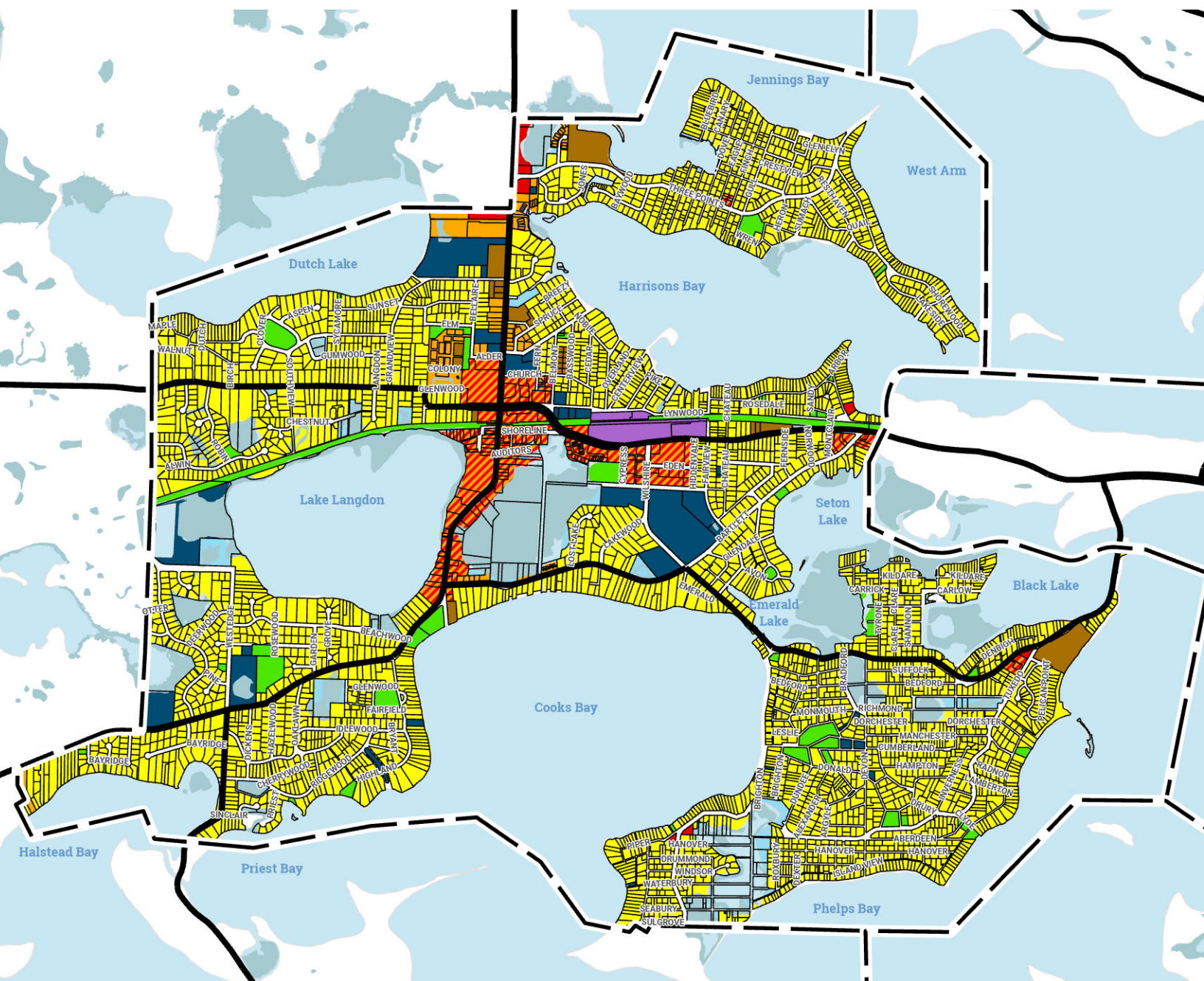


In January of 2024 the City of Mound completed an amendment to the 2040 Comprehensive Plan to more clearly articulate the community's vision for growth and development. The amendment was sought in response to community discussions about proposed development over the past few years. The revised vision acknowledges that the community is fully developed and that future growth will primarily come from infill development that is at the property owner's initiative.

The primary area of change in the amendment was related to the mixed use land use category. Mixed use is meant to support a variety of uses, including commercial, public, and residential (*townhomes, row houses and existing multifamily apartments.*) The City has almost 69 acres of mixed use designated, with the largest areas focused along Shoreline and Commerce. In the amendment, the City changed the allowable new residential uses from apartments to only townhouses or rowhouses. The intent is that densities will be limited to between 8 and 15 units per acre. Attached is the *Future Land Use Map*, which did not change with the amendment.

The Comprehensive Plan was amended to remove specific mixed use areas considerations and to update the attached Considerations in Developing Mixed Use Development Character to further describe the type of development the City is seeking.

Figure 3.4 Future Land Use



- | | | |
|----------------------------|--------------------------|-----------------------------|
| NWI Wetland | High Density Residential | Public or Institutional |
| Public Waters Inventory | Mixed Use | Park and Open Space |
| Low Density Residential | Neighborhood Commercial | Parcels with Water/Wetlands |
| Medium Density Residential | Industrial District | |

Mixed Use Areas

A significant portion of the commercial areas of the City have been designated as “Mixed Use.” This designation is meant to recognize that the characteristics of these areas are unique and can support a variety of uses, including commercial, public, and residential including townhomes, row houses and existing multifamily apartments. This designation is intended to provide flexibility so that property owners and developers have options when considering infill development in the areas.

The overall intent is that commercial development and infill development will be primarily focused around the intersection of Shoreline Drive and Commerce Boulevard with only small pockets located further away. Areas away from these main corridors are anticipated to contain a greater percentage of residential development as part of the mixed use. Most of these areas are planned for medium density residential given their location adjacent to transportation corridors, proximity to commercial businesses, and likely costs related to infill development.

Considerations in Developing Mixed Use Development Character

All Mixed Use areas within Mound will be encouraged to incorporate elements which create character and support a pedestrian-oriented environment. While each Mixed Use area is distinct, there are common elements that are important to consider. The City will explore, as a follow-up to the Comprehensive Plan, how these design elements could be addressed through guidelines and/or regulations.

Building Placement and Linkages

- » Along major corridors buildings should be placed close to the street with adjacent buildings having similar setbacks.
- » Townhouses and row houses should be setback from roadways to provide for a front yard area.
- » A minimum amount of street frontage along major corridors should be occupied by building facades to provide a frame to the street and minimize long stretches of parking.
- » Street-facing entries are encouraged along major roadways and should be architecturally prominent and accessible from the street. Rear entries should be well-defined if there is rear-yard parking.
- » Plazas and pockets of connected open space should be created to provide informal gathering areas.
- » Pedestrian connections should be made to Dakota Rail Regional Trail, Andrews Sisters Trail, Surfside Park, the transit ramp, and the Village Center.
- » Views and connections through developments to the lakes and to the downtown core should be preserved.



Commercial and mixed use buildings should be built similarly close to the street



Public plazas and pockets of open spaces should be linked through sidewalks/trails



Facade articulation through multiple materials and setbacks creates visual interest



Townhouses and row houses should be setback from major roadways



Entries should be architecturally predominant with accesses along major streets



Ground floor elements like awning, and windows are important for multi-story buildings



Facades should have windows and doors at pedestrian level



Bulkheads and other accents should include brick or stone



Pedestrian and cyclist connections should be provided to nearby natural features



Landscaping within and around development makes for pleasant movement throughout



Pitched roofs with dormers and cupolas replicate Mound's historical character



Street facing facades should include wood lap siding



Public areas have the opportunity for multiple functions



Parking should be screened and interior to the site

Building Materials and Roofs

- » A minimum amount of the building facade along the major roadway should be windows and doors.
- » Wood lap siding, or comparable products, should be used.
- » Bulkheads may have wood, brick, stone, or precast products.
- » Roofs are recommended to have architecturally interesting compound hip and gable roofs with dormers, cupolas, etc.
- » Long facades should be divided into smaller increments by architectural elements, including variation in building materials, shift in facade depth, etc.
- » Multi story buildings should have ground floor elements that appeal to the pedestrian like awnings, windows, etc.

Parking and Landscaping

- » Where possible, parking should be located to the rear or side of buildings rather than in front.
- » Shared parking is encouraged between complementary land uses.
- » Interconnected circulation within sites or blocks is encouraged.
- » Screening with hedges, low walls, or decorative fencing should be used to separate parking and service areas from streets.
- » Large expanses of parking should be minimized through use of parking islands and creating smaller, scattered parking.