

MEMORANDUM

Hoisington Koegler Group Inc.



To: Shakopee City Council and Staff
From: Hoisington Koegler Group (Consultant Team and Staff)
Subject: Update on Western Shakopee/Jackson Township Land Use Study
Date: August 27, 2015

Attached to this memorandum is an 11X17 sheet illustrating two DRAFT alternative land use concepts and associated development data. These concepts were developed using a variety of inputs gained over the last three months of studying the site and talking with key property owners and stakeholders.

The purpose of the land use study is to catalyze current development interest, to ensure that development plans in the study area will further the City's Vision, Strategic Plan, and economic development goals, and provide the City with a more thorough understanding of the transportation, parks, and sewer and water infrastructure that will be needed to serve this important growth area.

We are at the phase of the project where we are evaluating concepts and converging on a preferred plan. This meeting is intended to present general concept ideas for input from the City Council. The maps presented before you are NOT the plan, but simply ideas at this point.

Purpose of evaluating concepts.

At this phase of the project, we are evaluating alternatives/concepts/ideas to that explore the possibilities and the challenges associated with future development growth in the project area. Using these alternatives, our objective is to discuss the merits, challenges, impacts, and opportunities the site offers with key stakeholders. Building off of this input, we will then prepare a final preferred land use concept plan. A set of key guiding principles were developed early in the planning process. These principles were prepared using the city's current Comprehensive Plan and other supporting policy documents. They offer general guidance for evaluating concepts.

- ▶ Expand employment opportunities in areas with good transportation access and with compatible land use transitions.
- ▶ Create desirable and sustainable neighborhoods with a range of housing types to meet a variety of lifestyle and economic needs.
- ▶ Encourage an efficient land use pattern that optimizes both initial (capital) and ongoing (operations and maintenance) public infrastructure investments.
- ▶ Balance traditional infrastructure systems with green infrastructure strategies to enhance ecological function of natural systems.
- ▶ Protect and enhance natural features that provide opportunities for recreation, or contribute to the ecological, social, or cultural value of the landscape and built environment.
- ▶ Promote a range of safe and efficient transportation options (auto, bike, walk, transit) that provide connection to local employment centers, commercial centers, downtown, schools, and parks, while anticipating multi-modal connections to the broader metro area.

The Concepts

We will present the concepts in detail at the meeting. In general, both concepts build off the existing natural resource and topographic features the site offers. Both concepts also work with a number of existing site constraints including power line easements, gas line easements, significant grade change, and access challenges. Both alternatives were developed with real estate market demands in mind. Both alternatives provide short, mid, and longer term development opportunities. This memo provides a brief overview of some of the key elements of the concepts that we would like to present and discuss with Council.

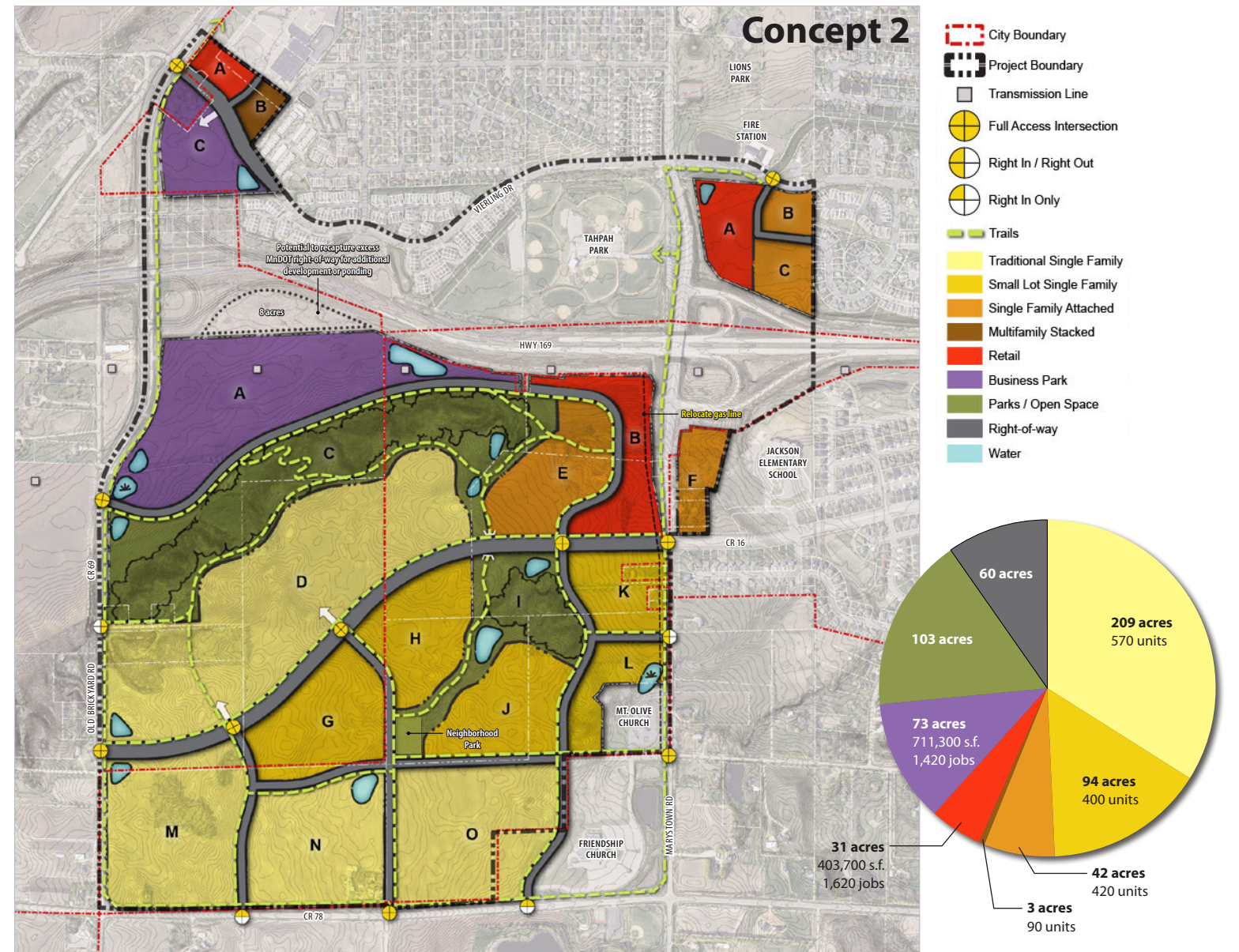
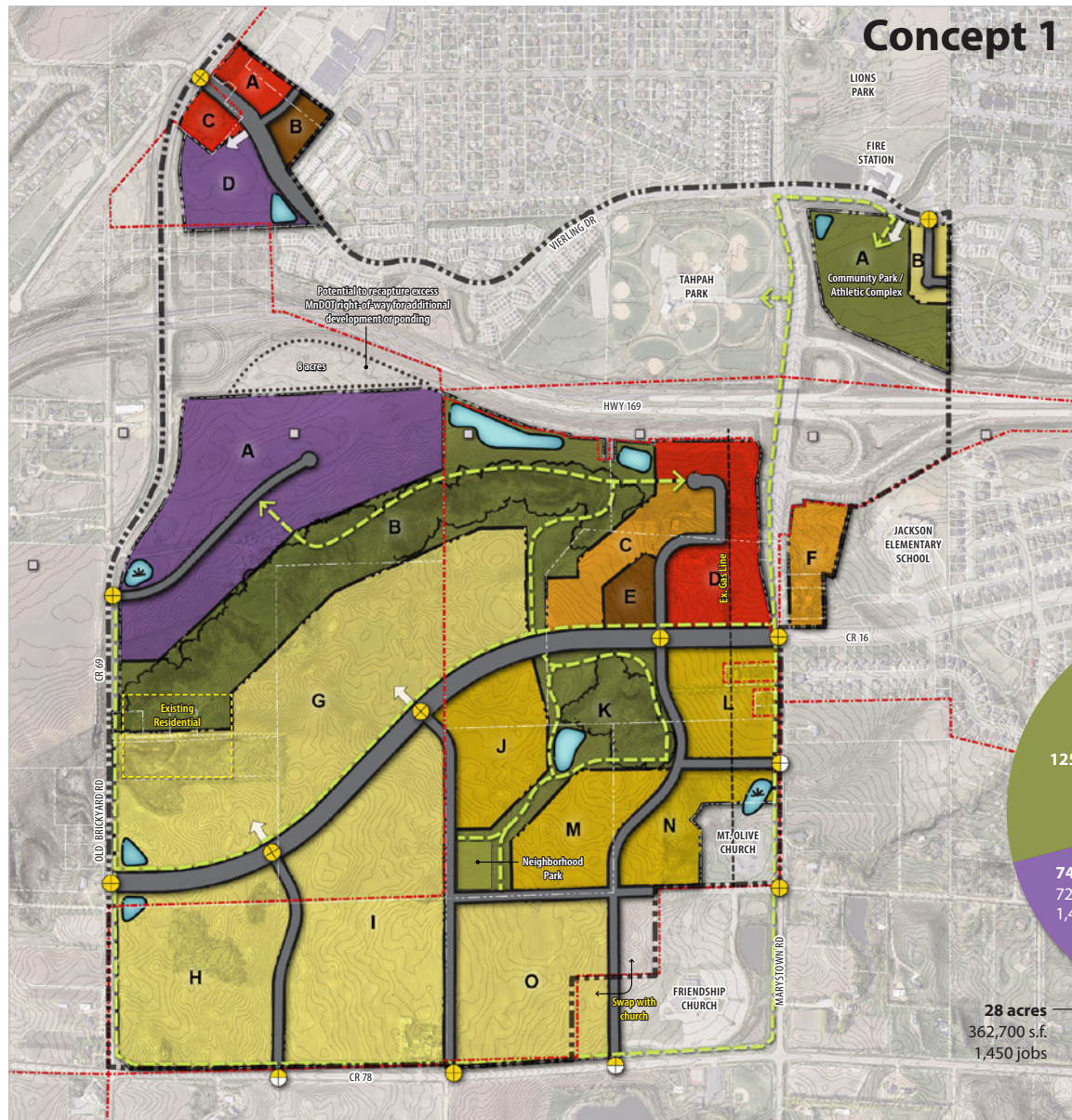
1. Land Use and Development Patterns: Both concepts bring in a diversity of land use patterns. One concept introduces a higher density residential development pattern consisting of stacked residential units. Both concepts integrate a variety of single family land use types including traditional single family development, single family development on smaller lots, and attached single family development (townhome/rowhouse/duplex/etc.). Both concepts provide a variety of *neighborhood* oriented commercial services, but in different configurations based on different access patterns. Both concepts also provide a business park land use intended for a greater intensity of job development. A key consideration that shapes future land use planning is market feasibility. Research suggests that the market demand for development in this area is strongest for traditional single family detached housing and larger scale warehouse/distribution industrial. Proximity and visibility to Highway 169 draws attention from larger scale highway commercial users or destination oriented highway commercial uses. The challenges for this type of development; however, has to do with obtaining access to the site.
2. Roads and Access: Access to the site follows Scott County access and spacing guidelines which generally limit access to ¼ mile spacing. Limited opportunities for right-in-right out access are also included at key locations. Two key roadway features that warrant further discussion are the CR 16 extension and roads serving the commercial areas near Marystown Road (CR 15) and Highway 169.
 - a. CR 16 has been extended as a County Road consistent with existing transportation policy plans, connecting on the west side to CR 69. This road will function more as a collector road that distributes traffic from the new neighborhoods to other minor arterial streets. The road would likely be a three lane segment, with the third lane being a turn lane at key intersections. The road would include a trail or sidewalk segment on both sides and ample room for landscaping and buffering of adjacent residential uses. The easterly segment connecting to Marystown Road would likely include additional lanes to provide for additional traffic serving the higher density residential areas and commercial areas.

- b. Past planning efforts have shown a frontage road connecting CR 69 on the west to Marystown Road on the east aligning with the on/off ramps to Highway 169. This frontage road concept is very challenging from a grade and spacing standpoint, and not very desired from property owner perspective. In coordinating with MnDOT and Scott County (who have control over access to County and State roadways) such a connection is also not desirable. However, a frontage road would provide connection between the business park uses on the flat ground at the base of the bluff and service commercial uses. Each concept addresses this idea differently and will be further discussed at the meeting.
 - c. Other local streets are shown which would serve as neighborhood collectors. These streets are also important streets for trail/sidewalk connections. Additional trail/sidewalk connections would be built into individual development projects.
3. Parks and Open Space: The park and open space system shown is very similar with two exceptions. One concept shows a large park area on the northeast quadrant of Marystown and Highway 169. This concept would be for a special use athletic park that builds on the energy of existing athletic park (Tahpah Park) and provides a larger venue to host more significant athletic tournaments. These tournaments bring potential economic benefit to the City due to their regional draw. This type of park would require a significant city investment beyond basic park dedication. The key difference in the park and open space concept is in how it might be implemented. One approach is to utilize park dedication to acquire not only active park lands but also some of the desire open space that is shown as higher value open space in the natural resources plan. One concept would be to build smaller pocket parks into the open space network to serve neighborhood park needs, while the other concept would take a more traditional approach to secure neighborhood park lands through park dedication and preservation of the open space as back yards or through conservation easements.
4. Stormwater: Both concepts take a similar approach to storm water management utilizing regional ponding and the idea of using the powerline easements along Highway 169 and the open space corridors as locations for regional ponding. Additional infiltration strategies could also be explored as future development projects provide greater detailed planning. The land use concepts take into consideration the required ponding needed based on the land use intensity.

Next Steps

Following the City Council meeting, the consultant team will coordinate stakeholder review of the concepts and using the input from the Council and stakeholders, a preferred land use plan will be prepared. After we converge on a preferred land use plan, the consultant team and staff will begin outlining approaches to implementation which include zoning and regulatory tools, development phasing and financing approaches of key infrastructure, and strategies for implementing the park and open space network concept. The final draft master plan including the implementation strategies is scheduled to be completed for review and consideration in October.

Attachments: Land Use Concept Drawings



DEVELOPMENT YIELD SUMMARY

Quadrant	Site	Future Land Use	Acres	SF Units	MF Units	S.F.
Northeast	-	ROW	1	-	-	-
Northeast	A	Parks	20	-	-	-
Northeast	B	Traditional Single Family	3	9	-	-
Northwest	-	ROW	5	-	-	-
Northwest	A	Retail	4	-	-	54,499
Northwest	B	Multifamily Stacked	3	-	92	-
Northwest	C	Retail	3	-	-	42,350
Northwest	D	Business Park	12	-	-	114,733
South	-	ROW	46	-	-	-
South	A	Business Park	62	-	-	608,595
South	B	Parks	77	-	-	-
South	C	Single Family Attached	14	139	-	-
South	D	Retail	20	-	-	265,894
South	E	Multifamily Stacked	5	-	126	-
South	F	Single Family Attached	8	80	-	-
South	G	Traditional Single Family	91	250	-	-
South	H	Traditional Single Family	43	117	-	-
South	I	Traditional Single Family	63	172	-	-
South	J	Small Lot Single Family	19	80	-	-
South	K	Parks	29	-	-	-
South	L	Small Lot Single Family	16	68	-	-
South	M	Small Lot Single Family	17	71	-	-
South	N	Small Lot Single Family	13	54	-	-
South	O	Traditional Single Family	36	98	-	-
Grand Total			608	1,138	218	1,086,071

- » 608 total acres
- » 1,360 housing units
- » net residential density: 4.1
- » 1,086,000 square feet retail/business park
- » 2,900 jobs

ASSUMPTIONS:

RESIDENTIAL	Units per Acre LOW	Units per Acre HIGH	Units per Acre AVERAGE
Traditional Single Family	2.50	3.00	2.75
Small Lot Single Family	3.50	5.00	4.25
Single Family Attached	8.00	12.00	10.00
Multifamily Stacked	24.00	30.00	27.00

NON-RESIDENTIAL	FAR LOW	FAR HIGH	FAR AVERAGE	S.F. per Employee
Retail	0.30	0.30	0.30	250
Business Park	0.20	0.25	0.23	500

DEVELOPMENT YIELD SUMMARY

Quadrant	Site	Future Land Use	Acres	SF Units	MF Units	S.F.
Northeast	-	ROW	2	-	-	-
Northeast	A	Retail	10	-	-	137,070
Northeast	B	Single Family Attached	4	43	-	-
Northeast	C	Single Family Attached	8	75	-	-
Northwest	-	ROW	5	-	-	-
Northwest	A	Retail	4	-	-	54,499
Northwest	B	Multifamily Stacked	3	-	92	-
Northwest	C	Business Park	15	-	-	146,495
South	-	ROW	53	-	-	-
South	A	Business Park	58	-	-	564,849
South	B	Retail	16	-	-	212,121
South	C	Parks	76	-	-	-
South	D	Traditional Single Family	92	252	-	-
South	E	Single Family Attached	22	220	-	-
South	F	Single Family Attached	8	80	-	-
South	G	Small Lot Single Family	25	107	-	-
South	H	Small Lot Single Family	22	92	-	-
South	I	Parks	27	-	-	-
South	J	Small Lot Single Family	23	96	-	-
South	K	Small Lot Single Family	14	61	-	-
South	L	Small Lot Single Family	10	44	-	-
South	M	Traditional Single Family	42	114	-	-
South	N	Traditional Single Family	34	93	-	-
South	O	Traditional Single Family	42	115	-	-
Grand Total			614	1,392	92	1,115,034

- » 614 total acres
- » 1,480 housing units
- » net residential density: 4.3
- » 1,115,000 square feet retail/business park
- » 3,040 jobs

ASSUMPTIONS:

RESIDENTIAL	Units per Acre LOW	Units per Acre HIGH	Units per Acre AVERAGE
Traditional Single Family	2.50	3.00	2.75
Small Lot Single Family	3.50	5.00	4.25
Single Family Attached	8.00	12.00	10.00
Multifamily Stacked	24.00	30.00	27.00

NON-RESIDENTIAL	FAR LOW	FAR HIGH	FAR AVERAGE	S.F. per Employee
Retail	0.30	0.30	0.30	250
Business Park	0.20	0.25	0.23	500