

SECTION IV
THE BUILT ENVIRONMENT

INTRODUCTION

PLAN ELEMENTS

The Built Environment section of Envision Shakopee guides growth and development policies, goals and strategies in three broad areas:

- » Land Use, Development & Community Design,
- » Transportation, and
- » Infrastructure

Shakopee's built environment has evolved over many decades and through many phases of public infrastructure investments and private real estate development trends. The physical character of the city is largely influenced by land use decisions made by private property owners and guided by zoning and development regulations. Land use patterns are also closely linked to transportation infrastructure and the availability of different transportation modes - in Shakopee's case, a primarily automobile-oriented transportation system has shaped much of the rapid suburban development patterns that have occurred over the past few decades. Likewise, availability and extension of utilities infrastructure, including sanitary sewer and water service, has made outward growth possible.

As Shakopee plans for the next decades of physical development, it will continue to face decisions about the pace, character and scale of outward growth in the midst of changing economic conditions, demographic needs, community expectations and real estate trends. The city is also entering a period in which infill development, adaptive re-use and redevelopment in older areas will be a more significant aspect of the city's growth and evolution. Both offer opportunities to leverage new development to maximize economic returns for the city and to enhance the quality of life for existing and future residents.

Envision Shakopee guides the built environment of Shakopee to higher standards of physical design while maintaining our unique identity and small-town character. The Plan emphasizes strong neighborhoods containing a variety of quality housing options that fit the needs of our community members; are connected with safe and efficient roadways; and support a balance of transportation modes as options for both commuting and enjoyment.



LAND USE, DEVELOPMENT & COMMUNITY DESIGN

Shakopee has changed substantially as it has grown, and it now faces opportunities to guide growth toward desired economic goals, housing needs and objectives for high quality design, mixed use development, and strategic locations for both annexation and redevelopment.

The Land Use Element of the plan establishes the vision for growth, development and redevelopment throughout Shakopee and its potential growth areas. The Planned Land Use map guides the intended location, intensity and character of future development and redevelopment, and serves as the decision-making tool for Shakopee's city government as it considers public investments and private development proposals. The plan is a framework to achieve Shakopee's goals for well-managed, efficient growth that will positively contribute to Shakopee's economy and community character.

OVERVIEW

This element of the plan provides a description of Shakopee's historic growth patterns, its current land use and development character, and potential growth, redevelopment and opportunity areas. First, the existing conditions analysis introduces the Envision Shakopee planning districts. Next, a variety of issues and opportunities, are discussed, including:

- » The need for a strategic growth plan and land use plan to provide a clear vision for the future that accommodates market-driven development opportunities.
- » A community desire for higher-quality development, improved physical design and a celebration of the community's unique history and culture.
- » The need to meet the needs of Shakopee residents and employees by accommodating a greater variety of home choices.
- » Opportunities for vibrant, people-oriented and mixed use development.
- » Annexation and greenfield development opportunities in the West End.
- » The need to guide the redevelopment of aging and underutilized sites.

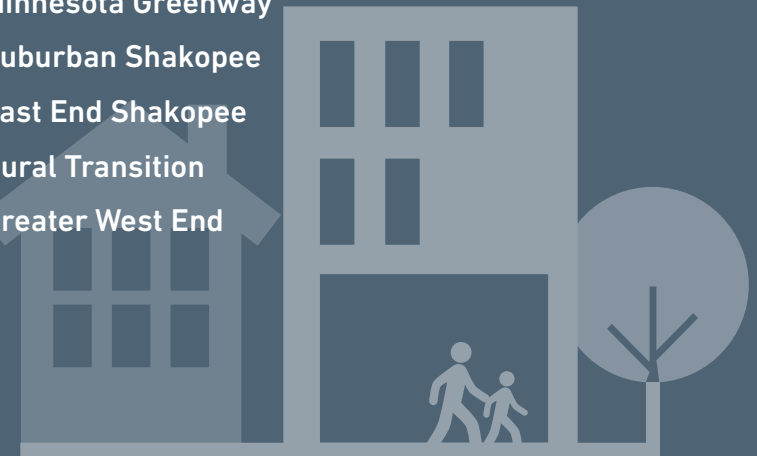
Then, the future land use plan describes all areas of the Planned Land Use map and follows with specific recommendations for each planning district. The larger goals and strategies for land use, development and community design follow the Planning District Recommendations.

GOALS FOR LAND USE, DEVELOPMENT & COMMUNITY DESIGN

1. **Align land use and development mechanisms with Envision Shakopee goals**
2. **Emphasize community character in design**
3. **Grow strategically**
4. **Prioritize redevelopment opportunities**
5. **Target increased density in areas that are connected to amenities and transit**
6. **Promote infill development**

ENVISION SHAKOPEE PLANNING DISTRICTS

- » **Downtown Shakopee, Old Shakopee and Transition Corridors**
- » **Minnesota Greenway**
- » **Suburban Shakopee**
- » **East End Shakopee**
- » **Rural Transition**
- » **Greater West End**



INTRODUCTION

It is critical for any community to provide an appropriate mix of land uses to serve a wide variety of community needs (like balancing jobs and housing) and to ensure its fiscal sustainability. But land use planning is more than simply assigning a parcel of land with a designated use (e.g. residential, commercial, industrial, etc.).

Many factors contribute to how land use and development look and feel to those who spend time in the city, and how the land functions to serve their needs. In addition to typical considerations like development density, it is helpful to consider the **character** of development as well - the age of building stock, the relationship of buildings to streets and parking, the style of architecture, height of buildings, mixture of uses (or lack thereof), and many other factors.

Character of place matters because it represents more than the sum of parts created through the land development process. It represents the identity of a community, neighborhood or district. Is this a place that people enjoy spending time because it's walkable and vibrant and has interesting spaces to gather, like a downtown? Is it a place designed purely for economic function, like an industrial district? Is it a neighborhood where people are comfortable walking down the street and visiting with neighbors?

Community character is shaped through the design of the built environment, sometimes with deliberate intent through planning policies and zoning requirements, and sometimes as a natural outgrowth of private market trends responding to land values, market demands and available infrastructure - usually it is some combination of the two.

Shakopee's community character is one of late transition, from a rural town center to a fast-growing outer suburb. The Met Council, cognizant of this, has designated Shakopee as a Suburban Edge community. As a suburban edge community, the City is expected to develop at a minimum residential density. The designation calls for all new development in Shakopee to average 3 to 5 residential units per acre. This chapter outlines how Shakopee will achieve that over the next 20 years.

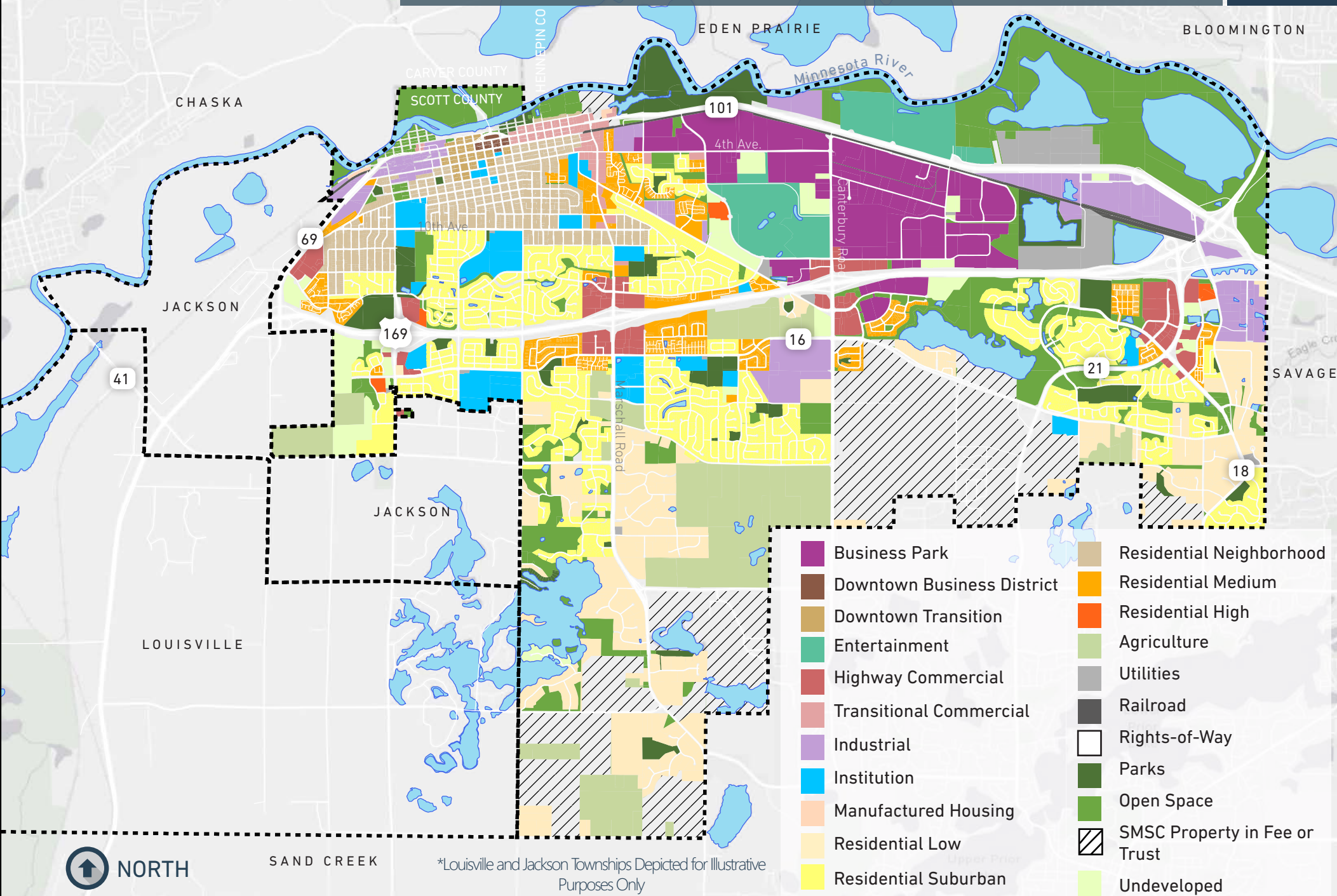
FIGURE 4.1 - EXISTING LAND USE TABLE

Land Use	Acreage	Percentage of Total
Agriculture	1,184	6%
Business Park	1,128	6%
Commercial Highway	379	2%
Commercial Transitional	106	Less than 1%
Downtown Business District	11	Less than 1%
Downtown Transition	39	Less than 1%
Entertainment District	523	3%
Industrial	684	4%
Institution	413	2%
Manufactured Housing	6	Less than 1%
Open Space	2,935	16%
Park	690	4%
Railroad	83	Less than 1%
Residential Low	1,565	8%
Residential Suburban	1,990	11%
Residential Neighborhood	496	3%
Residential Medium	600	3%
Residential High	35	Less than 1%
Rights-of-Way	2,506	15%
Undeveloped	364	2%
Utilities	287	1%
SMSC Property	2,397	13%
Planning Area Total	18,421	100%

Note: Existing Land Use Table includes only land within the City of Shakopee. Jackson and Louisville Townships are not included within calculation.

FIGURE 4.2 - EXISTING LAND USE

*NOTE: Higher resolution version with parcels can be found in appendix B.2



EXISTING CONDITIONS

The character of Shakopee over time

The character of development in Shakopee, as in most places, is very closely tied to the transportation system. This is evident through historical development patterns that evolved as transportation routes and technologies have changed over time.

Pre-1900

Shakopee was settled along the Minnesota River when steamboat travel provided access to the frontier. A tight grid of interconnected streets was platted to establish a downtown and surrounding residential neighborhoods, accommodating daily travel by horse, carriage, and foot. Sidewalks were common. Development in these areas was relatively dense and mixed use. Buildings were placed close to one another and to the street, and also tended to have unique architectural designs, as they were built by numerous property owners and builders. Introduction of the railroad in the 1860s opened large tracts of land for industrial development leading into and outside of the village core.

The adoption of automobiles

Introduction of the automobile in the 20th Century made it easier to travel longer distances and to access land further away from downtown. Residential lots became larger and more suburban, and cul-de-sacs were introduced to the street network, which became more curvilinear. Streets became wider, and sidewalks less common.

Post-war boom

The rapid expansion of automobile ownership after World War II increased the need for parking. Homes were designed with driveways and larger garages, and commercial corridors leading into downtown (e.g. 1st Avenue and Marshall Road) began to redevelop with single-story buildings set behind parking lots.

Impact of expressways

Business growth increased in the 1960s and '70s with the development of the Valley Green Industrial Park, which expanded significantly in the

1990s and 2000s with the freight and employee access provided by U.S. Highway 169. Today, available land for new business development is becoming more limited within the existing city boundaries.

The construction of the Bloomington Ferry Bridge and the U.S. 169 expressway in the mid-1990s accelerated Shakopee's expansion responding to the increased access to the Twin Cities metro area. Commercial development began to coalesce around highway interchanges, characterized by shopping centers and "big box" retail.

Suburban expansion

Residential streets became less connected and different types of housing were separated from each other, a result of both market forces and zoning requirements. Single family homes and lots grew in size, responding to changing market demands. Buildings within individual subdivisions and apartment complexes were designed with similar or duplicated styles, a result of the modern land development and production building model.

Modern trends

More recent suburban developments, such as Dean Lakes, have incorporated elements of "traditional neighborhood design", with more integrated housing types and better street connectivity, as well as better connections to surrounding commercial development. This is also a reflection of changing market demands and more modern approaches to zoning and land use planning.

ENVISION SHAKOPEE PLANNING DISTRICTS

The historic patterns and character of Shakopee's development areas provides the context to consider issues and opportunities for land use, development and community design described in the next section of the land use element. This context sets the framework for defining the following Envision Shakopee Planning Districts.

PLANNING DISTRICTS EXISTING CONDITIONS

DOWNTOWN SHAKOPEE, OLD SHAKOPEE AND TRANSITION CORRIDORS



EXAMPLES: DOWNTOWN BUSINESS DISTRICT, DOWNTOWN TRANSITION, RIVERFRONT

Downtown Shakopee is the community's historic core and has a unique development character from other areas of Shakopee. This is the most traditionally "urban" and most walkable commercial center in Shakopee. Buildings are generally attached or in close proximity to each other and the street, ranging in height from 1 to 3 stories. Ground floor retail and dining are common, with office or residential above.



EXAMPLES: THE OLD SHAKOPEE NEIGHBORHOOD

The Old Shakopee neighborhood is largely characterized by early and mid-20th Century detached single family homes set on 1/4-acre lots, with some blocks including small scale apartment buildings and attached townhouses. Some blocks include alley access to garages. The street network is laid out in a traditional neighborhood grid, with intermittent sidewalks. The neighborhood also includes parks, places of worship, and occasional institutional or commercial uses.



EXAMPLES: 1ST AVENUE CORRIDOR, THE MARSHALL ROAD CORRIDOR, NEIGHBORHOOD INDUSTRIAL DISTRICT

Transitional corridors include older primarily commercial sites with a wide range of land uses and development patterns. These corridors have either fully developed or partially redeveloped in the first wave of automobile-oriented design, and currently consist of extensive surface parking, numerous vehicular curb cuts, and inconsistent building setbacks. Some original homes and other buildings remain throughout the corridors.

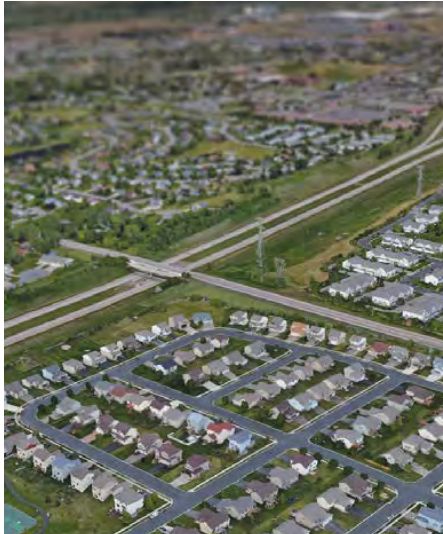
MINNESOTA GREENWAY



SUB-AREAS: PARK & RECREATION, NATURAL GREEN SPACE, HUBER PARK, MEMORIAL PARK, THE LANDING

The Minnesota River and adjacent lowlands which include Memorial and Huber Parks as well as areas protected through the National Wildlife Refuge System create a greenspace system. The Minnesota Valley State Trail, an important link in the regional system is connected to the Minnesota River Bottoms via a crossing east of the Bloomington Ferry Bridge, the Minnesota River Bluffs Trail via the Highway 101 bridge downtown, and Chaska via the Highway 41 bridge.

SUBURBAN SHAKOPEE



EXAMPLES: SOUTHBRIDGE, DEAN LAKES AND 169/CSAH 83

Suburban Shakopee is defined with detached single family homes with attached two-car garages set on 1/3 to 1/4- acre lots with detached garages oriented toward the street. These streets typically have 60' right-of-way with 40' roadways and are laid out in curvilinear and cul-de-sac patterns. Generally no sidewalks and no alleys.



EXAMPLES: MARSCHALL ROAD INTERCHANGE AREA, MARYSTOWN ROAD INTERCHANGE AREA, THE VIERLING DRIVE CORRIDOR

Highway-oriented commercial development generally built since the 1990's construction of the US Highway 169 bypass. Primary uses include commercial, retail, and dining establishments in big box stores and multi-tenant strip centers with out-parcel development. Buildings are set back from the road behind large surface parking lots, with little connectivity between adjacent businesses and are designed to be accessible primarily by automobile with high visibility from US 169.

EAST END SHAKOPEE



EXAMPLES: VALLEY GREEN BUSINESS PARK

A large employment center, the area consists primarily of the Valley Green Business Park which primarily includes medium to large building footprint distribution and fulfillment centers. Additionally, flex space industrial with front-of-house office is also prevalent. Large surface parking lots for employee parking are located at the front of buildings with loading bays lining the rear of buildings. Rail spurs are provided to some industrial sites.



EXAMPLES: HIGHWAY 101 GATEWAY, THE STAGECOACH ROAD CORRIDOR

Properties fronting the four-lane divided section of Highway 101 include light industrial, warehouse, and non-retail commercial establishments generally built between 1970 and 2000. Properties are usually accessed via a frontage road with no sidewalks or landscaping. Large footprint 1-story buildings are situated on large lots with surface parking to the front and service and loading bays to the rear. Rail spurs are provided to some sites.

EAST END SHAKOPEE



EXAMPLES: VALLEYFAIR, CANTERBURY PARK AND CANTERBURY COMMONS

Shakopee is home to two regional entertainment destinations, the Valleyfair Amusement Park and the Canterbury Park horse racing track and gaming complex. Each are unique in their size and specialized development characteristics. Associated employment and visitation is largely seasonal, with associated periods of higher traffic into Shakopee, particularly along Highway 101 and Canterbury Road.

RURAL TRANSITION



EXAMPLES: SUBURBAN EXTENSION, SUBURBAN TRANSITION, RURAL

Rural transition areas to the south and west of Shakopee include a mixture of single family homes on low-density subdivided lots and isolated homes on large non-subdivided tracts of land and farmsteads. Some homes line long curvilinear cul-de-sacs oriented around open space amenities, such as Stonebrooke Golf Course or O'Dowd Lake. Sidewalks and trails are generally not present.



EXAMPLES: ROUTE 169 SOUTH CORRIDOR

Land to the west of Shakopee along Highway 69 and US 169 extending into Jackson and Louisville Townships includes a mixture of low-density industrial and commercial establishments, generally accessed by frontage roads. There are a number of large aggregate mining operations in this corridor. The area also includes some low-density residential neighborhoods, primarily in the form of manufactured home parks.

GREATER WEST END



EXAMPLES: WEST END, ROUTE 41 CROSSROADS, ROUTE 69 CORRIDOR, QUARRY SWATH

Today, the West End is dominated by agricultural, rural commercial and rural residential uses. 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.

ISSUES & OPPORTUNITIES

As Shakopee has grown over the past few decades, the community has dealt with considerable development pressures that have resulted in outward expansion and suburbanization. As discussed in the housing chapter, while the city has developed a significant industrial employment base, many who work in Shakopee must commute into the city due to a lack of housing options, while most Shakopee residents commute out to professional jobs elsewhere in the region. Housing growth has slowed in recent years, although housing demand remains quite high. Available vacant land for both residential and commercial growth within the city limits has become more scarce as the city builds out, and partially as a result of significant land acquisition by the Shakopee Mdewakanton Sioux Community in recent years.

Opportunities for new greenfield development are available in Shakopee's "west end" growth area, made possible through an Orderly Annexation Agreement reaffirmed with Jackson Township in 2018. New residential development is already underway with the extension of 17th Avenue as part of the Windermere development into this planning area. This plan provides a vision and strategy for continued growth and development as annexation continues to occur.

At the same time, opportunities exist for strategic infill and redevelopment of aging and under-utilized sites throughout Shakopee. Most notably, opportunity sites within and near downtown and the riverfront put Shakopee in a position to build on the recent success of its downtown revitalization efforts by introducing 21st Century housing and employment options.

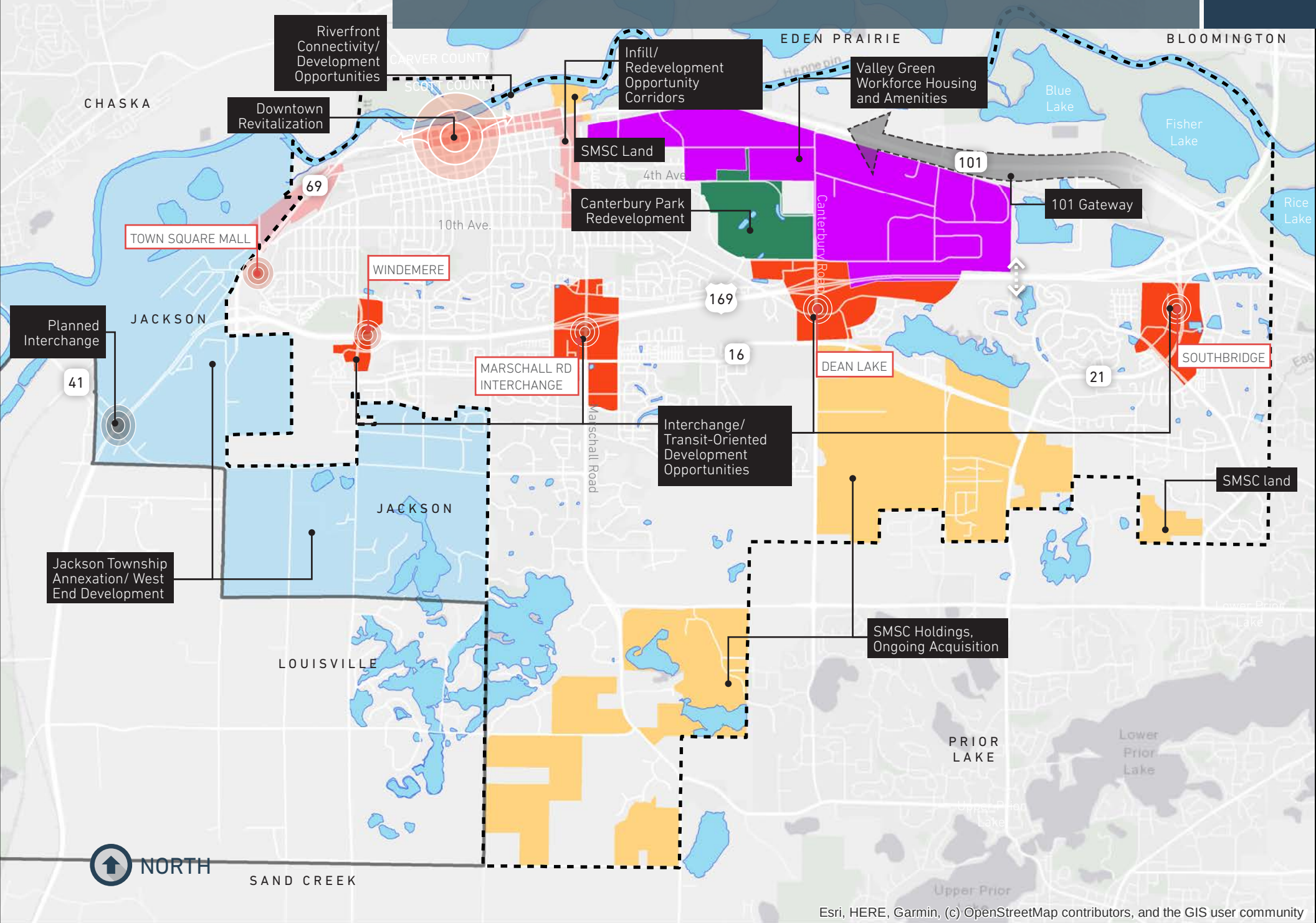
ISSUES

- » **Coordinating land use and infrastructure with the Shakopee Mdewakanton Sioux Community**
- » **Annexation of Jackson Township**
- » **Balancing housing and employment demands**
- » **Changing trends in housing, retail, and jobs**

OPPORTUNITIES

- » **Strategic infill, redevelopment, and re-use of aging sites**
- » **New greenfield development**
- » **Mixed use development at Canterbury Park**
- » **Connecting residential areas with the Minnesota River Greenway**

FIGURE 4.3 - ISSUES & OPPORTUNITIES MAP



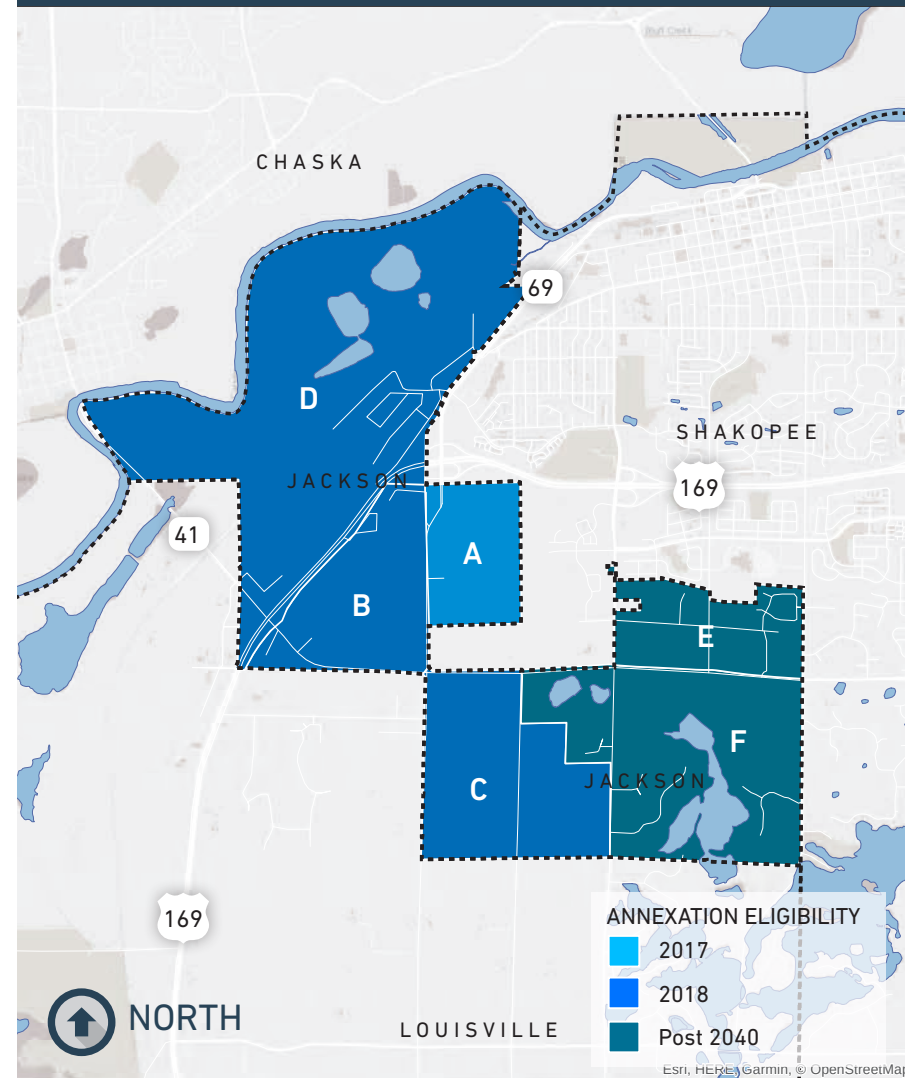
WEST END GROWTH & ANNEXATION

In 2018, the City of Shakopee and Jackson Township updated their Joint Resolution for Orderly Annexation, originally established in 2002. The agreement provides a plan and procedures for the incremental incorporation of land from the township into the city. Phased annexation is planned to occur generally from east to west and north to south as shown in the adjacent map. As part of the agreement, Shakopee will reimburse the township for lost tax revenue as parcels are annexed into the city.

Jackson Township comprises over 4,000 acres of land, divided in two large areas: one to the west of Shakopee, extending from Marystown Road to the Minnesota River across U.S. Highway 169; the other to the southwest to the boundary with Louisville Township. For the purposes of annexation, these areas are divided into six tracts, each with a target date at which city initiated annexation will be permitted. The most immediate areas anticipated for development are available for city-driven annexation in 2018, while other areas are not available for annexation until 2050. Property owner's who share a border with the City may petition for annexation at any time. These areas are not anticipated to be annexed until their eligibility dates, but development demand may dictate a different timeline.

The two tracts targeted for annexation beginning in 2018 encompass approximately 600 acres of land extending to U.S. Highway 169. Long term planning for the development of this 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. Refer to the West End Area Plan, to follow in this chapter, for specific planning recommendations for the future of the West End. The full signed agreement can be found as Appendix Item B.6.

FIGURE 4.4 - JACKSON TOWNSHIP ORDERLY ANNEXATION



SHAKOPEE MDEWAKANTON SIOUX COMMUNITY

The Shakopee Mdewakanton Sioux Community (SMSC) is a federally recognized sovereign tribal nation. The SMSC is governed by the General Council, which consists of all adult members of the SMSC, and the Business Council, which is responsible for enacting the vision, values, goals and direction of its people.

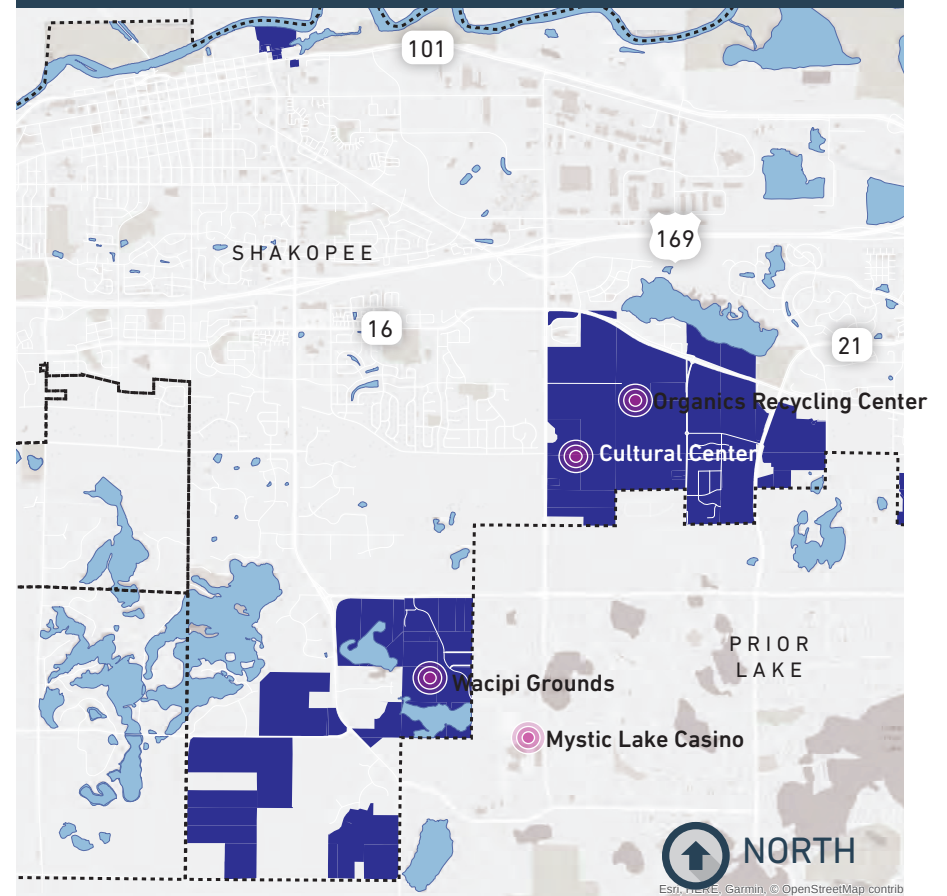
The SMSC has a long-standing nation-to-nation relationship with the United States government enacted through treaties of 1851 and 1853. With more than 4,000 employees, the SMSC is the largest employer in Scott County. The SMSC has contributed more than \$86 million to local government in the form of property taxes for land held in fee and through agreements in support of law enforcement, infrastructure and other essential services.

The SMSC holds significant land areas within Shakopee and in surrounding Scott County and adjacent communities. Much of the SMSC lands are held in trust, with minimal intent for development by the tribe. Some areas are developed or are undergoing active development with a mixture of residential, employment, entertainment and cultural uses. The city has limited jurisdiction on SMSC land.

SMSC land areas within Shakopee include approximately 1,300 acres of consolidated land bounded by CSAH 21, Eagle Creek Boulevard, and Mystic Lake Drive, approximately 1,050 acres of partially consolidated land south of CSAH 42 and adjacent to the Mystic Lake Casino/Resort area, and 34 acres of land between Highway 101 and the Minnesota River, some of which the tribe recently purchased from the City of Shakopee for land restoration.¹

Land along Highway 101 and the Minnesota River holds significant value to the Dakota Sioux Community due to the presence of historic burial grounds in various locations. This includes a portion of Memorial Park, which is preserved and jointly maintained by the City of Shakopee and the SMSC. In 2017, 3 acres of land were purchased by the SMSC from the City of Shakopee for preservation and restoration. Due to the sensitive nature of historic burial grounds and past urban development

FIGURE 4.5 - SMSC LAND HOLDINGS IN SHAKOPEE



along Highway 101, it is critical the future redevelopment opportunities be sensitive to the potential for impacting lands holding cultural value to the tribe and avoid further detrimental impacts to burial grounds.

The City of Shakopee should maintain a collaborative relationship with the SMSC to coordinate land planning and related infrastructure investments.

¹These figures have been compiled at the time of this plan and may not reflect future SMSC holdings.

UNDERSTANDING THE DISTINCTION BETWEEN LAND USE PLANNING AND ZONING CODE

It is important to recognize the distinction between the Land Use Plan (as established in this Comprehensive Plan) and the City's Zoning Code, and more specifically, the distinction between the Planned Land Use Map and the Zoning Map. Both of these documents are legal documents, both need to be adhered to for development considerations and both require discretionary approval to be altered. The Land Use Plan is a statement of policy to be used as a guide for development far into the future, controlling higher end concepts like permissible categories of uses which may be located at a particular site and the overall intensity of these uses which in turn have effects on regional level infrastructure decisions. The Zoning Code is a regulatory ordinance that governs finer, site specific details of how property is permitted to be used and developed in the immediate term. Likewise, the Planned Land Use Map is an illustrative depiction of a long term vision for growth and general development patterns to be followed.

Change over time

Adoption of this Plan and the Planned Land Use Map will require an overhaul of the City's zoning map and code to conform with the designations of this Plan. By statute, the Zoning Code and Zoning Map will need municipal action to conform to the policy recommendations of the Land Use Plan and Planned Land Use Map. In circumstances in which zoning classifications and requirements are changed in the future, existing uses and structures will remain legal (often referred to as "grandfathered", but legally described as a "legal non-conforming use"), this definition does place limits on how the existing use may or may not be improved over time, but it does not mean the elimination of a use which predates the adoption of this Plan or the subsequent zoning code overhaul.

This relationship between land use planning and zoning requires thoughtful and balanced consideration by the community and the City's

decision-making bodies when presented with development proposals. Private property rights are one of the cornerstones of American law as established in the Constitution. Yet there is also a long-standing history of land use planning as a means to ensure that private development occurs in an orderly fashion that preserves the health, safety, and welfare of the larger community and does not put undue strain on regional infrastructure.

Planned Land Use and development review process

The Land Use Plan should be consulted as a key guide when making decisions about development proposals. In some cases, the Plan's recommendations may help to determine whether or not a requested change in zoning classification should be approved. The Plan may also be used to influence the details of how a proposed development is ultimately built.

Where substantial conflict exists between the policy vision of the Land Use Plan and the types of uses and development patterns that are permitted (or perhaps even required) by current regulations, those conflicts should be resolved through a deliberative examination and public process to determine the most appropriate and acceptable direction forward. Ultimately, the planning and development process is characterized by compromise. Through a deliberate, incremental, and legally-sound decision-making process, the Plan can be implemented in a way that advances the community's goals, while also protecting the rights of individual property owners.

FIGURE 4.6 - ZONING VS. LAND USE

Differences	Zoning	Land Use
Legal Status	Regulatory Law	Regulatory Law
Scale	Parcel	Parcel
Details	Specific	General
When	Current Regulations	Future Guidance

UNDERSTANDING THE DISTINCTION BETWEEN DENSITY AND DESIGN

Density as a unit of measurement

Density is a commonly used metric in land use and development planning. It is a standardized unit of measure for the number of housing units (e.g. single family homes, apartment units, etc.) on a development site, or the amount of commercial space on a site (usually measured in square feet of building space). It is typically expressed as a standard ratio – for example X dwelling units per acre of land, or X square feet of commercial space per acre.

Density and development planning

Density is useful in planning for infrastructure and public service needs of future development. Each of the planned land use types on the Planned Land Use map has an associated density range – target minimums and maximums expected for future development. Individual development projects may occur at a variety of densities within these target ranges.

Density does not guarantee outcome

Density is an often misunderstood factor in considering the appropriateness of development proposals. In particular, higher densities of residential development are often a concern in communities, for a variety of reasons, such as potential traffic growth, parking needs, size or appearance of buildings, etc. Density is sometimes used as a proxy for these impacts, but it is important to understand that there is not necessarily a direct correlation between density and a particular impact or outcome. Often, concerns over density are related to concerns that denser development will be of a lower quality and will detract from the character of the community. This is partially based on past experience – residential complexes built in decades past that do not fit well with surrounding neighborhoods, have an outdated architectural design, or have not been maintained well over the years.

Quality of design as a stronger guarantee of outcome

For this reason, it is critical that as much – if not more – attention be given to quality of design for new developments, as is given to density. In some cases, higher densities can improve the economics of a development project, allowing for higher quality design, such as higher-grade building materials, or additional site improvements such as landscaping or streetscape elements. In fact, it may be appropriate to link requests for higher densities with expectations for design outcomes to ensure that community concerns are addressed and desired benefits are achieved.

Density is relative to context

Density is also a relative unit of measure. What may be considered “high” density in some communities or neighborhoods, might be considered “low” in others, and vice versa. The location and context of a development within the community is an important factor in considering the appropriateness of a particular density. For example, a higher density of development in a suburban setting with few transportation options and poor connections to surrounding destinations such as a neighborhood shopping center or employment areas, might be expected to increase traffic, while the same density might have less of a traffic impact if it is located in a walkable, mixed use, and more urban area.

The role of the Zoning Code

The Zoning Code can be used to help push for higher quality designs. Through the mandating of certain exterior building materials for new construction to the granting of “density bonus’s” for projects which provide elements which city residents and leaders desire, like better design, affordable housing, public gather space or something else. The Zoning Code and other local ordinances are the main tool for the city to get better more compatible design and developments which have been outlined within Envision Shakopee.

NET DENSITY VS. GROSS DENSITY

Density can be calculated in a variety of ways. Gross density and net density are the two primary methods of calculation. They differ in how much land area is included in the calculation. Gross density is often used to calculate densities for large areas, such as a neighborhood or district and at a city-wide scale. Net densities are useful to understand the scale of specific developments on a parcel of land.

Gross density

Gross density typically includes all (or at least most) of the land area on which a development occurs, including streets, preserved open space, surface water areas, etc., in addition to the portions of the site on which buildings are located.

Net density

Net density omits many of these additional site features, and focuses on the portions of land which are physically developed with buildings and associated site improvements such as parking areas.

Example: Calculating Gross and Net Density

This example represents a 10-acre development site with 100 dwelling units, i.e. a gross density of 10 units per acre. The site includes 3 acres of preserved open space which cannot be developed, and which is thus omitted when calculating net density. The net density for the site is calculated as 14.2 units per acre (100 units / 7 developable acres).

Gross density =
 $100 \text{ units} / 10 \text{ acres} =$
 10 units per acre

Net density =
 $100 \text{ units} / 7 \text{ developable acres} =$
 14.2 units per acre

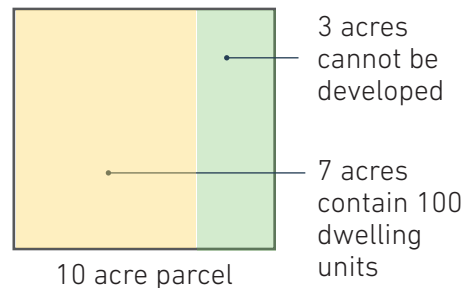


FIGURE 4.7 - NET RESIDENTIAL DENSITY GUIDELINES

What Can Be Netted Out	Important Notes	What Cannot Be Netted Out
Wetlands and Water Bodies	Defined as public waters and wetlands consistent with state delineation practices, buffers may also be included	Setbacks from water bodies, storm ponds, NURP ponds
Public Parks and Open Space	Must be public or in permanent open space (federal, state, regional, local) or land held in perpetual open space in an open space easement.	Privately held conservation easements, private parks, private trails
Arterial Road Rights-of-Way	Arterial roads are part of the metropolitan highway system Arterial Road Right-of-Way	Local road rights-of-way that are not part of the metropolitan highway system
Areas Protected By Local Ordinances	Floodplains, steep slopes, bluffs	

Source: Met Council

GREENFIELD, REDEVELOPMENT, AND INFILL AREAS

GREENFIELD DEVELOPMENT AND FARMLAND CONSERVATION

Designated as a Suburban Edge by the Met Council, Shakopee and other Suburban Edge communities have the greatest supply of ready, undeveloped land and will continue to experience healthy growth and provide additional housing opportunities for the metropolitan region. Connection to a centralized sewer allows farmland and undeveloped areas to be subdivided with greater than two housing units per acre, the feasible subdivision limit for residential subdivision using a well and septic. Farmland in the planning area is predominately south of U.S. Highway 169, concentrated in Jackson Township. The Shakopee Mdewakanton Sioux Community (SMSC) also hold a considerable amount of farmland south of Eagle Creek Blvd., but much of this land is held in trust and will likely remain as natural open space for the foreseeable future. Therefore, greenfield development will most likely occur within Jackson Township. Development guidelines will help to preserve open spaces, protect natural features like bluffs and wetlands and protect water quality, provide connectivity to existing development and within new developments, and ensure high quality residential options.

RE-USE, INFILL AND REDEVELOPMENT

While there are opportunities for new greenfield development in the Jackson Township annexation area, Shakopee is entering a period in its development history in which adaptive re-use of existing structures and complete redevelopment of underutilized sites will play a growing role in the city's ability to meet the community's needs.

Historic preservation

It will be important to ensure that existing structures with historic significance, especially those in downtown and Old Shakopee are preserved wherever possible. At the same time, age does not necessarily signify historic value. In particular, many structures built in

the 1960s and later were not necessarily constructed for a long life-span. Modern commercial and multi-family buildings are often built with a twenty to thirty year life cycle in mind. Many buildings developed in this era have not "aged well", either through lack of maintenance or substandard construction quality. In addition, many are lacking in architectural details and site designs that might otherwise contribute to the visual character of the community.

Such developments offer opportunities to update Shakopee's building stock in response to changing market conditions. As the values of underutilized properties reach a point at which it becomes economically feasible for redevelopment, it will be necessary to ensure that appropriate zoning standards and design guidelines are in place to ensure new development meets the economic and community character goals of the city.

Adaptive reuse and infill opportunities

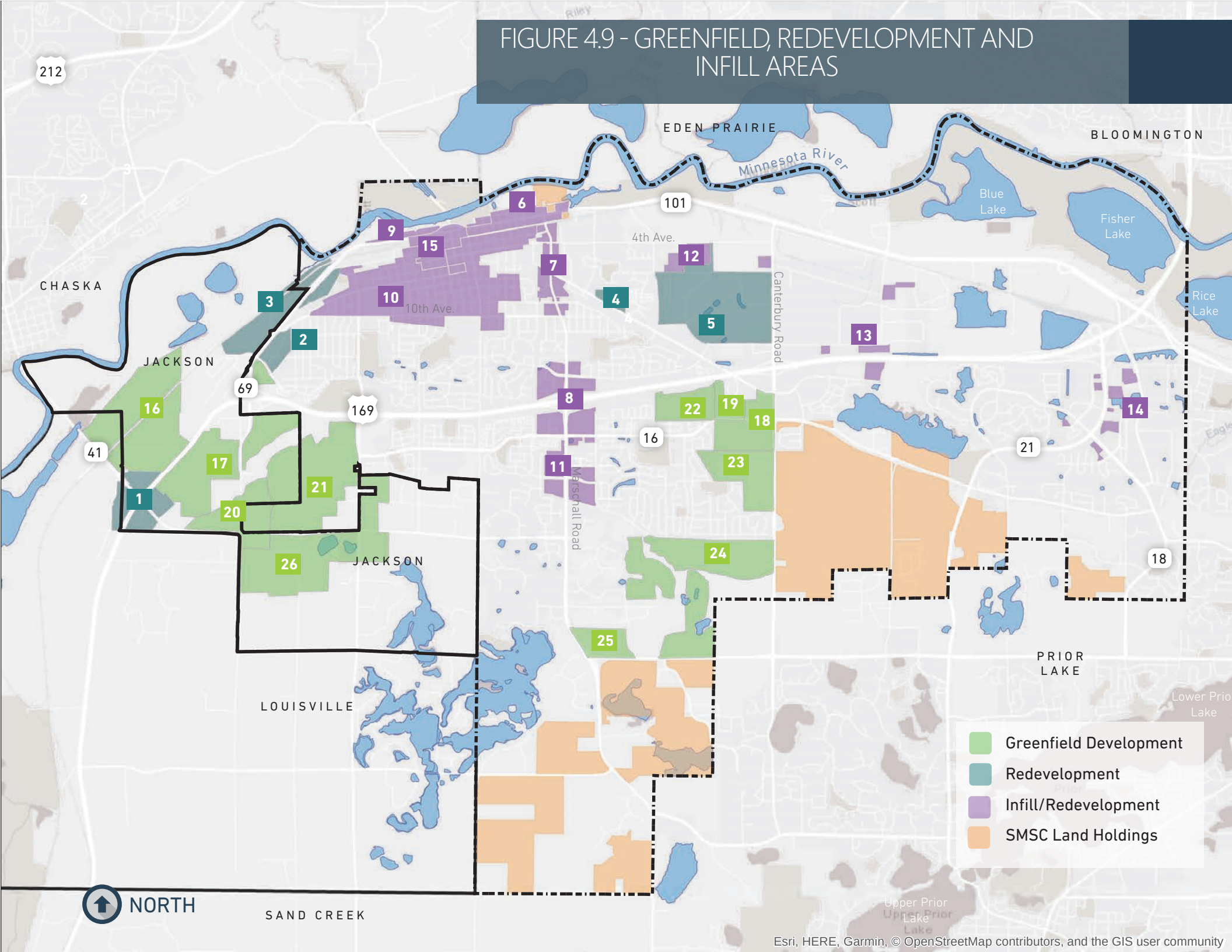
Some properties may be candidates for an interim, adaptive re-use for something different than their original purpose. For example, as automotive technology evolves into more efficient and eventually autonomous vehicles; service stations, auto shops, and sales lots could be repurposed to new uses, such as restaurants or office space. Likewise, as consumers increasingly use the internet for retail shopping, existing shopping centers will likely see demand increase for food and beverage, and other experience-oriented uses over traditional retail goods. This may result in + of existing buildings, or infill of new buildings and uses to update shopping centers to modern market conditions. Some centers may be candidates for partial or complete redevelopment.

Over time, redevelopment may also become economically viable for older industrial sites in the Valley Green Business Park, or along Highway 101 and Highway 69. This could occur through expansion of existing businesses, or strategic introduction of new uses, such as restaurants, to serve surrounding businesses. Redevelopment offers distinct advantages as well as also potential challenges.

FIGURE 4.8 - DEVELOPMENT PHASING - RESIDENTIAL DEVELOPMENT

Map ID	Area	Planned Land Use	Net Acres	Density	Expected % Residential	Residential Acreage	Potential Number of Residential Units and Expected Acreage								
							2018-20		2020-30		2030-40		Total 2018-40		Post 2040
							Units	Acres	Units	Acres	Units	Acres	Units	Acres	
Redevelopment															
1	Hwy169/41 Interchange Area	MU Commercial Center	50	16	10%	5									X
2	Shakopee Town Square Mall	MU Commercial Center	33	30	30%	10					300	10	300	10	
3	Highway 69 Corridor	Mixed Employment Center	100	16	10%	10					160	10	160	10	X
4	Eagle Creek Self Storage	Mixed Residential	20	6	80%	16					96	16	96	16	X
5	Canterbury Park/Commons	Entertainment District	122	8	30%	36.6	200	25	92	11.6			292	36.6	X
Infill/Redevelopment															
6	1st Avenue Corridor	MU Commercial Corridor	20	30	30%	6			180	6			180	6	
7	Marschall Road Corridor	MU Commercial Corridor	30	30	30%	9					270	9	270	9	
8	Marschall Road TOD	MU Commercial Center	50	30	10%	5					150	5	150	5	
9	Downtown & Riverfront	Downtown Riverfront	12	60	70%	8.4	120	2	180	3	204	3.4	504	8.4	
10	Old Shakopee	Downtown Transition & Old Shakopee Neighborhood	10	10	90%	9	30	3	30	3	30	3	90	9	
11	South Marschall Road	Mixed Residential	77	6	80%	61.6					300	50	300	50	X
12	East 4th Avenue	Mixed Employment Center	50	16	0%	0									
13	Valley Green	Mixed Employment Center	30	16	0%	0									
14	South Bridge	MU Commercial Center	40	30	40%	16	120	4	240	8	120	4	480	16	
15	Downtown	Downtown Business District	11	10	40%	4.4	10	1	20	2	14	1.4	44	4.4	
Greenfields															
16	Greenway Quarries	Mixed Employment Center	200	16	5%	10									X
17	West End Mixed Use	Mixed Employment Center	265	16	5%	13.25					160	10	160	10	X
18	Canterbury/17th Avenue	MU Commercial Center	100	30	30%	30			300	10	600	20	900	30	X
19	17th Ave Mixed Residential	Mixed Residential	35	6	100%	35			210	35			210	35	
20	West End Mixed Residential	Mixed Residential	115	6	85%	97.75			390	65	196	32.8	586	97.8	X
21	West End Suburban Residential	Suburban Residential	280	3	95%	266	600	200	198	66			798	266	
22	17th Ave Suburban Residential	Suburban Residential	70	3	95%	66.5			199	66.5			199	66.5	
23	Shakopee Gravel Quarry	Suburban Residential	130	3	95%	123.5			198	66	172	57.5	370	123.5	
24	Valley View Road	Suburban Residential	380	3	95%	361			180	60	420	140	600	200	X
25	Marschall Road/140th Street	Suburban Residential	66	3	95%	62.7					90	30	90	30	X
26	Suburban Jackson	Suburban Residential	290	3	95%	275.5			240	80	195	65	435	145	X
Total						1,583.1	1,080	235	2,658	482.1	3,477	467	7,214	1,184	-

FIGURE 4.9 - GREENFIELD, REDEVELOPMENT AND INFILL AREAS



PLANNED LAND USE

Intent

The intent of the Planned Land Use Map is to guide a broad pattern of land use and development types across the City of Shakopee and its potential growth areas. For instance, an area of the city may be guided for commercial development, but the specific type of commercial use (e.g. retail, restaurant, office, etc.) is addressed through a combination of zoning and market forces. Many of the land use categories are intentionally broad with respect to the types of residential and commercial uses that may be appropriate. This map serves to guide the City of Shakopee as it implements the plan, through actions such as zoning amendments, development approvals, annexation agreements, and capital improvements. The plan is also a resource for property owners and developers to understand how their properties fit within the larger context of development patterns envisioned for Shakopee.

Flexibility

It is important that the Land Use Plan provide a certain degree of flexibility, so that new and unexpected opportunities can be considered as they arise. The plan should be updated on a regular basis, so that interim decisions are documented and policy recommendations can be re-evaluated for appropriateness and relevancy. As time goes on, there will likely be development proposals in certain areas that do not strictly conform to the recommendations of the plan. Such proposals should be considered on their own merit, with the plan serving as a guide in the decision-making process. However, proposals that clearly deviate from the key goals and intent of the plan should be closely scrutinized and vetted through the public review process to ensure they are appropriate for the community. It is also imperative to recognize private property rights as established under current zoning.

Existing Uses

Some land uses identified on the existing land use map have been included within different land use categories in the planned land use map. This discrepancy is not intending to remove these existing uses from Shakopee, but rather these uses are infrequently found within Shakopee and would be better served as included within a more commonly found land use categories. These categories are purposefully flexible and in most cases are designed to support more than a single development type within a single category.



The DECO will be the first vertical mixed-use development to be constructed in the city for decades. This development will serve as a model for the community as Envision Shakopee is implemented.

DEVELOPMENT PHASING AND DEVELOPMENT POTENTIAL

Development Phasing

The previous figures, Figure 4.8 and Figure 4.9, display the expected residential development in Shakopee through the planning period. These figures follow more what is expected of development rather than just the ultimate potential of development within the planned land use designations. So these figures do differ from Figure 4.11, which takes into account expected residential percentages based upon the total of all acreage for that land use designation (whether redesignated or new acreage). The development phasing figures are meant to represent what the city expects from new development in developable areas I.E. either vacant parcels in already developed areas of Shakopee (infill/redevelopment), redevelopment potential in certain underutilized areas of Shakopee (redevelopment) or greenfield development in undeveloped areas of Shakopee.

Difference Between the Two Figures

The Development Phasing figures are meant to be more illustrative of what to expect for existing and future city residents in terms of residential development throughout the Shakopee, while Development Potential figure is meant to satisfy comprehensive planning requirements to show how many potential residential units may be constructed based upon the Planned Land Use designations. These numbers are not intended to be identical as the Development Phasing includes areas the city reasonably expects redevelopment to occur which are not always included in the same location in the Development Potential figure, which is much more front loaded as it follows the literal land use designation change and its changed residential potential. Another difference to note is the difference between expected share of residential in mixed use land uses. The Development Phasing figures, consider specific expected share of residential for various areas of the city, whereas Figure 4.11 considers the entirety of a land use designation.

Development Potential

Figure 4.11, on the following page, displays the total development potential for land uses within Shakopee which will be able to support residential development. Figure 4.11 only represents what is possible based upon net acreage and minimum residential density, and is not meant to show the full potential of the Planned Land Use designations in Shakopee as it shows simple the minimum density, and it would be likely that development may occur at higher densities.

Figure 4.10 Shakopee Land Use Inventory

				2020		2030		2040	
Existing Designation	Existing Acreage (2018)	Percent	Planned Designation	Acreage	Percent	Acreage	Percent	Acreage	Percent
Agriculture	1,184	6.4%	Rural Transition	826	4.4%	826	4.2%	476	2.1%
Business Park	1,128	6.1%	Mixed Employment Center	1,290	6.9%	1,316	6.7%	1,976	8.8%
Commercial Highway	379	2.1%	Mixed Use Commercial Center	676	3.6%	714	3.7%	805	3.6%
Commercial Transitional	106	0.6%	Mixed Use Commercial Corridor	129	0.7%	129	0.7%	135	0.6%
Downtown Business District	11	0.1%	Downtown Riverfront	11	0.1%	11	0.1%	11	0.1%
			Downtown Business District	12	0.1%	12	0.1%	12	0.1%
Downtown Transition	39	0.2%	Downtown Transition	39	0.2%	39	0.2%	40	0.2%
Entertainment District	523	2.8%	Entertainment District	645	3.5%	645	3.3%	645	3.0%
Industrial	684	3.7%	Industrial	331	1.8%	331	1.7%	331	1.6%
Institution	413	2.2%	Institution	382	2.1%	382	2.0%	464	2.0%
Manufactured Housing	6	0.0%	Suburban Residential	-	-	-	-	-	-
Open Space	2,935	15.9%	Open Space	2,941	15.8%	3,021	15.0%	3,347	14.9%
Park	690	3.7%	Park	744	4.0%	744	3.9%	1,139	5.1%
Railroad	83	0.6%	Railroad	104	0.6%	104	0.5%	106	0.5%
Residential, Low	1,565	8.5%	Suburban Edge Residential	1,312	7.1%	1,312	6.8%	2,457	11.0%
Residential, Suburban	1,990	10.8%	Suburban Residential	2,582	13.9%	3,213	16.5%	3,310	14.7%
Residential, Neighborhood	496	2.7%	Old Shakopee Residential	500	2.7%	500	2.6%	500	2.2%
Residential, Medium	600	3.3%	Mixed Residential	875	4.7%	875	4.5%	1,080	4.8%
Residential, High	35	0.2%							
Right-of-Way	2,506	13.6%	Right-of-Way	2,515	13.5%	2,589	13.3%	2,938	13.1%
Undeveloped	364	2.0%	No Corresponding Designation	-	-	-	-	-	-
Utilities	287	1.6%	Utilities	269	1.4%	269	1.4%	343	1.5%
SMSC Land	2,397	13.0%	SMSC Land	2,397	12.9%	2,397	12.4%	2,397	10.7%
Total	18,421	100.0%		18,580	100.0%	18,926	100%	21,277	100%

Figure 4.11 Residential Development Potential by Decade (All Land Uses)

Land Use Designation	Residential Density (Min)	Expected Percent Residential of Total Acreage	2018-2020		2020-2030		2030-2040		2018-2040	
			Acreage	Units	Acreage	Units	Acreage	Units	Acreage	Units
Rural Transition	0.01	100%	-	-	-	-	-	-	-	-
Mixed Employment Center	16	2.5%	-	-	-	-	21.2	339	21.2	339
Mixed Use Commercial Center	30	20%	4	120	24	720	57.2	1,716	85.2	2,556
Mixed Use Commercial Corridor	30	20%	-	-	-	-	5.8	174	5.8	174
Downtown Riverfront	60	70%	2	120	3	180	3.4	204	8.4	504
Downtown Business District	10	40%	1	10	2	20	1.4	14	4.4	44
Downtown Transition	10	100%	-	-	1	10	-	-	1	10
Entertainment District	8	30%	25	200	11.6	92	-	-	36.6	292
Industrial	None	0%	-	-	-	-	-	-	-	-
Institution	None	0%	-	-	-	-	-	-	-	-
Open Space	None	0%	-	-	-	-	-	-	-	-
Park	None	0%	-	-	-	-	-	-	-	-
Railroad	None	0%	-	-	-	-	-	-	-	-
Suburban Edge Residential	0.25	95%	-	-	400	100	447.4	112	847.4	212
Suburban Residential	3	95%	200	600	600	1,800	454	1,362	1,254	3,762
Old Shakopee Residential	3	95%	-	-	3.8	12	-	-	3.8	12
Mixed Residential	6	90%	-	-	100	600	332	1,992	432	2,592
Right-of-Way	None	0%	-	-	-	-	-	-	-	-
Utilities	None	0%	-	-	-	-	-	-	-	-
SMSC Land	Undefined	Undefined	-	-	-	-	-	-	-	-
Total			232	1,050	1,145.4	3,534	1,322.4	5,913	2,699.8	10,497

Note: Table depicts only land use designations which are changing from existing conditions; either in amount of acreage or in residential allowance.

FIGURE 4.12 - PLANNED LAND USE

*NOTE: Higher resolution version with parcels can be found in appendix

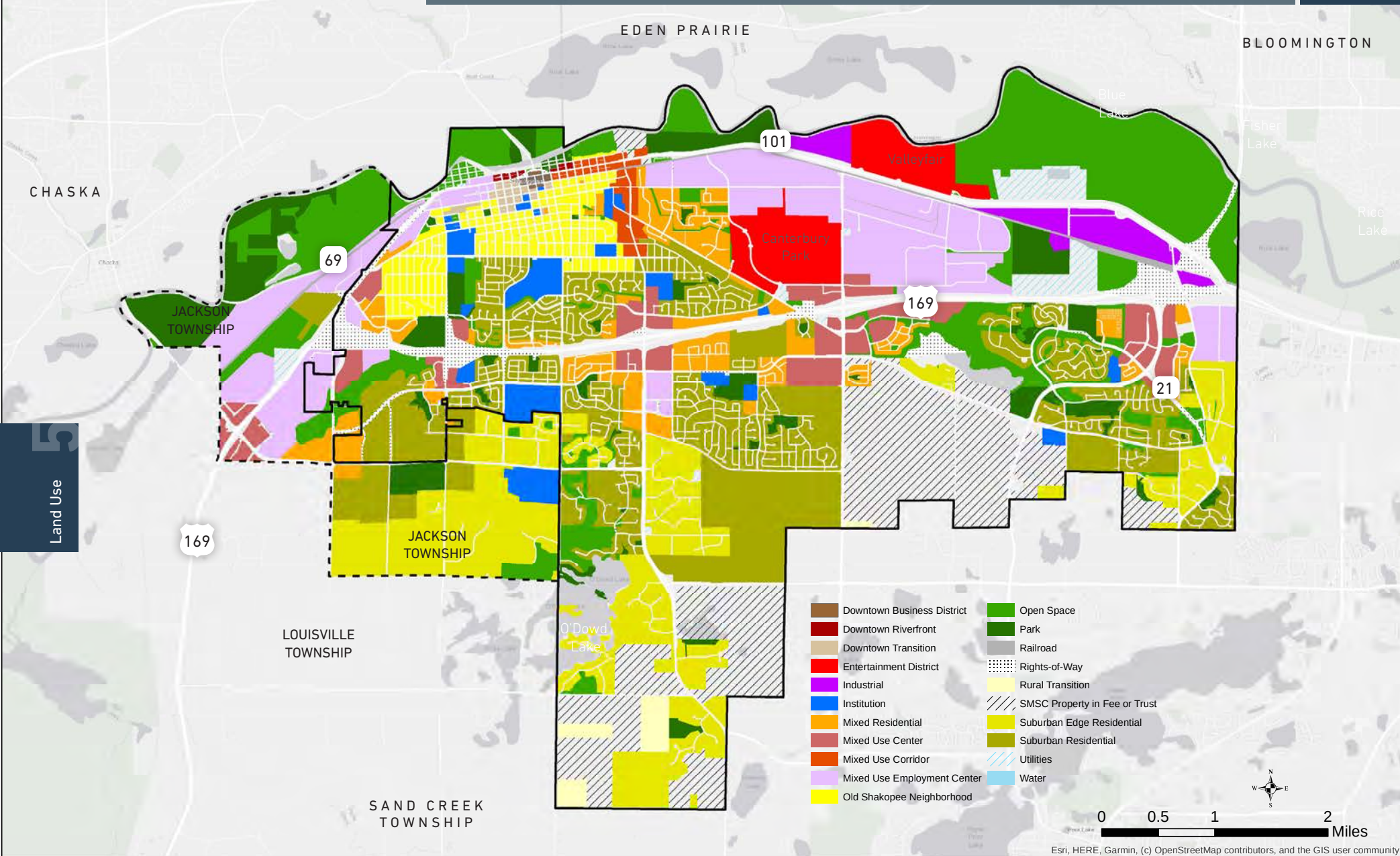


FIGURE 4.13- PLANNED LAND USE OVERVIEW

2040 LAND USE CLASSIFICATIONS AND DETAILS

Land Use Classification	Residential Density	Building Heights	Setbacks	Floor Area Ratio	Primary Uses	Secondary Uses
Downtown Riverfront	60 -125 DUA	3 to 8 stories	Minimal	1 to 4	Multifamily Residential & Retail	Office, Commercial, Open Space
Downtown Business District	10-60 DUA up to 150 for Mixed Use	Up to 5 stories	No Setbacks	0.9 to 4	Commercial & Office	Mixed Use Residential & Parking
Downtown Transition	10-50 DUA	1 to 3 stories	0 to 30 feet	0.5 to 1.5	Single Family Residential Multifamily Residential ,& Office	Institutional & Parks
Old Shakopee Neighborhood	3-12 DUA	1 to 3 stories	10 to 30 feet	0.2 to 1	Single Family Residential	Multifamily Residential, Institutional, Parks
Mixed Use Commercial Corridor	30-60 DUA	1 to 5 stories	5 to 20 feet	0.75 to 1.5	Commercial, Office, Institutional & Mixed Use	Multifamily, parking, Public Gathering Space
Mixed Use Commercial Center	30-60 DUA	1 to 5 stories	Varies	0.2 to 1.5	Commercial & Office	Multifamily, Parking, Transit Facilities & Gathering Space
Mixed Employment Center	16-30 DUA	1 to 3 stories	Varies	0.25 to 2	Light Industrial, Office & Higher Education	Commercial, Multifamily, Open Space
Industrial	None	1 to 2 stories	Varies	0.1 to 1	Heavy Industrial & Light Industrial	Office & Exterior Storage
Institutional	None	1 to 5 stories	Varies	0.25 to 1	School , Government & Recreation Facilities	Open Space & Parking
Entertainment District	8-15 or 25-100 DUA	Varies	Varies	0.1 to 1.5	Entertainment Destination & Parking	Residential, Commercial & Open Space
Mixed Residential	6-30 DUA	1 to 4 stories	10 to 30 feet	0.2 to 1.4	Attached Single Family, Townhouses & Multifamily Residential	Retail, Senior Living Centers, Parks & Open Space
Suburban Residential	3-6 DUA	1 to 3 stories	25+ feet	0.2 to 0.5	Single Family Residential	Attached SF, Parks, Open Space, Institutional, Day Care & Senior Living Centers
Suburban Edge Residential	0.25-3 DUA	1 to 3 stories	30+ feet	0.1 to 0.2	Single Family Residential	Open Space, Parks, Institutional
Rural Transition	0.01-0.5 DUA	1 to 3 stories	30+ feet	Up to 0.1	Agricultural & Farmstead	Single Family, Open Space, Landscaping/Nursery
Right-of-Way	None	1 to 2 stories	N/A	N/A	Roadways, Trails/Sidewalks & Parking	Open Space & Stormwater Facilities
Railroad	None	N/A	N/A	N/A	Railroad	Roadways, Open Space & Stormwater Facilities
Utilities	None	0 to 4 stories	0 to 200 feet	N/A	Utilities	Open Space & Stormwater Facilities
Park	None	0 to 2 stories	50+ feet	N/A	Parks, Recreation & Trails	Parking
Open Space	None	0 to 2 stories	50+ feet	N/A	Open Space	Trails & Stormwater Facilities

Note: SMSC Property in Fee or Trust not included in this table as land use jurisdiction is not controlled by municipal authority.



DBD DOWNTOWN BUSINESS DISTRICT

Downtown Shakopee is the community's historic core and has a unique identity from the city's other commercial centers. This is the most traditionally "urban" development pattern in Shakopee, with vertically integrated uses in attached buildings and a close sidewalk orientation. Preservation and revitalization of historic structures is a key objective. Targeted redevelopment of underutilized, non-historic sites should be sensitive to the historic form and scale of the downtown.



DEVELOPMENT CHARACTERISTICS

Height Range	1 - 3 Stories (Existing); Up to 5 for mixed use infill
Building Form	Vertical mixed use
Setbacks	Zero Lot Line Development
Density	10 to 60 dwelling units per acre, up to 150 for mixed use infill
Floor Area Ratio	0.9 to 5.0
Public Space	Streetscapes, pocket parks and plazas
Open Space	Riverfront access via Huber Park
Transportation	Automobile, transit, pedestrian-oriented
Streets	Traditional street grid. Historic street grid should be maintained and reconnected where possible.
Parking	On-Street and off-street surface lots. Potential for structured parking with mixed use infill.

PRIMARY USES

- » Retail
- » Dining/Nightlife
- » Office

SECONDARY USES

- » Upper Story Residential
- » Upper Story Office
- » Structured Parking



DR

DOWNTOWN RIVERFRONT

Shakopee's downtown riverfront offers a unique opportunity for new mixed use development to complement Downtown Shakopee with modern market-rate development opportunities. Key redevelopment sites have the potential for higher densities of development than other areas of the city to maximize value and return on investment for the community. Office, hospitality, and residential uses with ground floor retail/dining components are appropriate.



DEVELOPMENT CHARACTERISTICS

Height Range	3-8 Stories
Building Form	Generally attached mixed-use buildings.
Setbacks	Minimal
Density	60 to 125 dwelling units per acre
Floor Area Ratio	1.0 to 4.0
Public Space	Streetscapes, pocket parks and plazas
Open Space	Riverfront access and building orientation. Buildings should address both streets and the riverfront.
Transportation	Automobile access with emphasis on sidewalk and trail orientation
Streets	Development along 1st Avenue and adjacent side streets. Existing grid should be maintained and expanded where appropriate.
Parking	On-street and structurally integrated with buildings; minimal use of surface parking

PRIMARY USES

- » Multi-Family Residential
- » Dining/Nightlife
- » Retail

SECONDARY USES

- » Open Space
- » Structured Parking
- » Office
- » Hotel



DT

DOWNTOWN TRANSITION

The neighborhood immediately surrounding the Downtown Business District serves as transition to the primarily residential Old Shakopee Neighborhood. These blocks continue the street grid of downtown and Old Shakopee, but include a greater mixture of commercial, institutional and residential uses and building types, including single-family homes. Opportunities exist for infill development on vacant or underutilized lots, and should be of compatible scale and form to the surrounding neighborhood.



DEVELOPMENT CHARACTERISTICS

Height Range	1 -3 Stories
Building Form	Typically residential in scale, with exception of Scott County Complex
Setbacks	0 -30 feet
Density	10 to 50 dwelling units per acre
Floor Area Ratio	0.5 to 1.5
Public Space	Streetscape, pocket parks, gathering spaces at civic or religious facilities
Open Space	Neighborhood parks and pocket parks
Transportation	Automobile, transit, pedestrian, on-street bicycle facilities
Streets	Traditional street grid. Historic street grid should be maintained and reconnected where possible.
Parking	On-Street and off-street surface lots.

PRIMARY USES

- » Single-family Residential
- » Small-Scale Apartment Buildings
- » Commercial and Office

SECONDARY USES

- » Civic and Institutional Facilities
- » Neighborhood Parks



OSN

OLD SHAKOPEE NEIGHBORHOOD

Old Shakopee is characterized primarily by early and mid-20th Century single family homes, with some blocks including small scale apartment buildings and attached townhouses. Parks and places of worship are also present. Existing housing stock should be preserved and improved; however, there are opportunities for single-lot infill development, which should be of compatible scale and character with surrounding homes.



DEVELOPMENT CHARACTERISTICS

Height Range	1 - 3 Stories
Building Form	Traditional residential
Setbacks	10 - 40 feet
Density	3 to 12 dwelling units per acre
Floor Area Ratio	0.2 to 1
Public Space	Parks, gathering spaces at religious or civic facilities.
Open Space	Holmes and Riverview Park. Streetscape, neighborhood parks, semi-public open spaces.
Transportation	Automobile, transit, pedestrian, on-street bicycle facilities
Streets	Traditional street grid. Historic street grid should be maintained and reconnected where possible.
Parking	On-street, attached or detached garages access from street or back alley.

PRIMARY USES	SECONDARY USES
» Single-Family Residential	» Small-scale Apartment Buildings
	» Civic/Institutional Facilities (e.g. places of worship)
	» Neighborhood Parks



MUC MIXED USE COMMERCIAL CORRIDOR

Older, primarily commercial corridors with a wide range of land uses and development patterns. These corridors have either fully developed or partially redeveloped in the first wave of automobile-oriented design, and currently consist of extensive surface parking, numerous vehicular curb cuts, and inconsistent development patterns. Older, underutilized sites are candidates for reuse and redevelopment with improved access management, higher quality architecture and site design, and more pedestrian-friendly building placement.



DEVELOPMENT CHARACTERISTICS

Height Range	1 - 5 Stories
Building Form	Existing forms vary; redevelopment is sidewalk-oriented
Setbacks	5 - 20 feet
Density	30 to 60 dwelling units per acre (where residential is present)
Floor Area Ratio	0.75 to 1.5
Public Space	Sidewalk seating, pocket parks and plazas
Open Space	Connection to nearby greenways and trails is encouraged
Transportation	Automobile, transit, pedestrian-oriented.
Streets	Existing streets
Parking	Off-street surface parking (shared parking encouraged), on-street parking may be provided in certain areas or side streets

PRIMARY USES

- » Commercial (Retail, Dining, Services)
- » Office
- » Institutional
- » Mixed Use Buildings

SECONDARY USES

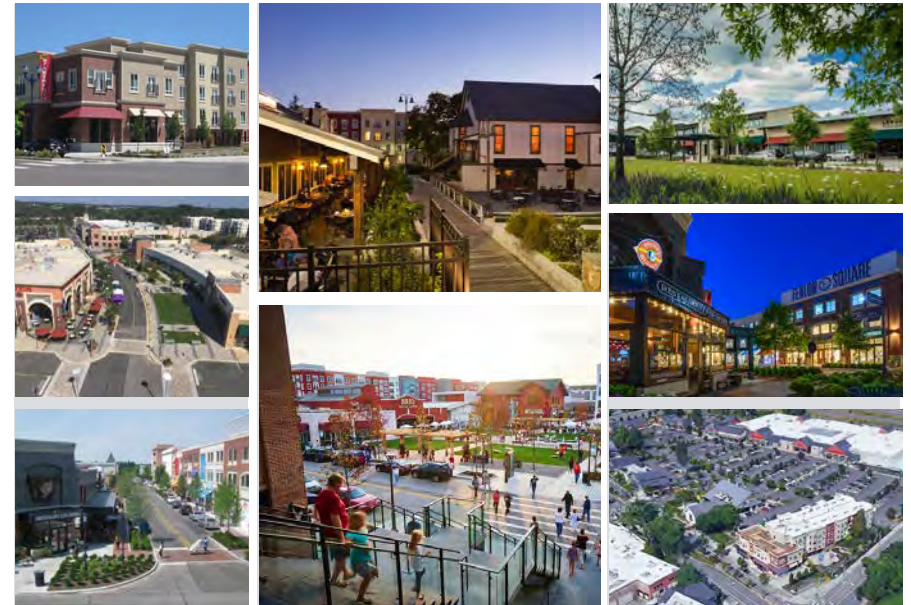
- » Upper Floor Residential
- » Multi-family Apartment Buildings
- » Shared Surface parking
- » Public gathering spaces
- » Outdoor dining



MCC

MIXED USE COMMERCIAL CENTER

Shakopee's freeway-oriented commercial centers serve community-wide shopping and service needs and each draw activity from nearby residential neighborhoods. Older, first-generation shopping centers are candidates for adaptive reuse and redevelopment to meet modern market needs. As newer shopping centers age, they will also be candidates for adaptive redevelopment into more dense, mixed use centers, particularly where access to high frequency transit is provided. Site improvements should emphasize design quality, connectivity and efficient use of infrastructure.



DEVELOPMENT CHARACTERISTICS

Height Range	1 - 5 Stories
Building Form	Varies
Setbacks	Varies
Density	30 to 60 dwelling units per acre (where residential is present)
Floor Area Ratio	0.2 to 1.5
Public Space	Sidewalk seating, pocket parks and plazas, courtyards and central greens
Open Space	May include larger quasi-public gathering spaces, connections to nearby greenways and trails is encouraged
Transportation	Automobile, regional transit, pedestrian/trail connections
Streets	Accessed via arterial network, may be designed with internal street system
Parking	Off-street surface parking, may include internal street parking, infill development and transit stations may include structured parking

PRIMARY USES

- » Commercial (Retail, Dining, Services)
- » Office

SECONDARY USES

- » Multi-family Residential
- » Public and quasi-public gathering spaces
- » Surface and Structured Parking
- » Park-and-Rides/Transit Stations



MEC MIXED EMPLOYMENT CENTER

Employment-generating land uses are critical to Shakopee's long term economic competitiveness. Mixed employment centers include existing business parks, most notably Valley Green, with a variety of manufacturing, warehousing, office and light industrial businesses. These employment centers are opportunities to introduce additional "front-of-house" office components to existing industrial facilities, and to integrate commercial support services and employee-serving amenity businesses. Workforce-oriented housing may be appropriate within mixed employment centers, provided it is well-integrated and not situated to create conflicts between residential and non-residential land uses.



DEVELOPMENT CHARACTERISTICS

Height Range	1 -3 Stories
Building Form	Varies, generally large format designed for flexible interior layout
Setbacks	Varies
Density	16 to 30 dwelling units per acre (where residential is present)
Floor Area Ratio	0.25 to 2.0
Public Space	Community parks (e.g. Quarry Lake Park) and greenways
Open Space	Employee amenity spaces, integrated open space/landscape areas, Connections to nearby greenways and trails
Transportation	Automobile, transit, trail connections
Streets	Designed to balance heavy truck traffic with other modes
Parking	Off-street surface lots

PRIMARY USES

- » Light/Advanced Manufacturing
- » Warehousing & Distribution
- » Office
- » Higher Education

SECONDARY USES

- » Business support services/retail
- » Multi-family Residential
- » Public and private open spaces

» Day Care Centers



IND INDUSTRIAL

Older, primarily commercial corridors with a wide range of land uses and development patterns. These corridors have either fully developed or partially redeveloped in the first wave of automobile-oriented design, and currently consist of extensive surface parking, numerous vehicular curb cuts, and inconsistent development patterns. Older, underutilized sites are candidates for reuse and redevelopment with improved access management, higher quality architecture and site design, and more pedestrian-friendly building placement.



DEVELOPMENT CHARACTERISTICS

Height Range	1 - 2 Stories
Building Form	Varies, generally large format designed for flexible interior layout
Setbacks	Varies
Density	non-residential district
Floor Area Ratio	0.1 to 1
Public Space	Community parks and greenways
Open Space	Employee amenity spaces, integrated open space/landscape areas, Connections to nearby greenways and trails
Transportation	Automobile, transit, trail connections
Streets	Designed to accommodate heavy truck traffic
Parking	Off-street surface lots

PRIMARY USES

- » Light/Advanced Manufacturing
- » Warehousing & Distribution
- » Heavy Industrial

SECONDARY USES

- » Office
- » Exterior storage



MD

MIXED RESIDENTIAL

New residential development should include a mixture of housing types to fulfill Shakopee's diverse housing needs. Mixed residential neighborhoods may include a variety of single-family (detached and attached) and multi-family building types. Housing types should be designed as a cohesive, connected neighborhood, rather than isolated subareas. Buildings should be of a high-quality design and developments should include common neighborhood amenities and open space connections.



DEVELOPMENT CHARACTERISTICS

Height Range	1 - 4 Stories
Building Form	Generally attached residential and mixed-use buildings.
Setbacks	Varies by character of area
Density	6 to 30 dwelling units per acre
Floor Area Ratio	0.4 to 1.5
Public Space	Neighborhood and community parks, school playgrounds, connected to trail network.
Open Space	Neighborhood and regional park and trail connections; school fields; urban forest; streetscape and open space conservation areas as applicable.
Transportation	Automobile access with sidewalk system and trail connections
Streets	Interconnected street network; may be grid or curvilinear
Parking	Private garages, surface lots and on-street as appropriate to the

PRIMARY USES

- » Single Family Detached/Attached
- » Townhouses
- » Multi-Family

SECONDARY USES

- » Neighborhood Commercial
- » Day Care Center
- » Small-Medium Senior Living Center
- » Neighborhood and Community Parks
- » Open Space



SR

SUBURBAN RESIDENTIAL

Suburban Shakopee is generally shaped by residential subdivisions of medium-lot neighborhoods with relatively uniform housing types and densities. Homes include attached garages accessed from the street. Local streets are laid out in a curvilinear pattern with occasional cul-de-sacs. Streets may or may not include sidewalks. New single-family subdivisions should be designed with sidewalks, street trees, neighborhood parks and community open space connections.



DEVELOPMENT CHARACTERISTICS

Height Range	1 - 3 Stories
Building Form	Traditional residential
Setbacks	25+ feet
Density	3 to 6 dwelling units per acre
Floor Area Ratio	0.2 to 0.5
Public Space	Parks, schools, and streetscape
Open Space	Parks
Transportation	Automobile access with sidewalk system and trail connections
Streets	Interconnected street network; may be grid or curvilinear
Parking	Private garages, on-street parking

PRIMARY USES

- » Single-family Residential

SECONDARY USES

- » Attached Single-family
- » Neighborhood parks and open spaces
- » Schools and Civic Facilities
- » Day Care Centers
- » Small Scale Senior Living Center
- » Open Space



SER SUBURBAN EDGE RESIDENTIAL

Low Density Residential areas offer opportunities for low-intensity development that is well-integrated with the natural landscape and agricultural uses. Residential development may occur as individual single-family structures on large lots, or clusters of homes designed to preserve large amounts of open space, which should be interconnected as part of Shakopee's larger open space system. Homes located within the Suburban Edge Residential District may or may not be served by municipal utilities depending on the density level of the development.

Density: 0.25 up to 3 du/ac (gross); net "cluster" development densities may be higher provided they remain within the gross density range



DEVELOPMENT CHARACTERISTICS

Height Range	1 - 3 Stories
Building Form	Detached single family homes
Setbacks	Large roadway setbacks to development
Density	0.25 to 3 dwelling unit per acre (gross density across development)
Floor Area Ratio	0.05 to 0.2
Public Space	Interconnected open space/greenway trail connections
Open Space	Large residential lots create private open space. Conservation development to preserve and conserve natural open spaces
Transportation	Automobile oriented, Regional trail connections
Streets	Curvilinear streets adapting to topography and natural features
Parking	Private driveways and garages

PRIMARY USES

- » Single-Family Residential

SECONDARY USES

- » Open Space
- » Parks
- » Schools



RT

RURAL TRANSITION

Rural or Agricultural areas include working farms, actively used for agricultural activities, including; cultivated cropland, pastures, and raising livestock. Agricultural areas may include fence rows/tree rows, wooded areas, ponds, large swales to drain cropland. These areas also support the primary residence of the property owner and any out-buildings associated with activities on the working farm. Rural areas are intended for preservation of natural or cultivated landscapes with minimal development. Rural areas may develop over time as part of Shakopee's vision for strategic growth, including within areas designated for orderly annexation and infrastructure investment. Rural Transition also includes hobby farms on large lots with residential. Homes located within the Rural Residential are not intended to be served by municipal utilities.



DEVELOPMENT CHARACTERISTICS

Height Range	1 - 3 Stories
Building Form	Residential
Setbacks	Large roadway setbacks to development
Density	1 dwelling unit per 2+ acres
Floor Area Ratio	Maximum 0.1
Public Space	Publicly accessible natural areas and trails
Open Space	Farmland and natural areas
Transportation	Automobile oriented
Streets	Large blocks, rural routes, gravel roads
Parking	Private driveways and garages

PRIMARY USES

- » Agricultural/
Farmstead

SECONDARY USES

- » Single Family
Detached
- » Open Space
- » Landscape and
Nursery Businesses



ENT

ENTERTAINMENT DISTRICT - VALLEYFAIR

ValleyFair Amusement Park seasonally attracts visitors from the Twin Cities and other states. Its large but seasonal traffic generation requires that streets, sewer and water facilities be oversized. During the summer peak months there are about 1,200 employees but during non-peak months there are only about 67 and no customer traffic.

DEVELOPMENT CHARACTERISTICS

Height Range	Building heights may vary
Building Form	Building forms may vary
Setbacks	Setbacks may vary
Density	8-15 du/ac when attached or detached townhomes or 25 to 100 du/ac for multi-unit developments
Floor Area Ratio	n/a
Public Space	n/a
Open Space	
Transportation	Automobile oriented with sidewalk system and trail connections
Streets	May include small service and parking access roads
Parking	Large surface parking lots, potential for decked parking structures

PRIMARY USES

- » Amusement Park
- » Parking

SECONDARY USES

- » Residential
- » Mixed Use Commercial
- » Open Space



ENT

ENTERTAINMENT DISTRICT - CANTERBURY PARK

Canterbury Park horse racing track is a unique entertainment venue in the State of Minnesota. Occupying about 330 acres, the size of the venue provides a variety of impacts on the City and its residents. Canterbury Park attracts a large number of seasonal workers and hosts other non-racing events, including; antique shows, snowmobile motorcycle races, concerts and more.

DEVELOPMENT CHARACTERISTICS

Height Range	Building heights may vary
Building Form	Building forms may vary
Setbacks	Setbacks may vary
Density	8-15 du/ac when attached or detached townhomes or 25 to 100 du/ac for multi-unit developments
Floor Area Ratio	0.1 to 1.5
Public Space	Sidewalk seating, pocket parks and plazas, courtyards and central greens
Open Space	May include larger quasi-public gathering spaces, connections to nearby greenways and trails is encouraged
Transportation	Automobile, regional transit, pedestrian/trail connections
Streets	Accessed via arterial network, may be designed with internal street system
Parking	Off-street surface parking, may include internal street parking, potential for decked parking structures

PRIMARY USES

- » Thoroughbred Racing
- » Stables
- » Mixed Use Commercial
- » Parking

SECONDARY USES

- » Residential
- » Open Space



P

PARKS

Shakopee's parks offers a wide variety of active and passive recreational spaces and facilities.

DEVELOPMENT CHARACTERISTICS

Height Range	0 - 2 Stories
Building Form	n/a
Setbacks	50 - 1000 feet
Density	non-residential district
Floor Area Ratio	n/a
Public Space	n/a
Open Space	Parks
Transportation	Automobile oriented with sidewalk system and trail connections
Streets	May include small service and parking access roads
Parking	Surface parking lots

PRIMARY USES

- » Parks
- » Recreation
- » Trails

SECONDARY USES

- » Parking



OS

OPEN SPACE

Shakopee's open space system offers a wide variety of active and passive recreational spaces and facilities.

DEVELOPMENT CHARACTERISTICS

Height Range	0 - 2 Stories
Building Form	n/a
Setbacks	Large roadway setbacks to development
Density	non-residential district
Floor Area Ratio	n/a
Public Space	n/a
Open Space	Meadows, wetlands, bluffs and other natural open spaces
Transportation	Automobile oriented with sidewalk system and trail connections
Streets	May include small service and parking access roads
Parking	Surface parking lots and unpaved areas

PRIMARY USES

- » Open Space

SECONDARY USES

- » Trails
- » Stormwater Management

**RR****RAILROAD**

The Union Pacific Railroad line traverses east to west through the city and is a integral part of the regional rail-freight network. Additionally, the railroad provides rail service for local industrial and manufacturing establishments in the planning area.

DEVELOPMENT CHARACTERISTICS

Height Range	n/a
Building Form	n/a
Setbacks	n/a
Density	non-residential district
Floor Area Ratio	n/a
Public Space	n/a
Open Space	Landscaped buffers
Transportation	n/a
Streets	At-grade and grade separated crossings
Parking	n/a

PRIMARY USES

- » Railroad

SECONDARY USES

- » Roadways
- » Open Space
- » Stormwater Management

**ROW****RIGHTS-OF-WAY**

Public rights-of-way provide access to all properties and generally provide conveyance for vehicular traffic on both local and regional roadways. Park-and-ride lots and transit stations are also included in public rights-of-way.

DEVELOPMENT CHARACTERISTICS

Height Range	1 - 2 Stories
Building Form	n/a
Setbacks	20 - 100 feet
Density	non-residential district
Floor Area Ratio	n/a
Public Space	n/a
Open Space	Stormwater management areas and areas at edge of pavement
Transportation	n/a
Streets	n/a
Parking	n/a

PRIMARY USES

- » Roadways
- » On-Street Parking
- » Off-Street Parking

SECONDARY USES

- » Open Space
- » Stormwater Management



UTL

UTILITIES

Uses which support the service of; generation and conveyance of electricity, treatment, storage, and conveyance of water, and sewer to the community.

DEVELOPMENT CHARACTERISTICS

Height Range	0 - 4 Stories
Building Form	Utilities
Setbacks	0 - 200 feet
Density	non-residential district
Floor Area Ratio	n/a
Public Space	n/a
Open Space	Landscaped buffers
Transportation	Automobile oriented
Streets	Designed to accommodate heavy truck traffic
Parking	Off-street surface lots

PRIMARY USES

- » Utilities

SECONDARY USES

- » Parking
- » Open Space



PI

INSTITUTION

Uses which serve the community's social educational, health, cultural, and recreational needs. -They may include government owned or maybe privately owned and operated facilities.

DEVELOPMENT CHARACTERISTICS

Height Range	1 - 5 Stories
Building Form	n/a
Setbacks	Various setbacks depending on surrounding characteristics
Density	non-residential district
Floor Area Ratio	0.25
Public Space	Sports and play fields, open lawns
Open Space	Sports and play fields, open lawns
Transportation	Automobile oriented with sidewalk system and trail connections
Streets	Designed to accommodate bus and service vehicle traffic
Parking	Off-street surface lots

PRIMARY USES

- » School
- » Municipal Building
- » Community Center

SECONDARY USES

- » Open Space
- » Surface Parking

PLANNING DISTRICTS RECOMMENDATIONS

DOWNTOWN, OLD SHAKOPEE, AND TRANSITION CORRIDORS PLANNING DISTRICT

Downtown Shakopee is the community's historic core and has a unique development character from other areas of Shakopee. If carefully planned and amenitized, this area of Shakopee has great potential for attracting new businesses, residents and visitors.

The Old Shakopee neighborhood is defined by its close proximity to Downtown. With its single family homes on small lots, small scale apartment buildings and attached townhouses, Old Shakopee has great potential to attract residents who will support Downtown businesses and increased connection with pedestrian improvements and infill. A walkable, connected Old Shakopee can facilitate residents who support Downtown economic development without adding to traffic issues or parking needs.

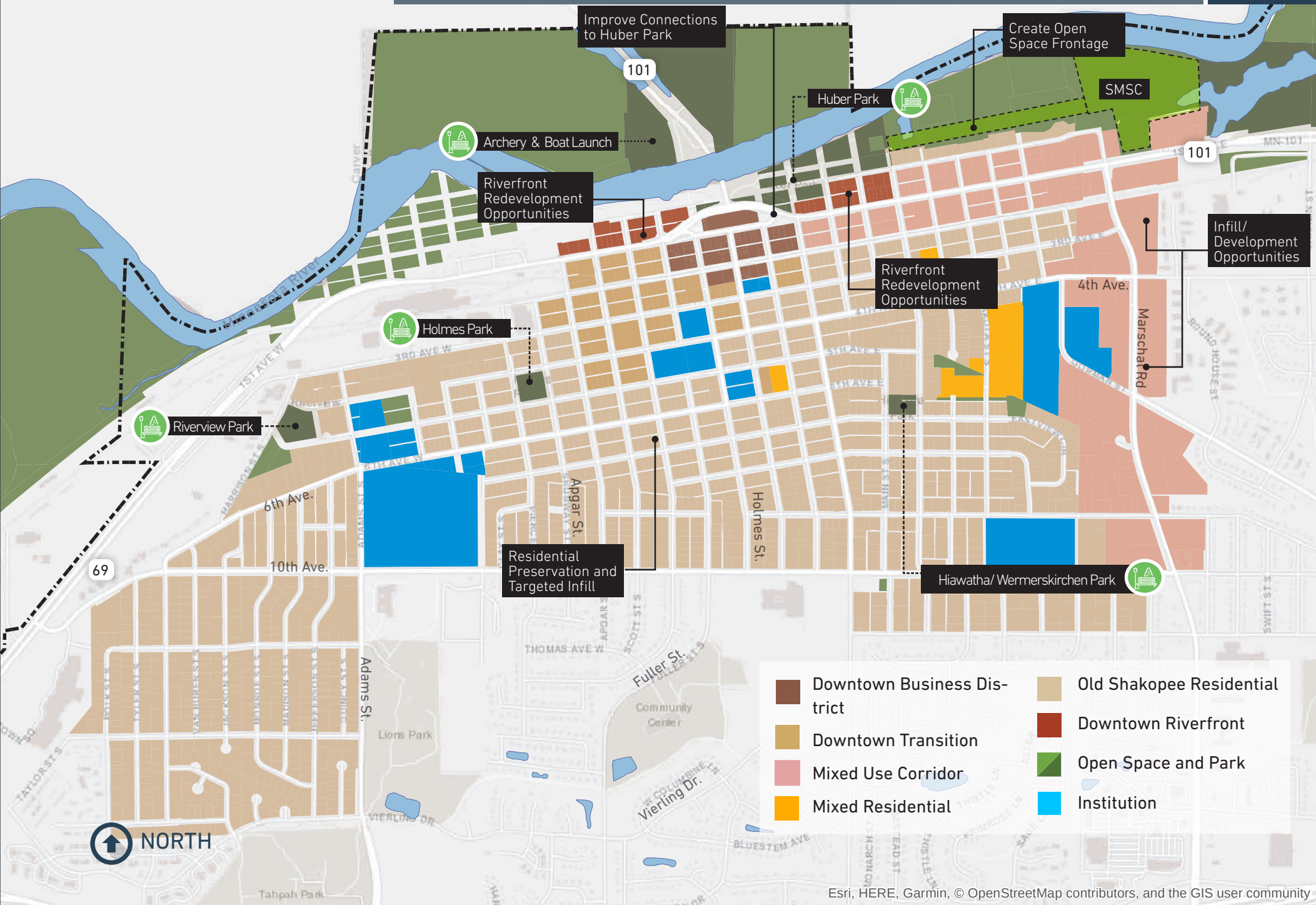
With their wide range of land uses and development patterns, transitional corridors have varying needs for future land use and redevelopment. These corridors can be amenitized with pedestrian scale improvements and guided by access management improvements that make travel safer and more convenient for drivers, cyclists, and pedestrians alike. Redevelopment opportunities foster new growth and economic vitality.



RECOMMENDATIONS

- » Reduce parking requirements
- » Improve wayfinding/signage
- » Develop stronger connections to the Minnesota River and trail network
- » Create attractive streetscapes for residential neighborhoods for walking/biking
- » Create better pedestrian links to key destinations and commercial or retail nodes
- » Conduct on-going conversations with the railroad authority to reduce the impacts of train noise and develop stronger connections across the barrier of the rail line
- » Dedicate on-street bike lanes
- » Improve pedestrian crossing signals
- » Clearly identify bike-friendly routes
- » Integrate multi-use trails throughout the community
- » Add bike racks downtown and at other community destinations

FIGURE 4.14 - DOWNTOWN, OLD SHAKOPEE AND
TRANSITION CORRIDORS



Downtown Business District and Downtown Transition

Throughout the Envision Shakopee community engagement process, the community emphasized the importance of Downtown as a point of community identity and pride, the need to promote it as an asset to be leveraged for economic development and ongoing support for revitalization efforts.

In recent years, revitalization of Downtown has been occurring both organically, through private investments in new dining, nightlife, and retail destinations, and through strategic public investments, such as the 2017 streetscape, public realm, and public parking improvements. The city has also administered a facade improvement loan program to assist private businesses and property owners in upgrading outdated or deteriorating storefronts and building exteriors.

In 2017, the city relocated City Hall from Downtown to a new building on Gorman Street. The old building has been demolished and presents a new redevelopment opportunity, as do other underutilized sites in Downtown. Likewise, properties located immediately adjacent to the riverfront and Huber Park present unique opportunities for mixed use development that will contribute to Downtown's success.



RECOMMENDATIONS

- » Create new residences in Downtown (upper story lofts, condos, apartments) and adjacent to/overlooking the Minnesota River
- » Leverage civic anchors to promote housing and businesses
- » Continue to promote pedestrian oriented retail in the historic downtown
- » Carve out spaces for pedestrians/seating in front of businesses
- » Add park elements that will benefit downtown residents such as small pocket parks and linear greenways

Riverfront

The Minnesota River is a unique asset and one of Shakopee's most valuable. Though river vistas are provided along Spring Street, Huber Park, and the Minnesota Valley State Trail, physical access to the river from Downtown is limited. However, the Holmes Street walking bridge connects Downtown to the north banks of the river where water access is offered at the public boat launch and at areas under the Holmes Street and Highway 101 bridges.

1st Avenue/Highway 69, a five lane thoroughfare, is a physical barrier between Downtown and the riverfront. Crossings at First Ave should be improved to facilitate better north-south connectivity. The Holmes Street pedestrian walkway under the thoroughfare provides a safe cross but lighting and wayfinding to the tunnel should be improved. Creative design in areas around the pedestrian tunnel should be implemented to make it more visible and connected to surrounding park features.

The city's investment in trails and open space Downtown have created a great framework for future development at the city's riverfront. Views of the river and the preserved open space on the north side of the river are desirable from a residential development view. The city's riverfront is where density should be focused to maximize and capitalize on these river views as well as provide added "rooftops" to support establishments in Downtown Shakopee. Development should be well designed and add to rather than subtract to the public realm and public enjoyment of the river. In addition to residential demand, development should support recreation and leisure, dining and entertainment options.



RECOMMENDATIONS

- » Create a "Riverwalk" loop connection between the Minnesota River and downtown businesses with a better connection from Downtown to Huber Park, the riverfront and the Minnesota Valley State Trail
- » Encourage the development of shops, restaurants, and cafes that cater to the outdoor recreation crowd
- » Better utilize the pedestrian bridge over the river
- » Leverage the Minnesota Valley State Trail by enticing trail users (hikers, bikers, snowmobilers) into downtown Shakopee by providing services and facilities for them
- » Promote the boat ramp and provide recreation amenities for cyclists, boaters, canoers and kayakers
- » Incentivize river recreation-based businesses such as outfitters and equipment rental shops
- » Establish focus areas for housing redevelopment along the riverfront to the east and west of the downtown business district

A VISION FOR THE RIVERFRONT

The Minnesota River played a significant role in the foundation of Shakopee and is one of the city's most valuable resources. Yet residents and visitors have little access to the scenic and recreational opportunities which the river provides. Envision Shakopee provides a vision for the downtown riverfront, building on the success of Huber Park by transforming the underutilized south bank along Levee Drive.

Visible from both the Holmes Street and Highway 101 bridges, a riverfront transformation would complete a continuous public open space along with Huber Park and create a welcoming gateway and front door to both downtown and the city. While the Minnesota Valley State Trail and Holmes Street bridge and tunnel already provide fantastic pedestrian connectivity downtown, a terraced walkway could provide the final connection to the water's edge with streetscaping along Levee Drive providing a steel level transition of the public realm between existing and future residential development along the downtown riverfront.

EXISTING



BIG IDEA 2
REDISCOVER THE RIVER



The Old Shakopee Neighborhood

Old Shakopee's grid street pattern provides connectivity within the neighborhood and to adjacent neighborhoods. Inner areas of the neighborhood also have adequate sidewalk connectivity while some of the outlying areas lack sidewalks. Alleys are prevalent throughout the neighborhood, however, homes south of 7th Avenue are primarily served by private driveways accessed from the front of the lot. The neighborhood is also home to the 30-acre Minnesota Correctional Facility – Shakopee located between 6th and 10th Avenue.

Looking to the future, changing local and national demographics are creating a growing demand for small homes in proximity to amenities that are affordable. Old Shakopee can help meet the demand for this type of housing. Additionally, there are opportunities for new infill development in Old Shakopee as there are vacant lots and some lots large enough to be subdivided.



RECOMMENDATIONS

- » Infill residential properties with single-family, carriage-house units, row houses, urban townhouses and small scale condominiums
- » Establish an aggressive housing restoration/rehabilitation program to encourage/conduct reinvestment
- » Explore residential design guidelines for the Old Shakopee Neighborhood to encourage reinvestments according to traditional residential character
- » Determine performance benchmarks and report annually on residential improvements
- » Leverage underutilized sites for potential infill housing opportunities
- » Construct sidewalks throughout the neighborhood

1st Avenue Corridor

West of Memorial Park, the Highway 101 corridor changes from a four-lane divided highway with industrial development to a five-lane, undivided commercial corridor. As 1st Avenue, the corridor has a mixture of uses, developed in a primarily suburban pattern with buildings set behind parking lots with numerous vehicle curb cuts. Some older homes and historic structures remain along the corridor, with sidewalk orientation between the buildings and street.

In 1996, Highway 101 was re-routed to the north of the Downtown street grid, creating a new development site, now occupied by the River City Center mixed use development. To the west of Downtown, the corridor again has a transitional character, with some development oriented close to the street, other buildings set behind parking, and a mixture of commercial, residential and industrial uses.

1st Avenue contains an ample supply of redevelopment parcels. As a community gateway, Highway 101 offers opportunities for aesthetic beautification to create a more inviting impression to those visiting Shakopee. More specifically, aging and underutilized sites along 1st Avenue are opportunities for modern, market-driven redevelopment to complement the revitalization of Downtown and its riverfront.

The 2014 County Road 101 Marketing Plan found that although substantial high-end Class-A development is not likely in the near-term, as the City and County continue their growth, locations in or close to Downtown may be able to support a number of office buildings containing roughly 40,000-80,000 square feet. Likely tenants would include banks, small professional service providers, non-profits, branch offices, personal care providers and establishments who benefit from proximity to Shakopee's industrial park.

Burial grounds exist on multiple sites along 1st Avenue near Memorial Park. These sites are of significant importance to the SMSC, which the tribe has been purchasing in recent years. The city shall work with the tribe, supporting their efforts to secure these cultural and historic sites.



RECOMMENDATIONS

- » Explore relocation of automobile dealerships and the manufactured housing park along 1st Avenue. If relocation is feasible, redevelopment should complement the current retail and dining land uses or incorporate active uses in a mixed use housing redevelopment
- » Control access points from 1st Avenue into commercial sites. Locate parking between buildings and use accent walls or landscape screening to minimize their visual impact on 1st Avenue. Promote shared parking arrangements to minimize the overall parking demand within the commercial areas
- » Establish uniform streetscape through sidewalks, landscaping and street lighting that provides a uniform appearance along 1st Avenue. Streetscape treatments should continue through the commercial areas and into residential areas
- » Allow for a mix of more compatible office/service uses and residential uses between the commercial nodes along the corridor
- » Municipal coordination with the SMSC to support secure cultural and historic tribal sites

A VISION FOR 1ST AVENUE

A corridor in transition, 1st Avenue is still the gateway to Downtown Shakopee. Part of the original town plat for Shakopee, small, connected street blocks lend 1st Avenue fantastic neighborhood fabric. Proximity to downtown and the riverfront provide momentum and opportunities to revitalize 1st Avenue. Aging commercial sites are underutilized assets that can be redeveloped with a mixture of uses, filling the gaps in the city's housing, office, and retail/dining offerings, while improving the appearance and walkability of this important corridor.

EXISTING





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.

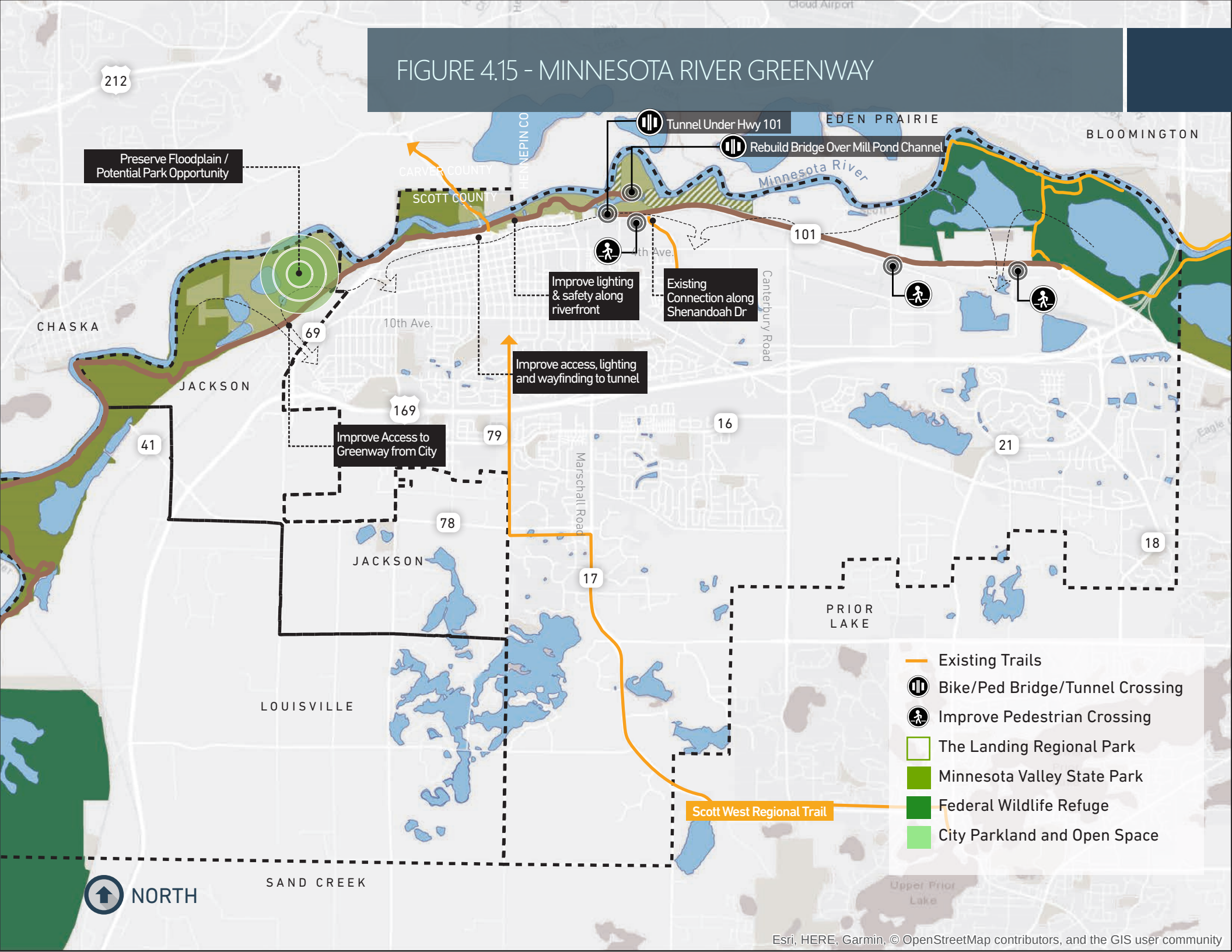
While the Minnesota Valley State Trail follows along the river, many comments mentioned that it is underused. Reasons for this included lack of signage to help users find the trail, barriers to crossing Highway 101 to get to it, difficulty accessing the water with boats or kayaks. While there are barriers, 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.

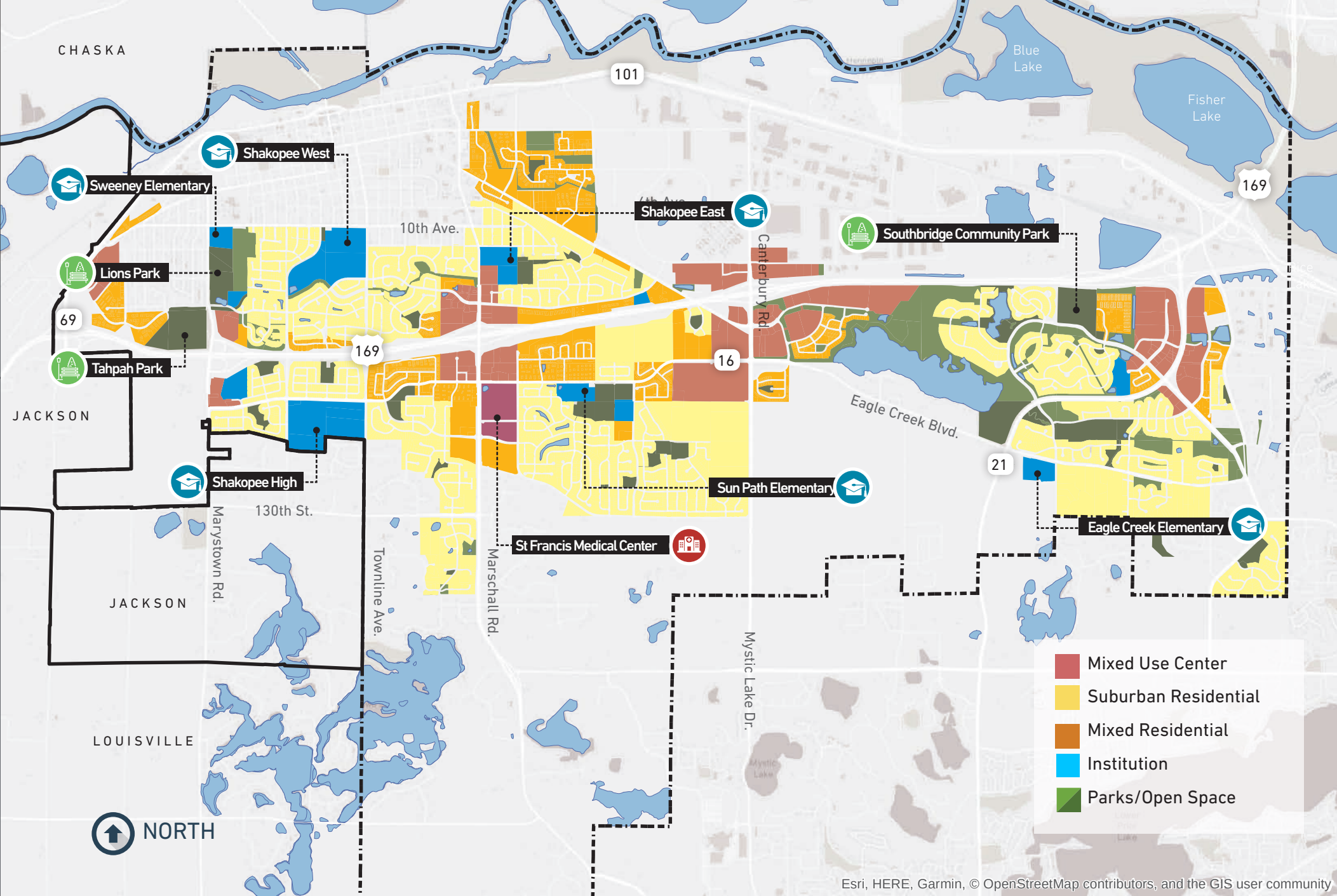
Suburban Shakopee is within the Metropolitan Urban Service Areas (MUSA) and is served by a centralized sewer which has allowed for relatively compact residential development patterns. Near to many households with school-aged children, all but one of Shakopee's schools are located within this area. Likewise, 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

FIGURE 4.16 - SUBURBAN SHAKOPEE ISSUES AND OPPORTUNITIES



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 MARSCHALL 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





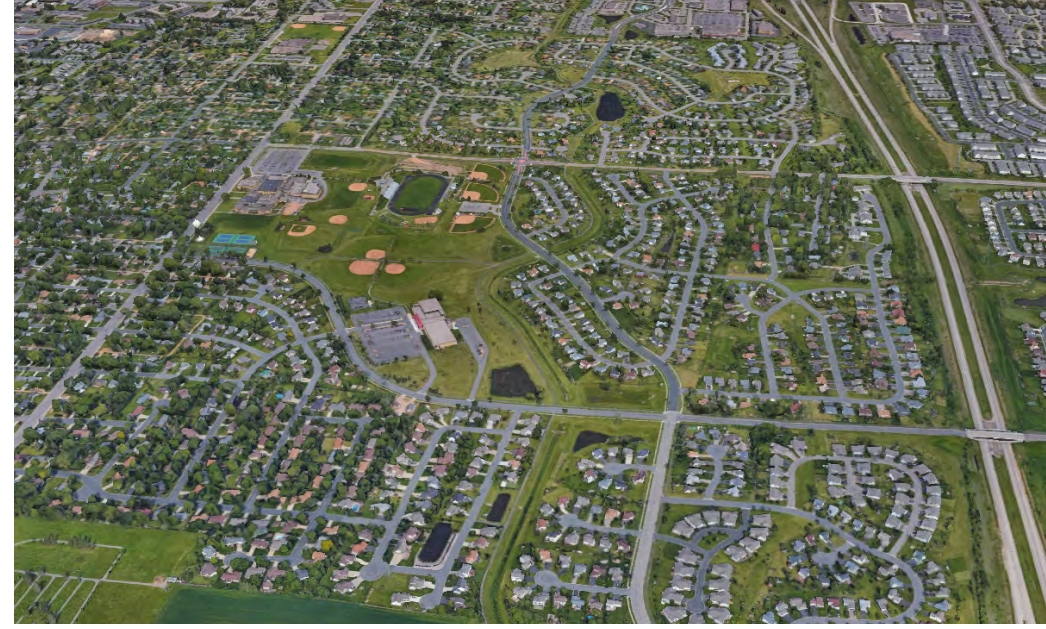
The 17th Avenue Corridor

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

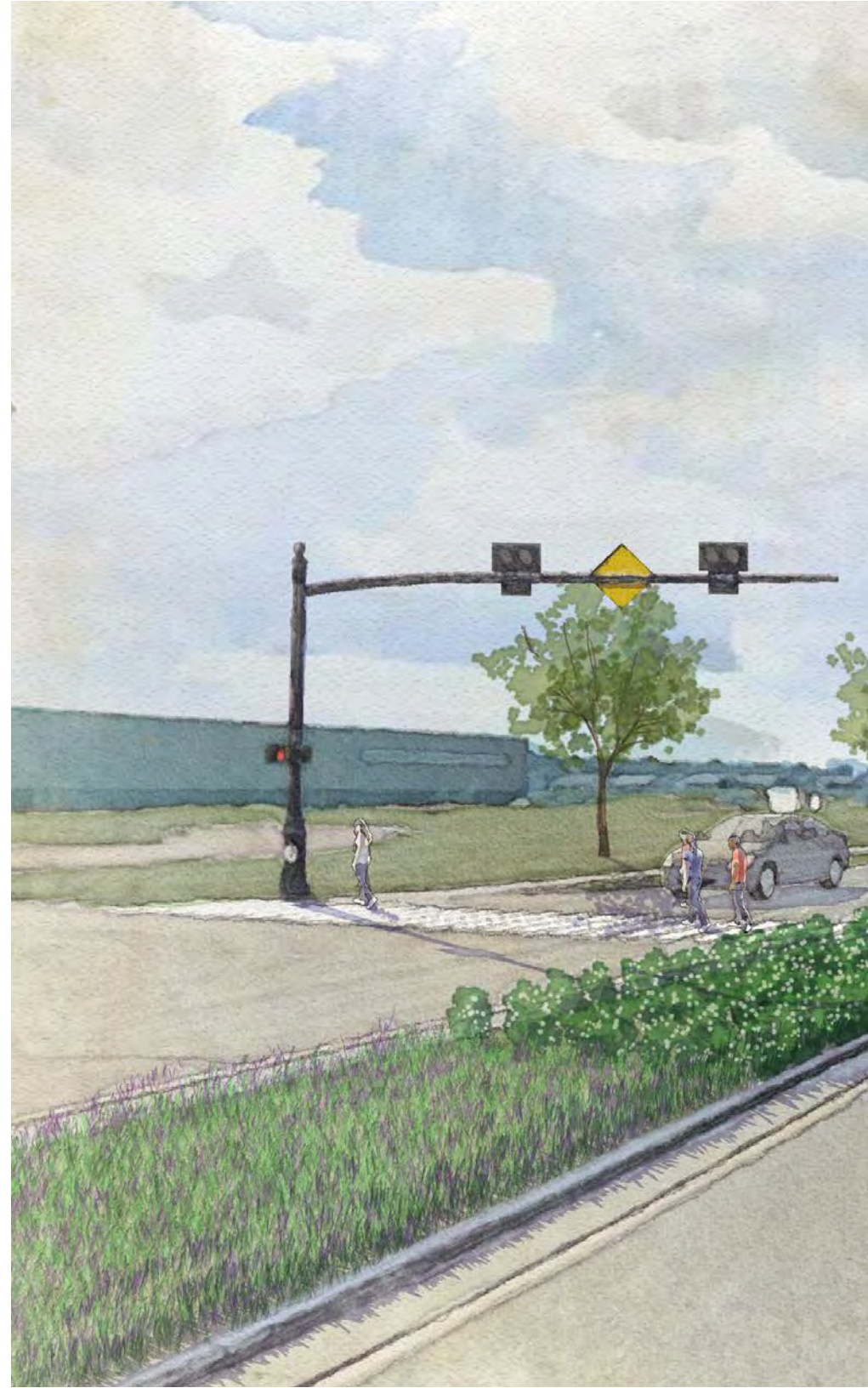




A VISION FOR SAFER TRAVEL

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.

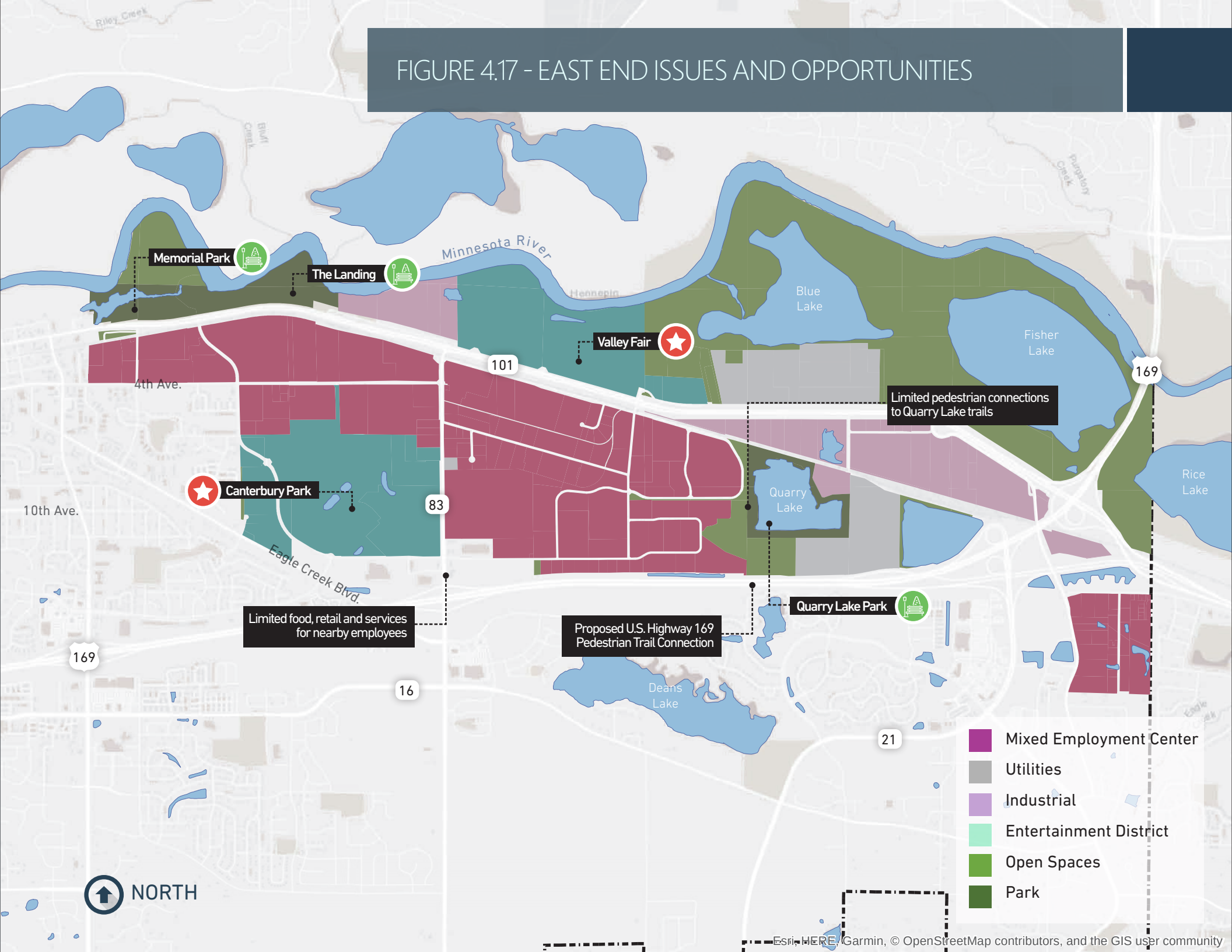
In 2014 the County Road 101 Corridor Marketing Plan was published. The 101 Plan which was initiated by Shakopee's Economic Development Authority (EDA) and City Council studied the land use, transportation and market demands for the 101 corridor from the interchange with U.S. Highway 169 through Downtown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

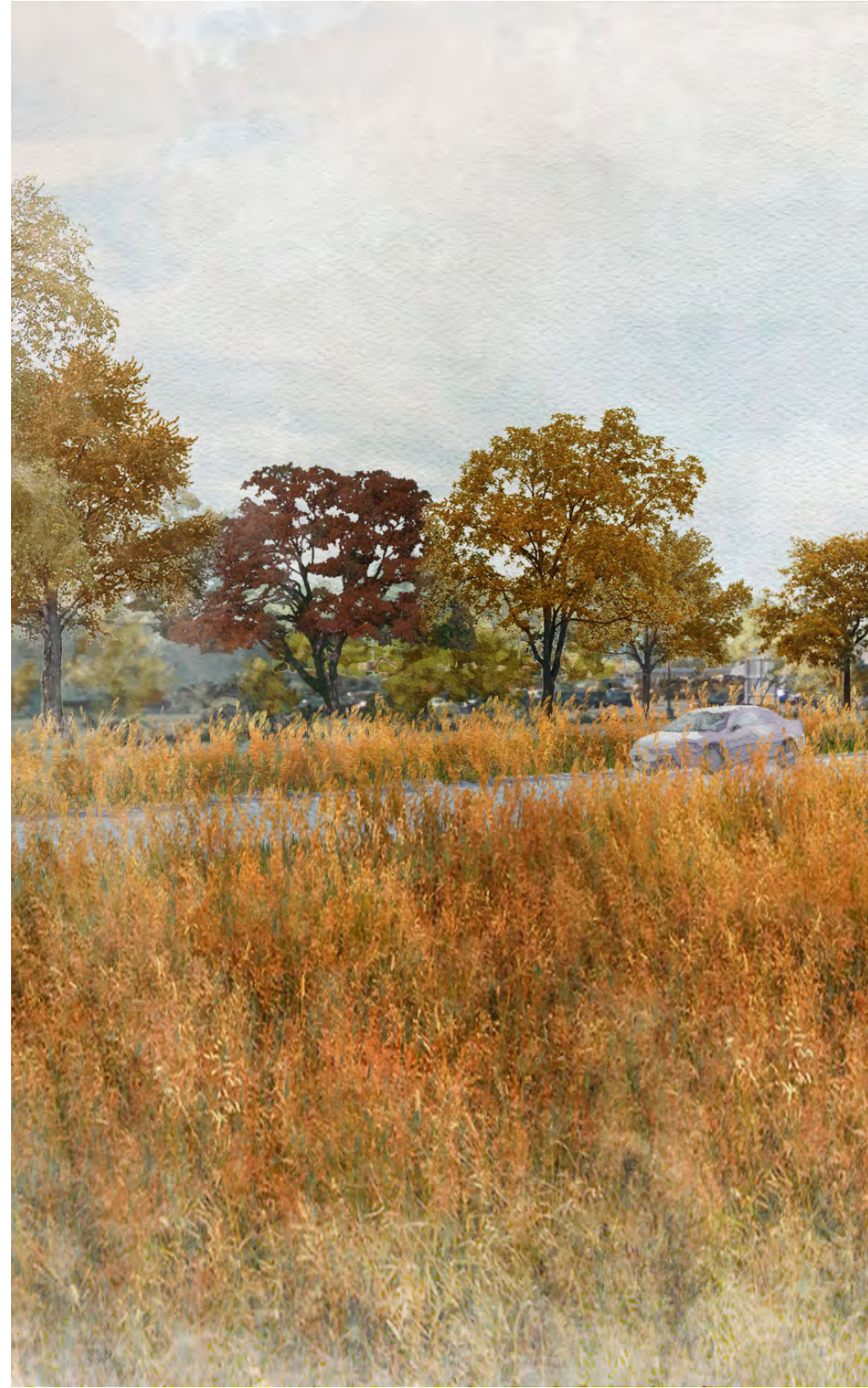
- » Landscape improvements to Highway 101 to create gateway into Shakopee
- » Improve bike/ped crossings at Highway 101

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.

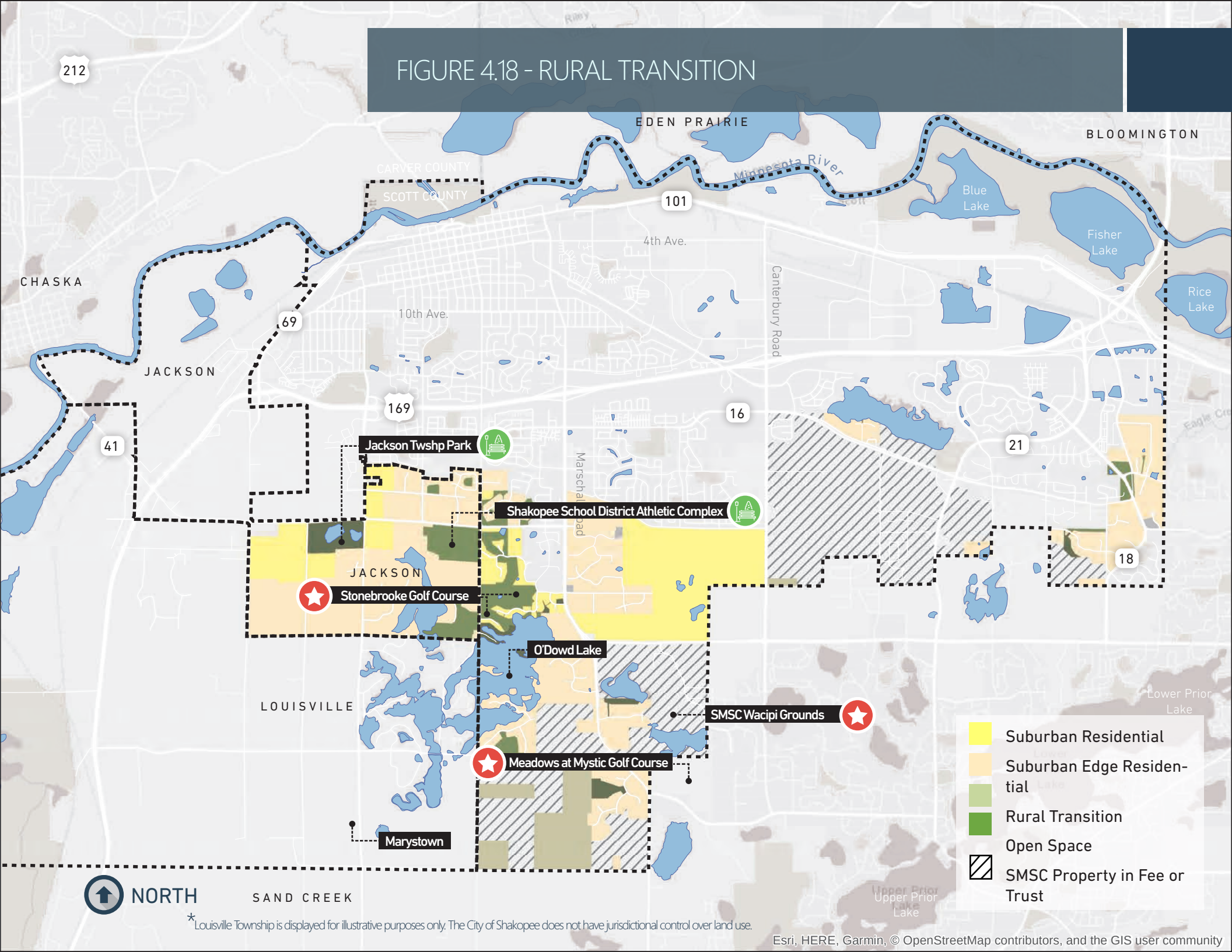
The Rural Transition Planning District also includes significant land holdings of the Shakopee Mdewakanton Sioux Community, a semi-autonomous jurisdiction. The SMSC provide their own urban services and have varying levels of autonomy with respect to control of land use. As with Louisville Township the 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

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**

