



CITY OF SPRING PARK
COMPREHENSIVE PLAN
COMMITTEE AGENDA
MARCH 14, 2018 – 6:00 PM
SPRING PARK CITY HALL

1. DISCUSS CHANGES TO THE RESIDENTIAL LAND USE SECTION
2. REVIEW MIXED USE, COMMERCIAL AND INDUSTRIAL LAND USE SECTIONS
3. REVIEW AND DISCUSS THE TRANSPORTATION CHAPTER
4. REVIEW AND DISCUSS THE COMMUNITY FACILITIES CHAPTER
5. DISCUSS ADMINISTRATION/IMPLEMENTATION OPTIONS

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 undertook two major redevelopment projects that encompassed five 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 2040 Land Use Plan. Future redevelopment will require a Comprehensive Plan amendment. Future mixed-use redevelopment will be held to Spring Park's Commercial 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 percent commercial / 80 percent 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 of the site and a Comprehensive Plan amendment.

COMMERCIAL

Spring Park's commercial land area occupies approximately 43 acres or nearly 21 percent of the City's total area (as of 2010). 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 service providers, restaurants, office space, medical facilities, 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 conditions, 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.

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 residential units 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 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 enhanced 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.

In 2017, the City approved code amendments and development plans to bring Back Channel Brewery and Taproom to the Marina Shopping Center at 4787 Shoreline Drive. This new business successfully rehabilitated the commercial building and introduced a positive business attraction to the community. This business is exploring expanding its market draw with special events. The outdoor events must be evaluated with attention to compatibility and potential nuisance concerns for other area properties and land uses.

The commercial properties along the north side of Shoreline Drive (County Road 15, Redevelopment Target Area 5, 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. The City may entertain alternative land uses as redevelopment options within Redevelopment Target Area 5, provided the land use and site design complements the remaining commercial sites. 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 as alternative land uses intended to replace obsolete commercial uses within Redevelopment Target Area 5. 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 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

DEVELOPMENT FRAMEWORK

- b. At least two complementary exterior colors are used 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

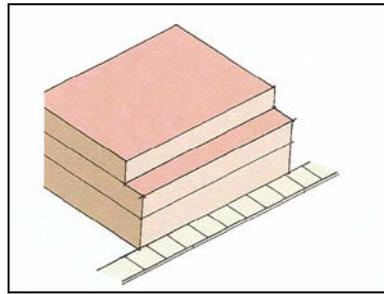
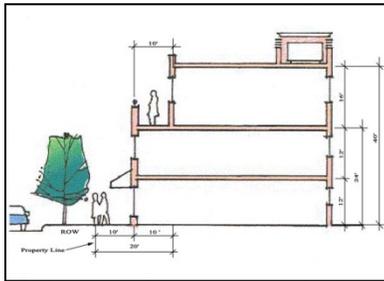
4. Encourage variable roof lines to promote visually interesting buildings:
 - a. Projects should be encouraged to provide a varying roof line along the street front.
 - b. Architectural elements such as cornices, decorative chimneys, and strong corner elements are encouraged to enhanced the roof line 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 10 feet above the roof of the principal building.



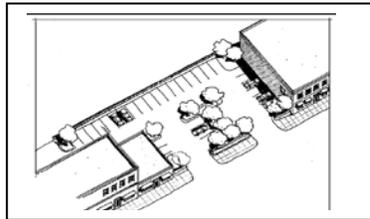
- f. Gutters or other storm water controls should be compatible architecturally with the remainder of the structure.

DEVELOPMENT FRAMEWORK

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 third 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

DEVELOPMENT FRAMEWORK

- 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.



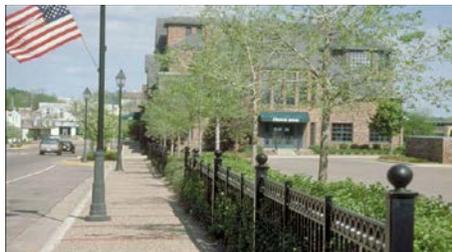
Parking in Front of Building

- 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 or guiding future redevelopment that will serve Spring Park residents. The architectural guidelines are intended to improve on existing conditions and establish the City's long range vision for areas of the City guided for redevelopment.

INDUSTRIAL

There are approximately 9-acres of industrial land within Spring Park. This represents approximately 4 percent of the City's land area (as of 2010). 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.
4. The City has expanded the range of uses allowed in the M, Manufacturing District to allow commercial uses to fill vacant tenant bays. These alternative commercial uses are permitted provide the property owner demonstrate for the change of building occupancy.

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 2040 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, committee to preservation of its history. As opportunities arise and funding is available, the City will take the appropriate steps to ensure preservation.

TRANSPORTATION

The Transportation Plan is based on a total transportation system and how it relates to and serves the land use patterns of the community. The transportation system encompasses several modes which include the automobile, transit, pedestrian, and bicycle. The transportation system serves to tie together, and in some cases separate, the various land use activities in the community. The Transportation Plan will present the basis for programming and planning maintenance and upgrades to the transportation system.

ROADWAY JURISDICTION CLASSIFICATION

Roadways are classified on the basis of which level of government owns or has jurisdiction over them. For Spring Park, the levels of government are Hennepin County and the City. Hennepin County maintains the County State Aid Highway (CSAH) and County Road (CR) Systems. County roads in Spring Park include County Road 15 (Shoreline Drive), County Road 51 (Sunset Drive), and County Road 125 (Interlachen Road).

FUNCTIONAL CLASSIFICATION

The functional classification system is the creation of a roadway and street network which collects and distributes traffic from neighborhood streets to collector roadways to arterials and ultimately, the Metropolitan Highway System. Roads are placed into categories based on the degree to which they provide access to adjacent land or provide mobility for “through” traffic. Within this approach, roads are designed to perform their designated function and are located to best serve the type of travel needed.

The designation of functional classification of roads in Spring Park is not expected to change during the planning horizon of this plan. The functional classification system used in the City of Spring Park, as described below and shown in the Functional Class map conforms to the Metropolitan Council standards. The Metropolitan Council has published the criteria in the Transportation Development Guide/Policy Plan. This guide separates roadways into five (5) street classifications, including principal arterials, minor arterials, major collectors, minor collectors and local streets. These classifications address the function of state, county and city streets from a standpoint of the safe and efficient movement of traffic through the City while providing satisfactory access to residents and businesses located within the City.

Principal Arterials

Principal arterials have the highest traffic volume and capacity. They are considered part of the Metropolitan Highway System. They are intended to connect the Metropolitan Centers with one another and connect major business concentrations, important transportation terminals, and large institutional facilities. They are typically spaced 2-6 miles apart in developing areas and 6-12 miles apart in commercial/agricultural and general rural areas. Interchanges on principal

arterials are usually spaced at least one mile apart in urban areas. There are no principal arterials in Spring Park.

Minor Arterials

Minor arterials connect important locations within the City to the Metropolitan Highway System and with other locations in the region. Minor arterial roadways and highways serve less concentrated traffic generating areas, such as neighborhood shopping centers and schools. Minor arterials roadways serve as boundaries to neighborhoods and distribute traffic from collector streets. Although the predominant function of minor arterial streets is the movement of through traffic, they also serve considerable local traffic that originates or is destined to points along specific corridors.

The Metropolitan Council has identified “A” minor arterials as streets that are of regional importance because they relieve, expand, or complement the principal arterial system. County Road 15-Shoreline Drive is the only “A” minor arterials in Spring Park. Shoreline Drive serves as a major east-west commuter route connecting Spring Park with travel destinations in the balance of the metropolitan area. General issues affecting traffic movement include the number, location and design of street and lot access points. Future improvements and development along CR 15 must be sensitive to these issues.

Other minor arterials have the same general function as “A” minor arterials but are not eligible for federal funds. They have similar characteristics to Collector Streets (see below). County Road 19 - Shadywood Road is the only minor arterial serving Spring Park It forms part of the north eastern boundary of the City.

Collectors (Major and Minor)

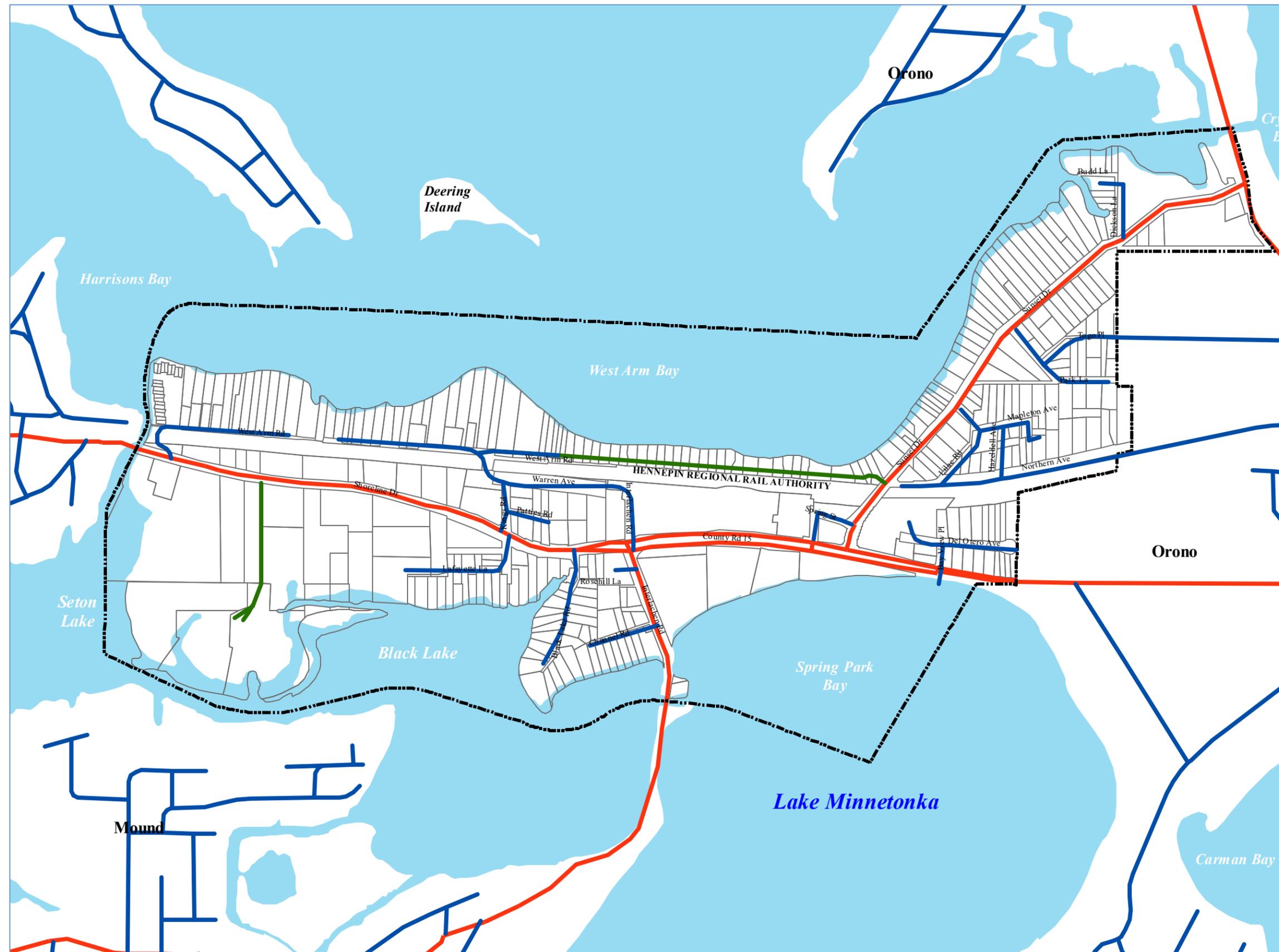
Collector streets provide direct service to residential areas, commercial and industrial areas, local parks, churches, etc. In order to preserve the amenities of neighborhoods while still providing direct access to business areas, these streets are usually spaced at on-half mile intervals. This spacing allows for the collection of local traffic and conveyance of that traffic to higher use streets. Collector streets may also serve as local through routes. Parking and traffic controls are usually necessary to ensure safe and efficient through movement of moderate and low traffic volumes. These streets are usually included in the City’s Municipal State Aid System. Sunset Drive/County Road 51 and Interlachen Road/County Road 125 are the only collector roads in the City.

Sunset Drive connects County Road 15 to County Road 19. Topography along the west side of the roadway creates some difficult access points. Pedestrian traffic patronizing Lord Fletchers Restaurant has created problems for area residents and traffic circulation in the past.

Local Streets

Local streets provide the most access and the least mobility within the overall functional classification system. They allow access to individual homes, shops, and similar traffic destinations. Through traffic should be discouraged due to limited street widths and dead-end street designs.

Roadway Jurisdiction

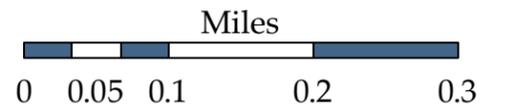


City of Spring Park



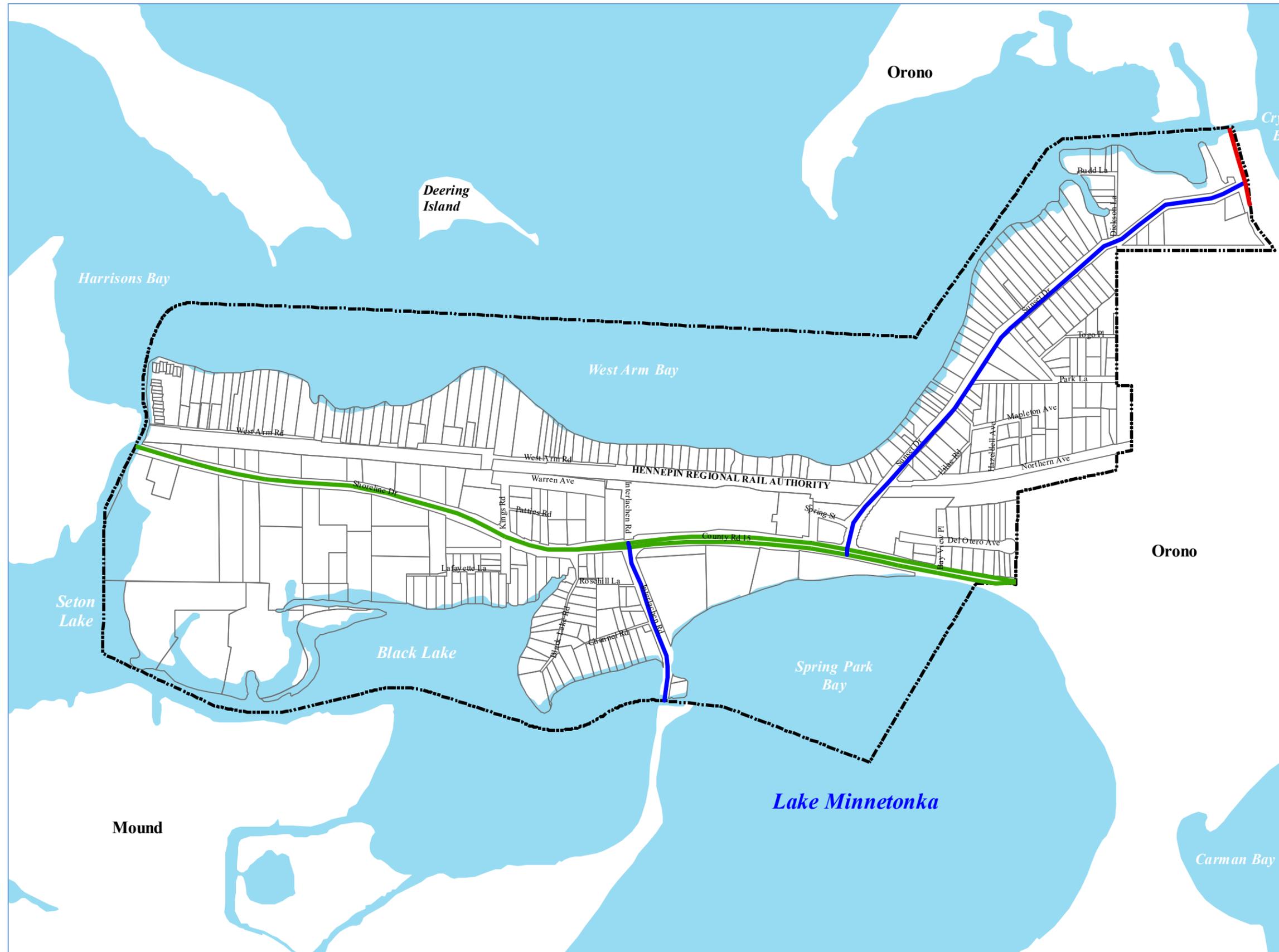
Legend

-  Local Roads
-  Private Roads
-  County Roads
-  Boundary
-  Lakes



Source:
 Hennepin County, City of Spring Park
 Minnesota Department of Natural Resources, &
 Northwest Associated Consultants, Inc.
 Prepared: February 12, 2018

Functional Classifications of Existing Roadways

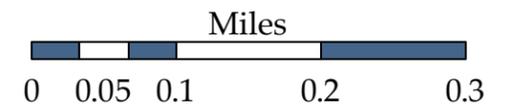


City of Spring Park



Legend

- Major Collector
- A Minor Expander
- B Minor Arterial
- Boundary
- Lakes



Source:
 Hennepin County, City of Spring Park
 Minnesota Department of Natural Resources, &
 Northwest Associated Consultants, Inc.
 Prepared: February 12, 2018.

DEVELOPMENT FRAMEWORK

TRAFFIC ANALYSIS ZONES

Households, population, and employment have been forecasted and allocated to the only traffic analysis zone in the City.

Allocation of Forecast to Traffic Analysis Zones												
	Population				Households				Employment			
TAZ	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
958	1,669	1,730	1,860	1,950	897	960	1,040	1,100	583	600	600	600

TRAFFIC VOLUMES

Existing and projected Average Daily Traffic (ADT) volumes on the most important roads in Spring Park are depicted on the Traffic Volumes Map. ADT volumes represent the total traffic carried on the average 24-hour day for the year. Historical data is provided to compare to forecasts prepared by Hennepin County and Mn/Dot. Traffic on Shoreline Drive in Spring Park is largely a function of demand generated outside the city. Shoreline functions as a major commuter route for communities west of Spring Park. 2040 future land use in Spring Park remains relatively unchanged from that shown on the previous 2030 future land use map.

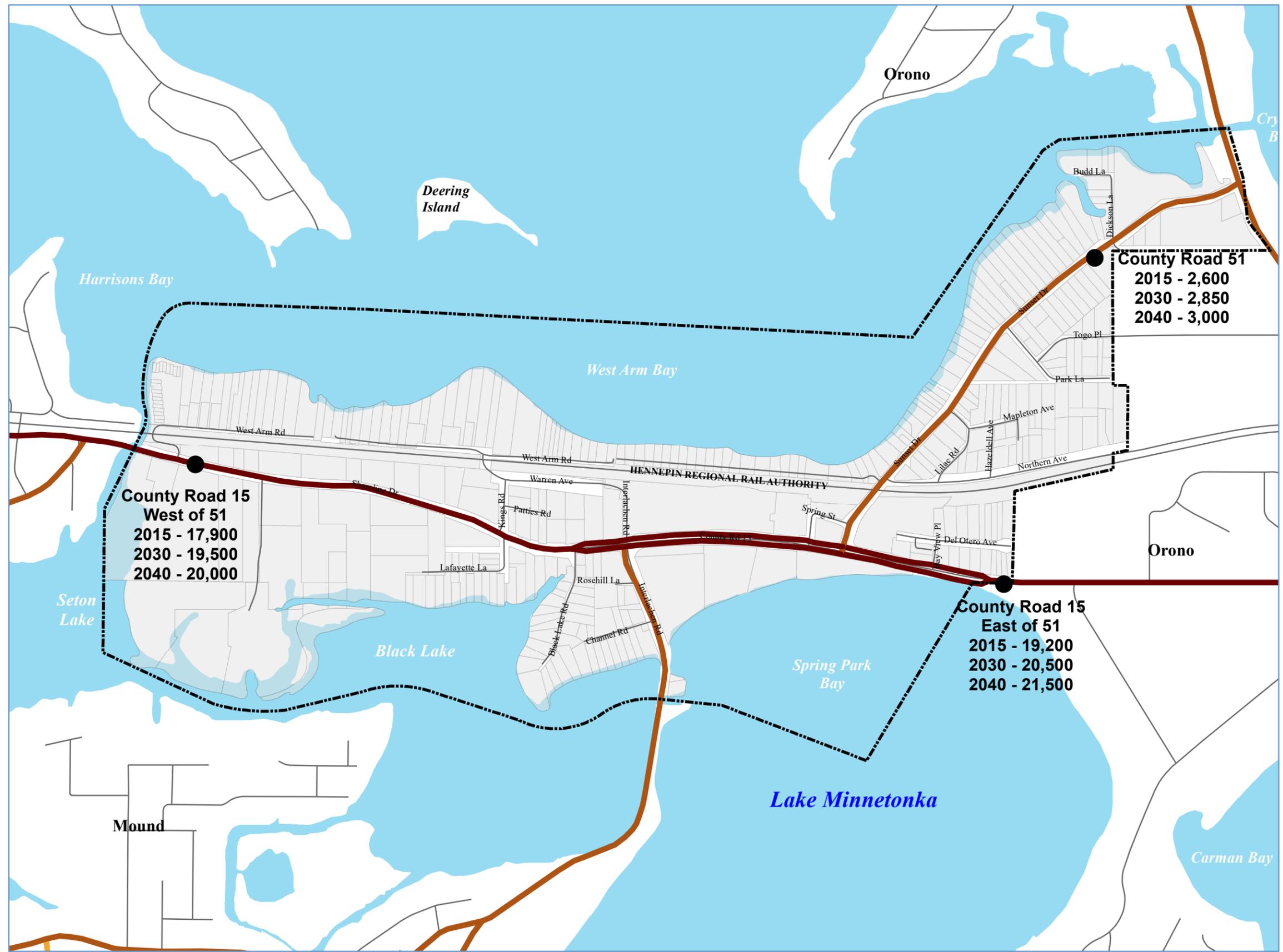
SAFETY AND CAPACITY

Parking

The City's commercial and manufacturing areas have experienced problems with parking shortages and inconvenient parking supplies. These parking shortages have produced concerns with regard to traffic congestion, on-street parking, and pedestrian movement through residential areas. The provision of adequate parking will be essential to all new development and redevelopment opportunities. The use of clustered joint parking areas will be promoted as a means to provide convenient parking in commercial areas. The aesthetic treatment of parking areas is addressed in the commercial design standards in the Land Use Chapter.

During the summer months, there is a significant demand for parking generated by the Hennepin County boat launch facility at the intersection of Shoreline and Sunset Drives. The site contains a limited amount of parking. When these spaces are filled, facility users park in commercial and residential areas of the City. The City has advocated for additional parking spaces to help accommodate parking demand generated by both the boat launch and trail head. The City will continue to encourage the County to supply enough parking space to meet parking demand generated by County facilities.

Traffic Volumes



City of Spring Park

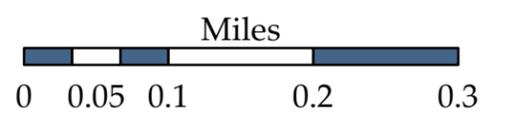


Legend

Average Daily Trips, 2017

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

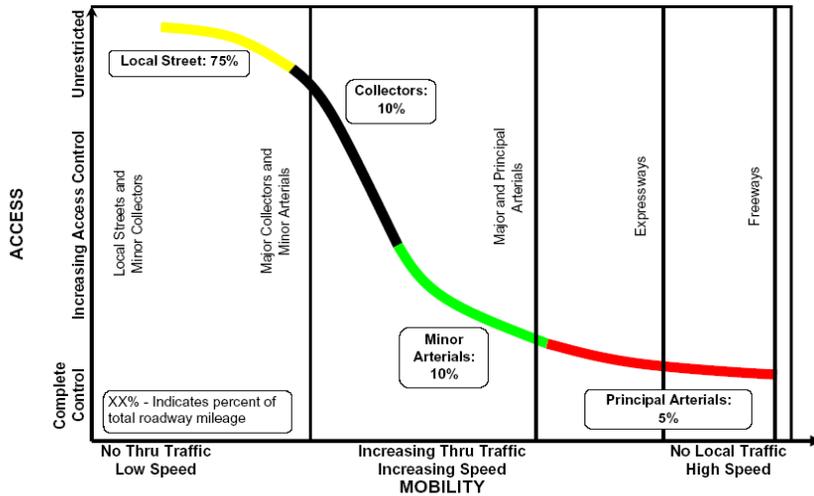
- Lakes
- Street Centerline
- Boundary



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

Access Management Guidelines

Access management guidelines are developed to maintain traffic flow on the network so each roadway can provide its functional duties, while providing adequate access for private properties to the transportation network. This harmonization of access and mobility is the keystone to effective access management.



Mobility, is the ability to move people, goods, and services via a transportation system component from one place to another. The degree of mobility depends on a number of factors, including the ability of the roadway system to perform its functional duty, the capacity of the roadway, and the operation level of service on the roadway system.

Access, is the relationship between local land use and the transportation system. There is an inverse relationship between the amount of access provided and the ability to move through-traffic on a roadway. As higher levels of access are provided, the ability to move traffic reduced.

Access to the transportation network serving the City is controlled in terms of driveway openings and side street intersections. The spacing of intersections and driveways is controlled based on roadway functional class and traffic volumes. This approach limits the impact of intersections and driveways on average speeds and levels of service on roadways appropriate to the function of those facilities. The City observes Hennepin County Access spacing guidelines where possible within the context of being a fully developed community. These guidelines are used in conjunction with the City’s commercial design standards which encourage shared access to sites and limit the number of curb cuts and points of access on County Roads.

The access spacing guidelines are used for all plat and site plan reviews. In that these guidelines are used as part of a plan and not an ordinance, reasonable discretion could be applied to each site.

PLANNED IMPROVEMENTS TO ROADS

Local Roads

The City's local streets are a legacy of the City's early history as a resort community and physical conditions. Local streets are characterized by narrow rights-of-way and pavement widths, dead-end streets, and incomplete street networks. These issues present problems for two-way traffic and access for street maintenance and emergency vehicles; however narrow streets do contribute to the City's character and identity and restrict traffic and driving speeds.

The City has completed a study of conditions of local streets and underlying community utilities to assess condition, capacity, potential inflow and infiltration, and stormwater management concerns. This study is the foundation for the City's infrastructure improvement plans.

The City has already undertaken street and utility improvements for Channel Road and West Arm Road East. The project established the template for utility placement, street design, and stormwater management. The City has continued to use the street/utility condition studies to identify future needed improvement projects and will utilize the street templates of past projects to establish a uniform urban street design.

Future projects are identified on the following map which include:

Priority 1. Sunset Drive

The project involves the reconstruction of Sunset Drive. Originally scheduled as a 2019 County mill and overlay project, the City identified the need to replace both sanitary sewer and water mains located under the street. The need for these local improvements will delay the reconstruction of this street until 2024.

Priority 2. West Arm Road West

This area requires both street and utility placement to address poor road conditions, stormwater drainage issues, and I/I issues with in-place utilities. This improvement is scheduled for 2021.

Priority 3. Black Lake Road

This area is characterized by a very narrow dead-end street. The street condition, width, and alignment presents issues for site access, emergency vehicle access, and two-way traffic. Future design must address travel lanes, lot access, street drainage, utility replacement, and looping of water mains. This project area is scheduled for improvement for 2027.

Through these staged street improvement projects, the City has established an investment strategy to update local streets, replace failing infrastructure, and implement stormwater efforts to control and treat stormwater before it reaches Lake Minnetonka.



LAKE MINNETONKA
HARRISONS BAY

CITY OF MOUND
CITY OF SPRING PARK

CITY OF ORONO
CITY OF SPRING PARK

LAKE MINNETONKA
(WEST ARM)

CITY OF ORONO

CITY OF SPRING PARK
CITY OF ORONO

SETON LAKE

BLACK LAKE

LAKE MINNETONKA
SPRING PARK BAY

CITY OF SPRING PARK
CITY OF MOUND

CITY OF SPRING PARK
CITY OF SHOREWOOD

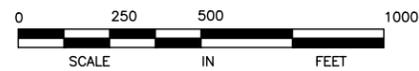
LEGEND

- CITY LIMITS
- SHORELINE (DNR)
- PRIORITY 1
- PRIORITY 2
- PRIORITY 3
- ▨ SHORELINE DRIVE (CSAH-15)
- ▨ INTERLACHEN ROAD (CSAH-125)
- ▨ SUNSET AVENUE (CSAH-51)

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Note: Utilities are shown larger for Display purposes only.



Client:

CITY OF SPRING PARK
4349 Warren Ave.
Spring Park, MN 55384-9711
(952) 471-9051

Project Name:
SPRING PARK UTILITY MAPPING SYSTEM

Date:
07/17/17

Sheet Title:
PROJECT PRIORITY MAP

Sheet:
1 of 1

County Highway System

Spring Park has three County roads passing through the City. The following County road improvements are anticipated within the next ten years.

County Road 15 (Shoreline Drive) and County Road 125 (Interlachen Road)

County Road 15 is scheduled for a mill and overlay for that segment of street lying between County Road 125 and the City's eastern boundary. The project is scheduled for 2019. The project will include resurfacing and intersection improvements. The City, in conjunction with the County project, will upgrade sidewalks on both sides of this street. The sidewalk improvements will include replacement of cracked or raised sidewalk panels, improved pedestrian crossings at the street intersections, and installation of improved ADA ramps at each sidewalk intersection with the street.

The City will also undertake sidewalk and curb improvements beyond the County project for the full length of County Road 15 through the City. The City had conducted a sidewalk condition study in 2017 and sidewalk repair shall begin in 2018.

County Road 125 (Interlachen Road)

County Road 125 is also scheduled for mill and overlay in 2019. This project will include resurfacing, striping, and intersection improvements. In participation with the County, the City would like to include a pedestrian/bicycle component to this street project. A sidewalk or bike lane along the County road would provide a pedestrian/bicycle connection between Channel Road and Shoreline Drive. This would improve pedestrian movement between neighborhoods and access to Wilkes Park.

County Road 51 (Sunset Drive)

County Road 51 was also scheduled for mill and overlay in 2019, however, the City has requested a total reconstruction of the County roadway to help in addressing the following items:

1. The City has identified the need to replace utilities that are under the street. The condition of sanitary sewer and water mains have reached the point of replacement. Replacing these will significantly impact the street.
2. There currently are issues with stormwater drainage from County Road 51 to the adjoining properties. A street reconstruction will provide an opportunity to address stormwater drainage, collection, and treatment.
3. The City wishes to investigate including a pedestrian/bicycle trail or lane as part of the County reconstruction of County Road 51. A pedestrian/bicycle trail would provide access to a variety of destinations including Lord Fletchers, Thor Thompson Park, City tennis courts, and the regional trail.

The County has expressed interest in turning County Road 51 back to the City. The City has declined this request citing the road conditions, needed improvements, drainage issues, and long-term maintenance issues that the City does wish to resolve independent of the County.

TRANSIT SERVICE

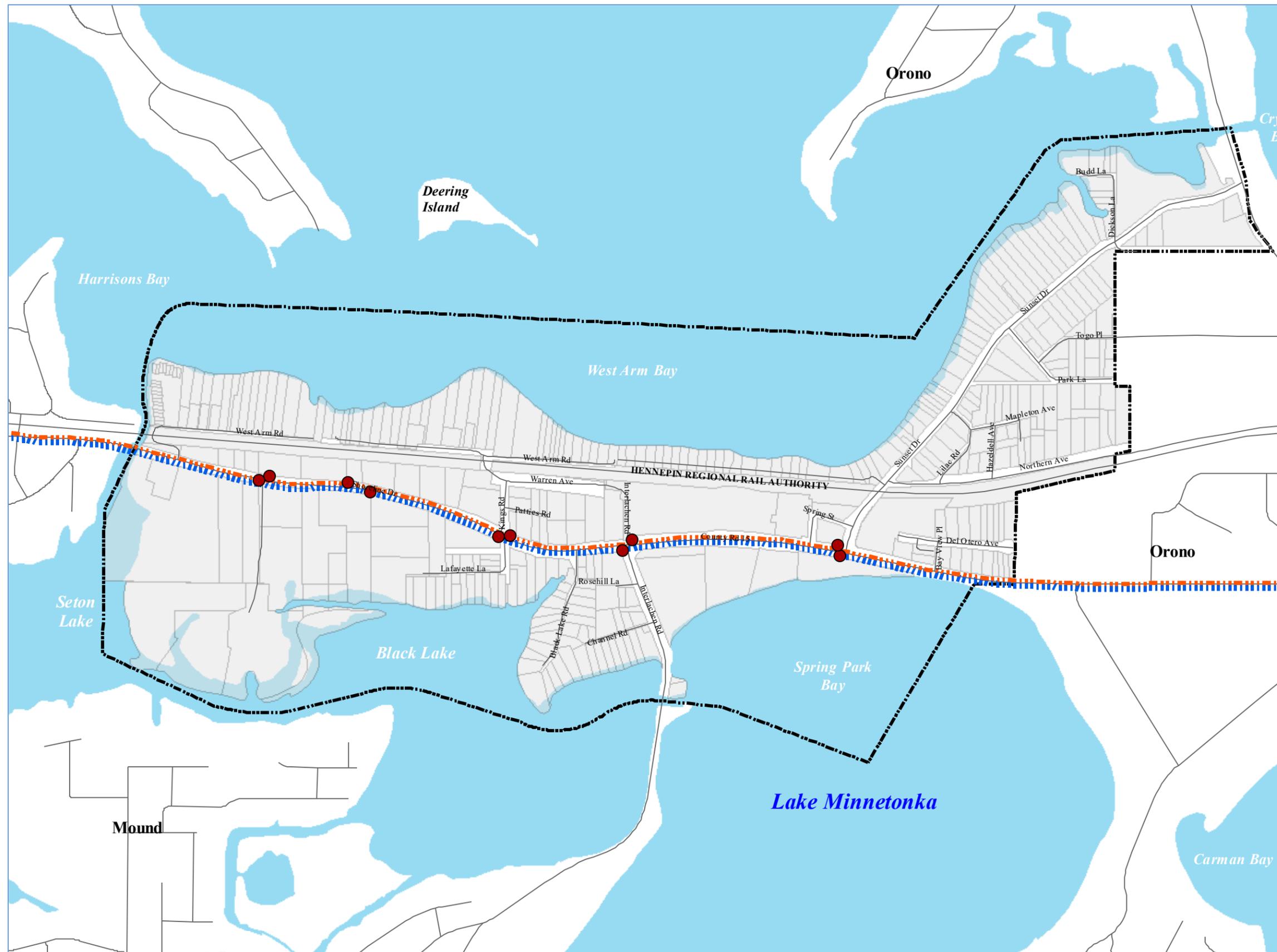
The City of Spring Park lies in Transit Market Area III for which peak and all day express service plus circulators are appropriate in the market area. Spring Park has two Metro Transit bus routes that run along County Road 15 daily. Route 675 runs Monday through Friday in 60 minute intervals and in 30 to 60 minute intervals during rush hour from Mound to Downtown Minneapolis. Route 677 provides three to four daily trips during rush hour, Monday through Friday, from Mound to Downtown Minneapolis. Route 670 express service from Excelsior to Downtown Minneapolis is also available to City residents with three daily trips during rush hour. Rush hour is 6:00 AM to 9:00 AM and 3:00 PM to 6:30 PM on weekdays. There is no weekend service.

There are no regional transit improvements identified within Spring Park.

PARK AND RIDE

There are no Park and Ride lots in the City of Spring Park, but there are Park and Ride lots at the Mound Transit Center and the Navarre Center in Orono.

Current Transit Stops

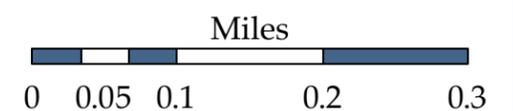


City of Spring Park



Legend

- Transit Stops
- - - Route 675
- - - Route 677
- Street Centerline
- Boundary
- █ Lakes



Source:
 Hennepin County, City of Spring Park
 Minnesota Department of Natural Resources, &
 Northwest Associated Consultants, Inc.
 Prepared: February 12, 2017

PEDESTRIAN/BIKE TRAILS

One regional trail runs through Spring Park, the Dakota Rail Regional Trail. The old Dakota Railway was purchased by Hennepin County to develop the Dakota Rail Regional Trail as a pedestrian/bike trail connection between Wayzata and St. Bonifacius. Three Rivers Park District Manages the 13 mile trail that connects to Carver County and Gale Woods Farm. The trail is open from 5:00 AM to 10:00 PM daily.

Parking areas for the trail include:

- Wayzata, 175 Grove Lane
- Mound, 5515 Lynwood Boulevard
- Gale Woods Farm
- St. Bonifacius, 4150 Bell Street

Spring Park provides a public rest area and limited trail parking along Warren Avenue. The regional trail is seen as a community asset. In this regard, the following local strategies to take advantage of this asset are proposed:

1. Improvements to local trail and sidewalks are proposed to provide connections to the regional trail and to encourage trail user to patronize Spring Park businesses and amenities.
2. Integrate access to the regional trail into City redevelopment efforts and site design.
3. Pursue trails and sidewalks with street improvements of the City's arterial and collector streets (County Roads 15, 51, and 125).

DEVELOPMENT FRAMEWORK

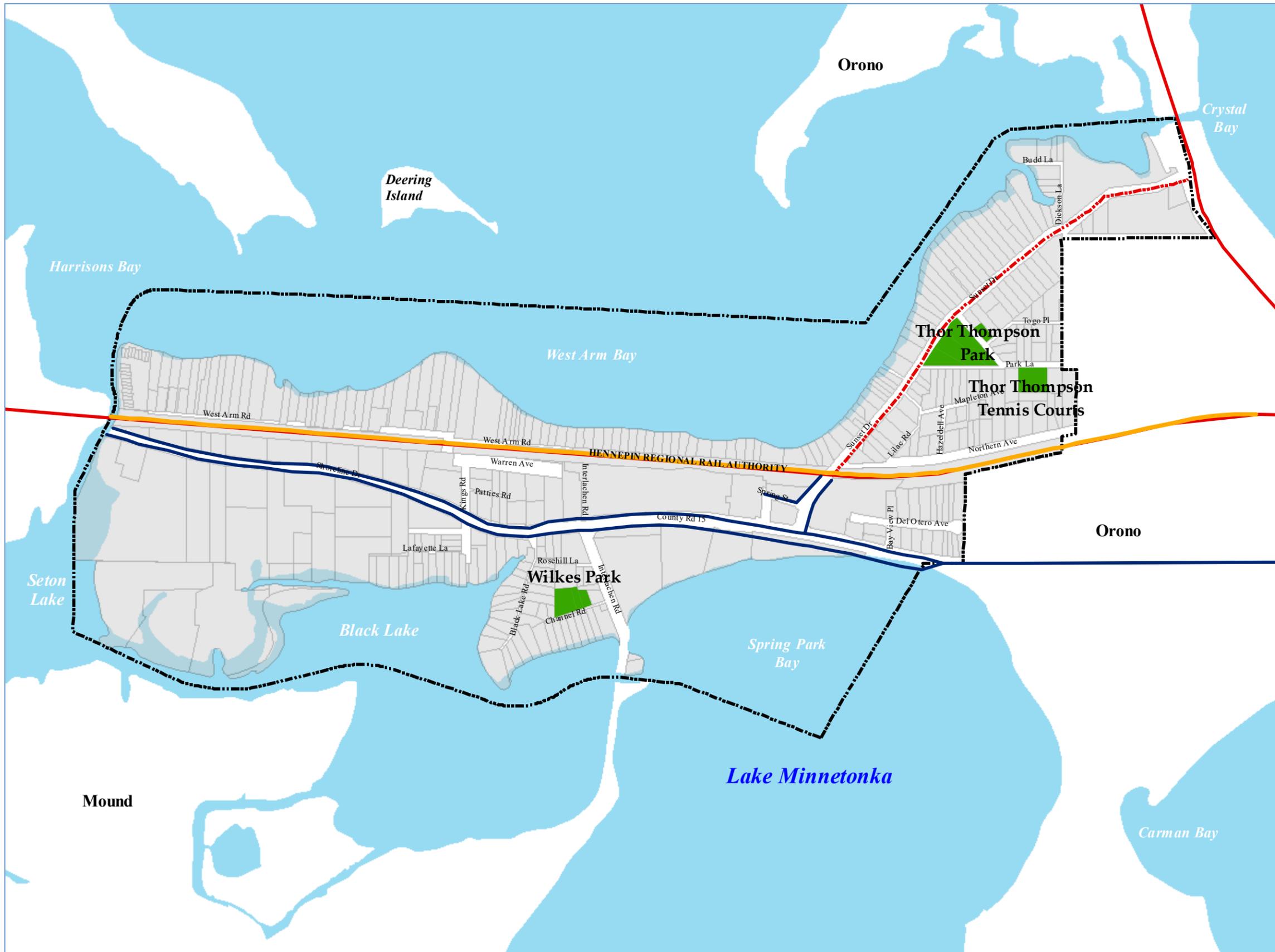
AIRSPACE PROTECTION

There are no existing or planned aviation facilities, or other related facilities, located within Spring Park. The City is not within the airport influence area of any regional airports. The City is generally served by the Minneapolis-St. Paul International Airport (MSP). However; a number of sea plane bases are located on Lake Minnetonka in close proximity to Spring Park. Plane operations at low altitudes are an on-going concern.

The City recognizes its responsibility to include airspace protection in its comprehensive plan. The protection is for potential hazards to air navigation including electronic interference. Airspace protection should be included in local codes/ordinances to control height of structures, especially when conditional use permits would apply. Land use regulations should also include requirements for notification to the FAA, as defined under code of federal regulations CFR - Part 77, using the FAA Form 7460-1 "Notice of Proposed Construction or Alteration".

The City of Spring Park has taken the necessary steps to protect navigable air space. All municipalities must protect air space from potential electric interference and obstacles to air navigation. The Zoning Ordinance limits heights of structures within the City to 40 feet.

Parks and Trails



City of Spring Park

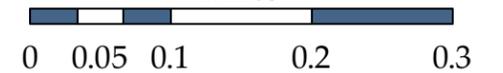


Legend

-  Existing Sidewalk
-  Existing Trail
-  Proposed Trail
-  Regional Trails
-  Parks
-  Parcels
-  Boundary
-  Lakes



Miles



Source:
 Hennepin County, City of Spring Park
 Minnesota Department of Natural Resources, &
 Northwest Associated Consultants, Inc.
 Prepared: February 12, 2018

INTRODUCTION

In order to enhance the quality of life within a community, it is fundamentally important to provide adequate community facilities for residents. The commonly provided facilities are parks and open space, administrative offices, and public utilities. As a mature, fully developed community, Spring Park's public facilities and utility infrastructure are in place.

SANITARY SEWER PLAN

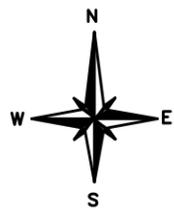
Spring Park receives sanitary sewer interceptor and waste treatment services from the Metropolitan Waste Water System through the City of Mound. The Metropolitan Council has prepared the following forecasts for waste water from Spring Park through the year 2040. Based on anticipated future land uses and sewer population forecasts, the City concurs with Metropolitan Council's forecasted range of flows.

Sewer Allocation Projections (2020-2040)			
Year	2020	2030	2040
Sewered Population	1700	1900	2000
Sewered Households	960	1000	1100
Sewered Employment	600	600	600
Average Annual Wastewater Flow (MGD)	.23	.23	.23
Source: Metropolitan Council			

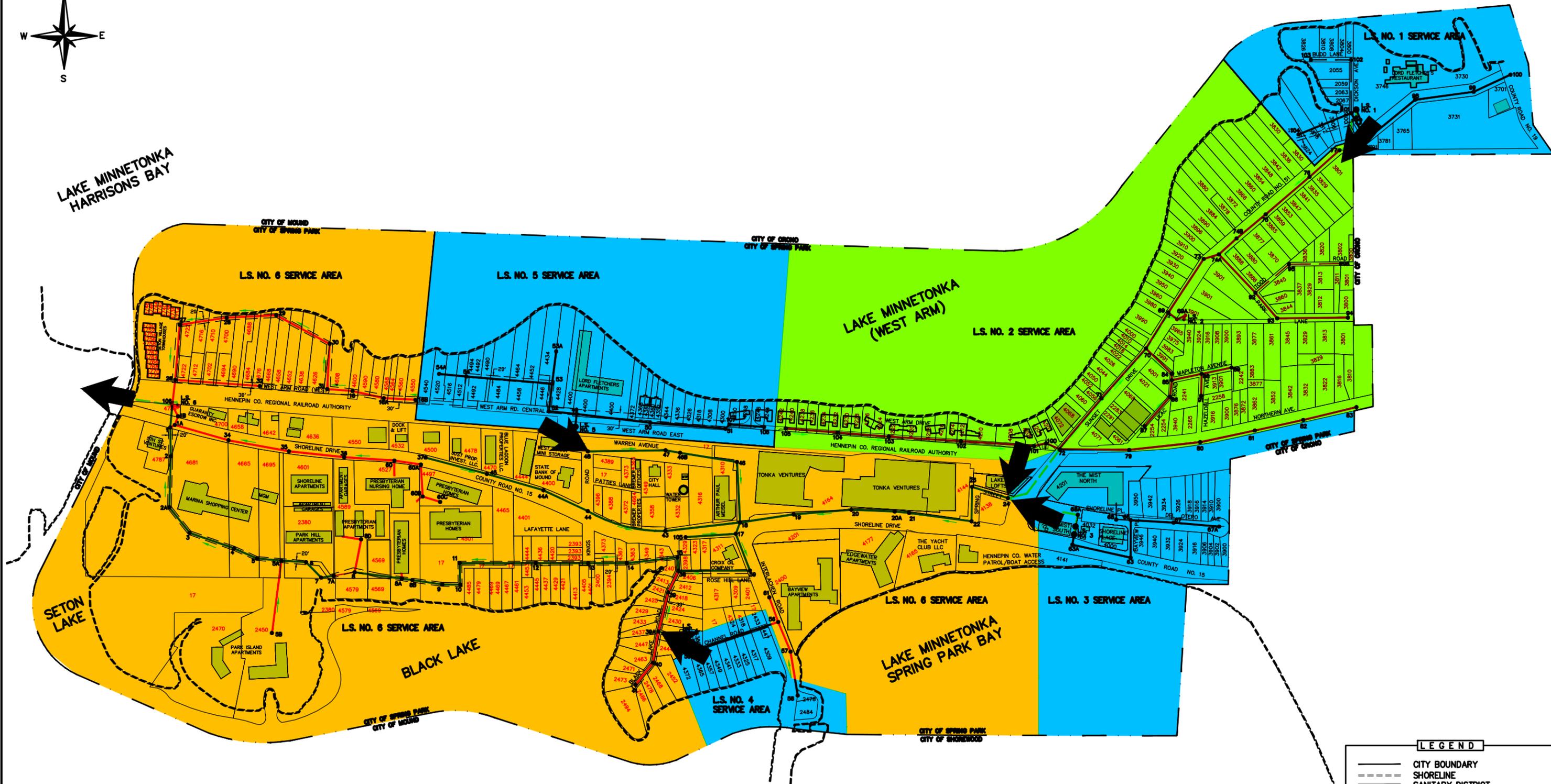
The City is completely sewered. There are no on-site or private sewer systems in the City. The City requires that all new development be connected to municipal sewer.

Inflow and infiltration (I/I) into the sanitary sewer system has been a reoccurring issue for the City. In response to this issue, the City has implemented the following efforts:

1. Sump Pump Ordinance Chapter 34, Section 34-113 prohibits directing ground water or storm water drainage into the sanitary sewer system. The City enforces this Ordinance through periodic visual inspections.
2. As of 2016, Spring Park completed an assessment of its sanitary sewer pipe conditions as illustrated on the following maps. The City has identified pipe sections that require repair and replacement. As part of the sanitary sewer condition assessment, all manholes were evaluated for new rings or casting adjustments, I/I reduction, or total removal. This examination of the City's sanitary sewer identified priority areas for utility repair or replacement for the next ten years.
3. The sanitary sewer assessment established a current condition baseline. The City has an ongoing manhole rehabilitation program. Visual inspections of all manholes are conducted annually with the flushing of water system. If leaks are detected, the manholes are repaired.



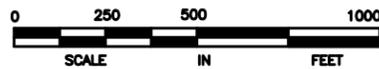
LAKE MINNETONKA
HARRISONS BAY



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Note: Utilities are shown larger for Display purposes only.

LEGEND	
	CITY BOUNDARY
	SHORELINE
	SANITARY DISTRICT
	SANITARY FORCEMAIN
	SANITARY 8"
	SANITARY 10"
	SANITARY 12"
	SANITARY MANHOLES
	SANITARY LIFT STATION
	SANITARY MANHOLE NUMBER
	SANITARY DIRECTION ARROWS
	UTILITY EASEMENTS



Client: **SP** CITY OF SPRING PARK
4349 Warren Ave.
Spring Park, MN 55384-9711
(952) 471-9051

Project Name: **SPRING PARK UTILITY MAPPING SYSTEM**

Date: **08/08/16**

Sheet Title: **SANITARY SEWER SYSTEM MAP**

Sheet: **1 of 1**

DEVELOPMENT FRAMEWORK

4. The City aggressively addresses I/I problem areas through a maintenance program that includes sanitary sewer rehabilitation and storm sewer installation with street improvement projects. The City also undertakes regular maintenance of its lift stations to reduce I/I.
5. In 2001, the City initiated an I/I abatement program which continues to be implemented in 2018. This program includes televising and slip lining the sanitary sewer, inspecting, and repairing or replacing manholes, conducting a property survey for illegal foundation drain tiles, and inspecting all roof drains on structures with flat roofs.

The City also intends to inform and educate its residents about I/I reduction through its newsletter which included graphics that illustrate proper grading and drainage around homes, and proper sump pump discharge techniques.

WATER SUPPLY

The following maps illustrate the City's water distribution system consists of one water tower, three wells and approximately 5.64 miles of water main. The water system has interconnects to the Orono and Mound systems.

In 2016, the City conducted an assessment of water main conditions. The subsequent water main break location map illustrates those areas of the City where the conditions of water mains need repair. The map designates the water main condition based on low, medium, or high priority for scheduling needed repairs:

High Priority Areas include:

1. Sunset Avenue: Between the regional rail and the City northern boundary.
2. Areas of Shoreline Drive.
3. Lafayette Lane.

The City will address these areas of concern with upcoming street and utility projects.

The water main Low Pressure map identifies areas that encounter low pressure due to the lack of looped water mains. The City addresses the low pressure issues where feasible in conjunction with other utility projects.

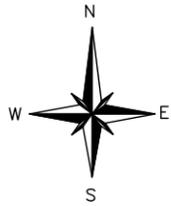
DEVELOPMENT FRAMEWORK

SURFACE WATER MANAGEMENT

In 2009, Spring Park adopted its Local Water Management Plan. The plan was formally approved by the Minnehaha Creek Watershed District. This plan has served as a local guide for addressing storm water issues pertaining to water quality, water quantity, flood protection, and storm water system improvements or redevelopment efforts within Spring Park. The local water management plan is being updated in 2018 in response to state requirements. The water management plan is attached as our appendix to the Comprehensive Plan.

The MPCA has identified West Arm area of Lake Minnetonka as impaired water. The impaired classification is based on nutrient/eutrophication, biological indicators criteria. The first year listing is 2008. The schedule for a Total Maximum Daily Load (TMDL) report as established by the MPCA is to start in 2009 and complete in 2013. The final report will establish the TMDL discharge allowed for each community having storm drainage to West Arm.

The following maps illustrate Spring Parks storm sewer system and provides a storm structure assessment. Complete in 2017, this storm structure assessment provides the base data for on-going systematic repair and replacement of these utilities.



LAKE MINNETONKA
HARRISONS BAY

CITY OF MOUND
CITY OF SPRING PARK

CITY OF ORONO
CITY OF SPRING PARK

LAKE MINNETONKA
(WEST ARM)

CITY OF ORONO

CITY OF SPRING PARK
CITY OF ORONO

SETON LAKE

BLACK LAKE

LAKE MINNETONKA
SPRING PARK BAY

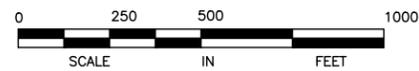
CITY OF SPRING PARK
CITY OF MOUND

CITY OF SPRING PARK
CITY OF SHOREWOOD

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LEGEND	
	CITY LIMITS
	SHORELINE (DNR)
	WATERMAIN 6"
	WATERMAIN 8"
	WATERMAIN 14"
	WATER SERVICE WITH STATION
	WELL
	RESERVOIR
	WATER TREATMENT
	WATER TOWER
	HYDRANT WITH NUMBER
	GATE VALVE WITH NUMBER



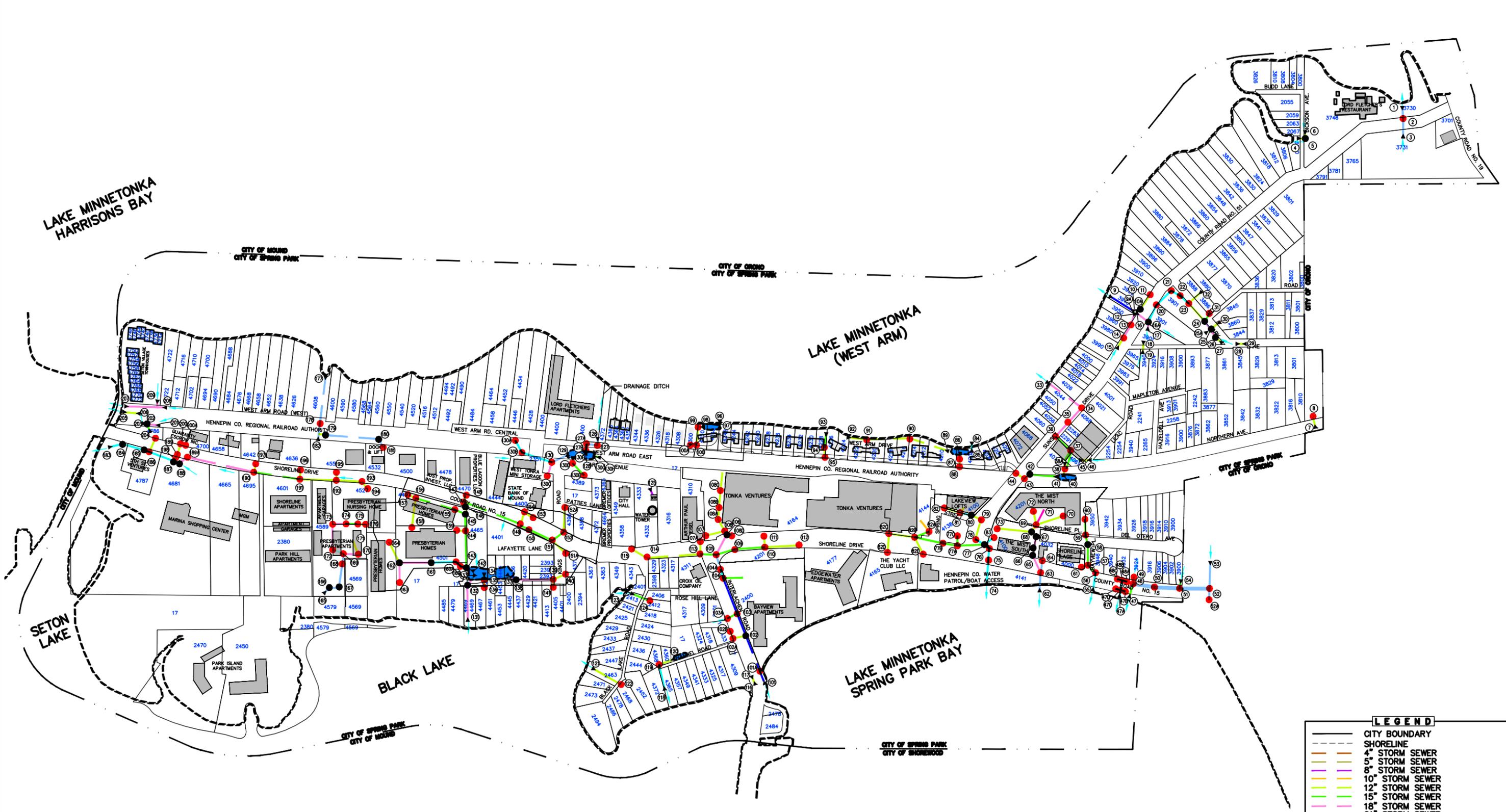
Client: **SP CITY OF SPRING PARK**
4349 Warren Ave.
Spring Park, MN 55384-9711
(952) 471-9051

Project Name: **SPRING PARK UTILITY MAPPING SYSTEM**

Date: **06/08/16**

Sheet Title: **WATERMAIN SYSTEM MAP**

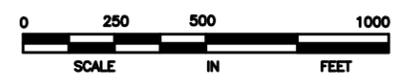
Sheet: **1 of 1**



LEGEND	
	CITY BOUNDARY
	SHORELINE
	4" STORM SEWER
	5" STORM SEWER
	8" STORM SEWER
	10" STORM SEWER
	12" STORM SEWER
	15" STORM SEWER
	18" STORM SEWER
	21" STORM SEWER
	24" STORM SEWER
	30" STORM SEWER
	UNKNOWN SIZE STORM SEWER
	PRIVATE STORM SEWER
	STORM SEWER CATCH BASINS
	STORM SEWER MANHOLES
	STRUCTURE NUMBERS
	STORM SEWER DIRECTION ARROWS
	UTILITY EASEMENTS

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Client: **SP CITY OF SPRING PARK**
 4349 Warren Ave.
 Spring Park, MN 55384-9711
 (952) 471-9051

Project Name: **SPRING PARK UTILITY MAPPING SYSTEM**
 Sheet Title: **STORM SEWER SYSTEM**

Date: **06/08/16**
 Sheet: **1 of 1**

DEVELOPMENT FRAMEWORK

The TMDL Report has established drainage requirements for the communities contributing to the pollutant loading into West Arm. The City Spring Park has studied the TMDL report and implemented efforts to reduce the loadings in accordance with the requirements contained in the report. The City will coordinate this work through the Minnehaha Creek Watershed District.

The City of Spring Park submitted a revised MS4 permit in June 2006. This submittal was in response to new permit application requirements established by the MPCA. The permit application included BMPs in the format required by the MPCA and the City prepared a Storm Water Pollution Prevention Plan (SWPPP).

The MPCA requires preparation of an annual report tracking compliance with the BMPs identified in the permit or progress towards compliance. The annual report is submitted, for the previous year in March. The City prepares the annual report using a MPCA prepared reporting form.

The Minnehaha Creek Watershed District (MCWSD) has permitting jurisdiction of all construction projects, in the City of Spring Park. Spring Park and the MCWSD both issue permits for construction. The City of Spring Park has adopted the MCWSD's rules and regulations. A city issued building permit requires both City and MCWSD approval of the projects stormwater management components.

Construction phase erosion control inspection and enforcement and post construction storm water management facility and erosion control administration duties are shared and coordinated between the City staff and MCWSD staff.

PUBLIC BUILDINGS / FACILITIES

Spring Park operates one public building, City Hall. The City will continue to monitor public service needs provided by City Hall and make improvements or expansions as appropriate. The historic city hall building was last remodeled in 2010.

The City has invested in beautification efforts to improve the aesthetic appearance of Sunset and Shoreline Drives. These efforts will continue to further promote a positive commercial streetscape and enhance the local shopping environment.

In 2015, the City, working with Minnesota Department of Health and Minnesota Pollution Control Agency, expanded the City's water treatment plant along Warren Avenue. The expansion was required to accommodate additional equipment needed to remove Trichloroethylene (TCE) from the City wells to ensure a healthy water supply.

PARKS AND RECREATION

Parks and Facilities

Spring Park has three municipal parks compassing 1.4% of the City's land use. The three parks are classified as neighborhood parks/playgrounds by Metropolitan Council standards.

Thor Thomson park is two acres located along Sunset Drive. This park contains a ball field, playground equipment, and basketball court. In 2010 the City received a Hennepin County Youth Sports grant for the improvement of the little league baseball field that allowed for the reconstruction of the field and provision of attractive field amenities. This improvement has inspired additional improvements including:

- Construction of a basketball court.
- Replacement of Playground equipment/ ADA accessible.
- Parking lot improvements.

These improvements have enhanced the park appearance and expand the range of activities available with the park.

The Municipal Tennis Courts are separate from the Thor Thomson Park, but located in the same area of the City. The area is .8 acres in area and offers two tennis courts. Future improvements of the tennis courts include:

- Additional directional signage to bring people to the facility.
- Resurfacing of the tennis court.
- Striping the courts for both tennis and pickle ball.

Don Wilkes Memorial Park is one acre located along Channel Road. This park is viewed as being underutilized and the City wishes to pursue improvements to make the park more usable and attractive. Some of the improvements that will be considered:

- Improve pedestrian and bicycle access to this park. This will require trail and sidewalk improvements along Shoreline Drive (CR-15) and Interlachen Road (CR-125).
- Clean up or screening of adjoining junk properties to enhance the park appearance for users.
- Replacement of playground equipment, for contemporary equipment and ADA accessibility.

DEVELOPMENT FRAMEWORK

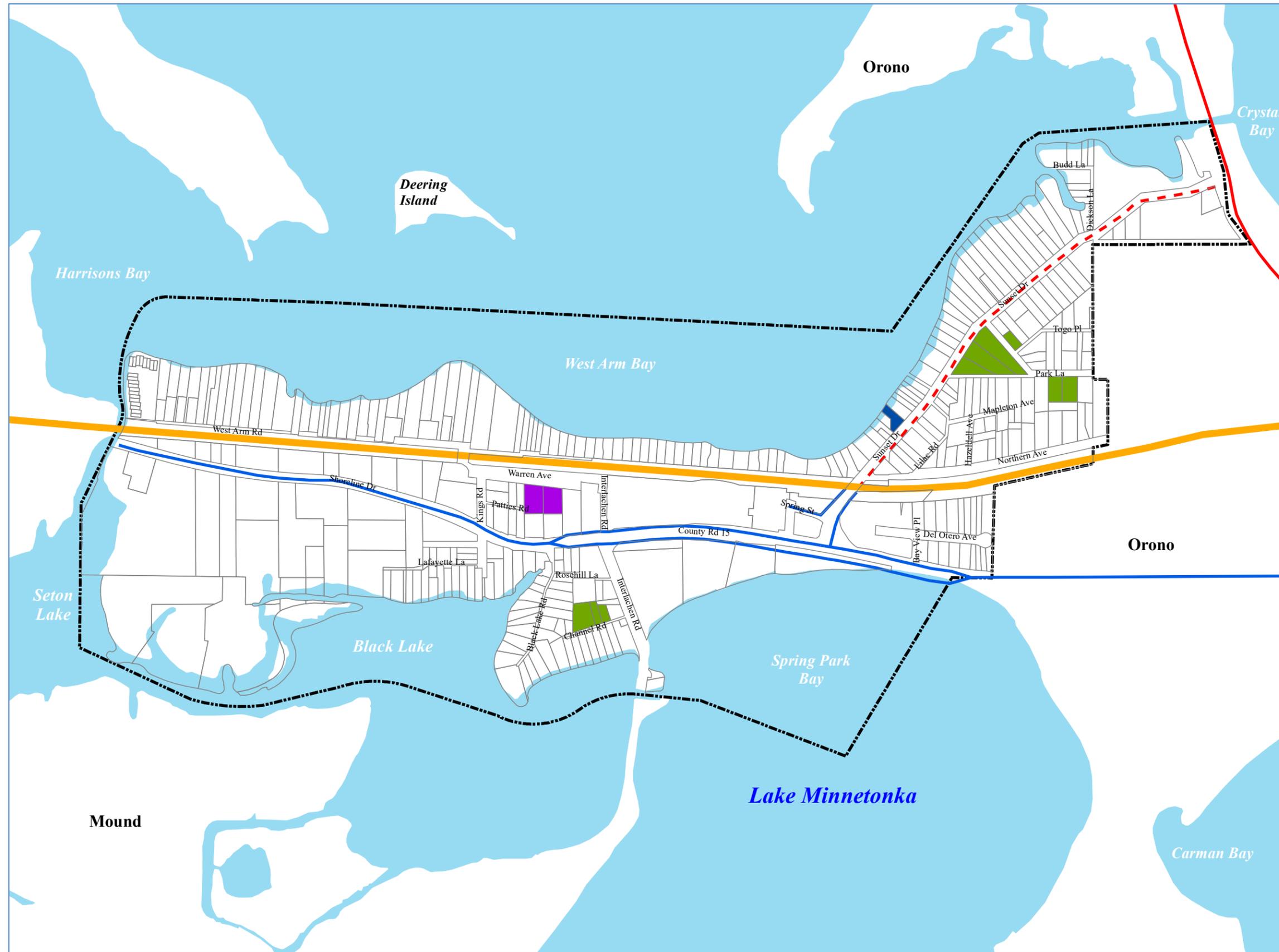
- Meet with Channel Road neighborhood and individual properties to the north and west to solicit and identify ideas and suggestions for Wilkes Park improvements and use.

Regional Facilities

There are no regional park facilities in Spring Park. A regional bike trail has been constructed on the old Dakota Rail corridor and will connect Minnetrista on the west with Wayzata on the east. A trail head facility is desired to be constructed in Spring Park that will contain bike racks, benches, lighting, maps, as well as a limited number of parking spaces. The City will continue to work with Hennepin County and Three Rivers Park District to encourage the creation of a trail head that provides these trail amenities.

Hennepin County operates a public boat launch at the intersection of Shoreline and Sunset Drives. The site contains a limited amount of parking. High demand for ramp parking from both boat owners and their guests causes many facility users to park in commercial and residential areas of the City. The City has worked with Hennepin County on boat launch improvements to address issues of boat launch stacking, circulation, boat cleaning, and parking. The City will continue to encourage the County to adequately address parking supply created by demand generated by County facilities.

Community Facilities

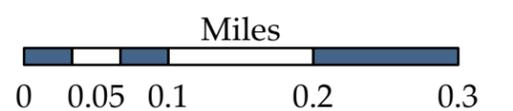


City of Spring Park



Legend

- City Parks
- Post Office
- City Hall
- Dakota Rail Regional Trail
- Existing Sidewalk
- Existing Trail
- Proposed Trail
- Parcels
- Lakes
- Boundary



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

