

SPRING PARK COMPREHENSIVE PLAN MEETING

NOVEMBER 15, 2017

6:00 – 8:00 PM

1. Presentation and Discussion of County Road 15 Commercial Corridor
 - a. Comments from Commercial Real Estate Professionals

2. Review Comprehensive Plan Strategies – 2030
 - a. Low Density Residential
 - b. Medium Density Residential
 - c. High Density Residential
 - d. Mixed Use
 - e. Commercial
 - f. Industrial
 - g. Target Redevelopment Area



NORTHWEST ASSOCIATED CONSULTANTS, INC.

4150 Olson Memorial Highway, Ste. 320, Golden Valley, MN 55422
Telephone: 763.957.1100 Website: www.nacplanning.com

MEMORANDUM

TO: Spring Park Comprehensive Plan Committee

FROM: Alan Brixius

DATE: November 13, 2017

RE: Spring Park – County Road 15 Commercial Area

FILE NO: 175.11

The commercial area along County Road 15 between Kings Road and Seton Channel has raised questions with regard to the appropriate future land uses for this area. In this respect, the City sent out a land use study area summary to three commercial real estate developers to solicit their opinions as to the future use for this area.

Exhibit A represents the background information sent to three commercial real estate professionals – Greg Hayes of Ebert Construction; Bruce Rydeen of Cerron Commercial Properties; and Tim Dieterichs of KW Commercial. Exhibits B, C, and D provide their comments.

In review of each of the comment statements, they suggested high density residential as standalone or mixed use. Mr. Hayes elaborates on his opinion, stating the need for population and disposable incomes is needed to make commercial work. Commercial development is becoming much more selective in its investment in brick and mortar locations. If sites cannot produce the population, disposable income, and lot features, developers will not take on the project. Mr. Hayes also provided Exhibit E, How Retailers Select Sites; and Exhibit F, Comparison of Retail Site Selection Criteria.

Mr. Rydeen also suggests high density residential as an alternative to commercial uses on the site. Commercial uses he suggested would be medical or small retail.

Mr. Dieterichs suggests mixed use projects with first floor retail or entertainment above – something to bring people to Spring Park (smaller grocery like Aldi's or Whole Foods).

We will discuss these options at the workshop meeting.

c: Dan Tolsma
Theresa Schyma



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Background: The City of Spring Park is currently in the process of preparing its 2040 Comprehensive Plan. Spring Park is a Lake Minnetonka lake community of 1850 population in western Hennepin County. The city is peninsula surrounded by Lake Minnetonka on three sides. The main thoroughfares through Spring Park consist of Shoreline Drive (CR. 15) and Sunset Drive (CR 51)

Through the comprehensive planning process the city is trying to determine what the future potential is for a commercial corridor along County Road 15 within the city. We are requesting commercial real estate and development professionals give us their opinions as what they believe is the best future land uses within the study area based on the city size, configuration, location in the region and the physical characteristics of the sites in the study area. The study area (see map on page 2) has 12 individual sites containing commercial uses and some non-conforming single family homes. The entire area is zoned C-1 General Commercial district which allows a broad range of commercial uses. We have provided individual site descriptions and photographs in the following pages. The majority of buildings in this area were constructed prior to 1990. Over the years the properties have exhibited signs of wear and deterioration.

The study area competes with other commercial areas within the city and adjoining communities. To the south is the Marina Shopping Center in Spring Park. The city of Mound's downtown commercial area is 1 mile to the west. To the east, the Navarre neighborhood of Orono has a commercial area at the intersection of Shoreline Drive and Shadywood Road this is approximately 1.3 miles from the study area.

The total acreage for the site is approximately 10 acres. The individual commercial sites range in size from 1.7 acres to .23 acres. Lot depths range from as low as 50 ft. to 270 ft. deep. Most of the sites have direct access from Shoreline Drive (Hennepin County Road 15). We have attached a map showing traffic volumes on CR. 15.

The newest building in the study area was constructed in 2003; more recent development inquiries have been for non-commercial land uses. We would appreciate your insight and professional opinion on the site's future use. We have three primary questions:

1. What do you see as the future trends in retail and commercial development in the next 10 – 15 years? How do these trends affect commercial planning and project locations?
2. With Spring Park's study area's location and physical characteristics along with future market trends what types of commercial development / redevelopment would the city be successful in pursuing for this area?
3. If not commercial land uses what do you believe would be the best future uses within the study area?

Attached please find: area specific information, photos of current business frontages, a map of the site, and a map of traffic volumes.



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Spring Park Commercial Study Area



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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Areas for Analysis:

Area 1

Lot 1 PID: 1811723330053

Area: .55 ac

Lot Depth: 95 ft

Current land use:
Automobile service and
repair



Area 2

Lot 1 PID: 1811723330005

Area: .29 ac

Lot Depth: 125.1 ft

Lot 2 PID: 1811723330004

Area: .21 ac

Lot Depth: 138.6 ft

Lot 3 PID: 1811723330003

Area: .34 ac

Lot Depth: 146 ft

Current land use: Drive-in restaurant





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Area 3

Lot 1 PID: 1811723330002

Area: 1.03 ac

Lot Depth: 162 ft

Current land use: Vacant building,
some outdoor storage



Area 4

Lot 1 PID: 1811723340008

Area: 1.11 ac

Lot Depth: 167 ft

Lot 2 PID: 1811723340007

Area: .37 ac

Lot Depth: 161 ft

Current land use: Dock and
boat lift business





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Area 5

Lot 1 PID: 1811723340006

Area: .85 ac

Lot Depth: 174 ft

Current land use: Antique
consignment store



Area 6

Lot 1 PID: 1811723340005

Area: .80 ac

Lot Depth: 210 ft

Lot 2 PID: 1811723340004

Area: .94 ac

Lot Depth: 246 ft

Current land use: Boat
sales,
service, repairs, and
storage





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Area 7

Lot 1 PID: 1811723340003

Area: .67 ac

Lot Depth: 270 ft

Current land use:
Automobile sales and
repairs



Area 8

Lot 1 PID: 1811723340055

Area: 1.2 ac

Lot Depth: 194 ft

Current land use: Office
building





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Area 9

Lot 1 PID: 1811723430160

Area: .27 ac

Lot Depth: 144 ft

Lot 2 PID: 1811723430026

Area: .16 ac

Lot Depth: 47 ft

Lot 3 PID: 1811723430027

Area: .39 ac

Lot Depth: 99 ft



*Lot 2 and 3 functioning as one lot

Current land use: Dock, boat lift, and personal watercraft sales

Area 10

Lot 1 PID:
1811723430028

Area: .23 ac

Lot Depth: 185 ft

Current land use: Single
family home





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Area 11

Lot 1 PID:
1811723430029

Area: .24 ac

Lot Depth: 197 ft

Current land use: Single
family home



Area 12

Lot 1 PID: 1811723430012

Area: .48 ac

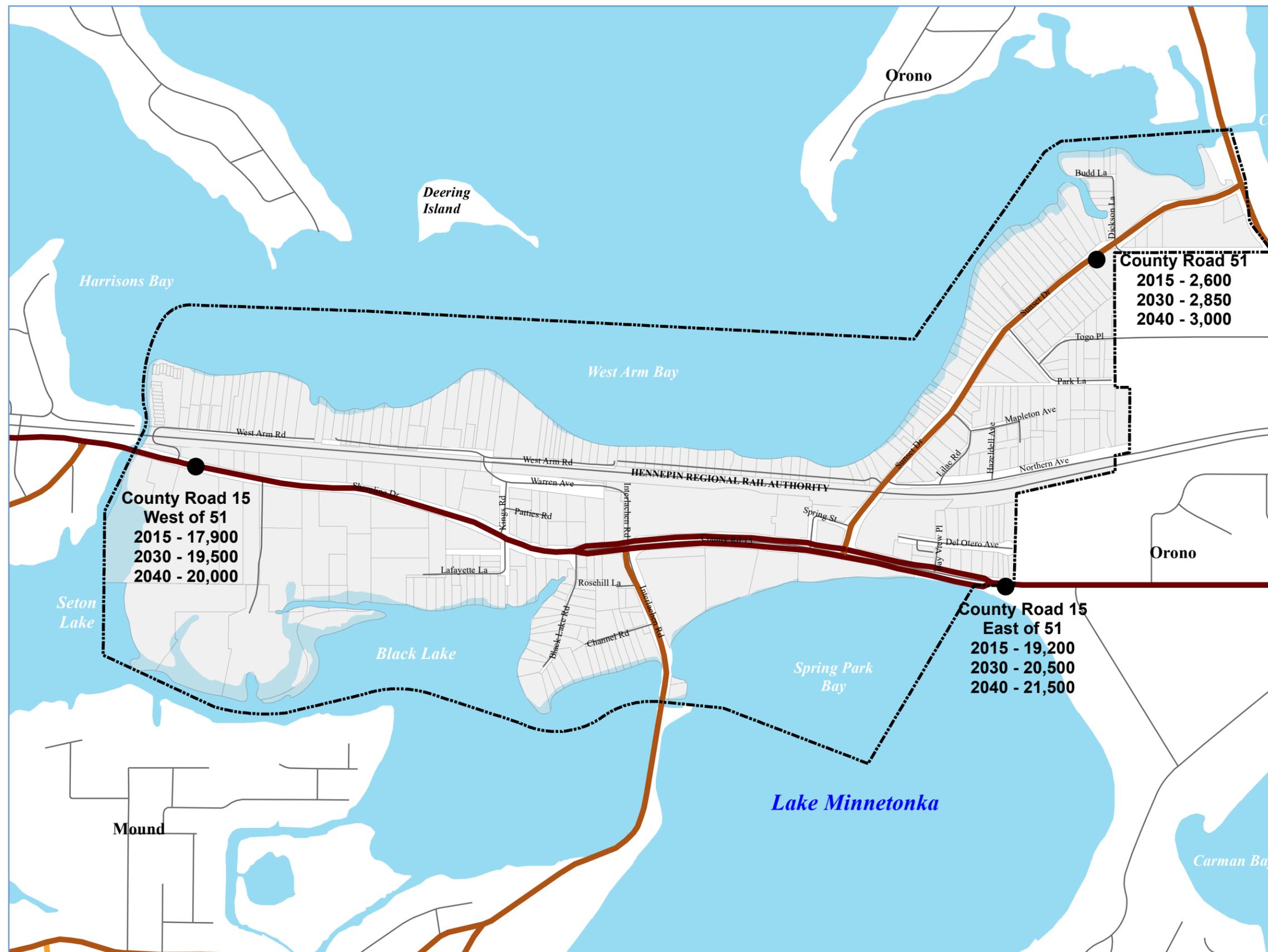
Lot Depth: 167 ft

Current land use: Single family home

Total study area acreage: 10.13 ac

Range of lot depths: 46.9 ft – 270.2 ft

Traffic Volumes



City of Spring Park

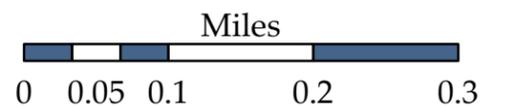


Legend

Average Daily Trips, 2017

- < 225
- 225 - 1,000
- 1,000 - 2,500
- 2,500 - 7,500
- 7,500 +

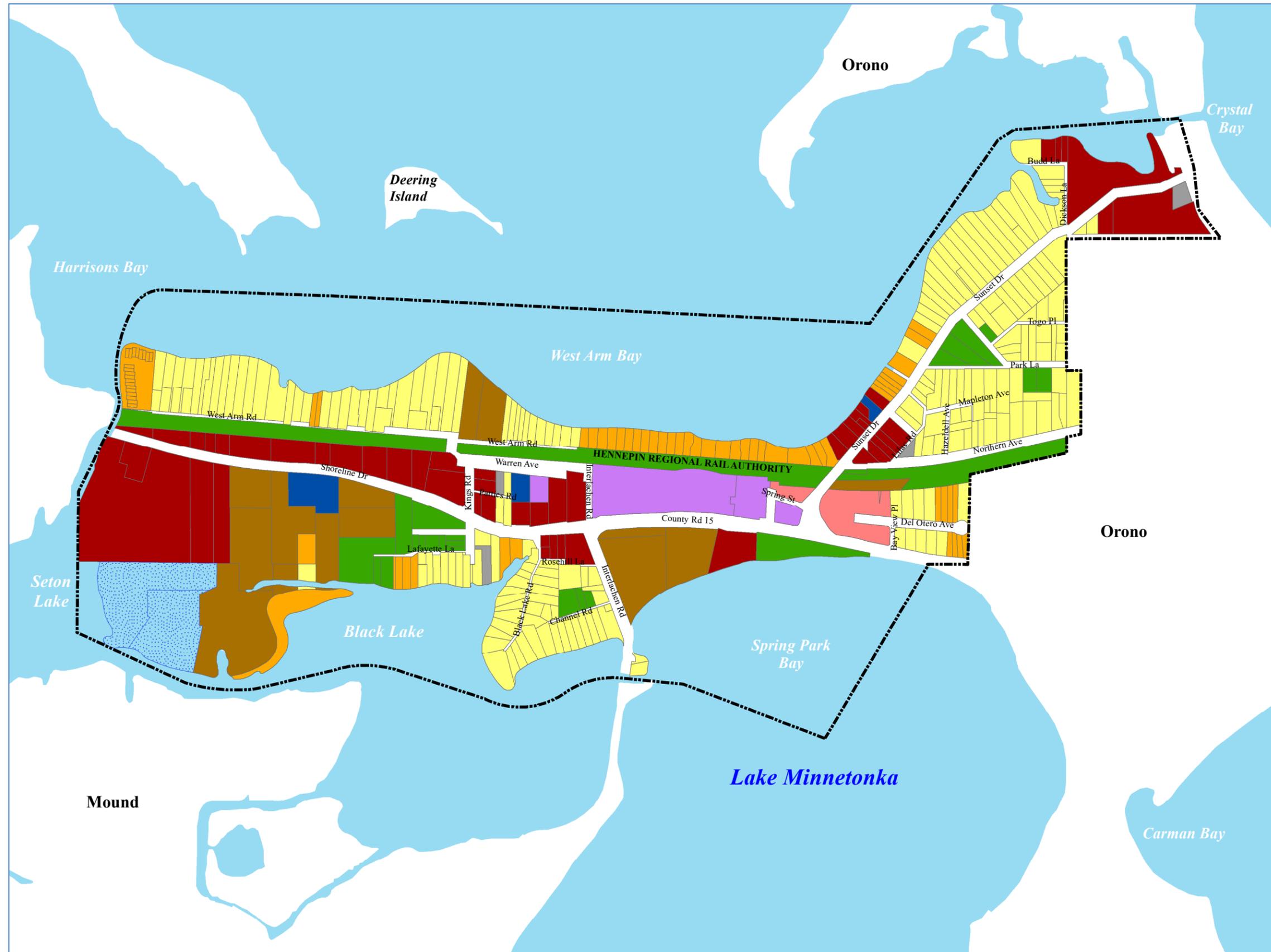
- Lakes
- Street Centerline
- Boundary



Source:
 Hennepin County, City of Spring Park
 Minnesota Department of Natural Resources, &
 Northwest Associated Consultants, Inc.
 Prepared: January 2017

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Existing Land Use



City of Spring Park

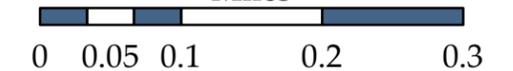


Legend

- Single Family Detached
- Single Family Attached
- Multifamily
- Mixed Use Residential
- Retail and Other Commercial
- Industrial and Utility
- Institutional
- Parks and Open Space
- Vacant
- Wetlands
- Lakes
- Boundary



Miles



Source:
 Hennepin County, City of Spring Park
 Minnesota Department of Natural Resources, &
 Northwest Associated Consultants, Inc.
 Prepared: January 2017

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From: Greg Hayes [<mailto:ghayes@ebertconst.com>]
Sent: Tuesday, October 24, 2017 8:04 AM
To: Alan Brixius
Subject: RE: Spring Park Commercial Area

Alan -

People like/want retail & food - to achieve these you need density. Commercial uses look at areas by regions, not by specific cities. Depending on the category of use, retail or food oriented they all have the same core requirement, population and income density. Spring Park does not meet any of these core selection criteria.

Attached is an overview on how major retailers select commercial sites. As an example, I've also attached a comparison for what restaurants require for demographics.

There are exceptions, as example Buffalo: It has medium income and density but the fact that it has very high traffic, is the county seat and also has Walmart & Target makes it a small regional attraction for retail expenditures. Dining restaurants struggles in these markets and you can see that by the low number of dining establishments. Uses such as Caribou succeed in this type of market due to the high traffic. The business model of coffee shops is designed around high traffic.

At the other end of the spectrum is Edina: Very high income with high density, all commercial uses want to be in that type of market as it has the highest success rate.

Greg



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23350 County Road 10, Corcoran, MN 55357 | 📞 Phone: 763.498.7844 | 📠 Fax: 763.498.9951 | 🌐 Web
www.ebertconst.com

From: Alan Brixius [<mailto:abrixius@nacplanning.com>]
Sent: Monday, October 23, 2017 9:19 AM
To: Greg Hayes <ghayes@ebertconst.com>
Subject: RE: Spring Park Commercial Area

Greg, thanks for your comments. Would please elaborate on what makes a workable commercial site and how the Spring Park Commercial area compares with your criteria? Thanks

From: Greg Hayes [<mailto:ghayes@ebertconst.com>]
Sent: Thursday, October 19, 2017 3:15 PM
To: Alan Brixius
Subject: RE: Spring Park Commercial Area

Alan -

I think the answer is obvious for what should be planned for development in the questioned commercial zone. The answer is density - housing; vertical, apartments/condo's/townhomes with a density in excess of 6 UA. (6UA may allow for some creative town home design/quality)

The asset is Lake Minnetonka - embrace that with quality housing and the commercial that remains will all become more successful and improve with natural market forces. Right now, the area has traffic but very low density. All shopping decisions come from households (wage earners), when density is low shopping is low and buying \$ tend to leave the area. When density is higher, more shopping \$ are captured.

Also keep in mind the Amazon effect. Retail and commercial in general is becoming a lot more specific with where it invests in brick and mortar locations. If it can't project high enough household \$ for shopping expenditures, quality investments are not made. Obvious exceptions are the boat dealer who caters to the local market - but they too rely on high enough shopping \$ availability in the immediate area.

I'm happy to discuss/provide more specifics if needed.

Greg



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From: Bruce Rydeen [<mailto:Brucer@cerron.com>]
Sent: Monday, November 13, 2017 8:03 AM
To: Bob Kirmis <bkirmis@nacplanning.com>
Subject: RE: Spring Park Commercial Area

Bob- sorry for the delay here....thoughts in order of priority:

1. I think I'd consider some multi family- Senior or market rate apartments, perhaps a mixed use
2. Also would look to do medical office- dentist, chiropractors, etc.
3. Lastly- small sized retail- less than 5000 sf per location

Thanks Bob

Bruce Rydeen
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Fax: (952) 469-2173
brucer@cerron.com
www.cerron.com



From: Timothy Dieterichs [<mailto:timdiet@kw.com>]
Sent: Thursday, November 09, 2017 1:43 PM
To: Alan Brixius
Subject: Re: Spring Park Commercial Area

Al

After spending some time and driving Spring Park seems like the town is missing something to do.... I mean for entertainment purposes. There are a few things close by but not really in Spring Park. I still think that a mixed use project would be great for that area. main level of retail/entertainment.. casual restaurants, and some residential above. Something to make people stop in Spring Park, Maybe even a smaller grocery store like Aldi or whole food or something.

Respectfully

Tim Dieterichs
Cell-612-490-0550
timdiet@kw.com
Director
KW Commercial
Keller Williams Classic Realty NW
7365 Kirkwood Court N
Suite 200
Maple Grove, MN 55369

How Retailers Select Sites

- I. Introduction
 - A. Pressure to open new stores
 - B. Sites are limited
 - C. Real estate costs are retailers' second highest expenditure

- II. Retailers use complex modeling analysis
 - A. Many resources available
 - 1. Trade Area Density Mapping
 - 2. Competition Mapping and Sales
 - 3. Market Optimization Reports
 - B. Service providers can identify customer psychographics to predict sales for potential sites
 - C. Site selection is a combination of science and "gut" instinct

- III. Understanding retailers' approach
 - A. Communities can effectively plan retail
 - B. Increase retail tax base
 - C. Vary for retailers based upon target customer
 - D. Some similarities

- IV. Demographic considerations
 - A. Trade area demographics
 - B. Primary trade area
 - 1. 60 – 70% of total sales
 - 2. Not consistent 3 – 5 mile rings
 - a. Need to consider natural boundaries
 - 3. Trade areas may be defined by drive times
 - C. Trade area are larger for destination retailers
 - 1. Bass Pro Shops
 - 2. Cabela's
 - 3. IKEA
 - D. Within trade area demographics are reviewed
 - 1. Age
 - 2. Daytime population
 - 3. Median household income
 - 4. Own / rent homes
 - E. Buffalo Wild Wings desires
 - 1. High % of 18 – 34 year olds
 - 2. Higher % rental property
 - F. Lowe's / Home Depot desire
 - 1. Higher household counts
 - 2. Home ownership

- V. Site considerations
 - A. Visibility from major roadways

- B. Traffic counts
 - C. Pedestrian foot traffic
 - D. Signage
 - E. “Going Home” versus “Going to Work” side of roadways
 - F. Site infrastructure
 - G. Planned roadway changes
- VI. Competition
- A. Retailers like to see some competitors in trade area
 - 1. Buffalo Wild Wings – Applebee’s
 - 2. Restaurants like to be on “restaurant row”
 - B. Too many competitors in trade area impacts sales
- VII. Retail Synergy
- A. Every retailer has desire to be near other retail
 - 1. Example - Sporting goods near electronics stores
 - B. They don’t want to be out positioned
 - C. Wal-mart & Target are usually preferred
 - 1. They draw high number of shoppers
 - D. Synergism drives traffic, sales and profitability
- VIII. Land Area Available for Retail
- A. Prototype big box sizes in larger metro areas
 - 1. Lowe’s 115,000 sf
 - 2. Wal-mart Super Center 185,000 sf
 - 3. Best Buy 45,000 sf
 - B. With lack of large sites available, prototypes adapt
 - C. Smaller markets, lower demand, smaller footprint
 - D. This adaptation expands the retailers’ market universe
- IX. What this means for your communities
- A. Retailers are adapting site selection techniques for smaller markets
 - B. Retailers are becoming more flexible
 - C. Economic viability in smaller communities requires
 - 1. Cities to be more creative
 - 2. Offer incentives to attract retail
 - a. Tax incentives
 - b. Lower land prices
 - c. Upgrade infrastructure

Comparison of Retail Site Selection Criteria

| | Buffalo Wild Wings | Nothing but Noodles | Bob Evans Restaurants | Golden Corral (Smaller Cities/Towns) | Yum! Brands | Denny's Restaurants |
|------------------------------------|---------------------------|----------------------------|------------------------------|---------------------------------------------|--------------------|----------------------------|
| Retail Square Footage | 5 - 6,000 sf | 2,800 - 3,600 sf | 7 - 8,000 sf | 7,780 sf | 2,500 - 3,200 sf | 5,085 sf |
| Demographic Considerations | | | | | | |
| Trade Area Population | > 25,000 : 3 mi. | > 60,000 : 3 mi. | >50,000 : 3 - 5 mi. | >25,000 : 3 mi. | >20,000 : 3 mi. | >40,000 : 3 mi. |
| Daytime Population | > 5,000 : 1 mi. | > 8,000 : 2 mi. | | | | |
| Age | > 80% : 20 - 50 | 24 - 45 | | | | |
| Incomes | >\$30,000 | > \$65,000 | > \$50,000 | | | \$32 - \$50,000 |
| College Educated | 20% | High % | | | | |
| Site Considerations | | | | | | |
| Traffic counts | 25,000 ADT | 35,000 ADT | 30,000 ADT | 25,000 ADT | 25,000 ADT | 30,000 ADT |
| Pedestrian traffic | N/A | | | | | |
| Visibility | Excellent | Good | Interstate locations | Highly | Highly | Highly |
| Access | Excellent | Excellent | Excellent | Excellent | Good | Double ingress/egress |
| Parking | 100 - 120 spaces | 20 - 48 spaces | 85 - 100 spaces | 115 spaces | 35 + spaces | 75 spaces |
| Signage | Excellent | Excellent | | Excellent | Excellent | Excellent |
| Going Home or Going to Work side | N/A | N/A | | | Going Home | |
| Competition | | | | | | |
| Number of competitors | | | | > 300,000 Trade Area | | |
| Proximity to competitors | | | | | | |
| Other Factors | | | | | | |
| Desired Adjacencies | Big box & restaurants | Grocery & Drug | Big Box | Big Box | SC out parcels | Retail SC |
| Direction of the trade area growth | New | | | | | |
| Supplier proximity | Good | | | | | |
| Labor Rates | Important | | | | | |



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MEMORANDUM

TO: Spring Park Comprehensive Plan Committee
FROM: Alan Brixius
DATE: November 13, 2017
RE: Spring Park Comprehensive Plan Land Use Strategies
FILE NO: 175.11

Attached please find the Spring Park 2030 land use strategies for:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Industrial

We wish to review these strategies with the Committee to determine what remains appropriate, areas of change, and any needed additions.

c: Dan Tolsma
Theresa Schyma

RESIDENTIAL

Spring Park is a fully developed community with only one acre of land that remains undeveloped. Residential land uses occupy 133 acres or 50 percent of the City’s land area. While low density single family residential land use is the largest single land use by acreage (68 acres), the City’s housing stock is dominated by high density residential units as shown below.

| Housing Units per Structure City of Spring Park 2006 | | | |
|-------------------------------------------------------------------------------------|------------------|--------------------|---------------------|
| Units in Structure | | Number of Units | Percent of Total |
| Single Family | 1-unit, detached | 229 | 20.0% |
| | 1-unit, attached | 58 | 5.0% |
| Twin Home | 2 units | 10 | 0.9% |
| Medium Density | 3 or 4 units | 4 | 0.4% |
| | 5 to 9 units | 9 | 0.8% |
| High Density | 10 to 19 units | 58 | 5.0% |
| | 20 or more units | 781 | 68.1% |
| Total | | 1,149 | 100.0% |
| <small>Source: U.S. Census Bureau; City of Spring Park Building Permit Data</small> | | | |

In looking to the future, the Spring Park residential housing strategies will focus on renovation, modernization, and redevelopment of the City’s housing stock.

Low Density Residential (One up to Five Units Per Acre)

Spring Park’s low density residential neighborhoods are reflective of the City’s history as a lake resort community. These neighborhoods are characterized by narrow lots of variable sizes. Forty-six percent of the single family lots within the community are 10,000 square feet or less in area.

| Area of Single Family Lots (square feet) | | |
|------------------------------------------------------------------|------------|---------------|
| Area | Properties | Percent |
| 1,327 – 5,000 | 27 | 10.0% |
| 5,000 – 10,000 | 92 | 33.6% |
| 10,000 – 15,000 | 77 | 28.1% |
| 15,000 – 25,000 | 55 | 20.1% |
| 25,000 – 40,000 | 23 | 8.4% |
| Total | 274 | 100.0% |
| <small>Source: Hennepin County, City of Spring Park, NAC</small> | | |

In spite of relatively small lots, Spring Park’s single family lots continue to appreciate due to their proximity to Lake Minnetonka. The following table illustrates the City’s 2006 housing market value.

| Estimated Market Value of Single Family Homes, Duplexes and Triplexes 2006 | | |
|-----------------------------------------------------------------------------------|------------|---------------|
| Value | Properties | Percent |
| \$23,000 - \$250,000 | 87 | 31.8% |
| \$250,001 - \$500,000 | 86 | 31.4% |
| \$500,001 - \$750,000 | 51 | 18.6% |
| \$750,001 – \$1,000,000 | 40 | 14.6% |
| \$1,000,001 – \$1,316,000 | 10 | 3.6% |
| Total | 274 | 100.0% |
| Source: Hennepin County, City of Spring Park, NAC | | |

Being on Lake Minnetonka has driven up the land values in Spring Park at a rate that is greater than the housing unit value. The following table shows that the majority of homes in Spring Park are worth less than the value of the land. Over 64 percent of all homes in Spring Park make up less than half of the total market value of the entire property.

| Building Value to Total Market Value Ratio (Single Family, Duplexes, and Triplexes) | | |
|------------------------------------------------------------------------------------------------------------------------------------|------------|---------------|
| Building Value Ratio | Properties | Percent |
| 0.00 - 0.16 | 21 | 7.7% |
| 0.17 – 0.33 | 68 | 24.8% |
| 0.34 – 0.47 | 88 | 32.1% |
| 0.48 – 0.62 | 64 | 23.4% |
| 0.63 – 0.83 | 33 | 12.0% |
| Total | 274 | 100.0% |
| Ratio is determined by dividing the value of the building by the total value of the property which includes both building and land | | |
| Source: Hennepin County, City of Spring Park, NAC | | |

Increasing land values and the appeal of the lake environment has generated private interest in the renovation and expansion of smaller homes or a complete tear down and rebuild to accommodate a larger home. The City wants to promote this reinvestment in its housing stock and preserve the integrity of its low density neighborhoods. In this regard, the City will implement the following strategies to accomplish this goal:

1. The 2030 Future Land Use Plan defines the low density neighborhoods. These areas will be protected through the application of the R-1, Single and Two Family Zoning District.
2. The City will promote the renovation and reinvestment in existing homes that may be non-conforming due to setbacks by allowing their expansion, provided any new additions are fully compliant with required setbacks, lot coverage and parking standards. These homes may be expanded vertically along a non-conforming setback, provided the building complies with the City's height restrictions.
3. Where homes are torn down for a larger home, said redevelopment shall be required to comply with all zoning setbacks.
4. Home construction must consider the need for on-site parking and garage placement. The City will discourage the use of variance in the planning of home sites.

Lake Minnetonka is a natural resource that defines Spring Park's community identity and greatly contributes to City lifestyles and market values. The protection of this natural resource is a priority for the community. When dealing with residential riparian development, the following efforts shall be undertaken:

1. Except for existing non-conforming homes, all new homes or building additions shall meet the city's 50 foot shoreland setback.
2. With any construction on a riparian lot, the City will require the submission of a grading, drainage, and erosion control plan to avoid drainage, erosion or sediment problems into the lake or adjoining lots.
3. Property owners requesting home expansion or site alteration will be required to re-establish landscaped shoreland buffer strips to protect the lake from stormwater runoff.

Seasonal outdoor storage in residential neighborhoods is inherent in lake communities. The City recognizes the need to accommodate the storage of boats, docks, and other uses within reasonable limits. In order to avoid negative impact on adjoining properties or the neighborhood as a whole, the City intends to implement the following rules for outdoor storage:

1. No junk or inoperable vehicles shall be stored outside on a residential lot.
2. All vehicles stored on a lot, including boats or other watercraft, shall have a current license and shall be operable.

Medium Density Residential (Five up to Twelve Units Per Acre)

Spring Park’s medium density residential land uses consist of the Seaton Townhomes, West Arm Townhomes, and scattered twinhomes throughout the City. These uses currently occupy approximately 15 acres or 6 percent of the City’s total land area.

The City’s medium density housing is in very good condition and did not raise any issues or concerns through the comprehensive planning process. The Future Land Use Plan identifies a future medium density housing opportunity along Del Otero Avenue, east of Bayview Place. This area consists of some large lot single family homes and twinhomes. The medium density land use designation will allow opportunities for future redevelopment.

The provision of the medium density land use option at the aforementioned locations are proposed to provide for the redevelopment opportunity for consolidation of substandard lots and removal of marginal housing units. To provide a redevelopment incentive, Spring Park is proposing to regulate the maximum density of medium density residential development through strict adherence to the following design parameters:

1. Lot size.
2. Compliance with required building setbacks.
3. Compliance with required parking standards.
4. Lot coverage standards.
5. Building height restrictions.
6. Provision of on-site stormwater management techniques that will protect the lake from stormwater runoff and pollutants.

High Density Residential (Twelve Plus Units Per Acre)

In 2006, 73 percent of the City housing stock consisted of apartments or condominiums. This high density housing occupies approximately 49 acres, resulting in a City-wide average density of 14.6 units per acre, although recent mixed use redevelopment projects had much higher densities.

| Name | Property Address | Units | Description |
|--------------------------|-------------------------|--------------|------------------------|
| Bayview | 2400 Interlachen Road | 107 | Apartment |
| Park Hill | 2380 Island Drive | 40 | Apartment |
| Park Island | 2450 Island Drive | 56 | Apartment |
| Park Island West | 2470 Island Drive | 25 | Apartment |
| Minnetonka Edgewater | 4177 Shoreline Drive | 82 | Apartment |
| Park Hill North | 4601 Shoreline Drive | 35 | Apartment |
| Lord Fletcher Apartments | 4400 West Arm Road | 88 | Apartment |
| Shoreline Place Condos | 12 Shoreline Place | 11 | Condominium |
| Mist Condos | 4201 Sunset Drive | 116 | Condominium/Apartments |
| Lakeview Lofts | 4100 Spring Street | 39 | Condominium |
| Chateau | 4497 Shoreline Drive | 37 | Senior Apartments |
| Court Apartments | 4501 Shoreline Drive | 94 | Senior Apartments |
| Villa Apartments | 4523 Shoreline Drive | 66 | Senior Apartments |
| Health Care Center | 4527 Shoreline Drive | 64 | Senior Apartments |
| Presbyterian Apartments | 4579 Shoreline Drive | 17 | Senior Apartments |
| Presbyterian Apartments | 4589 Shoreline Drive | 17 | Senior Apartments |
| Presbyterian Apartments | 4599 Shoreline Drive | 17 | Senior Apartments |

The City recognizes its high density housing as an asset to the community, providing valuable tax base and affordable housing opportunities within the City. The City wishes to maintain its existing housing stock through proper maintenance and renovation. The proximity of this housing to Lake Minnetonka provides a unique living environment that has inspired private reinvestment in these properties.

Additionally, high density housing and mixed land uses have been the land use of choice in community redevelopment. Recent redevelopment projects like Lakeview Lofts and the Mist combined high density housing with limited commercial use to redevelop select blighted areas of Spring Park. These development projects have introduced high valued housing, significant architecture, and substantial tax base. While recognizing the benefits of the redevelopment, these projects also raised issues related to density, building heights, traffic, site amenities, and ability of market absorption of high value condominiums.

In looking to the future, the City recognizes that high density housing will continue to be an important part of the City’s housing stock and a viable land use alternative for future redevelopment. The following land use measures shall be undertaken to guide future high density residential land use:

1. The City will work with property owners to promote reinvestment and renovation of the City’s existing high density housing stock.
2. Presbyterian Homes is the largest single landowner in Spring Park. They currently provide 312 age-restricted housing units and a broad range of services to assist their residents in maintaining a quality lifestyle. Presbyterian Homes is also a major employer in Spring Park, providing a wide variety of employment opportunities. In 2008, Presbyterian Homes purchased the Park Hill Apartments (75 units) to provide affordable housing opportunities for its employees. Presbyterian Homes has expressed interest in redeveloping their site to more efficiently provide services, expand housing opportunities, and streamline operations. While no immediate plans have been presented, the City will encourage or help facilitate future redevelopment plans to retain this valued facility within the community.
3. To guide future high density residential development efforts, the City wants to make sure that the new projects will properly blend with adjoining land uses and fit within the capacity of the redevelopment site and surrounding roadways. To accomplish these objectives, the following efforts will be undertaken:
 - a. The City will examine its high density residential development standards related to building height, setbacks, parking, impervious surface, and stormwater management to define the City’s objectives for high density.
 - b. In evaluating future redevelopment projects, the City will require conformance with City standards to insure development does not over-utilize the site or create problems for adjoining land uses or streets.
 - c. When public improvements are required to facilitate redevelopments, the costs shall be borne by the developer.
 - d. Where possible, the City will promote mixed use, high density residential uses with complementary commercial land use to provide services to residents and to maintain a commercial tax base.
 - e. The City hopes to promote the development and use of the regional bike trail and future commuter rail line. In this respect, high density residential or mixed land use redevelopment shall be integrated with trail and commuter rail planning.

AFFORDABLE HOUSING

The standard definition of affordable housing assumes that a family or non-family household earning 80 percent of the region’s median income can afford mortgage costs (mortgage payments, taxes, insurance and related housing costs) without spending more than 30 percent of their income. Because most homeownership assistance programs are targeted to households at or below 80 percent of median income, this is the threshold for determining whether ownership units are affordable. For 2006 homeownership, the amount identified as affordable to households at 80 percent of area median income was \$201,800 and at 60 percent of area median income, it was \$148,250.

Rental development and assistance programs are generally meant to assist households at or below 50 percent of median income. The 50 percent of median designation is consistent with the Federal Low Income Housing Tax Credit Program’s rent limits. Housing costs for rental units include both monthly rents and utilities. For a family of four in 2006, affordable rents were as follows:

- \$687 per month for an efficiency or single room occupancy unit
- \$736 per month for a one bedroom unit
- \$883 per month for a two bedroom unit
- \$1,138 per month for a three bedroom and larger unit

As illustrated on the following table, 40 percent of Spring Park’s housing stock is deemed to be affordable to households at or below 60 percent of HUD’s average median income. This percentage of affordable housing far exceeds that of the neighboring communities. In spite of the City’s very high percentage of affordable housing, the Metropolitan Council has forecasted a need for 31 additional affordable housing units.

| AFFORDABLE HOUSING NEED ALLOCATION FOR SPRING PARK AND SURROUNDING COMMUNITIES 2011-2020 | | | | | |
|--------------------------------------------------------------------------------------------------------------|---------------------------|-------------|-----------------------|---------------------------------------------------------------------------|------------------------------------------------------------------|
| Community | Sewered Households | | | Percent of Units Affordable at or Below 60% of HUD AMI | New Affordable Housing Units Needed 2011-2020 |
| | 2010 | 2030 | Net Growth | | |
| Spring Park | 1,000 | 1,080 | 80 | 40% | 31 |
| Minnetonka Beach | 236 | 238 | 2 | 3% | 1 |
| Minnetrista | 1,600 | 2,700 | 1,100 | 2% | 3-6 |
| Mound | 4,350 | 4,600 | 250 | 28% | 68 |
| Orono | 2,256 | 2,950 | 694 | 4% | 311 |
| Tonka Bay | 744 | 760 | 16 | 8% | 7 |
| Wayzata | 2,100 | 2,200 | 100 | 24% | 44 |
| Source: Determining Affordable Housing Need in the Twin Cities 2011-2020, Metropolitan Council, January 2006 | | | | | |

The Metropolitan Council has requested information as to how the City will meet its regional affordable housing allocation. The City believes that with 40 percent of its housing already affordable that it already has the capacity to accommodate 31 additional households within its current housing stock based on the following factors:

- 2006 estimated market values of single family homes, duplexes, and triplexes reveal 87 housing units or 31.8 percent of the City’s housing stock having a value of \$250,000 or lower.
- In 2000, 73 percent of the City’s housing stock was renter occupied. The median rent in 2000 was \$724 per month. Using the Consumer Price Index to adjust for inflation, the 2006 median rent would be \$850 per month. This median rent compares favorably with the aforementioned affordable rent rate.
- Presbyterian Homes purchased 75 units of the Park Hill Apartments to preserve this units as affordable housing opportunities for their employees.
- Spring Park participates with the Metro HRA which offers the Section 8 Rental Assistance Program. This program, in conjunction with the City’s large quantity of rental housing, provides opportunities for additional households.
- Job proximity is a Metropolitan Council housing need adjustment factor. The Metropolitan Council forecasted 660 additional jobs between 2000-2020. This forecast is contrary to State demographic trends that estimate a loss of 128 jobs within the City between 2000 and 2006.

While the City hopes to change current trends, it does not have the land area for new businesses to achieve the Metropolitan Council forecasts. An employment forecast of 1,300 jobs by 2030 is a more realistic goal. This reduction in employment opportunities will decrease the future demand for affordable housing.

REDEVELOPMENT AREAS

The Spring Park Comprehensive Plan has identified three possible redevelopment opportunities:

Del Otero Avenue is identified for future medium density residential. This area is a combination of older, larger lot single family homes and newer twinhomes. The medium density residential land use envisions the redevelopment of the remaining single family lots for townhomes or twinhomes. This redevelopment area comprises three acres and would have a density of six units per acre.

Presbyterian Homes has expressed interest in redeveloping their 17.4 acre site. They provide 312 age-restricted housing units and 75 units of affordable multiple family units for its employees. Redevelopment has been suggested as a means of consolidating services, promoting more efficiency within the facility, and expanding housing opportunities. This redevelopment was discussed in only the most preliminary concept terms. No schedule or commitment to redevelopment has been presented. Currently, the site has a development density of 22 units per acre. Through redevelopment, the site has potential to achieve a density of 30+ units per acre.

The City has eight acres of land that is guided for continued industrial land use. The property owner wishes to retain this land use designation, however, expressed possible long range (post 2030) interest in redevelopment. The future vision for this area is a mixed commercial/residential land use, however, no definite plans have been established for this area. Recent redevelopment efforts have been predominantly high density residential with limited commercial floor space. The City's desire to retain its commercial tax base and its community identity suggests that future redevelopment projects will require a greater percentage of commercial floor space. A 20 percent commercial/80 percent residential may be a reasonable expectation. Past mixed use redevelopment projects achieved an average density of 41.5 units per acre. Any redevelopment of this area of the City will require a Comprehensive Plan amendment. At that time, the City shall fix the amount of commercial floor space and the actual residential density.

MIXED USE

The 2020 Land Use Plan illustrates areas of mixed land use near the intersection of County Roads 15 and 51. Within this area, the City facilitates two major redevelopment projects that encompassed 5 acres and produced 159 residential condominiums and 15,370 square feet of commercial floor space. These projects removed a number of marginal or blighted businesses and introduced new development and architectural themes that sets the standard for new redevelopment projects.

The Land Use Plan limits the mixed land uses to these existing areas, however, the City envisions future mixed land use redevelopment for the City's current industrial area when the property owner wishes to pursue redevelopment. Redevelopment of the industrial site is not immediately pending. As such, an industrial use will continue on the 2030 Land Use Plan. Future redevelopment will require a Comprehensive Plan amendment. Future mixed use redevelopment will be held to Spring Park's Design Guidelines for new construction and redevelopment outlined in the commercial land use description of this section. The City wishes to retain its commercial identity. In this respect, the City will require a greater percentage of commercial land use over past mixed projects. A 20% commercial / 80% residential may be a reasonable expectation. Past redevelopment projects achieved a density of 41.5 units per acre. These land use percentages and densities will be used as guidelines when considering future development. The actual development will be defined through a Master Plan and a Comprehensive Plan amendment.

COMMERCIAL

Spring Park’s commercial land area occupies approximately 40 acres or nearly 15 percent of the City’s total area. Commercial development has occurred in a scattered development pattern following the City’s major roadways. For the most part, the commercial activities consist of a mixture of convenience goods retailers, restaurants, office space and marine-oriented businesses. With the exception of the Marina Shopping Center, most of Spring Park’s commercial development consists of older buildings situated on small, narrow lots along Shoreline Drive (CSAH 15). General issues confronting the City’s commercial development include over-utilization of the sites, poor building aesthetics, undefined parking lots, uncontrolled outdoor sales lots, and outdoor storage areas. These issues are highlighted in the following paragraphs in the descriptions of the specific commercial locations.

In the northern end of Spring Park is Lord Fletcher’s Restaurant. This is a high profile restaurant that attracts customers from most of the western Metropolitan Area. This commercial location is isolated from the City’s other commercial uses. Surrounded by residential uses, the restaurant activities have generated some compatibility concerns for adjacent residents. Over the years, the restaurant has increased its Summer time outdoor activities expanding its service capacity on the site. The outdoor activities have increased noise and parking demands. Without sufficient available on-site parking, customers utilize local streets for parking. The on-street parking has created neighborhood problems with regard to traffic congestion and uninvited pedestrian traffic through the residential properties.

In response to residents’ concerns, the City and the restaurant have taken steps to correct the problems. Lord Fletcher’s executed a parking agreement for off-site parking on the Dakota Railroad right-of-way site and provided a shuttle service to the off-site lots. The restaurant also pursued the development of a parking lot area on the east side of County Road 51 across from their property in 1989. The City has posted the streets and nearby Thompson Park “no parking” in an effort to alleviate some of the local problems. With the acquisition of the Dakota Railroad right-of-way by Hennepin County as a regional trail and future light rail corridor, Lord Fletcher’s continued use of the right-of-way for off-site parking has been eliminated.

The City of Spring Park has supported the County’s efforts to acquire the railroad right-of-way. The City envisions the placement of a regional trail head and a future light rail transit station on the right-of-way just west of Sunset Drive (County Road 51). Recognizing that transit station may be decades away, the City supports an interim corridor plan that establishes a regional trail head that provides immediate amenities that will serve trail users, support local businesses, and provides an aesthetically attractive landscape that complements the adjoining land uses in the area. The desired trail head amenities include the following components:

1. A regional bicycle and pedestrian trail that will also provide some local connection to Spring Park neighborhoods and commercial areas.

2. Trail head amenities including kiosks, benches/tables, bike racks, toilets, and site lighting.
3. Off-street automobile parking that will serve the trail users, local businesses, and/or a park and ride lot for currently available mass transit and/or the future light rail as well as overflow guest parking for the Hennepin County boat landing and additional residential guest parking.
4. Controlled site access points from County Road 51.
5. Stormwater management improvements within the railroad right-of-way.
6. Establish a trail head design that is coordinated with City streetscape efforts along Shoreline Drive (County Road 15), Sunset Drive (County Road 51), and Spring Street related to site changes, landscaping, site design, sidewalks along County Road 51, and site lighting.

The immediate use of the property will help to amortize any initial investments in improvements that may be lost with the full development of a light rail transit station in the future. Through the interim trail head plan, the City locally wishes to accomplish the following:

1. Provide a regional bicycle and pedestrian trail with appropriate support facilities.
2. Clean up a marginal site within the City.
3. Maintain a parking supply for remaining local businesses and guest parking in the area.
4. Create an attractive sense of place within the center of Spring Park.

Historically, downtown Spring Park has been located at the intersection of County Roads 15 and 51. This area contained a variety of small businesses on small sites. Limited by lot size, building design, and changing trends in retailing and the local market, these businesses were showing signs of deterioration. In 2002, the City solicited developers interested in pursuing redevelopment of blighted properties along the north side of Spring Street. In 2004, the City found a developer who redeveloped the 16,000 square foot block with The Lakeview Lofts mixed use development consisting of 39 condominiums and 3,750 square feet of commercial floor space. This redevelopment project established a new standard for development in Spring Park, emphasizing underground parking, strong building architecture, and enhanced streetscape improvements.

The same year, The Cornerstone Group Inc. approached the City with a second private major redevelopment project, located at the northeast quadrant of the Spring Street (County Road 15) and Sunset Drive (County Road 51) intersection. The developer privately acquired and assembled eight commercial properties into a 2.99 acre redevelopment site. Over a period of 14 months, the City worked with the developer to approve a mixed land use project that included 120 residential condominium units and 11,621 square feet of commercial floor space.

As in the case of Lakeview Lofts, the City stressed the need for off-street parking to support the development, high architectural standards for the building and aesthetic landscape components to enhance the project. The City required the Mist and Lakeview Lofts redevelopment projects to include a commercial land use component. This requirement is intended to keep this prominent intersection within Spring Park a community focal point for its residents.

Highway commercial uses are located along both the north and south sides of Shoreline Drive (County Road 15) and Sunset Drive (County Road 51). The most significant single development is the Marina Shopping Center which provides for a variety of businesses that serves the community. The Marina Shopping Center underwent a building face lift in 2003, which helps to enhance the appearance of the buildings. Inspection of the site reveals a large under-utilized parking lot that may provide opportunity for new development and/or parking lot enhancements that would contribute to the customer appeal of the shopping center. The size of the Marina Shopping Center site could provide a satellite building pad for a new commercial building that would add to the customer draw of the existing businesses. Expansion of the shopping center or the creation of another freestanding building must recognize the following objectives:

1. Off-street parking must be adequate to address the needs of the shopping center and provide for safe and functional circulation patterns.
2. Parking lot improvements that will define internal circulation patterns and provide landscape enhancements that will improve the aesthetic appearance of the parking lot and overall site from Shoreline Drive (County Road 15).
3. Exterior lighting improvements to provide aesthetically attractive fixtures that control light levels to provide a safe shopping environment but avoid nuisance glare to the surrounding properties and the lake surface.

The commercial properties along the north side of Shoreline Drive (County Road 15) are generally characterized by small, shallow lots and older buildings. While some of the existing business sites are in very good condition, the other commercial sites have undergone numerous changes in the type of business. The small lot sizes limit space for off-street parking or business expansion. Many sites are over-utilized with parking, sales displays and outdoor storage consuming much of the site, right up to the Shoreline Drive right-of-way.

The City wishes to maintain vitality of its commercial sites, but has growing concerns over the function, appearance, and over-utilization of the commercially zoned properties along Shoreline Drive (County Road 15) and Sunset Drive (County Road 51). The City hopes to encourage reinvestment and perhaps future redevelopment of these commercial sites recognizing the changing commercial environment within the City. In this respect, the City is proposing two strategies for future commercial growth. These strategies are intended to guide the development or redevelopment of commercial properties in the commercially zoned areas, and are not

intended to apply to existing residential uses in commercially zoned areas. The interim strategy addresses the modifications to existing businesses, buildings, or sites. The long range strategy outlines objectives for sites that would undergo redevelopment of the site.

Interim Strategy: Design Guidelines of Building Renovations and Minor Expansions

For commercial development applications that: a) change the tenancy of the building that increases the parking demand on the site; or b) expand the building footprint or gross floor area on the site by more than 30 percent but less than 50 percent of its current size, the following development goals and strategies shall be applied:

1. Encourage building expansions toward a public street with landscaped front yards and building entrances oriented to the street.
2. Establish a minimum setback and physical separation between the on-site parking or sales display and the front lot line in order to provide landscaped green space that will contribute to the streetscape appeal of public streets.
3. Encourage the redesign of commercial parking lots to the side yards (shared parking where possible) with established performance standards that address surfacing, striping, stall dimensions, lighting, and landscaping.
4. Establish minimum architectural standards that will serve to enhance those sides of the buildings facing public streets without mandating a complete building reconstruction.
5. Establish performance standards for outdoor sales and outdoor storage that define appropriate locations for said uses, and address surfacing, defined area of use, and screening where appropriate.

The aforementioned standards shall not apply to: a) building expansions or additions that increase the building footprint by less than thirty (30) percent; and b) building expansions regardless of size that lie to the rear of the existing building and do not increase the building façade exposed to a public street.

Long Range Strategy: Design Guidelines for New Construction and Redevelopment

With development applications that: a) expand the existing building footprint or gross floor area by 50 percent or more; b) combine lots to create a large commercial parcel, and c) raze the existing buildings to accommodate a new development. The following development goals and strategies shall be applied:

1. Encourage commercial buildings to be located toward the public street with landscaped front yards and building enhancements oriented to the street.

2. Promote high quality building architecture that establishes the building as an aesthetic component of the public street streetscape through the use of the following architectural guidelines:

a. Use of high quality, durable exterior wall materials.

Preferred materials include:

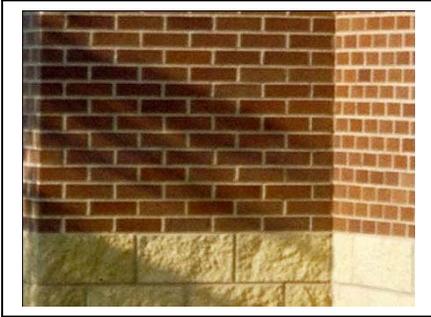
- Brick
- Natural stone or replicas
- Precast concrete units, concrete block, cast in place or tip up concrete panels provided the surfaces are molded, serrated or treated with a textured material in order to give the wall surface a three-dimensional character
- Stucco
- Wood, lap siding, vertical siding, or wood shakes; surfaces must be painted
- Synthetic wood (fiber cement) siding resembling horizontal lap siding and similar materials
- E.I.F.S. (exterior insulation and finish systems)
- Architectural metal roof may be permitted.

Prohibited materials:

- Unadorned plain or painted concrete block
- Aluminum, vinyl, fiberglass, asphalt or fiberboard (masonite) siding
- Unfinished Metal panels or metal panels that are finished with paint only.

b. At least two complementary exterior colors are used are on each façade with no color exceeding 70 percent of the total wall.

- c. Accent material may be used on up to 20 percent of any of the building facades exclusive of doors and windows. These materials may include architectural metal work, glass block, or similar materials.



3. Promote interesting building facades:

- a. Variations in façade depth are encouraged.
- b. Building design should avoid large areas of blank wall space on the street front façade.
- c. The use of architectural features and detailing to enhance building surfaces is encouraged. Said features include setback of upper floors and variable roof lines, strong building corner features, entrance detailing and emphasis, canopies, projected or recessed windows, etc.



- d. Buildings greater than 40 feet in width should be articulated into smaller increments utilizing the following techniques, or a similar approach:
- Stepping back or extending forward a portion of the façade.
 - Use of different textures or contrasting, but compatible, materials.
 - Diversion into storefronts with separate display windows and entrances.
 - Arcades, awnings, window bays, balconies, or similar ornamental features.

- Variations in rooflines to reinforce the articulation of the primary façade.



Variation in rooflines

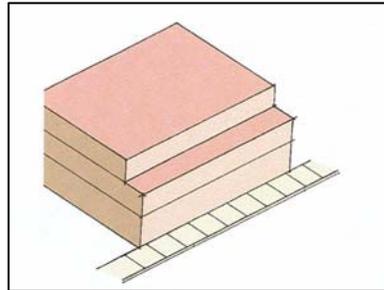
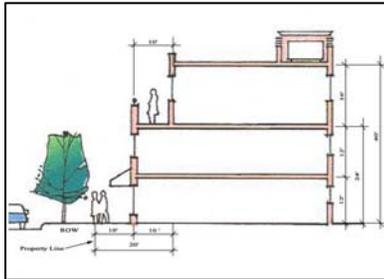


Façade Articulation

4. Encourage variable roof lines to promote visually interesting buildings:
 - a. Projects should be encouraged to provide a varying roof line along the street front.
 - b. Architectural elements such as cornices, decorative chimneys, and strong corner elements are encouraged to enhanced the roof line of traditional style buildings.
 - c. Parapet or cornice details should be completed in a three dimensional manner so that the back of the roof features or unfinished roof areas are not visible.
 - d. Rooftop equipment should be screened from view from adjacent streets and from Lake Minnetonka in a way that is integral to the architecture of the building and with materials similar to the building. Roof top equipment shall include, but not be limited to, heating, ventilation, air conditioners, elevator penthouse, chimneys, antennas, satellite dishes, electrical equipment for the building. Architecture drawings shall be submitted to the City showing the location and method of screening the roof top equipment.
 - e. No rooftop equipment shall exceed a height of ten (10) feet above the roof of the principal building.

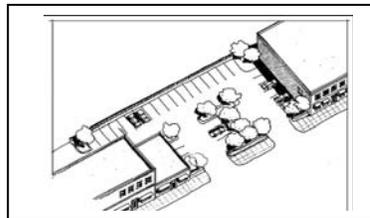


- e. Gutters or other storm water controls should be compatible architecturally with the remainder of the structure.
5. Building height along public streets shall be managed to mitigate the impact of taller buildings within the City’s commercial zoning districts:
- a. No structure shall exceed three stories or 40 feet, whichever is less, in accordance with building height requirements for all commercial districts, unless approved by conditional use permit.
 - b. The first floor building façade height should complement the scale of neighboring buildings in the area.
 - c. Buildings located within 20 feet of the front lot line will be limited to a height of 24 feet. Such buildings may exceed 24 feet if the 3rd floor is set back 10 feet from the front of the building.



6. Promote parking lot design that is both functional and aesthetically pleasing:

- a. Off-street parking is encouraged to be located on the side or rear of buildings.



Parking to the side and rear

- b. If parking must be located in the front of a building, the parking area should have a defined edge with curbing, surfacing, and landscaping to separate it from the public right of way, adding both physical separation and an aesthetic component.



Parking in Front of Building

- c. Landscaped islands or similar elements should be encouraged in large parking lots with 60 stalls or more.



Landscaped Islands

- d. Parking areas adjacent to public streets or sidewalks should be screened with a combination of landscape material and decorative fencing or walls sufficient to screen parked cars on a year-round basis while providing adequate visibility for pedestrians.



Parking Lot Screening and Landscaping

- e. To ensure efficient use of available space, all parking lots should be designed to include, curbing, surfacing, and striping.



Improved Parking Lot

- f. Shared parking should be encouraged to take advantage of varying parking demands between mixed uses and to reduce the amount of impervious surface.

The aforementioned guidelines outline the City’s immediate and long range intentions for retaining local businesses that will serve Spring Park residents. The architectural guidelines are intended to improve on existing conditions and establish the City’s long range commercial vision for areas of the City guided for commercial land uses.

INDUSTRIAL

There is approximately 8 acres of industrial guided land within Spring Park. This represents approximately 3 percent of the City’s land area. The industrial area has a multi-tenant building that offers leasable space for office, warehousing, and manufacturing uses. The property is well maintained and property owner investments have contributed to improving the building’s function, architectural appearance, and streetscape appeal.

This industrial area has demonstrated the ability to compatibly coexist with surrounding land uses. In this respect, the City will continue to work with the landowner to allow for the continuation of this industrial land use. Areas of issues that will continue to be monitored and addressed include:

1. The City will monitor industrial land uses to promote environmentally clean businesses to avoid issues related to air, water, and ground pollution.
2. The City shall continue to work with the property owner to avoid land use nuisance issues related to noise, light, odors, or traffic.
3. The City will require changes in building occupancy to provide adequate off-street parking.

Looking to the future, both the property owner and the City question the long range viability of industrial uses within Spring Park. Changing industrial trends, limited transportation networks into Spring Park, environmental concerns, and increasing land values all suggest that this area will be a candidate for future redevelopment and a land use change.

The 2030 Land Use Plan will continue to guide the site for industrial uses. However, the City anticipates that, in cooperation with the property owner, future redevelopment will occur. At that time, a Comprehensive Plan amendment will be pursued to change the industrial land use to a mixed use land use classification that would include high density residential, commercial retail and services, and office space. Redevelopment efforts will be required to comply with Spring Park’s Commercial Design Guidelines and coordinated with County plans for a future commuter rail transit station.

Historic Preservation

The City of Spring Park does not contain any buildings or structures listed on the Register of National Historic Places or that have been identified by the Minnesota Historical Society as being eligible for the National Register. The City is, however, committed to preservation of its history. As opportunities arise and funding is available, the City will take the appropriate steps to ensure preservation.