Comprehensive Guide Plan.

This section establishes the land use categories and review criteria to guide private and public decisions regarding development and redevelopment in accordance with the targeted planning areas (residential neighborhoods, villages, regional areas/corridors, and transportation/natural area corridors) within the city. The implementation methods include:

* the 2030 land use definitions;
* the 2030 land use plan map;
* the 2030 population, household and employment forecasts;
* the overall development review criteria, including those established in Sections C and D of this chapter, to determine consistency of development and redevelopment projects with the land use plan; and
* implementation procedures that include city regulations (the zoning and subdivision ordinances) and specific 2030 Comprehensive Guide Plan amendment criteria that pertain primarily to the land use chapter text and 2030 land use map.

2030 Land Use Definitions

The land use districts should not be confused with the zoning designations of property. The land use districts describe general land uses and may include other criteria to be considered when development and redevelopment projects are reviewed by the city to ensure that the project meets the 2030 Comprehensive Guide Plan policies and the appropriate policies and strategies of other chapters of the plan. The corresponding zoning designation and associated performance standards describe specific criteria that must be met before development can occur on property.

The city's land use definitions follow, according to the general land use category. Appendix IV-A of this chapter provides illustrative examples of the specific types of uses found within each land use category.

1. Residential Land Use Districts

Prior to 1979, the medium- and high-density residential definitions restricted densities to five to eight, and nine to 12 units per acre, respectively. The definitions were changed, as part of a comprehensive planning effort, to allow a greater density to provide more opportunities for housing choice (variety and cost), recognition of the rising cost of land in Minnetonka, and to bring the density standards more in conformance with other metropolitan area communities and Metropolitan Council policies.
The density definitions are expressed in terms of ranges to allow for development flexibility and compatibility with natural resource and other site-specific characteristics of property. Therefore, an appropriate density for a particular use may be at the lower end of the density range rather than the higher end.

Further, the density definitions do not specify the type of housing; rather, the zoning ordinance specifies the type of housing and specific standards that must be met by a particular development. The decision regarding the specific density for a particular property is made during the development review process, where the following conditions are considered by the city:

- The existing environmental conditions of the property including wetlands, floodplains, steep slopes and the quality of existing vegetation;
- The specific site plan including the type of housing units proposed and requirements for development facilities such as stormwater ponding, municipal sewer and water, etc.;
- The existing and requested zoning classification for the property; and
- The surrounding neighborhood characteristics.

A. Low-density residential: development that ranges in density from two to four dwelling units per acre.

Most residential neighborhoods that contain existing single-family homes in the city are designated for low-density residential uses. Although low-density uses include detached single family housing types other residential housing types such as duplexes and attached townhomes are included provided that the overall density does not exceed four units per acre. This land use district is established to recognize the primary residential development pattern in the city and accommodate housing goals, including affordable and mid-priced housing.

B. Medium-density residential: residential density ranges from more than four to 12 units per acre.

Typically, this land use district includes attached housing types such as small-lot single family developments (“zero lot line”), duplexes, townhouses, “quads,” and low-rise multiple family buildings. This land use designation is used to:

- Encourage and allow the opportunity for residential project design techniques that incorporate natural resource protection and open space preservation techniques such as “clustering”.
- Create appropriate transitions between different and more intense land uses and low-density areas.
- Encourage opportunities for residential development near and within village and regional centers, employment centers or major transportation corridors.
- Broaden housing choice, especially with an increasingly aging population and accommodate housing goals, including affordable and mid-priced housing

Development within medium-density residential areas should incorporate:

1. Design techniques that facilitate natural resource protection and open space preservation; and

2. Buffers and/or transitions between more intense land uses and low-density areas.
Environmental features such as wetlands, floodplains, steep slopes, and heavily vegetated areas should be used, as available, as buffers. Developments should incorporate appropriate transitions, such as landscaping and other land use or design features between non-residential and residential uses of a lower density.

C. High-density residential: residential developments with densities above 12 units per acre.

Typical high density residential development consists of apartment or condominium units in multistory buildings. The intent of this district is to provide the opportunities for residential developments that:

- serve a wide range of income group and changing lifestyles;
- are in close proximity to services, employment centers and transportation corridors, especially transit routes; and
- broaden housing choice, especially with an increasingly aging population and accommodate housing goals, including affordable and mid-priced housing.

As is the case with medium-density residential development, development within high-density residential areas should incorporate:

1. Design techniques that facilitate natural resource protection and open space preservation, and buffers and/or transitions between more intense land uses and low-density areas.

2. Buffers and/or transitions between more intense land uses and lower density areas. Environmental features such as wetlands, floodplains, steep slopes, and heavily vegetated areas should be incorporated, as available, within buffers. Developments should incorporate appropriate transitions, such as landscaping and other land use or design features between non-residential and lower density residential uses.

High-density residential development projects should occur in a planned manner, with specific consideration given to all uses within an area and also to impacts on adjacent developments, services and transportation. Development will not be encouraged to occur until appropriate services and infrastructure are available or programmed.

2. Business Land Use Districts

Business land uses typically include categories of uses that are measured by the intensity of development and off-site impacts. These uses are found in the village areas, regional areas and corridors of the city. Additionally, business land use districts apply to several planned corporate campuses such as the Cargill and Welsch developments in the city.

The following describe the categories of business uses in the city.

A. Office

The office land use district provides locations for administrative, executive, professional or other offices and related service uses, such as financial institutions, lodging, day care and similar uses. It is not intended for retail uses that serve the general public. The office designation can be used, if designed appropriately, as a transitional use between residential and more intense commercial districts.

B. Service commercial

The service commercial land use district is a land use district used in the I-394 Corridor and other specific areas. It is considered a tool that increases flexibility in siting uses that
are typically associated with regional centers and within business concentration areas. Typical developments include hotels, health clubs, religious institutions and similar service uses.

Uses are typically characterized by lower peak hour traffic generation characteristics, making them suitable for high-volume interchange areas. Certain service commercial areas serve as transitions between residential areas and retail uses.

C. Commercial

The commercial district is broad and includes retail, entertainment, service and office uses that typically occur in the village and regional areas.

D. Industrial

A range of “light” industrial uses including warehouse, showroom, manufacturing and limited office, retail and service uses fall within the industrial district. Many other industrial uses are part of mixed-use areas. These include business parks, where master plans govern more specific uses and development criteria, such as Opus and Carlson Center, as well as other areas close to TH 62 and I-494.

3. Mixed Use Areas

Areas include locations where one or more uses can be accommodated within a single building or within a planned multi-building area. This designation has been established to allow flexibility in land use and creative site design, especially in the village and regional areas. Generally, most mixed use areas should be designed to allow the incorporation of appropriate natural resource protection and/or enhancement techniques.

The general land uses determined appropriate for the mixed land use area are shown on the 2030 land use plan map. For most mixed-use areas or buildings, the use and design of property is governed by a master plan that defines specific land uses, relationships between uses and overall design.

The following describes the mixed use areas in the city:

A. Mixed Use Areas with Residential

Areas planned for a mix of residential and commercial/retail uses should be designed to include a residential character, within specific mixed use buildings or within a compact village area. Buffering and transitions, as well as careful consideration of noise and light impacts, are important to the viability of such mixed use areas, since they include higher density and more activity than exclusive medium or high density neighborhoods.

Site design and access to pedestrian friendly open space and parks is important in mixed use areas that include a residential component. Accessibility and convenient parking as well as streetscape enhancements in public and private areas are valued features for residents choosing to live in mixed use areas. A range of densities and building heights is anticipated, depending on the specific location and site conditions.

B. Non-Residential Mixed Use Areas

Areas with a mix of commercial (office, service commercial, or retail) and industrial uses rely on mobility and access to transportation systems as key to business operations (e.g., loading and deliveries). Other urban design treatments should be included in the overall site design such as cohesive signage and landscaping that contribute to the character of the area.
C. Mixed Uses Where a Single Land Use May Ultimately Be Developed

These locations are where more than one land use is considered appropriate and feasible, but only a single land use will ultimately be developed. Decisions regarding the ultimate land use will depend upon a specific development’s ability to meet certain criteria defined in this plan. For example, an area may be designated for either office or high-density residential purposes. Ultimately, however, office uses may only be allowed if commensurate transportation improvements are made to a nearby roadway.

4. Public and Semi-Public Land Uses

A. Institutional

This district accommodates public and semi-public land uses including schools, religious institutions, government buildings, and multi-purpose complexes like the Civic Center.

B. Parks and open space

Parks and open space are designated separately to distinguish between the city’s officially designated parks and those protected open space areas that are not included in them, although they may be city-owned. The open space district includes protected open space by public ownership, easement or other protection method.

C. Roadway rights-of-way

Includes public or private vehicular, transit and/or pedestrian rights-of-way. These areas may be reserved for future use as a transportation route, and thus undeveloped.

D. Utility

Includes land devoted to public or private land occupied by a substation, electric transmission line, oil or gas pipeline, water tower, municipal well, reservoir, pumping station, water treatment facility, communications tower, or similar use.

E. Railroad

Public or private freight or passenger rail activities.

5. Water Resources

A. Lakes

Includes actual water bodies greater than six feet in depth (such as Gray’s Bay and smaller lakes), and creeks.

B. Wetlands

Includes areas designated by the city’s wetland protection program and maps. The actual areas have been field mapped but must be delineated as part of the development review process.

C. Floodplains

Includes locations delineated on the city’s and FEMA maps and sometimes overlap water bodies and wetlands. Similar to wetlands, actual field delineation is required for development projects.
**2030 Land Use Map**

The future land use pattern for Minnetonka over the next 20 years is presented in the city's 2030 Land Use Map as Figure IV-15 and listed in Table IV-2 below. Consistent with the city's overall concept for development, the established patterns of existing single-family neighborhoods and commercial/business areas linked by roadway corridors, such as Highway 7, I-394 and I-494, will be reinforced so they continue to reflect the patterns that have evolved in Minnetonka over the last 20 years.

### Table IV-2

#### 2030 Land Uses

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Gross Acres</th>
<th>Percentage</th>
<th>Net Acres</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential (2 to 4/units per acre)</td>
<td>9,039</td>
<td>50.0%</td>
<td>8,133</td>
<td>45.0%</td>
</tr>
<tr>
<td>Medium Density Residential (4.1 to 12 units/acre)</td>
<td>619</td>
<td>3.4%</td>
<td>547</td>
<td>3.0%</td>
</tr>
<tr>
<td>High Density Residential (over 12 units/acre)</td>
<td>330</td>
<td>1.8%</td>
<td>282</td>
<td>1.6%</td>
</tr>
<tr>
<td>Commercial</td>
<td>344</td>
<td>1.9%</td>
<td>292</td>
<td>1.6%</td>
</tr>
<tr>
<td>Service Commercial</td>
<td>42</td>
<td>0.2%</td>
<td>35</td>
<td>0.2%</td>
</tr>
<tr>
<td>Office</td>
<td>283</td>
<td>1.6%</td>
<td>253</td>
<td>1.4%</td>
</tr>
<tr>
<td>Industrial</td>
<td>200</td>
<td>1.1%</td>
<td>188</td>
<td>1.0%</td>
</tr>
<tr>
<td>Mixed</td>
<td>994</td>
<td>5.5%</td>
<td>974</td>
<td>5.4%</td>
</tr>
<tr>
<td>Institutional</td>
<td>763</td>
<td>4.2%</td>
<td>655</td>
<td>3.6%</td>
</tr>
<tr>
<td>Open Space</td>
<td>1017</td>
<td>5.6%</td>
<td>376</td>
<td>2.1%</td>
</tr>
<tr>
<td>Park</td>
<td>937</td>
<td>5.1%</td>
<td>587</td>
<td>3.3%</td>
</tr>
<tr>
<td>Right of Way (including railroads, roads and Co. LRT trail)</td>
<td>3,073</td>
<td>17.0%</td>
<td>3073</td>
<td>17.0%</td>
</tr>
<tr>
<td>Water</td>
<td>664</td>
<td>3.7%</td>
<td>664</td>
<td>3.7%</td>
</tr>
<tr>
<td>Wetlands/Floodplain</td>
<td></td>
<td></td>
<td>2,073</td>
<td>11.3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>18,066</strong></td>
<td><strong>100.00%</strong></td>
<td><strong>18,066</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>

*Source: City of Minnetonka*

Specific parcels for land use change from the previous 2020 land use plan map were identified based on opportunities for growth along key corridors, at regional centers, or in some cases, at several sites with specific village areas. The principal objective of these changes is to increase housing choice and provide additional housing opportunities, vibrancy and positive business activity at locations that support additional development intensity. The areas of change are shown in the Appendix IV-B on the Land Use Change Sites map and table, which indicates primary land use changes and potential residential units from the 2020 land use map as amended through 2007. Appendix IV-B also contains the 2020 land use plan map and table of 2020 land uses. Appendix IV-E shows future planned land use in 5-year stages.
Chapter IV. 2030 Land Use Plan

Please Refer to the 2030 Land Use Map (Figure IV-15)
2030 Population, Household and Employment Forecasts

One of the Metropolitan Council policies is that cities must plan to accommodate a portion of the growth in regional population, households and employment that is forecast for 2030. The metropolitan area is forecast to grow by approximately 1 million people between 2000 and 2030.

The Metropolitan Council forecasts for future population, household and employment in Minnetonka are shown on Table IV-2 below:

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>48,370</td>
<td>51,102</td>
<td>51,519</td>
<td>51,500</td>
<td>51,500</td>
<td>53,500</td>
</tr>
<tr>
<td>Households</td>
<td>18,687</td>
<td>21,267</td>
<td>22,021</td>
<td>22,300</td>
<td>23,100</td>
<td>24,000</td>
</tr>
<tr>
<td>Employment</td>
<td>35,536</td>
<td>51,276</td>
<td>47,354</td>
<td>53,800</td>
<td>56,000</td>
<td>58,600</td>
</tr>
</tbody>
</table>

Source: Metropolitan Council*estimate

According to the above table, the city should accommodate approximately 1,979 new housing units between 2006 and 2030. Figure IV-15 2030 Land Use Plan map shows the appropriate location for new residential development to accommodate the 2030 household forecast while at the same time, preserving most of the existing residential neighborhoods.

One of the Metropolitan Council’s comprehensive plan requirements is that the city apply a standard calculation to determine its capacity to accommodate future residential growth at a density that is reflective of regional housing and investment policies. Minnetonka’s “net residential density” calculations appear in the Appendix IV-C.

Overall Development Review Criteria

It is expected that there will be continued pressure to develop the small amount of vacant land remaining in the city and allow new opportunities for redevelopment projects. As development and redevelopment projects are submitted to the city for review, it is imperative that the 2030 Comprehensive Guide Plan be consulted to determine the projects consistency with the policies and implementation tools established in each chapter of the plan.

The determination of consistency with the comprehensive plan, meaningful public engagement and adherence to city regulatory requirements generally results in successful projects that benefit the project proposer and the public. The following review criteria are designed to provide guidance and assist in the review of development projects by the city.

1. All Development
   A. Determine consistency of the project with the appropriate overall policies included in Chapter III - Overall Policies and Growth Strategy
   B. Utilize resource protection measures included in the zoning and subdivision ordinances to:
      - encourage clustering of buildings and uses to preserve woodland preservation areas, high priority and significant trees, and other resource areas on properties, and
      - obtain conservation easements, where appropriate, as part of the development review process to protect important natural resource features.
Chapter IV. 2030 Land Use Plan

C. Continue to use the Planned Unit Development (PUD) zoning technique in appropriate locations to encourage:

- flexible land development and redevelopment,
- a diversified housing supply,
- energy conservation and sustainability through building design, siting and clustering of land uses,
- the preservation of natural site characteristics such as open space, steep slopes, water and vegetation resources and sensitive transitional areas,
- efficient and effective use of land, open space and public facilities,
- high quality design compatible with surrounding uses, and
- development consistent with the 2030 Comprehensive Guide Plan.

2. Residential Development

Although the city will continue to maintain the ½ acre minimum lot size in established single family neighborhoods, several initiatives are included in the 2030 land use plan to encourage alternative and creative types of housing development that appeal to different age groups yet, is reasonable in price.

Currently, it is difficult to provide a variety of housing types in Minnetonka due to the lack of available vacant land and the cost of land. To encourage development of new housing types and residential living environments, the city needs new strategies to implement housing and residential land use policies included within this comprehensive plan. The initiatives and strategies included within this section of the land use chapter are designed to encourage innovative land use approaches with flexible zoning guidance to encourage quality housing development that is:

- attractive to young families, young professionals and middle class wage earners,
- provides new housing opportunities for Minnetonka residents that no longer desire the traditional detached single family home; and
- designed to “fit” the needs of both the resident and the context of the surrounding neighborhood.

A. Mid-priced and affordable housing

The city finds it critical to maintain housing price diversity. Therefore, residential developers are encouraged to develop a variety of housing types that are oriented towards persons of mid-priced and retirement incomes on properties designated for low, medium and high density residential land uses. Examples of residential living environments and housing types that can be designed to be affordable and attractive to middle class wage earners, retirees and young professionals include:

- Association maintained detached and attached residential developments (such as mutual housing associations and coops) attractive to empty-nesters in locations convenient to services,
- Single level living detached and attached housing styles such as duplexes, townhomes,
4-plexes, 8-plexes and multiple family developments with a courtyard designs, and

Development design using smaller lot sizes and greater density (such as clustered subdivision design, O-lot line subdivisions and other innovation techniques) to reduce lot costs and overall maintenance responsibilities.

The city will consider the following incentives and initiatives for new development and redevelopment to encourage mid-priced and affordable housing developments:

1. Density: the city will encourage development that is at the upper level of the density allowances for the various residential land use categories and allow density bonuses, if development meets city housing goals yet at the same time, provides reasonable protection of a site’s natural resources.

2. Existing zoning and subdivision provisions: the city will review the existing zoning and subdivision ordinance provisions for the residential and PUD districts to determine if modifications or other techniques (such as additional clustering and zero lot line standards) are needed to encourage the development of housing types and residential living environments that are attractive to a variety of age and income groups.

3. Infill development: the city will review locations where opportunities for infill or new development exist for innovative housing development that is attractive to a variety of income groups and ages. As part of the review, the city will determine the need for an additional residential zoning district or modifications to existing district standards to allow a smaller minimum lot size to be used in areas where services, transportation facilities and neighborhood or locational compatibility are conducive to new and varied housing and residential subdivision design.

4. City involvement and partnerships: the city will determine appropriate levels of financial assistance, participation and/or other involvement to encourage and provide incentives to develop new housing types and residential living environments in the city. Additionally, the city will actively solicit partnerships with non-profits and other associations that offer opportunities for affordable and mid-priced housing development.

5. Future activities: The city will actively market the opportunities for affordable residential development with Minnetonka and special efforts will be directed towards residential developers that specialize in providing innovative and quality housing that is attractive to a variety of age and income groups.

B. Subdivisions of vacant and underdeveloped low and medium density residential properties

The city will encourage varied residential development types on smaller lot sizes in the low and medium density residential land use district categories. This will be accomplished through the use of existing or new zoning and subdivision techniques such as the Planned Unit Development (PUD) zoning district or other zoning techniques for larger underdeveloped or vacant properties in the low and medium density land use districts.

As noted in A. above, the city will examine new zoning and subdivision provisions that allow smaller lot sizes and density bonuses, if appropriate criteria are met, that allow for the implementation of housing and residential land use policies. The ordinance provisions will be applied as an incentive to the private sector to develop housing attractive to a variety of age and income groups.

C. McMansion policy
Chapter IV. 2030 Land Use Plan

The McMansion policy, adopted by the city in 2007, is designed to encourage compatibility of new home construction within existing neighborhoods and encourage smaller, more affordable homes on smaller lots. This policy will continue to be utilized within the low density residential land use category.

D. Other uses and development techniques:

1. Accessory apartments: Continue to allow accessory apartments within single-family homes to support an aging population and provide for more efficient utilization of the existing single-family house stock in the city.
2. Home occupations: continue to regulate home occupations to allow home-based businesses within residences in a manner that maintains the residential character of existing neighborhoods.

3. Village Area Development

A. The city will ensure that development and redevelopment projects in village areas meet the following criteria as a prerequisite to project approval.

1. The ability to achieve or contribute to a mix of land uses (particularly residential, as appropriate), manage land use conflicts, and balance development impacts with natural resource protection.
2. The ability to address transportation and access constraints.
3. The ability to provide for connectivity to the surrounding area.
4. The ability to demonstrate that development achieves a cohesive design and includes a context for appropriate design elements (building materials, landscaping, signage, etc.).
5. The ability to mitigate elements that influence off-site impacts such as building heights and development intensity.

B. The city will discourage the conversion of existing medium and high-density residential parcels adjacent to village areas to non-residential uses.

C. The city will encourage streetscape elements that promote sidewalk and trail use, accommodate transit service and reinforce compact development patterns.

4. Regional Areas and Regional Corridor Development

A. I-394 Corridor/Ridgedale Area (including subareas) - The development review criteria include:

1. Adherence to the development criteria including the policies of the I-394 Plan and the I-394 zoning district standards.
2. Definition of appropriate building heights and massing relative to the existing ridgelines and topography as part of project review to manage impacts on nearby low-density residential neighborhoods.
3. Provision of adequate buffering between differing land uses, as appropriate.
4. Avoidance of converting existing high-density residential areas to non-residential uses.
5. Implementation of design that promotes pedestrian use, accommodates transit service and reinforces compact development patterns.

6. Contribution to a mix of uses for the area, including entertainment and other retail and services, and housing choice particularly higher density residential uses in appropriate locations, such as near wetland or open space areas.

B. Opus - The development review criteria includes:

1. Limitation of development to retail, service commercial, high-density residential and industrial uses to preserve the original function of Opus as an area to live, work and enjoy recreational activities.

2. Management of the amount of net new vehicle traffic generation to retain mobility in the area while allowing for concentrated growth within future transit-friendly walkable core areas.

3. Allowance for future LRT service and TOD (transit oriented design) patterns within proximity to future station sites.

4. Analysis of future sanitary sewer needs, and if required, identification of funding for required improvements.

5. Transportation and Natural Corridors Development Strategies

The development review criteria for transportation and natural corridors include:

A. Incorporation of buffering and site planning transition tools along road rights-of-way and on adjacent property to protect adjacent land uses from land use conflicts (noise, air pollution, etc).

B. Preservation of public views of important vegetation areas through view corridor studies, land development controls and stewardship activities.

Additional Implementation Procedures

The 2030 Comprehensive Guide Plan will be an integral part of the decision-making process by the city council, advisory commissions, city staff, landowners, developers and other citizens. Because Minnetonka has a long history of community planning, most of the procedures, ordinances and working relationships necessary for plan implementation already exist.

Conventional tools that are used to implement the land use related policies and criteria of the 2030 Comprehensive Guide Plan for land use are the zoning and subdivision ordinances. These ordinances govern specific land uses and their characteristics and include requirements for resource protection, aesthetics, off-site impacts; and the legal platting of land, and associated public facility improvements for private development within the city. The Zoning Ordinance, as well as the 2030 Comprehensive Guide Plan, will require some amendments as time and circumstances warrant.

1. Zoning and Subdivision Ordinances

Several changes will be required to the existing Zoning Ordinance to maintain consistency with this land use chapter of the 2030 Comprehensive Guide Plan. Generally, all existing zoning districts and the zoning map allow for the eventual implementation of the 2030 future land use map. In certain geographic areas, the zoning of property that is vacant or a
candidate for redevelopment are not consistent with the desired zoning for the future land use. This is because the zoning is appropriate for the current land use rather than uses shown on the 2030 land use plan map.

The city will initiate zoning ordinance amendments, as part of the development review process, for the following geographic area provided that the criteria included for the area is met, to maintain consistency with the 2030 land use plan map, principles and criteria included within this chapter:

A. Community Village Center: TH 7/Cr 101 Southeast and Southwest Quadrants - Development must be in compliance with the criteria listed under Section C - Village Areas for the Highway 7 and County Road 101 area for future redevelopment and the Overall Development Review Criteria as listed in Section F.

“Appendix IV-D includes a table depicting the comparison of how the 2030 land use categories relate to the city’s zoning districts and the existing zoning map.

Additionally, the city will review sections of the existing Zoning and Subdivision Ordinances to address the following items related to policies included in this land use chapter.

A. Performance Standards: Additional buffering and screening standards will be reviewed with more intense development (and site facilities such as parking ramps) and stormwater ponding requirements will need further examination in the ordinances. Additionally, performance measures to determine the appropriate balance between development/redevelopment and natural resource protection may be required.

B. Overlay and Master Plan Requirements: The city will examine the need for additional overlay (similar to the existing I-394 Redevelopment Overlay Districts) and master planning provisions that may require the consolidation of existing properties for redevelopment purposes in certain village areas to accomplish the implementation criteria identified in this chapter.

The city anticipates continued redevelopment in the two larger mixed use areas, Ridgedale Mall and OPUS. With increased commercial densities and desire for additional high density residential housing, the city should consider alternative zoning approaches to better facilitate use integration. Regulatory approaches such as transit oriented development and form based zoning would help bring a pedestrian scale to these largely automobile dominant environments.

C. Interim Uses: State law allows cities to adopt provisions for interim uses or temporary uses of property. The Zoning Ordinance currently does not include provisions for interim uses. The City will review the need for interim use regulations, in compliance with state law requirements, to allow the city additional flexibility for areas where redevelopment may occur.

2. Planned I-394 Zoning District (included in Zoning Ordinance)

The allowable land uses and intensities in the Planned I-394 District should be updated with the adoption of the new land use plan in this Comprehensive Plan. Specifically, a new mixed-use zoning district category will be required for the Ridgedale area to allow a variety of commercial, service commercial, office and residential land uses. The new district will need to implement the criteria included in Section D - Regional Areas pertaining to the Ridgedale Mall and peripheral areas and the Overall Development Review Criteria contained within this implementation section. Additionally, performance standards pertaining to traffic, transit and other site development or preservation characteristics will need review and adjustment.
3. Plan Amendments

The 2030 Comprehensive Guide Plan map and text will be amended periodically as circumstances warrant. Those features of the plan that are most fundamental, such as the overall policies and growth strategies, should be the least subject to change. The more detailed aspects of the plan, such as the 2030 land use plan map, should be considered the most flexible, and therefore subject to change based on specific criteria.

The following steps are required to maintain the integrity of the 2030 Comprehensive Guide Plan until it is updated in ten years:

A. The planning commission, in conjunction with other advisory commissions and city staff, should conduct periodic reviews of the entire comprehensive plan to determine if any sections need revision.

B. If the overall Community Values and 2030 Strategic Vision and Goals change in intent, the comprehensive plan should be reviewed and adjusted, accordingly, by the city.

C. If a comprehensive plan change is requested for a particular property (ies), the city may allow sufficient time, to the extent allowed by state law, to develop review criteria for the property (ies) and any affected adjacent property (ies) prior to consideration of the comprehensive plan amendment by the planning commission and city council.

D. The following criteria will be used for review of requests to change the 2030 land use map or any of the text of the comprehensive plan chapters.

1. The change would be consistent with the policies, strategies, or other elements of the 2030 Comprehensive Guide Plan and the city’s Strategic Framework, including those for certain long term planning areas noted in this chapter.

2. The change would not create an adverse impact on public facilities and services that could not be mitigated with proposed improvements. Public facilities and services include roads, sewers, water supply, drainage, schools and parks.

3. Development resulting from the change would not create an undue impact to surrounding properties.
   a.) Such development would be consistent with the physical character of the surrounding neighborhood or would upgrade and improve its viability.
   b.) Physical character includes land use type, building height and size, relationship to the street, roof lines, and landscaping.
   c.) Viability includes stabilization or enhancement of property values or removing blighting influences.
   d.) An effective and reasonable buffer may be established and maintained on a continual basis in locations where the land use change is to a non-residential use such as commercial and is adjacent to an established residential neighborhood. The buffer may be established by utilizing the following techniques:
      - extraordinary setbacks to residential properties from hardsurface areas (buildings, driving lanes, parking areas, etc.) and other areas or features of development that result in impacts to residential properties, such as lighting,
      - sufficient berming of a height and design to screen non-residential activities,
      - use of structures such as non-accessible building walls or other effective barriers,
Chapter IV. 2030 Land Use Plan

- use and incorporation of existing topography and vegetation into the overall development,
- new landscaping materials, of sufficient height and size to provide a year-round screen, or
- a combination of the above features and techniques.

4. The change would allow a more viable transition to the planned uses on adjacent properties than the current land use.

5. The change would not have an adverse impact on the natural environment, including trees, slopes and wetlands, or the impact could be mitigated by improvements on the site or in the same vicinity.

6. There has been a change in city policies or neighborhood characteristics since the city adopted the original plan that would justify a change.

7. The change would correct an error made in the original plan.

8. There is a community or regional need identified in the comprehensive plan for the proposed use or service.

9. The change would help the city meet its housing goals.

10. The change would not adversely impact any landmarks or other historically significant structures or properties unless mitigated through relocation, commemoration or dedication.

11. In the event a land use change includes numerous properties, such as a neighborhood area, the following factors should be considered:
   a.) Determination of changed conditions on the properties or within the area surrounding the properties.
   b.) The condition of the buildings on the property,
   c.) If residential, the need to preserve the housing stock to meet city housing goals, or if non-residential, the ability of the proposed new land use(s) to meet city housing goals.
   d.) The ability of the assembled properties to allow for a unified development that meets the appropriate development criteria for the area in which it is located, and
   e.) The timing of intended development allows for any necessary roadway or other public infrastructure improvements to accommodate traffic from the proposed development.
Appendix IV-A

Please Refer to the Illustrative Examples of Land Uses (Appendix IV-A)
Appendix IV-B

Land Use Changes Sites from 2020 Comprehensive Plan

Land Use Changes Sites Table

Please Refer to Change Sites Map (Appendix IV-B)
### Minor Change Sites

<table>
<thead>
<tr>
<th>Map Letter/No</th>
<th>From 2020 Land Use Map</th>
<th>To 2030 Land Use Map</th>
<th>Land use Assumptions</th>
<th>Change Increment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>LD Residential Park</td>
<td>marina park</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Institutional HD Residential</td>
<td>existing units</td>
<td>78 units</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>LD Residential Park</td>
<td>Park</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Commercial LD Residential</td>
<td>existing SF home</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>LD Residential Park</td>
<td>passive park</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>LD Residential HD Residential</td>
<td>existing units</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Park LD Residential</td>
<td>existing units</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>LD Residential Institutional</td>
<td>existing parking</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>LD Residential Institutional</td>
<td>existing parking</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Office Institutional</td>
<td>existing school district office</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Institutional HD Residential</td>
<td>existing units</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Park Institutional</td>
<td>passive park</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Open Space Park</td>
<td>passive park</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Park Institutional</td>
<td>PW garage</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>LD Residential High Density</td>
<td>consistency w/ I-394 Plan</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>LD Residential Park</td>
<td>park</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Institutional HD Residential</td>
<td>existing units</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>LD Residential Institutional</td>
<td>existing development</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>LD Residential Office</td>
<td>existing parking</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Institutional LD Residential</td>
<td>Vacant property</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>LD Residential Park</td>
<td>park</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>LD Residential Park</td>
<td>park</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Industrial Institutional</td>
<td>existing parking</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Industrial Mixed Use</td>
<td>existing development</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>LD Residential MD Residential</td>
<td>existing units</td>
<td>none</td>
<td></td>
</tr>
</tbody>
</table>
### Major Change Sites

<table>
<thead>
<tr>
<th>Map Letter/No</th>
<th>From 2020 Land Use Map</th>
<th>To 2030 Land Use Map</th>
<th>Land Use Assumptions</th>
<th>Change Increment</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Industrial</td>
<td>Mixed Use</td>
<td>existing development</td>
<td>none</td>
</tr>
<tr>
<td>B</td>
<td>Commercial</td>
<td>Mixed Use</td>
<td>existing development</td>
<td>none</td>
</tr>
<tr>
<td>Ca</td>
<td>Service Commercial</td>
<td>Mixed Use 1- includes HD residential</td>
<td>90% - HD residential (20 units/acre); 10% - retail w/ FAR is 0.7</td>
<td>150 units, 15 ksf retail</td>
</tr>
<tr>
<td>Cb</td>
<td>Commercial</td>
<td>Mixed Use 2- no residential</td>
<td>60% - office; 40% - retail; FAR is 0.2</td>
<td>30 ksf retail, 60 ksf office</td>
</tr>
<tr>
<td>Cc</td>
<td>Mixed Use (Commercial, Office, HD Residential)</td>
<td>Mixed Use (Service Commercial, Office, HD/MD Residential, Transit)</td>
<td>80% - HD residential (20 units/acre 10% retail)</td>
<td>100 units</td>
</tr>
<tr>
<td>E</td>
<td>Commercial</td>
<td>Mixed Use- no residential</td>
<td>overall FAR of 0.35</td>
<td>270 ksf office</td>
</tr>
<tr>
<td>F</td>
<td>Commercial</td>
<td>Mixed Use - HD Residential</td>
<td>30 units per acre</td>
<td>254 units</td>
</tr>
<tr>
<td>G</td>
<td>Commercial</td>
<td>Mixed Use</td>
<td>80% - HD residential (20 units/acre) 20% to retail, FAR is 0.55</td>
<td>175 units; 18 ksf retail</td>
</tr>
<tr>
<td>H</td>
<td>Service Commercial</td>
<td>Mixed Use - no residential</td>
<td>70% to office; 30% to retail. FAR is 0.45</td>
<td>28 ksf retail; 48 ksf office</td>
</tr>
<tr>
<td>I</td>
<td>Service Commercial</td>
<td>Mixed Use</td>
<td>80% - HD residential (20 units/acre); 20% to retail</td>
<td>200 units 25 ksf retail</td>
</tr>
<tr>
<td>Opus</td>
<td>Various Land Uses</td>
<td>Mixed Use</td>
<td>500 du HD residential (20+ units/acre); 500 ksf office; 50 ksf retail</td>
<td></td>
</tr>
</tbody>
</table>
Appendix IV-C

Metropolitan Council Net Residential Density Worksheet

Please Refer to Worksheet (Appendix IV-C)
Appendix IV-D

Land Use Category Comparison to Zoning Ordinance Districts

Existing Zoning Map (Please Refer to Appendix IV-D)

<table>
<thead>
<tr>
<th>Zoning District</th>
<th>Purpose</th>
<th>Key District Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-1</td>
<td>Single family detached dwellings in areas where such development is consistent with the low density residential designation of the comprehensive plan and compatible with surrounding land use characteristics. Development shall occur at densities not exceeding 4 dwelling units per acre.</td>
<td>Lot Area Minimum: 22,000 square feet</td>
</tr>
<tr>
<td>Low Density Residential District</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-2</td>
<td>Single family and two family dwellings in those areas where such development is consistent with the low density residential designation of the comprehensive plan and compatible with surrounding land uses. Development shall occur at densities not exceeding 4 dwelling units per acre.</td>
<td>Single family Lot Area Minimum: 15,000 square feet  Two family Lot Area Minimum: 12,500 square feet</td>
</tr>
<tr>
<td>Low Density Residential District</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-3</td>
<td>Attached residential dwelling units in those areas where such development is consistent with the low or medium density residential designation of the comprehensive plan and compatible with the development pattern of the surrounding area. Clustering of buildings to permit more orderly development is encouraged within the district. Development densities shall not exceed 12 dwelling units per acre.</td>
<td>Low density lot area minimum: 10,000 square feet per dwelling  Medium density lot area minimum: 3,630 square feet</td>
</tr>
<tr>
<td>Low or Medium Density Residential District</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-4</td>
<td>Attached and multiple family dwellings in those areas designated for medium density residential development in the comprehensive plan. Development densities shall occur at least 4 but not exceed 12 dwelling units per acre.</td>
<td>Floor to Area Ratio: 0.5 max  Height: regulated by the FAR</td>
</tr>
<tr>
<td>Medium Density Residential District</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-5</td>
<td>Multiple family dwellings designated for high density residential development in the comprehensive plan. Development densities shall occur at least 12 dwelling units per acre.</td>
<td>Floor to Area Ratio: 1.0 max  Height: regulated by the FAR</td>
</tr>
<tr>
<td>High Density Residential District</td>
<td></td>
<td></td>
</tr>
<tr>
<td>District</td>
<td>Description</td>
<td>Floor to Area Ratio</td>
</tr>
<tr>
<td>----------</td>
<td>-------------</td>
<td>---------------------</td>
</tr>
<tr>
<td><strong>B-1</strong></td>
<td>Office Business District</td>
<td>1.0 max</td>
</tr>
<tr>
<td><strong>B-2</strong></td>
<td>Limited Business District</td>
<td>0.8 max</td>
</tr>
<tr>
<td><strong>B-3</strong></td>
<td>General Business District</td>
<td>1.5 max</td>
</tr>
<tr>
<td><strong>I-1</strong></td>
<td>Industrial District</td>
<td>0.8 max</td>
</tr>
<tr>
<td><strong>Planned Unit Development District</strong></td>
<td>Uses permitted in all districts are allowed</td>
<td>Floor to Area Ratios (max.): Low-Medium Density Res : 0.5 High Density Res : 1.0 Office: 1.0 Commercial neighborhood or community: 0.8 Commercial regional: 1.5 Industrial: 1.0</td>
</tr>
</tbody>
</table>
# Land Use Category Compared to Zoning Ordinance

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Zoning District (or Permitted Use within Specified Base District)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Low-Density Residential</strong></td>
<td>R-1 Low Density Residential</td>
</tr>
<tr>
<td></td>
<td>R-2 Low or Medium Density Residential</td>
</tr>
<tr>
<td></td>
<td>R-3 Low or Medium Density Residential</td>
</tr>
<tr>
<td></td>
<td>B-1 Office (^{(a)})</td>
</tr>
<tr>
<td></td>
<td>B-2 Limited Business (^{(a)})</td>
</tr>
<tr>
<td></td>
<td>B-3 General Business (^{(a)})</td>
</tr>
<tr>
<td></td>
<td>Planned Unit Development District</td>
</tr>
<tr>
<td><strong>Medium-Density Residential</strong></td>
<td>R-2 Low or Medium Density Residential</td>
</tr>
<tr>
<td></td>
<td>R-3 Low or Medium Density Residential</td>
</tr>
<tr>
<td></td>
<td>R-4 Medium Density Residential</td>
</tr>
<tr>
<td></td>
<td>Planned I-394 District</td>
</tr>
<tr>
<td></td>
<td>B-1 Office (^{(a)})</td>
</tr>
<tr>
<td></td>
<td>B-2 Limited Business (^{(a)})</td>
</tr>
<tr>
<td></td>
<td>B-3 General Business (^{(a)})</td>
</tr>
<tr>
<td></td>
<td>Planned Unit Development District</td>
</tr>
<tr>
<td></td>
<td>Planned I-394 District</td>
</tr>
<tr>
<td><strong>High-Density Residential</strong></td>
<td>R-5 High Density Residential</td>
</tr>
<tr>
<td></td>
<td>Planned I-394 District</td>
</tr>
<tr>
<td></td>
<td>B-1 Office (^{(a)})</td>
</tr>
<tr>
<td></td>
<td>B-2 Limited Business (^{(a)})</td>
</tr>
<tr>
<td></td>
<td>B-3 General Business (^{(a)})</td>
</tr>
<tr>
<td></td>
<td>Planned Unit Development District</td>
</tr>
<tr>
<td></td>
<td>Planned I-394 District</td>
</tr>
<tr>
<td><strong>Mixed Use</strong></td>
<td>B-1 Office (^{(a)})</td>
</tr>
<tr>
<td></td>
<td>B-2 Limited Business (^{(a)})</td>
</tr>
<tr>
<td></td>
<td>B-3 General Business (^{(a)})</td>
</tr>
<tr>
<td></td>
<td>Planned Unit Development District</td>
</tr>
<tr>
<td></td>
<td>Planned I-394 District</td>
</tr>
<tr>
<td>Commercial Uses</td>
<td>B-1 Office</td>
</tr>
<tr>
<td>---------------------</td>
<td>-----------------------------------------</td>
</tr>
<tr>
<td></td>
<td>B-2 Limited Business</td>
</tr>
<tr>
<td></td>
<td>B-3 General Business</td>
</tr>
<tr>
<td></td>
<td>I-1 Industrial</td>
</tr>
<tr>
<td></td>
<td>Planned I-394 District</td>
</tr>
<tr>
<td></td>
<td>Planned Unit Development District</td>
</tr>
<tr>
<td>Office</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B-2 Limited Business</td>
</tr>
<tr>
<td></td>
<td>B-3 General Business</td>
</tr>
<tr>
<td></td>
<td>Planned I-394 District</td>
</tr>
<tr>
<td></td>
<td>I-1 Industrial</td>
</tr>
<tr>
<td></td>
<td>Planned Unit Development District</td>
</tr>
<tr>
<td>Commercial/Retail</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B-2 Limited Business</td>
</tr>
<tr>
<td></td>
<td>B-3 General Business</td>
</tr>
<tr>
<td></td>
<td>Planned I-394 District</td>
</tr>
<tr>
<td></td>
<td>I-1 Industrial</td>
</tr>
<tr>
<td></td>
<td>Planned Unit Development District</td>
</tr>
<tr>
<td>Service Commercial</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B-2 Limited Business</td>
</tr>
<tr>
<td></td>
<td>B-3 General Business</td>
</tr>
<tr>
<td></td>
<td>I-1 Industrial</td>
</tr>
<tr>
<td></td>
<td>Planned I-394 District</td>
</tr>
<tr>
<td></td>
<td>Planned Unit Development District</td>
</tr>
<tr>
<td>Industrial</td>
<td></td>
</tr>
<tr>
<td></td>
<td>I-1 Industrial</td>
</tr>
<tr>
<td></td>
<td>Planned I-394 District (light)</td>
</tr>
<tr>
<td></td>
<td>B-1 Office (light)</td>
</tr>
<tr>
<td></td>
<td>Planned Unit Development District</td>
</tr>
<tr>
<td>Institutional</td>
<td></td>
</tr>
<tr>
<td></td>
<td>R-1 Low Density Residential</td>
</tr>
<tr>
<td></td>
<td>R-2 Low Density Residential</td>
</tr>
<tr>
<td></td>
<td>R-3 Low or Medium Density Residential</td>
</tr>
<tr>
<td></td>
<td>R-4 Medium Density Residential</td>
</tr>
<tr>
<td></td>
<td>R-5 High Density Residential</td>
</tr>
<tr>
<td></td>
<td>B-1 Office</td>
</tr>
<tr>
<td></td>
<td>B-2 Limited Business</td>
</tr>
<tr>
<td></td>
<td>B-3 General Business</td>
</tr>
<tr>
<td></td>
<td>Planned Unit Development District</td>
</tr>
<tr>
<td></td>
<td>Planned I-394 District (light)</td>
</tr>
<tr>
<td></td>
<td>Planned Unit Development District</td>
</tr>
</tbody>
</table>
### Parks and Open Space

<table>
<thead>
<tr>
<th>Parks and Open Space</th>
<th>R-1 Low Density Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>R-2 Low Density Residential</td>
</tr>
<tr>
<td></td>
<td>R-3 Low or Medium Density Residential</td>
</tr>
<tr>
<td></td>
<td>R-4 Medium Density Residential</td>
</tr>
<tr>
<td></td>
<td>R-5 High Density Residential</td>
</tr>
<tr>
<td></td>
<td>Planned Unit Development District</td>
</tr>
</tbody>
</table>

### Transportation and Utilities

| Transportation and Utilities | Permitted in all Zoning Districts |

(a) May be permitted as a Conditional Use
Please Refer to the Existing and Planned Land Use in 5-Year Stages (Appendix IV-E)