

# comprehensive land use plan



# 2008



*planning*

for the future,

*piecing* it all together



CITY OF LAKEVILLE MINNESOTA



## **FORWARD**

The 2008 Lakeville Comprehensive Land Use Plan was adopted by the City Council on \_\_\_\_\_ as the product of a two year planning effort by City officials, staff, residents, area businesses and other interested parties.

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The contributions of all that participated in the drafting of the goals, policies and plans set forth herein as the 2008 Lakeville Comprehensive Land Use Plan are greatly appreciated.

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## INTRODUCTION

The City of Lakeville has initiated an update of its Comprehensive Plan in accordance with Minnesota Statutes 473.864, Subd. 2. The update of the City of Lakeville Comprehensive Plan is an opportunity to review the community's established development related goals and policies to ensure continued orderly, managed growth through the year 2030. The Comprehensive Plan update must also respond to the regional system statements affecting Lakeville outlined as part of the Metropolitan Council's 2030 Regional Framework. Although the emphasis is on land use, the Comprehensive Plan is comprised of several interrelated elements addressing the natural environment, land use, transportation and community facilities and infrastructure. To this end, the City of Lakeville Comprehensive Plan is comprised of the following separate documents:

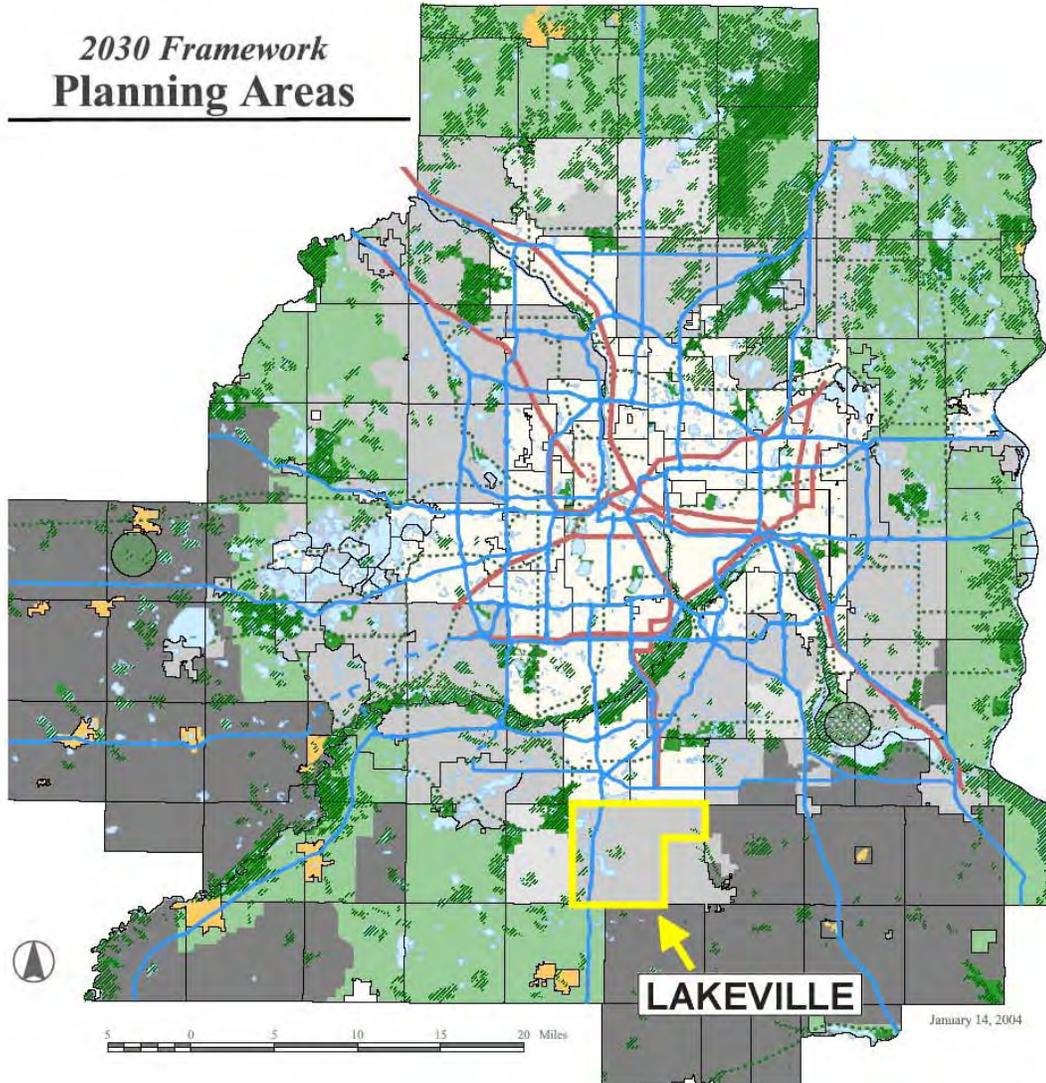
- 2008 Comprehensive Land Use Plan
- 2006 Parks, Trails and Open Space Plan
- 2008 Transportation Plan
- 2008 Sanitary Sewer Plan
- 2008 Water Management Plan
- 2008 Stormwater Management Plan
- 2003 Wetland Management Plan
- Capital Improvement Plan

To ensure the integration of these various components, the 2008 Comprehensive Land Use Plan identifies current issues to be considered as part of the planning process and establishes broadly defined development related goals and policies of the community in response to continued residential growth and business expansion. A summary of Lakeville's current demographic profile is provided herein. The specific Land Use Plan chapter of this document addresses not only existing and future land use, but provides direction as to the interrelated management of natural resources, housing, economic development, transportation and community facilities at a neighborhood planning district level in anticipation of forecasted growth. The other documents of the Lakeville Comprehensive Plan are derived from and support the policy foundations and plans outlined herein. The documents of the Lakeville Comprehensive Plan are to be used collectively by City officials, residents, business owners and developers as a guide for the continued growth that is to occur in Lakeville to the year 2030.

## **REGIONAL PLANNING DESIGNATION**

The Metropolitan Council has adopted the 2030 Regional Development Framework to ensure orderly, economical development of the Twin Cities Metropolitan Area in relation to regional infrastructure for transportation, water resources (including waste water collection and treatment) and regional parks and open space. The Lakeville Comprehensive Plan must address not only local issues and opportunities but also be consistent with regional benchmarks included as part of the 2030 Regional Development Framework for population, household and employment growth, transportation, housing and natural resources. The Metropolitan Council issued System Statements in September 2005 to each community within the Twin Cities Metropolitan Area outlining regional issues specific to that jurisdiction that must be included as part of the local comprehensive plan update. Lakeville issued a response to the proposed system statements regarding potential concerns about regional transportation, waste water utilities and regional park policies. Population, household and employment forecasts for Lakeville through the year 2030 were finalized by Metropolitan Council and the City in December 2005. The employment projections were updated and approved by Metropolitan Council in January 2008.

The 2030 Regional Development Framework designates the City of Lakeville as a Developing Community. This designation is based on the geographic location of Lakeville at the periphery of the developed areas of the Twin Cities Metropolitan Area with land available for new urban development through 2030. Designation as a Developing Community means that the growth that has occurred in Lakeville starting in the 1970s and accelerated through the 1980s, 1990s and into the first part of this decade will continue through the year 2030 as the Twin Cities Metropolitan Area is expected to add 470,000 households and close to one million people and 500,000 new jobs during this period according to Metropolitan Council. Approximately three percent of these new households, four percent of the population growth and 3 percent of new employment are projected by Metropolitan Council to locate in Lakeville.



**NOTE:** Please refer to the Comprehensive Plans Composite map or the Regional Systems maps for the most recent information. These maps are available at the Metropolitan Council Data Center (651) 602-1140.

Geographic Planning Areas		Additional Information	
<b>Urban Planning Areas</b> Developing Area Developed Area	<b>Rural Planning Areas</b> Rural Center Agricultural Diversified Rural Rural Residential	Regional Natural Resource Areas (includes Terrestrial and Wetland Areas) <small>SOURCE: Metro DNR in coordination with the Metropolitan Council</small> Regional Park Proposed Regional Park	Regional Trail Transit 2025 Corridor Principal Arterial Open Water





## **BASIS OF THE COMPREHENSIVE PLAN**

Lakeville has been progressive in planning for anticipated urban development for over 40 years. A comprehensive plan was first adopted in 1964 when the community was still a village and rural township, followed by an update in 1968 after incorporation as a municipality. In 1975, Lakeville adopted a comprehensive plan update in response to the initial regional policies developed by the Metropolitan Council. Another mandatory comprehensive plan update occurred in 1981 in response to regional planning initiatives and again in 1988. The most recent update of the Lakeville Comprehensive Plan occurred in 1999. Reference to these past planning efforts is critical to understanding the direction and evolution of many of Lakeville's established policies and the changes that have occurred as a result.

As noted above, the 2008 Lakeville Comprehensive Plan update is required by State statute as a decennial review of the City's development and land use related goals, policies and plans. This current update of the Lakeville Comprehensive Plan represents a continuation of the local and regional policy framework established initially by the 1975 Comprehensive Plan and modified over time through subsequent updates. As the 2008 Lakeville Comprehensive Plan is based on the foundation of earlier comprehensive plans, no major policy changes are outlined herein; rather the 2008 Lakeville Comprehensive Plan update is a refinement of the community's established development framework in response to new opportunities and challenges.

## **PLANNING PROCESS**

Initial work sessions were held with the City Council and Planning Commission in January 2007 to develop a work program and schedule for the 2008 Lakeville Comprehensive Plan update. The City Council designated the Planning Commission as the steering committee with responsibility for guiding the process for the 2008 Lakeville Comprehensive Plan update and making recommendations as to the development related goals, policies and plans to be established.

The effectiveness of a comprehensive plan as a development tool is greatest when the community sets the agenda for development of the document. The Comprehensive Plan update process started with 12 neighborhood planning district meetings held at locations throughout Lakeville. The purpose of the meetings was to initiate community involvement in the process by seeking comments, questions and feedback regarding land use planning in Lakeville both city-wide and their neighborhoods in particular. The information received from the neighborhood planning district meetings was reviewed by the Economic Development Commission, Planning Commission, and City Council. The summary of information resulting from the Issues Identification phase of the work program lays out a strategic plan for the remainder of the comprehensive plan update process.

As the City Council and Planning Commission continued on with the 2008 Lakeville Comprehensive Plan update, additional public meetings were held to “check” the course of the work done to date. An August 2007 community open house held at City Hall was the first presentation of proposed updates to the MUSA Staging Plan and 2030 Future Land Use Plan. These plans were refined based on feedback from the community open house and a second series of neighborhood planning district meetings held in October and November of 2007. The purpose of the second round of neighborhood planning district meetings was to again present information regarding the draft plan update in advance of a formal public hearing held in March 2008 prior to distribution of the draft 2008 Lakeville Comprehensive Plan update for agency review and subsequent submission to Metropolitan Council. The City received notice of Metropolitan Council approval on \_\_\_\_\_ and on \_\_\_\_\_ the City Council formally adopted the 2008 Comprehensive Plan update.

The City Council and Planning Commission emphasized that the availability and distribution of information throughout the planning process would be critical to encourage a high level of public participation and input. To this end, the City’s Communications Department created and maintained a page on the City website that was updated by City staff with information regarding the process, draft text and maps, and meeting/open house schedules. A Listserv to provide continual updates on the 2008 Lakeville Comprehensive Plan update process was also set up to allow interested persons to subscribe by e-mail and also included a comments form to collect public input on-line. To increase awareness of the 2008 Lakeville Comprehensive Plan update project, the City direct mailed post cards with information regarding the 12 initial neighborhood planning district meetings held in February and March 2007. Finally, the City used required legal postings for meeting dates and times and the Messages page of the Official City Newspaper to release information regarding the Comprehensive Plan update.

Lakeville’s communication and public participation efforts for the 2008 Lakeville Comprehensive Plan update were recognized by the Minnesota Chapter of the American Planning Association as a 2007 Merit Award winner. The Communication Department was also nominated for an Emmy award for its production of an information video posted on the Comprehensive Plan update page of the City’s website.



## COMMUNITY PERSPECTIVES

Comprehensive planning efforts are most effective when the community sets the agenda for the project, entitling them to a sense of ownership in the final plan and its outcome. The process for the 2008 Lakeville Comprehensive Land Use Plan update included 12 neighborhood planning district open houses and work sessions with the City Council, Planning Commission and Economic Development Commission at the initiation of the project to identify opportunities and issues that guide the remaining work program both in content and format.

### REGIONAL ISSUES

In September 2005, Metropolitan Council issued System Statements to Lakeville outlining the regional requirements the 2008 Comprehensive Land Use Plan and other Comprehensive Plan documents must address and conform to consistent with the Regional Development Framework. Lakeville issued a response to the system statements regarding transportation, growth projections, waste water and regional parks system. Through cooperation with Metropolitan Council staff, the issue related to Lakeville's growth projections was resolved and the City is in agreement with the projections outlined as part of its 2008 Comprehensive Plan documents. The remaining issues are summarized below and with the City's position addressed in further detail in appropriate sections of the 2008 Lakeville Comprehensive Plan documents:

#### Transportation

Lakeville is very concerned about the lack of planning to improve regional transportation infrastructure necessary to support mandated development forecasts within the community. Failure to expand the arterial roadway system in conjunction with on-going development will significantly increase congestion throughout the City's roadways, those in adjacent communities and the overall region.

Lakeville has proactively sought to address increasing traffic congestion by undertaking, at its cost, improvements to regional roadway systems such as the I-35/CSAH 50, I-35/CSAH 60 and I-35/CSAH 70 interchanges, Dodd Boulevard (CSAH 9) and the Dakota County East-West Corridors. A park-and-ride car pool facility will be constructed as part of the I-35/CSAH 70 improvements. In 2008, the City Council reached agreement with the Metropolitan Council to expand the Metropolitan Transit District to include Lakeville and begin the process for immediate expansion of transit services to the community. And, the City is also actively participating in the planning for

the proposed Interstate 35 and the Cedar Avenue Bus Rapid Transit Corridor. These projects benefit not only Lakeville residents and businesses, but transportation system users in adjacent developing cities and townships. However, these facility improvements alone will not be adequate to provide for a functional transportation system and capacity for Lakeville's forecasted growth through 2030.

Lakeville believes that increased financial spending from Federal, State and regional governments is an absolute necessity to expand the capacity of regional transportation infrastructure, including transit and automobile and commercial vehicle roadways to support planned growth within Lakeville and the Twin Cities Metropolitan Area. Lakeville is seeking specific support to expand capacity on the north-south corridors of I-35 and Cedar Avenue and the east-west corridors of CSAH 70 (between US 169 and TH 52), CSAH 60 from Lakeville to Farmington and points east and completion of the improvements at the I-35/CSAH 50 interchange that will be required within the next 10 years to meet increasing traffic volumes.

Continued financing of regional transportation improvements primarily by Lakeville is not sustainable or consistent with the City's adopted growth management policies. Failure to adequately plan and finance a regional transportation system for all modes of travel means that Lakeville's projected growth to 2030 will likely overburden the City's service capacity. Unless major investments within the Metropolitan Area Transportation System are identified to address the increasing traffic generated by forecasted growth within Lakeville and surrounding jurisdictions, the City Council will evaluate strategies to reduce traffic generation as part of the 2008 Comprehensive Plan update including, but not limited to, a decrease in the projected rate of development and/or a decrease in the density of development occurring within the City. Detailed information regarding transit and transportation system improvements can be found in the 2008 City of Lakeville Transportation Plan completed by SRF Consulting Group, Inc.

## **Wastewater**

The TAZ study prepared by Lakeville in 2003 indicated that to achieve the mandated 2030 development forecast by the Metropolitan Council, development would have to occur within the designated Urban Reserve Area. The Urban Reserve is currently guided for rural uses by the 2020 Land Use Plan. Future urban land uses for this area are a policy decision to be evaluated of the 2008 Comprehensive Plan update and will be dependant upon sanitary sewer service being made available by extension of a Metropolitan Disposal System interceptor (as well as necessary investment in expansion of transportation capacity).

Lakeville also believes it is appropriate as part of its 2008 Comprehensive Plan update to begin discussion regarding the timing of phased utility extension to southwest Lakeville given on-going and planned urban development of the township areas abutting the City's boundaries, extension of the Elko New Market Interceptor and improvements

tot the I-35/CSAH 70 interchange. This area is currently designated as Permanent Rural by the Comprehensive Plan, reflecting the predominance of rural residential land use and physical constraints with the extension of utilities. Detailed information regarding waste water system planning can be found in the 2008 City of Lakeville Sanitary Sewer Plan completed by Short Elliott Hendrickson Inc.

### **Regional Parks System**

Lakeville supports the acquisition and development of the regional park designated in Empire Township, to the east of Lakeville. Furthermore, Lakeville supports the designation of the regional trail corridor search area extending through Lakeville and connecting the planned Empire Regional Park to Murphy-Hanrehan Park Reserve. Lakeville has made significant investments in the acquisition and development of greenway corridors and multipurpose trailways along major roadways. Lakeville encourages Metropolitan Council to consider use of this existing and developing trail infrastructure to comprise large segments of this regional trail corridor and secondary connections for the most efficient use of local and regional resources. Detailed information regarding park and recreation system planning can be found in the 2006 City of Lakeville Parks, Trails and Open Space Plan completed by Northwest Associated Consultants Inc.

## **LOCAL ISSUES**

The general feedback from the 12 neighborhood planning district open houses was positive with regards to the City's past and present planning efforts. This response is consistent with the information gathered as part of the 2007 Community Survey in which 68 percent of those surveyed feel Lakeville is well planned for the future. The majority of the concerns identified during the issues identification process are localized or project specific and not City wide issues suggesting that the current planning effort be focused on refinement and expansion of the goals, policies and plans previously adopted. City wide issues identified during the issues identification phase of the work program and highlighted in the 2007 Community Survey are summarized below and addressed as part of the 2008 Comprehensive Land Use Plan update.

### **Natural Environment**

- Expand efforts to preserve existing trees and vegetation during the development process.
- The City needs to continue to implement regulations to ensure that development does not negatively impact existing wetlands.
- Stormwater management must be provided for as part of the development process to avoid impacts to surrounding properties.

- The City should encourage preservation of open space through rural clusters, density clusters and public parks or greenways.
- The City needs to protect sensitive lake shore areas.
- Mining of aggregate resource areas needs to be managed to address compatibility issues and existing mining areas must be reclaimed to allow future urban use.

## **Land Use**

### Growth Management

- Adequacy of regional transportation systems to accommodate staged local growth.
- Planned construction of the Elko-New Market interceptor will be evaluated for potential effects and opportunities related to Lakeville's MUSA Staging Plan.
- Planned construction and staging of the Farmington Interceptor may allow opportunities for development within the designated Urban Reserve.
- The current MUSA Staging Plan must be evaluated in consideration of projected growth rates and land absorption.

### Rural Uses

- The City needs to anticipate a continuation of permanent rural areas/rural residential uses in the designated Permanent Rural areas.
- Consider strategies for extension of sanitary sewer and water services without affecting land use in designated Permanent Rural areas to address potential public health safety issues.

### Residential

- Review the existing and proposed mix of housing types and promote single family dwellings as the primary form.
- Provide greater direction as to the appropriate location of various housing densities on the Land Use Plan.
- Evaluate opportunities for higher density development adjacent to potential transit corridors.
- Implement the land use changes recommended by Downtown Guide Plan.
- Evaluate opportunities to provide for assisted living/congregate care uses.
- Review and implement as financially feasible regional affordable housing goals in consideration of market conditions.

### Commercial

- Evaluate and respond to the impacts of County roadway spacing requirements to major commercial locations.
- Designate commercial transition sites corresponding to uses allowed within the O-R, Office Residential District.
- Implement the land use changes recommended by Downtown Guide Plan.
- Evaluation of the future land uses guided in the area surrounding the planned upgrade to the I-35/CSAH 70 interchange.
- Evaluate opportunities for development adjacent to transit corridors at Cedar Avenue and the upgraded I-35/CSAH 70 interchange.
- The City should consider enhancements to the architectural standards, style and quality of development.
- Evaluate the need for enhancement to screening requirements when adjacent to residential uses.

### Office Park

- Consider opportunities for office park uses similar to Fairfield Business Campus along the Cedar Avenue corridor, adjacent to the I-35/CSAH 70 interchange and along the CSAH 70 corridor.
- Evaluate opportunities for development adjacent to transit corridors at Cedar Avenue and the upgraded I-35/CSAH 70 interchange.
- Enhance architectural standards and the quality of development.

### Industrial Uses

- Consider opportunities for new industrial business locations and expansion of existing areas including Airlake Business Park.
- The City should consider enhancements to the architectural standards, style and quality of development.
- Evaluate the need for enhancement to screening requirements when adjacent to residential uses.

### Public Uses

- Review and participate in the Comprehensive Plan process for Airlake Airport.

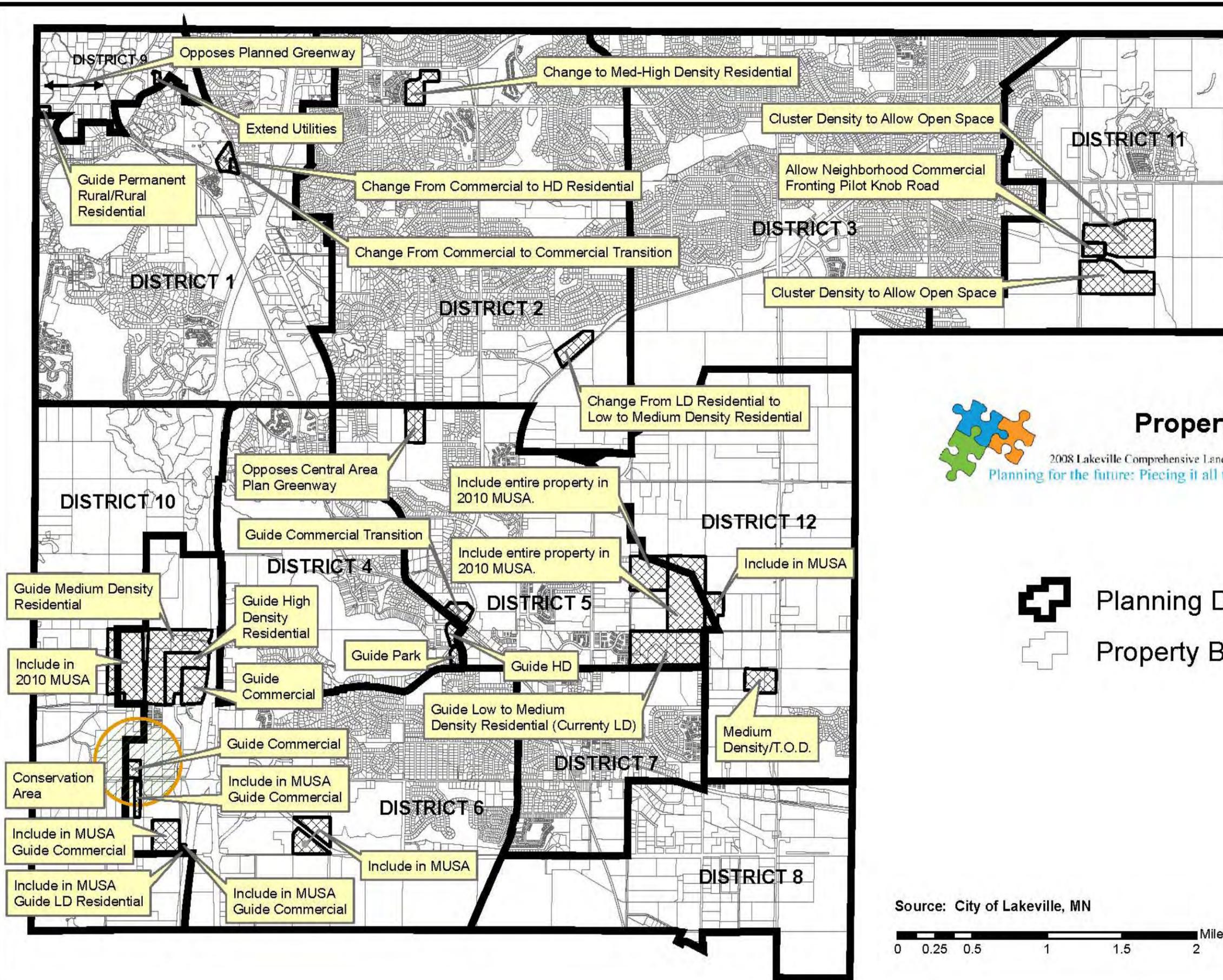
Summaries of the more specific comments received as part of the issues identification process were provided to the Planning Commission, Economic Development Commission and City Council for review at work sessions held after the 12 neighborhood district open houses. A map summarizing many of these comments is included on the following page for reference.



# City of Lakeville



## 2008 Comprehensive Land Use Plan



### Property Owner Issues

2008 Lakeville Comprehensive Land Use Plan  
Planning for the future: Piecing it all together



Planning District Boundaries

Property Boundaries

31 October 2008

Source: City of Lakeville, MN



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## SOCIAL PROFILE

The purpose of the social profile chapter of the 2008 Comprehensive Land Use Plan is to document the current demographic conditions and trends to aid in the identification of issues to be addressed as part of the planning process.

### POPULATION, HOUSEHOLD AND EMPLOYMENT FORECASTS

Metropolitan Council has developed projections of population, household and employment growth for the City of Lakeville based on anticipated regional growth as part of the 2030 Regional Framework. This information is to be used by the Metropolitan Council in infrastructure sizing for transportation and utilities to accommodate future development and by Lakeville as the basis for implementation of its local growth management planning efforts.

City of Lakeville Population, Household and Employment 1990 – 2030						
	Actual		Projection			
	1990	2000	2006	2010	2020	2030
Households	7,851	13,609	17,193	20,200	28,400	33,500
Population	24,854	43,128	52,323	59,500	78,400	88,800
Employment	6,563	9,885	14,061	18,503	22,945	27,387
Source: Metropolitan Council, MnDEED						

The rate of population and household growth anticipated for Lakeville is generally at the levels projected for 2010 and 2020 by the 1998 Comprehensive Plan update. The projections prepared as part of the 1998 Comprehensive Plan update are based on the City’s established growth management policies, residential uses designated on the 2020 Land Use Plan and the City’s Metropolitan Council Livable Communities commitments. The forecasts prepared by Metropolitan Council also include an estimate of 2030 households and population. By 2030, the City will be nearing saturation of the MUSA and MUSA expansion zones with no urban land uses guided for the 1,736 acre Planning District 12 – Cedar Corridor at this time. As such, it is necessary to anticipate at least general levels of urban development within the Planning District 12 – Cedar Corridor as part of the current planning effort so that necessary infrastructure will be available for future development during the 2020 to 2030 period and beyond.

## HOUSEHOLD TYPE

The table below illustrates changes in household size in Lakeville relative to population and household growth. The decrease in household size from 1990 to 2006 is likely reflective of an increase in empty nester households and retired age households. The smaller household size also reflects the national trend of people having fewer children and the dynamics of the modern family.

City of Lakeville Household Characteristics			
Year	Population	Households	Persons Per Household
1990	24,854	7,851	3.17
2000	43,128	13,609	3.17
2006	52,323	17,193	3.04
Source: U.S. Census 1990, 2000 and Minnesota State Demographer			

The 1990 and 2000 Census provides a demographic profile of the households in Lakeville as shown in the following table. As the table indicates, the majority of households in Lakeville are families with children. The number of non-family households decreased significantly from 1990 to 2000.

City of Lakeville 1990 and 2000 Household Type						
Household Type	Total Number of Households		Households w/ Children		Households w/o Children	
	1990	2000	1990	2000	1990	2000
Family - Married Couple	5,814	10,011	3,923	6,638	1,891	3,373
Family - Male Householder	222	1,287	139	345	83	942
Family - Female Householder	552	1,683	430	815	122	868
<b>Total Family</b>	6,588	12,981	4,492	7,798	2,096	5,183
Non-Family Households	1,263	628	N/A	59	N/A	569
<b>Total Households</b>	7,851	13,609		7,857		5,752
Source: U.S. Census 1990, 2000						

## AGE CHARACTERISTICS

The following table illustrates the population of the City of Lakeville by age group utilizing information from the 1990 and 2000 Census. In 1990, the labor force (ages 19-39) represented the largest age group followed by school age children. By 2000, the largest age group was school age children followed by labor force age persons. The retired age group represented 2.38 percent of the total population in 1990, and 2.86 percent in 2000. It is expected that the retired age group will grow rapidly in the coming decade as the labor force group continues to age and people continue to live longer.

City of Lakeville 1990 and 2000 Population By Age Group				
Age Group	1990		2000	
<b>School Age</b>				
Under 18	9,371	37.7%	15,560	36.0%
<b>Labor Force</b>				
19-39	9,924	39.9%	14,460	33.5%
40-59	4,592	18.5%	11,085	25.7%
60-64	376	1.5%	797	1.9%
Sub-Total	24,263	97.6%	41,902	97.1%
<b>Retired</b>				
65-69	232	0.9%	459	1.1%
70-79	263	1.1%	583	1.4%
80+	96	0.4%	184	0.4%
Sub-Total	591	2.4%	1,226	2.9%
<b>TOTAL</b>	<b>24,854</b>	<b>100.0%</b>	<b>43,128</b>	<b>100.0%</b>
Source: U.S. Census 1990, 2000/Minnesota State Demographer				

## EDUCATION

The following table illustrates education levels for residents ages 25 and over in 2000. As indicated, approximately 96 percent of the City's population has attained a high school diploma or higher degree, while 35.8 percent of the population has attained a Bachelor's degree or higher.

<b>City of Lakeville 2000 Educational Attainment (Ages 25 and over)</b>		
Level Attained	Number	2000 %
<9 <sup>th</sup> Grade	349	1.4%
9 <sup>th</sup> to 12 <sup>th</sup> Grade (no diploma)	766	3.0%
High School Graduate	5,447	21.6%
Some College (no degree)	6,958	27.6%
Associate Degree	2,670	10.6%
Bachelor's Degree	7,120	28.3%
Graduate Degree	1,882	7.5%
<b>TOTAL</b>	<b>25,192</b>	<b>100%</b>
% of High School Grad +	95.6%	
% of Bachelor's Degree +	35.8%	
Source: U.S. Census 2000		

## OCCUPATION

Information from the 1990 and 2000 Census regarding employment demographics for Lakeville is depicted in the table below. The majority of Lakeville residents in 1990 were employed in manufacturing. In 2000, the largest occupation category is of those employed in trade, transportation and utilities. Employment in professional occupations such as finance, business services, education and health services and leisure and hospitality also increased as a percentage of the population.

<b>City of Lakeville 1990 and 2000 Occupations</b>				
	1990		2000	
Natural Resources and Mining	146	1.1%	75	0.3%
Construction	915	6.7%	1,566	6.7%
Manufacturing	2,652	19.4%	3,350	14.4%
Trade, Transportation & Utilities	2,586	18.9%	6,425	27.6%
Information and Retail	2,419	17.7%	782	3.3%
Financial Activities	984	7.2%	2,583	11.1%
Professional and Business Services	737	5.4%	2,115	9.1%
Education and Health Services	1,633	12.0%	3,516	15.1%
Leisure and Hospitality	435	3.2%	1,407	6.0%
Other Services	889	6.5%	888	3.8%
Government	264	1.9%	605	2.6%
<b>TOTAL</b>	<b>13,660</b>	<b>100.0%</b>	<b>23,312</b>	<b>100.0%</b>
Source: U.S. Census 1990, 2000				

## EMPLOYMENT COMMUTING

The table below illustrates data from the 2000 Census regarding travel time to work. The majority of Lakeville residents travel between 10 minutes and 30 minutes to work.

<b>City of Lakeville 2000 Travel Time to Work Persons Age 16 and Older</b>		
Work at Home	889	3.9%
Less than 5 minutes	408	1.8%
5 to 9 minutes	1,645	7.2%
10 to 14 minutes	3002	13.1%
15 to 19 minutes	3007	13.1%
20 to 24 minutes	4027	17.5%
25 to 29 minutes	1875	8.2%
30 to 34 minutes	3701	16.1%
35 to 39 minutes	1012	4.4%
40 to 44 minutes	1181	5.1%
45 to 59 minutes	1464	6.3%
More than 60 minutes	787	3.3%
<b>TOTAL</b>	<b>22,998</b>	<b>100.0%</b>
Source: US Census 2000		

**INCOME**

Census data regarding income for Lakeville residents and households in 1990 and 2000 is illustrated in the following tables. Persons in Lakeville considered to be below the poverty level declined as a percentage of the population from 1990 to 2000, although the number of persons increased by 104.

<b>City of Lakeville 1990 and 2000 Income Data</b>				
	<b>Per Capita Income</b>	<b>Median Family Income</b>	<b>Individuals Below Poverty Level</b>	<b>Percent of Population</b>
1990	\$15,476	\$46,779	750	3.0%
2000	\$26,492	\$76,542	854	2.0%
Source: U.S. Census 1990, 2000				



## GOALS AND POLICIES

The goals and policies section of the 2030 Comprehensive Land Use Plan provides a statement as to the City's objectives for its developed environment and the means to achieve the desired outcome or change. This section identifies general community goals and supporting policies that provide a decision-making framework for all public and private actions and development within the City. The goals and policies statements outlined herein are the basis of and complement the City's maps, ordinances, and codes that are more rigid documents.

The flexibility and adaptability of the City's goals and policies is useful in addressing current development activity guided by subsequent elements of the 2030 Comprehensive Land Use Plan, but also emerging development trends not anticipated at the time this document was prepared. This flexibility will give the 2030 Comprehensive Land Use Plan continuity for future City Councils, Planning Commissions, property owners, residents and developers. Just as the goals and policies outlined below draw from the Comprehensive Plans prepared in 1981 and 1998, future Comprehensive Land Use Plan updates will expand from the City's objectives at this point in time.

To this end, the goals and policy section does not provide information on the timeliness and priorities for needed community improvements. Instead, it provides a series of criteria that can be used to direct general actions undertaken by public and private groups in response to community needs and priorities. In some cases, a single policy may outline a course of action. More frequently a group of policies will be applicable to a given situation. In the sections that follow, the terms "goals" and "policies" are used in context of the following definitions:

**Goals:** *The generalized outcomes that will ultimately result in achieving the kinds of living, working and recreational environment that is desired.*

**Policies:** *Definite courses of action that lead to general achievement. They serve as guides to help make present and future decisions consistent with the stated goals.*

## COMMUNITY PLANNING PRINCIPLES

The primary function of local municipal government is the provision of an orderly, safe, productive and enhanced living and working environment. While this encompasses social, physical and economic opportunities and issues, the City of Lakeville primarily influences the quality of life for its residents through the physical environment. Within this context of the City's capabilities, the following are a list of fundamental principles that guide the planning process to develop the 2008 Comprehensive Land Use Plan:

- Facilitate an open public process to obtain input from residents, property owners and City leaders to insure the 2008 Lakeville Comprehensive Plan reflects the values and goals of Lakeville.
- Foster a strong sense of identity and quality of character for Lakeville and its individual neighborhoods and business districts
- Enhance the character of Lakeville by blending urban development with natural amenities and minimizing impacts to environmental resources.
- Expand the existing system of public parks, trails and open space to provide equitable distribution of recreational opportunities in Lakeville, preserve and use wisely natural resources, preserve scenic, aesthetic and historical community character and development of facilities to contribute to a high quality of life.
- Promote the economic vitality of Lakeville businesses and industries to provide for needed services, employment opportunities and a diversified tax base in support of the growth that is to occur.
- Coordinate with State and regional government to develop a functional transportation system integrating local and regional facilities for all modes of pedestrian, vehicle and mass transit options to accommodate long range growth that is to occur.
- Provide for the health, safety and welfare of the public by ensuring managed growth occurs within a framework of local and regional infrastructure and services of sufficient capacity to meet community needs and expectations.

## **NATURAL RESOURCES**

The importance of continued community growth in context with existing natural resources is recognized within Lakeville. The proper preservation, protection and utilization of the natural environment as a valuable amenity or as a constraint or barrier for development are guided by the following goals and policies.

### **Natural Resources Goals**

- Protect environmental quality in Lakeville while accommodating growth by integrating new urban development with the City's natural environment in a compatible manner.
- Improve the quality of Lakeville's water resources including lakes, wetlands, streams, and ground water resources.
- Strengthen the aesthetic quality of Lakeville's shoreland areas.
- Protect environmentally sensitive areas in Lakeville characterized by poor soils, steep slopes, tree massing, wetlands, lakes, floodplains, shorelands, high water table, and natural wildlife habitat from degradation due to development.
- Establish greenway corridors throughout Lakeville as a means to protect environmentally sensitive areas, provide natural open space, define neighborhoods, provide links between natural open spaces and environmentally sensitive areas for wildlife corridors and increase storm water infiltration.
- Protect and maintain natural wetlands, ponding areas, drainageways and floodplains in an effort to establish a storm drainage system in Lakeville that promotes storm water infiltration and water quality.
- Access gravel resources in a manner that protects Lakeville's environment, is compatible with adjoining land uses, and is consistent with the City's long range planning.
- Integrate natural resources with Lakeville's park, trail and open space systems.

### **General Natural Resources Policies**

1. Consider Lakeville's environmental amenities and constraints in the formulation of the 2030 Land Use Plan and establish compatible land use patterns that relate to environmental features.

2. Continue to utilize Lakeville's established development regulations to implement performance standards and development design to protect natural features important to the community and vital to desirable development.
3. Formulate new or update existing development regulations to ensure the proper protection of identified natural environmental resources within Lakeville.
4. Enforce ordinances that mandate protection of ground water resources from pollution to insure safe municipal water supplies in Lakeville.
5. Integrate new development and subdivision design with the natural characteristics of the land to enhance the preservation of attractive natural amenities in Lakeville.
6. Encourage cluster development concepts where protection of certain natural features is important to the Lakeville community and vital to development desirability.
7. Acquire environmentally sensitive areas for Lakeville parks, greenways or open spaces and limit new development and the expansion of existing activities where environmental damage may result.
8. Create an awareness of the value and importance of the environment through community education, volunteerism in open space maintenance, and Lakeville citizen stewardship activities.

### **Vegetation Policies**

1. Promote preservation of natural vegetation including prairies, woodlands, and wetlands to be a design consideration for new site developments and subdivisions in Lakeville.
2. Consider expansion of Lakeville's tree preservation regulations as part of the site development and subdivision process to more actively maintain existing natural vegetation.
3. Continue to implement programs designed to protect trees in Lakeville through disease control and re-forestation and discourage Oak tree cutting between April 1st and July 15th.
4. Minimize irrigation by requiring proper soil preparation to insure deep rooting of new landscaping for new development in Lakeville.

5. Promote the use of native grasses, forbes, shrubs and trees in development site restoration.
6. Discourage the use of herbicides, pesticides, and phosphorous fertilizers on lawns to prevent runoff to wetland areas and to prevent contamination of ground water and surface water resources.
7. Implement strategies for the control of invasive/exotic plant species in Lakeville's lakes, greenways, natural areas, and open spaces.

### **Soils Policies**

1. Soil suitability for building sites, as well as the depth to the water table, shall be a basis for determining the land uses to be permitted.
2. Require soil testing in areas of hydric soils that have limitations for development, to identify the soil correction measures necessary to insure safe and quality construction.
3. Construct drain tile around building foundations and along streets in soil areas characterized by moisture retention, high water tables, or perched water tables.
4. Require erosion and compaction control plans for all site grading to prevent erosion, dust, and soil sedimentation and prohibit development on slopes identified as where erosion or slippage may occur.
5. Consider compatibility with surrounding land uses and mitigation measures in the location and operation of gravel mining operations to reduce nuisance concerns such as noise, dust, traffic, etc., along with continued compliance with the Lakeville Gravel Mining Ordinance, including requiring detailed gravel pit reclamation plans that identify ultimate end use of the property and the means by which the end use will be implemented.

### **Storm Water and Wetland Management Policies**

1. Implement the Lakeville Comprehensive Storm Water Plan and Wetland Management Plan, as may be amended.
2. Restrict or prohibit alteration or development on wetlands, floodplains and natural drainageways and other features in Lakeville that perform important environmental functions in their existing state and where appropriate maintain such natural features so that storm water can be adequately managed without construction of storm sewer.

3. Work with the DNR to review and implement requirements of the Shoreland Overlay District for new development or redevelopment to strengthen the aesthetic character of Lakeville's lakes.
4. Enforce floodplain regulations to regulate development in a manner consistent with State requirements to protect public safety and property from damage due to flooding.
5. Encourage natural vegetative buffer areas along all of Lakeville's lakes, wetlands, creeks, and drainageways.
6. Promote low impact development and higher quality surface water treatment facilities in Lakeville through the use of infiltration and bioretention where appropriate while requiring all new development to adequately address on-site storm water needs and requirements such that no negative impacts will occur in the hydrologic system because of the new development.
7. Require subdivisions to plat lots with minimum lot area exclusive of the boundaries of storm water ponds, delineated wetland boundaries and required wetland buffers to insure adequate buildable area and usable yards and to avoid encroachment into the pond or wetland areas.

### **Pollution Policies**

1. Support programs aimed at reducing water, air, glare, and noise pollution with State and Federal pollution regulations incorporated into Lakeville policy or regulations when appropriate.
2. Continue to implement and review the adequacy of buffer yard setbacks along major street thoroughfares in Lakeville to mitigate pollution concerns related to traffic.
3. Monitor the effects of increased pollution in its various forms as Lakeville continues to grow and prohibit those land uses or facilities that contaminate the environment unnecessarily.
4. Require all development near Interstate 35 and Airlake Airport to consider and address through compatible land uses the impacts of the noise levels in the area when designating land uses and activities to ensure that there will not be an expectation in the future for sound walls or other noise abatement measures by the property owners near the interstate or airport.

5. Promote low impact lighting with commercial and industrial development with light sources required to be reflected downward to prevent glare or light spillage on adjoining properties, rights-of-way, or skyward.
6. Promote energy conservation by minimizing the use of exterior lighting for commercial and industrial uses during off-business hours.

## **GROWTH MANAGEMENT**

Managing the rate of growth has been a priority for the City of Lakeville since the mid 1990s Strategic Growth Management plan to anticipate the impact of continued development on public services, utilities, streets and City finance. The following goals and policies are provided to define and guide Lakeville's continued growth management efforts.

### **Goals**

- Manage growth and land use development in a manner that is fiscally responsible and will result in maintaining Lakeville's current favorable local tax rate.
- Promote development of high architectural quality in order to enhance Lakeville's image, promote building durability, and expand the local tax base.
- Attracting, retaining, and expanding businesses and industry is a priority for diversifying Lakeville's tax base.

### **Policies**

1. Broaden Lakeville's tax base through the promotion of economic development, establish goals and monitor performance to expand commercial and industrial uses and streamline the development review process for proposed commercial and industrial developments.
2. Discourage leap frog development patterns that expand Lakeville's service delivery areas and prohibit urban encroachment or premature subdivisions into designated rural areas by promoting infill development following an orderly development pattern for MUSA expansion that capitalizes on in-place utility and service investment.

3. Expand the boundaries of the MUSA in stages according to the following criteria:
  - a. Expansion of the MUSA shall be based on the MUSA Staging Plan (Areas A, B and Urban Reserve) as may be amended and shall not occur prior to the dates specified by the MUSA Staging Plan.
  - b. The City Council studies and determines that buildable land supply within the current MUSA is reduced to acreage that can be fully developed within approximately five years or less in accordance with established growth management objectives.
  - c. The developer and/or benefiting property owners will assume costs associated with extending utilities.
4. Continue to maintain and implement a Capital Improvement Plan that allows the City to properly finance public improvements and require infrastructure improvements associated with new development to be financed by the developer except as identified in Lakeville's Capital Improvement Plan.
5. Maintain residential development consistent with Lakeville's established growth control mechanisms that set a residential development target of not more than 450 to 550 detached single family dwelling units per year, excluding twinhomes, townhomes, condominiums, and apartments.
6. Examine development patterns in Lakeville against the established benchmarks (i.e., fiscal, transportation analysis zones, Livable Communities Act) annually to evaluate progress and make necessary adjustments to fulfill stated objectives.
7. Prepare long range transportation and infrastructure plans that will direct future growth and allow Lakeville to plan for future transportation, utility and service improvements.
8. Establish criteria as part of the Land Use Plan for allowing development of a more intensive land use consistent with the 2030 Land Use Plan only when consistent with the City's growth management policies and when adequate infrastructure and services are available.
9. Prevent approval of subdivisions in areas that lack adequate infrastructure such as utilities, streets (including local, collector or arterial street capacity) or parks as premature.

## **ACTIVE LIVING**

Active living is a way of life integrating physical activity into daily routines to improve health and quality of life. Individuals are encouraged to accumulate at least 30 minutes of activity each day by walking or biking for transportation; exercise or pleasure, playing in a yard or City park; yard work; using stairs instead of elevators; and using recreation facilities within the community. Lakeville is committed to increasing physical activity through implementation of the following goals and policies.

### **Active Living Goals**

- Provide access to safe, convenient and affordable opportunities for a variety of physical activities for all persons through the built environment in Lakeville.
- Plan with other government jurisdictions to plan for ongoing interdisciplinary collaboration, promotion of facilities, behavioral supports, policies that institutionalize the vision of active living and routine maintenance that ensures continued safety, quality and attractiveness of the physical environment.

### **Active Living Policies**

1. Design and orient buildings to promote opportunities for active living, including active transportation.
2. Provide access to housing, employment centers, schools and community services through integrated transportation systems including, streets, sidewalks and trails.
3. Connect parks, trails and open spaces to other destinations of interest and residential neighborhoods.
4. Address the impacts of the built environment and transportation planning on individual's opportunities to be physically active.
5. Maintain parks, trails and public open spaces as accessible, safe, clean and high quality opportunities for physical activities.

## **LAND USE**

The land use goals and policies create a foundation for defining the character and intensity of land use in Lakeville. The land use related goals and policies apply both to existing land use patterns and future development. The following goals and policies serve as a reference for land use planning decisions.

### **General Land Use Goals**

- Enhance Lakeville's community identity by continuing to develop a cohesive land use pattern that insures compatibility and functional relationships among activities.
- Maintain and, where necessary, strengthen the character and interconnection of individual neighborhoods.
- Permit growth on a phased basis avoiding premature urban expansion into rural areas of Lakeville to provide for a logical extension of urban growth and related community services in a fiscally responsible manner.
- Promote the continued development of high quality, high value businesses and industries that enhance the City's economy through an improved tax base and expanded employment base within Lakeville.

### **General Land Use Policies**

1. Land use development in Lakeville shall be related to and reflect community priorities, transportation capacities, availability of utility infrastructure and ability to provide high quality City services such as parks, trails, police and fire protection, etc.
2. Enhance the attractiveness of Lakeville through a continuing program of high visibility corridor enhancements, civic beautification, tree planting, maintenance of homes, businesses, industries and streets, requiring high quality building materials and site landscaping and other measures that will promote an aesthetically pleasing living and working environment.
3. Provide land use transitions and/or proper buffering or screening between distinctly different types of land uses.
4. Adequate lot sizes and soundly constructed buildings of sufficient size shall be defined and required for all types of development.

5. Apply Lakeville's development policies and regulations consistently and uniformly.
6. Examine requested land use changes in relation to adjoining land uses, site accessibility, utility availability, and consistency with the goals, policies and plans of the 2008 Comprehensive Land Use Plan.
7. All development proposals shall be analyzed on an individual basis from a physical, economic and social standpoint to determine the most appropriate uses within the context of Lakeville as a whole.
8. Once established, geographic land use designations and related zoning classifications shall reflect Lakeville's long term interest and shall occur only when they will promote land use compatibility and predetermined goals and policies of the 2008 Comprehensive Land Use Plan.
9. Incompatible land uses shall be properly regulated so that conflicts are minimized through the use of natural and man-made physical barriers (i.e., topography, drainageways, transportation routes, etc.), distances, landscape screening, and/or proper physical orientation of lots and buildings.
10. Renewal, replacement, and redevelopment of substandard, incompatible or non-conforming development shall be accomplished through public action and private means.

### **Rural Land Use Goals**

- Protect and preserve agricultural uses and the economic viability of farming operations and stage growth to prevent premature intrusion of urban development into rural areas of Lakeville to maintain existing active farming operations.
- Prohibit the division of land in agricultural areas if such action will infringe upon the maintenance of existing farming activities within rural areas of Lakeville.

### **Rural Land Use Policies**

1. Adherence to the established staged boundaries for urban growth and preservation of existing agricultural uses outside the MUSA shall be a priority in all Lakeville planning and development decisions.
2. The spread of small scale, non-farm subdivisions in rural areas of Lakeville shall be prohibited until expansion of the MUSA so as not to create land use conflicts for future urbanization.

3. Agricultural land uses in Lakeville shall observe conservation practices that prevent erosion and preserve natural resources.
4. The keeping of the present levels of farm animals shall be confined to the rural service areas of Lakeville or farming operations already established and those types of high intensity agricultural uses not presently undertaken within the community shall be discouraged to avoid potential adverse effects on adjoining non-agricultural uses.
5. Gravel mining shall be allowed only as an interim land use within rural service areas except in areas designated for rural residential land uses on the 2030 Land Use Plan and shall be regulated by the Lakeville Gravel Mining Ordinance.

### **Residential Land Use and Housing Goals**

- Provide a healthy variety of housing types, styles and choices to meet the changing life cycle needs of Lakeville's population.
- Maintain and enhance the strong character of Lakeville's single family residential neighborhoods.
- Develop townhouse and multiple family housing alternatives as an attractive life cycle housing option.
- Promote development of a variety of dwelling unit types and balanced housing stock in Lakeville to satisfy the needs, desires, and income levels of all people.
- Encourage development of both active and assisted senior living facilities in response to Lakeville's changing demographic profile.

### **General Residential Land Use and Housing Policies**

1. Ensure that all new housing, including rental housing and housing for persons of low and moderate income, adheres to the highest possible standards of planning, design and construction to ensure livable, sustainable housing choices within Lakeville.
2. Preserve and maintain the residential character of existing neighborhoods oriented primarily towards development of low density, single family residential uses while avoiding an over concentration of medium and high density residential land use types within specific areas of Lakeville.

3. Provide sufficient life cycle housing options to meet the needs of all segments of Lakeville's population, including the physically disabled and elderly.
4. Protect residential development from adverse environmental impacts, including noise, air, and visual pollution and prohibit new residential development in areas where noise and/or air pollution exceed accepted standards and the negative impacts are not correctable by construction, site planning or other techniques.
5. Protect Lakeville's single family neighborhoods from encroachment by higher intensity non-residential uses or medium and high density residential uses with adequate separation and buffering.
6. Consider establishment of rental housing standards applicable to existing and new dwelling units to require adequate sound proofing, increased energy conservation and provisions for social and recreational facilities.

### **New Residential Land Use and Housing Policies**

1. Require new development in Lakeville to meet established zoning, subdivision and building performance standards to ensure that all new housing, including housing affordable to low and moderate income families and individuals, adheres to the highest planning, design and construction standards.
2. Existing, undeveloped, single family residential land shall be developed in a manner consistent with Lakeville's priorities, compatible with surrounding development and responsive to determined market needs.
3. Encourage use of innovative development techniques and housing designs in Lakeville that conserve land and increase efficiency provided desired densities can be maintained with mixing of various housing types allowed only as part of a planned unit development.
4. Develop a mix of housing types in Lakeville consistent with the 2030 Land Use Plan recognizing the development of detached single family townhouses, two family homes, townhouses, and multiple family housing options as opportunities to supplement and expand upon existing single family homes in consideration of community priorities and local market demands.
5. Locate multiple family housing in areas not inferior to those generally used for conventional single family housing with adequate access to major roadways and around areas targeted for business and industrial development to provide market and labor support.

6. Establish multiple family housing performance standards that define Lakeville's vision for quality construction, building durability, and site amenities such as open space, recreational facilities, garages, guest parking, storm protection, etc.
7. Promote construction of housing that attracts persons of all ages and income levels with priority for active and assisted living senior housing to allow current residents the ability to maintain residence within Lakeville throughout the various stages of the life cycle.

### **Existing Housing Policies**

1. Maintain a high quality residential environment through rehabilitation or where necessary, redevelopment of substandard units undertaking action through private means and/or public action as appropriate.
2. Ensure the uniform application of rental housing standards that require adequate landscaping and building and grounds maintenance periodically reviewing these standards in order to ensure that they are effectively meeting their intended purposes.
3. Preserve and improve the existing housing stock through inspection, code enforcement and other efforts coordinated with individually defined neighborhoods.
4. Utilize public improvements as a means for continuing civic beautification, strengthening neighborhood character and stimulating investment in private property.

### **Housing Assistance Policies**

1. Encourage development and preservation of owner-occupied housing for low and moderate income households that avoids concentrating such housing within a single project area.
2. Continue efforts with the Dakota County CDA in providing housing for low and moderate income families and individuals and senior citizens.
3. Encourage use of townhouses, duplexes, garden apartments and scattered site single family homes for family subsidized housing integrated within developments that include both subsidized and market rate housing within a single neighborhood.

4. Establish administrative and policy mechanisms that will facilitate the development of low and moderate income housing and respond to potential housing deficiencies.
5. Lakeville shall ensure that all housing assistance available, be it state or federal, be made available and accessible to community residents.

### **Retail Commercial and Office Land Use Goals**

- Create a cohesive and unified identity for Lakeville's commercial areas making attractive gateways and focal points within the community.
- Focus commercial development in concentrated market centers oriented to major transportation corridors and intersections to promote sustainable business activity responsive to Lakeville's needs and surrounding market area.
- Limit the expansion of existing neighborhood commercial sites except to those transitional uses that provide for compatible land use arrangements.
- Identify locations for development of commercial office parks within Lakeville to provide for expanded local employment opportunities and diversified tax base.
- Redevelop commercial sites that display building deterioration, obsolete site design, land use compatibility issues and under-utilization of the site.
- Support tourism and City promotion through the activities of the Lakeville Convention and Visitors Bureau and the Lakeville Area Chamber of Commerce.

### **Retail Commercial and Office Land Use Policies**

1. Evaluate the physical implication of commercial land uses located in areas of high accessibility with consideration related to traffic generation, site access, sewer and water demands, environmental issues and compatibility with neighboring land uses.
2. Develop commercial centers as cohesive, highly inter-related units with architectural performance standards that assure the creation of attractive, functional and durable structures, sites that are adequately and appropriately landscaped and adequately screened or buffered from any adjacent residential development, with provisions for safe access with adequate off-street parking as well as safe and convenient pedestrian movement.

3. Coordinate new development and redevelopment efforts with adjoining commercial properties to create site designs that promote attractive shopping environments, easy accessibility, and a high level of business interchange.
4. The intrusion of commercial land uses in residential neighborhoods shall be regulated and controlled to minimize adverse impacts.
5. Actively communicate with the Lakeville Area Chamber of Commerce and local businesses to gain an understanding of the changing needs of the commercial market.
6. Promote joint utilization of parking and other related supportive services in service and commercial districts while ensuring parking supply meets the demand generated by the uses.
7. Regulate and enforce outdoor storage and sales associated with commercial uses to ensure attractive site maintenance.
8. Allow signage of commercial properties to facilitate business identification but restrict signs to prevent over-intensification causing a negative aesthetic or potential driver distraction.
9. Encourage high quality commercial development and architectural standards at Interstate 35 interchanges that takes advantage of the visibility and access provided along the corridor.
10. Commercial land use and development must be planned in a manner that reduces the traffic impacts on the City's major arterial streets and freeway interchanges.
11. Establish locations for office parks to supplement the City's retail and service locations and establish performance standards to ensure the highest quality development in highly accessible and visible areas of Lakeville.
12. Promote Airlake Airport to attract high quality commercial, office and industrial development to Lakeville that may have air service needs.
13. Limit neighborhood commercial locations to existing zoned locations and establish building and site design standards for neighborhood commercial locations that insure a compatible coexistence with adjoining residential areas.
14. Design and maintain commercial buildings to be resistant to person and property crime.

### **Central Business District Goals**

- Enhance the Lakeville CBD as a vibrant, historic center for the City of Lakeville that includes a broad range of mixed land uses arranged in a traditional development pattern characteristic of the existing area.
- Connect the Lakeville CBD to other neighborhoods and commercial locations within the City to enhance the attraction of the area as a destination and amenity within the community.
- Integrate new development or redevelopment within the Lakeville CBD with adjacent properties and existing uses to maintain the established character of the City's historic core.

### **Central Business District Policies**

1. Implement the 2006 Downtown Development Guide, as may be amended.
2. Expand the commercial attraction of the historic CBD by providing a land use and transportation connection between the CBD and Heritage Commons.
3. Promote a broad range of commercial and civic land uses within the CBD including retail, service, office, entertainment, performing arts, and civic land uses.
4. Promote a variety of building designs, but establish guidelines that require continuity in building architecture, materials and streetscape treatments.
5. Require site design that establishes building orientations to focal points such as street intersections, open spaces, and view sheds offered in the CBD.
6. Utilize common elements within the CBD such as public structures, streetscape, open spaces, plazas, and pedestrianways to establish a strong identity that is coordinated with Lakeville's goals.
7. Integrate commercial land uses through site design, building orientation, pedestrian connections and shared parking to establish a customer friendly shopping environment and to promote a high level of business interchange.
8. Redevelop incompatible and/or functionally obsolete buildings in the CBD area with appropriate scale and type of development.

### **Industrial Land Use Goals**

- Provide areas for development of industrial uses in Lakeville that allow for a range of industrial activities compatible with adjoining land uses.
- Pursue the orderly expansion of Lakeville's industrial parks through the logical extension of utilities to ensure local employment opportunities and a diverse tax base.
- Redevelop industrial sites that exhibit building deterioration, obsolete site design, environmental concerns, and/or land use compatibility issues.

### **Industrial Land Use Policies**

1. Continue to implement the Lakeville Strategic Plan for Economic Development.
2. Continue communication with Lakeville's businesses and industries to stay abreast of their changing needs to facilitate the retention and in-place expansion of existing industries.
3. Provide industrial sites that offer a degree of isolation from less intense land uses, to allow the prospective industries to operate without producing nuisance concerns and prohibit industrial traffic from intruding on residential neighborhoods.
4. Require high quality industrial architecture and construction to insure building durability and an aesthetically attractive appearance with consideration for development regulations that provide site design flexibility to accommodate in-place industrial expansion and building reuse.
5. Infill industrial development and orderly expansion of industrial parks that maximize the return on Lakeville's investments in public facilities and services shall be promoted.
6. Identify sites for industrial expansion in Lakeville giving consideration to the physical implications of industrial park planning related to traffic generation, rail and airport use, sewer and water demands, environmental issues and compatibility with neighboring land uses.
7. Remove obsolete or deteriorating buildings to create buildable sites for new industrial opportunities or investigate alternative uses for industrial redevelopment projects where land use compatibility issues exist.

8. Ensure that industrial uses have adequate transportation system and utility access so as not to overburden Lakeville's service capacities.
9. Encourage site designs that integrate industrial uses with natural features of the land and provide an aesthetically attractive appearance.
10. Promote site upkeep and maintenance through code enforcement to promote a positive community image.

## **COMMUNITY FACILITIES**

Community facilities include those lands, buildings, services and systems that are provided on a public or semi-public basis in the interest of, or benefit to, the residents and property owners of the community. Their importance should not be underestimated in defining the established quality of life in Lakeville. The following goals and policies are to serve as guides for the planning, implementation, and maintenance of community facilities.

### **Goals**

- Design community facilities to support Lakeville's community identity and provide for safe, easy access to all facilities and services.
- Maintain and improve existing services, and develop new community facilities and services to meet the needs and interests of the Lakeville community.
- Be proactive in the implementation of Lakeville's comprehensive community facilities plans, as may be amended, for public systems such as storm water management, water supply, sanitary sewer, and parks, trails and open space.
- Minimize costs for public facilities and services by encouraging full utilization of existing and available service system elements and coordinate facilities and services on a joint use basis between various governmental units to avoid duplication.

### **Park and Trail System Policies**

1. Implement the planning strategies and policies of the Lakeville Parks, Trails and Open Space System Plan, as may be amended.
2. Periodically evaluate Lakeville's park dedication requirements to ensure they are reflective of actual costs associated with system implementation.
3. Continue to implement the Capital Improvement Plan to identify needed park and trail improvements, set priorities and schedule improvements for funding and implementation.

### **Public Utilities Policies**

1. Implement the Lakeville Comprehensive Sewer Policy Plan and Comprehensive Water System Plan, as amended.

2. Public sanitary sewer and water service shall be provided only to lands within the Metropolitan Urban Service Area (MUSA).
3. Develop strategies for extension of sanitary sewer and/or water utilities into existing areas of Lakeville designated as permanent rural to respond to the need to replace individual on-site septic systems, although extension of sanitary sewer into designated permanent rural areas shall not mandate a change to the 2030 Land Use Plan to allow additional development density.
4. Constantly monitor and provide maintenance of all utility systems to assure a safe and high quality standard of service including reducing inflow and infiltration into the sanitary sewer system.
5. Implement programs and ordinances that require regular inspection of on-site septic systems in a three year cycle and corrections to non-compliant or failing systems.
6. Coordination among all public and private utilities improvements shall be required to locate utility systems within easements providing ease of access for maintenance, repair and minimal disruption of other uses or adjoining properties.
7. Promote periodic inspections of essential services (e.g., communication lines, pipelines, transmission lines, substations, etc.) within the City to help insure effective delivery of service and public safety.
8. A Capital Improvement Plan shall be prepared and annually updated for all public facilities.

### **Governmental Buildings, Facilities and Services Policies**

1. Ensure that Lakeville's governmental buildings and services are located so as to offer ease of access and minimal response time.
2. Hold Lakeville's and other public buildings to high architectural and site design standards that incorporate sustainable, energy efficient building and low impact development techniques to create a sense of community identity, ensure land use compatibility, promote conservation and to serve as examples for private development..
3. Promote the full utilization of existing investments in public facilities and encourage cooperation and coordination between governmental units in the provision of public facilities and services.

4. Design and maintain all public buildings to be resistant to person and property crime opportunity, while maximizing public utilization.
5. Plan for new or expanded public facilities needs through an annual update of the Capital Improvement Plan.
6. Attempt to preserve those areas, places, buildings, structures and other features having significant architectural, historical, or aesthetic interests and values important to Lakeville.
7. Develop public facilities on sites that offer ample land area for potential future expansion.
8. Public facilities shall be adequately screened, landscaped, and buffered in order to minimize their impact on surrounding uses and enhance Lakeville and the specific neighborhood in which they are located.

#### Schools

1. Coordinate community growth with the School Districts to insure proper school facilities planning to meet future population needs.
2. Establish safe and convenient pedestrian/bicycle access along appropriate streets to each school within the community.
3. Maintain agreements for joint use of City parks and school recreational facilities to maximize the benefits to both the residents of the community and the students.
4. Work with the School District in locating sites for new school facilities that are easily accessible, compatible with adjoining land uses, environmentally compatible, and offer land area to meet the schools physical needs.
5. Promote school site designs that result in school facilities being a neighborhood focal point and gathering area.
6. Encourage reinvestment in older school facilities to maintain these facilities in a condition comparable to the newer schools within Lakeville.
7. In planning school facilities, consider future re-use opportunities that are compatible with adjoining land uses.

## **TRANSPORTATION**

Transportation issues are a primary concern for Lakeville due to the continued growth of the City and the Twin Cities Metropolitan Area and corresponding increases in traffic congestion. Full attention must be given to all modes of transportation within the City to ensure a well balanced and functional transportation system. Additionally, the transportation system and City's 2030 Land Use Plan must be coordinated to identify and address areas where improvements may be required as a prerequisite for development. Within the context of the above considerations, the following goals and policies are provided.

### **Goals**

- Engage State, Regional and County jurisdictions to outline both local and regional measures to reduce traffic congestion and safety concerns on regional transportation corridors as a basis for continued Lakeville growth.
- Approach transportation in a comprehensive manner, giving attention to all modes and related facilities.
- Plan transportation facilities to function in a manner compatible with adjacent land use and in those instances where the function of a transportation facility has changed over time to become incompatible with adjacent land use, establish a program to eliminate this incompatibility.
- Promote community identity and positive aesthetic images along key transportation corridors and community gateways.
- Implement interchange and frontage road improvements at the I-35/County Road 70 interchange and continue to monitor the need to improve access to I-35 through interchange and frontage road improvements at all interchanges.
- Develop Ipava Avenue, Highview Avenue and Holyoke Avenue as parkways.
- Reduce the need for transportation facilities by combining or concentrating various land use activities when and where feasible.
- Support development of cost effective public transit and para-transit systems that will minimize the need for individual automobile travel as financially feasible.
- Provide pedestrian and bicycle facilities that are consistent with the safe and convenient circulation needs of the user.

- Develop Airlake Airport to serve the needs of the region and community and as an incentive for economic development. Promote the airport to attract high quality industrial development that may have air service needs.
- Support the Minneapolis/St. Paul Airport at its present location while addressing potential operational impacts to Lakeville.

### **General Transportation Policies**

1. Implement the Lakeville Transportation Plan, as may be amended.
2. Treat all modes of transportation and related facilities as one system to be coordinated and related on a comprehensive basis.
3. Coordinate transportation planning and implementation with neighboring jurisdictions and with county and state highway officials to ensure that planned improvements are consistent with the goals and objectives of Lakeville.
4. Focus the transportation system on activity centers within Lakeville and in neighboring communities.
5. Ensure that the highway system complements and facilitates local movements provided by Lakeville streets, bicycle trails and pedestrian facilities.
6. Land use controls are to promote combined and/or concentrated types of activities in the high intensity use districts to reduce dependency and requirements for vehicular travel, as well as to promote preferred modes of travel.
7. Annually update the Capital Improvement Plan for transportation facilities.

### **Street Policies**

1. Promote the development of a comprehensive street system that implements the design, safety and location standards for major collectors and arterials consistent with the Lakeville Comprehensive Transportation Plan, as amended.
2. Reserve street rights-of-way based on the future transportation needs of the City, as identified in the Lakeville Transportation Plan, as amended.
3. Minimize and limit vehicular access onto local public streets ensuring adequate distance between intersections and utilization of appropriate traffic control methods and devices.

4. Coordinate implementation of access standards with Dakota County along County roads to maintain adequate access to existing development, particularly for existing commercial developments.
5. Provide local street networks that encourage interconnected neighborhoods, and reduce the need for neighborhood traffic on arterial and collector streets for local trips.
6. Require proper visibility, design and control of all intersections to promote safety and improve street safety through the appropriate use of street lighting and sign controls.
7. Promote traffic calming and traffic safety measures as a important element of development plan design.

### **Off-Street Parking Policies**

1. Require that any new development or expansion of existing development includes adequate off-street parking based on Zoning Ordinance parking requirements that are reviewed periodically to ensure that supply is reflective of demand.
2. Reduce overall demand and resulting parking stall requirements through consolidation and concentration of related land uses, shared parking arrangements and improved pedestrian and bicycle facilities.
3. Locate parking in high activity centers such that all day parking is located at the periphery of the centers, while the most desirable, close-in spaces are reserved for customer and transient users.
4. Design and landscape off-street parking area in commercial developments so as to enhance the image of the businesses, as well as improve parking operation and utilization and reduce impervious surface.
5. Encourage segregation of off-street parking and loading areas for commercial and industrial site plans.

### **Multi-Purpose Trailways and Sidewalks Policies**

1. Implement the trail planning strategies and policies of the Lakeville Parks, Trails and Open Space System Plan, as may be amended.
2. Give priority to the establishment of pedestrian and bicycle facilities in areas surrounding schools, churches, parks and service or commercial centers.

3. Pursue redevelopment of existing railroad rights-of-way for community and regional trails if abandoned.
4. Construct planned multi-purpose trailways in conjunction with street and highway improvements to provide for a variety of transportation needs, including pedestrian and bicycles.
5. Require the establishment of sidewalks throughout all new residential commercial, office and industrial developments.
6. Pursue interconnecting existing developments with sidewalks and sidewalk to multi-purpose trail connections.

### **Mass Transit Policies**

1. Cooperate with the Metropolitan Council and transit providers in efforts to create markets and introduce transit service on a local scale.
2. Participate with Dakota County and adjacent jurisdictions and affected agencies on planning and implementation of Bus Rapid Transit (BRT) for the Cedar Avenue corridor.
3. Where economically feasible, promote the provision of transit services and facilities (i.e., existing Senior DARTS Program) to meet the basic transportation needs of persons who cannot or choose not to use automobile transportation.
4. Encourage the development of transit routes to multiple activity centers within Lakeville, and to surrounding communities and regional destinations.

### **Airlake Airport Policies**

1. Regulate land uses within and surrounding the Airlake Airport to ensure they are compatible with its function and where incompatibility exists, affected agencies and jurisdictions should jointly participate in developing a program to mitigate the incompatibility.
2. State and Federal environmental standards and adopted Metropolitan Council policies shall be major considerations in the planning, design and operation of Airlake Airport.
3. Cooperate with Metropolitan Airports Commission to regulate airport land uses in a manner consistent with the 2030 Comprehensive Land Use Plan and Zoning Ordinance.

4. Prevent the construction, erection, alteration, or growth of any structure, tree or other object in the approach areas of the runway of the airport that would constitute an airport hazard.
5. Restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft.
6. Guide land uses surrounding Airlake Airport to maximize compatibility with normal airfield noise and airport operations.
7. Maintain Airlake Airport as a minor reliever airport and do not improve the facility beyond the design criteria of this functional classification.
8. Focus airport improvements on the improvement of public safety and the potential for economic development in Lakeville.
9. Establish limits for airport operations and noise levels and a commitment that these projections will not be exceeded should be agreed upon between the City and Metropolitan Airports Commission.

### **Minneapolis-St. Paul International Airport Policies**

1. Participate in discussions with Metropolitan Airports Commission regarding airport operations and noise impacts and noise abatement for the City of Lakeville.

## **CITY GOVERNANCE**

Implementation aspects of the 2030 Comprehensive Land Use Plan dictate that administrative goals and policies are of a prime concern. All stakeholders with an interest in the community must have a clear understanding of how development and redevelopment in the City will be achieved. To this end, the following text provides statements of the administrative goals and policies.

### **City Governance Goals**

- Maintain high standards for proactive communication with City residents and businesses on City issues and services.
- Ensure that all development and/or redevelopment that occurs in the community is in accordance with the 2030 Comprehensive Land Use Plan (as amended) and related system plans.

- Pursue cooperative intergovernmental arrangements for sharing facilities and services to avoid duplication and provide for the cost effective delivery of services.
- Maintain a strong working relationship between the City Council and the City Council's advisory committees.
- Continue to operate the city within a fiscally sound philosophy.

### **City Governance Policies**

1. Review the 2008 Comprehensive Land Use Plan and related system plans periodically and amend as necessary to reflect evolving community needs and priorities.
2. The Zoning Ordinance will be updated to reflect the needs of the Comprehensive Plan with other development policies and regulations reviewed on a periodic basis to ensure the most advanced standards and that full compliance with Federal and State legislative requirements is maintained.
3. Federal, State and Regional programs shall be monitored for assisting the City with implementing the Comprehensive Plan and meeting the needs of the community.
4. Annually monitor land use and development patterns to determine if new growth is fulfilling the City's benchmark objectives pertaining to tax base composition, local tax rates, development quality, and project staging.
5. Require land use dedications, easements and other such requirements at time of subdivision and/or development to insure the physical capability for necessary public/semi-public utilities and improvements.
6. Support the Economic Development Strategic Plan as a means of enhancing and diversifying the City's tax base and encouraging the creation of head-of-household jobs in Lakeville.
7. Update the Capital Improvement Plan annually for the management, programming and budgeting of capital needs.
8. Annually review the City's financial position and debt service to ensure proper fiscal programming and management.
9. Promote and maintain open communication between the City and neighboring and related governmental jurisdictions.

10. Continue cooperative arrangements to share facilities and services with the School District, adjoining communities and the County to avoid duplication and to economize on limited financial resources.
11. Maintain good communication with City residents and businesses through direct contact, open meetings, television, Lakeville Messages, outreach programs, internet and news releases.
12. Continue to periodically conduct community-wide surveys to obtain citizen feedback on community development, and other local issues.
13. Remain proactive in addressing planning issues, code enforcement, and nuisance complaints raised by the citizens and local businesses.
14. Provide continuing education opportunities for the City Council and advisory committee members through seminars and presentations.
15. Pursue ongoing City staff training and education in order to maintain the delivery of high quality services to Lakeville residents.
16. Proactively utilize new technologies that contribute to more effective City operation and delivery of Lakeville's services.
17. Require land use dedications, easements and other such requirements at time of subdivision and/or development to insure the physical capability for necessary public/semi-public utilities and improvements.
18. Require that all analysis and basis for decision-making on development proposals be thoroughly substantiated and documented.





## NATURAL RESOURCES

Protection of environmentally sensitive areas has always been a priority in Lakeville. These features have aesthetic values that define the character of Lakeville and have served to attract new development to the community. In addition to aesthetic value, the elements that comprise Lakeville's natural resources serve important ecological functions and create boundaries that define the pattern of urban development. Continued expansion of urban development in Lakeville must be carefully managed to avoid degradation of the natural resources. It is necessary then as part of the 2008 Comprehensive Land Use Plan update that special attention be given to the protection of these areas. The focus of protection efforts with respect to natural resources within Lakeville continues to be integration of these natural conditions with urban land uses.

### LAKES AND TRIBUTARIES

There are seven lakes and six tributaries in Lakeville. These natural resources contribute significantly to the recreational opportunities and aesthetic character of the community. Two lakes, Horseshoe Lake and Crystal Lake are within both the City of Lakeville and City of Burnsville; coordination of water resource management and floodplain protection for these water bodies will require joint efforts and cooperation between the two Cities.

To manage development that occurs in areas adjacent to these lakes and tributaries, Lakeville has established a Shoreland Overlay District as part of the Zoning Ordinance. The Shoreland Overlay District was initially adopted in 1978 and updated in 1980 and 1993 in accordance with Minnesota Statutes and Department of Natural Resources (DNR) Rules. The requirements of the Shoreland Overlay District are intended to maintain the natural character of the shoreline and protect the designated water bodies from overcrowding, pollution, and flooding.

Based on the environmental and physical characteristics of the feature, the State of Minnesota has assigned a classification to each lake and tributary. The surface water classifications in Lakeville include Recreational Development lakes (RD), Natural Environment lakes (NE) and Tributaries (T). The table below lists the classifications for the seven lakes within Lakeville.

<b>City of Lakeville Lake Classification</b>		
Name	DNR ID#	Classification
Lake Kingsley	19-30	NE
Horseshoe Lake	19-32	NE
unnamed lake	70-11	NE
Lake Marion	19-26	RD
Orchard Lake	19-31	RD
Crystal Lake	19-27	RD
Lee Lake	19-29	RD
Source: Lakeville Zoning Ordinance Section 11-102-9		

At the time the classifications were initially established by the DNR, there was no provision for assigning different classifications to portions of a particular lake. The DNR has recently drafted alternative shoreland management rules that allow for more flexible application of the lake classification criteria and development regulations including assigning more than one classification where the characteristics of the lake and shoreline areas are consistent with different management criteria.

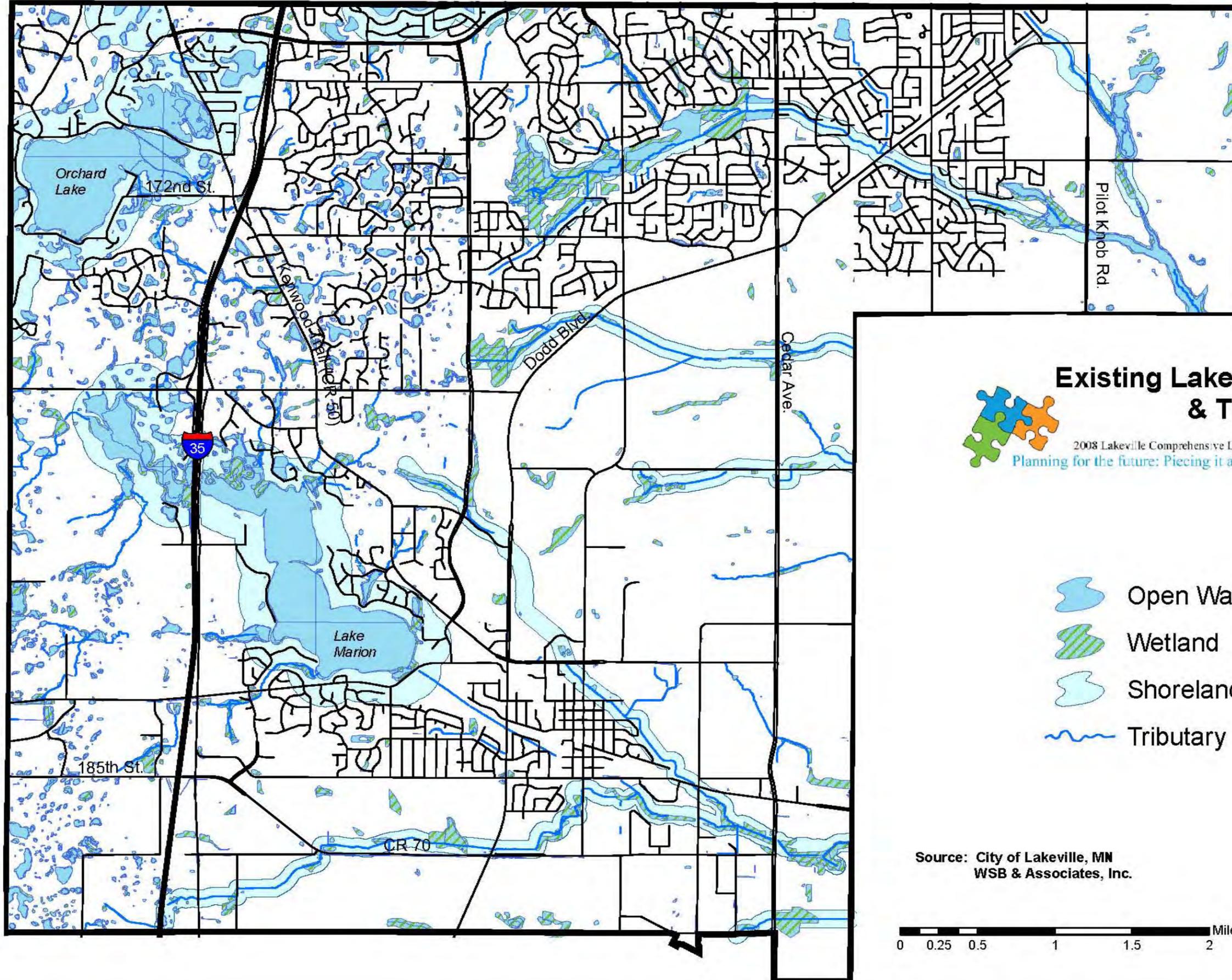
The City and DNR have initiated reclassifying that portion of Lake Marion west of I-35 from Recreational Development to Natural Environment to better protect the water body, surrounding wetlands, vegetation and other natural resources within the Shoreland Overlay District. The standards for development under the Natural Environment classification are also consistent with the designation of the area as Permanent Rural and planned continuation of rural residential land use in the area. Lakeville's Ritter Farm Park represents most of the south shoreline of the west bay of Lake Marion. The reclassification of the west bay of Lake Marion will be further considered as part of the Zoning Ordinance update to follow adoption of the 2008 Comprehensive Plan update.

To minimize any effects of the reclassification on existing development, the City and DNR staff will work together to draft specific standards and lot requirements so as not to create non-conforming properties and or buildings. The City and DNR have also agreed that a portion of the reduction in potential dwelling units within the Shoreland Overlay District that will occur with the change from Recreational Development classification to Natural Environment may be established as a density bank and allocated to all Shoreland Overlay District areas in Lakeville as part of a planned shoreland development process. The intent of the Shoreland Overlay District density bank would be to promote residential developments consistent with Lakeville's housing goals and needs while giving due consideration to protection of sensitive shoreland areas.

# City of Lakeville



## 2008 Comprehensive Land Use Plan



### Existing Lakes, Natural Wetlands & Tributaries

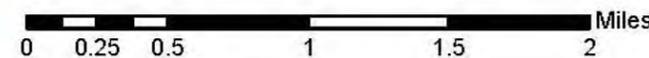


2008 Lakeville Comprehensive Land Use Plan  
*Planning for the future: Piecing it all together*

-  Open Water / Lake
-  Wetland
-  Shoreland Overlay District
-  Tributary

Source: City of Lakeville, MN  
WSB & Associates, Inc.

31 October 2008



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4000 Ohio Street, Suite 210, Golden Valley, MN 55422  
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Six creeks and drainageways have also been classified by the State of Minnesota as Tributaries and subject to Shoreland Overlay District protection. The south branch of South Creek has also been designated as a Trout Stream. Based on a study completed in 1998, Lakeville has been restoring areas of this tributary as development occurs to protect water quality and provide for appropriate trout habitat.

<b>City of Lakeville Designated Tributaries</b>		
Name	Location	
	From	To
Unnamed to Vermillion River (south branch of North Creek)	Sec 8 T115 R20	Sec 8 T115 R20
Unnamed to Unnamed (north Branch of North Creek)	Sec 34 T115 R20	Sec 12 T115 R20
Unnamed to Unnamed	Sec 17 T114 R20	Sec 30 T114 R19
Unnamed to Unnamed	Sec 21 T114 R20	Sec 23 T114 R20
Unnamed to Vermillion River (south branch of South Creek)	Sec 36 T114 R21	Sec 36 T114 R20
Unnamed to Unnamed	Sec 19 T114 R20	Sec 33 T114 R20
Source: Lakeville Zoning Ordinance Section 11-102-9		

The 2006 Parks, Trails and Open Space Plan promotes development of greenways along these designated tributaries. The greenways are linear parks ranging between 75 and 150 feet in width intended to provide a natural buffer between urban development and the tributaries to protect their ecological functions. The greenway corridors also provide areas for wildlife habitat and movement through urban areas and access to natural amenities and passive recreational opportunities for the community.

**WETLANDS**

Wetlands serve important ecological functions in Lakeville including providing critical wildlife habitat, aid stormwater management by acting to improve water quality, rate control during rain events, nutrient assimilation, ground water recharge and aesthetic value, nature observation and areas for education and research. Wetlands are protected from intrusion by the Wetland Conservation Act of 1991 implemented through the Zoning Ordinance and Subdivision Ordinance. Lakeville’s effort to protect, preserve and enhance wetlands within the community includes development of the Wetland Management Plan adopted in 2003. The 2003 Wetland Management Plan includes an inventory of wetland areas within Lakeville, assignment of classifications and outlines management strategies based on these classifications providing a comprehensive approach to protection of these natural resources. The Zoning Ordinance and Subdivision Ordinance include requirements for establishment of buffers and building

setbacks from wetlands based on the classification assigned by the Wetland Management Plan. The Wetland Management Plan also works in conjunction with the Stormwater Management Plan to address stormwater issues related to urban development.

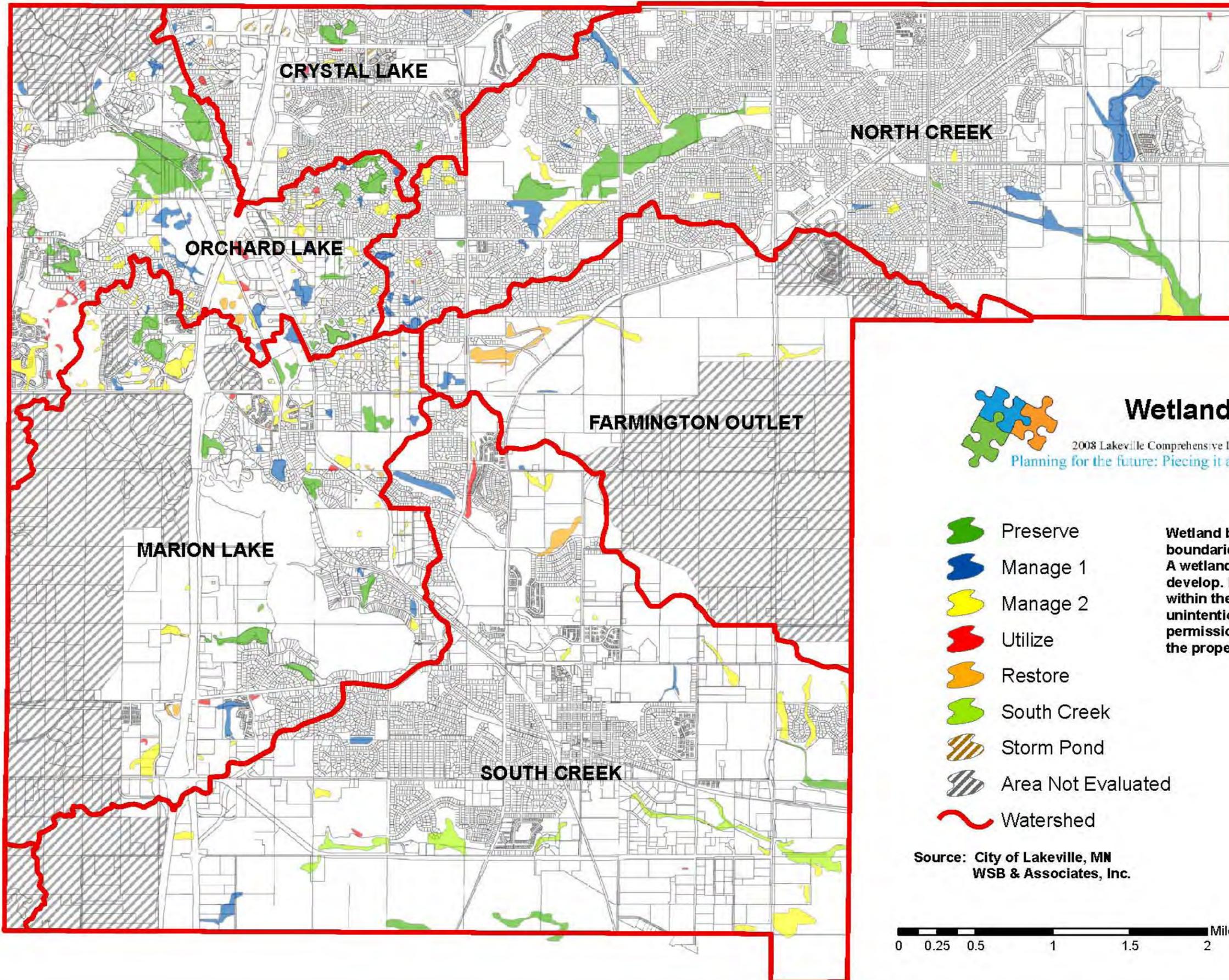
## **FLOODPLAIN**

Development in floodplain areas creates risk to public safety and expense related to property damage. To minimize these risks, the City adopted regulations as part of its Zoning Ordinance in 1990 to direct allowed uses and development standards for floodplain areas. An updated flood insurance rate study was prepared by the Federal Emergency Management Agency (FEMA) in 1998 to amend the flood elevations in Lakeville. The City will continue to apply the regulations of the Floodplain Overlay District to manage the type of development allowed in floodplain areas.

# City of Lakeville



## 2008 Comprehensive Land Use Plan



### Wetland Classification



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- Preserve
- Manage 1
- Manage 2
- Utilize
- Restore
- South Creek
- Storm Pond
- Area Not Evaluated
- Watershed

Wetland boundaries shown are approximate. The boundaries shown on this map were not delineated. A wetland delineation will be required as properties develop. Efforts were taken to ensure that all wetlands within the study site were evaluated; however, the unintentional omission of a wetland does not grant permission to impact a wetland before going through the proper permitting process.

Source: City of Lakeville, MN  
WSB & Associates, Inc.

31 October 2008

0 0.25 0.5 1 1.5 2 Miles



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## TOPOGRAPHY AND SOILS

Lakeville's topography can be generally described as hilly in the western portion, gently rolling in central areas and level in the eastern section of the City. Areas with slopes greater than 18 percent, located primarily in the western areas of the City present limitations for development related to building location, street extensions and provision of utilities. The Subdivision Ordinance established protections for areas of steep slope including design standards, drainage and erosion control.

The soils found in a particular area often determine the type and extent of urban development that can occur. The United States Department of Agriculture completed a detailed survey of Soils in Dakota County in 1980. Mapping at this large scale is a very generalized representation of soils. Soils within Lakeville are categorized within one of five associations:

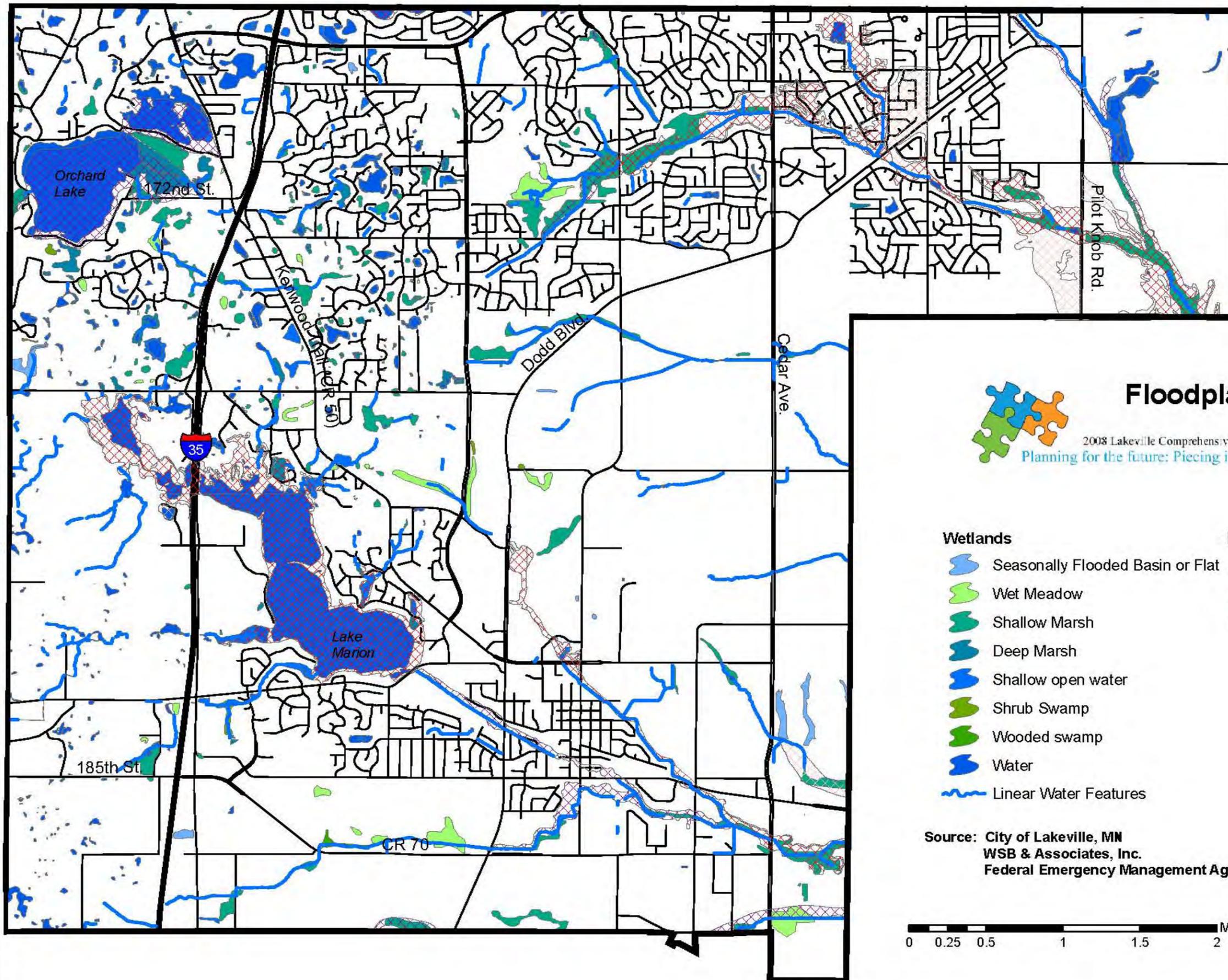
- **Kingsley-Mahtomedi:** Soils in this association are characterized as having gently sloping to very steep grades and is well to excessively drained. Areas with these soils can be poorly suited for buildings and careful site design and landscaping are necessary to accommodate development and prevent erosion.
- **Ostrander-Klinger-Maxfield:** The grades for this soil association range from nearly level to sloping conditions. The soils are between being considered poorly drained to well drained. Ostrander and Klinger soils are considered suitable for building construction whereas the high water table of the Maxfield association presents severe limitations for buildings.
- **Waukegan-Wadena-Hawick:** This soil association has slopes ranging between level to very steep. These soils have rapid permeability and potentially high water tables that present limitations for development.
- **Tallala-Port-Byron:** Topography within this soil association range from nearly level to steep slopes. These soils are well drained. This soil association is well suited to accommodate development.
- **Mashan-Cylinder:** These soils are characterized by nearly level topography. This association is considered to be unsuitable for buildings due to the soils being poorly drained.



# City of Lakeville



## 2008 Comprehensive Land Use Plan



### Floodplains & Wetlands



2008 Lakeville Comprehensive Land Use Plan  
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#### Wetlands

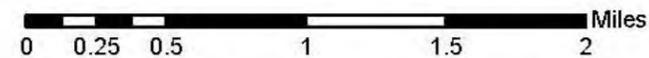
- Seasonally Flooded Basin or Flat
- Wet Meadow
- Shallow Marsh
- Deep Marsh
- Shallow open water
- Shrub Swamp
- Wooded swamp
- Water
- Linear Water Features

#### FEMA

- No Base Flood Elevation Determined
- Base Flood Elevation Determined
- Areas of 500 year flood

Source: City of Lakeville, MN  
WSB & Associates, Inc.  
Federal Emergency Management Agency

31 October 2008



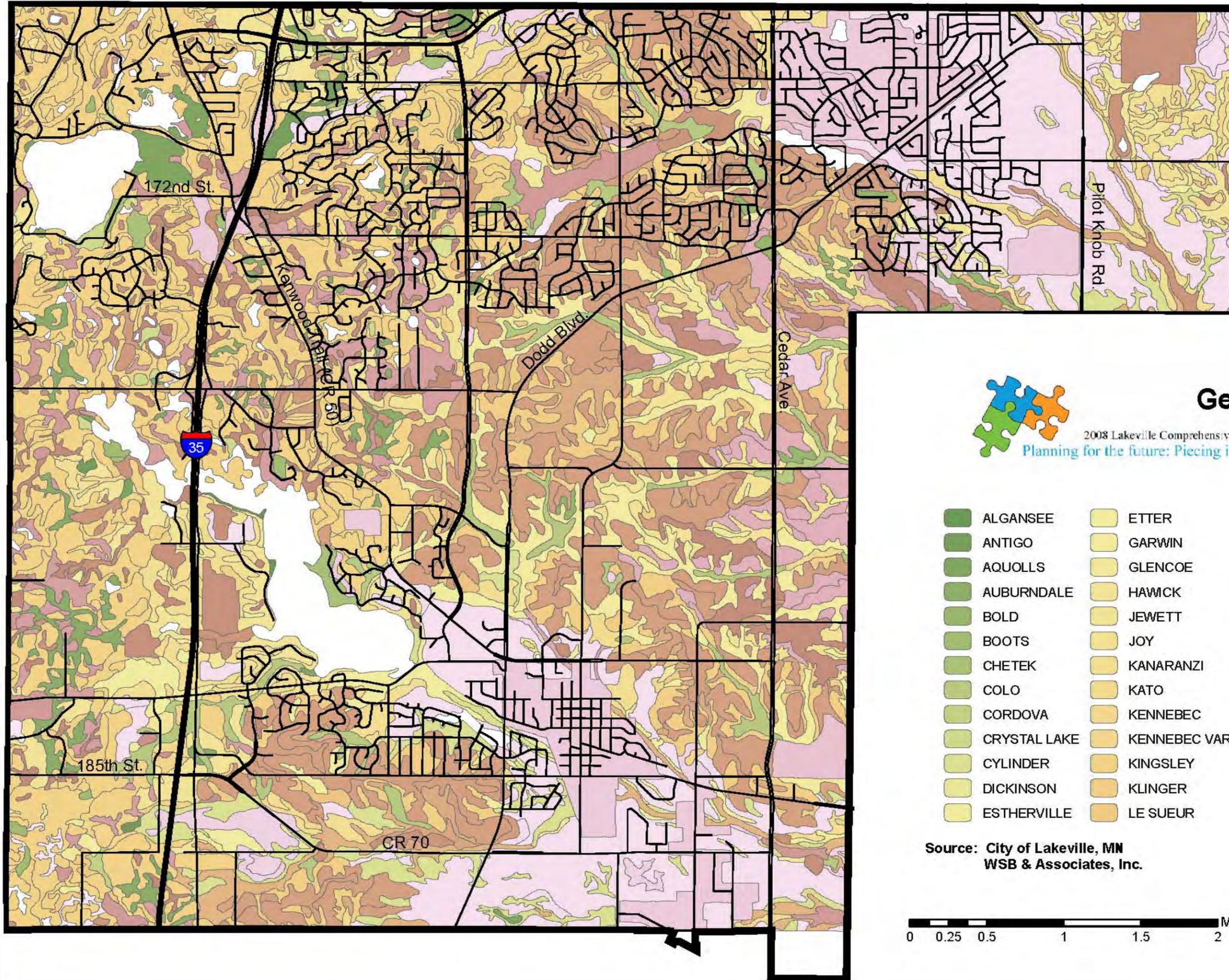
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# City of Lakeville



## 2008 Comprehensive Land Use Plan



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### General Soils

ALGANSEE	ETTER	LINDSTROM	SEELYEVILLE
ANTIGO	GARWIN	MAHTOMEDI	SPENCER
AQUOLLS	GLENCOE	MARSHAN	SPILLVILLE
AUBURNDALE	HAWICK	MAXCREEK	TALLULA
BOLD	JEWETT	MAXFIELD	TERRIL
BOOTS	JOY	MAYER	UDORTHENTS
CHETEK	KANARANZI	OSTRANDER	URBAN LAND
COLO	KATO	OTTERHOLT	WADENA
CORDOVA	KENNEBEC	PALMS	WAUKEGAN
CRYSTAL LAKE	KENNEBEC VARIANT	PITS	WEBSTER
CYLINDER	KINGSLEY	PORT BYRON	ZUMBRO
DICKINSON	KLINGER	QUAM	
ESTHERVILLE	LE SUEUR	SALIDA	

Source: City of Lakeville, MN  
WSB & Associates, Inc.

31 October 2008

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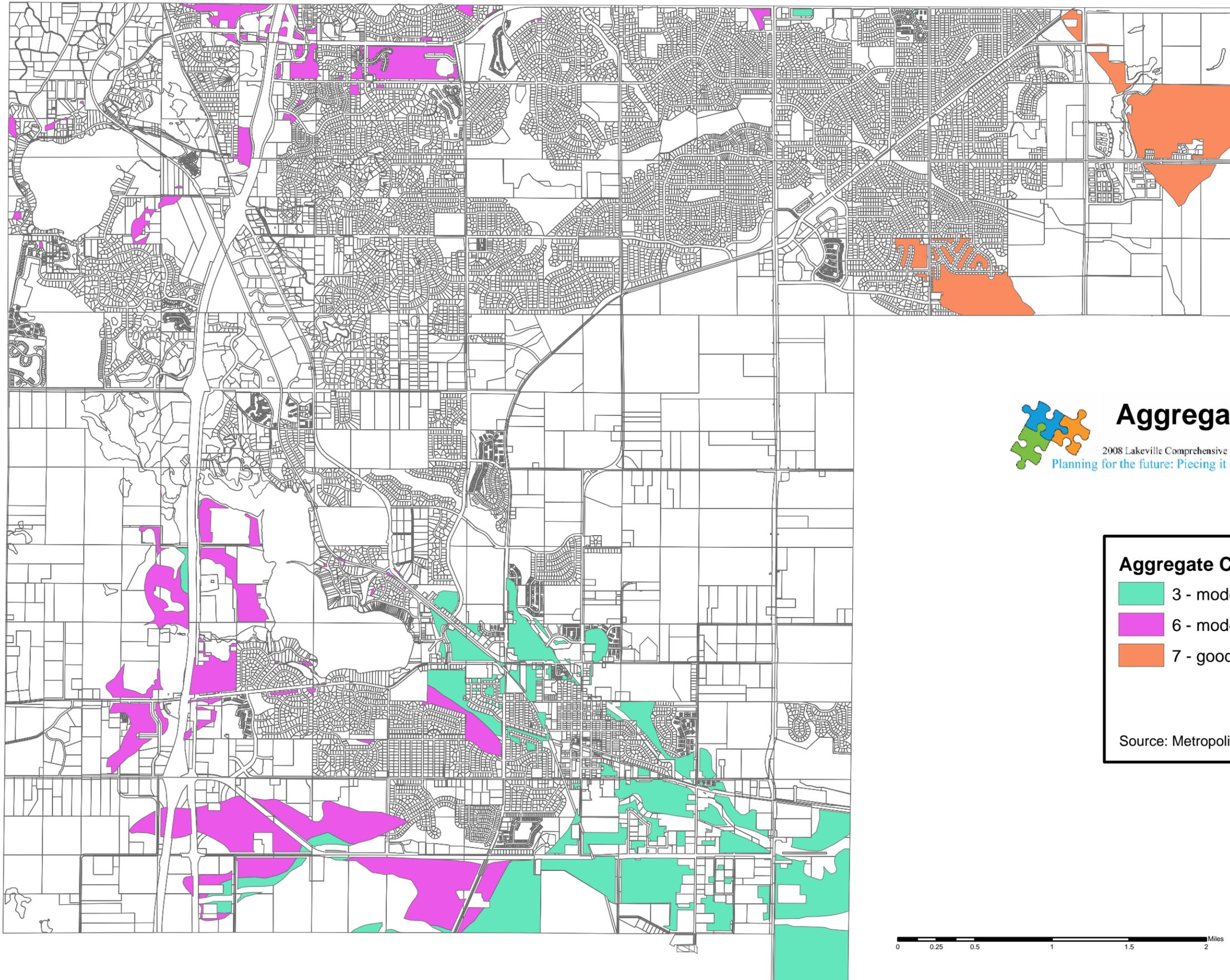
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Efforts must be made during the development process to verify the soil conditions and the ability of an area to support development to avoid future problems. The City will continue to require soil borings to identify potential areas of poor soils. Where poor soils are identified, appropriate soil correction and/or construction methods will be required to be implemented. New principal buildings will be required to be constructed at least three feet above the known water level. Development proposals must also provide for appropriate erosion control, slope protection and sedimentation protection measures during construction to be approved by the City Engineer.

Aggregate deposits have been identified by the Metropolitan Council as a regional resource to be protected for extraction in support of anticipated regional growth. The Minnesota DNR has mapped a generalized inventory of sand and gravel deposits within the Twin Cities Metropolitan Area. The map illustrates scattered deposits within Lakeville with larger concentrations in the northeast and southwest areas of the City. While a number of gravel pits have existed within the City, only one is currently active. This active gravel mining operation is located in northeast Lakeville adjacent to 160<sup>th</sup> Street (CSAH 46) and Pilot Knob Road. The interim use permit governing the mining operation will expire in 2010 at which time the area is anticipated to be reclaimed for development as part of the Spirit of Brandtjen Farm development.

Extraction of sand and gravel deposits is anticipated to be an ongoing land use within undeveloped areas of the City. This activity must be regulated in a manner so as to be compatible with existing and planned development of the surrounding area and to not negatively impact the natural environment or City infrastructure. New gravel mining operations will be limited to an interim use in areas designated as MUSA Expansion Area "B", Urban Reserve or Permanent Rural on the MUSA Staging Plan map so as not to interfere with planned urban growth. The City will also continue to regulate gravel mining through the Extraction and Mining Ordinance included within the City Code. The City utilizes this ordinance to evaluate gravel mining plans and operations in issuing an annual license. These regulations allow the City to proactively mitigate potential land use compatibility issues and negative impacts during the operation. A plan for reclamation of the gravel mine and future land use is also required for approval of a license to ensure that the ultimate plan for the parcel is consistent with the Comprehensive Plan.



# City of Lakeville



## 2008 Comprehensive Land Use Plan



## Aggregate Resources

2008 Lakeville Comprehensive Land Use Plan  
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### Aggregate Class

- 3 - moderate to good quality
- 6 - moderate to good quality
- 7 - good to excellent quality

Source: Metropolitan Council;



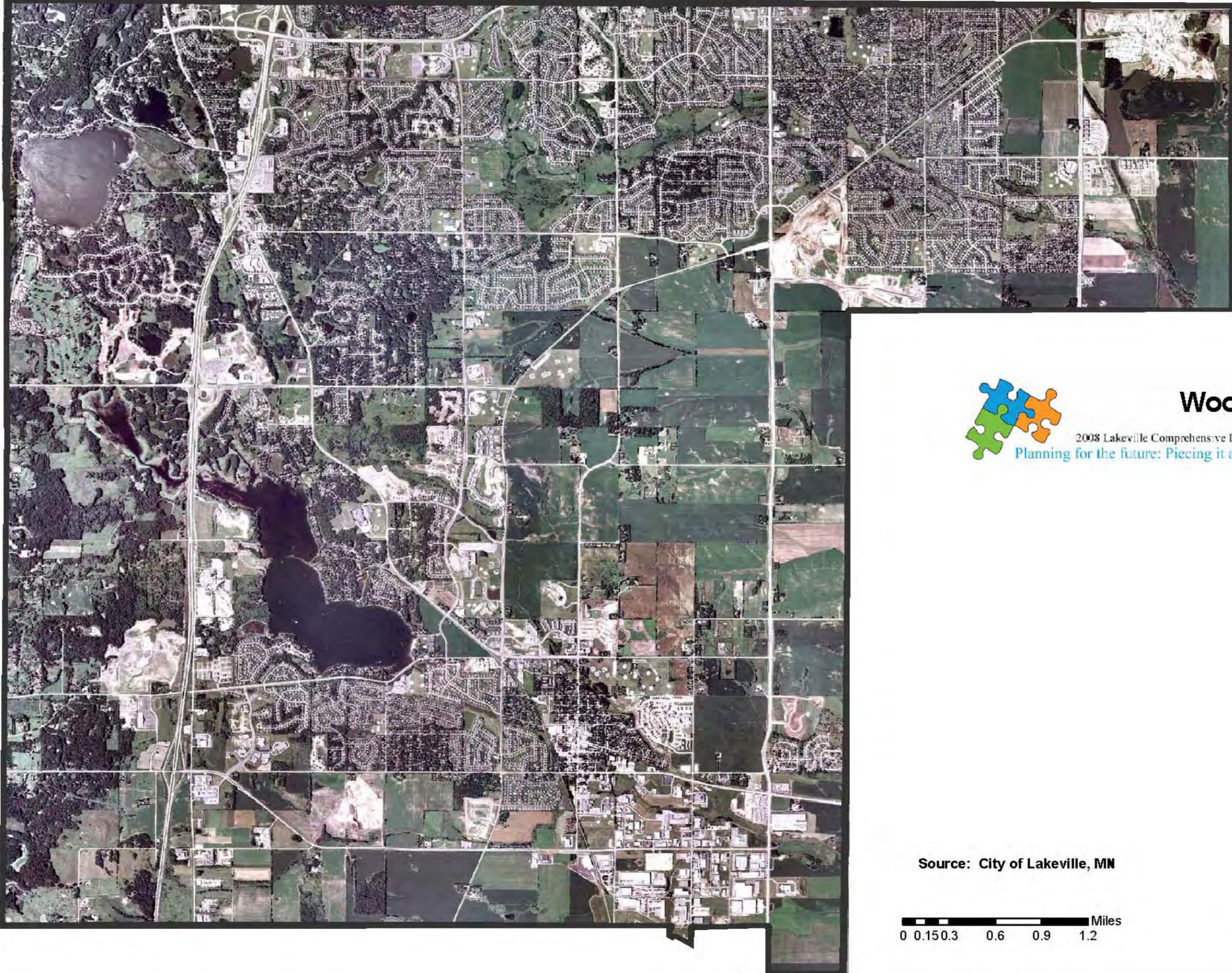
## **VEGETATION**

There is a diversity of natural vegetation in Lakeville, including woodlands, Oaks savannahs, prairie and wetlands. These areas are a valuable aesthetic and natural resource that the community wishes to be preserved in conjunction with continued growth. New development also creates potential to add to the existing vegetation in Lakeville through continued implementation of the landscaping requirements established by the Zoning Ordinance, Subdivision Ordinance and Corridor and Gateway Design Guidelines.

The City has zoned for large lot subdivision and development clustering in areas of the City having significant tree cover in an effort to minimize the removal of existing trees or large stands of trees. Lakeville has also adopted tree preservation requirements as part of its Zoning Ordinance and Subdivision Ordinance to protect existing trees and provide for replacement of lost trees for both subdivision and individual lot development. The structure of the tree preservation requirements encourages street layouts, lot configurations and building pad locations to minimize tree removal. Tree preservation is evaluated as part of the development review process but is mainly a voluntary effort. City officials have stated a need to review the City's tree preservation standard to more proactively protect existing vegetation in remaining rural areas of Lakeville in anticipation of future development. The 2006 Parks, Trails and Open Space Plan promotes preservation of significant vegetation through designation of conservation areas identified for acquisition and development of greenway corridors.

## **LIGHT POLLUTION**

On going urban development within Lakeville is accompanied by additional light sources intended to illuminate streets, intersections, yards, parks, parking lots, business signs, etc. The growing number of light sources within the City results in increased levels of light being directed or reflected skyward that can obscure the dark skyline. To minimize the effects of light pollution, the City has adopted lighting standards as part of the Zoning Ordinance. These standards address basic lighting issues such as glare cast to a public right-of-way or adjacent residential properties. To ensure appropriate levels of night time illumination that are controlled in intensity and direction to preserve the dark sky, the City may consider implementing additional requirements for new developments and redevelopment of existing uses within the community as part of the Zoning Ordinance update to follow adoption of the 2008 Comprehensive Plan update in 2009.



# City of Lakeville



## 2008 Comprehensive Land Use Plan

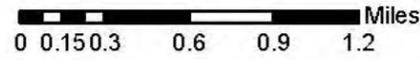


### Wooded Areas

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Source: City of Lakeville, MN

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## **NOISE**

Urban development is accompanied by increasing noise levels from increasing traffic and general activity that can impact the community. These potential impacts must be anticipated during the development process to avoid future issues by providing proper transition between noise generators and uses sensitive to noise impacts. Lakeville requires the use of landscaping and site design to aesthetically and physically separate different types of land uses and to provide protection from noise along major roadways. The City will consider development of more specific buffer yard standards to define the extent of the landscaping between land uses of different intensities to ensure appropriate screening as part of a Zoning Ordinance update in 2009. These regulations would be similar in application to the existing residential buffer yard standards established to require additional lot depth, increase principal building setbacks and specific landscape requirements for residential subdivisions abutting major collector and arterial streets within Lakeville. Required buffer yard measures and proper land use planning of locating higher intensity land uses adjacent to major roadways to transition to low density residential neighborhoods will be the primary form of noise mitigation opposed to construction of sound walls.

## **SOLAR ACCESS**

Adequate access to sunlight for all properties in Lakeville is a priority not only for potential solar energy systems, but for aesthetic reasons as well. Solar access protection is provided for in Lakeville by the uniform implementation of lot and building performance standards adopted as part of the Zoning Ordinance. Requirements such as maximum building height and yard setback standards are implemented for the purpose of creating separation between structures and allowing equal sunlight access such that a property is not in the shadow of an adjacent building.





## LAND USE

The Land Use chapter of the 2008 Comprehensive Land Use Plan update provides a framework to guide future growth and development with supporting infrastructure improvements in Lakeville. The Land Use chapter is based upon previous community comprehensive planning efforts and the Issues Identification, Social Profile and Goals and Policies chapters of the 2008 Comprehensive Land Use Plan update. Outlined herein is a narrative and graphic description of anticipated development to occur in Lakeville through 2030. The text of the Land Use chapter provides the background and rationale for land use designations shown on the 2030 Land Use Plan map to serve both as a community education tool, as well as a basis for decision making by City officials, to improve the understanding of how continued growth in Lakeville is to occur.

The primary emphasis of the 2008 Comprehensive Land Use Plan is new development of residential, commercial, office and industrial uses. This emphasis is consistent with Lakeville's designation as a Developing Community under the Metropolitan Council's 2030 Regional Development Framework and the anticipated population, household and employment growth that is to occur. However, as Lakeville continues to mature towards a fully developed community after 2030, more attention must be directed towards maintenance, rehabilitation and redevelopment of existing developed areas of the community. The 2008 Comprehensive Land Use Plan must be reviewed in consideration of the infrastructure and facilities needed to support the community.

## GROWTH MANAGEMENT

An important tool for Lakeville in managing the growth that is occurring within the community has been the Strategic Growth Management Plan. The Strategic Growth Management Plan initially adopted in 1995 ensures that new development is accompanied by necessary supporting infrastructure and facilities. Continued implementation of Lakeville's established growth management goals and policies will be a foundation of the 2030 Land Use Plan in response to both regional and local issues.

Generally, Lakeville will encourage a rate of development and variety of land uses to expand and diversify the community's tax base and maintain a favorable financial condition. Lakeville recognizes the interrelation between continued residential growth and economic development being critical for the success of residential, commercial and industrial land uses. To this end, the City will give a high priority to allocation of resources to sustain existing businesses and industry and also attracting new opportunities. At the same time, guidance will be provided regarding the type, location and rate of residential growth to maintain an average addition of 450 to 550 new single

family dwelling units per year so as not to overburden the City's service capacity and infrastructure. All new development will be encouraged to follow an orderly pattern of development capitalizing on existing infrastructure to avoid premature investment in additional utilities and services. Furthermore, Lakeville encourages high quality architecture and building construction to promote a positive community aesthetic and long term durability.

As part of the Twin Cities Metropolitan Area, Lakeville must coordinate its growth management and comprehensive planning efforts with other government jurisdictions and agencies to realize both regional and local objectives. Growth in Lakeville must occur at a rate that can be accommodated not only by quality local services, but regional infrastructure including that which is provided by neighboring cities and townships, three school districts, Dakota County, Dakota County CDA, Metropolitan Council and the State of Minnesota. The following criteria shall be used in allowing for development of the land uses guided by the 2030 Land Use Plan only when a proposer demonstrates that the use will be accompanied by necessary local and regional infrastructure and services:

1. A proposed development shall be consistent with the goals, policies and recommendations of the 2008 Comprehensive Land Use Plan and follow planned public improvement corridors or constitute an infilling of development.
2. A proposed development shall have adequate waste disposal systems if within the MUSA there is adequate sewer capacity in the present system to support the proposed development if constructed to its maximum permissible density.
3. A proposed development shall have an adequate water supply if there are sources of water to serve the proposed development if constructed to its maximum permissible density without causing an unreasonable depreciation of existing water supplies for surrounding areas.
4. A proposed development shall provide for storm water management and surface or subsurface water retention and runoff such that it does not constitute a danger to the security of structures within the proposed development, the proposed development will not result in pollution of water sources from erosion or will not cause irreparable damage from erosion.
5. A proposed development shall have adequate transportation capacity and access to serve the development including arterial, collector and local streets so as not to create a hazard to public safety and general welfare, not aggravate an already hazardous condition and that traffic volumes generated by the proposed development would not create unreasonable congestion or unsafe conditions.

6. A proposed development shall have necessary public service capacity, parks, trails and recreational facilities, police protection, fire protection and other public facilities and services.

## **MUSA STAGING PLAN**

Future urban growth in Lakeville will be directly related to the supply of buildable land and utility service availability. Sanitary sewer is a regional infrastructure regulated by the Metropolitan Council, which is responsible for designation of Municipal Urban Service Areas (MUSA) to which service may be provided. Consistent with its designation as a Developing Community by the 2030 Regional Development Framework and anticipated growth forecasts, most of Lakeville is included within the 2030 MUSA.

The 1998 Lakeville Comprehensive Plan established MUSA staging areas as a means of managing the rate and location of development while maintaining an adequate land supply. The designated MUSA expansion areas generally follow watershed boundaries and sanitary sewer service districts established by the Sanitary Sewer Plan. The MUSA staging areas promote infill development of the existing MUSA and expansion of a contiguous development pattern and full utilization of in place utility and transportation infrastructure.

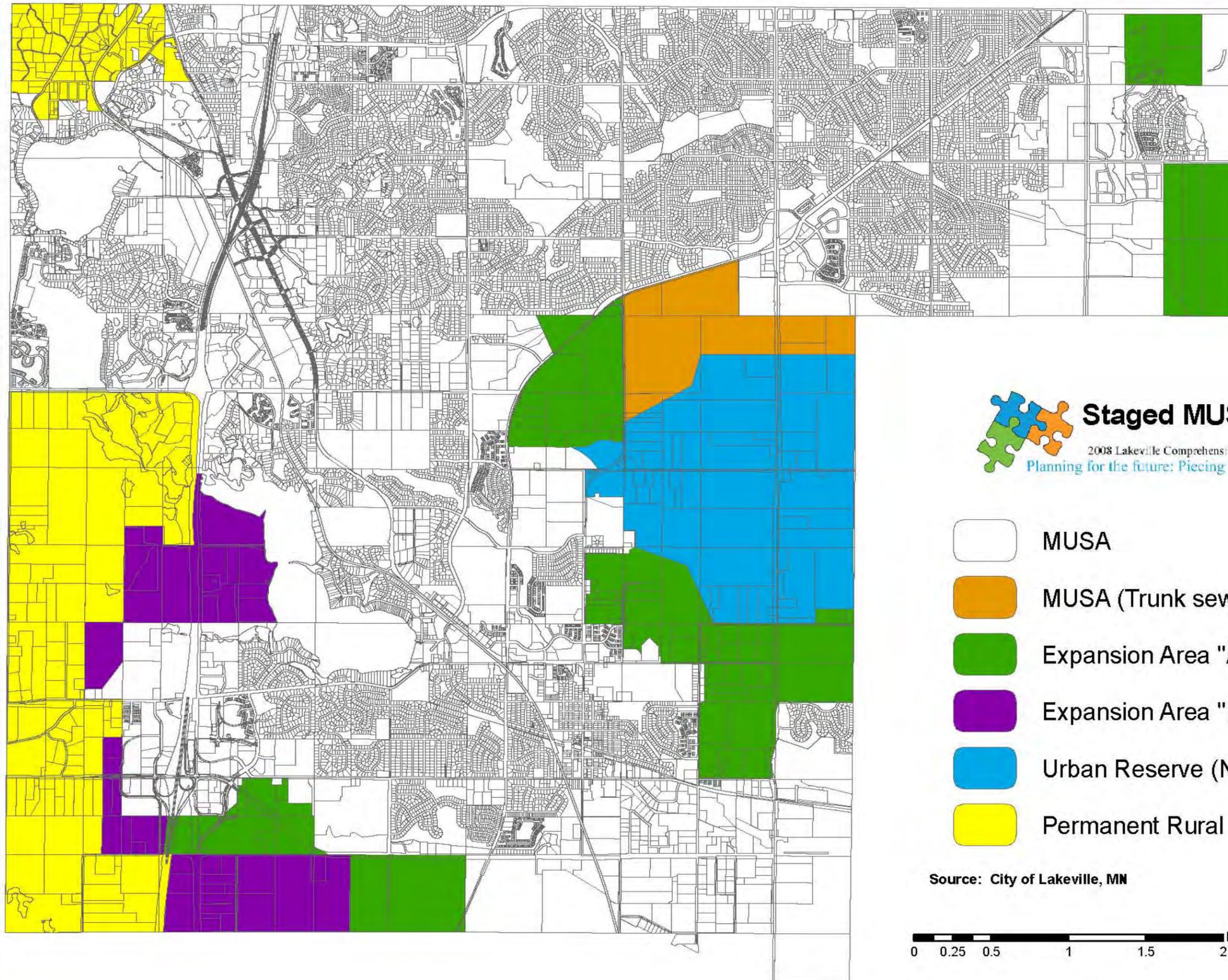
The MUSA Staging Plan map has been reviewed as part of the 2008 Comprehensive Land Use Plan. The 2030 MUSA Staging Plan map advances areas surrounding the I-35/CSAH 70 interchange and lands between I-35 and Dodd Boulevard south of 215<sup>th</sup> Street (CSAH 70) from MUSA Expansion Area "B" to MUSA Expansion Area "A". The extension of a regional sanitary sewer interceptor through Lakeville to the City of Elko-New Market to the south in Scott County allows for earlier than anticipated access to sanitary sewer service in this area of Lakeville, which together with construction of a new interchange at I-35 and CSAH 70 creates opportunities for new office park and light industrial land uses. The improvements at I-35 and CSAH 70 also create greater opportunity for urban uses to the west of the interchange and as a result, an additional 145 acres has been changed from a Permanent Rural designation and staged for sewer service as part of the designated MUSA Expansion Areas.

<b>City of Lakeville MUSA / MUSA Expansion Areas</b>		
<b>Area</b>	<b>Acres*</b>	<b>Percent</b>
MUSA	17,320.12	70.8%
MUSA – Trunk Sewer Improvements Required	455.84	1.9%
MUSA Expansion Area “A”	2,004.58	8.2%
MUSA Expansion Area “B”	948.44	3.9%
Urban Reserve	1,463.83	6.0%
Permanent Rural	2,270.74	9.3%
<b>TOTAL</b>	<b>31,435.18</b>	<b>100%</b>
Source: Northwest Associated Consultants, Inc. * Area includes ROW.		

# City of Lakeville



## 2008 Comprehensive Land Use Plan



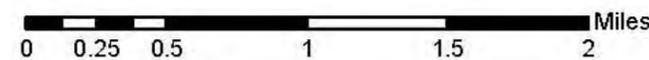
### Staged MUSA Expansion Areas

2008 Lakeville Comprehensive Land Use Plan  
Planning for the future: Piecing it all together

-  MUSA
-  MUSA (Trunk sewer improvements required)
-  Expansion Area "A" (Not before 2010)
-  Expansion Area "B" (Not before 2015)
-  Urban Reserve (Not before 2020)
-  Permanent Rural

Source: City of Lakeville, MN

31 October 2008



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Lakeville will expand the MUSA when the City determines that there is less than a five year supply of buildable land to support development at a rate consistent with established growth management policies. The timing and boundaries of the MUSA expansion will require detailed engineering studies to determine the extent of improvements required for extension of utilities and staging of construction. Expansion of the MUSA will occur only when such action is consistent with goals, policies and plans of the 2008 Comprehensive Plan and the Capital Improvement Plan. The dates identified on the MUSA Staging Plan map are defined as the earliest date upon which an area may be brought into the MUSA and does not guarantee the timing of utility extension or automatically trigger expansion of the MUSA.

The 2030 Land Use Plan illustrates the anticipated pattern of development that is to occur over time. As an interim land use strategy, development will be restricted to rural uses within the designated MUSA Expansion Areas and Permanent Rural Areas. The Zoning Ordinance includes the RAO, Rural/Agricultural Overlay District to clearly define allowed uses in areas of Lakeville outside of the MUSA. The uses allowed and lot requirements within the RAO District are intended to prevent development that would result in future conflicts with MUSA expansion and urban development guided by the 2030 Land Use Plan. Simultaneously, the RAO District serves to limit the need for expansion of urban infrastructure or increased demands for urban services in rural areas.

Areas not included in the MUSA or MUSA Expansion Areas include Permanent Rural Areas designated in extreme Northwest Lakeville and the area of Southwest Lakeville generally west of I-35 and south of 185<sup>th</sup> Street. The Permanent Rural Area represents areas of Lakeville not anticipated to have sanitary sewer extended during the current 2030 planning timeframe based on growth forecasts and land absorption projections, existing rural residential development patterns and physical constraints. Continued rural residential development is anticipated to be a long range land use in these areas. The City Council may allow for extension of sanitary sewer to single existing developed parcels within the Permanent Rural Area only in situations where it is not feasible to provide an on site septic treatment system provided that rural residential land uses and densities are maintained.

## **EXISTING LAND USE**

Existing land patterns in Lakeville are generally reflective of MUSA boundaries and implementation of sewer staging plans over time. The primary urban land use in the community is single family residential dwellings. Development of retail, service and office commercial uses has increased in recent years following continued residential growth that has expanded local market potential. Major commercial developments include continued phases of Heritage Commons, Lakeville Crossing, TimberCrest at Lakeville, Crossroads and Argonne Village. Continued development of industrial uses

within Airlake Industrial Park, Fairfield Business Campus and scattered site office uses has also occurred as demonstrated in the substantial increases in employment opportunities in Lakeville. Maintaining balance between the rate of residential growth needed to support the community’s economic development goals is one of the primary objectives of Lakeville’s growth management policies.

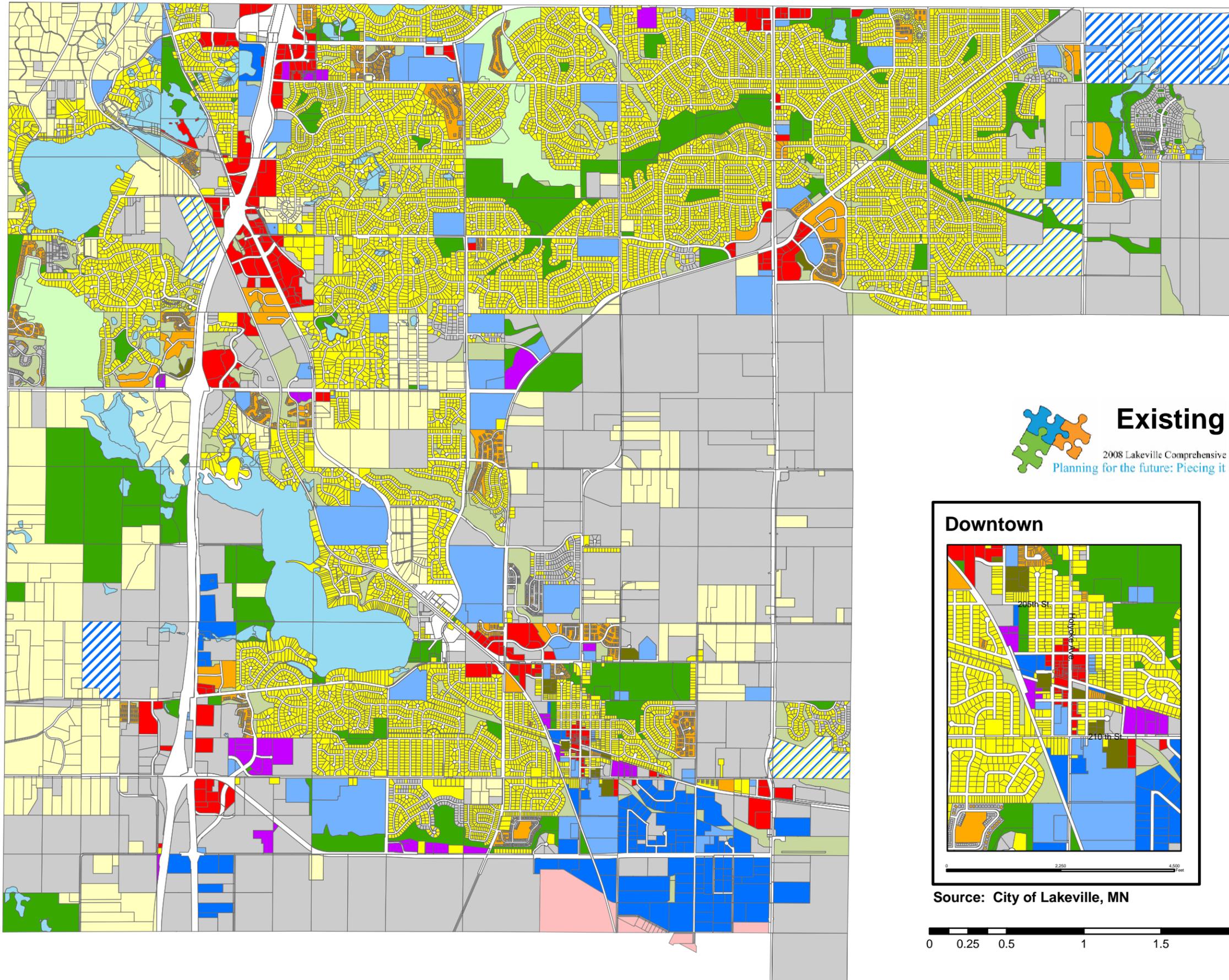
City of Lakeville 2008 Existing Land Use		
Land Use	Acres	Percent
Agriculture / Undeveloped	6,624.27	27.1%
Rural Residential	2,312.51	9.5%
Single Family Residential	5,084.79	20.8%
Townhouse Residential	535.78	2.2%
Multiple Family Residential	32.08	0.1%
Manufactured Housing	252.41	1.0%
Commercial	488.54	2.0%
Office	142.22	0.6%
Public and Quasi-Public	954.78	3.9%
Industrial	590.99	2.4%
Gravel Mining	345.41	1.4%
Airport	135.92	0.6%
Golf Course	344.42	1.4%
Parks	1,517.58	6.1%
Restricted Development	797.55	3.3%
Water	1,026.72	4.2%
Right-of-Way	3,277.58	13.4%
<b>TOTAL</b>	<b>24,463.55</b>	<b>100.0%</b>
Source: Northwest Associated Consultants, Inc.		

City of Lakeville Net Density of Existing Residential Development Within MUSA								
Residential Land Use	Number of Units	Gross Res. Acres <sup>1</sup>	Wetland/Water Acres	Parks/Public Open Space Acres	Arterial ROW Acres	Other Uses Acres	Net Res. Acres	Net Res. Density Du/Acre
Single Family	13,232	5,085	78	0	0	0	5,007	2.6
Townhouse	3,619	536	8	0	0	0	528	6.9
Multiple Family	658	32	1	0	0	0	31	21.2
Man. Housing	997	252	6	0	0	0	246	4.1
<b>TOTAL</b>	<b>18,506</b>	<b>5,905</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,812</b>	<b>3.2</b>
<sup>1</sup> Gross acres does not include ROW, parks, open space, stormwater drainage outlots or other undeveloped parcels.								
Source: Northwest Associated Consultants, Inc.								

# City of Lakeville

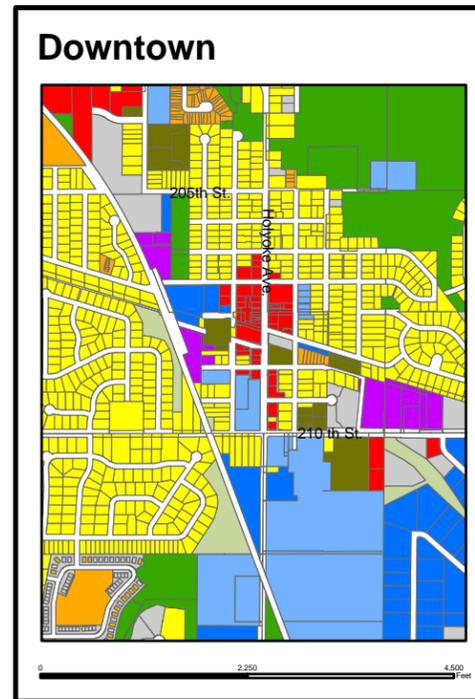


## 2008 Comprehensive Land Use Plan



### Existing Land Use

2008 Lakeville Comprehensive Land Use Plan  
Planning for the future: Piecing it all together



Source: City of Lakeville, MN

- Agriculture / Undeveloped
- Rural Residential
- Single Family Residential
- Townhouse Residential
- Multiple Family Residential
- Manufactured Housing
- Commercial
- Office
- Public and Quasi-Public
- Industrial
- Gravel Mining
- Airport
- Golf Course
- Parks
- Restricted Development
- Water

27 January 2009



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## 2030 LAND USE

The 2030 Land Use Plan consists of both narrative text and a graphic illustration of anticipated land uses to occur in Lakeville by 2030 in consideration of forecasted population, household and employment growth, the MUSA Staging Plan map and provision of necessary supporting infrastructure and services. The 2030 Land Use Plan is intended to serve as a guide to residents, business owners, property owners and developers in planning for potential developments and for City officials in responding to development requests and how they relate to the community's vision for Lakeville. In the sections that follow, specific categories of rural, residential, commercial, office, industrial, public and quasi-public land uses and areas of restricted development are described and depicted graphically.

### Land Use Concept

The 2030 Land Use Plan for Lakeville revolves around the following concepts:

- **Focus on Community Identity.** In order to enhance the identity of Lakeville, it is essential that efforts continue towards establishing a sense of community. As the basic character of Lakeville's urban area is that of a residential community, individual neighborhoods should be maintained as a fundamental basis for community identity. Each neighborhood should have a cohesive identity and connection within the area focused on a landmark such as a neighborhood park or open space, neighborhood commercial area or schools and churches, as well as maintaining connections to adjoining neighborhoods and the entire City through compatible land use arrangements and convenient access to streets, sidewalks, trails and greenways for transportation.

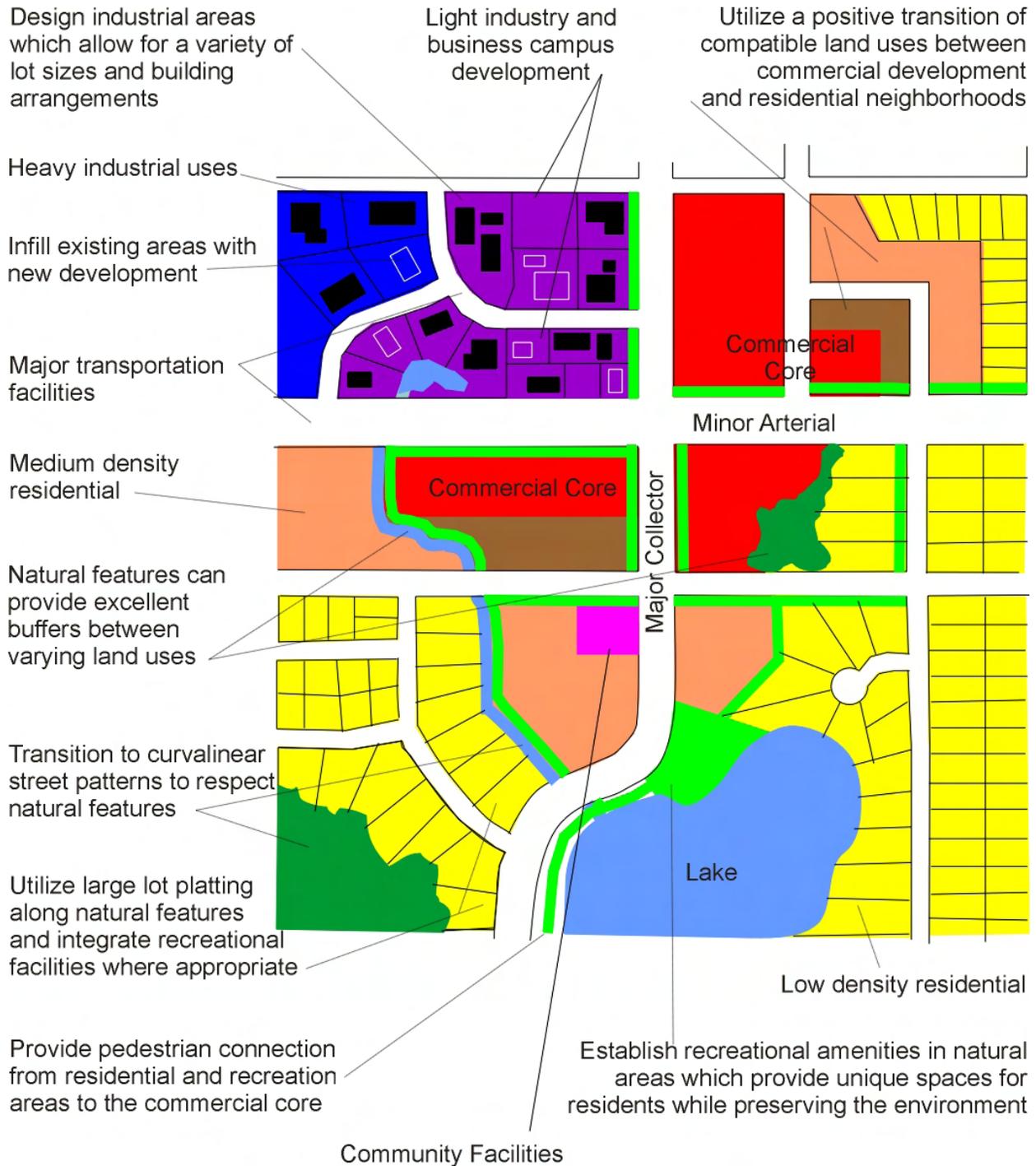
The City has developed a Community Corridor and Gateway Design Study, which is a study of major transportation corridors and entry points into Lakeville. The focus of the study is recommendations as to the desired visual character of primary corridors and gateways in Lakeville to plan for their future development consistent with the community's urban design objectives. Implementation of the Community Corridor and Gateway Design Study promotes the community's identity by maintaining a positive aesthetic image along key community corridors and entry points that will distinguish Lakeville from other communities.

- **Neighborhood Foundation.** Ongoing residential development in Lakeville emphasizes quality development and amenities required to insure a high standard of living. A first step in creating desirable residential development is the establishment of a preferred development format. Residential development in the form of curvilinear design is preferred as this type of design increases privacy and safety within neighborhoods. Curvilinear development patterns are based on a fundamental consideration for natural and man-made barriers. These barriers

organize neighborhoods and minimize through traffic. Overall neighborhood orientation is to be considered in terms of amenities and services as a focus for neighborhood activity. To this end, park land and open spaces within neighborhoods are often the primary focus.

In that Lakeville's neighborhoods develop as units, interconnectivity between these neighborhoods is critical to create a larger sense of community. Interconnected neighborhoods are also critical for improved emergency and service access and disbursement of neighborhood traffic to collector or arterial streets. Planning for the community should recognize and attempt to enhance its activity centers. The commercial centers and public service facilities within the City should remain easily accessible to all residential neighborhoods and project a unified image and standard of quality. Individual components should be so arranged as to create functional and complementary relationships.

### Land Use Concept





- **Land Use Compatibility.** The intensity of land uses should decrease as one moves away from an activity center, which may be applied specifically to the segments of I-35 and other arterial roadways in Lakeville. The high traffic volumes and visibility associated with these roadways make or will make the areas adjacent to the corridors significant activity generators and locations appropriate for commercial uses and higher density forms of housing. Medium and high density land uses also allow a land use transition to take place between the major transportation corridors or higher intensity commercial and industrial uses and lower intensity residential uses that form the second tier of development. Intensive buffering of residential uses from adjacent commercial and industrial uses can also be accomplished through proper site design, building orientation, access locations, screening and landscaping. The proximity of residential uses to major transportation corridors must be developed without the need or expectation for public investment in sound walls.
  
- **Active Retail Service Centers.** To promote vital, dynamic business districts within Lakeville, commercial land uses are to be clustered in central locations within the community accessible from major transportation corridors and individual neighborhoods. These clusters of commercial developments are intended to provide for a full range of retail, service and office businesses that will draw patrons from regional and local markets through accumulative attraction and opportunities for business interchange. As a means of in place market support for commercial activity, and providing alternative housing types, medium and high density residential development should surround these primary commercial service nodes. Requiring a high standard of building architecture, site design and implementation of low impact development techniques within commercial areas is a significant element of Lakeville's desired community identity.
  
- **Local Employment Opportunities and Tax Base.** Through its past planning efforts, Lakeville has had the foresight to recognize the I-35 corridor as an opportunity for the location of future commercial or industrial uses that will serve as a focal point for individual neighborhoods, contribute to a strong community tax base and create employment opportunities. Opportunities for continued commercial and industrial development, particularly of office and office-warehouse type uses continue to grow given planned improvements to the existing interchanges at I-35 and CSAH 50 and at I-35 and CSAH 70.
  
- **Crime Prevention.** New development and redevelopment of existing properties will be encouraged to incorporate the principles of Crime Prevention through Environmental Design (CPTED). The City's development requirements and the efforts of homeowners, property owners and builders will utilize the following strategies to reduce crime incidences and maintain the quality of life in Lakeville:

1. **Natural Surveillance.** A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; adequate nighttime lighting.
2. **Territorial Reinforcement.** Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. Promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and "CPTED" fences.
3. **Natural Access Control.** A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. Gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.
4. **Target Hardening.** Accomplished by features that prohibit entry or access: window locks, dead bolts for doors, interior door hinges.

*Source: National Crime Prevention Council*

## **Rural Land Use**

Rural land uses are anticipated to continue in Lakeville as an interim use within the MUSA Expansion areas and Permanent Rural Areas designated on the MUSA Staging Plan map to which sanitary sewer utilities are not currently available. Rural uses include rural residential, agricultural uses and existing scattered site commercial or industrial businesses. As an interim land use, only those uses and development that will maintain rural character and not interfere with future urban expansion will be allowed in designated rural areas and will not cause a premature need for extension of utilities. The primary objectives of the community for rural areas are the preservation of productive land for continued agricultural use and protection of open space or environmentally sensitive areas from premature encroachment by urban development.

Active farming operations exist in the eastern and southern areas of Lakeville. Continuation of these agricultural activities represents an important interim land use within the City. Agricultural uses are allowed as permitted uses within the rural zoning districts included as part of the Zoning Ordinance. As part of the 2002 Zoning Ordinance update, Lakeville adopted performance standards applicable to contemporary feedlot operations regarding the housing of farm animals, handling of

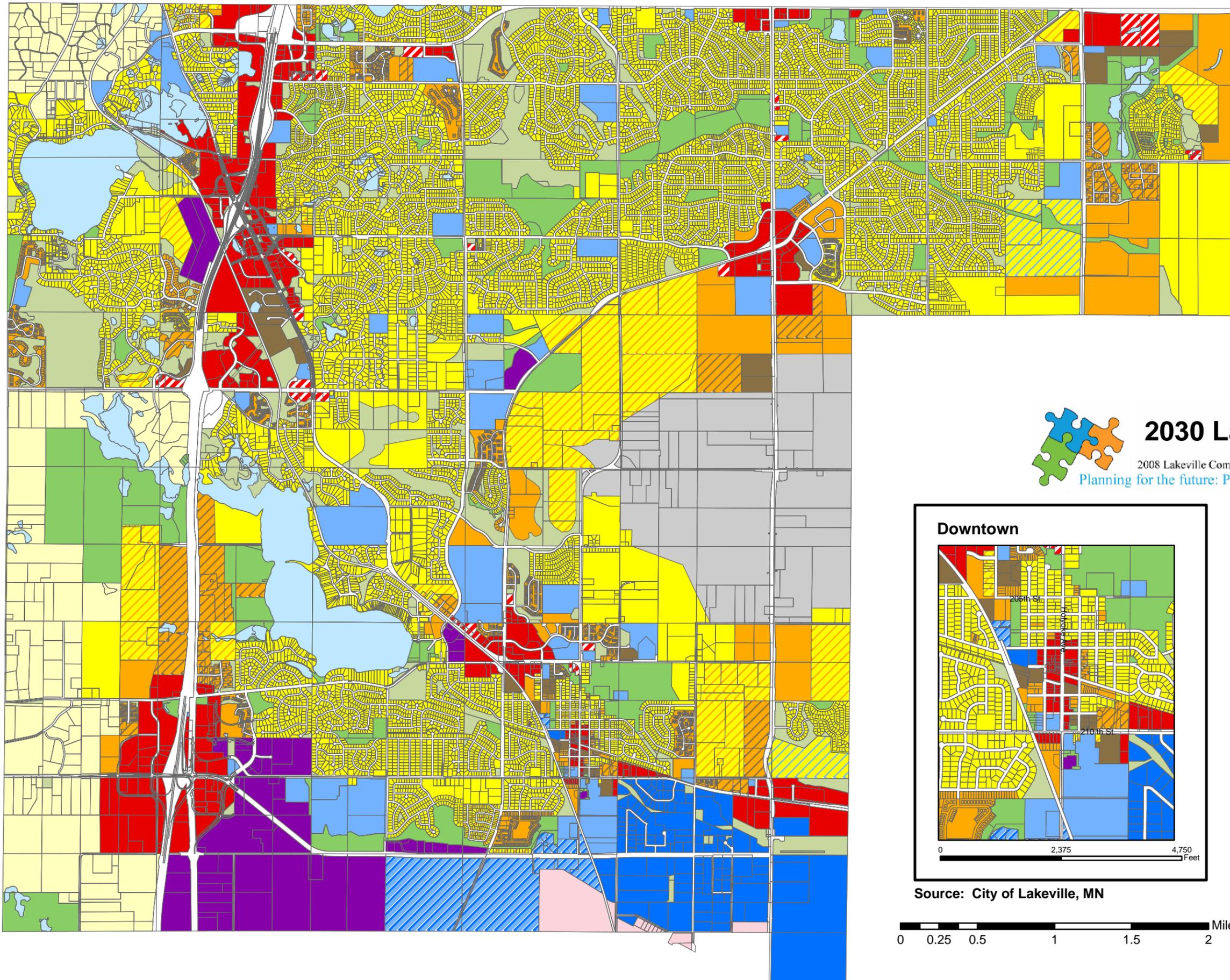
manure and setbacks required from other land uses. Although new feedlot operations are prohibited, these performance standards are intended to allow existing agricultural uses the opportunity to remain viable until such time as urban expansion occurs.

Rural residential land uses are a unique housing opportunity within the community. Development of additional rural residential uses will be allowed within the designated Permanent Rural Areas at a density of one dwelling unit per 10 acres provided that the proposed lot has proper soils to accommodate both on site sewer and well systems in accordance with the Zoning Ordinance and City Code. This type of rural subdivision will allow opportunities for large lot and hobby farm uses.

There are scattered commercial and industrial uses within the rural service areas of Lakeville. Some of these uses exist as legal non-conforming uses. These uses are regulated by the Zoning Ordinance and are allowed to continue in the same size and manner as when originally established. Non-conforming land uses cannot be expanded, however. For existing commercial and industrial uses located in the rural service areas that are properly zoned, the 2030 Land Use Plan will recognize these as long term uses to be continued. Future expansion of existing uses or new development of commercial and industrial uses in rural areas of Lakeville will be allowed conditionally under the RAO District established by the Zoning Ordinance. Under the conditional use permit process, the City will evaluate the consistency of the proposed use with the 2030 Comprehensive Plan, compatibility with existing and planned land uses in the area and impacts to public service infrastructure and services.

As noted in the Natural Resources chapter, sand and gravel deposits are recognized as an important regional resource to be utilized in support of anticipated future development in the Twin Cities Metropolitan Area. Existing gravel mining operations will be allowed to continue in accordance with original approvals and regulated by the Excavation and Mining Ordinance of the City Code. New gravel mine operations will be limited to designated Permanent Rural Areas, Urban Reserve and MUSA Expansion Area "B" on the MUSA Staging Plan map so as not to interfere with planned urban growth. Proposals for new gravel operations will be evaluated based on criteria related to consistency of the proposed use with the 2030 Comprehensive Plan, compatibility with existing and planned land uses in the area and impacts to public service infrastructure and services. A plan for reclamation of the gravel mines and future land use is also required for approval of a license under the Excavation and Mining Ordinance to ensure that the ultimate plan for the parcel is consistent with the Comprehensive Plan.





# City of Lakeville

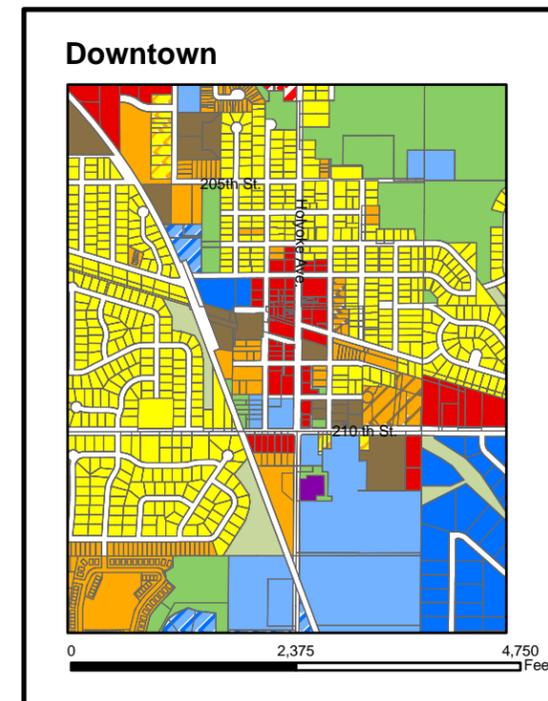


## 2008 Comprehensive Land Use Plan



## 2030 Land Use Plan

2008 Lakeville Comprehensive Land Use Plan  
Planning for the future: Piecing it all together



Source: City of Lakeville, MN

- Rural Density Residential - 1 dwelling per 10 acres
- Low Density Residential - Less than 3 dwellings per acre
- Low/Medium Density Residential - 3 to 5 dwellings per acre
- Medium Density Residential - 4 to 7 units per acre
- Medium/High Density Residential - 5 to 9 units per acre
- High Density Residential - More than 9 units per acre
- Manufactured Housing
- Office/Residential Transition
- Commercial
- Office Park
- Warehouse/Light Industrial
- Industrial
- Airport
- Public and Quasi-Public
- Parks
- Restricted Development
- Special Plan Area
- Water

27 January 2009



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**Residential Land Use**

In developing the 2008 Comprehensive Land Use Plan, it is anticipated that the community’s residential land uses will change as the demographics of the region and Lakeville evolve toward a more mature population. Residential land uses are the predominate land use in the community consisting primarily of single family homes and most housing units within Lakeville are owner occupied.

<b>City of Lakeville 2006 Housing Units by Type</b>		
Type	Number	Percent
Single family detached	13,232	71.6%
Twinhomes and townhomes	3,619	19.6%
Multiple family	658	3.6%
Manufactured housing	977	5.2%
Other	7	0.0%
<b>TOTAL</b>	<b>18,493</b>	<b>100.0%</b>
Source: US Census, 2000, City of Lakeville		

<b>City of Lakeville 2000 Housing Units By Tenure</b>		
Tenure	Number	Percent
Owner occupied	12,487	91.8%
Renter occupied	1,122	8.2%
<b>TOTAL</b>	<b>13,609</b>	<b>100.0%</b>
Source: US Census, 2000		

Life Cycle Housing / Affordability

Lakeville recognizes the need to promote a greater variety of housing choices within the community to serve the life cycle needs of current and future residents. A goal of the community for the 2030 Land Use Plan is to maintain single family neighborhoods as the focus of the community with clustered nodes of alternative housing types and varied residential lot sizes located throughout Lakeville to provide appropriate life cycle housing options. Specific emphasis is provided as to opportunities for senior oriented housing at locations in proximity to planned retail and service land uses.

An added component of Lakeville’s future housing needs relates to affordability. Availability of affordable housing options within the community is important to meeting both life cycle housing goals to provide housing options for a diverse population and economic development goals to ensure an adequate employment base to support planned office and industrial land uses. An owner occupied housing unit is considered

to be affordable if it is valued at or below 30 percent of the gross income of a household earning 60 percent of the median family income for the Twin Cities Metropolitan Area. It is important the community recognize the Metropolitan Council's guidelines defining affordable housing is a threshold and that there are households within the City for which the cost of such housing is not financially viable.

<b>City of Lakeville 2000 Owner Occupied Housing Values</b>		
Value	Number	Percent
Less than \$100,000	391	3.5%
\$100,000 to \$149,999	3,429	31.0%
\$150,000 to \$199,999	3,428	31.0%
\$200,000 to \$249,000	1,847	16.7%
\$250,000 to \$299,999	923	8.4%
\$300,000 and over	1,029	9.4%
<b>TOTAL</b>	<b>11,047</b>	<b>100.0%</b>
Source: US Census, 2000		

Metropolitan Council estimates that 13 percent of the City's existing housing stock is considered to be affordable. Promoting continued maintenance of existing single family dwellings, townhouses, multiple family units and manufactured housing aids in meeting Lakeville's affordable housing goals. The Comprehensive Housing Needs Assessment for Dakota County report prepared for the Dakota County Community Development Agency identifies 448 affordable rental housing units in Lakeville, including four affordable rental townhouse developments established by the Dakota County CDA. A September 2007 market study prepared by the City indicates the existing supply of workforce housing is adequate to meet current needs.

Metropolitan Council projects as part of the Regional Development Framework that Lakeville must add 2,260 new affordable housing units to the City between 2011 and 2020 to accommodate its share of regional new households needing affordable housing. Lakeville will continue participation with the Dakota County Housing CDA as the primary means for addressing Lakeville's housing goals pertaining to affordability in relation to the diversity of residential land uses guided on the 2030 Land Use Plan. However, the continued limitations for Local Government Aid and cuts to MVHC funds hinder the City's affordable housing efforts. Private sector affordable housing developments will also be encouraged recognizing the limitations imposed by market factors:

- Designation of 926 undeveloped acres for Medium to High and High Density Residential uses (guided at 5.0 dwelling units per acre or more) create opportunity for construction of new affordable and life cycle housing options. Additionally, there are 1,785 acres of undeveloped land guided for Low to Medium Density Residential and Medium Density Residential that also provide

opportunities for development of alternative, affordable forms of housing to traditional single family homes within the community.

- Promotion of work force housing adjacent to planned commercial, office and industrial land uses to provide an employment base supporting Lakeville's economic development goals.
- The performance standards established by the Zoning Ordinance for medium and high density residential dwellings include exemptions from minimum building construction, landscaping and open space standards make development of affordable housing more financially feasible.
- The option of establishing a PUD District also allows a mechanism for accommodating development with increased density and/or regulatory flexibility that is shown to provide life cycle housing options for persons of all ages consistent with community and regional goals.
- Continued support for investment and maintenance of Lakeville's existing housing supply.

### Housing Maintenance

Maintenance of Lakeville's existing housing units is increasing in importance as Lakeville continues to mature since significant development started in the 1970s. Maintenance of existing housing is also a key strategy for the community in terms of providing affordable housing options. Older neighborhoods of moderately sized houses often tend to be more affordably valued in comparison to new construction. As a developing community, the majority of Lakeville's housing units are less than 20 years old and in good condition.

<b>City of Lakeville Year Housing Structure Built</b>		
Year	Number	Percent
1949 or earlier	338	1.7%
1950 to 1959	281	1.5%
1960 to 1969	919	5.0%
1970 to 1979	2,345	12.7%
1980 to 1989	3,526	19.1%
1990 to 1999	6,390	34.6%
2000 to 2007	4,694	25.4%
<b>TOTAL</b>	<b>18,493</b>	<b>100.0%</b>
Source: US Census, 2000, City of Lakeville		

Lakeville participates and supports through the allocation of City Community Development Block Grants Funds the Home Rehabilitation Loan Program administered by the Dakota County CDA. This program provides deferred loans to low and moderate income homeowners to complete necessary home improvements. Lakeville may also utilize programs such as a housing improvement fair to provide education opportunities and information regarding financial assistance for housing maintenance to residents. Lakeville may also consider future efforts to survey housing conditions in various neighborhoods of the community to evaluate if deterioration is occurring and if additional action is required.

### Growth Management in Housing

Issues related to past residential development were the impetus for the Strategic Growth Management Plan adopted in 1995. The Strategic Growth Management Plan address issues pertaining to the rate of urban development and potential impacts to City services and finances, the need to integrate residential development with Lakeville's natural resources, compatibility issues where residential uses abut major transportation corridors, non-residential land uses or undeveloped parcels guided for more intense land uses and the need to diversify the housing stock in the community to address affordability and life-cycle housing needs. New residential development is required to be integrated with existing adjoining subdivisions through subdivision design, street connections, park facilities, etc. To ensure an orderly, contiguous urban development pattern, new subdivisions must extend utilities and streets to the boundaries of their plat to accommodate future extension to adjoining vacant properties. Additional strategies implemented to respond to these issues are outlined under the growth management sections of the 2008 Comprehensive Land Use Plan.

### Environmental Resources Protection in Housing

Another priority of Lakeville is environmental protection and integration of new development with natural resources. Lakeville requires applications for new residential subdivisions to include information on natural resources including wetland delineation, tree cover and natural vegetation, slope areas, and soil tests to allow an accurate evaluation of subdivision design. Lakeville will continue to implement its current development regulations relating to buildable lot size exclusive of wetlands or floodplain areas and application of Shoreland Overlay District, tree preservation and erosion control standards.

### Residential Compatibility

To ensure land use compatibility between different types of residential uses or residential uses and other land use types, the 2030 Land Use Plan will provide for graduated land use categories offering the community the opportunity to establish transitional land use patterns that will serve to mitigate compatibility concerns. Lakeville

will also promote mitigation of land use compatibility issues through subdivision and site design. Lakeville will continue to define regulations through the Zoning Ordinance relating to lot area and width, setbacks, building orientation, screening, buffer yards, building height and materials, noise mitigation, lighting and site access to provide for compatibility between adjoining land uses.

2030 Residential Land Use

Consistent with regional directives, residential land use within the community is to have a mean net density of 3.0 dwelling units per acre over all of Lakeville through designation of the following residential land use categories.

City of Lakeville 2030 Land Use Plan - Residential Designations		
Land Use	Density	Allowed Uses
Low Density Residential	Less than 3.0 du/ac.	Single family dwellings.
Low to Medium Density Residential	3.0 to 5.0 du/ac.	Single family, two family and detached townhouse dwellings.
Medium Density Residential	4.0 to 7.0 du/ac.	Two family dwellings, detached townhouse and quad or row townhouse dwelling units.
Medium to High Density Residential	5.0 to 9.0 du/ac.	Detached townhouse, quad or row townhouse or back-to-back townhouse dwelling units.
High Density Residential	More than 9.0 du/ac.	Back-to-back townhouse and multiple family dwelling units.
Manufactured Home Park	4.0 to 7.0 du/ac.	Manufactured home dwelling units.

The Low Density Residential land use category will be the primary form of residential land use in Lakeville. Areas of Lakeville between major commercial and industrial nodes and along major transportation corridors are to be guided for low and low to medium density residential uses to reinforce the desired emphasis on lower density housing types as the foundation of the community.

Allowed uses are limited to single family residential dwellings with a development density of less than three dwelling units per acre. The Zoning Ordinance establishes various single family zoning districts to provide for a range of lot requirements to encourage a diversity of single family housing options within the community. These zoning districts provide opportunities to fit the development requirements to the character of the area being subdivided. Large lot single family zoning districts are to be applied to areas within significant natural features such as rolling topography, existing significant tree cover or wetlands. Lot requirements that allow for a smaller minimum lot area and setbacks may be considered in areas that are relatively flat and lack existing

natural features to provide for a more efficient subdivision design and achievement of community housing goals.

It is anticipated that continued growth in Lakeville through 2030 will reflect aging of the local, regional and national population, thus affecting land use planning. To this end, Lakeville has guided areas for development of low-to-medium, medium, medium-to-high and high density residential uses to encourage development of detached townhomes, twin homes, traditional townhouses, back-to-back townhouses and multiple family housing units to complement traditional single family homes. These land uses have been designated throughout the community to avoid a concentration of higher density housing types at a single location or in a continuous corridor between major activity nodes consistent with the desired community development concept.

The primary factor in locating medium and high density residential land uses is proximity to Lakeville's commercial centers to provide convenient access and market support to retail goods and service businesses. Medium and high density residential housing is also guided in close proximity to industrial areas to promote work force housing opportunities. These locations also take advantage of planned transportation capacity to reduce impacts from traffic generated by medium and high density residential developments. The medium and high density residential housing to be developed near major commercial and industrial areas should promote integration between the two uses through site design, pedestrian, bicycle and vehicle access and circulation, landscaping and screening to mitigate potential compatibility issues.

Medium and high density residential land uses have also been guided from an urban design perspective to provide for desired transitions between low density residential neighborhoods and more intense commercial and industrial areas or major collector or arterial roadways. Use of medium and high density residential development as a land use transition to low density residential neighborhoods utilizes development standards incorporated as part of the Zoning Ordinance addressing lot requirements, setbacks, landscaping, buffering and density transitions that will guide site design consistent with the community's objectives.

The performance standards established by the Zoning Ordinance for medium and high density residential uses also ensures long term sustainability of these housing units by requiring use of durable low maintenance exterior building materials, establishment of homeowners associations for long term administration and oversight of the development and provision of minimum design elements for open space, landscaping, guest parking, driveways and access, adequate garage area for both vehicle parking and storage needs and resident safety in the form of an internal storm shelter for housing units without basements. The consistent application of these requirements through the Zoning Ordinance is considered to provide for high quality medium and high density housing options that are a viable life cycle housing alternative to single family dwellings and will be a significant component of Lakeville's housing into the future.

There are five manufactured home parks in different areas of Lakeville. Manufactured housing is an important component of the community's housing supply with respect to affordability. The Zoning Ordinance was updated in 1994 and 2000 to address regulations for the various developments in relation to State Building Code definitions and nomenclature, design standards regarding individual lot size and structure setbacks to allow for larger house styles, establishment of accessory building, outdoor storage and fence regulations and design standards for utility connections, internal driveway design, guest parking, and landscaping. Manufactured housing is also allowed as a conditional use within residential zoning districts allowing multiple family dwelling units as required by State Statute subject to specific minimum lot requirements and setbacks.

Ardmore, Country View and North Creek manufactured home parks are all properly zoned RSMH, Residential Single Family – Mobile Home Park District. Ardmore and Country View are fully developed whereas North Creek has additional vacant land for future expansion. Future expansion of North Creek and continued operation of Ardmore and Country View manufactured home parks is guided by the 2030 Land Use Plan to continue and will be regulated by the RSMH District.

The Queen Anne and Connelly manufactured home parks located along the I-35 corridor exist as legal non-conforming land uses with regard to both use and design. The location of these two manufactured home parks within one of Lakeville's primary commercial nodes at I-35 and CSAH 50 creates potential land use compatibility issues, while the individual layouts of each site create public health safety concerns with regards to emergency access. The 2030 Land Use Plan continues to guide both the Queen Anne and Connelly parks for future redevelopment as office park and commercial land uses respectively. As non-conforming uses, these manufactured home parks can continue to exist at the same size as they exist today, but no expansion will be permitted. Furthermore, a proposal to redevelop the Queen Anne or Connelly mobile home parks in the future with uses consistent with the 2030 Land Use Plan would be anticipated to be a privately initiated effort and not a the result of direct action by the City of Lakeville.

### **Commercial Land Use**

The 2030 Land Use Plan identifies areas of Lakeville for development of a wide range of commercial land uses, including retail, service and office businesses. The fundamental principal guiding designation of future commercial locations in Lakeville is to provide for highly integrated, attractive nodes of activity that promotes accumulative market attraction and business interchange. Office uses should be located in proximity to commercial areas as a related, supporting land use. On this basis, the emphasis is on development of larger commercial areas at locations with community wide access and visibility. Other specific areas of Lakeville designated on the 2030 Land Use Map and described in the Planning District section of this chapter will have more of a neighborhood orientation or promote a destination opportunity. Lakeville will utilize the

various commercial zoning districts established by the Zoning Ordinance to define the range of business activity appropriate for each commercial location based upon the land uses designated on the 2030 Land Use Plan defined as follows.

<b>City of Lakeville 2030 Land Use Plan – Commercial Designations</b>	
Land Use	Anticipated Uses
Office/Residential Transition	Neighborhood oriented retail or service businesses, low intensity offices or conditional allowance of medium to high density residential uses.
Commercial	General retail, service or office business with community or regional market areas.
Office Park	Professional office uses with limited retail sales, services and warehousing uses.

Retail Commercial

Lakeville will promote attractive and functional commercial areas by implementing consistent design standards as part of its Zoning Ordinance related to durable, low maintenance building materials, site landscaping and streetscape treatments (including implementation of the Community Corridor and Gateway Design Study), provision of adequate street access and off-street parking, limitations on signage and exterior lighting. All commercial developments are to emphasize internal and external pedestrian accessibility, shared parking opportunities and green space for an environment attractive to patrons. Where commercial locations abut existing or planned residential land uses, attention will be given during the development review process to site and building orientation, access and parking locations to minimize intrusion into residential areas, setbacks, screening and landscaping to provide for appropriate transitions between the two uses to mitigate potential compatibility issues. Development of commercial areas must also be sensitive to the natural environment by minimizing impervious surfaces, managing stormwater appropriately and providing green space and landscaping.

Office/Residential Transition

Office/Residential Transition land uses have been designated in limited areas on the 2030 Land Use Plan. The purpose of this land use designation is to provide for an orderly transition from residential uses to business activities and potential for some intermixing of residential and commercial uses. Within this land use category, there is also opportunity for limited provision of retail goods and services for businesses dealing directly with its customers on a neighborhood scale at specific locations within the community. Definition of a limited range of commercial uses and implementation of performance standards established by the Zoning Ordinance regarding building and site design, landscaping, screening of parking and loading areas, limitations on signs and

exterior lighting are of primary importance to integrate these commercial locations with surrounding residential uses.

### Office Park

The Office Park land use category is intended to establish locations within Lakeville for professional office complexes, corporate office buildings, conference centers and research and development facilities in an environment with high aesthetic qualities and amenities. Retail sales and services, warehousing and manufacturing uses are to be allowed on a limited scale. The Fairfield Business Campus is an example of this land use having an attractive working environment by integrating a high quality site design with a natural setting. The establishment of Office Park locations as a long-term development goal is intended to respond to the following:

- Construction of the I-35/CSAH 70 interchange improves access to regional transportation corridors for future office park uses
- Construction of the Elko-New Market regional sewer interceptor allows advancement of MUSA to areas surrounding the I-35/CSAH 70 interchange.
- Between 1990 and 2000, the majority of Lakeville residents changed from being employed in labor to professional occupations according to US Census Data. Establishment of office park uses expands the opportunity to live and work in Lakeville.
- In 2000, a majority of Lakeville residents commuted more than 20 minutes to work suggesting employment locations outside of the City. Providing for office park uses in Lakeville is an opportunity to reduce impact on local and regional transportation.
- Daytime employment within Lakeville is critical for market support of existing and planned commercial areas. The Metropolitan Council estimates that Office Park uses create approximately twice as many employees as Light Industrial or Industrial per 1,000 square feet of building area.
- A Community and Economic Development Department analysis comparing development in Fairfield Business Campus and Airlake Industrial Park indicates that the office park uses have an estimated market value per square foot three times greater than an Industrial use.

This designation incorporates the previous land use designations of Office Park/Business Campus and Commercial/Industrial into a single category that will require modification to the existing C-W, Commercial Warehousing District and CC, Corporate Campus District established by Zoning Ordinance in order to be

implemented. The performance standards to be developed for the Office Park land use category will be guided by the following recommendations:

- Development is to be integrated with the natural conditions of a site to preserve slopes, trees, wetlands.
- Site designs will limit building coverage and impervious surface to promote green space and include high amenity landscaping. Screening and buffer yards will be required where the Office Park use abuts residential areas.
- All buildings are to be professionally designed to display a high degree of aesthetic quality utilizing only face brick, aggregate, stone or other masonry exterior materials or those of comparable quality.
- Access to office park uses is to accommodate all modes of vehicular, bicycle and pedestrian transportation with allowed semi-truck traffic segregated from other forms.
- Office park land uses may include limited retail sales and service uses that will be complementary to the primarily office environment.
- Warehousing will be allowed to the extent that it is accessory to a primary business function and does not impact the surrounding area in terms of truck traffic generation or noise from loading areas.

**Industrial Land Use**

Lakeville has been successful in the development of industrial uses in Airlake Industrial Park. The 2008 Comprehensive Land Use Plan continues the economic development policies for promoting development of industrial land uses to retain and expand existing industrial businesses and attract new industrial development to increase employment opportunities in the community and expand the local tax base. The 2030 Land Use Plan identifies the following industrial land use categories.

<b>City of Lakeville 2030 Land Use Plan – Industrial Designations</b>	
Land Use	Anticipated Uses
Warehousing/Light Industrial	Professional offices, distribution facilities, warehousing, assembly of manufactured goods.
Industrial	Professional offices, distribution facilities, warehousing, assembly and manufacture of goods.

General Industrial land use includes a full range of industrial businesses, which because of the character of its operation and/or product, requires isolation from less intense land uses. Warehousing/Light Industrial land uses are designated to be less intense, office and warehouse and assembly of manufactured goods. Light Industrial uses can compatibly exist adjacent to commercial and general industrial land uses. Lakeville will review and update as appropriate its industrial development standards established by the Zoning Ordinance. Specific areas to be evaluated include the type and intensity of uses allowed in the various industrial zoning districts, exterior building material requirements and the location and screening of outdoor storage and loading areas to address concerns about visibility from residential areas or along major transportation corridors. Where industrial land uses are adjacent to residential neighborhoods, the City will address potential compatibility issues through property site planning including setbacks, buffer yards, landscaping and screening.

### **Special Plan Area**

The Urban Reserve is designated for MUSA expansion not before 2020 to ensure the planning effort by Dakota County for Bus Rapid Transit (BRT) along Cedar Avenue is completed along with identification of funding sources for implementation before Lakeville commits to specific transit oriented development types and densities within the corridor. The household and population projections for Lakeville anticipate that forecasted growth occurring between 2010 and 2020 can be accommodated within the existing MUSA and MUSA Expansion Areas A and B. After 2020, new development would need to expand into areas within the Urban Reserve to meet projected household and population numbers. Therefore, it is not necessary for Lakeville to consider the timing and staging of specific development within the Urban Reserve area before the required 2018 Comprehensive Plan update. Deferring specific decisions regarding the timing and specific land use designations for the Urban Reserve will allow completion of the current Dakota County plan for Cedar Avenue, securing sources of funding for needed infrastructure improvements and will allow Lakeville to define future land uses in the context of then current development trends. Depending on completion of the Dakota County BRT plan, identification and securing of funding and construction timelines, Lakeville may revisit the staging of urban services and designation of land uses within the Urban Reserve as a special area plan prior to the 2018 Comprehensive Plan. The following parameters are established relative to future development of the Urban Reserve in relation to the current comprehensive planning process and Dakota County BRT plan:

1. The City of Lakeville will guide development of a range of residential and commercial retail, service, office, and public uses along the Cedar Avenue corridor within the urban reserve area, to be determined in coordination with the City of Farmington as part of a comprehensive Cedar Avenue Corridor/Northwest Farmington study.

2. The area within one quarter mile of the Cedar Avenue corridor within the Urban Reserve will be considered for development having an average residential density of 7.0 dwelling units per acre if current planning for BRT is completed and funding for implementation is secured. Areas outside of the of the designated BRT corridor would most likely be guided for low density residential uses. Specific decisions regarding the type and location of future urban land uses within the Urban Reserve is to be deferred until such time as a special area plan is initiated or the 2018 Comprehensive Plan update.
3. The City will encourage development appropriate land use patterns adjacent to designated BRT stations within the corridor integrating residential, retail, service, office and public uses in coordination and support of planned transit facilities.

As an interim land use until future decisions are made by the City Council regarding the timing of utility extension and designation of specific land uses, development within the Urban Reserve is to be restricted to agriculture uses and residential densities of one dwelling unit per 40 acres.

### **Public and Quasi-Public Land Uses**

The Public and Quasi-Public land use category includes the various facilities ancillary to an urban community including City and other government buildings, schools, churches and utility sites. Public and Quasi-Public land uses are to reflect the highest level of quality site and building design and will incorporate sustainable, energy efficient building and low impact development techniques where feasible, as an example for the private sector to follow. Furthermore, development of consistent architectural themes, use of consistent building materials or other design elements that provide site character is encouraged to strengthen overall community identity. In locations where public and quasi public uses abut residential land uses, Lakeville will require that site design, building orientation, access locations, setbacks, landscaping and screening provide for a necessary buffer and transition to mitigate potential compatibility issues.

There will be a need for additional public and quasi-public land uses as the community continues to develop to serve the growing population. While the need for these types of uses is recognized, it is not practical at this time to identify sites where future public and quasi-public uses may be appropriate. Public and quasi-public facilities other than those of the City of Lakeville will be allowed as conditional uses in appropriate zoning districts. This approach will allow Lakeville to establish performance standards specific to a given use to ensure development at appropriate locations in a manner compatible with surrounding uses.

### Schools

The growth of the community affects the school districts serving Lakeville residents. To this end, Lakeville will continue to work cooperatively to address shared growth issues. This includes continuation of Lakeville's growth management policies to allow the School Districts to anticipate the rate of development and plan for necessary facilities accordingly. As the need for new school facilities is identified, Lakeville will work with each of the school districts to locate appropriate sites and coordinate the timing of development so that needed infrastructure is available in a cost effective manner. For the benefit of Lakeville and the School Districts, the City will continue to pursue opportunities for shared facilities. This opportunity presents itself most readily in the acquisition, development and maintenance of recreational facilities used both as part of the Lakeville parks, trails and open space system and school athletic programs.

### Airlake Airport

Airlake Airport in southern Lakeville is designated as a reliever airport by the Metropolitan Council within the 2030 Transportation Plan. The 2030 Comprehensive Plan for Airlake Airport proposes a 1,000 foot expansion of the existing runway to 5,000 feet. This expansion will allow Airlake Airport to be used by a full range of personal aircraft and small corporate jets. Metropolitan Council is proposing that sanitary sewer service be provided to all airport facilities. Lakeville's policy is that sanitary sewer and water utilities are only to be provided to parcel's within the City's boundary, including the Airlake FBO and maintenance building. As such, an extension of utilities would likely require annexation of the rest of the airport to Lakeville. Lakeville must be an active participant in the planning for Airlake Airport to ensure that continued operations are consistent with local goals.

The land immediately surrounding Airlake Airport are guided for industrial uses to mitigate any noise or operations issues for development close to the airport and provide for a transition to less intense commercial and residential uses. Airlake Airport is considered to be an amenity to the community benefiting economic development of existing and planned commercial and industrial areas. The regional 2030 Transportation Plan requires that Lakeville establish restrictions and notification requirements to the FAA for objects affecting navigable airspace. These restrictions have been established as part of the general performance standards regulating all land uses in the Zoning Ordinance and will be reviewed for completeness as part of the Zoning Ordinance update to follow the comprehensive planning process in 2009.

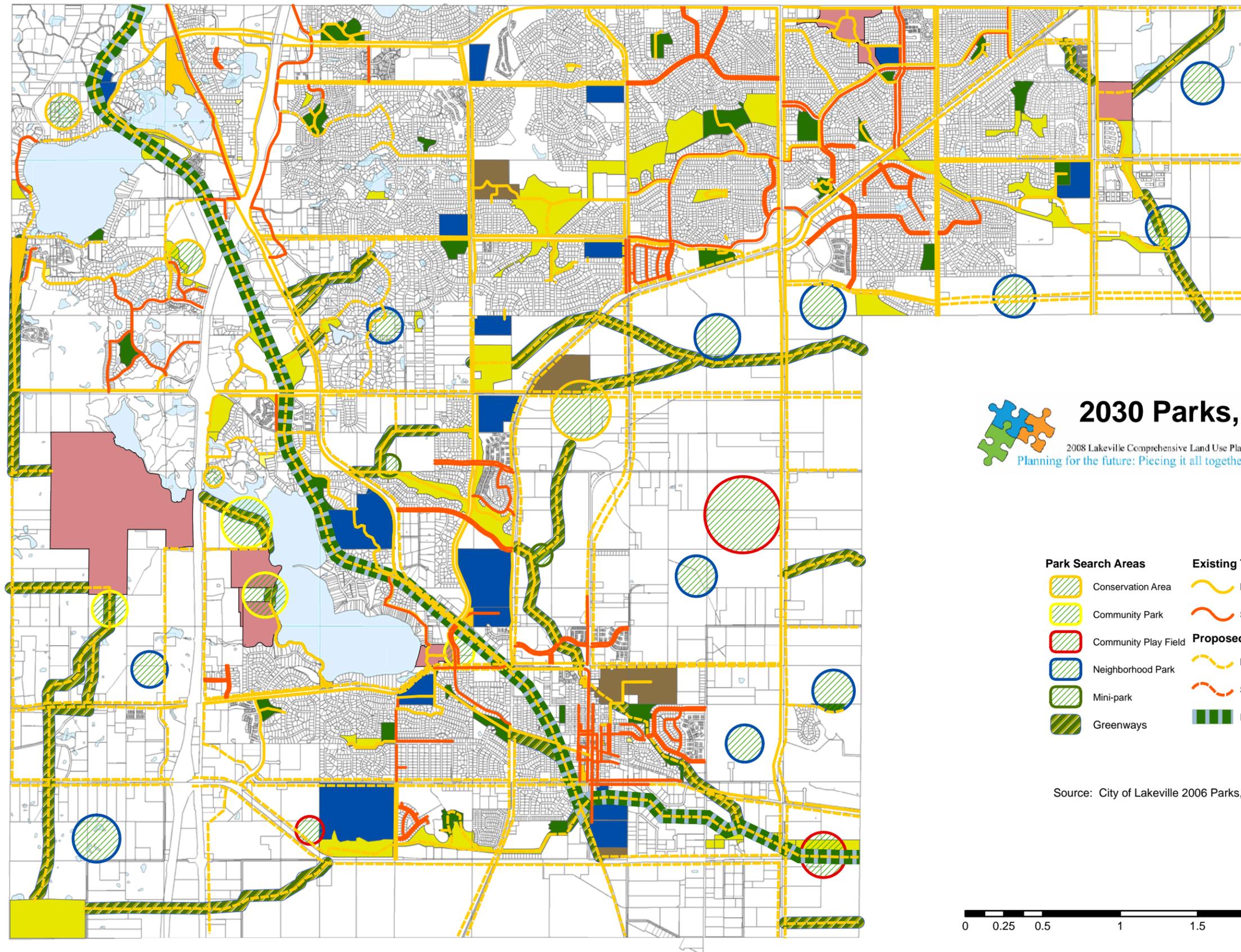
### **Parks and Open Space**

Parks and open space are an amenity to the community that contributes positively to the quality of life and character of Lakeville. The Parks and Open Space land uses designated on the 2030 Land Use Plan correspond to the existing areas developed in

# City of Lakeville



## 2008 Comprehensive Land Use Plan



## 2030 Parks, Trails & Open Space Plan

2008 Lakeville Comprehensive Land Use Plan  
 Planning for the future: Piecing it all together

### Park Search Areas

- Conservation Area
- Community Park
- Community Play Field
- Neighborhood Park
- Mini-park
- Greenways

### Existing Trails

- Multi-Purpose
- Sidewalk

### Proposed Trails

- Multi-Purpose
- Sidewalk
- Regional Corridor Greenway

### Park Classifications

- Community Park
- Community Play Field/Athletic Complex
- Neighborhood Park
- Mini-Parks/Neighborhood Play Lots
- Conservation Areas
- Special Use Area
- Schools

Source: City of Lakeville 2006 Parks, Trails & Open Space Plan



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accordance with the 2006 Parks, Trails and Open Space Plan. The 2006 Parks, Trails and Open Space Plan sets forth a vision of a fully developed parks, trails and open space system based on the existing facilities and future needs of Lakeville. Implementation of the 2006 Parks, Trails and Open Space Plan will result in additional areas on the 2030 Future Land Use plan being designated for parks and open space land use as additional land is acquired and developed in conjunction with continued development.

### **Restricted Development**

The Restricted land use category includes parcels of land for which development of urban uses is limited. These scattered sites include land, which is primarily publicly owned, encompassing stormwater basins, protected wetlands or shoreland areas, steep slopes, public easements or permanent open space. The Crystal Lake Country Club and Bracketts Crossing Country Club golf courses are also designated as Restricted land uses as these developments were approved as Planned Unit Developments that clustered allowed residential density around the playing course and utilized all allowed development rights.

### **Historic Preservation Sites**

Preservation of historic sites in Lakeville is accomplished through public and private means. Historic preservation aids significantly in supporting a community's identity and is to be encouraged whenever feasible.

The Lakeville Area Historical Society is a quasi-public organization active in the preservation of Lakeville's history and preservation of potentially significant historical sites. The All Saints Church within the Central Business District was rehabilitated for use as the Lakeville Area Art Center as part of the City's parks and recreation system. Lakeville also initiated a special area planning effort focused on Downtown Lakeville. The Downtown Development Guide was approved by the City Council on December 18, 2006 to create a long-term plan to promote downtown economic viability while retaining its unique and historical characteristics. Likewise, the City of Lakeville Parks and Recreation Department has acquired the Ritter Farm property on the south side of Lake Marion west of I-35 and established the property as a community park facility incorporating passive and active recreational opportunities as well as educational programming. Renovation of the historic dairy barn at the Spirit of Brandtjen Farm development as a private neighborhood center is an example of private efforts to preserve significant places within the community to protect its heritage.

Lakeville will continue to work with the Lakeville Area Historical Society to identify and preserve potentially significant historical sites through both public action and in coordination with private development. The City may aid in this process by helping to identify potentially significant historical sites within the community, providing information

resources for property owners and developers interested in historic preservation and communicating information about Lakeville’s history and historic places to residents and businesses.

**2030 Land Use Plan**

The table below illustrates anticipated future land uses in 2030 based on the 2030 Land Use Plan map. The 2030 Land Use Plan map is a generalized guide for future development patterns that may be anticipated to be refined and amended over time as community priorities evolve and the numbers shown in the table are adjusted accordingly.

City of Lakeville 2030 Land Use Plan								
Category	2010		2015		2020		2025/2030	
	Acres	%	Acres	%	Acres	%	Acres	%
Rural Residential	1,618.18	6.6%	1,618.18	6.6%	1,618.18	6.6%	1,618.18	6.6%
LD Residential	6,058.41	24.8%	6,617.58	27.1%	6,721.70	27.5%	6,721.70	27.5%
Manufactured Homes	197.29	0.8%	197.29	0.8%	197.29	0.8%	197.29	0.8%
L/MD Residential	615.33	2.5%	1,148.64	4.7%	1,247.84	4.8%	1,257.00	5.1%
MD Residential	1,099.71	4.5%	1,231.00	5.0%	1,251.05	5.1%	1,251.05	5.1%
M/HD Residential	291.63	1.2%	339.07	1.4%	488.48	1.9%	534.57	2.2%
HD Residential	119.08	0.5%	154.08	0.6%	154.08	0.6%	185.27	0.8%
O/R Transition	73.20	0.3%	105.72	0.4%	105.72	0.4%	105.72	0.4%
Commercial	1,049.52	4.3%	1,074.45	4.4%	1,156.15	4.7%	1,156.15	4.7%
Office Park	168.94	0.7%	395.59	1.6%	750.29	2.9%	750.29	3.1%
Warehouse/ Light Industrial	191.96	0.8%	342.46	1.4%	342.46	1.3%	342.46	1.4%
Industrial	745.53	3.0%	745.53	3.0%	745.53	2.9%	745.53	3.0%
Airport	135.92	0.6%	135.92	0.6%	135.92	0.6%	135.92	0.6%
Public / Quasi Public	950.67	3.8%	950.67	3.8%	950.67	3.8%	950.67	3.8%
Parks	1,521.69	6.2%	1,521.69	6.2%	1,521.69	5.9%	1,521.69	6.2%
Restricted	1,361.40	5.6%	1,361.40	5.6%	1,361.40	5.3%	1,361.40	5.6%
Special Plan Area	1,324.33	5.4%	1,324.33	5.4%	1,324.33	5.1%	1,324.33	5.4%
Water	1,026.72	4.2%	1,026.72	4.2%	1,026.72	4.0%	1,026.72	4.2%
Right-of-way	3,277.58	13.4%	3,277.58	13.4%	3,277.58	12.7%	3,277.58	13.4%
Guided Urban/ Outside MUSA	2,636.41	10.8%	895.62	3.7%	85.84	5.5%	0.00	0.0%
<b>TOTAL</b>	<b>24,463.55</b>	<b>100.0%</b>	<b>24,463.55</b>	<b>100.0%</b>	<b>24,463.55</b>	<b>100.0%</b>	<b>24,463.55</b>	<b>100.0%</b>

Source: Northwest Associated Consultants, Inc.

## **NEIGHBORHOOD PLANNING DISTRICTS**

The 2008 Comprehensive Plan consists of several interrelated plans addressing the natural environment, land use, housing, transportation, community utilities and services and parks, trails and open space. Lakeville has been divided into 12 neighborhood planning districts in order to provide a summary of these connected plans as well as allow for a detailed examination of specific areas of the community. The boundaries of the neighborhood planning districts are based on existing land use patterns, MUSA boundaries and physical barriers.

### **District 1 – I-35/CSAH 50/Orchard Lake**

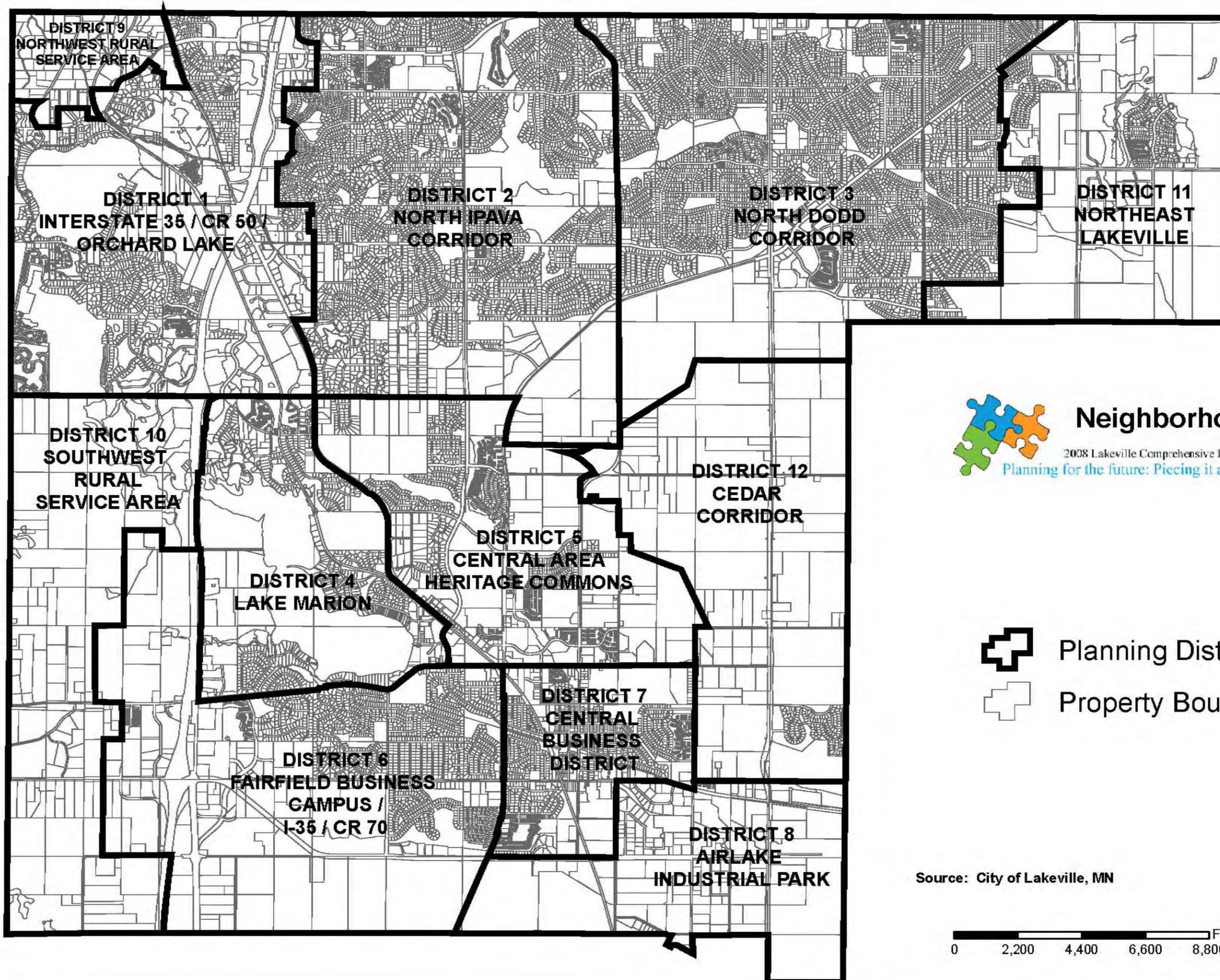
This district is located in the northwest corner of the City and contains a variety of land uses. Low density residential land uses are predominant in the western portion of the district with commercial land uses along I-35. The historic development pattern has been fragmented resulting in isolated residential neighborhoods, piecemeal commercial growth, and incomplete street networks. In looking to the future, the City's major land use issues will be integrating future development with the existing land uses in a compatible land use pattern and addressing area transportation needs. The 2030 Land Use Plan promotes maintenance of existing neighborhoods and integration of future infill development. The 2030 Land Use Plan also proposes a transitional land use pattern with the most intense commercial and office park/business campus land use along the I-35 corridor and graduated reduction in residential densities moving westward away from the freeway. The 2030 Land Use Plan and following recommendations outline the planning objectives for District 1.

- District 1 is characterized by rolling topography, wetlands, and significant tree cover. Any development within District 1 must be integrated with the area's natural features to preserve existing trees, existing steep slopes, wetlands and shoreline areas through subdivision and site design measures.
- District 1 contains three lakes. Efforts to insure the highest possible water quality of the lakes will be pursued through implementation of Best Management Practices and low impact development strategies.
- Future low density residential development in District 1 represents infill development and expansion of existing single family neighborhoods. New development must be integrated with and connected to existing neighborhoods for continuity of the land use pattern. A special study area is designated south of 175<sup>th</sup> Street at Jonquil Avenue to evaluate potential future land use designations. Factors to be considered as part of this study are protection of natural resources as part of any development, opportunities for life-cycle housing alternatives, providing for a desired transition from commercial areas to the west and extension of greenways, street access options and feasibility of utility extensions.

# City of Lakeville



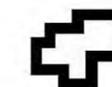
## 2008 Comprehensive Land Use Plan



### Neighborhood Planning Districts

2008 Lakeville Comprehensive Land Use Plan

Planning for the future: Piecing it all together



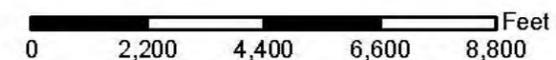
Planning District Boundaries



Property Boundaries

Source: City of Lakeville, MN

31 October 2008



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- Continued commercial development will be pursued around both the I-35/CSAH 50 and I-35/CSAH 46 interchanges consistent with the following guidelines:
  1. All new development will be held to the performance guidelines for streetscape, site design, landscaping, lighting and signage as outlined in the Community Corridor and Gateway Design/Landscape Study.
  2. Commercial land uses adjoining residential property shall mitigate land use compatibility concerns through proper site planning techniques including building orientation, setbacks, establishment of buffer yards, installation of landscaping, controlled lighting, and building architecture.
  3. Lakeville shall encourage redevelopment and site assembly of commercial sites that are non-conforming or substandard as a means of creating lots of sufficient size to accommodate contemporary commercial uses and more functional commercial patterns.
  4. Connelly Manufactured Home Park exists as a non-conforming use and the 2030 Land Use Plan anticipates its future redevelopment for commercial uses.
  
- Continued commercial development of TimberCrest at Lakeville and undeveloped parcels to the north is to be encouraged at the northeast quadrant of I-35/CSAH 60. Environmentally sensitive areas along the east portions of the commercial area are to be protected from development through dedication or establishment of a conservation easement to the City. These protected areas will serve a secondary purpose by providing a natural buffer and transition area between any commercial development and surrounding residential uses.
  
- Queen Anne Manufactured Home Park is planned for future redevelopment as an Office Park land use based on proximity and access to I-35 at CSAH 50.
  
- In relation to the 2030 Land Use Plan, the following street improvements will be pursued within District 1:
  1. Lakeville shall monitor traffic volumes, congestion and safety issues at the I-35/CSAH 50 interchange in planning for construction of the ultimate design improvements.
  2. Kenrick Avenue will be extended westward to connect to the current terminus of the street at the north side of TimberCrest at Lakeville as an A-Minor Reliever.

3. Keokuk Avenue will be extended northward to connect with 172nd Street as a minor collector street.
  4. 172<sup>nd</sup> Street will be realigned to intersect CR 5 at Kenyon Avenue.
- Lakeville shall monitor the status of the CP Rail right-of-way as a potential regional greenway corridor and encourage connection to Murphy Hanrehan Park Reserve with trail access along Judicial Road.

# City of Lakeville



## 2008 Comprehensive Land Use Plan



## 2030 Land Use Plan

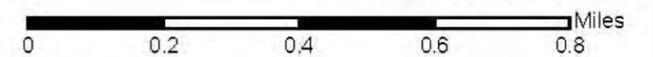
2008 Lakeville Comprehensive Land Use Plan  
 Planning for the future: Piecing it all together

### Planning District 1

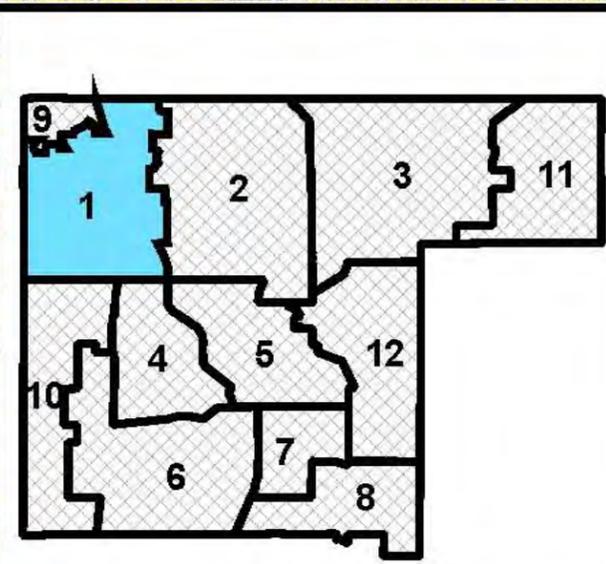
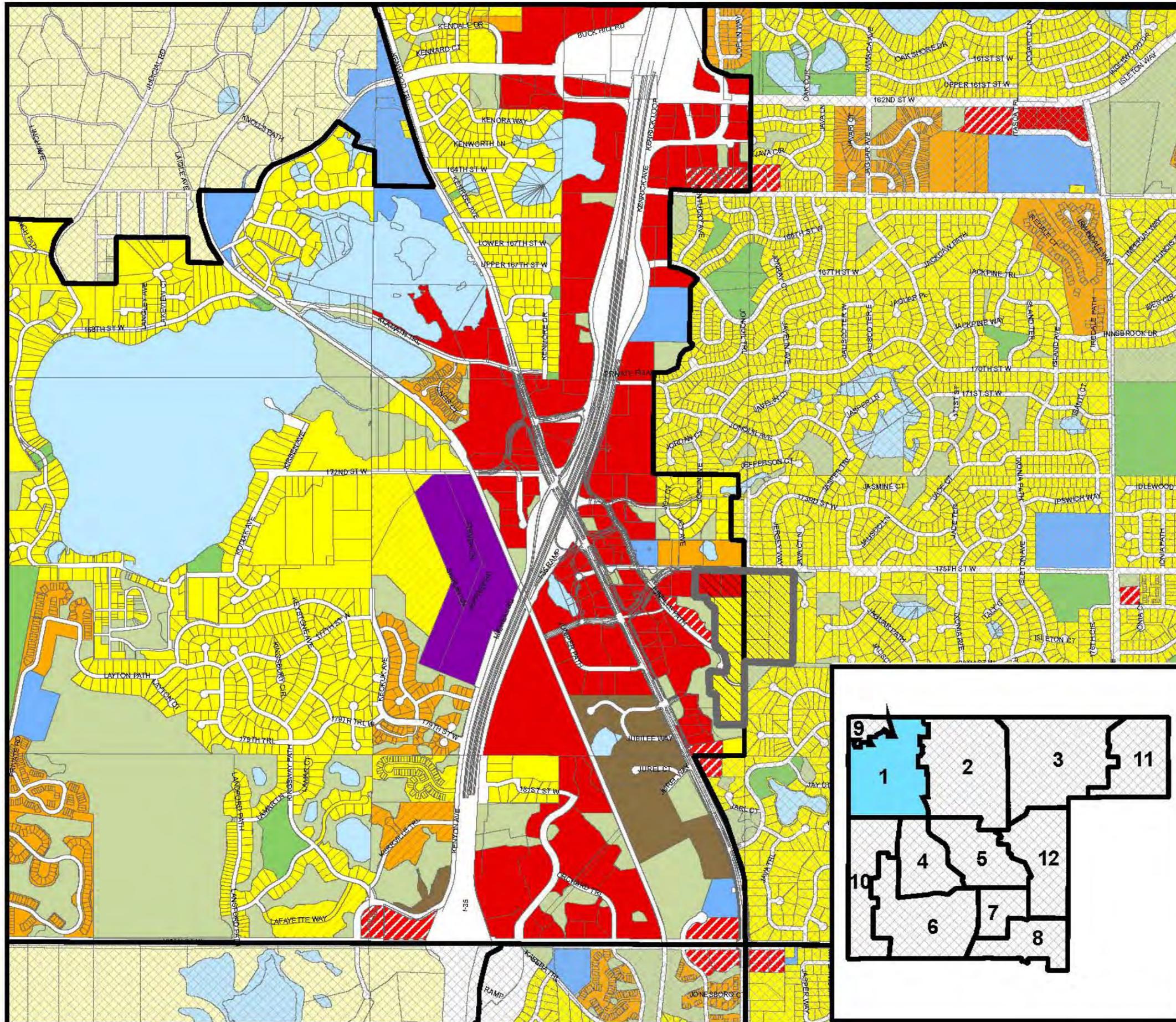
- Rural Density Residential - 1 dwelling per 10 acres
- Low Density Residential - Less than 3 dwellings per acre
- Low/Medium Density Residential - 3 to 5 dwellings per acre
- Medium Density Residential - 4 to 7 units per acre
- Medium/High Density Residential - 5 to 9 units per acre
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- Manufactured Housing
- Office/Residential Transition
- Commercial
- Office Park
- Warehouse/Light Industrial
- Industrial
- Public and Quasi-Public
- Parks
- Restricted Development
- Special Plan Area
- Water



Source: City of Lakeville, MN  
 31 October 2008



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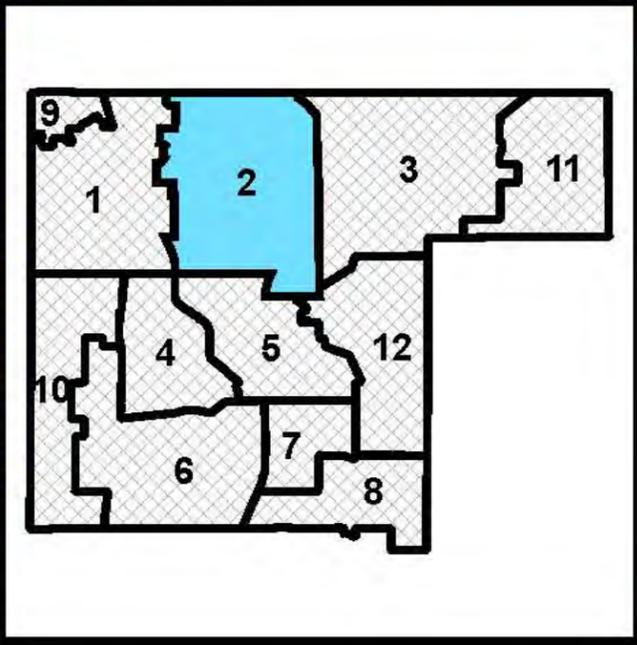
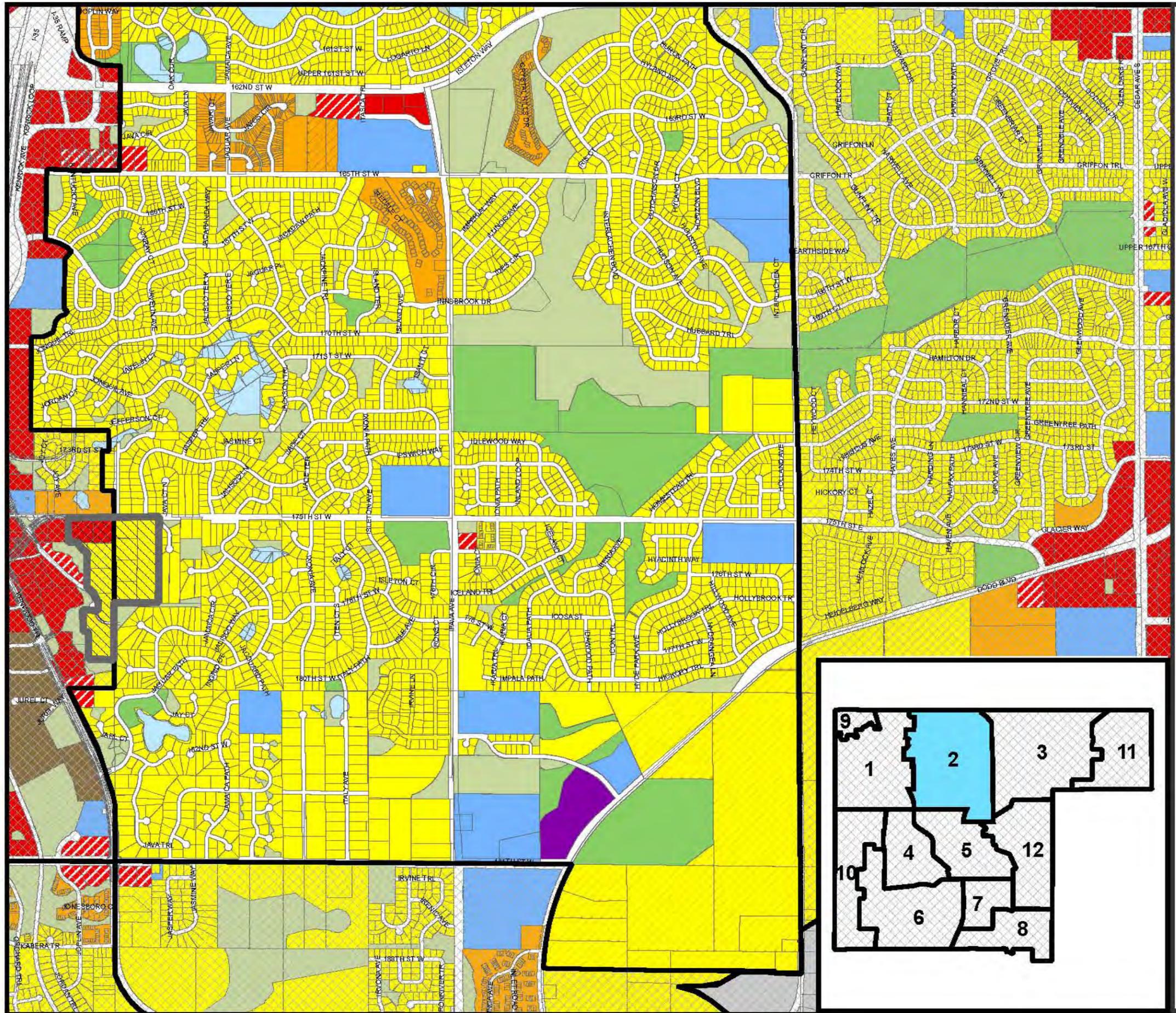


**District 2 – North Ipava Corridor**

District 2 is located in north central Lakeville centered on the Ipava Avenue corridor. The majority of Planning District 2 is developed with only scattered undeveloped parcels remaining and the 2030 Land Use Plan is reflective of existing land use patterns. Consistent with existing land uses, the plan attempts to maintain and enhance the residential character of the area with opportunities considered for the future development of vacant land. The 2030 Land Use Plan and following recommendations outline the long range plans for District 2.

- The North Creek greenway corridor will be preserved and enhanced through proper management and the regulation of adjoining land use development.
- The City of Lakeville will coordinate water resource management and floodplain protection efforts for Crystal Lake with the City of Burnsville.
- Lakeville will encourage preservation of the existing stand of significant trees east of Dodd Boulevard and south of future 185<sup>th</sup> Street as a conservation area through clustered site designs, housing types and land acquisition through park dedication or other means.
- Lakeville will monitor housing and site conditions to insure that the current high quality residential character within District 2 is maintained.
- Lakeville will promote infill development of low density residential neighborhoods and the resubdivision of the larger unsewered lots along 185th Street when utilities become available.
- A special study area is designated south of 175<sup>th</sup> Street at Jonquil Avenue to evaluate potential future land use designations. Factors to be considered as part of this study are protection of natural resources as part of any development, opportunities for life-cycle housing alternatives, providing for a desired transition from commercial areas to the west and extension of greenways, street access options and feasibility of utility extensions.
- New residential subdivisions must be coordinated with adjoining neighborhoods to provide proper street and sidewalk connections and consistent development patterns.
- Opportunities for medium density and high density senior oriented housing development will be encouraged near the intersection of CSAH 46 and Ipava Avenue in an effort to diversify the community's housing stock and provide market support for existing businesses.

- Commercial expansions shall be limited to designated areas identified on the 2030 Land Use Plan. Proper setbacks, building orientation, landscaping and screening will be required of neighborhood commercial sites adjoining residential neighborhoods.
- Commercial areas located in District 2 will be developed under the guidelines and recommendations of the Community Corridor and Gateway Design/Landscape Study.
- A hierarchy of streets to improve traffic circulation through District 2 will be implemented with the following street improvements recommended:
  1. 185th Street is proposed to be improved as an east-west A-Minor Expander street from Orchard Trail and extending east of Dodd Boulevard.
  2. Ipava Avenue between 163<sup>rd</sup> Street and 175<sup>th</sup> Street is proposed to be improved as a north-south A-Minor Expander street with a parkway design.
  3. Ixonia Avenue will be connected north to 180<sup>th</sup> Street.
  4. Hyde Park Avenue will be connected south to intersect Dodd Boulevard.
  5. Widen CSAH 46 to six lanes from I-35 to Jaguar Avenue.
- Consideration will be given to development of a neighborhood park facility on a portion of the water tower site at Jacquard Path north of 185<sup>th</sup> Street.
- Development of the King Creek Greenway corridor from the Lakeville wetland bank at Ipava Avenue and 185<sup>th</sup> Street to the east of Dodd Boulevard shall be provided for as development occurs adjacent to the protected tributary.



# City of Lakeville



## 2008 Comprehensive Land Use Plan



## 2030 Land Use Plan

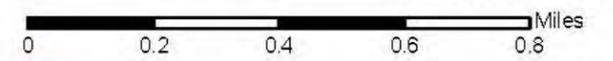
2008 Lakeville Comprehensive Land Use Plan  
*Planning for the future: Piecing it all together*

### Planning District 2

- Rural Density Residential - 1 dwelling per 10 acres
- Low Density Residential - Less than 3 dwellings per acre
- Low/Medium Density Residential - 3 to 5 dwellings per acre
- Medium Density Residential - 4 to 7 units per acre
- Medium/High Density Residential - 5 to 9 units per acre
- High Density Residential - More than 9 units per acre
- Manufactured Housing
- Office/Residential Transition
- Commercial
- Office Park
- Warehouse/Light Industrial
- Industrial
- Public and Quasi-Public
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Source: City of Lakeville, MN  
 31 October 2008



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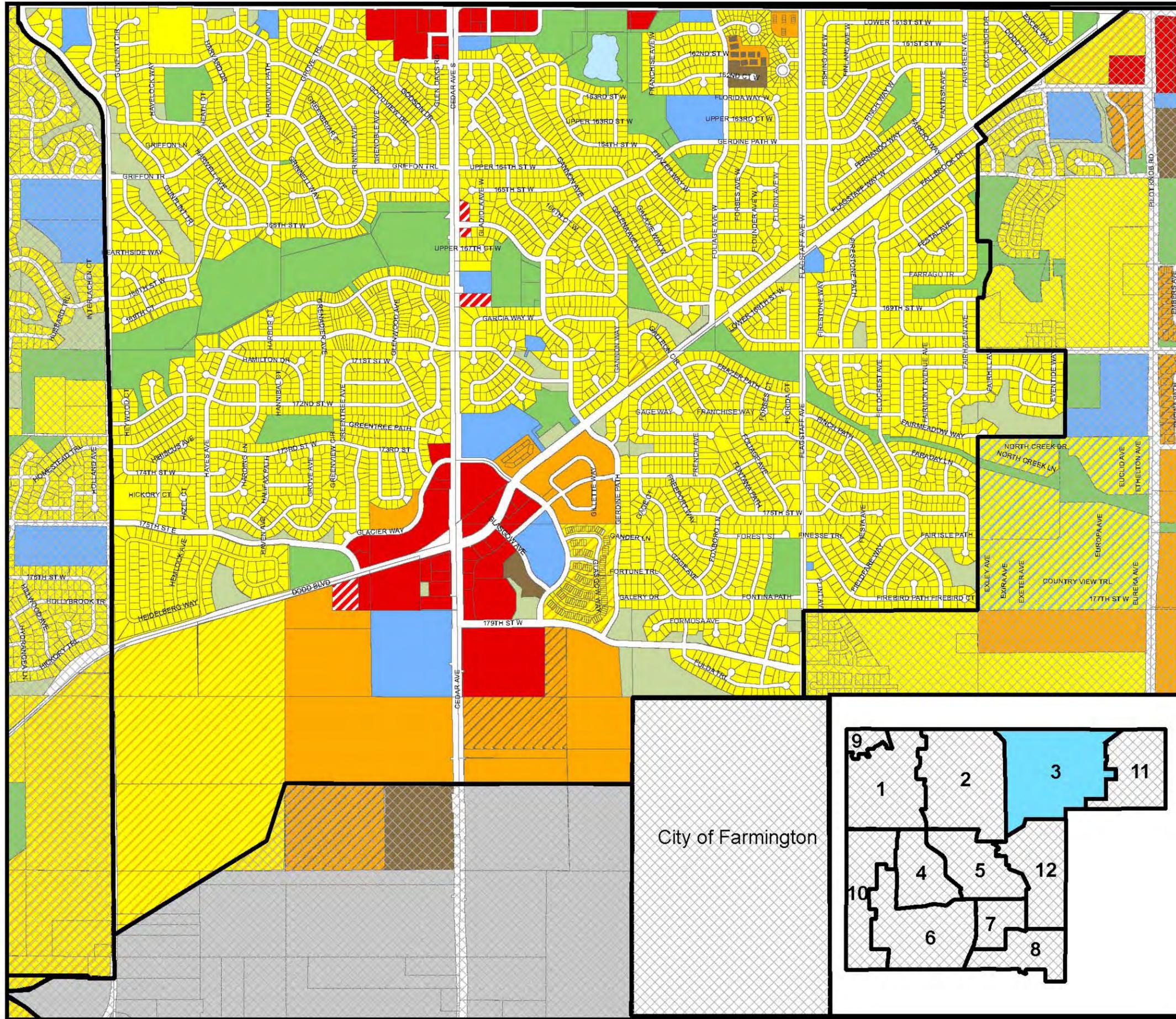
**District 3 – North Dodd Corridor**

District 3 is located in north central Lakeville centered on the Dodd Boulevard corridor, north of 185<sup>th</sup> Street. This district consists primarily of low density residential land uses as well as some scattered commercial sites along Cedar Avenue. The major issues confronting District 3 in the future will be integration of new development with existing land uses and addressing district transportation needs. Responding to the district issues, the 2030 Land Use Plan attempts to maintain existing neighborhoods and encourage compatible land use patterns. The following recommendations summarize the long range planning objectives for District 3.

- North Creek will be preserved and enhanced as a Greenway corridor through proper management and regulation of adjoining land use development.
- The City will monitor housing and site conditions to ensure that the current high quality residential character within District 3 is maintained.
- Infill of new low density residential areas must be coordinated with adjoining neighborhoods to provide proper street connections and consistent land use patterns.
- Medium and Medium-to-High Density Residential land uses have been proposed in close proximity to planned commercial areas at the Cedar Avenue and 179<sup>th</sup> Street intersection. The City will promote high quality housing options as a means of diversifying the City's housing stock and providing market support for retail, service and office uses in the area.
- Commercial areas located within Planning District 3 will be developed under the guidelines and recommendations of the Community Corridor and Gateway Design/Landscape Study, including Cedar Avenue.
- Lakeville will support the redevelopment of the commercial properties located at the southeast quadrant of Cedar Avenue and CSAH 46 intersection. Redevelopment efforts, along with land assembly, are necessary to improve the vitality of this commercial area and to establish workable site access.
- Lakeville must coordinate new commercial development and redevelopment efforts with Dakota County relative to transportation improvements and County access spacing guidelines along Cedar Avenue to ensure that access to planned commercial locations is preserved for these locations to be viable for commercial land uses.
- Lakeville shall participate in Dakota County's efforts to plan for development of Cedar Avenue as a Bus Rapid Transitway (BRT), including planned construction

of a BRT station at the southeast quadrant of Cedar Avenue and 179<sup>th</sup> Street in 2010. Related to the development of the BRT station, the City will work with land owners in the southeast quadrant of Cedar Avenue and 179<sup>th</sup> Street to promote development of appropriate land uses that may include a potential mix of residential, retail, service and office uses designed with a form equally attractive to commuters and pedestrian or automobile patrons.

- The following street improvements will be pursued in District 3 in accordance with the 2008 Transportation Plan:
  1. 179<sup>th</sup> Street shall be constructed between Dodd Boulevard and Cedar Avenue as an A-Minor Expander street.
  2. 175<sup>th</sup> Street will be extended south to connect with 179<sup>th</sup> Street as a Major Collector street.
  3. Cedar Avenue is to be widened to six lanes from 162<sup>nd</sup> Street to 179<sup>th</sup> Street.
  4. CSAH 46 is to be widened to six lanes from Flagstaff Avenue to CSAH 31.
  5. Dodd Boulevard is to be widened to four lanes from Gerdine Path to CSAH 31.



# City of Lakeville



## 2008 Comprehensive Land Use Plan



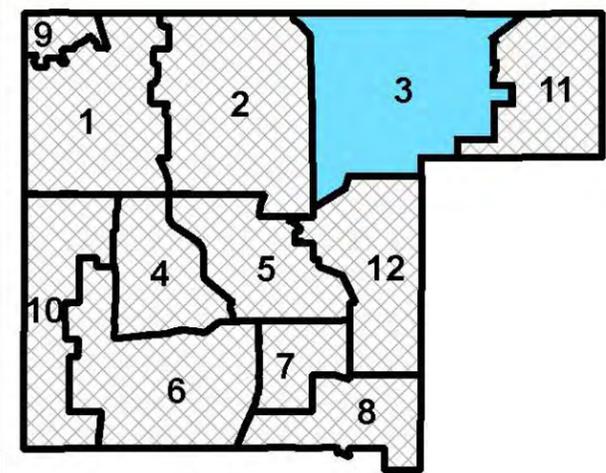
## 2030 Land Use Plan

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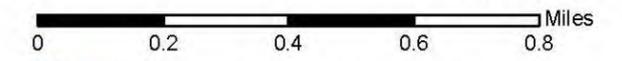
### Planning District 3

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- Low Density Residential - Less than 3 dwellings per acre
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City of Farmington



Source: City of Lakeville, MN  
 31 October 2008



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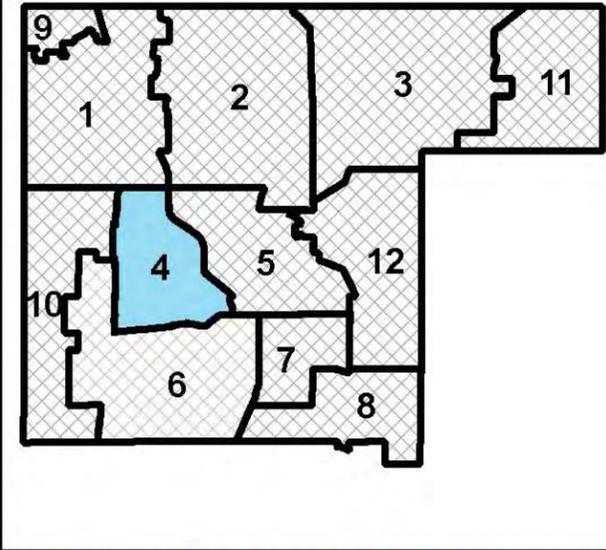
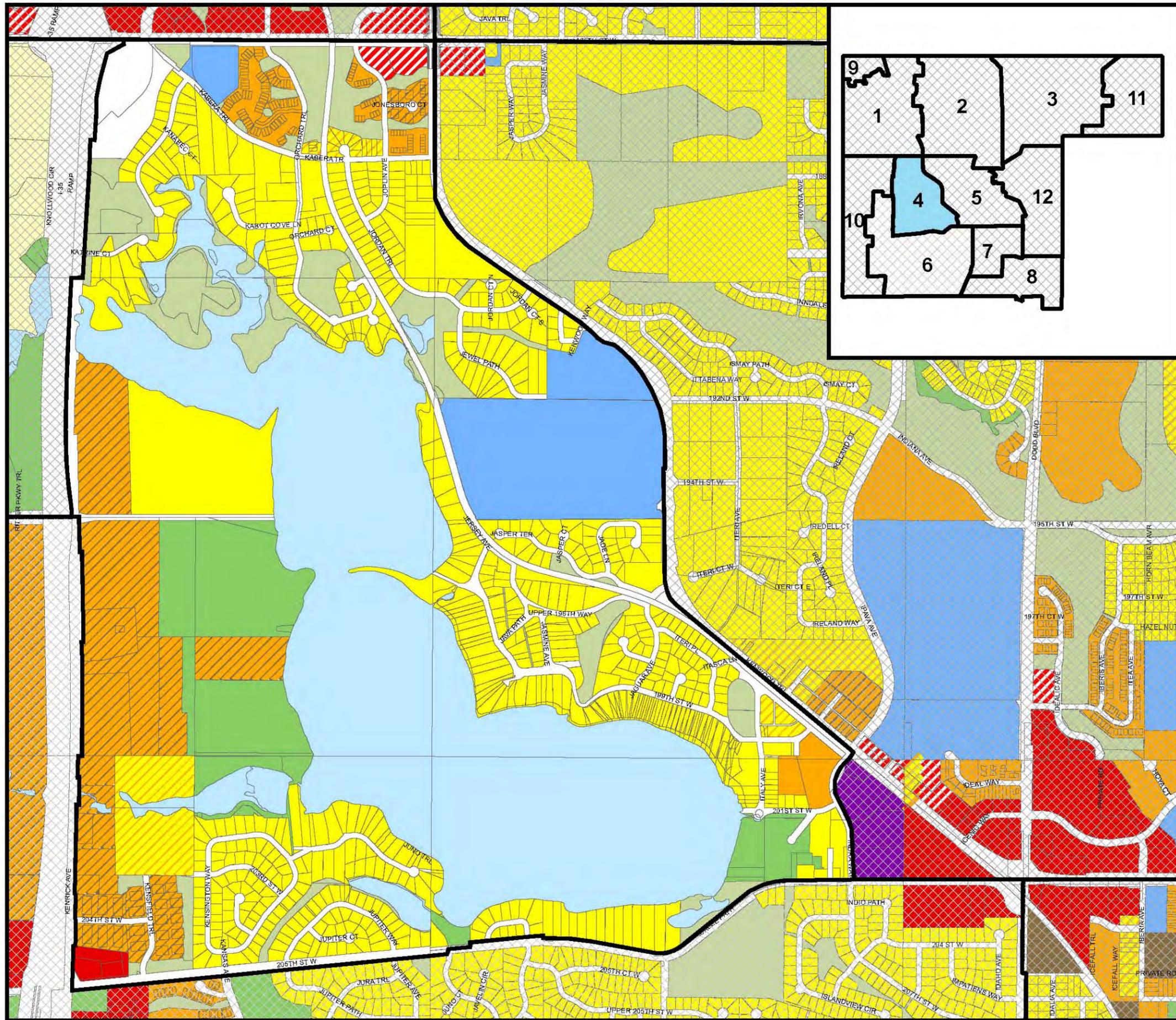


## District 4 – Lake Marion

District 4 is located between I-35 and CSAH 50 and includes the land surrounding Lake Marion. Low density residential land use and the Kenwood Trail Middle School are the predominant existing land uses in the district. Consistent with the existing land use patterns, the 2030 Land Use Plan recommendations attempt to maintain and enhance the existing residential character of this district. The 2030 Land Use Plan also gives attention to the future development of the vacant land within the district, which is primarily located along the east side of I-35 abutting the west shore of Lake Marion. The 2030 Land Use Plan and the following recommendations relate to future land uses in District 4.

- Lakeville will implement Best Management Practices and encourage Low Impact Development strategies to improve the water quality and user enjoyment of Lake Marion.
- Lakeville will monitor the housing and site conditions to insure that the current high quality residential character within District 4 is maintained.
- Infill development of the remaining low density residential land use areas will be encouraged to be compatible with existing single family uses through consistent lot requirements and site designs.
- Future development of the properties located north of Jordan Trail, west of CSAH 50 and south of 188<sup>th</sup> Street shall be designed to provide alternate access and allow existing driveways to be removed from CSAH 50.
- Development of Medium Density Residential land uses will be guided at the southwest corner of Ipava Avenue and CSAH 50 to provide a transition between the low density residential neighborhoods and areas proposed for office park/business campus land uses, the existing railroad right-of-way and impacts from traffic on CSAH 50.
- Development of Medium Density and Medium to High Density Residential Uses is guided along the east side of Kenrick Avenue between 205<sup>th</sup> Street and Lake Marion due to limited area between I-35 and Lake Marion and to buffer the low density residential neighborhoods and Lake Marion from impacts related to traffic on I-35.
- The City will work closely with ISD 194 in any future school facility planning at Kenwood Trail Middle School.
- The following street improvements will be pursued in District 4 in accordance with the 2008 Transportation Plan:

1. Kenrick Avenue is to be widened to four lanes from northbound I-35/CSAH 60 interchange ramps to 195<sup>th</sup> Street.
  2. CSAH 50 is to be widened four lanes from Jubilee Way to 192<sup>nd</sup> Street.
- The City will continue to improve Antlers Park to enhance the user enjoyment of both the park and Lake Marion and consider acquisition of additional land to expand the park to Ipava Avenue.
  - Acquisition of the Rechtzigel property to connect Lake Marion Park and Casperson Park is a priority for Lakeville.
  - Development of the Bury property will require preservation of the bluff line along the southwest shore of Lake Marion as a greenway corridor and dedication of land for a neighborhood park and/or as an enhancement to Casperson Park.



# City of Lakeville



## 2008 Comprehensive Land Use Plan



## 2030 Land Use Plan

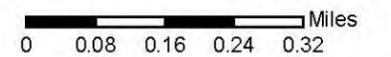
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### Planning District 4

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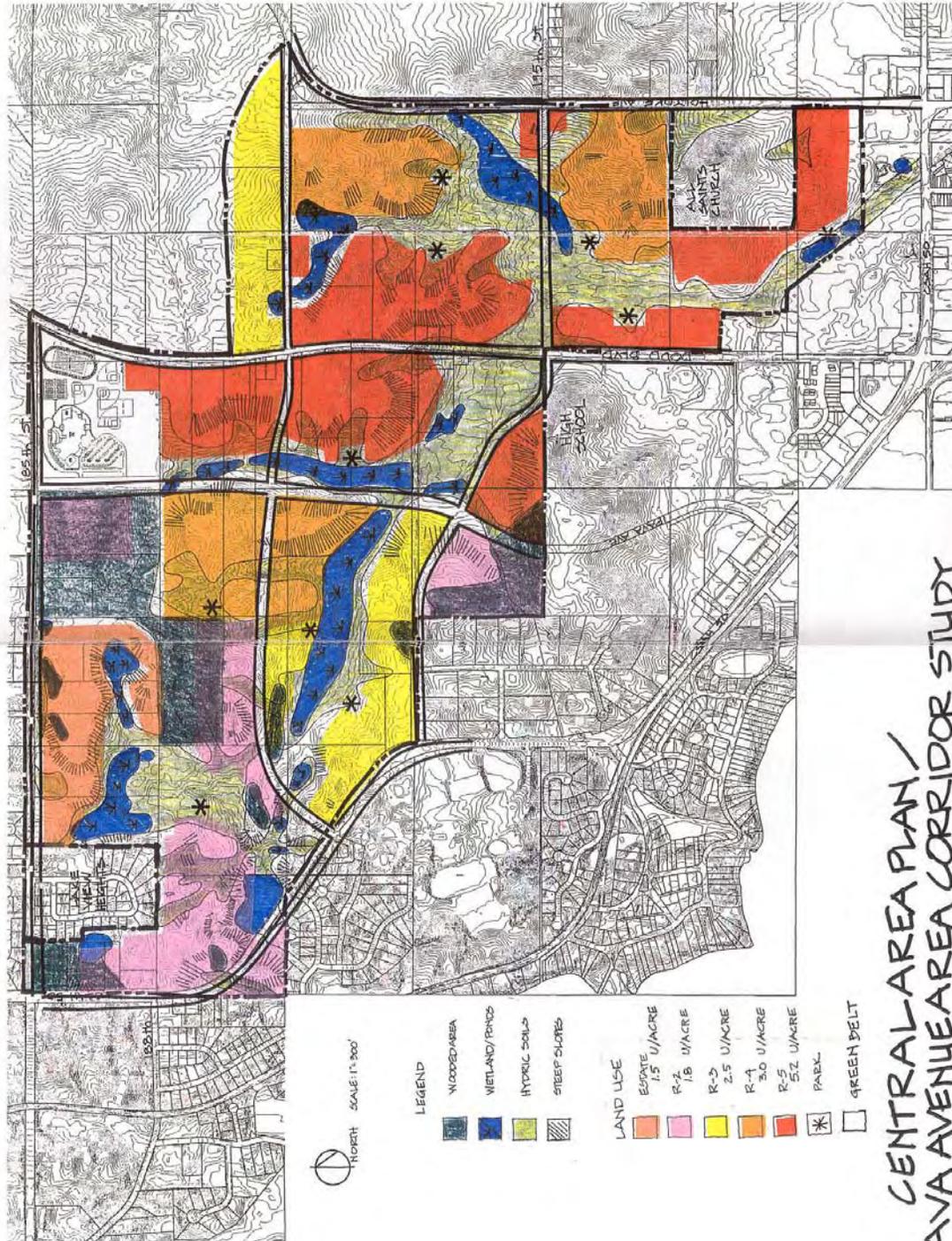


## **District 5 – Central Area / Heritage Commons**

District 5 is located in central Lakeville, along the east side of CSAH 50 and south of 185th Street. This planning district contains large tracts of undeveloped land and development activity is likely to continue. Two planning studies have defined the future land uses for District 5. The Heritage Commons study prepared in 1996 defines the commercial land use objectives for the area at CSAH 50 and Dodd Boulevard. The Central Area Plan adopted in 1998 addresses residential land use and preservation of natural areas as Greenway Corridors throughout District 5. These detail plans will supplement the 2030 Land Use Plan in outlining the future planning objectives for District 5.

- District 5 contains many natural and topographical features including hydric soils, steep slopes, significant tree cover, wetlands, and natural drainageways. While the existing natural environment constrains development of this area, its unique features also make the area attractive to residents. The following recommendations are offered to guide development in this area while respecting its unique natural features:
  1. Establish greenway corridors that connect environmentally sensitive lands (i.e., drainageways, wetlands, hydric soils, floodplains) within District 5. Utilize Lakeville’s development review process to further delineate and preserve the greenway corridors.
  2. Pursue a development pattern and storm water management practices that promote Low Impact Development through bioretention and infiltration.
  3. Protect the natural wetlands and drainageways with greenway corridors as a means of promoting water quality.
  4. The City will promote subdivision design flexibility and development clustering and compaction through the Central Area PUD District as a means of creating the greenway corridors and protecting open space within District 5.
  5. The City will pursue options to permanently preserve the significant woodlands located along 185th Street.
- The residential land use patterns in District 5 are intended to provide housing diversity and life cycle housing choices for the community. Lakeville will pursue residential land use patterns reflective of the densities and housing type identified on the 2030 Land Use Plan and the Central Area Plan. The following recommendations will guide the residential development in District 5:

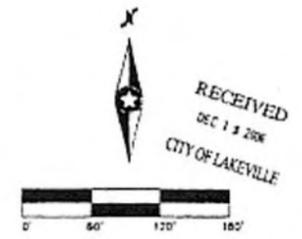
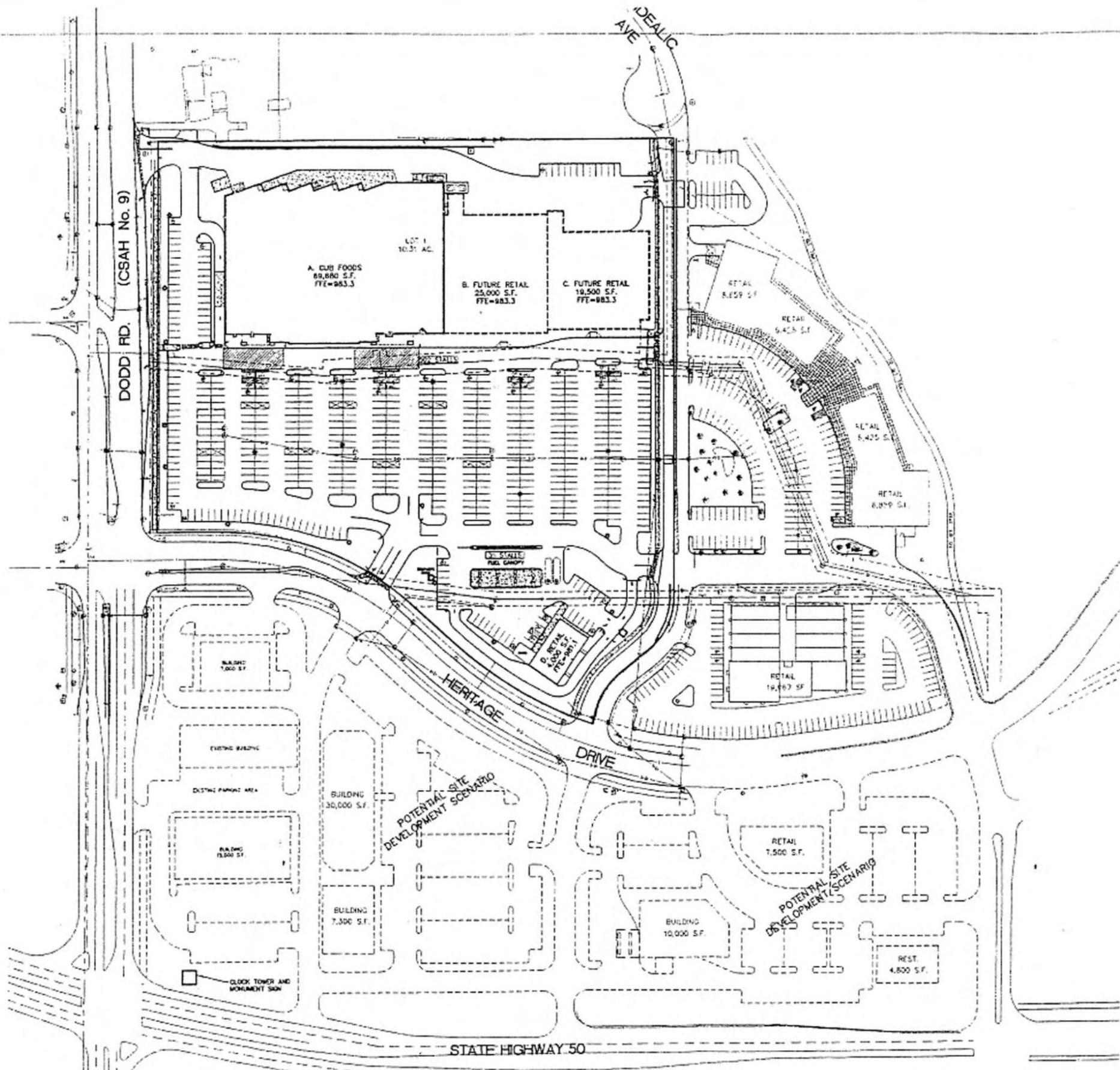
1. The City will establish the base residential zoning outlining the permitted uses and densities for each residential area within District 5 consistent with the 2030 Land Use Plan.
2. Through the Central Area PUD District, Lakeville will require density clustering and compact site designs to accommodate common greenway corridors and open space areas and preserve environmentally sensitive areas.
3. Through the PUD Development Stage Plan review process, Lakeville will offer flexibility in housing type, lot requirements and setback requirements to accommodate development on buildable land areas in exchange for permanently preserving open space within District 5.
4. As an incentive for participants in the PUD planning process, Lakeville may consider a density incentive for new development by basing the allowed density on the gross acreage of the land holdings rather than the net buildable acreage. This incentive would only be considered with the expanded protection for passive and active open spaces deeded to the City over and above standard park dedication requirements. The developer must also demonstrate that the remaining buildable land not deeded to the public for open space protection has the capacity to accommodate the additional density and that the proposed land use is consistent with the goals and intent of the Land Use Plan.
5. Lakeville will pursue life cycle housing styles that meet the needs of the community's changing demographics.
  - Resubdivision of the single family lots in Appaloosa Farms is encouraged with the availability of municipal sanitary sewer.
  - Heritage Commons is intended to become a commercial focal point of the City. The commercial land use patterns at the Dodd Boulevard and 202nd Street will be implemented through the following recommendations:
    1. Promote a full range of commercial retail and service land uses within the Heritage Commons area.
    2. Promote a variety of residential land use types around the Heritage Commons area for local market support.



CENTRAL AREA PLAN /  
 IPAVA AVENUE AREA CORRIDOR STUDY  
 CITY OF LAKEVILLE

Y OSM





NOT FOR CONSTRUCTION  
 Date: 10/25/06 Sheet: 1 OF 1

**Heritage Commons  
 Phase 3**  
 Overall Site Plan  
 Lakeville, Minnesota

Prepared for:  
**Heritage Commons, LLC**  
 2225 Edison Industrial Blvd.  
 Lakeville, Minnesota 56009

1. I hereby certify that the plan was prepared by me or under my direct supervision and that I am a duly licensed professional engineer in the State of Minnesota.  
 Signature: *[Signature]*  
 Date: 12/23/06 License No. 39779

Project: 2225 EDISON INDUSTRIAL BLVD. LAKELVILLE, MN  
 Drawing No. 2225-001-001  
 Date: 12/23/06

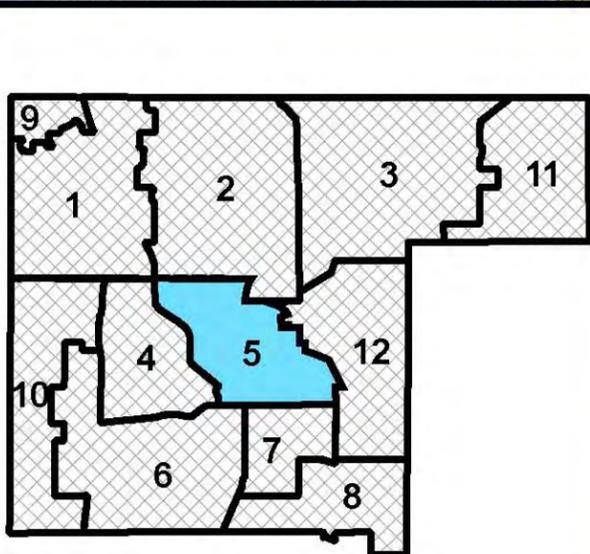
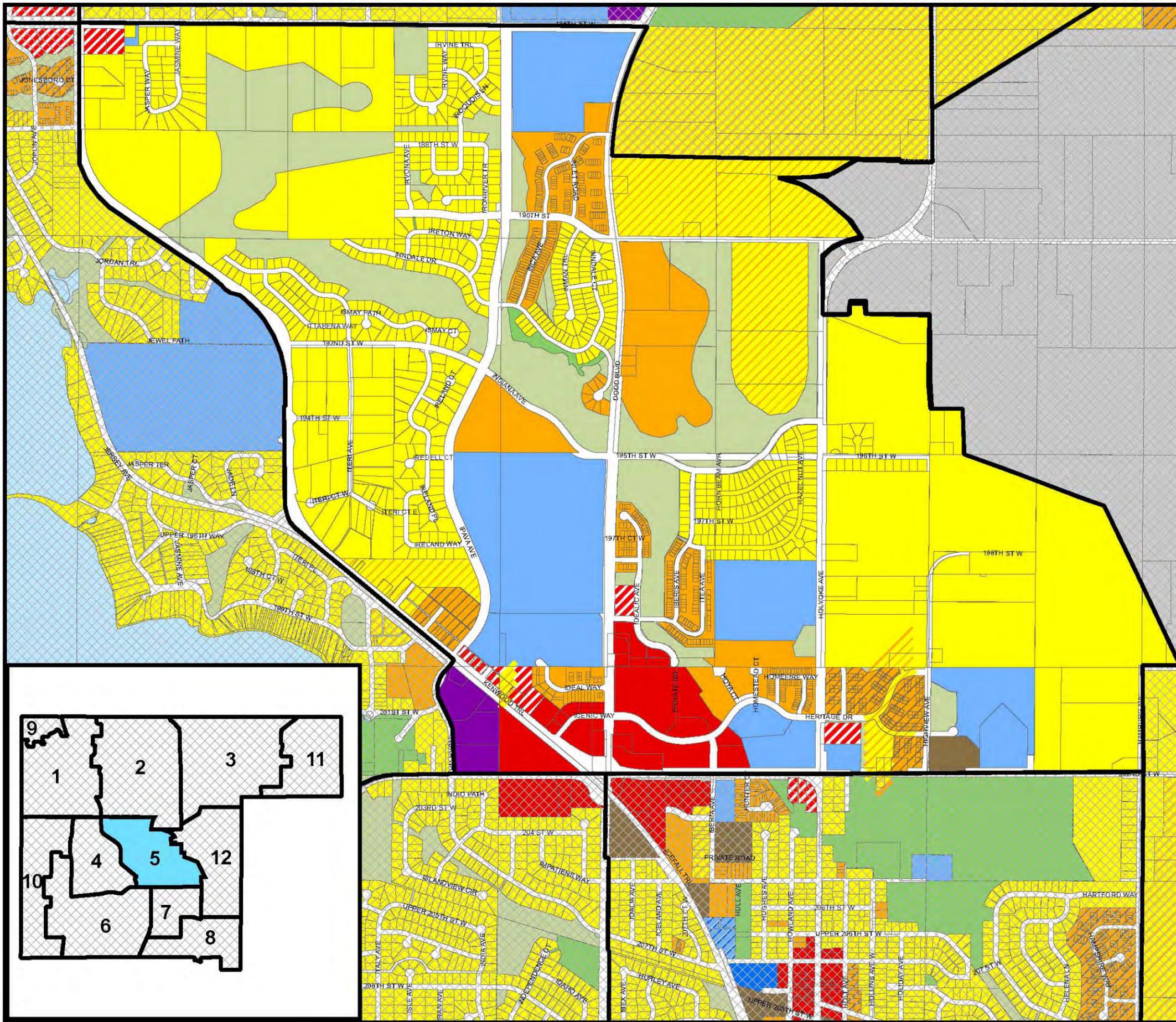
**W**  
 Westwood  
 Professional Engineering Services, Inc.  
 2225 Edison Industrial Blvd.  
 Lakeville, MN 56009  
 Phone: 952-467-4700  
 Fax: 952-467-4701  
 Web: www.westwoodeng.com

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3. Continue implementation of the Heritage Commons Design Guidelines to promote consistent themes for architecture, subdivision design, site design, streetscape, open space protection, landscaping, automobile and pedestrian circulation for the Heritage Commons area.
  4. Promote shared parking arrangements to promote business interchange and reduce the amount of impervious surfacing.
  5. Establish a greenway corridor along the existing drainageway as both an amenity and a storm water management element.
  6. Maximize pedestrian and bicycle access and movement to the Heritage Commons area.
  7. Utilize the municipal campus (i.e., City Hall and fire station) and the Dakota County Heritage Library as architectural amenities within the Heritage Commons area.
- Development of the northwest quadrant of CSAH 50 and Ipava Avenue with residential uses guided by the 2030 Land Use Plan is to be contingent upon acquisition and redevelopment of the remaining existing single family homes fronting to and accessing CSAH 50.
  - Office Park land use is proposed at the southeast quadrant of CSAH 50 and Ipava Avenue. Development of this area must be compatible with adjoining residential land uses with respect to building architecture, site design, traffic circulation, landscaping, lighting and signage.
  - The following street improvements are proposed within District 5 in accordance with the 2008 Transportation Plan:
    1. 185th Street is proposed as an A-Minor Expander along the northern edge of District 5.
    2. The City will promote improvement and realignment of Holyoke Avenue and Highview Avenue as a Major Collector/Parkway Design in conjunction with development of abutting parcels.
    4. Dodd Boulevard north of 195<sup>th</sup> Street is to be widened to four lanes.
    5. Extend 190<sup>th</sup> Street west to CSAH 50 as a major collector street.
    6. Extend Ixonia Avenue south of 185<sup>th</sup> Street as a minor collector street.

7. 202<sup>nd</sup> Street between Ipava Avenue and Dodd Boulevard, south of CSAH 50, will be realigned to intersect CSAH 50 at Icenic Trail.
8. Extend Heritage Drive east of Highview Avenue.
9. Widen CSAH 50 to four lanes from Dodd Boulevard to Ipava Avenue and from Holyoke Avenue to Highview Avenue.



# City of Lakeville



## 2008 Comprehensive Land Use Plan



## 2030 Land Use Plan

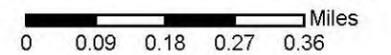
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### Planning District 5

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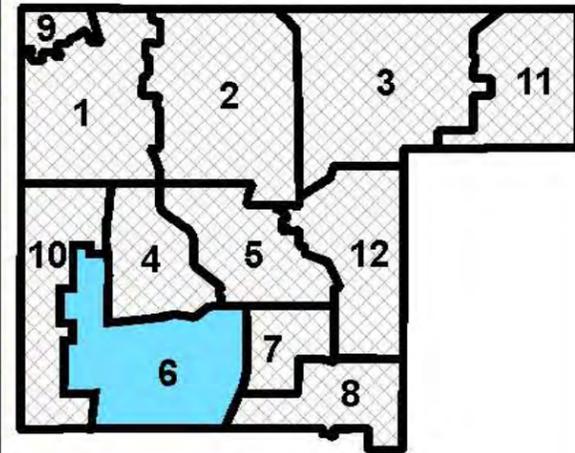
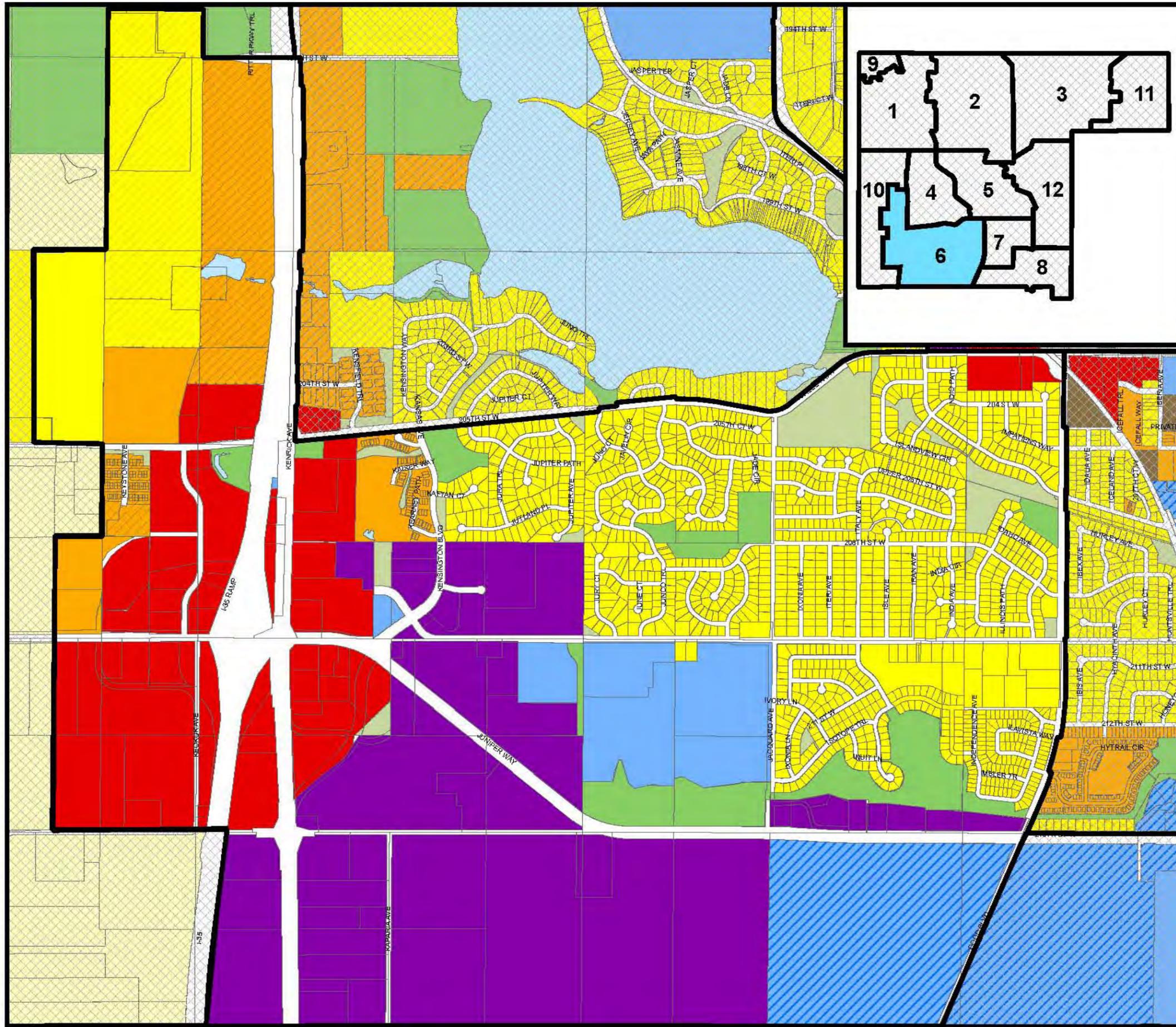


### **District 6 – I-35/Fairfield Business Campus/CSAH 70**

Planning District 6 is located in the southwestern corner of the City. District 6 land uses are dominated by low density residential uses, but also includes the Fairfield Business Campus and the I-35/County Road 70 commercial land uses. The District Land Use Plan builds on the existing land use pattern and planned infrastructure improvements including reconstruction of the I-35/CSAH 70 interchange and frontage roads. The 2030 Land Use Plan and following recommendations outline the long range objectives of the City for District 6.

- Integrate new urban development with the natural features of District 6 through preservation and enhancement of South Creek as a Greenway corridor and implementation of Best Management Practices and Low Impact Development strategies.
- The City will monitor housing and site conditions to insure that the current high quality residential character within District 6 is maintained.
- The City will promote infill development of Low Density Residential neighborhoods. New residential subdivisions must be coordinated with adjoining neighborhoods to provide for proper street and sidewalk connections and maintain a consistent land use pattern.
- Medium and Medium-to-High Density Residential development will be pursued within District 6 west of I-35 to encourage diversification of the City's housing stock and provide a transitional land use between low density neighborhoods and more intense Commercial and Office Park land uses and impacts related to traffic on I-35.
- Commercial areas surrounding the I-35/CSAH 70 interchange will be promoted as locations for regionally oriented retail, service and office businesses. An opportunity for a major retail destination development is envisioned at the southwest quadrant of I-35 and CSAH 70. Commercial uses located within District 6 will be developed under the guidelines and recommendations of the Community Corridor and Gateway Design/Landscape Study.
- Promote the expansion of the Office Park uses within District 6 east of I-35 to encourage location of professional job opportunities within the community and expansion of the local tax base utilizing access to regional transportation corridors:
  1. Future Office Park development is intended to demonstrate high quality site design integrated with existing natural conditions of the area and significant green space and landscaping amenities.

2. Building architecture and materials is also intended to display a high degree of aesthetic enhancement and must be compatible with surrounding residential land uses with regard to both operation and orientation.
  3. The designation of the Office Park land use in this area of Lakeville is a long range development goal. The boundary separating planned Office Park and Light Industrial uses south of CSAH 70 is to be Jacquard Avenue. The City may in the future consider adjustments to this boundary in response to specific development proposals that are determined to be consistent with established long range development goals and the intent of the Comprehensive Land Use Plan.
- In cooperation with MnDOT and Dakota County, the City will construct improvements to the I-35/CSAH 70 interchange, bridge, and frontage roads.
  - CSAH 70 is recommended as a future Principal Arterial roadway by the 2008 Transportation Plan.
  - The South Creek Greenway shall be extended west of Lakeville South High School to I-35 as development occurs.
  - Opportunities to expand Ritter Farm Park within District 6 and development of a neighborhood park west of I-35 and north of 205<sup>th</sup> Street through land acquisition or park dedication shall be considered in accordance with the 2006 Parks, Trails and Open Space Plan.
  - The following street improvements are proposed within District 6 in accordance with the 2008 Transportation Plan:
    1. Dodd Boulevard is to be widened to four lanes from CSAH 50 to 210<sup>th</sup> Street.
    2. CSAH 70 east of Kensington Boulevard is to be widened to four lanes.
    3. 210<sup>th</sup> Street is to be widened between Kensington Boulevard and Holyoke Avenue to include turn lanes.
    4. Construct Minor Collector streets as shown on the Transportation Plan to serve future Office Park and Industrial uses along CSAH 70.



# City of Lakeville



## 2008 Comprehensive Land Use Plan



## 2030 Land Use Plan

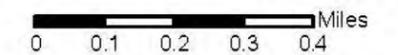
2008 Lakeville Comprehensive Land Use Plan  
*Planning for the future: Piecing it all together*

### Planning District 6

- Rural Density Residential - 1 dwelling per 10 acres
- Low Density Residential - Less than 3 dwellings per acre
- Low/Medium Density Residential - 3 to 5 dwellings per acre
- Medium Density Residential - 4 to 7 units per acre
- Medium/High Density Residential - 5 to 9 units per acre
- High Density Residential - More than 9 units per acre
- Manufactured Housing
- Office/Residential Transition
- Commercial
- Office Park
- Warehouse/Light Industrial
- Industrial
- Public and Quasi-Public
- Parks
- Restricted Development
- Special Plan Area
- Water



Source: City of Lakeville, MN  
 31 October 2008



**NORTHWEST ASSOCIATED CONSULTANTS, INC.**

4800 Olson Memorial Highway, Suite 202, Golden Valley, MN 55422  
 Telephone: 763.231.2595 Facsimile: 763.231.2561 planners@nacplanning.com



**District 7 – Central Business District**

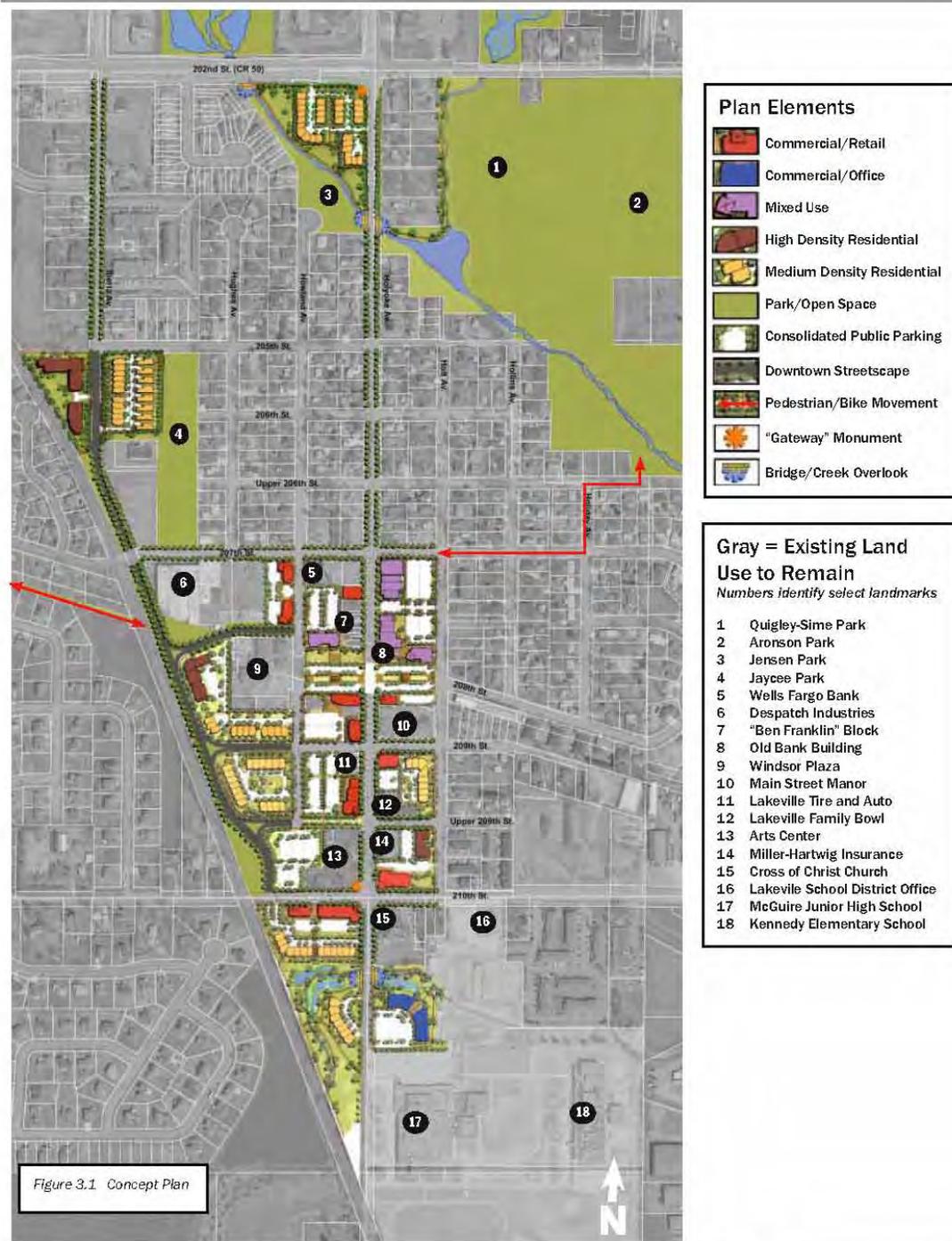
Planning District 7 includes the historic Central Business District and surrounding areas between CSAH 50 and CSAH 70. This district contains a full range of land use types. Responding to district issues, Lakeville recently completed a detailed planning study to provide for a strengthening of the existing CBD commercial core. The Downtown Development Guide describes the desired character of downtown Lakeville, guides public and private actions to promote this vision and outlines implementation strategies that will be required if change is to occur. Beyond the defined CBD, opportunities for new development exist at the periphery of District 7 and must be integrated and connected to the downtown area. The 2030 Land Use Plan and the following recommendations outline the long range planning objectives for District 7.

- The Downtown Development Guide is incorporated by reference as an integral part of the 2008 Comprehensive Land Use Plan.
- Areas within the CBD guided for mixed use by the Downtown Development Guide shall allow for integration of retail, service and office uses with medium and high density residential housing units to create a development form consistent with traditional downtown land uses. Designation of this mixed use category is intended to be limited to the CBD.
- Require establishment of a greenway corridor along South Creek through District 7 during the development review process.
- Promote use of Best Management Practices for new development within District 7 in an effort to improve the downstream water quality for trout streams and enforce Shoreland Overlay District regulations and the South Creek Management Plan on land within 300 feet of the South Creek tributary.
- Promote residential growth within District 7 to provide market support for the commercial land uses in the CBD.
- The City will monitor housing and site conditions to insure that the current high quality residential character within District 7 is maintained.
- Expand low density residential land uses in a manner that is complementary and compatible with existing neighborhoods.
- Promote a variety of low, medium and high density residential land uses to provide a variety of life cycle housing opportunities including specialized housing for the elderly or disabled within District 7.

- Commercial land uses are proposed at various locations within District 7. Commercial development in these areas will be held to the design guidelines outlined in the Downtown Development Guide and Community Corridor and Gateway Design/Landscape Study.
- Lakeville will pursue efforts to establish an interrelationship between the Lakeville CBD and the Heritage Commons area through design criteria, streetscape, greenway corridor, and pedestrian connections.
- Lakeville will support redevelopment efforts pertaining to obsolete or non-conforming land uses within District 7 in order to maintain the vitality of the CBD area as recommended by the Downtown Development Guide.
- CBD industrial land uses will be maintained under current conditions. In planning for the future, the City will encourage future relocation of these industrial uses into one of Lakeville's industrial parks. Lakeville will support the redevelopment of these industrial sites and introduce a new land use that will be compatible with surrounding properties.
- Land use planning in the southwest corner of District 7 must be respectful to the operations and noise impact of the Airlake Airport. Development in this area must also comply with applicable height restrictions so as not to interfere with airport operations.
- The following street improvements will be pursued in District 7 as recommended by the Downtown Development Guide and 2008 Transportation Plan:
  1. Iberia Avenue shall be extended from 205<sup>th</sup> Street to 210<sup>th</sup> Street as a local street.
  2. Dodd Boulevard shall be improved to an A-Minor Expander street.









## **District 8 – Airlake Industrial Park**

This district is located in the southeast corner of the City. The district is guided for industrial land uses associated with Airlake Industrial Park. The 2030 Land Use Plan is generally reflective of the existing land use patterns and zoning. Consistent with existing land use patterns, the 2030 Land Use Plan will maintain and enhance the existing commercial and industrial uses in the district. The plan also gives attention to environmental quality and improved traffic circulation. The 2030 Land Use Plan and the following recommendations outline the long range objectives for District 8.

- Continue establishment of a greenway corridor along South Creek through the development review process to enhance and improve the environmental quality of this tributary.
- Implement Best Management Practices for storm water management along South Creek to preserve and protect trout stream resources.
- Continue to pursue storm water management opportunities through Best Management Practices and Low Impact Development Strategies on the Airlake Airport property.
- Promote infill development of industrial land and in-place expansion of existing industries.
- Commercial uses adjacent to the CSAH 50 and Cedar Avenue intersection shall provide for development consistent with the Community Corridor and Gateway Design/Landscape Study and shall be developed so as to be compatible with planned residential development through building orientation, locations for access and parking areas, limitations on signage and lighting, installation of landscaping and provision of screening and buffer yards to ensure an appropriate transition and mitigate potential compatibility concerns.
- Lakeville supports continued operation and planned expansion of Airlake Airport as an amenity for planned Office Park and Industrial uses in the community as follows:
  1. The City of Lakeville currently provides water and sanitary sewer service for the area of Airlake Airport (Aircraft Resource Center as the Fixed Base Operations Center) that is within the corporate limits of the City. Any future extension of urban water and sanitary sewer services to the Airlake Airport property currently outside the corporate limits of the City will only be allowed with the annexation of the area being serviced into the City of Lakeville.

2. There is support for the preferred alternative for Airlake Airport to extend the existing runway to 5,000 feet. However the runway extension is to be pursued, the Metropolitan Airports Commission should commit to the project and an agreement to secure or reserve the additional land area needed for the realignment of Cedar Avenue east of the airport should be reached with the affected property owners in the near term.
  3. Airport noise should be monitored in the future to ensure compliance with the noise level contours indicated in the Airlake Airport Comprehensive Plan after the runway extension has been completed. If, in the near future, the boundaries of the 55 DNL expand beyond what is shown in the plan and include more residential structures, Lakeville would request that homeowners be provided noise mitigation assistance for their homes.
- Recognize Airlake Airport operation impacts on adjacent land uses when planning for future land uses.
  - The following street improvements are proposed within District 8 by the 2008 Transportation Plan:
    1. Plan for future extension of CSAH 70 east of Cedar Avenue.
    2. CSAH 70 is designated as an A-Minor Expander roadway by the Transportation Plan. The Transportation Plan also recommends consideration of CSAH 70 as a future Principal Arterial roadway.
    3. Provide for minor collector streets as shown by the Transportation Plan with property development to serve Airlake Industrial Park businesses.





# City of Lakeville



## 2008 Comprehensive Land Use Plan



## 2030 Land Use Plan

2008 Lakeville Comprehensive Land Use Plan  
 Planning for the future: Piecing it all together

### Planning District 8

- Rural Density Residential - 1 dwelling per 10 acres
- Low Density Residential - Less than 3 dwellings per acre
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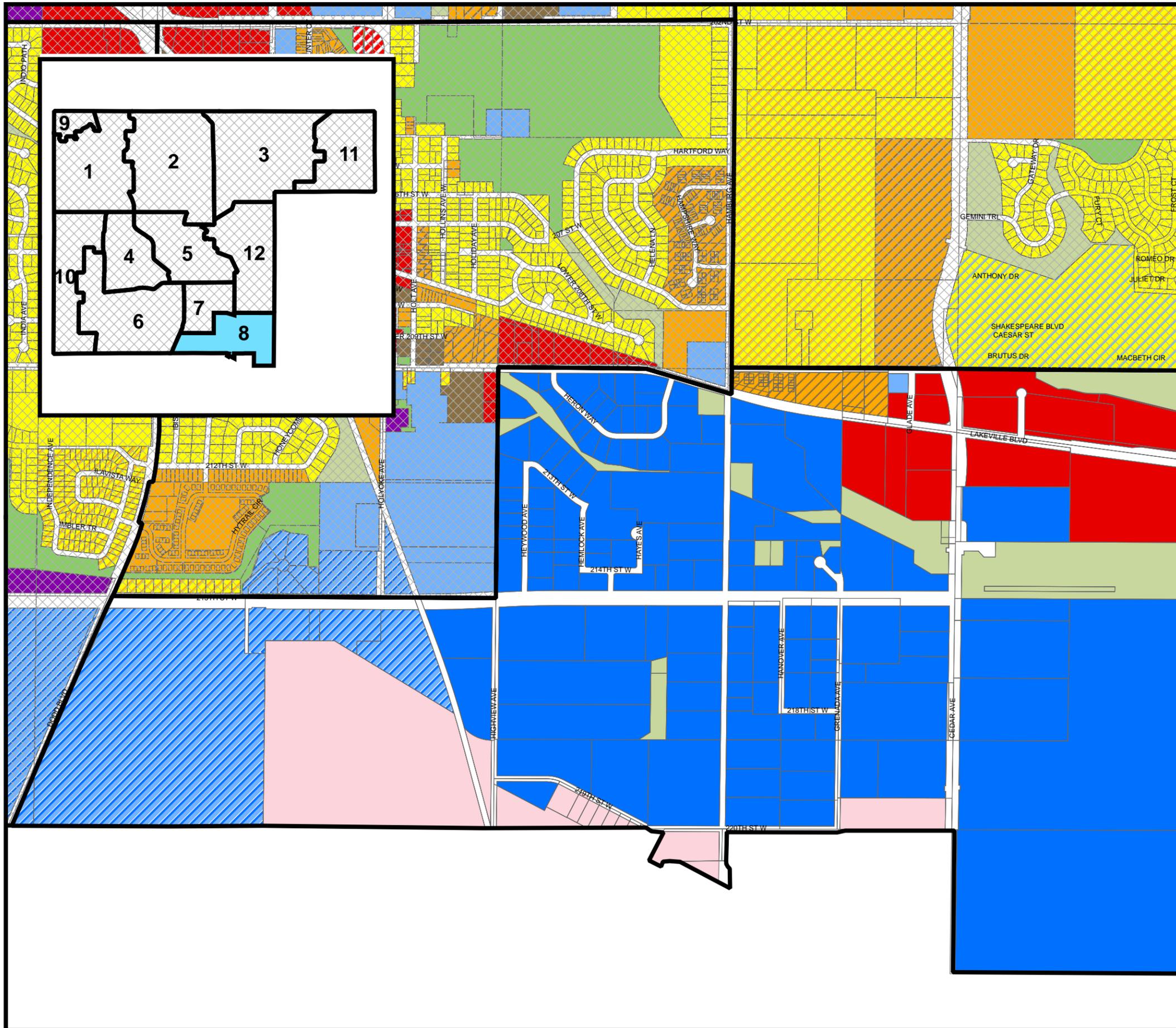


Source: City of Lakeville, MN  
 27 January 2009



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**District 9 – Northwest Rural Service Area**

This district is located in the extreme northwest corner of the community and is characterized by severe topography, numerous wetlands and extensive tree cover. The existing land uses consist of rural residential lots and hobby farms. Consistent with existing development patterns, the 2030 Land Use Plan proposes that Planning District 9 remain permanently rural residential land use. The 2030 Land Use Plan and the following recommendations have been prepared for Planning District 9.

- The long term land uses for District 9 shall remain rural residential and hobby farm with new rural development allowed at a one unit per ten acres density.
- The City of Lakeville will coordinate water resource management and floodplain protection efforts for Horseshoe Lake with the City of Burnsville.
- Undeveloped legal lots of record will be allowed to develop as rural residential land use provided they have adequate lot size to accommodate on-site sewer systems in compliance with the Lakeville's on-site sewer system standards and meet setback requirements of the Zoning Ordinance.
- Lakeville will not expand MUSA to this area although connection of individual developed parcels to sanitary sewer service may be considered if no feasible alternative exists for on-site treatment.
- Lakeville will encourage acquisition of the CP Railroad right-of-way for a regional greenway corridor. Acquisition of an additional greenway corridor between the railroad right-of-way and Murphy-Hanrehan Park Reserve is also shown on the Future Parks and Trails Plan map to be developed if public use of the railroad right-of-way is secured.



# City of Lakeville



## 2008 Comprehensive Land Use Plan



## 2030 Land Use Plan

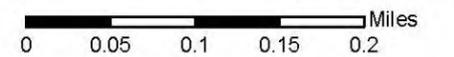
2008 Lakeville Comprehensive Land Use Plan  
 Planning for the future: Piecing it all together

### Planning District 9

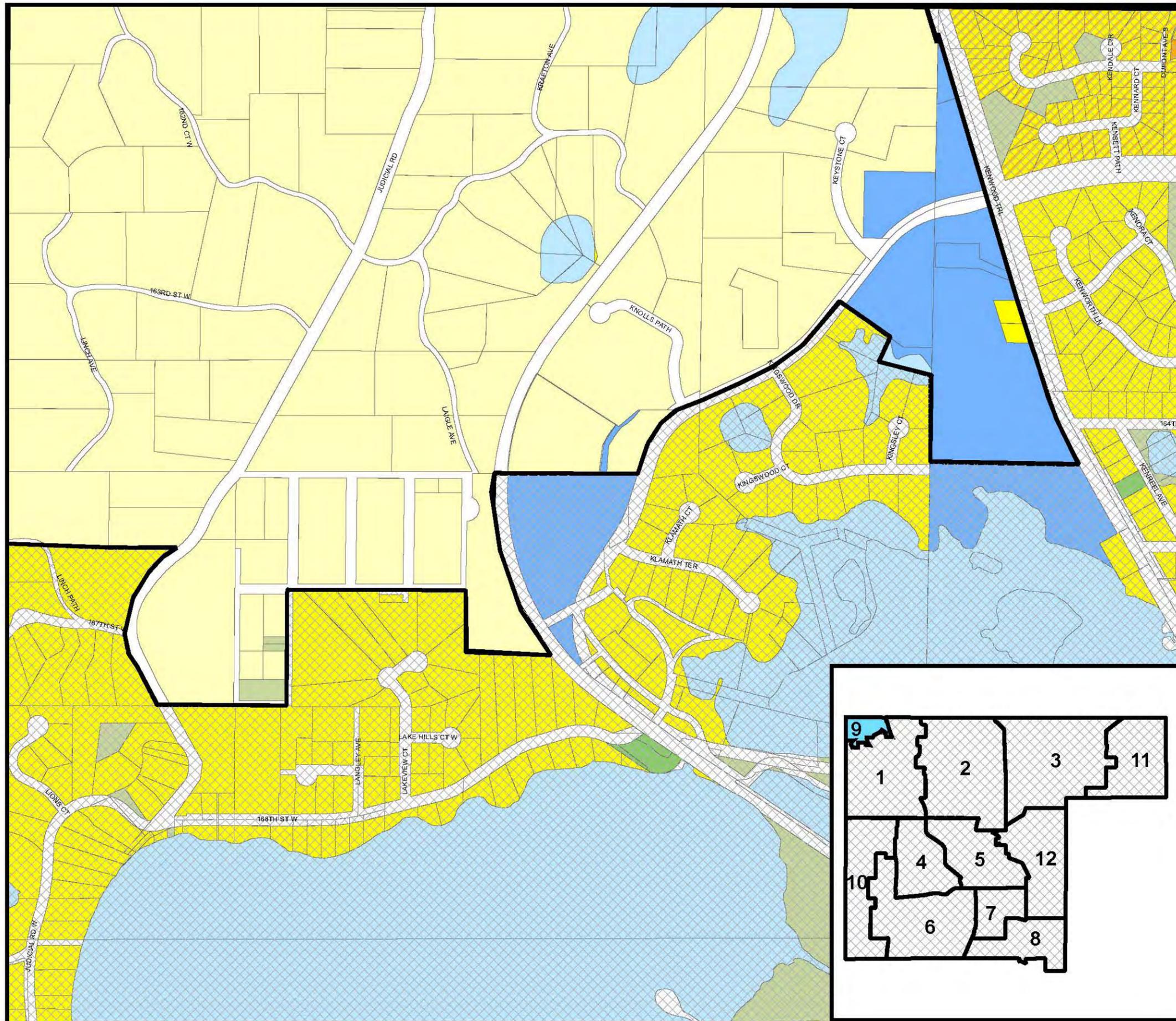
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Source: City of Lakeville, MN  
 31 October 2008



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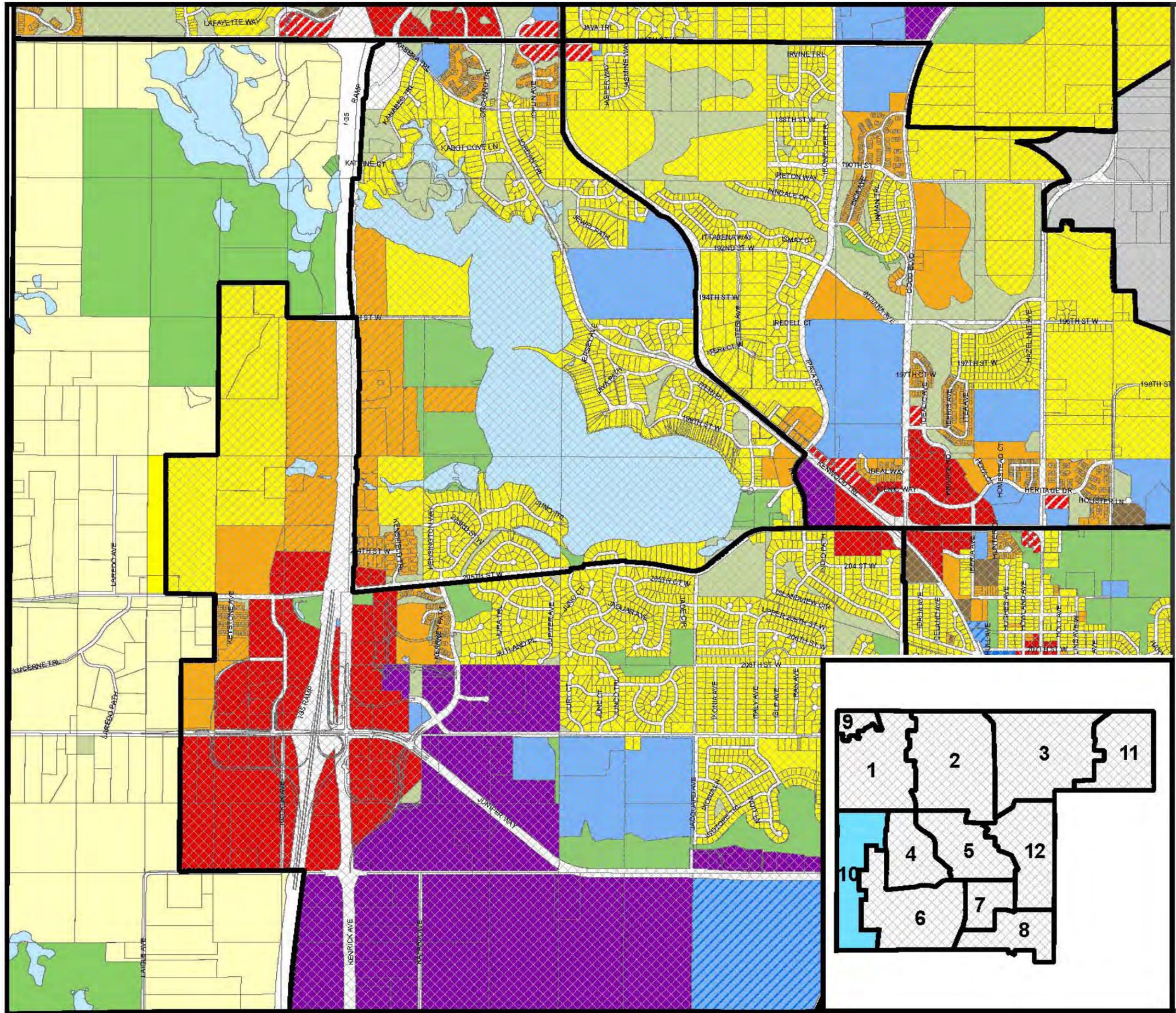


## **District 10 – Southwest Rural Service Area**

This district is located in the southwest portion of the community and proposed to remain designated as a permanent rural area due to constraints on utility extension and existing land use patterns. The 2030 Land Use Plan and the following recommendations will guide the future growth in District 10.

- District 10 shall remain permanent rural residential use reflective of existing land use patterns and is intended to be preserved for rural residential, agricultural and hobby farm land uses at densities not to exceed one dwelling unit per ten acres.
- The west bay of Lake Marion, located west of I-35 and south of 185<sup>th</sup> Street, shall be considered for reclassification as a Natural Environment Lake under alternative shoreland management rules established by the DNR consistent with the existing character of the waterbody, extensive sensitive natural resources within the Shoreland Overlay District and existing development pattern.
- Lakeville will pursue the establishment of greenway corridors that would link Ritter Farm Park with the Soberg Waterfowl Production Area and Murphy-Hanrehan Park Reserve.
- The following street improvements are proposed within District 10 by the 2008 Transportation Plan:
  1. CSAH 70 west of I-35 shall be designated as a principal arterial street and be widened to four lanes.
  2. Construction of minor collector streets as shown on the Transportation Plan shall be pursued in conjunction with the development review process or as traffic volumes warrant.





# City of Lakeville



## 2008 Comprehensive Land Use Plan

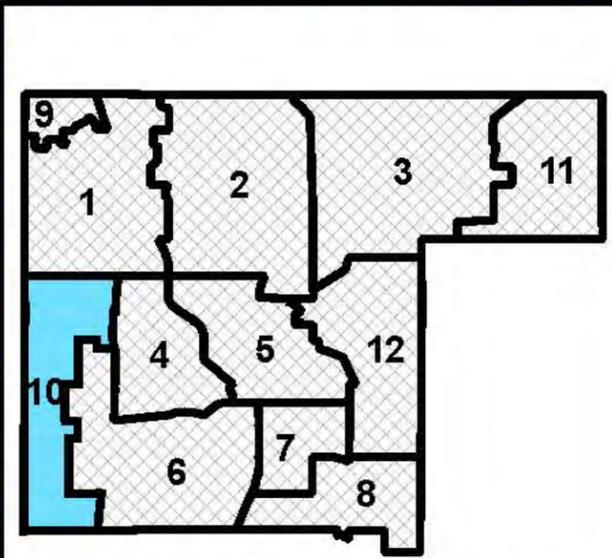


## 2030 Land Use Plan

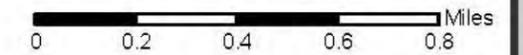
2008 Lakeville Comprehensive Land Use Plan  
*Planning for the future: Piecing it all together*

### Planning District 10

- Rural Density Residential - 1 dwelling per 10 acres
- Low Density Residential - Less than 3 dwellings per acre
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Source: City of Lakeville, MN  
 31 October 2008





## **District 11 – Northeast Lakeville**

District 11 is in the northeast corner of the community. The majority of District 11 is undeveloped as portions of the area were only recently brought into the MUSA as part of MUSA Expansion Area “A” in 2005. Portions of Planning District 11 remain within MUSA Expansion Area B meaning that current development in the area is likely to continue. The 2030 Land Use Plan and the following recommendations will guide future land use in District 11.

- Acquisition and development of the North Creek Greenway from CSAH 46, through the Spirit of Brandtjen Farm development and south of 170<sup>th</sup> Street to Farmington shall occur in conjunction with the development review process.
- East Community Park shall be developed in accordance with the facility master plan.
- Land uses generally east of Pilot Knob and north of 170<sup>th</sup> Street shall be consistent with the Sprit of Brandtjen Farm PUD Development Plan.
- The 2030 Land Use Plan identifies an area of future commercial development surrounded by Low to Medium Density Residential uses at the northwest corner of Pilot Knob Road and Dodd Boulevard. Because Dakota County access spacing requirements may limit the viability of a commercial use at this location, the City may consider development of the entire parcel with Low to Medium Density Residential uses or Office/Residential Transition uses.
- High water tables in the area east of Pilot Knob Road and south of 170<sup>th</sup> Street are an opportunity to expand medium density housing options within the community.
- Continued development of the North Creek Manufactured Home Park shall occur in a manner consistent with the performance standards established by the Zoning Ordinance.
- Lakeville will work with Dakota County on future roadway improvements and implementation of access spacing guidelines along Pilot Knob Road consistent with the CSAH 31 Corridor Transportation Study to ensure adequate access to planned residential neighborhoods, commercial developments and East Community Park.

- The following street improvements are proposed within District 11 consistent with the 2008 Transportation Plan:
  1. Pilot Knob Road (CSAH 31) shall be improved as an A-Minor Expander street and widened to six lanes from CSAH 46 to Dodd Boulevard.
  2. 179<sup>th</sup> Street shall be extended east of Flagstaff Avenue to Lakeville's east boundary as an A-Minor Expander Street.
  3. Diamond Path shall be constructed as a Major Collector street along Lakeville's east boundary.
  4. Eagleview Drive shall be extended between 170<sup>th</sup> Street and CSAH 46 within Spirit of Brandtjen Farm and south of 173<sup>rd</sup> Street to 179<sup>th</sup> Street as a Minor Collector street.
  5. Fieldcrest Avenue shall be extended south to 179<sup>th</sup> Street as a minor collector street.
  6. Dodd Boulevard shall be extended east to Eagle View Drive within Spirit of Brandtjen Farm as a minor collector street.
  7. 173<sup>rd</sup> Street shall be extended east to Diamond Path as a Minor Collector street.
  8. Fairgreen Avenue is to be extended south to 170<sup>th</sup> Street as a Minor Collector street.

CLIENT:



TRADITION Development

6800 France Ave. S., Suite 178  
Edina, MN 55435

PROJECT:



SHEET TITLE:

MASTER LAND USE SITE PLAN:  
Spirit of Brandtjen Farm P.U.D.

CERTIFICATION:

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Landscape Architect under the laws of the State of Minnesota.

Signature:  
Name: Marc Putman  
Date: License: 1478

DESIGNED DRAWN

DATE:

DESIGNED 06/20/05  
CHECKED  
DRAWN  
TRANSMITTED 05/26/05

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REVISIONS:

DATE: 06/20/05  
NOTE: SECTION 7

SHEET OF SHEET

3.4

LANDSCAPE ARCHITECTURE  
LAND PLANNING  
RESIDENTIAL DESIGN  
ARCHITECTURAL ILLUSTRATION  
GRAPHIC DESIGN



100 2nd Street, Suite 100, Hudson, WI 54001  
Phone: 763.821.8211 Fax: 763.821.8212  
email: info@putmanplanninganddesign.com

# SPIRIT of BRANDTJEN FARM Planned Unit Development

## Master Land Use Plan: Site Data

Spirit of Brandtjen Farm North: TOTAL APPROVED HOMES: 1400  
TOTAL APPROVED COMM'L SPACE: 100,000 S.F.

Low-Medium Density	26.22 AC
Medium Density	56.78 AC
High Density	57.51 AC
Residential Village Center	28.33 AC
Mixed-Use	40.75 AC
209.59 AC (Min. Development Area)	

Spirit of Brandtjen Farm South: TOTAL APPROVED HOMES: 709  
TOTAL APPROVED COMM'L SPACE: 50,000 S.F.

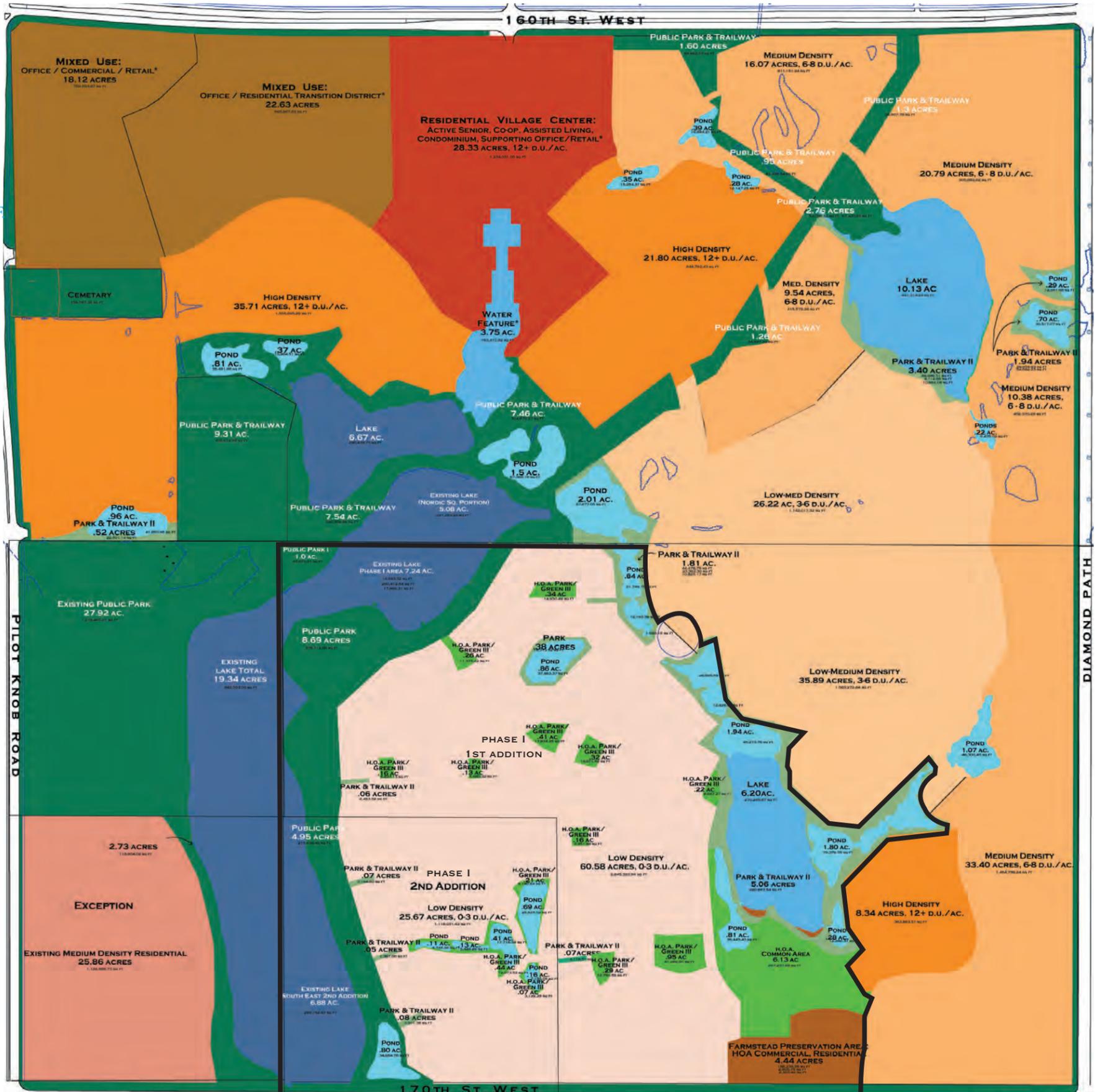
Low Density	86.40 AC
Low-Medium Density	35.89 AC
Medium Density	33.40 AC
High Density	8.34 AC
Farmstead & Preservation Area	4.44 AC
168.47 AC (Min. Development Area)	

# SPIRIT of BRANDTJEN FARM P.U.D. TOTAL HOMES: 2109

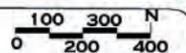
### Spirit of Brandtjen Farm: Park, Openspace, Sidewalk & Trail System Overview

	TOTAL A.C.	(IN S.B.F.);	TOTAL A.C.
PUBLIC PARKS [TOTAL: 73.74]	73.74		46.82
OPENSACE/TRAIL CORRIDOR	13.44		13.44
H.O.A. COMMON AREA (Farmstead Area Only)	6.13		6.13
H.O.A. COMMON AREA (Central Openspace in 2nd Add'n)	3.96		3.96
<b>Phase I: 1st &amp; 2nd Add'n SUBTOTAL PARKS &amp; OPENSACE</b>	<b>70.35</b>		<b>70.35</b>
EAST LAKE [TOTAL: 45.21 A.C.]	45.21		25.87
INFILTRATION (Created/H.O.A. Water Features)	20.08		20.08
National Urban Runoff Program N.U.R.P. PONDING	17.78		17.78
<b>SUBTOTAL WATER: [80.77 AC]</b>	<b>80.77</b>		<b>63.73</b>
<b>S.B.F. TOTAL PARKS, OPENSACE &amp; WATER</b>	<b>134.08</b>		<b>134.08</b>

# These totals may be increased by the City to facilitate incorporation of; additional life cycle housing, into the S.B.F. P.U.D., consistent with City goals and objectives as stated in City Comp. Plan. Added lands can be admitted to the P.U.D. by applicant.



\* PERMITTED USES: BANKS, FUNERAL HOMES, INSTITUTIONAL OFFICES, PRIVATE CLUBS, SCHOOLS, COMMERCIAL & RETAIL USES, DAYCARE, ELDERLY HOUSING, HOTELS, MEDICAL, MIXED USES, MULTI-FAMILY, RELIGIOUS, RESID. FACILITIES & NURSING HOMES, RESTAURANTS, VET. CLINICS





# City of Lakeville



## 2008 Comprehensive Land Use Plan



## 2030 Land Use Plan

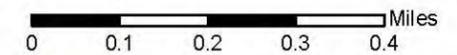
2008 Lakeville Comprehensive Land Use Plan  
 Planning for the future: Piecing it all together

### Planning District 11

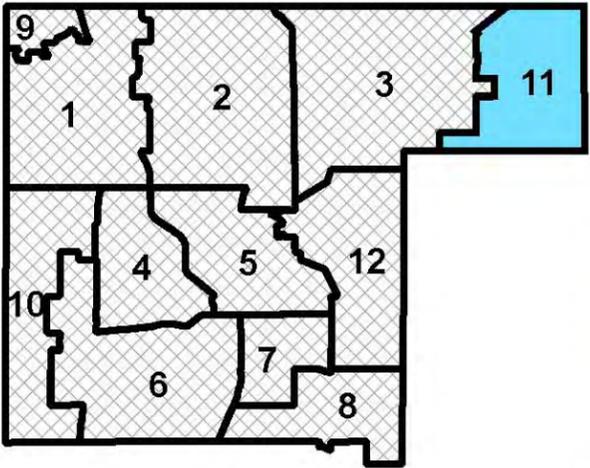
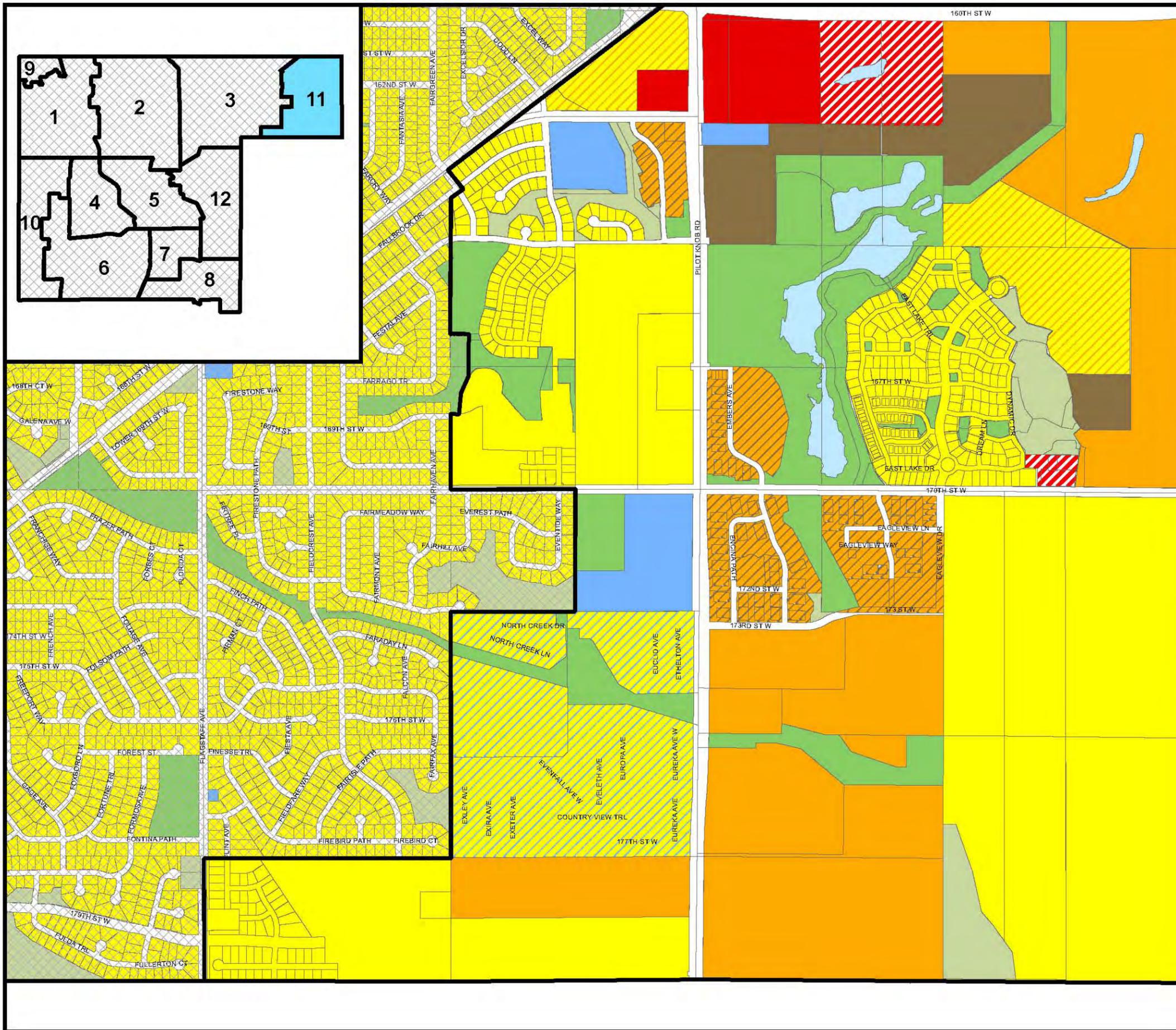
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Source: City of Lakeville, MN  
 31 October 2008



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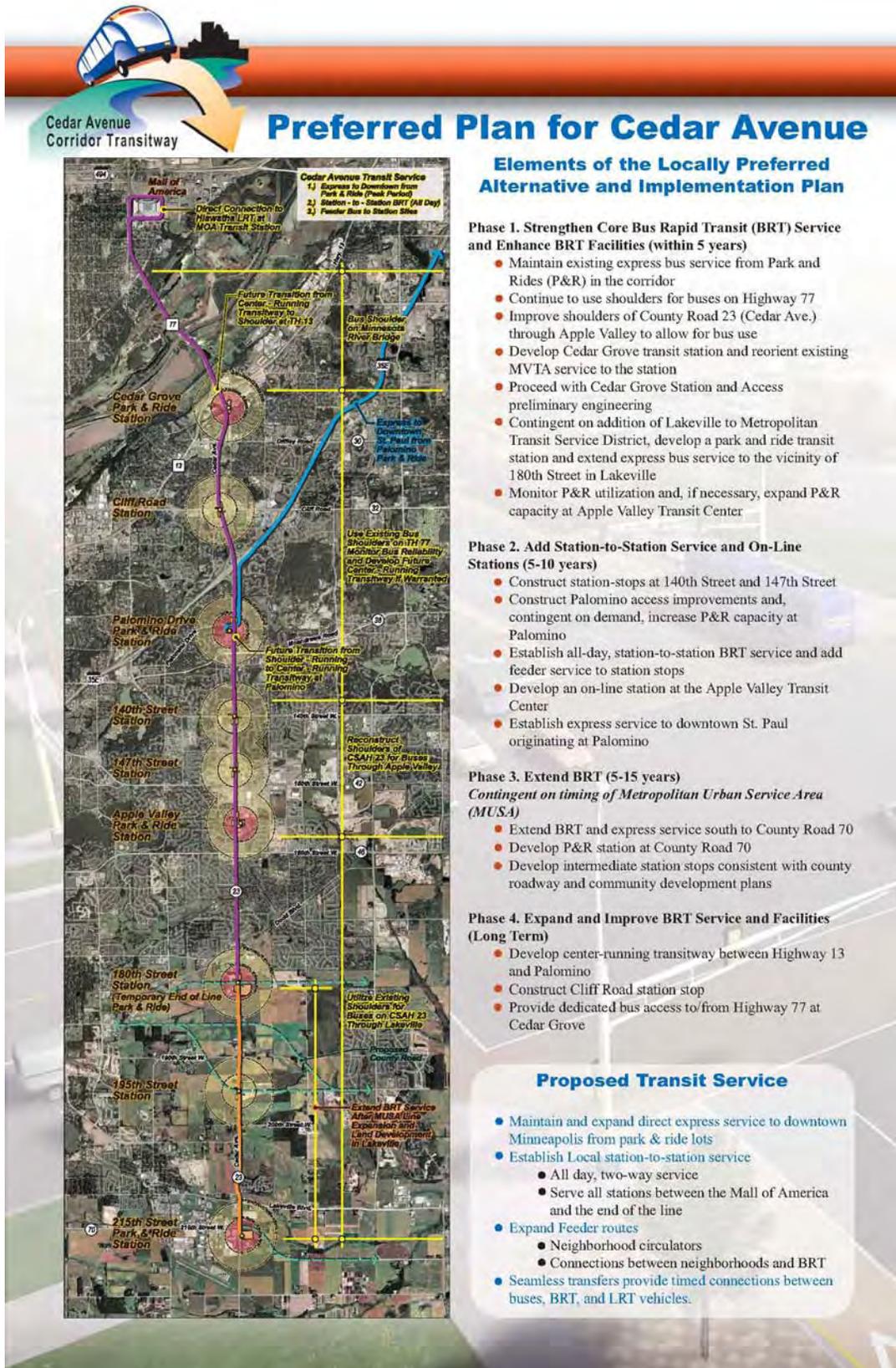


## District 12 – Cedar Corridor

District 12 encompasses the Cedar Avenue corridor from one-half mile south of 179<sup>th</sup> Street extending south to 210<sup>th</sup> Street. This district generally corresponds to the Urban Reserve area designated on the MUSA Staging Plan map, although undeveloped land surrounding the CSAH 50 and Cedar Avenue intersection and south to 210<sup>th</sup> Street is included in MUSA Expansion Area “A”. The 2030 Land Use Plan and following recommendations summarize the long range planning objectives for District 12:

- The Urban Reserve shall be designated as a Special Plan Area deferring decisions on future land use until the 2018 Comprehensive Plan update. Lakeville may initiate a special area plan for the Urban Reserve area prior to 2018 if planning for the Cedar Avenue Bus Rapid Transitway is completed and funding sources are secured to allow for construction of the transportation improvements. Although specific utility staging and land use decisions are not defined as part of the 2008 Comprehensive Land Use Plan, the following parameters for development of the Urban Reserve are established:
  1. The City of Lakeville will guide development of a range of residential and commercial retail, service, office, and public uses along the Cedar Avenue corridor within the urban reserve area, to be determined in coordination with the City of Farmington as part of a comprehensive Cedar Avenue Corridor/Northwest Farmington study.
  2. The area within one quarter mile of the Cedar Avenue corridor within the Urban Reserve will be considered for development having an average residential density of 7.0 dwelling units per acre if current planning for BRT is completed and funding for implementation is secured. Areas outside of the of the designated BRT corridor would most likely be guided for low density residential uses. Specific decisions regarding the type and location of future urban land uses within the Urban Reserve is to be deferred until such time as a special area plan is initiated or the 2018 Comprehensive Plan update.
  3. The City will encourage development of transit oriented site designs and uses adjacent to designated BRT stations within the corridor integrating residential, retail, service, office and public uses in coordination and support of planned transit facilities.
  4. As an interim land use until future decisions are made by the City Council regarding the timing of utility extension and designation of specific land uses, development within the Urban Reserve is to be restricted to agriculture uses and residential densities of one dwelling unit per 40 acres.

- Residential land uses guided near the CSAH 50 and Cedar Avenue intersection and south to 210<sup>th</sup> Street include low density, low-to-medium density and medium density land uses. These various residential land uses will provide opportunities to expand the choice of housing types within the community and will also support planned BRT along the Cedar Avenue corridor.
- The 2006 Parks, Trails and Open Space Plan identifies a future community park search area southwest of Cedar Avenue and 190<sup>th</sup> Street.
- The 2008 Transportation Plan recommends the following street improvements in District 12:
  1. Extension of 185<sup>th</sup> Street east of Dodd Boulevard to Farmington as an A-Minor Expander street and major east-west corridor for Dakota County.
  2. Extension of 202<sup>nd</sup> Street east of Cedar Avenue as a B-Minor Arterial street.
  3. Improvement of 190<sup>th</sup> Street to Cedar Avenue as a Major Collector street.
  4. Construction of 195<sup>th</sup> Street to Cedar Avenue as a Major Collector street.
  5. Extension of Hamburg Avenue north of 202<sup>nd</sup> Street to 179<sup>th</sup> Street and construction of Glacier Way parallel to the east side of Cedar Avenue as north-south Minor Collector streets.
  6. Construction of 182<sup>nd</sup> Street to Cedar Avenue from Highview Avenue and Hartford Way to Cedar Avenue as east-west Minor Collector streets.



## Preferred Plan for Cedar Avenue

### Elements of the Locally Preferred Alternative and Implementation Plan

#### Phase 1. Strengthen Core Bus Rapid Transit (BRT) Service and Enhance BRT Facilities (within 5 years)

- Maintain existing express bus service from Park and Rides (P&R) in the corridor
- Continue to use shoulders for buses on Highway 77
- Improve shoulders of County Road 23 (Cedar Ave.) through Apple Valley to allow for bus use
- Develop Cedar Grove transit station and reorient existing MVRTA service to the station
- Proceed with Cedar Grove Station and Access preliminary engineering
- Contingent on addition of Lakeville to Metropolitan Transit Service District, develop a park and ride transit station and extend express bus service to the vicinity of 180th Street in Lakeville
- Monitor P&R utilization and, if necessary, expand P&R capacity at Apple Valley Transit Center

#### Phase 2. Add Station-to-Station Service and On-Line Stations (5-10 years)

- Construct station-stops at 140th Street and 147th Street
- Construct Palomino access improvements and, contingent on demand, increase P&R capacity at Palomino
- Establish all-day, station-to-station BRT service and add feeder service to station stops
- Develop an on-line station at the Apple Valley Transit Center
- Establish express service to downtown St. Paul originating at Palomino

#### Phase 3. Extend BRT (5-15 years) Contingent on timing of Metropolitan Urban Service Area (MUSA)

- Extend BRT and express service south to County Road 70
- Develop P&R station at County Road 70
- Develop intermediate station stops consistent with county roadway and community development plans

#### Phase 4. Expand and Improve BRT Service and Facilities (Long Term)

- Develop center-running transitway between Highway 13 and Palomino
- Construct Cliff Road station stop
- Provide dedicated bus access to/from Highway 77 at Cedar Grove

#### Proposed Transit Service

- Maintain and expand direct express service to downtown Minneapolis from park & ride lots
- Establish Local station-to-station service
  - All day, two-way service
  - Serve all stations between the Mall of America and the end of the line
- Expand Feeder routes
  - Neighborhood circulators
  - Connections between neighborhoods and BRT
- Seamless transfers provide timed connections between buses, BRT, and LRT vehicles.









## IMPLEMENTATION

A last element of the comprehensive planning process is establishment of official controls and other devices needed to implement the policies and plans established by the 2008 Comprehensive Land Use Plan.

### COMMUNICATION

Dissemination of information and inviting participation in the planning process and during consideration of development requests in Lakeville is critical for successful implementation of the Comprehensive Land Use Plan. Lakeville will implement the following strategies to provide information and encourage participation in the planning process:

1. Public hearings required for proposed development applications shall be conducted by the Planning Commission in accordance with the procedures established by the Zoning Ordinance and/or Subdivision Ordinance and as required by Minnesota Statute.
2. Prior to public hearings, the City shall encourage developers to host neighborhood meetings with residents, businesses and property owners in the area to provide information regarding a proposed project.
3. Lakeville will continue to include news releases and a City newsletter in the official newspaper related to on-going planning related activities and development proposals.
4. Information regarding on-going planning related activities, development proposals and broadcast of Planning Commission and City Council meetings will continue to be made available through public access cable television.
5. The City of Lakeville website is an emerging media tool that the City will continue to use and enhance to make information regarding planning and development review activities more readily available and accessible to the public.
6. Lakeville will continue to work with established business and civic organizations as a means of communicating information regarding the Comprehensive Land Use Plan.

7. Lakeville will continue to conduct community surveys to solicit input from residents, businesses and property owners regarding the character of the community, potential issues to address and satisfaction with the City's administration, services and facilities.

## OFFICIAL CONTROLS

The Zoning Ordinance and Subdivision Ordinance are the primary regulations governing land use and development in Lakeville. The Zoning Ordinance and Subdivision Ordinance were updated in 2000 to incorporate additional provisions related to environmental protection and land use buffering and screening requirements, expanded single family zoning districts, establishment of standard performance requirements for medium and high density residential uses, establishment of zoning districts to continue the desired character of the CBD area and establishment of a transitional office zoning district and refinements to the uses allowed in various commercial zoning districts to ensure proper locations for various activities within the community. In adopting the 2000 Zoning Ordinance update, the City Council directed that the significant amendments to the Zoning Ordinance and Subdivision Ordinance be reviewed in two years to evaluate the effectiveness at implementing the provisions of the Comprehensive Plan. This direction led to a subsequent update initiated in 2002 and continued through 2004 to refine the performance standards for medium and high density residential uses and other housekeeping related issues. Recently, the City completed an update of the Sign Ordinance provisions of the Zoning Ordinance to ensure that the regulations are content neutral and address emerging technologies in electronic signs. The following is a description of the various zoning districts established in the Zoning Ordinance.

- **A-P, Agriculture Preserve District.** The purpose of the A-P District is to reserve areas for long term agricultural use in accordance with the Comprehensive Land Use Plan. The A-P District allows for farms and agricultural uses, parks and open spaces, government and essential service facilities and single family dwelling units at a density of one dwelling per 40 acres. The minimum lot area required in the A-P District is 40 acres.
- **RA, Rural/Agricultural District.** The RA District is intended to provide for areas of Lakeville to be retained and utilized for rural residential use, open space and agricultural uses in accordance with the Comprehensive Land Use Plan. The RA District allows for the same general uses as the A-P District except that single family dwellings are allowed at a density of one dwelling unit per 10 acres. The minimum lot area required in the RA District is 10 acres.

- **RAO, Rural/Agricultural Overlay District.** The RAO District is designated over areas outside of the MUSA to restrict development of urban uses guided by the 2030 Land Use Plan until such time as sanitary sewer and water utilities are available. Allowed uses included those provided for by the RA District. The allowed development density for single family dwellings is one dwelling unit per 10 acres and the minimum lot area for all uses is 10 acres.
- **RS-1, Single Family Residential District.** The RS-1 District provides for development of detached single family dwelling units and related, complementary uses in areas with unique natural features and amenities. The density allowed in the RS-1 District is less than three dwelling units per acre. The minimum lot area is 20,000 square feet for interior lots and 24,000 square feet for corner lots. The minimum lot width is 100 feet for interior lots and 120 feet for corner lots.
- **RS-2, Single Family Residential District.** The RS-2 District allows an option for urban density detached single family dwelling units and related, complementary uses in areas of the City with unique natural features and amenities. The density allowed in the RS-2 District is less than three dwelling units per acre. The minimum lot area is 15,000 square feet for interior lots and 18,000 square feet for corner lots. The minimum lot width is 100 feet for interior lots and 120 feet for corner lots.
- **RS-3, Single Family Residential District.** The RS-3 District allows an option for urban density detached single family dwelling units and related, complementary uses in areas of the Lakeville that do not have significant natural features and amenities. The density allowed in the RS-3 District is approximately three dwelling units per acre. The minimum lot area is 11,000 square feet for interior lots and 12,500 square feet for corner lots. The minimum lot width is 85 feet for interior lots and 100 feet for corner lots.
- **RS-4, Single Family Residential District.** The RS-4 District is intended for development for urban density detached single family dwelling units and related, complementary uses in areas of the City with no environmental constraints. The density allowed in the RS-4 District may be more than three dwelling units per acre. The minimum lot area is 9,375 square feet for interior lots and 11,250 square feet for corner lots. The minimum lot width is 75 feet for interior lots and 90 feet for corner lots.
- **RS-CBD, Single Family Residential District-Central Business District Area.** The RS-CBD District provides regulations that accommodate the existing development character of single family residential uses in the area surrounding the CBD. The density allowed in the RS-CBD District may be more than three dwelling units per acre. The minimum lot area is 8,400 square feet for interior

lots and 10,800 square feet for corner lots. The minimum lot width is 75 feet for interior lots and 90 feet for corner lots.

- **RSMH, Single Family Manufactured Home Park District.** The RSMH District is a separate district with performance standards for manufactured home parks. Allowed uses include single family dwellings and manufactured home parks. The density allowed in the RSMH District is less than six dwelling units per acre. The minimum lot requirements of the RS-4 District apply to all single family development. For manufactured home parks established after January 1, 1995, the minimum park area is five acres. Individual home sites within the park must have a minimum width of 65 feet and minimum depth of 120 feet.
- **RST-1, Single and Two-Family Residential District.** The RST-1 District provides for one and two unit dwellings and directly related complementary uses. The allowed density within the RST-1 District is three to five dwelling units per acre and corresponds to areas guided for Low-to-Medium Density Residential land use on the 2030 Land Use Plan. The RST-1 District requires minimum lot requirements for single family dwellings consistent with the RS-3 District. Two family dwelling units require a minimum lot area of 15,000 square feet and minimum lot width of 100 feet.
- **RST-2, Single and Two-Family Transition District.** The RST-2 District provides for a transition in housing density and type between traditional single family neighborhoods and medium density housing areas. The allowed density within the RST-2 District is three to five dwelling units per acre for areas guided for Low-to-Medium Density Residential land use on the 2030 Land Use Plan. Allowed uses include traditional single family dwellings and detached townhomes and twin home dwellings established in a unit and base lot configuration with managed common open space. Traditional single family dwellings are allowed subject to the performance standards of the RS-3 District. Detached townhomes and two family dwellings require a minimum lot area per unit of 7,500 square feet.
- **RM-1, Medium Density Residential District.** The RM-1 District establishes opportunities for medium density residential housing options satisfying Lakeville's objectives for attractive living environments, durable, low maintenance buildings and preservation of natural areas and open space for scenic enjoyment and recreational use. The RM-1 District allows for development of twinhome, quadraminium and townhouse uses in a base lot configuration and related and complementary uses. Designation of the RM-1 District is to correspond to areas guided for Medium Density Residential land use on the 2030 Land Use Plan with development densities ranging from four to eight dwelling units per acre. Development of these uses is subject to comprehensive performance standards addressing site design, building construction, landscaping, required land use

transitions and maintenance of common open spaces. The allowed development density in the RM-1 District is four to eight dwelling units per acre. The RM-1 District requires a minimum lot area per unit of 5,000 square feet for twinhome, quadraminium and townhouse uses.

- **RH-1, High Density Residential District.** The RH-1 District provides for multiple family structures and related, complementary uses in areas guided for high density residential use by the 2030 Land Use Plan. The development density within the RH-1 District is more than nine dwelling units per acre. The RH-1 District requires a minimum lot area of 2,500 square feet per multiple family dwelling unit and allows townhouse dwelling units consistent with RM-1 District requirements.
- **O-R, Office/Residence Transition District.** The purpose of the O-R District is to provide for a transition in land use from business to residential development and to allow for an intermixing of these activities. Allowed uses include limited retail, service and office uses, projects including both business and residential uses and stand alone high density residential housing options as allowed in the RH-1 District.
- **C-1, Retail Commercial District.** The C-1 District allows for low intensity retail or service businesses that deal directly with their customers. The market for these businesses is intended to be neighborhood oriented and located at the edge of residential neighborhoods accessed by major collector or arterial streets.
- **C-2, Highway Commercial District.** The purpose of the C-2 District is to provide for and limit the establishment of motor vehicle oriented or dependent commercial and service activities. The uses allowed in the C-2 District include a range of retail, service and office uses in addition to specific provisions applying to automobile related activities.
- **C-3, General Commercial District.** The C-3 District provides for establishment of commercial activities that draw from and serve customers from the entire community or region. A full range of retail, service and office activities are allowed in the C-3 District.
- **CC, Corporate Campus Commercial District.** The intent of the CC District is to provide for establishment of business offices, wholesale showrooms and related uses in a high amenity environment that promotes preservation of natural features, installation of landscaping, architectural controls, pedestrian trails and other features. The CC District will likely be revised in response to the plans for Office Park uses set forth by the 2008 Comprehensive Land Use Plan as part of a Zoning Ordinance update in 2009.

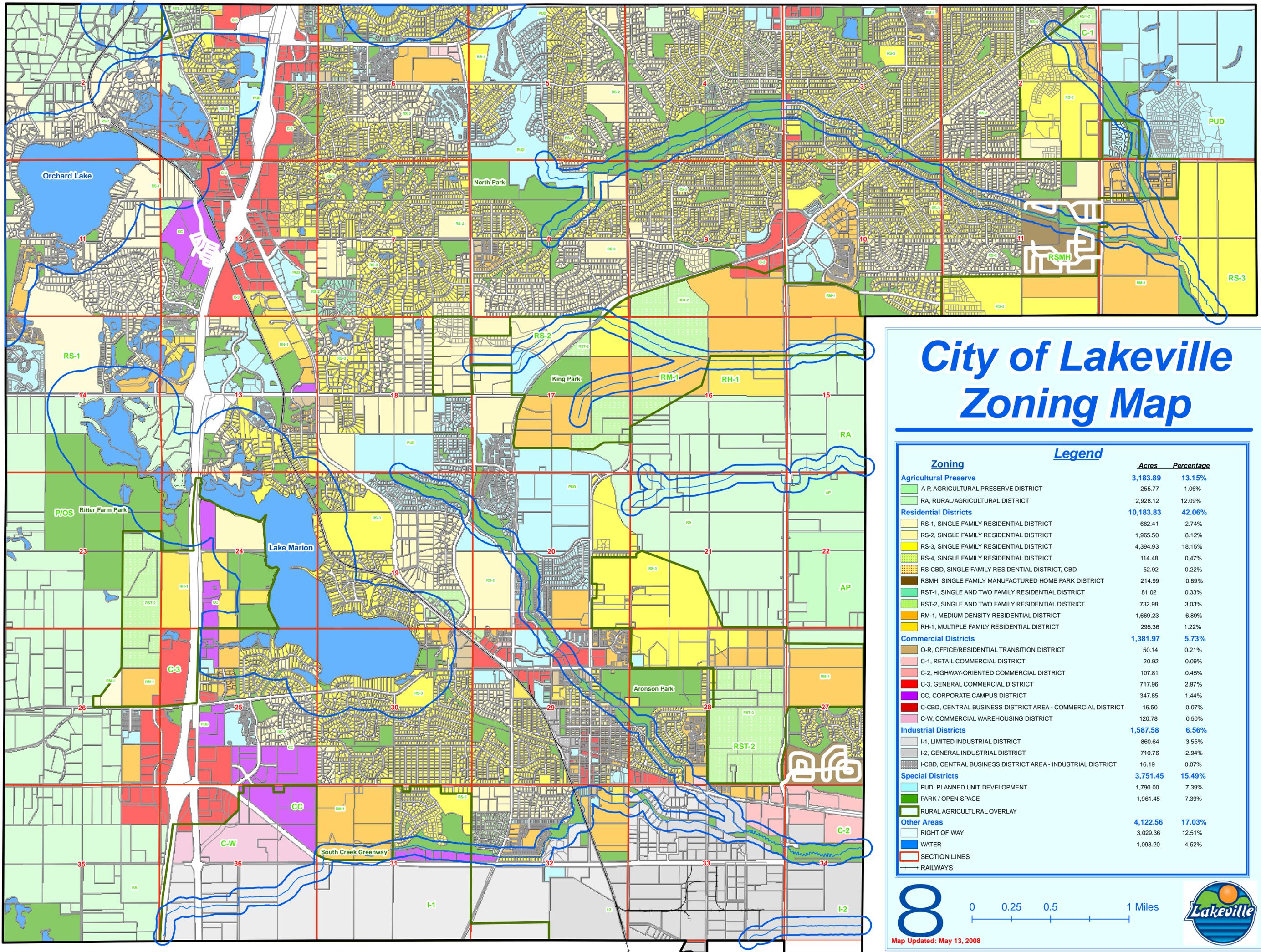
- **C-CBD, Central Business District Area – Commercial District.** The C-CBD District provides specifically for high intensity commercial uses located within the Central Business District of Lakeville. A full range of retail, service and office commercial uses are allowed in the C-CBD District.
- **C-W, Commercial – Warehousing District.** The C-W District allows for establishment of wholesale and retail trade of large volume or bulk commercial items warehousing. The intended character of the C-W District is a transitional land use that compatibly exists adjacent to commercial and other lower intensity land uses. The C-W District will likely be revised in response to the plans for Office Park uses set forth by the 2008 Comprehensive Land Use Plan as part of a Zoning Ordinance update in 2009.
- **I-CBD, Central Business District Area – Industrial District.** The I-CBD District provides specifically for manufacturing, wholesale distribution and warehousing uses and related complementary uses currently located within the Central Business District of Lakeville.
- **I-1, Limited Industrial District.** The purpose of the I-1 District is to allow for the establishment of warehousing and light industrial development similar in character to an office/warehouse land use. The I-1 District is intended as a transition district that can compatibly exist adjacent to less intense commercial activities and higher intensity manufacturing uses.
- **I-2, General Industrial District.** The I-2 District allows for development of heavy industrial and manufacturing land uses that require isolation from other land uses due to the character of the activity.
- **PUD, Planned Unit Development District.** The PUD District provides opportunities for flexibility in the application of established performance standards for the development of residential land uses, non-residential land uses or mixed use projects that would not otherwise be possible under conventional zoning. Establishment of a PUD District is defined to be a legislative act of the City Council based on the policies of the Comprehensive Plan. Application of a PUD District to areas guided by the Comprehensive Plan for low density residential uses is limited to areas of not less than 320 acres. PUD Districts should not be designated except in conjunction with a specific development proposal.
- **P-OS, Public – Open Space District.** The P-OS District a specific zoning district allowing facilities devoted to serving the public. It is unique in that the primary objective of uses within this district is the provision of services, frequently on a non-profit basis, rather than the sale of goods or services. It is intended that uses within such a district will be compatible with adjoining development, and

they normally will be located along arterial or major collector streets with full availability of urban services.

- **FP, Flood Plain Overlay District.** The purpose of the FP District is to protect public health, safety and welfare by regulating flood prone areas to minimize potential loss of life, loss of property, disruption of commerce and government services or cause extraordinary public expenditure for flood protection and relief.
  
- **S, Shoreland Overlay District.** The purpose of the S District is to manage the effect of shoreland and water surface crowding, prevent water pollution, minimize potential flood damage and to maintain the natural characteristics of shorelands and adjacent water areas via controls regulating lot sizes, placement of structures and land alterations in accordance with State Statutes and Rules.

The Zoning Ordinance establishes an official Zoning Map for Lakeville to define the location and boundaries of the various districts established therein. The current Zoning Map is shown on the following page.





# City of Lakeville Zoning Map

Zoning		Acres	Percentage
<b>Agricultural Preserve</b>		<b>3,183.89</b>	<b>13.15%</b>
A-P, AGRICULTURAL PRESERVE DISTRICT		255.77	1.06%
RA, RURAL/AGRICULTURAL DISTRICT		2,928.12	12.09%
<b>Residential Districts</b>		<b>10,183.83</b>	<b>42.06%</b>
RS-1, SINGLE FAMILY RESIDENTIAL DISTRICT		662.41	2.74%
RS-2, SINGLE FAMILY RESIDENTIAL DISTRICT		1,965.50	8.12%
RS-3, SINGLE FAMILY RESIDENTIAL DISTRICT		4,394.93	18.15%
RS-4, SINGLE FAMILY RESIDENTIAL DISTRICT		114.48	0.47%
RS-CBD, SINGLE FAMILY RESIDENTIAL DISTRICT, CBD		52.92	0.22%
RSMH, SINGLE FAMILY MANUFACTURED HOME PARK DISTRICT		214.99	0.89%
RST-1, SINGLE AND TWO FAMILY RESIDENTIAL DISTRICT		81.02	0.33%
RST-2, SINGLE AND TWO FAMILY RESIDENTIAL DISTRICT		732.98	3.03%
RM-1, MEDIUM DENSITY RESIDENTIAL DISTRICT		1,669.23	6.89%
RH-1, MULTIPLE FAMILY RESIDENTIAL DISTRICT		295.36	1.22%
<b>Commercial Districts</b>		<b>1,381.97</b>	<b>5.73%</b>
O-R, OFFICE/RESIDENTIAL TRANSITION DISTRICT		50.14	0.21%
C-1, RETAIL COMMERCIAL DISTRICT		20.92	0.09%
C-2, HIGHWAY-ORIENTED COMMERCIAL DISTRICT		107.81	0.45%
C-3, GENERAL COMMERCIAL DISTRICT		717.96	2.97%
CC, CORPORATE CAMPUS DISTRICT		347.85	1.44%
C-CBD, CENTRAL BUSINESS DISTRICT AREA - COMMERCIAL DISTRICT		16.50	0.07%
C-W, COMMERCIAL WAREHOUSING DISTRICT		120.78	0.50%
<b>Industrial Districts</b>		<b>1,587.58</b>	<b>6.56%</b>
I-1, LIMITED INDUSTRIAL DISTRICT		860.64	3.55%
I-2, GENERAL INDUSTRIAL DISTRICT		710.76	2.94%
I-CBD, CENTRAL BUSINESS DISTRICT AREA - INDUSTRIAL DISTRICT		16.19	0.07%
<b>Special Districts</b>		<b>3,751.45</b>	<b>15.49%</b>
PUD, PLANNED UNIT DEVELOPMENT		1,790.00	7.39%
PARK / OPEN SPACE		1,961.45	7.39%
RURAL AGRICULTURAL OVERLAY			
<b>Other Areas</b>		<b>4,122.56</b>	<b>17.03%</b>
RIGHT OF WAY		3,029.36	12.51%
WATER		1,093.20	4.52%
SECTION LINES			
RAILWAYS			

8 0 0.25 0.5 1 Miles

Map Updated: May 13, 2008



Lakeville's official controls are required by State Statute 473.865 to be consistent with the 2030 Land Use Plan. Following adoption of the 2008 Comprehensive Land Use Plan update, an update of the Zoning Ordinance and/or Subdivision Ordinance will be initiated to implement the following recommendations:

1. The west bay of Lake Marion will be considered for reclassified from Recreational Development Lake to Natural Environment Lake under the provisions of the Shoreland Overlay District as allowed by Alternative Shoreland Management Rules. In reclassifying the West Bay of Lake Marion, the City will establish a density bank capturing a portion of the development units allowed between the Recreational Development and Natural Environment classifications for allocation to areas within Lakeville included in the Shoreland Overlay District to promote development consistent with community housing goals.
2. The RM-1 District will be amended to allow townhouse development consisting of quadraminium or row style structures where each dwelling unit has only one common wall. A new zoning district allowing townhouse uses as currently provided for by the RM-1 District will also be established. The Zoning Map will be updated to designate RM-1 District zoning on lands guided for Medium Density Residential land uses and the new medium density residential zoning district on lands guided for Medium-to-High Density Residential land use.
3. Consideration will be given to establishing a new zoning district allowing high density residential uses as currently provided for by the RH-1 District or other permitting mechanism to allow for high density residential uses with building heights greater than four stories as currently allowed in the RH-1 District. Factors to be considered in relation to allowing taller high density residential buildings include locations adjacent to major commercial nodes, employment centers or adjacent to transit facilities, impacts to adjacent transportation and utility infrastructure, public safety protection and transition to less intense surrounding land uses.
4. Development regulations applicable to various types of senior housing will be established and incorporated as part of the medium density residential, high density residential and O-R Districts.
5. The CC District and C-W District will be reviewed with the intent of combining the two into a single district with a range of allowed uses and performance standards appropriate for development in areas guided for Office Park use on the 2030 Land Use Plan.
6. The City will review performance standards for transitioning, buffering, screening and landscaping commercial and industrial zoned properties from abutting residential zoned properties.

7. Review the uses allowed by the RAO, Rural Agriculture Overlay District to ensure that urban development is prevented from premature expansion into areas of Lakeville outside the MUSA.
8. The Zoning Map will be updated to reflect the land use changes provided for on the 2030 Land Use Plan and the Downtown Development Guide.

## **CAPITAL IMPROVEMENT PLAN**

Lakeville establishes a five-year Capital Improvement Plan to provide a long range improvement program to meet the service and infrastructure needs of the growing community. The Capital Improvement Plan is reviewed annually and updated to identify the City's development objectives, infrastructure needs and allocation of financial resources providing City officials and the community with a strategic approach to implementation and administration of construction projects. The Capital Improvement Plan includes a number of objectives relative to financing of planned improvements including:

- Construct proposed improvements to City standards;
- Utilize non-tax revenues to the extent reasonably possible to finance improvements;
- Maximize the use of appropriate external financing sources;
- Maintain adequate internal financing resources;
- Minimize the utilization of City property taxes.

## **HOUSING**

Lakeville will continue to collaborate with the Dakota County Community Development Agency (CDA) on implementation of housing related policies and programs as the primary means to bring about the goals stated in the Comprehensive Land Use Plan. Programs to be made available in Lakeville related to housing either in coordination with the Dakota County CDA or through City efforts include:

1. Housing Rehabilitation Loans.
2. Dakota County CDA (or other entity) developed subsidized/affordable housing projects.
3. Dakota County CDA Senior Housing Program.
4. Lakeville will participate in or conduct market studies from time to time to evaluate the housing needs in the community.
5. Lakeville will evaluate new plans, programs to develop affordable housing within the community as opportunities arise.

6. Lakeville will continue to make available and encourage development of new affordable housing units by providing opportunity for density and/or regulatory flexibilities in both its conventional zoning districts and the use of PUD Districts for projects meeting community and regional housing goals.
7. Lakeville will work with the Dakota County CDA and Metropolitan Council to pursue Land Acquisition for Affordable New Development initiative funding as part of the community's efforts to achieve housing related goals.

## **STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT**

The Economic Development Commission has planned for Lakeville's economic future with the adoption of the first Strategic Plan in 1995. The Strategic Plan will continue to be reviewed and updated every two to three years to identify new issues, opportunities and strategies for implementing Lakeville's economic development goals. Additional efforts will include:

1. Evaluation of telecommunication technology and infrastructure needs to support existing businesses and future economic development.
2. Continuation of the Spotlight on Business program recognizing a local business at City Council meetings.
3. Manufacturers Week.
4. Continuation of Development Project Feedback Surveys.
5. The City will participate in or conduct market studies from time to time to evaluate the commercial, office park and industrial business needs in Lakeville.
6. Pursuit of grants or aid for projects such as the Downtown Development Guide to outline strategies and tools that promote enhancement of the City and private investment.
7. Create a single effective message about economic development that includes a marketing strategy.

## **ADMINISTRATION**

The Lakeville Comprehensive Land Use Plan is adopted pursuant to Minnesota Statutes 462.355. In implementing the Comprehensive Land Use Plan, new development proposals or unanticipated situations may arise that require consideration of amendments to the Comprehensive Land Use Plan. The City Council, Planning Commission or any person owning real estate within the City may initiate a request to amend the Comprehensive Plan. The processing of a request to amend the Comprehensive Land Use Plan shall follow the procedures set forth by the Zoning Ordinance for amendments and the requirements of Minnesota Statutes 462.355. Approval of an amendment to the Comprehensive Land Use Plan shall be approved by resolution of the City Council requiring a vote of four-fifths of its members. Consideration of a proposed amendment is to be based upon, but not limited to, the following criteria:

1. The proposed action has been considered in relation to the specific policies and provisions of and has been found to be consistent with the Official City Comprehensive Plan.
2. The proposed use is or will be compatible with present and future land uses of the area.
3. The proposed use conforms to all performance standards contained in the City Code.
4. The proposed use can be accommodated with existing public services and will not overburden the City's service capacity.
5. Traffic generation by the proposed use is within capabilities of streets serving the property.