



# SPRING PARK

## 2040 Comprehensive Plan



Prepared by Northwest Associated Consultants, Inc.



# TABLE OF CONTENTS

---

## Introduction

Credits .....	1
The Local Process .....	2
Planning History .....	5
Regional Planning .....	5

## Inventory

Introduction .....	9
Socio-Economic Profile .....	10
Population and Household Growth Trends .....	10
Age Characteristics .....	13
Education .....	14
Employment .....	15
Travel Time to Work .....	16
Household Income .....	17
Natural Resources Profile .....	19
Lake Minnetonka .....	19
Topography .....	19
Soils .....	19
Tree Preservation .....	20
Wetlands .....	20
Surface Water Quality .....	20
Air and Noise Pollution .....	23
VIC Program Sites .....	23
Existing Land Use and Zoning Profile .....	27
Land Use .....	27
Residential Land Use Patterns .....	28
Commercial Land Use Patterns .....	28
Industrial Land Use Patterns .....	28
Mixed Development .....	29
Historic Preservation .....	29
Zoning .....	33



# TABLE OF CONTENTS

VIC Program Sites .....	37
Housing Profile .....	39
Housing Types .....	39
Housing Cost.....	40
Year Built.....	53
Transportation Profile .....	57
County Road 15 .....	57
County Road 51 .....	57
Local Streets .....	58
Mass Transit.....	69
Park and Ride.....	69
Pedestrian/Bike Trails.....	73
Airport Traffic.....	77
Community Facilities Profile .....	79
Parks and Recreation .....	79
Lake Access .....	80
Community Services.....	80
Schools.....	80
Public Buildings.....	80
Utilities.....	83
Minnehaha Creek Watershed District.....	83
Utility Priority Areas .....	83
Water System.....	87
Sanitary System .....	97
Storm Sewer.....	107
<b>Planning Tactics</b>	
Introduction.....	113
Community Identity .....	114
Single Family Land Use.....	116
Multiple Family Land Use .....	118
Commercial Land Use .....	119
Industrial Land Use.....	120



# TABLE OF CONTENTS

---

Transportation .....	121
Community Facilities .....	122
Communications .....	125
<b>Policy Plan</b>	
Introduction.....	127
City-Wide General Goals.....	128
Natural Resource Goals .....	131
Residential Goals .....	131
Commercial Goals.....	133
Industrial Goals.....	135
Transportation Goals.....	136
Community Facilities Goals.....	137
City Government/Administration Goals .....	138
<b>Development Framework</b>	
Introduction.....	141
Natural Resources .....	143
Lake Minnetonka .....	143
Steep Slopes .....	145
Tree Cover .....	145
Wetlands .....	146
Alternative Energy Systems.....	147
Land Use Introduction .....	153
Basis of the Community Plan .....	153
Demographic Forecasts.....	153
Existing Land Use.....	154
2040 Future Land Use.....	159
Residential .....	163
Affordable Housing .....	170
Redevelopment Areas .....	171
Mixed Use.....	174
Commercial.....	175

# TABLE OF CONTENTS

Industrial .....	184
Transportation Introduction .....	185
Roadway Jurisdiction Classification.....	185
Functional Classification .....	185
Traffic Analysis Zones.....	193
Traffic Volumes.....	193
Safety and Capacity .....	193
Planned Improvements to Roads .....	198
Transit Service .....	202
Pedestrian/Bike Trails.....	205
Airspace Protection.....	206
Community Facilities Introduction .....	209
Sanitary Sewer Plan .....	209
Water Supply .....	213
Surface Water Management.....	214
Public Buildings/Facilities .....	219
Parks and Recreation .....	220
Administration/Implementation Introduction .....	225
Budgeting and Finance .....	225
Community Services.....	226
Ordinances/Codes/Guidelines.....	226
Housing.....	232
Intergovernmental Cooperation .....	232
Alternative Energy Regulation .....	232
<b>List of Maps</b>	
Regional Map.....	7
Water Resources .....	21
Polluted Sites .....	25
Existing Land Use.....	31
Zoning.....	35
Estimated Market Value of Housing.....	43
Ratio of Building Value to Total Market Value.....	47



# TABLE OF CONTENTS

Single Family Lot Area.....	51
Year Built.....	55
Roadway Jurisdiction.....	61
Traffic Volumes.....	63
Street Construction.....	65
Street System.....	67
Transit.....	71
Park and Trails.....	75
Community Facilities.....	81
Priorities.....	85
Water Main.....	89
Water Main Breaks.....	91
Hydrant Coverage.....	93
Low Pressure Areas.....	95
Sanitary Sewer.....	99
Pipe Conditions.....	101
Pipe/Manhole.....	103
Sanitary CPP.....	105
Storm Sewer.....	109
Storm Sewer Assessment/Ownership.....	111
Issues.....	125
Solar Potential.....	149
Existing Land Use Plan.....	155
2030 Land Use Plan.....	157
2040 Land Use Plan.....	161
Roadway Jurisdiction.....	189
Functional Classification Systems.....	191
Traffic Volumes and Forecasts.....	195
Future Street Improvement Projects.....	199
Transit Routes.....	203



# TABLE OF CONTENTS

Park and Trails .....	209
Sanitary Sewer System.....	211
Water Main System.....	215
Storm Sewer System .....	217
Community Facilities .....	223
Proposed Zoning .....	229

## List of Tables

Population Growth 2020-204.....	10
Metropolitan Council Population Forecast Through 2040 for Spring Park .....	11
Population and Household Projection.....	11
Household Type .....	12
Age Characteristics 2000-2010.....	13
Median Age of Population Compared to Surrounding Communities (Years) .....	14
Educational Attainment.....	14
2000 and 2010 Occupations .....	15
Total Employment 2000-2015 .....	16
Employment Projections 2020-2040.....	16
Spring Park Travel Time to Work.....	16
Per Capita Family and Household Income 2000-2015 .....	17
Spring Park 2000 and 2010 Household Income.....	17
Polluted Sites .....	23
Existing land Use Analysis 2010 .....	27
Zoning Breakdown.....	33
Housing Units per Structure .....	39
Multiple Units Structures Within Spring Park .....	39
Tenure by Housing Units in Structure .....	40
Gross Rent.....	40
Estimated Market Value of Owner Occupied Housing Units .....	41
Building Value to Total Market Value Ratio.....	45
Area of Single Family Lots (Square Feet) .....	49



**TABLE OF CONTENTS**

Age of Single Family Housing Stock..... 53

Gross Solar Potential..... 148

Population Forecast Through 2040 ..... 154

Existing Land Use..... 154

2040 Future Land Use..... 159

Housing Units per Structure ..... 163

Area of Single Family Lots (Square Feet) ..... 163

Estimated Market Value of Owner Occupied Housing Units ..... 164

Building Value to Total Market Value Ratio ..... 164

Multiple Unit Structures Within Spring Park..... 168

2016 Rental Housing Affordability Rates..... 170

Affordable Housing Forecast ..... 170

Allocation of Forecast to traffic Analysis Zones ..... 193

Sewer Allocation Projections 2020-2040..... 209

**Appendix A**

Capital Improvement Plan



**TABLE OF CONTENTS**

---



2040 Comprehensive Plan

Table of Contents

The City of Spring Park wishes to acknowledge and thank the following individuals for their time and dedication to completing the City's update of Comprehensive Plan. Their courtesy, cooperation and contribution is greatly valued and appreciated.

### **Mayor and City Council**

Jerome "Jerry" Rockvam, Mayor

Pamela Horton

Gary Hughes

Catherine Kane Palen

Megan Pavot

### **Comprehensive Plan Committee Members**

Max Avalos, Planning Commissioner

Mark Chase, Comprehensive Plan Committee Member

Jeff Hoffman, Planning Commission Chair

Bruce Homan, Planning Commissioner

Pete Kaczanowski, Planning Commissioner

Michael E. Mason, Planning Commissioner

Sarah Reinhardt, Comprehensive Plan Committee Member

### **City Staff**

Sharon Farniok, Office Assistant

Mike Kuno, City Engineer

Dallas Roggeman, Public Works

Theresa Schyma, City Clerk

Dan Tolsma, City Administrator

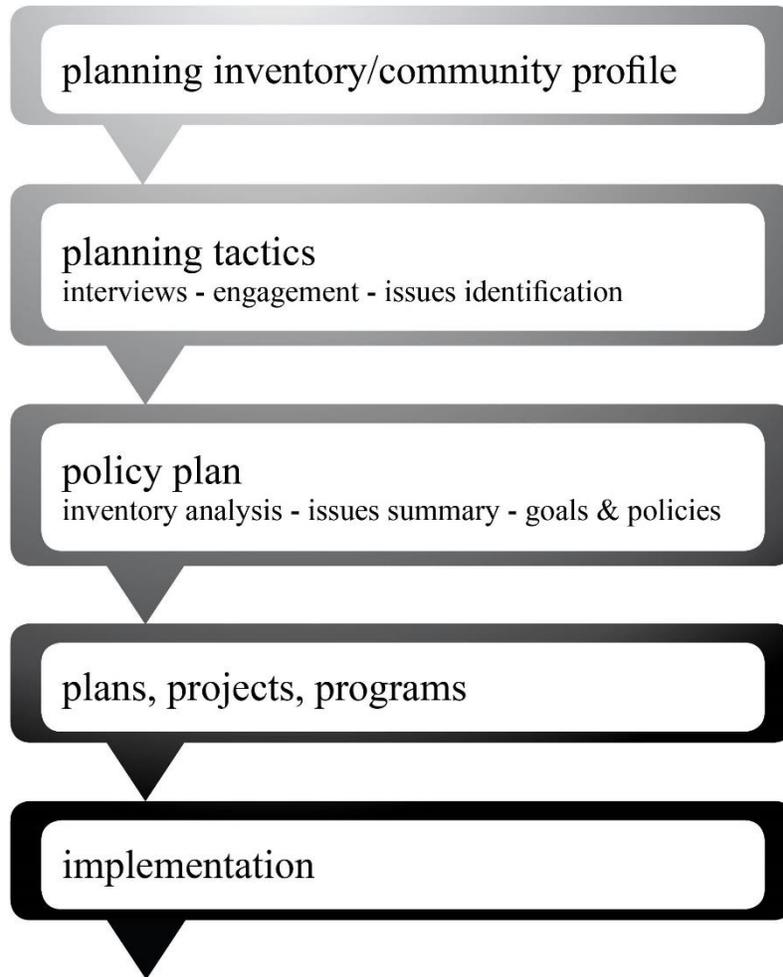
In response to local needs and State Statute requirements, the City of Spring Park has conducted a planning process to update its 2030 Comprehensive Plan through the year 2040. The Comprehensive Plan is intended to define the land use development/redevelopment, transportation, and infrastructure goals of the community as a means of defining Spring Park's future growth and vision.

The City's past planning efforts listed below provide the foundation for Spring Park's Comprehensive Plan Update:

- 1991 - Spring Park Comprehensive Plan, Amended 1998
- 2004 - 2030 Regional Development Framework – Metropolitan Council
- 2006 - Spring Park Commercial Guidelines
- 2008 - Spring Park 2030 Comprehensive Plan
- 2014 - Spring Park Street and Utility Assessment

This section outlines the Comprehensive Plan process, local planning history, and regional context that define Spring Park's future planning efforts.

**Planning Process.** Comprehensive planning is a broad base problem solving process. As such, the effort involves well-defined steps, which begin with problem and objective identification and progress to proposed solutions and actions. The diagram below illustrates the stages which have been undertaken in the 2040 Comprehensive Plan Update.



The first phase is the assembly of the Planning Inventory, which identifies the current social, environmental, and physical facts and trends that define Spring Park. The Inventory provides empirical data from which to build recommendations and strategies for future land use and transportation planning.

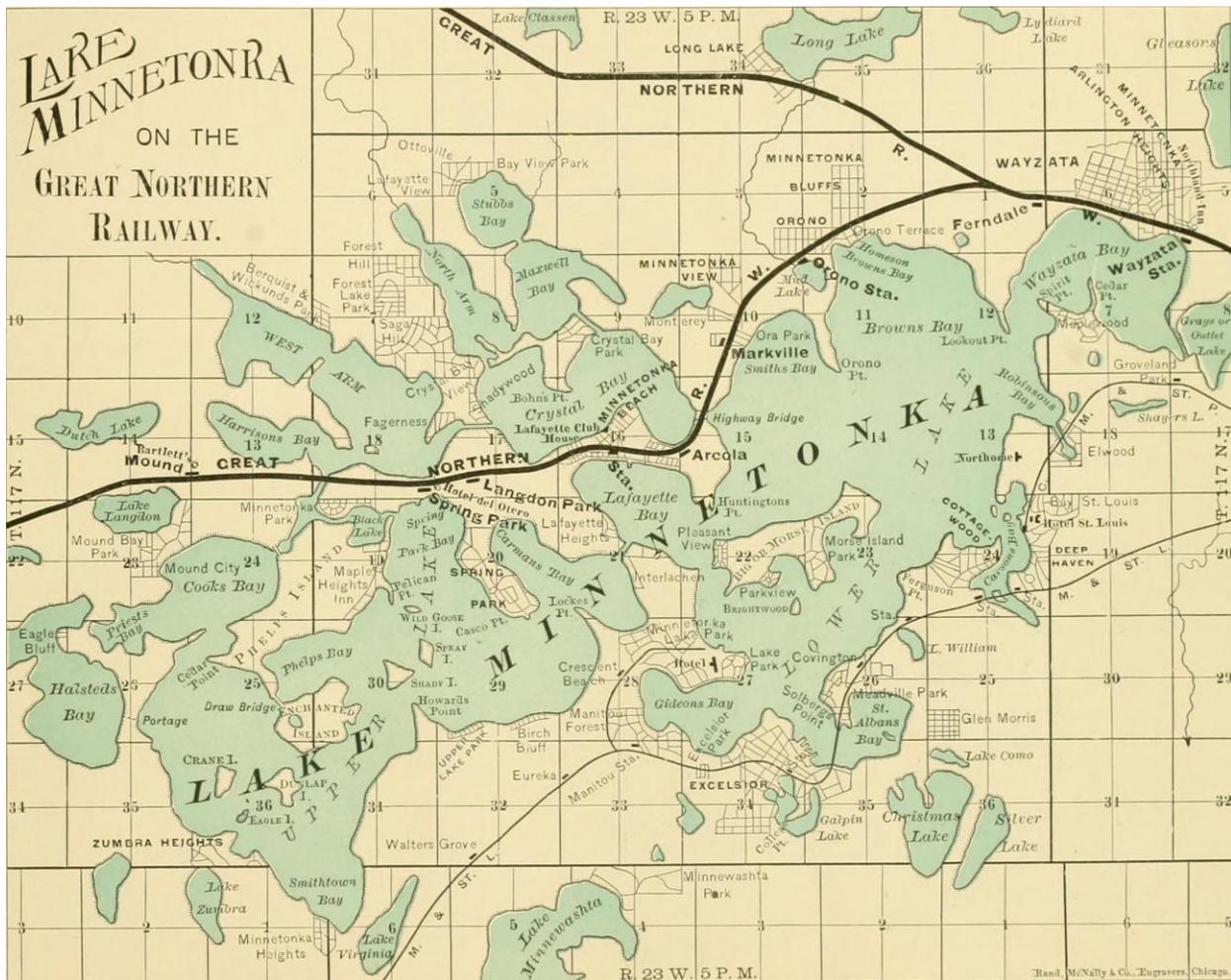
Planning Tactics is the second phase of the comprehensive planning process, which includes interviews with City Council, City Staff, the Comprehensive Plan Committee, and land owners. Through the Tactics, community planning goals are identified and solidified. The result of the interviews is identification of key issues which help inform the Policy Plan, the third phase.

The Policy Plan is shaped by the extensive Inventory of Spring Park and the intensive Tactics interviews outlined above. The Policy Plan is based upon the community planning goals identified in through the Tactics.

Phase Four involves the formulation of the Development Framework, or “Plans, Projects, and Programs.” In this section, specific plan recommendations for land use, natural resources, transportation, infrastructure, and housing are identified.

These plans and recommendations give attention on a City-wide scale. The fifth and final stage is Implementation. The Land Planning Act requires each community's development plans and regulations to be consistent with the Comprehensive Plan. In this regard, the fifth phase involves an analysis of the City's implementation tools such as development regulations, capital improvement plans (CIPs), and housing programs to ensure that they will effectively serve to implement the Comprehensive Plan's goals.

Throughout the Comprehensive Planning process, each phase was presented and reviewed by the Spring Park Comprehensive Plan Committee. Following the input and discussions, the plan was revised and formally adopted.



**Planning History.** Spring Park is a city of approximately 210 acres, located on Lake Minnetonka in Hennepin County. The first land abstracts that include the territory of Spring Park date back to the 1850s. The map above shows an image from “Souvenir and Story of the Most Popular Summer Resort in the Northwest, Lake Minnetonka” (1906), which shows Spring Park’s prominent location adjacent to Lake Minnetonka.

In 1882, James J. Hill extended his Great Northern Railroad to Spring Park, making the City a thriving tourist destination. The Historic Hotel Del Otero, the Del Otero Cottages, and Casino in Spring Park contributed to the resort attractions of the area. While the hotel burned down in 1945, Spring Park remained an attractive resort destination.

The City of Spring Park incorporated as a statutory city in 1951 with a Mayor and four Council Members. At the time of its incorporation, Spring Park’s population was 221 residents. The City of Spring Park has moved away from its seasonal tourist history to be a fully developed community that provides a broad variety of housing options, commercial services, and industrial land uses. The 2010 Census estimates Spring Park has 1,669 residents.

The residential land use patterns and property divisions are reflective of the City’s history as a lake resort community characterized by small, narrow residential lots. The Comprehensive Plan must recognize these historical conditions and blend them with the land use trends and market realities that may be anticipated through 2040.

**Regional Planning.** As part of the mandated comprehensive planning process, the City of Spring Park is required to coordinate its Comprehensive Plan in a manner consistent with the *Thrive MSP 2040* Regional Development Guide, as adopted by the Metropolitan Council. *Thrive MSP 2040* designates Spring Park as a ‘Suburban’ Community, as seen on the map on the following page.

To build the foundation for a prosperous, equitable, livable, and sustainable future, the *Thrive MSP* document identifies seven general policies to guide land use and regional development. These policies are as follows:

Orderly and Efficient Land Use: Align land use, development patterns, and infrastructure to make the best use of public and private investment.

Natural Resources Protection: Conserve, restore, and protect the region’s natural resources to ensure availability, support public health, and maintain a high quality of life.

Water Sustainability: Conserve, restore, and protect the quality and quantity of the region’s water resources to ensure ongoing availability, support public health, and maintain a high quality of life.

Housing Affordability and Choice: Promote housing options to give people in all life stages and of all economic means viable choices for safe, stable, and affordable homes.

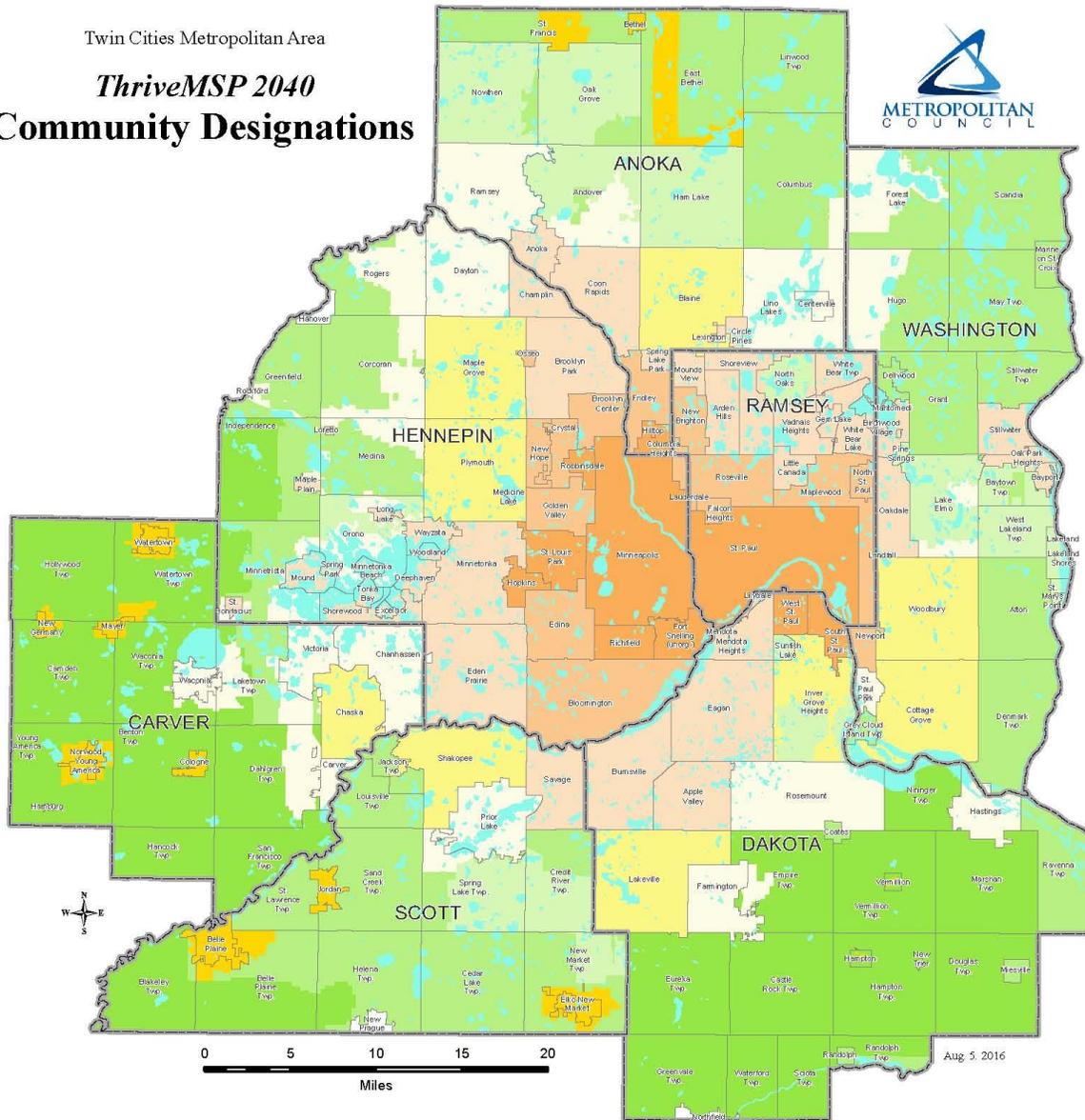
Access, Mobility, and Transportation Choice: Sustain and improve a multimodal transportation system to support regional growth, maintain regional economic competitiveness, and provide choices and reliability for the system’s users.

Economic Competitiveness: Foster connected land use options to provide businesses and industries with access to materials, markets, and talent.

Building in Resilience: Promote sensitive land use and development patterns to achieve Minnesota’s adopted greenhouse gas emissions goals at the regional scale, and to develop local resiliency to the impacts of climate change.

Spring Park’s ‘Suburban’ designation by the Metropolitan Council requires a 5 unit per acre overall density expectation for new growth, development, and redevelopment. Additionally, the Metropolitan Council’s *Thrive 2040* states that Spring Park’s affordable housing need is 23 units.

Twin Cities Metropolitan Area  
**ThriveMSP 2040**  
**Community Designations**



**Community Designations**

**Urban Service Areas**

- Urban Center
- Urban
- Suburban
- Suburban Edge
- Emerging Suburban Edge

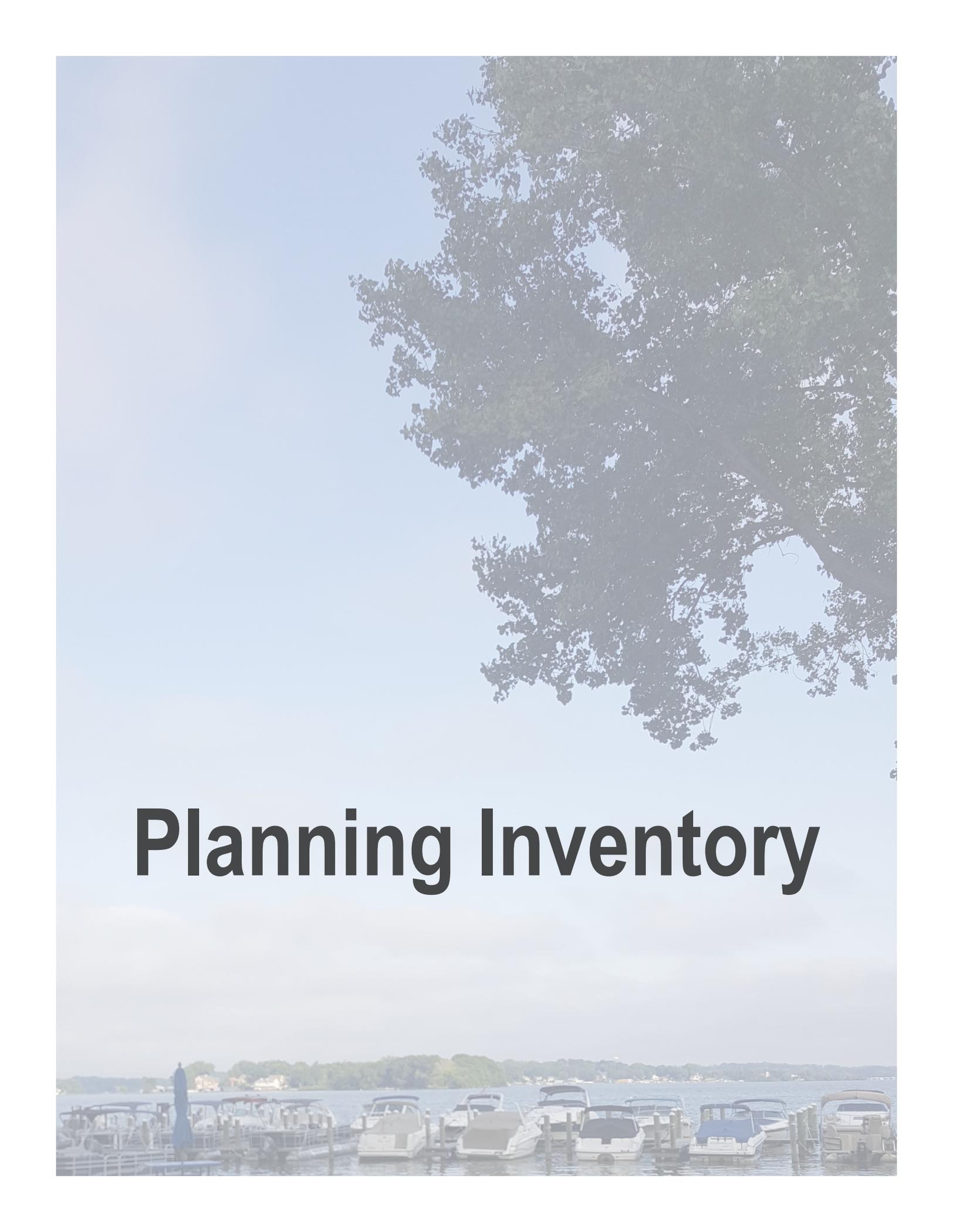
**Rural Service Areas**

- Rural Center
- Diversified Rural
- Rural Residential
- Agricultural

- County Boundaries
- City and Township Boundaries
- Lakes and Rivers

Hanover, New Prague, Northfield, and Rockford are outside the Council's planning authority.





# Planning Inventory



## INTRODUCTION

The starting point for the Spring Park Comprehensive Plan Update is to document existing conditions and trends within the City that influence the City's future growth. The purpose of the Spring Park Inventory is to identify the type, amount, and pattern of growth that has taken place within the City. To this end, an inventory of existing conditions has been conducted. This Inventory encompasses seven general categories of information:

***Socio-Economic Profile*** – This profile provides demographic information on population, households, age characteristics, income and employment.

***Housing Profile*** – This profile describes the Spring Park housing stock by age, tenure, housing costs, and type.

***Natural Environment Profile*** - This profile identifies the characteristics of Spring Park's natural environment that influences land use development including topography, soils, watershed, lakes, rivers, and wetlands.

***Community Facilities Profile*** – This profile provides insight on public utilities, service regulations addressing wastewater, water supply, schools, and public safety.

***Transportation Profile*** – This profile describes the transportation infrastructure available in Spring Park. The transportation profile includes functional classification of roadways, traffic volumes, aviation, and transit opportunities.

***Land Use Profile*** – This profile describes, locates, and quantifies the various land uses within the City of Spring Park.

The sources of Inventory data have been gathered from a wide range of agencies, printed documents, and interviews. All the maps and tables have been provided with a source. Additional information regarding the source of any of the Inventory data can be obtained by contacting the City.

Together, these categories that make up the Spring Park Inventory provide an informational base which will be used to identify issues and set up a hierarchy of planning policies. These policies will help the community address a broad base of land use and development issues. With the help of a solid information base, decision-makers can evaluate and guide proposals in the short term to benefit the residents of Spring Park and the surrounding area, while fulfilling the City's long term goals and objectives.

**SOCIO-ECONOMIC PROFILE**

*Population and Household Growth Trends*

The statistics in the following table illustrate the Metropolitan Council population forecasts for Spring Park, surrounding cities, and Hennepin County. Between 2000 and 2020, the City is expected to grow at a rate of .7%, while Hennepin County is expected to grow at a 12.5% rate. The growth rate through 2040 for Spring Park is projected to be greater than the surrounding communities, at a 12.7% growth rate.

Spring Park and the surrounding communities of Mound, Tonka Bay, and Minnetonka Beach are fully developed shore communities with little vacant land. Because of these traits, population in these communities is projected to stay relatively stable with slight increase from 2000 to 2020. This can be attributed to the following:

1. The community lacks available vacant land, which limits new growth. Growth in Spring Park has been attributed to redevelopment projects and the expansion of the Presbyterian Homes campus.
2. Aging population has resulted in more “empty-nester” households. The outmigration of young adults has resulted in declining household sizes.
3. The lake shore communities are subject to state shore land regulations, which have slowed local development densities within 1000 feet of any lake. This has a greater impact on communities like Minnetonka Beach and Tonka Bay, which are primarily single-family, undivided communities and fall almost entirely within shore land zoning.

Future population growth for years 2030 and 2040 will likely be attributed to the following:

1. Turnover in single family housing stock from empty nesters to young families with children.
2. Redevelopment efforts to bring additional housing to Spring Park.

**Table 1:  
Population Growth, 2000 – 2040**

	<b>2000 Census</b>	<b>2010 Census</b>	<b>2020 Met Council Estimate</b>	<b>2000 - 2020 % Change</b>	<b>2030 Met Council Estimate</b>	<b>2040 Met Council Estimate</b>	<b>2020 – 2040 % Change</b>
Spring Park	1,717	1,669	1,730	0.7%	1,860	1,950	12.7%
Mound	9,435	9,052	9,000	-4.6%	9,300	9,400	4.4%
Tonka Bay	1,547	1,475	1,520	-1.7%	1,550	1,560	2.6%
Minnetonka Beach	614	539	520	-15.3%	490	510	-1.9%
Hennepin County	1,116,200	1,152,425	1,255,220	12.5%	1,329,580	1,406,640	12.1%

Source: Metropolitan Council, U.S. Census Bureau

According to the U.S. Census Bureau’s housing data, in order to reach the Met Council’s 2040 projections of 1,950 people and 1,100 households while factoring in a 5% vacancy rate to allow for movement of people, Spring Park needs 1,155 total housing units in 2040. This equates to 83 new housing units between now and 2040. This increase in total households is practical and within the means of the City if the City targets additional areas within the community for redevelopment.

Table 2 represents the Metropolitan Council’s forecast for Spring Park through 2040. Population is shown by the Met Council to gradually increase from 2010 to 2040. As a fully developed community the new household growth for the expanding population is anticipated to occur through redevelopment of existing properties.

<b>Table 2: Population Projections</b>					
	<b>2000 Census</b>	<b>2010 Census</b>	<b>2020 Forecast</b>	<b>2030 Forecast</b>	<b>2040 Forecast</b>
Population	1,717	1,669	1,730	1,860	1,950
Households	930	897	960	1,040	1,100
Employment	1,028	583	600	600	600

Source: U.S. Census Bureau, Met Council

Table 3 shows that the number of households and persons per household have slightly decreased. Between 2000 and 2020, Spring Park household size shows a slight decline from 1.85 to 1.80 persons per household. The Met Council anticipates that the declining household size will continue. This is likely reflective of an increase in persons aged 65 and over. It also reflects the natural trend of people having fewer children and the dynamics of the modern family. If this trend is correct, the City will need to provide additional new housing to accomplish the Met Council’s forecasted population and household growth. However, as the Baby Boomer generation continues to age and look for alternative housing options, single family homes in Spring Park could be sold to young families, providing more housing options and increasing the average household size. Throughout the next decade, the City of Spring Park will be aware of the movement of Baby Boomers, to help predict future housing needs.

<b>Table 3: Population and Household Projections</b>			
<b>Year</b>	<b>Population</b>	<b>Households</b>	<b>Persons Per Household</b>
2000	1,717	930	1.85
2010	1,669	897	1.86
2020	1,730	960	1.80
2030	1,860	1,040	1.79
2040	1,950	1,100	1.77

Source: U.S. Census Bureau, Minnesota State Demographer (2006 Estimate), Met Council

The 2000 and 2010 Census provides a demographic profile of the households in Spring Park as illustrated in Table 4. As the table indicates, in 2000, of the total number of households in Spring Park, 322 contained at least one child and were considered families with children. This was 35% of total households. In 2010, the number of households with at least one child increased to 620 (69% of total households). The number of households without children decreased drastically from 2000 to 2010, going from 821 households to 277 households. The number of families has remained fairly stable, while the number of non-family households has decreased and households with children has increased.

<b>Table 4: Household Type</b>						
<b>Household Type</b>	<b>Total Number of Households</b>		<b>Households With Children</b>		<b>Households Without Children</b>	
	<b>2000</b>	<b>2010</b>	<b>2000</b>	<b>2010</b>	<b>2000</b>	<b>2010</b>
Family-Married Couple	245	222	55	60	190	162
Family- Male Householder	34	33	21	23	13	10
Family- Female Householder	43	59	31	44	12	15
<b>Total Family</b>	<b>322</b>	<b>406</b>	<b>107</b>	<b>127</b>	<b>215</b>	<b>187</b>
Non-Family Households	608	583	109	493	606	90
<b>Total Households</b>	<b>930</b>	<b>897</b>	<b>322</b>	<b>620</b>	<b>821</b>	<b>277</b>

Source: U.S. Census Bureau, 2000 and 2010

*Age Characteristics*

The following table illustrates Spring Park’s population by age group. School age population (under 18) increased between 2000 and 2010 by 3.1%. In both 2000 and 2010, the labor force represented the largest age group, at 58%. The retired age group represented 32% percent of the total population in 2000, and 30% in 2010. It is expected that the retired age group will become the fastest growing segment of the population in the coming decade. Changes in the demographics of the City and surrounding area will have significant planning implications for the future. Overall, the City of Spring Park age breakdown is steady from 2000 to 2010.

<b>Table 5: Age Characteristics, 2000 – 2010</b>				
<b>Age Group</b>	<b>2000 Census</b>	<b>Percent of Population</b>	<b>2010 Census</b>	<b>Percent of Population</b>
Under 5	54	3%	54	3%
5 to 9	38	2%	74	4%
10 to 14	35	2%	59	4%
15 to 19	55	3%	42	2%
<b>Total: School Aged Children</b>	<b>182</b>	<b>11%</b>	<b>229</b>	<b>14%</b>
20 to 24	120	7%	76	5%
25 to 34	285	17%	244	15%
35 to 44	235	14%	187	11%
45 to 54	199	12%	218	13%
55 to 59	84	5%	116	7%
60 to 64	64	4%	97	6%
<b>Total: Labor Force</b>	<b>987</b>	<b>58%</b>	<b>968</b>	<b>58%</b>
65 to 74	80	5%	128	8%
75 to 84	230	13%	145	9%
85 and over	238	14%	229	14%
<b>Total: Retirement Age</b>	<b>548</b>	<b>32%</b>	<b>502</b>	<b>30%</b>
<b>Total</b>	<b>1,717</b>	<b>100%</b>	<b>1,669</b>	<b>100%</b>

Source: US Census Bureau 2000, 2010

Comparing age with surrounding communities, Spring Park had the oldest median population in 2010. All adjacent communities also have a much higher median age when compared to Hennepin County. The population of these communities and the cost of homes may play a role in the age of the populations that live there. A higher median age in Spring Park could be due to the presence of Presbyterian Homes Senior Campus.

**Table 6:  
Median Age of Population Compared to  
Surrounding Communities (Years) 2010 Census**

<b>Community</b>	<b>Median Age</b>
Spring Park	49.2
Mound	42.6
Tonka Bay	47.8
Minnetonka Beach	46.7
Hennepin County	35.9
Source: U.S. Census Bureau 2010	

**Education**

The following table illustrates education levels for residents ages 25 and over in 2010. An overall comparison of Spring Park to Hennepin County illustrates that Spring Park is on par the larger regional area in education attainment according to the U.S. Census 2015 estimates. Spring Park has a smaller percent of residents with graduate-level degrees than Hennepin County. The highest percentages of Spring Park's population are people who were high school graduates, obtain some college education or are bachelor degree holders.

**Table 7:  
Educational Attainment - 2010 (Ages 25 and over)**

	<b>Spring Park</b>		<b>Hennepin County</b>	
	<b>2015 Estimates</b>	<b>Percent of Population</b>	<b>2015 Estimates</b>	<b>Percent of Population</b>
<9 <sup>th</sup> Grade	19	1%	28,166	4%
9 <sup>th</sup> to 12 <sup>th</sup> Grade (no diploma)	83	6%	32,337	4%
High School Graduate	399	27%	146,311	18%
Some College (no degree)	391	27%	160,152	20%
Associate Degree	90	6%	68,370	8%
Bachelor's Degree	352	24%	249,057	30%
Graduate Degree	143	10%	136,969	17%
<b>Total</b>	<b>1,477</b>	<b>100%</b>	<b>821,362</b>	<b>100%</b>
% of High School Graduate (or higher)	93.0%		92.6%	
% of Bachelor's Degree (or higher)	33.5%		47.0%	
Source: U.S. Census Bureau 2010				

***Employment***

Table 8 represents the most recent employment demographics for Hennepin County and the City of Spring Park. The table shows that occupations in Spring Park are of similar percentages as those County-wide.

The largest employment category within Spring Park in 2000 was in trade, transportation, and utilities. In 2010, the largest employment group changed to education and health services. The second category was information and retail and employed 16% of the population in 2010. For Hennepin County, the majority of those employed in 2000 were in trade, transportation, and utilities, and in 2010, the majority were in education and health services.

<b>Table 8: Occupational Breakdown</b>								
	<b>Spring Park</b>				<b>Hennepin County</b>			
	<b>2000</b>	<b>%</b>	<b>2010</b>	<b>%</b>	<b>2000</b>	<b>%</b>	<b>2010</b>	<b>%</b>
Natural Resources and Mining	12	1%	6	1%	720	<1%	2,460	<1%
Construction	50	6%	23	3%	29,938	4%	24,868	4%
Manufacturing	144	17%	45	6%	86,656	10%	75,245	12%
Trade, Transportation and Utilities, Wholesale Trade	179	21%	104	14%	164,343	20%	44,600	7%
Information and Retail	32	4%	123	16%	22,336	3%	87,531	14%
Financial Activities	89	10%	74	10%	88,792	11%	62,378	10%
Professional and Business Services	106	12%	66	9%	153,015	18%	86,560	14%
Education and Health Services	119	14%	155	20%	102,326	12%	134,233	22%
Leisure and Hospitality	87	10%	95	13%	72,091	9%	54,276	9%
Other Services	24	3%	39	5%	27,181	3%	27,002	4%
Government	30	3%	33	4%	86,534	10%	14,480	2%
<b>Total</b>	<b>872</b>	<b>100%</b>	<b>763</b>	<b>100%</b>	<b>833,932</b>	<b>100%</b>	<b>613,633</b>	<b>100%</b>
Source: U.S. Census Bureau, 2000, 2010								

As illustrated in Tables 9 and 10, the Metropolitan Council is predicting that Spring Park will have steady employment opportunities within the community while from 2010 to 2015 jobs within Spring Park rose almost 6%. This type of job growth may be attributed to the expansion of Presbyterian Homes Senior Campus.

<b>Table 9: Total Employment, 2000 - 2015</b>				
<b>Employment</b>	<b>2010</b>	<b>2015</b>	<b>Change</b>	<b>% Change</b>
Spring Park	583	616	+33	+5.7%
Source: Metropolitan Council				

<b>Table 10: Employment Projections, 2020 - 2040</b>			
	<b>2020 Forecast</b>	<b>2030 Forecast</b>	<b>2040 Forecast</b>
Spring Park	600	600	600
Source: Metropolitan Council			

***Travel Time to Work***

The majority of the population is traveling 24 minutes or less to work. Approximately 38% of Spring Park residents drive a commute time of 30 minutes or greater.

<b>Table 11 Travel Time to Work</b>		
	<b>Number of Residents</b>	<b>Percent</b>
Less than 10 minutes	144	20%
10 to 14 minutes	31	4%
15 to 19 minutes	22	3%
20 to 24 minutes	187	25%
25 to 29 minutes	71	10%
30 to 34 minutes	126	17%
35 to 44 minutes	63	9%
45 to 59 minutes	75	10%
60 or more	19	3%
<b>Total</b>	<b>738</b>	<b>100%</b>
<b>Average travel time to work</b>		
	<b>23.8 minutes</b>	
Source: U.S. Census Bureau, 2010		

**Household Income**

The U.S Census data regarding median family income for Spring Park and Hennepin County is illustrated in the following tables, Tables 12 and 13. Table 13 indicates household income ranges for Spring Park. The per capita income and median family income for the City is slightly above that of Hennepin County. While the incomes in Spring Park have grown, so have the number of individuals below the poverty line. In 2015, 12.5% of Hennepin County’s population lived below the poverty line, while 9% of Spring Park’s population did.

<b>Table 12: Per Capita, Family, and Household Incomes, 2000 – 2015</b>				
	<b>Per Capita Income</b>	<b>Median Family Income</b>	<b>Median Household Income</b>	<b>Percent in Poverty</b>
<b>2000</b>				
Spring Park	\$30,290	\$42,969	\$36,071	9%
Hennepin County	\$28,789	\$65,985	\$51,711	8%
<b>2010</b>				
Spring Park	\$35,726	\$71,000	\$45,125	8%
Hennepin County	\$35,902	\$81,043	\$61,328	12%
<b>2015</b>				
Spring Park	\$41,471	\$60,927	\$47,235	9%
Hennepin County	\$38,724	\$87,230	\$65,834	13%
Source: US Census, ACS 2000, 2010, and 2015 Five Year Estimates				

<b>Table 13: Household Income, 2000 – 2010</b>				
	<b>2000</b>		<b>2010</b>	
	<b>Number of Households</b>	<b>Percent of Households</b>	<b>Number of Households</b>	<b>Percent of Households</b>
Less than \$10,000	85	9%	45	6%
\$10,000 to \$14,999	67	7%	63	8%
\$15,000 to \$24,999	118	13%	91	12%
\$25,000 to \$34,999	171	19%	68	9%
\$35,000 to \$49,999	162	18%	135	18%
\$50,000 to \$74,999	154	17%	123	17%
\$75,000 to \$99,999	71	8%	52	7%
\$100,000 to \$149,999	42	5%	112	15%
\$150,000 to \$199,999	23	3%	20	3%
\$200,000 or more	25	3%	38	5%
<b>Total</b>	<b>918</b>	<b>100%</b>	<b>747</b>	<b>100%</b>
Source: US Census Bureau				



NATURAL RESOURCES PROFILE



***Lake Minnetonka***

Lake Minnetonka is the largest natural resource within the City of Spring Park. As a large recreational lake, it is of prime importance to the citizens of the community and their livelihood. However, all areas of Lake Minnetonka have been classified as impaired by the Minnesota Pollution Control Agency. This classification comes from the amount of development surrounding lakes and the amount of direct runoff channeled into the waters.

***Topography***

Steep slopes are not a general concern in Spring Park, but there are several areas with slopes exceeding eighteen percent (18%). In these areas, there is a cause for concern because disruption of the existing ground cover or unauthorized grading may result in destabilization of the slope and result in erosion and sedimentation into the lake and/or adjacent wetlands.

***Soils***

Many areas of Spring Park have been built upon soils that have questionable to moderate limitation in terms of building site suitability. Since Spring Park is fully serviced by sanitary sewer, the primary consideration regarding the soils is their suitability for new and existing building sites. Factors such as slope, depth to water table, bearing capacity, volume change (shrink-swell potential) and potential for frost heave have definite influence on the development capability of a given site. In areas of questionable soils, soil testing and special construction techniques will be necessary to overcome the construction limitations. Due to the limited supply of available land for

development or redevelopment and the value of shore land property around Lake Minnetonka, these special development costs become less prohibitive.

### ***Tree Preservation***

The City of Spring Park contains significant numbers of Elm and other deciduous trees which contribute to the aesthetic quality of the community. In addition, these trees play an important role in the function of the natural systems. To preserve the local tree stock, Spring Park has implemented their Shade Tree Ordinance (Chapter 40, Article II) for the monitoring, removal and replacement of diseased trees within the community. The Comprehensive Plan includes provisions for preserving these natural amenities and encourage further landscaping as part of future development.

### ***Wetlands***

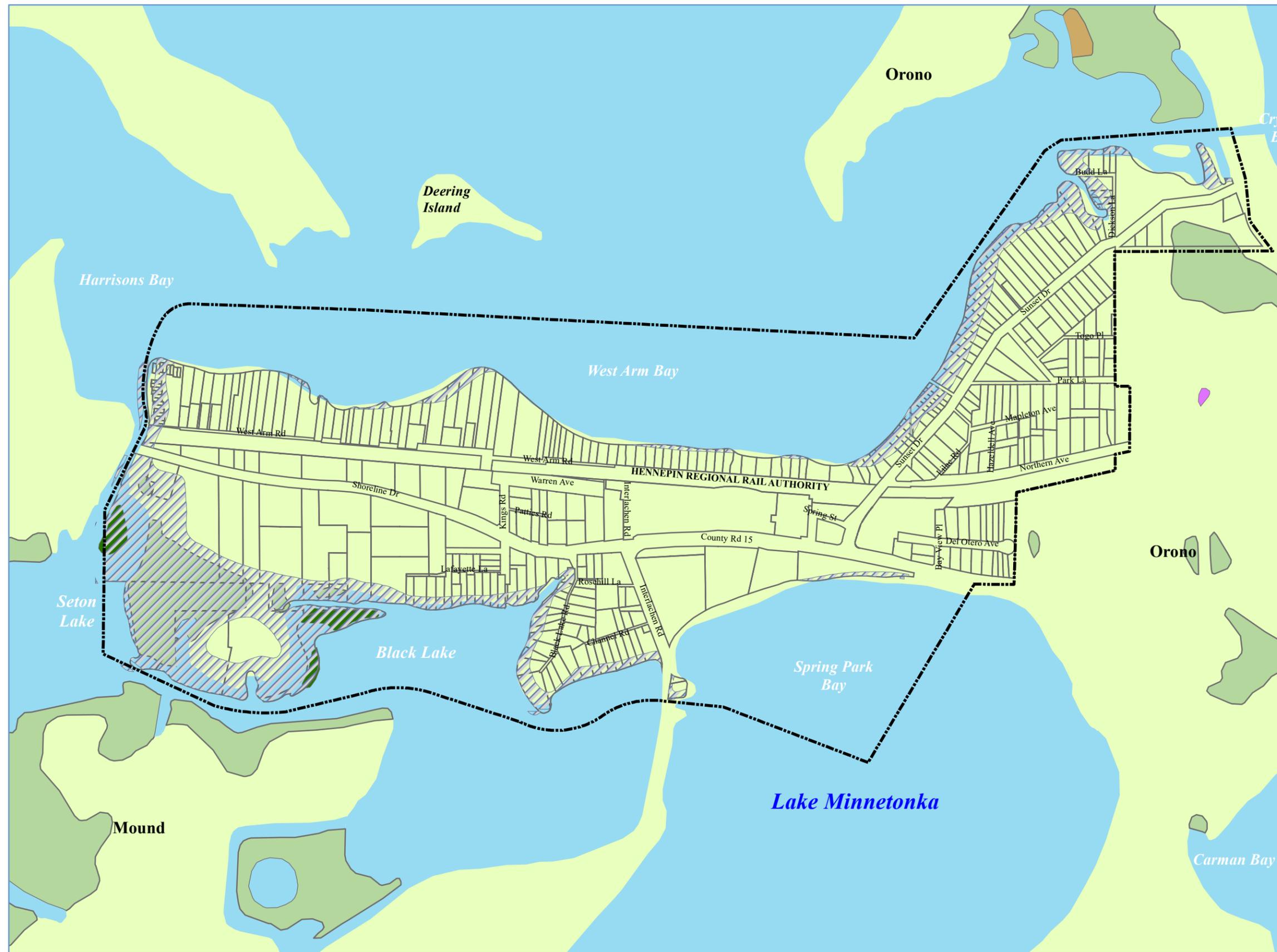
The number of wetlands and natural areas are few within the City due to dense small lot development through the majority of the community. Wetlands areas are located in the southwest and northeast corners of Spring Park. These wetlands are to be protected to preserve their role in the City's storm water management system as well as providing habitat for wildlife.

### ***Surface Water Quality***

Spring Park is a lake oriented community surrounded by Lake Minnetonka. Surface water quality is a critical issue. According to the Minnesota Pollution Control Agency, West Arm Bay of Lake Minnetonka which lies north of Spring Park has the third worst water quality of all the tested areas of the lake. While it is recognized that development factors influencing or impacting the quality and/or use of the lake must be controlled, the question remains, who exercises this control? There are currently four government agencies which have jurisdiction, in one form or another, over the lake, including: the individual municipalities, the Lake District and the Minnesota Department of Natural Resources. Historically, the City manages its shore land development and storm water drainage is reviewed and approved by the Minnehaha Creek Watershed District.



# Water Resources

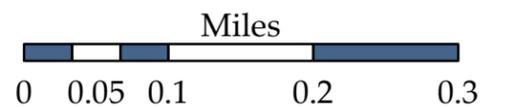


## City of Spring Park



### Legend

-  Boundary
-  Flood Plain Overlay District
-  Deep Marsh
-  Seasonally Flooded Basin or Flat
-  Shallow Marsh
-  Shallow Open Water
-  Uplands Systems
-  Wet Meadow
-  Wooded Swamps
-  Lakes



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



***Air and Noise Pollution***

Neither air nor noise pollution has been identified as being immediate problems in Spring Park. However, the planning program should provide means for preventing noise and air pollution from ever becoming a problem.

<b>Table 14: Polluted Sites</b>	
<b>Address</b>	<b>Type</b>
Minnetonka Senior Living 2380 Island Drive	Tank Site
City of Spring Park 4349 Warren Avenue	State Assessment Site, Superfund
Shoreline BP 4311 Shoreline Drive	Leak Site
Rockvam Boat Yards Inc. 4068 Sunset Drive	Industrial Storm Water Permit
Rockvam Boat Yards Inc. 4068 Sunset Drive	Tanks and leaks
Sheriff Water Patrol 4141 Shoreline Drive	Tanks and leaks
Minnetonka Lakeshores – Advance Machine 4125 – 4129 Sunset Drive	Superfund Project
O’Sullivan Holiday 3340 Shoreline Drive	Leak Site
Former US Post Office 4129 Sunset Drive	Tank Site
Source: MPCA	

Four sites within Spring Park have voluntarily enrolled in the MPCA’s Voluntary Investigation and Cleanup (VIC) Program. Many VIC sites have been cleaned as part of a redevelopment project. The VIC program allows buyers, sellers, developers or local governments to voluntarily investigate and, if necessary, clean up contaminated land to facilitate its sale, financing or redevelopment.

***VIC Program Sites***

- Connor’s Car Wash, 4332 Shoreline Drive
- West Arm Townhomes, 4080 Sunset Drive
- Norling Nursery, 4113 Sunset Drive
- Lakeview Lofts, 4102 – 4136 Spring Street
- West Arm Townhomes, 4080 Sunset Drive

### *Definitions from the MPCA*

**Leak Sites:** Leak sites are locations where a release of petroleum products has occurred from a tank system. Leak sites can occur from aboveground or underground tank systems as well as from spills at tank facilities.

**Hazardous Waste:** Hazardous waste includes substances that are corrosive, explosive, toxic and/or fire hazards. Small to minimal quantity generators produce 0 - 1,000 kilograms of hazardous waste per calendar month.

**Storm water Permit:** When storm water drains off a construction site, it can carry sediment/pollutants that harm lakes/streams/wetlands. Storm water permit requirements are designed to control erosion and limit pollution during and after construction.

**Voluntary Investigation and Cleanup (VIC):** VIC sites are non-petroleum brownfields where the MPCA is helping buyers, sellers, developers or local governments to voluntarily investigate and clean up land for sale, financing or redevelopment.

**Construction Storm Water Permit:** When storm water drains off a construction site, it can carry sediment/pollutants that harm lakes/streams/wetlands. Storm water permit requirements are designed to control erosion and limit pollution during and after construction.

**State Assessment Site:** State Assessment sites are places the MPCA has investigated due to suspected contamination. They are assessed to determine if they pose a risk to human health or the environment. If so, they are referred to a cleanup program.

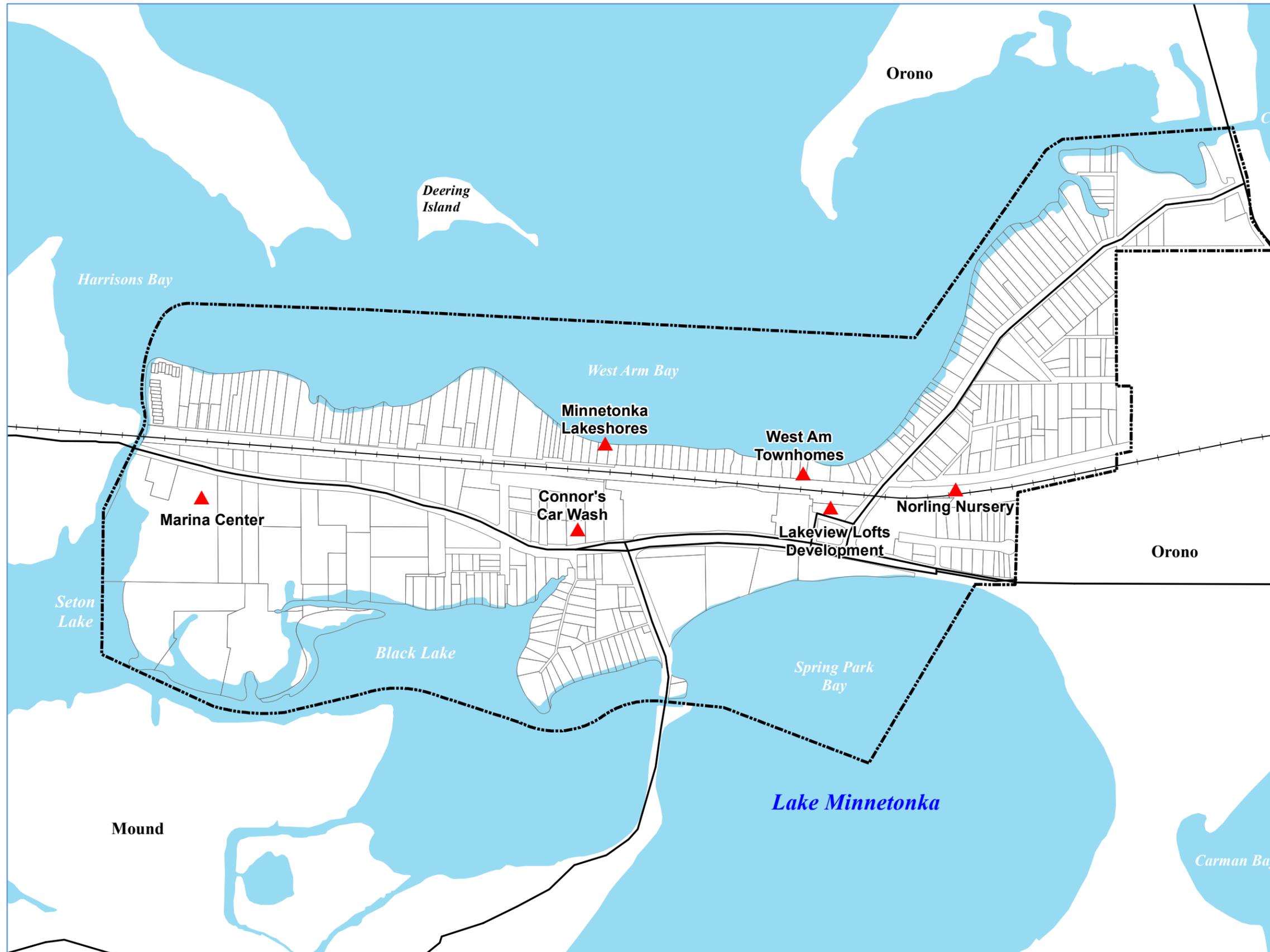
"Active" sites have an ongoing activity in which the MPCA has an interest (for example, an ongoing investigation at a potentially contaminated site or a permit that is in effect).

"Inactive" means that the activity in which the MPCA had an interest no longer exists (for example, a closed leak site investigation or a permit no longer in force).

### *Aggregate Resources*

There are no aggregate resources in the City of Spring Park.

# Polluted Sites

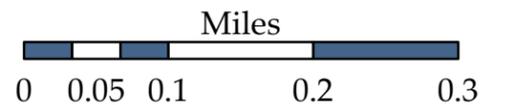


## City of Spring Park



### Legend

-  Voluntary Investigation & Cleanup Program
-  Lakes
-  Roads
-  Railroad
-  Boundary



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



**EXISTING LAND USE AND ZONING PROFILE**

*Land Use*

Spring Park is a fully developed City with 100 percent of the land within Spring Park’s municipal boundaries lying within the Metropolitan Urban Service Area (MUSA). The 208.5 acres of City land lies between two bays of Lake Minnetonka. Most land use is classified as single family residential and retail or other commercial.

<b>Table 15: Existing Land Use - 2010</b>			
<b>Land Use</b>	<b>Acres</b>	<b>Percent of Total</b>	<b>Average Density</b>
Single Family Detached	68.4	32.8%	3.3 units/acre
Single Family Attached	15.2	7.3%	4.8 units/acre
Multifamily	30.0	14.4%	26 units/acre
Mixed Use	3.5	1.7%	45 units/acre
Retail or other Commercial	43.1	20.7%	-
Industrial or Utility	9.1	4.3%	-
Institutional	2.7	1.3%	-
Parks and Open Space	25.3	12.1%	-
Wetlands	10.0	4.8%	-
Vacant or Undeveloped	1.1	0.5%	-
<b>Total</b>	<b>208.5</b>	<b>100%</b>	
Source: Metropolitan Council, analyzed via GIS			

*Wetlands*

There are 10 acres of wetland in the southwest portion of Spring Park. This area is near commercial and high density residential land uses.

*Parks and Open Space*

Approximately 12% of Spring Park is set aside for parks and open space, both public and semi-public. The public recreation areas are made up of the three community parks and the boat launch.

## *Residential Land Use Patterns*



Residential land use occupies around 55% of Spring Park total land area. Most residential land use is single family in total area; however, high density residential is also a predominant land use with the City. Single family homes can be found throughout the City, most of the homes sit on small narrow lots. The high density is distributed in three large areas within the City as illustrated on the land use map. The breakdown of the land uses is illustrated in Table 15. The City's residential development densities for each housing type exceed the Metropolitan Council standards for developed communities.

## *Commercial Land Use Patterns*



Commercial development presently accounts for roughly 21% of the City's total land. Spring Park's large commercial hub is located along County Road 15 on the west end of the community. Other commercial sites are scattered to east ending with Lord Fletchers at the eastern along County Road 51. Commercial sites cluster along both County Road 51 and 15. Most of the uses consist of boat sales and water recreation sales. Many of the other commercial locations provide retail goods, offices, or service retail.

## *Industrial Land Use Patterns*

Spring Park has one large industrial site. The seven-acre site stretched along County Road 15 nearly in the center of the community. It makes up around almost 4% of the community; the industrial use has operated favorably within the City and will likely remain if tenants are available and the site remains viable in the industrial market.

## *Mixed Development*

In the last decade, mixed use development has become a land use classification in Spring Park. Mixed uses within Spring Park are predominately residential. Two large high density residential projects with ground floor retail were built at the major crossroads of the community. The mixed use was a favorable option to redevelop blighted areas at a major community intersection. The mixed-use development occupies approximately four acres, and houses Lakeview Lofts and Mist. The residential densities within the mixed-use redevelopment projects average 45 units per buildable acre.

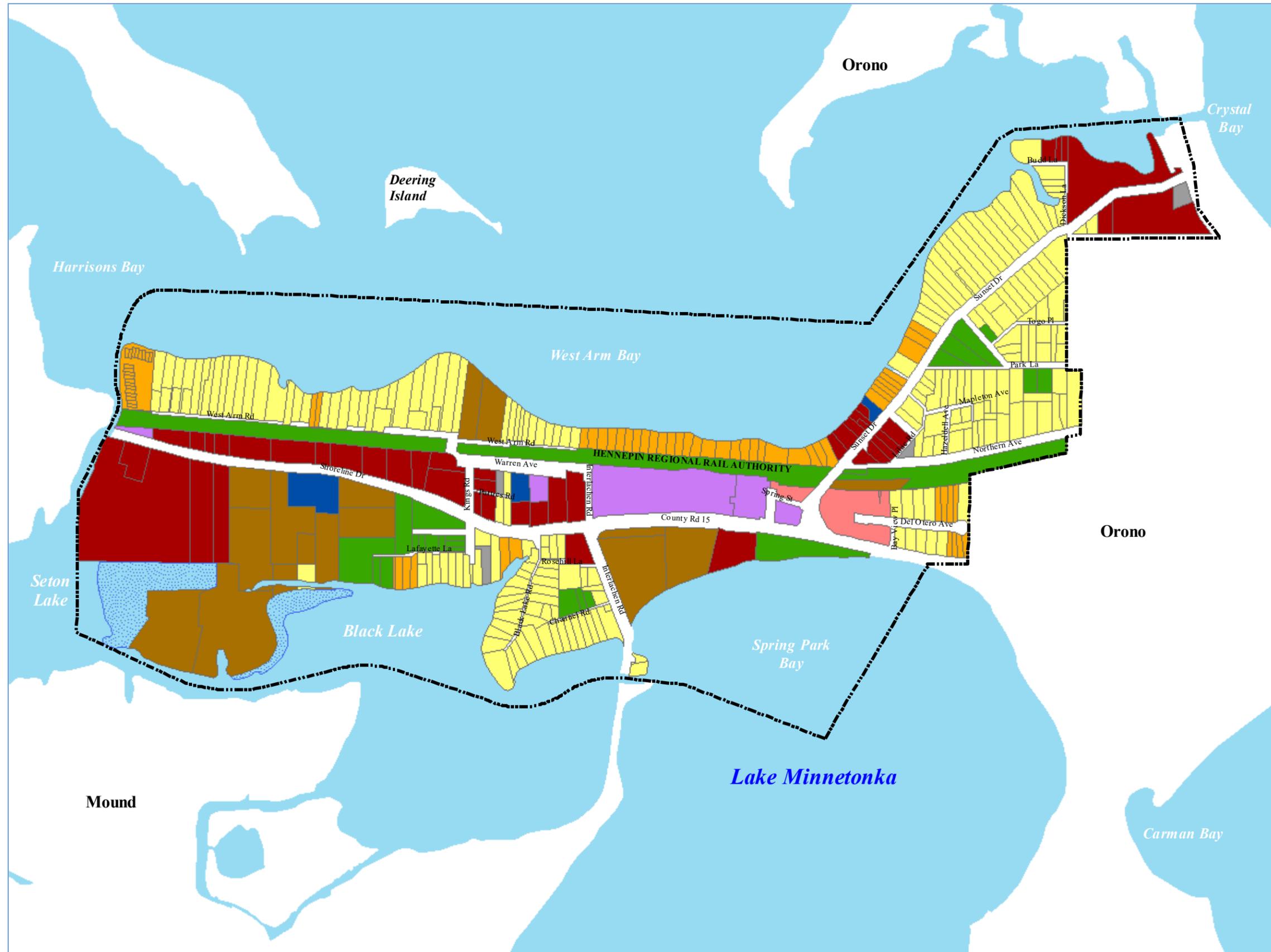
## *Historic Preservation*

The City of Spring Park does not contain any buildings or structures that are listed on the National Register of 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.





# Existing Land Use 2017



## City of Spring Park

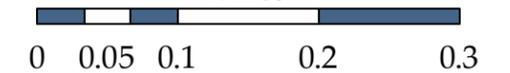


### Legend

- Low Density
- Medium Density
- High Density
- Mixed Use Residential
- 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



**Zoning**

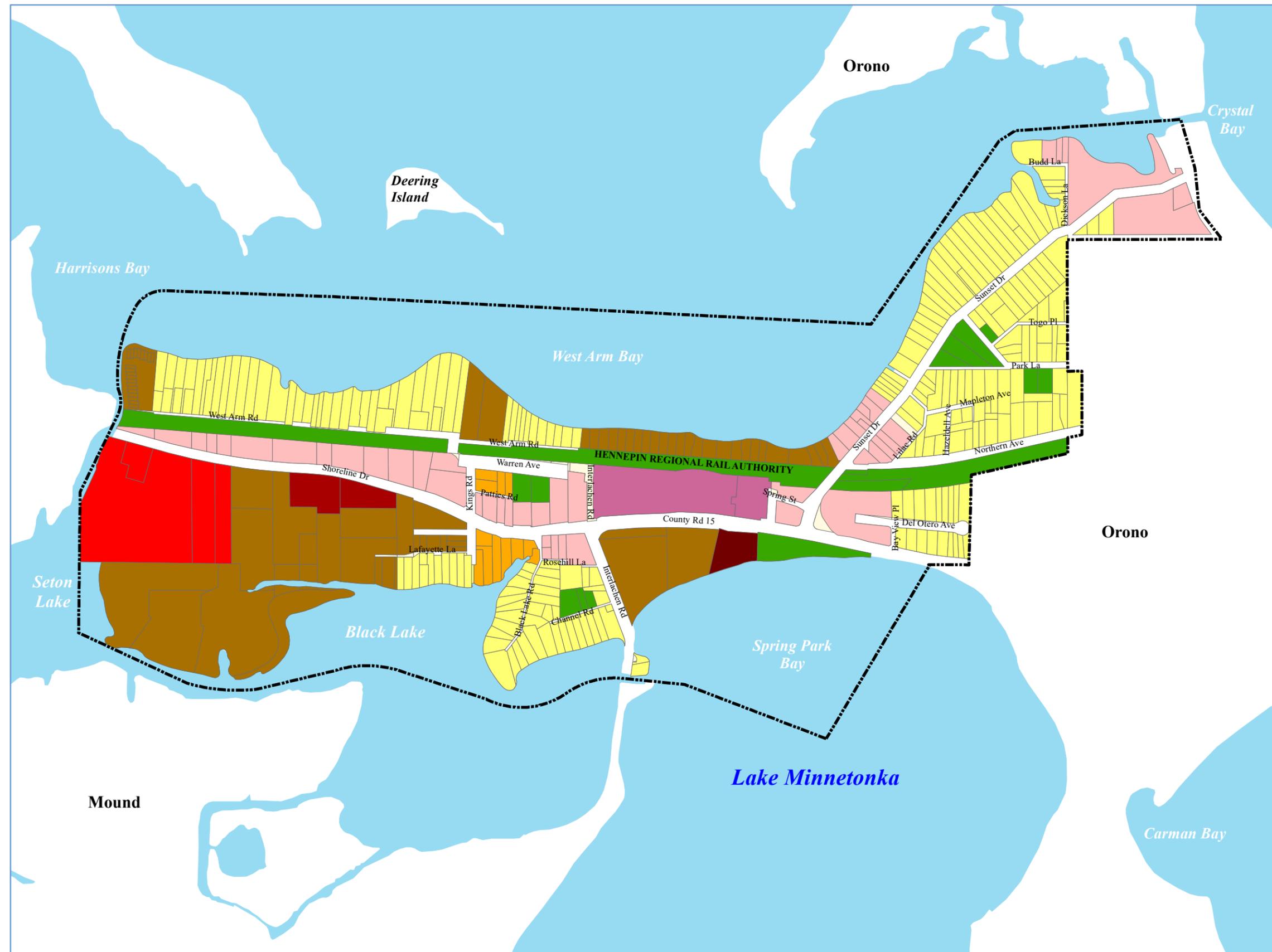
Spring Park is currently governed by the Spring Park Zoning and Subdivision Ordinances. Development applications are reviewed by the Planning Commission and subject to approval by the City Council.

The following map illustrates the current arrangement of zoning districts. An approximate statistical breakdown of the amount and proportion of land zoned for various uses is provided in the following table. A description of the zoning districts follows.

<b>Table 16: Zoning Breakdown</b>		
<b>Category</b>	<b>Acres</b>	<b>Percent of Total Land</b>
R-1, Single and Two Family Residential	70.8	33.9%
R-2, Medium Density Residential	3.2	1.5%
R-3, High Density Residential	54.3	26.0%
C-1, General Commercial	29.2	14.0%
C-2, Shopping Center	16.6	8.0%
C-3, Health Care Facility	3.2	1.6%
C-4, Office Commercial	1.5	0.7%
M, Manufacturing	8.0	2.8%
P, Public/Semi-Public	21.6	10.4%
<b>Total</b>	<b>208.5</b>	<b>100%</b>
Source: City of Spring Park, Metropolitan Council, analyzed via GIS		



# Zoning Map

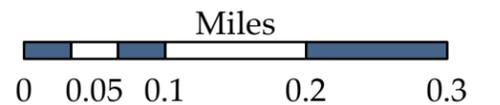


## City of Spring Park



### Legend

- Boundary
- Commercial, C-1
- Commercial, C-2
- Commercial, C-3
- Commercial, C-4
- Mixed Use, M
- Parks and Recreation, P
- Residential, R-1
- Residential, R-2
- Residential, R-3
- Lakes



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



## *Purpose of the Zoning Designations*

R-1, Single and Two Family Residential: The purpose of the “R-1”, Single and Two-Family Residential District is to provide for low and moderate density one and two unit dwellings and directly related complementary uses (single family lot: 10,000 square feet; two family lot: 12,000 square feet).

R-2, Medium Density Residential: The purpose of the “R-2”, Medium Density Residential District is to provide for medium density housing in multiple family structures ranging up to and including twelve (12) units/acre and directly related, complementary uses. (Single family lot: 10,000 square feet; two family lot: 12,000 square feet; multiple family lot: 15,000 square feet) (density based on setback, parking, impervious surface, and building height).

Lot of Record: A parcel of land, whether subdivided or otherwise legally described, recorded in the land records of Hennepin County or a parcel of land approved by the city as a lot. Lots must meet the minimum size, setback, and parking requirements.

R-3, High Density Residential: The purpose of the “R-3”, High Density Residential District is to provide for high density residential uses at an overall density of 24 units per acre or more, and directly related complementary uses (multiple family lot: 15,000 square feet).

C-1, General Commercial: The purpose of the “C-1”, General Commercial District is to provide for the establishment of commercial and service activities which draw from and serve customers from the entire community or region and are in areas which are well served by collector or arterial street facilities. The C-1 District allows for mixed-use residential, by conditional use permit. Average densities for past projects have been 45 units per acre.

C-2, Shopping Center: The purpose of the “C-2”, Shopping Center District is to establish provisions for designating a district for a multiple use building of retail sales and service facilities with integrated design and a coordinated physical plan.

C-3, Health Care Facility: The purpose of the “C-3”, Health Care Facility is to provide area for the establishment of health care facilities and housing for the elderly.

C-4, Office Commercial: The purpose of the “C-4”, Office Commercial District is to provide a district which may reasonably adjoin high density residential districts for the location and development of administrative office buildings and related uses and which provides a transition in land use from residential uses to more intensive uses. The intermixing of office and residential uses is also permitted under some circumstances.

M, Manufacturing: The purpose of the “M” District is to provide for the establishment of heavy industrial and manufacturing development and use which because of the nature of the product or character of activity requires isolation from residential or commercial use.

P, Public/Semi Public: The purpose of the “P” Public/Semi-Public District is to ensure City control over those lands now used publicly or semi-publicly, by establishing City review procedures in the event of change in land use or activity.



**HOUSING PROFILE**

*Housing Types*

As seen in the following table, the City of Spring Park has a wide range of housing units. 70% of the units can be found in buildings of 20 or more units. Medium density and twin homes only amount for two percent of the units within the City. Single family units amount to 25% of the available units.

<b>Table 17: Housing Units per Structure</b>			
<b>Units in Structure</b>		<b>Number of Units</b>	<b>% of Total</b>
Single Family	1-unit, detached	226	21%
	1-unit, attached	52	5%
Twin Home	2, 3 or 4 units	21	2%
High Density	5 units or more	773	72%
<b>Total</b>		<b>1,072</b>	<b>100%</b>
Source: U.S. Census Bureau, 2015			

For a community of its size Spring Park has a large number of high density units. The table below illustrates the different multiple unit structures within the City.

<b>Table 18: Multifamily Properties</b>			
<b>Name</b>	<b>Property Address</b>	<b>Units</b>	<b>Description</b>
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
Lakeview Lofts	4100 Spring Street	39	Condominium
Chateau	4497 Shoreline Drive	37	Senior Apartments
Court, Villa Apartments	4501-4523 Shoreline Drive	160	Senior Apartments
Presbyterian Homes	4527-4599 Shoreline Drive	115	Senior Apartments
Source: City of Spring Park			

As is true in most cases, the majority of the single-family homes in Spring Park are owner occupied and the majority of the multiple family dwellings are renter occupied. Because of the number of available rentals, Spring Park has over twice as many renters as it does homeowners. The median rent for renters in 2015 was \$987, and 38.6% of renters paid more than 35% of their income towards rent.

<b>Table 19: Housing Tenure</b>		
	<b>Number</b>	<b>Percent of Total Units</b>
Owner-Occupied	229	23%
Renter-Occupied	758	77%
<b>Total Occupied Housing Units</b>	<b>987</b>	<b>92%</b>
Vacant Housing Units	83	8%
<b>Total Housing Units</b>	<b>1070</b>	<b>100%</b>
Average Household Size of Owner-Occupied Unit	1.52	
Average Household Size of Renter-Occupied Unit	1.59	
Source: U.S. Census Bureau, 2015		

***Housing Cost***

Table 20 illustrates how rent rates are distributed. The majority of rents in 2010 ranged from \$500 to \$1,499. Median rent in 2010 was \$987 and the U.S. Census estimated median rent in 2015 at \$1,028, suggesting rents are increasing throughout the City.

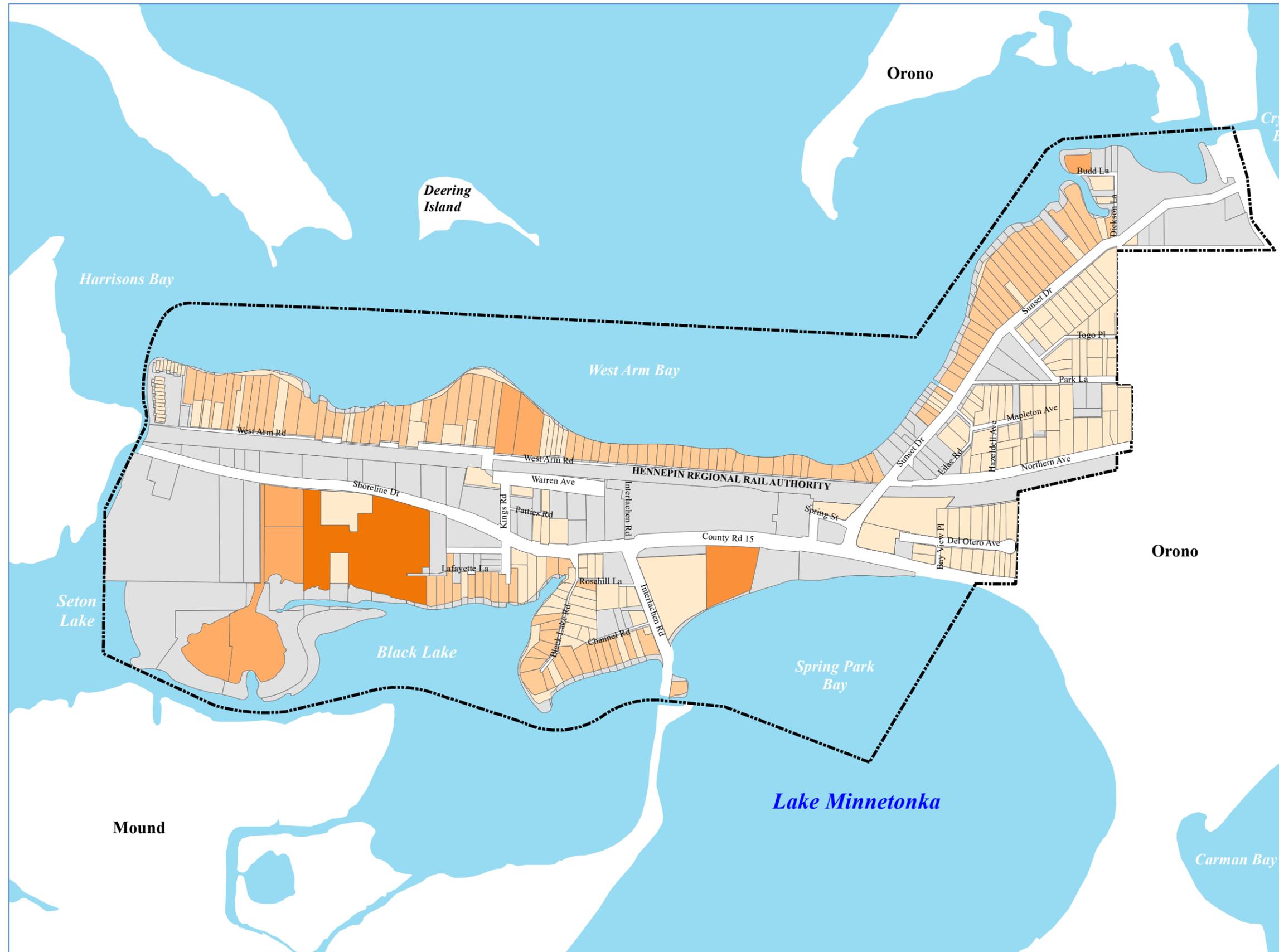
<b>Table 20: Gross Rent</b>		
<b>Gross Rent Per Month</b>	<b>Number of Units</b>	<b>Percent of Total</b>
Less than \$500	4	<1%
\$500 to \$999	383	51%
\$1000 to \$1,499	226	30%
\$1,500 to \$1,999	60	8%
\$2,000 to \$2,499	45	6%
\$2,500 to \$2,999	20	3%
More than \$3,000	10	1%
<b>Total</b>	<b>748</b>	<b>100%</b>
Median Rent	\$987	
Source: U.S. Census Bureau, 2010		

Table 21 below illustrates the market value for single family homes, duplexes and triplexes within Spring Park. Most these homes fall at or below \$300,000 with the median value of homes being \$332,600. While the expensive homes help provide tax base for the community it is also a concern that the cost of a home in Spring Park will turn moderate income families away from the area.

<b>Table 21: Estimated Market Value of Owner Occupied Housing Units</b>		
<b>Value</b>	<b>Properties</b>	<b>Percent</b>
Less than \$50,000	8	4%
\$50,000 to \$99,999	5	2%
\$100,000 to \$149,999	9	4%
\$150,000 to \$199,999	355	15%
\$200,000 to \$299,999	50	22%
\$300,000 to \$499,999	47	21%
\$500,000 to \$999,999	54	24%
\$1,000,000 or more	21	9%
<b>Total</b>	<b>248</b>	<b>100%</b>
Median Value	\$332,600	
Source: U.S. Census Bureau, 2015 ACS		



# Residential Total Market Values

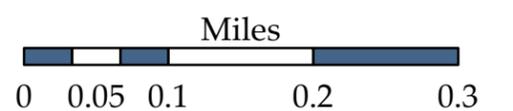


## City of Spring Park



### Legend

- 0 - \$408,000
- \$408,001 - \$1,082,000
- \$1,082,001 - \$2,984,000
- \$2,984,001 - \$8,479,000
- \$8,479,001 - \$18,800,000



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

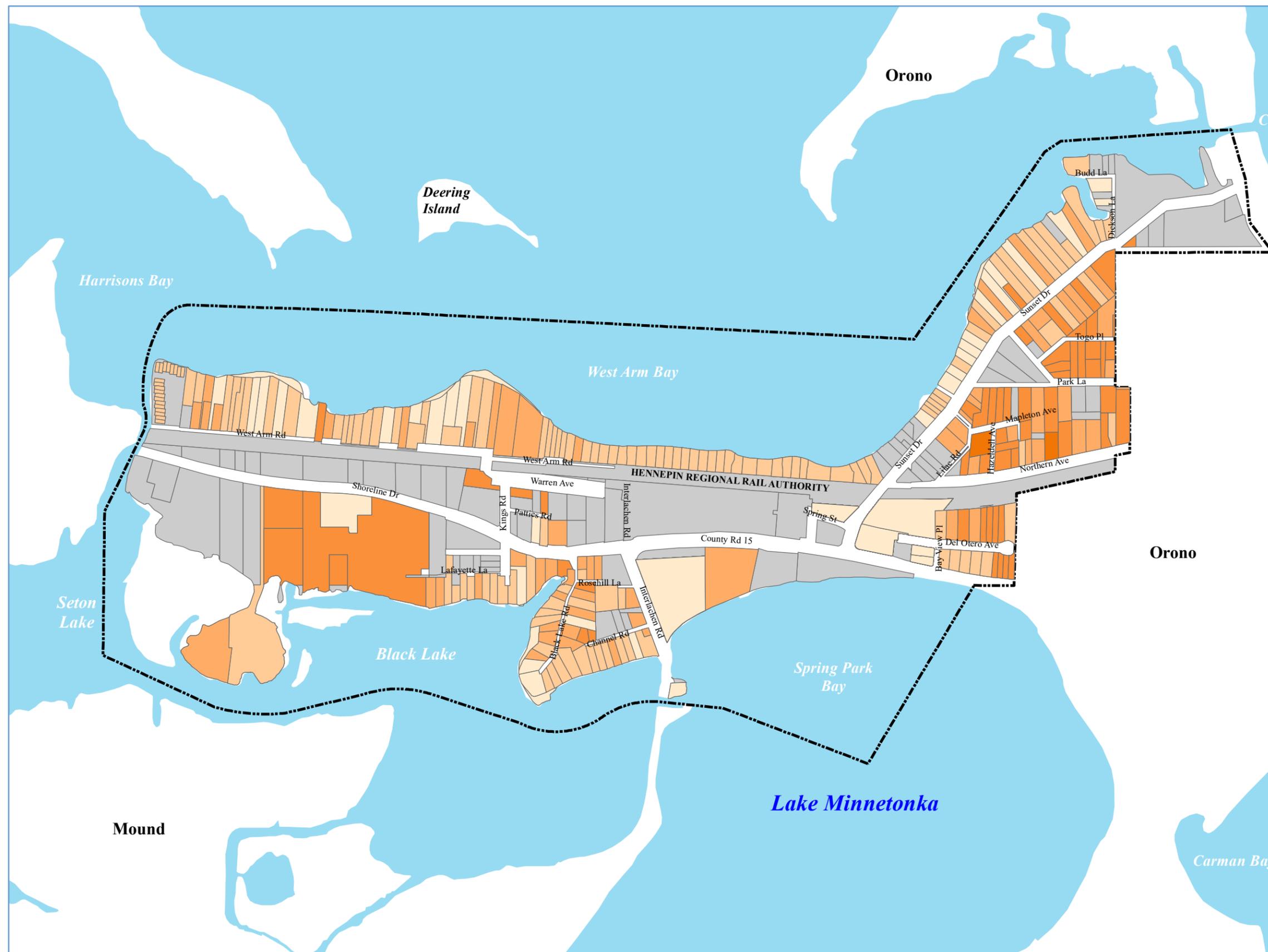


Being on Lake Minnetonka has driven the value of land in Spring Park up exponentially. The following table shows that 36% of homes in Spring Park are worth less than the value of the land. This number has decreased since the previous comprehensive plan, when over 50% of all homes in Spring Park made up less than half of the total market value of the entire property. This means that average home prices are increasing to match the growth of the land values, many of which doing so through tear-downs and rebuilds.

<b>Table 22: Building Value to Total Market Value Ratio (Single Family, Duplexes, and Triplexes)</b>		
<b>Building Value Ratio</b>	<b>Properties</b>	<b>Percent</b>
0.00 – 0.22	31	7%
0.23 – 0.46	136	29%
0.47 – 0.64	75	16%
0.65 – 0.81	104	22%
0.82 – 0.99	118	25%
<b>Total</b>	<b>464</b>	<b>100%</b>
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, Minnesota DNR, NAC, analyzed via GIS		



# Building Value to Total Market Value Ratio

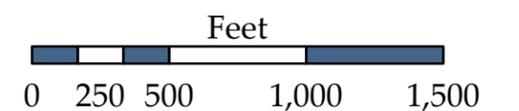
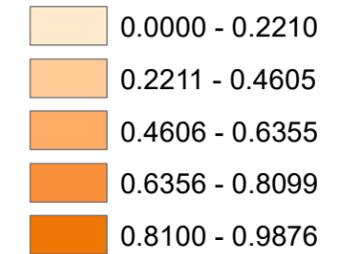


## City of Spring Park



### Legend

#### Ratio



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



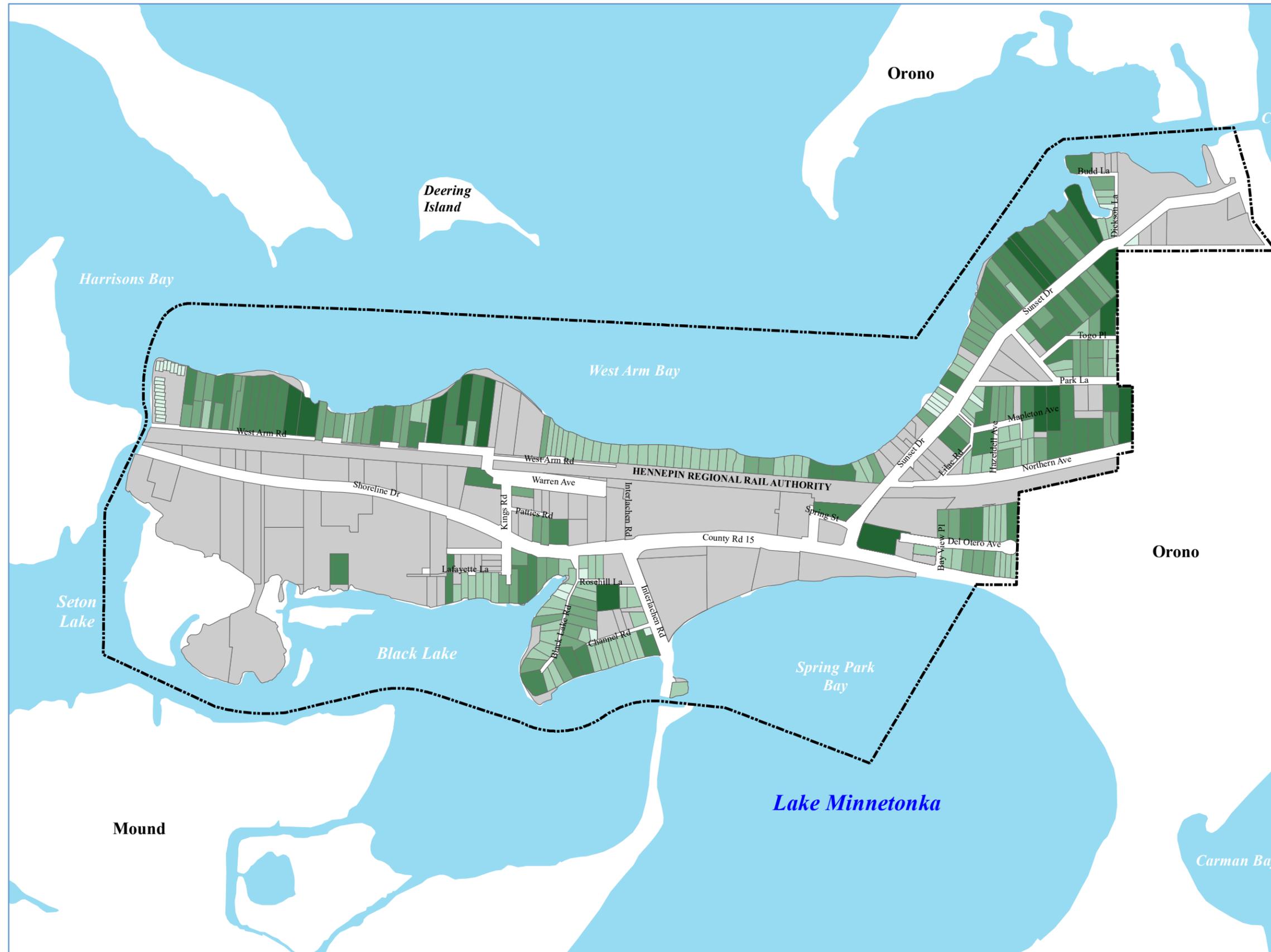
Because Spring Park was developed as a small lake community, the homes and lots were developed as small vacation quarters with narrow lots made for quaint summer cottages. As illustrated in the table below, nearly half of the single family lots are less than 10,000 square feet and few lots are over one acre. The smaller lots have caused constraints to residents wanting to expand their homes because of the setbacks and lot coverage. In many cases these residents are forced to apply for a variance for any type of home addition.

Average single family density, including both attached and detached homes, is approximately 3.4 units per acre.

<b>Table 23: Area of Single Family Lots (square feet)</b>		
<b>Area</b>	<b>Properties</b>	<b>Percent</b>
1,550 – 5,000	33	11%
5,000 – 10,000	128	42%
10,000 – 15,000	66	22%
15,000 – 25,000	63	21%
25,000 – 45,000	16	5%
<b>Total</b>	<b>306</b>	<b>100%</b>
Source: Hennepin County, City of Spring Park, DNR, NAC, analyzed via GIS		



# Single Family Residential Lot Sizes

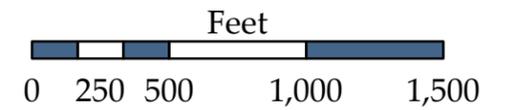


## City of Spring Park



### Legend

Area (Square Feet)	
<span style="display: inline-block; width: 20px; height: 10px; background-color: #d9ead3;"></span>	1,550 - 5,000 (33 properties)
<span style="display: inline-block; width: 20px; height: 10px; background-color: #c4e1c4;"></span>	5,000 - 10,000 (128 properties)
<span style="display: inline-block; width: 20px; height: 10px; background-color: #a6c9a6;"></span>	10,000 - 15,000 (66 properties)
<span style="display: inline-block; width: 20px; height: 10px; background-color: #808080;"></span>	15,000 - 25,000 (63 properties)
<span style="display: inline-block; width: 20px; height: 10px; background-color: #545454;"></span>	25,000 - 45,000 (16 properties)



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



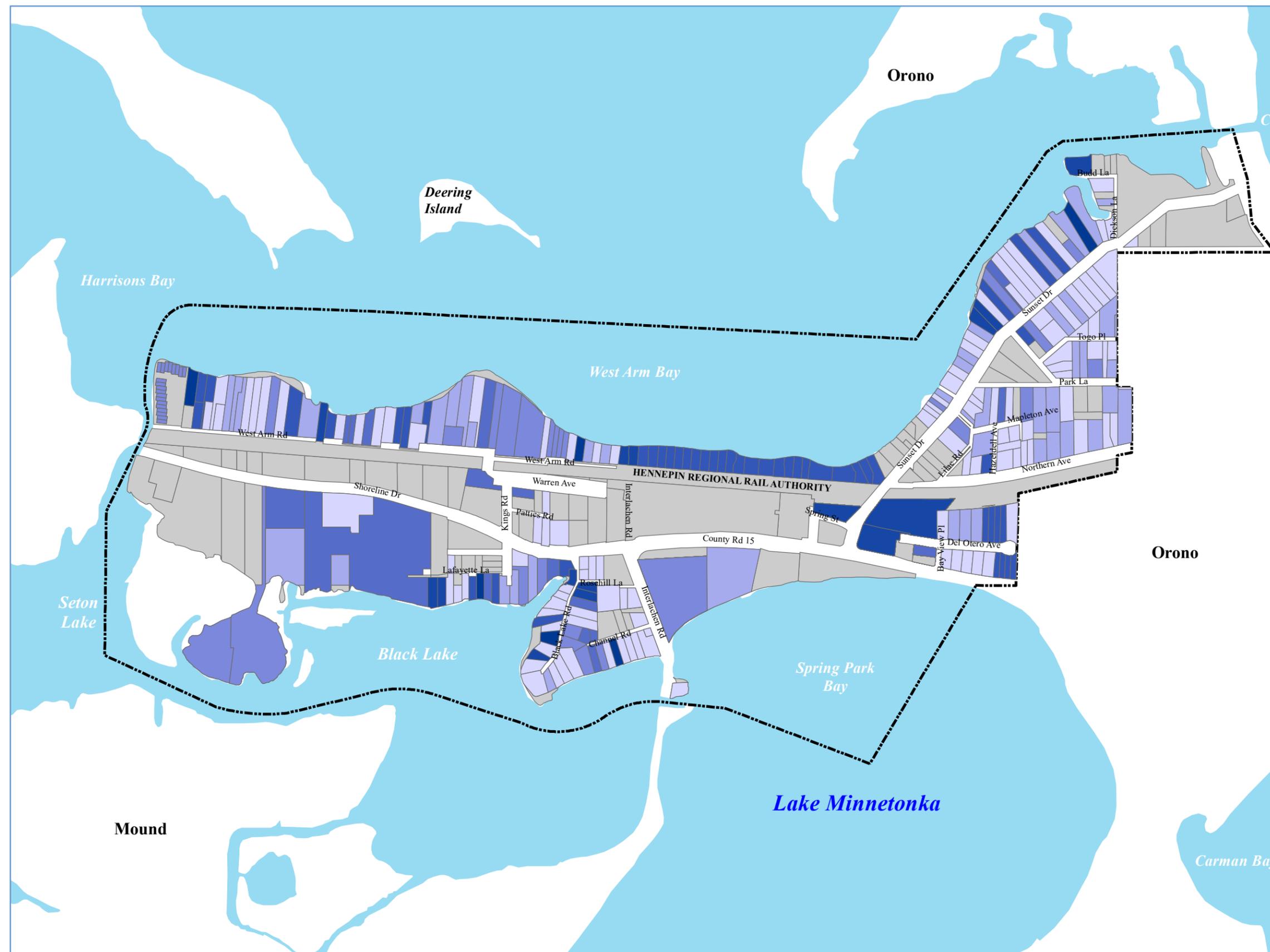
***Year Built***

Spring Park is a community with several older single family homes, but also a good mix of new homes. Most homes were built before 1979. The different ages of homes are mixed throughout the City.

<b>Table 24: Age of Single Family Housing Stock City</b>		
<b>Year Built</b>	<b>Number of Units</b>	<b>Percent of Total</b>
2005 or later	77	7%
2000 to 2004	84	8%
1990 to 1999	60	6%
1980 to 1989	145	14%
1970 to 1979	276	26%
1960 to 1969	267	25%
1950 to 1959	47	4%
1940 to 1949	0	0%
1939 or earlier	113	11%
<b>Total</b>	<b>1,069</b>	<b>100%</b>
Source: U.S. Census Bureau, 2010		



# Residential Properties - Year Built

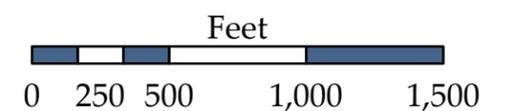


## City of Spring Park



### Legend

- 1900 - 1935
- 1940 - 1969
- 1970 - 1979
- 1980 - 1989
- 1990 - 1999
- 2000 - 2009
- 2010 - 2014



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



**TRANSPORTATION PROFILE**

***County Road 15***

According to the MnDOT in 2017, County Road 15 is a three lane minor arterial street that serves as a major east-west commuter route connecting Spring Park with travel destinations in the balance of the Metropolitan Area. Improvements were made to increase the traffic capacity and safety on County Road 15. Between 2015 and 2040, MnDOT is projecting that the traffic volume will have the following average daily trips per listed segment:

County Road 15 from Wilshire Boulevard (Mound) to County Road 51 (Spring Park)

- 2015 – 17,900 AADTs
- 2030 – 19,500 AADTs
- 2040 – 20,000 AADTs

County Road 15 east of County Road 51

- 2015 – 19,200 AADTs
- 2030 – 20,500 AADTs
- 2040 – 21,500 AADTs

This is an increase of 2,100 – 2,300 additional daily trips by 2040 on County Road 15.

***County Road 51***

County Road 51 is a collector street that connects County Road 15 with County Road 19. Between 2015 and 2040, MnDOT is projecting that the traffic volume will have the following average daily trips:

- 2015 – 2,650 AADTs
- 2030 – 2,850 AADTs
- 2040 – 3,000 AADTs

This is an increase of 350 average daily trips on County Road 51.



## ***Local Streets***

Spring Park's local street designs are resultant of the City's natural narrow configuration and physical barriers including major highways, the regional trail and existing development patterns. The local streets systems are characterized by narrow street surfaces, dead-end streets, and incomplete street networks.

### **Sunset Avenue**

In 2014, the City of Spring Park conducted a street and utility assessment, which is reviewed annually. This assessment included a survey of existing conditions of local streets. Through this assessment, the City planned future road reconstruction projects. Priority 1 surrounds Sunset Avenue, in the Northeast of the City, which the City plans to fully reconstruct and reassess the sewer and water utilities as it relates to the street improvements. The City will coordinate these efforts to improve efficiency and reduce impacts on residents.

The reconstruction of Sunset Avenue will include a pedestrian component, most likely an on-street component such as a bike lane. The limited right-of-way and development patterns, such as small front yard setbacks, limit the space available for this type of use. The right-of-way cannot be expanded in these areas.

### **Shoreline Drive**

The City's goal for Shoreline Drive includes updating all sidewalks, crosswalks, and intersections to be ADA compliant. These types of improvements typically are funded 50% by Hennepin County and 50% through the City. This area is shown on the utilities priority map.

## **Interlachen Avenue**

Through the Spring Park street and utility assessment, the City has planned a mill and overlay project for Interlachen in 2019.

## **West Arm, Black Lake Roads**

The City identified West Arm and Black Lake Roads as in need of repair. These areas both have narrow right-of-way, with structures close to the street, limiting the space for future construction and improvements. These streets were evaluated under the existing CIP, and the City has made it a goal to increase safety on these streets for all users. There is also concern that Black Lake Road may not fall into the right-of-way.

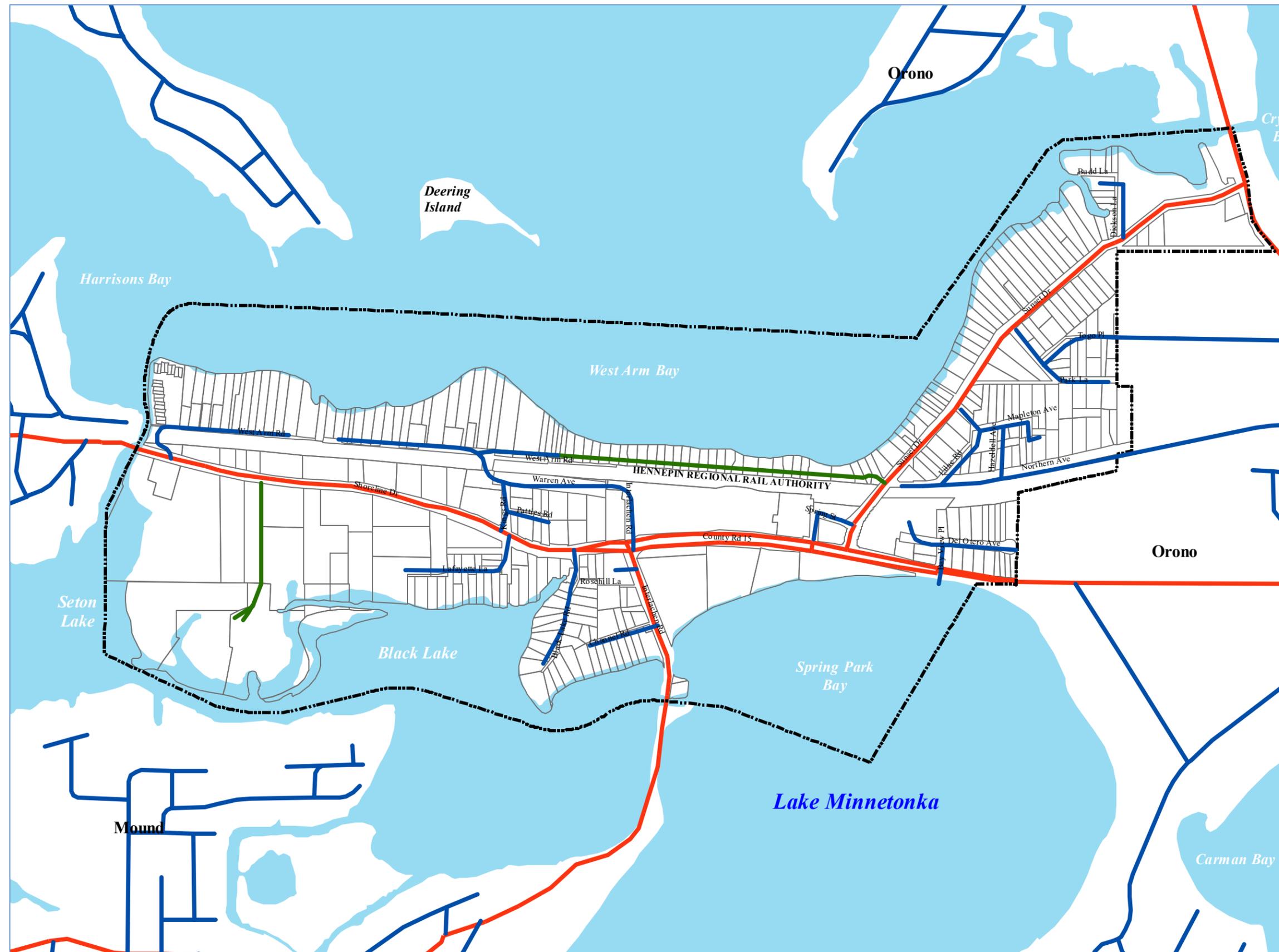
## *Sidewalks*

The City is working to make sidewalks safe for all users, by filling cracks, updating to ADA compliance, and designating safe crossings on major intersections.





# Roadway Jurisdiction

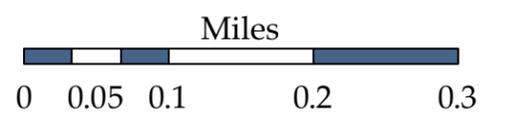


## City of Spring Park



### Legend

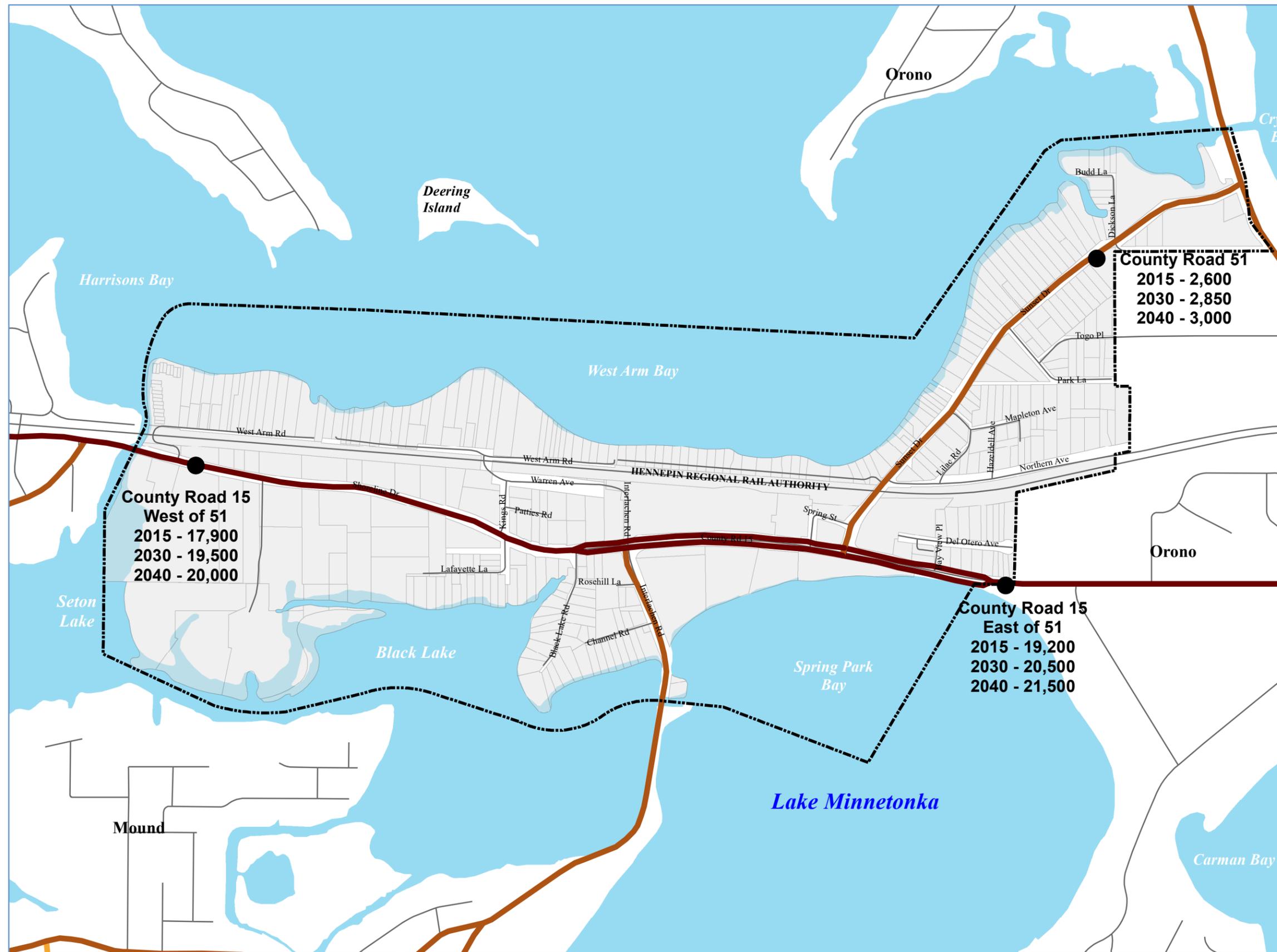
- Local Roads
- Private Roads
- County Roads
- Boundary
- Lakes



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



# Traffic Volumes



## City of Spring Park

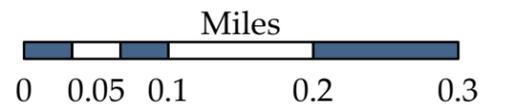


### Legend

#### 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





LAKE MINNETONKA  
HARRISONS BAY

CITY OF MOUND  
CITY OF SPRING PARK

CITY OF ORONO  
CITY OF SPRING PARK

LAKE MINNETONKA  
(WEST ARM)

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

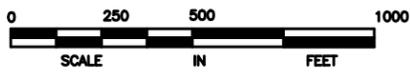
**LEGEND**

- 0-10 YEARS OLD
- 11-20 YEARS OLD
- 20+ YEARS OLD
- PRIVATE ROAD
- HENNEPIN COUNTY MILL & OVERLAY (2019)

**NOTICE**

The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by MSPRA, Inc. for its own internal business purposes. MSPRA, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for this particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data for any portion of it to another user, the GIS Data must include a copy of this disclaimer.

Note: Utilities are shown larger for Display purposes only.



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

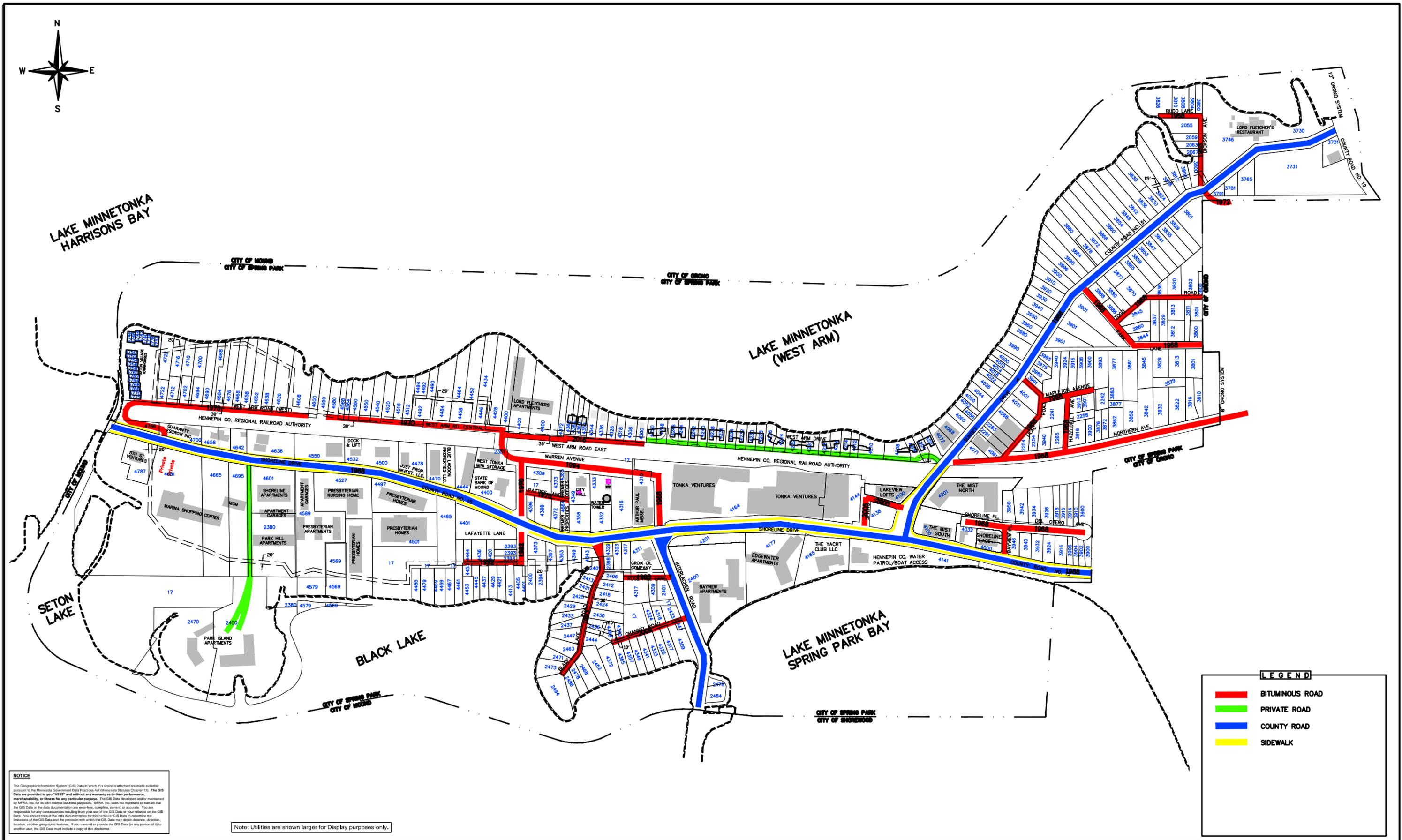
Project Name: **SPRING PARK UTILITY MAPPING SYSTEM**

Date: **06/01/17**

Sheet Title: **STREET CONSTRUCTION DATE MAP**

Sheet: **1 of 1**





LEGEND	
<span style="color: red;">█</span>	BITUMINOUS ROAD
<span style="color: green;">█</span>	PRIVATE ROAD
<span style="color: blue;">█</span>	COUNTY ROAD
<span style="color: yellow;">█</span>	SIDEWALK

**NOTICE**  
 The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by MSPRA, Inc. for its own internal business purposes. MSPRA, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for this particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data for any portion of it to another user, the GIS Data must include a copy of this disclaimer.

Note: Utilities are shown larger for Display purposes only.



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

Project Name: <b>SPRING PARK UTILITY MAPPING SYSTEM</b>	Date: <b>06/01/17</b>
Sheet Title: <b>STREET SYSTEM MAP</b>	Sheet: <b>1 of 1</b>



### *Mass Transit*

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 3 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.

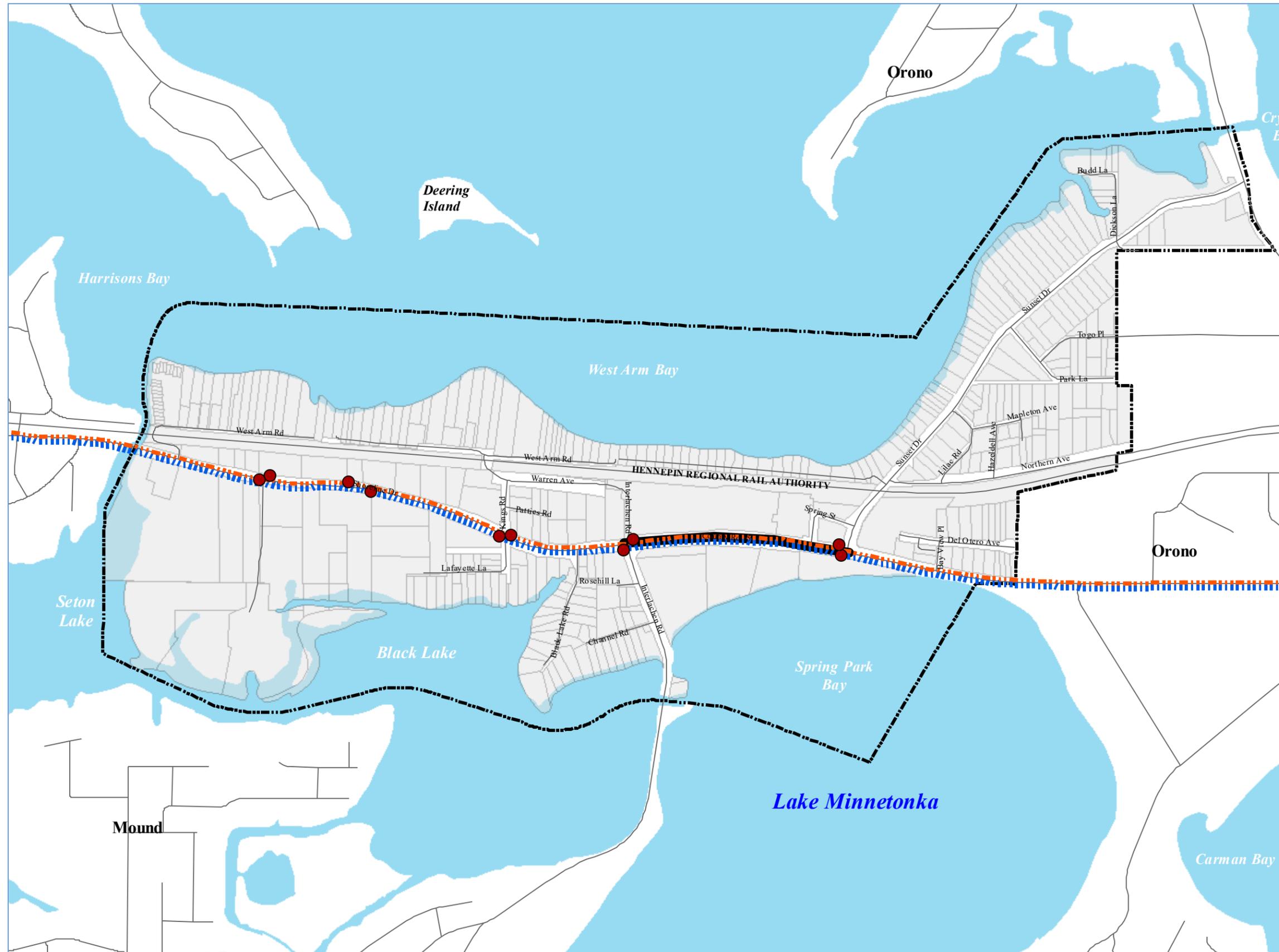
There is no weekend service.

### *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

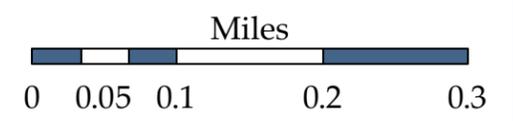


## City of Spring Park



### Legend

- Transit Stops
- - - Route 675
- - - Route 677
- Bus-only Shoulder Lane
- 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*

Continued attention must be given to the orientation of pedestrian and bicycle travel next to automobile travel. All provisions for safety must be considered when planning for these routes.

Highway 15 within Spring Park has sidewalks on both sides of the street, providing pedestrian access along the main thoroughfare. 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.

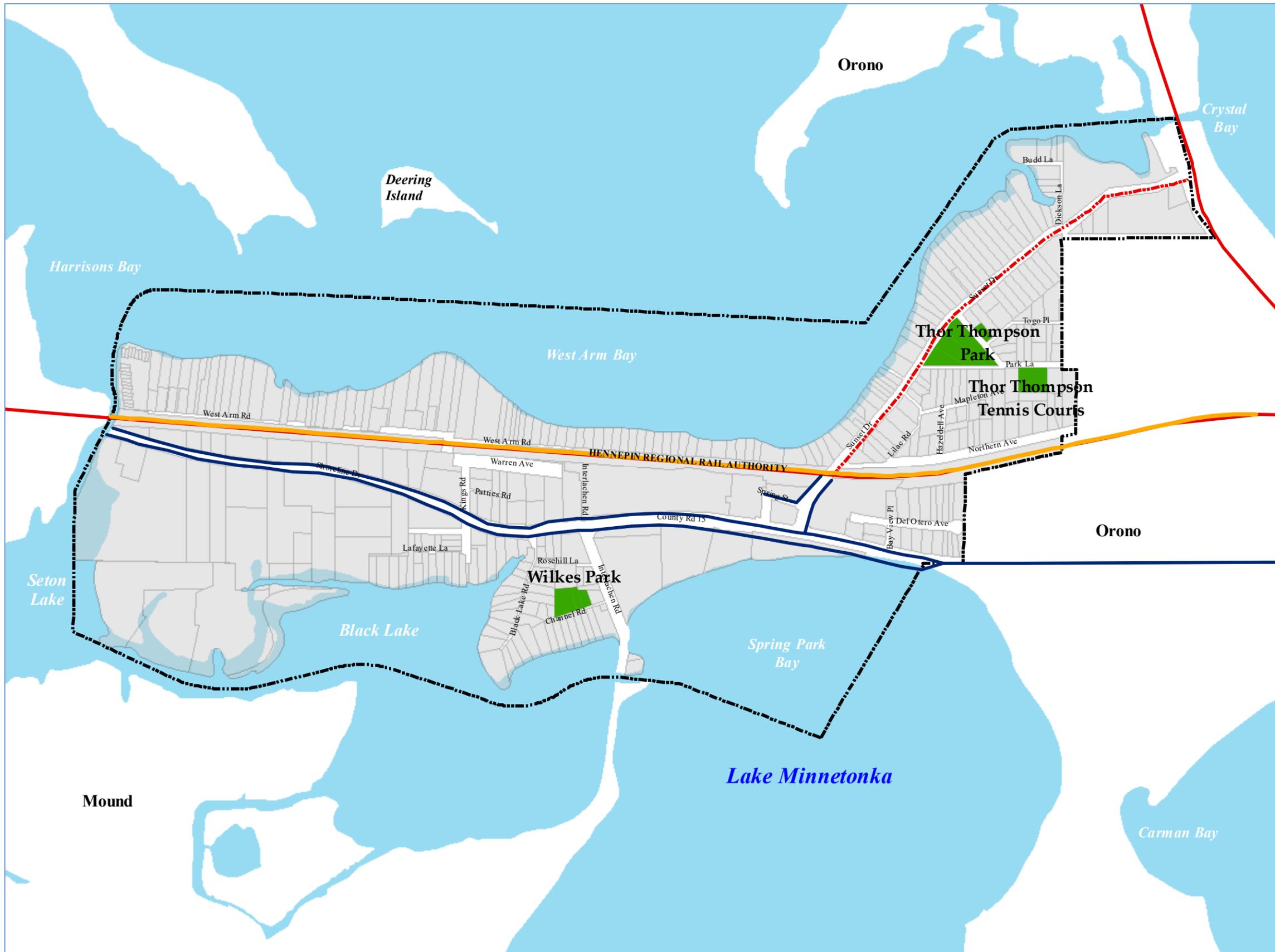
Parking areas for the trail include:

- Wayzata, 175 Grove Lane
- Mound, 5515 Lynwood Boulevard
- Gale Woods Farm
- St. Bonifacius, 4150 Bell Street
- Mayer, State Highway 25 and First Street NW

As noted in the Transportation section above, the City is investigating plans to provide a bike or pedestrian facility on Sunset Avenue during its reconstruction. The limited amount of right-of-way available in this area requires this to be an on-street trail or bike lane.



# Parks and Trails

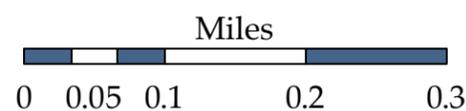


## City of Spring Park



### Legend

-  Existing Sidewalk
-  Existing Trail
-  Proposed Trail
-  Regional Tier 1 Bike Trail
-  Parks
-  Parcels
-  Boundary
-  Lakes



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



### *Airport Traffic*

Several sea plane bases are near Spring Park. The impact of sea plane operations on heavily used areas and the probabilities of aircraft flying over Spring Park at low altitudes in their approach to the lake will be an ongoing issue that affects building construction heights.

The Minneapolis-St. Paul International Airport (MSP) serves as the area's primary scheduled commercial airline passenger facility. However, MSP does not have any direct effect on the Spring Park community.

The Flying Cloud Airport in Eden Prairie is the closest airport to Spring Park and serves small and business aircrafts.



## COMMUNITY FACILITIES

Community facilities include those lands, buildings and utilities required to support urban land use development and densities. Their importance should not be underestimated in that they are essential for establishing and sustaining a quality life style in an urban environment.

### *Parks and Recreation*

There are no regional parks in the City of Spring Park. Local parks account for 6.5% of the total land area in Spring Park.

Three areas, Thor Thompson Park, Don Wilkes Memorial Park and the municipal tennis courts, are included as park property. The three parks are classified as a neighborhood playground by the Metropolitan Council standards and as such, each area should contain or be planned for active recreation development for all age groups.



## *Lake Access*



Lake Minnetonka has been perhaps the single most important factor influencing the development of Spring Park. Lake Minnetonka provides recreation to both local and regional residents. In this regard, the Hennepin County public boat access south of County Road 15 is also considered to be a component of the Spring Park parks and recreation system.

## *Community Services*

Due to the City's size, Spring Park must contract with other communities to provide certain services to its residents. The City contracts with the City of Mound for fire protection, and the City of Orono for police protection. Street repair is primarily handled by Hennepin County for roads under their jurisdiction. Private contractors are chosen through a bidding process for any local street improvements or snow removal. The City has consulting services for planning, engineering, building inspection, and city attorney services.

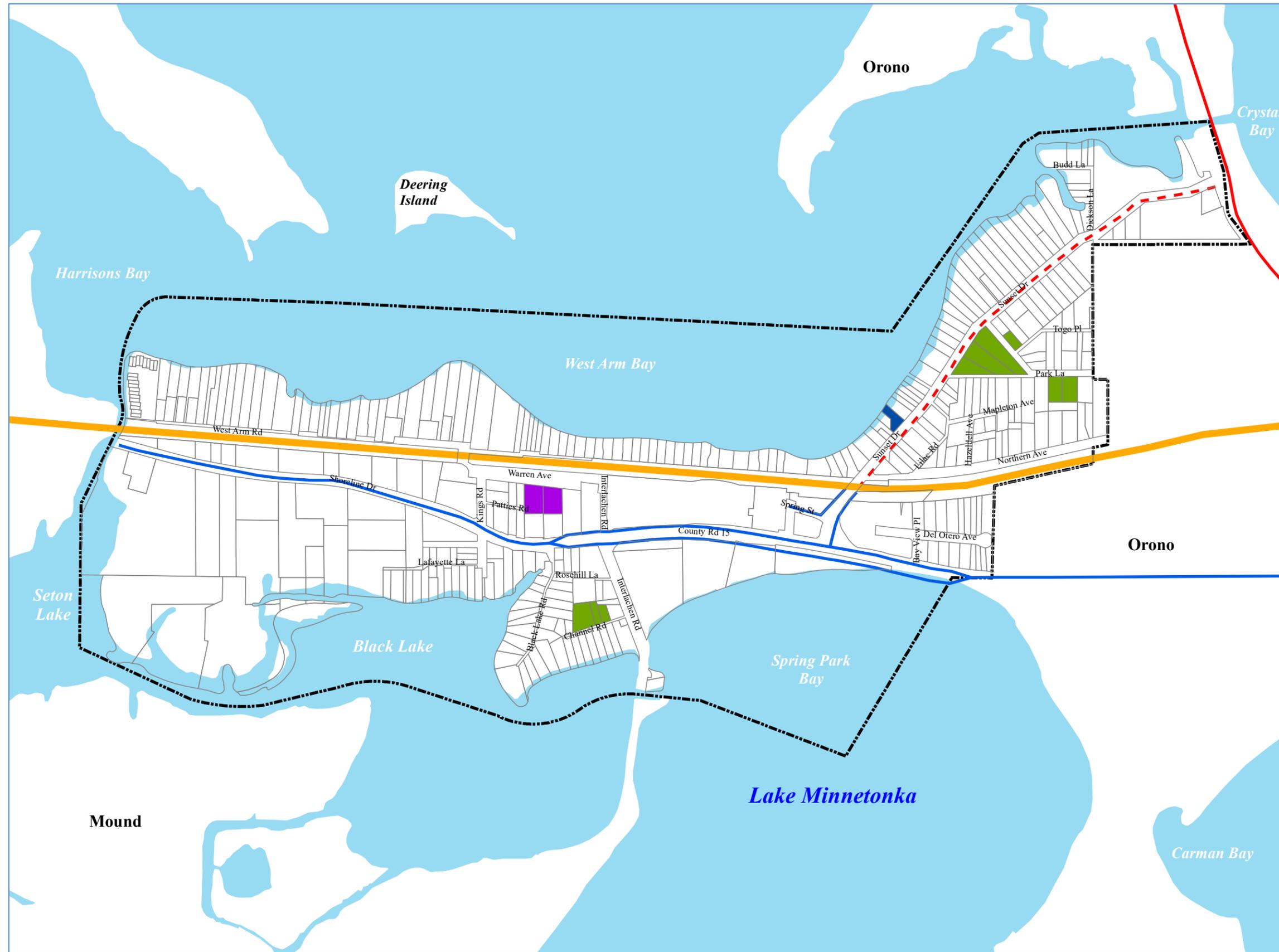
## *Schools*

Residents of Spring Park are served by Independent School District 227, also known as the Westonka School District. Westonka schools include five buildings with approximately 2,300 students. Westonka also provides community education and services for lifelong learners of all ages, from infant to senior citizens.

## *Public Buildings*

Community facilities also include the post office and City Hall. City Hall is located at 4349 Warren Avenue and the Post Office is located at 4044 Sunset Drive. These public buildings are important for City image and should be a central part of ongoing comprehensive planning efforts.

# Community Facilities

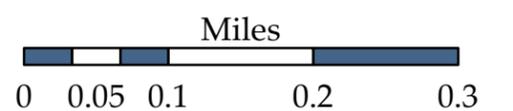


## City of Spring Park



### 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



## UTILITIES

### *Minnehaha Creek Watershed District*

The Minnehaha Creek Watershed District (MCWSD) has permitting jurisdiction of all construction projects, meeting the District's permitting criteria, in the City of Spring Park. Spring Park and the MCWSD issue permits for construction.

If a MCWSD permit is required for construction projects both the City and the MCWSD review the permittees application for compliance with the MCWSD's rules and regulations. 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 storm water 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.

### *Utility Priority Areas*

The following map shows the Spring Park utility priority areas. There are three priority areas, with priority 1 as the highest priority, and priority 3 as the least.

In 2014, the City of Spring Park conducted a street and utility assessment, which is reviewed annually. This assessment included a survey of existing conditions of local streets. Through this assessment, the City planned future road reconstruction projects. Priority 1 surrounds Sunset Avenue, in the Northeast of the City, which the City plans to fully reconstruct sewer and water utilities in conjunction with County street improvements. The City will coordinate these efforts with the County to improve efficiency and reduce impacts on residents.

Priority 2 surrounds Shoreline Drive. Local roads, sidewalks, and intersections will be updated to be ADA compliance as the utilities are updated. Priority 3 surrounds Interlochen Road, which the City plans to mill and overlay in 2019. By working together and improving utilities and local streets at the same time, the City reduces the cost to the taxpayer, reduces the impact on residents, and ensures one construction cycle instead of two.





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

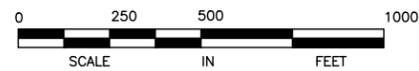
**LEGEND**

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

**NOTICE**

The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by MPR, Inc. for its own internal business purposes. MPR, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for this particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data (or any portion of it) to another user, the GIS Data must include a copy of this disclaimer.

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**



### *Water System*

The existing City Water system is sufficient to meet the present and future needs of the community. The MPCA paid for the upgrade of the water treatment system to reduce contaminants. The City has three wells.

The following pages show the Spring Park watermain system, watermain break locations, hydrant coverage, and watermain low pressure areas. The maps are described below:

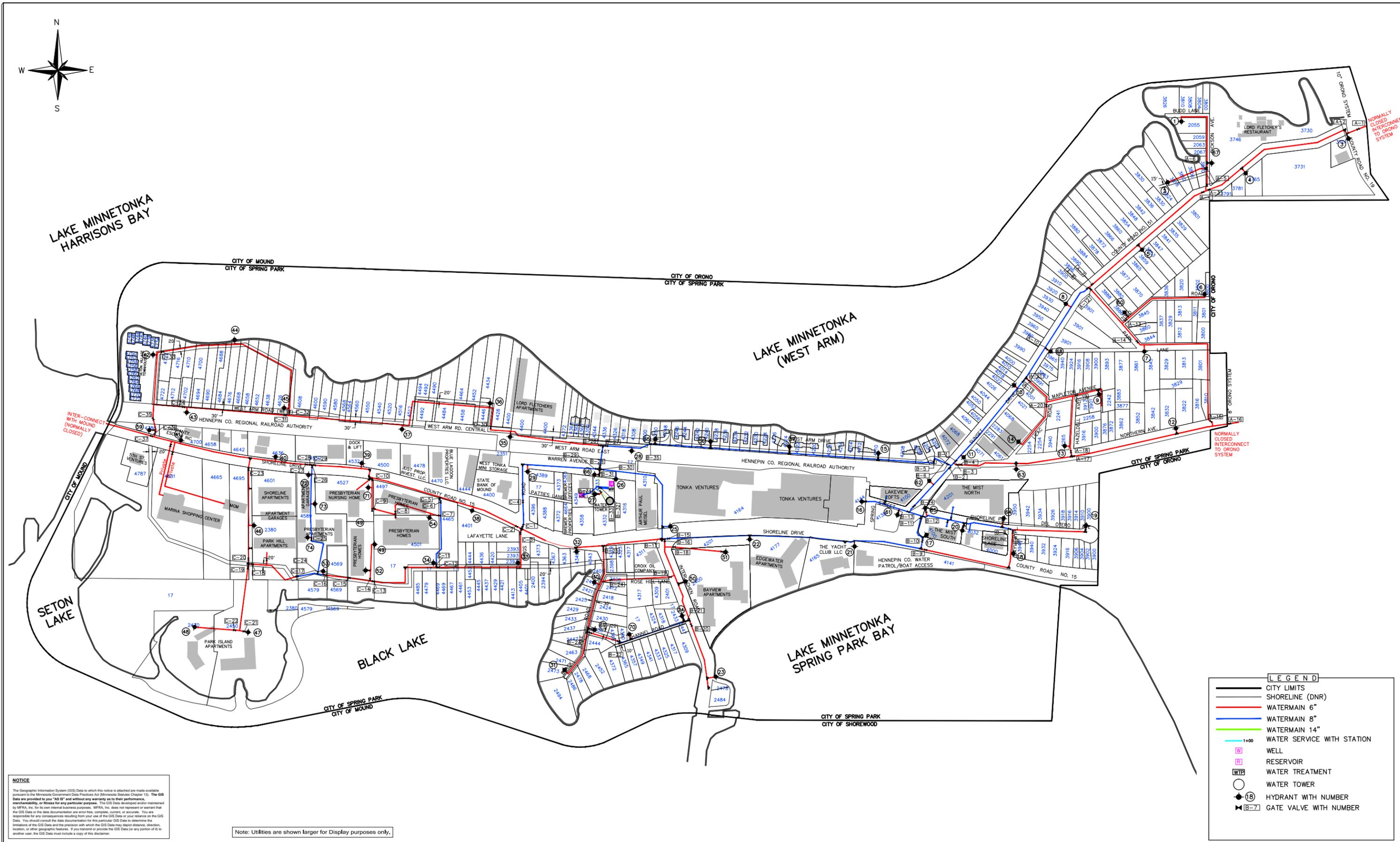
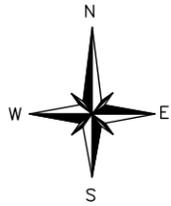
**Watermain System:** The City has watermains ranging from 6 inches to 14 inches, most mains are six or eight inches.

**Watermain Breaks:** Watermain breaks are shown prioritized from low priority (yellow) to high priority (red), many the breaks are currently in the high property category.

**Hydrant Coverage:** Hydrants are scattered throughout the City, and the Hydrant Coverage map shows those areas outside of the 250 foot radius of a hydrant. There are areas lacking coverage from a hydrant.

**Low Pressure Areas:** The Public Works department has indicated 6 locations on the east side of the City where water mains dead-end causing a drop in pressure. These low-pressure areas are illustrated on a following map in red.



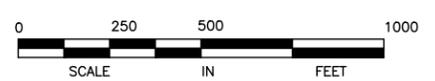


**NOTICE**

The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by MPR, Inc. for its own internal business purposes. MPR, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for this particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data (or any portion of it) to another user, the GIS Data must include a copy of this disclaimer.

Note: Utilities are shown larger for Display purposes only.

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**





LAKE MINNETONKA  
HARRISONS BAY

CITY OF MOUND  
CITY OF SPRING PARK

CITY OF ORONO  
CITY OF SPRING PARK

LAKE MINNETONKA  
(WEST ARM)

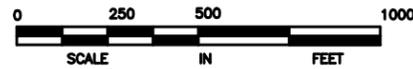
SETON LAKE

BLACK LAKE

LAKE MINNETONKA  
SPRING PARK BAY

**NOTICE**  
The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by MSPRA, Inc. for its own internal business purposes. MSPRA, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for this particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data for any portion of it to another user, the GIS Data must include a copy of this disclaimer.

Note: Utilities are shown larger for Display purposes only.



**LEGEND**

- CITY LIMITS
- - - SHORELINE (DNR)
- WATERMAIN 6"
- WATERMAIN 8"
- WATERMAIN 14"
- WATER TOWER
- ⊕(18) HYDRANT WITH NUMBER
- ⊕(18-7) GATE VALVE WITH NUMBER
- LOW PRIORITY (1 BRK/BLOCK)
- MED. PRIORITY (2-3 BRK/BLOCK)
- HIGH PRIORITY (4-5 BRK/BLOCK)

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

Project Name: **SPRING PARK UTILITY MAPPING SYSTEM**  
Date: **05/31/16**

Sheet Title: **WATERMAIN BREAK LOCATION MAP**  
Sheet: **1 of 1**

Map content showing utility lines, water towers, hydrants, and gate valves across various streets and property lots. Labels include 'LAKE MINNETONKA HARRISONS BAY', 'LAKE MINNETONKA (WEST ARM)', 'LAKE MINNETONKA SPRING PARK BAY', 'BLACK LAKE', and 'SETON LAKE'. Utility lines are color-coded by size: 6" (red), 8" (blue), and 14" (green). Symbols for water towers, hydrants with numbers, and gate valves with numbers are present. Priority levels are indicated by colored dots: low (green), medium (yellow), and high (red). The map also shows city limits, shorelines, and various property lots with addresses.





LAKE MINNETONKA  
HARRISONS BAY

CITY OF MOUND  
CITY OF SPRING PARK

CITY OF ORONO  
CITY OF SPRING PARK

LAKE MINNETONKA  
(WEST ARM)

CITY OF SPRING PARK  
CITY OF ORONO

SETON LAKE

BLACK LAKE

LAKE MINNETONKA  
SPRING PARK BAY

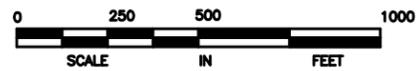
CITY OF SPRING PARK  
CITY OF MOUND

CITY OF SPRING PARK  
CITY OF SHOREWOOD

**NOTICE**  
The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by MSPSA, Inc. for its own internal business purposes. MSPSA, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for the particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data (or any portion of it) to another user, the GIS Data must include a copy of this disclaimer.

Note: Utilities are shown larger for Display purposes only.

LEGEND	
	CITY LIMITS
	SHORELINE (DNR)
	WATERMAIN 6"
	WATERMAIN 8"
	WATERMAIN 14"
	WATER SERVICE WITH STATION
	WELL
	RESERVOIR
	WATER TREATMENT
	HYDRANT WITH NUMBER
	GATE VALVE WITH NUMBER
	500' DIAMETER COVERAGE AREA
	AREA LACKING HYDRANT COVERAGE



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

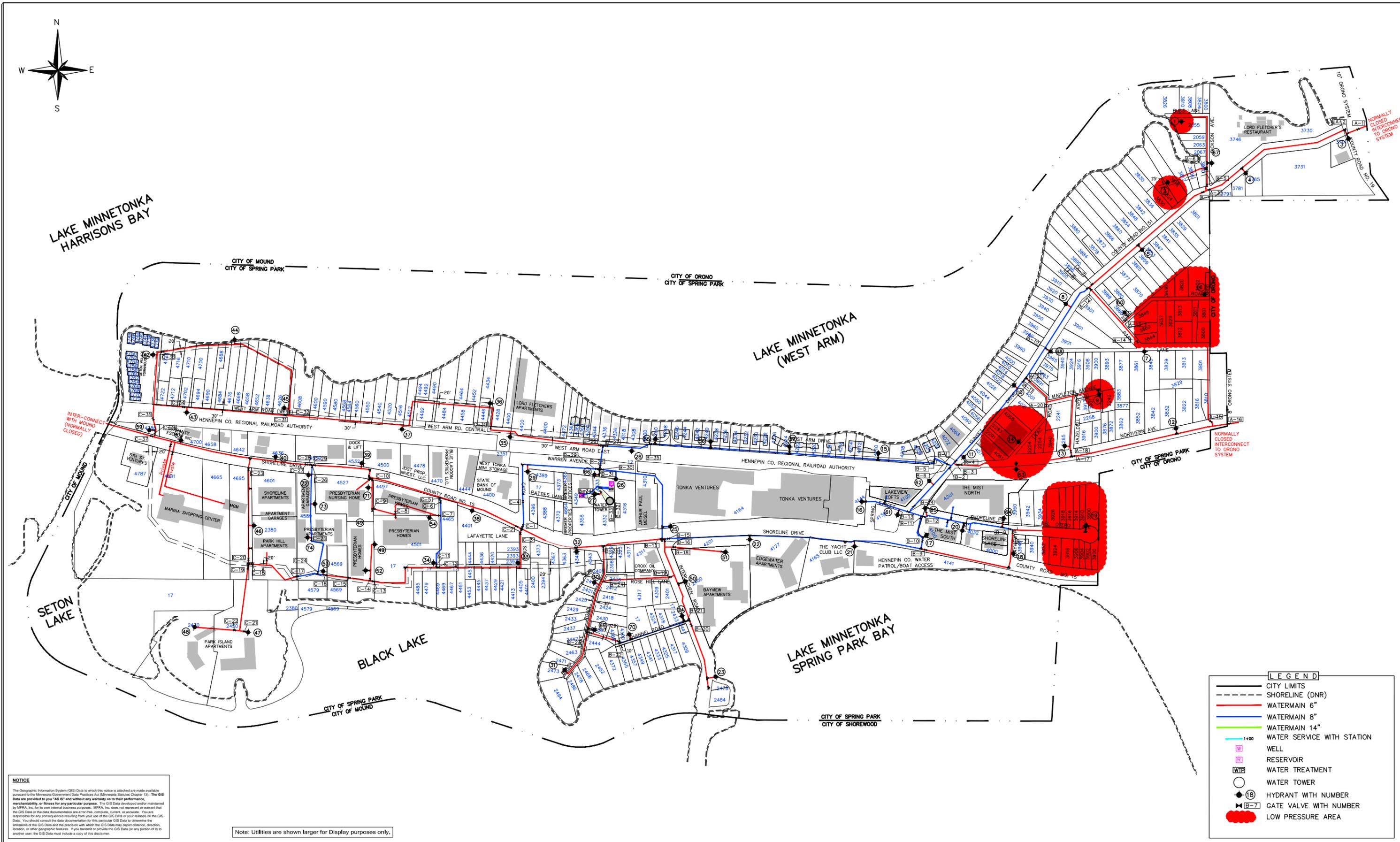
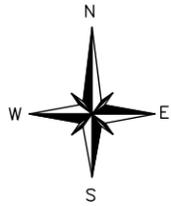
Project Name: **SPRING PARK UTILITY MAPPING SYSTEM**

Sheet Title: **HYDRANT COVERAGE MAP**

Date: **07/11/16**

Sheet: **1 of 1**

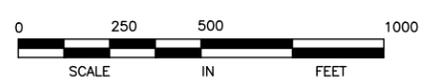




**NOTICE**  
The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purposes. The GIS Data developed and/or maintained by MPR, Inc. for its own internal business purposes. MPR, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for this particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data (or any portion of it) to another user, the GIS Data must include a copy of this disclaimer.

Note: Utilities are shown larger for Display purposes only.

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
	LOW PRESSURE AREA



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

Project Name: **SPRING PARK UTILITY MAPPING SYSTEM**  
Date: **06/17/17**  
Sheet Title: **WATERMAIN LOW PRESSURE MAP**  
Sheet: **1 of 1**



### *Sanitary Sewer*

The sanitary sewer system utilizes six lift stations to collect and move sanitary sewage through and out of the City. The sewer collection system is older and has some areas that require repair and/or replacement. A plan for sanitary sewer repairs will be necessary. The City has adopted and implemented an Inflow and Infiltration (I & I) Plan to monitor and reduce storm water flows into the City's sanitary sewer.

The following four maps show the current sanitary sewer system and associated issues. Each map is described below.

**Sanitary Sewer System Map:** The sanitary sewer system is split into 6 service areas, based on the lift station. This is a high amount of lift stations for a small community like Spring Park. Sanitary sewer pipes range from 8 inches to 12 inches.

**Sanitary Sewer Pipe Conditions:** Sanitary sewer pipe conditions are shown in a color ramp from green to red, with green as the least urgent, and red as the most urgent. The issues shown and ranked are pipe sag, I & I, and structural problems.

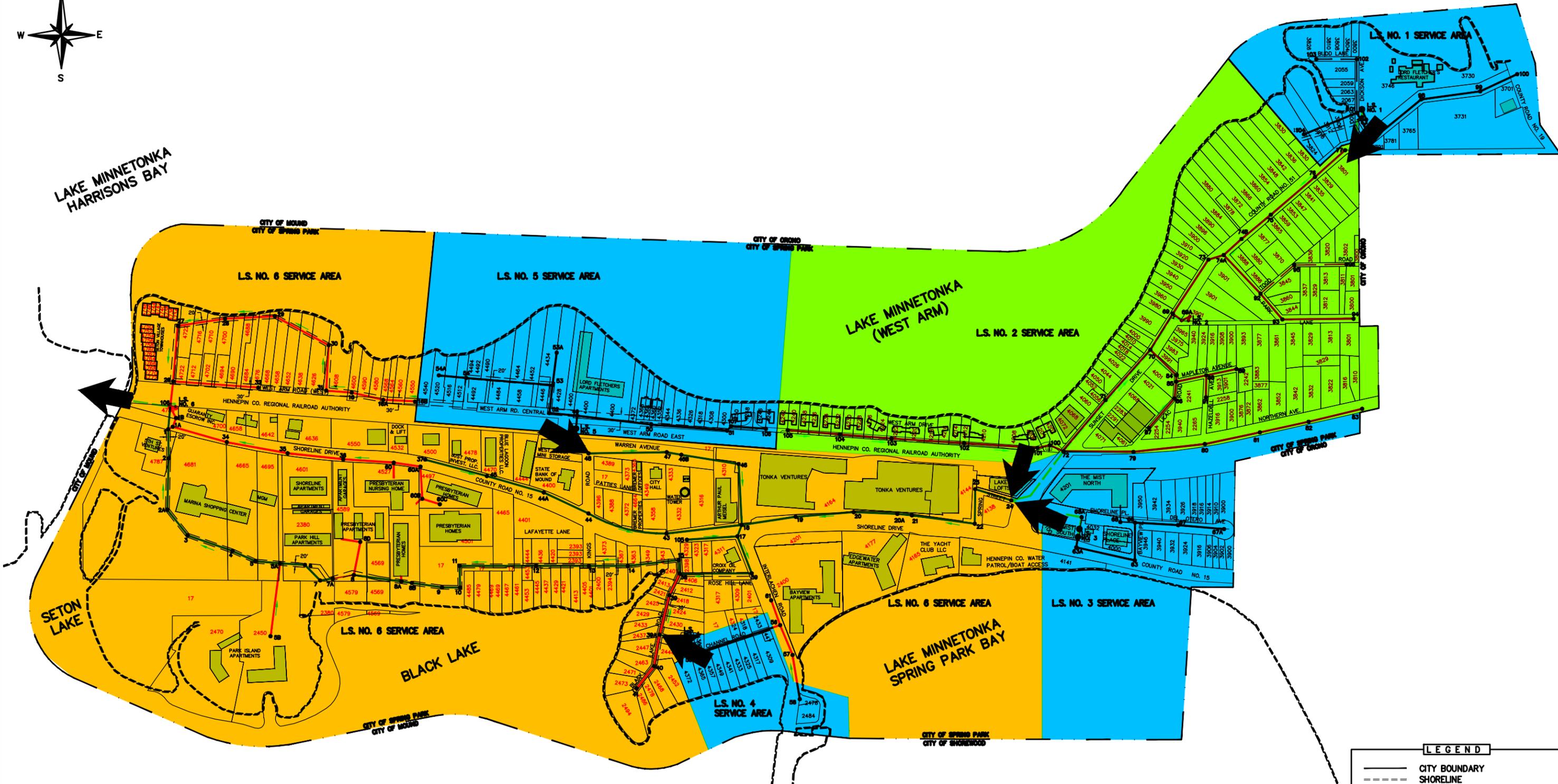
**Sanitary Sewer Manhole Assessment:** Manholes were assessed and ranked with the necessary maintenance – green require the least work and red the most.

**Sanitary CIPP Locations:** Cured-in-place piping (CIPP) locations are shown on this map.





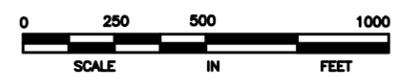
LAKE MINNETONKA  
HARRISONS BAY



**NOTICE**  
The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by Schoell & Madsen, Inc. for its own internal business purposes. Schoell & Madsen, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for this particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data (or any portion of it) to another user, the GIS Data must include a copy of this disclaimer.

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**





LAKE MINNETONKA  
HARRISONS BAY

CITY OF MOUND  
CITY OF SPRING PARK

CITY OF GRAND  
CITY OF SPRING PARK

LAKE MINNETONKA  
(WEST ARM)

CITY OF SPRING PARK  
CITY OF GRAND

SETON LAKE

BLACK LAKE

LAKE MINNETONKA  
SPRING PARK BAY

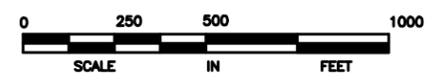
CITY OF SPRING PARK  
CITY OF MOUND

CITY OF SPRING PARK  
CITY OF SHREVEPORT

**NOTICE**  
The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by Schoell & Madsen, Inc. for its own internal business purposes. Schoell & Madsen, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for this particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data (or any portion of it) to another user, the GIS Data must include a copy of this disclaimer.

Note: Utilities are shown larger for Display purposes only.

LEGEND	
	CITY BOUNDARY
	SHORELINE
	SANITARY DISTRICT
	SANITARY FORCEMAIN
	SANITARY 8"
	SANITARY 10"
	SANITARY 12"
	I&I (PAC 1-2)
	STRUCTURAL (PAC 1-3)
	PIPE SAG
	I&I (PAC 3-5)
	STRUCTURAL (PAC 4-5)



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

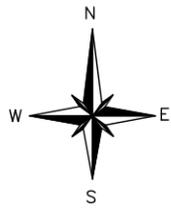
Project Name: **SPRING PARK UTILITY MAPPING SYSTEM**

Date: **05/31/16**

Sheet Title: **SANITARY SEWER PIPE CONDITIONS**

Sheet: **1 of 1**





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

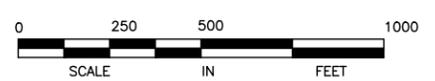
CITY OF SPRING PARK  
CITY OF MOUND

CITY OF SPRING PARK  
CITY OF SHOREWOOD

**NOTICE**  
The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by Schoell & Madson, Inc. for its own internal business purposes. Schoell & Madson, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for the particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data for any portion of it to another user, the GIS Data must include a copy of this disclaimer.

Note: Utilities are shown larger for Display purposes only.

LEGEND	
	CITY BOUNDARY
	SHORELINE
	SANITARY DISTRICT
	SANITARY FORCEMAIN
	SANITARY 8"
	SANITARY 10"
	SANITARY 12"
	NEW RINGS/CASTING ADJ.
	I&I REDUCTION
	REMOVE AND REPLACE MH



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

Project Name: **SPRING PARK UTILITY MAPPING SYSTEM**  
Sheet Title: **SANITARY SEWER MANHOLE ASSESSMENT**

Date: **05/31/16**  
Sheet: **1 of 1**





LAKE MINNETONKA  
HARRISONS BAY

CITY OF MOUND  
CITY OF SPRING PARK

CITY OF GRAND  
CITY OF SPRING PARK

LAKE MINNETONKA  
(WEST ARM)

CITY OF SPRING PARK  
CITY OF GRAND

SETON LAKE

BLACK LAKE

LAKE MINNETONKA  
SPRING PARK BAY

CITY OF SPRING PARK  
CITY OF MOUND

CITY OF SPRING PARK  
CITY OF SHREVEPORT

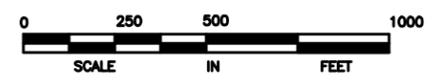
**LEGEND**

- CITY BOUNDARY
- SHORELINE
- SANITARY DISTRICT
- SANITARY FORCEMAIN
- SANITARY 8"
- SANITARY 10"
- SANITARY 12"
- CURED-IN-PLACE PIPING (CIPP)

**NOTICE**

The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by Schofield & Madson, Inc. for its own internal business purposes. Schofield & Madson, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for this particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data (or any portion of it) to another user, the GIS Data must include a copy of this disclaimer.

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**

Sheet Title:  
**SANITARY CIPP LOCATIONS**

Date:  
**07/11/17**

Sheet:  
**1 of 1**



### *Storm Sewer*

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 TMDL Report will establish drainage requirements for the communities contributing to the pollutant loading into West Arm. The City of Spring Park will need to study the cities TMDL and implement a plan to reduce the loadings in accordance with the requirements contained in the report.

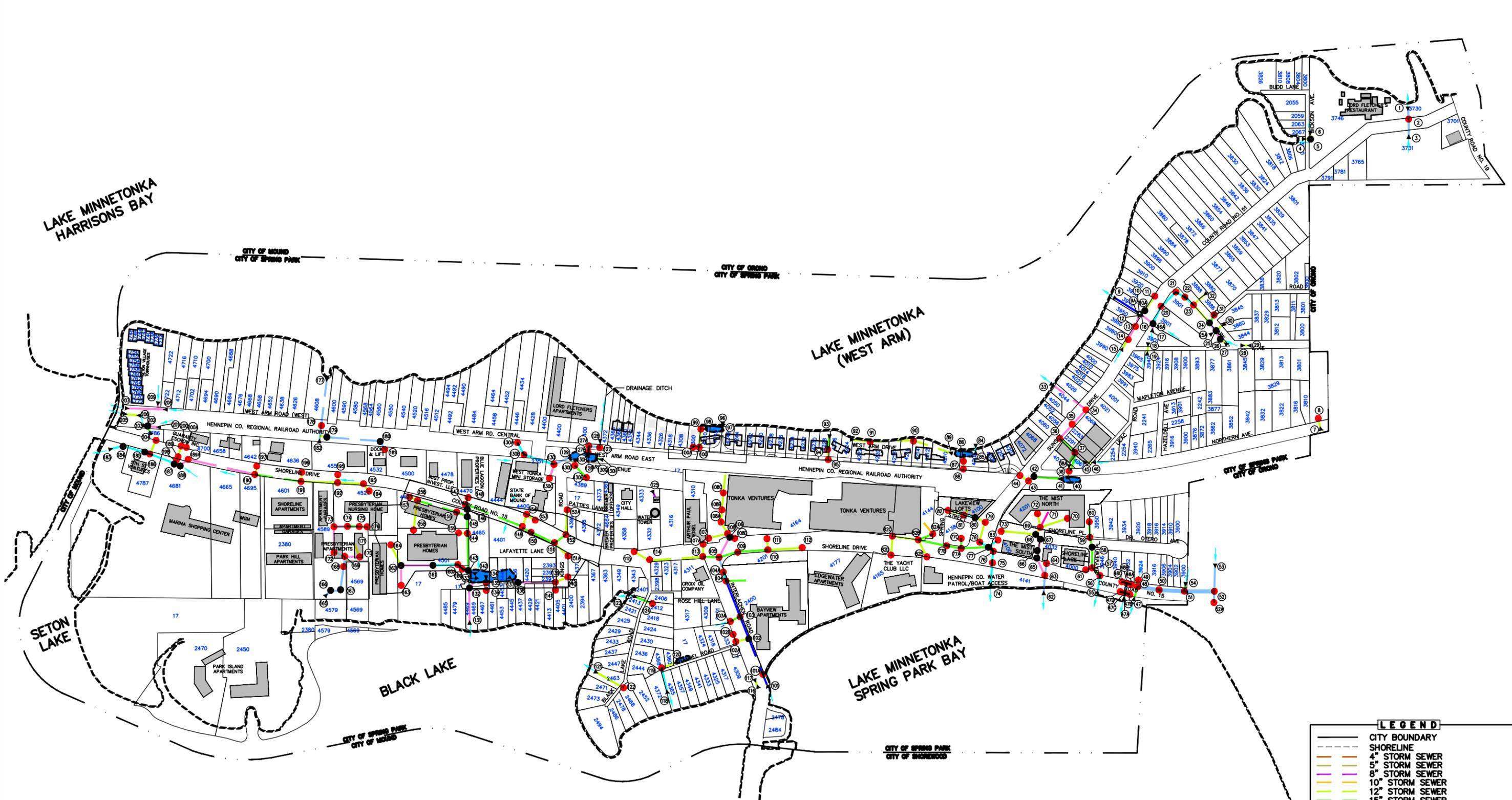
The City of Spring Park submitted a revised MS4 permit in June 2006. This submittal was in response to new permit application requirements established by the MPCA. The permit application included BMPs in the format required by the MPCA and a City prepared Storm Water Pollution Prevention Plan (SWPPP).

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.

Spring Park recently adopted a comprehensive storm water management plan. The plan was developed for purposes of relieving specific drainage problems, preventing anticipated problems and requiring all new developments or redevelopments to install facilities compatible with the plan. Certain areas within the community are inundated by storm water in the spring and/or wet seasons and must be addressed as another high priority issue.

The following maps show the storm structure system and the storm structure assessment/ownership of the City of Spring Park storm structures. Sewers range from 4 inches to 30 inches, and are owned privately, by the City, and by the County. The Storm Structure Assessment/Ownership map also shows issues in the current system, including incorrect or broken castings, exposed rebar, etc.





LAKE MINNETONKA  
HARRISONS BAY

LAKE MINNETONKA  
(WEST ARM)

BLACK LAKE

LAKE MINNETONKA  
SPRING PARK BAY

CITY OF MOUND  
CITY OF SPRING PARK

CITY OF GRAND  
CITY OF SPRING PARK

CITY OF SPRING PARK  
CITY OF GRAND

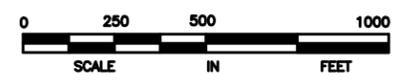
CITY OF SPRING PARK  
CITY OF MOUND

CITY OF SPRING PARK  
CITY OF SHREVEPORT

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

**NOTICE**  
The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by School & Madison, Inc. for its own internal business purposes. School & Madison, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for this particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data (or any portion of it) to another user, the GIS Data must include a copy of this disclaimer.

Note: Utilities are shown larger for Display purposes only.



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**



LAKE MINNETONKA  
HARRISONS BAY

CITY OF MOUND  
CITY OF SPRING PARK

CITY OF ORONO  
CITY OF SPRING PARK

LAKE MINNETONKA  
(WEST ARM)

CITY OF SPRING PARK  
CITY OF ORONO

SETON LAKE

BLACK LAKE

LAKE MINNETONKA  
SPRING PARK BAY

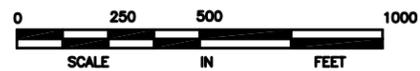
CITY OF SPRING PARK  
CITY OF MOUND

CITY OF SPRING PARK  
CITY OF SHOREWOOD

**NOTICE**  
The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by Schoell & Madison, Inc. for its own internal business purposes. Schoell & Madison, Inc. does not represent or warrant that the GIS Data or the data documentation are accurate, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for the particular GIS Data to determine the limitations of the GIS Data and the protection with which the GIS Data may be used (distance, direction, location, or other geographic features). If you transmit or provide the GIS Data for any portion of it to another user, the GIS Data must include a copy of this disclaimer.

Note: Utilities are shown larger for Display purposes only.

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
	FILLED SUMP/DEBRIS
	BURIED CASTING/WRONG CASTING
	BROKEN RINGS/MISSING GROUT
	BROKEN CASTING/FES
	UNSUPPORTED CASTING
	DET. CONCRETE/EXPOSED REBAR
	PRIVATE STORM SEWER
	CITY STORM SEWER
	COUNTY STORM SEWER



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 STRUCTURE ASSESSMENT/OWNERSHIP**

Date: **07/11/17**  
Sheet: **1 of 1**





# Planning Tactics



## INTRODUCTION

This section of the Comprehensive Plan is the Planning Tactics, which is devoted to the summary of comments and concerns raised in the Tactics interviews conducted with the City of Spring Park staff, City Council members, Planning Commission members, and comments from the first Comprehensive Plan Task Force meeting.

## COMPREHENSIVE PLAN COMMITTEE SURVEY

A large part of the Tactics was an issue ranking survey completed by the members of the Comprehensive Plan Committee. Issues were categorized by type, including residential, commercial, city services, and other issues. Within each category, Committee members were asked to rank each issue from highest priority, 1, to low priority, 5. The Committee member's answers were analyzed, summarized, and averaged.

The highest priority issues were uncontrolled outdoor storage in commercial areas, poorly maintained commercial properties, poorly maintained and/or aging multifamily properties, the need for local park improvements, uncontrolled outdoor sales in commercial areas, and the poor water quality in lakes.

The full results of the surveys are shown below in order of priority.

### *Residential*

- Poorly maintained and/or aging multifamily properties (2)
- Poorly maintained and/or aging single family properties (2.6)
- Quantity of multifamily buildings/multiple family land uses are a future redevelopment tool (2.8)
- Uncontrolled outdoor storage (2.8)
- Isolated neighborhoods (3.2)
- Medium density zoning along Sunset Drive and the allowance of twin homes in the R-1 and R-2 zoning districts (3.4)
- Increased property taxes – makes it difficult for middle income households to afford their homes (3.6)
- New development on small residential lots – existing non-conformities make it difficult to expand home; new developments don't fit neighborhood; need to address home expansions (4)

### *Commercial*

- Uncontrolled outdoor storage (1.4)
- Poorly maintained commercial properties (1.6)
- Uncontrolled outdoor sales (2)
- Lack of commercial, retail, and services for day-to-day needs of residents – types of commercial uses appropriate for Spring Park (2.8)

### *City Services*

Local park improvements (2)  
Unattractive streetscape of County Road 15/51 (2)  
Lack of pedestrian-friendly routes (2.2)  
Increase accessibility of parks via bikes and walking (2.4)  
Need for community events and/or promotion of City (2.6)  
Poor condition of local streets (2.6)  
Lack of bike-friendly routes (2.6)  
Aging utility infrastructure (3)  
Local street design including narrow streets and frequent dead-ends (3.4)  
Increased traffic volumes causing congested intersections and long commute times (3.6)  
Poor visuals of Hennepin County Regional Trail (3.8)  
Need for better communication between City and residents (3.8)

### *Other*

Water quality in lakes (1.6)  
Aesthetic and functional improvements for boat launch (2.8)

Identification of each and every issue raised in the interview and workshop process was not attempted. Rather, issues presented herein represent a broad categorization of topics raised. Generally, there was a strong consensus on many topics, however, where opinions differ, both sides of the issue are presented. The following perceptions and issues represent topic area requiring specific attention throughout the comprehensive planning process.

## COMMUNITY IDENTITY

Most people interviewed described Spring Park as a small lake community. This is the identity that the City wants to preserve and promote. The following community strengths contribute to Spring Park's quality of life and public image:

1. Lake Minnetonka surrounds Spring Park. The highly valued water body provides open space, recreational opportunities, and land value to Spring Park residents. Access to the lake provides an aesthetic and economic enrichment to the community. Most interviewed expressed a need to continue to protect this natural resource for future residents.
2. The small-town government and fiscally conservative government. The City is operated and maintained with small and efficient public staff.
3. The opportunity for the regional trail through the community contributes both recreational and transportation amenities that contribute to the City's identity.

4. The proximity to the larger metropolitan community gives Spring Park residents convenient access to larger regional employment, shopping, entertainment, and recreational opportunities available in the Twin Cities region.

While complementary to the City as an attractive place to live, interview participants also identified the following community concerns that may threaten the City's historic identity:

1. Lakeshore lots along Lake Minnetonka continue to appreciate in value due to their limited availability. While this benefits the City with regard to tax base, it also presents the following concerns:
  - a. Increased land values result in increased property taxes. Substantial increases in property taxes can make it difficult for middle income households to continue to afford their homes.
  - b. The high value lakeshore lots are attracting more affluent households capable of affording premium lakeshore values. This trend is changing the socio-economic demographics of the City. With their new investment, the new property owners have different expectations for the neighborhoods and the City related to house size, neighborhood appearance, and City services. Some have expressed that with the continued in-migration of affluent households, the City is being segregated into the "haves and the have nots." These changing expectations have produced some conflicts within neighborhoods.
2. Many interviewed expressed concerns over the poor appearance of a number of unkempt commercial and residential properties. These properties detract from the City's identity and negatively impact surrounding properties. The need for cleanup, property maintenance, and code enforcement on the unkempt properties was emphasized in the Tactics interviews.
3. The development pattern in Spring Park has resulted in isolated neighborhoods that do not encourage resident interaction or sense of community. To overcome the physical layout of the City, many interviewed suggested organizing more community events such as a community festival, National Night Out, or holiday celebration events to bring residents together and celebrate Spring Park as a community.
4. There is a need to improve communication between the City and its residents. Some suggest improved utilization of social media opportunities to communicate ongoing activities, available service special events, or upcoming City issues.
5. Improve City street infrastructure. Many people interviewed noted that the condition of local streets detracts from the neighborhoods. As a fully developed community, the City needs to examine its aging infrastructure and develop a strategy for staged infrastructure replacement.

SINGLE FAMILY LAND USES



1. Spring Park is characterized by long narrow single family lots. Historically, these lots contained seasonal cottages and summer homes. As the City matured, these seasonal residences became year round homes. The existing pattern of single family lots raises the following concerns:
  - a. The narrow lot patterns result in tight living arrangements. These small lots are expected to contain the house, outbuildings, automobile parking, seasonal storage of boats and docks, and provide useable yard for the resident. This was an acceptable arrangement when Spring Park was a resort community with small cottages and single car households, however, as the City evolved to full time residents, property use changes with larger homes, maximizing use of their property. This has created issues related to property line disputes, outdoor storage, monster homes, and greater impervious lot coverage.
  - b. Many of the houses in Spring Park were constructed prior to zoning regulations and as such, do not meet required building setbacks. These reduced setbacks contribute to the City’s tight development pattern. With new construction and building additions, property owners want to preserve their right to the non-conforming setbacks and expand their homes into the balance of the lot. Without uniform setbacks, the expanded house size begins to dwarf the lot and adjoining homes.
  - c. With new redevelopment within the single-family neighborhoods, property owners pursue the “biggest bang for the buck”, resulting in larger, taller, more expensive homes. While the City wants to continue to encourage reinvestment in its housing stock, the City needs to re-evaluate past practices and define its future expectations for house sizes, lot coverage, and setbacks.
  - d. The City has identified that the preservation, maintenance and enhancement of the City’s existing single family neighborhoods must be a priority of the 2040 Comprehensive Plan. To achieve this goal, the following suggestions were offered:

- Maintain required building setbacks.
  - Stick to the City's minimum lot size of 10,000 square feet.
  - Limit single family lot impervious surface.
- e. Single family homes along Sunset Drive are zoned for medium density housing alternatives. The City will explore whether a low density zoning may be more appropriate for these single-family lots.
2. An issue identified by some interviewed was the single-family home rentals or weekend party homes. The introduction of rentals into a single-family neighborhood can be disruptive to a residential environment. This is especially true of short term rentals where the occupants have no investment in the community.
3. There is a need to address single family homes in poor condition. Suggestions include:
- a. Code enforcement on junk and uncontrolled outdoor storage.
  - b. Target poor condition homes for acquisition and redevelopment.

### MULTIPLE FAMILY LAND USES



In 2015, multiple family housing represented an estimated 76 percent of the City's current housing stock. The City's multiple family housing stock has provided a variety of housing options for Spring Park residents. This land contributes to the City's tax base, providing some relief for single family homeowners. Through the Tactics interviews, the following options were presented:

1. Many interviewed raised concern over the quantity of multiple family in the City. Currently, it represents 76 percent of the City's housing stock.
2. In looking to the future, many indicated that if the City wants redevelopment, multiple family housing provides a viable land use option. High land costs and other redevelopment costs tend to push density to make redevelopment financially feasible. A number of people interviewed expressed that the most recent redevelopment efforts (Lakeview Lofts and The Mist) included too much density, too big of buildings, and the lack of amenities as shortcomings in the projects. Others pointed out the expanded tax base and that these projects replaced a number of marginal to blighted buildings. The end results are an improvement over previous conditions.
3. In looking to the future, the City needs to further define the redevelopment ambitions related to land use, density, building design, building height, and amenities to aid in guiding future projects.
4. Many of the high density apartment complexes are aging in place and exhibiting deteriorating conditions. The City receives frequent complaints from renters who are concerned with poor conditions within their apartment building. Some interviewed suggested the need for a rental licensing ordinance that would require all rental properties to secure a license to allow properties to be rented. Part of the licensing would require periodic inspection and repair of the rental property to ensure that it is well maintained and safe for occupancy.

### COMMERCIAL LAND USES

In 2007, the City of Spring Park undertook a planning effort to establish design guidelines for future commercial development and redevelopment. This effort recognized the eclectic composition of Spring Park's commercial area. The City efforts strive to maintain the vitality of existing businesses, while enhancing the appearance of the commercial area.

Through the Tactics interviews, the following concerns were expressed with regard to the commercial areas of the City:

1. The City would like to promote commercial businesses that are compatible with the City image of small lake community. In this regard, smaller businesses that benefit from proximity to the lake, or serve the local lake lifestyle. Preferred businesses listed through the interviews include smaller lake oriented retailers, office use, coffee shop, or a sit down restaurant.
2. The appearance of select commercial areas is a concern for the City related to building conditions, exterior storage, and exterior sales. There needs to be a more aggressive effort through code enforcement to clean up bad sites.
3. A number of businesses were identified as examples of uses the City wants to continue to promote:
  - a. Marina Shopping Center. A medical clinic as a shopping center anchor is seen as a very positive addition to the community.
  - b. Lord Fletcher's Restaurant is a community landmark that draws regional customers to Spring Park.
  - c. The Drive Inn Restaurant on County Road 15 is a community attraction that provides good food and a unique dining atmosphere. Special events at the Drive Inn, such as "old car night" makes the site a local and regional destination.
  - d. Introduction of Back Channel Brewery to the Marina Shopping Center is seen as a great opportunity for the private redevelopment of an under-utilized commercial building, bringing a new commercial attraction to Spring Park.
4. In general, most interviewees would like more commercial, retail and service uses within the community. The types of businesses that are desired are those that address the day-to-day needs of Spring Park residents and businesses that cater to the lake activities, and the lake community lifestyles. Future commercial growth will depend heavily on changing trends in retail and available market support.
5. Some commercial zoned properties along County Road 15 have limited accessibility due to severe topography. The City will investigate alternative land uses for these sites.

## INDUSTRIAL LAND USES



Spring Park has 8.5 acres of land zoned M, Manufacturing to accommodate existing industrial land uses. In discussion of this land use category, the following comments were offered:

1. The current industrial property has a successful multi-tenant building that is a vital and active land use in the City. The property owner has indicated that they have no plans for redevelopment in the near future.
2. Most interviewees are pleased with improvements and appearance of the industrial area of the City. This site contributes to the attractive streetscape along County Road 15.
3. The industrial area of the City provides a significant contribution to the City's tax base and provides local employment opportunities.
4. The limited size of the industrial site, its location away from major highway systems, and growing commuter traffic on County Road 15 have raised questions over the long term viability of industrial land use in Spring Park.
5. There has been some introduction of commercial retail and service uses within the industrial areas. The City has been supportive of the new uses though zoning amendments to the Manufacturing District. The new commercial uses are acceptable provided adequate parking is available to meet their needs.

### TRANSPORTATION

The following comments were offered regarding Spring Park's transportation infrastructure:

1. Most of the people interviewed recognized the growing traffic volumes on the County highway system. This presents concerns for Spring Park related to site and neighborhood access, congestion at controlled intersections and increased commuting times for Spring Park residents working outside of the City.
2. The local street system is characterized by very narrow and frequently dead-end streets. These streets are located on very narrow rights-of-way, providing limited opportunity for improvement or expansion. The local street configurations present concerns for street maintenance, snow removal, on-street parking, and access for emergency vehicles.
3. The City has completed a street condition study that reveals streets that need some repair or improvement. The City needs to include a systematic strategy for undertaking street improvements. With any street replacement, underlying utilities (sanitary sewer, water, storm sewer) must be evaluated and, if necessary, replaced with the street.
4. Spring Park's streets are very narrow. The City needs to generate an urban street design unique to Spring Park's needs that provides adequate travel lanes and curbing for edge protection and to direct storm water to the City's storm sewer and away from private property.
5. Most of the interview participants want a pedestrian friendly community. The City supports the regional trail on the Hennepin County rail right-of-way. This regional trail will provide a pedestrian/bicycle trail that traverses the entire community, providing opportunity for local trail connections that may link City neighborhoods and commercial areas.
6. The Hennepin County regional trail corridor represents a significant pedestrian/bicycle thoroughfare through the City, however it passes along the backs of properties. There is a need to enhance the aesthetic quality of the pedestrian/bicycle corridor by screening the adjoining land uses.
7. Sunset Drive (County Road 51) is a County road with narrow right-of-way and with adjoining land uses near the street. Due to high traffic volume and traffic speeds, there is a need to provide for safe pedestrian travel in conjunction with the automobile traffic through the creation of either a trail, sidewalk, or a pedestrian/bicycle lane along this street.

**COMMUNITY FACILITIES**

*Storm water*

1. The City adopted its Local Water Management Plan in 2004 that outlines the City's strategies for storm water management. This will need to be updated with the 2040 Comprehensive Plan.
2. The Minnesota Pollution Control Agency (MPCA) has identified West Arm Bay of Lake Minnetonka as impaired water. The impaired clarification is based on nutrient/eutrophication and biological indicator criteria. The City of Spring Park will need to study the City's storm water discharge into the bay and implement a plan to reduce total maximum daily loadings in accordance with MPCA standards.
3. The City works with Minnehaha Creek Watershed District on all construction projects addressing issues of erosion control, storm water management, and on-site inspections.
4. The Tactics interviews placed an emphasis on improving water quality within the lake. The following suggestions were offered:
  - a. Examine and repair old sanitary sewer that may be leaking or collecting inflow or infiltration.
  - b. Sump pump ordinance.
  - c. Re-examine the zoning rules to require storm water retention and treatment for any new building or building addition as part of the building permit review.
  - d. With street or utility infrastructure, repair or address the collection and treatment of storm water from the streets. Make public improvements to treat storm water.

*Municipal Water*

1. The municipal water system was described as being in generally good condition, with some pipes being a little undersized. There are some dead-end water mains that result in slow water pressure in some neighborhoods. Future looping of these dead-end water mains would resolve the water pressure issues.
2. The water tower and City reservoir have sufficient capacity to meet the City's needs.
3. Some of the new, taller redevelopment projects required the installation of pressure pumps within the building to insure appropriate water pressure and fire protection in the upper stories of the buildings.
4. New water treatment plant will remove TCE from Wells 1 and 2.

5. Wells 1 and 2 need filter screens to reduce sand collection that prevents the pumps from running at full capacity. The screen will expand the capacity of these wells.
6. Well 3 needs a new drop pipe and pump house.

### *Sanitary Sewer*

1. The sanitary sewer system utilizes seven lift stations to collect and move sanitary sewage through and out of the City.
2. The sewer collection system is older, consisting of clay and ductile pipes. Some areas require repair and/or replacement. A plan for sanitary sewer repairs is necessary. The City has developed a program for slip lining pipes to preserve the life of the system and reduce inflow and infiltration.
3. The City conducts a televised inspection and jets approximately one-fourth of the City's sanitary sewer annually.

### *County Boat Launch*

1. The County boat launch is an amenity that benefits the City. Through interviews, it was suggested that the City work with the County to enhance the boat launch, both aesthetically and functionally through landscaping, launch improvements, and off-site parking for boating guests.



### *Parks*

The two City parks are very positively viewed with most interviewed suggesting that the City should make residents more aware of the community parks.

1. Thor Thompson Park was praised for the recent improvements and its overall appearance. The following suggestions were made for Thor Thompson park:
  - a. The current improvements are great. Concern was expressed that the City may overbuild this small park. Suggestions were made that park use, amenities, and facilities must be scaled to fit within the limited park area.
  - b. Provide signs and directions that link the tennis courts to Thor Thompson Park.
2. Wilkes Park was lauded for the new community garden. Future improvements should address:
  - a. Clean up or screen the adjoining single family lot to the east of Wilkes Park. The condition of this property detracts from park aesthetics and experiences.
  - b. Update playground equipment.
3. The majority of the people interviewed expressed interest in making both parks more pedestrian and bicycle accessible via trails, sidewalks, improved street shoulders, or bike lanes.

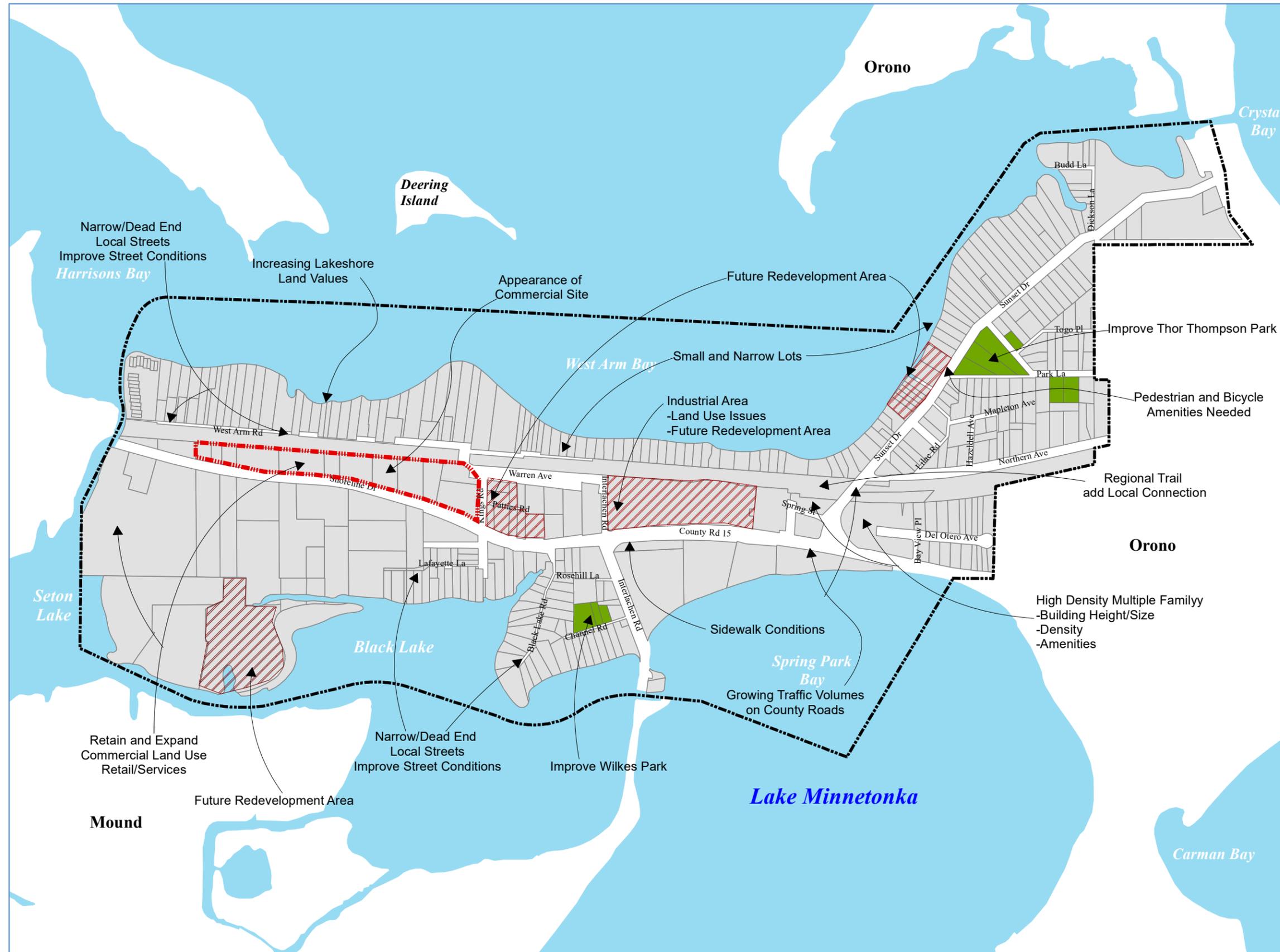


### COMMUNICATIONS

1. Many of the people interviewed expressed interest in expanding community communication and outreach to allow residents to be aware of City business, activities, improvements, and events. The following suggestions were offered:
  - a. Digital records.
  - b. Use of social media.
  - c. Newsletters and direct mailings.
  - d. Electronic agendas for Council and advisory board meetings.
  
2. Several people interviewed suggested the need to promote the community to City residents and to adjoining cities. Their suggestions included:
  - a. Community Social Events: National Night Out, community festival, holiday events, or inter-community events that bring residents out of their homes to meet their neighbors or the community at large.
  - b. Spirit Wear: Branding the Spring Park name and identity through collectibles, sweatshirts, tee shirts, mugs, cozies, etc.



# Community Issues

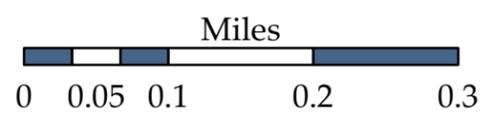


## City of Spring Park



### Legend

- Boundary
- City Parks
- Parcels
- Lakes



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





# Policy Plan



## **INTRODUCTION**

The purpose of the Policy Plan is to describe in writing what the community desires to produce or accomplish with regard to its physical environment. The plan also provides guidelines as to how these desires are to be achieved.

Building on the issues and opportunities identified in the Planning Tactics and Inventory, this chapter identifies general community goals and supporting policies. The policy statements can be used as a benchmark against which development requests, proposed plans, programs and actions can be assessed. Policies should provide a decision-making framework for all public and private actions related to development within the City.

The Policy Plan does not provide information on the timeliness and priorities for needed community improvements. Instead, it provides a series of criteria which can be used to direct general actions undertaken by public and private groups in response to community needs. Moreover, the policies should be considered and utilized collectively. In some cases, a single policy may define and outline a course of action. More frequently, however, a group of policies will be applied to a given situation.

The flexibility and adaptability of the Policy Plan is particularly useful when unanticipated development decisions emerge. The plan further complements the City's maps, ordinances, and codes which are more static documents. In some instances, policies may not address a new situation in the community. In this case, the Policy Plan should be updated or modified. This will give the Comprehensive Plan an up-to-date quality which will withstand the test of time.

In the sections which follow, the terms "goals" and "policies" are frequently used. These terms are defined as follows:

**Goals:** The generalized end products which will ultimately result in achieving the kinds of living, working and recreational environments that the community desires.

**Policies:** Action statements which lead to general achievement of the stated goals. They serve as guides to help make present and future decisions consistent with the community goals.

**CITY-WIDE GENERAL GOALS**

**Goal 1:** Protect and promote Spring Park’s identity as a quaint lake community.

**Policies:**

- A. Establish a cohesive image for the entire community through the uniform application of community promotion, design and service.
- B. Strengthen community assets to communicate Spring Park’s positive identity within the region.
- C. Build on and promote the use of the lake for recreation purposes.
- D. Remain proactive in addressing outstanding City issues or concerns that may detract from the City’s identity.
- E. Establish an attractive and identifiable commercial streetscape along County Road 15 with notable gateways and increased green space.

**Goal 2:** Protect property values and maintain a strong tax base while allowing existing residents the affordability to stay.

**Policies:**

- A. Promote private reinvestment in Spring Park properties through building renovation, expansion and maintenance.
- B. Encourage property maintenance.
- C. Provide assistance and information with regard to available programs that may assist local property owners in building renovation and expansion.
- D. Enhance local tax base within the City by encouraging high quality commercial and industrial building expansions.
- E. Implement a City’s Capital Improvement Program to assure that high quality public infrastructure accompanies private investment.
- F. Require all construction or remodeling of homes within the City to comply with minimum zoning standards of the City.
- G. Provide access to increasing technologies such as broadband services to allow residents to work from home.

**Goal 3:** Improve substandard and/or blighted areas simultaneously with redevelopment.

**Policies:**

- A. Promote private housing redevelopment within the City that meets the Zoning Ordinance performance standards.
- B. Encourage the private redevelopment of substandard, obsolete or blighted properties. Public assistance may be applicable where the redevelopment is consistent with the goals of the Spring Park Comprehensive Plan and within the financial capabilities of the City.
- C. Investigate opportunities for redevelopment or renewal of deteriorating residential sites.
- D. Redevelop select, commercial/industrial properties as they become available.
- E. Require studies on stormwater, utilities, and transportation infrastructure to determine adequate capacity and/or necessary improvements related to redevelopment projects.
- F. Establish areas where overhead utilities could be placed underground in the future.
- G. Investigate programs and regulations that address and improve the conditions of poorly maintained properties.

**Goal 4:** Ensure compatibility and strong functional relationships between land uses.

**Policies:**

- A. Maintain and strengthen the character of individual neighborhoods.
- B. Prevent over-intensification of land use development, that is, development which is not accompanied by a sufficient level of supportive services and facilities (utilities, parking, access, etc.).
- C. Investigate remedies to correct or eliminate existing land use compatibility problems and review and make changes to the zoning map accordingly.
- D. Examine requested land use changes in relation to adjoining land uses, site accessibility, utility availability, and consistency with the City's Comprehensive Plan and policies.
- E. Accomplish transitions between distinctly differing types of land uses in an orderly fashion which does not create a negative (economic, social or physical) impact on adjoining developments.

- F. Address conflicting and non-complementary land uses through code enforcement or improved site design options, where practical.
- G. Examine and re-evaluate under-utilized commercial parcels to insure full land utilization and proper infill development of parcels.
- H. Amend the R-1 zoning district to limit uses to single family homes.

**Goal 5:** Promote environmentally friendly land uses and development design.

**Policies:**

- A. Emphasize stormwater management and treatment to protect and improve water quality in Lake Minnetonka.
- B. Implement City-wide programs that will reduce inflow and infiltration into Spring Park’s sanitary sewer.
- C. Promote the use of “green technologies” in building and site design as a means of encouraging energy efficiency, proper stormwater treatment, sustainable buildings, and attractive living and working environments.
- D. Implement language to require erosion control on sites during the construction phase.
- E. Implement the City’s alternative energy regulations that allow the use of alternative energy technologies (solar, wind, geothermal) in building and site design.

**Goal 6:** Promote an active and healthy community.

**Policies:**

- A. Continue the development of pedestrian trails and bikeways that meet the recreational needs of citizens, and provide an alternative means of transportation.
- B. Embrace community planning elements that contribute to good health including affordable housing choices, clean natural environments, efficient public transportation, employment options, job training, quality education, cultural and recreational opportunities, diversity, accessible health services, and emergency management services.
- C. Explore opportunities to improve and protect public health through programs and activities that address a range of health related issues such as physical activity, water quality, air quality, good access, and mental health.

- D. Continue the City’s efforts for effective emergency management services through personnel, training, technology, inter-agency cooperation, and application of safety and fire codes.
- E. Make the most of Spring Park’s senior population by encouraging participation in the community’s labor force, advisory committees, volunteer organizations, and community programs to advance the community’s overall planning goals.
- F. Continue to examine the City Park’s for improvements, amenities and facilities that will make them more accessible, attractive and user friendly to residents of all age groups

**NATURAL RESOURCE GOALS**

**Goal 1:** Protect City’s natural resources and enhance lake water quality.

**Policies:**

- A. The City of Spring Park will need to study the City’s stormwater discharge into Black Lake, Seaton Lake, Spring Park Bay and West Arm Bay and implement a plan to reduce total maximum daily loadings in accordance with MPCA standards.
- B. Develop and implement best management practices to reduce sediment and pollution discharge into Lake Minnetonka.
- C. Continue to work with Minnehaha Creek Watershed District, LMCD, and DNR on all construction projects addressing issues of erosion control, stormwater management, and on-site inspections.
- D. Establish easements over drainageways.
- E. Require the creation of rainwater gardens or bio-retention ponds with all development.
- F. Implement storm water best management practices with all site development. Limit impervious surfacing on each lot per zoning district standards.

**RESIDENTIAL GOALS**

**Goal 1:** Allow for a variety of housing types, styles and choices to meet the needs of Spring Park’s changing demographics.

**Policies:**

- A. Maintain single family residential neighborhoods and modest homes sizes.
- B. Support the renovation of existing multifamily and senior living facilities.

- C. Maintain the ability to allow a variety of housing options affordable to a broad range of household incomes.
- D. Promote both private and public sector services to allow independent living elderly residents to remain in their homes.
- E. Encourage investment and improvements to the City's existing housing stock that adapt homes to the various life cycle needs of Spring Park's residents.

**Goal 2:** Maintain or enhance the strong character of Spring Park's single family residential neighborhoods.

**Policies:**

- A. Promote private reinvestment in the City's single family housing stock.
- B. Examine the City development regulations to promote consistent development within existing single family neighborhoods. Establish the R-1 zoning district for exclusive single family land uses.
- C. Prevent the intrusion of incompatible land uses into low density single family neighborhoods.
- D. Provide community education resource information, plan book and/or programs to local property owners on home maintenance, repair, renovation, expansion, and assistance opportunities.
- E. Periodically evaluate past practices and define the City's expectations for housing size lot coverage, and setbacks to guide future single family home construction.

**Goal 3:** Maintain or enhance multiple family residential neighborhoods.

**Policies:**

- A. Work with property owners to maintain and enhance existing multiple family uses.
- B. The City shall define its redevelopment ambitions related to land use, density, building design, building height, and amenities within its zoning regulations to aid in guiding future projects.
- C. Adhere to the highest quality community design and construction standards for new construction and redevelopment projects.
- D. Accompany medium and high density development with adequate accessory amenities such as garages, parking, open space, landscaping, and recreational facilities to insure a safe, functional, and desirable living environment.

E. Consider mixed land uses as an alternative land use option in planning and redevelopment of blighted residential/retail sites.

F. Investigate the creation of a rental housing registration program to require periodic building inspection and code compliance as means of maintaining the quality of the City's rental housing stock.

## **COMMERCIAL GOALS**

**Goal 1:** Maintain and improve Spring Park's commercial areas as vital retail and service locations.

### **Policies:**

A. Promote the west side commercial area as a community hub through tenant infill and new development within the oversized parking lot.

B. Emphasize unique commercial sites as focal points within the City.

C. Work with local business people to gain an understanding of the changing needs of the business environment.

D. Promote a full and broad range of office, service, lake oriented retailing and services, sit down restaurant and entertainment uses within the commercial areas of Spring Park that are compatible with surrounding residential neighborhoods and promote the small lake community image.

E. Attract new customers generating businesses to Spring Park that are complementary to existing businesses and will contribute to the customer attraction and business interchange of the local commercial areas.

F. Promote the redevelopment and expansion of existing businesses within the City to obtain a higher level of sales and business attraction.

G. Promote private reinvestment in the City's commercial properties. Offer limited public assistance, when appropriate, to facilitate private investment in the City's commercial areas.

**Goal 2:** Redevelop commercial sites that display building deterioration, obsolete site design, land use compatibility issues and a high level of vacancies.

**Policies:**

- A. Implement the City’s commercial design guidelines with all commercial redevelopment efforts.
- B. Coordinate redevelopment efforts with adjoining commercial properties to create site designs that promote attractive shopping environments, easy accessibility, and a high level of business interchange between businesses.
- C. Blend commercial redevelopment which is of a similar size and scale with existing businesses and which is supportable by available markets.
- D. Consider alternative land use options for marginal commercial sites that will be complimentary to area businesses.
- E. Through redevelopment efforts, encourage and promote retail and service providers that would complement the existing commercial land uses and/or contribute to the accumulative attraction of Spring Park’s commercial areas.
- F. Commercial development in Spring Park will be required to meet building performance standards which assure the creation of attractive, functional and durable structures. These standards will be established to pursue quality throughout the community, both at the time of development.
- G. Commercial redevelopment efforts to promote site designs that provide safe and convenient pedestrian movement, including access for persons with disabilities.
- H. Establish commercial building setbacks that improve visibility, pedestrian access, and be sensitive to the streetscape in Spring Park’s commercial areas.

**Goal 3:** Create a cohesive and unified identity for Spring Park’s commercial areas.

**Policies:**

- A. Create a low maintenance, uniform streetscape treatment that will enhance the retail shopping experience of Spring Park’s commercial areas. Said streetscape shall include, but not be limited to, energy efficient lighting, sidewalks, landscape plantings, pavement treatments, transit stops, benches, bicycle elements, and where practical, burial of overhead utilities.
- B. Maintain and enhance the streetscape treatments along each of Spring Park’s commercial corridors through public/private cooperative efforts (such as adopting a boulevard program).

- C. Promote the interconnecting driveways, sidewalks, shared parking areas between adjoining commercial sites to improve the accumulative attraction of the commercial sites and to promote a high level of business interchange.
- D. Establish pedestrian/bicycle connections through commercial sites to the public sidewalks and regional trail to promote safe pedestrian/bicycle access to the site.

**INDUSTRIAL GOALS**

**Goal 1:** Retain Spring Park’s industrial land uses to insure a diverse tax base and local employment opportunities.

**Policies:**

- A. Encourage the existing industries to operate within the capacity of their building and site to preserve the City’s industrial tax base and preserve local employment opportunities.
- B. Promote the high quality industrial construction to insure building durability and an aesthetically attractive appearance.
- C. Promote environmentally clean industries to avoid issues related to light or odor nuisances, or concern for air, ground, or water pollution.

**Goal 2:** Plan for the long term redevelopment of the City’s industrial area in a manner that promotes compatible land use patterns and expanded tax base.

**Policies:**

- A. Work with the industrial property owners to redevelop the industrial sites when the time is right.
- B. Investigate mixed land uses that may be introduced through redevelopment that produces compatible land use relationships with the surrounding neighborhoods.
- C. Promote a high standard of architecture and site design that contributes to Spring Park’s positive identity.
- D. Define the City’s redevelopment ambitions related to land use, density, building design, building height, site amenities, parking, and site access within the City’s Zoning Ordinance when redevelopment comes to fruition.
- E. Ensure that industrial redevelopment projects provide adequate parking, site circulation, open space, landscaping, and other amenities to support the proposed land use in a safe and functional manner.

**TRANSPORTATION GOALS**

**Goal 1:** Maintain and improve the City’s streets and transportation opportunities.

**Policies:**

- A. Maintain site and neighborhood access.
- B. Alleviate congestion at controlled intersects.
- C. Develop solutions to alleviate concerns on maintaining the very narrow streets.
- D. Continue the City’s systematic plan for undertaking street improvements.
- E. Utilize the regional trail to create a pedestrian friendly community to link City neighborhoods to commercial areas.
- F. Work with Hennepin County to develop a long range plan for light rail transit.

**Goal 2:** Promote safe pedestrian/bicycle movements throughout the City.

**Policies:**

- A. Work with Three Rivers Park District to be proactive with the construction and continued improvement of the regional trail along the Hennepin County railway.
- B. Work with Three Rivers Park District to enhance the trail corridor through landscaping and trail design elements where abutting the rear of adjoining properties.
- C. Improve, maintain, and expand pedestrian connections within the City that link community destinations including neighborhoods, parks, recreational facilities, and commercial areas.
- D. Provide pedestrian connection between public sidewalks and trails into private, commercial, retail and service sites. Establish a “rollable” sidewalk and trail system that accommodates wheel chairs, strollers, and walkers to encourage use by all community residents.
- E. Support pedestrian and bicycle facilities (i.e., benches, rest areas, parking, trail head) to encourage use.
- F. Support pedestrian facilities at intervals that are comfortable to City’s aging populations.
- G. Promote options for sidewalks or trails along Sunset Drive (County Road 51).

**COMMUNITY FACILITIES GOALS**

**Goal 1:** Maintain, improve, and create services, facilities and infrastructure to meet the needs and interests of the community.

**Policies:**

- A. Implement a Capital Improvement Program that addresses the repair, replacement, and improvement of community facilities including streets, utilities, storm water management, community buildings, and parks.
- B. Periodically evaluate the space needs of governmental and public service buildings. Consider purchasing property to west of City Hall for future expansion.
- C. Monitor and maintain all utility systems to ensure a safe and high quality standard of service on an ongoing basis.
- D. Manage stormwater runoff to protect the water quality and ground water recharge areas. Work with the community to establish best management practices for handling storm water on small scales.
- E. Continue to encourage cooperation and coordination between governmental units to avoid duplication of public service facilities and services.
- F. Maintain Spring Park’s existing parks and develop connections to other green spaces with the extension of community sidewalks and recreational trails.
- G. Promote high speed Internet and other communication technologies within Spring Park.
- H. Promote facilities and services that will address the needs of Spring Park’s growing diverse population.

**Goal 2:** Utilize public improvements as a means for continuing civic beautification and an impetus for stimulating investment in private property.

**Policies:**

- A. Continue to promote a streetscape in commercial areas of the City to enhance the local shopping environment and to contribute to the area’s identity.
- B. Encourage safe and convenient movement of pedestrian and bicycle traffic through the City.
- C. Maintain all public buildings and grounds according to high standards of design and performance to serve as examples for private properties.

- D. Prepare and annually update a Capital Improvement Program for all public facilities.
- E. Coordinate mass transit planning (buses, car pool lots, transit facilities, etc.) with street and streetscape improvements.
- F. Continue to work with Hennepin County on the creation of a trail head with public parking along the Hennepin County railway right-of-way.
- G. Pursue the burial of overhead utilities wherever financially and physically possible.
- H. Work with Hennepin County on the beautification of the Lake Minnetonka boat ramp.
- I. Work with Hennepin County to provide convenient parking for boaters and their guests who utilize the Lake Minnetonka boat ramp in Spring Park.

**CITY GOVERNMENT/ADMINISTRATION GOALS**

**Goal 1:** Continue to operate the City within a fiscally sound philosophy.

**Policies:**

- A. Maintain and enhance the City’s local tax base.
- B. Annually review and update the City’s Capital Improvement Program for the management, programming and budgeting of improvement needs.
- C. Economize and/or take advantage of intergovernmental shared services to avoid duplication.
- D. Continue cooperative arrangements to share facilities and community programs.
- E. Pursue new technologies and technological upgrades that will assist the community in the most efficient and cost effective delivery of services.
- F. Fund local street, utility, storm sewer maintenance, repair and replacement through capital improvement funds to reduce special assessments to Spring Park property owners.

**Goal 2:** Respond to the concerns and issues of Spring Park residents and businesses.

**Policies:**

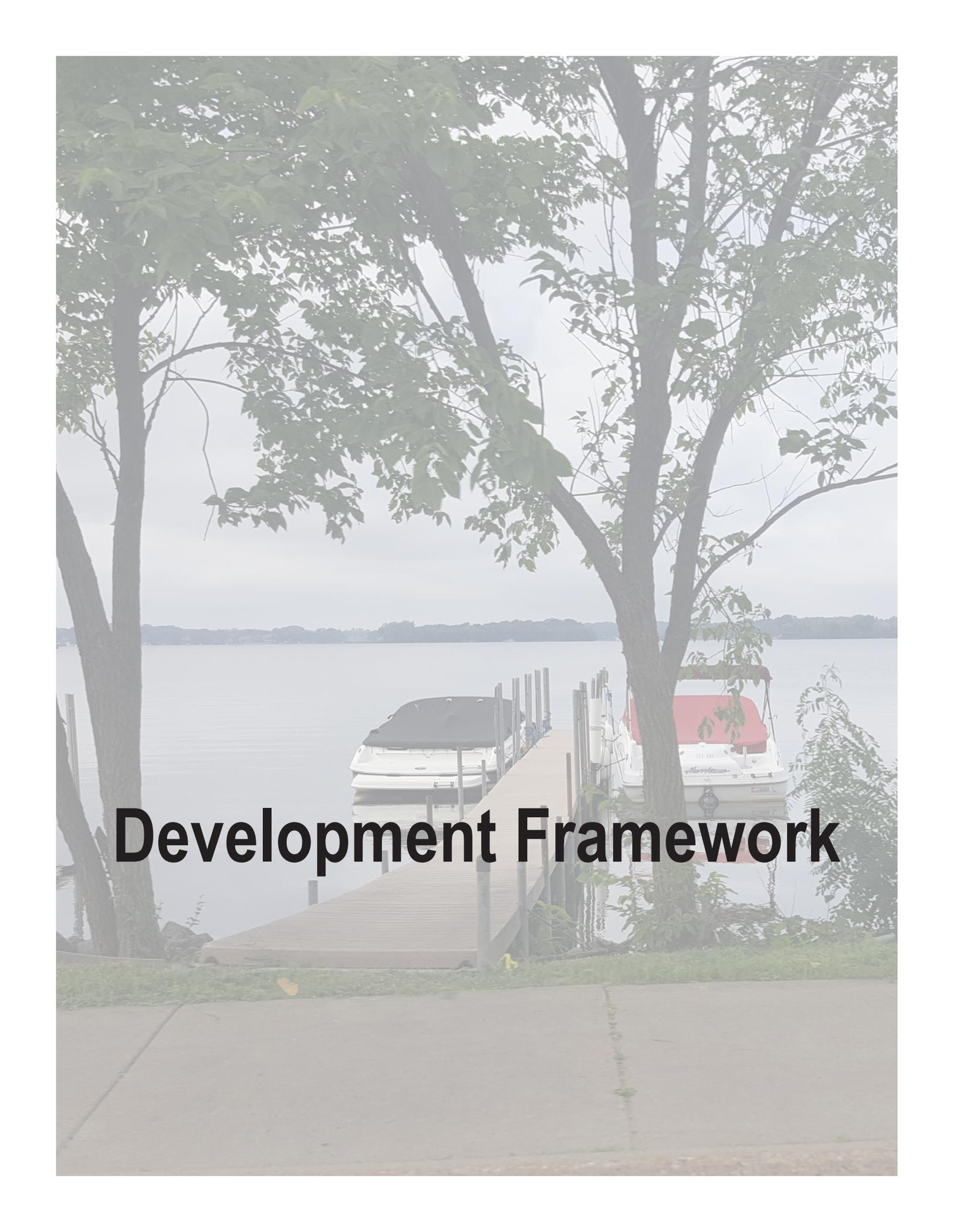
- A. Maintain good communication with City residents and businesses through direct contact, open meetings, television, newsletters, outreach programs, City website, and project bulletins.
- B. Remain proactive in addressing planning issues, code enforcement, and nuisance complaints raised by the citizens and local businesses.
- C. Maintain strong communication between the City and the School District to address ongoing community and school issues.
- D. Continue to explore opportunities to expand the usefulness of the City’s website.

**Goal 3:** Maintain a strong level of confidence in the City’s advisory committees through member selection, committee continuing education, and lines of communication between the committees and City Council.

**Policies:**

- A. Provide continuing education opportunities for advisory committee members through seminars and presentations to explore trends and changes that will influence the community’s future.
- B. Maintain strong lines of communication between the City Council and its advisory committees.
- C. Provide research, suggestions, and recommendations to the City Council to guide policy and to address the changing needs of the City of Spring Park.





# Development Framework



## INTRODUCTION

The basic intent of the comprehensive planning process is to provide a well-founded and coordinated design-making framework to guide both public and private development and community improvements. This section of the Spring Park's 2040 Comprehensive Plan is the Development Framework. Building on the social and physical profile of the Planning Inventory, community issues identified in the Planning Tactics and goals, objectives and policies established in the Policy Plan, the Development Framework frames the goals, policies and recommendations for guiding land use and infrastructure decisions for the City.

The Development Framework is the basic plan for growth and development in the community. It establishes a series of plans and programs which build upon Minnesota State Statutes 473.858 mandates that local units of government within the Twin Cities Metropolitan Area must adopt a comprehensive plan that is consistent with the Metropolitan Council's *Thrive MSP 2040* regional development guide. Further, the Development Framework defines and establishes direction for the basic elements of the development regulations that will be updated after the planning process is completed.

It is the function of the subsequent planning elements and phases to provide detailed guidance and the programming of implementation and actions for community improvement. In this regard, detailed facility plans should be developed. Specifically, plans for land use, housing, transportation, parks and trails and sewer and water resources should be developed and/or updated as needed.

Development regulation and improvement programming is based upon the Development Framework and detailed facility plans. Once the elements of the comprehensive planning process have been completed, ordinances and programs must be formulated to bring about the plans and desired results which have been established. In this regard, ordinances should be changed to reflect "current" development policies.

Specific plans which comprise the Development Framework include the following:

- Natural Environment
- Land Use
- Transportation
- Community Facilities

In total, the Development Framework provides the basic and fundamental management tool for guiding change and improvement within the City. Directives, the means for specific accomplishments and control mechanisms are then established within the detailed facilities plans.

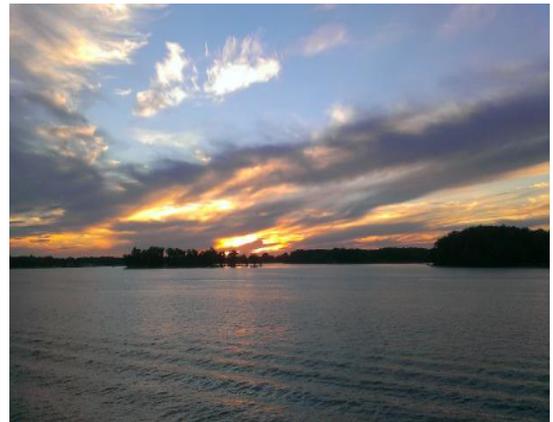


## NATURAL ENVIRONMENT

Although fully developed, the City of Spring Park places a high value on the natural features that contribute to the City's identity. Lake Minnetonka, wetlands and tree cover each help make Spring Park an attractive place to live. Past development patterns have not always emphasized protections of these natural features; however, Spring Park has implemented the following strategies since the 2030 Comprehensive Plan to improve on existing conditions as a benefit to the community and the region as a whole.

### LAKE MINNETONKA

Lake Minnetonka is the largest natural resource of Spring Park. This recreational development lake is of prime importance to residents and businesses in the community. MPCA has classified Lake Minnetonka as an impaired waterbody. This classification comes from the amount of surrounding development creating stormwater run-off, channeled into Lake Minnetonka. The City has implemented the following efforts and strategies to improve water conditions in Lake Minnetonka:



1. The City has adopted a comprehensive Storm Water Management Plan consistent with the Minnehaha Creek Watershed District (MCWD). The City works closely with MCWD on all construction projects within the City to ensure that all projects meet MCWD rules, regulations, and storm water components prior to construction. The Spring Park Storm Water Management Plan is to be updated with the Comprehensive Plan and will become an appendix to this document.
2. The City has adopted shore land regulations that apply to the majority of the community. These regulations establish zoning standards specifically addressing the following:
  - a. Setbacks from the lake's OHWL
  - b. Limits on impervious surfaces per lot.
  - c. Standards for topographic alternatives/grading and filling of sites.
  - d. Standards for storm water management.
3. While many properties within the City may exist with legal non-conformities, the City has made an effort to correct these conditions with site redevelopment or requested building expansions through the application of the following:
  - a. All new structures, additions, and expansions shall meet required setbacks.
  - b. The lot shall be served by municipal sewer and water.

- c. The lot shall provide for the collection and treatment of storm water in compliance with the City Storm Water Management Plan if determined that the site improvements will result in increased runoff directly entering a public water. All development plans shall require review and approval by the City Engineer. The property owner shall be responsible for installing one or more of the measures recommended by the City Engineer to mitigate the impact of additional impervious surface. Plans must also be reviewed by the Minnehaha Creek Watershed District when projects meet criteria requiring watershed district review and approval.
  - d. Measures to be taken for the treatment of storm water runoff and/or prevention of storm water from directly entering a public water. The measures may include, but not be limited to the following:
    - 1) Installation of rain gardens, infiltration basins, or bio filtration basins should be considered for treatment of storm water runoff from hard surfaces. Filtration basins should be considered if soil conditions are not favorable for infiltration.
    - 2) Installation of erosion control devices, including silt fence, bio-rolls, erosion control blanket, and storm sewer inlet protection should be used.
    - 3) Installation of oil-skimming devices and sump catch basins should be used to improve water quality.
    - 4) Storm water runoff from hard surfaces should be directed into pervious areas (grassed lawns or landscape beds) through site grading and use of gutters and downspouts.
    - 5) Hard surfaces should be constructed using pervious pavement or pavers, or raised materials such as decking which has natural earth or other pervious material beneath or between the planking.
    - 6) Grading and construction techniques should be implemented that encourage infiltration of storm water runoff.
    - 7) Installation of berms or basins should be considered to temporarily detain water before dispersing it into pervious area.
4. With each public street development project Storm Water Management has been a critical component of the street design. In projects along Channel Road and West Arm Road East, the City street improvements provided for both storm water storage and treatment before directing storm water to the lake. This practice will be continued with all future street improvement projects.

5. Due to the limited supply of land, the City has allowed construction projects to address the storm water management with installation of underground collection systems. These systems are subject to the review and approval of the City Engineer and MCWD prior to installation. The City also mandates the submission of a detailed inspection and maintenance plan to ensure that long-term operations are sustained.

### STEEP SLOPES

Spring Park defines a steep slope as any site having an average slope of over 12 percent. The type of slopes, along with their surficial soil types, are taken into consideration in the review of all development requests. Each site is to be examined for problems of this nature, and in identified problem areas, the City will require test soils to determine if soil types are a problem on lesser slopes.

The Metropolitan Council has established two policies relative to development on erodible slopes:

1. Slopes which because of their surficial soil type are susceptible to severe erosion should be maintained in a natural state. Counties and municipalities should adopt regulations to maintain or replace vegetative cover of these slopes to reduce erosion and slippage.
2. Slopes subject to moderate erosion should be managed to minimize erosion and slippage; management may include special design and construction methods for development or appropriated vegetative or other cover.

In Spring Park, 12 percent grades are considered a "warning flag." While development may be allowed on slopes greater than 12 percent, such development shall be subjected to special scrutiny and examined for any potential environmental impact which might occur because of the proposed development.

Spring Park has adopted zoning/shore land standards that require the evaluation and construction on a site exhibiting steep slopes using the following criteria:

1. Possible impacts of soil erosion and measures to prevent or contain erosion.
2. Development visibility for public waters.
3. Preservation of existing vegetation.
4. Location of structures, driveways, streets, and parking.

### TREE COVER

The City of Spring Park recognizes tree and vegetation as valuable assets that contribute to the community's identity. While most of the tree cover falls within the private property, the City has established the following practices to preserve, enhance, and add to the City tree cover and design.

## DEVELOPMENT FRAMEWORK

---

1. The Spring Park Street Beautification Program has established boulevard trees along Shoreline Drive, and annually includes planting of annuals to provide an attractive travel corridor through the City.
2. To preserve the local tree stock, the City has adopted Chapter 40 Vegetation as part of the City Code for the monitoring, removal, and replacement of diseased trees within the community.
3. The Spring Park Zoning/Shore land Ordinance includes provisions for tree preservation and landscaping standards for new development or redevelopment. The standards identify allowed plant species, plant sizes and quantities required for a development site.

### WETLANDS

The number of wetlands and natural buffer areas are few within the City due to dense small lot development through the majority of the community. Wetland areas are located in the southwest and northeast corners of Spring Park. These wetlands are to be protected to preserve their role in the City's storm water management system as well as providing habitat for wildlife.

As part of the Spring Park Storm Water Management Plan, the City has adopted the preservation standards of the Wetland Conservation Act of 1991. The following steps have been implemented to protect Spring Park's wetlands:

1. Wetlands along the shoreline are protected from any encroachment through the City's Shore land and Floodplain Regulations, which preclude their alteration.
2. Spring Park and the Minnehaha Creek Watershed District established regulations for the protection of wetlands that include:
  - a. Wetland delineations must be prepared by qualified professionals in conjunction with any site development or land subdivision.
  - b. The City and the Minnehaha Creek Watershed District shall enforce the need for wetland buffers and construction setbacks from delineated wetland boundaries.
  - c. All site development shall require the submission of a grading, drainage, and storm water management plan that includes wetland protections. These plans shall be subject to the review and approval of both the City Engineer and the Minnehaha Creek Watershed District prior to any site alterations.

### ALTERNATIVE ENERGY SYSTEMS

It is the intent of the City of Spring Park to provide a sustainable quality of life for its residents, making careful and effective use of available natural, human and economic resources and ensuring that resources exist to maintain and enhance the quality of life for future residents. In accordance with this intent, the City has chosen to encourage development of renewable energy systems which have a positive impact on energy production and conservation while not adversely impacting the community.

More specifically, renewable energy production is encouraged in locations where environmental, economic and social impacts can be mitigated.

The City's Zoning Ordinance specifically recognizes solar, wind and geothermal (ground source heat pump) energy systems, specific in its zoning/shore land code

#### *Metropolitan Land Planning Act Requirements*

The Metropolitan Land Planning Act requires that comprehensive plans for Metropolitan Area communities contain an element related to the protection and development of access to direct sunlight for solar energy systems. As a result, the following solar resource-related information must be included in Spring Park's 2040 Comprehensive Plan update:

1. A map which illustrates the City's gross solar potential.
2. A calculation of the City's solar resources.
3. A policy (or policies) which relate to the development of access to direct sunlight for solar energy systems.
4. Strategies to be applied to implement established solar resource policies.

#### *Solar Potential*

The following map, provided by the Metropolitan Council, depicts Spring Park's gross solar potential. The map, developed by the University of Minnesota, illustrates annual sun energy dispersed throughout the City with "high end" potential areas shown in yellow and areas having "low end" energy potential illustrated in black. Such information can be used to predict the productivity of solar installations. According to the Metropolitan Council, the primary issue in the consideration of solar energy installations is intermittent shading due to nearby structures and trees. In this regard, areas which are shown to have "high end" potential in the City are those areas with very little tree cover.

***Solar Resource Calculations***

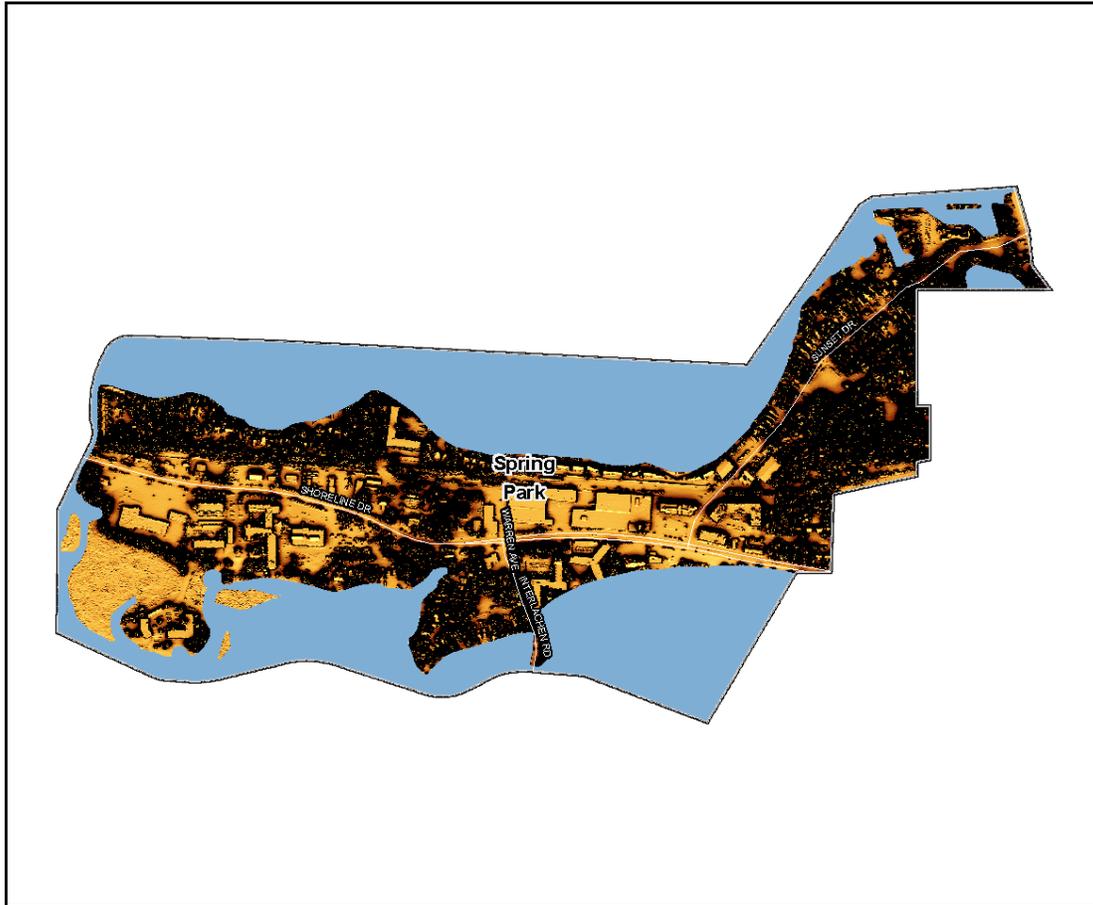
The following table, provided by the Metropolitan Council, provides an approximation of Spring Park’s solar potential. The gross solar potential and gross solar rooftop potential are expressed in megawatt hours per year (Mwh/yr). To be noted is that the calculations estimate the current potential resource of the City (prior to the removal of areas considered unsuitable for solar development or factors related to solar efficiency).

<b>Spring Park Gross Solar Potential (Megawatt Hours per Year)</b>			
<b>Gross Potential (Mwh/yr)</b>	<b>Rooftop Potential (Mwh/yr)</b>	<b>Gross Generation Potential (Mwh/yr)</b>	<b>Rooftop Generation Potential (Mwh/yr)</b>
421,102	87,401	42,110	8,740
Metropolitan Council Notes: <ul style="list-style-type: none"> <li>• In general, a conservative assumption for panel generation is to use 10% efficiency for conversion of total insolation into electric generation.</li> <li>• The rooftop generation potential does not consider ownership, financial barriers or building-specific structural limitations.</li> </ul>			

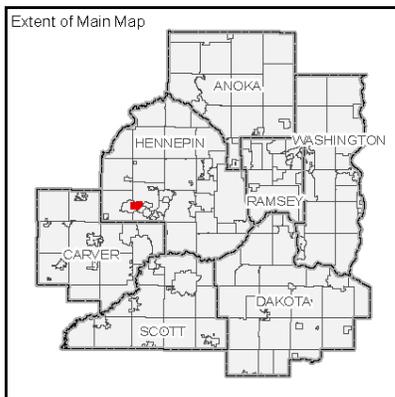
The estimated gross solar generation potential and gross solar rooftop potential are intended to convey how much electricity could be generated in the City of Spring Park using existing technology and assumptions on the efficiency of conversion. According to the Metropolitan Council, for most cities, the rooftop generation potential is equivalent to between 30 and 60 percent of a community’s total electric energy consumption. To be noted is that there is no minimum amount of solar resource development required for cities in the Metropolitan Area.

In 2013, the City of Spring Park adopted Section 42.76 of the Spring Park Zoning and Shore land Ordinance to accommodate the provision of alternative energy options within the City. This new ordinance addresses performance standards for solar, wind, and thermal energy techniques. This code is introduced to provide greater opportunities to accommodate alternative energy systems.

Gross Solar Potential  
City of Spring Park, Hennepin County



1/9/2017



Gross Solar Potential  
(Watt-hours per Year)

- High : 1273713
- Low : 900001
- Solar Potential under 900,000 watt-hours per year
- County Boundaries
- City and Township Boundaries
- Wetlands and Open Water Features

Source: University of Minnesota U-Spatial Statewide Solar Raster.



## DEVELOPMENT FRAMEWORK

---

In preparation of the ordinance, the City recognized the following conditions that influence the design and location of alternative energy systems:

1. The City has a very dense development pattern and the installation of an alternative energy system must be respectful of the impact on neighboring properties in both function and appearance.
2. Small individual lot sizes complicate the installation of freestanding solar and wind energy systems related to location usable lot area and setbacks.
3. The City values its tree cover, which also performs a vital function of energy conservation. As such, the location and installation of solar and wind systems must also be respectful of tree preservation.
4. More than 90 percent of the City of Spring Park falls within the Shore Land Overlay District of Lake Minnetonka. The shore land regulations outline provisions to reduce the visual impact of development from the adjoining lake surface. In this respect, the local ordinances must recognize these state-imposed standards.

Recognizing the aforementioned issues, the Spring Park Zoning/Shore Land Ordinance outlined performance standards specific to the City's character to allow these alternative energy systems. The end result will likely be that rooftop systems integrated with building design will be much more predominate than freestanding systems.



## LAND USE

Based upon the foundation established by the Inventory, Planning Tactics and Policy Plan, this section provides the framework to guide and direct future community growth and improvement. The Land Use Plan is a narrative and graphic description that provides the background and rationale for land use designations as represented on the Land Use Map. The plan has an educational and decision-making function, helping to improve the general understanding of how physical development in the City should take place. Although the emphasis of this section is on land use development and redevelopment, other areas such as transportation, community service, and facility needs are also addressed.

## BASIS OF THE COMMUNITY PLAN

Spring Park has a long history of community planning which has shaped the land use, infrastructure, and transportation patterns of the City. From its beginnings, the City's primary planning objective has been to establish and maintain attractive, high quality living and working environments for its residents.

While Spring Park is now a mature, fully developed community, its primary objective remains unchanged. To fulfill this objective, the City will change its planning focus to the maintenance, enhancement, and redevelopment of existing developed areas of the community.

## DEMOGRAPHIC FORECASTS

The City of Spring Park, in cooperation with the Metropolitan Council, has formulated the following demographic forecasts for the City. In light of the fully developed character of the community, the household, population, and employment growth forecast assumes that the following trends will be continued:

1. Encourage private redevelopment and/or renovation of substandard areas of the City to provide for new housing and employment opportunities.
2. Promote maintenance and improvement of local industries and businesses to provide added employment opportunities.
3. Allow attractive alternative housing types to meet the needs of the City's changing demographics.

<b>Population Projections</b>						
	<b>1990 Census</b>	<b>2000 Census</b>	<b>2010 Census</b>	<b>2020 Forecast</b>	<b>2030 Forecast</b>	<b>2040 Forecast</b>
Population	1,571	1,717	1,669	1,730	1,860	1,950
Households	741	930	897	960	1,040	1,100
Employment	807	1,028	583	600	600	600

Source: U.S. Census Bureau, Met Council

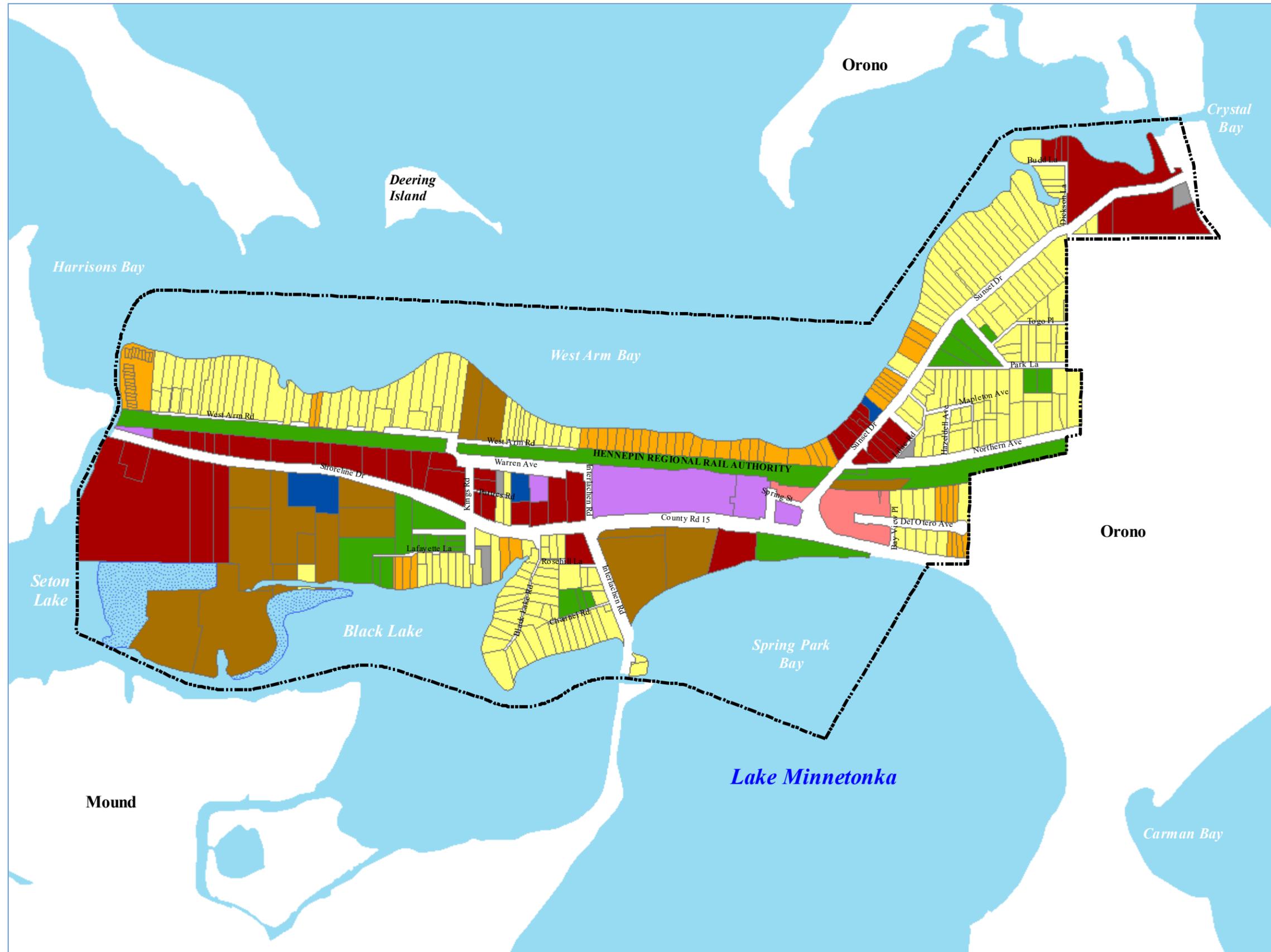
**EXISTING LAND USE**

Spring Park is a fully developed community of approximately 232.8 land acres. The city is characterized by the diversity and relative balance in its land uses. Compared to other lake communities, Spring Park has a relatively high percentage of its land area in commercial and industrial uses. As a result, Spring Park has a relatively low amount of land dedicated to single family residential use at only 29.6 percent. The existing land use map shows the distribution and location of various uses as the land is being used today.

<b>Existing Land Use - 2017</b>			
<b>Land Use</b>	<b>Acres</b>	<b>Percent of Total</b>	<b>Average Density</b>
Single Family Detached	68.4	32.8%	3.3 units/acre
Single Family Attached	15.2	7.3%	4.8 units/acre
Multifamily	30.0	14.4%	26 units/acre
Mixed Use	3.5	1.7%	45 units/acre
Retail or other Commercial	43.1	20.7%	-
Industrial or Utility	9.1	4.3%	-
Institutional	2.7	1.3%	-
Parks and Open Space	25.3	12.1%	-
Wetlands	10.0	4.8%	-
Vacant or Undeveloped	1.1	0.5%	-
<b>Total</b>	<b>208.5</b>	<b>100%</b>	

Source: Metropolitan Council, analyzed via GIS

# Existing Land Use 2017



## City of Spring Park

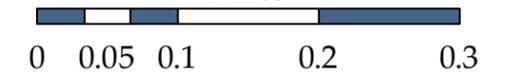


### Legend

- Low Density
- Medium Density
- High Density
- Mixed Use Residential
- Commercial
- Industrial and Utility
- Institutional
- Parks and Open Space
- Vacant
- Wetlands
- Lakes
- Boundary



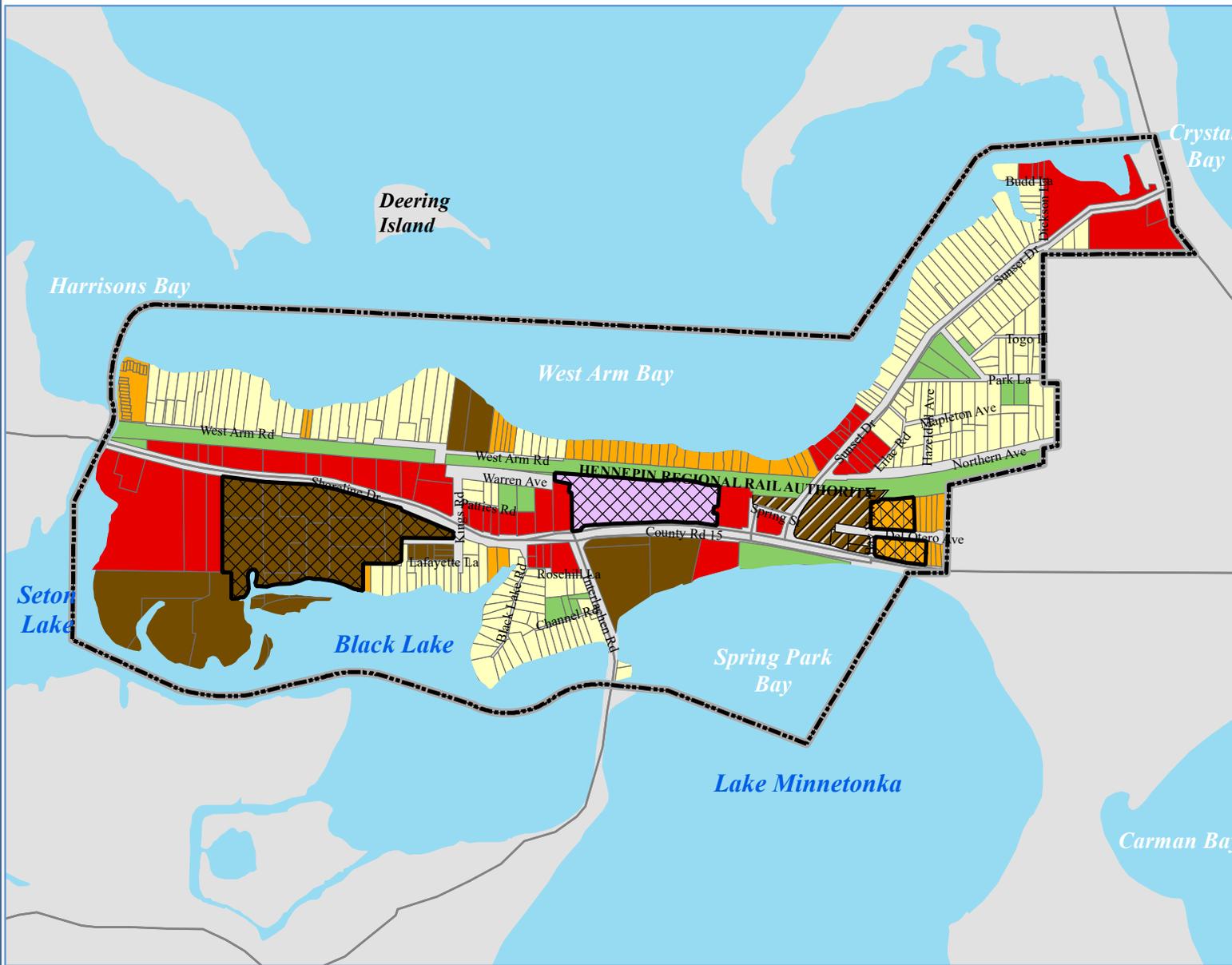
Miles



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



# 2030 Future Land Use

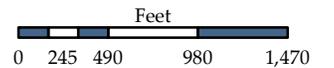


## City of Spring Park



### Future Land Use

-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Mixed Use-Residential
-  Commercial
-  Industrial
-  Public
-  Municipal Boundary
-  Potential Redevelopment Areas



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



## DEVELOPMENT FRAMEWORK

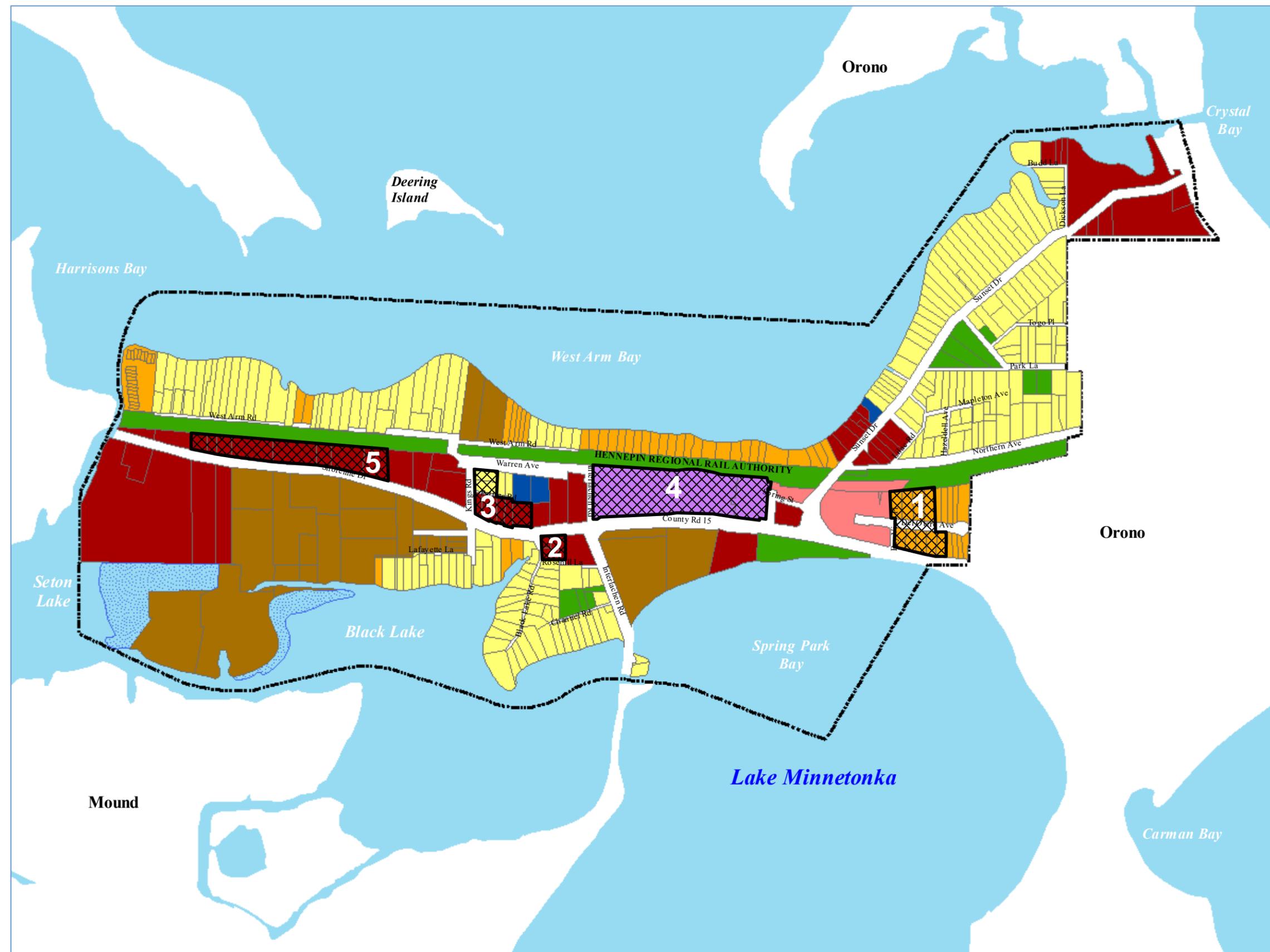
### 2040 FUTURE LAND USE

The map of the following page represents the City of Spring Park 2040 Future Land Use Plan submitted to the Metropolitan Council for approval. The following table shows the future land uses acreages of the 2040 Comprehensive Plan. The City is fully developed, and change will occur when possible. Spring Park intends to build upon and preserve the existing character of the community.

2040 Future Land Use			
Land Use	Acres	Percent	Average Density Units Per Acre
Low Density Residential	68	25.74%	3.3
Medium Density Residential	15	5.64%	6.2
High Density Residential	49	18.45%	14.6
Mixed Use-Residential	5	1.69%	41.5
Commercial	44	16.54%	NA
Industrial	8	3.05%	NA
Public	21	8.01%	NA
Right-Of-Way	24	21.08%	NA
<b>Total</b>	<b>233</b>	<b>100.00%</b>	<b>8.8</b>
Source: NAC			



# 2040 Future Land Use

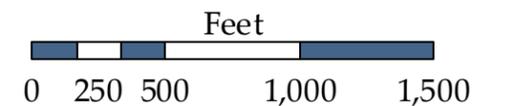


## City of Spring Park



### Legend

- Low Density (1-4 units/acre)
- Medium Density (5-19 units/acre)
- High Density (20+ units/acre)
- Mixed Use Residential (40+ units/acre)
- Commercial
- Industrial and Utility
- Institutional
- Parks and Open Space
- Wetlands
- Potential Redevelopment
- Boundary
- Lakes



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



**RESIDENTIAL**

Spring Park is a fully developed community with only one acre of land that remains undeveloped. Residential land uses occupy 114 acres or 55 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.

<b>Housing Units per Structure City of Spring Park 2016</b>			
<b>Units in Structure</b>		<b>Number of Units</b>	<b>Percent of Total</b>
Single Family	1-unit, detached	226	21%
	1-unit, attached	52	5%
Twin Homes	2, 3, or 4 units	21	2%
High Density	5 units or more	773	73%
<b>Total</b>		<b>1,072</b>	<b>100.0%</b>
Source: U.S. Census Bureau; City of Spring Park Building Permit Data			

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 (Four - Seven 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. Fifty three percent of the single family lots within the community are 10,000 square feet or less in area.

<b>Area of Single Family Lots (Square Feet)</b>		
<b>Area</b>	<b>Properties</b>	<b>Percent</b>
1,550 – 5,000	33	11%
5,000 – 10,000	128	42%
10,000 – 15,000	66	22%
15,000 – 25,000	63	21%
25,000 – 45,000	16	5%
<b>Total</b>	<b>306</b>	<b>100%</b>
Source: Hennepin County, City of Spring Park, DNR, NAC, analyzed via GIS		

## DEVELOPMENT FRAMEWORK

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 2015 housing market value.

<b>Estimated Market Value of Owner-Occupied Housing Units</b>		
<b>Value</b>	<b>Properties</b>	<b>Percent</b>
Less than \$50,000	8	4%
\$50,000 to \$99,999	5	2%
\$100,000 to \$149,999	9	4%
\$150,000 to \$199,999	355	15%
\$200,000 to \$299,999	50	22%
\$300,000 to \$499,999	47	21%
\$500,000 to \$999,999	54	24%
\$1,000,000 or more	21	9%
<b>Total</b>	<b>248</b>	<b>100%</b>
<b>Median Value</b>	<b>\$332,600</b>	
Source: U.S. Census Bureau, 2015 ACS		

Being on Lake Minnetonka has driven up the land values in Spring Park at a rate that is greater than the housing unit value.

<b>Building Value to Total Market Value Ratio (Single Family, Duplexes, and Triplexes)</b>		
<b>Building Value Ratio</b>	<b>Properties</b>	<b>Percent</b>
0.00 – 0.22	31	7%
0.23 – 0.46	136	29%
0.47 – 0.64	75	16%
0.65 – 0.81	104	22%
0.82 – 0.99	118	25%
<b>Total</b>	<b>464</b>	<b>100%</b>
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, Minnesota DNR, NAC, analyzed via GIS		

## DEVELOPMENT FRAMEWORK

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 2040 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. The City has raised a growing concerns regarding the introduction of Townhomes within established single family neighborhoods. The cited concerns include:



- Lot sizes and usable yard space are not adequate to accommodate increased number of units.
- Added density increases the demand for lake docks associated with additional housing units.
- Compatibility with the predominately single family character of the neighborhoods in unit design and site functions.
- Increase in density adds traffic on existing narrow dead-end streets.

Due to the aforementioned concerns, the City will protect the single family neighborhoods through the modification of the R-1 Zoning District limiting the land uses within the district to single family dwellings and their ancillary uses.

## DEVELOPMENT FRAMEWORK

---

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 existing homes may retain their non-conforming setback, but all future additions, both vertically and horizontally, must meet required setbacks, provided the building complies with the City's height restrictions, Building Code, and Fire Code.
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.
5. All new construction, renovation, or expansion of homes must provide a construction staging plan that includes the following:
  - a. Schedule for a project including start date, completion date, and project working hours that meet City Code for nuisances.
  - b. Contractor parking plan that identifies location and number of vehicles. Said vehicles shall not occupy or obstruct public streets.
  - c. Schedule and location for project deliveries so as not to obstruct public streets or present nuisance issues for the adjoining neighboring properties.
  - d. Grading, drainage, erosion, sediment control plan to protect adjoining properties and Lake Minnetonka.
  - e. Plan for controlling noise, odors, dust, and litter on and around the construction site.

The construction staging plan is an essential component of residential development/redevelopment sites due to the proximity of adjoining homes and the City's narrow public street widths.

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 residential properties or the neighborhood as a whole, the City has established 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.
3. Limits on the number of recreational vehicles permitted on a residential lot.
4. Location requirements for outdoor storage in residential zoning districts.
5. Required screening of outdoor storage in residential areas.

### ***Medium Density Residential (Seven - 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 12.5 acres or 5.4 percent of the City's total land area. The average density of these units is currently 4.8 units per acre.

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 (13+ Units Per Acre)***

In 2016, 72% of the City housing stock consisted of apartments or condominiums. This high-density housing, including mixed use properties, occupies approximately 38.5 acres, resulting in a City-wide average density of 24 units per acre.

<b>Name</b>	<b>Property Address</b>	<b>Units</b>	<b>Description</b>
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
Lakeview Lofts	4100 Spring Street	39	Condominium
Chateau	4497 Shoreline Drive	37	Senior Apartments
Court, Villa Apartments	4501-4523 Shoreline Drive	160	Senior Apartments
Presbyterian Homes	4527-4599 Shoreline Drive	115	Senior Apartments
Source: City of Spring Park			

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 some 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. In 2009, Presbyterian Homes received city approval for redeveloping their site to more efficiently provide services, expand housing opportunities, and streamline operations. These redevelopment improvements were implemented in 2010 and completed in 2011.

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. The City will consider mixed use and/or, high density residential uses in targeted commercial redevelopment sites to complement remaining commercial land uses 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.
  - f. If sites guided for commercial land use are redeveloped with multiple family land uses, said development shall be held to the commercial design guidelines outlined in this plan.
4. The City has received complaints from individual renters that occupy older rental housing units. The complaints raise concerns over the condition of the properties, building deterioration, and unsafe living conditions. To address these issues and ensure that the City's rental house block maintains its quality and value, the City will investigate the establishment of a rental housing ordinance that includes periodic building inspections to demonstrate compliance with Building, Fire, and Zoning Codes.

**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) or rent payments 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. The current average density (9.15 units/acre) exceeds the densities for both 80% and 30% AMI. All future development will occur at densities exceeding 20 units/acre, which will satisfy the allocation required for 50% AMI.

For 2016, the affordability limit is 80 percent of the area median income for both rental and ownership housing. In 2016, the area median income (AMI) for a household of four is \$85,800. Under these limits, a family of four can earn up to \$65,700 to qualify for affordable housing.

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 2016, affordable rents were as follows:

<b>2016 Rental Housing Affordability Rates</b>				
<b># Bedrooms</b>	<b>30% AMI</b>	<b>50% AMI</b>	<b>60% AMI</b>	<b>80% AMI</b>
Efficiency	\$450	\$751	\$901	\$1,201
1 Bedroom	\$483	\$805	\$966	\$1,288
2 Bedroom	\$579	\$966	\$1,159	\$1,545
3 Bedroom	\$669	\$1,115	\$1,338	\$1,784
4 Bedroom	\$747	\$1,245	\$1,494	\$1,992

Source: Metropolitan Council 2017

In 2016, Spring Park's median rent was \$987+/- \$70 according to Hennepin County Affordable Housing on-line. This median rent rate compares favorably with 2016 affordability rates at 50 percent AMI in two bedroom apartments shown above. The Metropolitan Council's allocation of affordable housing in Spring Park is illustrated below.

<b>Spring Park Affordable Housing Forecast</b>				
<b>2021-2030 Net Population Growth  (10/4/2017)</b>	<b>2021-2030 NEED For Affordable Units  (10/4/2017)</b>	<b>NEED For units affordable to households with income at or below 30% of AMI</b>	<b>NEED For units affordable to households with income 31% to 50% of AMI</b>	<b>NEED For units affordable to households with income 51% to 80% of AMI</b>
80	23	14	4	5

## DEVELOPMENT FRAMEWORK

The Metropolitan Council has requested information as to how the City will meet its regional housing needs. According to Hennepin County Affordable Housing, the median rent of Spring Park's existing rental housing stock is \$987 a month. This suggests 50 percent of the rental housing stock falls at or below this rent level. In 2016 Spring Park had 773 high density units of which 50 percent may be affordable to households earning 50 percent of the AMI. Based on these figures approximately 36 percent of the City's entire housing stock is affordable.

This percentage is generally consistent with the City's 2030 Comprehensive Plan that estimated 40 percent of the City's housing stock was affordable to incomes that are at 50 percent of the AMI. Strategies to meet the affordable housing needs include:

1. Spring Park is a fully developed city, and its older high density housing buildings are beginning to show their age. The City has received complaints from renters pertaining to poor conditions in residential rental buildings. To preserve these rental sites and ensure that they offer attractive and safe housing now, and in the future. The City will investigate a rental licensing or registration program. This program will require regular building and site inspections to ensure that rental buildings, units, and sites are compliant with the City's Building, Fire, and Zoning Codes. This will require landlords to periodically re-invest in their buildings to ensure safe and functional residential units.
2. 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.
3. Job proximity is a Metropolitan Council housing need adjustment factor. The Metropolitan Council demographic forecasts indicated that Spring Park lost 445 employment opportunities between 2000 and 2010. Moving forward Metropolitan Council forecast projects 600 employment opportunities for 2020, 2030, and 2040. This loss of employment along with limited Metro Transit in the western Hennepin County communities will decrease the future demand for affordable housing in Spring Park.

## REDEVELOPMENT AREAS

The Spring Park Comprehensive Plan has identified five possible redevelopment target areas that are anticipated for redevelopment within the next 10 years or as opportunities present themselves:

1. 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 2.6 acres and would have a density of six units per acre.
2. Target Area Two (0.6 ac) lies in the Southeast corner of Black Lake Road and Shoreline Drive. This area consists of four small single family lots and two of the lots take direct access from Shoreline Drive (CR 15). Abutting the County Road and the commercial land use to the east, this raises questions of whether these sites will remain residential for the long-range

future. Redevelopment of the individual lot may not be practical due to the limited sizes, access issues, and land use compatibility with adjoining properties of redevelopment and land use changes don't occur simultaneously. Redevelopment for this target area envisions the acquisition and assembly of all four lots to create a single site having the size and dimensions to accommodate a new land use and controlled access points. The 2040 land use plan guides this area in commercial land use.

If individual properties in Target Area 2 wish to change the current residential land use to commercial without the adjoining lots, the following standards shall apply:

- a. The residential use of the property must be terminated and the existing house be converted to the commercial use or torn down for new development.
  - b. The change of use must meet the performance standards of the City Zoning Ordinance and the commercial design guidelines outlined in the commercial section of this Comprehensive Plan.
  - c. The developer must demonstrate site access, on-site parking, and on-site maneuvering for service vehicles.
  - d. Direct access to County Road 15 for a new commercial use must be approved by Hennepin County.
  - e. The commercial redevelopment must protect the remaining homes through site design, setbacks, screening, etc.
3. Target Area Three (1.9 ac) is located at the northwest corner of Shoreline Drive and Kings Road. This target area consists of commercial properties with uncontrolled outdoor storage and three single family homes that exhibit poor building and site conditions. Currently guided commercial, future land use may be changed pending redevelopment interests.
4. Target Area Four (8.0 ac) consists of 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-2040) 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 are 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.

5. Target Area Five (4.7 ac) consists of the commercially guided properties on the north side of Shoreline Drive between Kings Road and Seton Channel. This area has historically consisted of commercial land uses. However, over the years these sites have aged and have not attracted sustainable businesses. The condition of select buildings and sites in Target Area Five have declined to the point that redevelopment is needed. This area raises the question of land use. While the community has guided this area commercial, recent development inquires in the area have not been for commercial uses. In this respect future redevelopment may include a change of land use. Future commercial development faces the following issues:
- a. The emergence of internet shopping and sales has greatly changed the retail businesses. This trend has reduced opportunities for attracting brick and mortar Commercial development.
  - b. The Spring Park Commercial Markets are limited due to the City's configuration and the physical barrier of Lake Minnetonka that limits the population growth surrounding the City's commercial sites.
  - c. Spring Park's commercial sites compete with established commercial areas in Orono and Mound located at both ends of the City. These locations offer a broad range of commercial uses, and have business intercept advantages over Spring Park.
  - d. Target Area 5 site has physical limitations related to lot size and lot depth that complicate commercial site design, site redevelopment, and site access.

In 2017, the City solicited the opinions of three commercial real estate and development professionals as to the most viable future use of the Target Area 5 sites. In reviewing this area the commercial real estate professionals each suggested a change in land use to mixed use of high density residential land use. If commercial uses are sought this city should focus medical, small retail, or smaller grocery (Aldi's or Whole Foods).

Any redevelopment or land use change must recognize the remaining viable businesses must addresses issues of site design, access, and compatibility between the properties. New redevelopment efforts shall focus on land use patterns that fit the area and complement and support the remaining in-place businesses.

### MIXED USE (40+ Units Per Acre)

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

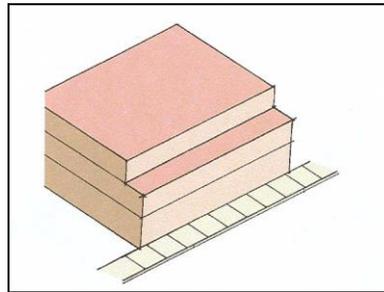
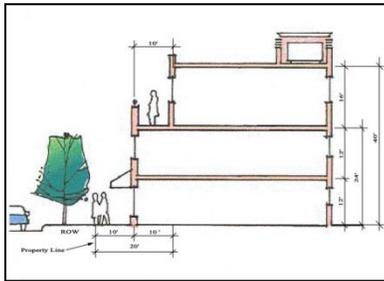
4. Encourage variable roof lines to promote visually interesting buildings:
  - a. Projects should be encouraged to provide a varying roof line along the street front.
  - b. Architectural elements such as cornices, decorative chimneys, and strong corner elements are encouraged to enhanced the roof line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



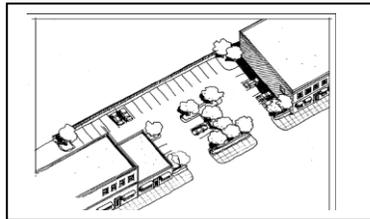
- f. Gutters or other storm water controls should be compatible architecturally with the remainder of the structure.

## 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

- 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.



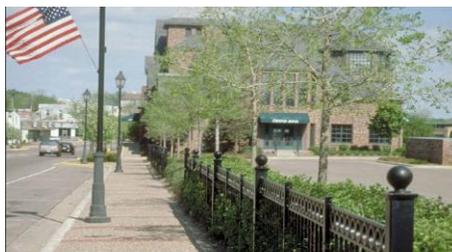
Parking in Front of Building

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



## TRANSPORTATION INTRODUCTION

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 arterial 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.

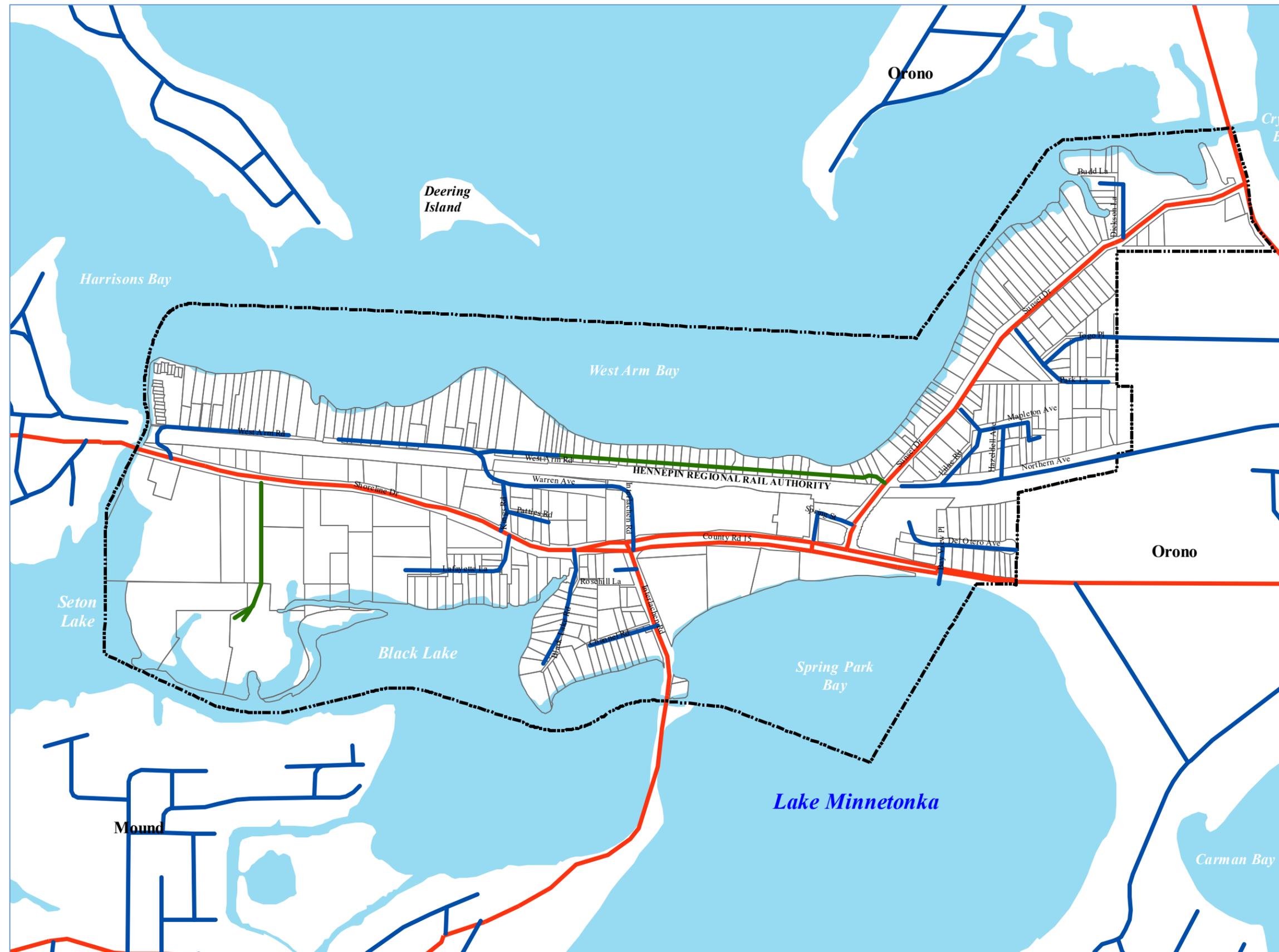
Sunset Drive connects County Road 15 to County Road 19. Topography along the west side of the roadway creates some difficult access points. Pedestrian traffic patronizing Lord Fletchers Restaurant has created problems for area residents and traffic circulation in the past.

### *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

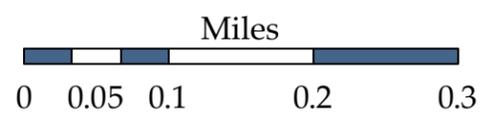


## City of Spring Park



### Legend

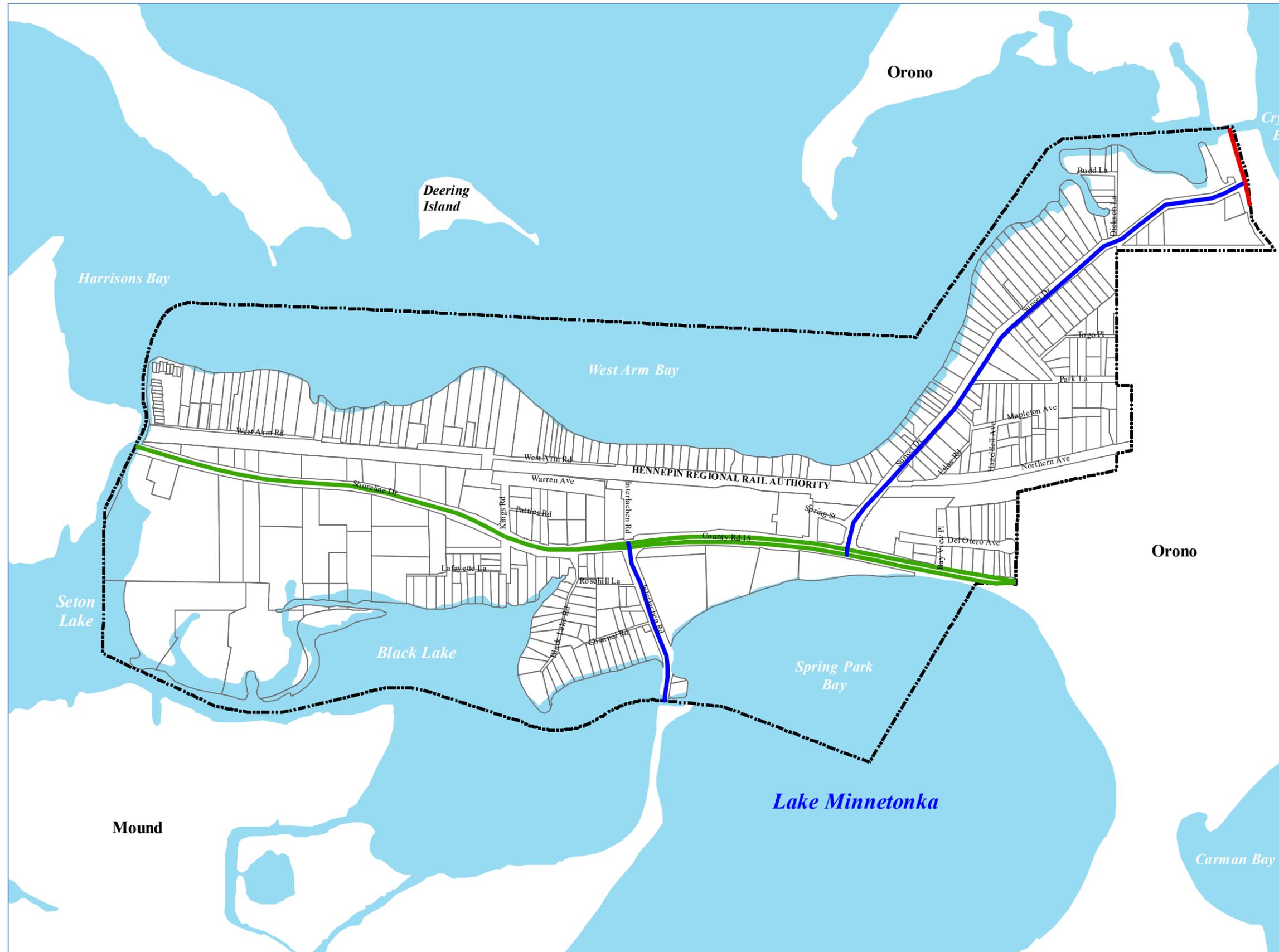
- Local Roads
- Private Roads
- County Roads
- Boundary
- Lakes



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

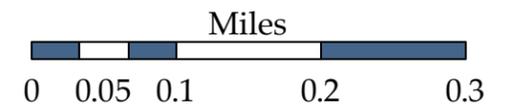


## City of Spring Park



### 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

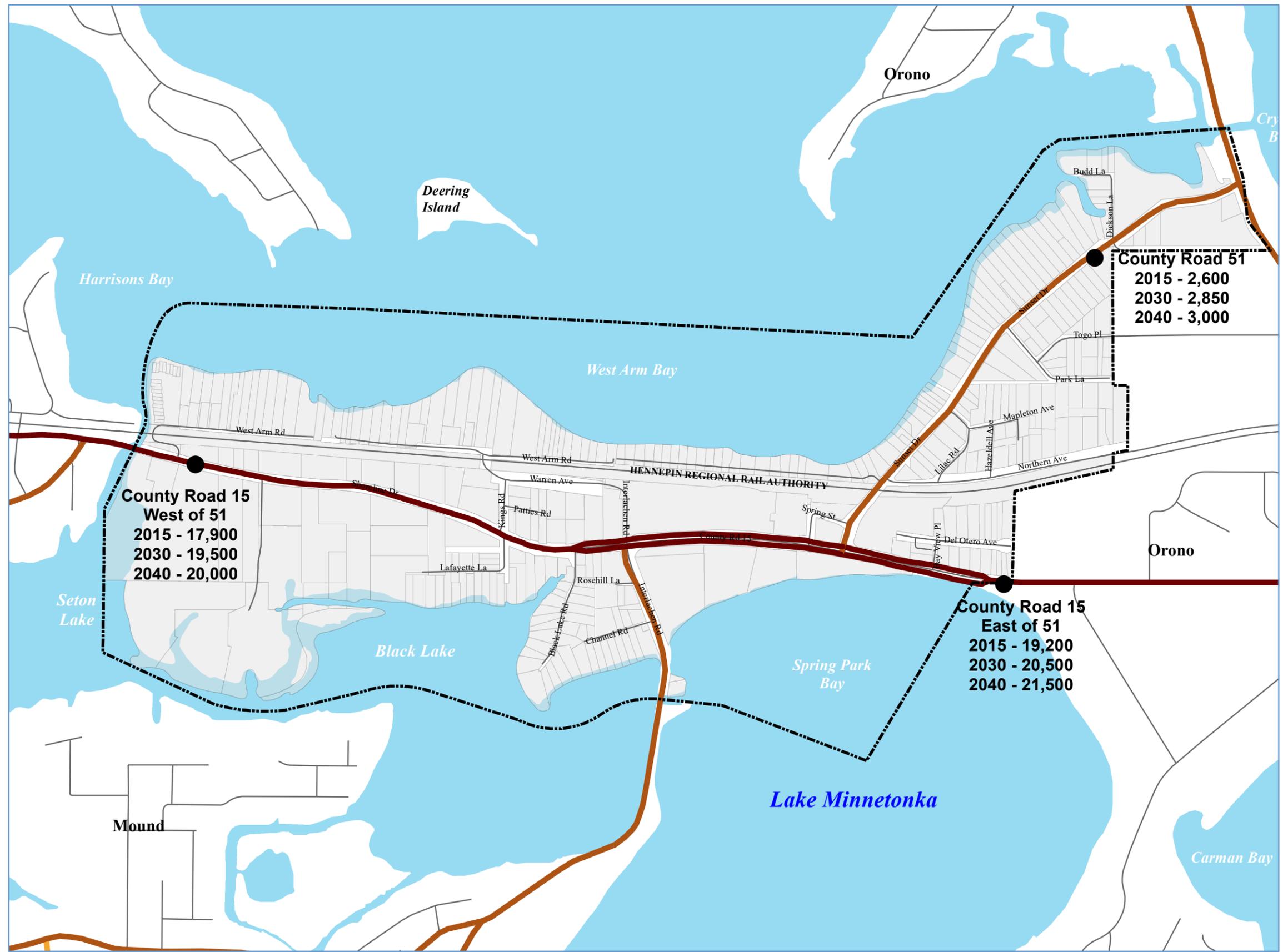
#### *Parking*

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

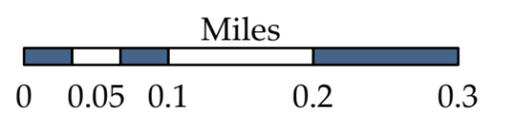


### Legend

#### Average Daily Trips, 2017

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

- Lakes
- Street Centerline
- Boundary

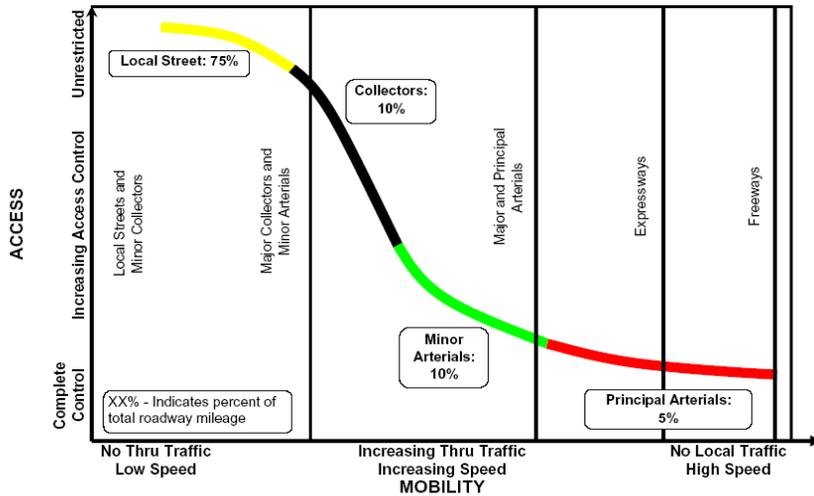


Source:  
Hennepin County, City of Spring Park  
Minnesota Department of Natural Resources, &  
Northwest Associated Consultants, Inc.  
Prepared: January 2017



*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

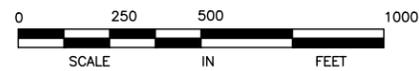
**LEGEND**

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

**NOTICE**

The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by MFRM, Inc. for its own internal business purposes. MFRM, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for this particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data (or any portion of it) to another user, the GIS Data must include a copy of this disclaimer.

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.

### **FREIGHT**

Shoreline Drive serves as the road network for the industrial area in the community.

### **TRANSIT SERVICE**

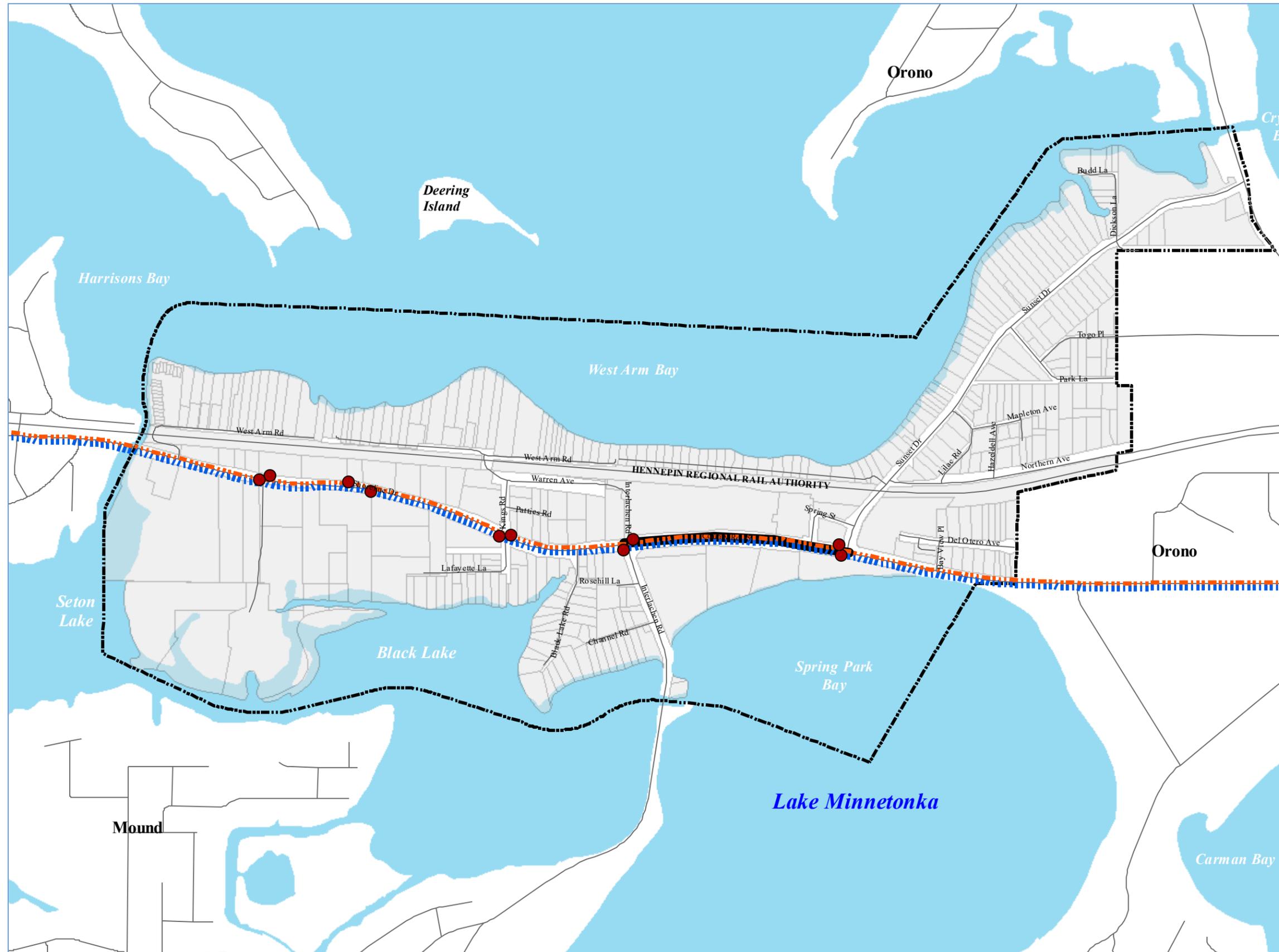
The City of Spring Park lies in Transit Market Area III for which peak and all day express service plus circulators are appropriate in the market area. Spring Park has two Metro Transit bus routes that run along County Road 15 daily. Route 675 runs Monday through Friday in 60 minute intervals and in 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

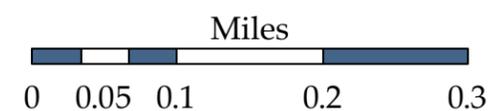


## City of Spring Park



### Legend

- Transit Stops
- - - Route 675
- - - Route 677
- Bus-only Shoulder Lane
- 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).

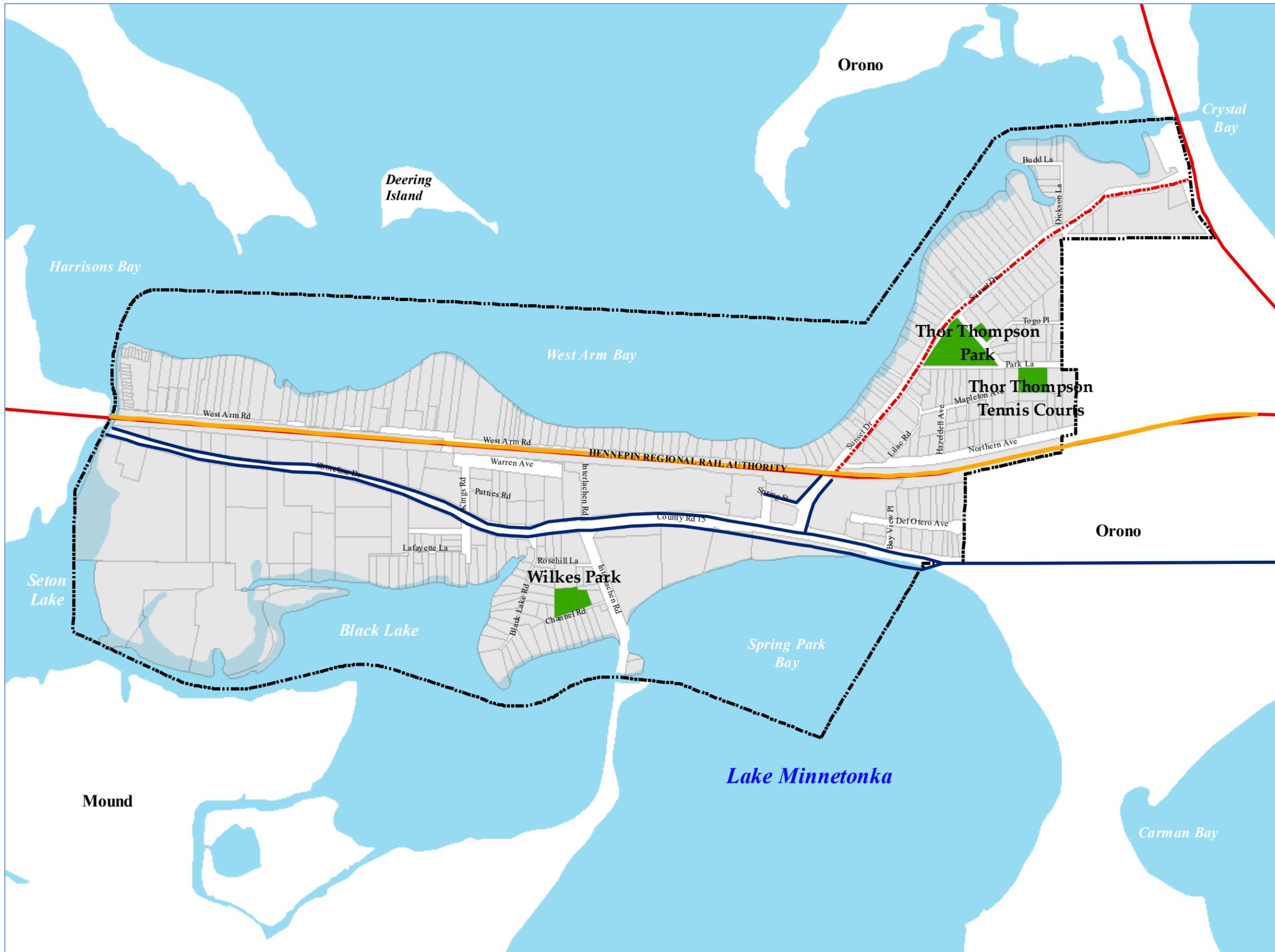
### AIRSPACE PROTECTION

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

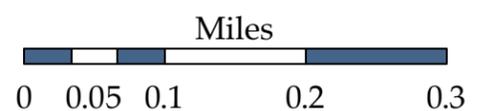


## City of Spring Park



### Legend

-  Existing Sidewalk
-  Existing Trail
-  Proposed Trail
-  Regional Tier 1 Bike Trail
-  Parks
-  Parcels
-  Boundary
-  Lakes



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



**COMMUNITY FACILITIES 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.

<b>Sewer Allocation Projections (2020-2040)</b>			
<b>Year</b>	<b>2020</b>	<b>2030</b>	<b>2040</b>
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.

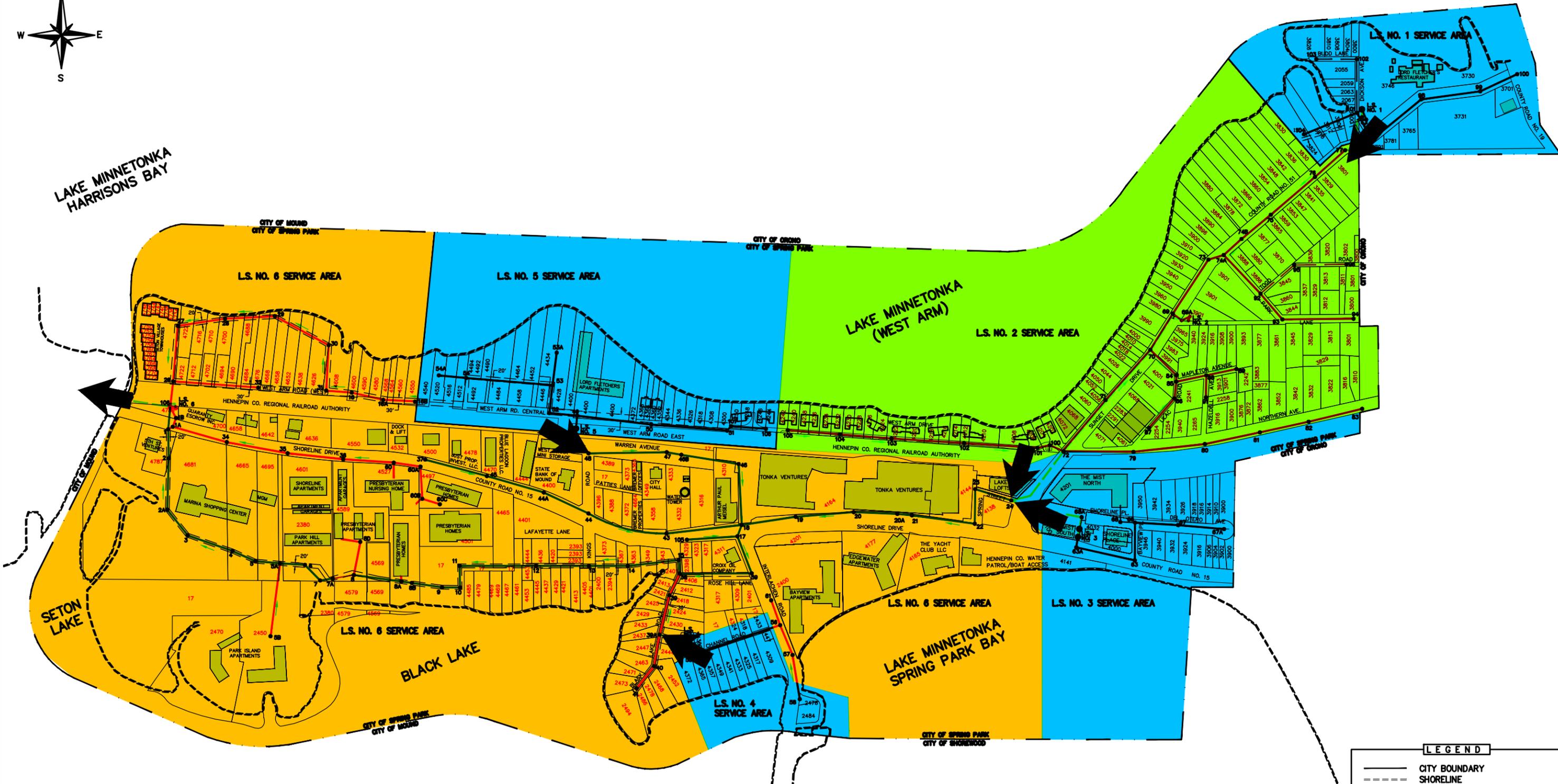
Inflow and infiltration (I/I) into the sanitary sewer system has been a reoccurring issue for the City. In response to this issue, the City has implemented the following efforts:

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 man holes are repaired.





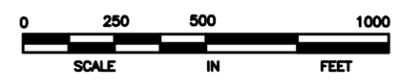
LAKE MINNETONKA  
HARRISONS BAY



**NOTICE**  
The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by Schofield & Madsen, Inc. for its own internal business purposes. Schofield & Madsen, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for this particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data (or any portion of it) to another user, the GIS Data must include a copy of this disclaimer.

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**

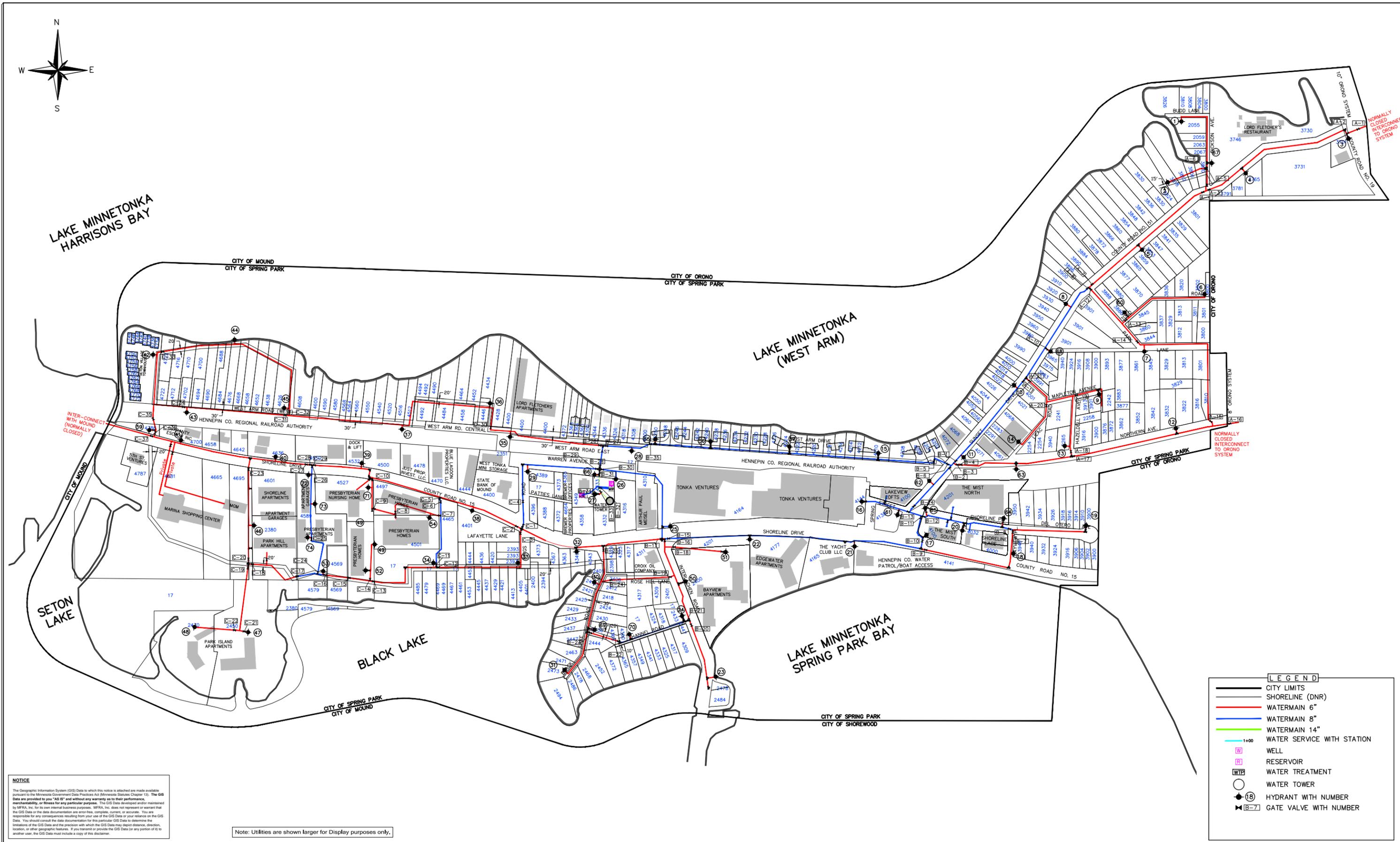
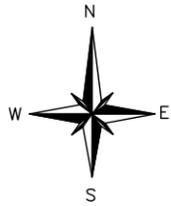
---

### **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.

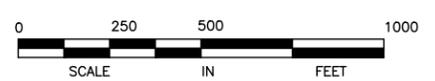


**NOTICE**

The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by MPR, Inc. for its own internal business purposes. MPR, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for this particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data (or any portion of it) to another user, the GIS Data must include a copy of this disclaimer.

Note: Utilities are shown larger for Display purposes only.

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

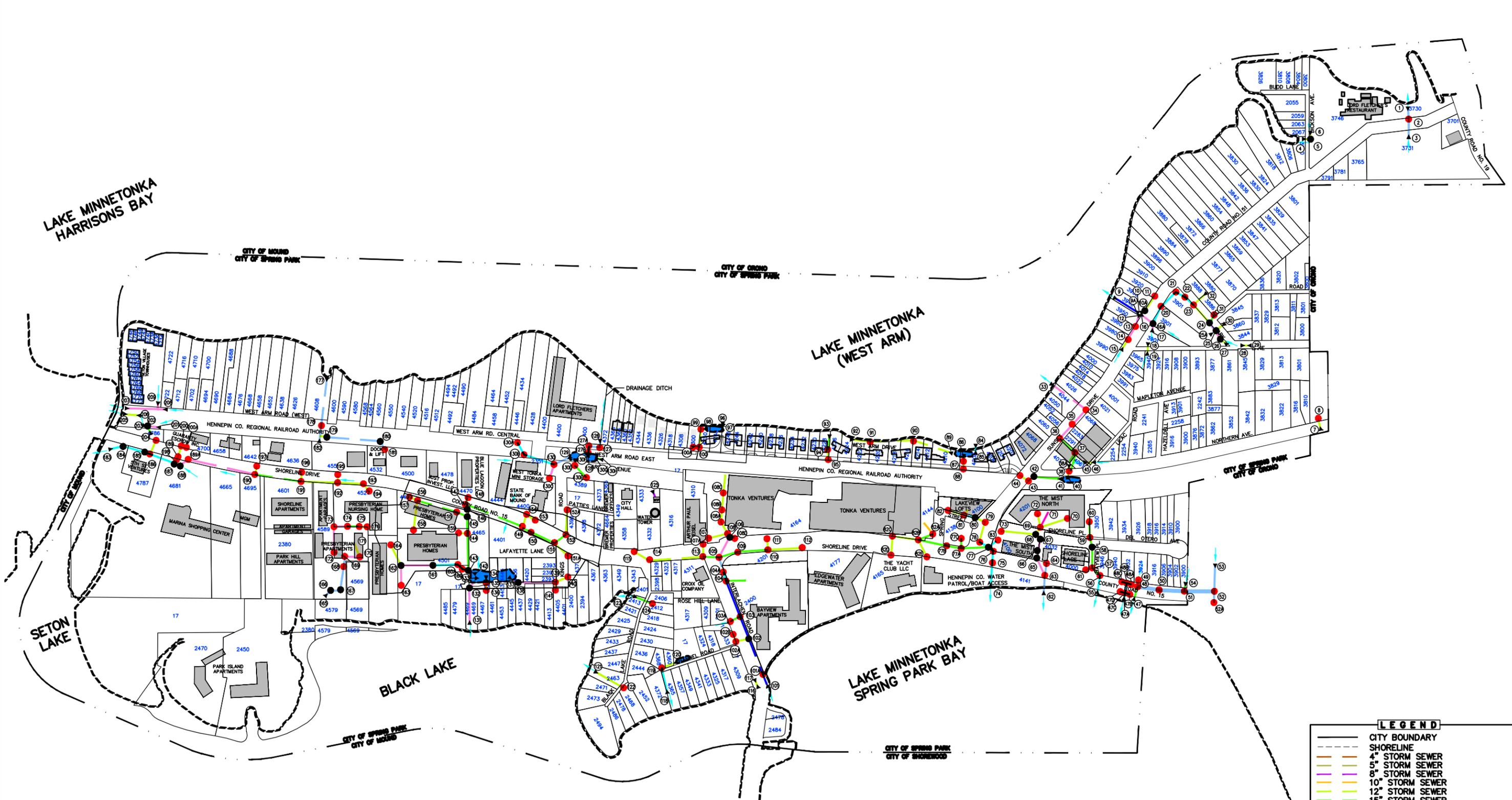
Project Name: **SPRING PARK UTILITY MAPPING SYSTEM**

Date: **06/08/16**

Sheet Title: **WATERMAIN SYSTEM MAP**

Sheet: **1**  
of **1**





LAKE MINNETONKA  
HARRISONS BAY

LAKE MINNETONKA  
(WEST ARM)

BLACK LAKE

LAKE MINNETONKA  
SPRING PARK BAY

CITY OF MOUND  
CITY OF SPRING PARK

CITY OF MOUND  
CITY OF SPRING PARK

CITY OF SPRING PARK  
CITY OF MOUND

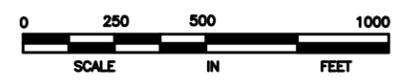
CITY OF SPRING PARK  
CITY OF MOUND

CITY OF SPRING PARK  
CITY OF SHREVEPORT

**NOTICE**  
The Geographic Information System (GIS) Data to which this notice is attached are made available pursuant to the Minnesota Government Data Practices Act (Minnesota Statutes Chapter 13). The GIS Data are provided to you "AS IS" and without any warranty as to their performance, merchantability, or fitness for any particular purpose. The GIS Data developed and/or maintained by School & Madison, Inc. for its own internal business purposes. School & Madison, Inc. does not represent or warrant that the GIS Data or the data documentation are error-free, complete, current, or accurate. You are responsible for any consequences resulting from your use of the GIS Data or your reliance on the GIS Data. You should consult the data documentation for this particular GIS Data to determine the limitations of the GIS Data and the precision with which the GIS Data may depict distance, direction, location, or other geographic features. If you transmit or provide the GIS Data (or any portion of it) to another user, the GIS Data must include a copy of this disclaimer.

Note: Utilities are shown larger for Display purposes only.

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



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.
- 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.

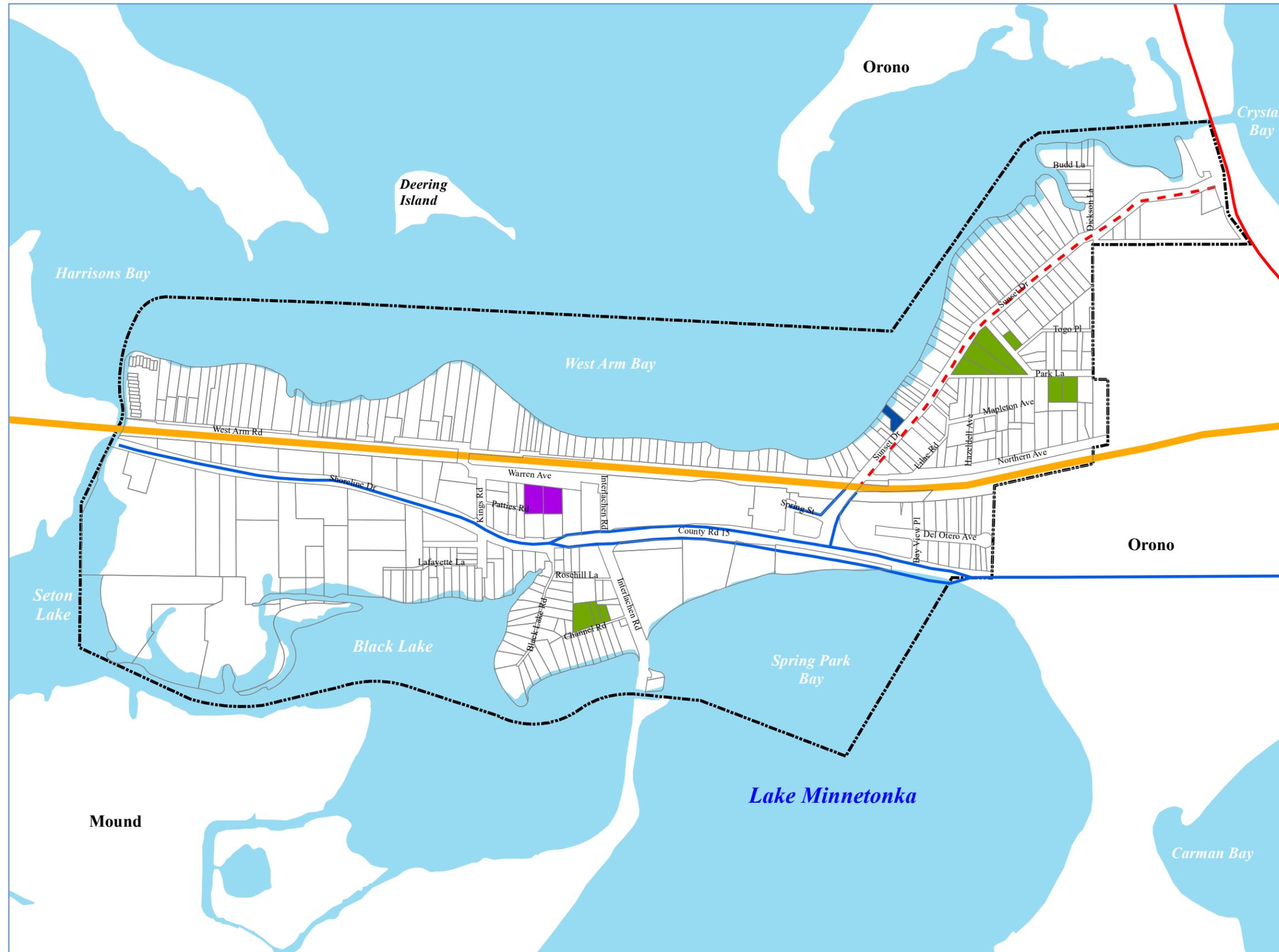
### *Regional Facilities*

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

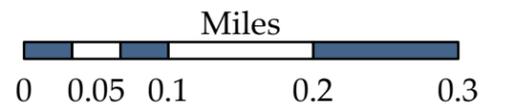


## City of Spring Park



### 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



## **DEVELOPMENT FRAMEWORK**

---

### **ADMINISTRATION / IMPLEMENTATION**

Administration and implementation of the Comprehensive Plan and related supportive ordinances are equally as important as the development of the plan itself. Only through the proper coordination of the Comprehensive Plan with the City's related development tools can the City fulfill its development and redevelopment vision and goals.

### **BUDGETING AND FINANCE**

The Comprehensive Plan recognizes Spring Park as a fully developed, mature community. The plan recommendations emphasize the need for continuing land use maintenance, redevelopment and provision of quality public services. Under these circumstances, concerns have been expressed with regard to expanding future public expenditures. In response to this issue, the City will continue to implement the following strategies:

1. Continue the City's proactive public facilities maintenance programs to avoid significant disrepair or breakdown.
2. Maintain a five-year Capital Improvement Plan that identifies needed public capital improvements, assigns costs and schedules implementation based on project priority and funding availability. Appendix A is the City's Capital Improvements Program.
3. Continue to pursue intergovernmental cooperation for sharing public services and facilities to avoid duplication and economize on City investments.
4. Promote the maintenance, modernization and expansion of local land uses to preserve and expand the City's tax base and revenues.
5. Pursue available county, state and federal grants and aids as appropriate to facilitate community improvements and programs.
6. Utilize cost effective financing programs when authorized to encourage growth and development projects.
7. The City will manage its budgets and spending to maintain a healthy reserve fund to be able to respond to unexpected expenses or emergency improvement projects.

## DEVELOPMENT FRAMEWORK

---

### COMMUNITY SERVICES

Through good communication with the public and responsiveness to residents' needs, the City administration has been cited as a community strength. High quality resident service will continue to be the standard for City operations in the future.

The City continues to take a proactive approach to insure a high level of community services in a fiscally responsible manner. These efforts include:

1. Regular scheduled inspections of streets, utilities, parks, and facilities to identify areas of disrepair, or facility replacement to ensure that City maintenance or capital improvement funds are properly planned and utilized.
2. Utilize available new technologies to assist in delivery of services in an efficient and cost-effective manner.
3. Maintain good communication with City residents and businesses through direct contact, open meetings, television, newsletters, media releases, City website, and project bulletins.
4. Periodically utilize community surveys to solicit resident perceptions, issues, or comments on community concerns and/or operations.

### ORDINANCES / CODES / GUIDELINES

As a means of implementing the stated land use goals for Spring Park, the City will investigate the following potential changes to City ordinances, codes and guidelines:

1. Zoning Ordinance.
  - a. Following the adoption of the 2040 Comprehensive Plan, the City will update the City's zoning map to reflect the City's Land Use Plan (see Proposed Zoning Map on a following page).
  - b. Re-examine the R-1, Single Family District to create an exclusive single family zoning district as means protecting established neighborhood. Examine the current performance standards related to lot area, setbacks, corner lot setbacks, and impervious surface are appropriate for the City's long term residential goals.
  - c. Retain and apply the R-2 Single and Two Family District and apply it where the small lot single family or twin homes are consistent with the established development patterns.



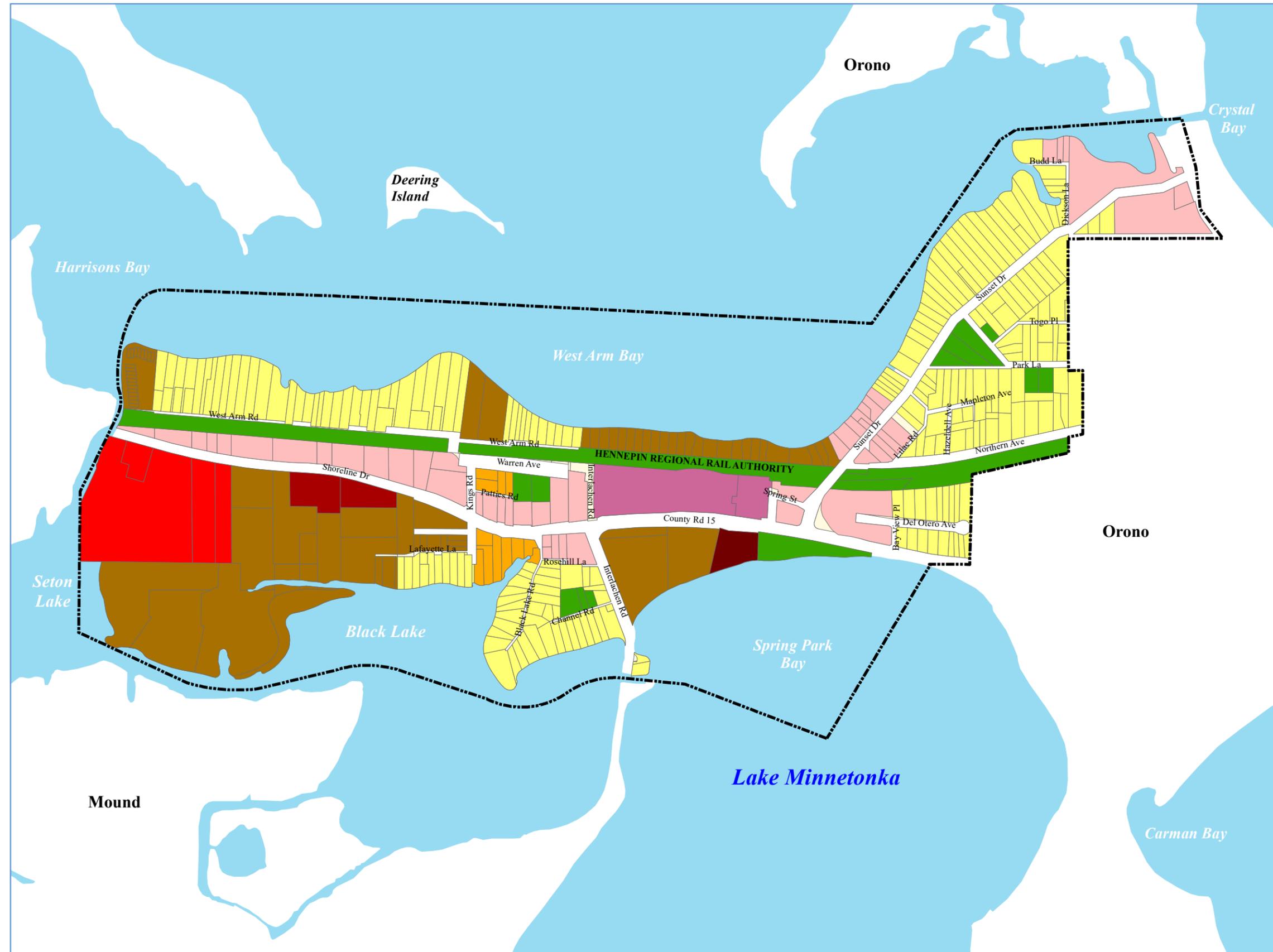
## DEVELOPMENT FRAMEWORK

---

- d. Within the non-conforming section of the Zoning Ordinance, outline the City's intentions for improvements and/or expansions of existing non-conforming dwellings.
- e. Enforce the City's new regulations to define the limits of outdoor storage within the City's commercial and industrial areas as well as its residential neighborhoods.
- f. Draft zoning language that addresses storm water and drainage concerns related to the expansion of single family and two-family housing. Said language may include:
  - Submission of a grading, drainage, and erosion control plan for all single family and two-family projects that increase the impervious surface on a lot.
  - Require the establishment of a landscaped shoreland buffer strip to filter stormwater to the lake with any home expansion of site alteration.
- g. Examine the City's high density residential and commercial zoning districts to clearly define the City's expectations for building height, lot coverage, setbacks, and parking to guide future redevelopment projects.



# Zoning Map

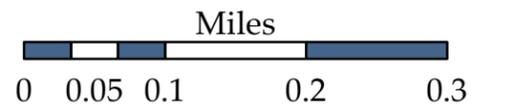


## City of Spring Park



### Legend

-  Boundary
-  Commercial, C-1
-  Commercial, C-2
-  Commercial, C-3
-  Commercial, C-4
-  Mixed Use, M
-  Parks and Recreation, P
-  Residential, R-1
-  Residential, R-2
-  Residential, R-3
-  Lakes



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



## DEVELOPMENT FRAMEWORK

---

2. Apply the Spring Park Commercial Design Guidelines to all commercial and mixed-use development, redevelopment, and improvements. The primary purpose of these guidelines is to:
  - a. Reinforce the community’s vision for development.
  - b. Foster high quality architecture and site design.
  - c. Encourage creativity in accomplishing design goals.
  - d. Protect public and private investment in buildings and infrastructure.

Application of the Commercial Design Guidelines shall integrate with the City’s development review process and Spring Park’s zoning regulations.

3. Low Impact Design. The City wishes to investigate opportunities with new development or redevelopment to implement low impact design (LID) technologies into site and building plans. Low impact design offers opportunities for environmentally friendly design and reduces demands on public infrastructure.
4. Continue to require construction staging plans for all redevelopment projects to mitigate nuisance issues associated project activities on neighboring properties.

### HOUSING

As a means of maintaining the City's housing stock, the City will investigate the following implementation strategies:

1. Continue the City's high-density zoning practice of basing development density on the site's capacity to meet setbacks, parking, impervious surface, and building height to give property owners incentive to redevelop or expand.
2. Examine home improvement programs through Metro HRA, Hennepin County, the Greater Metropolitan Housing Corporation, or Minnesota Housing Finance Agency to identify finance programs that may assist Spring Park property owners in housing improvement loans.
3. The City has utilized tax increment financing (TIF) to assist in housing redevelopment projects that involved the elimination of blighted properties. The use of TIF funding will be evaluated on a project-by-project basis and weighed against the goals of the City's Comprehensive Plan.
4. Investigate a rental housing registration program that will require all rental properties to be registered periodically inspected to insure all rental housing is code compliant, safe, and suitable for habitation.

### INTERGOVERNMENTAL COOPERATION

The City currently contracts police services with the City of Orono and fire protection with the City of Mound. The City will continue to explore opportunities for shared services where it provides a high level of community service to Spring Park residents in a cost effective manner.

The City will continue to pursue the cooperation of Hennepin County in developing strategies for shared facilities (i.e., trailhead planning) that will produce benefits for both the County and City facilities.

### ALTERNATIVE ENERGY REGULATIONS

The City has adopted regulations for the allow of alternative energy technologies (Solar, Wind, and Geothermal) to be introduced within the City's neighborhoods. Due to the City's small lots and limited land area, the alternative energy regulations were developed for Spring Park in a manner that recognizes the non-conforming conditions of many of the homes. Also, alternative energy will continue to be an opportunity with new redevelopment projects. The City's regulations have established the performance standards for the inclusion of alternative energy system into building and site designs.