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## Comprehensive Plan Steering Committee

### Agenda

Wednesday, February 13, 2008  
5:30 PM  
Boards and Commissions Room

Note: A light supper will be available at 5:15 PM.

1. Welcome - Mayor Callison (5 minutes)
2. Accept January 23, 2008 Meeting Summary - Mayor Callison (5 minutes)  
Handout: Summary of 1/23/08 Minutes (in packet)  
Summary of 1/16/08 Comprehensive Guide Plan Study Session (in packet)
3. Review Draft Geographic Focus and Other Geographic Area Information - (1 ½ hours)
  - A. TH 7 Corridor, Minnetonka Blvd/CR 101, and I-394 Corridor Focus Areas - Beth Bartz and Monique MacKenzie - SRF Consulting
  - B. Other Geographic Areas - Ann PerryHandout: Memo and Report (in packet)  
Power Point Presentation (at meeting)
4. Review and Discuss Draft Policies - Ann Perry (3/4 hour)  
Handout: Memo and Revised Draft Policies - (in packet)

5. Steering Committee Discussion and Feedback (5 minutes)

6. Adjournment

Next Meeting Dates: TH 7/I-394 Open House - February 20<sup>th</sup>, 2008 from 5:30 - 8:00 PM Community Center

Upper Minnehaha Creek Open House - February 21, 2008 from 5:30 - 7:30 PM Community Center

Steering Committee Meeting - Wednesday, February 27<sup>th</sup>, 2008 at 5:30 PM

**COMPREHENSIVE PLAN STEERING COMMITTEE  
MEETING SUMMARY  
January 23, 2008  
5:30 p.m.—8:00 p.m.  
Boards & Commissions Room**

Steering Committee: Jan Callison Sue Sjeklocha  
Jim Couling John Cheleen  
Bob Walker Chris Meehan  
Gauri Subramani Terri Yearwood

Project Manager: Ann Perry, Resource Strategies Corporation

City Staff: GERALYN BARONE Ron Rankin  
Julie Wischnack Elise Durbin  
Josh Metzner Stephanie Scott-Sims  
Jeff Thomson

**1. Welcome**

Mayor Callison welcomed the group.

**2. Accept December 13, 2007 Meeting Summary**

The committee accepted the meeting summary.

**3. Review Summary of Issues and Priorities Exercise**

Perry referred to the matrix included in the agenda packets where the summary of issues and priorities are listed. She said the matrix was formed based on the discussion from the December 13 meeting. Perry said if anyone has any comments on this to let her know.

**4. Feedback from January 16 Study Session**

Perry said the summary of comments from the joint study session is included in the agenda packet. She reviewed the comments.

There was discussion on the village concept idea presented at the meeting. Couling said the area should define the type of village that it becomes. Walker added the village concept is a good idea as long as it is defined, and it should be used cautiously in areas where this is high density such as Ridgedale. Callison suggested the areas be defined more as hubs or neighborhoods rather than villages.

Perry clarified that the issue and priority themes are used to draft the policies and that the themes will be put into a summary in the comprehensive plan. There was discussion on the steering committee's role and process.

Cheelen asked what it meant for the city to be a responsible partner. Perry said that it means the city will accept its share of regional growth, provide affordable housing, and accommodate transit.

Couling said there are different perceptions of density and that it needs to be defined. Walker suggested putting together a glossary of terms that is inserted into the plan. Sjeklocha said it is really important to be clear when using terms and definitions.

Walker asked if these issue and priorities themes are guidelines or mandates. Perry said the policies are guidelines which are to be viewed as a bundle and not individually. Couling said there are some though that are mandates that we have to do. Yearwood said a unique part of Minnetonka is that the city tries to go above and beyond the mandates.

Rankin said in the comprehensive plan there will be a narrative that explains where Minnetonka is coming from to create a context for the policies.

Callison said it is important to not only look at residential, but also at commercial.

## **5. Review and Discuss Draft Policies**

Perry said the policies are specific directions that are put into the comprehensive plan. The policies she said were drafted based on the comments received on the issues and priorities. Perry mentioned the staff services committee has review these policies and she has redrafted them based on their comments. She said the policies will set parameters for how implementation strategies are put into the plan.

The committee divided into two groups to review and provide comments on the draft policies.

## **6. Steering Committee Discussion and Feedback**

Perry reviewed the upcoming steering committee meetings and open houses. She said beginning at the February meeting the committee will start looking at land use.

## **7. Adjournment**

The meeting adjourned at 8:00 p.m.

## Jan. 16 2008 Study Session Comments

### Issue and Priority Themes

#### A. Overall City Image and Services

1. The low density character and natural "feel" of the city will be maintained as development and redevelopment occur in Minnetonka.
2. The city will participate as a responsible "partner" in the region.
3. The overall growth strategy will be to establish a village concept while recognizing the importance of the regional nature of the Ridgedale and Opus areas.

- 
- There are some conflicts within the goals
  - Low density and being a responsible partner in the region (affordable housing) may be in conflict
  - Add strategic areas where mid/higher density uses may be appropriate - near village nodes

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- Need to define village - what it is and isn't, margins around it, what qualifies as a village
  - Is there a conflict with the image of community as attracting young families i.e. is Mtkka a community for starter homes?
  - Is the Ridgedale area and Baker/Excelsior area really a village?
  - Need to define mixed use - integrated commercial/residential or areas where both commercial and residential can exist
  - Develop village in terms of its strengths e.g. Creek, Ridgedale
  - Need transition areas from villages to residential areas

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- 1. Stagnation of low density wont allow growth
  - 1. Target areas of higher density reflection of changing demographics
  - 2. Mtkka. not starter homes city. Not everyone can have large lots
  - 3. Where are we "village" deficient
  - 4. Define village - what needs to be there, what should be there

- 
- Use tem nodes or commercial centers, not villages
  - If we put more people into commercial centers, there will be more resistance to development
  - Village centers is a good concept versus thinking of the whole city as a village
  - Village centers require greater density for vitality
  - There are other ways to have a downtown
  - Most people don't think of commercial areas as a village, rather strip malls, Ridgedale is the new downtown
  - Mixed use projects don't work - residents drive elsewhere to shop, retail is not surviving, find a variation that works for Mtkka
  - Need a critical mass, access on the parking

- 
- Village centers have some residential
  - Are all residential nodes appropriate
  - Need to define village concept

- Village nodes need to be accessible and have parking
  - Encourage development that can pay for itself
  - Village concept is good
- 
- 1. some areas, village nodes may be different
  - 3. need to define village concept; not just geographic, needs performance language definition

#### B. Attract, Support and Retain Residents

1. The city will work and be competitive to retain existing residents, and attract young families.
  2. The city will provide services and programs to accommodate existing residents, as well as senior and youth needs.
  3. The city will preserve the integrity of existing single family neighborhoods.
- Is the city really competing for residents and young families? Is competing the right word?
  - The word integrity means different things to different people.
- 
- ½ acre lot makes it hard for starter homes
  - Srs./young families should be changed to diverse population
  - Need to look at what's needed to attract new residents that need to be attracted
  - Young professionals should be attracted, its hard to attract 1<sup>st</sup> time homebuyers
  - Retaining residents is an issue esp. seniors boomers who want to stay in community
  - Try to keep attracting families
  - Ideal target mix will evolve over time
- 
1. What is needed to attract new residents that need attracting? I.e. Families, immigrants
  2. Collaboration with school districts
- 
- Affordable housing, maintain schools
  - Criticism of policies - not much consistency; let developers do what ever they want; don't follow plans
  - Policy needs to support goals
  - Hard to support goals because city reactive to developers; but can't be dictatorial with developers
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- Keep schools strong (affordable housing important component)
  - How to you accomplish housing component?
  - Consider young professionals
  - Investments needed in aging housing stock
  - Entry point to the city - maintain parks and trails
- 
- Change residents to families
  - Attracting is easy but supporting is a challenge
  - How can we attract first time homebuyers?

- Retaining residents will be a challenge because boomers may not find housing choice available
- 
- 1. city needs to remove barriers and attract a diverse population
  - 2. May be repetitive with 1.
  - 3. preserve SF neighborhoods while allowing redevelopment in certain areas

### C. Housing

1. The city will maintain a diversity of housing style and price, and work to preserve the existing housing stock.
  2. The city will use/develop housing strategies to attract young families and support a variety of housing types for seniors.
  3. Minnetonka will continue to support affordable housing opportunities and incentives.
- 1. is okay

- 
- Seek out areas where opportunities for lifecycle housing are available i.e. mix of services and co-locate with housing
  - Need to develop strategies that address conflicts - what we desire vs. the market (expensive homes, boomer subdivisions)
  - Need to retain affordable housing stock such as maintenance, this old house and point of sale
  - Add biases into system to keep homes affordable
- 

1. Seek areas where there are opportunities for lifecycle housing
  2. ring the areas where services exist
  3. Develop strategies that address conflict with desired points and market forces for size and price.
- 

- Increase the value of housing without being taxed out
  - Maintain property rather than "tear downs"
  - Develop neighborhood connection
- 
- Affordable/modest housing needs to stay and be kept up
  - Point of sale may be needed
  - Identify areas for senior housing and particular housing type

### D. Land Use/Development/Redevelopment

1. The city will encourage mixed uses and higher density residential uses in the

village centers and the Ridgedale/Opus regional areas.

2. The city will employ additional efforts to provide connectivity between neighborhoods, village centers, regional centers, transportation/transit/LRT corridors and facilities and city facilities.
  3. The city will support existing businesses, business retention and recruitment, and allow reasonable growth to remain competitive in the region.
  4. The city will use buffers and transition areas between existing neighborhoods and non-residential land uses to mitigate impacts.
  5. "Green" technologies/land use practices will be encouraged with new development and redevelopment.
  6. Redevelopment activities should be continued in the city to build affordable housing and revitalize village center areas.
- 4. Take issue with creating buffers between neighborhoods, but okay between commercial/residential areas.

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- Villages - need to apply?
  - Some areas may not be able to support village concept
  - Ridgedale, Opus okay for mixed uses
  - Mtka. Mills area may not have critical mass to make mixed use work very well
  - Mtka.'s expansiveness makes it hard to get around and connect villages
  - Implement green technologies
  - Mixed uses haven't always worked - be careful on how used
  - Opus area - more people will create greater opposition to projects
  - Economic development: passive versus active role - means to support, partner and facilitate better
  - Continue to lead by example

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- Transit drives density to smaller geographic areas
  - Define reasonable growth
  - Need to define village centers
  - Buffer areas need definition - land uses or natural areas

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- Apply mixed use development through out these areas
  - Critical mass is needed in Opus and Ridgedale
  - Characteristics of Mtka is its expansiveness
  - Find other means of transportation to get around "green technologies"

- 
- Support/retain businesses is good
  - Cannot redevelop some areas because of lower rents for businesses
  - Green technology is expensive

- 
- 1. define village areas and distinguish Ridgedale and Opus areas
  - 3. "support, partner and facilitate"
  - 4. seek to integrate buffers rather than "use buffers"

#### E. Natural Resources and Environment

1. The city will continue to preserve, enhance and balance the natural environment and resources with new development, redevelopment and city

service delivery.

2. Incentives and programs will be used to protect and improve natural resource protection and enhancement.
3. Emphasis will be placed on the preservation and enhancement of water quality and quantity, water resources and significant vegetation.
4. The city will be an advocate/facilitator in the education, use and incentives for the use of "green" technology.

- 1. and 2. could be combined
- 4. The term green is still somewhat vague, but should be left in

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- Very important - comes out on top of surveys
- May not be "bought into" by everyone
- City's role is to be facilitator rather than advocate for green technologies
- Natural resource and environment are core values to city; build educational programs; use incentives such as tree sale, county drop-off
- More volunteers needed to help with programs such as tree placement in parks
- Do more to educate and provide volunteer opportunities/behaviors i.e. Green living academy and combine with national Night Out

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- People think of natural resources as number one asset and we need to support
- To maintain natural areas and reasonable growth, we need to increase pockets of density to maintain open space
- Policy needs to reflect what really happens i.e. cutting trees down for certain projects
- Concern of implementation with consistency of concepts
- 3. Need to include open space as a land use, not just water and vegetation

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- Great natural resources
- Trails along creeks

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- Very important
- May not be bought in by all
- 4. city a facilitator but not an advocator

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- 3. define significant vegetation

#### F. Transportation

1. Additional sidewalks, trails, and associated facilities will be supported to encourage walkability and connectivity in the city.
  2. The transportation system will be planned to support the village centers and the Ridgedale/Opus regional areas; and accommodate the needs of existing residents, young families and seniors in the city.
  3. The city will support transit, LRT and other alternative modes of transportation with linkages to village centers, regional areas and public facilities.
- Sidewalks are a good idea where appropriate - major thoroughfares and trail connections
  - 2. Wording needs to be changed since families and seniors exist in Minnetonka
-

- Transportation related to land use, redevelopment
- Connectivity needed between neighborhoods, villages and corridors
- Need to emphasis connectivity with trails, sidewalks rather than road system - need better connections with trails
- Need to develop way to modify transportation system with improvements in transit and LRT
- Sidewalks need to be defined since it is a galvanizing term
- Make connections where needed along major roadways but not wholesale application of sidewalks
- Connect to transit facilities i.e. van support, circulator buses between activity centers i.e. 394 and Eden Prairie
- Can't rely on Metro transit to meet all needs
- Need alternative and attractive "fun" transportation such as trolleys, etc.
- Need to also plan for future residents

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- 1. connectivity needed to downtown workplaces
- 2. city provided connector to villages
- City provided connector to transit hubs

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- Concern w/terminology and definitions
- No connectivity between trail segments
- LRT will bring development to Opus

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- Trails need to be connected
- Major county roads connect missing links along trail system
- Partnerships needed for transportation system

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- Connectivity needed to village centers
- Hard to add connectivity in existing neighborhoods
- Connections need to other facilities (i.e. high schools, etc.)

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- 1. eliminate sidewalks
- 2. eliminate existing" and "young families and seniors in the city"

#### G. Parks/Open Space

1. No new parks are planned, except for areas that may become underserved due to access; and emphasis will be placed on park renewal and recreation facilities/programs to support existing residents, young families and seniors in Minnetonka.
  2. The city will work to develop the overall trail system to support the village center concept and connect activity and park areas of the city.
  3. The city will continue to investigate additional open space opportunities and acquisitions under public ownership or other controls.
- Park renewal is never ending
  - 1. current and future residents would be a better term
  - 3. other controls imply negative issues such as shoreland ordinance, eminent domain
- 
- Find partners for park services with schools
  - Look for indoor playground activities
-

- 1. define or remove "underserved areas"
- Creek to be developed as a park
- Parks restructured to accommodate aging population
- Slow to acquire open space - people not willing to sell
- Instead of either/or - if we want high density - not at the expense of open space

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- Survey the residents of surrounding area for parks
- Need to respond to changing trends - more athletic facilities
- Partnerships with schools
- No. 1 doesn't make sense; split into two

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- 1. include future residents and eliminate "young families and seniors Minnetonka"
- 3. What does other controls mean? Beware of using this statement.

#### H. City Services and Partnerships

1. City services and facilities will support the village center concept and regional centers, and delivery will be based on cooperative responsibilities between private and public sectors especially with new development and redevelopment activities.
  2. The city will encourage partnerships with agencies, school districts and non-profits that support a variety of services and programs (including housing and transportation) to facilitate the attraction/retention of young families and seniors in the city.
  3. The city will participate in collaborative efforts that facilitate and leverage the protection and enhancement of natural resources, parks/recreation/trails and open space protection.
- What is meant by "delivery will be based on cooperative responsibilities"?
  - Should the City require transportation service upgrades before trying to meet density goals?

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  - 1. Delivery based on cooperation between public and private; what does cooperative look like?
  - Upgrading transportation systems
  - Should the city be committed to meeting Met Council requirements
  - Key issues is should we add density assuming infrastructure will be there or build infrastructure assuming density will come.
  - Interaction with large scale employers is needed i.e. Ready Minnetonka, Composting, Adding Trails
  - More people drive here to work rather than live here - how to we reach out to them?
  - Technology and infrastructure - guidelines for future generations
  - Williston Center does not fulfill need for younger families - they go elsewhere for facilities
  - City needs to form partnerships to improve facilities
  - Good

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  - Will residents relate to a village center? What if you don't relate to it?

- 
- Too much “feel good”, not reality
  - Need a Mtka based public transportation to support village centers
  - Need to improve partnerships
  - Revitalize the Williston center
- 
- “except areas underserved” move to no. 3
  - 2. put in collaboration with businesses
  - Collaborative is good
  - Very broad needs more definition
- 
- 1. will probably cause controversy but that’s ok
  - 2. include a diverse population rather than “young families and seniors in the city”

#### I. Communication and Public Involvement

1. The city will use and continually update technology to increase public interaction and disseminate timely information, while time providing information in a format that is reflective of city residents needs.
2. The city will encourage collaborative activities with residents, businesses, school districts and non-profits in Minnetonka.
3. The city will use communication efforts and public involvement activities that respond to changing demographics and diversity of city residents.

- Does 1. belong here?

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- Best practices is important but not sure it rises to the level of other issues
  - Continuing use of internet is the key to having larger involvement
  - Give residents options to get information
  - How to provide information to new residents
  - Use diversity of communication forms to get to all portions of population

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- Innovate in ways to attract volunteers - start with schools
  - Should 2. be part of H. or take it out
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#### General comments

4. Explain what we want to achieve
5. Don’t get too prescriptive

Attachment A - List of Comprehensive Guide Plan Steering Committee Members

Attachment B - Community Values Adopted By the City Council on May 21, 2007

Attachment C - Comprehensive Guide Plan Open House November 8, 2007 Public Comments

Attachment D - Summary of Focus Group Comments

Attachment E - Geographic Focus Area map

**Comprehensive Guide Plan Steering Committee Item #3**  
**Meeting of February 13, 2008**

**Brief Description:** Draft Geographic Focus Area and Other Geographic Areas 2030 Land Uses

### **Background**

The discussion of the focus area planned land uses is the “kick off” for reviewing the 2030 land use map and chapter, one of the major components of the comprehensive guide plan. The land use plan map and accompanying text provide the foundation for decisions regarding the use of property and how the city regulates development.

Land use and how it relates to zoning can be a confusing concept to residents and others because of the process and planning jargon used to reach land use decisions. Generally, planners rely on three factors in preparing advice and recommendations on land use and zoning matters. These include:

- existing land use: typically, this is a map and accompanying information that describes how a property is currently used. For residential property, the map describes the housing type and density; and for businesses, the specific type of use (for example, retail) and building area square footage. Existing land use analysis also includes the review of environmental information such as the presence of wetlands, floodplain, stormwater requirements, etc.
- future land use: the type of land use shown on the future land use plan map, comprehensive guide plan policies, and accompanying text in the land use and other comprehensive guide plan chapters. Currently, the city relies upon the 2020 Comprehensive Plan map and text for guidance regarding land use matters.
- zoning map and ordinance: the zoning of a particular property regulates how development “walks and talks” on property. In essence, the zoning ordinance provides the specific standards for implementing the future land use plan map and applicable comprehensive guide plan policies regarding the “performance” of land uses.

In Minnetonka, the zoning ordinance relies heavily on the comprehensive guide plan and there is a requirement that new development be consistent with the guide plan. In the review of development proposals, an applicant must first demonstrate that a project complies with the future land use plan map and applicable policies of the comprehensive guide plan chapters.

An example of how the interrelationship of the above three factors is as follows:

A property contains one single family home residence on 7 acres, of which 3.5 acres is wetlands (existing land use). The 2020 land use plan shows that the property is guided for office use and the wetlands should be preserved as a “manage 1” wetland (future land use and stormwater management plan). The

current zoning of the property is R-1 single family residential. Future development as an office cannot occur on the property until a developer requests that the property be zoned for an office use in compliance with the land use plan for the property (zoning).

### **Geographic Focus and other Geographic Areas**

The comprehensive plan work plan includes the preparation of future (2030) land use plans for the geographic "focus" areas, other geographic areas and the entire city. The geographic focus areas represent areas where there is typically a variety of land uses and there is the greatest potential for change compared to the land uses in other areas of the city. The future land uses of the geographic focus areas will be depicted on individual maps within the comprehensive plan and also be reflected on the overall future land use map.

The TH 7 and I-394 corridors are the two primary areas where there is potential for land use changes from the previous comprehensive plan. Additionally, several "smaller" land use changes are suggested in the Minnetonka Boulevard/CR 101 area. SRF will be reviewing the potential land use changes within the aforementioned areas at the February 13<sup>th</sup> steering committee meeting. Attachment A from SRF describes these areas and the process to develop the land use maps.

Additionally, we will review and confirm the future land uses for the Shady Oak Road, Opus, Glen Lake and Minnehaha Creek areas. We do not believe that significant land use changes are needed in these areas; however, there are certain "housekeeping" changes that should occur to reflect current or approved land uses. It is recommended that the steering committee review the maps and determine if any additional changes should be made within these areas. The maps will be available at the steering committee meeting.

### **Public Input**

Maps showing the potential land use changes within the TH 7 and I-394 corridors will be available for review and comment by the public at a public open house scheduled for February 20<sup>th</sup>. At the February 27<sup>th</sup> steering committee, we will discuss public comments about the potential changes and formalize any land use changes for inclusion into the 2030 land use plan map. In March, the steering committee will be asked to review any suggested land use changes for the rest of the city.

Staff plans to review the suggested future land use plan map with property owners where there are changes from the 2020 land use map, as confirmed by the steering committee. Individual notices will be sent to all property owners where there is a proposed change with an invitation to attend a "resources" session" at city hall. It is likely that the "resource" session will be held in mid March following steering committee review of the city-wide land use map.

### **Land Use Categories and Definitions**

As the steering committee may recall, the land use definitions of the current 2020

comprehensive plan were presented to the committee at the July 19, 2007 meeting when we reviewed the existing land use information. Staff is proposing that we continue to utilize these land use district definitions because the definitions generally support the steering committee policy discussion, to date, regarding housing, business and other land use development. However, as further steering committee discussion occurs regarding the "village" concept, refinement of the commercial and mixed use categories will be needed.

Additionally, it is likely that language will be added to the land use chapter text that provides further guidance for the city review of land use changes and development within various geographic locations or for specific properties. The added language will be centered upon certain conditions, considerations or criteria that are unique to a land use, area or property that need to be addressed as property undergoes change and development. For example, the developer of a site planned for future development may need to demonstrate that a "buffer" is incorporated into the planned land use and project before the city finds that the development project is consistent with the comprehensive guide plan and therefore, qualifies for rezoning and development.

Attachment B includes the definitions of land use intensity, residential density and the land use districts that are suggested, at this time, for the 2030 land use plan. The land use districts define the acceptable density of development for residential property and the general uses that are allowed in the non-residential districts.

### Discussion Points

- Are the suggested land use designations for the TH 7, I-394 and Minnetonka Boulevard/CR 101 areas appropriate for public review at the February 20<sup>th</sup> Open House?
- Does the steering committee wish to examine any changes, other than the "housekeeping" updates to other geographic areas reviewed at the meeting?
- Do the land use districts and definitions require any changes before proceeding with the preparation of the 2030 land use plan?

Originated by:

Ann Perry, Resource Strategies Corporation (RSC)

# Attachment A

## Summary of Minnetonka Geographical Focus Area Focus Group Meetings

### A. Background

As part of its Comprehensive Plan update process, the City of Minnetonka has identified several geographical focus areas which warrant specific planning attention. Focus groups—made up of a representative group of community members from each focus area (residents and business leaders)—were established in order to provide staff with feedback and direction for each geographic area over the next twenty years.

Focus group meetings were held on January 9 and January 11, 2008 for the Highway 7 corridor (from County Road 101 to I-494), and for the I-394 corridor. This memo outlines the key feedback received during those meetings.

### B. Highway 7 Corridor (TH 7)

#### 1. Highwood Area

- a. In response to a proposal to guide several parcels between the north side of TH 7 and Highwood Road for medium-density residential (a change from their current zoning of low-density), residents stated that higher density development is not needed here. Three of the nine parcels are already double bungalows. Some residents felt this pattern could be continued with the addition of smaller, single level residential over time to create a buffer between commercial uses and single family homes. Some business owners in the area expressed the desire to expand the commercial uses within this strip (to Highwood Road) because existing commercial parcels cannot accommodate traditional strip commercial site design because of the lot depth.
- b. Rush hour congestion on TH 7 makes access in and out of the neighborhoods and businesses problematic. Focus group participants stated that the larger area associated with the TH 7 corridor needs more transit park and ride facilities; the existing facilities are inadequate to meet current demand. Pedestrian access to and from park and rides would need to be improved, as crossing TH 7 today is perceived as dangerous.
- c. Better and/or more consistent signage and lighting for the commercial uses along TH 7 would help to provide a more unified appearance, but would also help customers more easily and safely find their way to the businesses. Business owners report having to “educate” customers about how to get to the businesses the first few times.

### C. County Road 101 Intersection

1. Focus group members were generally supportive of the proposed land use changes for this intersection. However, some pointed to the fact that the developable commercial area in the SE quadrant is not exceptionally large, so future commercial options will be limited if the area is further split up to allow mixed-use as recommended at this time.

2. Traffic and parking are significant issues around this intersection. In addition to traffic along TH 7, traffic generated by the uses around the intersection contributes to congested conditions here. Various potential future solutions were discussed, but focus group members focused mainly on the possibility of park and ride or shared parking facilities at the intersection as a potential solution to high traffic volumes. Parking issues associated with the high school need to be addressed.
3. Any future land use configuration and transportation design should consider the area's walkability; it is currently poor in this area, despite the presence of a variety of uses that could be better utilized by pedestrian, bicycle, and transit trips (e.g., small shopping trips, high school). The area around the intersection is currently not favorable for pedestrians, especially after (or before) daylight, which is a challenge given the amount of foot traffic to and from the high school.
4. Focus group members stated that the City should be more prescriptive about which uses go in which portion of the SW quadrant (proposed to be guided for mixed use).

#### D. I-394 Corridor

1. North Side, East of Plymouth Road
  - a. There is general agreement that the Marsh Run office buildings will come to the end of their functional life over the next 20 years. Focus group members would like to see the area guided for more specific entertainment and recreational uses (event venues, restaurants/cafes/pubs) than the more generic "Service Commercial" designation indicates.
  - b. The proposed change to high-density residential along the ridge near the Subaru dealership received positive feedback from residents, but business representatives thought the area did not have assets strong enough to warrant residential. Future office use was suggested for the area if westbound access to I-394 could be gained at Ridgedale Drive.
2. North Side, West of Plymouth Road
  - a. There was general support for the idea of higher density residential north of the car dealerships (i.e., Northridge, Southridge neighborhoods). Several neighborhood residents expressed concern about existing conflicts between the current residential and commercial uses. Access points to such residential development from the North Frontage Road and from Plymouth Road remains an issue. Focus group members suggested the conversion should take place from west to east. A mix of tenure (ownership, rental, and senior or affordable housing) was considered positive; a concentration of rental may not be as positive.
  - b. Focus group members stated the importance of adding connections to allow at least foot/bike access between neighborhoods and commercial goods and services whenever commercial uses along the frontage road change (although this was a concept raised for most areas within the focus areas). Otherwise, congestion on roads will be inescapable in the area.
3. South Side, West of Plymouth Road
  - a. Commercial areas west of Plymouth currently have mixed success; the Byerly's and Target have successful operations, while some of the uses in the Ridge

Square developments may soon experience market-driven renovation or updating. However, congestion, circulation, and access are common issues throughout the entire area. The road network (including frontage/internal circulation routes) contributes to a lack of good options for drivers accessing these businesses.

- b. Focus group members suggested that a better organization of land uses, or a shared parking facility, may allow for visitors to park once and walk to two or three destinations safely, which is currently unrealistic. Any redevelopment/reorganization should address the current inability for pedestrians and bicyclists to safely access this area.

#### 4. South Side, East of Plymouth Road

- a. Access and circulation are issues in this area, as well, but relate more to access to and from surrounding residential areas than access to/from commercial and service uses.
- b. The proximity of residential areas also requires serious attention be paid to adequate transitions between commercial and service uses and the nearby residential neighborhoods; as well as the provision of access to the commercial/service uses for pedestrians, bicyclists, and the elderly (e.g., via circulator services). Some effective transition techniques (e.g., the planted berm behind Byerly's in Ridgehaven Mall) "wall off" the neighborhood from the commercial areas. Residents suggested considering installing pedestrian/bike trails at key locations.
- c. The renovation/expansion of Ridgedale will allow greater mixed use activity. This redevelopment should consider any redevelopment and/or master planning occurring with the commercial areas west of Plymouth Road.

# Attachment B

## Land Use Definitions

### A. Development Density and Intensity

#### 1. Residential Land Use Density

The residential density definitions are expressed in terms of ranges to allow for development flexibility and compatibility with natural resource and other site specific characteristics of property. Therefore, an appropriate density for a particular property may be at the lower end of the density range rather than the higher end.

Further, the density definitions do not specify the type of housing type; rather, the zoning ordinance specifies the type of housing and specific standards that must be met by a particular development. The decision regarding the specific density for a particular property is made during the development review process where the following conditions are considered by the city:

- \* the existing environmental conditions of the property including wetlands, floodplains, steep slopes and vegetation;
- \* the specific site plan including the type of housing units proposed;
- \* the requested zoning classification for the property; and
- \* the surrounding neighborhood characteristics.

Residential density is defined as:

the number of dwelling units per acre of land as specified by the residential land use district of the comprehensive plan. All property zoned as wetlands or floodplain is excluded from the density calculations but a density credit of two units per acre may be computed for each acre of such land.

#### 2. Development Intensity

Development intensity includes a decision about the characteristics of a specific land use on property. Typically, it is applied more to non-residential land uses in Minnetonka and represents a judgment about the on and off site impacts caused by a specific land use or development.

Uses and development within the I-394 corridor and other areas are reviewed based on the intensity of development. For example, the traffic characteristics of the use and actual square footage of development is measured against the ability of the adjacent roadway or transportation facility to accommodate traffic from the use or development. Other factors that the city reviews to measure intensity include lot coverage, height, stormwater requirements and other similar factors.

Intensity of development is defined as:

the measure of the magnitude and impact of a land use or development on the environment and neighboring land uses. Variables include, but are not limited to, the levels of traffic that are generated, degree of lot coverage, volume of noise or odor emitted and similar factors.

## B. Land Use Definitions

The land use districts should not be confused with the zoning designations of property. The land use districts describe the general land uses and may include other criteria that should be considered when development projects are reviewed by the city to ensure that the project meets the comprehensive plan policies and the various elements of the plan. The actual zoning designation and associated standards describe specific standards that must be met before development can occur on property.

### 1. Residential Land Use Districts

- a. Low Density Residential: Development that ranges in density from one to four dwelling units per acre. Most existing single family neighborhoods in the City are designated low density residential however, other housing types such as duplexes and attached townhomes that have been developed at low densities are included.
- b. Medium Density Residential: Residential density ranges from 4.1 to 12 units per acre. Typically, this land use district includes attached housing types such as small-lot single family developments ("0 lot line") duplexes, townhouses, "quads," and low-rise multiple family buildings. This land use designation has been used to:
  - encourage and allow the opportunity for residential project design techniques that incorporate natural resource protection and open space preservation techniques such as "clustering";
  - create appropriate transitions between different and more intense land uses and low density areas;
  - encourage opportunities for residential development near neighborhood commercial centers, employment centers or major transportation corridors.
- c. High Density Residential: Residential developments with densities above twelve units per acre, generally consisting of apartment or condominium units in multistory buildings. The intent of this district is to provide the opportunities for residential developments that:
  - serve a wide range of income group and changing lifestyles;
  - are in close proximity to services, employment centers and transportation corridors, especially transit routes;
  - accommodate housing goals, including affordable housing.

Similar to medium density residential developments, development within high density residential areas should incorporate:

- design techniques that facilitate natural resource protection and open space preservation, and
- buffers and/or transitions between different and more intense land uses and low density areas. Environmental features such as wetlands, floodplains, steep slopes, and heavily vegetated areas should be used, as available, as buffers. Developments should incorporate appropriate transitions, such as landscaping and other land use or design features between non-residential and residential uses of a lower density.

High density residential development projects should occur in a planned manner,

with specified consideration given to all uses within an area and also the impact on adjacent developments and services. Further, development will not be encouraged to occur until appropriate services and infrastructure are available or programmed.

## 2. Business Land Use Districts

- a. Office: The office land use district is to provide locations for administrative, executive, professional or other offices and related service uses, such as financial institutions, lodging, day care and similar uses. It is not intended for retail uses that serve the general public. The office designation is frequently used as a transitional use between residential and more intense commercial districts.
- b. Service commercial: The service commercial land use district is a land use district used in the I-394 Corridor and other specific areas as a method to increase flexibility in siting uses that are typically associated with regional centers and within business concentration areas. Typical developments include hotels, health clubs, and similar service uses.

These uses are typically characterized by lower peak hour traffic generation characteristics, making them suitable for location at certain high-volume interchange areas. Certain service commercial areas serve as “transitions” between residential areas and retail uses.

- c. Commercial: The commercial district is broad and includes retail, service and office uses. As discussion evolves about the “village” concept, it is likely that the intensity and general type of commercial development will need further definition.

For example, the Minnetonka Mills and Baker Road/Excelsior Boulevard, serve limited commercial services to nearby neighborhoods, while the Highway 7/Williston Road area provides a more business service function, and the Cedar Lake Road/CR 73 area is a “mixed use” area. Additionally, discussion is needed regarding the application of “village” concept to the community and regional centers in the city where commercial land uses provide opportunities for a wide range of commercial goods and services.

- d. Industrial: A range of industrial uses including warehouse, showroom, manufacturing and limited office, retail and service uses fall within the industrial district. Many other industrial uses are part of mixed use areas. These include the business parks, where master plans govern more specific uses and development criteria, such as Opus and Carlson Center, as well as other areas close to TH 62 and I-494.

## 3. Mixed and Multiple Use Areas

- a. Mixed use: Areas include locations where one or more uses can be accommodated within a single building or within a planned multi-building area. The specific uses are governed by either existing or future master plans that define specific land uses, relationships between uses and overall design. This designation has been established to allow flexibility in land use and creative site design. Additionally, mixed use areas are planned to allow the incorporation of natural resource protection and/or enhancement techniques.
- b. Multiple use: Locations where more than one land use is considered appropriate and feasible, but only a single land use will ultimately be developed. Decisions

regarding the ultimate land use will depend upon a development's ability to meet specific criteria included in the 2030 land use plan. For example, an area may be designated for either office or high density residential purposes, however, office may only be allowed if commensurate transportation improvements are made to a nearby roadway.

#### 4. Public and Semi-Public Land Uses

- a. Institutional: This district accommodates public and semi-public land uses including schools, religious institutions, government buildings, and multi-purpose complexes like the Civic Center.
- b. Parks and open space: Parks and open space are designated separately to distinguish between the City's officially designated parks and those protected open space areas that are not included in these parks, although they may be city-owned. The open space district includes protected open space by public ownership, easement or other protection method.
- c. Roadway rights-of-way: Includes public or private vehicular, transit and/or pedestrian rights-of-way. These areas may be reserved for future use as a transportation route, and thus undeveloped.
- d. Utility: Includes land devoted to public or private land occupied by a substation, electric transmission line, oil or gas pipeline, water tower, municipal well, reservoir, pumping station, water treatment facility, communications tower, or similar use.
- e. Railroad: Public or private freight or passenger rail activities.

#### 5. Water Resource Land Uses

- a. Lakes: Includes actual water bodies, such as Gray's Bay and smaller lakes, and creeks within the city.
- b. Wetlands: Include areas designed by the city's wetland protection program and maps. The actual areas have been field mapped but must be delineated as part of the development review process.
- c. Floodplains: Include locations delineated on the city's FEMA maps and sometimes overlap water bodies and wetlands. Similar to wetlands, actual field delineation is required for development projects.

**Comprehensive Guide Plan Steering Committee Item # 4**  
**Meeting of February 13, 2008**

**Brief Description:** Review Revised Draft Policies

**Background**

The steering committee reviewed the first draft of policies A-H at their January 13 meeting. These policies included the following topic areas:

- |  |                                     |
|--|-------------------------------------|
| A. Overall City Services                             | D. Housing                          |
| B. Attract, Attain and Retain Residents and Families | E. Business Support and Development |
| C. Residential Neighborhoods                         | F. The Environment                  |
|  | G. Land Use and Development         |

Policies for the following topic areas were not reviewed by the steering committee at the January 13<sup>th</sup> meeting because the policies were still under review by the staff services committee.

- |   |   |
|---|---|
| H. Transportation   | K. Fire and Police Services             |
| I. Parks/Open Space, Recreation and Trails                                  | L. Communication and Public Involvement |
| J. Infrastructure and Municipal Utilities (Public Water and Sanitary Sewer) | M. City Cooperation and Partnership     |

The staff services committee has finished their review of the above policies and we have incorporated these policies along with the revisions requested by the steering committee into the attached revised draft of the policies - see Attachment A.

**Revised Policies**

We had planned to show a "strikeout and underline" version however, because of policy reorganization and "heavy" editing, the changes are too difficult to read. Therefore, the following lists the changes to the policies based upon the steering committee direction:

1. The overall city values (including those directed at city services) have been added to the policy topic areas.
2. Topic C - Land Use, Development and Redevelopment combines the earlier policies directed towards overall land use, residential land uses, housing, redevelopment, and business support and development. Several policies were deleted, combined or changed based on steering committee direction to staff.
3. The following topics have not yet been reviewed by the steering committee:
  - a. Topic E - Parks, Open Space, and Recreation
  - b. Topic F - Transportation

- 
- c. Topic G - Municipal Utilities and Facilities
  - d. Fire and Police Services
  - e. City Communication, Cooperation and Partnerships

Staff is requesting the steering committee to review the above policies and provide revisions to staff at the February 13<sup>th</sup> meeting.

### Next Steps

Staff plans to have the draft Policy Chapter of the 2030 Comprehensive Guide Plan distributed for review at the February 23rd steering committee meeting. The chapter will include the policies revised by the steering committee and the following items:

- A description of how the policies were developed by the committee,
- A description of how the policies are to be utilized by the city in the review of land use and city service activities, and
- Definitions of certain terms such as "village", "green technology", environment and other terms that have a significant or unique meaning to Minnetonka.

Additionally, policies still need to be developed to address the overall city image, growth and services strategy oriented towards the "village concept", as directed by the steering committee.

As noted at the last meeting, the policy chapter should be considered a "draft" by the committee. Further adjustments to the policies may be needed following committee review of the land use and other elements of the plan.

### Discussion Points

- Does the steering committee wish to add additional policy areas not listed in the above section?
- Do the revised draft policies reflect the discussion of the steering committee?

Originated by:

Ann Perry, Resource Strategies Corporation (RSC)

## Attachment A Revised Draft Policies

### A. Overall City Services

#### Community Values: We will

- \* vigorously protect and manage our natural surroundings.
  - \* work hard to maintain a feeling of safety and security.
  - \* support well-planned, reasonable development of the community.
  - \* foster open communications.
  - \* be careful stewards of our financial resources. be responsible metropolitan citizens.
  - \* embody a proud past and a promising future.
  - \* encourage community involvement to strengthen our social fabric.
  - \* provide appropriate, effective and exceptional City services.
- 

- Policy No. 1: Provide services that support residents and businesses to maintain attractiveness as a balanced community that is economically diverse.
- Policy No. 2: Plan for and recognize the changing diversity of residents and businesses and anticipate the need for different city services.
- Policy No. 3: Plan for city services, facilities and programs that reinforce the "sense of community" unique to Minnetonka.
- Policy No. 4: Initiate technology improvements to respond to evolving service requirements of residents, businesses and government.
- Policy No. 5: Provide city services and collaborate with outside agencies and the private sector to leverage additional services that reinforce the city's values.
- Policy No. 6: Promote public involvement by residents and business, and actively communicate city values and services.
- Policy No. 7: Provide regional leadership in promoting community facilities, programs and land uses that are diverse, inclusive, and supportive of residents and businesses.
- Policy No. 8: Deliver city services in a responsive manner and accessible (in a variety of formats) to residents and businesses.
- Policy No. 9: Provide cost-effective city services and collaborate with other agencies to manage excessive burdens on city services.

### B. Attract, Support and Retain a Diverse Community

#### Community Values:

- \* promote activities that encourage understanding & involvement
  - \* embrace our proud history while valuing diversity & inclusiveness
-

- Policy No. 1: Provide activities and services that support and foster quality living and healthy living environments for residents.
- Policy No. 2: Support and accommodate new residential land uses and housing types that will appeal to a variety of residents.
- Policy No. 3: Encourage retail, service and other destination businesses/uses that are utilized by families and other age groups in the city.
- Policy No. 4: Provide “family-oriented” and other age-appropriate access to services, parks and open space facilities, and natural resources.
- Policy No. 5: Support and collaborate with schools, agencies, non-profits and others that support diverse lifecycle and cultural services and programs for residents.
- Policy No. 6: Support families with children by encouraging opportunities for connections with schools, community facilities and programs, and transportation/transit facilities.

## C. Land Use, Development and Redevelopment

### Community Values

- \* guide development & redevelopment to ensure community vitality
  - \* balance individual property rights with the public interest
  - \* promote use of green technology & sustainable development
  - \* respect the natural environment while managing growth
  - \* facilitate open space preservation
  - \* promote a quality and affordable life-cycle housing stock
- 

### Overall Land Use

- Policy No. 1: Encourage a diversity of land uses within the city to ensure a broad range of housing and employment choice, shopping and other services for residents and businesses.
- Policy No. 2: Encourage a greater density/intensity and mix of land uses where access is available and supported by regional transportation systems (such as LRT).
- Policy No. 3: Anticipate and balance the impacts of new land uses and development on surrounding neighborhoods, the local and regional transportation system and city services.
- Policy No. 4: Encourage land uses and development that incorporate conservation-oriented and sustainability principles.
- Policy No. 5: Allow flexibility in the application of development controls to preserve important natural resources, and/or encourage affordable housing and/or other public facilities and benefits.
- Policy No. 6: Require the use of conservation-oriented design in new development and redevelopment projects, as appropriate, when special consideration is requested from the city.
- Policy No. 7: Support existing commercial areas and encourage new development techniques

that contribute to the vitality and diversity of the area.

- Policy No. 8: Encourage the use of buffers between different land uses to:
- lessen negative off-site impacts, and
  - preserve and enhance natural features including wetlands, floodplains, slopes and high quality natural communities.
- Policy No. 9: Require new development and redevelopment to preserve natural resources and promote aesthetically pleasing development.

### **Residential Land Uses**

- Policy No. 1: Maintain, preserve, and support the character of established residential neighborhoods.
- Policy No. 2: Provide areas in the city where increased residential densities may be accommodated.
- Policy No. 3: Encourage residential home construction that is compatible with established neighborhood character.
- Policy No. 4: Establish programs and strategies to encourage the preservation of affordable and middle-income homes.
- Policy No. 5: Encourage land uses within the city that will accommodate changing demographics yet preserve existing residential neighborhoods.
- Policy No. 6: Encourage residential development projects to include provisions for housing choice, where appropriate, and require when special consideration, such as financial assistance, is requested from the city.

### **Housing**

- Policy No. 1: Support and encourage housing options that are attractive to a wide variety of age and income levels of residents.
- Policy No. 2: Support families by encouraging the preservation and development of mid-priced housing opportunities.
- Policy No. 3: Promote housing maintenance programs that improve the livability of existing residential dwelling units in a cost effective manner.
- Policy No. 4: Support and participate, as appropriate, in programs and techniques to provide and maintain opportunities for senior and affordable housing developments near community facilities, services and appropriate transportation facilities.
- Policy No. 5: Ensure the longevity of affordable housing through city housing programs and partnerships with other public, non-profit, and private entities.

### **Redevelopment**

- Policy No. 1: Encourage redevelopment projects that include mixed income housing, including affordable units, while balancing density and the preservation of natural resources.
- Policy No. 2: Anticipate and require or accommodate changes in infrastructure with redevelopment projects.
- Policy No. 3: Review and anticipate the effects and implications of redevelopment projects on

the pre-existing land use, surrounding neighborhood and city infrastructure and facilities.

Policy No. 4: Pursue redevelopment opportunities that incorporate higher density housing and development intensity near transit hubs and corridors that allow access to employment and services.

Policy No. 5: Provide incentives or other reinvestment techniques to encourage the redevelopment or rehabilitation of buildings and/or land uses.

#### **Business Support and Development**

Policy No. 1: Support existing businesses and collaborate with businesses to determine services, employee housing and transportation needs.

Policy No. 2: Facilitate connections between local businesses and various programs that provide incentives and financial assistance for business retention and recruitment.

Policy No. 3: Facilitate local workforce participation in city programs and facilities.

Policy No. 4: Maintain a partnership with the TwinWest Chamber and collaborate with other agencies to recognize existing and new businesses.

## **D. The Environment**

### **Community Values:**

- \* protect & improve our water resources & woodlands
  - \* facilitate open space preservation
  - \* respect the natural environment while managing growth
  - \* promote use of green technology & sustainable development
- 

Policy No. 1: Support, promote and facilitate environmentally sensitive development.

Policy No. 2: Require new development and redevelopment to preserve and enhance important natural resources including high quality natural communities, wetlands, floodplain areas, shorelands and slope areas.

Policy No. 3: Require land uses, development and redevelopment to:

- comply and be consistent with the City of Minnetonka Water Resources Management Plan
- comply with existing and new city and watershed requirements for non-degradation of water quality.

Policy No. 4: Continue to provide leadership in integrating natural resource preservation and cost-effective and practical “green technologies” in community facilities and the delivery of city services.

Policy No. 5: Provide education and programs to residents and businesses to encourage natural resource protection, enhancement, stewardship, the control invasive species and the use of “green technologies”.

Policy No. 6: Encourage the use of technologies, including solar access and other or new forms of renewable energy, oriented towards energy conservation and efficiency.

## E. Parks, Open Space and Recreation

### Community values:

- \* promote activities that encourage understanding & involvement
  - \* expand & increase usability of our trails & sidewalks
- 

- Policy No. 1: Provide city parks, and recreational facilities and programs to meet the needs of Minnetonka residents and businesses:
- Upgrade existing facilities or provide new facilities that appeal to the changing demographics of residents.
  - Provide new neighborhood parks where access to existing park facilities is inadequate, or is underserved.
- Policy No. 2: Manage city parks, facilities and programs to accommodate the effects of environmental changes and resident needs.
- Policy No. 3: Collaborate with schools and other organizations to promote “healthy living” activities and programs.
- Policy No. 4: Extend and manage the trail system as a recreation and “pathway” corridor throughout the city.

## F. Transportation

### Community values:

- \* enhance resident & business mobility with quality roads & transit
  - \* meet local & regional needs through leadership & collaboration
  - \* expand & increase usability of our trails & sidewalks
- 

- Policy No. 1: Provide a safe and integrated transportation system.
- Policy No. 2: Recognize the interrelationship of land use and transportation, and anticipate impacts of the location and intensity of planned land uses on the transportation system.
- Policy No. 3: Provide and promote convenient and accessible transportation systems to residents and employees of Minnetonka businesses.
- Policy No. 4: Manage the impact of new development upon the local transportation system and encourage the use of Transportation Demand Management (TDM) and other traffic management techniques.
- Policy No. 5: Anticipate, plan for and collaborate with other agencies for local and regional transportation improvements and programs to lessen the impacts of congestion.
- Policy No. 6: Encourage the expansion of multi-modal and transit services in the city with other government agencies to support resident and business transportation needs.
- Policy No. 7: Plan for trails and pedestrian ways as a transportation mode and provide a network of trails and pathways connections to:
- schools,
  - commercial areas,

- parks,
- activity centers and
- access to transit services.

Policy No. 8: Encourage appropriate “traffic calming” techniques within and near residential neighborhoods that are impacted by congestion, excessive traffic volume and speed.

## G. Municipal Utilities (Public Water and Sanitary Sewer) and Facilities

Community values:

- \* provide value: quality services at a reasonable price
  - \* manage for the long-term
  - \* protect & improve our water resources & woodlands
  - \* promote innovative service delivery
- 

Policy No. 1: Maintain the quality and efficiency of municipal water and wastewater systems, and other associated city facilities:

- Implement programs to maintain, rehabilitate and replace aging infrastructure.
- Incorporate cost-effective techniques and technologies to increase longevity and energy conservation of aging municipal facilities.

Policy No. 2: Maximize the efficiency and capacity of the sanitary sewer system by continuing to implement programs to minimize inflow and infiltration.

Policy No. 3: Provide a responsible water conservation program to reduce impacts on the city and regional public water supply.

Policy No. 4: Provide education to residents and businesses aimed at reducing water consumption.

## H. Fire and Police Services

Community values:

- \* provide value: quality services at a reasonable price
  - \* provide excellent customer service
  - \* enhance personal & business safety
  - \* foster community involvement & individual responsibility
  - \* ensure hometown security by collaborating with others
- 

Policy No. 1: Maintain and provide services, programs and facilities for effective police and fire departments that are responsive to changes in demographics and land uses, and provide expertise in emerging issues.

Policy No. 2: Manage the delivery of public safety services with consideration of congested roadways and an intermodal transportation system in a regional setting.

Policy No. 3: Provide programs and services to maintain and enhance neighborhood safety.

Policy No. 4: Recognize the interrelationship of land use and public safety, and anticipate

impacts of the location and intensity of land uses on public safety.

- Policy No. 5: Provide programs and practices that ensure the security of city information and services.
- Policy No. 6: Provide education and training to residents to encourage personal safety and practices.
- Policy No. 7: Collaborate with other agencies to ensure effective emergency response services to residents and businesses.

## **I. City Communication, Cooperation and Partnerships**

### **Community values:**

- \* foster community involvement & individual responsibility,
  - \* foster open communication within the community,
  - \* promote activities that encourage understanding & involvement
- 

- Policy No. 1: Provide a variety of communication services that utilize relevant technology and are accessible to city residents and businesses.
- Policy No. 2: Encourage active participation of all residents and businesses in public processes.
- Policy No. 3: Support school district initiatives that improve educational excellence for city residents.
- Policy No. 4: Partner with school districts to provide services, facilities and programs in a cost-effective manner to residents.
- Policy No. 5: Collaborate with other governmental agencies to facilitate information exchange and reduction of redundancy.
- Policy No. 6: Investigate and partner with other government agencies to provide cost-effective services that may be shared and beneficial to customers.