

LAND USE TABLE IN 5-YEAR STAGES

Existing and Planned Land Use Table (in acres)

Incremental Acreage Increases in 5 yr categories

Within Urban Service Area	Allowed Density Range Housing Units/Acre		Existing (2000)	2010	2015	2020	2025	2030	Change 2000-2030
	Minimum	Maximum							
Residential Land Uses									
Low Density Residential	1	3	2669	624	420	1496	249	0	2,789
Low Density Residential	3	5	120	86	106	202			394
Medium Density Residential	5.01	8	607	29	0	0	0	0	29
High Density Residential	8.01	12	75	0	0	0	0	0	0
Mixed Use Primarily Residential*	3	125**	0	0	0	40	0	0	40
C/I Land Uses	Est. Employees/Acre								
Commercial			1613	28	0	0	0	0	28
Industrial			1257		0	183	0	0	183
Office	NA		NA	0	0	0	0	0	0
Mixed Use Primarily C/I*	NA		NA	0	0	0	0	0	0
Extractive	NA		NA	0	0	0	0	0	0
Public/Semi Public Land Uses									
Institutional			442	0	0	0	0	0	0
Parks and Recreation			963	0	38	0	0	0	38
Open Space			1895	0	0	0	0	0	0
Roadway Rights of Way			2468	0	0	0	0	0	0
Utility			NA	0	0	0	0	0	0
Railroad			NA	0	0	0	0	0	0
Airport			NA	0	0	0	0	0	0
Subtotal Sewered			12109	767	564	1921	249	0	3501
Outside Urban Service Area	Minimum lot size	Maximum lot size	Existing (2000)	2010	2015	2020	2025	2030	Change 2000-2030
Rural Residential 2.5 acres or less	2.5	NA	607	578	578	96	50	0	557
Rural Residential 2.5 -10 acres	2.5	NA	828	680	657	26	0	0	828
Rural Residential 10-40 acres	2.5	NA	1647	1414	1318	1083	1015	0	632
Agricultural 40+ acres	40	NA	1867	1510	1198	612	503	0	1364
Subtotal Unsewered			4949	4182	3751	1817	1568	1568	3381
Undeveloped (SMSC)	NA	NA	1739	1739	1739	1739	1739	1739	0
Wetlands	--	--		0	0	0	0	0	0
Open Water, Rivers and Streams	--	--	251	251	251	251	251	251	0
Total			19048	19048	19181	19168	19168	19168	120

* For Mixed Use categories include information regarding the estimated minimum and maximum housing density ranges and acres/percentage of residential use.

* The Mixed Use designation by the City Council does not assume primarily residential or primarily commercial/industrial development. Those acreages have already been included in the table elsewhere.

** Maximum dwelling units/acre for Mixed-Use shall only be permitted on parcels within the Central Business (B3) Zoning District.

The supplemental land use map identifies land use categories and those acreages currently within the MUSA boundary and those outside the MUSA but within city limits, that are identified for affordable housing development.

Acreages for new residential, commercial, and industrial development assumes that additional right-of-way for local streets will be provided. The base transportation system of arterial and collector roadways is already in place.

Outside Urban Service Area reflects acreages within the City's current (2008) boundaries.

All proposed text changes marked with BLUE text.

3.1 RELATIONSHIP TO METROPOLITAN PLANNING:

The City of Shakopee's 2030 Comprehensive Plan generally, and Land Use Section specifically are based on, and consistent with, the system statement issued by the Metropolitan Council, including projections for population, household and employment growth within the City's existing municipal boundaries.

The City of Shakopee and Jackson Township have an existing orderly annexation agreement. If it is to be effective and meaningful, planning for the 2030 timeframe for the City cannot be done in isolation from its neighboring cities and townships. It is for that reason that this chapter, as well as the Transportation; Sanitary Sewer; Parks, Trails and Open Space; and Natural Resources chapters include mapping and analysis for possible growth that may occur beyond 2030 and includes at least some (if not all) township areas.

Shakopee is not seeking review or approval from the Metropolitan Council of those parts of the 2030 Land Use, Transportation, and Parks, Recreation and Open Space Chapters that relate to areas currently outside the City's municipal boundaries. In future planning cycles, this analysis may serve as the basis for additional updates by the City, the townships and/or the County.

3.3 COMMUNITY CONTEXT:

Shakopee is a community with a long and proud history. The City was named the seat of Scott County in 1851, even before it was first incorporated as a city in 1857. In 2007, the City celebrated its sesquicentennial. For most of its history, the City functioned as the business and government hub of a largely agriculturally based county. In the 1980's, prior to the development of a river crossing that did not periodically flood, the Metropolitan Council termed Shakopee a "freestanding growth center." Since then, and with the development of the "new" Bloomington Ferry Bridge and TH 169, development has rushed out to meet the City of Shakopee and other similar outlying Metropolitan Area cities. As a result, Shakopee is now designated by the Metropolitan Council as a "developing suburb." Even so, because of its historic downtown, long established residential core, and longstanding industrial and commercial areas, Shakopee retains the characteristics that make it a full-service community, as opposed to merely a bedroom community for the Region's core cities of Minneapolis and St. Paul. These characteristics include:

- **A historic and largely intact downtown district** - Shakopee's Downtown development pattern was set in the 1800's and remains largely in place today. The Downtown is located near the banks of the Minnesota River. At its core are a number of buildings, some dating from the 1800s, that still serve important commercial purposes, and also provide housing in the Downtown. Because of the Downtown's uniqueness, years ago the City developed a specific zoning district (Central Business Zone/B-3) that accommodates its zero setback development pattern.
- **Major entertainment attractions-** Shakopee is unique in the Metropolitan Area as an entertainment and tourist destination. ValleyFair Amusement Park seasonally attracts visitors from the Metropolitan Area, Greater Minnesota and other states. ValleyFair's large but seasonal traffic generation requires that streets, sanitary sewer,

and water facilities be oversized. During the summer peak months about 1,200 employees are employed by ValleyFair, while during non-peak months there are only about 67 employees and virtually no customer traffic.

Canterbury Park horse racing track is another unique entertainment venue in the State of Minnesota. It is a large land use (occupying about 330 acres total) that has a variety of impacts on the City and its residents. Like ValleyFair, Canterbury Park attracts a large number of seasonal workers. The current owners have evolved the facility into an entertainment venue that now hosts antique shows, snowmobile motorcycle races, concerts and more. While a significant amount of vacant land has been reserved around the racetrack for future expansion or spin-off uses, the proximity of the racetrack to adjacent residential areas will pose future challenges for the use of the facility

- In addition to ValleyFair and Canterbury Park, the City is impacted by Mystic Lake casino and related enterprises of the Shakopee Mdewakanton Sioux (Dakota) Community (SMSC) in adjacent Prior Lake and the Renaissance Festival held six weeks each year in Louisville Township just south of the City limits.
- **Commercial/Industrial-** Shakopee has historically had a strong commercial and industrial tax base. The City is home to Valley Green Business Park, the second largest privately held industrial park in the State of Minnesota.

Shakopee has a number of strong commercial/retail facilities. Completion in 1998 of River City Centre on Blocks 3 and 4 in Downtown Shakopee added 28,000 square feet of retail space in the Downtown, as well as 52 residential units. Completion of the Scott County Justice Center and new Law Enforcement Center makes a positive contribution to the continued strength of Downtown by retaining and expanding the County's campus in Downtown. Development of commercially guided and zoned properties at the intersection of CSAH 17 (Marshall Road) and STH 169, as well as along CSAH 18 has proceeded rapidly since the opening of STH 169 in November 1996.

Since the 1970s, the City has actively identified and guided areas that are ideal for industrial development, i.e., those having good highway and/or rail and good access to utilities services. The City's goal is to reserve sufficient industrial land for the City's ultimate development and regional needs so that possible, negative land use impacts can be concentrated in large areas rather than scattered throughout the city.

Major Industrial Employers:

Employers	Products/Services	Employees
ADC Telecommunications	Mfg. Communications Components	400+
Seagate	Mfg. Computer Components	1100

Kmart	Warehouse/Retail	424
Anchor Glass Container	Mfg. Glass Bottles	285
Toro Company	Turf Care Products	275
Fremont Industries	Soap and Cleaning Compounds.	106
Conklin Company, Inc.	Mfg. Chemicals	108
CertainTeed Corporation	Mfg. Asphalt Shingles	300
Rahr Malting	Malt	115
Owens-Illinois	Corrugated Cartons	100
Chemrex	Synthetic Fibers and Resins	100
North Star Auto Auction	Large Scale Vehicle Auction	220

(Source: City of Shakopee, 1998)

POPULATION, HOUSEHOLD AND EMPLOYMENT FORECASTS:

For the 2030 timeframe that is required to be addressed by this iteration of the City's comprehensive plan, the City has relied on and used the Metropolitan Council projections set forth below. It is important to note that these projections are based on the current land area within the City of Shakopee, and do not address the possibility of annexation of additional township areas, or the development of township areas at urban densities.

	Population	Households	Employment
2000	20,568	7,540	13,938
2010	39,500	15,000	17,800*
2020	48,500	19,500	21,300
2030	52,000	31,500	31,021

* In 2008 Metropolitan Council staff had indicated to Shakopee planning staff that the City had already exceeded the 2010 employment projection.

These projections were used in the development of the Land Use, Transportation, Sanitary Sewer, Housing, and Water Supply chapters.

In addition, however, the City of Shakopee chose to take an additional longer range look at population, household and employment potential including adjacent areas in Jackson and Louisville Township. This exercise is not required under the MLPA, but its purpose is to give the City, the townships and Scott County some additional basis for post 2030 planning. Subsequent to the City undertaking this exercise, Scott County has included a 2050 scenario in its analysis in its 2030 Comprehensive Plan Update. The results of looking at these longer range projections are most in evidence in the Land Use, Transportation, Sanitary Sewer, and Water

Supply Plan. The pace at which annexation or urban style development might take place in Jackson and Louisville Townships is dependent on a number of factors, and so is difficult to predict. That is why, as noted again in each of these chapters, the City is not seeking Metropolitan Council review and/or approval of those portions of this Comprehensive Plan Update that deals with those long-range projections.

3.3 LAND USE CATEGORIES, ZONING CATEGORIES AND MAPPING:

The City's Adopted 1999 Land Use Plan Map, proposed 2030 Land Use Plan Map and current zoning map follow the City's Land Use Table at the end of the Land Use text.

3.3.1 LAND USE CATEGORIES

The Land Use Table accepted by the Metropolitan Council is found at the end of this chapter. The City's 2030 Land Use Plan map contemplates that by the year 2030, any lands within the existing City limits will be served by municipal sewer and public water services. For that reason, the map does not designate areas for rural residential or agricultural use. To the extent that any such areas may still exist in the 2030 timeframe, it is expected that the agricultural preservation density would remain 40 acres per dwelling unit, while rural residential would remain 10 acres per dwelling unit. The Land Use Plan map includes the following residential categories and associated densities.

- **Single Family Residential** - About 1 unit per 2.5 acres for existing rural residential subdivisions that become served with sewer and water; 1 to 5 dwelling units per acre for new development.
- **Medium Density Residential** - 5.01 to 8 dwelling units per acre
- **High Density Residential** - 8.01 to 12 dwellings per acre (may go up to 14 dwelling units per acre with bonuses found in the zoning code).
- **Mixed Use** - From single family to high density densities noted above *except for parcels located within the Central Business (B3) Zoning District in which up to 125 dwelling units per acre is permitted.*

3.3.2 ZONING, RESIDENTIAL:

Because of its history, and the role it has and does play as a full-service community, Shakopee has a wide range of residential land use types and zoning districts. Downtown Shakopee provides an environment where commercial uses are common at street level, while residential units occupy the upper floors of Downtown buildings. The older portions of Shakopee are characterized by a grid street system, relatively small lots, and the development of a mixture of single-family and multiple family housing close to one another, as well as smaller commercial areas.

Much of the area that makes up modern Shakopee was annexed from Eagle Creek Township in the early 1970's. To some extent, the character of these areas is reflected in the zoning classifications that the City has adopted for residential development. Because these areas were developed without municipal services, for a long time they evidenced an older, rural residential pattern of development and/or agricultural character. Since the year 2000 some of these areas have begun to be converted to more urban/suburban styles of development.

The wide range of residential environments in the City is reflected in the City's established residential zoning districts. These are;

Rural Residential (RR): The purpose of this zone is to allow low-density development where municipal services are not available. This zone allows a maximum density of 1 DU/10 acres. Prior to 1994, the zone allowed a density of 1 DU/2.5 acres, and several plats exist within the City that were originally platted at this density. These plats present challenges for the economic extension of public utilities and the development of adjacent and nearby lands.

Sewered Rural Residential Zone (SRR):

In 2006, in response to the desire of residents of one rural residential development to hook up to municipal sewer, the City adopted a new zone that allows existing rural residential plats to be served by municipal services and maintain the rural residential character established by their original project approvals. These are plats that typically have an overall density of 1 DU/acre. In many cases, these are plats that have been developed with more upper-end single-family housing, and this has led to a desire to retain their current character.

Low-Density Residential (R-1A):

The purpose of this zone is to provide for areas of the City where larger lot single-family development served by municipal water and sanitary services can occur. The requirements of this zone were revised in 2006, and it currently has a minimum lot width of 95 feet, and minimum lot area of 12,800 square feet.

Urban Residential Zone (R-1B):

The purpose of the R-1B Zone is to provide areas where single-family detached housing at a density of 3-5 dwelling units per acre that are served by municipal sanitary sewer and water can be developed.

Medium-Density Residential (R-2):

The R-2 Zone provides opportunities for the development of both single-family and housing at a density of 5-8 dwelling units per acre. This zone has most frequently been used to accommodate life-cycle housing development in the City.

High-Density Residential (R-3):

The R-3 Zone allows development of housing at densities of 8-12 units per acre, and up to 14 units per acre in PUDs in certain circumstances.

3.3.3 ZONING, COMMERCIAL LAND USES:

For much of its history, Shakopee served as a retail center for much of Scott County. While its role has changed over the years from the hub of a local agriculturally-based economy to providing a broader range of commercial services, because of its geographic location, the City continues to play an important role as a commercial center in the County. Over the years, the City has developed a number of zoning districts that address commercial needs.

Neighborhood Commercial (N-C):

The N-C Zone provides opportunities to develop smaller-scale, convenience retail and service businesses that can serve to enhance the walkability and livability of Shakopee's neighborhoods.

Community Commercial (C-C):

The C-C Zone is intended for businesses that may serve the entire community, and may even have market areas that reach beyond the City's borders.

Highway Business (B-1):

The B-1 Zone is intended for destination retail uses that have a strong need for visibility from major roadways, which generate significant traffic loading on roads and streets within the community, and require large areas for parking.

Office Business (B-2):

The B-2 Zone is intended for those uses which are less retail, and more service and professional in character. Chief examples of its use are the Scott County campus adjacent to Downtown Shakopee and the South Valley Medical Campus/St. Francis Hospital.

Central Business Zone (B-3):

The B-3 Zone was developed for Shakopee's historic Downtown. It provides an area where mixed use is the norm and permitted [with higher allowed residential density, up to 125 dwelling units an acre](#); where zero-lot line development is accommodated; and where typical suburban off-street parking requirements are not applied.

Major Recreation (M-R):

Shakopee is a unique entertainment and hospitality destination in the Twin Cities Metropolitan Area as a result of being home to Valleyfair and Canterbury Park Racetrack. The M-R Zone grew out of the Race Track Zoning District that was originally developed to accommodate the Racetrack (then known as Canterbury Downs). It is a zone that specifically is intended to accommodate recreation and associated uses.

3.3.4 INDUSTRIAL LAND USE:

Shakopee is fortunate to be home to one of the largest privately developed business parks in Minnesota, i.e. Valley Green Business Park. Prior to the completion of the Bloomington Ferry Bridge and the "new" TH 169, it was home to both traditional heavy industrial and light industrial uses. The completion of these transportation improvements opened a new class of business development community to the City, including businesses like Seagate Technology, Q Logic, Open Systems and others.

Light Industrial (I-1):

The I-1 Zone is intended to accommodate industrial, office, and manufacturing uses that are relatively unobtrusive, and which can serve as transitions between more intensive industrial sites and residential or other, less intense business uses.

Heavy Industrial (I-2):

The I-2 Zone is intended for more intensive industrial uses with adequate utilities, transportation, and in locations that will not impinge on less intensive uses.

Business Park Development (BP):

The BP Zone was developed in response to the types of users who came to the City after the opening of the Ferry Bridge, and provides a zone with higher design standards than typical in other industrial zones.

3.4 LAND SUPPLY

The City's projected land use by category is depicted on the accompanying table. An aspect of land use that is unique to the City of Shakopee (and only one other Metropolitan Community, i.e. the City of Prior Lake) is the location of vast stretches of land that are either owned in fee by the Shakopee Mdewakanton Sioux Community (SMSC) or held in trust in perpetuity by the federal government on behalf of the SMSC. The SMSC's continuing acquisition of land and placement of lands in trust has already had a dramatic impact on the geography of development in the City. Lands held in trust for the SMSC are not subject to either local regulation or taxation and are not available for development that might meet the City's or the Region's growth needs. Because that is the case, the path of development has shifted from central Shakopee where there is abundant sanitary sewer capacity in the Prior Lake Interceptor to adjoining Jackson Township by means of annexation in an area where regional sanitary sewer capacity is limited at present.

The City's Land Use table, which details the City's land use projections to 2030 immediately follows the text of this chapter.

3.5 AGGREGATE RESOURCES

Central Shakopee is home to significant aggregate resources. However, a few years ago Aggregate Resources ceased mining operations on their site north of TH 169 in the City of Shakopee. This leaves one active aggregate mining operation in the City. Operated by Shakopee Aggregates, this site is located in the southwest quadrant of CR 16 and CR 83. This site is expected to be largely mined out and cease operations in the year 2013.

Additional aggregate resources appear to exist across CR 83 to the east. In recent years, the Shakopee Mdewakanton Sioux Community (SMSC) has acquired the properties under which these resources lie. Very soon, about 572 of the SMSC acres in this area will be placed in trust for the SMSC. This action will remove them from the City's, County's, Metropolitan Council and State regulatory jurisdiction. Based on what it knows of SMSC land use properties, the City expects it would be very unlikely that these properties would be mined. However, if the SMSC wishes to, while any of the properties are within the City of Shakopee's zoning authority, the City would work with the SMSC to develop long-term mining and reclamation plans for these areas.

3.5 HISTORIC COMMERCIAL DISTRICTS AND HISTORIC PRESERVATION:

3.5.2 DOWNTOWN DISTRICT

The Downtown District is located generally between the Minnesota River and Third Avenue. The District is bounded on the west by CR 69 and the east by Spencer Street. Major access to the Downtown District is provided via First Avenue and the Highway 101/Minnesota River Crossing. The Downtown District is bisected by the Union Pacific Railroad which splits the District into north and south sections. The Downtown is the home of many historic buildings, the current City Hall and contains a mix of low and high-density housing as well as commercial, professional, retail and eateries. The Scott County Courthouse, Judicial Center and Law Enforcement Center are located southwest of the Downtown. The District has been the focus of recent redevelopment activities including reconstruction of the community library, River Center, and Scott County Housing and Redevelopment Authority senior apartments along with numerous private investments, building modifications and new construction.

Prior to the Highway 101 “mini-bypass,” opening of the Bloomington Ferry Bridge and TH 169 bypass, Downtown Shakopee was the premier commercial area for the community. The Downtown developed near the turn of the century with retail space that was appropriate for that period of time. The transportation improvements and subsequent opening of hundreds of acres of retail land along the TH 169 bypass has changed the focus of Downtown and provided an opportunity for business to re-locate or establish in other parts of the community that have higher traffic counts, increased visibility, better access, larger area, and few construction constraints. More contemporary retailers are looking for larger lots to accommodate larger buildings, all first floor retail sales, with parking lots immediately adjacent to their entrance. This type of facility is not available in the historic Downtown and as a result, more contemporary retailers look to areas that offer utility, land, and freeway access. Many people believe that Downtown Shakopee cannot compete with the new retail areas on a one-to-one basis and as such, believe a new focus for the Downtown is needed to establish it as a “niche” retail/commercial area that provides alternative opportunities for business.

DOWNTOWN DISTRICT LAND USE PLAN

Through the tactics interviews and open house sessions held in connection with the 2003 Comprehensive Plan Update, it became apparent that the retention, maintenance and upgrading of the Shakopee historic Central Business District was of vital importance to the community. This area of the community represents Shakopee’s historical identity and remains a vital piece of the community’s total composition. External elements that are affecting the downtown include:

- The “new” TH 169, which re-routed much of the regional traffic away from the Downtown and Riverfront/First Avenue Districts.
- The potential closing of CR 69 access to TH 169 which currently preserves the historic travel route into the Downtown from the southeast.
- The introduction of new commercial areas at the freeway interchanges which provide uncluttered supply of attractive commercial land with highway visibility and accessibility.

The aforementioned features changed the commercial focus of Shakopee from its historic commercial districts to new growth areas which is strongly reflected in the rapid development of the Marschall Road/TH 169 interchange area. As the City continues to take advantage of the interchange locations to promote additional commercial growth, the role of the Downtown District will certainly change in character. The commercial role of the Downtown District will likely move from a primary retailing land use to more of a service, office, entertainment, and specialty retailing focus.

COMMERCIAL CORE

Historically, growth within the Downtown Business District has expanded sporadically into adjoining residential neighborhoods, converting homes into businesses and interrupting cohesive residential neighborhoods. In looking to the future of the Downtown District, the proposed Downtown District land use plan attempts to consolidate and define the limits of the commercial core area, while providing land area for some business expansion and growth. Through consolidation of the commercial core, the City will concentrate its commercial redevelopment efforts within an area that is pedestrian-friendly and promote a high level of business interchange between Downtown businesses.

The commercial core provides for additional commercial expansion area between Scott and Spencer Streets, and extends south toward the Scott County campus in an attempt to integrate the campus with the Downtown. Within the core area, there are a number of existing single family homes. It is proposed that over time the houses would be converted to commercial land uses. Acquisition and land assembly may be important in bringing new development interests to the area or accommodating the in-place expansion of existing business. Historically, the City has been reluctant to acquire homes for redevelopment; however, as the community continues to mature, redevelopment will not occur without some public participation. Currently, the Scott County HRA has a program entitled “land banking” in which the HRA, in cooperation with the City, will acquire substandard or non-conforming homes that may be earmarked for redevelopment. Through this program, the homes are purchased as they come up for sale by willing sellers. This avoids the politically sensitive issue of eminent domain and costly relocation expenses. Acquired homes are maintained as rental properties until sufficient land is acquired to facilitate a private redevelopment project. The existing commercial development establishes the theme for the Downtown District, both architecturally and from a land use perspective. Generally speaking, buildings are located at or near the front lot line, with parking at the rear of the buildings, and an abundant supply of on-street parking. Streetscape with sidewalks throughout the central core promotes a uniform identity and a customer-friendly atmosphere.

In 1999, the City of Shakopee adopted downtown design guidelines for the revitalization of the Downtown/First Avenue area. These guidelines should continue to be implemented as a standard for all new development or redevelopment within the central core area with the intent of maintaining the historic theme of the Downtown.

Within the Downtown District, a number of well maintained older homes exist that contribute to the architectural theme of the Downtown. Opportunities may exist to retain these historic homes or perhaps convert the homes to office uses, while preserving the historic exterior appearance.

Related to the Downtown is the need for convenient parking, both for the central core area as well as the Scott County Courthouse. As the Courthouse expands, additional Courthouse traffic will be generated and parking demand will be increased. It will be advantageous for the parking lots to be located with access to both the Courthouse and the central commercial core area to allow for shared parking arrangements.

Currently, there are a number of parking lots within the Downtown that are shared at the rear of the buildings. This type of shared parking arrangement should continue to be promoted. An example of this arrangement exists north of First Avenue, near the Levee Apartments, along Fuller Street. The parking lot was improved and the intersection of Fuller Street and 1st Avenue was expanded into a full intersection. These improvements have increased accessibility and has made this area, a more recognizable connection to the central core.

This parking location is also advantageous for the expansion and development of Huber Park, which is a community park located between the Minnesota River and First Avenue, east of Lewis Street. Huber Park has been developed to offer attractions drawing both residents and non-residents alike to the Downtown. The availability of parking is essential to the success of any special events that will be conducted at the park as well as convenient access back into the central core of the Downtown.

As redevelopment occurs in the Downtown areas and new businesses are introduced, parking will become an issue that will require further attention. The City provides on-street parking and some public parking lots. Future redevelopment projects will need to expand available parking in the Downtown District, the following strategies are offered for consideration:

1. Redevelopment sites must be large enough to address the parking needs of new businesses.
2. Where 100 percent shared parking is provided, a reduction in the amount of required parking may be considered for redevelopment projects that lack area to accommodate its total required parking.
3. Where required parking cannot be provided in compliance with the City Code, the City may allow a reduction in the amount of parking provided a cash contribution to a Downtown parking fund is made. The parking fund would be used to help finance the development of public on-street or off-street parking stalls.

Contributing to the architectural theme intended for the central core area will be streetscape and on-street parking arrangements which contribute to and blend into the character of the Downtown. With the expanded commercial core area along Second and Third Avenue and proposed improvements west of Scott Street, it is expected that the streetscape treatments that

already exist in the core area will be extended to provide a unified appearance for all commercial areas within the Downtown.

A specific area of focus should be Fuller Street. A strong recommendation to open the Fuller Street/First Avenue intersection to a four-way intersection providing access north of First Avenue and street improvements that provide a view up to the Courthouse as a focal point of development, should be encouraged. Both building design and streetscape treatment are strongly encouraged along Fuller Street to provide a focal point accent for the Downtown. To encourage business interchange, the streetscape between the Downtown core and the Courthouse must provide sidewalks that encourage pedestrian travel between the two areas and shared parking arrangements.

PUBLIC / SEMI-PUBLIC USES

There are a number of public land uses within the Downtown that greatly contribute to the vitality of the central core. The Scott County Courthouse generally acts as an anchor for the Downtown due to its attraction of both employees and consumers to the area. The expansion of the County campus, including the Justice Center and Law Enforcement Center are seen as a benefit for this area in that it will contribute additional jobs and provide a greater attraction for Downtown. Planning for this area should focus on integrating the Courthouse with the central core area related to architecture, site design, pedestrian connections, and parking lot configurations. Circulation between the Courthouse facility and the central core area should be emphasized both for automobile and pedestrian access.

The City has recently constructed a new municipal library at the corner of Lewis Street and 3rd Avenue. This is another public use that contributes to the attraction of the Shakopee Downtown.

In discussions during tactics interviews, two areas of concern for the central core included the potential loss of the City Hall from Downtown and its relocation over to the Marschall Road location. From the City's perspective, the Marschall Road District provides an attractive and economic relocation site for the City Hall offering both sufficient land area to accommodate the proposed expanded building and needed parking for municipal employees. The Police building and Public Works/Engineering buildings are already located on Gorman Street in that corridor. The future loss of the City Hall from Downtown would present a challenge for the core area, finding a reuse of the building in a manner that will continue to contribute to the vitality of the Downtown.

There have also been discussions about the possible relocation of the post office from the Downtown to an industrial location. These conversations center on the idea that a new, larger post office will be required to address Shakopee's growing service area. The post office would like to maintain all their processing as well as delivery from one facility. The loss of the post office from the Downtown would be seen as a loss of another major attraction from the Downtown commercial core. Efforts should be examined as to how to retain this use within the Downtown area. One opportunity might be examining potential relocation on the west side of the District within the industrial area, near Apgar Street. The issue that results is the need for

land assembly to create a lot large enough to facilitate both the post office and their processing needs all on one site.

INDUSTRIAL LAND USES

Industrial land uses are proposed in the western portion of the District between First and Third Avenues. The industrial area incorporates Rahr Malting, which is a historical landmark for the City of Shakopee representing a major employer and tax contributor to the community. This is a heavy industrial use that is reliant on both large truck and rail access for raw materials and finish products. It is anticipated that Rahr Malting will continue to be a longstanding land use in this portion of the community and thus planning efforts must be undertaken to ensure that transportation routes remain available to facilitate ease of access and egress from the site to the major transportation corridors, i.e., TH 169.

The industrial land use pattern that is proposed incorporates land as far east as Apgar Street. This includes some additional smaller industrial uses that already exist in the Downtown. The departure of CH Carpenter Lumber Yard from the area offers a redevelopment opportunity for either the expansion of Rahr Malting or the introduction of a new industrial use. This site is compromised by the railroad right-of-way that bisects the property; however, the site's availability may present opportunities for alternative uses such as the post office.

MIXED USE

The River City Centre provides a strong example of a mixed use redevelopment, blending ground floor commercial with 52 senior apartments on the upper two floors. The blending of complementary land uses within the commercial core is encouraged to provide expanded commercial opportunities and build local market support through the introduction of additional housing within the Downtown area. [By allowing more density in the downtown area, additional housing and retail can be provided by private developers to build a more vibrant and bustling area which will continue the revitalization of Downtown Shakopee.](#)

North of First Avenue, mixed use land use designation is proposed to accommodate existing residential, commercial land uses, and other uses. This area of the Downtown District is located away from the central core but is isolated by First Avenue and the Minnesota River corridor. Examination of the land uses in this area indicates that some of the residential uses and businesses exist in marginal conditions and offer opportunity for change in land use. Mixed use offers future redevelopment opportunities for either commercial or residential development, and is suggested for this area due to the limited size of the area, because the site is isolated from other land uses, and the site offers excellent access to major traffic corridors. The introduction of residential uses to this area would introduce both population and households that could serve as market support for the Downtown core commercial area.

Future redevelopment could also include a single project that would include a combination of commercial and residential land uses similar to the River City Centre. The mixed land use designation provides some protection for the existing land uses in the area provided they are properly zoned and do not once again become non-conforming uses. The designation would accommodate property owners' opportunities for reinvesting or expanding their homes or businesses, [or for constructing new additions to the downtown area on currently vacant or otherwise underutilized land.](#)

Northridge Court, developed by the Scott County HRA, has also contributed additional senior housing opportunities in Downtown. In addition, it replaced existing parking that was not well used with more useable parking on CSAH 101.

An additional element that has been identified by the City through the tactics interviews is the desire to provide a greater emphasis of development styles that may take advantage of the vistas along the Minnesota River corridor. The provision of higher density residential use offers opportunities for vertical development on the site that exposes river views that would not otherwise be taken advantage of with less intense land uses. The high density residential area will offer opportunities for taller buildings that provide an architectural statement for the downtown area and views into the river corridor area. High density residential development could also provide design flexibilities that could allow site sensitive architecture and integration with industrial land uses south of First Avenue. On account of the size constraints of many parcels located within the downtown area, increased levels of allowed density is needed for successful redevelopment to be feasible for private development. In addition, the added level of density will account for existing buildings in the downtown core which exceed the allowed density levels in the High Density Residential land use classification.

Dwelling units per acre for land guided mixed use and within the downtown zoning district, Central Business District (B3), will be allowed up to 125 dwelling units per acre. This density level brings existing properties into conformance and allows for the redevelopment of vacant land within the downtown core.

LOW DENSITY RESIDENTIAL

The Downtown District includes a number of low density family areas. The following strategies address the low density land uses:

1. The Downtown District plan attempts to define the commercial core and other possible future land use redevelopment areas. This district definition should prevent the continuation of commercial uses dispersing into the established residential neighborhood south of the Downtown District.
2. A number of single family homes exist within the Downtown District. In order to protect the existing housing stock, the City amended its zoning to allow single family homes as permitted uses within the commercially designated areas of the Downtown. As a permitted use, the single family home may be maintained and expanded.
3. The Downtown District contains some single family homes with original historic architecture. Where possible, the City wishes to retain these structures and allow future conversion to commercial uses that will contribute to long range commercial goals for the area.

HUBER PARK

At the time that the 2003 Update was prepared, the Huber Park master plan had not been implemented. The grand opening of the park occurred in June of 2007 as a part of the City's sesquicentennial celebration. In addition to the major park improvements (performance structure, storage and restroom building, trails, picnic areas and community play structure), the Sommerville Street crossing at CSAH 101 was reconfigured with the cooperation of Scott County in order to make pedestrian access from the Downtown easier.