



Chapter 3

Land Use

The Land Use & Development Plan is intended to enhance the City's existing pattern of development and provide guidance for land use and future development. It provides a framework for future planning decisions that builds upon the desirable characteristics of Eden Prairie's established residential neighborhoods, commercial corridors, employment areas, and parks and open spaces. The Plan seeks to promote balanced growth and retain an appropriate mix of land uses while enhancing housing opportunities and preserving natural areas to ensure that investment and growth is both economically and environmentally sustainable.

“Ensure that future development is sustainable and coordinated.”

*Participant, Aspire Eden Prairie
2040 DIY Workshop*

Goals, Objectives & Strategies

The goals and objectives outlined below were developed based on the City's 2008 Comprehensive Plan, community engagement efforts, and other applicable documents. The strategies to implement and achieve those goals and objectives regarding land use and development are also listed below.

Goal 1: *Continue to develop the City in accordance with the Comprehensive Plan.*

Objective 1a

Ensure that all future development and redevelopment will reflect the elements of the Comprehensive Plan and a consistent development policy.

Strategies:

1. Inform 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 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 land use 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.

Goal 2: *Focus on creating a more dynamic mix of land uses throughout Eden Prairie.*

Objective 2a

Prioritize Major Center Area (MCA), the Golden Triangle Area (GTA), and Transit-Oriented Development (TOD) areas for the inclusion of multiple land use types.

Strategies:

1. 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.
2. Balance development with transportation system capacity while encouraging development concentrations in the Town Center and the GTA and TOD areas.
3. Diversify and expand the transportation system to include a new light rail transit line and stations, enhanced bus service, and a walking and biking network connecting residents to services, jobs, and entertainment.
4. 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 individual development projects.
5. Support redevelopment efforts through commitment to provide infrastructure.
6. Focus the development of land within a half-mile of transit stations.

Goal 3: *Instill in residents, visitors, and others the value of the City's history.*

Objective 3a

Preserve heritage sites.

Strategies:

1. Prioritize the retention of existing structures or places of historic or architectural value through code amendments that give deference to the protection of such structures, especially as part of the development review process, planned unit developments, and platting.
2. Educate potential historic site owners of the value of preserving their property, not only for themselves but to the benefit of the entire Eden Prairie community.
3. Research funding opportunities to provide incentives to property owners for meeting the local, state, or national historic preservation standards.
4. Research funding opportunities to maintain existing historic sites owned by the City and its affiliates.
5. Develop and implement a community education program on the existing and potential historical features in the community and the continued monitoring and adding of potential properties to the list.

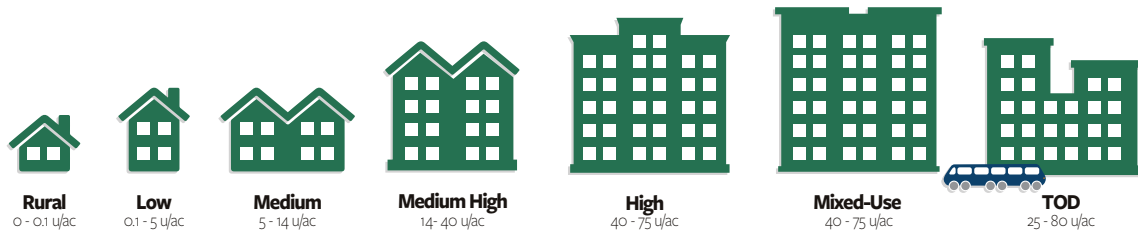
Future Land Use Categories

The land use designations illustrated within the plan are a result of reviewing and analyzing existing land uses and local area plans, planned infrastructure, and the vision established by the Eden Prairie community. Areas within Eden Prairie fall under one of 19 land use categories. Residential uses are included within seven of the categories. According to the Metropolitan Council, suburban communities are expected to plan for forecasted population and household growth at an average net density of at least five units per acre.

Rural

The Rural land use category is located outside of the Metropolitan Urban Service Area (MUSA) boundary and is used to preserve the rural character in environmentally sensitive areas like the Minnesota River Valley. Exceptions to the MUSA boundary would include the provision of municipal services to existing homes served by Individual Sewage Treatment Systems (ISTS) that have experienced a failure and do not have a viable alternative location to install an operational system. Connection to municipal services in these cases is not intended to provide for increased development potential but rather to service existing properties, therefore the land use designation on the properties would remain Rural. If a rezoning request is submitted without a proposed development plan, the City may retain the Rural zoning of a property until such time as a development plan and sufficient associated site information is provided to the City to determine the appropriate zoning district consistent with the Comprehensive Plan. Densities in the Rural land use designation can have a maximum of one dwelling unit per ten acres.

Residential Density



Low Density Residential

The Low Density Residential land use designation includes single-family residential neighborhoods comprised of single-family housing. Densities in the Low Density Residential land use designation range from 0.1 to 5 units per acre. If a rezoning request is submitted without a proposed development plan, the City may retain the Rural zoning of a property until such time as a development plan and sufficient associated site information is provided to the City to determine the appropriate zoning district consistent with the Comprehensive Plan.

Medium Density Residential

The Medium Density Residential land use designation is comprised of residential areas with densities ranging from 5 to 14 units per acre. Housing types in Medium Density areas should primarily include single-family attached where residences are stacked horizontally or vertically with individual units sharing a common entrance and onsite amenities. This includes apartments, condominiums, senior housing developments, townhomes, and row houses. This category may also include single-family detached housing that resembles single-family attached housing.

Medium High Density Residential

The Medium High Density Residential designation significantly increases density in certain neighborhoods by including multifamily housing options. Single-family detached homes are not allowed in this category. Densities range from 14 to 40 units per acre. Multifamily residences are comprised of structures where residences are stacked horizontally and vertically, with individual units sharing a common entrance and on-site amenities. This includes apartments, condominiums, and senior housing developments.

High Density Residential

The High Density Residential land use designation is comprised of multifamily households with densities ranging from 40 to 75 units per acre. Multifamily residences are comprised of structures where residences are stacked horizontally and vertically, with individual units sharing a common entrance and on-site amenities. This includes apartments, condominiums, and senior housing developments.

Mixed Use

The Mixed Use category reserves land for developments that provide a mix of differing but compatible land uses. This designation includes properties that are properly situated to provide for a mix of land uses outside of areas designated for Town Center (TC) and Transit-Oriented Development (TOD). The Mixed Use designation provides locations for both vertical (single building) and horizontal (multiple buildings) mix of uses through master planning. Some of these areas are discussed in-depth below. Expected land use shares for Mixed Use are: 20 to 25 percent retail/commercial, 5 to 15 percent office, and 65 to 70 percent residential with a density range from 40 to 75 units per acre.

Development densities consistent with the Comprehensive Plan that range above those allowed in the associated zoning district may be limited to projects that are reviewed through the planned unit development process and which are consistent with and further other policies of the Comprehensive Plan, such as addressing housing needs.

Social Equity & Diversity

Human Rights & Diversity Commission

The Human Rights and Diversity Commission has advised City Council on matters of diversity, civil and human rights, and the Americans with Disabilities Act for 25 years and counting. The Commission includes nine members, including Chair and Vice Chair, appointed by City Council for three-year terms. They meet monthly to promote the Eden Prairie Manifesto; review and investigate ADA violations; and foster collaboration between organizations, individuals, and the City to promote diversity appreciation. Key projects the Commission has worked on during its tenure include identifying needs of immigrant populations and finding solutions to bullying in local schools.

Fountain Place Apartments & Presbyterian Homes

The property located at 8565 Fountain Place and the properties at the north corner of Flying Cloud Drive and Prairie Center Drive are designated for a combination of vertical and horizontal mixed uses. This property is located in close proximity to several multi-family and commercial developments and provides additional opportunity for multifamily residential and commercial development with proximate access to services, transit, and recreational opportunities.

The area at the northwest corner of Flying Cloud Drive and Prairie Center Drive along Castlemoor Drive and Columbine Road is guided for ground floor commercial/retail with multifamily residential uses on upper floors on the western portion of the property. Horizontal mixed use with commercial/retail uses shall be provided on the portion of the property west of Prairie Center Drive and Flying Cloud Drive. The physical form of development will include buildings that are moved up to the street with parking provided on the interior of the sites and strong pedestrian connections within the property, as well as to existing pedestrian corridors.



Eden Prairie Center

The Eden Prairie Center opened in 1976 as a fully enclosed, climate-controlled mall anchored by two major department stores (Powers and Sears), and included United Artists Theaters, a food court, and a variety of retail stores. From its inception, it has represented Eden Prairie's principal retail and commercial hub and has continued to evolve through various expansions and renovations, including:

- Construction of the Target addition in 1984
- Powers converting to Donaldson's, then Carson Pirie Scott, Mervyn's, and now JCPenney
- Construction of the Kohls Department Store addition in 1995
- \$124 million renovation in 2002, which included the construction of a new wing with an 18-screen AMC Theater, Barnes and Noble, four new restaurants, a relocated and expanded food court, and a new Von Maur Department Store addition.
- Redevelopment of the former Sears store into a 250,000-square foot Scheels Sporting Goods department store anticipated to open in mid-late 2020.

Attracting over 12 million visitors annually, the success of Eden Prairie Center has helped stimulate a wide mix of commercial and residential development throughout Eden Prairie's Major Center Area. It is also a major employment destination for over 2,500 workers and generates significant tax revenues. It provides a wide variety of shopping, restaurant, and entertainment services to the community while also providing positive economic spillover to the Major Center Area and the entire community. The continued success of the Eden Prairie Center remains an important priority for the City.

With the rapid growth of online retailers such as Amazon, and the increase of online shopping activity, retail sales have been impacted considerably at traditional malls, department stores, and brick-and-mortar retail stores around the country. These changing market forces have led to a growing trend of major department store closings throughout the U.S. including Macy's, JCPenney, K-Mart, Kohl's, Sears, and many small and mid-size retailers.



Although the Sears store closing at the Eden Prairie Center in 2016, provided an exciting opportunity for a new Scheels redevelopment, many malls across the country are converting large vacant department store spaces to alternative synergistic uses like hotels, offices, housing, fitness, and entertainment. For example, Lifetime Fitness in 2017 purchased the former JCPenney space at Southdale mall in Edina and is redeveloping it into a high-end fitness and medical services space. Likewise, the Mall of America has developed and attached two upscale hotels and an office building on the north and south ends of the mall.

Eden Prairie Center attracts visitors from the community and throughout the region. As retail spaces strive to meet community and consumer needs while remaining relevant in a changing marketplace, development practices that provide for a mix of uses that create synergy and attract additional consumers become increasingly important to create a destination experience. As additional development and redevelopment occurs at Eden Prairie Center, land uses beyond traditional retail, such as residential, hotel with meeting space, office, entertainment, and fitness uses are consistent with the City's vision for this land use category.

For retail malls to maintain long-term staying power, a wider mix of additional uses should be considered that are synergistic to retail, help attract more customers and shoppers, and are connected physically to the mall or are in immediate proximity. Mixed Use at Eden Prairie Center shall include a variety of uses such as residential, hospitality, office, medical office, entertainment, and fitness uses. These uses will ensure the long-term viability and success of Eden Prairie Center. The entire mall property is currently zoned Regional Commercial Service which primarily permits retail uses. The City recognizes that future development and redevelopment of nonretail uses within the mall property are consistent with the desired character of Eden Prairie Center.

Community Health

Mix it Up

Euclidian zoning divides a city into areas of unique use, residential, commercial or industrial. This traditional style of land use often segregates and isolates residential neighborhoods from grocery stores, doctors' offices, and open space. Low-income households feel these impacts more severely as they own cars at a lower rate. Mixed use residential areas encourage the development of essential goods and services within walking distance from surrounding homes, creating more equitable access.



Town Center Mixed Use Area

The Town Center is a planned area generally south of Technology Drive, west of Flying Cloud Drive, and north of Regional Center Road. The current uses in this area include office, services, restaurants, entertainment, residential, and retail. The area surrounds the proposed Town Center light rail station. The Town Center is intended to be a pedestrian scale, compact area with a vibrant mix of land uses that encourage people to live, shop, work, and play. The Major Center Area (MCA) proposes the creation of a Town Center with a retail and housing core, and a walkable main street. The land uses identified for the Town Center include mixed use (retail and office on the first floor and residential above), retail, entertainment, restaurants, services, office, residential and hospitality.

The *Major Center Area Study* designates the area around the intersection of Singletree Lane and a new north-south street as Mixed Use. These two streets will act as the “Main Street” of Town Center. The vision for this area is to create an urban village with a “Main Street” feel. This would include multistory buildings fronting intersections as vertical mixed use, which will create a continuous built edge that relates to the street, with parking located behind primary buildings. The area would be pedestrian oriented with inviting, active street environments with plazas, gathering spaces, and landscaping. The area would provide housing and amenities for light rail users and others. Land uses appropriate for this area include vertical mixed use with residential uses over retail, restaurants, and services; commercial uses; restaurants without drive-thrus; businesses, professional offices, and clinics as accessory uses in a vertically mixed use building; libraries; parks; and transit facilities.

Town Center also includes a commercial area that stretches along Flying Cloud Drive from Regional Center Drive to Technology Drive. This commercial area is intended to provide day and nighttime activity in the Town Center for residents, employees, and visitors. In this area, commercial buildings should

Sustainable Resilience

reinforce the urban character and create a sense of place. The buildings should be multistory with multiple uses where the ground level uses promote pedestrian activity and interest. The streetscape environment should invite pedestrian activity, provide interaction between indoor and outdoor spaces, provide gathering spaces, and enhance dining and shopping experiences. The location of these uses provides an opportunity to include views and access to Lake Idlewild. Land uses envisioned for this area include commercial; offices; clinics; hotels; restaurants with no drive thru; multistory office buildings with ground floor retail, restaurants, and services; libraries; parks; and transit facilities.

The northwest quadrant of the planned Town Center, which is west of Lake Idlewild from Technology Drive to the light rail corridor, is intended to have a residential focus. Development in this area should create an attractive, urban neighborhood with multistory buildings that are pulled up close to the street with front stoops, porches, and entries that encourages pedestrian activity and interaction at the street level. Sidewalks along all streets should provide connections to outdoor play areas within the neighborhood and the mixed use area. High-quality, Medium to High Density Residential uses and parks are envisioned for this area.

The properties located at 8100 and 8108 Eden Road are currently occupied by automotive service/repair uses. While these uses are consistent with the current zoning designation for the site, they are inconsistent with the City's vision for the Town Center area. These properties are guided for vertically integrated mixed use with ground floor commercial/retail and multifamily residential on upper floors with careful consideration of noise and light impacts. Expected land use shares for Town Center are 20 to 25 percent retail/commercial, 5 to 15 percent office, and 65 to 70 percent residential with a density range from 40 to 75 units per acre.

Set High Standards

It is important to ensure that all new development and redevelopment is compatible with existing neighborhoods and enhances quality of life in the City while also achieving communitywide goals. Incentivizing and encouraging sustainable features and enhancements in new development and redevelopment is one strategy to promote sustainability throughout the community. A potential policy is for developments receiving public funds be required to achieve a certain sustainability certification to receive those funds.



Sustainable Resilience

Transit-Oriented Development

Transit-Oriented Development is a pattern of development that is compact, pedestrian-oriented, and dense, with a rich mix of uses located near transit stations. TOD developments are sustainable for a number of reasons. This form of development reduces the reliance on the automobile, promotes walking, provides bike parking for cyclists, provides public spaces for social interaction, provides a mix of uses, provides a variety of housing choices, decreases parking needs, supports reuse of building materials, and supports energy and water efficiency. The City anticipates a number of TOD developments near the proposed Southwest Light Rail stations.

Transit-Oriented Development (TOD)

Transit-Oriented Development (TOD) is a land use pattern intended to support transit-systems investments by creating attractive, compact, pedestrian-oriented, high-density, mixed use, and environmentally and economically sustainable communities centered around transit facilities. TOD creates desirable places to live, work, and visit, and features amenities including entertainment venues, parks, retail, restaurants, offices, an enhanced pedestrian environment, and diverse housing choices, as well as transit access to other employment and entertainment centers. TOD is based on the principles of smart growth and sustainable development aimed at creating active, healthier, and more livable communities. As a general rule, TOD areas are within a half mile of a transit facility or station areas. In addition, standalone residences in TOD areas should have a minimum gross density of 25 units per acre and mixed use residences should have a minimum gross density of 40 units per acre. Expected land use shares for TOD are: 20 to 25 percent retail/commercial, 5 to 15 percent office, and 65 to 70 percent residential with a density range from 25 to 80 units per acre.

The City recognizes TOD as a compact urban form of development that is desirable near transit facilities. As development and redevelopment occurs near transit facilities, the City envisions creating urban environments that have a distinct character but at the same time relate to the rest of the community. TOD provides a number of benefits not only for the direct users, but the community and region as a whole, such as generating a return on the City's and the region's long-term investment, increasing a sense of community, providing a variety of housing choices, access to employment areas, and providing affordable housing. In the TOD, the identification of primary and secondary transit streets in the appropriate locations creates a supportive street network and helps guide the placement of buildings and parking.

The TOD land use category provides general policy for properties guided as TOD. The TOD land use category creates excellent development opportunities near transit, but it comes with the expectation that the development will meet the high standards for quality and character that are required in Eden Prairie. The TOD land use category is similar to the Town Center land use category in that both promote the similar principles and goals. The Town Center Station is planned in the area designated as Town Center land use and the current policies regarding the Town Center area promote a similar land use pattern and development character as TOD. The difference between the categories is that the Town Center category includes a broad geographical area with the goal of creating a pedestrian oriented city center with broad community appeal while the TOD category is intended for the areas adjacent to the existing and planned transit stations.

Specific areas near the proposed light rail stations will be designated TOD in the *Land Use Guide Plan*. Properties within these areas designated as TOD may be rezoned to a TOD zoning district as an implementation strategy, when redevelopment occurs, or when rezoning is requested by the property owner. Other areas that may be appropriate for the designation of TOD will be considered for designation and rezoning upon the request of the property owner.

Recognizing that building height and the number of units can impact local and regional infrastructure, the City will carefully evaluate building height and number of stories for the possible TOD sites near the other station areas with the *Aspire Eden Prairie 2040* update.

The development of a specific site is governed by any specific Comprehensive Plan text for the site and zoning. The current TOD zoning districts include three districts that support TOD principles: TOD Mixed Use (TOD-MU), TOD Residential (TOD-R) and TOD Employment (TOD-E). The appropriate zoning classification may be applied prior to development or determined during specific project review.

As a general rule, the TOD land use designation is applied to parcels within approximately a half mile radius of a transit facility, or rail station. When the City considers designating properties within Eden Prairie to TOD, it is dependent upon consideration of the approximate location within the half mile radius as well as the property's consistency with other criteria as follows: the property is ripe for redevelopment in the near to mid future; the property is accessible by various modes of transportation; the property is sized to accommodate high-density stacked mixed use buildings, moderate to high-density housing, office, small scale and low intensity light industrial uses, and institutional development; and the property is close to supporting uses.

The following Transit-Oriented Development principles will guide the development of TOD in Eden Prairie. Development that is consistent with the principles will help realize the vision for development and redevelopment near transit facilities that is consistent with these guiding principles.

High Density - TOD includes high-density development within convenient walking and biking distance of a transit station, including increased residential densities, employee densities, and non-residential floor area ratios (FARs). It is imperative that TOD produces high levels of activity to generate trips on transit. The Transit Density Map outlines the boundaries for each station that meet the 7,000-person minimum (residents, employees, and students).

Rich Mix of Uses - TOD provides a complementary mix of market-supportive land uses including residential, office, public (buildings, plazas, and open spaces), small scale and very low intensity light industrial, and commercial uses.

Pedestrian Oriented - TOD building and site design is oriented to public spaces—streets, sidewalks, plazas, open spaces, and the transit station—and emphasizes a pedestrian-friendly environment.

Urban Pattern - TOD utilizes an urban design pattern that encourages active living and healthy mobility choices, including walking, biking, riding scooters, and rollerblading, and other forms of pedestrian travel, and includes accommodations for persons with disabilities to connect to transit.

Parking Solutions - TOD includes strategies and designs that decrease parking needs and requirements, including compact, mixed use development patterns, on-street parking, joint-use parking, structured parking, access to transit and shuttle services, bike sharing, and car sharing.

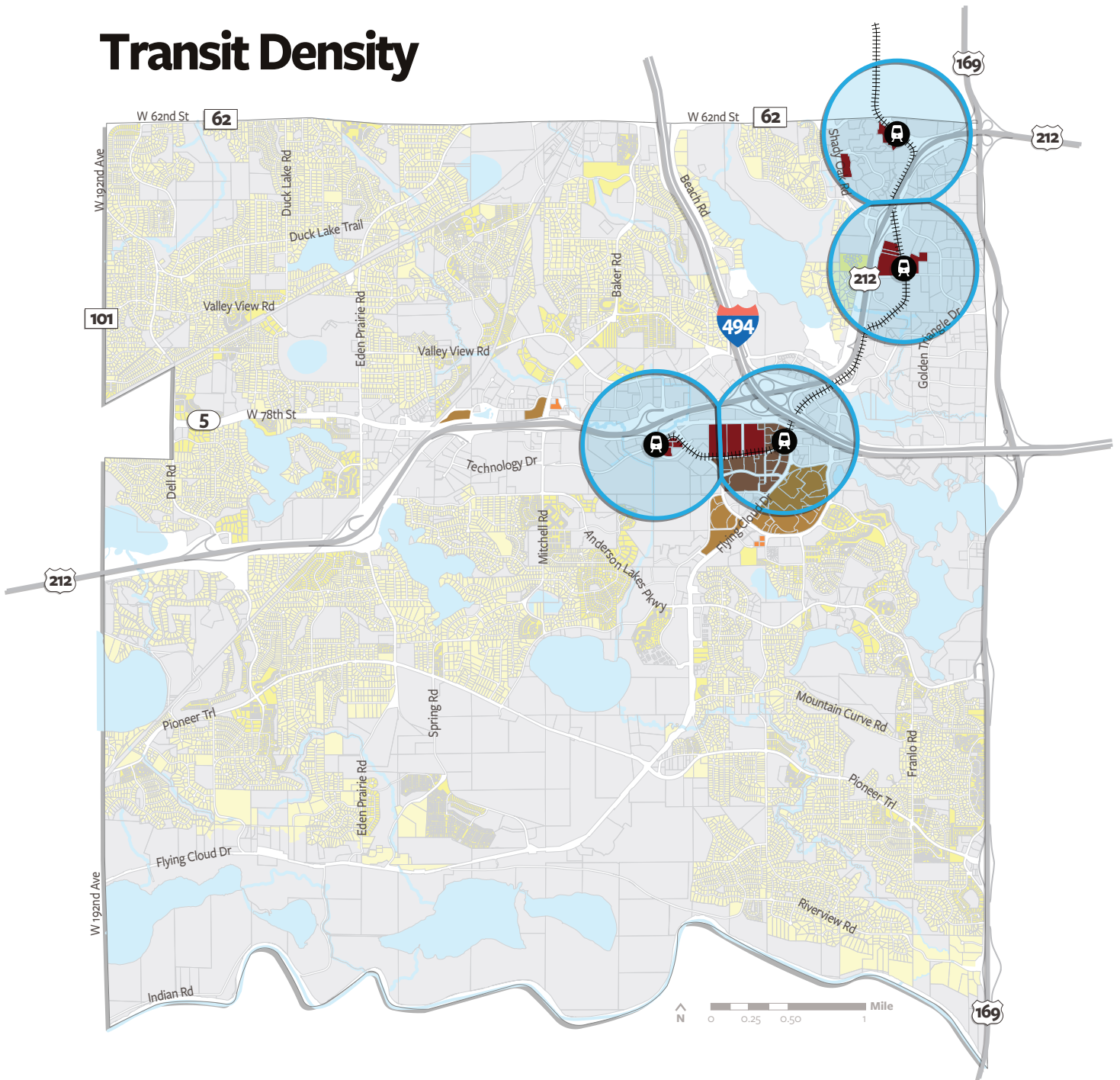
Engaging Public Spaces - TOD provides public amenities such as parks and plazas, civic spaces, public art, landscaped streetscapes, benches, and sidewalks/trails that provide connections between development sites, transit, and the City's overall sidewalk/trail network.

Safe - TOD utilizes urban design principles that promote the safety and comfort of residents, employees, visitors, and transit riders.

High-Quality Architecture - TOD includes high-quality and aesthetically attractive building forms that contribute to a positive City image, help to identify the unique characteristics of the location, and enhance the streetscape environment for pedestrians, bicyclists, transit riders, and vehicular drivers.

Sustainable - TOD includes sustainability practices relating to building lifespan such as reuse and recycling of materials, energy and water efficiency, storm water management, and economic resilience through lower operating costs. TOD supports the use of bicycles, shared use vehicles, and alternative fuel vehicles by providing adequate bike parking, preferred parking for car/van pools and alternative fuel vehicles, charging stations, and shared bike/vehicle parking to address potential demand.

Transit Density



Map Key

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|--|--|
| Low Density Residential (0.1 - 5 Units/Acre) | Town Center (40 - 75 Units/Acre) |
| Medium Density Residential (5 - 14 Units/Acre) | Transit-Oriented Development (25 - 80 Units/Acre) |
| Medium High Density Residential (14 - 40 Units/Acre) | 0.5 Transit Buffer with average minimum density of 25 units/acre for new residential development |
| High Density Residential (4 - 75 Units/Acre) | Transit Corridor |
| Mixed Use (40 - 75 Units/Acre) | |

Town Center Station Area

Properties located at 12005 and 12011 Technology Drive are designated for TOD development. Property located at the northwest corner of the curve on Eden Road is designated for TOD Mixed Use development along with the potential to create Parks & Open space to serve the residents of the Town Center area. Mixed Use development in this area should consist of vertically integrated ground floor retail and service with upper stories providing for residential uses that take advantage of the views associated with Lake Idlewild. The remaining property is designated for TOD Employment development with a focus on development consistent with multistory office uses. The primary transit street is Eden Road west of Flying Cloud Drive and its future extension.

SouthWest Station Area

SouthWest Station currently includes a bus transit station and will include one of four light rail stations proposed in Eden Prairie on a site that supports the principles of TOD. SouthWest Transit currently operates a park-and-ride facility (structured parking) for bus service at 13500 Technology Drive. An addition to the existing parking structure will be built as a part of the SouthWest Light Rail Transit Green Line extension. Through the planning stages of the LRT project, the City supported the location of the parking ramp addition on the west side of the existing parking ramp in order to preserve redevelopment options along Prairie Center Drive and Technology Drive. Eden Road west of Flying Cloud Drive, and its extension, will serve as the primary transit street. The redevelopment site east of the parking structure is the opportunity site for TOD development at this transit location.

Guiding the redevelopment site east of the parking structure near the planned station as TOD is logical because the planned station and the area surrounding it have many of the elements that make a successful TOD area. There is a recognized synergy between the rail station, the bus transit facilities, the redevelopment site east of the parking structure and surrounding uses. The SouthWest Station area includes office space, restaurant uses, High Density Residential uses, and Purgatory Creek Park. The area has excellent access to Highway 212, 494 and 5 and has a supportive street network as discussed in Chapters 3, 5, and 8 of this document. The streets include Technology Drive and Prairie Center Drive. There are a variety of employers within walking distance of SouthWest Station such as Optum, MTS and Wells Fargo. In addition, SouthWest Station is within walking distance of the Town Center where there are additional jobs, shopping, and entertainment options. The area includes Purgatory Creek Conservation Area, a 200-acre wetland area with a seven-acre park and 2.5 miles of walking trails. There are paths and a sidewalk along Technology Drive and Prairie Center Drive providing connectivity to a variety of uses that are within walking or biking distance.

A density of 80 dwelling units per acre is allowed for TOD projects in the SouthWest Station area. In order to achieve more density in these areas, buildings are typically taller than maximum height allowed by the City's standard residential zoning.

In the SouthWest Station area, the redevelopment site east of the parking structure is the only property that the City anticipates guiding to TOD. Other sites in the SouthWest Station area may be reguided to TOD at the request of the property owner if it can be demonstrated that the plan and any associated improvements align with the TOD principles and do not have substantial negative impacts on local or regional infrastructure or the pedestrian environment subject to the required public process.

Community Health

City West Station Area

The City West LRT station is located south of West 62nd Street and west of Flying Cloud Drive. The area surrounding the City West LRT station is a mixture of Office, Commercial, and High Density Residential uses. The properties were developed over time with the majority of the structures being several decades old. The LRT station area is immediately east of the United Health Group (UHG) campus. The City approved the UHG development plans in 2011. At the drafting of this plan, the fourth and final office building of the campus has not yet been constructed, leaving the station area without any active uses immediately adjacent to it. The land use plan guides this property for TOD, however, development consistent with the 2011 approval will not require rezoning to do so. Development proposals varying from the approved plan shall require a rezoning for consistency with the Comprehensive Plan. If not developed under the approved plan, land uses that provide for vertically integrated ground-floor retail with residential above or a full-service hotel with meeting space shall be provided on this site.

Property located at 6399 City West Parkway (Shady Oak Retail Center) is designated for development of vertically integrated uses with ground-floor retail and office or residential uses on upper stories. TOD in this station area would allow densities up to 80 units per acre and building height that can be supported through existing or improved infrastructure as analyzed through the development review process. As reinvestment in this area occurs, additional properties may seek development consistent with the TOD principles. The City shall consider additional properties for designation as TOD consistent with the appropriate principles and subject to the required public process. The primary transit corridor is West 62nd Street and the secondary corridors are Shady Oak Road and City West Parkway.

Park and Open Space Areas

Difficulty accessing parks and open space can be a barrier to physical activity. Development and redevelopment projects in the City should provide passive and active usable open space. The proximity of usable open spaces to residential development is especially important for seniors and minority populations. Providing for physical activity can create healthier residents and a healthier community.

Sustainable Resilience

Convenient Locations

The ability to walk or cycle to necessary services and desired amenities is a leading factor in the decision-making process for new housing. To meet this demand residential development could be located near office and commercial uses. This can reduce vehicle trips, promote less reliance on the automobile and reduce carbon emissions. It is necessary to provide a zoning district(s) that allows for multiple uses as well as reduce maximum density, lot size, parking, and bulk requirements.

Golden Triangle Station Area

The Golden Triangle Area (GTA) is located in the City's northeast quadrant and is generally bounded by Highway 169, I-494, and Highway 212. The area provides a concentration of industrial- and office-based employment serving Eden Prairie and the region. Commercial uses also complement and support the industries in the area. This employment center is enhanced by scenic wetland and woodland areas. The LRT station is north of West 70th Street and east of Flying Cloud Drive. The land use plan identifies the opportunity sites to be developed consistent with TOD principles. The City expects and supports additional properties to be developed as TOD as redevelopment occurs. Additional properties shall be considered for TOD by request and as consistent with TOD principles subject to the required public process.

Development of TOD properties in the GTA area will primarily continue to support the employment nature of this part of the City. While employment remains the focus in this area, a select amount of residential and commercial development is expected in close proximity to the LRT station. The inclusion of residential development at densities consistent with TOD provides for ridership supporting the investment of mass transit and creates an interactive and dynamic pedestrian environment. Commercial uses provide supporting services for not only the residences but also transit riders and the local employment base.

The property immediately east of the LRT station (TAGS site) at 10300 W 70th Street is designated for development of ground-floor retail with vertically integrated uses including residential densities of up to 80 units per acre and building height that can be supported through existing or improved infrastructure as analyzed through the development review process. The Liberty Plaza (6901 Flying Cloud Drive) site is designated as TOD, however, a development proposal was approved by the City in 2007 allowing for construction of an office complex. Development consistent with that approval will not require rezoning to TOD, however, development proposals varying from the approval shall require a rezoning for consistency with the Comprehensive Plan. If not developed under the approved plan, land uses that provide for ground-floor retail with vertically integrated residential or office uses, or a full-service hotel with meeting space shall be provided on this property. The properties located at 6851 and 6871 Flying Cloud Drive are designated for development consistent with the TOD-E zoning district. The primary transit corridor is W 70th Street.

Regional Commercial

The Regional Commercial land use designation includes larger shopping areas and developments that serve a regional population, drawing in a customer base that extends beyond the city limits. Regional shopping centers and developments are often comprised of a mixture of big box stores, hospitality and lodging, and national retailers set among large, shared parking areas along major roadways. Eden Prairie's Regional Commercial uses are largely concentrated within the MCA, west and south of the I-494 interchange, and within the area surrounding Eden Prairie Center. Regional Commercial uses are auto-oriented by nature, but should be enhanced with pedestrian-friendly amenities, such as sidewalks, landscaping, streetscaping, and lighting, to ensure a smooth transition from denser commercial uses within the Town Center to surrounding commercial areas within the MCA.

Winter Park Redevelopment

Due to the relocation of training facilities for the Minnesota Vikings, redevelopment of the property located at the northwest corner of Highway 169 and I-494 is expected. This is an opportunity site for a hotel with meeting space. To support such a development, large-scale entertainment uses may be accessory to the hospitality and lodging uses to create a destination location for the community. The physical development of these uses shall be consistent with the standards for office development.

Commercial

The Commercial land use designation includes both neighborhood retail and community retail uses, such as restaurants, service businesses, and grocery stores. Commercial uses are intended to cater to the daily shopping and service needs of Eden Prairie's residential neighborhoods. They should be accessible by sidewalks and bicycle paths, connecting these areas with nearby neighborhoods.

Infill on Commercial Properties

Retail areas in Eden Prairie have been developed to include large expanses of vehicular parking areas. Redevelopment of commercial parking is expected as development trends intensify, vehicular trends continue to evolve, and additional provisions for shared and district parking become commonplace. Infill development is the process of developing vacant or under-used parcels within existing urban areas that are already largely developed to reduce development costs for both the developer and the City. Development within established parking areas shall provide careful consideration for creating a sense of place through attention to design to transition areas, pedestrian access, landscaping, aesthetic elements, and architecture.

Office

The Office land use designation is intended to accommodate offices and business parks. Examples of such uses include the Optum Corporate Headquarters and office uses in the northeastern area of Eden Prairie. As prominent features along major roadways and as employment centers, office and business park development should be of high quality and reflect positively on the image of the City using attractive architecture, landscaping, and signage.

Flex Service

The objective of the Flex Service land use is to further transform the Martin Drive area and the Pioneer and Pioneer area into places with a diverse and innovative mix of uses that are better suited in these areas than in other areas of the City. These areas provide a location for uses that are difficult to integrate into areas such as the Town Center, the TOD, and the Golden Triangle Area. Development in both areas is intended to be auto-oriented, as well as pedestrian accommodating, and complement the scale of surrounding areas. As redevelopment occurs and uses transition, buildings should be located up near the street with parking behind the buildings and streetscaping should be incorporated to improve the aesthetics and provide cohesiveness. Special attention should be paid to screening parking lots and creating a pleasant streetscape.

Pioneer & Pioneer

The Pioneer Trail area is located north of CSAH 1 and south of Old Pioneer Trail. Similar to the Martin Drive area, these properties were developed largely as industrial types of uses and as properties have aged, the buildings have begun to be repurposed. Uses in this area are now a blend of industrial, commercial and office. Given the close proximity of residential uses in the area, redevelopment shall consider how to appropriately transition between the mix of uses. As a part of redevelopment, particular attention shall be paid to pedestrian connections, landscaping, aesthetics and site design.

Martin Drive

The Martin Drive area is located north of Highway 212 and west of Mitchell Road. The area was developed as part of the Edenvale Planned Unit Development Industrial Park in the 1970's and early 1980's. At that time, the property was 120 acres and zoned I-2. The site was developed as an innovative industrial hybrid mixing high-quality buildings with office-like characteristics with manufacturing, warehousing, wholesale, distribution, processing, packaging, assembling, compounding of products and materials, research and development facilities, offices, related or supporting minor commercial uses, public or quasi-public facilities, employee executive center and other uses incidental to the operation of a permitted principal use. To accommodate this hybrid use, Planned Unit Development waivers were granted from the two-acre minimum lot size. The small hybrid industrial zoned lots range in size from one-third acre to just under two acres and accommodated small lot development with office like characteristics.

Today, the majority of the areas are still zoned I-2. As a result of the reconstruction of Highway 212/5, the southwest portion of the Martin Drive area is now excess right-of-way. This area includes a stormwater management area, approximately five acres of undeveloped land west of Martin Drive and south of Venture Lane. There are five lots south of Martin Drive. The uses in this area are commercial/retail with approximately 100,000 square feet of building space occupied by these types of uses compared to a little over 236,000 square feet of overall building space.

The mix of uses has evolved over the years. In addition to more typical industrial uses such as a bakery facility, a coffee roaster and a bindery and press business, the park also includes automotive service and repair, a music school, gymnastics studios, a car wash, a film production company, offices, a fitness center, an appliance store, an auto parts store, and a thrift store.

The character of this area has transitioned from an industrial park with manufacturing, wholesale, distribution and similar uses to a retail, services, and office environment. Some of the buildings have not kept up with current industry standards for industrial buildings. This has provided opportunity for existing buildings to be adapted for other uses. The concept of small lot hybrid industrial lots may have provided a pathway to the innovative mix of uses present today.

The Martin Drive area provides for a mix of uses such as auto repair and service, various arts and fitness studios, retail uses, offices, co-working spaces, and car washes. Several sites have been identified as possible opportunity sites for development and redevelopment in the Martin Drive Special Area Study as noted in Chapter 10. These properties include the following:

- The 8.23-acre bakery site at the corner of Mitchell Road and Martin Drive is identified as a potential redevelopment site. The vision for the site includes a vertical mixed use building with retail on the first floor and residential above. It would create additional residential units across from the Martin Blu project and it would provide commercial uses for employees and residents in this area.
- The 3.7-acre site north of the bakery in the northwest corner of the intersection of Martin Drive and Mitchell Road is another opportunity site, specifically for multifamily development. A floodplain extends onto this property, which may impact redevelopment.
- The Minnesota Department of Transportation owns an undeveloped property just south of Venture Lane on the west side of the Martin Drive area. The parcel is approximately five acres with good visibility and access to major roadways. The parcel is near the regional trail, but across from an electrical substation. Potential uses for this site include coworking office space available for innovative independents, startups, and small businesses, multifamily residential, and a brewery with a taproom.

Industrial Flex Tech

The Industrial Flex Tech land use designation includes both flex service and office uses as well as supporting light industrial uses like small manufacturing, warehousing, and distributing. These uses are primarily found in the dense employment areas such as the GTA. They differ from Flex Service by focusing solely on promoting and supporting heavy employment in existing employment-focused areas of the City. All Industrial Flex Tech development must adhere to the appropriate Design Guidelines established by the City.

Industrial

The Industrial land use designation includes land uses that involve storage and distribution, high-intensity fabrication operations, and plant operations. Eden Prairie's heavy industry is primarily concentrated in Crosstown Industrial area. When immediately adjacent to low-intensity uses, industrial uses should be well-buffered and screened to minimize noise, light, odor, dust, and other environmental nuisances. The City of Eden Prairie does not contain facilities that extract aggregate resources.

However, recycled aggregate resources such as concrete and asphalt are processed within Eden Prairie. Recycling aggregate helps to conserve the diminishing reserves of the metropolitan areas aggregate resources. They can be used for the construction of roads, trails, driveways, and building pads. Recycling aggregate for reuse reduces landfill use and extraction of raw aggregate. The Minnesota Pollution Control Agency (MPCA) has designated this a sustainable practice.

Public/Semi-Public

The Public/Semi-Public land use designation includes a variety of uses that provide public services and facilities, such as schools, government-owned facilities, and religious institutions, to Eden Prairie's residents and businesses. A significant portion of the Public/Semi-Public land use designation is comprised of schools, churches, the Community Center, and the City Center. To ensure that all members of the community can access Public/Semi-Public land uses, all sites should be accessible by personal automobile, public transit options, walking, and cycling, and should connect with nearby neighborhoods.

Parks & Open Space

The Parks & Open Space land use designation is defined by areas that are used for active and passive recreation as well as natural areas. Parks and open spaces can range from fully programmed parks that are owned and operated by the City of Eden Prairie and the Three Rivers Park District, open space areas within neighborhoods, and natural features, such as wooded areas, floodplains, and wetlands. Such open spaces can be either publicly or privately owned. Some of Eden Prairie's most cherished natural features include its many lakes and the Minnesota River.

Golf Course

The Golf Course land use designation is separate from Parks & Open Space and solely includes public and private golf courses.

Sustainable Resilience

Eco-Innovation

Lands within this category are designated for a variety of ecologically friendly uses such as closed landfill management, alternative energy (solar, wind, and methane recapture), native landscaping, pollinator habitat, conservation area, yard waste and compost site, or vertical gardening. Properties with this designation shall be sized adequately to have the capacity to provide for appropriate transition areas or buffers from existing or planned differing land uses. Access to Eco-Innovation use properties shall provide vehicular access in a manner that is not overly disruptive to differing adjacent land uses.

The former Flying Cloud Landfill site is the only property guided for Eco-Innovation with *Aspire Eden Prairie 2040*. However, other properties could request this land use designation if the sites are consistent with Eco-Innovation parameters. The Flying Cloud Landfill operated in Eden Prairie from 1972 to 1986. The Minnesota Pollution Control Agency (MPCA) owns the former landfill site and took over responsibility for the landfill in 1997. The Landfill Cleanup Act (LCA) of Minnesota requires that MPCA is responsible for the cleanup and long-term care of closed municipal solid waste landfills throughout the State. The MPCA, along with input from the City has prepared a *Closed Landfill Use Plan*. This Plan is adopted by reference with *Aspire Eden Prairie 2040* and outlines the boundaries, impacts, and ongoing monitoring of the former landfill. The Plan also identifies potential reuse options for the property, which are largely passive uses that have an emphasis on long-term ecological benefits.

Parking Minimums vs Maximums

When minimum parking requirements are imposed, the amount of built-out land increases impacting both the natural environment and other potential uses. These impacts can detract from natural and open spaces. This not only affects the building using the parking, but also surrounding buildings. One solution to creating more sustainable building practices, especially in transit-oriented developments, is to impose parking maximums rather than minimums. Parking maximums provide the following environmental benefits:

- *Prevents the overbuilding of parking.*
- *Lowers greenhouse gas emissions from cars.*
- *Provides more green space.*
- *Reduces the heat island affect.*
- *Creates less stormwater runoff.*

Sustainable Resilience

Redevelopment vs New Development

As Eden Prairie continues to grow, new development will impact the City's infrastructure and property values of existing buildings. New development will make walking, biking and transit use more accessible to the community. Infill development occurs in a built-up neighborhood, using vacant land or rehabilitating existing properties. The steps to prioritizing infill development are:

- *Identify priority infill development and redevelopment areas*
- *Facilitate development review and permitting processes*
- *Consider flexible zoning codes while maintaining high aesthetic design and standards*
- *Encourage outside funding sources, such as funding for historic preservation and other tax credits*



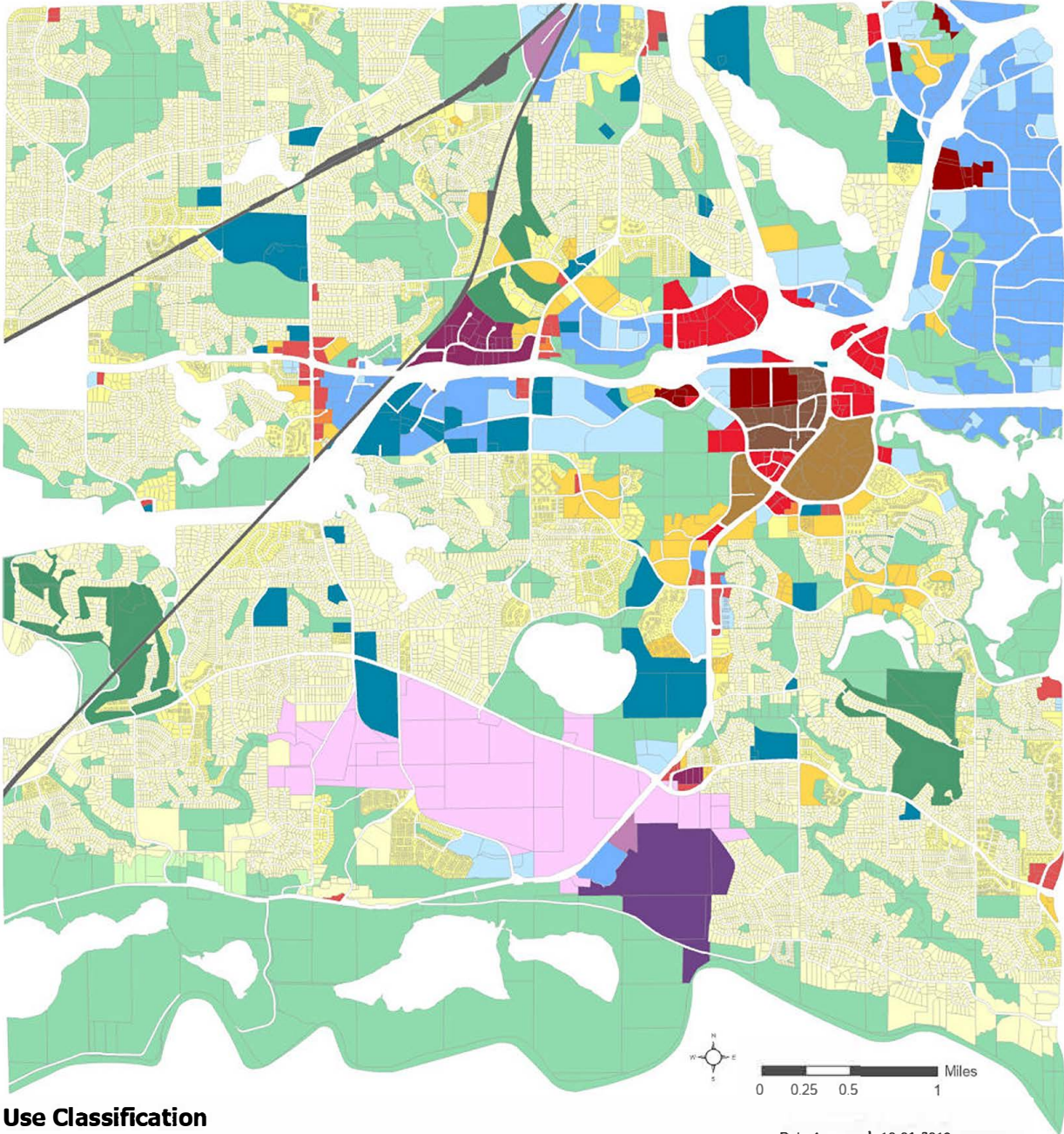
Airport

The Airport land use designation includes the approximate 737 acres known as Flying Cloud Airport owned by the Metropolitan Airports Commission (MAC). In addition to the operational runway areas, maintenance equipment buildings, and the Federal Aviation Administration air traffic control tower, facilities such as airplane hangars and associated aeronautical businesses are located within this area. The Airport Design Framework, adopted in 1996, is a tool utilized by the City to improve the quality of new and rehab construction through building materials and colors, signage, lighting, landscaping, and trash containment.

In 2010, the MAC, in association with impacted cities of Eden Prairie, Chanhassen, Bloomington, and Shakopee convened the Joint Area Zoning Board (JAZB) to draft and review Airport Zoning for the Flying Cloud Airport. Through a public process, a draft zoning ordinance was prepared and recommended for approval by the JAZB. Ultimately, submittal of the draft zoning ordinance to the State Commissioner of Transportation did not occur pending the outcome of aeronautical litigation in other Minnesota locations. Upon resolution of the prior litigation and future development anticipated near the airport, MAC reconvened the JAZB in 2017, to review and update the draft zoning ordinance. At the writing of *Aspire Eden Prairie 2040*, the draft zoning ordinance was being reviewed through the public process. It is anticipated that at the end of the public review process, the draft ordinance will be submitted to the State Commissioner of Transportation for review and approval.

MAC has interest in allowing development of non-aeronautical uses on its property. To further that effort, the City of Eden Prairie and MAC entered into a Memorandum of Understanding (MOU) regarding the zoning and development of non-aeronautical uses on MAC property. In 2014, several parcels owned by MAC were rezoned to Airport-Commercial and Airport-Office. Properties located south of Pioneer Trail and west of Tree Farm Road were also requested to be rezoned to Airport-Office. At the conclusion of the public process, these properties were not rezoned. Rezoning requests will be reviewed concurrently with the submittal of a development proposal for these properties.

Land Use Guide Plan 2040



Land Use Classification

The Land Use Guide Plan 2040 map shows the future land use designations for all parcels in Eden Prairie.

Date Approved: 10-01-2019
 Updated through resolution #2023-87

- | | | |
|---|--|---|
|  Rural |  Transit-Oriented Development |  Industrial |
|  Low Density Residential |  Regional Commercial |  Airport |
|  Medium Density Residential |  Commercial |  Public / Semi-Public Parks |
|  Medium High Density Residential |  Office |  & Open Space |
|  High Density Residential |  Industrial Flex Tech |  Golf Course |
|  Mixed-Use |  Flex Service |  Utility & Railroad |
|  Town Center |  Eco Innovation |  Right-of-Way |

Land Use Changes

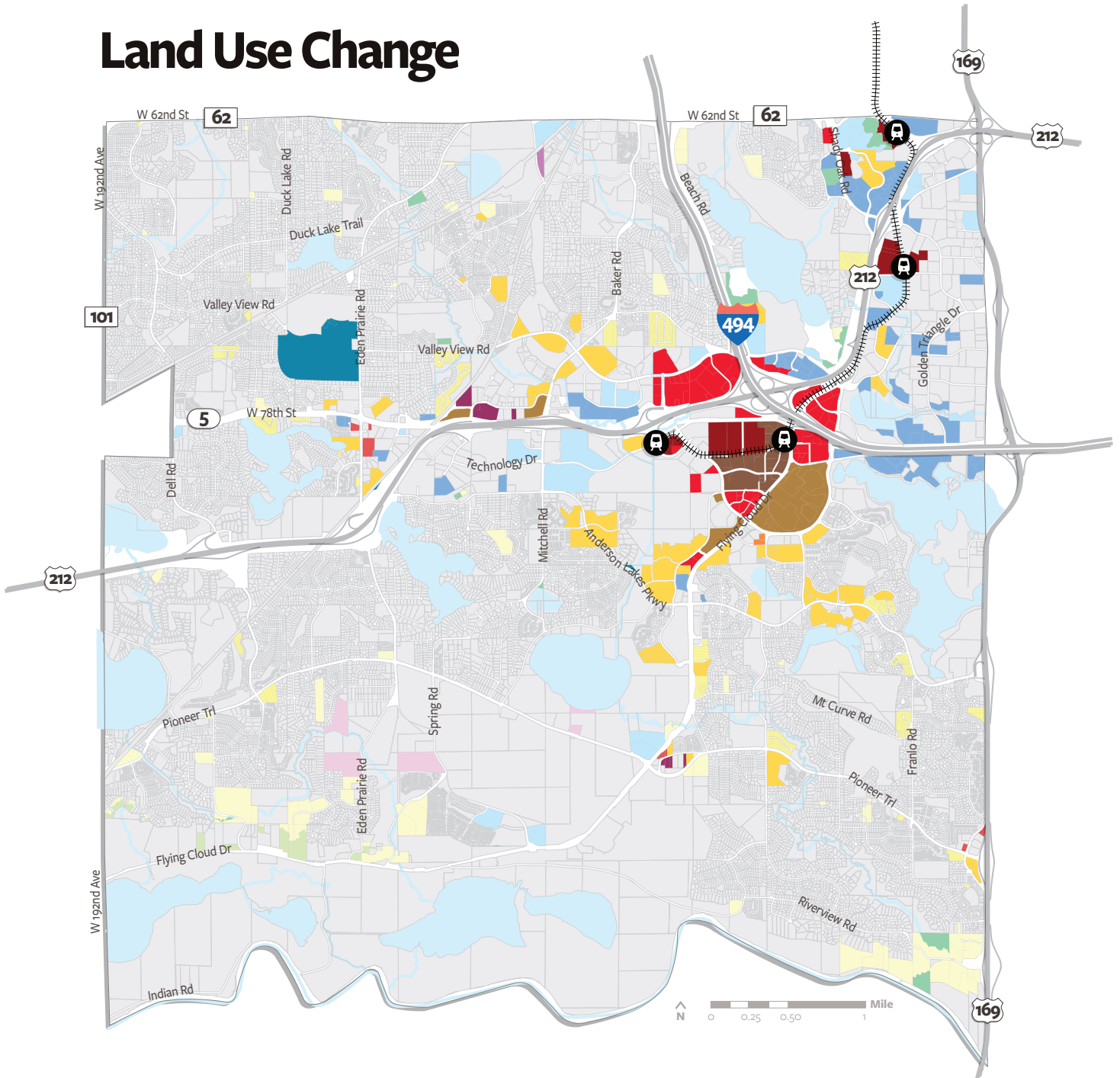
Aspire Eden Prairie 2040 carries many of the policies from the City's 2008 *Comprehensive Plan*.

Nevertheless, shifts in community needs, new infrastructure, and a changing market led to altered land uses in Eden Prairie. The table and accompanying map indicate parcels that have been regraded from the existing land use to better align with current community conditions. This realignment indicates either a change in type or, particularly for residential areas, a change in density ranges due to regrading of existing or new residential land use.

Guided Land Uses Change

	2016 (existing)		2016-2020		2021-2030		2031-2040		Change 2016 2040	
	Acres	% of LU	Acres	% of LU	Acres	% of LU	Acres	% of LU	Acres	% of LU
Residential										
Rural	302	2%	203	1%	189	1%	71	0%	-231	-1%
Low Density	5,474	31%	5,524	31%	5,702	32%	5,754	32%	279	2%
Medium Density	1,123	6%	1,138	6%	1,223	7%	1,245	7%	122	1%
Medium High Density		0%	72	0%	177	1%	409	2%	409	2%
High Density	378	2%	-	0%	2	0%	5	0%	-373	-2%
Mixed Use: 65-70% Residential	15	0%	38	0%	101	1%	156	1%	141	1%
TOD: 65-70% Residential		0%	44	0%	101	1%	108	1%	108	1%
Commercial										
Commercial	573	3%	441	2%	312	2%	124	1%	-449	-3%
Regional Commercial		0%	44	0%	156	1%	232	1%	232	1%
Town Center: 65-70% Residential		0%	11	0%	45	0%	78	0%	78	0%
Office/Light Industrial										
Light Industrial/Business Park	973	5%	798	4%	256	1%	0	0%	-973	-5%
Office	692	4%	653	4%	627	4%	589	3%	-103	-1%
Flex Service		0%	7	0%	38	0%	78	0%	78	0%
Industrial										
Industrial	23	0%	23	0%	42	0%	39	0%	16	0%
Industrial Flex Tech		0%	783	4%	923	5%	1,033	6%	1,033	6%
Other Land Uses										
Airport	698	4%	707	4%	753	4%	816	5%	118	1%
Eco-Innovation (Landfill)	236	1%	236	1%	236	1%	236	1%	0	0%
Parks & Open Space	5,724	33%	5,724	32%	5,567	31%	5,382	30%	-342	-2%
Golf Course	471	3%	471	3%	471	3%	471	3%	0	0%
Public/Semi-Public	683	4%	683	4%	683	4%	782	4%	99	1%
Utility & Railroad	157	1%	157	1%	153	1%	148	1%	-9	0%
Vacant	233	1%	0	0%	0	0%	0	0%	-233	-1%
Total	17,757	100%	17,757	100%	17,757	100%	17,757	100%		

Land Use Change



Land Use Classifications

The Land Use Change map identifies the parcels in the City that are changing based on the 2040 Land Use Guide Plan.

- | | | |
|--|--|--|
| Rural | Town Center | Flex Service |
| Low Density Residential | Transit-Oriented Development | Industrial |
| Medium Residential | Regional Commercial | Airport |
| Medium High Residential | Commercial | Public / Semi-Public |
| High Density Residential | Office | Parks & Open Space |
| Mixed-Use | Industrial Flex Tech | Areas of No Change |

Development & Redevelopment

The City of Eden Prairie includes less than 250 acres of undeveloped land. By 2040, it is likely that many of the currently vacant parcels may be developed. Additional parcels within the City may also be redeveloped over the course of the next twenty years. The tables demonstrate expected land use changes of both vacant and expected redevelopable land as a result of future development. The Net Residential Density table shows the cumulative increase in new residential land uses from 2018 to 2040. The Development & Redevelopment table identifies estimated net new acreages of each residential land use during each time period.

Forecasted Residential Growth

A significant portion of land use changes are projected to occur for residential uses (857 total parcels). Over 200 of the parcels changing use in Eden Prairie will either change to or from a residential use. Nearly all of the 206 (194 parcels) will change from a nonresidential use to one of the eight residential categories. Additionally, 12 percent (103 parcels) will change from one nonresidential use to a separate one. As a suburban designation, Eden Prairie is required to maintain a net density of five units/acre for all new residential housing development through 2040. Guided land use projections calculate net density at almost eleven units/acre for new development.

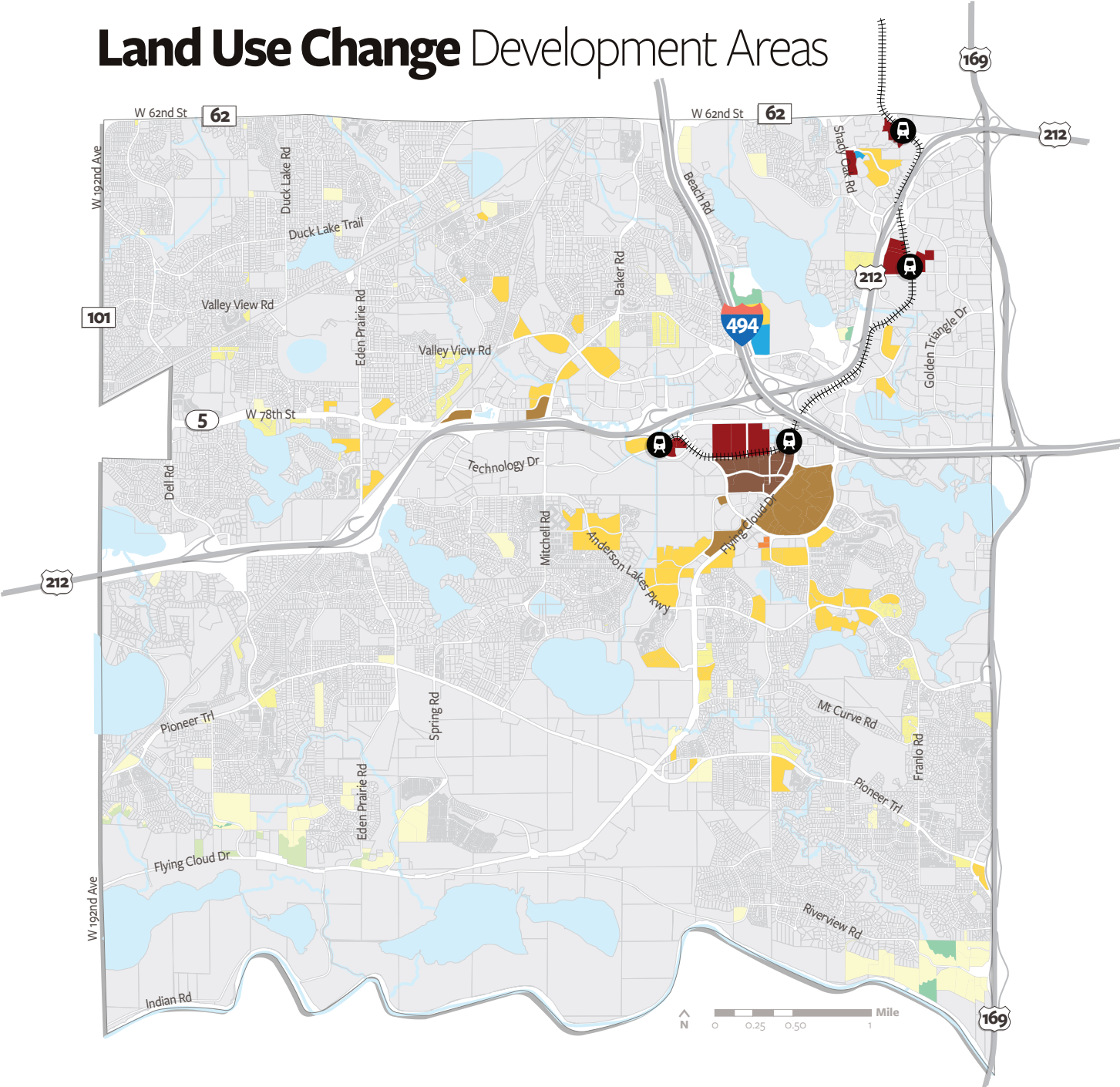
Net Residential Density 2016-2040

	Min	Guided Land Use (acres)	Density (units) Min
Residential			
Low Density	0.1	420	42
Medium Density	5	160	804
Medium High Density	14	409	5,731
High Density	40	3	104
Mixed Use	40	156	4,051
TOD	25	108	1,758
Town Center	40	78	2,021
Total		1,333	14,512
Net Density Range (units/ac)			10.9

Development & Redevelopment

Development & Redevelopment Land Use	Density Range Housing Units/Acre		2016 2020		2021 2030		2031 2040	
	Min	Max	Acres	Units	Acres	Units	Acres	Units
Residential								
Low Density	0.1	5	50	5	178	18	192	29
Medium Density	5	14	15	75	85	425	60	294
Medium High Density	14	40	72	1,008	105	1,470	232	3,253
High Density	40	75	0	0	1	40	2	64
Mixed Use	40	75	23	598	63	1,638	70	1,815
TOD	25	80	44	715	57	926	7	117
Commercial								
Town Center	40	75	11	286	45	1,170	22	565
Total			215	2,687	534	5,687	584	6,132

Land Use Change Development Areas



Land Use Classifications

The Land Use Change Development Areas map denotes from the changing parcels, which are identified for residential development or redevelopment.

- | | | |
|--|---|---|
| Rural | High Density Residential | Parks & Open Space |
| Low Density Residential | Mixed-Use | Office |
| Medium Residential | Town Center | Areas of No Change |
| Medium High Residential | Transit-Oriented Development | |

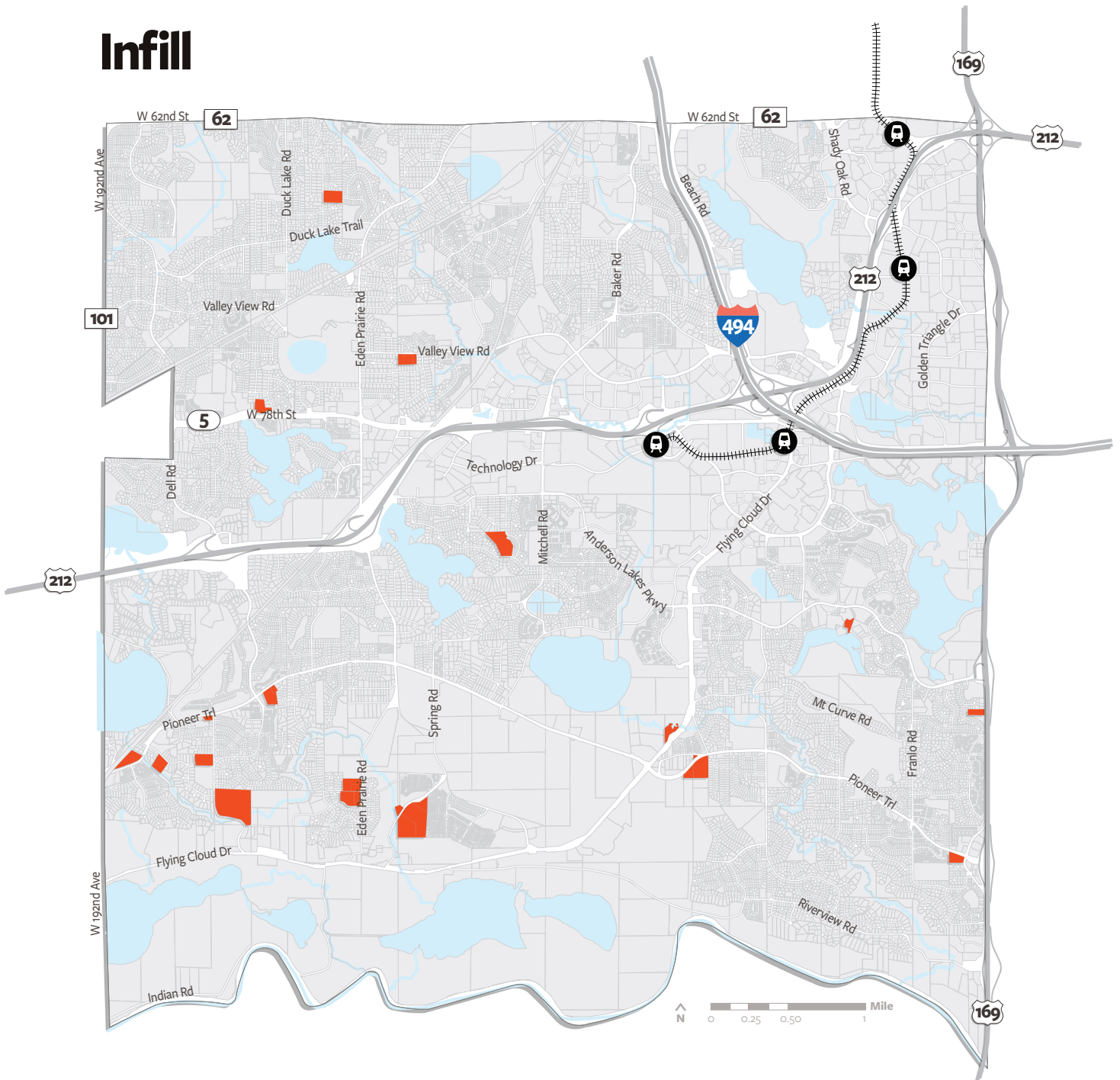
Infill

The majority of Eden Prairie's residential development occurred through the 1980s and 1990s. Approximately 45 percent of the single-family homes were constructed in Eden Prairie between 1980 and 1989. As the bulk of the community has developed, few parcels remain available for development and those that do are nestled among existing residential neighborhoods and roadway networks. As development of these infill parcels occurs, multiple factors need to be addressed including: the existing environment and character of surrounding developments, pedestrian and vehicular connections between neighborhoods and the community, and housing product type in order to provide lifecycle housing options for the community.

Demographic trends show that as people are living longer, many also choose to stay in their homes longer or desire to age in the community. There may be multiple reasons influencing these decisions such as available housing type, mortgage status, proximity to family, community involvement, and health concerns. The 2017 Housing Study identified an unmet community need for housing products that provide for single-level, maintenance- and barrier-free living, currently being sought by empty nesters and millennials alike.

With limited developable land area remaining and higher-density residential redevelopment expected in the TOD areas, providing areas for single-level, maintenance- and barrier-free housing has been identified as a priority for the infill sites identified on the land use map. These properties are designated for development that allows for an increase in density in order to provide housing types that are currently under represented within Eden Prairie. Construction of this product type provides additional options for those residents that are seeking a change in housing and wish to remain within Eden Prairie. Providing lifecycle-housing options allows for continued access to established services and maintains support structures and community relationships such as volunteering, family, schools, and community involvement. Subsequent benefits of providing lifecycle-housing options within the community includes the availability of affordable, single-family detached dwelling units for families.

Infill



Infill Development Sites

The Infill map shows sites for residential infill across the Eden Prairie community.

Infill

Social Equity & Diversity

Parking Minimums vs Maximums

When minimum parking requirements are imposed, the cost of housing for the end user often increases because the cost of parking is included. Households that do not own cars, most often low-income households, are thus penalized for an amenity that they do not use. One solution to creating more equitable housing options, especially in transit-oriented developments, is to impose parking maximums rather than minimums. The benefits of parking maximums include:

- *Prevents the overbuilding of parking*
- *Parking can be allocated through pricing*
- *Density of land use increases*
- *Decreases housing costs for low-income families without a car (more spendable income)*



Neighborhood Configuration

Development of these infill areas will maintain a single-family residential pattern while providing an increased amount of density as appropriate for the surrounding environment. Many of the existing neighborhoods provide for a density of less than two units per acre. It is appropriate for the infill sites to provide densities transitioning from the existing condition of up to five units per acre while providing consistency in architectural patterns and buffering of higher-density development with design features, such as, transition areas or additional landscaping. Connections allowing for vehicular and pedestrian traffic shall be provided to allow for improved access and circulation to and within the neighborhoods.

The City has several single-family neighborhoods that were constructed prior to the establishment of a small lot single-family zoning district. As a result, the properties are guided Low Density Residential but when they were developed they were zoned RM 6.5 (multifamily) and received PUD approval to allow waivers from the zoning standards to accommodate single-family residential development. The PUD zoning is consistent with the Low Density Residential guiding in this Comprehensive Plan.

Sustainable Resilience

Historical Properties

Eden Prairie has several historic landmarks, designated heritage sites, which are comprised of sites and structures that reflect significant elements of the City's cultural, social, economic, political, visual, and architectural history. Many of the City's heritage sites are integrated within Eden Prairie's natural landscapes, such as the Glen Lake Children's Camp and Frederick-Miller Spring. These sites are highlighted by placards and informational signage to educate community members and visitors. As the City continues to grow and evolve, it is important that these heritage sites are protected and preserved. In conjunction, the City will continue to monitor the sites and structures being invested in, and strive to continue to reflect the significant elements of the City's cultural, social, economic, political, visual, and architectural history community wide.

Tools for Realizing Sustainability Goals

The STAR Community Rating System is the nation's leading framework and certification program for local sustainability. The STAR framework allows communities to define sustainability for themselves and helps them assess their efforts in seven key areas: built environment, climate and energy, economy and jobs, education, arts and community, equity and empowerment, health and safety, and natural systems. By working toward gaining STAR certification, municipalities can benchmark their progress and receive support from the STAR Communities organization to ensure that goals and objectives are realized.

Leadership in Energy and Environmental Design (LEED) should be used as a guide to creating healthy, highly-efficient and cost-saving green buildings and neighborhoods. The City can take guidance from LEED to influence more sustainable development.

The City should continue to participate in Minnesota Green Step Cities, which is a voluntary challenge, assistance, and recognition program to help cities achieve sustainability and quality of life goals. This free program connects cities to resources and technical assistance to complete up to 29 best practices in the areas of buildings and lighting, transportation, land use, environmental management, and community and economic development. By continuing to implement these best practices, the City can move towards meeting its sustainability goals.

MUSA Boundary

The Metropolitan Urban Service Area (MUSA) boundary includes those areas to be serviced by municipal sewer and water. There are nearly 2,400 acres of land outside of the MUSA boundary. The areas located outside of the MUSA boundary are largely comprised of natural features such as floodplain, shoreland, steep slopes, and bluff areas, and are not serviced by municipal sewer. The MUSA boundary was established via an extensive public input and review process in the 1990s and was drawn along a topographic boundary to protect the natural features that exist south of the MUSA line. The City has adopted regulations such as floodplain, shoreland, steep slope and tree protection requirements to safeguard these natural resources. Because the MUSA line follows a topographic elevation, it is a meandering boundary that does not always follow property lines. All development served by municipal services shall occur within the MUSA boundary. No expansion of the MUSA line is proposed. Any requests to expand the MUSA boundary require review through a public process to amend the Comprehensive Plan.

Historically, there has been the development of homes outside of the MUSA boundary through the use of Individual Sewage Treatment Systems (ISTS), none of which are suitable for future employment locations. At the time of home construction, primary and secondary sites for ISTS are identified within the property. As these properties age, experience malfunctions of the existing ISTS systems, or utilize both the primary and secondary sites, a connection to municipal services may be the solution necessary to prevent damaging environmental impacts. The Metropolitan Council review process for the connection to municipal services under these circumstances should be expedited in order to reduce the potential for harmful impacts. Evidence of a failing system and lack of a viable alternative site would need to be demonstrated, including confirmation of a system failure or lack of an alternative site to install a system from a licensed inspector. Connection to municipal services in these cases is not intended to provide for increased development potential but rather to service existing properties, therefore the land use designation on these properties would remain Rural.

Infrastructure

Recognizing that infrastructure continues to age the City developed a reinvestment strategy with regards to rehabilitation and replacement based upon the age of their systems and anticipated life cycle of various assets. This led to the development of targeting an annual capital reinvestment of approximately \$2 million to cover future projects and fund capital needs with respect to rehabilitation and replacement. The *2015-2024 Capital Improvement Plan (CIP)* outlines how the City will be providing services and facilities that accommodate its planned growth. Additionally, the development phasing in the plan is consistent with the anticipated sewer flow identified in the *Local Sewer Plan* as well as the *Region's Need for Affordable Housing*.

The CIP budgets an average of \$26,708,176 annually between 2015 and 2024, and addresses critical projects such as: Transit-Oriented Development, Town Center development, the interchange at Shady Oak Road, park and trail maintenance, storm water quality improvements, groundwater storage reservoir and pump station, sewer system reinvestment, lift station rehabilitation, and CSAH 61 improvements between Charleston Road and Carver County.

Community Health

Social Interaction

Social interaction is critical for mental and physical health. A well-designed development will include social environments that promote a sense of place and community. These gathering spaces include areas such as parks, playgrounds, squares, plazas, outdoor eating areas, promenades, outdoor seating areas, community gardens, and community rooms. Positive social interactions in these places can help people feel part of a community and improve well-being. As development occurs, the City can influence the design of these spaces. The vision for the Town Center Area is a pedestrian oriented place with inviting, active street environments with interaction at the street level and gathering spaces. The Transit-Oriented Development areas will include engaging public spaces. Social support can improve quality of life.



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