

CHAPTER 2 VISION, GOALS AND POLICIES 10-20-09

2.1 VISION 2001: A STRATEGIC DIRECTION

VISION STATEMENT

In October 1997, the Eden Prairie City Council adopted the following Vision and Strategic Management Value Statements which comprise the City's *Vision 2001: A Strategic Direction*.

- **We will** actively seek information through an open process and make decisions only after careful consideration.
- **We will** balance competing needs/interests within the framework of community resources.
- **We will** make decisions that are fiscally sound and sustainable.
- **We will** make decisions that support the long-term needs and vision of the community.
- **We will** foster a safe and caring community that welcomes and enhances economic, ethnic, cultural, and life-cycle diversity.

STRATEGIC INITIATIVES

Under the leadership of the Mayor and City Council, the City undertook a strategic planning process in November 1997 that involved the residential and business community, policy makers and professional staff. Community members said the City is doing a quality job of providing services and should enhance and improve current services, as needed. Community members

also identified five critical areas and asked City officials to take a leadership role in addressing these issues:

Transportation, Public Safety, Economic Growth, Natural Resources, and Leisure Services.

In addition, residents identified five general themes that represented community value guidelines:

1. ***Do more with less*** – Increased productivity utilizing existing facilities and services rather than major expansions.
2. ***Optimize current services*** – Target efforts to ensure that needed services are provided efficiently and eliminate unnecessary programs and services.
3. ***Support incremental over quantum change*** – Meet emerging needs through program expansion or contraction instead of sweeping changes.
4. ***Pursue proactive negotiation*** – Aggressively pursue community interests with other governmental agencies.
5. ***Promote continuous communication*** – Disseminate information aggressively, strategically, and economically.

Based on this input, City officials developed the following Strategic Initiatives:

- **Develop and nurture strategic partnerships that are mutually beneficial to optimize opportunities and creatively use resources.**

- Explore opportunities with adjacent communities and strategic partners to develop alternative public and leisure facilities.
- Partner with the School District to cooperatively develop action plans to address common issues and problems.
- Develop and foster relationships with local businesses and educational institutions to support and grow the employment base within the community.
- Develop partnerships with other governmental agencies to ensure protection of our natural and cultural resources.
- Work with regional entities and the private sector to coordinate overall transportation plans.
- **Invest resources in people, programs, facilities, and infrastructure to support a vital community, protect our natural resources and preserve our heritage.**
 - Promote and support volunteerism throughout the community.
 - At regular intervals, update the Park and Open Space System Plan to ensure affordability and reflect changing public interests.
 - Seek new revenue sources and alternative funding mechanisms for transportation initiatives.
- Develop programs to communicate and preserve our cultural heritage.
- **Reflect our community's diversity and changing demographics in our provision of services and programs.**
 - Expand and intensify outreach to all segments of the community (age, gender, nationality, economic background) to increase understanding and participation in City programs and services.
 - Balance the level of staffing and resources needed to support the effective delivery of public services to reflect changing demographics.
 - Support life cycle housing to reflect the residential and business community demographics.
- **Provide effective, timely and open communication channels for City residents and businesses to build awareness and promote programs and services.**
 - Initiate a public information program utilizing a variety of venues to promote City programs and services.
 - Develop a community plan to deal with high profile interests and issues.
 - Make "City Hall" more user-friendly.

The City’s Vision Statement and Strategic Initiatives have been used to guide the City’s short- and long-range planning efforts, and have been translated into the following Goals and Policies to provide a framework for the Comprehensive Plan.

2.2 GOALS AND POLICIES

INTRODUCTION

Goals and Policies are a detailed expression of a community’s aspirations for the future and can be considered the heart of the Comprehensive Plan. The **Goals** and **Policies** appear toward the beginning of the Comprehensive Plan to provide the framework for the various roles and responsibilities of the City in implementing and achieving these aspirations. **Implementation Strategies** will be provided at the conclusion of document to identify the resources, responsibilities and tasks that will be necessary to guide the Plan’s recommendations to completion.

PLANNING, DEVELOPMENT AND GROWTH GOALS

Planning, Development and Growth Goal One

Create a Comprehensive Plan update document that reflects both current criteria and projected needs, but which is flexible enough to allow for future change as determined to be appropriate by elected officials, citizens, and staff.

Policies:

1. Review the Comprehensive Plan as necessary, but at a minimum every two years, to ensure its usefulness as a practical guide for current and future

development.

2. Adopt and amend the Comprehensive Plan by City Council resolution upon recommendation by the Planning Commission with input from City staff.
3. Review all City codes, ordinances, and policies to ensure consistency with the Comprehensive Plan and any updates to the Plan.

Planning, Development and Growth Goal Two

Continue to develop the City in accordance with the Comprehensive Plan to ensure that all future development and redevelopment will reflect the elements of the Comprehensive Plan and a consistent development policy.

Policies:

1. Inform all City residents, property owners, business owners and interested parties of the designations, policies and recommendations contained within the Comprehensive Plan, and of any updates and/or amendments to the plan. This shall be accomplished through typical legal notification requirements and through the publication from time to time of articles, fact sheets, or information on the City’s web page that may help to inform the public of new or revised City policies.
2. Amend codes and policies to eliminate confusing language and to create user-friendly documents, the purposes and benefits of which are clearly stated to the user.

Planning, Development and Growth Goal Three

Maintain the Council/Manager form of Government and the use of Advisory Boards and Commissions.

Policies:

1. Continue to involve residents, property owners, business owners, and interested parties in the process of development decisions.
2. Provide general community information as well as specific development details to interested community members and organizations in a timely manner.
3. Adopt and adhere to schedules for advisory Board and Commission meetings and review of development proposals.
4. Communicate information on city events, development proposals, and other information to the general public through the use of the media, the City’s web site, informational brochures, and other widely distributed forms of communication.
5. Maintain a strong level of confidence in City advisory Boards and Commissions, member selection, Board and Commission continuing education, and open lines of communication with the City Council.

Planning, Development and Growth Goal Four

Focus on creating a more efficient and dynamic mix of land uses in the core areas of the Major Center Area (MCA).

Policies:

1. Focus redevelopment efforts on creating a compact, pedestrian-friendly Town Center in the Major Center Area..
2. Expand and diversify the transportation system to include a new Light Rail Transit (LRT) line and stations, improved bus service, and a walking and biking network connecting residents to services, jobs and entertainment.
3. Consider safety and physical limitations when planning senior housing: outdoor lighting that exceeds the current City code, and buildings that are designed to be accessible for people of all ages and abilities, including limited mobility, eyesight, and hearing, —particularly for disaster situations requiring evacuations.
4. Ensure the safety of seniors and other residents by constructing pedestrian street crossings near multifamily housing that allow longer crossing times, and when possible separate foot traffic from vehicle traffic through the use of underpasses, overpasses, bridges and larger medians.
5. Identify redevelopment projects and potential project sites that may be eligible for tax increment financing (TIF) funds and other incentives that may be currently available through the existing Major Center Area TIF District, and work with property owners to further explore such projects.
6. Create more local attractions and destinations to allow more residents the ability to live, work and play in Eden Prairie, to walk and bike to these destinations and to not have to rely as often on congested regional highways.

7. Support transit, bicycle, and pedestrian accessibility and connectivity as part of all redevelopment projects.
8. Balance development with transportation system capacity while encouraging development concentrations in the Town Center and the GTA TOD mixed use nodes.
9. Promote the use of construction technologies, site planning techniques and infrastructure systems that result in energy efficiency and reduced environmental impacts, through incentives and other demonstration project efforts.
10. Promote redevelopment of land within ½ mile of transit stations to incorporate principles of Transit Oriented Development.
11. Consider alternative pricing strategies for financing communications infrastructure investment when area-wide benefits are demonstrated.
12. Secure easements and coordinate planning and construction scheduling.
13. Require new development and redevelopment proposals to indicate use projections with typical application information.
14. Maintain an ongoing record of system demand with regular updates based on development project use projections.
15. Manage the current roadway network so that traffic operations are measured at acceptable levels of service.
16. Expand the capacity of the roadway network by adding access to regional roads where appropriate and physically feasible.
17. Require new development/redevelopment to contribute to improved pedestrian and bicycle circulation by providing direct connections to existing or planned trail and sidewalk facilities where they are located adjacent to subject sites.
18. Diversify and expand the transportation system to include a new light rail transit line and stations, improved bus service, and a walking and biking network connecting residents to services, jobs and entertainment.
19. Support transit and pedestrian accessibility and connectivity as part of all redevelopment projects.
20. Work with private property owners to develop a comprehensive trail and walk system to link commercial developments, public facilities, open spaces and adjoining residential developments.
21. Continue current pattern of industrial, research and development and office-tech uses.
22. Allow for higher density residential development within ½ mile distance of the future LRT station at West 70th Street.
23. Support the development of mixed use and residential projects that achieve diversity in the resident population by offering a variety of housing types and price points (affordability levels) within a single development project.

24. Balance the amount of new office development against available roadway capacity.
25. Support redevelopment efforts through commitment to provide infrastructure.
26. Allow diversification of land use where market interest indicates the economic viability of conversion and where adequate roadway capacity exists.
27. Encourage redevelopment in the Major Center Area and Golden Triangle Area that is compatible with the MCA Study and the GTA Study.
28. Encourage development features and components that create a vital Town Center core area.
29. Adopt mixed use design guidelines and a Town Center zoning district to assure high quality and variety in building design, a connected and active streetscape and a walkable, lively Town Center character.
30. Work with private property owners to develop a comprehensive trail and walk system to link commercial developments, public facilities, open spaces and adjoining residential developments.
31. Require mixed use development within the Town Center in accordance with the MCA Study.
32. Create multifamily housing and housing for seniors in close proximity to shopping and services to eliminate the need for car travel whenever possible.
33. Utilize common elements such as plazas, public structures, streetscape, bicycle

and pedestrian ways to establish an identity in the Town Center Area.

34. Limit the amount of additional traffic generation from new MCA development outside of the Town Center. This trip budget policy is designed to retain mobility in the area while allowing for concentrated growth within transit-friendly, walkable core areas.

Planning, Development and Growth Goal Five

Focus on creating a more efficient and dynamic mix of land uses in the core areas of the Golden Triangle Area (GTA).

Policies:

1. Encourage redevelopment in the Golden Triangle Area that is compatible with the GTA Study.
2. Expand and diversify the transportation system to include a new light rail transit line and stations, improved bus service, and a walking and biking network connecting residents to services, jobs and entertainment.
3. Support transit and pedestrian accessibility and connectivity as part of all redevelopment projects.
4. Work with private property owners to develop a comprehensive trail and walk system to link commercial developments, public facilities, open spaces and adjoining residential developments.
5. Continue current pattern of industrial, research and development and office-tech uses.

6. Allow for higher density residential development within ½ mile distance of the future LRT station at 69th Street.
7. Support the development of mixed use and residential projects that achieve diversity in the resident population by offering a variety of housing types and price points (affordability levels) within a single development project.
8. Balance the amount of new office development against available roadway capacity.
9. Support redevelopment efforts through commitment to provide infrastructure.
10. Allow diversification of land use where market interest indicates the economic viability of conversion and where adequate roadway capacity exists.
11. Limit the amount of additional traffic generation from GTA development outside of the GTA TOD area. This trip budget policy is designed to retain mobility in the area while allowing for concentrated growth within transit-friendly, walkable core areas.

Planning, Development and Growth Goal Six

The City should maintain a leadership role in maintaining infrastructure and ensure that as population and business growth occurs in the MCA and GTA, the existing transportation system should maintain its capacity.

Policies:

1. Manage the current roadway network so that traffic operations are measured at acceptable levels of service.
2. Expand the capacity of the roadway network by adding access to regional roads where appropriate and physically feasible.
3. Require new development/redevelopment to contribute to improved pedestrian and bicycle circulation by providing direct connections to existing or planned trail and sidewalk facilities where they are located adjacent to subject sites.

Planning, Development and Growth Goal Seven

The City should maintain a leadership role in maintaining infrastructure and ensure that as population and business growth occurs in the MCA and GTA, the existing sewer and water system and maintains its respective capacity.

Policies:

1. Require new development and redevelopment proposals to indicate use projections with typical application information.
2. Maintain an ongoing record of system demand with regular updates based on development projects' use projections.

Planning, Development and Growth Goal Eight

The City should maintain a leadership role in maintaining infrastructure and ensure that as population and business growth occurs in the MCA and GTA, the existing data and telecommunications systems and maintains its respective capacity.

5. Include collector support transit systems (buses).
6. Design should include the easy use of bicycles, scooters, and rollerblades as daily support transportation systems.
7. Include reduced and managed parking inside 10-minute walk circle around town center / train station.

Policies:

1. Consider alternative pricing strategies for financing communications infrastructure investment when area-wide benefits are demonstrated.
2. Secure easements and coordinate planning and construction scheduling.

Planning, Development and Growth Goal Ten

Continue redevelopment efforts throughout the City that are determined to be necessary and beneficial to the economic health of the community.

Policies:

1. Maintain diversity in the commercial and industrial tax base.
2. Create partnerships between public and private entities that result in business development, promotion of the City as a place to do business and achieve retention of key businesses.
3. Continue to coordinate training and communication within the City departments to deliver excellence and quality in economic development activity.
4. Actively promote and market Eden Prairie's Town Center redevelopment concept with developers and market investors.
5. Maintain close communications with existing property owners and businesses within the Town Center and Golden

Planning, Development and Growth Goal Nine

Promote redevelopment of land within ½ mile of transit stations to incorporate principles of Transit Oriented Development.

Policies:

1. Include a walkable design with pedestrian as the highest priority.
2. Light rail station should be a prominent feature of town center.
3. Provide an area containing a mixture of uses in close proximity including office, residential, retail, and civic uses.
4. High density, high-quality development should be within 10-minute walk circle surrounding light rail station.

Triangle Areas, and when possible, facilitate relocation or redevelopment.

6. Continue to promote the Golden Triangle as the region's foremost park and support efforts to enhance its identity and marketability.
7. Continue to support stable and fiscally balanced development that will enhance the City's role as a regional business center and help provide a stable economic base for the future.
8. Continue to develop a broad and deep mix of businesses operated within the community.
9. Strive to balance commercial, retail and industrial businesses.
10. Maintain overall community-wide balance between jobs and housing.
11. Continue to provide easy access to information for current and prospective business owners relating to economic development
12. Continue to work with public and private economic development partners to efficiently address economic development issues and opportunities.
13. Continue to provide quality and efficient services.
14. Continue to increase visibility of economic development efforts through communication and education campaigns.
15. Encourage solar energy systems, either active or passive, to help supply a significant portion of the heating, cooling, and water heating requirements

to an individual home or business.

HOUSING GOALS

Housing Goal One

Promote and encourage the provision of lifecycle housing opportunities for all age groups, household sizes and income levels.

Policies:

1. Encourage a variety of housing types and price ranges through innovative architecture and land use mixes. This may be accomplished through the use of the Planned Unit Development process.
2. Support the development of lower cost, non-subsidized housing through construction of multiple-family units, both rental and owner-occupied.
3. Develop housing opportunities for seniors appropriate for the physical/mental changes they experience, including multiple-unit housing with common indoor/outdoor community areas that encourage inclusion and avoid isolation, options that provide such services as nurses' visits, dining options and transportation.
4. Determine median values of owner-occupied, single-family homes and median values of owner-occupied multiple-family units to verify the assumption that multiple-family housing costs are lower than single-family costs.
5. Encourage higher density development (single- or multiple-family, owner-occupied or rental) on Eden Prairie's remaining undeveloped land, where appropriate.

6. Encourage “independent” and “assisted-living” housing for senior residents.
7. Encourage elderly and affordable housing throughout the City and provide quality services required by these residents.
8. Promote the use of the PUD process and incentives such as density bonuses to encourage higher density developments and parks/open space corridors in the Major Center Area and Golden Triangle Area TOD, as appropriate.
9. Consider enacting community development standards that will lower the cost of development by encouraging use of cluster lots and smaller lots, where appropriate, and discouraging the use of streets terminating with cul-de-sacs.
10. Encourage the development of cooperative owner-occupied housing developments as an alternative ownership housing option.
11. Promote the provision of housing that accommodates the needs of households with disabled and senior residents, both new housing and adaptation of existing housing.
12. Promote the development of new housing that meets the needs of changing and diversifying household types, such as smaller homes for single-person households and larger attached or stacked homes for families.
13. Promote the option of accessory apartments as an affordable housing type.

Housing Goal Two

Promote and support the development of new affordable housing units to meet the community's share of the regional affordable housing needs as well as the community's affordable housing goals.

Policies:

1. Use full authority of the City and its Housing and Redevelopment Authority (HRA) to support development of new housing for low- to moderate-income, elderly, and special needs households.
2. Investigate the acquisition of property or writing down the cost of land that can be used for low- to moderate-income housing for owner-occupied and rental housing.
3. Use subsidies such as TIF, Community Development Block Grant (CDBG), and Housing Revenue Bonds where possible to place “Section 8” renters in market rate housing.
4. Support efforts to develop quality, affordable housing developments that are long-lasting, indistinguishable from neighboring market-rate housing, and well-maintained and managed.
5. Maintain the existing housing supply and consider adopting an owner-occupied housing maintenance code and enforcement program.
6. Create new financial programs and expand the current housing rehabilitation program to ensure seniors' ability to

maintain their homes and meet City codes, at a cost they can afford.

7. Seek out strategies to increase the options for affordable owner-occupied housing and starter homes, such as detached townhouses.

Housing Goal Three
 Lower development costs of new low- to moderate-income, elderly and special needs housing developments.

Policies:

1. Continue using Housing Revenue Bonds for low- to moderate-income and elderly housing projects.
2. Seek innovative methods to impact market rent costs as appropriate.
3. Consider methods of reducing fees for innovative development projects meeting housing goals.
4. Support housing development costs through the use of CDBG Funds, TIF, and other available means and incentives, as appropriate.
5. Determine if current ordinances, subdivision regulations, and building codes are adding unnecessary cost to development.
6. Continue to encourage the reduction of development costs where appropriate to increase the supply of affordable housing.
7. Ensure that a portion of the City’s remaining land and major redevelopment areas, including the Major Center Area

and Golden Triangle Area TOD, are developed as affordable housing.

8. Encourage developers to present plans that offer creative single- and-multiple family housing at low or moderate cost.
9. Consider, through the PUD process on a case-by-case basis, the granting of bonuses and incentives to allow for higher density developments with a greater percentage of affordable units.
10. Pursue funding partnerships with public and private nonprofit sectors, and regional, state, and federal agencies, to help close finance gaps on subsidized housing developments.
11. Promote and continue financial support of the affordable housing land trust approach to reducing the development costs for new owner-occupied housing.

Housing Goal Four
 Work in partnership with private and public sectors, as well as regional, state, and federal agencies, to help finance innovative housing demonstration projects and housing development techniques.

Policies:

1. Continue to take advantage of demonstration projects as the opportunity arises.
2. Seek out citizen input that represents varied city interest groups, including neighborhood/homeowner associations, school groups, commissions, committees, the business community, and social services agencies.

3. Seek ways to identify the City’s housing needs, such as housing costs and availability, transportation and transit issues, and city amenities.
4. Communicate the City’s accomplishments in terms of meeting existing planning goals, current development achievements, current mix of housing, opportunities for citizen participation, and relationships with other communities to the overall community, as appropriate.
5. Seek out partnerships to help guide and develop new housing options, including local employers, the school district, faith-based organizations, health facilities, and housing financing agencies.
6. Explore innovative senior housing such as single-family shared housing for small groups of seniors, shared housing matching seniors with young people to provide certain services in lieu of rent, large lots with three to six small cottages that share a central green space.
7. Support development which utilizes materials, construction techniques, and infrastructure systems that result in reduced environmental impact in the construction of new housing.

Housing Goal Five

Promote and support reinvestment in older housing stock and neighborhoods that are approaching the life spans for some utilities, equipment and structural elements.

Policies:

1. Encourage the maintenance and

- improvement of existing older housing through applicable programs such as the Housing Rehabilitation Deferred Loan Program and Household and Outside Maintenance for Elderly (HOME) Program.
2. Evaluate the Housing Rehabilitation Deferred Loan Program to determine the need for more funding as a growing percentage of the City’s housing stock ages to the point of needing significant reinvestment and demand for financial assistance increases.
3. Seek out and support strategies to preserve, on a long-term basis, existing affordable housing.
4. Promote the use of construction materials, construction techniques, and infrastructure systems that result in reduced environmental impact when rehabbing existing housing stock.

Housing Goal Six

Promote and work to locate new housing with convenient access to basic services, including places of employment, stores, restaurants, services, transit and parks.

Policies:

1. Encourage development projects that integrate living and working environments to meet the City’s needs for workforce housing. Housing in the Major Center Area and the Golden Triangle Area TOD should enable convenient access to both jobs and services.
2. Encourage development of neighborhoods using neo-traditional

planning practices (techniques that are pedestrian and transit-friendly, encourage community formation, and discourage isolation and automobile dependence).

3. Promote and support new mixed use development that accommodates housing, particularly senior housing, within walking distance of shops and services that cater to local residents' needs.
4. Support the provision of critical pedestrian amenities for walkable mixed use housing areas, including transit access, shuttle services, street crosswalks, medians, overpasses, timed traffic lights, and benches.

SOCIAL GOALS

Social Goal One
 Reflect the community's diversity and changing demographics in the City's provision of services and programs.

Policies:

1. Expand and intensify outreach to all segments of the community (age, gender, nationality, and economic background) to increase understanding and participation in City programs and services.
2. Balance the level of staffing and resources needed to support the effective delivery of public services to reflect changing demographics.
3. Support life cycle housing to reflect the residential and business community demographics.

Social Goal Two
 Maintain high-quality, healthy living and working environments in all residential and commercial areas of the City.

Policies:

1. Maintain a balanced variety of housing and employment opportunities to support a healthy a diverse population.
2. Coordinate and promote the regional availability of social services required to support all segments of the population and promote communication and awareness about the availability of such services.
3. Continue to fund current service programs that assist seniors' ability to maintain independence in their own homes (Meals on Wheels, Senior Outreach, HOME). Expand the number and kinds of social service programs in Eden Prairie to meet the growing numbers of seniors and their changing needs.

FISCAL AND ECONOMIC GOALS

Fiscal and Economic Goal One
 Continue to follow the City's adopted Financial Policy Guidelines set forth as the basic framework for the overall fiscal management of the City. This framework shall enable the City to maintain a sound fiscal policy that will support the value of investments within the City.

Policies:

1. Maintain a municipal budget that details revenue and expenditures.

2. Pursue all appropriate capital and operational grant programs.
3. Review and update the Capital Improvement Plan on an annual basis.
4. Strive for the highest bond rating and maintain a sound relationship with all bond rating agencies, keeping the agencies informed about all current capital projects.
5. Encourage and support businesses and industrial development that will provide a variety of employment opportunities and a diversified tax base that balances appropriate system impacts (i.e., transportation system demands).
6. Encourage the continuation of volunteer services such as a volunteer fire department and police reserve.
7. Work with the School Districts on Joint Fiscal policies.
8. Maintain diversity in the commercial and industrial tax base.
9. Create partnerships between public and private entities that result in business development, promotion of the City as a place to do business and achieve retention of key businesses.
10. Continue to coordinate training and communication within the City departments to deliver excellence and quality in economic development activity.
11. Actively promote and market Eden Prairie's Town Center redevelopment concept with developers and market investors.
12. Maintain close communications with existing property owners and businesses within the Town Center and Golden Triangle Areas, and when possible, facilitate relocation or redevelopment.
13. Continue to promote the Golden Triangle as the region's foremost park and support efforts to enhance its identity and marketability.
14. Continue to support stable and fiscally balanced development that will enhance the City's role as a regional business center and help provide a stable economic base for the future.
15. Continue to develop a broad and deep mix of businesses operated within the community.
16. Strive to balance commercial, retail and industrial businesses.
17. Maintain overall community-wide balance between jobs and housing.
18. Continue to provide easy access to information for current and prospective business owners relating to economic development.
19. Continue to work with public and private economic development partners to efficiently address economic development issues and opportunities.
20. Continue to provide quality and efficient services.
21. Continue to increase visibility of economic development efforts through communication and education campaigns.

Fiscal and Economic Goal Two

Establish and maintain charges and fees for resident and development services at a fiscally sound and equitable level.

Policies:

1. Maintain its practice of requiring development to provide and pay for infrastructure improvements where necessary to minimize development impact.
2. Reflect the cost of City staff services that are attributable to development activities in the cost of application, development, and permit fees, where possible.
3. Monitor land use and development patterns to determine if new growth is fulfilling the City’s objectives pertaining to tax base and rates as well as development quality and staging.

NATURAL AND CULTURAL RESOURCES GOALS

Natural and Cultural Resources Goal One

Maintain a balance between conservation/management of natural and cultural resources and the need for residential, commercial, industrial and other urban uses.

Policies:

1. Identify and designate environmentally-sensitive and critical areas, and establish development policies for public or private management of the resources.
2. Reserve and manage all natural resource amenities that are viable and sustainable.

3. Encourage development that provides reserves and manages natural resource amenities that are viable and sustainable.
4. Identify and designate specific boundaries of all natural resource areas.
5. Prepare and practice a program of resource management for public conservation/resource areas.
6. Provide and implement a local Stormwater Management Plan to coordinate with policies and plans of Nine Mile Creek, Riley/Purgatory Creek, and Lower Minnesota River Valley Watershed Districts.

Natural and Cultural Resources Goal Two

Strive to protect the City’s high- and exceptional-quality natural resources and environmental assets as the City continues to develop.

Policies:

1. Implement ecologically-based management plans to sustain the City’s environmentally-sensitive areas, with consideration given to water quality, wetland protection, preservation of wildlife habitat, erosion control regarding bluff and steep slope stabilization, and woodland preservation.
2. Implement and enforce the priorities and recommendations of the Comprehensive Wetland Protection and Management Plan adopted by the City in January 2000.
3. Develop, update and implement development ordinances to ensure adequate setbacks, provide appropriate

slope and shoreline buffers, guarantee Best Management Practices, and set forth procedures to assist public and private property owners in the maintenance and conservation of the City’s natural resources.

4. Offer incentives for new development or redevelopment of all types that realizes environmental benefits, energy efficiency or other reduced impacts on natural systems.
5. Consider opportunities where it may be in the public interest to acquire natural resources throughout the City to ensure their protection from degradation and assure their availability to the public as environmental assets.
6. Develop partnerships with other governmental agencies to ensure protection of the City’s natural resources.

**Natural and Cultural Resources
Goal Three**

Continue development of the Purgatory Creek Recreation Area for preservation of a vital natural resource corridor and to provide a significant open space amenity for passive citizen use.

Policies:

1. Strive for the continued development of the Purgatory Creek Recreation Area within the next 10 years.
2. Continue to commit the necessary land parcels and other appropriate resources for the Purgatory Creek Recreation Area development.
3. Pursue the full implementation of the

development project at such time as all of the necessary parcels have been assembled, abutting land uses have matured and additional community facility needs exist.

4. Provide pedestrian trails within the corridor and linkages to other public recreation areas that incorporate the appropriate safety features for pedestrian crossings at streets and vehicular access points.
5. Implement an ecologically-based resource management plan for the corridor to ensure the preservation and maintenance of its ecological integrity.

**Natural and Cultural Resources
Goal Four**

Strive to protect the City’s culturally significant resources, including historical and archaeological properties, when appropriate.

Policies:

1. Encourage the Heritage Preservation Commission to review and update, as appropriate, its cultural resources inventory.
2. Review and recommend updates, as appropriate, to the City’s Historic Preservation Ordinance.
3. Encourage the Heritage Preservation Commission to consider and recommend properties for historic site designation.
4. Consider the Heritage Preservation Commission’s recommendations regarding design review of proposed changes, alterations or modifications to registered historic properties.

5. Work with the Heritage Preservation Commission to implement a range of public education activities regarding the City’s culturally and historically significant properties.
6. Develop partnerships with other governmental agencies to ensure protection of the City’s cultural resources.

Southwest Metro Transit, the Metropolitan Council, other regional agencies involved in transportation planning, adjacent cities and counties, and the private sector to continue to provide the most effective transportation system for the city.

6. Increase enforcement of existing traffic laws through the involvement of neighborhood groups, citizen watches, and aggressive police and city action.

TRANSPORTATION GOALS

Transportation Goal One

Provide and maintain a safe, convenient, effective, and energy-efficient local transportation system for the movement of people, goods, and services.

Transportation Goal Two

Reduce peak demand on the transportation system by providing a variety of valid transportation alternatives.

1. Implement strategies and recommendations of the City’s Transportation Plan adopted by the City in 1997.
2. Identify and vigorously pursue cost effective roadway system improvements and congestion mitigation.
3. Plan for, develop, and maintain a system of pedestrian and bicycle trails that service both recreational and transportation uses.
4. Encourage public transit in Eden Prairie that serves all residents and provides special transit services for commuters, the elderly, and handicapped with regular service from neighborhood sectors to the Major Center, commuter routes, and park-n-ride service facilities.
5. Continue to cooperate with the Minnesota Department of Transportation, Hennepin County,

Policies:

1. Promote and support the development of the Golden Triangle Transportation Management Association (GTTMA).
2. Continue with requiring Travel Demand Management (TDM) policy that encourages Eden Prairie businesses to implement effective TDM plans.
3. Promote and support the efforts of Southwest Metro Transit to provide high quality, efficient and low-cost transit services.
4. Pursue the appropriate links in the transportation system to provide access to and from the Southwest Metro Transit Hub to other points throughout the City.
5. Support the construction of High Occupancy Vehicle (HOV) access to the regional freeway system.

6. Encourage compact and pedestrian-friendly mixed use developments that offer the type of retail and convenience services that will minimize peak hour traffic demand.
7. Support the projected growth of the Golden Triangle Area with adequate transportation infrastructure and build upon the proximity of the area to the Southwest Metro Transit Hub in pursuing development projects.
8. Continue development of a trail and sidewalk system that provides a valid transportation alternative.
9. Support transit-related development projects that reflect a TOD (transit oriented development) influence on development types and density within a 1/2 mile radius (15 minute walking distance) of planned LRT stations.

Transportation Goal Three
 Plan for and promote the use of bicycle and pedestrian facilities in the effort to reduce single-occupant vehicle use.

Policies:

1. Support coordination and cooperation with neighboring communities or partner agencies (Mn/DOT, Three Rivers Park District, Hennepin County) to achieve inter-city bike and pedestrian connections.
2. Encourage major employers or residential developments to provide supportive facilities for cyclists and walkers, including secure bike parking and locker/ shower facilities.

3. Ensure that new development provides direct sidewalk and bicycle trail connections between primary entrances and public facilities located in the public right of way.
4. Ensure that all bicycle trails will be constructed according to design criteria for bikeway/hikeway trails contained in the city’s 2003 Park and Open Space Plan.
5. Ensure that trails will be maintained to result in safe conditions and minimal maintenance costs.

AVIATION GOALS

Aviation Goal One
 Promote land use compatibility between Flying Cloud Airport and surrounding land uses.

Policies:

1. Review proposed development on land proximate to the airport, and notify the Metropolitan Airports Commission of any proposals, to determine consistency between proposed development and the airport with respect to safety and noise.
2. Support and monitor the implementation of the Final Agreement Concerning Flying Cloud Airport and MAC Ordinance No. 51 between the City of Eden Prairie and the Metropolitan Airports Commission entered into on December 17, 2002.
3. Support maintaining the Flying Cloud Airport as a “minor use” airport not improved beyond the design criteria of this functional classification.

Aviation Goal Two
 Minimize the impact of aircraft noise upon noise-sensitive land uses.

Policies:

1. Support the Metropolitan Council’s Land Use Compatibility Guidelines for Aircraft Noise for new development within the noise exposure zones and one-mile buffer zone around the airport.
2. Support and monitor the implementation of the Final Agreement Concerning Flying Cloud Airport and MAC Ordinance No. 51 between the City of Eden Prairie and the Metropolitan Airports Commission entered into on December 17, 2002.
3. Through its Flying Cloud Airport Advisory Commission continue to work with the Metropolitan Airports Commission to develop and implement any additional noise abatement programs for the airport to minimize the impact of aircraft noise upon noise-sensitive land uses.

Aviation Goal Three
 Support action by the Metropolitan Airports Commission to protect land areas within defined State Safety Zones.

Policies:

1. Support the Metropolitan Airports Commission in acquiring undeveloped property at fair market value impacted by State Safety Zones A and B if applied to Flying Cloud Airport.
2. Support payments in lieu of taxes to recover lost City revenue that would be

realized if land acquired by MAC were developed for private, commercial uses.

Aviation Goal Four
 Protect all primary, horizontal, conical approach, transitional and general airspace from vertical intrusions.

Policies

1. Review development proposals based on meeting FAA and Mn/DOT Office of Aeronautics airspace criteria.
2. Notify the FAA, Mn/DOT Office of Aeronautics, and Metropolitan Airports Commission of any development proposals that may involve review of FAA and Mn/DOT Office of Aeronautics airspace criteria.

Aviation Goal Five
 Establish and implement an Airport Zoning District for existing and new development at Flying Cloud Airport.

Policies:

1. Support extension of municipal sanitary sewer and water to the airport.
2. Develop Airport Zoning District standards for all new development and for the expansion or modification of any existing facilities, to include, among other things, permitted uses, parking, architectural standards, signs, lighting, and screening of trash areas.
3. Work to encourage MAC to eliminate or replace deteriorating first generation hangar buildings.
4. Encourage landscaping improvements

on airport property to help mitigate noise and visual impacts to neighboring properties.

associated with increased tree canopy in developed areas.

7. Designate and offer supportive planning for safe walking and biking routes to all Eden Prairie Schools.

PUBLIC SERVICES AND FACILITIES

Public Services and Facilities Goal One

Provide adequate services and facilities required to protect and maintain the health, safety, and welfare of citizens and visitors. Maintain adequate facilities, and active and passive open space to meet the recreational needs of residents.

Policies:

1. Make public expenditures according to the City’s prioritized capital improvements program, which shall be reviewed annually.
2. Implement the Water Supply Plan adopted by the City in 1995.
3. Continue to review and update, as needed, the sewer and water supply system plans.
4. Identify and secure the necessary acreage to provide storage and operational support to Parks and Recreation and Public Works Service Areas.
5. Implement and enforce the goals, policies, strategies and recommendations of the Comprehensive Park and Open Space Plan (adopted 2003).
6. Promote tree planting on private property and in the public right of way to increase positive health impacts

Public Services and Facilities Goal Two

Provide the public safety services and facilities necessary for the protection, operation and use of public and private property in the City, and for the protection of public and private investment.

Policies:

1. Maintain adequate special police services.
2. Pursue available police, fire, and health services grants that are considered to be affordable at the end of the grant term.
3. Support the volunteer fire department concept.
4. Maintain cooperative mutual support agreements with neighboring departments.
5. Identify and reserve sites for future public safety services.

Public Services and Facilities Goal Three

Develop and nurture strategic partnerships that are mutually beneficial to optimize opportunities and creatively use resources.

Policies:

1. Explore opportunities with adjacent communities and strategic partners to

develop alternative public and leisure facilities.

- 2. Partner with the School District to cooperatively develop action plans to address common issues and problems.
- 3. Develop and foster relationships with local businesses and educational institutions to support and grow the employment base within the community.
- 4. Develop partnerships with other governmental agencies to ensure protection of our natural and cultural resources.
- 5. Work with regional entities and the private sector to coordinate overall transportation plans.

Public Services and Facilities Goal Four

Invest resources in people, programs, facilities, and infrastructure to support a vital community, protect the community's natural resources and preserve the community's heritage.

Policies:

- 1. Promote and support volunteerism throughout the community.
- 2. At regular intervals, update the Park and Open Space System Plan to ensure affordability, physical accessibility to park and open space facilities and reflect changing public interests.
- 3. Seek new revenue sources and alternative funding mechanisms for transportation initiatives.

- 4. Develop programs to communicate and preserve our cultural heritage.
- 5. Whenever economically feasible, use construction materials, building technologies, and infrastructure systems that have positive environmental impacts for public projects.
- 6. Promote physical activity by maintaining accessibly pedestrian and bicycle trail linkages between parks and open space areas, workplaces, residential neighborhoods and other civic destination.

Public Services and Facilities Goal Five

Provide effective, timely and open communication channels for City residents and businesses to build awareness and promote programs and services.

Policies:

- 1. Continue to provide public information program utilizing a variety of locations to promote City programs and services.
- 2. Provide current information regarding City programs and events through internet access.
- 3. Maintain an available line of communication open to the public through internet access.

ACTIVE COMMUNITY PLANNING GOALS

Active Community Planning Goal One

Promote planning and design that improves physical and mental health in the community.

Policies:

Air quality

1. Continue development of a trail and sidewalk system that provides a valid transportation alternative.
2. Support regional transit initiatives such as High Speed Busways, Light Rail Transit, and Commuter Rail.
3. Continue to enforce the tree preservation and landscape ordinances and promote the planting of trees adjacent to all streets.
4. Continue to require land use buffers next to major roads.

Water quality

1. Continue to require infiltration basins and rain water gardens.
2. Actively enforce existing erosion control ordinances
3. Promote the use of porous pavers, or other materials that allow for water infiltration.

Pathways and accessibility

1. Support the provision of critical pedestrian amenities for walkable mixed use housing areas, including transit

access, shuttle services, street crosswalks, medians, overpasses, timed traffic lights, and benches.

2. Plan for, develop, and maintain a system of pedestrian and bicycle trails that service both recreational and transportation uses.
3. Ensure that new development provides direct sidewalk and bicycle trail connections between primary entrances and public facilities located in the public right-of-way.
4. Ensure that all bicycle trails will be constructed according to design criteria for bikeway/hikeway trails contained in the city's 2003 Park and Open Space Plan (Chapter 5).
5. Require public investment in streets, parks, and other amenities to create a streetscape identity that links street system components together.
6. Expand and diversify the transportation system that serves the MCA to include a new Light Rail Transit line and stations, improved bus service, and a walking and biking network connecting residents to services, jobs and entertainment.
7. Support transit and pedestrian accessibility and connectivity between primary entrances and the public trail/sidewalk system as part of all redevelopment projects.
8. Provide year-round maintenance on primary trail routes, as well as trails used by children required to walk to school, and the major trails within community parks.

9. Develop a community-wide parkway system with large green medians. The parkways would provide space for landscaping, benches, special lighting, trails and trash receptacles. (from Parks and Open Space Plan)

Open space locations

1. Continue to work with the Suburban Hennepin Park District, School District 272 and adjacent communities in a coordinated effort to connect trails and develop parkland and open space for the overall benefit of Eden Prairie residents.
2. Continue to provide neighborhood or community parks including space for active recreation within a half-mile of all residential development through the use of the park dedication fee.
3. Provide programs and services that meet the needs of all residents, including seniors and other special populations.
4. Continue to protect open space adjacent to rivers, and create wetlands by enforcement existing Shoreland and where possible require dedication of land and or conservation easements.
5. Encourage the preservation of permanent open space on the wooded slopes of the creek valleys through scenic easements or public ownership.
6. Require public open space areas within the Town Center as identified in the Town Center Design Guidelines.
7. Use Planned Unit Developments and setback and densities waivers to promote open space in all developments.

Destinations and land use mix

1. Promote and support new mixed use development that accommodates housing, particularly senior housing, within walking distance of shops and services that cater to local residents' needs.
2. Encourage compact and pedestrian-friendly mixed use developments that offer the type of retail and convenience services that will minimize peak hour traffic demand.
3. Create more local attractions and destinations to allow more residents the ability to live, work and play in Eden Prairie and to not have to rely as often on congested regional highways.
4. Higher density mixed use housing within walking distance of services (up to 1/2 mile distance of the station) are expected to surround a future light rail transit station.
5. The City will continue efforts to develop the Town Center as a compact, walkable district. The Town Center will support a mix of uses, emphasizing residential, retail and office with a new grid system of streets and urban amenities and a pedestrian-friendly design.
6. Encourage development features and components that create a vital Town Center such as protected pedestrian walkways, private open spaces, and space for sidewalk cafes.
7. Adopt Town Center Design Guidelines and a Town Center zoning district to assure high quality and variety in building design, a connected and active

streetscape and a walkable, lively Town Center character.

8. Utilize common elements such as plazas, public structures, streetscape, and pedestrian ways to establish an identity in the Town Center Area.
9. Work with private property owners to develop a comprehensive trail and walk system to link commercial developments, public facilities, open spaces and adjoining residential developments.

Physical safety and mobility

1. Ensure that trails will be maintained to result in safe conditions and minimal high maintenance costs.

2. Consider safety and physical limitations when planning senior housing (outdoor lighting that exceeds current City code; buildings that are designed for people with limited mobility, eyesight, and hearing particularly in disaster situations requiring evacuations).
3. Ensure the safety of seniors by constructing pedestrian street crossings near senior housing that create longer crossing time, and when possible separate foot traffic from vehicle traffic through the use of underpasses, overpasses, bridges and larger medians.