

The Marschall Road Corridor

The Marschall Road corridor is one of the most direct north-south connections between U.S. Highway 169 and 1st Avenue, also providing an indirect, but proximate connection to Downtown Shakopee. Like 1st Avenue, development along Marschall Road began with the first wave of post-war suburban development, with a mixture of commercial buildings set behind surface parking and some residential development, including single-family neighborhoods and multi-family housing.

The corridor provides access to the City of Shakopee municipal campus along Gorman Street, including the Public Works Department, Police Department, and the new City Hall. Shakopee East Junior High is also located along Marschall Road at 11th Avenue.

Marschall Road lacks a consistent development pattern and identity, with a wide range of largely separated developments. Some of this development is now aging and may provide opportunities for redevelopment over time.



RECOMMENDATIONS

- » Establish design guidelines for redevelopment of underutilized sites throughout the corridor

Neighborhood Industrial District

Immediately west of Shakopee's Downtown Business District is the Rahr Malting facility. The 38 acre facility processes material for the brewing industry. The 17-story elevators are a landmark of Downtown and Shakopee and are visible from miles away.

Future planning in Downtown should not hinder Rahr's operations. However, it is important to foster synergy between Rahr and the adjacent properties with Downtown.



RECOMMENDATIONS

- » Promote the area for redevelopment of under utilized parcels for mixed use development which integrates with existing Rahr Malting campus.
- » Promote higher quality architecture for industrial / employment buildings
- » Work with Rahr Malting to incorporate tasting room or facility tour to attract visitors
- » Search for non traditional employment or opportunity generating uses which could expand upon Shakopee's existing industrial strengths

MINNESOTA RIVER GREENWAY PLANNING DISTRICT

The Minnesota River is Shakopee's most significant natural asset and residents would like better access to it. Adding to the natural beauty and value of the river is its wide channel of wetlands and scenic landscapes that are protected by the mostly contiguous Minnesota Valley National Wildlife and Recreation Area managed by the U.S. Fish and Wildlife Services. This area contains the Minnesota Valley State Trail which connects the Minnesota Valley State Recreational Area between Jordan and Belle Plaine all along the river to Fisher Lake just outside of Shakopee near U.S. Highway 169.

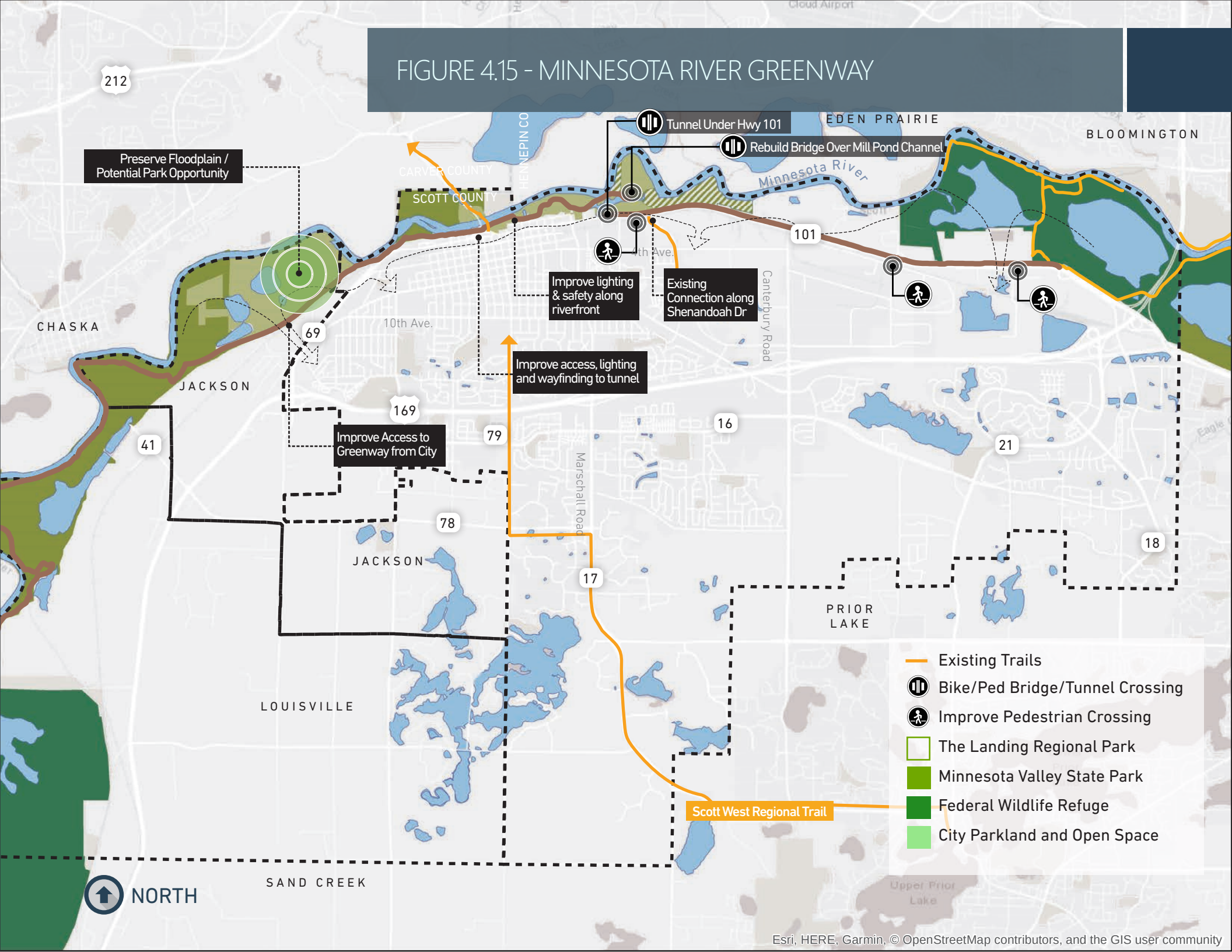
While the Minnesota Valley State Trail follows along the river, many comments mentioned that it is underused. Reasons for this included lack of signage to help users find the trail, barriers to crossing Highway 101 to get to it, difficulty accessing the water with boats or kayaks. While there are barriers, the riverfront is described as full of opportunity. Huber Park is a favorite and celebrated for its recent improvements, though there were calls to program it more heavily and to advertise that programming more widely.



RECOMMENDATIONS

- » Improve Highway 101/1st Avenue pedestrian and bicycle crossings to the river trail
- » Strategically acquire properties in the floodplain for preservation and potential riverfront park opportunities
- » Rebuild trail bridge over Mill Pond Channel
- » Improve access to Minnesota River and greenway with sidewalk/trail improvements at adjacent intersections
- » Provide additional public access to river for canoe and kayak recreation

FIGURE 4.15 - MINNESOTA RIVER GREENWAY



SUBURBAN SHAKOPEE PLANNING DISTRICT

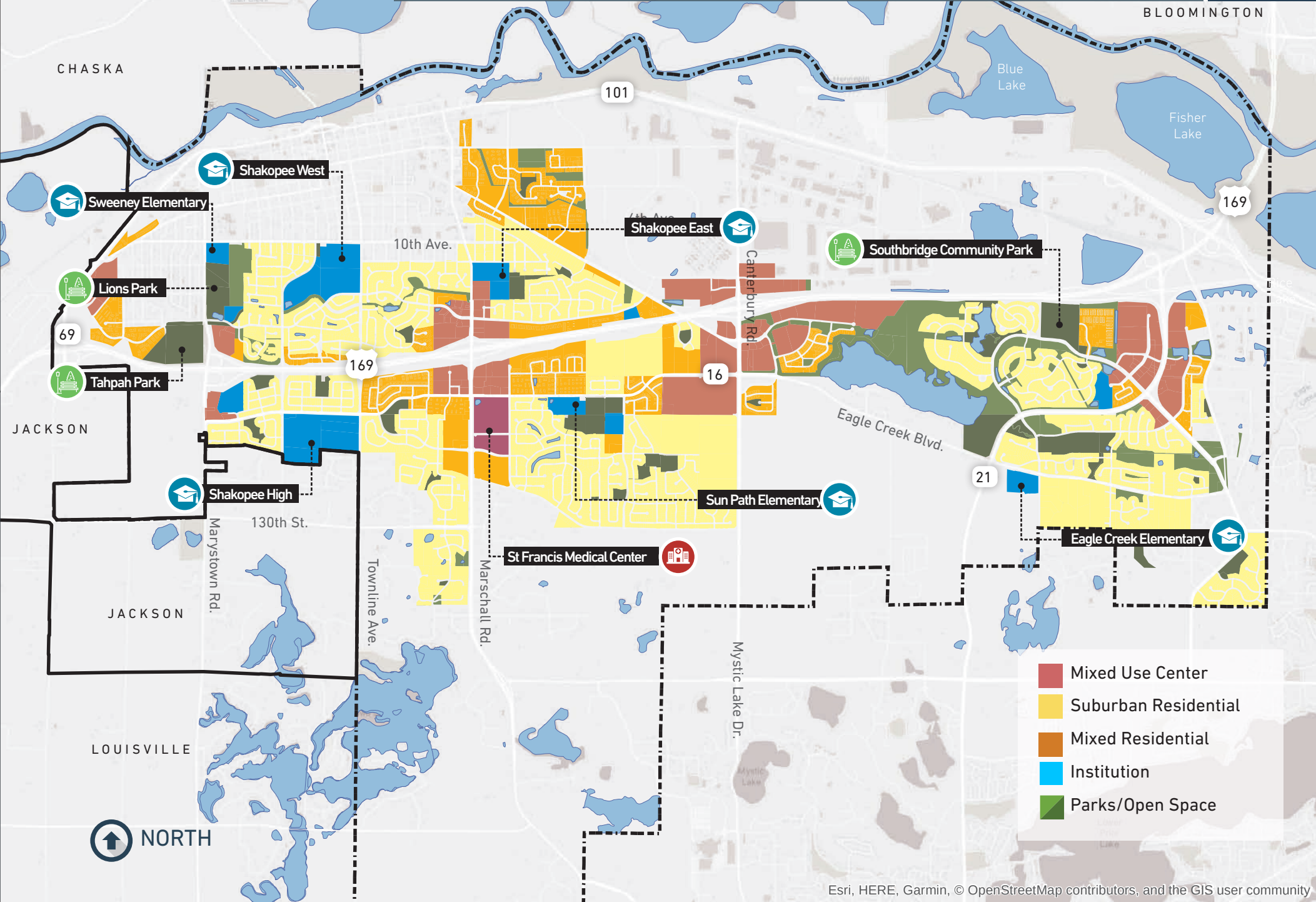
With the construction of the U.S. Highway 169 bypass in the mid-1990s significant amounts of land were made accessible for freeway-oriented suburban development to the south of Old Shakopee and Valley Green. This includes a number of established and emerging interchange-oriented commercial centers and surrounding residential neighborhoods.

Suburban Shakopee is within the Metropolitan Urban Service Areas (MUSA) and is served by a centralized sewer which has allowed for relatively compact residential development patterns. Near to many households with school-aged children, all but one of Shakopee's schools are located within this area. Likewise, neighborhood and community parks as well as trails are well dispersed throughout the residential subdivisions. New residential development will continue to occur in this area as Shakopee continues growing.



RECOMMENDATIONS

- » Update zoning requirements for new subdivisions to ensure street connectivity, pedestrian/trail connectivity, and open space provision
- » Create design standards for how new subdivisions relate to the surrounding roadway network. Where possible, backs of homes should not face the roadway, or should be buffered with a coordinated landscape treatment



Southbridge

Located south of the U.S. Highway 169/CSAH 21/Highway 101/ Highway 13 interchange complex, Southbridge includes a 2000s-era retail commercial center along CSAH 21, anchored by big box retailers with commercial outparcels. Some vacant commercial sites remain available for development. Southbridge includes one of Shakopee's three park-and-ride locations.

The Southbridge area includes a mixture of single-family neighborhoods and townhouse developments, generally separated from one another, with residential development ongoing. A 300-unit multi-family housing development is planned near the park-and-ride.

The first phase of residential development in the early 2000s emphasized open space, landscape and streetscape quality as a defining neighborhood design feature. Current residential development includes a planned wetland park between CSAH 21 and Eagle Creek Boulevard.

Southbridge is geographically and physically separated from the rest of Shakopee by U.S. Highway 169, the Dean Lake open space area and SMSC land holdings along Eagle Creek Boulevard. This was an issue of concern during public engagement as part of Envision Shakopee.



RECOMMENDATIONS

- » Support higher densities of housing in close proximity to the Southbridge Park-and-Ride and the U.S. Highway 169 interchange
- » Prepare for long-term infill development on large parking lots as transportation patterns and parking needs change over time
- » Continue to pursue funding opportunities for a pedestrian/bicycle bridge crossing over U.S. Highway 169

Dean Lakes and U.S. Highway 169/CSAH 83

The CSAH 83 interchange experienced limited commercial development to the north in the 1990s, followed by substantial development to the south in the mid-2000s with the Dean Lakes development. Dean Lakes includes a variety of retail, service, lodging and employment uses. It also includes a mixed residential neighborhood of townhouses and single-family homes laid out in a Traditional Neighborhood Design (TND) style of interconnected streets and walkable blocks.

The Dean Lake open space area separates the development from Southbridge, although the two neighborhoods are connected by a trail system through the open space. There are opportunities for additional commercial and residential development to the west of Canterbury Road along 17th Avenue. Development opportunities south along CSAH 83 are limited due to SMSC land holdings. Aggregate mining operations at the southwest corner of 17th Avenue and CSAH 83 are anticipated to end in 2021, this provides an opportunity for redevelopment.

Canterbury Road provides a direct connection to Canterbury Park and the Canterbury Commons planned development, as well as the Valley Green Business Park. At a broader scale, Canterbury Road (also known as CSAH 83) provides a direct connection between Highway 101 and the Mystic Lake Casino and Resort area to the south.



RECOMMENDATIONS

- » Support higher densities of housing in close proximity to the U.S. Highway 169 interchange
- » Prepare for long-term infill development on large parking lots as transportation patterns and parking needs change over time
- » Create design standards for new commercial development to have an improved physical appearance and pedestrian connections to Canterbury Road and Eagle Creek Boulevard
- » Ensure new development adjacent to the Canterbury Commons project is coordinated with and complementary in design
- » Redevelop quarry at southwest corner of 17th Avenue and CSAH 83 after aggregate mining operations end

Marschall Road Interchange Area

The Marschall Road interchange area began to develop shortly after construction of the U.S. Highway 169 bypass. The area includes a number of big box anchors, retail strip centers and outparcel developments. Significant destinations include the shopping centers anchored by Cub, Target and Kohl's, MVTA Marschall Road Transit Station and the St. Francis Regional Medical Center. Land to the north of U.S. Highway 169 is built-out, but may provide long-term redevelopment opportunities, while some greenfield development opportunities remain south of 17th Avenue and the Medical Center. The Marschall Road corridor provides an indirect connection to Downtown Shakopee via Highway 101 to the north, and to Mystic Lake Casino to the south.



RECOMMENDATIONS

- » Support higher densities of housing in close proximity to the Marschall Road Transit Station
- » Prepare for long-term infill development on large parking lots as transportation patterns and parking needs change over time
- » Create design standards for new commercial development to have an improved physical appearance and pedestrian connections to Marschall Road and 17th Avenue
- » Improve pedestrian experience and access near shopping centers, especially Cub grocery store
- » Conduct study to examine spacing and density of curb-cuts on Marschall Road north of Vierling Drive



Marystown Road Interchange Area

In 2017, development of a new retail center began at the U.S. Highway 169 and Marystown Road interchange with a new grocery store north of 169. New multi-family housing is under construction adjacent to this site. To the south, new housing construction is underway in the first phase of the West End development, known as Windermere, which will also include retail along Marystown Road.

The northwest and southwest quadrants of the interchange have been developed with civic uses, including Tahpah Park and Jackson Elementary School respectively. To the north, Marystown Road becomes Adams Street, providing access to Lions Park, the Minnesota Women's Correctional Facility and the Old Shakopee Neighborhood.

RECOMMENDATIONS

- » **Work with pending development proposals and/or create design guidelines to ensure new development has a quality physical appearance and pedestrian connections to Marystown Road, 17th Avenue and Vierling Drive**
- » **Implement the planned construction of a pedestrian connection across U.S. Highway 169, coordinated with the existing vehicular overpass**

A VISION FOR MARSHALL ROAD

The Minnesota Department of Transportation along with Hennepin and Scott counties have initiated the U.S. Highway 169 Mobility Study to explore the technical feasibility of establishing bus rapid transit (BRT) to connect Shakopee with I-394 MnPASS near St. Louis Park. The Marshall Road Transit Center is a logical terminus for the potential BRT. High capacity transit service to other destinations in the twin service could support and facilitate denser, transit-oriented patterns of development in the station area.

Envision Shakopee proposes a long-term vision for development around the Marshall Road Transit Center if such service is established. Currently, the station area is auto-oriented suburbia. However, surface parking lots could be retrofitted with a mix of residential, commercial, and retail amenities to create a more walkable and less auto-reliant center. Existing buildings can be redeveloped or repurposed to meet future, long term trends.

EXISTING





The 17th Avenue Corridor

The 17th Avenue corridor provides an east-west link to the south of U.S. Highway 169 from Eagle Creek Boulevard to Marystown Road, and will eventually extend to Old Brick Yard Road (Highway 69) as part of the West End development. The corridor is primarily lined with suburban residential development - both single-family neighborhoods and townhouse developments, and provided access to the Dean Lakes, Marschall Road and Marystown Road commercial centers. The corridor also provides access to the Shakopee High School, Jackson Elementary, and Sun Path Elementary; however, the Envision Shakopee planning process has identified a number of community concerns with the safety of pedestrian crossings and access to these schools across 17th Avenue. See the Transportation Element for more information about this issue.



RECOMMENDATIONS

- » Support a mixture of housing types on remaining residential development sites
- » Ensure new residential development is connected to existing neighborhood streets where possible, and to adjacent commercial development and schools
- » Create design standards for new development to ensure a quality physical appearance and pedestrian connections along 17th Avenue



The Vierling Drive Corridor

The Vierling Drive corridor provides an east-west link from Canterbury Park/Eagle Creek Boulevard to Old Brickyard Road/Highway 69. The corridor is primarily lined with residential development - both single-family neighborhoods and townhouse developments, and providing access to Old Shakopee and newer neighborhoods developed after construction of U.S. Highway 169. Vierling Drive provides a neighborhood connection to the nearby interchange-oriented commercial centers, as well as the City of Shakopee Community Center via Fuller Street, and two major community parks, Tahpah Park and Lions Park via Marystown Road/Adams Street.

RECOMMENDATIONS

- » Prepare for long-term infill development on large parking lots near the Marschall Road/U.S. Highway 169 interchange as transportation patterns and parking needs change over time
- » Create design standards for new development to have an improved physical appearance and pedestrian connections to Marschall Road and Vierling Drive
- » Support a mixture of housing types and higher densities of housing at the west end of the Vierling Corridor in the vicinity of the Highway 69 and U.S. Highway 169 interchange and Town Square Mall site

A VISION FOR THE TRAIL NETWORK

Shakopee has more than 88 miles of multi-purpose trails which together create a pedestrian network connecting neighborhoods, parks, and destinations. The city has done an excellent job of using underutilized spaces to create trail corridors. The Scenic Heights to Tahpah Park Drainageway Trail is a prime example of this, as a 2.5-mile drainage easement which also connects both Shakopee East and West Junior High Schools, the Community Center, and four neighborhoods was used a corridor to construct the trail.

While Envision Shakopee recommends many visionary and ambitious projects it is also meant to illustrate how relatively simple improvements can enhance community character and quality of life. Many residents use and love the trail network, but have identified a lack of simple trail amenities. Adding shade trees, benches, landscaping, improved crossings, and wayfinding signage throughout the trail system will make it more accessible and enjoyable to use. Such improvements can be made strategically and as resources allow.

EXISTING

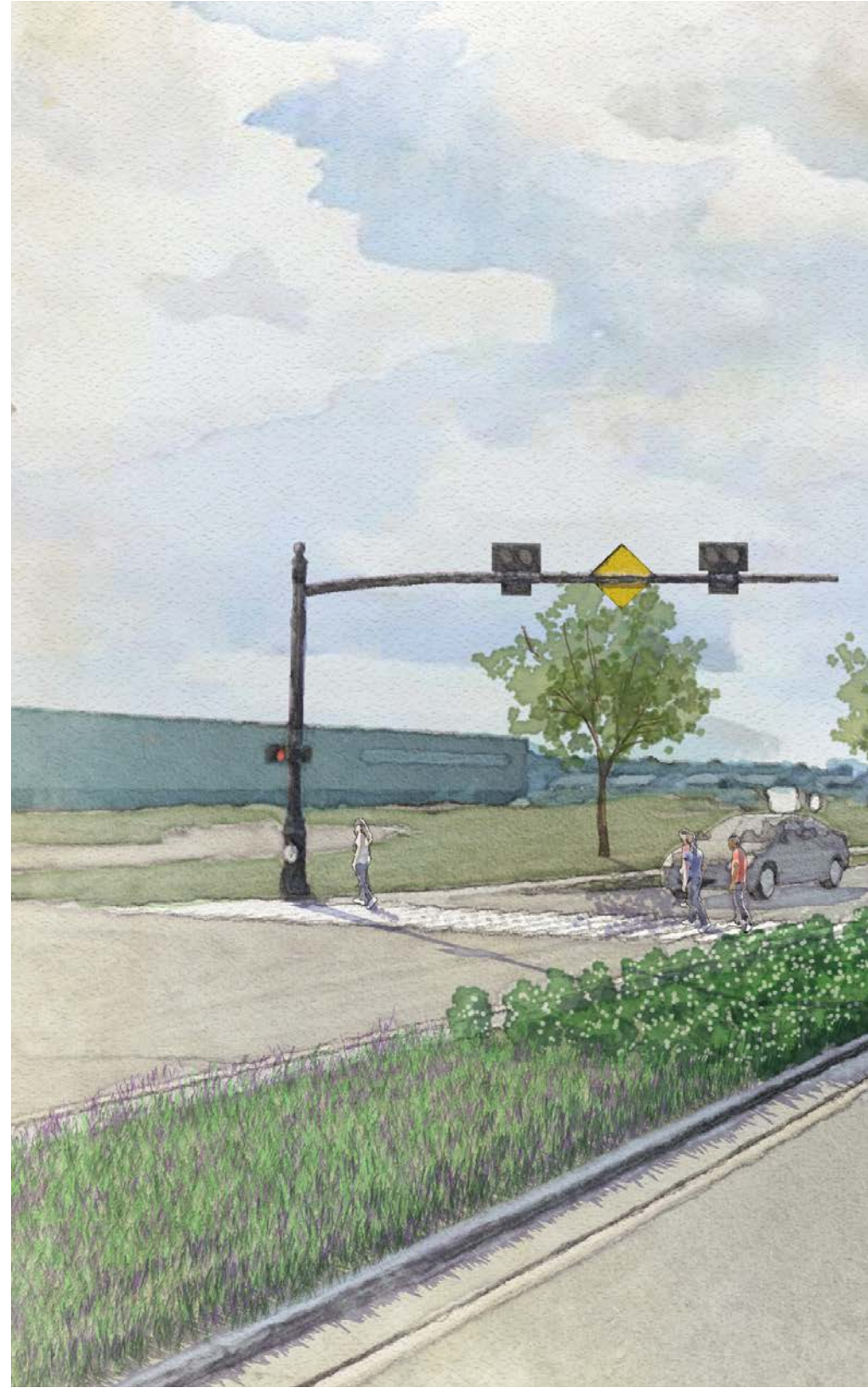




A VISION FOR SAFER TRAVEL

Shakopee contains a network of streets and thoroughfares intended to connect people and places. However, some of these roadways are quite wide and have infrequent pedestrian crossings. Envision Shakopee recommends improving the safety, convenience and accessibility of pedestrian and non-motorized travel while balancing the needs to move automobile traffic. A wide variety of improvements could include new crosswalks and crossing signals, sidewalk connections, and roadside landscaping to help calm traffic and provide a more walkable environment. Though these techniques may be incorporated throughout Shakopee, they are especially applicable in school zones. The improvement illustrated here is conceptual and intended to paint a picture of how the plan's goals for mobility could look. Such interventions will require detailed engineering studies to determine the most appropriate design solutions. It is important to note that many thoroughfares, such as 17th Avenue (pictured here) are maintained by Scott County, and will require close collaboration between the city and county to identify preferred solutions.

EXISTING





EAST END SHAKOPEE PLANNING DISTRICT

The East End, located in northeast Shakopee is a major employment center for the city and southwestern metro area. Though home to regional entertainment destinations Valleyfair and Canterbury Park, the East End is predominately industrial. Light industry, manufacturing, and warehousing and logistics thrive here because of strategic regional highway connectivity and rail access. A quarry was recently redeveloped into Quarry Lake Park which workers use during lunch breaks. Though the park will include two-miles of trail when finished it has limited connectivity to employers in the industrial and business parks.

Highway 101 is also a major gateway for Downtown Shakopee and its regional entertainment destinations. Additionally, parts of the East End may be seen from the heavily traveled U.S. Highway 169 as drivers arrive from the east across the Bloomington Ferry Bridge.

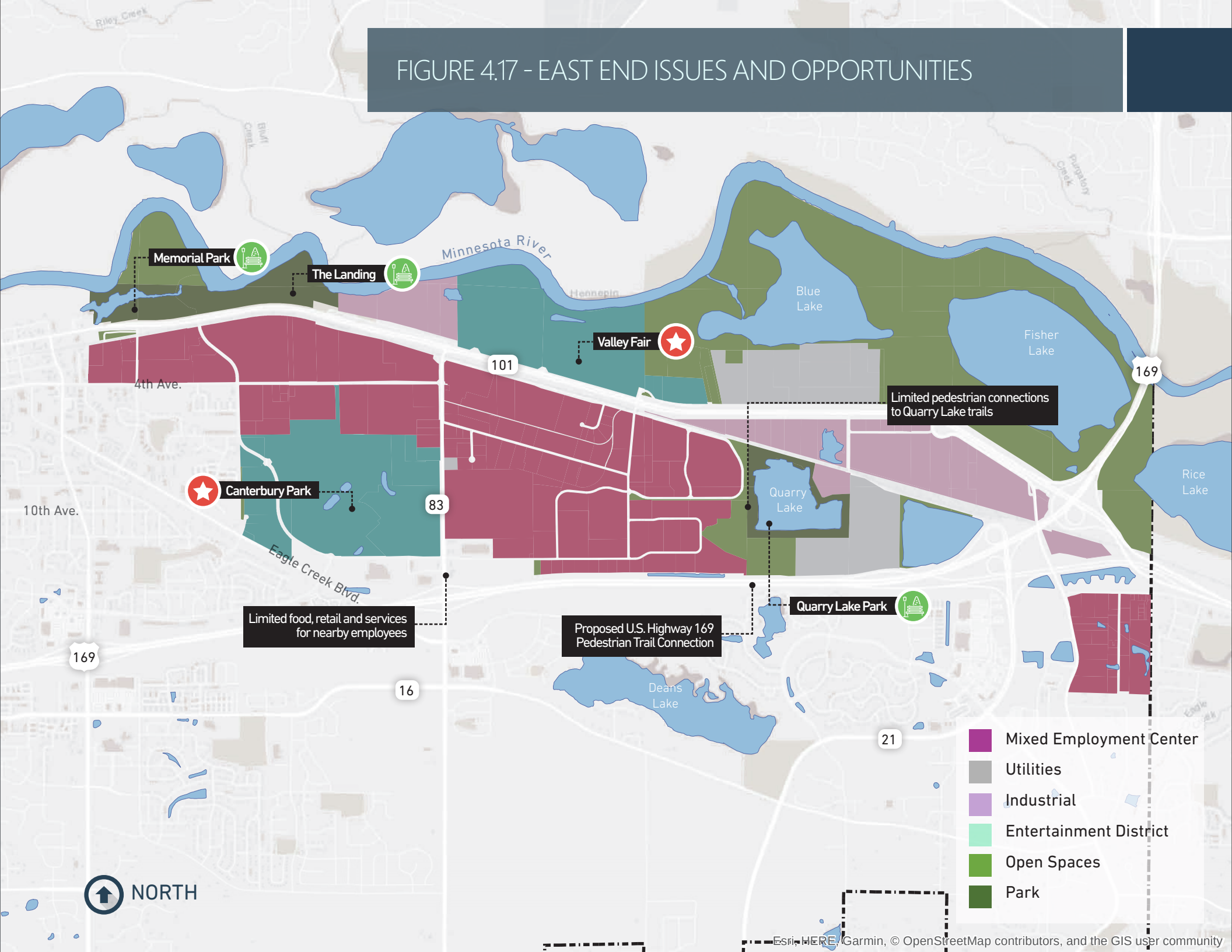
In 2014 the County Road 101 Corridor Marketing Plan was published. The 101 Plan which was initiated by Shakopee's Economic Development Authority (EDA) and City Council studied the land use, transportation and market demands for the 101 corridor from the interchange with U.S. Highway 169 through Downtown Shakopee. Transportation recommendations for the East End are referenced from the 101 Plan.



RECOMMENDATIONS

- » Highway 101 to 4-Lane divided from the bridge to east of CR17/Marschall Road (2025 to 2035)
- » CR 17 to 4-Lane divided from Highway 101 to north of Vierling Drive (2020 to 2030)
- » CR 83/Canterbury Road to 4-Lane divided from Highway 101 to north of 12th Ave E (2030 to 2040)
- » Conduct market study to determine feasibility of apartments located near employment to accommodate workforce
- » Create landscaped buffers to screen development from thoroughfares and create a welcoming gateway

FIGURE 4.17 - EAST END ISSUES AND OPPORTUNITIES



Valley Green Business Park

Valley Green is a cluster of industrial, business and logistic parks with specialization in the development, manufacturing, warehousing, and distribution of goods. Originally developed in the 1970s, today it's nearly 1,300 acres and is one of the largest privately developed industrial parks in the state of Minnesota. Valley Green is typified with large footprint buildings which are setback from the roadway. U.S. Highway 169 connects Valley Green to the Twin Cities metro and national highway network. Manufacturing establishments located on 4th Avenue are provided rail access by spurs to the mainline owned by Union Pacific Railroad.

Valley Green is a major economic and employment center for the city and attracts a regional workforce. An original anchor development, the Shakopee Distribution Center is still the largest facility at more than 1.1 million square feet. In 2016 the opening of the nearly 1 million square feet Shakopee Amazon Fulfillment Center represented a significant expansion for Valley Green. Another recent expansion of Valley Green was the 500,000 square foot new global headquarters for Emerson and its Rosemount technologies which specializes in automation.

Recent efforts have intended to meet a workforce's growing demand for daytime amenities in the Valley Green vicinity. Quarry Lake Park was developed in 2016 and provides walking trails and exercise opportunities. And the opening of the Badger Hill Brewery restaurant has provided lunchtime options.



RECOMMENDATIONS

- » Expand upon multi-purpose trails to provide recreation and exercise opportunities for daytime workers
- » Allow for commercial development to provide retail and restaurant opportunities for workers
- » Allow for residential apartments to provide workforce housing
- » Promote the development of flex space buildings to allow customization and versatility in building use

Highway 101 Gateway

State Highway 101 is significant thoroughfare leading to Downtown Shakopee, where it is also known as 1st Avenue. With approximately 17,000 daily travelers, 101 is also a prominent gateway to not only Downtown Shakopee but many destinations between Downtown and the U.S. Highway 169 interchange. However, residents have voiced concern over the aesthetics in the corridor, especially the first five miles of the corridor, from the 169 interchange to just west of Sarazin Street, where development is characterized by industrial uses accessed via occasional frontage roads. Unique uses, including the Valleyfair Amusement Park, Blue Lake Wastewater Treatment Plant and the solar array adjacent to the treatment plant are also located in the corridor.

While the thoroughfare provides regional highway connectivity it's a physical barrier for residents in Shakopee's neighborhoods south of 101. Leisure and recreation opportunities on and along the Minnesota River, including the Landing Minnesota River Heritage Park, Memorial Park and the Minnesota Valley State Trail are located north of 101. Additional bike/ped crossings at 101 should be created and existing bike/ped crossings and connections improved.



RECOMMENDATIONS

- » Landscape improvements to Highway 101 to create gateway into Shakopee
- » Improve bike/ped crossings at Highway 101

A VISION FOR THE HIGHWAY 101 GATEWAY

Highway 101 has been a traditional gateway to Shakopee and its regional entertainment destinations and major employment centers. The highway offers a first impression of the community for visitors and is a daily sight for commuters. First impressions can set the stage for repeat visits and sustained business attraction, while also reinforcing community pride for residents.

Envision Shakopee recommends the city work with Scott County to beautify Highway 101 as a signature gateway to the community. Native tree and grass plantings could return the corridor to the area's natural landscape while providing a scenic view, changing with the seasons. The addition of landscaping will screen industrial development and provide an aesthetically pleasing gateway for both drivers on 101 as well as cyclists on the Minnesota Valley State Trail. This coordinated design strategy for landscaping and signage could be applied at other gateways and entry points to Shakopee and should also be pursued.

EXISTING



BIG IDEA 1
CREATE A FRESH IMPRESSION



The Stagecoach Road Corridor

The area east of Stagecoach Road is typified by mini-storage, equipment rental, warehousing and automotive related establishments with pole barn styled industrial facilities setback from the road to allow for parking lots in the front of the building and large paved or graveled areas in the rear for material or equipment storage.

The Stagecoach Road Corridor is adjacent to the desirable Southbridge area where ongoing commercial and residential development is occurring. The aging industrial and warehouse uses east of Stagecoach Road have potential for long-term redevelopment as part of a mixed employment center. The redevelopment should include transit oriented development to benefit from proximity to the Southbridge Crossings Park & Ride at the corner of Stagecoach Road and Crossings Blvd.



RECOMMENDATIONS

- » Encourage long-term redevelopment of aging industrial properties
- » Encourage development that is transit oriented

Canterbury Park and Canterbury Commons

In 2017, the Shakopee City Council approved an amendment to the city's 2030 Comprehensive Plan to allow multi-family residential development within a portion of the Regional Entertainment land use category of the planned land use plan. This change accommodates the proposed redevelopment of a 130-acre portion of the Canterbury Park race track and gaming complex as a mixed use development, to be called Canterbury Commons.

The development vision for Canterbury Commons retains the central race track facilities and relocates existing horse barns to open the southeast corner of the site along Canterbury Road and 12th Avenue for retail, office, hospitality, entertainment and other commercial uses. Apartments and townhouses are planned for the west portion of the site, accessed by a new internal street system connecting to the existing street network.

In 2018, Council also approved a Tax Increment Financing District to facilitate the infrastructure development needed for the project. The TIF establishes a public-private partnership between the city and property owner, allowing funding for public infrastructure improvements, and leveraging approximately \$20 million of private investment costs. The long-term build-out of the project is anticipated to generate up to \$400 million of private investment.

The Canterbury Commons plan represents an opportunity to provide additional housing and commercial amenities in close proximity to the Valley Green Business Park and with nearby access to U.S. Highway 169.



RECOMMENDATIONS

- » Construct Shenandoah Drive (depends on adjacent development)
- » Support redevelopment to meet housing, employment, infrastructure and community needs

RURAL TRANSITION PLANNING DISTRICT

Located just outside the Metropolitan Urban Service Area (MUSA) the Rural Transition occurs where the edge of suburban development meets rural character. The character area includes the Suburban Extension, Rural Shakopee, Rural Louisville, and Bluff Lowlands planning areas. Defined by the planning area boundaries to the east, south and west and the small lot suburban residential development associated with the construction U.S. Highway 169 Bypass along the 12th Avenue corridor, the area is typified by low density residential, natural open space and rural character.

The Met Council assigns a community designation to each city and township on the basis of existing development patterns, common challenges, and shared opportunities. Shakopee is designated as an “Suburban Edge” community while Jackson and Louisville Township are both designated as “Diversified Rural” communities.

Suburban Edge communities face managing rapid growth and change while Diversified Rural communities are designated to protect rural land for rural lifestyles today and potential urbanized levels of development sometime after 2040.

The land use discussion and designation for Louisville Township is not intended to be the official land use designation; as of the adoption of this plan the City of Shakopee does not have an agreement with Louisville Township which would allow the City jurisdiction with the community’s land use or development. Any designations or discussion which follows should be viewed as advisory for the Township. As such this plan does not intend to set land use designations for Louisville Township until the time when an orderly annexation agreement is reached.

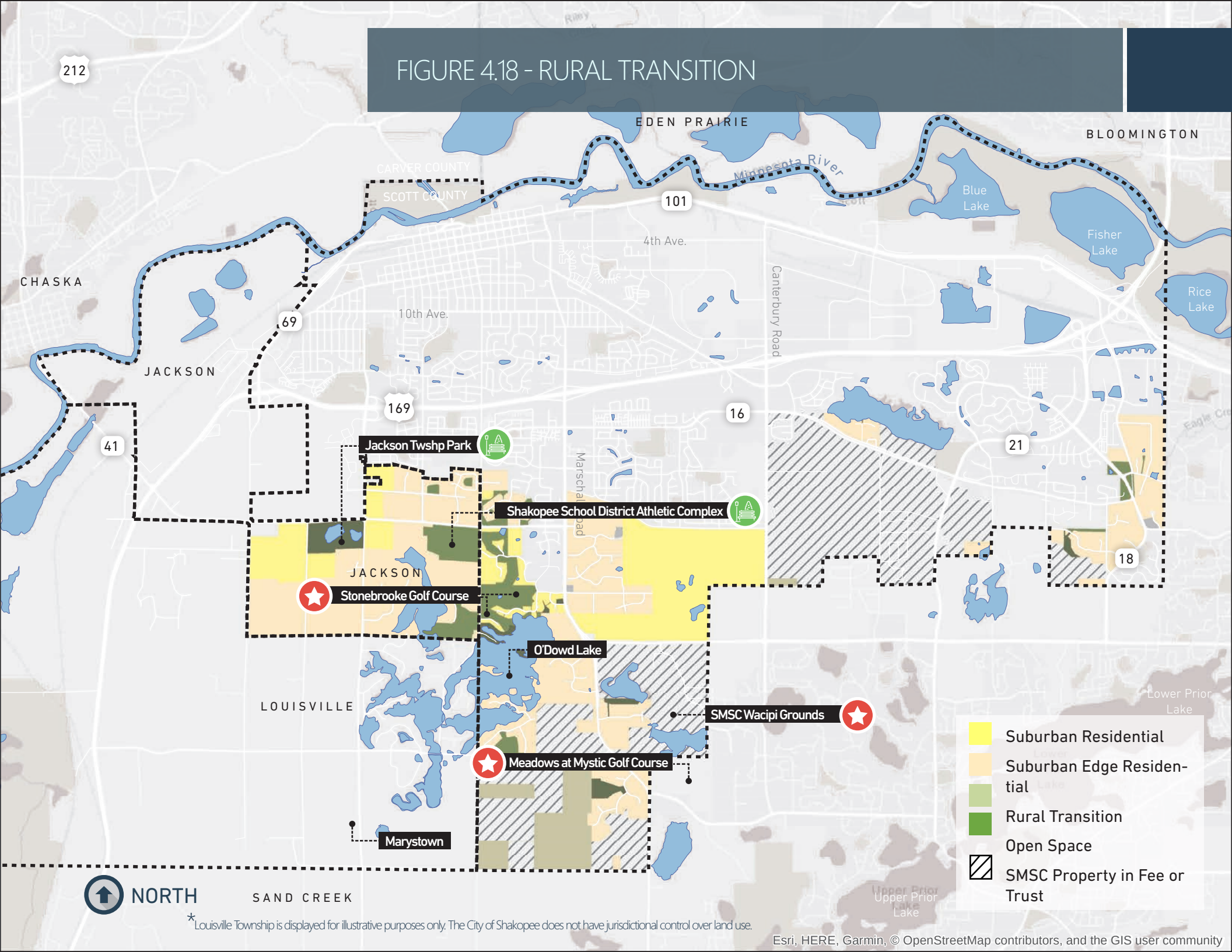
The Rural Transition Planning District also includes significant land holdings of the Shakopee Mdewakanton Sioux Community, a semi-autonomous jurisdiction. The SMSC provide their own urban services and have varying levels of autonomy with respect to control of land use. As with Louisville Township the land use discussion should be viewed as strictly advisory and not an official designation.



RECOMMENDATIONS

- » Encourage conservation subdivisions to conserve open space
- » Protect environmentally sensitive areas
- » Preserve right-of-way for future thoroughfare needs
- » Coordinate land uses with the SMSC
- » Preserve rural character
- » Preserve open space

FIGURE 4.18 - RURAL TRANSITION



*Louisville Township is displayed for illustrative purposes only. The City of Shakopee does not have jurisdictional control over land use.

Suburban Residential

The Suburban Residential area is a predominately residential area which currently flanks residential subdivisions which are closest to U.S. Highway 169. Generally, this area is located adjacent to areas included in the Metropolitan Urban Service Areas (MUSA) yet do not have access to centralized sewer. Because of this, current development is limited and agricultural, residential and natural open spaces are predominant.

The Suburban Residential includes areas currently being developed, are planned to be developed or will most likely be developed in the near-term to mid-term. The Planned Land Use Map generally identifies Suburban Residential for future use which will allow residential development with 3 to 6 dwelling units per acre. However, development will not occur until the area is included in the MUSA and centralized sewer is provided. For an in depth discussion on sanitary sewer planning see the Sanitary Sewer Master Plan located in the appendix under figure XX.



RECOMMENDATIONS

- » Cluster development to preserve open space
- » Provide ample street connectivity across and between subdivisions

Suburban Edge Residential

Though often immediately adjacent to small lot residential subdivision development, topography, other natural features and lack of access to a centralized sewer limit development in this area to larger lot residential subdivisions. The existing development pattern is typified by long curvilinear streets with cul-de-sacs and large detached single-family homes set back from the public right-of-way. This area includes golf course communities near Stonebrooke Golf Club, lakefront homes near O'Dowd Lake, Thole Lake, Schneider Lake and other large-lot subdivisions developed around ravines and wooded lots near the tops of the bluff ridge. This area is not anticipated to be serviced through the MUSA, as such, development is anticipated to be limited to larger lot residential development under the three dwelling units per acre.



RECOMMENDATIONS

- » **Protect wetlands and lagoons**
- » **Preserve public access to the water**
- » **Preserve scenic vistas and views from the water's edge as well as from the water**
- » **Cluster development to preserve open space**
- » **Encourage road connectivity and reduce cul-de-sacs**
- » **Accommodate trails along Townline Avenue and W 150th Street to complete a regional bike/ped network**

Rural Transition/Louisville Township

Encompassing the southwestern quadrant of the planning area, Rural Living consists primarily of agricultural, residential, and natural open spaces. The Metropolitan Urban Service Areas (MUSA) doesn't extend centralized sewer to this area, as such only development which can be supported by well and septic exists.

The greatest concentration of agriculture is located in Louisville Township where farmland and farmsteads are prominent within the landscape. The MUSA is not planned to extend to this area during the life of this comprehensive plan so agricultural uses should be maintained. A such, development should be discouraged within this area until other portions of the planning area are built out.

Marystown is an unincorporated community in Louisville Township along Marystown Road. The community is centered on the Marystown Catholic Church, built in 1882. This church is on the U.S. National Register of Historic Places and the surrounding community offers a style of living found nowhere else in the planning area.



RECOMMENDATIONS

- » Incorporate farmsteads into future residential design
- » Screen future development from right-of-way with landscaped buffers
- » Preserve ridge line along bluffs and provide public access
- » Cluster new residential development to preserve open space
- » Preserve rural character of Marystown

U.S. Highway 169 South Corridor

U.S. Highway 169 south of Highway 41 remains a four-lane thoroughfare yet retains rural character. The prominent uses, establishments in landscaping, plant nurseries, construction materials, and quarries coupled with scenic bluffs further the areas rural character.

The thoroughfare experiences 30,000 travelers daily and is a primary roadway connection to communities in southwest Scott County, including: Jordan, Belle Plaine, and New Prague as well as Mankato in Blue Earth County. Though well traveled, because there is no access to centralized sewer, significant development in this corridor is unlikely in the near or long-term.



RECOMMENDATIONS

- » Preserve and protect scenic bluff vistas
- » Screen future development from U.S. Highway 169 with landscaped buffers
- » As development occurs insure connections to the regional bike/ped system

GREATER WEST END PLANNING DISTRICT

Long-term planning for the development of the West End/Jackson Township growth area began with the 2015 West End Land Use Master Planning Study, which established a framework plan for land use, open space preservation and infrastructure development in portions of the area anticipated for the most immediate annexation and development.

The plan called for the development of a mixed residential neighborhood west of Marystown Road and extending to a natural bluff feature that generally parallels U.S. Highway 169. The bluff, recommended for preservation as an open space will provide an edge between the mostly residential areas atop the bluff and potentially more intense uses of the envisioned business park to the west of the bluff, concentrated at the Highway 69/U.S. Highway 169 interchange.

With the adoption of the Jackson Township Orderly Annexation Agreement in 2018, additional land to the west of the bluff and extending to U.S. Highway 169 is guided for phased annexation into Shakopee. This opens up over 300 acres of land for new employment opportunities with highway access and visibility. Additionally, Scott County's plan to upgrade the Highway 41/U.S. Highway 169 surface intersection to a controlled access interchange will impact current and future development around the intersection and that of the areas to the west of 169.

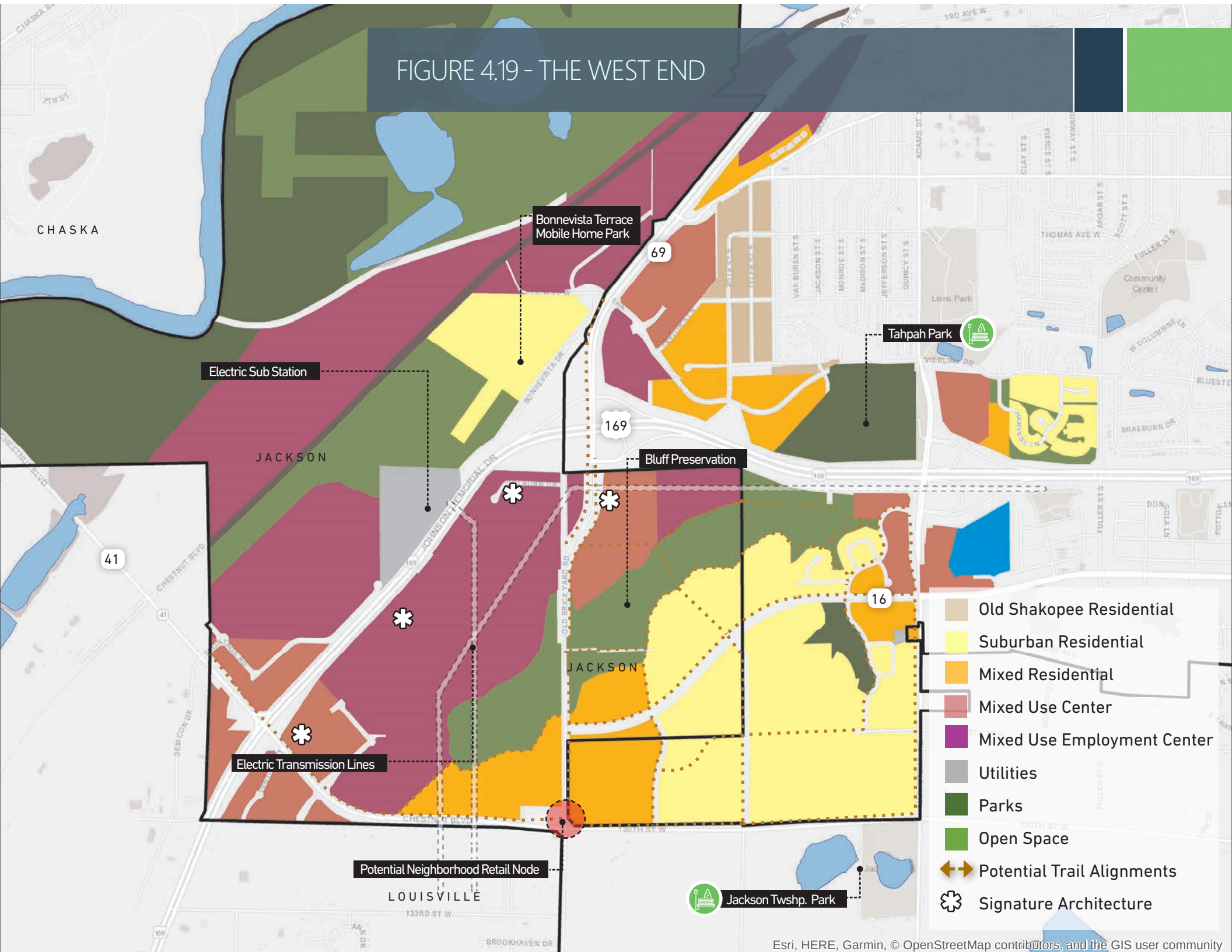
Currently, the city is engaging in an Alternate Urbanized Area Review (AUAR) to further plan for future development in the West End area.



RECOMMENDATIONS

- » Continue orderly annexation of Jackson Township
- » Evaluate the options of creating an orderly annexation of Louisville Township
- » Ensure street linkages of developments
- » Encourage employment clusters and a mix of housing

FIGURE 4.19 - THE WEST END



- Old Shakopee Residential
- Suburban Residential
- Mixed Residential
- Mixed Use Center
- Mixed Use Employment Center
- Utilities
- Parks
- Open Space
- Potential Trail Alignments
- Signature Architecture

A VISION FOR THE WEST END

The West End has been the focus of recent planning in Shakopee with the orderly annexation agreement with Jackson Township. While construction is underway for the primarily single-family residential neighborhood east of the bluff, Envision Shakopee sets the stage to the west for a mixed-use employment center providing space for advanced manufacturing, office, and potential a satellite campus development. Additionally, closest to the bluff, higher-density residential development will provide housing options for existing and future Shakopee residents in proximity to workplaces. A system of trail greenways will provide access to the preserved bluff and provide mobility options for movement between activities at the foot and top of the bluff. Nearby retail and dining amenities could support residential and employment alike. Future development will accommodate the planned interchange improvement at U.S. Highway 169 and Highway 41. Signature architecture oriented toward the interchange and highway will provide a welcoming gateway and positive first impression for those arriving from the west.

EXISTING



BIG IDEA 3
ENHANCE ECONOMIC CLUSTERS



West End

Initial phases of the Windermere development began in 2017, coinciding with the initial phase of the 17th Avenue extension which is planned to ultimately connect to Highway 69. The initial phase which is primarily residential is planned to be completed by 2020. Retail uses are planned near the Marystown Road/U.S. Highway 169 interchange with potential additional smaller retail nodes near the intersections of Chestnut Blvd and Highway 69 and Marystown Rd.

The plan also envisioned business park uses to the west of the bluff, concentrated at the Highway 69/US 169 interchange. With the adoption of the Jackson Township Orderly Annexation Agreement in 2018, additional land to the west of the bluff and extending to U.S. Highway 169 is guided for phased annexation into Shakopee. This opens over 300 acres of land for new employment opportunities with highway access and visibility.



RECOMMENDATIONS

- » Consider using Planned Unit Development (PUD) zoning for the study area
- » Build density incentives into zoning approvals for accomplishment of specific master plan elements.
- » Establish permanent preserved greenways and the ridge area
- » Preserve woodlands and other connecting habitat
- » Construct trails
- » Establish neighborhood parks and open spaces where housing fronts on park and open space areas as opposed to back yards
- » Innovative stormwater retention, recycling, treatment, and infiltration approaches
- » Permanently reserve lands identified as open space in the master plan

Highway 41 Crossroads

Scott County is moving forward with plans to upgrade the Highway 41/U.S. Highway 169 surface intersection to a controlled access interchange. To accommodate the new interchange service roads to properties adjacent to the existing intersection will be realigned. The realignment and future roadway needs will impact access to adjacent properties and have consequences for future land uses.

The crossroads is a gateway from Chaska and communities to the west of Shakopee as well as a gateway from Mankato and southwest Scott County communities. Efforts should be focused on developing a welcoming gateway. The development of the West End will also impact the Crossroads and change the character of development.



RECOMMENDATIONS

- » Ensure landscaping around the proposed Highway 41 interchange with U.S. Highway 169 is well designed.
- » Create gateway along Highway 41 from river crossing near Chaska to U.S. Highway 169.
- » Create internal circulation to provide access to properties affected by the interchange improvements to U.S. Highway 169/Highway 41.

Highway 69 Corridor

Highway 69 between U.S. Highway 169 and Downtown Shakopee is 4-lane thoroughfare with 8 foot multiuse trails on both sides. Vehicle and equipment storage, auto salvage yard, and other light industrial and commercial users are the predominant users in the corridor. Located northwest of the 69/169 interchange, Bonnevista Terrace Mobile Home Park includes more than 200 hundred home sites and is the area's largest mobile home park. Additionally, Will's Riverview RV Park, which is considerably smaller in scale is located on a strip of land between the Union Pacific railway and the Minnesota River.

Shakopee's oldest, suburban-style retail center is the Shakopee Town Square Mall, located on the west side of Old Shakopee on Highway 69. Built in the mid-1970s, the shopping center pre-dates the freeway access now available with the nearby 69/169 interchange, and has since been adapted from primarily a retail center to use for educational and medical services, including the Shakopee School District. In 2015, the City of Shakopee purchased 30 acres of land adjacent to the center for public roadway improvements and to facilitate commercial and residential development near the interchange. This city-led redevelopment effort has begun to bear fruit as a variety of land uses are under construction or planned to be in the near future.



RECOMMENDATIONS

- » Promote redevelopment of industrial and commercial properties
- » Strengthen connection between Downtown Shakopee and development of the West End
- » Discourage redevelopment of Bonnevista Terrace Mobile Home Park. Look to encourage an expansion of the Park with municipal utility service, as possible, as it provides Shakopee with naturally affordable housing

Quarry Swath

A portion of the silica sand mining swath resides between the Minnesota River and U.S. Highway 169. Two quarries are in operation here and together cover more than 150 acres. A 26-acre electrical substation operated by the Northern States Power Company fronts U.S. Highway 169 where many high-voltage overhead electric lines are located.

Though the area fronts U.S. Highway 169, street connectivity is limited because of physical barriers, including the Minnesota River and the Union Pacific railway. Plans to improve the interchange at Highway 41 and U.S. Highway 169 to a controlled access will provide access challenges. Internal circulation and external roadway connections will need to be studied.

Earth works and aggregate extraction at quarries have significantly altered the physical landscape. This creates both a scenic landscape with rocky outcrops, quarry lakes and westward vistas of the Minnesota River Valley as well as challenges for future redevelopment.

Long-term redevelopment opportunities after silica sand mining operations should include business park/office campuses and or high density residential which can capitalize on the area's unique landscape. The city should follow the orderly process of land redevelopment as has been practiced at the existing quarry located in Shakopee.



RECOMMENDATIONS

- » **Promote long term redevelopment after quarry operations end in an orderly manner**
- » **Future development should be environmentally sensitive**
- » **Bike/Ped connections should be made from future development to the Minnesota Valley State Trail**
- » **Create internal circulation or frontage road to provide access to future redevelopment and preserve controlled access on U.S. Highway 169**

LAND USE

GOALS & STRATEGIES

1

ALIGN LAND USE AND DEVELOPMENT MECHANISMS WITH ENVISION SHAKOPEE GOALS

Goals & Strategies

- 1A Update zoning code for alignment with the goals of Envision Shakopee**
 - » Create a zoning code that is user friendly and easy to use through the use of graphics, tables, illustrations and plain language
 - » Study and consider adoption of new zoning tools with an emphasis on community outcomes and priorities. Tools to consider include form based codes, overlays, area-specific design guidelines, incentive-based density or housing standards, etc.
- 1B Adopt zoning language that follows green/living streets and walkable street guidelines**
 - » Coordinate zoning and subdivision requirements for street connectivity and design
 - » Develop complete streets standards and design guidelines for new development
 - » Adopt design standards that require safe and convenient pedestrian access to the front door of retail and food locations to provide access for those without cars, seniors, youth and families
- 1C Consider best practice adjustments to parking requirements**

- » Reduce or eliminate parking minimum requirements and/or add parking maximums for certain types of uses or developments, especially mixed use developments
- » Monitor the impacts of ride-hailing, autonomous vehicles and transit service improvements on parking needs
- » Require property owners to plant trees, incorporate surface water management best practices and use other design tools to improve health, safety and design of parking lots

1D Modify the planned unit development (PUD) ordinance to achieve desired development outcomes

- » Emphasize mixed use, walkable development
- » Limit residential PUDs to areas adjacent to commercial development and transit service

1E Institute annual review of the zoning ordinance and related sections of the city code

- » Review code annually and update as needed to reflect new or revised planning studies, new or revised state or federal laws, experience in the field, experiences working with planning applications, technological and/or cultural advances, new use categories and/or updates for areas that have become obsolete

1F Simplify development review process to be customer-oriented, to reduce unnecessary regulatory barriers and with a streamlined process

1G Implement site plan review process for projects which because of their nature, operation and/or location require a more thorough review to ensure community standards are met

1H Establish targets for minimum number of employees per acre in commercial and industrial districts to maintain and grow a healthy jobs-focused economy and efficient use of land

2 EMPHASIZE COMMUNITY CHARACTER IN DESIGN

2A Consider more compact development standards as a means to protect fiscal, natural and social resources

2B Adopt revised development and design standards and programs that require high-quality and unique architectural and site design, encourage efficient use of land and infrastructure and facilitate infill, redevelopment and adaptable buildings

- » Through research and engagement of the community, promote a Shakopee-specific brand of building and design that builds off the areas unique history and culture
- » Encourage privately-sponsored placemaking opportunities
- » Encourage buildings to use Universal Design so that sites and buildings are accessible by all users and ages
- » Encourage streets and buildings be oriented to maximize opportunities to capture solar access and heat gain/loss
- » Consider performance standard bonuses (bulk, height, streamlined permitting process, density) for green LEED-certified sites or buildings when financially prudent



3

GROW STRATEGICALLY

- 3A Reduce financial, both capital and ongoing maintenance and operation, burden on the community by requiring new growth areas to strategically and efficiently use land through compact site design
- 3B Adopt financial support policies for developments, such as a scorecard for approval process, tax productivity thresholds, housing affordability or jobs per acre

4

PRIORITIZE REDEVELOPMENT OPPORTUNITIES

- Identify, map and assess brownfield sites.
- 4A Work with property owners to prepare plans for clean up and redevelopment
- Plan for the future reuse and redevelopment of large format retail sites by requiring a redevelopment or reuse plan
- 4B
- Plan to retrofit existing town centers and shopping centers to create vibrant, walkable environments
- 4C



5

TARGET INCREASED DENSITY IN AREAS THAT ARE CONNECTED TO AMENITIES AND TRANSIT

- 5A Identify and designate areas for increased density
- 5B Align zoning to allow for greater density where appropriate
- 5C Revise zoning code to permit middle density housing in additional districts
- 5D Meet changing market demands by encouraging appropriate transitions between land uses, recognizing current markets demand walkability, community connections, a unique sense of place and connections to nearby activities centers

6

PROMOTE INFILL DEVELOPMENT

- 6A Identify vacant sites with high infill potential
- 6B Explore options and viability for city to purchase land for residential development
 - City should consider the purchase of tax forfeiture and other properties to attract development sites that may not garner immediate interest from the private market
- 6C
- 6D Consider allowing accessory dwelling units, co-housing or tiny homes in single family residential districts where most suitable

