



CITY OF MOUND 2040 COMPREHENSIVE PLAN



JANUARY 2020 WITH JANUARY 2024 AMENDMENT

January 2024 Amendment

The City of Mound adopted an amendment to its Comprehensive Plan to more clearly articulate the community's vision for growth and development. The primary area of change was related to the mixed use land use category. This change did affect the City's projections. Changes to the Comprehensive Plan were made in Chapter 2 Community Context, Chapter 4 Land Use Plan, Chapter 5 Housing and Chapter 8 Sanitary Sewer.

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1. INTRODUCTION

Mound’s 2040 Comprehensive Plan is the guide for future growth, redevelopment and improvement of the community. It provides the blueprint, goals and policies to ensure the community continues to be a place where people want to live, work, shop and play. The Comprehensive Plan consists of several elements and is organized into the following chapters:

- » **Introduction** provides a brief overview of the city’s comprehensive planning process and state/metropolitan comprehensive planning requirements.
- » **Community Context** briefly describes Mound’s existing conditions and history and provides the context in which the 2040 Comprehensive Plan was prepared.
- » **Land Use Plan** describes the future land use plan and areas of focus for future redevelopment.
- » **Housing** analyzes the existing housing conditions in the community and identifies strategies to address needs.
- » **Park, Open Space and Recreation** identifies the City’s park system, identifying gaps, and makes recommendations for the future.
- » **Transportation** identifies the network for movement in the community, including roads, trails and transit.
- » **Water System, Sanitary Sewer and Surface Water** chapters articulate how the community will ensure adequate infrastructure to meet the needs of existing and future residents, businesses and visitors.
- » **Implementation** identifies how the Plan is to be implemented to achieve the community’s Vision by posing recommendations for public and private actions.

COMPREHENSIVE PLANNING OVERVIEW

COMPREHENSIVE PLAN VS. ZONING ORDINANCE

Characteristics of a Comprehensive Plan:

- » Broad in scope
- » Visionary
- » Principles and Policy oriented
- » It's a guiding document
- » Conceptual and idealistic
- » Focus is on neighborhood, community or regional scale
- » Flexible in its interpretation

Zoning Ordinance:

- » Narrow in scope
- » More rigid standards
- » It's the law
- » Detail oriented, specific
- » Focus on the district and site level

So which one rules? In many instances, State Statutes make direct references linking a zoning ordinance provision to a community's comprehensive plan. Case law over the years has proven that a zoning ordinance in sync with a comprehensive plan is a more defensible ordinance than one that is not in sync or is not based on an approved comprehensive plan.

A review of zoning and subdivision ordinances always follows the updated comprehensive plan, resulting in minor or major modifications, depending on the new directions forged by the comprehensive plan.

A comprehensive plan is an official city tool used to guide future physical and socio-economic growth and change within the community. It is intended to be broad in scope by establishing general goals and policies regarding key elements of the community, including land use, transportation, public infrastructure, parks/trails/open spaces, housing and natural resources.

The comprehensive plan differs from the more commonly known zoning ordinance in that the comprehensive plan is visionary, general and policy-oriented, whereas the zoning ordinance is regulatory and detailed. The zoning ordinance must be consistent with the comprehensive plan and is a primary tool to implement the comprehensive plan. Following any changes to the comprehensive plan, the zoning ordinance must be amended to reflect the vision, goals and policies set out by the plan.

The primary users of the comprehensive plan are the City Council, Planning Commission, Parks and Open Space Commission, and City Staff who must use the plan to guide the ongoing decisions of local government. However, the comprehensive plan is also important for others, such as property owners and developers, as it provides general guidance for all properties within the city.

The 2040 Comprehensive Plan addresses the following:

- » Future vision for the community
- » Future land use plan
- » Protection of sensitive natural resources
- » Expanding the range of housing types to meet changing housing needs
- » Location and improvement of parks, open space and recreational facilities
- » Transportation system needs and enhancements
- » Municipal infrastructure facilities

WHY IS THE COMPREHENSIVE PLAN IMPORTANT?

As the guide for future community growth and development, the 2040 Comprehensive Plan influences many other community decisions and tools, including the following:

- » Establishes the need for potential modifications of the zoning ordinance and other land use controls
- » Influences the location, form, and pace of new development and redevelopment
- » Promotes the maintenance and enhancement of existing neighborhoods and commercial districts
- » Determines approaches for protecting natural resources and open spaces
- » Guides City investments in roads, utilities and parks
- » Determines the need for City roles in economic development, redevelopment and housing

AUTHORITY AND REQUIREMENT TO PLAN

The power to create and employ a comprehensive plan comes from State Law. Minnesota Statutes, Sections 462.351 to 462.364 contain the planning powers granted to Minnesota cities. Specifically, M.S. Section 462.353, Subd. 1 authorizes the City to “carry on comprehensive municipal planning activities for guiding the future development and improvement of the municipality and may prepare, adopt and amend a comprehensive municipal plan and implement such plan by ordinance and other official actions.”

The City of Mound is required to complete and keep updated a Comprehensive Plan under the Metropolitan Land Planning Act of 1976 and all subsequent amendments to that act. The Metropolitan Land Planning Act (MLPA) addresses the interdependence of local units of government within the Twin Cities Metropolitan Area and requires the adoption of coordinated plans and programs. In preparing the plan, the planning body is required to work with other City agencies, adjacent communities, school districts and counties in order to ensure coordinated regional planning. The MLPA also requires the Metropolitan Council to prepare a comprehensive development guide for the metropolitan area.

The Metropolitan Council’s Thrive MSP 2040, which was completed in 2014, fulfills this requirement and provides local units of government with direction on how to plan for land use, housing, development, transportation, water resources management and parks. Local governments within the seven-county metropolitan area are required to amend their local comprehensive plans so that they are consistent with the goals and policies established in Thrive MSP 2040. The City of Mound submitted a complete draft of the Comprehensive Plan to the Metropolitan Council on July 15, 2019 and was approved by the Metropolitan Council on October 9, 2019.

The City Council adopted the 2040 Comprehensive Plan on January 28, 2020.

PREVIOUS PLANNING EFFORTS

This updated Comprehensive Plan represents the sixth major planning effort for the City of Mound. This plan represents an update to the 2008 Comprehensive Plan to comply with the requirements of Thrive MSP 2040 and new community issues. The original City Comprehensive Plan was prepared in 1961 and was updated with the 1979, 1990, 2000, and 2008 plans.

VISION FOR THE FUTURE

In order to effectively plan, a community must define its aspirations for the future. A community's "Vision" statement captures those aspirations and provides a basis from which the plan and strategic initiatives can be identified. It also serves as a benchmark to which future ideas and proposals not considered as part of this comprehensive planning process can be evaluated. Mound's Vision Statement was formed based on previous Comprehensive Plans, input from the community, and on discussions with the Planning Commission; Parks and Open Space Commission; and City Council. The Vision Mound defines for its future is:

Located on the western shores of Lake Minnetonka, Mound is a full-service community that recognizes and appreciates its unique setting. Its strong neighborhoods, quality schools, walkability and lake access make it a desirable place for residents of all ages. In the heart of the community, Downtown is easily accessible with places for people to live, shop, work and gather. Our commitment to preserving the natural environment ensures everyone can enjoy the community's four lakes and numerous wetlands, varied topography, open spaces and parks.

Within each chapter, a set of goals and policies was identified to provide additional clarity for the Vision. These goals and policies highlight the elements most important to the community and are critical to the achievement of the community's Vision. The goals articulate Mound's broad vision for each element of the 2040 Comprehensive Plan; whereas the policies provide more specific directions the community will follow in order to attain the goal.

PLANNING PROCESS

The 2040 Comprehensive Plan planning process extended for more than a year and involved numerous elected and appointed officials, as well as the general community. The process was overseen by the Planning Commission. The planning process was organized into the following tasks:

- » Task 1 - Update the Baseline Data - This task focused on start-up activities for the comprehensive planning process, including a meeting with Staff, assembling background data and maps, and establishing a document format. The consulting team focused on researching, analyzing, and communicating the local and regional context that might affect Mound over the planning horizon. This task also included evaluating the 2030 Comprehensive Plan and developing a market profile.
- » Task 2 - Conduct Phase 1 Engagement - Inform & Listen - This task focused on outreach efforts to help educate about the 2040 Comprehensive Plan and solicit input on community likes, needs, and concerns. This first phase involved the use of the Social Pinpoint website to engage the public.
- » Task 3 - Land Use and Parks Chapter - This step built on the information from the previous tasks to identify potential directions for the future land use, parks, and trails. Input was solicited from City Staff, the City Council, the Planning Commission, and the Parks and Open Space Commission.
- » Task 4 - Conduct Phase 2 Engagement - Consult and Collaborate - The various possibilities explored in Task 3 were presented to the public and feedback was sought. Consultants held an Open House, with over 50 attendees. Input was also gathered online through a survey, and over 100 people contributed comments and ideas.
- » Task 5 - Prepare Plan Document - The consulting team used the direction gleaned from previous tasks to develop the various sections of the 2040 Comprehensive Plan.
- » Task 6 - Conduct Approval and Adoption Process - This task included the formal review, approval, and adoption process. This process involved all of the steps needed for initial adoption of a plan to be sent to adjacent governmental units for review; revisions and then adoption of a plan submitted to the Metropolitan Council for review and approval; and final revisions and adoption of a plan as approved by the Metropolitan Council.



COMMUNITY INPUT & ENGAGEMENT

Community engagement is a means for all people to bring their voices into the process and to share their ideas, backgrounds, and experiences to plan for a future that benefits everyone. **Appendix A** shows the specific comments of community members as they participated in the variety of community engagement opportunities throughout the Comprehensive Planning Process.

Phase 1: Inform and Listen

The first engagement task acted as a general information announcement that established and communicated the study's purpose and goals, the planning process and methodologies, and the project schedule. It also provided an opening for interested parties to raise questions, express levels of interest, express issues or concerns, and identify values and priorities, as well as critical evaluation of the vision and guiding principles to determine if changes are warranted.

Social Pinpoint

Social Pinpoint is a map-based online engagement tool that allows community members to leave comments on specific areas of the city via a map. Commenters are then able to interact with each other, by upvoting/downvoting other comments, or replying directly into a comment thread.

We utilized Social Pinpoint for Phase 1: Inform and Listen engagement to identify areas in the city people like ("Like it!"), areas people don't like ("Needs work!"), comments specific to the parks system ("Needed Park Improvements"), and needed street/safety improvements ("Safety Concern").

Embedded throughout the Social Pinpoint website were also a variety of surveys, asking for input on the current Vision, commercial areas in the city, the City's Parks, and a SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis for the community.

In total, Social Pinpoint was open for comment for one month in Spring of 2017 and there were 277 comments and 55 survey responses during that time.

Key Findings

- » Generally, the Vision seems to capture what Mound should be in 2040
 - Some feel that Mound is, and should continue to be, focused on serving the needs of residents by being self-sustaining and offering an affordable lifestyle that is not otherwise available around the lake
 - Some feel that the community should be a destination for the region similar to Wayzata or Excelsior where there are small shops, restaurant, and nightlife -
 - Some felt that the Vision could be more unique or compelling – there is a desire for it to more clearly communicate to others in metro that Mound is an engaging place to visit
 - It is important for the vision to maintain the idea of preservation of the natural environment

- » There are positive features in the community that should be highlighted and retained
 - “Small town feel” with a relaxed, friendly atmosphere
 - The local library is a valued amenity that patrons would love to use more with expanded hours
 - Existing community garden is a great example of private investment that serves the public good
 - Dakota Rail Regional trail is excellent for connectivity across community
 - Commons and dock program unique and positive aspect of Mound
 - Public spaces on the lake important to provide access to those who do not live on the lake
 - Having a variety of parks and facilities is appreciated. This includes community parks like Surfside, neighborhood parks like Three Points and Philbrook, and facilities like Wolner Field, and Zero Gravity
- » Community appearance is a concern
 - Commercial areas, including vacant and/or building facades not maintained and undeveloped areas
 - Public infrastructure like welcome signs, water towers, etc. need face-lifts
 - Community gateways - they should be inviting and attractive, whether publicly or privately owned
 - Private property maintenance not up to standards in pockets around the City
 - Road conditions
 - Parks, particularly where dogs heavily using
- » Investment and redevelopment in Downtown, as well as along Commerce and Shoreline, should be a key focus of discussion in the Comprehensive Plan
 - Additional investment needed to fill vacant spaces and improve building maintenance in Downtown
 - Revamp Commerce Boulevard to add greenspace and sidewalk/trail to encourage more pedestrian traffic along corridor
 - Explore adding outdoor gathering places
- » Park investment is needed
 - Important that parks are within walking distance of neighborhoods
 - Open spaces and natural areas should be preserved for informal play and natural resource protection
 - Facilities need to be replaced, such as aging playgrounds, park signs, landscaping, and tennis courts
 - Explore opportunities to provide off-leash dog area, disc golf, skating, pickleball, and community garden
 - Add amenities to support users, including picnic tables, trash cans, restrooms, parking, etc.
 - Develop a plan for the revitalization of Surfside Park
 - Include neighborhood and community input in development plans

- » Safety continues to be a concern at intersections throughout the community
 - Motorized and non-motorized movement in downtown should be evaluated, including Dakota Rail Regional Trail, cut-through traffic on Auditors Road, and turn lanes on Commerce
 - Intersections on Commerce at Grandview Middle School and Westedge
 - Sidewalks explored along Lynwood Blvd. west of Downtown, Bartlett, and Wilshire Boulevard
 - Multiple restricted visibility areas along Three Points Boulevard cause dangerous conditions
 - Explore year-round rather than seasonal stop signs at key intersections
 - Stormwater management into lakes

Phase 2: Consult & Collaborate

The second engagement task focused on seeking input from the community on the initial directions for land use, parks, and trails. The Open House, which 50 people attended, provided an introduction to the comprehensive planning process, presented the land use concepts overall and for each of the focus areas, and described the proposed future parks and trails system. The information presented at the open house was then modified and included in an online survey that was completed by more than 100 people. Given that the Open House and Survey presented the same information and asked similar questions, the results are combined into one summary.

Key Findings

Input received in the second phase was largely consistent with what the planning process heard during the first phase of engagement. Many expressed a desire for an improved appearance for the community. This includes improvements to existing properties, thoughtful design of new development, and a reduction in the number of vacant commercial spaces. Also supported is the proposed improved visual connection between Downtown and Surfside Park, whether that would be from redevelopment or improvement streetscape. After reviewing the concepts for the mixed-use areas, most respondents were generally supportive. Concerns were raised about whether the mix of residential and commercial was appropriate in some areas. There were also concerns about density, particularly related to traffic and design character of buildings. Respondents also expressed a need within the mixed-use areas for green space and public access to the lake front, more parks and amenities in the City to serve the additional residential development and pedestrian-oriented design to allow movement within and among the proposed mixed-use areas.

Participants in the second phase of engagement concurred with the need for more investment and improvements in the existing park system. Prioritization of the proposed actions identified as the top three as the creation and implementation of a maintenance and replacement schedule for neighborhood and pocket parks, the annually updating of the Capital Improvement Plan to meet needs, and the development of a feasibility study to evaluation of a trail link between Downtown and Surfside. Respondents also agreed that the City needs to continue to explore options to improve safety at the crossings of the Dakota Rail Regional Trail through Downtown. Comments received also expressed an interest in the ability to walk around Lost Lake.



2. COMMUNITY CONTEXT

This portion of the 2040 Comprehensive Plan summarizes the large amount of information reviewed and analyzed as part of the comprehensive planning process. The data was gathered from a variety of sources, including existing plans and studies, websites and discussions with City Staff.

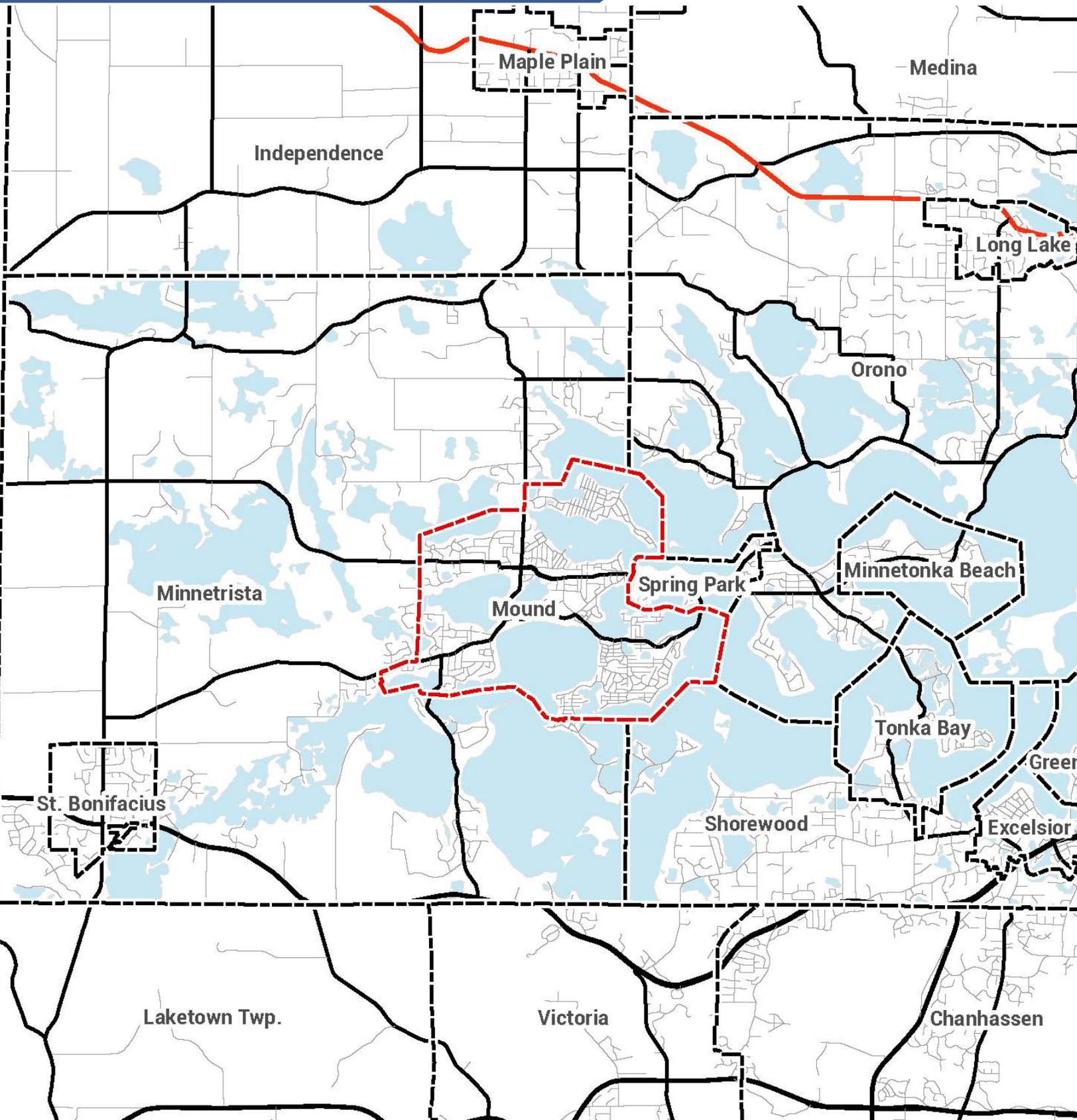
REGIONAL SETTING

The City of Mound is located on the western shores of Lake Minnetonka and its numerous bays. Located in southwestern Hennepin County, it is approximately 25 miles west of downtown Minneapolis. Highway access into Mound is provided by County Roads 15 from the east and west, 110 from the north and west, and 44 from the south. As shown in **Figure 2.1**, neighboring Lake Minnetonka communities include Minnetrista, Shorewood, Spring Park, and Orono. Mound is physically separated by water from every community except Minnetrista, who also shares the largest border with Mound.

HISTORICAL DEVELOPMENT

Mound's existing, and future, evolution is directly tied to its natural landscape and historic settlement pattern. The City's numerous bays, inlets, wetlands and hills not only created a beautiful setting for residential development, but also shaped the placement of roads and buildings as developers and engineers sought efficient ways of crossing waterways and constructing roads that were not too steep.

Figure 2.1 Regional Setting



The community initially consisted of lakeshore cabins on small residential lake lots. As it was primarily a summer destination the City was platted with relatively narrow street rights-of-way and substantial areas of park commons. This established pattern results in future land use and redevelopment issues that are unique to Mound and generally not found in other suburban communities.

Commercial districts in Mound sprouted in various locations in response to the primary mode of transportation of the time. By the 1870s, the primary business district was located just off Cooks Bay near present day Commerce and Bartlett. The area had a general store, post office, saw mill, boat works, two hotels, two boat fleets, and several homes.

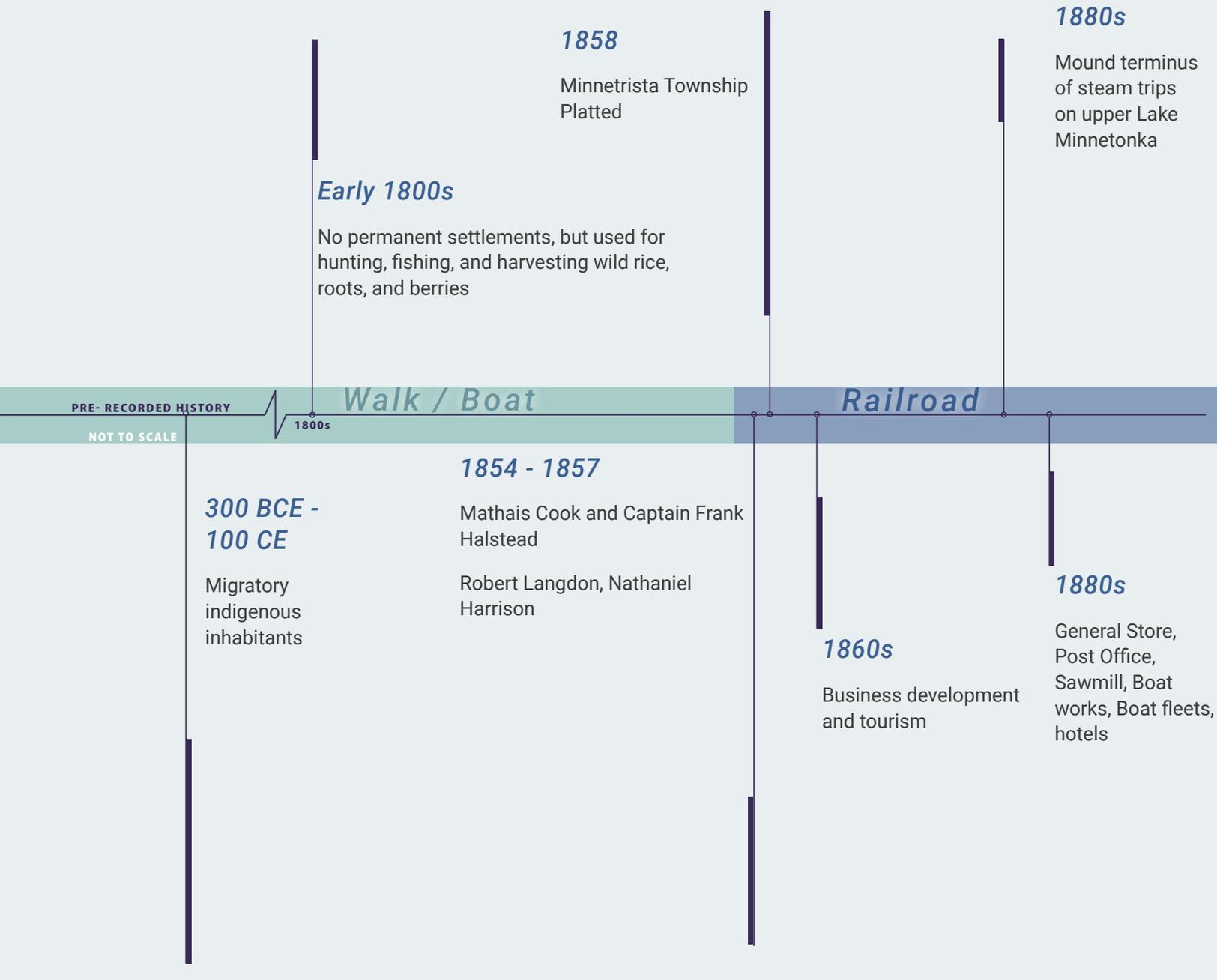
When the railroad came to Mound it shifted focus away from the Cooks Bay area to the historical intersection of County Road 15 and Commerce Boulevard, located near the current Dakota Rail Regional Trail. By 1912, this intersection boasted a hardware store, lumberyard, cafe, church, bank, liveries, post office, and hotels.

The moving and the timing of Mound's business district development impacted its form and character as compared to other Lake Minnetonka communities. While in other communities the downtown is directly adjacent to the lake front, in Mound the majority of downtown shifted a half mile north away from direct access and visual connection to the lake. To help establish a better connection to the downtown area, the Lost Lake channel was dredged.

In addition to losing its visual and physical connection to the lake, the business district in Mound also never saw the construction of brick and stone buildings, an often noted feature in destination downtowns. In Minnesota small towns, brick and stone buildings were most frequently constructed in the late 1800s and early 1900s. This type of construction was often used to replace an existing wood frame building as the business or property owner prospered. Brick and stone buildings were also often constructed in response to major fires in a business district. With no major fires and the construction of a second business district in the early 1900s due to the arrival of the railroad, Mound never saw the construction of a traditional historic main street like other communities. Instead, Mound has historically had multiple commercial districts that extend along both Shoreline and Commerce Boulevards.

In considering the development pattern of the community, it is also important to recognize that the Mound of today is really the result of multiple mergers. While there was a place called Mound City in the 1800s, the area was really a part of Minnetrista Township. The Village of Mound formally incorporated in 1912. The Village then expanded with the mergers of a variety of legacy, unplanned communities, including the Three Points Neighborhood (1959), Village of Island Park (1960), Halstead Heights Neighborhood (1960), and Shadywood Point Neighborhood (1963). Much of the development pattern of the community was largely set by the end of the 1960s. In fact, a look at the age of housing stock finds that more than half of Mound's existing homes were already constructed by 1970.

TIMELINE OF MOUND HISTORY



1912

Village of Mound incorporated.

Business Center moving busy corners to Commerce and Railroad track (CR 15)

1960s

Sanitary sewer system, street lighting downtown

1975

Commons Dock Ordinance

1930s

Most visitors were summer residents who had privately owned lake cottages

1980s

Departure of Tonka Toys

1986 - Commerce Place Shopping Center

Automobile

1900s

2000s TODAY

Early 1900s

Railroad tracks extended - tourists arrive via train rather than boat

1959 - 1963

Mound Annexed/Merged

- » Three Points Neighborhood (1959)
- » Village of Island Park (1960)
- » Halstead Heights Neighborhood (1960)
- » Shadywood Point Neighborhood (1963)

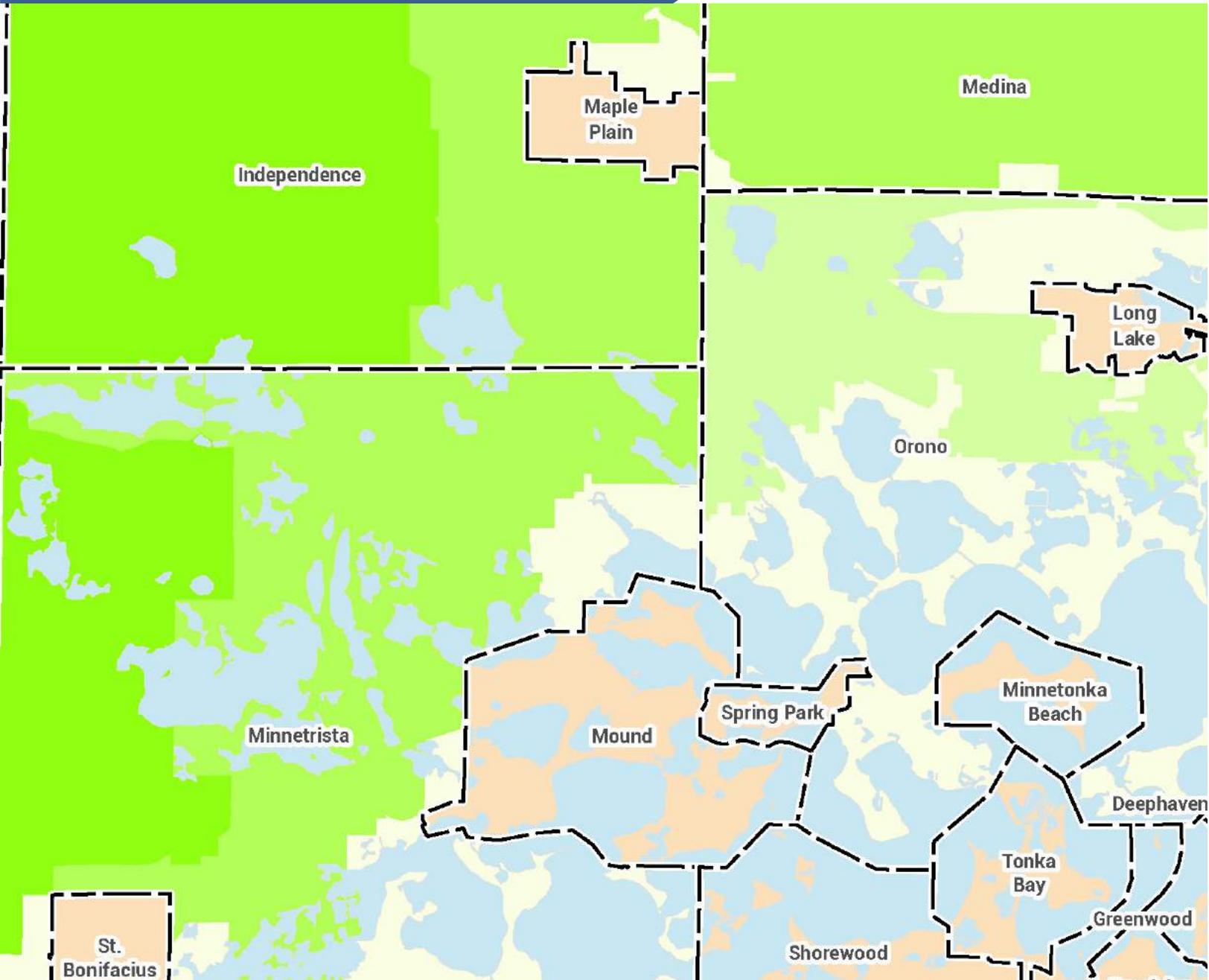
1974

Village of Mound becomes City of Mound

City Hall built

Indian Knoll Manor built

Figure 2.2 Community Designation



- | | | |
|--------------------------|------------------------|-------------------|
| Jurisdictional Boundary | Suburban | Diversified Rural |
| Urban Center - Core City | Suburban Edge | Rural Residential |
| Urban Center | Emerging Suburban Edge | Agricultural |
| Urban | Rural Center | Non-Council Area |

REGIONAL PLANNING AREA DESIGNATION

As shown in **Figure 2.2**, the City of Mound is designated by the Metropolitan Council as Suburban, meaning it is a developed community. Suburban communities experienced continued growth and expansion during the 1980s and early 1990s, and typically have automobile-oriented development patterns at significantly lower densities than in previous eras. The regional planning area designation identifies the Metropolitan Council's expectations for the community's growth levels and standards including: maintenance of current public infrastructure; renewing and improving infrastructure, buildings and land to provide for additional growth, particularly at centers along transit corridors; accommodating growth through reinvestment at appropriate densities, and supporting developments that integrate land uses.

NATURAL RESOURCES

Mound has a large amount and variety of natural features, including numerous lakes, wetlands, rolling topography and mature tree cover that lend character to the community. Although the historical development of much of the community is typical of urban single family densities, the many natural features provide a sense of openness that provides relief from the community's urban form. Lake Minnetonka and its many bays, Lake Langdon, Dutch Lake and recently reclaimed Lost Lake are Mound's most defining natural resource features and have significantly influenced the community's development and street patterns. The entire city is located within the Minnehaha Creek Watershed District, which means that the community's surface water drains to Lake Minnetonka, which then empties into Minnehaha Creek and ultimately drains into the Mississippi River in Minneapolis.

A Natural Resources Inventory (NRI) was completed for the City of Mound in March 2006 by the Hennepin County Department of Environmental Services (HCDES). The study was conducted in cooperation with the City of Mound, with funding assistance from the Minnesota Department of Natural Resources and the Metropolitan Council. The purpose of the NRI study was to classify existing land cover (natural and developed) for the entire city and to assess the relative ecological quality of the City's remaining natural areas, including wetlands, soil types, high quality natural community remnants, and rare plant and animal species. The study found that the original land survey notes from 1853 to 1856 for the state indicate that the City of Mound pre-settlement vegetation was dominated mostly by Upland Deciduous Forest as part of the historic Big Woods landscape that covered a large part of south-central Minnesota.

The NRI identifies a number of individual natural community remnants within the city, including oak forest, maple basswood forest, lowland hardwood forest, floodplain forest, mixed hardwood swamp, willow swamp, poor fen shrub, birch bog, cattail marsh, wet meadow and water lily open marsh areas. The study also recommends some conceptual greenway/open space corridor areas that the city is encouraged to use as a foundation for planning and preserving natural areas.

THRIVE MSP 2040 SUBURBAN POLICIES

Mound has been designated as an Suburban community. The following are examples of the policies Suburban communities similar to Mound are expected to incorporate into their plans:

- » Plan for new growth and redevelopment to occur at a density of at least 5 units per acre.
- » Plan for a mix of housing, including affordable housing.
- » Preserve and support areas for employment.
- » Plan for and program local infrastructure needs (roads, sidewalks, sewer, water, and surface water) to meet future growth and redevelopment.
- » Identify opportunities to improve pedestrian and bicycle circulation.
- » Integrate and identify strategies for natural resources conservation and restoration.
- » Implement best management practices to control and treat stormwater.
- » Identify and address community resiliency.

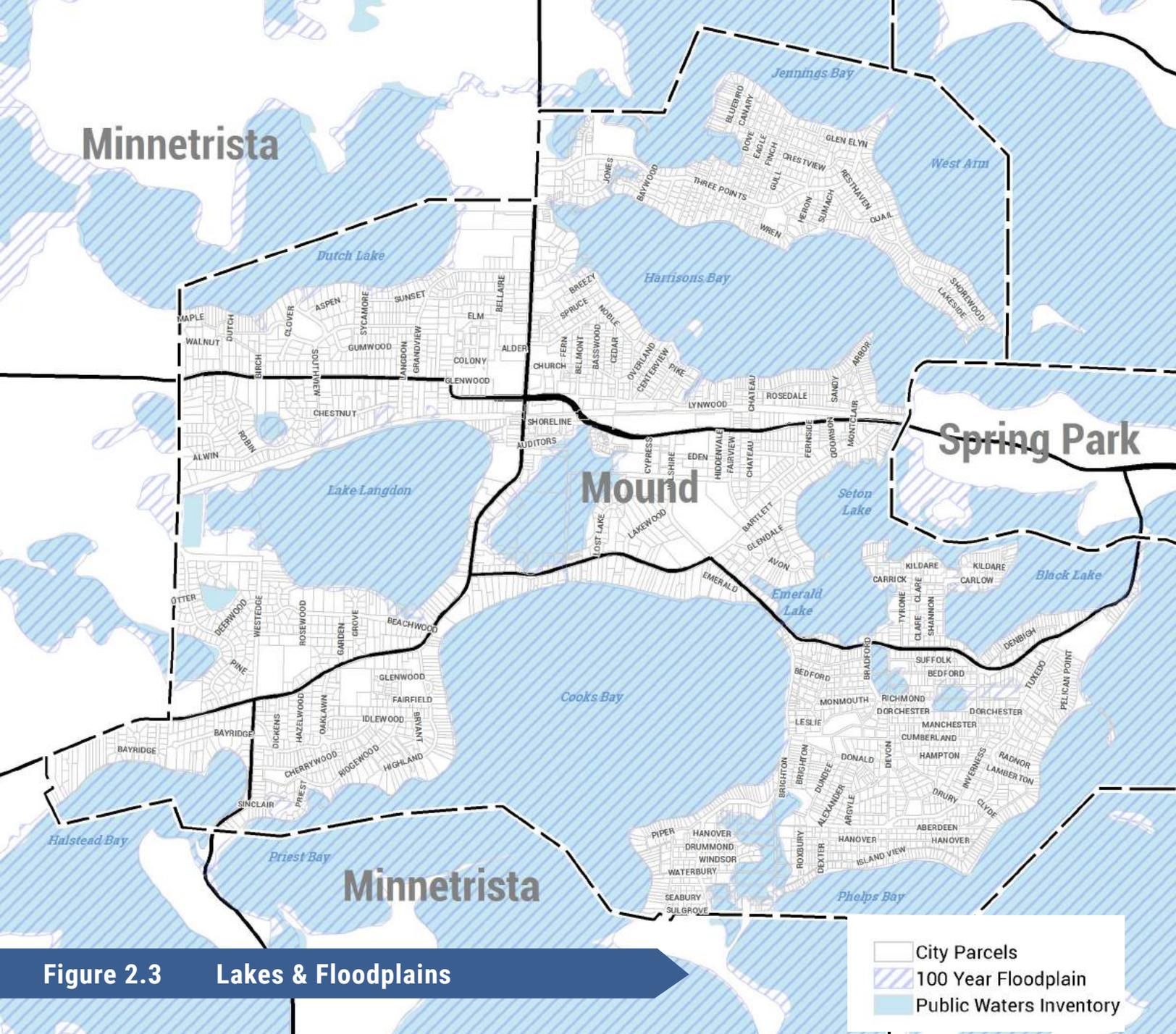


Figure 2.3 Lakes & Floodplains

Lakes and Floodplains

The NRI shows that lakes account for approximately 45% of the community's land cover. Lake Minnetonka and its many bays surround the community to the north, east and west. In fact, the southeast portion of Mound, commonly known as "the island" neighborhood, is actually an island within Lake Minnetonka and the Three Points neighborhood is a long peninsula that juts out into Lake Minnetonka. Lake Langdon is located in the western portion of the community and Dutch Lake is in the northwest corner of the community. Finally, Lost Lake was recently reclaimed in the very center of the community abutting the south edge of downtown Mound. The floodplains associated with these lakes are defined as the areas where surface flooding has the statistical likelihood of occurring once every 100 years. The floodplain can be divided into two areas: the floodway and flood fringe. The floodway is the area where absolutely no development should take place. The flood fringe is suitable for development if proper filling and flood proofing is

conducted as part of construction. As shown in **Figure 2.3**, most of the floodplain areas border the lakes and are directly linked to fluctuating lake levels. The Federal Regional Elevation establishes floodplain elevations for the three major lake systems in the community. The 100 year lake elevations are as follows: Lake Minnetonka = 931.0; Dutch Lake = 940.0; Langdon Lake = 935.0. Structures are required to be elevated above these 100 year flood elevations to protect their integrity and occupants in a flood event. The Regulatory Flood Protection Elevation for each lake is as follows: Lake Minnetonka = 933.0; Dutch Lake = 942.0; Langdon Lake = 937.0.

Wetlands

Wetlands usually consist of peat and mucky soils covered with marshy vegetation. These areas experience a seasonal to permanent wetness with the water table lying within two feet of the surface. Wetlands serve as natural components of the overall storm water management system by holding water during heavy rains until evaporation or percolation occurs. Wetlands also serve as natural filters by removing impurities as the water passes through them prior to entering the underground water table. Wetlands also serve as a valuable habitat for wildlife, providing food and cover.

Many of these areas are presently used as public open space. As shown in **Figure 2.4** the most intensive wetland networks lie in the Lake Langdon, Emerald Lake and Lost Lake areas. The city has established a set of wetland management requirements to ensure the continued functional and aesthetic preservation of these areas.

High Water Table

A high water table elevation also poses developmental limitations within a community. A water table that lies within two (2) feet of the surface can cause structural damage. Areas where the water table lies within one (1) to two (2) feet of the surface coincide with wetland areas. Moderate development limitations result from water lying three (3) to four (4) feet below the surface. Generally when the water table exceeds five (5) feet in depth, slight to moderate limitations are encountered. Most of Mound has a water table that exceeds five (5) feet in depth.



Figure 2.4 Wetlands

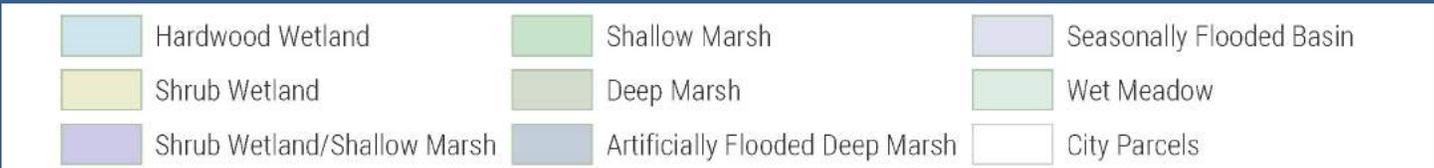
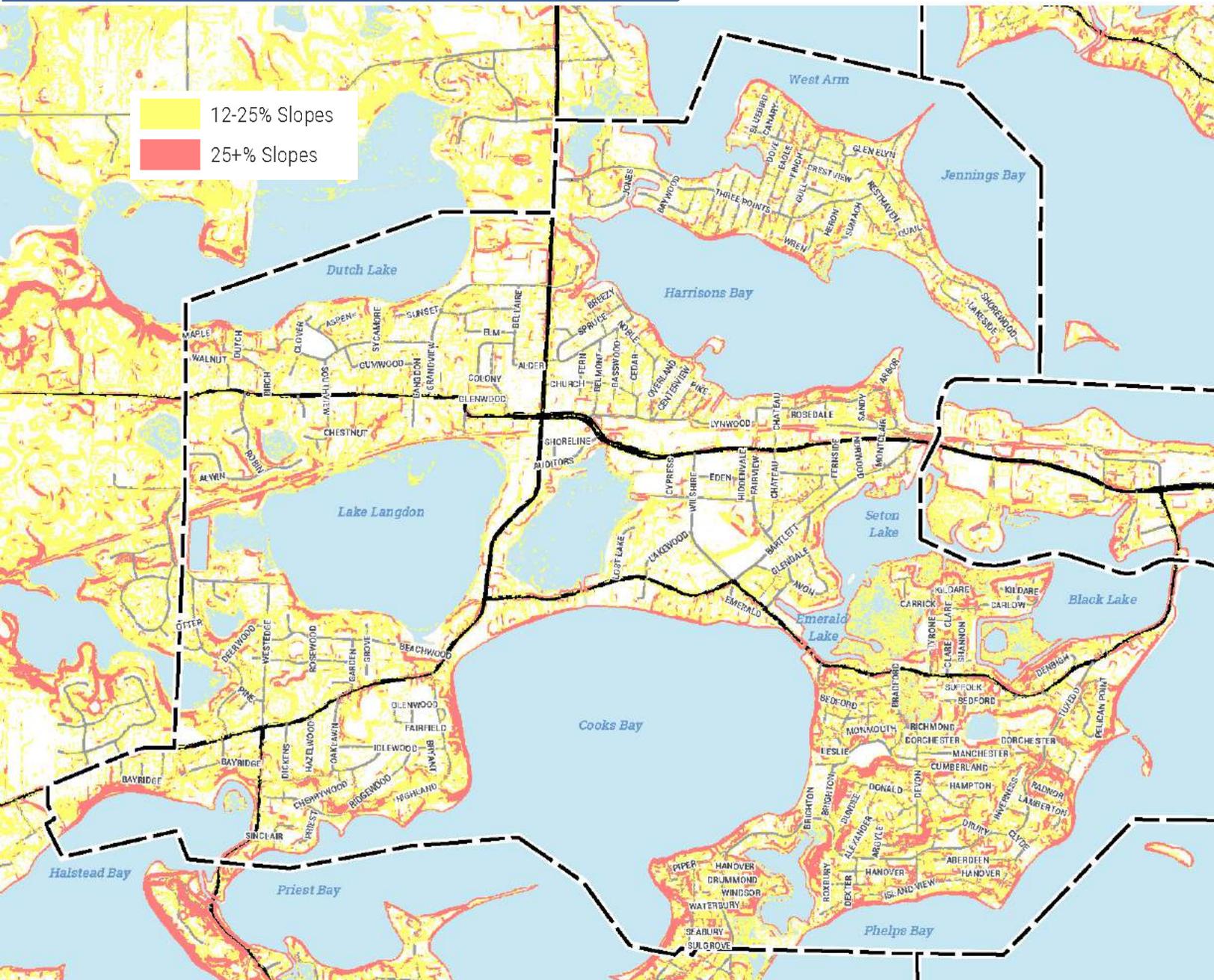


Figure 2.5 Slopes



Slopes

Slopes can pose limitations on development. Severely sloped land more easily erodes, creating potential foundation problems. The steep slope map designates areas where slopes pose moderate to severe limitations on development. Land with slopes of up to 25% pose moderate limitations, however, they can be developed utilizing proper construction techniques. Land with slopes greater than 25% pose more severe development limitations and require proper management techniques. Those areas are shown in **Figure 2.5**. Additional slope protection is provided for in the shoreland management regulations for all areas within 1,000 feet of lake shorelines. The regulations limit structures on the most severe slopes in the City and also require proper management of vegetation to reduce the potential for soil erosion.

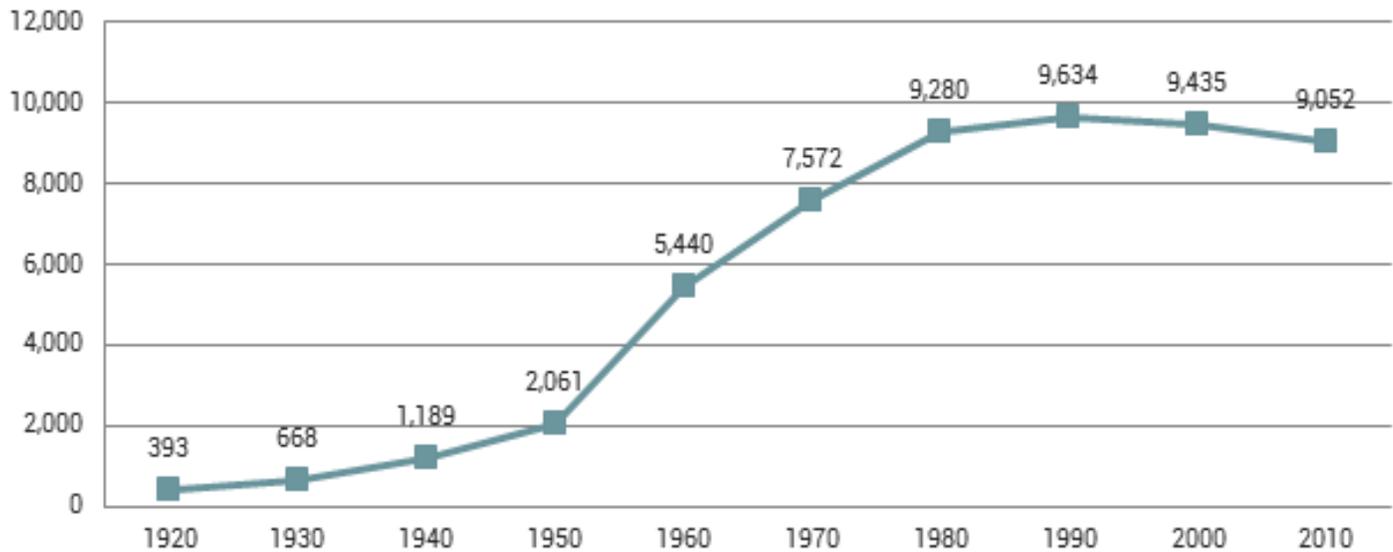
CULTURAL RESOURCES

The Lake Minnetonka area has many cultural and historical resources that play an important role in the area's rich heritage. Prior to modern settlement, the Lake Minnetonka area was inhabited by Dakota and Ojibwa Indians. Evidence of cultural practices is indicated by earthwork mounds and "burial mounds" that existed through the late 1800s and early 1900s. Although most of these mounds have been heavily disturbed by human settlement and modern construction activity, a few are still intact. The Historical Society of Minnesota, now called the Minnesota Historical Society, recognized in the late 1800s the importance of documenting the mounds that were believed to have been created by early aboriginal peoples. A state-wide study was commissioned and preformed by Alfred J. Hill and later by Theodore H. Lewis with assistance from Jacob V. Brower. The findings of this survey are published in the book, "The Aborigines of Minnesota" by N. H. Winchell, 1911. Excerpts from this book on documented sites in Mound follow.

Within the City of Mound, the Hill & Lewis book contains 103 burial mounds that were surveyed a century ago (a copy of diagrams from this book is available at City Hall). Not all of the "burial mounds" contained human remains so it is not wholly accurate to describe them as such. The State Archaeologist Office officially terms them as "earthwork mounds" for this reason. Pre-1900 when there was little development in the area, most of the sites were untouched. As Minneapolis and St. Paul grew, Lake Minnetonka became a popular place for recreation and excursions. Intrigued by this lore, people sought out artifacts from these Indian cultures. As settlement from Minneapolis pushed further west, development overran most of the shoreline areas where mounds were surveyed. Most of these mounds have been severely impacted by development activity over the years.

Nonetheless, the mounds do receive protection by the State of Minnesota. The Minnesota Private Cemeteries Act, Minnesota Statutes Section 307.08 affords all human remains and burials older than 50 years, and located outside of platted, recorded or identified cemeteries, protection from unauthorized disturbance. Any party that knowingly disturbs a site where artifacts are present is subject to felony charges by the State. Public education is then an important role in protecting and preserving any remaining sites.

Figure 2.6 City Population 1920-2010



Source: US Census 1920-2010

DEMOGRAPHICS

An examination of population and housing characteristics provides information useful for planning for city services and anticipating changing population needs. Data was primarily gathered from the United States Census, the Metropolitan Council, Hennepin County and the City of Mound.

Population

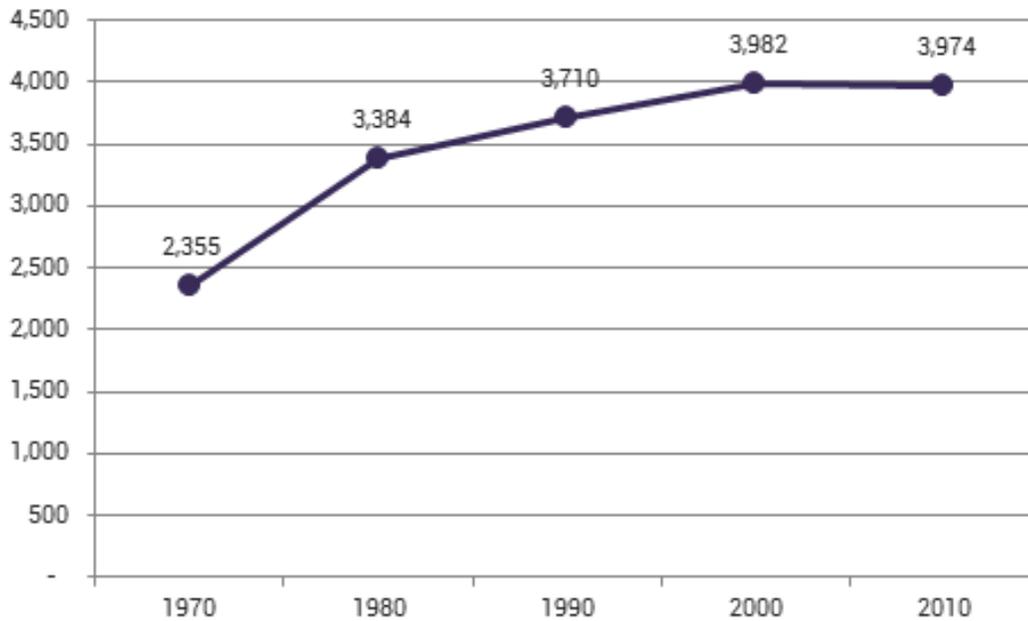
The population in Mound dropped about 5% from 9,435 people in 2000 to 9,052 people in 2010. The American Community Survey estimated the population to be 9,249 in 2015. Historical population figures show significant growth in Mound between 1950 and 1980. This growth reached its peak in 1990, as Mound transitioned from a developing community to a fully-developed community. Since then the population of Mound has decreased slightly to stay fairly consistent over time between 9,000 and 9,500.

On a regional level, both Hennepin County and the Metropolitan Area are expected to see population increases. It is estimated that the Twin Cities Metropolitan Area will add about 840,000 people by 2040.

Households

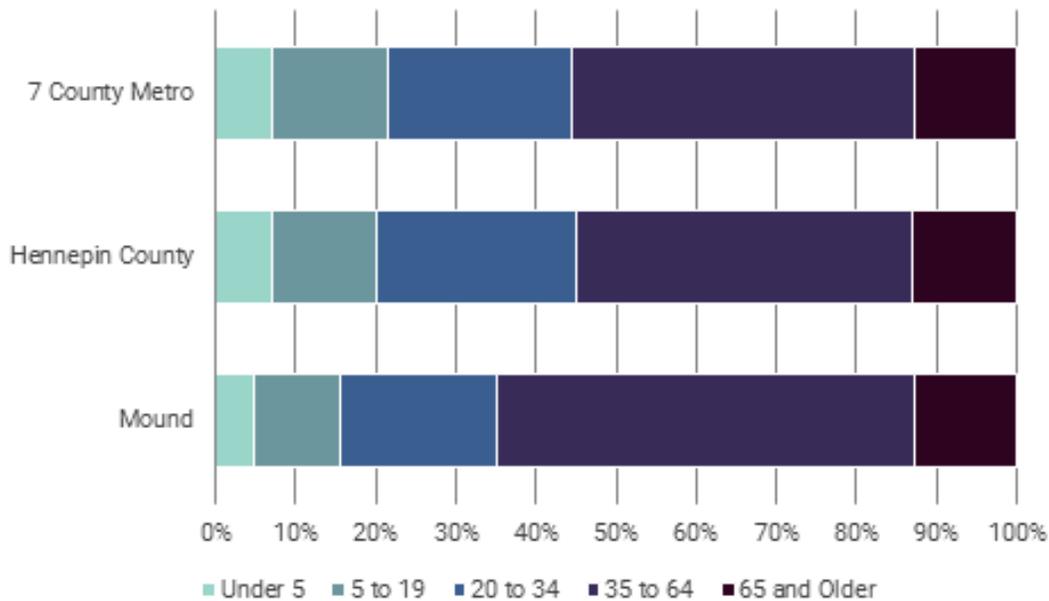
Over the last decade, the number of households in Mound decreased very slightly, by eight households (~0.2%), while the number residents decreased by 5%. This happened as a result of the continued decrease in the number of people per household. In Mound, the number of people per household dropped from 3.13 in 1990 to 2.37 people in 2000 to 2.27 people in 2010. This trend is often attributed to the fact that adults are waiting longer to get married and have children; families are having fewer children; the aging of the baby boom generation who are becoming empty-nester households; and the continued increase in life-spans.

Figure 2.7 Households 1970 - 2010



Source: US Census 1920-2010

Figure 2.8 Age Distribution of Population 2015



Source: American Community Survey 2015

Age

The age distribution in the City of Mound is slightly different than the rest of Hennepin County and the Twin Cities Metropolitan Area. Over one-half of the population in Mound is between 35 and 64 years of age, with the median age being 42.9 years in 2015. With such a significant portion of the population between 35 and 64, it is important to note how small of a proportion children (19 and under) are in Mound, making up around 15.6% of the population.

ECONOMIC CLIMATE

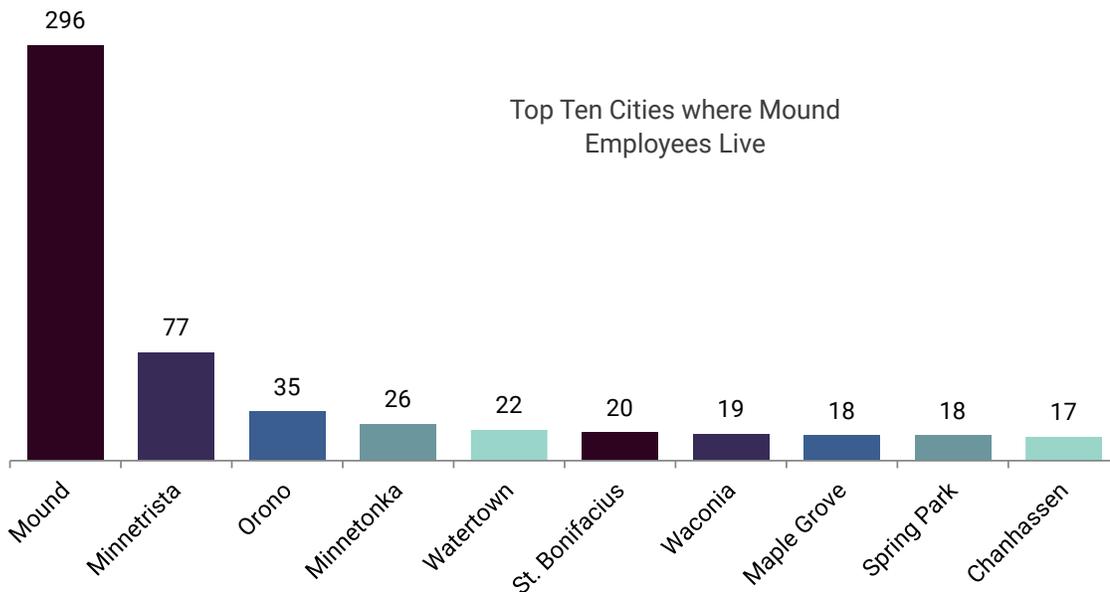
While the City of Mound is primarily a residential community, there is a desire to have a stable base of employment to provide opportunities for residents to live and work in the community. According to the US Census, Mound had approximately 1,165 jobs in 2010. Approximately 31% of the people working in Mound reside within the community with employees who commute into Mound living in nearby communities, including Minnetrista, Orono, Minnetonka, and Watertown. There are also a number of employees who travel from other communities in Hennepin, Carver, and Wright Counties.

Since the closure of the Tonka Toys plant in 1984 with a loss of 814 jobs, the City has found it difficult to get back to its 1980 employment number. The Balboa Business Center, created on the former Tonka Toys site, has attracted business tenants to occupy most of the space. Businesses include a variety of manufacturing, warehousing and service businesses.

The Metropolitan Council estimates that additional employment growth will occur in Mound. The growth rate is estimated to be modest business expansion in the service and retail sectors. Development forecasts anticipate employment will grow to 1,900 by 2040. The redevelopment of Downtown Mound should assist with the development of additional employment opportunities.

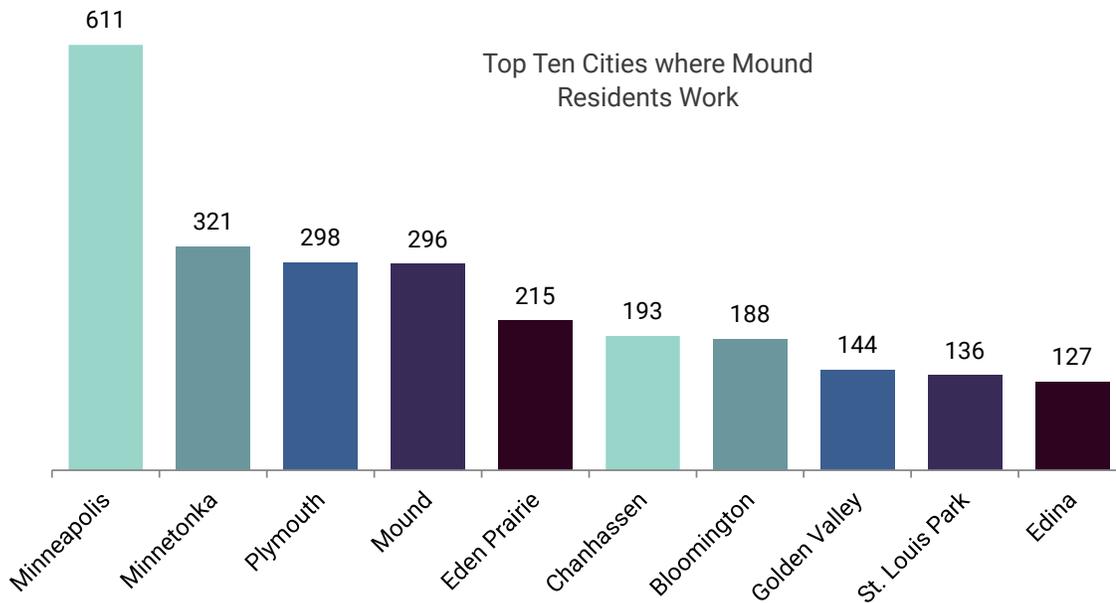
Approximately 76% of those over 16 years of age are in the labor force with about 39% in management or professional occupations and 28% in sales and office occupations. Almost half of Mound residents commute more than 30 minutes for their job, which is greater than the rate for Hennepin County and the Twin Cities

Figure 2.9 Residence of Mound Employees 2014



Source: US Census 2017

Figure 2.10 Employment Destination for Mound Residents 2014



Source: US Census 2017

Metropolitan Area. About 7% of Mound residents work in Mound, other places of employment include Minneapolis, Minnetonka, Plymouth, and Eden Prairie. According to the 2011-2015 American Community Survey, the median household income in Mound was \$73,750. This is slightly higher than both Hennepin County's median household income of \$65,834 and \$68,800 for the Twin Cities region.

Out of the 4,683 residents of Mound who were employed in 2014, around 6.3%, or 296, of them both lived and worked in Mound. The remaining employed residents worked in Minneapolis (13%), and larger suburbs such as Minnetonka (7%), Plymouth (6%), Eden Prairie (5%), Chanhassen (4%), Bloomington (4%), Golden Valley (3%), St. Louis Park (3%), and Edina (3%).

FORECASTS

The 2040 Regional Development Framework includes forecasts for households, population and employment for the years 2020, 2030, and 2040. These forecasts were developed with input from the City of Mound and are updated periodically. Forecasts are based on historic trends, 2010 Census data, current demographic data, annual monitoring of building permits, employment data and comprehensive plans.

Table 2.1 Mound Projections

	Census			Projections		
	1990	2000	2010	2020	2030	2040
Population	9,634	9,435	9,052	9,400	9,600	9,650
Households	3,710	3,982	3,974	4,160	4,300	4,340
Employment	1,849	1,709	1,165	1,070	1,400	1,500

Source: Metropolitan Council 2018, City of Mound

EDUCATIONAL SYSTEM

Mound is part of the Westonka Public School District #277, which was consolidated in 1917. It serves the cities of Mound, Minnetrista, Orono, Navarre, Spring Park, Shorewood, Independence, and Lyndale. The District offers a number of community education and service programs including:

- » Early Childhood Family Education (ECFE)
- » Westonka Adventure Club
- » Youth development programs
- » Recreation and enrichment classes
- » Adult Basic Education GED
- » Programs for disabled adults
- » Senior Citizen Programs

The Westonka School system has 2,300 students in kindergarten through grade 12, served by 175 teachers and 100 support staff. The school district has four schools, two of which are in Mound. The Grandview Middle School for 5th, 6th, and 7th grades is located at 1881 Commerce Blvd.. Shirley Hills Elementary School serves students in pre-kindergarten to grade 4 and is located at 2450 Wilshire Blvd..

In addition to the two public schools, Our Lady of the Lake School at 2411 Commerce Boulevard offers private schooling for preschool through eighth grade.

COMMUNITY FACILITIES AND SERVICES

The City has numerous facilities throughout the community. City Hall is centrally located at 2415 Wilshire Boulevard. The City Council Chambers is located in the former City Hall, renamed the Centennial Building, that now serves as offices for local organizations and non-profits, such as the Westonka Historical Society.

The Mound Fire Department, comprised of volunteers and a full-time chief, has been in existence since 1923. Fire and rescue services are provided out of the City Hall to Mound and the surrounding communities of Minnetrista, Spring Park, Shorewood and Minnetonka Beach.

In 2013, Mound began contracting with the City of Orono for police services.

The City has Public Work Facilities along Lynwood Boulevard and a parks maintenance facility on Leslie Road on the Island.

Library

The Hennepin County Library System's Westonka Branch is located at 2079 Commerce Boulevard. The branch is one of the County's 23 community libraries.



3. LAND USE PLAN

A community's land use patterns are typically one of the most significant defining physical elements in its landscape. The mix, location, form and relationship of adjacent and nearby land uses greatly affect the community's physical environment and social interaction. Typical of a Lake Minnetonka community, Mound's land use patterns and mix are dominated by residential uses. The existing development pattern is the result of its historical development as a lakeshore cabin community of small residential lake lots, narrow street rights-of-way, and substantial areas of park commons. This established pattern results in future land use and infill development issues that are unique to Mound and generally not found in other suburban communities.

The Land Use Plan provides a general concept for land use types, intensities and locations through the year 2040. Every parcel within the City's limit is placed into a specific land use category. The Land Use Plan seeks to reinforce desirable land use patterns, identify places where change is needed and guide the form and location for future land use changes.

“NET” ACREAGE

Please note that all acreages are “net” where arterial rights-of-way, water bodies, wetlands and public parks have already been removed.

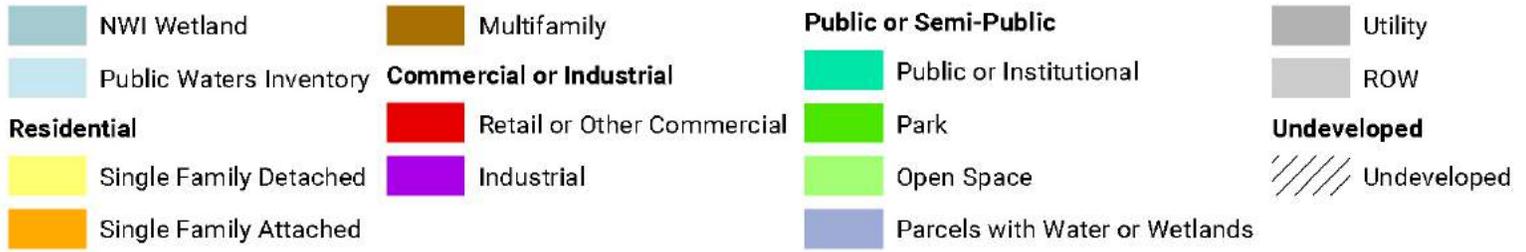
EXISTING LAND USE

Existing land use, depicted in **Figure 3.1**, was developed based on the analysis from the Metropolitan Council, information from Hennepin County’s parcel database, reviews of aerial photography, and field surveying by staff. A number of land use categories were established to aggregate similar land use types. **Table 3.1**, below, identifies the existing land use, amount of acres in that land use and what percent of the total it represents.

Table 3.1 Existing Land Use

Existing Land Use	Description	Acres (net)	Percent of Total
Single Family Detached	The most common land use within Mound. As a suburban lake community that developed in the last half of the 20th century, Mound has many neighborhoods of small- to medium-lot single family detached homes on quiet neighborhood streets.	957.43	29.52%
Single Family Attached	This category includes townhomes, row homes, twin homes, duplexes, triplexes, and quadplexes. While these housing types were not historically prevalent, infill sites along major corridors have utilized this type of land use. Notable developments of this type can be seen on Tuxedo Boulevard, Westedge Boulevard, Commerce Boulevard and Shoreline Drive.	34.84	1.07%
Multifamily	Mound has a few sites throughout the community that have multifamily apartments or condominiums. Most of these sites are along major corridors within the community, such as Commerce Boulevard and Wilshire Boulevard.	45.79	1.41%
Retail or Other Commercial	Existing commercial uses within Mound are concentrated along Shoreline Drive and Commerce Boulevard, with the exception of a few neighborhood commercial corners on the Island and on Three Points. Most businesses in the city provide local services and have site design oriented for customers with vehicles.	45.95	1.42%
Industrial	Mound has only one Industrial area within the city, the Balboa Business Center, located along Shoreline Drive. What was once home to the Tonka Toy Truck facility is now an incubator for many local industrial businesses.	13.89	0.43%
Public or Institutional	In addition to the City of Mound, other institutions within the community include the Westonka School District and many churches/religious organizations.	69.52	2.14%
Park	The City of Mound has 24 parks of varying sizes, as well as three additional public beaches, which serve the recreational needs of the community.	48.20	1.49%
Open Space	These areas of the city are publicly owned parcels which do not have an active public function (such as Utilities or Parks).	22.50	0.69%
Parcels with Water or Wetlands	As a Lake Minnetonka Community, being surrounded by lakes and wetlands brings its own opportunities as well as challenges. There are a number of parcels within the city which are covered by open water or wetlands.	1,623.82	50.07%
Utility	Parcels throughout the city which support water, wastewater, or other municipal services.	11.97	0.37%
ROW	Roadways and other public accesses.	332.45	10.25%
Undeveloped	Very few sites within Mound are undeveloped, and many vacant sites have wetlands or are not accessible to a public street. As such most development within the community will be infill development of existing sites.	37.00	1.14%
Total		3,243.35	100.00%

Figure 3.1 Existing Land Use 2017



FORECASTED GROWTH

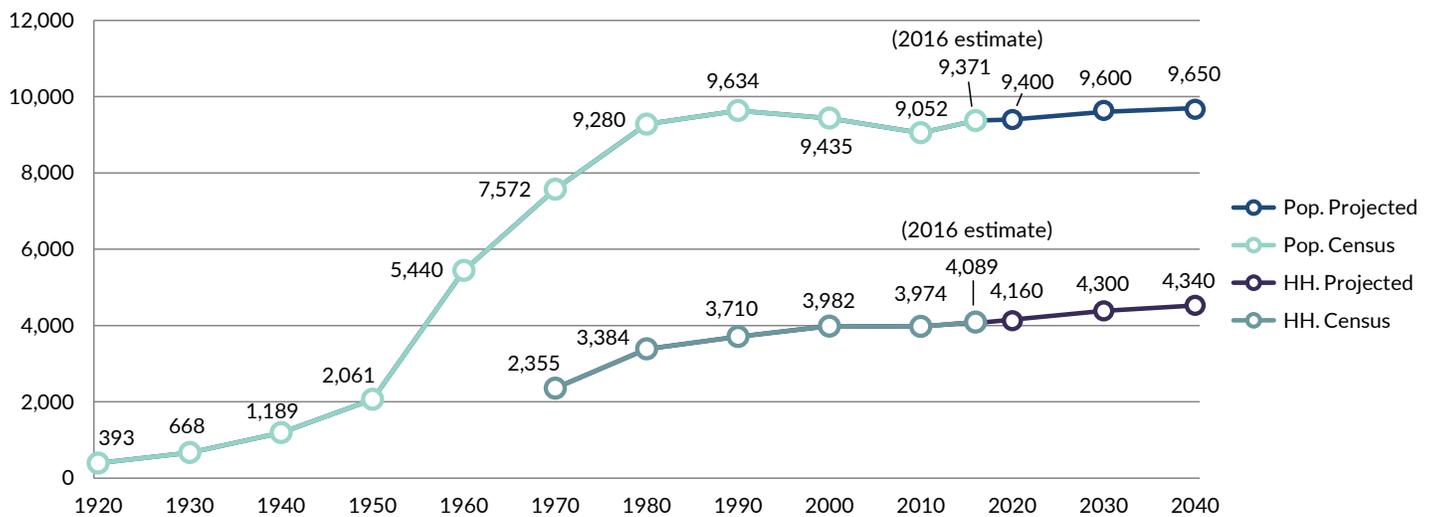
An important element in planning for the future is establishing forecasts for households, population and employment for the years 2020, 2030, and 2040. The Metropolitan Council established forecasts through their system statements in 2015. Since then, the City of Mound has worked with Metropolitan Council forecasting staff to adjust the forecasts to reflect more recent growth in the city, as seen in **Table 3.2**. Forecasts are based on historic trends, 2010 Census data, current demographic data, annual monitoring of building permits, employment data and comprehensive plans. The ability of the City to accommodate the forecasts for population and households were confirmed through the development of the Future Land Use Plan as described in the following section.

Table 3.2 Projections

	Census			Estimates		Adjusted Forecasts (2024)		
	1990	2000	2010	2016 / 2017	2021	2020	2030	2040
Population	9,634	9,435	9,052	9,371	9,408	9,400	9,600	9,650
Households	3,710	3,982	3,974	4,089	4,182	4,160	4,300	4,340
Employment	1,849	1,709	1,165	1,360	1,295	1,070	1,400	1,500

Source: 2010 Census, Metropolitan Council, City of Mound

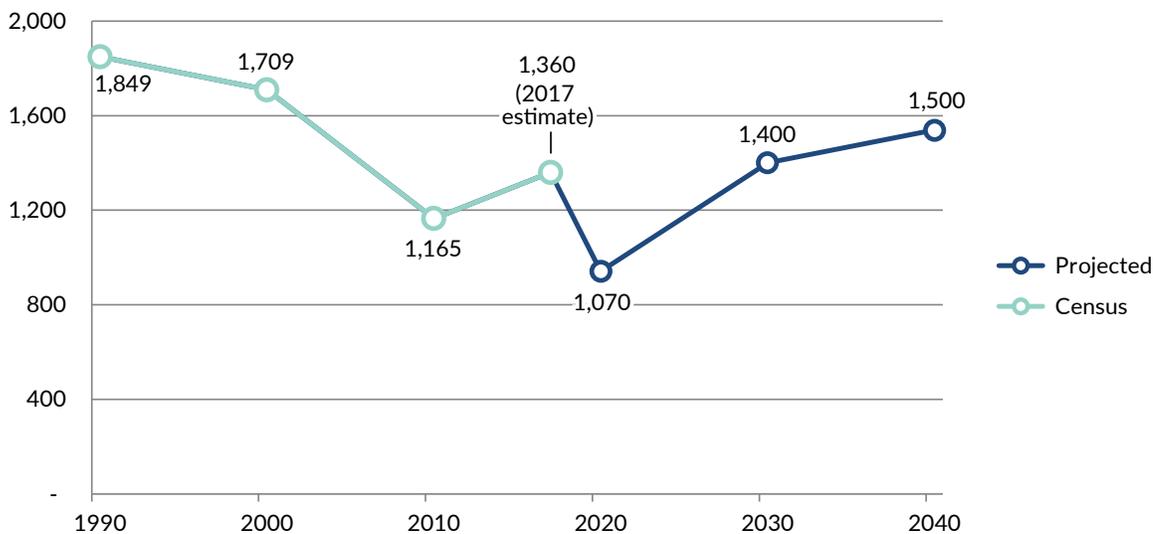
Figure 3.2 Population & Household Trends & Projections



As part of the Comprehensive Planning process a general market study was conducted for Mound. This market study involved a review of demographic and market trends and projections, as well as discussions with commercial property owners. The overall findings from the study were that the City will continue to have potential for population and household growth, but that it is likely that the number of jobs projected is significantly overstated. These conclusions were reached from the following findings from the market study:

- » Mound has not been a center for employment in the last few decades and has, in fact, lost jobs since 1970. However, it has, and may continue to be, a local node for goods, services, restaurants, and entertainment as neighboring communities to the west grow.
- » Currently the community has too much retail space and there is interest in converting some of that space to other uses. Consolidation of retail into a core area may be beneficial.
- » Mound residents tend to rely on larger retail shopping areas outside of Mound or electronic purchases for many of their everyday goods. The City may also see an impact from national trends, including retail consolidation.
- » Retail areas should continue to focus on serving day-to-day needs like groceries, pharmacy, eating and drinking, convenience items, and professional/health services.
- » The City has a limited office and industrial market with less than 60,000 square feet of offices and only one industrial area, the Balboa Business Center. Market analysis indicates that due to its location and transportation connections, it is unlikely the City will significantly capture more office or industrial. Offices uses will continue to be primarily small business offices like insurance, attorneys, etc. or medical services like dentists, chiropractic, etc. It is anticipated office uses will be integrated in future mixed-use areas as well as in stand-alone neighborhood commercial nodes.
- » The assumptions made in the Future Land Use Plan indicate that a more appropriate projection for the City's employment is 1,400 by 2030 and 1,500 by 2040 as shown in Figure 3.3 below.

Figure 3.3 Employment Trends & Projections



FUTURE LAND USE PLAN

The future land use plan, shown in **Figure 3.4**, builds on the community’s previous planning efforts. The community continues to be focused on maintaining a predominantly single-family residential character while encouraging commercial and mixed use areas in downtown, along major corridors and at major nodes.

The land use categories used in this Comprehensive Plan are similar to the previous plan. Changes include combining the former designations of “Pedestrian District,” “Destination District,” and “Linear District” into the designation “Mixed Use,” which is described in more detail on page 34. This land use plan also combines the previous “Park” and “Open Space” categories into “Parks and Open Space.” **Table 3.3**, below identifies the future land use categories, the amount of acres in each category and what percent of the total it represents. Please note that all acreages are “net” where arterial rights-of-way, water bodies, wetlands and public parks have already been removed.

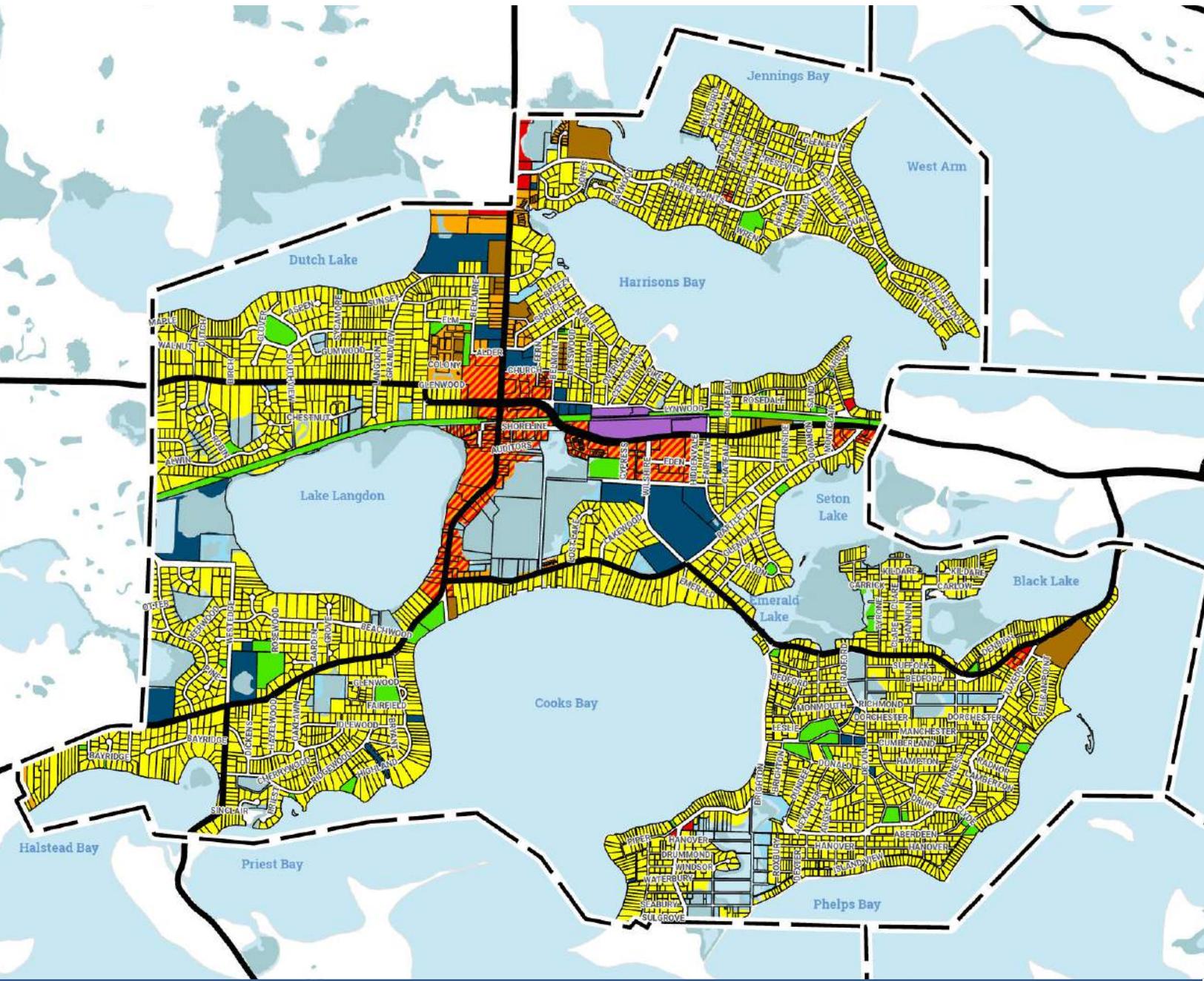
FUTURE LAND USE DESIGNATION BY DECADE

As the City is fully built out, and is entirely located within the MUSA, the future land use designations are planned to be the same for 2020, 2030, and 2040, as seen in **Table 3.3**.

Table 3.3 Future Land Use

Future Land Use	Description	Acres (net)	Percent of Total
Low Density Residential	Density range from 1 to 6 units per acre. This category accounts for the larger percentage of the housing in Mound and most of the land use. Typical housing types include single family detached and attached when within the density range.	998.32	30.78%
Medium Density Residential	Density range from 7 to 12 units per acre. Typical housing stock includes townhomes, row houses, and existing senior living facilities without significant medical support services. To minimize the potential impacts of these medium density uses to single family neighborhoods, these uses are generally located along arterials and collector streets.	32.38	1.02%
High Density Residential	Density range in excess of 12 units per acre and accommodates existing multi-building apartment, condominium, and senior living facilities. These are intensive residential uses that are appropriate along arterials and collector streets.	27.31	0.84%
Mixed Use	Meant to support a variety of uses including commercial, public, and residential uses including townhomes, row houses and existing multifamily apartments. New townhouse/row house development is anticipated to be between 8 and 15 units per acre.	68.72	2.10%
Neighborhood Commercial	Provides a variety or retail commercial and office uses that have a neighborhood scale. They are located along collector and arterial roadways to minimize the impact on the adjacent residential neighborhoods	7.81	0.24%
Industrial District	Limited to the Balboa Business Center and adjacent lands for business, assembly, manufacturing, wholesale, and storage uses.	13.57	0.42%
Public or Institutional	Includes city, school, church, and other public and quasi-public facilities and land.	70.95	2.19%
Park and Open Space	Areas used for active and passive recreation including playgrounds, ball fields, trails, and public access to lakes as well as resource protection.	59.07	1.82%
Public Water or Wetlands	Permanently flooded open water, rivers and streams, and wetlands included in the National Wetland Inventory (NWI).	1,633.67	50.37%
ROW		331.53	10.22%
Total		3,243.35	100.00%

Figure 3.4 Future Land Use



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.

STAGING OF DEVELOPMENT

POTENTIAL FUTURE IMPACTS ON LOCAL INFRASTRUCTURE

As a fully-built community, Mound already has its major infrastructure (roads, sewer, water) already in place. Even with future growth and intensified development at key points, major infrastructure needs are not anticipated beyond routine maintenance between now and 2040.

As a developed community, Mound will most likely experience only a limited amount of growth through the year 2040. Most of the growth will occur through infill development as there are very few vacant, developable properties remaining in Mound. **Table 3.6**, below, summarizes the anticipated household growth due to new development and infill development, and **Table 3.7** shows anticipated growth in employment based on development. As shown, the overall net density for new development in the City of Mound is likely to be between seven and seventeen units per acre, which exceeds the minimums for the community’s suburban designation requirement. The range of new housing units also meets the projections for each decade. The amount of infill development is difficult to predict as it is hard to know the timing of the private sector, so this table should be used as an indication on what is possible, and phasing when it is likely to occur, not required to occur. Most of the new housing units will be constructed in infill development projects as there are a limited number of low and medium density undeveloped parcels.

Table 3.4 Anticipated Net Acres by Phase

Future Land Use	Net Acres 2018-2020	Net Acres 2021-2030	Net Acres 2031-2040	Net Acres 2018-2040
Low Density Residential	-	1.7	1.7	3.4
Medium Density Residential	-	-	-	-
High Density Residential	-	-	-	-
Mixed Use	-	6.12	1.38	7.50
Neighborhood Commercial	-	-	-	-
Industrial District	-	-	-	-
Public or Institutional	-	-	-	-
Total	0	7.82	3.08	10.90

Table 3.5 Residential Units by Phase

Future Land Use	Percent Residential	Units Per Acre		Units 2018-2020		Units 2021-2030		Units 2031-2040		Total Units 2018-2040	
		Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Low Density Residential	100%	1.0	6.0			2	10	2	10	4	20
Mixed Use	95%	8.0	15.0	-	-	104*	135*	24	46	129*	181*
Total				-	-	106*	145*	26	56	133*	201*
Total Mound Development Units Per Acre										11.6	18.8

* Note that this includes one project with 18 units that is being completed in 2023 and another with 52 units that will be under construction starting in the summer of 2023

Table 3.6 Employment by Phase

Future Land Use	Percent Commercial	Jobs 2018-2020	Jobs 2021-2030	Jobs 2031-2040	Total Jobs 2018-2040
Mixed Use*	5%	-	100	100	200
Total		-	10	10	20

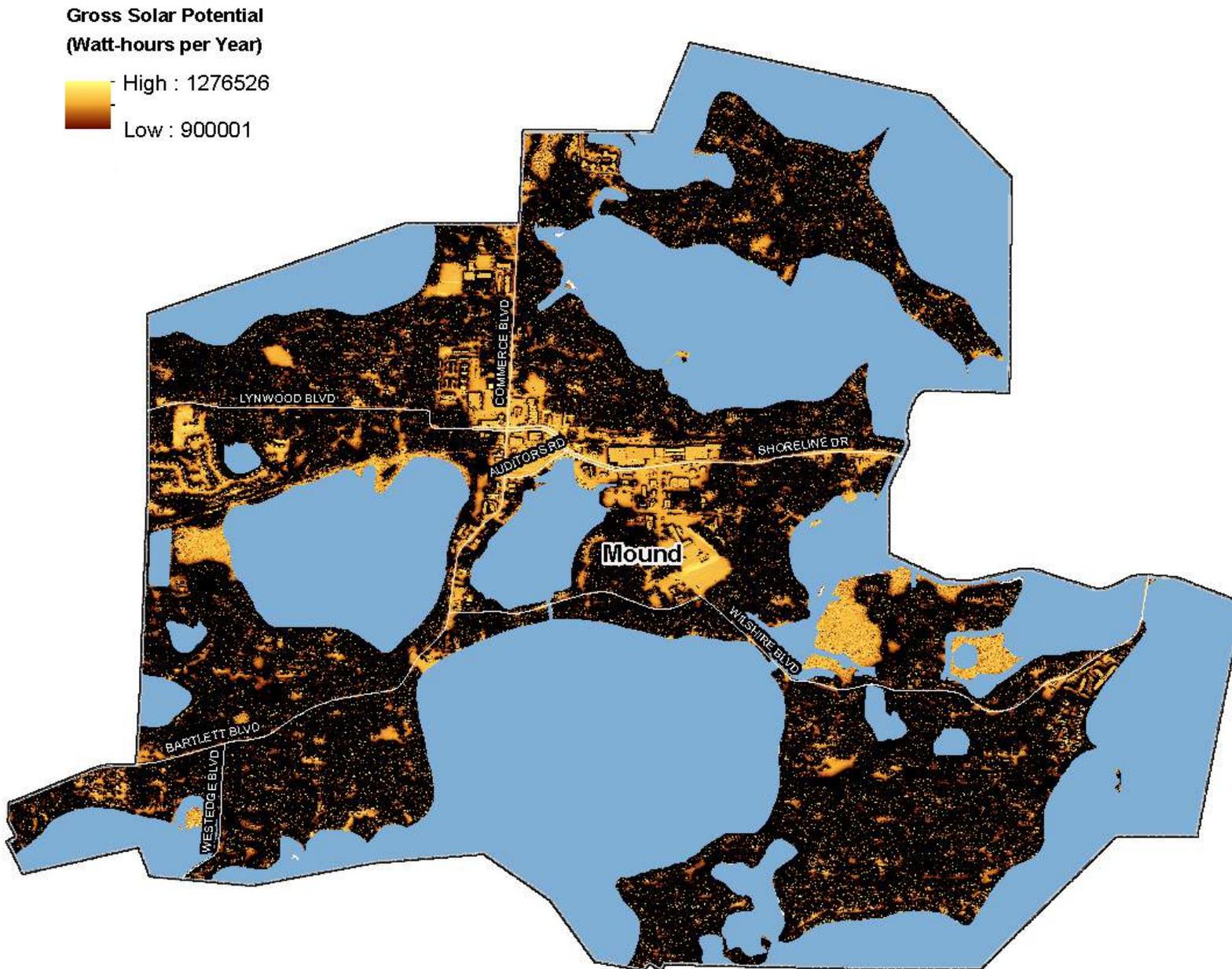
*It is anticipated that growth in employment will more likely come from intensification in use of existing commercial structures rather than significant new commercial construction.

RESOURCE PROTECTION

Solar Resources

In accordance with the Metropolitan Land Planning Act, the City has had an element for the protection and development of access to solar energy since the 1980 Comprehensive Plan. As shown in **Figure 3.6** most of Mound does not have solar potential that exceeds 900,000 watt-hours per year. The values represented in the map are reflected in **Table 3.8**. The gross solar potential and gross solar rooftop potential were calculated by the Metropolitan Council.

Figure 3.5 Gross Solar Potential



These potentials are expressed in megawatt hours per year (Mwh/yr), and represent gross totals. In other words, these calculations do not demonstrate the amount of solar likely to develop in Mound; instead the calculations estimate the total *potential* resource.

The fact that Mound is nearly a fully developed community suggests that consideration of solar access will occur during infill development efforts and on an individual basis. Accordingly, the City has identified a number of policies and actions, as seen on page 41, to ensure protection of solar access where appropriate.

Table 3.7 Solar Resource Calculation

Community	Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr)	Rooftop Generation Potential (Mwh/yr)
Mound	1,956,915	278,870	195,691	27,887

Historic Preservation

The Metropolitan Land Planning Act (Minnesota Statutes 473.859, Subd. 2) requires that local comprehensive plans include a section on historic preservation. Historic assets promote community pride and create a sense of community. As noted in Chapter Two (Community Context), the primary known cultural or historic resources in Mound are Indian burial and earthwork mounds. There are no historic buildings designated on the National Register for Historic Places.

As a developed community, it is unlikely that there are many intact archaeological resources within the community. However, as the community is committed to protecting its resources, it has and will continue to include assessments of historical and cultural resources as required for infill development projects.

Aggregate Resources

The City of Mound does not have any aggregate resources which need to be protected.

Critical Area Protection

The City of Mound does not have any areas which are part of a designated Critical Area that need to be protected.

Cultural Resources

The City provides the following notices relating to historical indigenous mound and earthwork burial mounds for development and building applications:

*Historic Indian burial mounds and/or earthwork sites have been discovered in and around the City of Mound. While many of the sites have been severely impacted by development over the years, they do receive protection under state law. Penalties will be imposed for the unauthorized disturbance of Indian burial mounds. Additional information may be obtained through the Minnesota State Archeologist. Any formal investigation of a site, including a determination of whether a mound or burial area exists on a subject site, is the responsibility of the property owner or developer. The issuance of permits by the City of Mound to do work on a site **does not** relieve the owner or developer of that responsibility.*

LAND USE GOAL, POLICIES, & ACTIONS

As land use decisions of property owners are ever changing due to market and trends, the plan should be dynamic enough to respond to the needs of the community. This is not to say that the plan should accommodate every request. The following goals and policies should be used to ensure that as requests for Comprehensive Plan changes are considered, the community's overall vision is not compromised.

Goal

Create a land development pattern which fulfills social and economic needs while preserving natural resources and community character.

Policies

1. Support maintenance and investment, of residential neighborhoods to maintain livability and desirability.
2. Ensure land use pattern changes are compatible, and use design and buffers to appropriately transition to existing development patterns.
3. Encourage improvement, lifecycle/condition renewal, and infill development of existing commercial areas to enhance available services, provide employment opportunities, and expand the tax base. Support investment through close coordination with the business community and property owners, as well as provide when feasible, City assistance through HRA activities, tax increment financing, and public improvements.
4. Maintain the area around and along Shoreline Drive and Commerce Boulevard as the focus of Mound's commercial activity with a mixture of retail, offices, services, and entertainment.
5. Promote shoreland management practices that are reflective of Mound's existing land use patterns and consistent with Minnesota Department of Natural Resources regulations.
6. Support preservation of historic sites by public, private and/or partnerships by directing interesting parties to existing resources at the local, state, and federal levels.
7. Ensure that the design of new development and infill development projects protect any significant cultural, historic and/or archaeological features.
8. Ensure that new development and infill development projects on sites with sensitive natural features, such as poor soils, high ground water, poor drainage, or steep slopes, are properly managed to prevent potential hazards to the site and/or adjacent properties.
9. Improve community appearance and promote a stronger tax base by maintenance, enforcement, and regular review of development and performance standards to accomplish high aesthetics and ensure durable, quality development.

10. Enhance the aesthetic character of the City's primary gateways, major roadway corridors, and community mixed use areas to increase community identify and a sense of place.
11. Protect access to direct sunlight for solar energy systems and support development of distributed solar energy systems that are in keeping with the community's character.

Actions

1. Update zoning map to establish consistency with the Future Land Use Plan.
2. Develop new zoning districts for the Mixed Use Areas.
3. Review the DNR's Heritage Database for information about endangered or threatened species in the vicinity of Mound.
4. Continue evaluation of site plans and development proposals for potential impacts to the community's natural resources and to identify potential mitigation actions.
5. The City will identify ways to share information about native planting and shoreline restoration with property owners.
6. The City Council, Planning Commission and Park, Open Space, and Docks Advisory Commission shall review and analyze publicly owned land to ensure that it is needed for public purposes. Parcels that are deemed to serve no current or future public purpose should be considered for removal from the City inventory and returned to the tax rolls.
7. The City should consider making information available pertaining to design criteria for solar access.
8. Examine the existing Zoning and Subdivision Ordinances to ensure that they adequately include solar energy protection measures.
9. Prepare and implement signage plan to create uniform signage at all City entries.



4. HOUSING PLAN

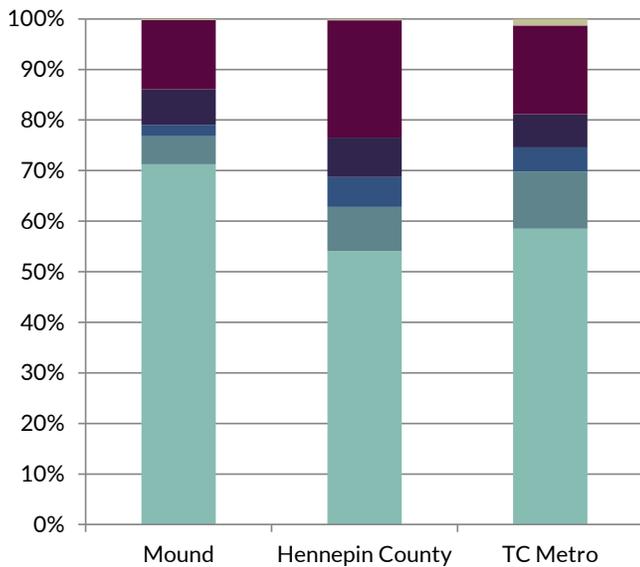
Housing has always been the most significant component of Mound’s land use. In the 1920s and 1930s, Mound was primarily a lake cabin community with a seasonal population. Historically, platted lots were small, reflecting land use patterns of that time period and the predominance of small, seasonal lakeshore cabins. Over the years, the community increasingly became a location for year-round residences and today, very few seasonal homes remain. The legacy of seasonal cottages, however, has left an imprint that still significantly impacts the city’s land use pattern and housing stock.

In most communities, the primary role of the municipality is to serve as a place to reside. In Mound, 80% of the net land area in the City is currently used for housing. Of privately owned, developed land, housing accounts for over 90% of the development. Housing is a dominant component of the community and, therefore, continues to be an important part of the community’s planning efforts.

EXISTING HOUSING CONDITIONS

In 2016, there were an estimated 4,382 housing units in Mound. 71% of Mound’s housing stock is comprised of single-family detached homes, which is a significantly higher proportion than Hennepin County and the Twin Cities Metropolitan Area, as seen in **Figure 4.1**. The next largest proportion is apartments with 20 or more housing units, comprising about 14%. It is important to note that the portion of single family detached homes in Mound has decreased (from 75% to 71%) in the last ten years. This shows that the variety in housing types is increasing over time in the city.

Figure 4.1 Housing By Type



- Other
- Apt/Condo 20+ Units
- Apt/Condo 5-19 Units
- Apt/Condo 2-4 Units
- Single Family Attached
- Single Family Detached

Source: American Community Survey, 2016

Table 4.1 Housing Unit Types, 2016

Housing Type	Units
Single Family Detached	3,123
Single Family Attached	242
Apt. / Condo 2-4 Units	98
Apt. / Condo 5-19 Units	309
Apt. / Condo 20+ Units	599
Other	11
Total	4,382

Source: American Community Survey, 2016

Age

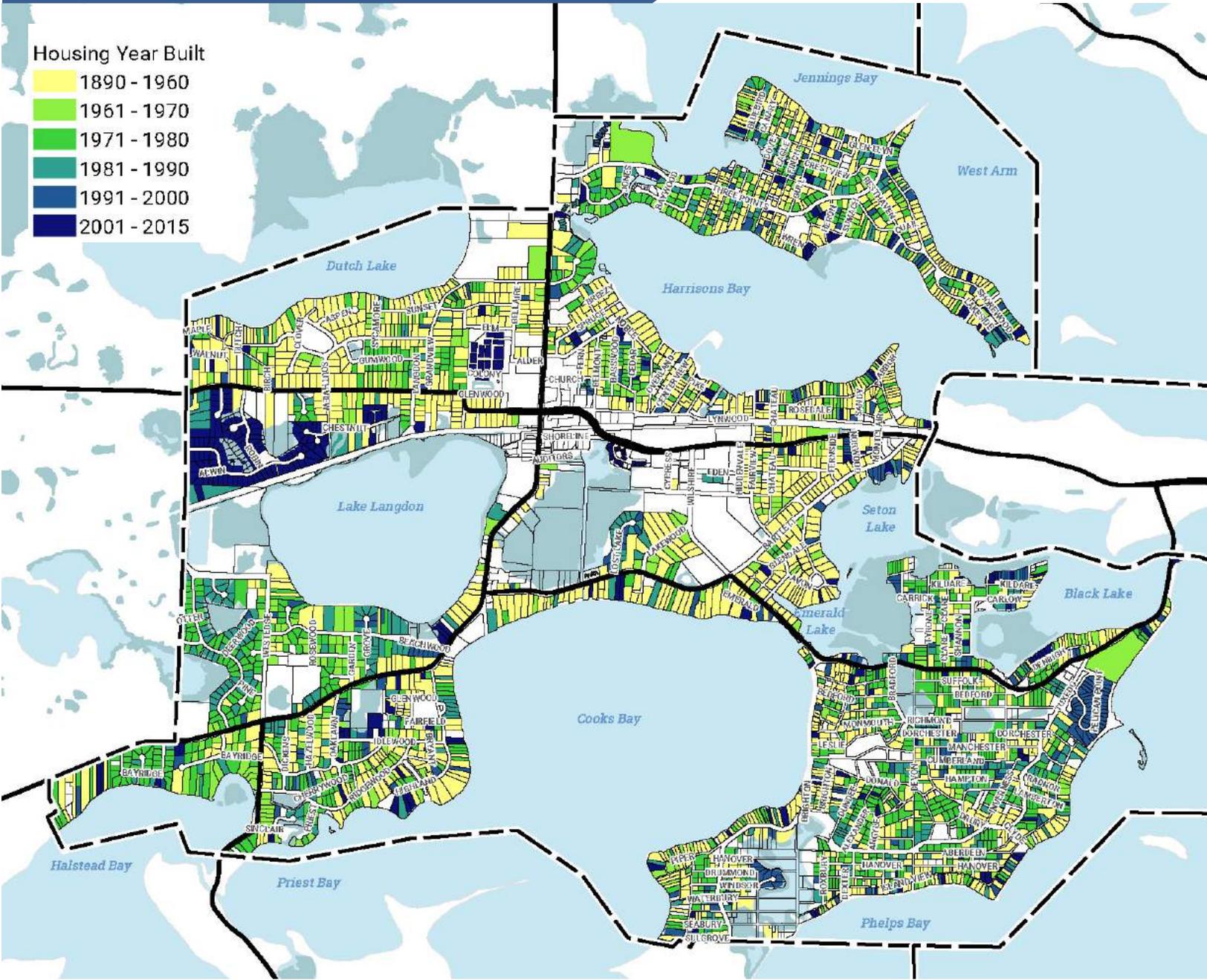
As may be expected in a fully developed community, most of Mound’s owner housing stock is over 25 years old. The community has started to see some replacement of older homes, especially along the lakeshore. **Figure 4.2** shows the age of existing residential buildings. Notable areas that have or are in the process of developing since 2000 include:

- » Villages by the Bay Townhomes and Great Homes
- » Lost Lake Villas and Lost Lake Landings
- » Balsam Hill Apartments & Townhomes
- » Trident Senior Housing
- » Harrison Bay Senior Housing and assisted Living
- » Villages of Island Park Townhomes
- » Artessa Mound Harbor Senior Living 62+ Cooperative

Having such a significant portion of the housing stock over 25 years old presents its own challenges. The older homes get, the more they become in need of major

Figure 4.2 Housing Year Built

- Housing Year Built**
- 1890 - 1960
 - 1961 - 1970
 - 1971 - 1980
 - 1981 - 1990
 - 1991 - 2000
 - 2001 - 2015



repairs, such as roof and foundational work, which can become very costly. Also, the original small-lot development of the city can become a hurdle when property owners want to tear down old homes and rebuild much larger homes on the same lot.

Tenure

In 2016 an estimated 3,207 housing units (73.2%) were owned, while 1,176 units were rented (26.8%).

New Construction

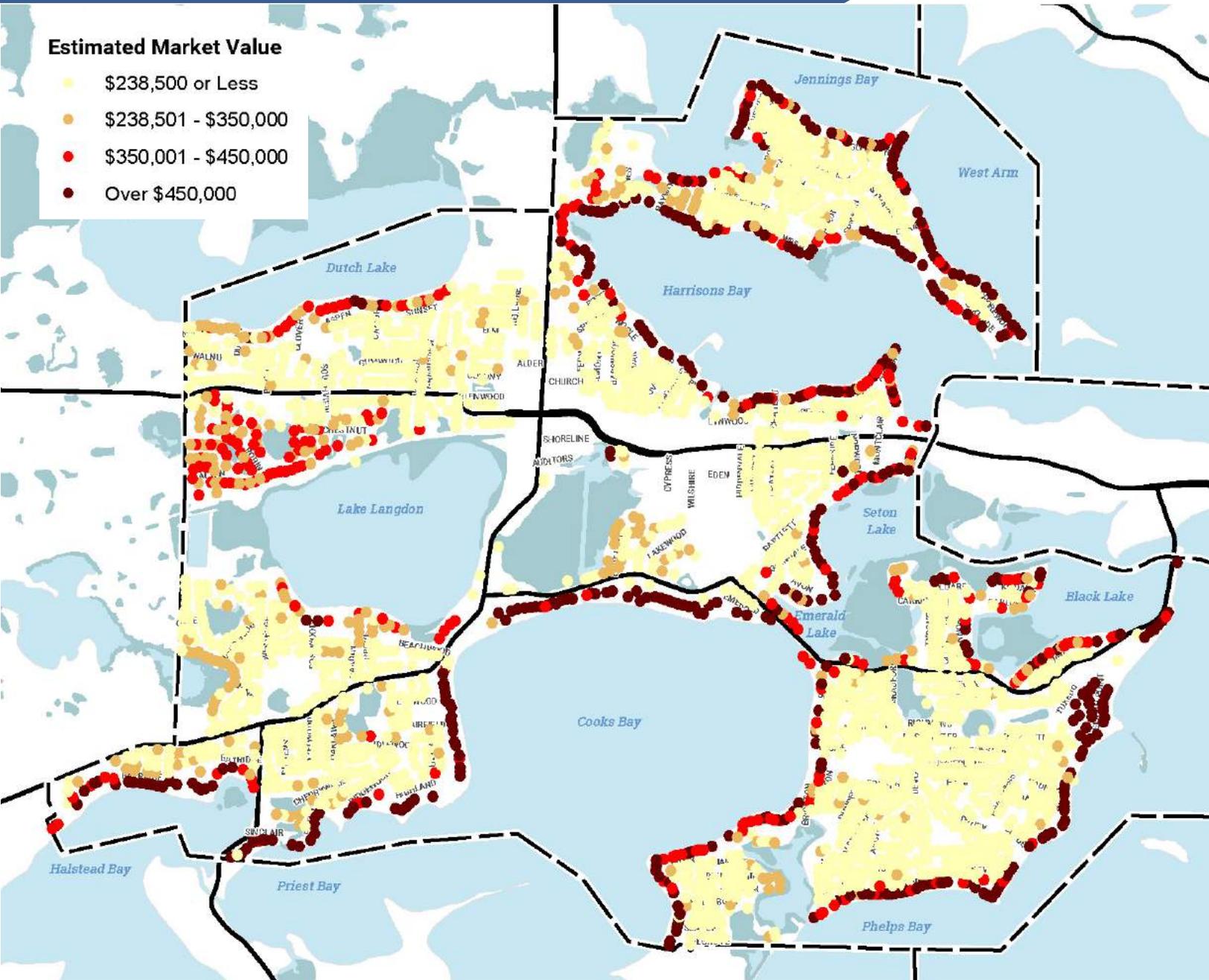
The demand for new housing in Mound is controlled by three primary factors: market conditions, zoning and land availability. Over the last 12 years the City has averaged 22 units of new residential construction per year. A detailed breakdown can be seen in **Table 4.2**.

Table 4.2 New Residential Construction Activity

Year	SF Detached Units	SF Detached Value	SF Attached Units	SF Attached Value	MF Units	MF Value	Total Units	Total Value
2006	18	\$7,019,097	11	\$2,899,052	-	-	29	\$9,918,149
2007	12	\$4,464,031	2	\$540,000	-	-	14	\$5,004,031
2008	6	\$1,746,973	-	-	-	-	6	\$1,746,973
2009	3	\$656,168	-	-	-	-	3	\$656,168
2010	6	\$2,876,426	-	-	-	-	6	\$2,876,426
2011	8	\$2,946,287	-	-	-	-	8	\$2,946,287
2012	6	\$2,275,000	-	-	-	-	6	\$2,275,000
2013	16	\$5,339,025	4	\$1,150,369	-	-	20	\$6,489,394
2014	13	\$5,184,765	-	-	-	-	13	\$5,184,765
2015	19	\$6,645,778	7	\$1,400,000	-	-	26	\$8,045,778
2016	15	\$7,542,484	5	\$1,510,000	16	N/A	36	N/A
2017	25	\$11,000,510	-	-	72	N/A	97	N/A
Total	147	\$57,696,544	29	\$7,499,421	88	N/A	264	N/A

Source: City of Mound

Figure 4.3 Estimated Market Value of Owner-Occupied Homes



Housing Value & Cost

Figure 4.3 represents 2016 estimated market values for owner-occupied housing units as presented by the Metropolitan Council. As seen in the graphic, the highest percentage of owner-occupied homes in Mound are \$238,500 or less in value, which is considered the “affordable” threshold for owner-occupied homes. Many of these units are those that are considered “Naturally Occurring Affordable Housing” or NOAH. NOAH are market-rate units, typically older homes on small lots, that are affordable to modest income (80% Area Median Household Income) households. These affordable homes are found throughout the community, especially the interior of the Island, Three Points, and the Highlands. Higher-value units are found, unsurprisingly, on the water-front properties around the community.

Table 4.3 Households (HH) Experiencing Housing Cost Burden

Households with income at or below:	Housing Cost Burdened Households	Percentage of Total Housing Units (4,382 in 2016)
30% AMI	522	11.91%
31% to 50% AMI	176	4.02%
51% to 80% AMI	217	4.95%

Source: Metropolitan Council, 2016

Housing Cost Burden

The cost of housing is typically the most significant expense in a household’s budget. A residence is considered “affordable” when 30% or less of the household’s gross income is spent on housing. If a household spends more than 30% of their gross income on housing, it is experiencing a “Housing Cost Burden”. According to the Metropolitan Council, Mound has the following breakdown of households experiencing housing cost burden, as seen in **Table 4.3**.

Table 4.4 Affordability of Housing Units

Households with income at or below:	Units Affordable to Households	Percentage of Total Housing Units (4,383 in 2016)
30% AMI	345	7.87%
31% to 50% AMI	1,276	29.12%
51% to 80% AMI	1,653	37.72%

Source: Metropolitan Council, 2016

Housing Affordability

As seen in **Table 4.4**, Mound has a limited number of housing units that are considered affordable to very low income households (those households with 30% or less of the Area Median Income [AMI]). There are a fair number of homes considered in the affordable range for low income households (31% to 50% AMI) and moderate income households (51% to 80% AMI).

Table 4.5 Publicly Subsidized Units by Type

Publicly Subsidized Units by Type	Units	Percentage of Total Housing Units (4,383 in 2016)
Senior Unit	42	0.96%
People with Disabilities	0	0.00%
All Others	50	1.14%
Total	92	2.10%

Source: Metropolitan Council, 2016

Publicly Subsidized Housing

Sometimes the cost of housing is so out of reach for individuals or families that the only way to make a unit affordable is through public subsidy. **Table 4.5** shows the breakdown of publicly subsidized units currently in Mound.

Housing Issues

Life-Cycle Housing

Life-cycle housing, which is a common term to describe the provision of housing types for all stages of life, is one of Mound’s housing policies. Life-cycle housing is based on the premise that as people go through life, their housing needs change. A young person getting out of school and just starting out usually can not afford a home, so often begins by renting. As a person grows older, they often establish a family and buy their first home, usually a townhouse or a small starter home. Then as a family’s household income grows and children enter the picture, they may move up to their largest home. Once the children leave and a family’s size decreases, parents often move back to a smaller home with fewer maintenance needs or into a home with an association that takes care of home and property maintenance. Eventually, as a person ages there is often a need for an assisted living or nursing home facility. This represents the life-cycle housing chain as illustrated in the following figure.

With the new assisted living facility and 62+ co-op project, Mound will have some supply of housing for every stage. The City’s future focus will be on starter or bigger single family homes (Figure 4.4) in future infill development activities. The infill development that has and will be occurring continues to add to the mix of housing types.

Rental housing is another component of life-cycle housing that needs to be monitored over time. Rental housing is a critical component as it provides more housing options for both the beginning and end of the life-cycle chain. It also fulfills the needs of several segments of the population including commercial and retail service employees; single-income families and individuals; senior citizens living on fixed incomes; young people moving out of childhood homes and into the workforce; and economically disadvantaged households. While infill development is hoped to add new housing units, overall the rental housing stock in the City of Mound is aging and is in need of ongoing maintenance. The City may want to use rental housing maintenance regulations, licensing programs, and rehabilitation funding programs to ensure that the existing rental housing supply is maintained in good condition.

Figure 4.4 Life-Cycle Housing Chain

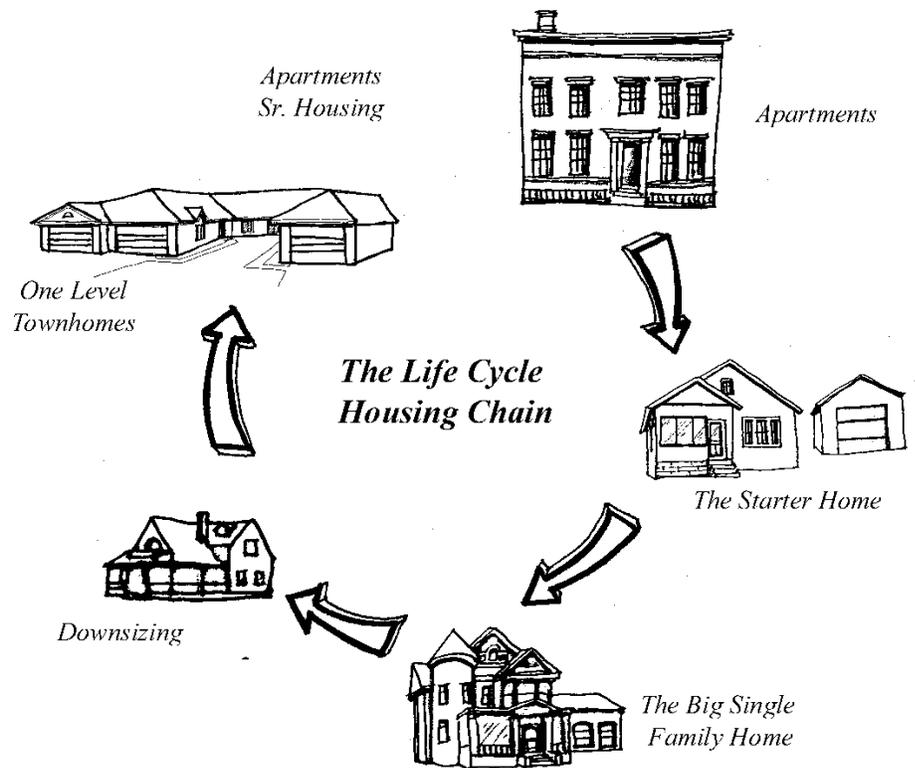


Table 4.6 Regional Household Income Levels

Household Size	30% AMI	50% AMI	80% AMI
One-person	\$18,050	\$30,050	\$46,000
Two-person	\$20,600	\$34,350	\$52,600
Three-person	\$23,200	\$38,650	\$59,150
Four-person	\$25,750	\$42,900	\$65,700
Five-person	\$28,440	\$46,350	\$71,000
Six-person	\$32,580	\$49,800	\$76,250
Seven-person	\$36,730	\$53,200	\$81,500
Eight-person	\$40,890	\$56,650	\$86,750

Source: Metropolitan Council, 2015

Affordable Housing

Through its regional planning efforts, the Metropolitan Council has prioritized housing affordability in the Thrive MSP 2040 Regional Policy. The Metropolitan Council determined the allocation of affordable housing needed to meet the rising need of affordable housing across the Twin Cities metropolitan region. Housing is considered “affordable” when no more than 30% of household income goes to housing. As such, households with different income levels have different thresholds of “affordable,” as seen in **Table 4.6**.

Table 4.7 Affordable Housing Need Allocation

Household Income Level	Units
At or below 30% AMI	18
31 to 50% AMI	4
51 to 80% AMI	15
Total Units	37

Source: Metropolitan Council, 2023

The Metropolitan Council has selected the four-person household thresholds as a general measurement for affordable housing needs at each income level.

This allocation of affordable housing need is calculated based on a variety of factors:

- » Projections of growth of households earning 80% of Area Median Income or less.
- » Current supply of existing affordable housing, whether subsidized or naturally occurring
- » Disparity of low-wage jobs and housing for low-wage households within a community

Through these calculations, the Metropolitan Council has determined the Affordability Housing Need Allocation for Mound between 2021 and 2030 as 37 units, as shown in **Table 4.7**.

The way that communities accomplish this affordable housing allocation is by designating adequate vacant land or redevelopable land at minimum densities (units/acre) that are high enough for affordable housing to be an option. Essentially, the more units/acre allowed on a site, the less cost per unit to be built, which makes the development an option for affordable housing developers as well as market-rate developers. The affordable housing allocation does not mean that the City must force the building of this many affordable units by 2030. Rather, through future land use guidance, the City needs to ensure that the opportunity for affordable housing exists by having adequate vacant or redevelopable land guided for higher densities to meet the stated share.

In order to determine if Mound can achieve the calculated number of units, we need to determine which residential future land use designations count towards Affordable Housing Allocation Need. According to the Metropolitan Council, any residential future land use designation that has a minimum density of 8 units per acre or more can count towards affordable housing allocation calculations. **Table 4.8** features all future land use designations for Mound and their minimum units per acre.

As is noted in the Land Use Plan, most of the new units of housing will come through infill development efforts. While it is difficult to predict the timing of infill development projects as they are primarily market driven, it is estimated that there will be infill development in the Mixed Use Designated areas that will result in a minimum of 119 units developed between 2021-2030, as seen in **Table 4.9**. These anticipated developments show that enough higher-density land uses are set aside to meet the affordable housing need allocation.

Table 4.8 Land Use Designations for Affordable Allocation

FLU	Min. Units/ Acre	Qualify?
Low Density Residential	1.0	No
Medium Density Residential	7.0	No
High Density Residential	12.0	Yes
Mixed Use	8.0	Yes

Source: City of Mound, 2017; amended 2023

Table 4.9 Minimum Unit Count for Affordable Allocation Need 2021-2030

FLU	2021-2030 Acres (net)	Min Units/ Acre	% Residential	Units
High Density Residential	-	12.0	100%	-
Mixed Use	6.12	8.0	100%	119*
Total	6.12			119*

*Units includes the exact number of units of two projects: Villages of Island Park (18 units) which is nearing completing in 2023 and Artesa Mound Harbor (52 units) which is beginning construction in 2023.

Source: City of Mound, 2017; amended 2023

Housing Quality

There is limited vacant land to add more housing units. Because of limited growth potential and the age of much of the existing housing stock, maintenance of the existing housing stock is an important future planning and policy issue. If the community is going to continue to be an attractive place to live, existing housing will demand significant maintenance and reinvestment.

Maintenance of housing usually takes one of two forms, either voluntary or regulatory. Most municipalities rely on both approaches. Ideally, Mound residents will continue to maintain their property in a safe, sound and attractive condition. Realistically, a certain percentage of the homes will not be adequately maintained because of economic hardship or owners' neglect. In these cases, governmental agencies and regulatory tools need to be employed.

The City of Mound adopted the International Property Maintenance Code for both owner- and renter-occupied housing units. These provisions require adequate housing maintenance to preserve public health, safety and welfare.

The City of Mound does recognize that economic conditions frequently result in poorly maintained housing. In these circumstances, programs offered by local, county, state and federal agencies should be employed. While many of these programs are more limited than they were in the past, the City of Mound will continue to monitor federal and state programs for opportunities to assist Mound residents with housing maintenance issues.

Housing Assessment

It is important in analyzing the existing housing conditions data to keep in mind the local context. Mound is a Lake Minnetonka community with a lot of bays, inlets, wetlands, and hills that created a beautiful setting for residential development, but limited the transportation and transit connections and the market for commercial, office, or industrial development. Thus, the City is a bedroom community with most residents leaving via automobile for employment in other locations.

Mound continues to be a desirable place to live. However, the City recognizes that as more than 71% of its units are single-family residential it is primarily serving the needs of those seeking to live in those types of homes. There is increasing interest from people of all ages for more options, like townhomes or senior living facilities. In addition, most of the City's larger multi-family complexes are more than twenty-five years old and not up to modern standards. Thus, the City would benefit from modernization of existing complexes.

As noted with the City's multi-family structures, more than 75% of the City's housing stock is more than 25 years old. While over the last decade there has been some renewal of properties along the lakeshore, the same level of renewal has not been seen in the City's non-lakeshore lots. The City continues to be interested in supporting property maintenance and investment to ensure resident health, safety and welfare, as well as thriving neighborhoods.

The amenities that make Mound an attractive residential community also impact cost. While housing costs are not as high in Mound as other Lake Minnetonka communities, it is still a concern for those desiring to move to or remain in the community. The addition of new options may provide existing single-family homeowners an alternative which may free up some other naturally occurring affordable housing options. Opportunities for affordable housing in the City are likely limited, in part, because of the lack of sites available for new, large scale development and transit service.

As a developed community, most of the new housing options will come through infill development of private property. The City has created mixed-use districts to provide flexibility and encourage the development of attractive neighborhoods with a mix of residential options.

Recent Housing Projects

Since the last Comprehensive Plan update, Mound has seen the completion of a few new residential developments. Additional developments of this scale are likely limited given the limited amount of large, vacant land.

Lost Lake

Just east of Downtown, along Shoreline Drive, the Lost Lake Development provides a mix of townhomes and twin homes. This development, starting in 2006, resulted in 27 total units, a private pool, access to Lost Lake, an extension of the Andrew Sisters Trail, and a small commercial space, with a coffee shop and other services.

Balsam Hill

This affordable housing redevelopment is owned by Aeon. The project, which finished in 2016 added units to an existing affordable housing apartment building, for a total of 56 units, as well as added ten affordable townhomes to the property, improved landscaping, and on-site parking

Harrison Bay Senior Living

Located at the northern edge of the city along Commerce Boulevard, the Harrison Bay Senior Living development is a 72-unit senior, assisted living/memory care rental housing project. Construction of the project completed in 2018.

Villages of Island Park

Located on the “island” just west of the intersection of Tuxedo and Wilshire Boulevards, Villages of Island Park is an 18-unit rental townhome project. Construction of the project is being completed in 2023.

Artessa Mound Harbor

Construction on the cooperative Artessa Mound Harbor, located within downtown Mound, will begin in the summer of 2023. The project will provide 52-units for households 62+.

PRIORITIZATION OF EXISTING AND PROJECTED HOUSING NEEDS

1. Maintenance and reinvestment in existing housing stock
2. Variety of housing types for all stages of life
3. Housing that is affordable to a range of income levels, especially moderate and low income households



Lost Lake Townhomes



Balsam Hill Townhomes



Balsam Hill Apartments



Villages of Island Park



Harrison Bay Senior Living Facility



Artessa Mound Harbor Rendering

HOUSING GOAL, POLICIES, & IMPLEMENTATION

Goal

Promote and encourage the provision of life-cycle housing opportunities for all residents, supporting townhouses and row houses while emphasizing the construction and maintenance of high quality, single family dwelling units.

Policies

1. Encourage a mixture of life-cycle housing types to provide for all stages of life while maintaining a predominately single family housing base throughout the city.
2. Recognize unique historical platting practices in certain areas by allowing some flexibility in the application of current bulk/area regulations. Flexibility may be considered when it can be demonstrated that the integrity and intent of the comprehensive plan is not compromised.
3. Promote ongoing maintenance and orderly appearance of residential structures and surrounding yard areas.
4. Monitor and enforce ordinances and policies that affect housing to ensure that they are reflective of community policy.
5. Ensure infill development of housing areas are designed appropriately to integrate into the surrounding neighborhood.
6. Promote and support the development of new affordable housing units to meet the community's share of the regional affordable housing needs as well as the community's affordable housing goals.

Implementation

The Goal and Policies above set out to address the identified Housing Needs from earlier in the Chapter. This section gives specific implementation actions and tools that can be utilized by the City, residents, developers, and financiers to meet those Housing Needs in Mound. **Table 4.10** identifies each widely-available tool/action, when it would be considered, and what housing need(s) it addresses.

Table 4.10 Housing Tools & Actions to Meet Identified Housing Needs

Housing Tool	Circumstances & Sequence of Use	Identified Housing Need*
Housing & Redevelopment Authority (HRA)	The City Council, through its role as the HRA, will review the Housing Implementation Plan on an on-going basis to ensure their resources are being utilized most effectively.	Tool addresses multiple housing needs and improves our housing strategy capacity in general
Tax Increment Financing (TIF)	The City would consider Tax Increment Financing for redevelopment projects in Mixed Use areas that meeting housing goals and provide a number of units that are affordable to very low-, low-, or moderate-income households.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
Housing Bonds	The City would consider issuing Housing Bonds for residential projects that are eligible for TIF and the use of Housing Bonds would make more units affordable to very low-, low-, or moderate-income households. However, there are competing priorities and limitations to city bonding authority	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
Tax Abatement	The City would consider tax abatement for housing projects that increases the number of affordable units available to very low-, low-, or moderate-income households.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
Consolidated RFP through the MHFA	The City would strongly consider supporting/sponsoring an application to the Consolidated RFP programs through MHFA for residential project proposals in areas guided for high density residential uses and mixed uses.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households Need for a variety of housing types for all stages of life
Land Bank Twin Cities	The City would encourage developers and property owners to work with the Land Bank of the Twin Cities. It is unlikely that the City will become an active partner with the Land Bank for development.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households

*For purposes of this Comprehensive Plan, the following terms refer to specific household income levels:

- » Very-low income = 30% Area Median Income (AMI) or below
- » Low income = 31% - 50% AMI
- » Moderate income = 51 - 80% AMI

Housing Tool	Circumstances & Sequence of Use	Identified Housing Need*
Local Funding Resources: Livable Communities Demonstration Account (LCDA) through Metropolitan Council	The City is not currently a participant in the LCDA program. If the City desires it, it may consider future participation in the program.	Need for a variety of housing types for all stages of life
Local Funding Resources: Community Development Block Grant Funds (CDBG) through Hennepin County	The City will explore the use of a portion of our CDBG funds to prioritize projects if they provide units affordable to very low-, low-, or moderate-income households, and are located in the high density or mixed use locations on the City's future land use map.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
Local Funding Resources: HOME Investment Partnerships Program (HOME) through Hennepin County	The City will explore with Hennepin County the application for HOME funds to provide rental assistance to low and moderate income households that are in existing rental units in the City.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
Local Funding Resources: Affordable Housing Incentive Fund (AHIF) through Hennepin County	The City will explore with Hennepin County the application for AHIF funds to provide incentives for developers to develop affordable units for very-low income households.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
Housing Improvement Area (HIA)	The City will evaluate the potential use of Housing Improvement Areas (HIA) through its HRA and EDA as a tool to assist condo and townhome associations with improvements they could not otherwise finance.	Tool to address long-term maintenance and investment in housing stock
Site Assembly	<p>The City would strongly consider supporting/sponsoring an environmental clean-up grant application for housing projects that provide affordable units for very-low, low, and moderate income households</p> <p>The City would strongly consider using any awarded funds, including but not limited to the programs described in this list, to assemble a site in the locations guided at appropriate densities and land uses, as shown on the future land use map, for projects which include a portion of units that are affordable to very low, low, or moderate income households. This could include acquiring and holding land, as well as sub-allocating such monies to a qualified developer approved by the City Council.</p>	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households

Housing Tool	Circumstances & Sequence of Use	Identified Housing Need*
Referrals	The City will review and update our reference procedures and training for applicable staff by 2022, including a plan to maintain our ability to refer our residents to any applicable housing programs outside the scope of our local services.	Tool addresses multiple housing needs and improve our housing strategy capacity in general
Guiding land at densities that support affordable housing	See our future land use plan and projected housing needs section of the housing chapter of this comprehensive plan.	Tool to address multiple housing needs and improve our housing strategy capacity in general
Moderate lot sizes	The City will continue to support minimum lot sizes of 6,000 and 10,000 square feet to help minimize land costs.	Need of housing that is affordable to a range of income levels
Community Land Trust	The City would explore opportunities to collaborate with a community land trust to support affordable housing options for any type of housing density.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
NOAH Impact Fund	The City will explore opportunities with the Minnesota Housing Fund on the use of NOAH (Naturally Occurring Affordable Housing) Impact Funds to finance the acquisition and preservation of naturally occurring affordable housing.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
Local 4d Tax Incentives	The City will evaluate the appropriateness of a local 4d tax incentive policy.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
Homeownership Referrals	The City will work with Hennepin County on identifying the appropriate resources and/or process to link homeowners in need. This will include programs specific to low- and moderate- income households, such as the Home Rehab Program or Fix Up Program.	Tool to address multiple housing needs and improve our housing strategy capacity in general
Participation in Housing Related Organizations: Regional Council of Mayors	The Mayor of Mound may participate or designate an appropriate representative to actively engage in the Urban Land Institute Minnesota's Regional Council of Mayors Group.	Tool to address multiple housing needs and improve our housing strategy capacity in general
Fair Housing Policy	The City will continue to assist residents facing issues of fair housing within the community as well as monitor actions and best practices by other communities in the region to help further fair housing. The City will consider adoption of a fair housing policy.	Tool addresses multiple housing needs and improve our housing strategy capacity in general

Housing Tool	Circumstances & Sequence of Use	Identified Housing Need*
Zoning and Subdivision Ordinances	<p>The City will be reviewing our zoning and subdivision ordinances to identify any regulations that inhibit the housing priorities in this document. This effort is slated for completion by 2022.</p> <p>It should be noted that the City's waiver of platting procedures and lot of record variance for undersized lot reduce the cost of creating individual, single-family lots and allow small lots that were originally platted to be used for residential purposes.</p>	Tool addresses multiple housing needs and improve our housing strategy capacity in general
Property Maintenance	The City will continue to enforce the International Property Maintenance Code.	Tool addresses multiple housing needs and improve our housing strategy capacity in general
Expedited Pre-application	The City will consider the creation of a pre-application process to identify ways to minimize unnecessary delay for projects that address our stated housing needs, prior to a formal application submittal.	Tool addresses multiple housing needs and improve our housing strategy capacity in general
Fee Reductions	The City will consider reductions in city fees, such as park dedication or trunk utility, to support redevelopment projects.	Tool addresses multiple housing needs and improve our housing strategy capacity in general
Low Income Housing Tax Credit Program	<p>The Low-Income Housing Tax Credit program helps developers access capital for the construction and rehabilitation of homes for working families. Greater use of this resource can help communities expand the amount of federal dollars available for affordable homes.</p> <p>The City will continue to support developers seeking LIHTC by providing resources and information about this housing tool.</p>	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households

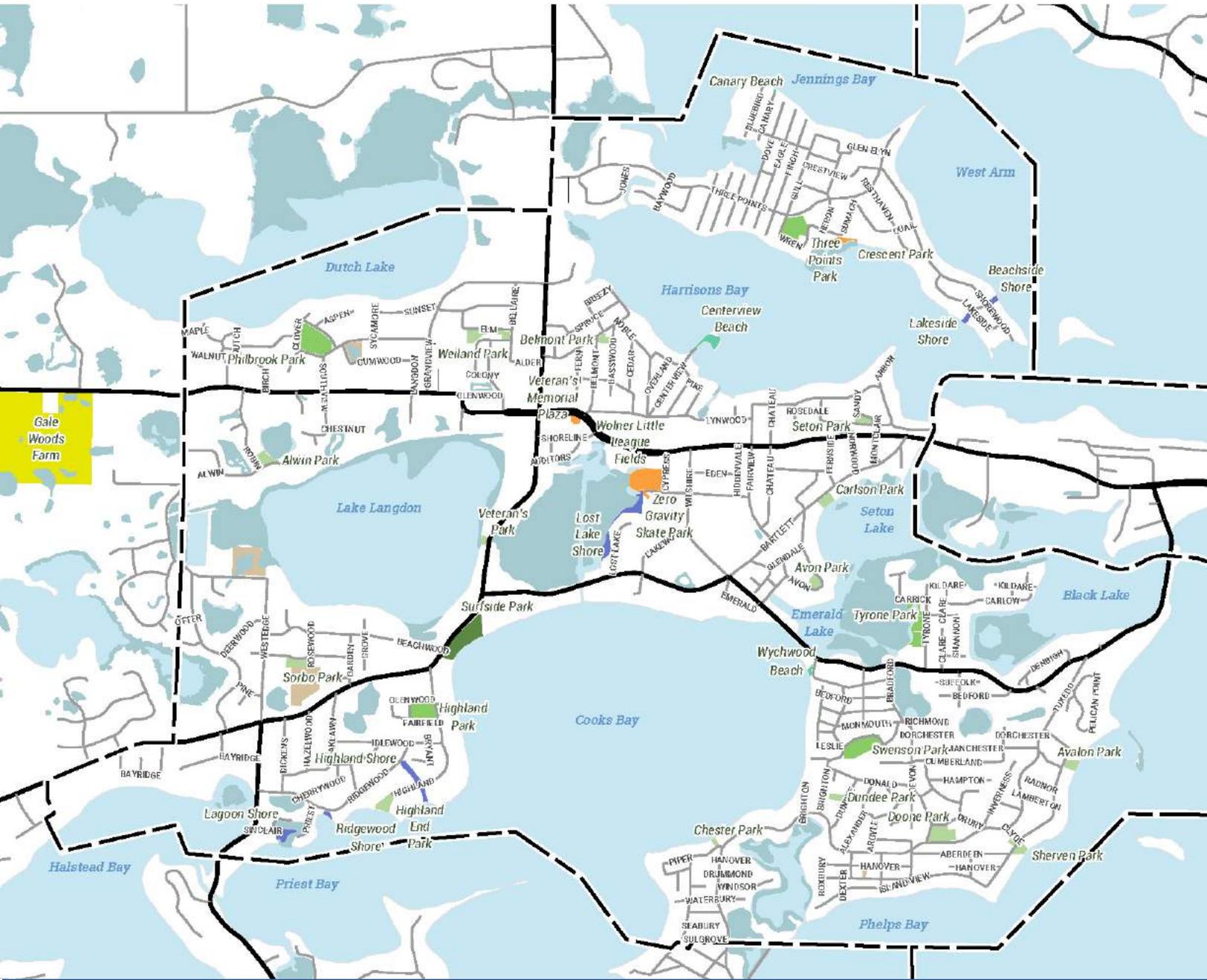
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5. PARKS, OPEN SPACE & RECREATION

Park, open space and recreation areas play a critical role in the physical, social and natural environment of a community. Mound's park, open space and recreation system consists of a wide variety of community parks, neighborhood parks, pocket parks, public beaches, special use parks, public shores, lake access points, open spaces, regional trails and the Mound Docks & Commons areas. Due to the city's location on the western shores of Lake Minnetonka, Mound possesses a variety of natural resources ideal for parks and public open spaces. Lakes, wetlands, rolling topography, and mature tree cover are key features that enhance the recreational setting in Mound. These areas can also support the protection of natural and historic resources.

Figure 5.1 Park & Recreation System



- | | |
|---|--|
| Active Recreation |  Special Use Park |
|  Community Park | Passive Recreation |
|  Neighborhood Park |  Open Space |
|  Pocket Park |  Public Shore |
|  Public Beach | Regional Recreation |
| |  Special Recreation Feature |

EXISTING PARK, OPEN SPACE, AND RECREATION SYSTEM

Active Recreation Areas

Active recreational facilities, which accommodate more physical recreational activities, include ball fields, playground equipment, tennis courts, swimming beaches, skating rinks and sledding hills.

Community Park

Community parks provide active recreation facilities at high-quality, accessible locations. Facilities generally include community gathering areas and typically require off-street parking areas. Surfside Park is Mound's Community Park. It offers a boat launch, beach, playground, rentable pavilion, and picnicking area.

Neighborhood Park

Neighborhood parks are intended to serve the day-to-day needs of surrounding residents. These parks provide active recreation, such as playgrounds or fields, and informal gathering spaces for families and groups of neighbors. Fields are usually sized for practice or youth games. While mostly served with on-street parking, off-street parking may be provided when recreational facilities are anticipated to draw users from beyond the surrounding neighborhood. Neighborhood parks are spaced throughout the community with the intention of having one within a short walk or bike ride of each resident. Mound has five neighborhood parks all around 2 to 3 acres.

Service area – ½ mile.

Pocket Park

Pocket parks are intended to support the neighborhood park network by providing small recreation and gathering areas. Depending on the size, pocket parks may include playgrounds, open play fields, and other facilities for informal recreation. Given that most users come from the surrounding area and will walk to the site, amenities are generally limited to picnic tables, benches, and trash cans. Mound has 14 pocket parks ranging in size from 1 acre to 5,000 square feet.

Service area - 1/4 mile.

Public Beaches

Mound has six public beaches that provide access for swimming. Two are located within Mound's Surfside Park and Centerview Beach, and are destinations for families and gatherings. The other four beaches are located in residential neighborhoods throughout the city. Beaches offer swimming access to the lake from a designated sandy shore. Lifeguard services are not available.



Table 5.1 Parks by Type & Amenities

	Area (acres)	Handicap Accessible 	Parking Lot 	Bathrooms 	Picnic / BBQ 	Basketball 	Diamond Field 	Volleyball 	Soccer 	Tennis/Pickleball 
Community Parks	Provide active recreation for the whole community with high-quality, accessible facilities that generally include community gathering areas, specialized activities and typically require off-street parking areas									
Surfside Park & Beach*	3.31									
Neighborhood Parks	Intended to serve the day-to-day needs of surrounding residents, providing active recreation, such as playgrounds or fields, and informal gathering spaces for families and groups of neighbors									
Highland Park	2.37									
Philbrook Park	3.36									
Swenson Park	2.57									
Three Points Park	2.35									
Tyrone Park	2.58									
Pocket Parks	Intended to support the neighborhood park network by providing small recreation and gathering areas for more informal recreation									
Alwin Park	0.84									
Avalon Park	0.57									
Avon Park	0.55									
Belmont Park	0.42									
Carlson Park	0.54									
Chester Park*	0.13									
Doone Park	1.64									
Dundee Park	0.43									
Highland End Park	0.80									

	Playground 	Open Play Field 	Skate Park 	Sledding Hill 	Natural Area 	Motor Boat Access 	Paddle Boat Access 	Fishing 	Beach 
Community Parks									
Surfside Park & Beach									
Neighborhood Parks									
Highland Park									
Philbrook Park									
Swenson Park									
Three Points Park									
Tyrone Park									
Pocket Parks									
Alwin Park									
Avalon Park									
Avon Park									
Belmont Park									
Carlson Park									
Chester Park									
Doone Park									
Dundee Park									
Highland End Park									

	Area (acres)	Handicap Accessible 	Parking Lot 	Bathrooms 	Picnic / BBQ 	Basketball 	Diamond Field 	Volleyball 	Soccer 	Tennis/Pickleball 
Pocket Parks (Cont.)	Intended to support the neighborhood park network by providing small recreation and gathering areas, for more informal recreation									
Seton Park	0.48									
Sherven Park & Beach*	0.82									
Sorbo Park	0.91									
Veteran's Park	0.21									
Weiland Park	1.29									
Public Beaches*	Intended to provide access to public swimming areas throughout the City <i>*No lifeguard supervision provided at beaches</i>									
Canary Beach*	0.05									
Centerview Beach*	0.87									
Wychwood Beach*	0.12									
Special Use Parks	Provide unique recreational opportunities for neighborhood and community residents									
Crescent Park	3.65									
Veteran's Memorial Plaza	0.28									
Wolner Little League Fields	3.46									
Zero Gravity Skate Park	0.23									

	Playground 	Open Play Field 	Skate Park 	Sledding Hill 	Natural Area 	Motor Boat Access 	Paddle Boat Access 	Fishing 	Beach 
Pocket Parks									
Seton Park									
Sherven Park & Beach									
Sorbo Park									
Veteran's Park									
Weiland Park									
Public Beaches									
Canary Beach									
Centerview Beach									
Wychwood Beach									
Special Use Parks									
Crescent Park									
Veteran's Memorial Plaza									
Wolner Little League Fields									
Zero Gravity Skate Park									

Special Use Parks

Mound has a number of special use areas that provide unique recreational opportunities for neighborhood and community residents.

Crescent Park

This quiet area located on Three Points features a large open-space and natural shoreline, perfect for a quick hike or bird watching.

Veteran's Memorial Plaza

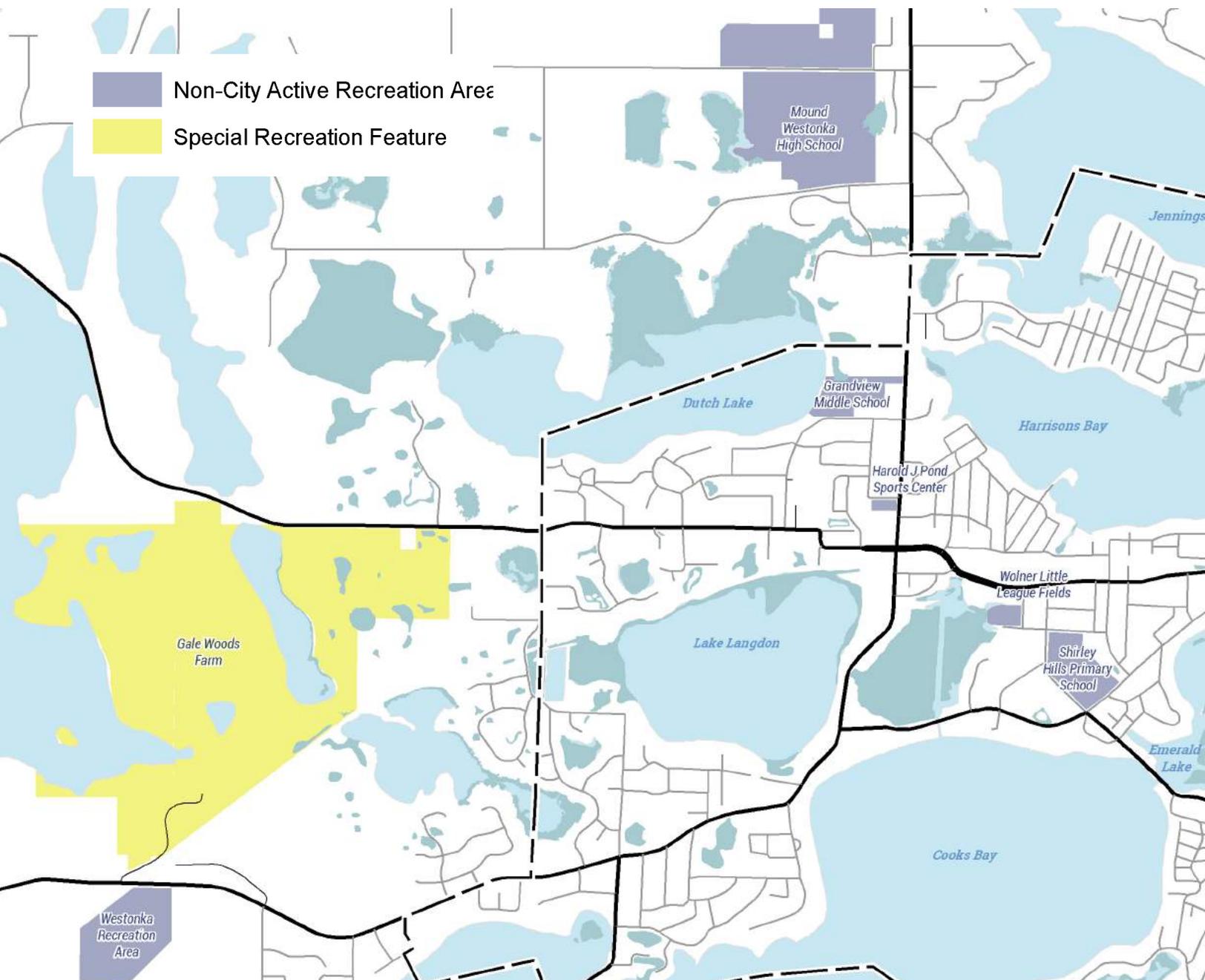
This downtown plaza was built to commemorate those Mound community members who have served in the armed forces.

Zero Gravity Skate Park

Zero Gravity Skate Park consists of an area for in-line skating and skateboarding with a half-pipe, ramps, and other obstacles. This area is located immediately south of Wolner Field on Cypress Road (behind Super America), at the end of Maywood Road.



Figure 5.2 Non-City-Owned Recreation Areas



Non-City Owned Active Recreation Areas

Within and around the City of Mound, there are active recreational areas that are owned or managed by other organizations, including:

- » The City has a long-term lease arrangement for the operation of the Wolner Little League Fields, a 3.4 acre community playfield with ballfields, benches, restrooms and a parking area.
- » Westonka Public Schools provides active recreational opportunities at Shirley Hills Elementary School and Grandview Middle School. These two facilities provide approximately 20 acres of community playfield facilities for the community.
- » Pond Sports Center, which opened in 1981, is owned by the Westonka-Orono Sports Center Association and managed for the Mound Westonka Youth

Hockey Association and the Orono Hockey Boosters.

- » Mound Westonka High School, located just to the north of Mound in Minnetrista has athletic facilities, including soccer, la crosse, and football fields; baseball and softball diamonds; tennis courts; track; indoor gyms, and pool. The campus is also home to the Thaler Sports Center which opened in 2005 and is on land leased from the school district. Thaler is owned by the Westonka Sports Association and manages the ice for the Mound-Westonka High School hockey teams, the Mound-Westonka Youth Hockey Association, the Mound-Westonka Schools and Community Education Program, and local organizations.
- » Westonka Recreational Park in Minnetrista has four softball fields, one baseball field, a playground with picnic area and shelter and a meeting room. The park is managed by a group of various service organizations with representatives from Minnetrista, Mound, and St. Bonifacius.
- » Gale Woods Farm, located west of Mound, provides opportunity for visitors to learn about agriculture, food production and land stewardship on a working farm.



Passive Recreation Areas and Open Space

Passive recreational facilities are oriented toward more leisurely activities such as picnicking, wildlife observation, visitation of cultural and historical sites, etc.

Public Shores

There are six public shores located through the community's residential neighborhoods. These small public spaces provide a view of the lake and access to the waterfront. Motorboat access and swimming are not allowed at these public shores.

Lake Access Points

There are a number of year-round and seasonal lake access points that provide public access to Lake Minnetonka and Dutch Lake. These lake access points are located throughout the community affording convenient lake access to residents without lake front property or Commons use. Year-round access points accommodate winter snowmobiling and ice fishing access as well as seasonal boat access.



Open Space

The City of Mound has four (4) Open Space areas encompassing 10 acres. The qualities of each site vary from wooded wetland swamps to heavily timbered higher ground ranging in size from 0.15 to 4.6 acres.

Mound Docks and Commons Areas

Approximately 26 acres of land classified as Mound Commons currently exists in the community. These parcels comprise nearly 4.5 miles or roughly 10 percent of the total Lake Minnetonka shoreline in the community. Substantial diversity characterizes the Commons areas. Some areas are relatively flat and are easily accessible to the general public, while some parcels consist of steep slopes that

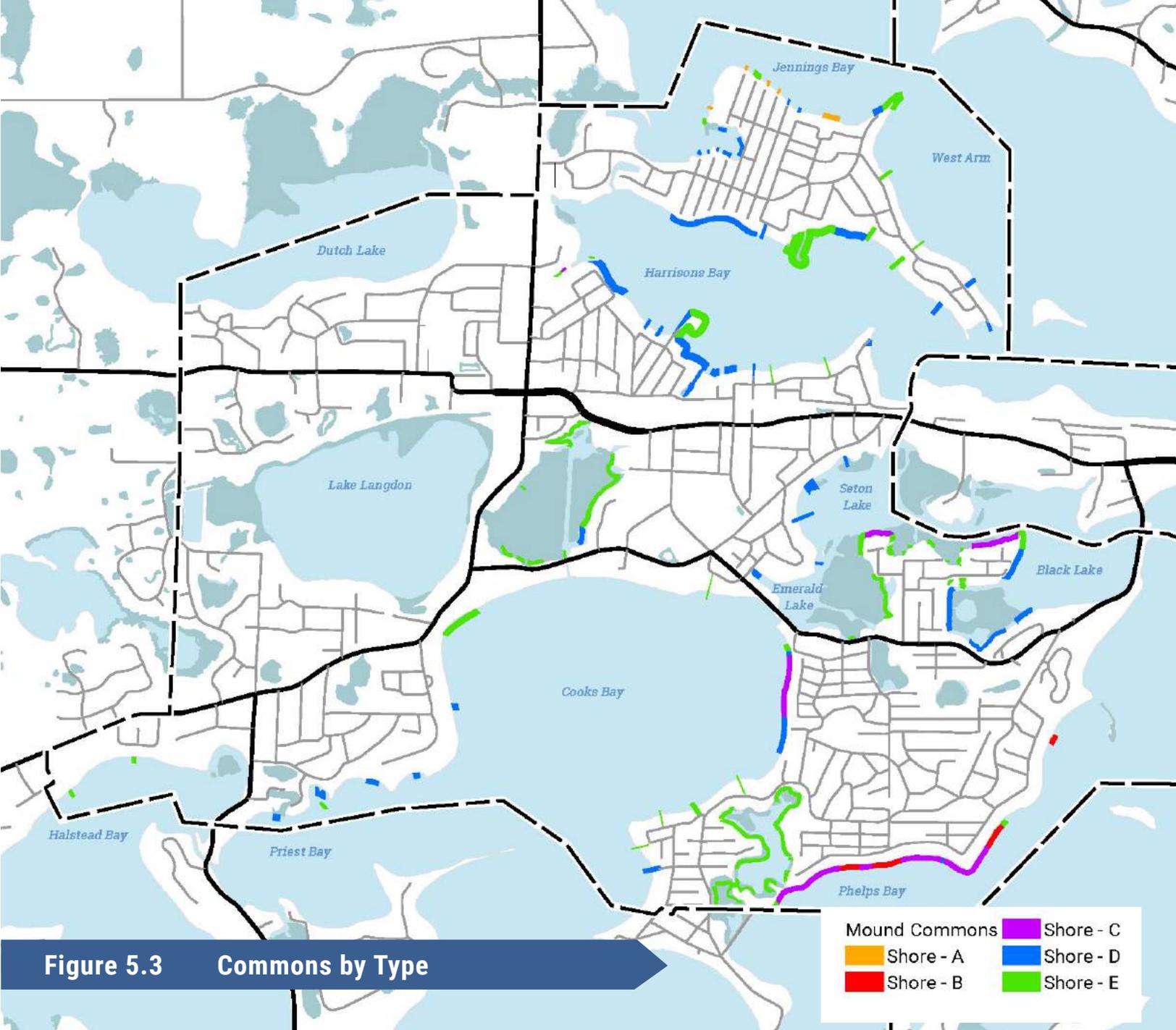


Figure 5.3 Commons by Type

- Mound Commons
- Shore - A
- Shore - B
- Shore - C
- Shore - D
- Shore - E

Type	Description
A	Traversable on upland only. Need stairway to access shoreline. Accessible from public right-of-way. No docks.
B	Traversable only along the shoreline. Access point is available to traversable shoreline. Regular guidelines apply.
C	Not traversable. Stairway needed to access shoreline. Not accessible from public right-of-way. Access granted to abutting property owners only.
D	Traversable on upland and along the shoreline. Accessible from public right-of-way. Regular guidelines apply
E	Wetlands, wildlife areas, beaches, boat landings and transient docks. No leased dock sites.

are virtually inaccessible, even to abutting property owners. Some Commons areas are deep and provide ample space for numerous public uses. Some are narrow and offer little more than a walkway or access to dockage. Other areas are so narrow that even access becomes difficult and can narrow to nothing at all.

Commons areas provide a valuable recreational resource to neighborhood residents and the general public. In many cases, the commons areas function as access points to Lake Minnetonka. Each Commons area has its own dedication language for the properties it is intended to serve. Commons areas are generally not capable of providing community-wide boat launching or parking facilities. However, depending on the specific site or Commons area, boat launching facilities, limited parking, swimming and fishing can be accommodated.

Commons areas are categorized as one of five general types shown in **Figure 5.3** on the previous page and described in the table below the figure.

Regional Recreation Facilities

In addition to the city's park, open space and recreation areas, Mound residents also benefit from nearby regional open space and recreation facilities. According to the Metropolitan Council's 2040 Regional Parks Policy Plan, in 2014 the metropolitan regional parks system encompassed approximately 54,000 acres of park land, including 54 regional parks and park reserves, 8 special recreation features and 40 regional trails, with 340 miles of trails.

Regional Facilities

There are no regional parks located within Mound. The closest regional facility is Gale Woods Farm, which is located in Minnetrista. Gale Woods Farm is a 410 acre special recreation area located on Whaletail Lake. It features a working educational farm, 4.4 miles of paved, aggregate, and turf trails, cross-country running trails, canoeing, fishing and a four-season picnic pavilion.

Regional Trails

The Dakota Rail Regional Trail provides a highly valued recreational amenity through the community. The Dakota Rail Regional Trail is a 14.2 mile multiuse





Figure 5.4 Existing Trails & Sidewalks

Bicycle/Pedestrian Facilities

- Regional Trail
- Local Trail
- Sidewalk
- On-Street Shoulder

trail located in the former Dakota Rail railroad corridor constructed and managed by the Three Rivers Park District. From east to west, the trail links the cities of Wayzata, Orono, Minnetonka Beach, Spring Park, Mound, Minnetrista and St. Bonifacious in western Hennepin County. West of Hennepin County, the trail currently extends another 12.5 miles into Carver County and is planned to extend an additional 31.5 miles through Carver and McLeod counties, ending in Hutchinson.

The corridor right-of-way is owned by the Hennepin County Regional Rail Authority (HCRRA) who intends to preserve the corridor for a potential future transit line. Based on the typical lengthy time period required for transit development and the Park District's successes in using other HCRRA rights-of-way for trails as interim uses, the Parks District has a 20-year lease on the portion of the corridor (16 foot wide rail bed) needed for the regional trail. Lease may be terminated with 180 days written notice during the first 20 years (2007-2027) for transportation purposes. After 2027, HCRRA may terminate at anytime.

This regional trail, constructed in 2007 and 2008, provides the primary east-west walking and biking connection through the City and runs through the center of Downtown Mound.

Trails & Sidewalks

In addition to the Dakota Rail Regional Trail, the City has a mix of trails, sidewalks, and on-street shoulders that support pedestrians and bicyclists as shown in Map 4.4 and described below:

Local Trails

The existence of the Dakota Rail Regional Trail is augmented by a few local, off-street trails in Mound. The Andrew Sister's Trail (formerly known as the Lost Lake Trail) is a very popular local trail which connects the Lost Lake Harbor to Wolner Fields.

Sidewalks

Most neighborhoods have streets that are too narrow to accommodate off-street trails or on-street bike lanes. Many of the main access roads within neighborhoods do, however, have sidewalks to accommodate pedestrians and casual cyclists.

On-Street Shoulder

Many of the County Roads and main thoroughfares through the City currently have improved shoulders for bicycling and walking.

Future Trails and Sidewalks

While the historical land use pattern and width of right-of-way for local streets makes significant expansion of off-street trails and sidewalks limited, the City will continue to explore opportunities to improve safety and connectivity. As

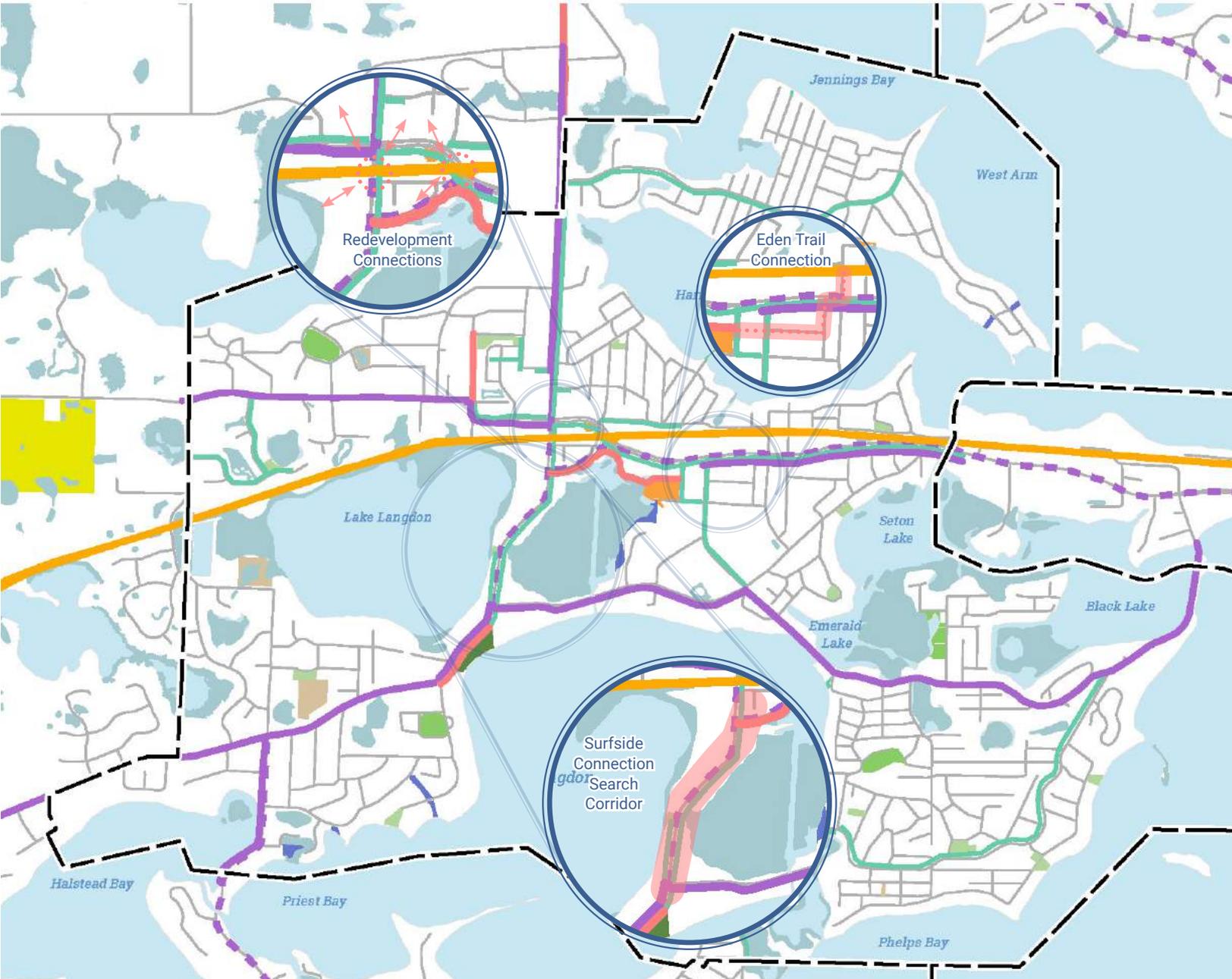


Figure 5.5 Future Trails & Sidewalks

Bicycle/Pedestrian Facilities

- Regional Trail
- Local Trail
- Sidewalk
- On-Street Shoulder
- - - Planned On-Street Shoulder

shown in Map 4.5 Future Trails and Sidewalks, the City anticipates there may be opportunities for trail and sidewalk expansion as part of future redevelopment of the proposed Mixed Use Areas around Shoreline Drive and Commerce Boulevard. The City will also continue to encourage Hennepin County to improve streetscape along County Roads and increase safety improvements for the on-street shoulders found along County Roads.

Neighborhood & Pocket Park Distribution Analysis

Being a developed community, Mound's park and recreation system is relatively established with few opportunities for significant expansion. Neighborhood and pocket parks are distributed relatively well throughout the City with most residents being a short walk or bike ride from a park. In addition, Non-City facilities like Shirley Hills and Grandview Schools provide recreational opportunities to the surrounding neighborhoods. Rather than additional parks, the City's focus will be on maintenance and continuing to evaluate the mix of amenities offered at neighborhood and pocket parks.

Community Feedback

The community members of Mound care deeply about the city's park, open space, and recreation system. Throughout the 2040 Comprehensive Plan process, they provided comments relating to parks, open space and recreation. The following is a summary of those comments. For a more in-depth look at individual comments, please see **Appendix A**.

- » Parks like Surfside Park, Wolner Little League Fields and Zero Gravity Skate Park are positive features of the community and should be highlighted and retained
- » The current appearance of parks across the city is a concern, particularly where dogs heavily use
- » More park investment is needed
- » It is important that parks are within walking distance of neighborhoods
- » Open spaces and natural areas should be preserved for informal play and natural resource protection
- » Facilities need to be replaced, such as aging playgrounds, park signs, landscaping, and tennis courts
- » Explore opportunities to provide off-leash dog areas, disc golf, skating, pickleball, and community garden
- » Add amenities to support uses, including picnic tables, trash cans, restrooms, parking, etc.
- » Develop a plan for the revitalization of Surfside Park
- » Include neighborhood and community input in development plans

PARKS, OPEN SPACE & RECREATION GOAL, POLICIES, & ACTIONS

Goal

To provide a variety of active and passive recreational opportunities to enhance all residents' quality of life, meeting the needs of all age groups and providing year-round recreational opportunities for a population diverse in age, structure, interests and activities. It is also important that this system assist in protecting the natural and historic resources of the community in a manner which leaves them unimpaired for future generations.

Policies

The City of Mound has identified the following policies to guide the planning and development of park, open space and recreation areas that meet the community's goal:

1. Strive to provide active recreation spaces within a short walk or bike ride from every resident (approximately 1/2 mile from neighborhood park or 1/4 mile from pocket park).
2. Maintain neighborhood and public access to Lake Minnetonka for Mound residents through public beaches, public lake access points, public shores, and the Mound Docks & Commons Program.
3. Provide user amenities as appropriate for the type of park:
 - » Pocket Park - benches, trash can
 - » Neighborhood Park - benches, picnic tables, trash can, seasonal restrooms for field use, off-street parking when fields draw from greater than neighborhood
 - » Community Park - benches, picnic tables, shelter, trash cans, year-round restrooms, off-street parking
 - » Public Beach - sand beach, trash cans, on-street parking
 - » Public Shore - none
4. Seek opportunities to connect to, improve safety of, and support use of the Dakota Rail Regional Trail.
5. Support cooperative efforts between the City, Westonka Public Schools District, and Three Rivers Park District that enhance the development and usage of recreational lands and facilities and minimize duplication.
6. Continue to integrate where feasible the preservation and celebration of the community's natural and historic resources into the park, open space and recreation system.
7. Emphasize community input and active community participation in the planning, design and development of recreational facilities.

IMPLEMENTATION FRAMEWORK

Project or Idea Generation

- » Project or idea may come from the Parks and Open Space Commission, public, partners or Staff.
- » It is recommended that the project or idea be outlined with information about why it is needed, who it will serve, vendors, costs and timing.



Evaluation by Staff and Parks and Open Space Commission and City Council

- » Evaluate project or idea against comprehensive plan goals, policies, and actions.
- » Give consideration to the following potential decision principles:
 - Is a community unmet need being addressed?
 - Is a new recreational opportunity being provided?
 - Does it inspire community pride?
 - Does it increase awareness of history, culture and art?
 - Does it support healthy living?
 - Does it improve connectivity?
 - How does it impact the surrounding neighborhood and what can be done to mitigate those impacts?
 - How does it impact the environment and what can be done to mitigate those impacts?
 - Is there adequate funding for long-term maintenance and operational costs?
 - Could it be a catalyst for private sector investment?
 - Could it be served by partnerships?
 - How does it fit into the City's capital improvement program?



COUNCIL ACTION: authorize Staff to proceed with next step - which may include further project planning, inclusion of funding in an upcoming budget, and/or preparation of construction documents

8. Design park improvements to provide environmental and aesthetic benefits by developing planting plans that use native plants and sensitively integrating recreational facilities into the natural environment of the site.
9. Coordinate the expenditure of local funds for park, open space and recreation facilities with the provision and development of other municipal services.

Actions

The City of Mound has established a diverse park, open space and recreation system plan that will provide a variety of recreational opportunities to meet residents' needs. The following recommended actions are intended to build upon the existing system so that the community is in a position to meet the needs of all residents in the year 2040.

1. Annually update the Capital Improvement Plan for parks, recreation, and open space ensuring that continued funding is available to meet the community's needs, including staffing, programming, new amenities and maintenance.
2. Create and implement a maintenance and replacement schedule to plan for phased replacement of neighborhood and pocket park facilities (i.e. playgrounds, courts, etc.). Provide an opportunity for neighborhood input on replacement projects.
3. Add user amenities to parks to respond to evolving public need.
4. Establish, and implement as opportunities arise, a uniform park signage and branding system for Mound's park, open space and recreation system.
5. Conduct a Master Plan for Surfside Park.
6. Consider an off-leash dog area where there is usable, underutilized open space that has an adequate buffer from adjacent residential properties.
7. Explore the development of a few disc golf holes in a location where there is underutilized open space and users will not impact high quality natural areas.
8. Explore opportunities, including partnerships, for a community garden. Seek locations where there is usable, underutilized open space where water for irrigation can be available.
9. Conduct a feasibility study to evaluate the potential of a trail to link Downtown Mound to Surfside Park along the west side of Lost Lake.
10. Identify and sell extra city-owned parcels and tax forfeiture parcels that are too small for park facilities, do not have significant natural areas, and do not serve as an access point to city utilities or other functions.
11. Periodically review and update the City's park dedication policy and ordinances to meet current state standards and respond to the market.
12. Develop a tree preference list and educational materials to support the diversification of the tree canopy.



6. TRANSPORTATION

Consistent with its designation as a Suburban community by the Metropolitan Council, Mound is a largely developed city. It is expected this area will maintain current population and jobs into 2040, with only limited growth potential. As such, it is not anticipated that Mound will need a major expansion of its transportation network by 2040.

However, there are still opportunities to improve the city's transportation network. The city needs to plan for the maintenance, improved safety, and overall enhancement of the existing transportation network, for both local and regional connections. Additionally, the City of Mound may need to assess current transportation options to ensure they align with transportation preferences of residents and are fully accessible to all members of the community. This may include expansion of multimodal options, and improvements to connectivity and safety.

The primary purpose of this chapter is provide guidance to city staff and elected officials regarding the implementation of effective, integrated transportation facilities and programs through the 2040 planning timeframe. This chapter is consistent with regional requirements for transportation as captured in the Metropolitan Council's 2040 Local Planning Handbook.

As shown to the right, this chapter includes all modes of travel in and around Mound, including automobile, bicycle, pedestrian, freight, and aviation. Chapter 5 Parks, Open Space & Recreation has additional content relevant to the trail network.

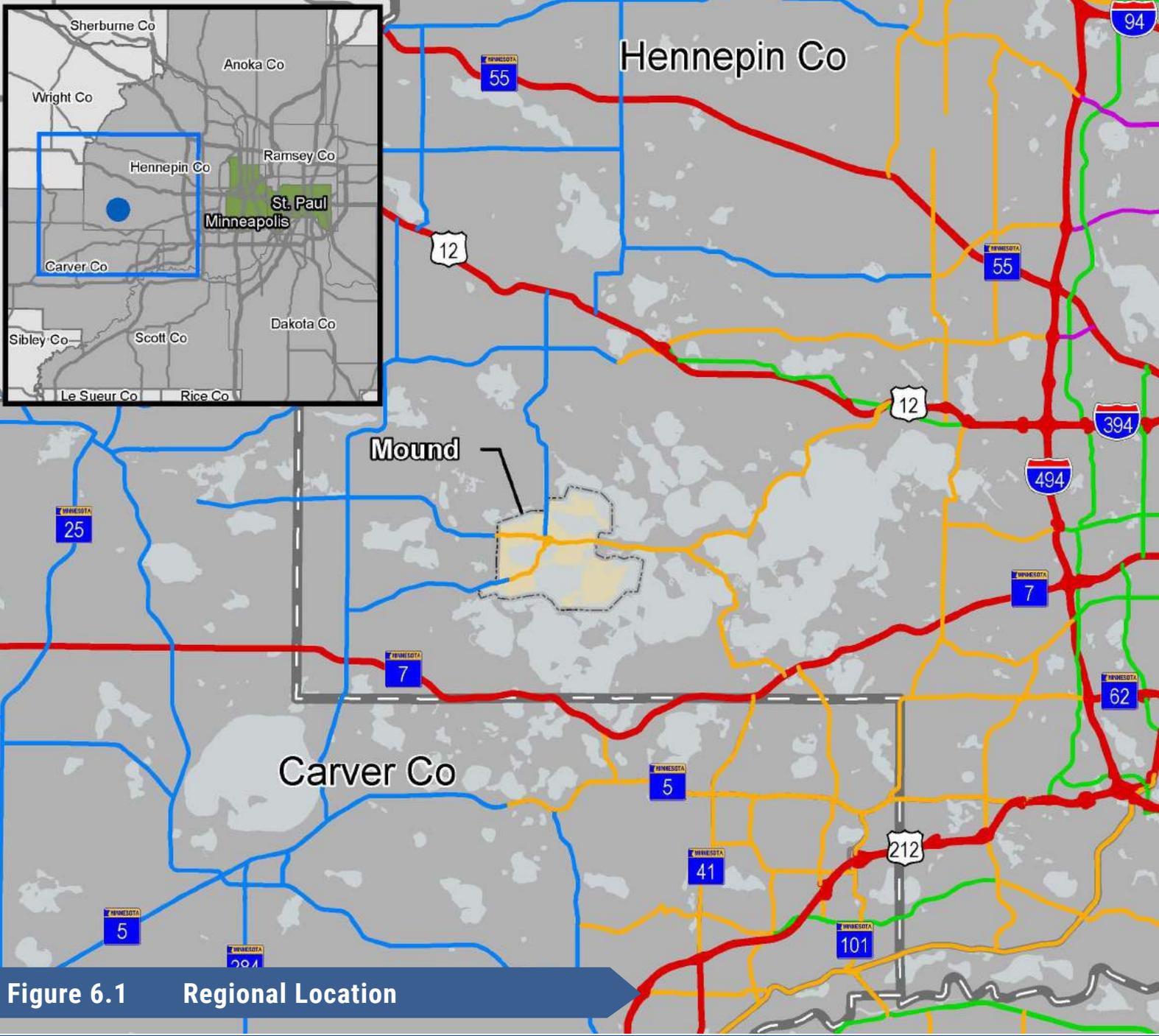


Figure 6.1 Regional Location

- | | |
|--|--|
|  City Limits |  Principal Arterial |
|  St. Paul & Minneapolis |  A Minor Augmentor |
|  Metro Counties |  A Minor Reliever |
|  Other Counties |  A Minor Expander |
| |  A Minor Connector |

EXISTING ROADWAY CONDITIONS

Existing Traffic Volumes and Crash Data

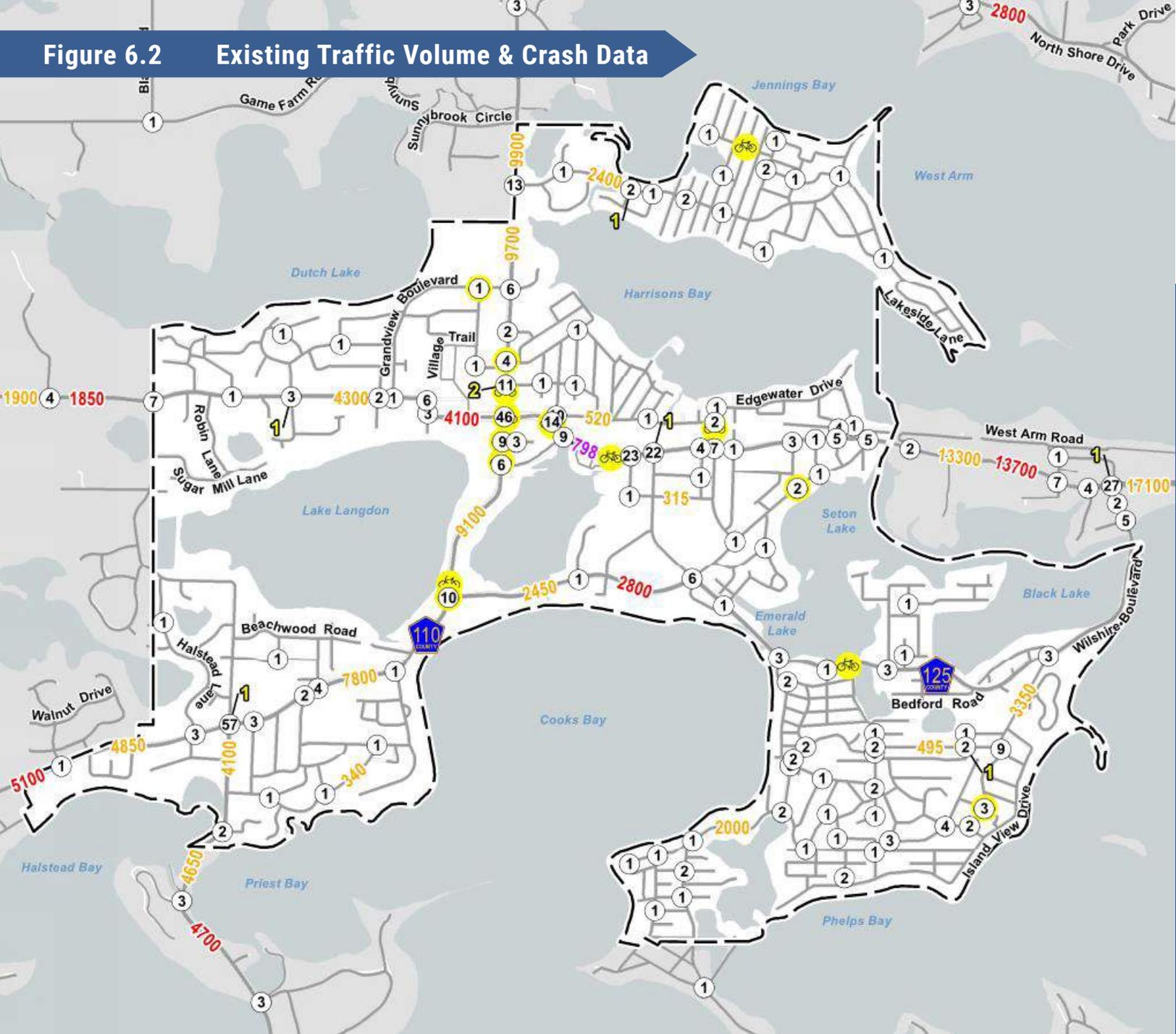
The most basic characteristic of a given roadway is the volume of traffic that it carries. Existing and forecasted traffic volumes are used to determine which roads are approaching or exceeding the capacity for which they were designed.

Existing average daily traffic volumes on roadways within Mound are presented on **Figure 6.2**. These numbers are based on the most current MnDOT data available for traffic on these roads.

Crash statistics are used to determine which locations on the roadway network have safety concerns, which may need improvements to address. The most recent crash data for roadways are summarized on **Figure 6.2**. It can be seen that the highest volumes of crashes are at:

- » CSAH 110/Bartlett Boulevard and Westedge Boulevard (including one with incapacitating injuries)
- » CSAH 15/Lynwood Boulevard/Shoreline Drive and CSAH 110/Commerce Boulevard
- » CSAH 15/Shoreline Drive and Wilshire Boulevard/Cypress Lane (including one with incapacitating injuries)
- » CSAH 15/Lynwood Boulevard/Shoreline Drive and Belmont Lane
- » CSAH 110/Commerce Boulevard and Church Lane (including two with incapacitating injuries)
- » CSAH 110/Commerce Boulevard and CR 125/Bartlett Boulevard

Figure 6.2 Existing Traffic Volume & Crash Data



Average Annual Daily Traffic (AADT)

- ##### 2016
- ##### 2015
- ##### 2014
- ##### 2013

Heavy Commercial Average Annual Daily Traffic (HCAADT)

- ##### 2018

Intersection Summary (2006-2015)

⊙ Total Crashes

Severity Summary (Quantity)

- # Incapacitating Injuries
- # Fatalities

Non-Motorized Crashes (2006 - 2015)

- 🚶 Pedestrian
- 🚲 Bicycle

Non-Intersection Crashes (2006-2015)

- ★ Incapacitating Injury
- ⦿ Fatal Injury

Jurisdictional and Functional Classification

Jurisdictional Classification

Roadways are classified on the basis of which level of government owns and has jurisdiction over them. Typically, roadways with higher mobility functions are under the jurisdiction of a county, regional, state, or federal level of government. Likewise, roads with a focus on local circulation and access typically are under the jurisdiction of a local government. In the City of Mound, only two jurisdictions have responsibility for the overall road network. Hennepin County is responsible for routes 15, 44, 110, and 125. The City of Mound is responsible for all remaining roadways. **Figure 6.3** depicts the existing roadway jurisdictional classification system in Mound.

Functional Classification

Individual roads and streets typically do not operate independently in any major way. Functional classification is a cornerstone of transportation planning. Within this approach, roads are located and designed to perform their designated function.

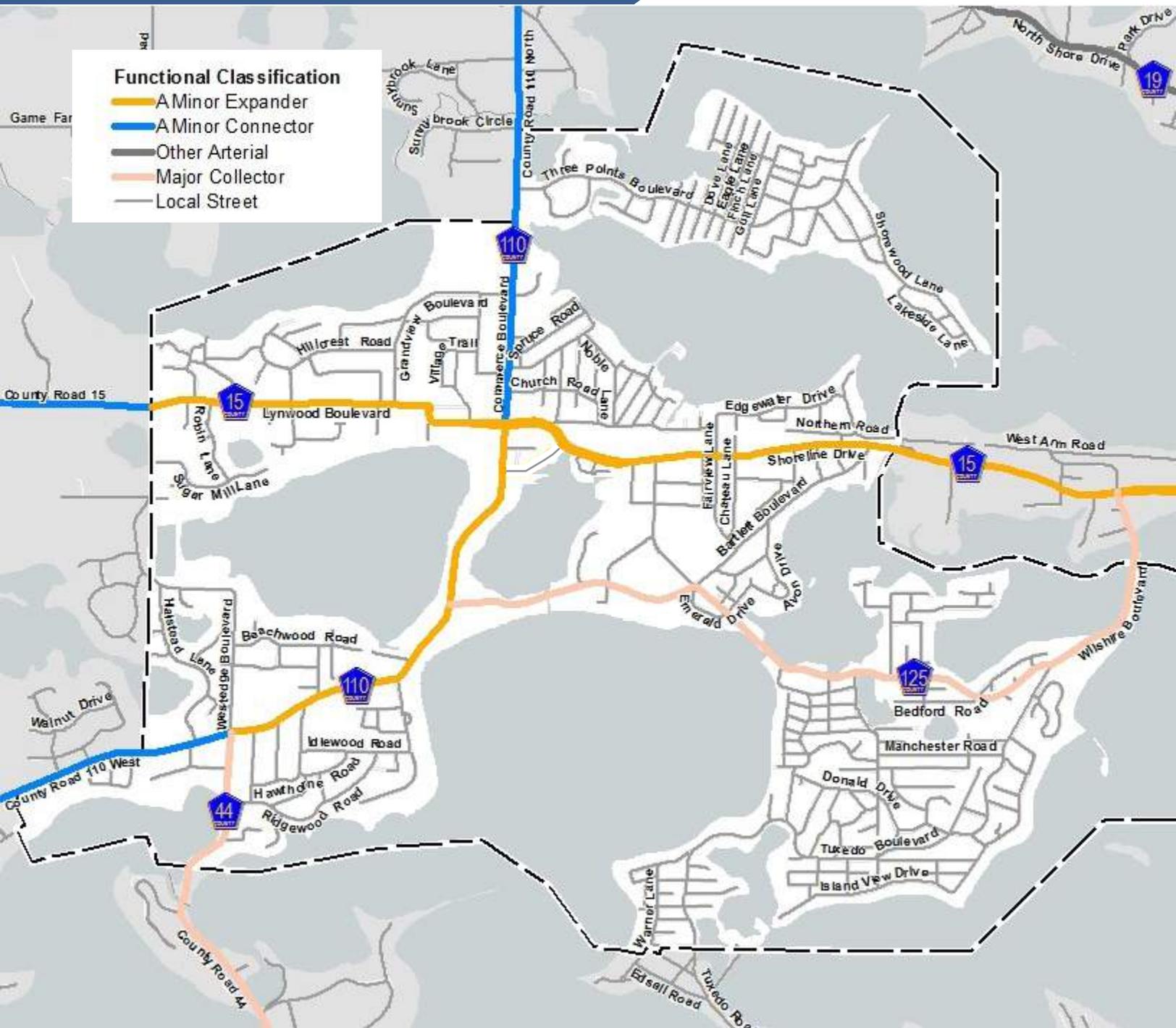
The functional classification system defines the hierarchy of roads within a network that distributes traffic from local access routes all the way up to major mobility corridors. A typical system connects up neighborhood streets to collector roadways, then to minor arterials, and ultimately the Metropolitan Highway System. Roads are classified based on the degree to which they provide access to adjacent land uses and lower level roadways versus providing higher-speed mobility for “through” traffic.

The current roadway functional classification map for Mound as identified by the Metropolitan Council is presented on **Figure 6.4**. The roadway system presently consists of three roadway functional roadway classifications:

- » “A” Minor Arterial
- » Major Collector
- » Local Street

For arterial roadways, the Metropolitan Council has designation authority. Local agencies may request that their roadways become arterials (or are downgraded from arterial to collector), but such designations or re-designations must be approved by the Metropolitan Council. The agency which has jurisdiction over a given roadway (e.g. Hennepin County or the City of Mound) has the authority to designate collector status.

Figure 6.4 Existing Roadway Functional Class



“A” Minor Arterial Sub Categories

Relievers provide supplementary capacity for congested parallel principal arterials. They are typically found in urban and suburban communities.

Augmentors supplement the principal arterial system in more densely developed or redeveloping areas. They are typically found in urban communities.

Expanders supplement the principal arterial system in less densely developed or redeveloping areas. They are typically found in urban and suburban communities.

Connectors provide safe, direct connections between rural centers and to principal arterials in rural area without adding continuous general purpose lane capacity. They are typically found in rural communities.

Principal Arterials

Principal arterials are the highest roadway classification and make up the Metropolitan Highway System. The primary function of these roadways is to provide mobility for regional trips, and they do not provide a land access function. They are intended to interconnect regional business concentrations in the metropolitan area, including the central business districts of Minneapolis and St. Paul. These roads also connect the Twin Cities with important locations outside the metropolitan area. Principal arterials are generally constructed as limited access freeways, but may also be multiple-lane divided highways. There are no principal arterial roadways in Mound. The closest principal arterials to Mound are TH 7 to the south, TH 12/I-394 to the north, and I-494 to the east.

“A” Minor Arterials

These roads connect important locations within the City of Mound to access points of the metropolitan highway system and with important locations outside the City. These arterials are also intended to carry short to medium trips that would otherwise use principal arterials. While “A” minor arterial roadways provide more access than principal arterials, their primary function is still to provide mobility rather than access to lower level roadways or adjacent land uses.

Metropolitan Council has defined four sub-categories of “A” minor arterials: reliever, expander, connector, and augmentor. These sub-categories are primarily used by the Metropolitan Council to allocate federal funding for roadway improvements. The different types do not have separate, specific design characteristics or requirements. However, they have somewhat different functions in the roadway network and are typically found in certain areas within the region.

As shown on **Figure 6.4**, the “A” Minor network in Mound is primarily Expanders, while the connections outwards towards more rural areas are designated as Connectors. Current “A” minor arterials are identified in **Table 6.1**, below. There are no changes in the number of travel lanes on arterial roadways in Mound identified in this plan, except for an additional segment of CSAH 110 potentially being converted from 4 to 3 lanes, as described later in this chapter.

Table 6.1 “A” Minor Arterial Roadways

Roadway	From	To	Number of Travel Lanes (Total)
CSAH 15/ Lynwood Boulevard/ Shoreline Drive	Western city limits	Wilshire Boulevard	2-4
CSAH 110/ Commerce Boulevard/ Bartlett Boulevard	Northern city limits	Western city limits	3-4

Major and Minor Collectors

Collector roadways provide a balance of the mobility and land-use access functions discussed above. They generally serve trips that are entirely within the City and connect neighborhoods and smaller commercial areas to the arterial network. Minor collectors generally are shorter in length, with lower volumes and lower speeds than major collectors. Current major collector roadways are identified in **Table 6.2**, below.

According to the Metropolitan Council, there currently are no roadways formally designated as Minor Collector roadways in the City of Mound.

Currently, there are no officially designated minor collectors in Mound, and few major collectors. This is due in part to the irregular road network in the city, which was developed over time in response to the unique topography and historic small lot development patterns that typify the community. Many streets that function as collectors do not meet standard requirements for width, spacing, access management, connectivity, and other criteria used to determine functional class.

However, a number of city streets do nonetheless function as collectors, in terms of their role in the overall road network – particularly for areas of the city that are accessible by only a few roads. Identifying them is useful to the city, because it helps identify priorities for investment and improvements to improve overall network efficiency and safety. This plan makes recommendations to designate additional roads as both major and minor collectors. There are no changes in the number of travel lanes on collector roadways in Mound identified in this plan.

Table 6.2 Major & Minor Collector Roadways

Roadway	From	To	Number of Travel Lanes (Total)
Major Collectors			
Wilshire Boulevard/ CR 125	Bartlett Boulevard/CSAH 110	Interlachen Road	2
Bartlett Boulevard/ CSAH 110	Wilshire Boulevard/ CR 125	W Commerce Boulevard/ CSAH 110	2
Westedge Boulevard	County Road 44	Bartlett Boulevard/ CSAH 110	2

SUMMARY OF RELEVANT TRANSPORTATION STUDIES

Hennepin County Plans

Hennepin County Freight Study (2016)

Hennepin County conducted a study of its multimodal freight network, including recommendations to improve it. The study noted that county roads around the lakes (including CSAH 110 and CSAH 15, both of which pass through Mound) tend to have higher percentages of truck traffic than other county routes. It also noted that these same roads tended to have lower than posted speeds for truck traffic during peak times.

While there were no specific shorter term projects identified for improving the freight network in Mound in this plan, there were some upgrades planned for the nearby intersection of CSAH 15 and CSAH 19, programmed for 2020. Additionally, the plan recommends continuing to track with freight data, and exploring ways to improve the freight network.

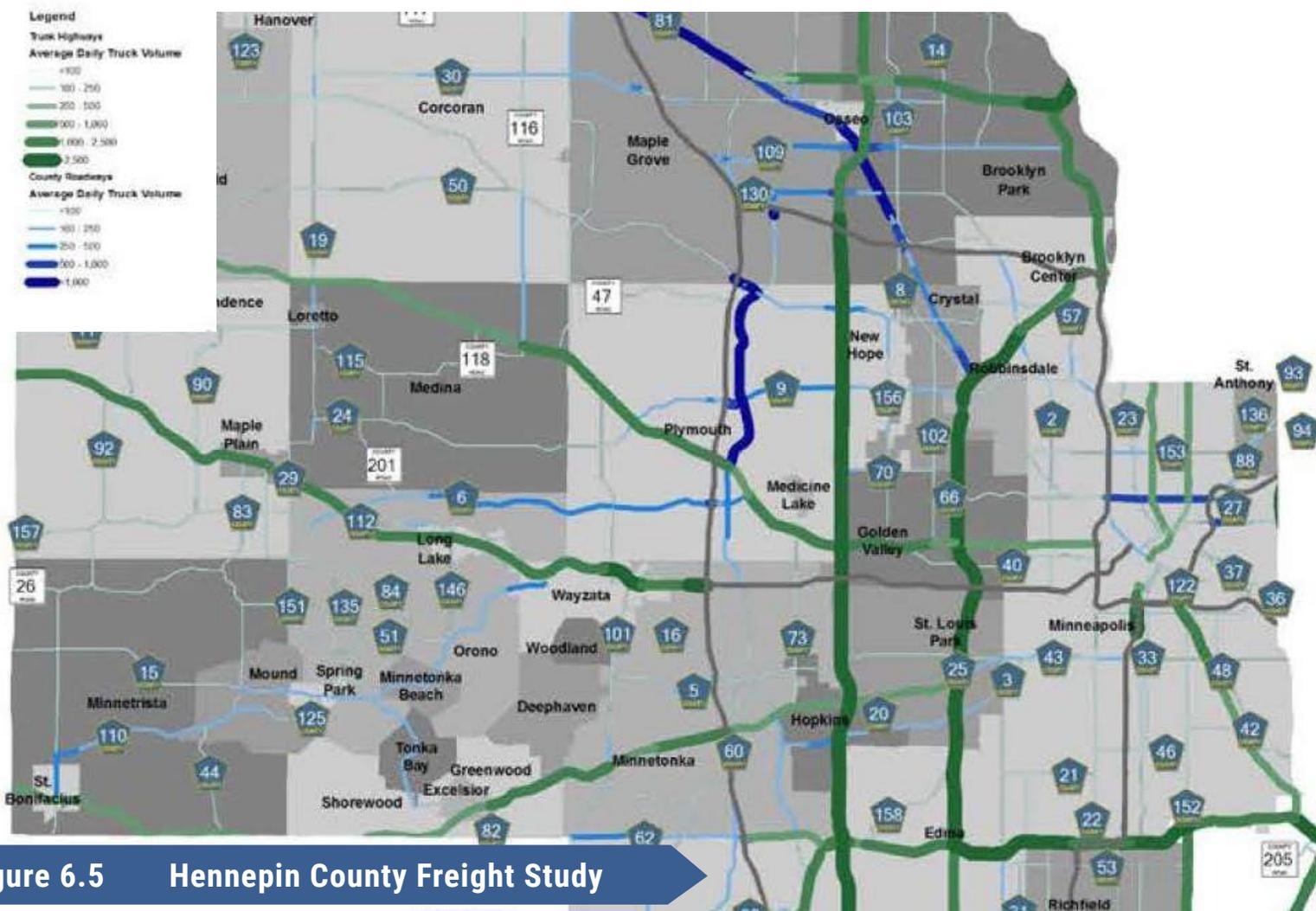


Figure 6.5 Hennepin County Freight Study

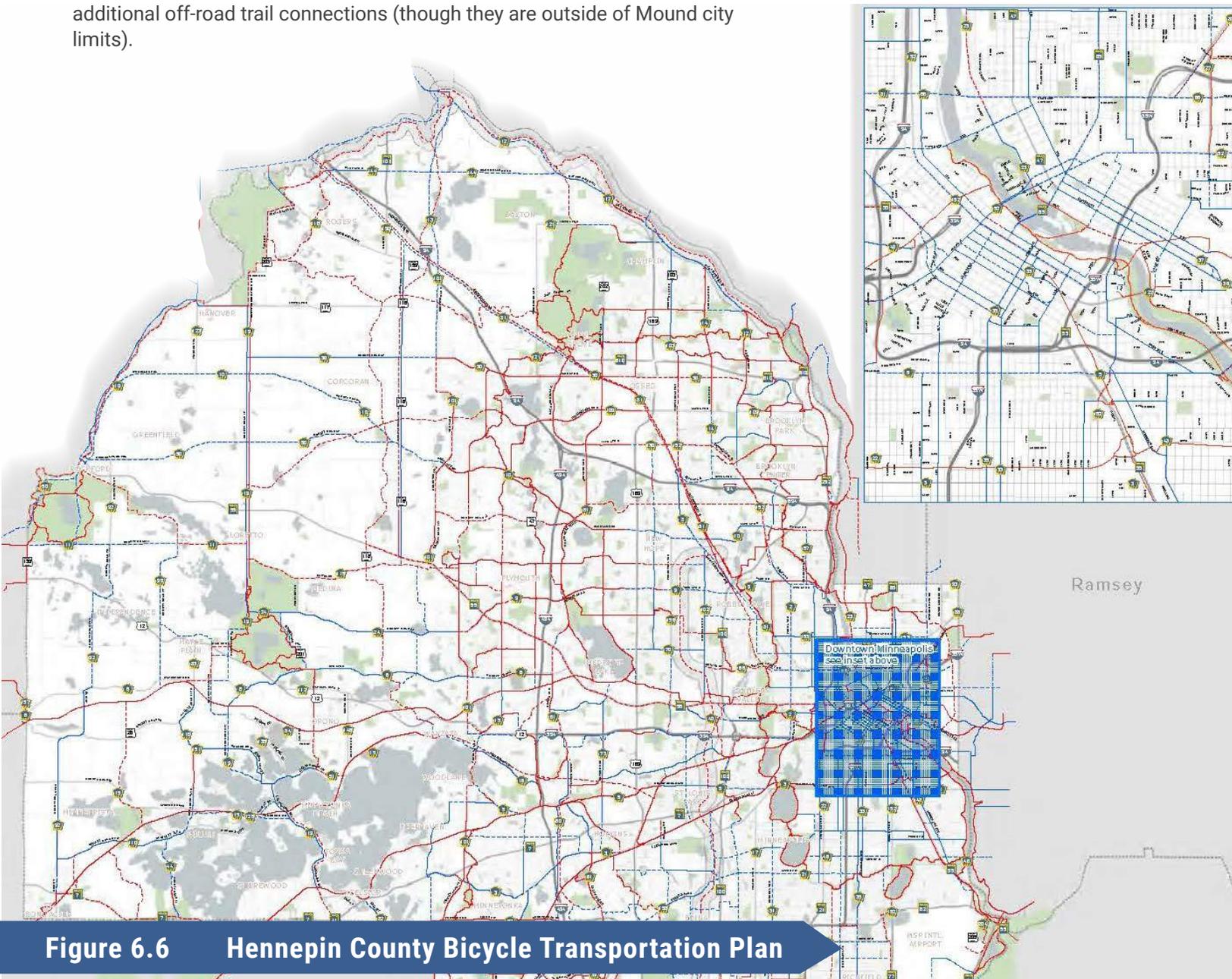
2040 Hennepin County Bicycle Transportation Plan (2015)

Hennepin County completed its bicycle transportation plan in advance of its overall 2040 comprehensive plan update. The plan identified overall system goals, gaps in the existing network, and recommended projects by type.

In the Mound area, the plan identified several potential bicycle projects, including:

- Shoreline Drive/CSAH 15 (CSAH 110 to CSAH 19) – on-street bikeway
- Bartlett Boulevard/CSAH 110 (Wilshire Boulevard to Commerce Boulevard) – on-street bikeway
- Westedge Boulevard/CR 44 (Bartlett Boulevard to terminus of existing trail) – on-street bikeway

The plan also shows the existing Dakota Rail Regional Trail, and recommends additional off-road trail connections (though they are outside of Mound city limits).



ROADWAY SYSTEM PLAN

Future Roadway Network

The roadway network of Mound is largely established. Planned redevelopment in the community generally will require only minor changes to the roadway network. Additionally, topographic constraints limit opportunities to expand existing roads or add new ones.

The roadway network assumed for the 2040 analysis includes the existing network, plus projects that have been programmed and/or planned. *While no changes are anticipated at this time, this will be modified with input from the County prior to plan completion if necessary.*

Transportation Analysis Zones

Traffic projections are based on the use of Transportation Analysis Zones (TAZs). The TAZs for the City of Mound, as defined by the Metropolitan Council, are presented on **Figure 6.7**. TAZs are defined to reflect travel patterns for an area, and are used as a unit of analysis in a regional travel demand model which forecasts future travel patterns based on expected growth of an area. The model's outputs include estimated traffic volumes and capacity on the roads included in the model (typically those with a functional class of collector or above).

The anticipated land use patterns discussed in Chapter 3 of this Comprehensive Plan were used to develop the 2040 population, household, and jobs projections by TAZ were used in the model. The 2040 land use map for Mound is presented in **Figure 3.4** in that chapter.

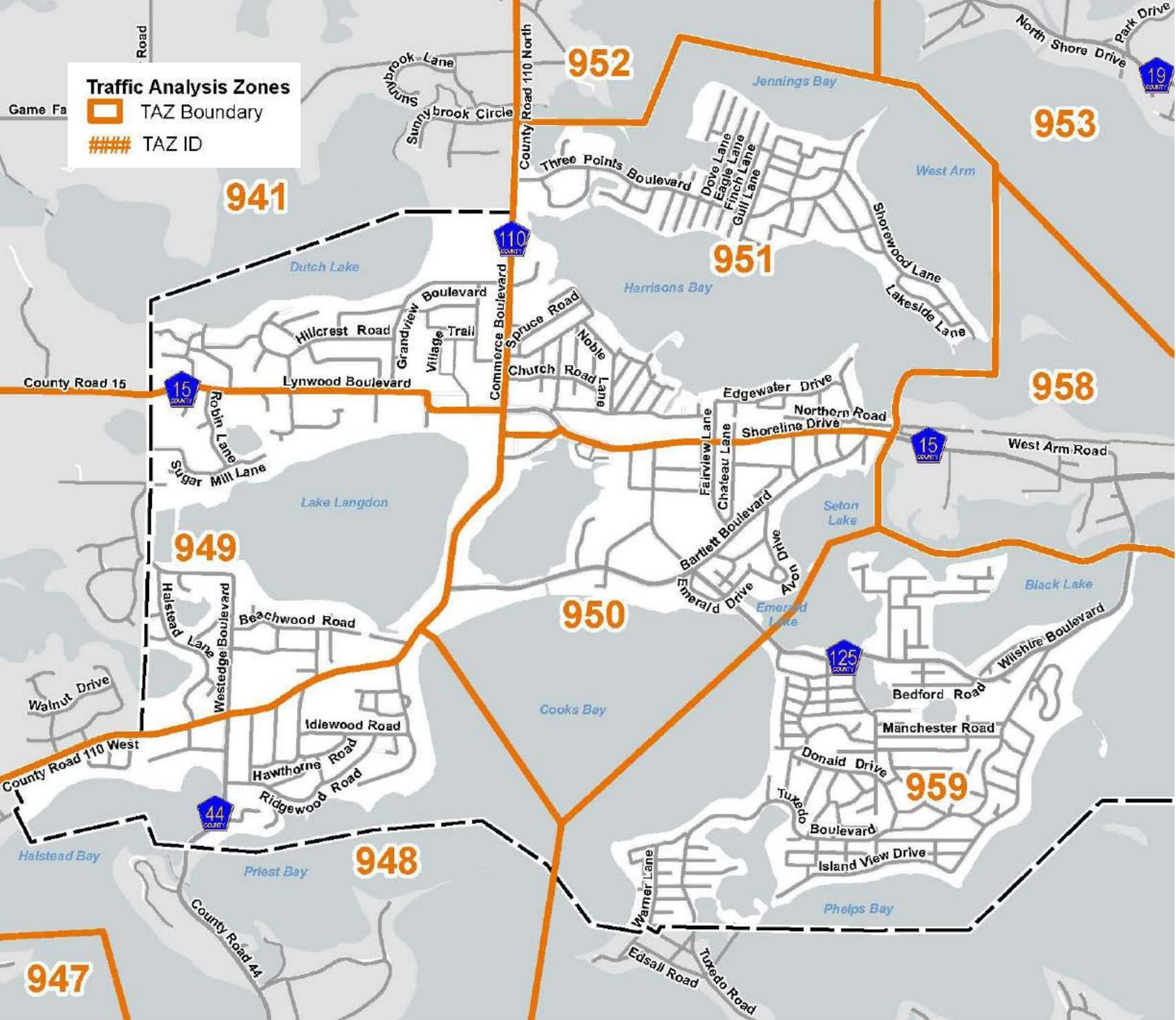


Figure 6.7 Transportation Analysis Zones

The TAZ socioeconomic data projected for 2040 conditions are presented in **Table 6.3** below. These numbers may be revised moderately based on further refinements through the County's transportation modeling process.

Table 6.3 2040 Mound TAZ Data

TAZ	Year	Population	Households	Retail Jobs	Non-Retail Jobs	Total Jobs
941	2010	974	425	10	83	93
	2020	1,042	469	20	110	130
	2030	1,042	470	20	110	130
	2040	1,042	470	20	110	130
948	2010	864	377	0	160	160
	2020	930	420	15	180	195
	2030	934	430	15	180	195
	2040	934	430	15	180	195
949	2010	947	413	16	73	89
	2020	988	440	30	100	130
	2030	1,003	480	60	105	165
	2040	1,014	495	80	110	190
950	2010	810	345	112	386	498
	2020	879	390	130	405	535
	2030	914	480	235	420	655
	2040	1,003	605	280	450	730
951	2010	2,258	1,018	90	99	189
	2020	2,323	1,060	100	110	210
	2030	2,361	1,160	140	115	255
	2040	2,361	1,160	140	115	255
959	2010	3,173	1,396	20	116	136
	2020	3,238	1,421	60	140	200
	2030	3,245	1,440	60	140	200
	2040	3,245	1,440	60	140	200

2040 Traffic Forecasting

To plan for road capacity improvements, the Metropolitan Council has developed a regional travel demand model. This model uses the TAZ forecast data and other data on travel patterns to forecast how traffic volumes will change on major roads in future years. The model functionality allows users to compare volumes with and without planned roadway improvements, to gauge the benefit of these improvements to congestion relief.

Since the regional model was designed primarily to forecast traffic on regional routes, Hennepin County has done additional work to update the model to produce forecasts for county and local routes. The model results provided in this chapter come from the County version of the travel demand model. Forecasted traffic volumes from the model are being evaluated based on the typical traffic capacities shown in **Table 6.4**. **Table 6.5** shows proposed roadway improvements recommended based on this analysis. Additional discussion on recommended improvements is provided on the following pages.

Table 6.4 Typical Traffic Capacity by Roadway Type

Roadway Design	Planning Level Daily Capacity
Local	
Local and Minor Collector 2-Lane	Up to 1,000
Collector and Arterial	
Urban 2-Lane	7,500-12,000
Urban 3-Lane or 2-Lane Divided	12,000-18,000
Urban 4-Lane Undivided	Up to 20,000
Urban 4-Lane Divided	28,000-40,000
4-Lane Freeway	Up to 70,000

Table 6.5 Proposed Roadway Improvements

Project	Location	Type
Bartlett Boulevard/CR 124	Western city boundary to CR 44	Safety improvements and addition of turn lanes
Commerce Boulevard/ Bartlett Boulevard/ CSAH 110	Shoreline Drive/ CSAH 15 to western city limits	Convert from 4 to 3 lane roadway
Commerce Boulevard/ CSAH 110	CSAH 44 to northern city limits	Evaluate need for capacity related improvements

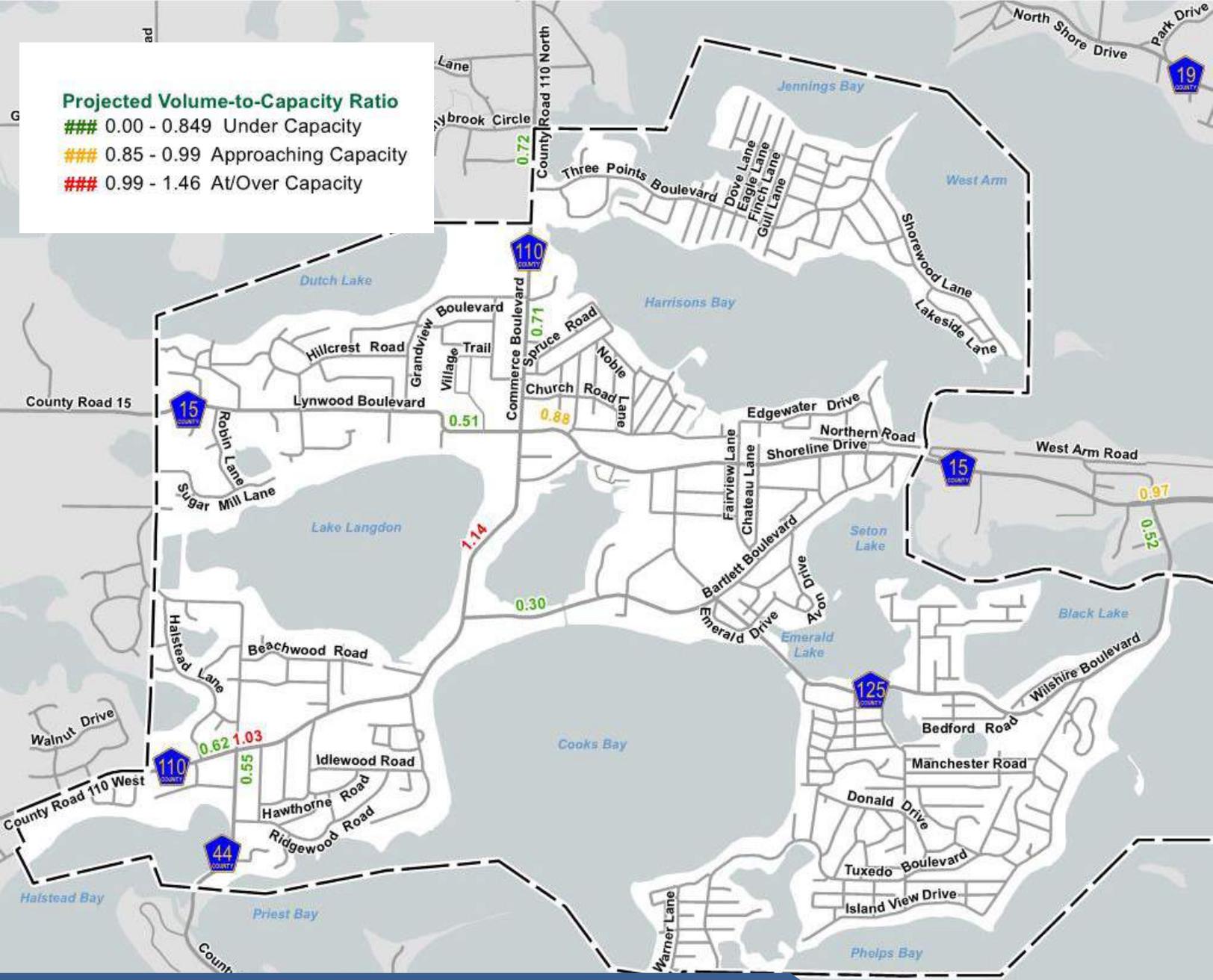


Figure 6.9 2040 Volume to Capacity

Future Capacity Deficiencies

Roadways with volumes of traffic exceeding their capacity are an indicator of potential traffic congestion. This is most likely to occur during peak hours, resulting in delays for travelers and potential safety issues. A planning level analysis using the volume-to-capacity method was done to identify roadway segments where capacity problems are anticipated to occur by 2040, as shown on **Figure 6.9**. Capacities used for the analysis are shown in **Table 6.4**.

Volumes on portions of CSAH 110/Commerce Boulevard are expected to exceed capacity by 2040. Additionally, portions of CSAH 15/Shoreline Drive are expected to be close to capacity by that time. Due to right-of-way constraints and other considerations, capacity increase to address these deficiencies will likely be in the form of intersection improvements and similar projects, rather than increasing the overall number of lanes.

Recommended Roadway System Improvements

Roadways

See **Table 6.5** for a summary of proposed roadway improvements. Except for as noted, the number of future travel lanes on arterials and collectors will remain the same in the future.

Based on the Spot Safety and Corridor Issue Analysis, a segment of Bartlett Boulevard/County Road 125 from the western city boundary to County Road 44 has been identified for monitoring. The suggested safety improvement is the addition of turn lanes. Currently, this intersection is a two-way stop with only one right turn lane, from Bartlett Boulevard northbound onto County Road 44.

Auditors Road

Auditors Road is a local street that connects County Road 15 to County Road 110. It was originally designed to support the redevelopment of the Downtown area into a vertically mixed use district that would have commercial facing the street. Development along the corridor has not yet occurred and the street has become a way for motorists to avoid the intersection of County Roads 15 and 110. The 2040 Comprehensive Plan identifies the potential for a horizontal mixed use area with a portion devoted to housing and a portion devoted to commercial. If this occurs, it may be beneficial for Auditors Road to be eliminated as a through street. It is recommended that evaluation of the long-term need for Auditors Road occur as part of a development discussion.

A portion of CSAH 110 has been converted to a three-lane section. This study recommends converting a remaining four-lane segment to three lanes. 4-to-3 conversions have multiple benefits, including improved safety, fewer conflict points, traffic calming, and space for potential bicycle and/or pedestrian improvements. On the last point in particular, this will allow for safer bicycle facility accommodations on a section of the road that has seen multiple bicycle-related crashes in recent years.

CSAH 110 also may need consideration for capacity-related improvements. This will likely be addressed more through intersection improvements than widening, since there is not room for additional lanes.

Intersections

It is beyond the scope of this 2040 transportation plan to perform intersection analyses with detailed recommendations. However, based on information gathered as part of this planning process, including previous studies, the following intersections will likely require attention over the 2040 planning horizon:

- » Lynwood Boulevard/Shoreline Drive/CSAH 15 & Commerce Boulevard/CSAH 110
- » Shoreline Drive/CSAH 15 & Wilshire Boulevard
- » Bartlett Boulevard/Commerce Boulevard/CSAH 110 & CSAH 44/Westedge Boulevard
- » Commerce Boulevard/CSAH 110 & Grandview Boulevard
- » Wilshire Boulevard/CR 125 & Tuxedo Boulevard

Interchanges

There are no existing or planned interchanges in the City of Mound.

System Continuity

Due to the fully developed nature of the City of Mound, together with the community's predominant pattern of water features and steep slopes, there are many existing non-continuous roadways. Due to these existing limitations, roadway continuity improvements are not anticipated.

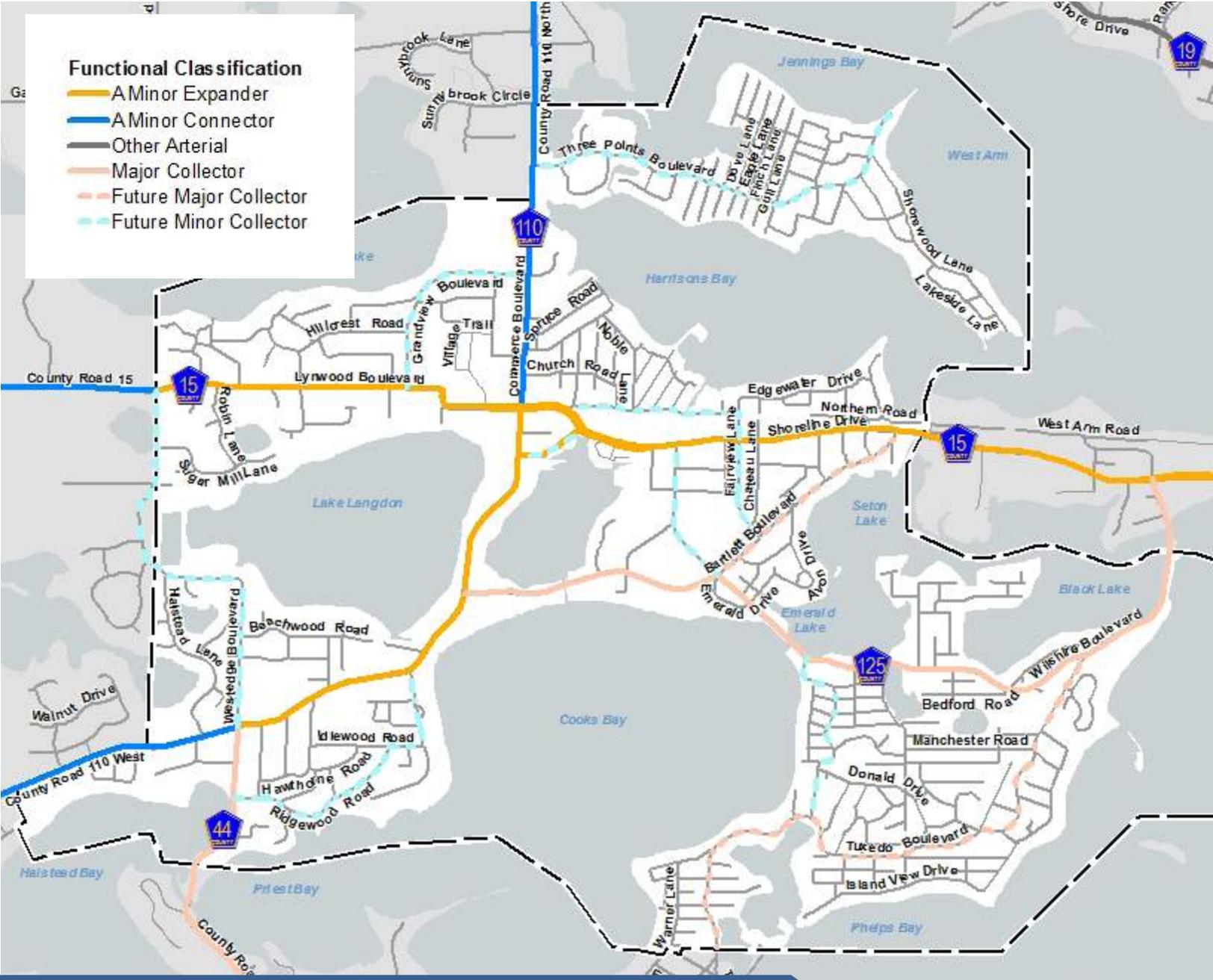


Figure 6.10 Planned Functional Classification

Future Functional and Jurisdictional Classification

Re-designations of roadways involving the A-minor arterial functional classification (e.g. from collector to arterial, from arterial to collector, or changing designations within arterial) are under the authority of the Metropolitan Council. No changes to the arterial system are proposed at this time.

For collector roadways, the functional class designation is under the authority of the agency which owns the given road. This plan recommends that the functional classifications of various roadways should be revised. As discussed in the section on existing functional class, this reflects the fact that many of these roads are already functioning as collector streets, even though they have not been officially designated. These locations are depicted on **Figure 6.10** and are summarized in **Table 6.6**. Similarly, recommended jurisdictional changes are shown in **Table 6.7**.

Table 6.6 Proposed Roadway Functional Classification Re-Designations

Roadway	Segment	Action/Comment
Auditors Road	Commerce Boulevard/CSAH 110 to Shoreline Drive/CSAH 15	A minor arterial to minor collector
Bartlett Boulevard	Wilshire Boulevard/CR 125 to Shoreline Drive/CSAH 15	Local road to major collector
Tuxedo Boulevard	Wilshire Boulevard/CR 125 to Sulgrove Road/southern city limits	Local road to major collector
Three Points Boulevard	Commerce Boulevard/CSAH 110 to Shorewood Lane	Local road to minor collector
Grandview Boulevard	Commerce Boulevard/CSAH 110 to Lynwood Boulevard/CSAH 15	Local road to minor collector
Lynwood Boulevard	Shoreline Drive/CSAH 15 to Shoreline Drive/CSAH 15	Local road to minor collector
Westedge Boulevard	Lynwood Boulevard/CSAH 15 to Bartlett Boulevard/CR 110	Local road to minor collector
Fairview Lane	Lynwood Boulevard to Bartlett Boulevard/CR 125	Local road to minor collector
Ridgewood Road	Westedge Road/CR 44 to Highland Boulevard	Local road to minor collector
Idlewood Road	Ridgewood Road to Highland Boulevard	Local road to minor collector
Highland Boulevard	Ridgewood Road to Commerce Boulevard	Local road to minor collector
Wilshire Boulevard	Shoreline Drive/CSAH 15 to Bartlett Boulevard	Local road to minor collector
Brighton Boulevard	Wilshire Boulevard/CR 125 to Tuxedo Boulevard	Local road to minor collector
Bartlett Boulevard	Wilshire Boulevard/CR 125 to Shoreline Drive/CSAH 15	Local road to major collector
Three Points Boulevard	Commerce Boulevard/CSAH 110 to Shorewood Lane	Local road to minor collector
Grandview Boulevard	Commerce Boulevard/CSAH 110 to Lynwood Boulevard/CSAH 15	Local road to minor collector
Lynwood Boulevard	Shoreline Drive/CSAH 15 to Shoreline Drive/CSAH 15	Local road to minor collector
Westedge Boulevard	Lynwood Boulevard/CSAH 15 to	Local road to minor collector
Fairview Lane	Lynwood Boulevard to Bartlett Boulevard/CR 125	Local road to minor collector
Ridgewood Road	Westedge Road/CR 44 to Highland Boulevard	Local road to minor collector

Table 6.7 Jurisdictional Classification Changes

Roadway	Segment	Action/Comment
County Road 125/ Bartlett Boulevard/ Wilshire Boulevard	Commerce Boulevard/ CSAH 110 to eastern city limits/transition to Interlachen Road	Turnback from County to City
Tuxedo Boulevard	Wilshire Boulevard/CR 125 to southern city limits	Transfer from City to County

The following roads have been proposed for a turnback from Hennepin County to the City of Mound:

- » County Road 125/Bartlett Boulevard/Wilshire Boulevard from Commerce Boulevard to the eastern city limits/transition to Interlachen Road has been identified for turnback from County to City. This was identified as a potential turnback in both the 2020 and 2030 comprehensive plans. Any discussion regarding this change would need to include the City of Spring Park.
- » Tuxedo Boulevard from Wilshire Boulevard/CR 125 has been identified to transfer from City to County.

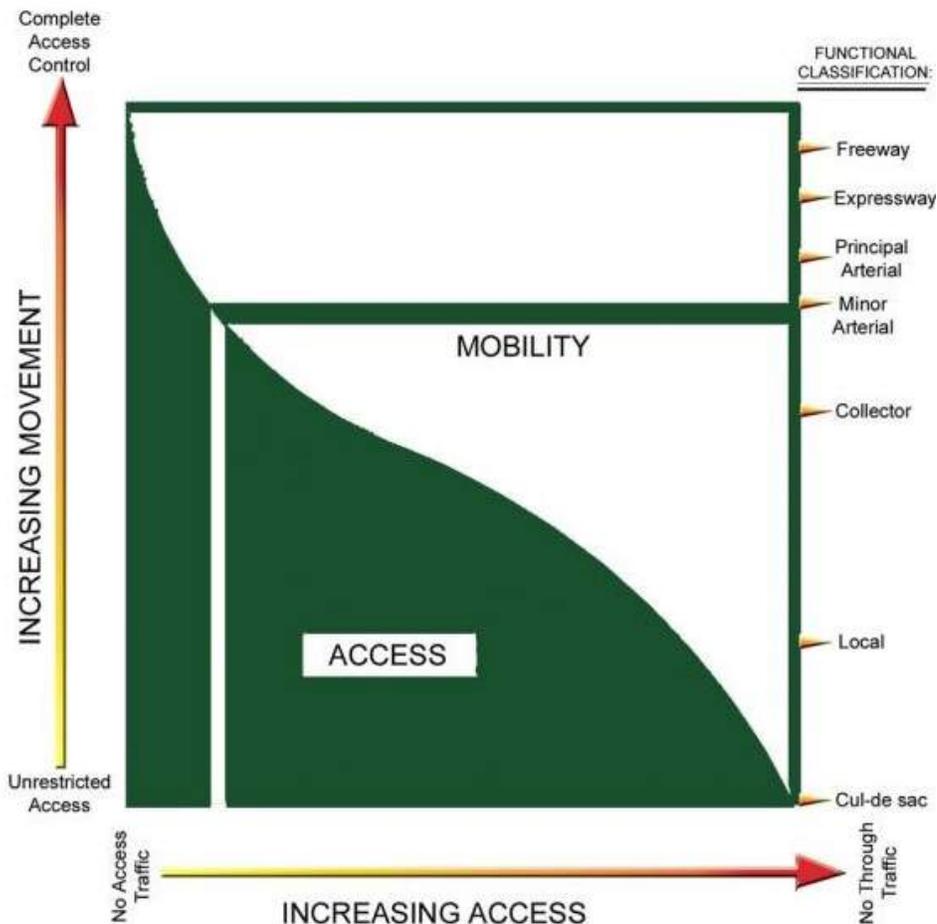
Tuxedo serves as major collector connecting portions of three cities (Mound, Minnetrista, and Shorewood). While the existing right of way and irregular topography do not permit the road to meet established County geometric standards, its function as a multi-city connector establishes its place in the area road network.

Access Management

Access management refers to balancing the need for connections to local land uses (access) with the need for network-level movement (mobility) on the overall roadway system. Arterials generally have limited access in the form of driveways and low volume side streets because their role in the network is to support relatively long, high speed traffic movements; collectors allow a greater degree of access given their combined mobility/access function; and local streets have relatively few limits on access. **Figure 6.11** shows the relationship between the two. Appropriate access control preserves the capacity on arterial and collector streets, and improves safety by separating local turning movements from higher-speed “through” traffic. Moreover, it concentrates higher volume traffic linkages at intersections controlled with traffic signals, roundabouts, or other measures.

Each access location (i.e. driveway and/or intersection) creates a potential point of conflict between vehicles moving through an area and vehicles entering and exiting the roadway. These conflicts can result from the slowing effects of merging and weaving that takes place as vehicles accelerate from a stop turning onto the roadway, or decelerate to make a turn to leave the roadway. At signalized intersections, the potential for conflicts between vehicles is increased, because through-vehicles are required to stop at the signals. If the amount of traffic moving through an area on the roadway is high and/or the speed of traffic on the roadway is high, the number and nature of vehicle conflicts are also increased.

Figure 6.11 Mobility and Access Diagram



Access Management Guidelines

Hennepin County roadways in Mound are identified on **Figure 6.3**. For these roadways, Hennepin County's access management guidelines apply. Hennepin County guidelines are included in **Appendix B**.

The City of Mound has access authority for those roadways under its jurisdiction. At present, the City has limited access management guidelines for streets in City ordinance. These include:

- » Minimum spacing of intersections. Intersections shall not be closer than 150 feet from centerline to centerline.
- » Access to collector or arterial streets. Where a proposed plat is adjacent to a collector or minor arterial street, it is advised not to direct vehicle or pedestrian access from individual lots to such thoroughfares. Where possible, the subdivider shall attempt to provide access to all lots with subdivision streets.

This plan recommends establishing driveway access standards and access spacing as a means to manage existing ingress/egress onto city streets and to provide access controls for new development and redevelopment. Access standards for County and MnDOT roads would be the starting point, though they may need to be modified to fit within the existing city network. To further the relationship of access and mobility throughout Mound, the City supports managing access consistent with the roadway mobility and access relationship described above and supports the access spacing guidelines of the County.

In the previous comprehensive plan, there were more specific standards related to the above referenced areas. While these reflected standard practices in transportation engineering, it was determined they may not be fully enforceable in Mound, due to the irregular topography and existing lot configuration. Instead, this plan recommends that modifications to existing access and spacing be evaluated by the City Engineer on a case-by-case basis.

Table 6.8 Existing Road Design Guidelines in Mound

Topic	Guidelines
Intersections	Insofar as practical, streets shall intersect at right angles. In no case shall the angle formed by the intersection of two streets be less than 75 degrees. Intersections having more than four corners shall be prohibited.
Deflections	When connecting street lines deflect from each other at any one point by more than ten degrees, they shall be connected by a curve with a radius of not less than 100 feet, except in those cases specifically approved by the City Council.
Vertical curves	Different connecting street gradients shall be connected with vertical curves. Minimum length in feet of these curves shall be 20 times the algebraic difference in the percent of grade of the two adjacent slopes.
Street jogs	Street jogs with centerline offsets of less than 150 feet shall be prohibited as measured from centerline to centerline.
Subdivision streets	Subdivision streets shall be laid out so that their use by through traffic will be discouraged.
Culs-de-sac	The maximum length of a street terminating in a cul-de-sac shall be 500 feet, measured from the centerline of the street of origin to the center of the cul-de-sac, and shall have a radius of 50 feet.
Half streets	Half streets shall be prohibited except where it will be practical to require the dedication of the other half when the adjoining property is subdivided, in which case the dedication of a half street may be permitted.
Sidewalks	All plats with lots or tracts abutting on collector, minor arterial, state trunk highways, municipal state-aid street and county roads shall have concrete sidewalks installed between the lot line and the aforementioned streets in accordance with city specifications.

Table 6.9 Existing Road Design Guidelines in Mound

Functional Class	Minimum Width	Max Gradient ⁽¹⁾
Minor arterial streets	100'	5%
Collector streets	60'-80'	5%
Minor collector streets	60'	5%
Local streets	50'	8%
Driveways	10' ⁽²⁾	n/a

⁽¹⁾ Minimum gradient is at least .5%

⁽²⁾ Maximum width is 24' without approval from the City Council

Geometric Design Standards

City Roadways

Geometric design standards are directly related to a roadway's functional classification, design speed, amount of traffic that the roadway is designed to carry, and width of the roadway's right-of-way.

The City of Mound currently has road geometric design standards in their Subdivision Ordinance, guiding the development of new streets where needed. **Table 6.8** and **Table 6.9** summarize the existing guidelines:

While these roadway standards are preferred, it is acknowledged that they are not always achievable within the constraints of existing conditions. The City of Mound's existing road network is largely built out, and few if any new roads will be constructed within the near future. Additionally, due to the city's highly irregular topography and constrained road rights-of-way, it is not always possible to meet all minimum standards for access control and road geometry. The City will strive to meet the standards to the extent possible, but may have to vary standards on a case-by-case basis as circumstances require.

While these roadway standards are preferred, it is acknowledged that they are not always achievable within the constraints of existing conditions. The City of Mound's existing road network is largely built out, and few if any new roads will be constructed within the near future. Additionally, due to the city's highly irregular topography and constrained road rights-of-way, it is not always possible to meet all minimum standards for access control and road geometry. The City will strive to meet the standards to the extent possible, but may have to vary standards on a case-by-case basis as circumstances require.

County Roadways

Geometric design standards for Hennepin County roadways are generally based on the standards as specified by the State Aid Office. It should be noted that there are a number of roadway sections that could be chosen for county roadways. These roadways, which typically have a range of 15-18,000 ADT, can operate with 3-lane, 4-lane undivided, and 4-lane divided cross sections. Hennepin County and the City of Mound will work collaboratively to determine what is most appropriate for each section.

Future Right-of-Way Preservation

At present, there are no anticipated needs for additional public right-of-way that need to be designated. There may be minor connections needed with the buildout of the trail network, and the redevelopment of the Downtown area. However, those will be determined on an as-needed basis, possibly in coordination with a development project.

BICYCLING AND WALKING

A well-developed bicycle and pedestrian network provides a way for people of all ages and abilities to travel in a way that is safe, comfortable, accessible, and active. It connects people to community destinations, improves bicycle and pedestrian safety, increases multimodal opportunities, encourages active living, and provides a community amenity. The City's recent investments in a walkable and bikeable downtown core are further strengthened by building out a pedestrian and bicycle network for both the immediate area and citywide.

Pedestrian Facilities

Pedestrian travel provides an alternative to driving for short distance trips, and safe connections between other modes and final destinations for longer ones. It also can serve as an amenity for residents and visitors who are looking for a safe and active means of recreation, and for businesses districts looking for street life. Dedicated pedestrian facilities also help prevent fatalities resulting from pedestrians mixing with vehicle traffic.

The current sidewalk system serving Mound is depicted on **Figure 6.12**. Also depicted are the new sidewalk links that the City intends to build to extend and enhance the overall pedestrian network.

Bicycle Facilities

Bicycle facilities provide additional opportunities for non-motorized connectivity and travel. Bicycle trips can be longer than pedestrian, which opens up possibilities of both replacing auto trips and connecting to a regional network. As traffic volumes grow, having an alternative means of travel can ease pressure on roads with limited capacity. Additionally, bicycle tourism has become increasingly popular in many communities, as a low-impact way to enjoy area attractions and support local businesses.

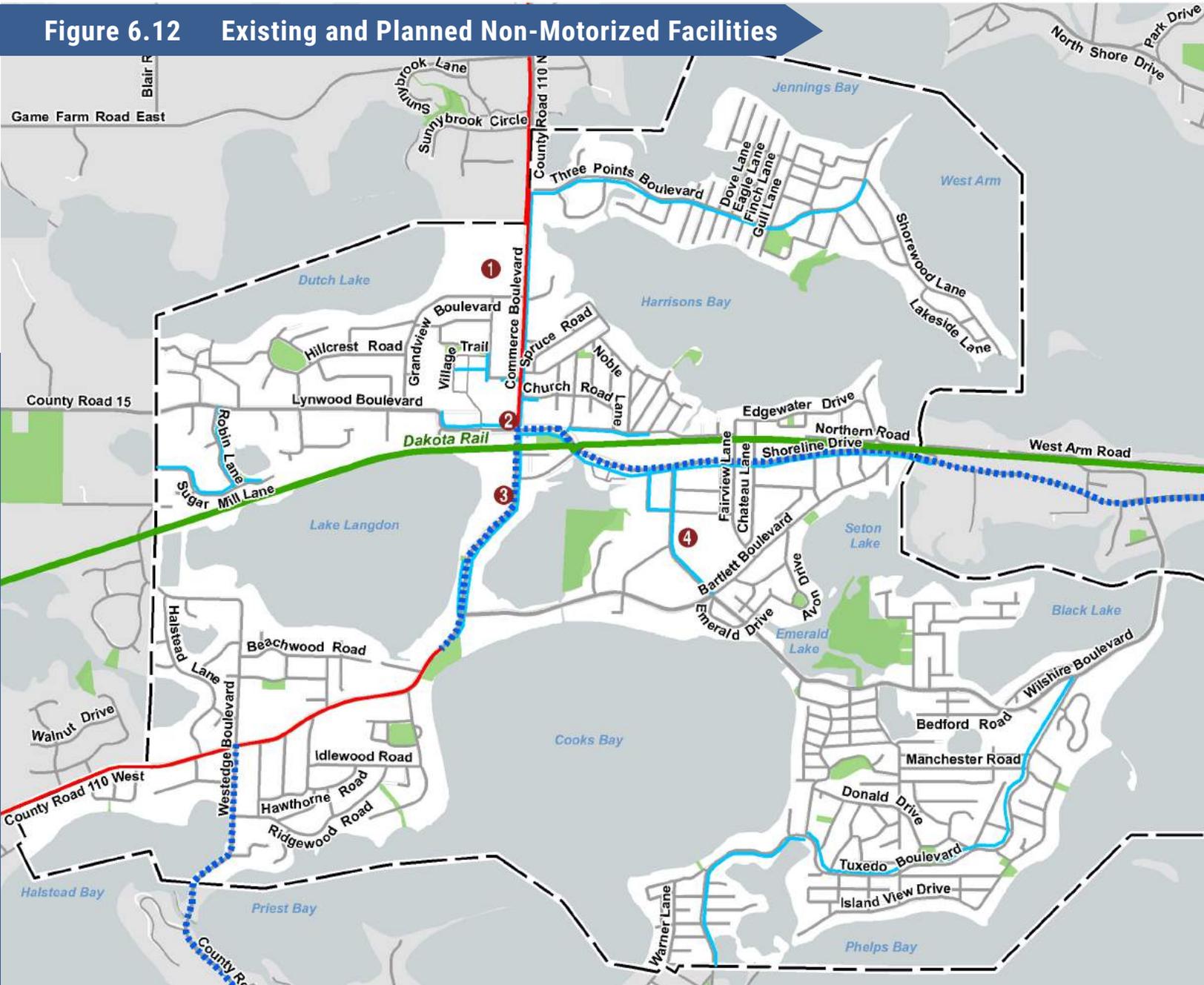
They can also be developed as a system that is similar to road functional class – with different facility types for different travel needs. Major categories of bicycle facilities in Mound include:

Off-street trails – These trails link destinations and communities, and may have a range of supporting amenities, including signage, parking, seating, and wayfinding. They may be located along major roadways, or in their own dedicated right-of-way (such as an abandoned rail corridor, as is the case with the Dakota Rail Trail). They are frequently located along higher volume and speed corridors where on-street bicycling would be less safe. Regional trails are developed and maintained at the county or regional level, and provide connections over longer distances and between cities. Local trails are maintained at the city level, and typically provide connectivity between local destinations and regional systems.

On-street bike lanes – On-street bicycle facilities are typically developed by the county or municipality when funding or right-of-way constraints preclude off-street facilities – or where traffic volumes do not justify the additional investment. They can provide important local connections to the off-street system and local destinations. There are paved shoulders serving as on-street bike lanes along much of Bartlett Boulevard/CSAH 110.

Existing bicycle facilities in Mound are depicted on **Figure 6.12**. Also depicted are the new bicycle facilities that the City intends to build to extend and enhance the overall network.

Figure 6.12 Existing and Planned Non-Motorized Facilities



Points of Interest

- 1 Grandview Middle School
- 2 Downtown Mound
- 3 Our Lady of the Lake School
- 4 Shirley Hills Primary School

Trails

- Existing Regional Trail
- Planned Trails
- Bikeway
- Sidewalks

Regional Trail Facilities

As shown in **Figure 6.13**, the main regional bicycle and pedestrian facility in the city is the Dakota Rail Regional Trail. In Hennepin County, the Dakota Rail Regional Trail is a paved, 13 mile trail that utilizes the abandoned Dakota Rail Corridor to connect St. Bonifacius, Minnetrista, Mound, Spring Park, Minnetonka Beach, Orono and Wayzata. The trail also extends into Carver County from St. Bonifacius, adding another 12.5 miles of trails that connect to Victoria and New Germany in Carver County before ending at the Carver County/McLeod County line.

In addition to connecting these communities, the regional trail connects to Gale Woods Farm, a regional park facility with a working farm, located just west of Mound in the City of Minnetrista.

The Dakota Rail Trail is open daily from 5:00 am to 10:00 pm and accommodates pedestrians, bicyclists, and dogs. In addition to public parking available at the Mound Transit Center on Shoreline Drive, there is public parking to access the Dakota Rail Trail across the street on Lynwood Boulevard.

At present, there are no further plans to develop additional regional trail alignments in Mound.

Regional Bicycle Transportation Network

The Metropolitan Council has reflected the need for a hierarchy of non-motorized transportation facilities through their designation of the Regional Bicycle Transportation Network (RBTN). The RBTN was developed by the Metropolitan Council through the Regional Bicycle System Study in 2014, and was incorporated into the 2040 Transportation Policy Plan. It is the Met Council's intent that the RBTN will "serve as the 'backbone' arterial system for biking in the region." The guiding principles for this network include:

- » Overcome physical barriers and eliminate critical system gaps.
- » Facilitate safe and continuous trips to regional destinations.
- » Function as arteries to connect regional destinations and the transit system year round.
- » Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users.
- » Integrate and/or supplement existing and planned infrastructure.
- » Provide improved opportunities to increase the share of trips made by bicycle.
- » Connect to local, state, and national bikeway networks.
- » Consider opportunities to enhance economic development.
- » Be equitably distributed throughout the region.
- » Follow spacing guidelines that reflect established development and transportation patterns.
- » Consider priorities reflected in adopted plans.

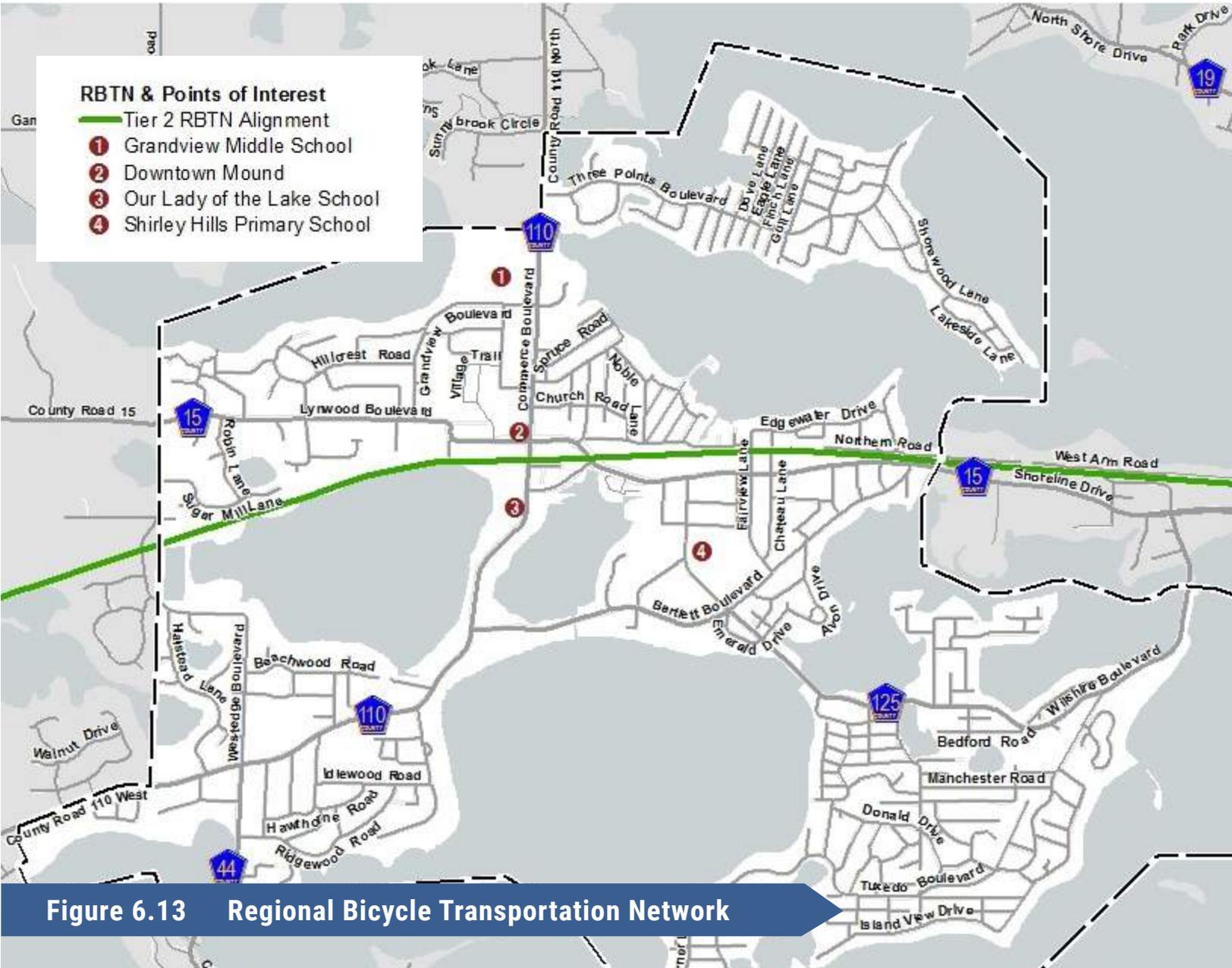


Figure 6.13 Regional Bicycle Transportation Network

The RBTN is subdivided into two tiers for planning and investment prioritization:

Tier 1 and Tier 2 Regional Bicycle Transportation Alignments reflect specific routes that have already been constructed and/or identified through local plans. Some may need little or no improvement, while others have not yet been developed. The Tier 1 subset reflects those that provide direct connections to and between regional destinations.

Tier 1 and Tier 2 Regional Bicycle Transportation Corridors are the highest priorities for regional planning and investment, with Tier 1 being the top ones. They were chosen to reflect areas where it would be possible to attract the most riders and thereby make the biggest difference in terms of mode shifts. At present, they are shown as broad lines on the map because the exact alignment has not yet been determined.

The Dakota Rail Regional Trail is identified as a Tier 2 Alignment in the RBTN. No additional RBTN connections are identified within Mound, although the Dakota Trail provides a connection to a Tier 1 Priority Corridor in nearby Orono, providing a proposed north-south linkage to the larger regional network.

Project Recommendations

- » An on-street bikeway on Westedge Boulevard/County Road 44, extending south into Carver County. The northern limit of this bikeway will be the intersection of County Road 44 and Bartlett Boulevard/County Road 110. This bikeway will be completed in partnership with the City of Minnetrista and Hennepin County.
- » An on-street bikeway on Shoreline Drive/CSAH 15, between Commerce Boulevard/CSAH 110 and CSAH 19 in Orono. This would provide a parallel on-street facility to the Dakota Rail Regional Trail, with more local access points.
- » An on-street bikeway on Commerce Boulevard/CSAH 110 from Bartlett Boulevard/CR 125 to Shoreline Drive/CSAH 15, filling a gap in the existing network.

Current Issues

Specific issues and concerns in the bicycle and pedestrian network are identified below:

- » The City, in collaboration with Hennepin County and Three Rivers Park District, has explored multiple methods of improving safety of the Dakota Rail Regional Trail crossings through Downtown. Discussion on options will continue as development concepts are explored. Safety and circulation improvements will be explored and incorporated into any sketch plan or plats proposed for this area. A few options generally considered not feasible include a tunnel (because of high water table) and a bridge (because it would have to start almost at Commerce on the west to get over Shoreline).
- » There is an on-road bike route on Commerce Boulevard/Bartlett Boulevard/CSAH 110 through the City of Mound, which is part of the Hennepin County Bicycle Route system. However, there is a gap in the system between County Road 125 and County Road 15. This intersection also provides a connection to the Dakota Rail Trail, meaning that addressing this gap would provide continuous connections to two existing bicycle routes.
- » Revamp Commerce Boulevard to add greenspace and sidewalk/trail to encourage more pedestrian traffic along corridor. Current environment is not bicycle and pedestrian friendly. There are also a number of bicycle-related crashes along Commerce Boulevard, so safety improvements are needed.
- » Sidewalks to be explored along Lynwood Blvd west of Downtown, Bartlett Boulevard, and Wilshire Boulevard.

Facility Improvements

General Guidelines

Bikeways, sidewalks and/or multi-use trails are recommended to be adjacent to minor arterial, major collector and minor collector roadways within Mound to accommodate pedestrian, bicycle, and other non-motorized travel in a safe and comfortable manner. These roadways carry a considerable amount of vehicular traffic and separation of vehicular and non-vehicular travel modes is recommended. At the discretion of the City, in commercial and industrial areas, the requirements for trails and sidewalks may vary to accommodate additional pedestrian and bicycle traffic to provide connectivity as illustrated in **Figure 6.12**.

Along major collectors, on-street bikeways are recommended, and when possible a sidewalk on at least one side. On minor collectors, due to varying right-of-way widths and existing limitations, on-street bikeways or off-street trails or sidewalks are recommended, where right-of-way permits. When possible, pedestrian facilities on both sides of major collector roadways are recommended to allow for pedestrian travel within the corridor without introducing excessive crossing demand. With the vehicular volumes anticipated on minor collector streets, pedestrians can safely cross the roadway; however, pedestrian travel along the roadway may become less comfortable as traffic levels increase. An off-street sidewalk or trail will accommodate pedestrian travel along the corridor as well as provide a safe, comfortable link between lower volume residential streets and the other pedestrian facilities within the community.

TRANSIT

Transit Market Area

Transit connections for Mound are important to the community, providing a transportation alternative for workers in and around Mound, particularly to major job centers in the Twin Cities metropolitan region. Levels of transit service in the region are determined by a series of Transit Market Areas. The Metropolitan Council has defined Transit Market Areas based on the following primary factors:

- » Density of population and jobs
- » Interconnectedness of the local street system
- » Number of autos owned by residents

In general, areas with high density of population and jobs, highly interconnected local streets, and relatively low auto ownership rates will have the greatest demand for transit services and facilities. Transit Market Areas are a tool used to guide transit planning decisions. They help ensure that the types and levels of transit service provided, in particular fixed-route bus service, match the anticipated demand for a given community or area.

Based on this analysis, the Metropolitan Council categorizes the City of Mound as Market Area III and Emerging Market Area III. As identified in Appendix G of the Metropolitan Council's 2040 Transportation Policy Plan (TPP), the characteristics of this category area are as follows:

The Emerging Market Overlay identifies locations within Transit Market Areas II and III that have a higher potential for transit usage than the rest of the market areas surrounding them. These areas are currently too small or non-contiguous to support a higher level of transit service. Focusing growth in and around these areas to connect to other areas of higher potential transit use will present good opportunities for future transit improvement.

Transit Market Area III has moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit. It is typically Urban with large portions of Suburban and Suburban Edge communities. Transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable.

Also from Appendix G of the 2040 TPP (Table G-2), the primary emphasis within Transit Market Area III is on commuter express bus services. Local routes can provide basic coverage, given high enough demand, and dial-a-ride services compliments existing routes. As an emerging Market Area, the City of Mound may see future transit services, mainly through expanded express route services. However, this will depend on demand from residents or residents of neighboring communities willing to park-and-ride at the Mound Transit Center.

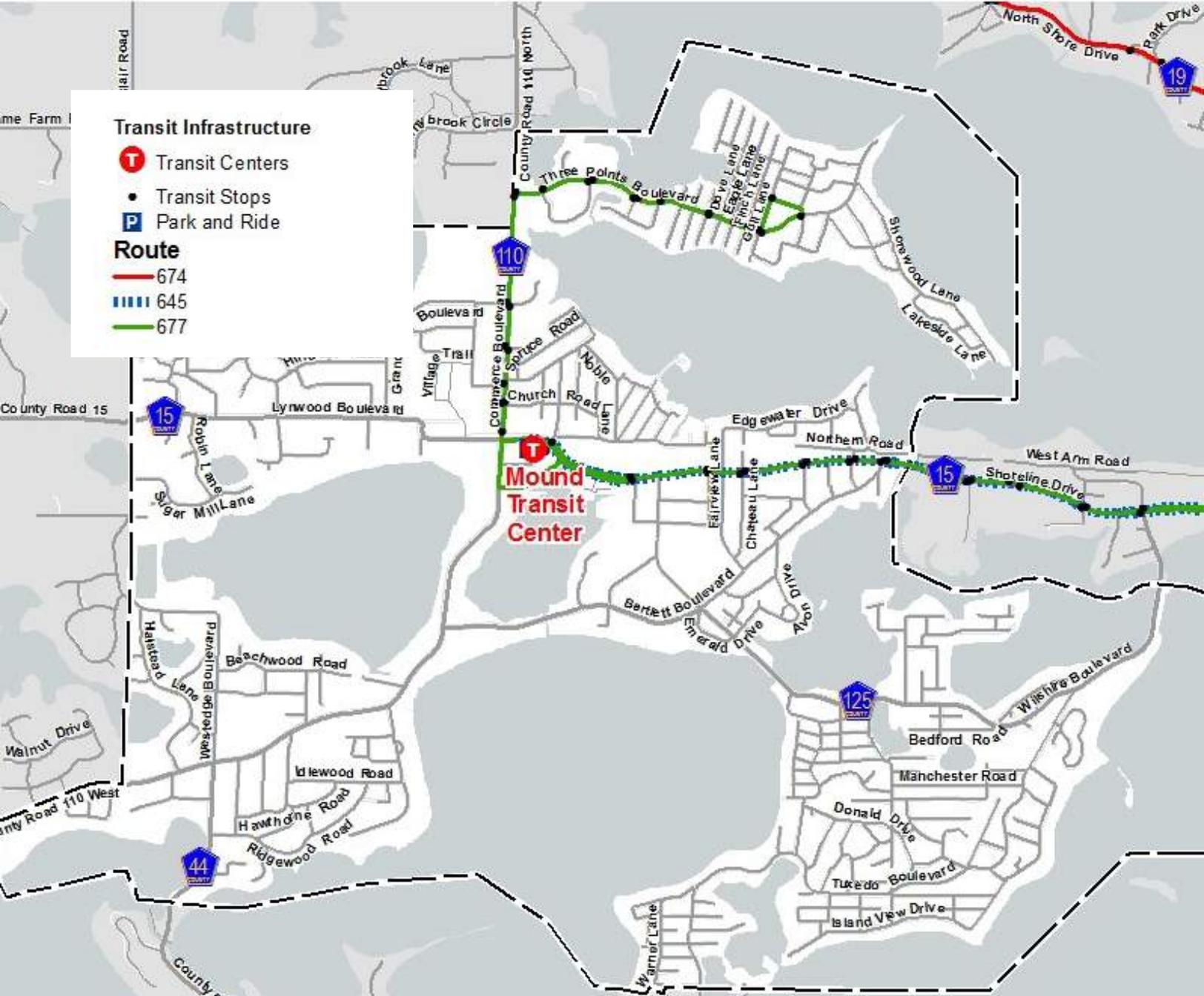


Figure 6.14 Current and Planned Transit

Current Transit Service and Facilities

The current and planned transit service and facilities in the City of Mound are depicted on **Figure 6.14** and summarized on the following pages.

Peak Hour Commuter Bus Service

The City of Mound is served by two transit routes, Route 645 and 677. Both are operated by Metro Transit.

Route 645 is a limited stop route runs east/west along I-394 from the Mound Transit Center to Downtown Minneapolis. However, not all runs of Route 645 start in Mound; the route alternates starting location between the Mound Transit Center and the Wayzata Transit Center. This route runs eastbound into Downtown Minneapolis from Mound Transit Center from 6:39 am to 8:37 pm and runs westbound to Mound Transit Center from 7:51 am to 8:24 pm. Both eastbound and westbound services run approximately once per hour. While Route 645 runs on Saturday and Sundays, it starts at the Wayzata Transit Station and does not directly service the City of Mound.

Route 677 is an express route that runs east/west along I-394 from the Mound Transit Center to Downtown Minneapolis. This route services some neighborhoods in the City of Mound in addition to the transit station. While Route 677 is more direct between Minneapolis and Mound, it runs much less frequently. This route runs eastbound into Downtown Minneapolis from 5:41 am to 7:27 am and runs westbound to Mound, leaving Minneapolis from 4:11 to 5:27 pm. Buses run approximately every half hour during these times.

Transit Facilities

There is one park-and-ride facility in Mound. The Mound Transit Center opened in 2007, following the realignment of Highway 15. The three-level municipal parking ramp includes 176 parking spaces, 50 of which have been reserved for Metro Transit's Park & Ride customers. The transit center is located on Shoreline Drive. This is roughly the geographic center of the city, offering convenient access to all Mound residents. It is also located off of the Dakota Rail Regional Trail, providing bicycle and pedestrian access. Routes 645 and 677 service this facility.

The elevator and heated waiting area at Mound Transit Center is open from 5 a.m. to 9 p.m. Public restrooms are open from 5:30 a.m. to 9:30 p.m. daily between May 1 and October 31.

City Considerations

Issues raised through the community engagement process related to transit include:

- » Support for transit service continuing in Mound
- » Interest in supporting additional ridership and utilization of the park and ride at the transit center
- » Support for installation of bicycle racks at the transit center

Dial-a-Ride Service

Mound is serviced by Transit Link, the dial-a-ride service provided through the Metropolitan Council at the County level. Transit Link provides metro-wide transit connections and access to qualifying rides, such as last mile service, connections between transit stations, or to and from area not serviced by regular bus routes. Any member of the public may reserve a qualifying ride. Upon reservation, each trip is assessed to ensure it does not overlap with regular route bus services. Starting and ending destinations must be more than a quarter mile from regular route transit in winter months (November-March) and more than half mile from regular route transit in summer months (April- October). Transit Link Service does not operate on Thanksgiving Day, Christmas Day, and New Year's Day.

Transit Link fares are determined by distance traveled. Trips less than 10 miles are \$2.25 one way, trips between 10 and 20 miles are \$4.50 one way, and trips more than 20 miles are \$6.75 one way. ADA-certified riders pay a maximum of \$4.50 one way regardless of distance traveled. This fare includes transfer to a regular service route except for the Northstar Line or peak hour services.

Transit Link service offered jointly through Hennepin and Scott Counties (as SmartLink Transit) serves all cities and townships in Hennepin and Scott Counties. Service is available Monday-Friday from 6 a.m. – 7 p.m. Transfers between Transfer Link and regular service routes take place at one of the following transit hubs: Chanhassen Transit Station, Southwest Village, East Creek Station, Marschall Road Transit Station, Eagle Creek Park & Ride, and Southbridge Crossing Park & Ride. The following stations in Dakota County are also available for transfer service: Burnsville Shopping Center, Burnsville Transit Station.

Metro Mobility is also available to qualified individuals with disabilities on an on-call basis throughout the seven-county metropolitan area.

Planned Transit Service and Facilities

With the completion of the park and ride facility, it is not anticipated that additional investment will be needed in transit infrastructure in the city before 2040. The City will encourage utilization of the park and ride and transit services in general, to support this investment, bring additional activity to the area, and to mitigate traffic concerns on area roadways.

Additionally, as the city's population ages, the City will work with Metro Transit, Senior Community Services, and other service providers to ensure transportation needs of seniors and people with disabilities are being met.

The Dakota Rail Regional Trail corridor has been identified as a potential transit corridor in the future, though it is not currently part of the 2040 regional transitway plan. The City of Mound should be an active participant in any studies related to the potential for future transit service along the Dakota Rail Regional Trail corridor.

AVIATION

There are no airports located within or nearby Mound. Flying Cloud Airport, located in Eden Prairie, is the nearest airport to Mound within the regional airport system. Flying Cloud is located approximately 17 miles southeast of Mound. The airport poses no potential impacts on Mound and there are no airspace restrictions affecting development in the City. Facility operation, maintenance, and improvements at Flying Cloud are provided by the Metropolitan Airports Commission (MAC).

Section 129 of the City of Mound's Zoning Code, covering the construction of telecommunication towers, restricts towers to 125 feet in height. Artificial lighting or paint marking is required to meet Federal Aviation Administration (FAA) standards, and the code includes FAA notification requirements.

FREIGHT

As there are no principal or minor arterials in the City of Mound, there is limited freight traffic. According to the 2016 Hennepin County Freight study, both County Road 15 and 125 see an average of 100 and 250 trucks per day. Segments of County Road 15 east of Commerce Boulevard/County Road 110 experience delays during both morning and evening peak travel times. This has led to decreased reliability in travel times along this stretch of road.

Commerce Boulevard/County Road 110 is a collector and a connector. County Road 110 sees an average of 1,000+ trucks daily south of County Road 15/ Lynwood Boulevard/Shoreline Drive and very little truck traffic north of this intersection. This roadway experiences major delays during morning peak travel times. However, this has not impacted the overall reliability of freight travel times along this stretch of roadway.

While overall travel times and reliability of County Road 15 and County Road 110 have not been impacted, future development or changes in freight and commodities mobility may create additional delays on these roadways and decrease the reliability of travel times.

There are no active rail lines in the City of Mound. The abandoned rail line has been converted into a regional trail, the Dakota Rail Regional Trail.

Due to the topography and geographic constraints of the City of Mound, there are numerous locations where there are issues with insufficient roadway width or turning radii that may restrict local freight capacity. Freight traffic and turning movements will need to be evaluated as part of planning for roadway improvements.

TRANSPORTATION GOAL, POLICIES, AND ACTIONS

Goal

Ensure the development and maintenance of a transportation system that provides safe, convenient, and effective multi-modal connections within Mound and to adjacent municipalities, the remainder of the Twin Cities Metropolitan Area, and greater Minnesota.

Policies

The City of Mound has identified the following policies to guide the planning and development of park, open space and recreation areas that meet the community's goal:

1. Develop a multimodal transportation system that balances the needs and requirements of all travel modes.
2. Reduce the need for and costs of future expansion of transportation systems through efficient land use and development patterns.
3. Improve the existing transportation system to provide a safe, cost effective, efficient and multi-modal future transportation system for the movement of people and goods.
4. Preserve and maintain the existing transportation infrastructure to protect existing investment, increase its efficiency, and delay the need for major system improvements or expansions.
5. Prevent and reduce congestion on roadways by promoting the expansion of alternate modes of transportation, including transit, park and ride facilities, carpooling, biking, and walking.
6. Promote a transportation system that contributes to the economic vitality by connecting people to work, shopping, schools, and other activity generators/ attractions.
7. Support a system of access management for the city, limiting direct property access to collector and arterial roadways where possible, and maintaining adequate spacing between access points.
8. Support growth of commercial and industrial uses through an efficient system for moving people and freight.
9. Cooperate on a regional level in the planning and development of the future metropolitan transportation system, including future transit services, to ensure that services meet the functional needs of all.
10. Cooperate at the local, state, and regional levels to reduce traffic congestion and safety concerns on regional transportation corridors.

11. Encourage a balanced approach to regional financing of transportation and other community needs at the local level based on current availability of services and facilities and maintenance of existing infrastructure.
12. Continue to coordinate future road construction and reconstruction projects with all utility service providers and Hennepin County to ensure efficient repair/replacement and avoid duplicate costs.

Actions

1. Maintain a Capital Improvement Plan that contains elements for reconstruction of the roadway system, with scheduled maintenance included in annual budgets. Street maintenance should include routine patching, crack filling, and storm sewer cleaning.
2. Implement a schedule for roadway maintenance and reconstruction (e.g. seal coating every 4 to 5 years, complete reconstruction or mill/overlay every 15 to 20 years), street widening/realignment, etc.
3. Prioritize and program non-development driven transportation improvements in the Capital Improvement Plan.
4. Work to ensure that the County's Capital Improvement Plan addresses needed reconstruction of County roads in Mound, and the addition potential trails along the roadways when improved.
5. Update the Zoning and Subdivision Ordinances to be consistent with the Comprehensive Plan, including the Transportation Element.
6. Establish an assessment standard for Major Collector and Minor Arterial roadways to establish expectations and ensure consistent application.
7. Establish a standard in the City's ordinances outlining when a traffic impact study should be conducted, including acceptable information to be contained within the study.
8. Collaborate with developers to construct needed transportation improvements prior to development, utilizing developer agreements to ensure improvements are constructed as agreed upon in the platting or development process.
9. Include adjacent roadways and intersections to be impacted by development in a Tax Increment Finance (TIF) District, when TIF money is used for redevelopment purposes.
10. Require right-of-way dedication along county and local roads to meet future roadway capacity needs as redevelopment is proposed and platted.
11. Explore modifications to Commerce Boulevard in the Promenade District to improve the pedestrian experience
12. Evaluate potential improvements to improve crossing safety around the schools and at trail/street crossings
13. Explore options with Hennepin County to improve non-motorized movement along Lynwood Boulevard west of Downtown, Bartlett Boulevard, and Wilshire Boulevard.

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7. WATER SYSTEM

INTRODUCTION

The City of Mound is a mostly developed city, and all of its residents and businesses are served by the municipal water system. The municipal water system is fully built out, in similar fashion to the housing and business/retail areas of Mound, with opportunities for redevelopment. No significant new water system infrastructure has been identified or is needed at this time to serve those opportunities. Infrastructure efforts over the past two decades in Mound have been highly focused on making improvements identified in the 2006 Water Plan as well as identifying high risk water infrastructure that existed in annual reconstruction project areas, as well as inside those project areas of partners Hennepin County and Metropolitan Council Environmental Services. As we near the end of the reconstruction efforts and shift into maintenance and risk mitigation, the types of water projects the city pursues will change accordingly.

WATER SUPPLY PLAN

The City of Mound has previously completed and submitted Water Supply Plans in 1995 and 2006. The plan identifies strategies for supply and distribution facility improvements in the City, infrastructure costs and water conservation techniques.

Since new guidelines for water supply plan updates were released in 2017, an updated plan has been prepared and submitted in October 2017 to the DNR, Metropolitan Council and Hennepin County Department of Environmental Services for review and approval. The revised Water Emergency and Conservation Plan is available from the City of Mound. After the DNR has reviewed and commented on the Plan, necessary revisions will be made and by reference, become a part of the Water System. The Water Supply plan in its most current revised state is attached to this document as **Appendix C**.

EXISTING INFRASTRUCTURE

The existing water supply and distribution system provides service to all community residents and businesses. Historically the distribution system has met Mound's water demands. Improvements have been performed as required to maintain the system and continue to meet Mound's current and anticipated future water demands. A layout of the current water distribution system is shown in **Figure 7.1**.

Figure 7.1 Water Distribution System

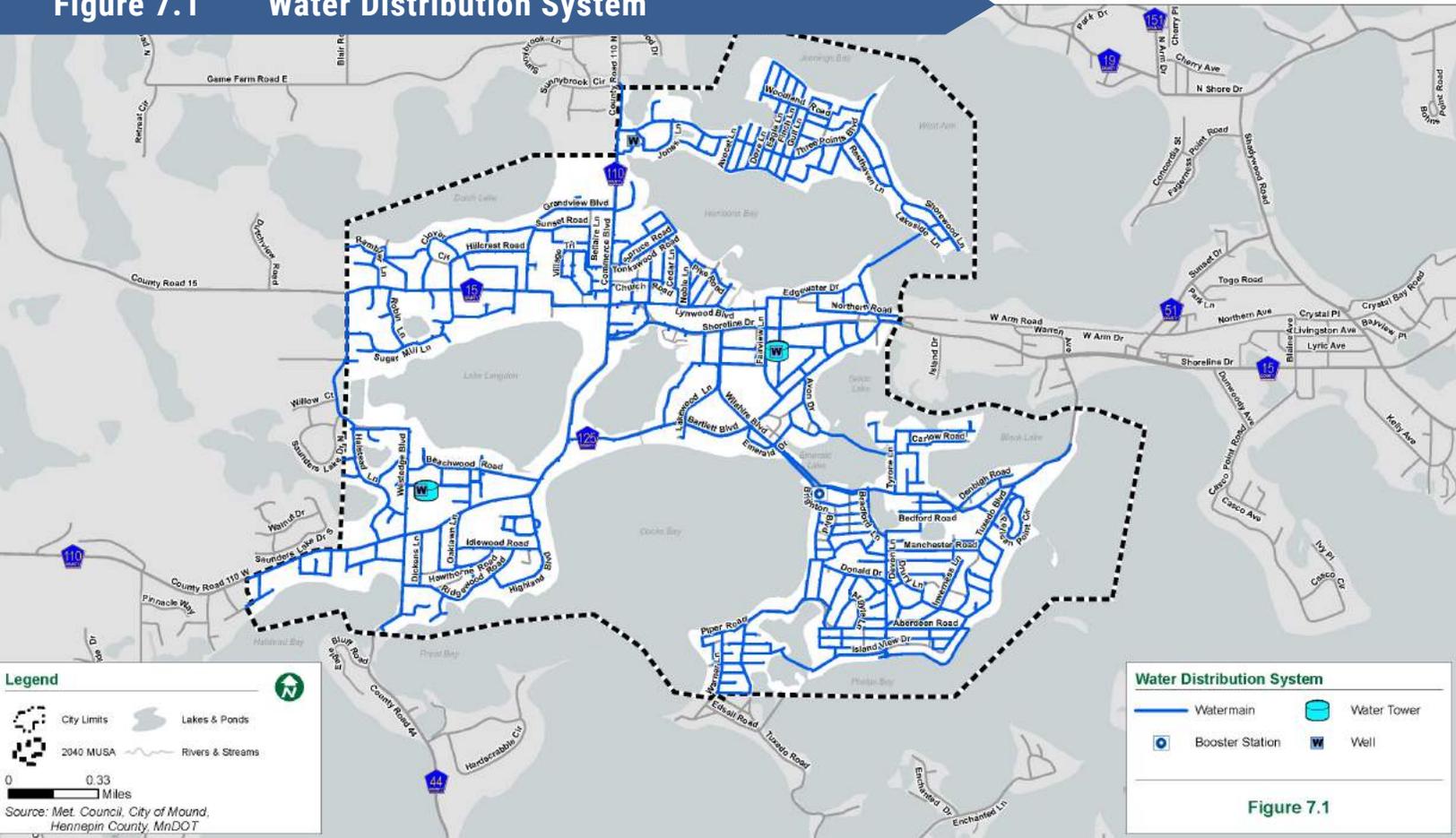


Figure 7.1

The Water Supply Plan illustrates average and peak day usage and includes analysis of the impact of forecast growth on the water supply system. In addition, the Water Supply Plan identifies high-volume water users and analyzes groundwater and surface water sources. The Water Supply plan also places a greater emphasis on water audits and examining water loss, which is a downward trending metric for the City of Mound.

The City has recently set a routine schedule for water facility inspections and refurbishment to monitor and extend the useful life of existing infrastructure.

Wells

Public wells within the City are identified in ascending numerical order in the order they were constructed. Currently Mound obtains the raw water supply from two wells, Wells #3 and #8. Well #7 is out of service, but not yet capped and closed.

Historically Wells #3 and #8 have been able to meet the demands of the City, and have done so without the need for water from Well #7. Also the Water Supply Plan highlights the potential for growth of the served population and the capacities of Wells #3 and #8 are projected to easily continue to meet Mound's drinking water demands.

Water Treatment

City water is treated by on site chemical injection treatment. Fluoridation and chlorination are utilized in this treatment. The City presently does not have any plans to add water treatment, which could include manganese removal or softening, but continues to monitor test results closely to predict any additional treatment needs well in advance of health necessity.

Water Storage

The city has two elevated storage facilities. The first tower has a capacity of 400,000 gallons and is located at 2335 Chateau Lane while the second tower has a 300,000-gallon capacity and is located at 6139 Evergreen Road.

The former 265,000 gallon standpipe is now isolated from the system and awaiting demolition, which is located in the northeast quadrant of Devon Lane/ Donald Drive intersection in the Island Park Neighborhood. This removal has been an overarching goal of watermain upsizing and improvements scattered throughout multiple years of Mound's Infrastructure projects, as the height of the standpipe is a limiting factor, and created a separate fire flow and pressure zone for the Island Park Neighborhood. Until secondary and tertiary connections between the rest of the distribution system existed, the standpipe was needed to ensure adequate fire flows throughout the Island Park neighborhood. Both of those connections have been accomplished in 2016 and 2017 and the operation of the system has been adjusted to exclude the standpipe, as it is significantly lower in elevation than Towers #1 and #2, and would overflow, as well as the associated booster pumps. Fire flows have been improved for the Island Park neighborhood as a result of this system change.

Distribution System

Mound's water distribution system consists of a series of mains throughout the City ranging in diameter from 4-inches to 16-inches. In general, these mains were originally constructed of Cast Iron, Ductile Iron, or PVC. Mains that underlay previously reconstructed streets have been assessed for risk at the time of reconstruction and repaired or replaced accordingly.

Water Supply Plan

Additional information on the existing distribution system is included in the 2017 Water Supply Plan attached as **Appendix C**.

WATER CONSERVATION

An important component of the Water Supply Plan and a goal of the Minnesota Department of Natural Resources is to reduce the demand on the underlying aquifers that serve the metropolitan area. While the average residential water use in Mound at 68 gallons per day is below the metropolitan average of 75 gallons per day, conservation by and for Mound residents is still important.

Some water conservation measures currently used by the City include: tiered consumption rate structures, odd/even watering rules, water auditing and monitoring water loss. The water auditing and monitoring includes city maintenance activities such as flushing hydrants and watermain breaks but also unknown or unapproved use of city water. In Mound the amount of unaccounted water use is 8.49% over the past five years, which is below the maximum industry standard of 10% when corrective measures are necessary. It is also important to check water meters for correct readings. The City has employed a city wide radio read meter system and meters are being checked as part of this program. In addition, Federal and State laws require water efficient plumbing fixtures and rainfall sensors on landscape irrigation systems. The City also offers its residents educational information on the importance of water conservation and emergency water use reduction via its web site, the annual Consumer Confidence Report of the City's water supply system and community newsletters.

FUTURE FACILITIES/PLAN

The City has recently completed year 12 of its 13-year reconstruction projects, which have included major improvements to its water supply and storage system, programmed to meet the anticipated needs of the City's projected 2040 population. This includes the previously mentioned secondary and tertiary connections to the Island Park neighborhood to allow removal of the standpipe and booster pumps. Upsized mains and two directionally drilled connections crossing Lake Minnetonka are included in the recent efforts to accommodate these goals.

Specific capital improvements are identified in the Implementation Chapter of the Comprehensive Plan.

MAINTENANCE AND RISK MANAGEMENT

As Mound shifts from its reconstruction efforts into maintenance, this includes a shift in the type and scope of projects pursued by the city as part of its Water System operations. Past efforts have included tracking and mapping watermain breaks to analyze criticality of the system. Because a significant length of aging cast iron mains remain in-place, underground, there is a need to monitor and maintain those mains to ensure the maximum usable life and maximum water quality.

DOWNTOWN REDEVELOPMENT DISTRICT

As part of the future planning for proposed redevelopment of the downtown district, we have examined the infrastructure in that area and find that it is adequately served to meet current demands. Should the area be redeveloped as proposed, any needed changes to the water infrastructure would be built out as part of that redevelopment, however no trunk or transmission mains would be affected, and there are multiple opportunities to ensure adequate water supply to the area in its redeveloped state.

WATER SYSTEM GOAL, POLICIES, AND ACTIONS

Goal

Ensure the maintenance of a water system that provides safe and reliable water for drinking and fire suppression to the residents of Mound and adjacent communities through emergency interconnections.

Policies

The City of Mound has identified the following policies to guide the planning and development of the water system that meet the community's goal:

1. Maintain the existing water infrastructure service while improving infrastructure with redevelopment.
2. Continue to coordinate water system reconstruction projects with future road construction/ reconstruction projects, with all utility service providers and Hennepin County to ensure efficient repair/replacement and avoid duplicate costs.
3. Encourage education outreach to maintain or lower the per capita water use.

Actions

1. Maintain a Capital Improvement Plan that contains elements for reconstruction of the water system, with scheduled maintenance included in annual budgets.
2. Continue replacement of mains known to be in poor condition that were not part of the street reconstruction program in the short term.
3. Set-up framework for investigating existing cast iron mains in the mid-term.
4. Plan for replacement of mains found to be in poor condition in the long-term.
5. Continue monitoring water quality to assess for additional treatment needs in advance of health necessity.
6. Continue to provide education through newsletters and social media on water conservation.



8. SANITARY SEWER

INTRODUCTION

The purpose of this Sanitary Sewer Plan is to provide a snapshot of Mound's current sewer system and ensure that any growth or necessary improvements to the system are programmed as part of the overall comprehensive plan. The city of Mound's residents and businesses are all served by the municipal sewer system. The municipal sewer system is fully built out, in similar fashion to the housing and business/retail areas of Mound, with opportunities for redevelopment. No significant new sewer system infrastructure has been identified or is needed at this time to serve opportunities identified in this document. While the city's existing trunk sewer system serves the entire community, individual segments may need upsizing if significant redevelopment occurs. With the availability of public sewer to all properties, city code requires that property owners hook up to those facilities and no new Individual Sewage Treatment Systems (ISTS) are allowed. Previous phases of Mound's capital improvement plan have focused on maintenance and system integrity, and that focus will continue as the reconstruction projects transition in to maintenance and risk management.

INFLOW AND INFILTRATION STUDY AND REDUCTION PLAN

Prior to 2007 the city completed spot sewer repairs and end to end pipe lining on an as needed basis or as part of the reconstruction project areas, with minimal attention paid to whole system or “turn key” rehabilitation. In June of 2007, in response to the levying of a Metropolitan Council Surcharge, the City Council ordered and received the Inflow and Infiltration Study and Reduction Plan along with the Lift Station Reconstruction Plan. The Lift Station Reconstruction plan was recently revised and updated by the Council to minimize the need for rate increases by continuing lift station replacements over the next 10 years. Both plans include a prioritization of areas of the city for infrastructure rehabilitation directed to reduce the amount of Inflow and Infiltration the municipal sewer system receives, and subsequently passes on to be treated.

EXISTING INFRASTRUCTURE

The City of Mound is currently generating approximately 358,500,000 gallons of wastewater per year with a current population of 9,371 and 3,545 sanitary sewer connections. Figure 8.1 Shows the Existing Sanitary Sewer Infrastructure.

Figure 8.1 Sanitary Sewer System

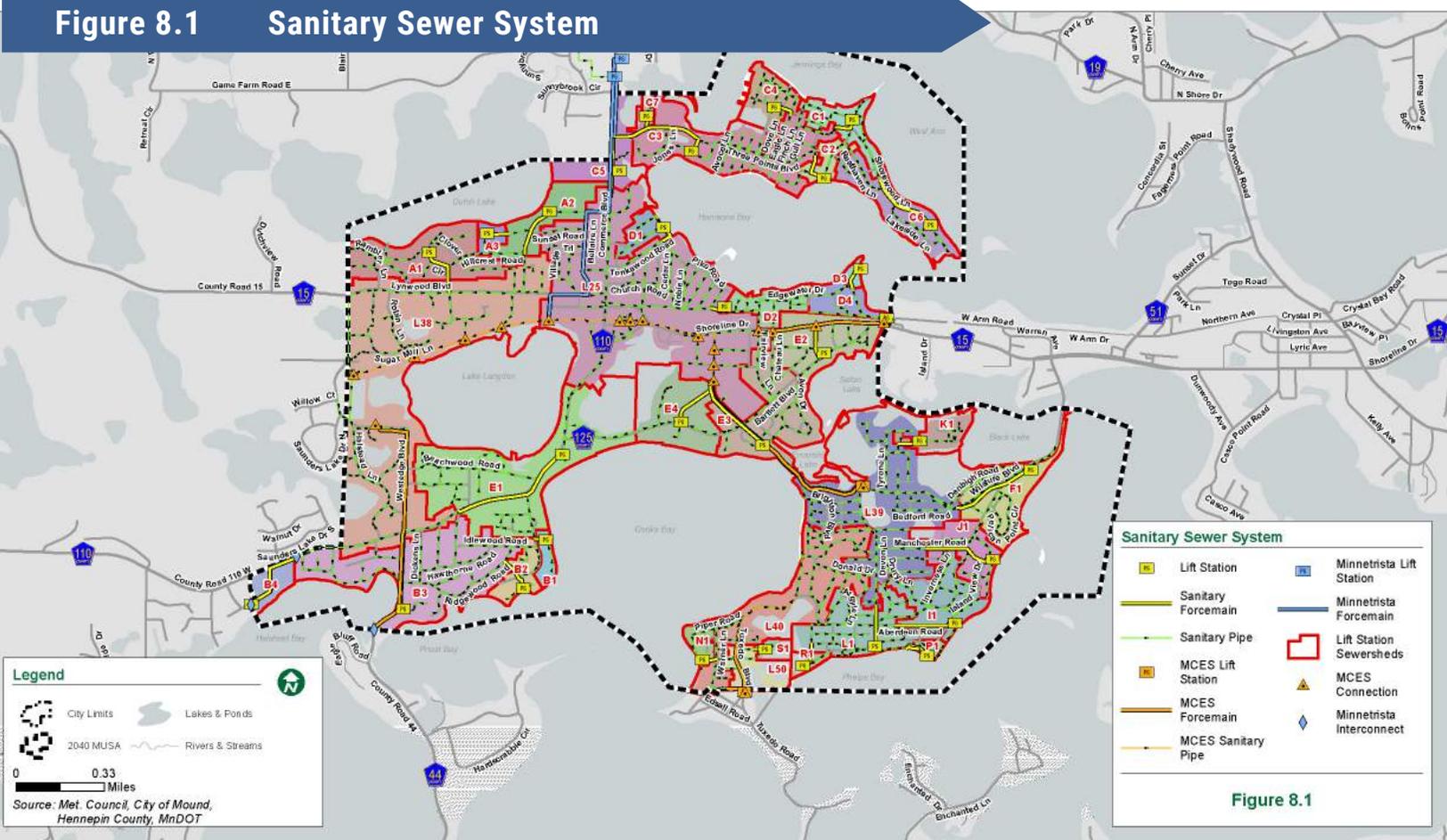


Figure 8.1

Treatment

The City of Mound lies within the Metropolitan Urban Service Area; therefore all wastewater is treated by the Metropolitan Council Environmental Service at their Blue Lake Wastewater Treatment Plant in Shakopee, MN. This plant provides primary and secondary wastewater treatment before discharging into the Minnesota River. The secondary treatment provides chlorination/dechlorination. On average this plant treats 26 million gallons of wastewater per day from 27 different communities. The total capacity of the Blue Lake WWTP is 38 million gallons of wastewater per day. There are no sub-surface sewage treatment systems in the City of Mound as connections for all properties to the City sewer is mandatory.

Lift Stations

Based on the unique topography of Mound, with rolling terrain and 47 miles of linear shoreline for a relatively small footprint, the city owns and operates a large number of lift stations. The City owns and operates 30 lift stations and associated discharge piping/forcemains that pump sewage on to other larger gravity pipes, or other lift stations, to be ultimately delivered to the MCES collection system in/throughout Mound for treatment at Blue Lake. The capacities of the City lift stations are shown in Appendix D.

Collection System

The municipal sewer system in Mound also consists of gravity mains ranging in sizes from 4-inch to 24-inch that are city owned. Much of this system is original vitrified clay tile pipe, which means it's prone to breakage from being brittle, and the pipe segments themselves are only 4-feet long, leaving a larger number of joints on these portions of the system. Large quantities of the clay tile pipe have also been rehabilitated, but is an ongoing process. Mound's collection system has multiple connections and discharge points into the MCES system.

System Capacity

Historically the system has provided adequate capacity for sewer flows. Because the area is fully developed and the city has taken steps to reduce the amount of Inflow and Infiltration in their system, reducing peak flows, no additional flow capacity is required to meet the sewage flows of the city's residences and businesses. It was determined that the existing system is adequately sized for the projected future flows and at this time no significant improvements or capacity increases are needed.

System Coordination

The precipitation events of the summer of 2014 and resulting max-capacity flows highlighted points of poor system coordination; both internal to the City system and at interconnects between City and MCES systems creating a significant effect in Mound and the region. These critical points in both City and MCES systems were identified, and the city continues to pursue fixes for those that can be mitigated.

Inflow and Infiltration

The City currently experiences inflow and infiltration peaks during wet weather. Interoperation of the sanitary systems make it difficult to accurately assess the entire City, but general observations can be made that sewer mains and manholes closer to or below lake elevation are more susceptible to inflow and infiltration. Approximate inflow and infiltration amounts are listed in **Table 8.1**, using the difference between flows from the lowest winter months and the entire year. The flows were provided by MCES.

Table 8.1 Estimated Inflow and Infiltration

	Average Annual Flow (MGD)	Peak Month Flow (MGD)	Base Sanitary Flow (MGD)	Average Annual I/I (MGD)	Average Annual I/I (%)	Peak Month I/I (%)
2010	1.172	1.519	0.921	0.250	21%	39%
2011	1.239	1.971	1.082	0.157	13%	45%
2012	0.929	1.365	0.790	0.139	15%	42%
2013	1.076	1.693	0.786	0.290	27%	53%
2014	1.169	2.737	0.739	0.430	37%	73%
2015	0.918	1.152	0.739	0.179	19%	36%
2016	0.966	1.167	0.816	0.149	15%	30%
2017	0.983	1.713	0.910	0.074	7%	47%
Average (2015-2017)	0.956	1.344	0.822	0.134	14%	38%

*Calculated as annualized flow of lowest month (January or February)

The main public source of clear water flow is the existing pipe. The City is comprised of 26,000 feet of public sanitary sewer and around 23,000 of that pipe was installed prior to 1970. The length of private service mains is unknown, but there is approximately an additional 30,000 feet of private service laterals, both equally likely to contribute to inflow and infiltration. Homes built after 1970 are less likely to have inflow and infiltration because of updated construction standards. Of the properties in Mound, 2,046 of them have been built prior to 1970, while 2,183 of them were constructed 1970 or later. Since Mound was largely developed by 1970, a good portion of the homes were likely rebuilt and the sewer service may still be contributing to inflow and infiltration, or its status is unknown. If a private service investigation and remediation ordinance is adopted, this will need to be taken into account. While the actual length of all privately owned sewer laterals in the city limits is not known, an estimate places the total length of pipe to be 51% of the linear length of conveyance in the City of Mound, compared to the city's public 49% of conveyance. Therefore it is reasonable to assume that over half of the inflow and infiltration comes from private sources.

Other sources of inflow and infiltration include sanitary manholes, private service sump pump, rain leader or foundation drain connections. Per City ordinance, discharge is prohibited from any roof, surface, groundwater sump pump, footing tile, swimming pool or other natural precipitation into the sanitary sewer system. The City has previously inspected all properties for conformance to the ordinances requiring disconnection from the sanitary sewer system. The ordinances, Section 74-216, are included in **Appendix E**.

Since the 2007 Inflow and Infiltration Reduction Study, the City has been pursuing fixes using multiple strategies, which include: replacing manhole castings with watertight castings and ring sealing, lining pipes, sealing leaking manholes and replacing lift stations. The original study has served as the guideline for directing the work performed to reduce I/I. Previous calculations of flow are based on pump run times, however, these calculations can be unreliable if multiple pumps are running or if a pump malfunctions. To gain a better understanding of flow sources and concentrations, flow meters are being installed with lift station replacements.

Based on the flows reported to us from the MCES, using their equation to subtract other community contributing flows, The City has observed inflow and infiltration from a high of 37% of flows in 2014 to a low of 7% in 2017, with an average of 14% over the last three years. This is deeply influenced by the weather and lake levels in Lake Minnetonka, but is trending downward as improvements are made. Mound has spent over \$800,000 from 2013 to 2017 on eliminating sources of inflow and infiltration, and plans to spend over \$800,000 over the next five years to continue eliminating I/I in its systems. Additional detail on spending can be found in the Capital Improvement Plan in **Appendix F**.

FUTURE FACILITIES/PLANS

The City has recently completed year 12 of its 13-year reconstruction projects, which have included minor improvements to the sewer collection system, and have focused efforts on reducing Inflow and Infiltration and increasing the integrity of the sewer collection system. Continued investments in the Sanitary Sewer system are two pronged: continue lift station reconstructions until all stations are reconstructed, and continue investigation and rehabilitation efforts that increase the integrity of the collection system, such as manhole rehabilitation and pipe lining. Specific capital improvements are identified in **Appendix F**.

Capacity upgrades are not included in the capital improvements since they are not projected to be needed with a slow growth forecast. **Table 8.2** lists the total projected population of Mound, which is also the sewered population. The City is expected to grow gradually to 2040, but remain below the peak population, reached in the 1990's.

Table 8.2 Mound Sewer Projections

	Census	Observed		Forecasts		
	2010	2016/2017	2021	2020	2030	2040
MCES Sewered Population	9,052	9,371	9,408	9,400	9,600	9,650
Unsewered Population	0	0	0	0	0	0
Households	3,974	4,089	4,182	4,160	4,300	4,340
People Per Household	2.28	2.29		2.24	2.23	2.22
Employment	1,165	1,360	1,295	1,070	1,400	1,500

The primary trunk sewer connection point to MCES facilities within the City of Mound is L38S. L-38 is a regional facility and services all of the municipality of Mound; Spring Park; the sewer neighborhoods of Minnetrista north, south and immediately west of Mound; and the southern tip of Enchanted Island which is part of the City of Shorewood. Material from all of the listed communities is pumped into the Blue Lake treatment plant interceptor system at this location.

MAINTENANCE AND RISK MANAGEMENT

As Mound shifts from its reconstruction efforts into maintenance, this includes a shift in the scope of projects pursued by the city as part of its Sewer System operations. The likelihood that a sewer flow event that triggers another exceedance event remains high unless rehabilitation efforts are continued to make a significant impact on the potential for Inflow and Infiltration in Mound. Recurring sewer main cleaning and video inspection will continue to identify conditions that increase risk of inflow, failure, collapse, or obstruction.

Key flow and pumping station nodes have been identified to allow improved system metering and monitoring. The City will employ city-wide SCADA technology that includes both fixed-site equipment as well as temporary meters to gain situational awareness of the overall system performance and locate higher-risk areas for Inflow and Infiltration.

The City council has also discussed the possibility of additional ordinances that may be considered in the future to place more responsibility on homeowners who are identified as contributors to Infiltration and Inflow.

SYSTEM INTEROPERATIONS

Another result of the 2014 events has been a renewed sense of cooperation between the City of Mound and MCES, as well as an acceleration of the projects that MCES has previously programmed in the Mound Area Sewer Facility Plan. That has resulted in MCES investments in maintenance, inter-system coordination, and capacity for future sewer flows through Mound starting in 2015 and continuing through 2019. This improved coordination and added capacity decrease the likelihood that sewer backups will occur in similar kind and quantity as the events of 2014; but may falsely reduce the perceived urgency of the need to reduce Inflow and Infiltration. As these improvement projects come to completion in 2020, Mound would like to shift focus toward understanding the way MCES' regional sewers and Mound's local collection system interoperate so both systems are optimized during any future max-capacity events. Germane to understanding system interoperations is continued metrics for accurately measuring flows that come from Mound itself; and separately the non-Mound flows passing through the same intercept infrastructure by continuing to improve meter technology, modeling, and actual flow situational awareness throughout the MCES system.

Currently, the neighboring communities that have sewage flows passing through Mound include Minnetrista, Spring Park and Shorewood. Spring Park and Shorewood flows all run through MCES facilities. Two interconnects exist with Minnetrista, shown on Figure 8.1, where flows run into Mound owned facilities prior to reaching MCES facilities. One area consists of a few homes on the south end of Westedge Boulevard. The second area is in the southwest portion of town. The B4 service area flows to the Minnetrista LS 13 and from there, flows combine with Minnetrista's flows for that area and are discharged to the gravity main on Bartlett Boulevard. There are no formal agreements between the neighboring cities and Mound. Some adjustments are made via calculated contributions, and for others MCES has set up metering to distinguish between the flows from different cities. Within Mound there are many gravity mains that connect directly to MCES gravity mains without metering, but is instead metered at the lift station prior to exiting the City.

Trunk sewer mains, those 12-inch and larger, that connect directly to MCES facilities were evaluated for capacity and the results are listed in Table 8.3. L38S is a 15-inch main on Westedge Boulevard north of Bartlett Boulevard and directly connects to the MCES LS 38. There are no known capacity issues within the City.

Table 8.3 2040 Trunk Sewer Capacities

Trunk Sewer	L38S
Sewer Size	15"
Capacity	1840
2040 Flows	636 gpm*
Percent Full	35%

*Flow includes 173 gpm from Minnetrista LS 13 service area

DOWNTOWN REDEVELOPMENT DISTRICT

As part of the future planning for proposed redevelopment of the downtown district, we have examined the infrastructure in that area and find that it is adequately served to meet current demands. Should the area be redeveloped as currently proposed, with primarily medium density housing, any needed changes to the sewer infrastructure would be built out as part of that redevelopment, however no trunk or interceptor mains would be affected, and there are multiple opportunities to connect to the collection system in that area in its redeveloped state.

SANITARY SEWER GOAL, POLICIES, AND ACTIONS

Goal

Ensure the maintenance and upgrading of the sanitary sewer system to improve reliability and while continuing research and mitigation of sources of inflow and infiltration.

Policies

The City of Mound has identified the following policies to guide the planning and development of the sanitary sewer system that meet the community's goal:

1. Prioritize research of public sources of inflow and infiltration.
2. Prioritize public inflow and infiltration reduction and transition to private sources after public source repairs have been exhausted.

Actions

1. Continue investigating public sources of inflow and infiltration in the near term through metering, and televising.
2. Use research to prioritize inflow and infiltration reduction based on convergence of highest flows and cost effective fixes.
3. Continue replacement of existing aged lift station infrastructure.
4. Fix public sources of inflow and infiltration in the near and mid-term as budgets allow through pipe lining and manhole rehabilitation.
5. Set-up framework for investigating and subsequent repair of private sources of inflow and infiltration in the mid-term.
6. Begin investigation and remediation of private sources of inflow and infiltration in the long-term.



9. SURFACE WATER

INTRODUCTION

Mound is almost completely developed, and the City has reconstructed a majority of its storm management infrastructure over the last 10 years. As such, it is not anticipated that Mound will be adding much new infrastructure to manage storm water runoff by 2040.

However, the City will need to begin managing pollutant loading for impaired waters within city boundaries per State requirements, and opportunities to improve the City's storm water management network will still become available. In addition, the city needs to plan for maintenance and overall enhancement of the existing drainage system.

The primary purpose of this chapter is to provide guidance to city staff and elected officials regarding the implementation of effective, integrated storm water management practices and programs through the 2040 planning timeframe. This chapter is consistent with the regional requirements for surface water resources as outlined in the Metropolitan Council's 2040 Local Planning Handbook.

This chapter includes level of service considerations, impervious surface management, and potential improvement projects to enhance surface water resources in the City. Also, since the State requires a separate surface water management document for communities located within the Twin Cities seven county metropolitan area, the information included in this chapter are further outlined in Mound's Surface Water Management Plan.

SURFACE WATER

Level of Service

Level of Service considerations for stormwater collection and conveyance are important for planning purposes. In many locations and watersheds throughout the City of Mound, existing conditions, roadways, and terrain limit our ability to build stormwater management capacity to only contain or manage a 20-percent probability or five-year event. When otherwise possible the 10-percent probability event will be used as the governing design criteria in repair or improvement projects. All new work must meet all of the Minnehaha Creek Watershed District (MCWD) stormwater rules triggered by the project.

Impervious Surface Management

Impervious Surface Management is critical to leaving open land available for the percolation of stormwater which minimizes or eliminates runoff and discharge of stormwater into open lakes and streams. Mound will continue to limit impervious surfaces to 40% in lots of record and 30% in new lots. The City may alternatively consider BMP outcomes separate from impervious cover where innovative stormwater management tools are used to satisfy MCWD stormwater rules.

Shore Overlays

The City of Mound will continue to enforce 50-ft setback from Ordinary High Water or 10-ft from top of bluff (most restrictive) to preserve the riparian environment necessary to enhance water quality in its lake resources.

Localized Stormwater Treatment

Localized Stormwater Treatment projects can improve water quality by reducing pollutant levels in runoff discharge, recharge local groundwater through infiltration, and diminish flooding potential by reducing rate and volume of runoff. Localized projects can include installation of storm sewer, sump manholes, stormwater treatment devices, rain gardens, sand filters, and ponds or general maintenance of the existing storm sewer system. The City of Mound will strive to incorporate Best Management Practice for localized treatment and management in any watershed area that discharges direct to open waters. In order to maximize benefits, localized projects should be prioritized by considering available funding, feasibility, project partners, number of benefits provided, and bioengineered solutions.

Natural Area Preservation and Restoration

Natural Area Preservation and Restoration projects can improve water quality through stabilization of upland slopes and restoration of native vegetation, restore natural habitat for native species of birds, insects, and animals, and provide scenic views and recreational and educational opportunities. Natural restoration projects can include ravine stabilization, prairie and woodland restorations, and shoreline restoration work. In order to maximize benefits, restoration projects should be prioritized by considering available funding, feasibility, project partners, number of benefits provided, and bioengineered solutions. Mound will consider opportunities in the existing commons, vacant lakeshore lots, and unimproved street ends along the shoreline to demonstrate the aesthetic and functional values of natural area preservation within lakeshore and wetland buffer zones and to reduce long term operation and maintenance cost of upland city lots.

Wetland Restoration

Wetland Restoration projects can improve water quality through stabilization of shorelines, detention of runoff, and restoration of native vegetation, restore natural habitat for native species of fish, birds, insects, and animals, and provide scenic views and recreational and educational opportunities. In addition, wetland restoration projects can help diminish flood potential by reducing rate and volume of stormwater runoff. In order to maximize benefits, restoration projects should be prioritized by considering available funding, feasibility, project partners, number of benefits provided, and bioengineered solutions.

Stream Restoration

Stream Restoration projects can improve water quality through stabilization of shorelines and restoration of native vegetation, restore natural habitat for native species of fish, birds, insects, and animals, and provide scenic views and recreational and educational opportunities. In order to maximize benefits, restoration projects should be prioritized by considering available funding, feasibility, project partners, number of benefits provided, and bioengineered solutions.

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10. IMPLEMENTATION

Mound’s Comprehensive Plan provides guidance for making decisions about the community’s future growth, redevelopment and infrastructure improvements. The narrative sections and supporting graphics within this plan provide direction for solving existing problems and dealing with future change. Implementation of the Comprehensive Plan involves the conversion of the established goals and policies into official municipal controls and programs. The Implementation section, like the plan itself, is a flexible tool and should be amended or adjusted as conditions warrant.

The Mound Comprehensive Plan will be implemented in a number of ways. Actual implementation of the plan is accomplished on a daily basis by City personnel and on a regular basis by the decisions that are made by the various advisory commissions and the City Council. Implementation will involve the application and enforcement of existing ordinances, modifications to existing ordinances, adoption of new ordinances, use of a capital improvement program, maintaining and enhancing a housing program, use of public fiscal tools, directives from the City Council, and administrative procedures.

IMPLEMENTATION ROLES AND RESPONSIBILITIES

The City of Mound, like many communities, has defined the community's key planning elements and processes, and established advisory commissions to specifically focus on each element. Each of these commissions has a role in the implementation of the comprehensive plan. Ultimately, these commissions are advisory to the City Council who has final decision-making and policy-establishing authority. It is important that the efforts of each of the commissions coincide with the policy direction that is established by the City Council.

City Council

The City Council is the final authority in the implementation process. The Council has official approval of all municipal plans, ordinances and programs, the authority to earmark funds, and the ability to execute funding agreements with state and federal agencies.

The City Council needs to work closely with all of the advisory commissions in implementing the recommendations found within the Comprehensive Plan. The council members and the mayor have frequent contacts with residents and business people in the community and can contribute to continued public support of adopted policies, ordinances and programs.

Planning Commission

The Planning Commission plays a key role in all new development and redevelopment decisions. It is important that the Commission's role be closely coordinated with the City Council to assure continuity between policies and what they strive to achieve and what is actually allowed by the City's ordinances and programs.

The Planning Commission is the entity with primary responsibility for the preparation of the Comprehensive Plan. After adoption of the plan, two areas of emphasis remain. First, it is the role of the Commission to ensure that the City's ordinances are in conformance with the goals and policies of the plan. Conformance may require periodic updates of the Zoning Ordinance and other sections of the City Code. Secondly, on an ongoing basis, it will remain the charge of the Commission to review all new development and redevelopment proposals, including but not limited to site plans, subdivisions, lot splits, rezonings and variances, for their conformance with the Comprehensive Plan.

Housing and Redevelopment Authority

In order to achieve some of the recommendations found in this plan, involvement by Mound's Housing and Redevelopment Authority may be necessary. The HRA's involvement may be especially critical in financing redevelopment efforts where building and property constraints may preclude development solely by the private sector.

Parks and Open Space Advisory Commission

All decisions pertaining to the development of municipal parks and open space within the City of Mound are reviewed by the Parks and Open Space Advisory Commission. The commission has the lead role in implementing the park, open space and recreation goals and policies found within the Comprehensive Plan. Since the commission's recommendations are formally approved by the City Council, it is important that the two groups work together closely to attain identified objectives.

Docks and Commons Advisory Commission

The Docks and Commons Advisory Commission is focused on providing direction regarding the City's dock program and the operations of the City's commons. Mound's unique Docks and Commons Program consists of publicly owned shoreline areas or linear parkway commons and docks that provide an incredible level of public access to Lake Minnetonka.

ANNUAL REVIEW AND AMENDMENTS

To ensure that the Comprehensive Plan remains a useful tool for guiding growth, it will be periodically monitored and modified to reflect changing conditions and to correct errors identified through its implementation. Any amendments will be completed using the process outlined in state statutes and the City Code.

OFFICIAL CONTROLS

The City's official controls include ordinances, fiscal devices and public programs that are established to carry out the Comprehensive Plan's land use, transportation, housing, parks and natural resources goals and policies.

Official controls are key tools for implementing the 2040 Comprehensive Plan and must be consistent with the Comprehensive Plan. The following Official Controls can be found in the City's Code of Ordinances:

- » Zoning, including wetland, shoreland and bluff ordinances (Chapter 129)
- » Subdivision Regulations, including park dedication ordinance (Chapter 121)
- » Floodplain Management (Chapter 113)
- » Buildings and Building Regulations, including International Property Maintenance Code (Chapter 105)
- » Utilities, including Water System and Sewers and Sewage Disposal (Chapter 74)

A review of the official controls for conformance with the 2040 Comprehensive Plan will occur once adopted. Modifications will be made as needed by 2021.

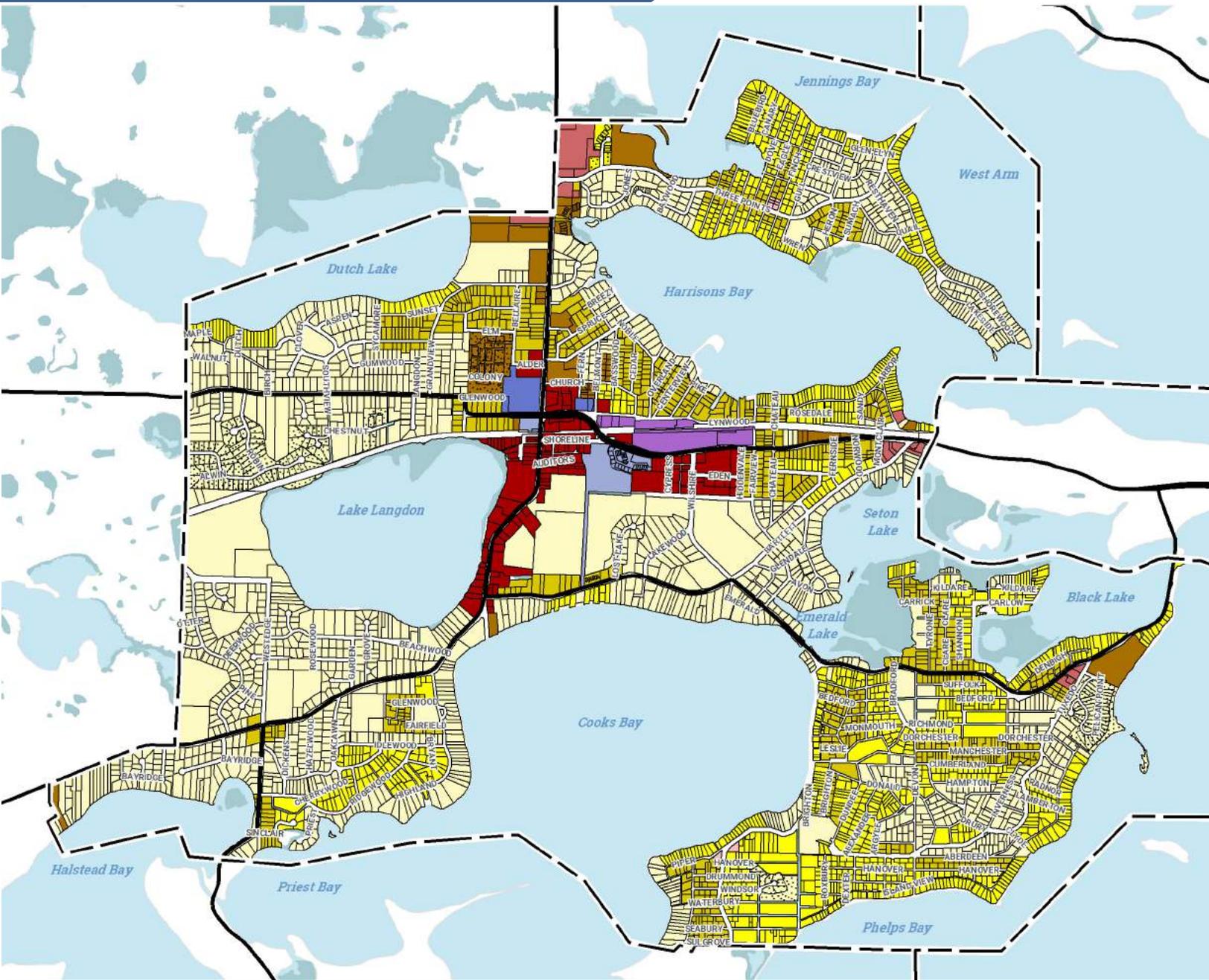
Implementation of the 2040 Comprehensive Plan will require modifications to the City's existing zoning districts. As guided by the 2030 Comprehensive Plan the City currently has geographic based zoning districts. In the 2040 Comprehensive Plan, one mixed use district is proposed. Within nine months of the adoption of the 2040 Comprehensive Plan the City will amend its zoning ordinance to be in compliance. The City's current zoning districts include:

- » R-1 Single Family Residential
- » R-1A Single Family Residential
- » R-2 Two Family Residential
- » R-3 Multiple Family Residential
- » B-1 Central Business
- » B-2 General Business
- » B-3 Neighborhood Business
- » I-1 Light Industrial
- » PED-PUD Pedestrian Planned Unit Development
- » DEST-PUD Destination Planned Unit Development
- » L-PUD Linear Planned Unit Development
- » CON Conservation District

Mound's zoning districts regulate allowable density/intensity through minimum lot size, minimum lot widths and maximum building heights rather than maximum number of dwelling units per acre.

Figure 10.1 shows the City's current Zoning Districts Map.

Figure 10.1 Existing Zoning 2017



	R-1		R-2		B-2 General Business		I-1 Industrial District
	R-1 PDA		R-3		B-3 Neighborhood Business		ROW
	R-1A		R-3 PDA		Pedestrian District		
	R-1A PDA		B-1 Central Business		Destination District		

POLICY PLANS

The Comprehensive Plan refers to other policy plans that Mound uses to guide municipal systems, actions and investments. These plans include the Water Supply Plan, Inflow and Infiltration (I/I) Reduction and Lift Station Reconstruction Plan, and Local Surface Water Management Plan. These plans serve as ongoing tools for implementing the plans, goals and policies in the Comprehensive Plan. These plans may be updated and modified without updating the Comprehensive Plan.

FISCAL DEVICES

The City has established various fiscal tools that support implementation of the Comprehensive Plan goals and policies, including tax increment financing (TIF) districts, special assessments, development review fees, park dedication fees, write-down of publicly-owned land for redevelopment purposes, and public funding of contaminated land cleanup.

CAPITAL IMPROVEMENT PROGRAM

State Law requires that the implementation program for the Comprehensive Plan contain a capital improvement program for transportation, sewers, parks, water supply and open space facilities. The 2040 Comprehensive Plan serves as the foundation for ongoing capital improvements planning by the City. The City has created a capital improvements plan (CIP) that matches the estimated project costs over a five-year period with funding sources. The CIP allows the City to prioritize projects and to make best use of available revenues. By looking at future needs, the City is better able to find funding sources to fill gaps and to coordinate projects with other jurisdictions. The CIP is updated and approved annually. The City's adopted CIP is included in **Appendix F**.

PUBLIC PROGRAMS

Mound's unique Docks and Commons Program consists of publicly owned shoreline areas or linear parkway commons and docks that provide an incredible level of public access to Lake Minnetonka. The City should continue to enhance this program, including expansion of the program in conjunction with redevelopment projects and exploration of the potential for increasing links between the trail system and the public commons/docks. The City requires licenses for all docks as part of this program.

PARTNERSHIPS

Implementation of the Comprehensive Plan will require cooperation and coordination with many other local governments, agencies, organizations, and businesses. Two examples of these partnerships include:

- » Since most of the community playfields within Mound are owned and operated by the Westonka School District, the City should continue to collaborate with the School District on establishing programs/partnerships for sharing playfield facilities and considering community playfield needs in any potential future redevelopment of School District property.
- » The development of the Dakota Rail Regional Trail created a regional connection for Mound. The City will continue to work cooperatively with the Hennepin County Railroad Authority and the Three Rivers Park District Board of Commissioners on improving the safety of crossings and local trail connections.

CITIZEN PARTICIPATION

Citizen participation in the local planning process is a key element in the continued implementation of the comprehensive plan. Open communication should characterize the relationship between city government and local citizens. The expression of public opinion and its subsequent consideration in decision making are essential ingredients in implementing all public policy issues including comprehensive plans.

Citizen participation was a component of the preparation and adoption of this Comprehensive Plan. In addition to the input of the volunteer commissions that contributed to this planning effort, public comments were continually sought at a public information meeting and at formal public hearings.

The implementation of a comprehensive plan requires an even stronger citizen participation effort. The community will need to continually re-evaluate the comprehensive plan to ensure that it accurately portrays public opinion. If the people of Mound are familiar with the plan and endorse its recommendations, the implementation effort will be more effective. The City of Mound should use its newsletter, other mailings, and its website to portray the concepts found in this plan and to apprise the public on progress toward meeting identified goals.

IMPLEMENTATION ACTIONS

Topic	Action	Near-Term 0-5 yrs	Long-Term 5+ yrs	On-Going
Land Use	Update zoning map to establish consistency with the Future Land Use Plan.	X		
Land Use	Develop new zoning districts for the Mixed Use Areas.	X		
Land Use	Continue evaluation of site plans and development proposals for potential impacts to the community's natural resources and to identify potential mitigation actions.			X
Land Use	The City Council, Planning Commission and Park, Open Space, and Docks Advisory Commission shall review and analyze publicly owned land to ensure that it is needed for public purposes. Parcels that are deemed to serve no current or future public purpose should be considered for removal from the City inventory and returned to the tax rolls.	X		
Land Use	The City should consider making information available pertaining to design criteria for solar access.	X		
Land Use	Examine the existing Zoning and Subdivision Ordinances to ensure that they adequately include solar energy protection measures.	X		
Land Use	Prepare and implement signage plan to create uniform signage at all City entries		X	
Parks, Open Space & Recreation	Annually update the Capital Improvement Plan for parks, recreation, and open space ensuring that continued funding is available to meet the community's needs, including staffing, programming, new amenities and maintenance.			X
Parks, Open Space & Recreation	Create and implement a maintenance and replacement schedule to plan for phased replacement of neighborhood and pocket park facilities (i.e. playgrounds, courts, etc.)	X		
Parks, Open Space & Recreation	Provide an opportunity for neighborhood input on replacement projects.			X
Parks, Open Space & Recreation	Add user amenities to parks to respond to evolving public need.			X
Parks, Open Space & Recreation	Establish, and implement as opportunities arise, a uniform park signage and branding system for Mound's park, open space and recreation system.		X	
Parks, Open Space & Recreation	Conduct a Master Plan for Surfside Park.	X		
Parks, Open Space & Recreation	Consider an off-leash dog area where there is usable, underutilized open space that has an adequate buffer from adjacent residential properties.	X		
Parks, Open Space & Recreation	Explore the development of a few disc golf holes in a location where there is underutilized open space and users will not impact high quality natural areas.		X	
Parks, Open Space & Recreation	Explore opportunities, including partnerships, for a community garden. Seek locations where there is usable, underutilized open space where water for irrigation can be available.		X	

Topic	Action	Near-Term 0-5 yrs	Long-Term 5+ yrs	On-Going
Parks, Open Space & Recreation	Conduct a feasibility study to evaluate the potential of a trail to link Downtown Mound to Surfside Park along the west side of Lost Lake.		X	
Parks, Open Space & Recreation	Identify and sell extra city-owned parcels and tax forfeiture parcels that are too small for park facilities, do not have significant natural areas, and do not serve as an access point to city utilities or other functions.		X	
Parks, Open Space & Recreation	Periodically review and update the City's park dedication policy and ordinances to meet current state standards and respond to the market.			X
Parks, Open Space & Recreation	Develop a tree preference list and educational materials to support the diversification of the tree canopy.	X		
Transportation	Maintain a Capital Improvement Plan that contains elements for reconstruction of the roadway system, with scheduled maintenance included in annual budgets. Street maintenance should include routine patching, crack filling, and storm sewer cleaning.			X
Transportation	Implement a schedule for roadway maintenance and reconstruction (e.g. seal coating every 4 to 5 years, complete reconstruction or mill/overlay every 15 to 20 years), street widening/realignment, etc.			X
Transportation	Prioritize and program non-development driven transportation improvements in the Capital Improvement Plan.			X
Transportation	Work to ensure that the County's Capital Improvement Plan addresses needed reconstruction of County roads in Mound, and the addition potential trails along the roadways when improved.			X
Transportation	Update the Zoning and Subdivision Ordinances to be consistent with the Comprehensive Plan, including the Transportation Element.	X		
Transportation	Establish an assessment standard for Major Collector and Minor Arterial roadways to establish expectations and ensure consistent application.	X		
Transportation	Establish a standard in the City's ordinances outlining when a traffic impact study should be conducted, including acceptable information to be contained within the study.	X		
Transportation	Collaborate with developers to construct needed transportation improvements prior to development, utilizing developer agreements to ensure improvements are constructed as agreed upon in the platting or development process.			X
Transportation	Include adjacent roadways and intersections to be impacted by development in a Tax Increment Finance (TIF) District, when TIF money is used for redevelopment purposes.			X
Transportation	Require right-of-way dedication along county and local roads to meet future roadway capacity needs as redevelopment is proposed and platted.			X

Topic	Action	Near-Term 0-5 yrs	Long-Term 5+ yrs	On-Going
Transportation	Explore modifications to Commerce Boulevard in the Promenade District to improve the pedestrian experience		X	
Transportation	Evaluate potential improvements to improve crossing safety around the schools and at trail/street crossings	X		
Transportation	Explore options with Hennepin County to improve non-motorized movement along Lynwood Boulevard west of Downtown, Bartlett Boulevard, and Wilshire Boulevard.			X
Water System	Maintain a Capital Improvement Plan that contains elements for reconstruction of the water system, with scheduled maintenance included in annual budgets			X
Water System	Continue replacement of mains known to be in poor condition that were not part of the street reconstruction program	X		
Water System	Set-up framework for investigating existing cast iron mains		X	
Water System	Plan for replacement of mains found to be in poor condition		X	
Water System	Continue monitoring water quality to assess for additional treatment needs in advance of health necessity			X
Water System	Continue to provide education through newsletters and social media on water conservation			X
Water System	Reevaluate water tower conformance to City aesthetic as part of implementation of long-term capital improvement plan		X	
Sanitary Sewer	Continue investigating public sources of inflow and infiltration through metering, and televising.	X		
Sanitary Sewer	Continue replacement of existing aged lift station infrastructure.			X
Sanitary Sewer	Fix public sources of inflow and infiltration as budgets allow through pipe lining and manhole rehabilitation.	X		
Sanitary Sewer	Set-up framework for investigating and subsequent repair of private sources of inflow and infiltration .		X	
Sanitary Sewer	Begin investigation of private sources of inflow and infiltration		X	

APPENDIX A. COMMUNITY ENGAGEMENT

PURPOSE

Community engagement is a means for all people to bring their voices into the process and to share their ideas, backgrounds, and experiences to plan for a future that benefits everyone. Appendix A shows the specific comments of community members as they participated in the variety of community engagement opportunities throughout the Comprehensive Planning Process.

PHASE 1: INFORM AND LISTEN

The first engagement task acted as a general information announcement that established and communicated the study's purpose and goals, the planning process and methodologies, and the project schedule. It also provided an opening for interested parties to raise questions, express levels of interest, express issues or concerns, and identify values and priorities, as well as critical evaluation of the vision and guiding principles to determine if changes are warranted.

Social Pinpoint

People's lives are always changing, so the ways that we can meaningfully engage with them also has to change. One way we decided to engage the community through this round of comprehensive planning was to try a new online engagement tool called Social Pinpoint. Social Pinpoint is a map-based online engagement tool that allows community members to leave comments on specific areas of the city via a map. Commenters are then able to interact with each other, by upvoting/downvoting other comments, or replying directly into a comment thread.

We utilized Social Pinpoint for Phase 1: Inform and Listen engagement to identify areas in the city people like ("Like it!"), areas people don't like ("Needs work!"), comments specific to the parks system ("Needed Park Improvements"), and needed street/safety improvements ("Safety Concern").

Embedded throughout the Social Pinpoint website were also a variety of surveys, asking for input on the current Vision, commercial areas in the city, the City's Parks, and a SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis for the community.

In total, Social Pinpoint was open for comment for one month in Spring of 2017 and there were 277 comments and 55 survey responses during that time.

Key Findings

- » Generally, the Vision seems to capture what Mound should be in 2040
 - Some feel that Mound is, and should continue to be, focused on serving the needs of residents by being self-sustaining and offering an affordable lifestyle that is not otherwise available around the lake
 - Some feel that the community should be a destination for the region similar to Wayzata or Excelsior where there are small shops, restaurant, and nightlife -
 - Some felt that the Vision could be more unique or compelling – there is a desire for it to more clearly communicate to others in metro that Mound is an engaging place to visit
 - It is important for the vision to maintain the idea of preservation of the natural environment
- » There are positive features in the community that should be highlighted and retained
 - “Small town feel” with a relaxed, friendly atmosphere
 - The local library is a valued amenity that patrons would love to use more with expanded hours
 - Existing community garden is a great example of private investment that serves the public good
 - Dakota Rail Regional trail is excellent for connectivity across community
 - Commons and dock program unique and positive aspect of Mound
 - Public spaces on the lake important to provide access to those who do not live on the lake
 - Having a variety of parks and facilities is appreciated. This includes community parks like Surfside, neighborhood parks like Three Points and Philbrook, and facilities like Wolner Field, and Zero Gravity
- » Community appearance is a concern
 - Commercial areas, including vacant and/or building facades not maintained and undeveloped areas
 - Public infrastructure like welcome signs, water towers, etc. need facelifts
 - Community gateways - they should be inviting and attractive, whether publicly or privately owned
 - Private property maintenance not up to standards in pockets around the City
 - Road conditions
 - Parks, particularly where dogs heavily using
- » Investment and redevelopment in Downtown, as well as along Commerce and Shoreline, should be a key focus of discussion in the Comprehensive Plan
 - Additional investment needed to fill vacant spaces and improve building maintenance in Downtown
 - Revamp Commerce Boulevard to add greenspace and sidewalk/trail to encourage more pedestrian traffic along corridor
 - Explore adding outdoor gathering places
- » Park investment is needed
 - Important that parks are within walking distance of neighborhoods
 - Open spaces and natural areas should be preserved for informal play and natural resource protection
 - Facilities need to be replaced, such as aging playgrounds, park signs, landscaping, and tennis courts
 - Explore opportunities to provide off-leash dog area, disc golf, skating, pickleball, and community garden
 - Add amenities to support users, including picnic tables, trash cans, restrooms, parking, etc.
 - Develop a plan for the revitalization of Surfside Park
 - Include neighborhood and community input in development plans
- » Safety continues to be a concern at intersections throughout the community
 - Motorized and non-motorized movement in downtown should be evaluated, including Dakota Rail Regional Trail,

cut-through traffic on Auditors Road, and turn lanes on Commerce

- Intersections on Commerce at Grandview Middle School and Westedge
- Sidewalks explored along Lynwood Blvd west of Downtown, Bartlett, and Wilshire Boulevard
- Multiple restricted visibility areas along Three Points Boulevard cause dangerous conditions
- Explore year-round rather than seasonal stop sign on Tuxedo
- Stormwater management into lakes

ID #	Like it! Comment (up votes, down votes)
10	Dutch lake has 4 eagles that visit daily. Set up a nest in the marsh to help keep them here and reproduce. Also, we have a loon. Set-up a floating nest to encourage it to stay throughout the summer (4, 0)
11	Great playground, love the big cottonwood trees surrounding the park! Could use more trash cans or set out earlier in the season. (0, 0)
12	Nice little beach (4, 0)
14	great park! Love the open area to run and fly kites or whatever. Run around the circle :) thank you for the beautiful playground. (0, 0)
13	» small set of bleachers in spring for parents to sit & watch their kids play t-ball & soccer would be a nice addition. thanks for bringing in a port-a-potty! Philbrook sign looks so dark & dingy. (1, 0)
15	Love that there is a library within walking distance. Love that it has kept old trees. Longer hours needed. (0, 0)
19	Love the library. Would be nice if there were some benches on the grassy areas in front or behind though. (13, 0)
16	» It's the county's library but I think this is a wonderful idea! (0, 0)
17	» Seems like the majority of times I drive by the library, it's closed. My wife and I moved to Mound last May from Chanhassen. Chan has a wonderful library centrally located in the city's center. (1, 0)
18	» Would be nice if they could open again on Sunday afternoons, too! (1, 0)
20	I love our library. It is so nice to be part of the County system. (3, 0)
21	Fantastic community garden giving residents without adequate land the opportunity to grow produce. Also supports the local food shelf. A great use of private land for public good! (6, 0)
22	I love this newer area Mound Marketplace! It is aesthetically pleasing, and was sorely needed! (0, 0)
23	Thank goodness Westonka Animal Hosiptal moved into this long empty building. We finally have a nearly full shopping center on this corner. (4, 0)
27	One of the coolest things about Mound is that we are a true "town" as opposed to downtown Wayzata and Excelsior. This means that we have all needed functions instead of just being for dining and fun. (3, 3)
24	» I agree with the OP. We moved here for the small town feel, which is what we get with the "downtown" Mound area. For us, there is just enough of what we need in the downtown. (0, 0)
25	» While the town is what attracted us here, it is fairly run down, far too much vacant commercial space and FAR too many buildings left poorly maintained, if not looking abandoned. (0, 0)
26	» Agree. The main intersection is awesome. Some of the fringe areas along shoreline or commerce could be greatly improved, though. (1, 0)
28	The center median is great and the plants add a lot to the city (2, 0)
29	The transit center and bike trail are great for the community. If only the trail were actually open! (3, 0)
30	Love the walk/bike trail! Also, it is nice to have trash cans along the trail! Sure beats having to carry your dog's waste for a long time. Just wish more dog owners would utilize them. (1, 0)
31	Dakota Junction is one of the few gems in town. (3, 0)
32	love the regional trail (1, 0)
33	Some of the recent efforts to make this area more like a park are nice. People are starting to socialize and plan events here. The ice cream shop draws people in. That's the future we need here. (1, 0)
34	The Dakota Bike Trail is excellent, in both directions. We use it often. (7, 0)
35	Love the Mound Harbor open space and it's central location. Having this aesthetically appealing area helps make up for the asinine decision to make a parking ramp the focal point of a beautiful town. (3, 0)
36	We need to increase visitors to downtown Mound. If we could incentivize Al and Alma's to operate out of the Harbor/surf side. They can increase volume/parking and drive traffic to local businesses (5, 3)
37	The commercial building at Stonegate has new owner recently and with Wecan expanding and the new martial arts gym it is starting to be a good spot (1, 0)
38	Nice ball fields and also neat to have the skate park for those who like that sort of thing (4, 0)
39	great little ballpark! (3, 0)

ID #	Like it!	Comment (up votes, down votes)
40		Surfside is a nice addition to our town. I hope it stays profitable and people use it so we get to keep it. (3, 0)
43		Could use more parking, but otherwise this is a great space (10, 1)
41	»	I like that there's little parking but agree that the playground could use some updating but it's a great park. (0, 0)
42	»	playground needs updating. way too small and outdated for the space. also a large covered picnic area should be added for people to rent for the day. (0, 0)
44		Great space, great access for people who do not live on the lake. The fireworks are great from Cooks Bay as well. We have rented the pavilion for grad parties ect, it is nice. (7, 0)
46		This greenspace is a great addition to our community! (2, 0)
45	»	Very much agree. Mounds commons and dock programs are really great unique aspects of our town. (0, 0)
49		I enjoy this beach access with the docks (5, 2) Additional Comment: Could use more parking
47	»	Have tried to swim here but it's not well maintained and beach is full of broken glass. One year a local guy raked it so his kids could swim. :((2, 0)
48	»	The docks completely block the view of the lake. The beach is completely unusable for swimming. Why should 8 boat owners who have a dock through the City reduce the enjoyment of the lake for others? (2, 0)



MAP 11.3 NEEDS WORK! THREE POINTS

ID #	Needs Work! Comment (up votes, down votes)
2	This is just an ugly empty staging area - how about improving it somehow? (9, 0)
1	» The city should not allow properties to exist in a state of disrepair or abandonment. In other communities, these properties would be assessed fines/liens in increasing amounts until they are fixed. (1, 0)
3	I 100% support ALANO. Perhaps we should support them with unused space in one of the city buildings, and let this space be sold for a different commercial use that area residents can enjoy. Win/win? (0, 0)
5	The park sign and flower bed need replacement/improvement. A bench at the school bus stop would also be a great addition (0, 0)
6	if this is being used for WYBL, needs better parking/turnaround area. Field is not kept up well enough for practice/games. (1, 0)
7	Needs swings - otherwise it's a wonderful park (3, 1)



MAP 11.4 NEEDS WORK! DUTCH LAKE

ID #	Needs Work! Comment (up votes, down votes)
4	How about improved/well designed "Welcome to Mound" signs? (7, 0)
9	Keep the woods a green space and tear down Toni's flowers. Allow the school and community to use the space for snowshoeing, edu purposesetc. don't build a retirement community (5, 0)
8	» Agree - why didn't the school purchase this property for future expansion, open spaces, fields. (0, 0)
10	Could use a floating fishing pier in this area. (1, 9)
14	Improve access for boat launch (8, 6)
11	» Agreed! This is a very small lake! There should be a maximum of 3-4 trucks with trailers at the ramp as it is. This lake can not support the additional traffic. It is a 160 acre lake with 70+ homes on it...It only takes 5-6 boats before the lake is congested. (2, 0)
12	» Wakeboard boats from off the lake create such large waves that water from the lake comes over our riprap and into our yard. A better ramp will result in a more congested lake. (4, 0)

ID #	Needs Work! Comment (up votes, down votes)
13	» An improvement to the boat launch will cause an increase in boat traffic on an already small lake. This lake is too small for 3 boats pulling tubers or skiers and can be a safety concern. (4, 0)
17	A floating fishing dock could turn into a swimming and party place for young people. Much liability involved not to mention the distractions for lake residents that deserve to enjoy their homes. (6, 1)
15	» This is a bad idea! There is already a problem with trash. Having a fishing dock will make this an even bigger problem. Dutch is a SMALL and quiet lake. The residents chose to live here because it is small and quiet. A fishing dock belongs on LK Mtkka (4, 0)
16	» I agree. No fishing dock (5, 0)
21	Might consider an actual stop light at this intersection. School traffic in the morning is busy and the officer there isn't safe on bad weather days. Stop light would be a better solution. (10, 10)
18	» I disagree. Placing a stoplight at this location will result in added traffic on Grandview boulevard. There are already irresponsible drivers that speed on Grandview and we don't need any more. (3, 0)
19	» Agree, we need a stoplight at the school intersection. (0, 2)
20	» I agree with the traffic light comment. Driving south in the morning to get to the parking ramp (bus) is tough. Even rougher for those cars going North. (0, 2)
23	Our storm water goes directly into our lakes unfiltered. This is one of the locations this is happening. Mound should consider having storm water go through a rain garden or holding pond to help our lake water quality. (0, 0)
22	» Agree - and the quality of our lakes directly correlate to our community's value. No more raw sewage ever! (0, 0)
24	The park is spacious, has lots of potential. However it's almost impossible to use without running or walking head down to keep from stepping in dog poo. Not sure how to train bad dog owners. (1, 0)
26	Space is large enough to accommodate a closed off section for a dog park. (1, 5)
25	» Playground equipment selected w/no input f/at least 3 neighbors across street. COMMERCIAL COLORS Blue/ Yellow in Residential area-an Eyesore = UGLY. Unable to block f/my view at end of my driveway . (0, 1)
27	sign looks dark & dingy. paint it bright colors. add a small sign reminding people to pick up their dogs poop. install a dog bag dispenser & poop disposal like the one by the "Greens" trail (1, 0)
	Additional Comment: like the portapotty at Philbrook park
33	This side of 15 needs curbs! (3, 1)
34	Needs sidewalk. (6, 1)
51	Owned by the city. Could be dog park and picnic area for bikers. (2, 0)

ID #	Needs Work! Comment (up votes, down votes)
38	This commercial area needs better traffic routing. It is very difficult for anyone using it to get back onto eastbound Shoreline Dr., especially during heavy traffic times and no U-turn at light. (5, 0)
39	Such a loss of businesses in this shopping strip. There needs to be a considered effort to fill those empty stores. (16, 0)
40	Very unappealing, unimaginative, and uninspired downtown area. Nothing draws me here. (3, 0)
41	You drive into Mound here and see backs of buildings - mural? additional screening needed. (0, 0)
42	The downtown area has no direction or meaning. Today it's a hodgepodge of old and new building. Mound is the birthplace of Tonka Toys yet their is no mention of it anywhere. Mound needs an identity (2, 0)
48	This ramp is ugly and overkill. Turn the top two floors in to shops and restaurant with view of lake. (14, 0)
43	» I've had the same thought myself. The top needs to be a place to socialize, grab some food, and look out over Lost Lake. The ramp is underutilized currently and our town is likely maxed for commuters. (0, 0)
44	» Great idea! We don't have any fine dining in Mound. The top of the ramp would be amazing! I wish I could give this comment more than one "like." (0, 0)
45	» Ride the bus to DT MSP every work day. LOVE that as an option. Agree that some retail there would be nice, but perhaps that can come in the grass area south of the ramp. (0, 0)
46	» I think it is nessesary, look how tough the parking is in Excelsior. It was built too early but it will be useful eventually. (0, 0)
47	» Even just the top floor or bottom. When you stop at a big bus stop like that it's nice to be able to grab a cup of coffee and something to nibble on during the ride. (2, 0)
50	Update the "welcome" sign? (7, 0)
49	» The sign should be updated and made more attractive. (0, 0)
52	This is a rusting, vandalized water tank that needs to be torn down. It is a terrible eyesore. Good example of the kinds of bad things that you find in Mound that you don't find in other areas. (1, 0)
53	Rusted, vandalized water tank. Should remove. Good example of the negative things that you see in Mound that are taken care of in other communities. (1, 0)
54	I'm embarassed when I drive out of town guest through "Downtown" Mound. Seems like I make excuses for the shabbiness of the storefronts and lack of something to catch an eye and draw in customers. (0, 0)
55	We need a dog park! (10, 0)
57	Entering Mound, greeted by Apartment buildings (5, 1)
56	It would be much better if the apartment buildings, houses, and commercial buildings, at the entrance of mound, were nicer. Some paint, and general maintenance would make a big difference. (1, 0)
58	Wasted space (6, 0)
61	2 major roads Commerce and Shoreline are good for moving vehicles, but are not conducive to walking around, biking, shopping, dining. It's not a downtown feel like Excelsior or Wayzata. (9, 0)
59	» I think it's conducive to pedestrians but just not a lot worth walking to right now. (0, 0)
60	» Those towns have major sidewalks with parking in back. When Walgreens moved they did it right. I hope in the future things will continue to improve (0, 0)
62	There is a very hard to see trail crossing here, no signs, on a curve, VERY DANGEROUS! (0, 0)
64	Run down buildings that are constantly revolving. (8, 0)
63	» Agree! The run down buildings are everywhere. This needs to be addressed. (0, 0)
65	Could use a better crossing signal. Quite dangerous to cross on 15 to connect on the trail here. Would make more sense to have just a pedestrian and trail crossing in 1 area instead of separate. (5, 0)
68	Do something with this area? Dog park? Shops? Restaurants? (12, 1)
66	» This area needs to be sold due to the investment the city put into preparing it. So I don't think a dog park will cut it. (0, 0)
67	» Mound is considered "far out" by a lot of people so I think something like a hotel or bed and breakfast might be a neat idea. There aren't any around the lake I know of. (0, 0)

ID #	Needs Work! Comment (up votes, down votes)
69	The old Tonka Toy factory (Balboa building) isn't the greatest thing to drive along as you come into Mound. Can we rezone this so in the future it has to become a bit more attractive of a business? (2, 0)
70	Overall, the central priority needs to be the simple improvement of the street and road quality throughout the city (0, 0)
71	Develop this area or make it a park. Stop holding up progress and making our city's public lakefront look like an afterthought. (15, 0)
72	With so many stores like Mama's Happy being such a trend, couldn't the old downtown store fronts be updated to make them more appealing to small businesses. (7, 0)
75	this has become a shortcut for drivers. and is dangerous for people using the park/docks. also needs more benches and trees. close one of the entry points so it's a 1-way in/out. (8, 3)
73	» If people are using the park and docks what are they doing in the road where I drive? (0, 0)
74	» Auditors Rd is the next closest road to be able to get back onto Shoreline after leaving Wells Fargo since you can no longer turn eastbound onto Shoreline and there is no U-turn at the lights. (0, 0)
76	Improve the Welcome to Mound sign (9, 0)
77	This land needs to be developed ASAP. Other cities around the lake are managing to cash in on some assets, and this is a prime piece of property that should be returned to the tax base asap. (1, 0)
80	The strip mall is so ugly. I love going there for the ECFE but it is just an eyesore (6, 0)
78	» I think the auto shop corner needs a makeover. What is this martial arts gym coming in? (0, 0)
79	» The buildings are actually cute, just fix the pot holes! (1, 0)
84	Mound will not have boat access like Excelsior or Wayzata, but what dredged access has been made available, with docks, it would be nice if there were something there to attract boaters into town. (13, 0)
81	» This area could be a big draw for our community but needs to be invested in to draw boaters/visitors. Restaurants, shops etc. (0, 0)
82	» Cheap ways to attract boaters and others to Mound would be adding picnic tables, a jungle gym, dog park, etc. (0, 0)
83	» A brewery along Commerce with a boardwalk could do it. Do you think a sign over Bartlett bridge facing the lake would help/look good/ugly??? (0, 0)
87	How about some sort of hotel and brewery in this area? We could do a boardwalk along the marsh and connect to Surfside Park (so you can walk along businesses), and drive to businesses on 110. (10, 1)
85	» I really like the "boardwalk along the marsh" idea. It's unique and takes full advantage of some of our better scenery. (0, 0)
86	» New martial arts gym is good start (0, 0)
88	These businesses need to be filled out, lower taxes or something to draw new business into Mound. (11, 1)
90	eyesores, the old buildings need to be removed or updated. especially those that don't even get used. (6, 0)
89	» Completely agree. We could have beautiful downtown with the lagoon. Need to incentive private investment in this area. Upgrade the current buildings in the area. (0, 0)
91	Improve properties along CR15. This is the first impression of Mound when driving into town. (6, 0)
92	When is the vacant land near lost Lake Harbour going to be turned into commercial businesses? (16, 0)
96	Huge eyesore. (32, 0)
93	» Wonder what the city can do about this property. The doors don't even seal on the bottom leaving plenty of room for rodents to access. Is there any city code for businesses to upkeep their property? (0, 0)
94	» This building needs to be put to use or removed. Until then, reasonable window treatments (not blue floral bed sheets) should be required. (0, 0)
95	» A way of attracting boaters here would be ideal - convenience stores, more restaurant options, etc (1, 1)

ID # Needs Work! Comment (up votes, down votes)

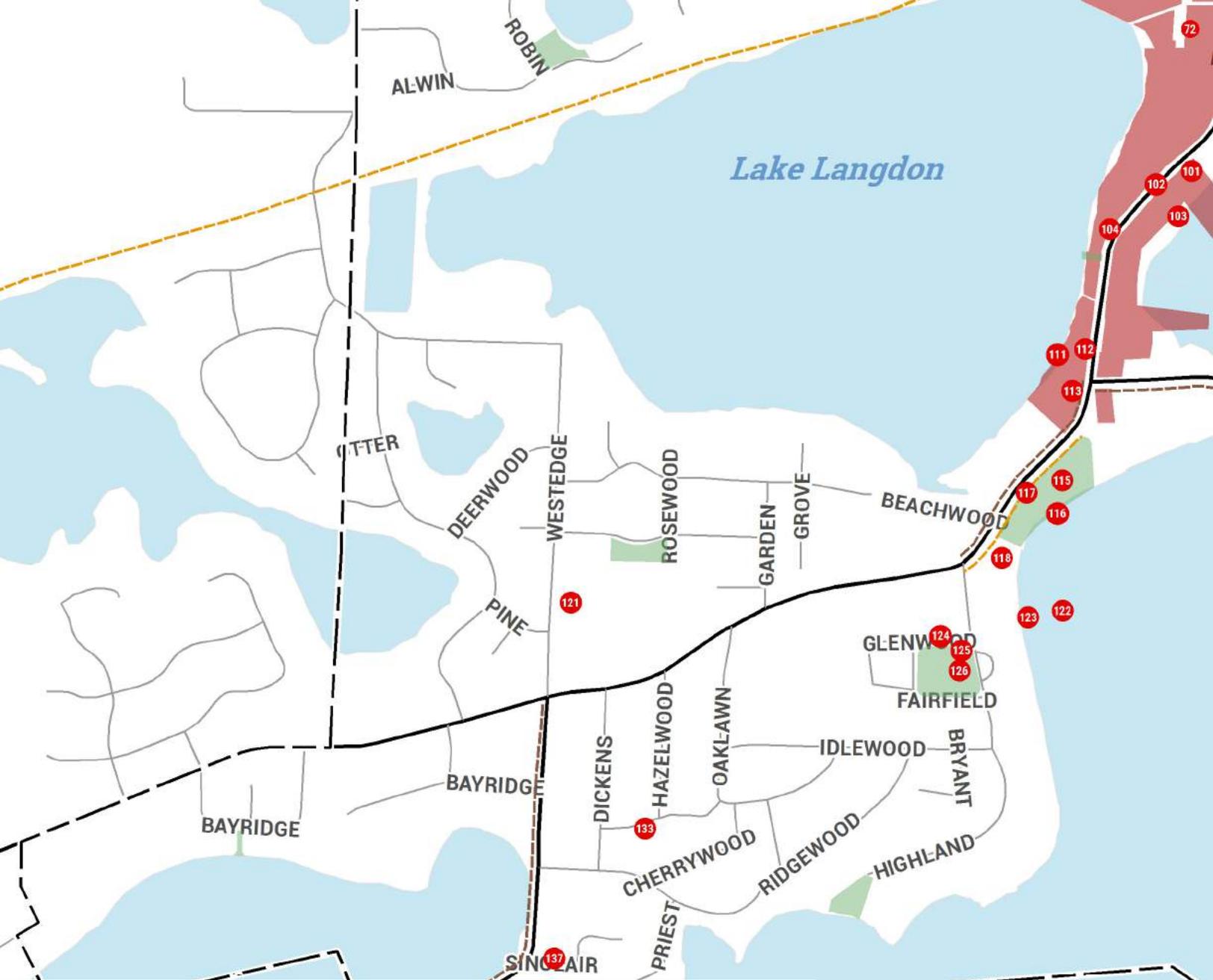
97	"Eyesore with sheets in the windows: Step 1) Buy it and knock it down Step 2) Sell the land at a loss to a developer with solid plans for a business Step 3) Get a big bag to put the tax revenue in! (5, 0)"
98	Eye sore! I think we can do better than this. (9, 0)
99	Something needs to be done about the old William's store. (8, 0)
100	Let's paint our water tower something fun or attractive. It needs a paint job. How about a contest for clever ideas and a fundraiser to help paint it. (2, 0)
102	This area needs to be condemned and upgraded. Significantly degrades our community (8, 1) Additional Comment: Yes I'd like to discuss. MCP76B6A6
101	» If we do not have businesses available to revamp the condemned buildings, we should tear down the vacant buildings and make a green space for now. It will improve the image, when you drive into town. (1, 0)
103	Please demolish the hideous cinderblock building with blue curtains in the window on Commerce Blvd. that has been vacant for many years. It is an eyesore, making the whole town look like a junk yard. (5, 1) Add greenspace between Commerce Blvd and sidewalk on the east side + create parking on the west between Surfside and Downtown. More walk/bike friendly, and could increase foot traffic. Photo CLT DOT (2, 0)
104	Additional Comment: Would really like to see Commerce boulevard become a walking/biking route to increase visibility of businesses on that road. It seems that negative comments are focused on dilapidated buildings and I think creating a more welcoming route for people to use would encourage investment in that area.
105	Wilshire Boulevard from Bartlett to 15 would benefit from a complete resurfacing. (9, 0)
106	Can we dredge Lost Lake and make it a real lake? The shoreline would be so much more valuable. If not, can we add a walking path around the east side so we could walk around the marsh? (3, 0)
110	"Remove bridge....make bartlett blvd dead ends on either side. widen the channel for larger boats to come into mound harbor. rezone all the property around the harbor for development into shops resta (0, 1)"
109	I get that the channel needs to be widened and the bridge is not high enough, but this should not get dead-ended. We have too many dead end roads as it is. (0, 0)
111	eyesore (3, 1)
112	"The whole area from Surfside Park to the intersection at Shoreline Drive needs work. Many of the buildings are either vacant or run-down or both. We should have a retail space we can be proud of, and that can be a source of revenue to the city. At the very least, use the area as green space (1, 0)"
113	Looks dilapidated here, time to find unique businesses to put here. (1, 0)
115	Just add to it. Fun park but gets overloaded at times. (0, 0)
116	How? To what? (0, 0)
117	update the playground (3, 2)
118	The building that you can rent out needs work. Needs painting, deep cleaning, repairs to the restrooms, lightbulbs needed. I rented it last month and spent 4 hours cleaning it before we had our event. (1, 0)
121	I assume that Westedge will be repaved once the Water Treatment Facility is completed. (0, 0)



MAP 11.6 NEEDS WORK! THE ISLAND

ID #	Needs Work!	Comment (up votes, down votes)
108	Public fishing should not be allowed here	(3, 1)
107	» People leave their trash after fishing.	(0, 0)
114	House not maintained. Junk left outside.	(0, 0)
120	empty space here, what is it for? can it be developed? always overgrown, sometimes used as a shortcut. maybe a convenience store?	(1, 0)
119	» Or maybe a garden?	(0, 0)
127	So many dead ends on the island, would be nice to have better traffic flow on/off. With the current detours in place, so easy to get lost and GPS doesn't help.	(0, 0)
128	Old Island Park hall is in shambles and an eyesore. Can this be replaced or rehabilitated to be usable property. Need a community discussion and fundraising to accomplish vision.	(0, 0)
129	Property at parks garage is looking run down. Building needs to be maintained.	(0, 0)
130	May not be feasible, but would love a convenience store on the island.	(0, 0)

ID #	Needs Work! Comment (up votes, down votes)
131	This property is not adequately maintained. (1, 0)
132	Development of parkside "Killer Hill" into more beautiful usable space. Clean up woods. (0, 0)
135	This would make more sense as a business, maybe a general store with liquor sales or a lower cost restaurant. (4, 2)
134	» The building was a business in the 1950s thru 60s, (Grims store) a small convenience store with a Greyhound bus stop. The location does NOT have enough parking for a business and is zoned residential. (2, 0)
136	Very poorly kept up housing here, kind of scary, junk left out year round in the yard... (1, 0)
138	This property is not maintained. (1, 0)
139	This property is not maintained. (1, 0)
140	I would love to understand why there's a peninsula that you can only access from Mound, has utilities and services fed from Mound, and yet belongs to Minnetrista and also Shorewood. Missed tax revenue (0, 0)



MAP 11.7 NEEDS WORK! THE HIGHLANDS

ID #	Needs Work! Comment (up votes, down votes)
117	update the playground (3, 2)
115	» Just add to it. Fun park but gets overloaded at times. (0, 0)
116	» How? To what? (0, 0)
118	The building that you can rent out needs work. Needs painting, deep cleaning, repairs to the restrooms, lightbulbs needed. I rented it last month and spent 4 hours cleaning it before we had our event. (1, 0)
121	I assume that Westedge will be repaved once the Water Treatment Facility is completed. (0, 0)

ID # Needs Work! Comment (up votes, down votes)

Surfside Park could be a true jewel of the western Lake Minnetonka area. Make the park more charming and interesting. A carousal for kids. Food trucks. Better lighting. (13, 1)

123 Additional Comment: Top priority should be improvement of streets. They are generally in very bad condition. Also, make Mound a high tech area with ultra high bandwidth capabilities and encourage micro-business and home offices. It could become an intentional high tech city that would increase property values and tax revenues. Also, consider an intentional development of the area from Ace Hardware area to Surfside Park leveraging the access to the lake and waterfront.

122 » Additional docks would make the part a significant lake attraction for boaters with children. (0, 0)

124 Multiple houses surrounding Highland Park are in need of major repair or need to be removed. A huge eyesore for an otherwise beautiful area. (3, 0)

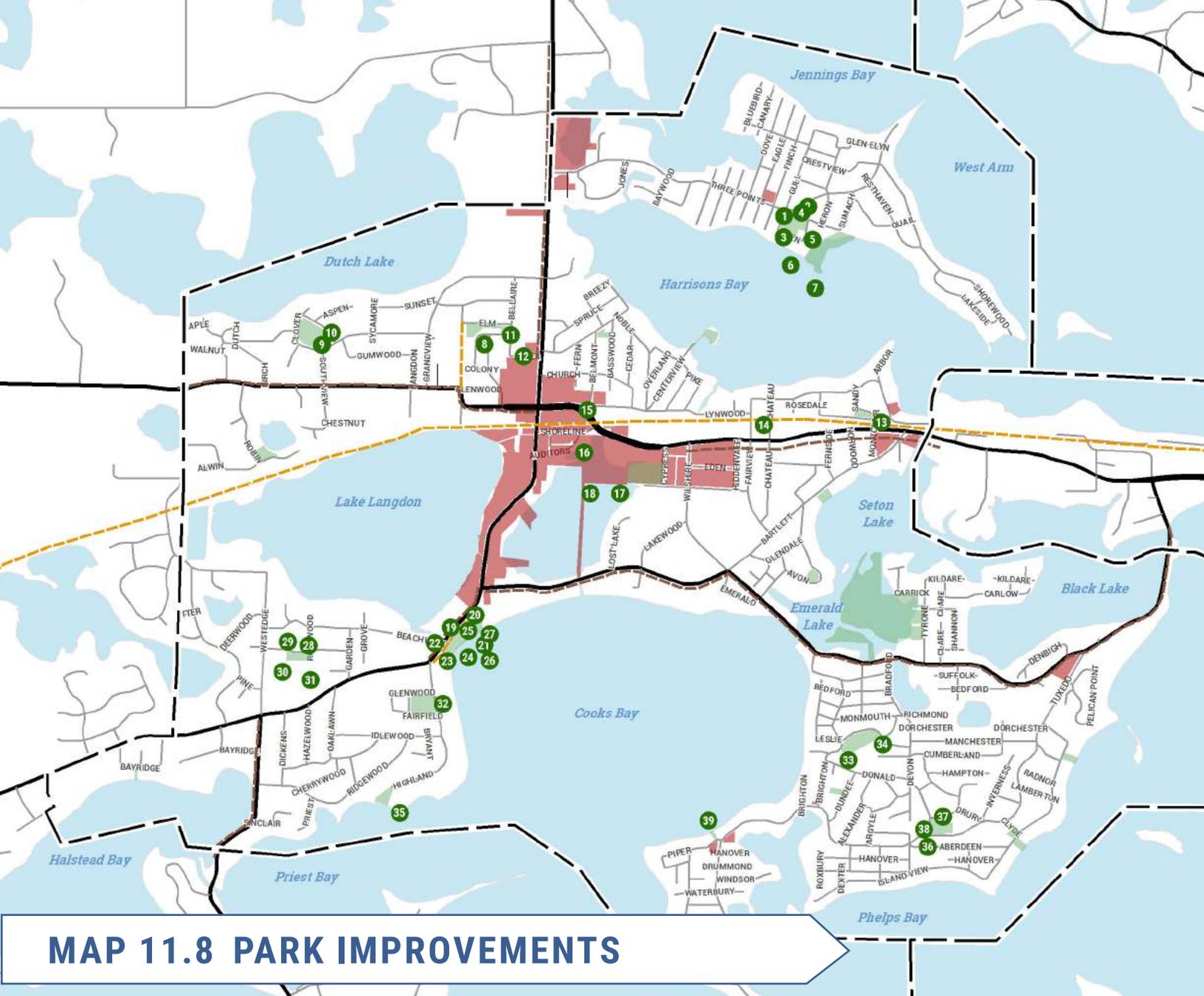
125 Highland neighborhood is beautiful but a few of the homes around the perimeter of the park (which no one lives in) are not maintained. Broken down cars, sheets hanging in windows, caving in roofs ect (3, 0)

Additional Comment: Thank you for trying to improve our city. It's been a long time coming!

126 Other than the playground this space is useless. (0, 0)

133 The retaining wall in this area is about to collapse (0, 0)

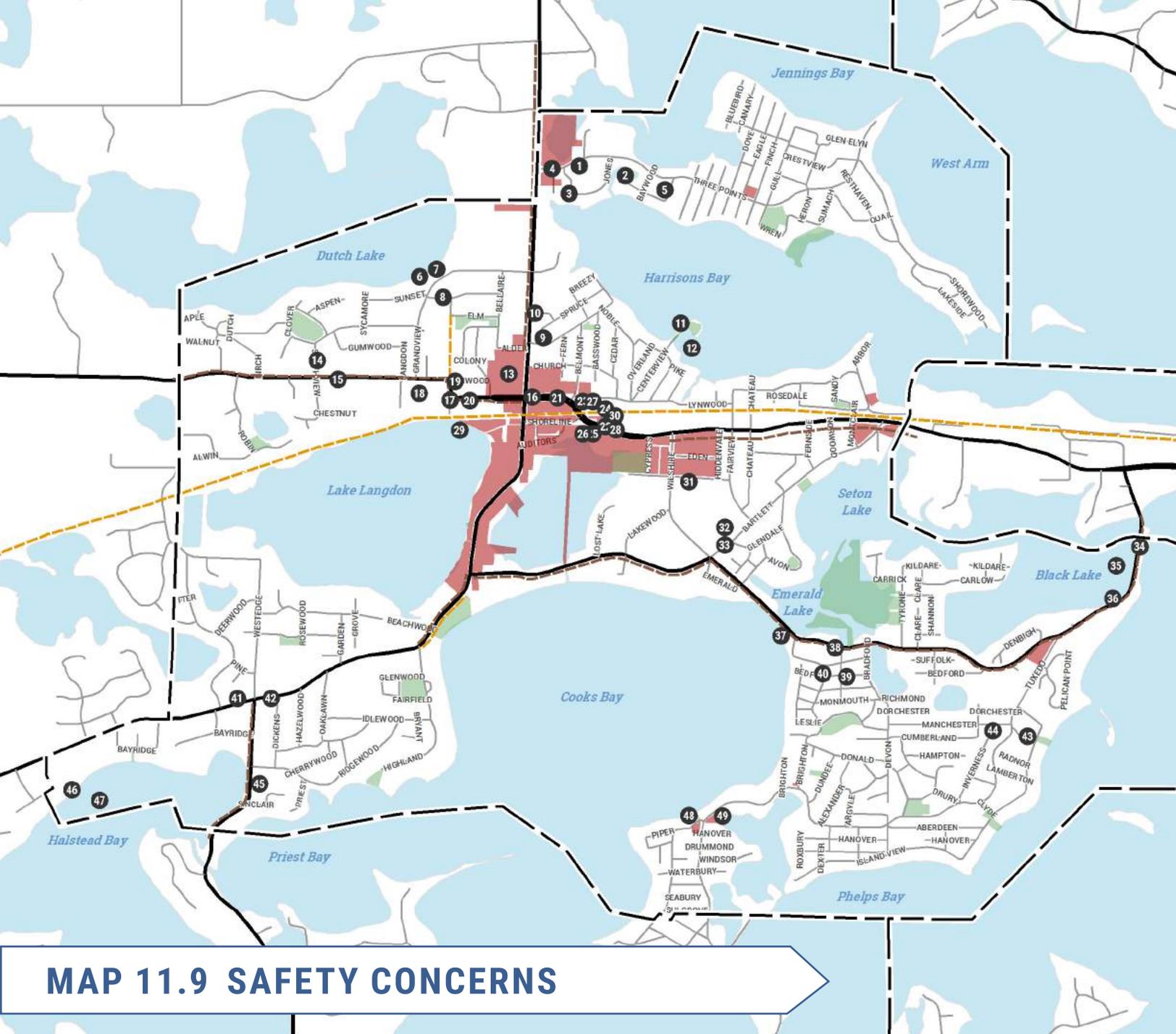
137 You're making the beautiful drive through Minnetrista on 44, then round the corner into Mound...BAM! "Welcome to Mound" sign in front of multiple houses/yards in need of cleanup. Most multi-family. (3, 0)



MAP 11.8 PARK IMPROVEMENTS

ID #	Needed Park Improvements Comment (up votes, down votes)
1	Swing sets and bathrooms needed (1, 0)
2	This park needs swings!!!! The slides are too high, especially when the neighborhood has so many smaller children wanting to play on it. Would love to see improvements to make it more kid friendly. (0, 0)
3	Great park. Add swings, bathroom, picnic areas (tables & grills). Fix/re-purpose tennis court. Will be top notch! (0, 0)
4	Swings at the park playground please! Also, the three trees on the sledding hill should be moved so the sledding area is not blocked. (4, 0)
5	Could use quite a few more shade trees around the playground area. Also could use more picnic type benches. (11, 0)
6	We need to resurface and maintain the tennis courts and also make them suitable for Pickle Ball. This also should include the courts the island. (2, 0)
7	Please keep a trash can at the end of the point and empty it periodically. There is always trash left here. (8, 0)
8	Could be dog park. (0, 0)
9	There's a LOT of dog poop being left around this park, mainly by people who drive their dogs here to run off leash. Can we put up signs and/or dog waste bag dispensers to encourage cleanup? (2, 0)

ID #	Needed Park Improvements Comment (up votes, down votes)
10	Could do more with this space. (4, 0)
12	Park (2, 1)
11	» I think there are enough parks. How about a community garden? (0, 0)
13	It would be nice to have some sitting benches. (0, 0)
14	Is the corner of Hillcrest and Gumwood northeast wooded area the cit of Mound. If it is it needs a good clean up. It is breedind gronds for insects. (0, 0)
15	Wasted space (2, 0)
16	amphitheater? splash pad? small business spaces? this area needs something since it's the towns only frontage on the lake close to downtown. (0, 0)
18	Mound at one point had at least 6 outdoor skating rinks. Now we have none. (the rink at Shirley Hills is owned by the MWAH). We need at least one City owned and maintained outdoor Hockey/Staking rink. (11, 0)
17	» Agree!!!! (0, 0)
21	Could do more with this space. (1, 0)
19	» Check out the comments over the pavilion (0, 0)
20	» Could the city do something with the beach? The weeds are terrible and it makes it difficult to want to swim here with kids. (1, 0)
25	The pavilion is underused. Maybe it could be a convenience store? I think boaters would love to be able to purchase ice, soda, and snacks. And then, a "walk" to connect the Lost Lake are to here. (5, 0)
22	» Good ideas. Agreed that pavilion is underutilized, and it's getting older by the day and needs work. Sell it off and build something new where we're always setting up a stage anyway. (0, 0)
23	» I like the idea of having a restaurant there. Something like Sea Salt https://seasalteatery.wordpress.com/menu-3/ , would be a wonderful addition. (0, 0)
24	» A really nice walkway from Lost Lake to here would be ideal. I agree-too underused. Turn this pavilion into a store or restaurant and build a new pavilion/bandshell that is more of a focal point. (0, 0)
27	Permanent restrooms would be appreciated with this being an incredibly busy summer area. (4, 0)
26	» Agreed. And do something fun to make this beach park unique. I'm thinking a big lakeside water slide. (0, 0)
29	Would love to have a disc golf course in Mound and Sorbo Park has been suggested by many. Active sport great for kids and adults, growing activity that would bring visitors to Mound. (1, 1)
28	» Disc golf is a great idea. I can't comment on Sorbo Park being the best place, but somewhere would be nice. Good clean fun! (0, 0)
30	Park needs updating. Playground needs repairs/to be replaced. (2, 0)
31	This park seems to have the oldest play equipment in Mound. There is paint peeling off the play equipment. Needs updating! (1, 0)
32	Since Highland Blvd was re-done, there has been a lack of grass along the road which gets muddy when wet. (0, 0)
33	This used to be a great park until the met council got ahold of it. I certainly hope there are plans to restore it quickly. It would be nice for the city to share restoration plans! (2, 0)
34	Clean the park up! (0, 0)
35	Trash barrels and a picnic table or two would be nice for this little park (0, 0)
38	This would be a good location for congregation but there is nothing but a field here. Add some gazebos or something that can be used. (4, 2)
36	» I would love to see a skating rink here in the winter time...or someplace on the island (0, 0)
37	» It makes a great dog run. (1, 0)
39	This is a great location for a park but it's it rough shape. The old wooden/metal structure is in need of replacement. Also this beach is useless in the summer since so many dead fish wash up here. (1, 0)



MAP 11.9 SAFETY CONCERNS

ID # Safety Concerns Comment (up votes, down votes)

- | | |
|---|--|
| 1 | Storms, wind and trees falling are a key concern for our city. Ice storms are becoming more common. Let's start burying power lines now and save ourselves the trouble of many more future outages. (1, 0) |
| 2 | City bus traffic through the heart of a major residential area is not needed given the underutilized parking ramp downtown. Let's use the ramp we built like other cities do and end this bus route. (0, 0) |
| 4 | A safety concern while pulling out of the Shell gas station. Can't see to the left side. Cars come too fast out of 3 Points. Speed limit should be lowed in this area to 15 or 20 mph. (4, 3) |
| 3 | » Agreed. Multiple unsafe (restricted visibility areas) along Three Points, and 30 MPH limit yields 40 MPH traffic. Let's take it down to 15 or 20 now, instead of waiting until after someone gets hurt. (0, 0) |
| 5 | Blind curves and 30+ MPH make this unsafe. If we can't drop the speed limit lets add a stop sign at Baywood Lane or Jones Lane to slow things down. People cross the road frequently between there. (0, 0) |

ID # Safety Concerns Comment (up votes, down votes)

7	Our home borders the boat launch. Adding a floating pier would alter the area significantly. We have problems with trespassing on our dock and trash from boaters/fisher people. No floating dock! (10, 0) Additional Comment: NO FLOATING DOCK!
6	» I agree, no floating dock. (1, 0)
8	NO FLOATING DOCK ON EAST DUTCH LAKE! We live next door and this unacceptable! Increase noise, increase trash in a very limited space. (7, 0)
10	No center turn lane area for northbound Commerce traffic to turn into Library. The pavement should be remarked so you don't have to worry about being rear-ended by impatient drivers. (3, 0)
9	» I was given the hand gesture for being in this lane waiting to turn into the library (westbound), by a driver trying to use it to turn eastbound, so needs to be clear that it's a shared turning lane. (0, 0)
12	Needs permanent restrooms and gravel should be smoothed and leveled. Needs to be checked frequently to prevent littering and to make sure users follow posted signs. (6, 0)
11	» Restrooms would be a great addition! (0, 0)
13	Too much going on here. People are trying to cross the street, nobody stopping, impossible to turn and people speeding to bypass. (5, 0)
15	Speeding and crossings are a hug safety problem. We have a large number of children in the area as well as school bus stops, and no means of crossing to reach the park and trails (5, 1) Additional Comment: Consider measures to curb speeding, and a crossing. high police presence is not fully effective.
14	» I disagree, I have lived on CTY RD 15 for 24 years. Never had an issue with my 3 children crossing the county road. Speeding can be an issue at times but most of the traffic is within the legal limit. (0, 0)
16	there should be a flashing pedestrian light alerting drivers that walkers are in the crosswalk. (1, 0)
17	sidewalks! OR?? with the trail being closed TONS of kids and adults w/strollers are close to getting HIT! Saw it last Sat on the 60 degree day. need sidewalk... (3, 0)
18	Sidewalk or trail needed - barely a shoulder - many people walk here to get into "downtown" mound. (0, 0)
20	No sidewalks (4, 0)
19	» Want sidewalks everywhere move to MPLS. This is not the big city. (0, 1)
21	This part of the roadway is dangerous. Can't see west around the parking ramp. Can't see east with plants in the median. Trail crossing sneaks up on you. Put in a light and close a road crossing? (0, 0)
27	The trail crosswalk is very dangerous. Is a light needed? (16, 2)
22	» An overpass for the trail (similar to St. Boni) would be the ideal solution here. The adjacent high power lines would need to be integrated into it, complicating the design/construction/maintenance. (1, 0)
23	» Agree with a dangerous intersection. Leaving the parking ramp to the east can be dangerous. A second light would slow drivers down. (0, 0)
24	» signs should be added for trail users (cars do not stop) its confusing. Should also some how communicate to drivers not to stop. eitherway - danger zone (1, 0)
25	» The trail crossings are not crosswalks, no markings on the road. For safer crossing use the designated crosswalks. (0, 0)
26	» A warning signal needs to put on the west side of the street by the parking ramp for traffic going east. It is difficult comming around the corner with cars in both lanes to see people in the crossin (1, 0)
28	Trail crosses busy road on a curve without signage! (3, 0)
29	I walk on this curve almost daily. It is scary that cars come so close, I do like that the bushes with those crummy black berries have been trimmed. (2, 0)
30	Trail crossing, hard for drivers to see bikes & pedestrians coming from both sides and there is one spot where the trail comes out with a separate location for crossing. (3, 0)
31	maybe needs to be a 4-way stop here? it is a busy intersection. (0, 0)

ID #	Safety Concerns Comment (up votes, down votes)
33	Sidewalks along Bartlett - lots of traffic and lots of people so sidewalks would keep people safe. (5, 1)
32	» Sorry, I don't feel that sidewalks are needed in this area as the road is especially wide down Bartlett in comparison to almost all other Mound roads. Why burden taxpayers unnecessarily? (0, 0)
34	Safety concerns in summer with public fishing - people are crossing the road without paying attn to traffic. Same with parking in winter for ice fishing. (1, 0)
35	Safety concern with all the public fishing allowed in the summer (5, 1)
36	wider road or something here - people are walking and you cannot see them at this curve, especially at night. Worse when you are meeting vehicles. (0, 0)
37	curve is too tight and cars drive too fast. cannot see people walking and there is no place to get over quick. (0, 0)
38	I frequently walk along Wilshire Blvd. It is unsafe with no sidewalks & fast cars. I would like a good sidewalk system (or at a minimum, a wider shoulder/bike lane that could be used by walkers). (3, 0)
39	The hills on the island get very slippery during winter and are not plowed quick enough. With all the road closures, this becomes a big issue. (0, 0)
40	In general, all of the hills on the Island get scary slippery in the winter and not plowed quick enough. (0, 0)
42	This intersection is a constant concern. I understand it's likely county jurisdiction but we should at least seek some remedy from Henn. Cty. (2, 0)
41	» I agree, this intersection is a major concern. This need to be a 4 way stop. This would also solve the speeding issue down the hill into town. Would force them to slow down. (1, 0)
44	This corner is dangerous due to the cars speeding down the hill on Tuxedo. Is there any way to slow down the traffic? (8, 0)
43	» Perhaps the police could actually patrol the area instead of only coming out on the island when they get a call or is patrolling not part of the contract? (0, 1)
45	The slope up from Ridgewood to Westedge is treacherous in winter; very easy to lose traction unexpectedly while pulling into 35mph traffic. (0, 0)
46	Regarding old trailer park. http://www.tinyhouseexpedition.com/livingtinylegally/ The IRC approved Amendment V for Tiny Houses. Consider a pocket community of Tiny Houses/small homes (0, 0)
47	Additional Comment: I'm glad to apart of the growth in Mound. I'm a former community dweller, however my roots are still there.
47	http://www.tinyhouseexpedition.com/livingtinylegally/ Consider a pocket community in the old trailer park (0, 0)
49	I realize it's difficult with the winter weather but the stop sign being here all year would be tremendous in keeping speeding down. People fly down this hill and there a few blind driveways and kids. (7, 1)
48	» I agree. YR-round stop sign would help. Got ticket last year coming down hill north on Tuxedo. couldn't even SEE the sign around the curve until it was too late. They had just put it back up. (0, 0)

Survey Responses: Vision

ID #	How well do you think the vision summarizes what Mound should be in 2040? Scale from 1. Not at all well to 5. Perfectly well	What part(s), if any, of the Vision should be revised?	What do you think might be missing from the Vision?
1	4		Vitality in the form of employment, nightlife, shopping and activities.
2	4	Communicating to the Metro Area that Mound is a engaging place to visit. Also, I think a name change is in order! Mound is just plain unattractive!	Having a comprehensive plans will be very good. Currently Mound feels like it lacks that vision/plan needed to be a thriving small city. We could be better than other lake cities by being more self sustained, keep an affordable lifestyle available and preserve our quaint lake side rather than just rows of bars and boutiques. Trail access is good, lake access is good, road access isn't great, but that helps keep traffic down. A walkable self sustaining city is the future.
3			This seems like it could be any city's vision (generic). Is there a way to give it some passion and make it more unique? That may be valuable as you build support for the vision and engage businesses and citizens in making the vision a reality.
4	4	Need to have more restaurant options. Also need to condemn the horrific looking buildings along Commerce Blvd. Such as 2435 Commerce Blvd and the record/vacuum store on Commerce. These are degrading the appearance we want to present and hurts property values.	
5	4	The reference to "places for people to..." should include an adjective before places. We don't just want "places" (could be ordinary), we want "engaging places" or something along those lines.	
6	5 Perfectly Well	This isn't a revision but I love the part of the statement that says, "commitment to preserving the natural environment." So many cities lose this. This is what attracts people to the community. We don't want to live in a city like Maple Grove or Edina.	
7	5 Perfectly Well		
8	3	I feel the vision is basically fine. I just don't feel we are achieving that vision.	Entertainment / dining / destination. Do we want to be good for residents only, or be a destination for non-residents? I'd love to have a smaller Excelsior or Wayzata downtown feel with shops, dining, and other venues that bring spending into Mound. Not just meeting essentials of residents.
9	4		Downtown could still use better outdoor gathering spots.
10	5 Perfectly Well	N/A	N/A

Survey Responses: Commerce

ID #	How often do you purchase the following goods or services within Mound?				% of purchases last 6 months made online?	Where do you work?	What types of retail or services do you travel outside of Mound to purchase or access?	What improvements would you suggest to help improve or diversify the City's commercial areas?
	Daily/Consumable Goods	Medical/Dental Needs	Services	Dining				
1								use open space by Auditors road as a park - add picnic tables, adult & kid outdoor exercise equipment ,hold more events there. have once a month flea market, Do like Farmers Market & Dog Days.
2	Daily	A few times a year	A few times a year	Monthly		Work in Mound	fast food, clothes, shoes, home decorator items, party & gift supplies	Wendys or Arbys, dollar store, small motel. don't add any more metal fences
3							Movie Theater, fast food	
4	Weekly	Never	A few times a year	Monthly	10% to 25%	Work in Lake Minnetonka area (Orono, Spring Park, Wayzata, etc.)	clothing and household decor, shoe repair, dry cleaning, hair care, fast food, medical and dental.	We need a couple of large employers to build in the area so there are more customers to support more shops. Offer tax incentives for companies to develop here. If we could replace the few really ugly storefronts with attractive buildings we would be more attractive to all.
5	Weekly	A few times a year	Weekly	A few times a year	10% to 25%	Work in Lake Minnetonka area (Orono, Spring Park, Wayzata, etc.)	sporting goods	
6	Monthly	Never	Never		More than 50%	Work in other community	Healthy/Fresh Groceries Salon/Spa services RESTAURANTS--good food!!!!!!	Develop a decent down town layout...the current layout doesn't encourage shopping and dining. Look at the main streets in Wayzata and Excelsior...those are successful prototypes. Mound has such as cheesy image, and it is reflected in almost every building within the city. Why not good quality building...not cheap metal construction? Add trees and green space to encourage people in the community to get outdoors. Finally...marketing! Other towns have all types of campaigns driving activity and business! It works!...look at ladies night in Excelsior!
7	Weekly	Never	Never	Monthly	25% to 50%	Work at home		Modernize store fronts; add green space; get new businesses to locate here; increase walkability between areas. I would like Mound downtown to be more like Wayzata and Excelsior.

Survey Responses: Commerce

ID #	How often do you purchase the following goods or services within Mound?				% of purchases last 6 months made online?	Where do you work?	What types of retail or services do you travel outside of Mound to purchase or access?	What improvements would you suggest to help improve or diversify the City's commercial areas?
	Daily/Consumable Goods	Medical/Dental Needs	Services	Dining				
8	Daily	Monthly	Weekly	Daily	25% to 50%	Work at home	Restaurants, Movies, Bowling, Shopping, Dog Parks, Community Gardens, Sports Equipment, Teen stuff - not much for the youth to do in town...a malt shop catering to teens 1/night per week would be great.	Movie Theater, Sushi, Salad Shops, Westonka Sports Attire Shop, Marina, revamp parts...we have too many that look awful. sell some or re-purpose them. Have a junk day - people have no way to fully do spring cleaning....we need a curbside pick up day. We also need more enforcement on yard storage, items encroaching lot-lines & clutter - too many homes use their yards for storage. Limit cars/trailers in yards. Many homes have projects that are 1/2 done...no one holds anyone accountable.
9	Monthly	A few times a year	Never	Never	10% to 25%	Work at home	Everything. Except the hardware store.	
10	Daily	A few times a year	Weekly	Weekly	10% to 25%	Work in Mound		
11	Weekly	A few times a year	Weekly	Weekly	More than 50%	Work at home	Larger grocery stores for better prices; cub, target, etc Shopping mall	Better restaurants, more selection Entertainment options
12	Weekly	Never	Daily	A few times a year	25% to 50%	Work in Mound	Clothing, dental/health care	Improve the appearance of existing buildings. Fine people for owning "dumps".
13	Weekly	Never	A few times a year	Monthly	Less than 10%		Target, medical	Better restaurants
14	A few times a year	A few times a year	A few times a year	Never	25% to 50%	Work in other community	Pretty much everything.	More upscale restaurants and bars. A better grocery store would be nice. I suggest Hyvee.
15	Daily	A few times a year	Weekly	Weekly	25% to 50%	Work at home	Restaurants	More restaurants accessible by boat. Also maybe a hotel near or on the lake
16	Weekly	Monthly	Weekly	Weekly	More than 50%	Work at home		Need more restaurants
17	Monthly	Never	A few times a year	A few times a year	10% to 25%	Work in Lake Minnetonka area (Orono, Spring Park, Wayzata, etc.)	all	
18	Monthly	A few times a year	A few times a year	Monthly	25% to 50%	Work in other community	Affordable grocery, urgent care and specialty medical,	Add lakefront attractions to lost lake area such as full service and quick service restaurants, a wine bar, shops, marina store, etc. Excelsior is a destination, Mound is not (yet).
19	Weekly	Never	Never	Monthly	10% to 25%	Work in other community	Good Will, craft stores, video game/electronics stores, Target, Walmart, pet stores, etc.	Fill in the abandoned shops. The mall is kinda sad looking with one half being completely empty. To have a variety of retail would be nice.

Survey Responses: Commerce

ID #	How often do you purchase the following goods or services within Mound?				% of purchases last 6 months made online?	Where do you work?	What types of retail or services do you travel outside of Mound to purchase or access?	What improvements would you suggest to help improve or diversify the City's commercial areas?
	Daily/Consumable Goods	Medical/Dental Needs	Services	Dining				
20	Daily	A few times a year	A few times a year	Never	25% to 50%	Work in Mound	CUB foods- more affordable grocery access. Target, Dinning, more affordable home improvement	We need more options for dinning,shopping(affordable-not pricey boutiques) hardware-home improvement supplies
21	Weekly	Never	Daily	Monthly	More than 50%	Work in other community	I work in SLP and there is everything I need there. We need more restaurants. The ones that are in Mound aren't hip enough for the area.	Old Thrifty White end is vacant. Draw some business in there. Tear down the eye sore across the street from Our Lady of the Lake.
22	Daily	A few times a year	A few times a year	Weekly	More than 50%	Work at home	Target, bank, dinner, auto,	More restaurants, target, hockey store, fast food options

Survey Responses: Parks

ID #	How often do you use one of the City's parks or water accesses?	What are some recreational activities that are currently not available in Mound that you would like to see in the community?	Do you have any other general suggestions for the park system?
1	A Few Times a Month	Community Garden - we go to Excelsior. Frisbee Golf - we go to Orono. Our parks are not enjoyable - sticks, leaves, hard to run on - ankle break...poor picnic tables...old mulch - nothing inviting. Garbage laying around.	Get rid of 10 - turn 10 into other types of parks, garden, frisbee golf, baseball field, volleyball, basketball hoops, dog park...and then put new play ground equipment on the other larger ones...they all need work. some too small to even use - sell those to the neighboring properties....and profit 2 times - the sale & increased property taxes.
2		A leash off dog park would be great. There are many dog owners in mound.	
3	A Few Times a Week	Splash pad	Love the parks! They're great for young families.
4	Almost Never	Yoga in the park	Add a restaurant like Sea Salt in Minnehaha Falls.
5	A Few Times a Year		
6	A Few Times a Month	We need a dog park!	
7	A Few Times a Week	None that I can think of.	More playgrounds.
8	Almost Daily	Kid centered activities for younger children and toddlers	Keep beaches cleaner
9	A Few Times a Year		More parking near Mound Bay Park.

Survey Responses: SWOT

ID #	Strengths: What does Mound excel at and what separates it from surrounding communities?	Weaknesses: What prevents the community from being the best it could be? Where does the community need to improve to be competitive with surrounding communities?	Opportunities: What external factors could Mound capitalize on to improve itself for the future?	Threats: What external factors could prevent the community from achieving its desired Vision?
1	Mound is not pretentious like some of the other towns on the lake. I love the friendly atmosphere at the hardware store and the grocery store. I don't need to dress up to run errands. I appreciate the relaxed atmosphere I feel in town.	The name Mound is uninspiring. Can we consider changing our name to West Tonka? We need a couple of large employers to bring more patrons to our stores. We do not have a hotel. Getting here from the city is a windy road around the lake. Is there any long-term plan to improve our connecting roadway to Hwy 12?	The aging population is looking for a more relaxed place to live. We need a hotel in town. Something small, but comfortable for out-of-town guests visiting for weddings and weekends. Lots of people are working from home.	Online shopping is hurting all retail.
2	Good schools, nice lakes, good public services (police, fire), safe place to live	Lack of desirable retail and restaurants; industrial feel (factories along Shoreline Drive); we have some nice park spaces but equipment is, in many cases, outdated (e.g. playgrounds); lack of sidewalks in residential areas to facilitate safe walking.	Having a comprehensive plans will be very good. Currently Mound feels like it lacks that vision/plan needed to be a thriving small city.	Funding/economic factors seem to be the biggest threat.
3	It's not just a place for the elite. The residents can afford to enjoy what mound has, not just the boaters. Also we have the metro transit!	We could be better than other lake cities by being more self sustained, keep an affordable lifestyle available and preserve our quaint lake side rather than just rows of bars and boutiques.	Trail access is good, lake access is good, road access isn't great, but that helps keep traffic down. A walkable self sustaining city is the future.	Trying to be another Wayzata or Excelsior. That would be a mistake, they are noisy and crowded on weekends, and residents have to drive elsewhere to shop for everyday items. Mound is it's own village and hopefully retains what these others didn't.
4	Lake Community. Residential Growth occurring - need more. Trail system is awesome. Schools awesome.	Codes are too lean. We need to tighten it up and set standards around the community. too much junk in yard. too many unkept, unfinished properties. We live & Mound & have been trying to move to another property in Mound - nothing is good. We can find homes in Minnetrista & Orono that we like - nothing in Mound & we want to stay...need more development.	trail system & lake - we do not utilize either of these very well. capitalize on the lake landings & parks. improve docks = price them higher - get rid of the rif raf that rents & destroys the property as they come to their boats. Mound needs more RULES. We allow things that no other community would. The town is improving - but still people are leaving and this is nothing to do after 7PM - people have homes here - they do not truly live here - sad to see.	dilapidated homes, yard, parks. the town is not welcoming when you drive through it. too much clutter. it looks aged & run-down. We are competing with Wayzata, Deephaven, Orono, Excelsior, Tonka Bay - we need to rise to their level or people will leave. And when they come we need to have local options for them - our walk-ability is great - but SA & Dakota is about all we can walk too.
5	The city does a great job with community activities (Spirit of the Lakes, Fish Fry).	The appearance. Drive through Orono, Excelsior, Wayzata and you won't see a city that allows businesses to operate in buildings like the ones we see.		
6	Nothing.	There needs to be some upscale places to dine out. Dakota Junction was a great start. I love their Farm to Table style. A place like that that is larger and has a full bar that serves craft cocktails would help Mound's economy. Mound is really depressing.	The lake, the bike trail. Those things are excellent. If we could bring in good night life and restaurants, Mound would be a better place to live. Bringing in light rail would also be wonderful.	

Survey Responses: SWOT

ID #	Strengths: What does Mound excel at and what separates it from surrounding communities?	Weaknesses: What prevents the community from being the best it could be? Where does the community need to improve to be competitive with surrounding communities?	Opportunities: What external factors could Mound capitalize on to improve itself for the future?	Threats: What external factors could prevent the community from achieving its desired Vision?
7	Mound has beautiful nature, nice areas to walk, plenty of water access. It's a great community and has a wonderful school district as well.	Too much abandoned retail space. Could use more stores, or tear down smaller, unused buildings and have more parks/playgrounds.		
8	It's a quiet town	Mound is a sleeper town. It's amenities support those who live there. The lake brings people in but Mound could do more to attract boaters to her shores. Once considered to open the channel at Bartlett to allow passage of Cruise Ships to portage in the Mound Harbor. A restaurant near the lake would also drive people into town. Mound is not organized well, it has clusters of businesses all sprawled out. It's walking paths are not as safe as they could be. Cross walks are unsafe. To many buildings empty that could be better utilized	THE LAKE in all seasons. In Harbor Bay in winter a supervised ice rink. Open up the channel on Bartlett to allow passage of boats & ships to portage in the Harbor. Dakota trail strengthen its crosswalk on 110 & 15 for safer crossing of all users. Celebrate its many parks & green spaces.	Money. Or lack of creative financing. There are 2 major roads that lead one to town. If either one or both need repair traffic is dreadful. Lack of public transportation out of or into (besides WeCan) Uber or Lyft?
9	I am still trying to figure this out.	It needs new businesses and the City needs to court new business. It seems like a stagnant city.	Stricter rules preventing the pile up of junk in yards, for instance old cars, trailers etc. Garbage cans should be in garages not in front of them for all to see. Also signage should be addressed and standards used for instance the vacuum cleaner store/record store sign.	Not being open to trying to "clean up" Mound. In all honestly, I came from a City that prided itself on cleanliness in all aspects and would not allow what goes on in Mound to go on in their City.

Survey Responses: SWOT

ID #	Strengths: What does Mound excel at and what separates it from surrounding communities?	Weaknesses: What prevents the community from being the best it could be? Where does the community need to improve to be competitive with surrounding communities?	Opportunities: What external factors could Mound capitalize on to improve itself for the future?	Threats: What external factors could prevent the community from achieving its desired Vision?
10	We have a couple good trails, and a couple good restaurants, and a couple good retail.	<p>This is a disjointed community with few choices. One expensive grocery store, one family type restaurant that's overpriced, walk ability is awful..I can't walk up town because there's no sidewalk on the busy road. There's nowhere to sit and relax and nothing to do with kids if you come to the big wasted area by the parking ramp. It's a beautiful spot but what am I going to do..stand there? You need to start looking at livability... people go to Cub for groceries.. out of town...people go out of town to eat because having one family dining restaurant gets boring..Scotty B's...it's not a destination town. You have to decide are we going to be a great town, or stay the same. What does summer look like in Wayzata and why. Cute shops, walk ability, places to sit and enjoy, choices.</p> <p>There's no coffee shop in the downtown area...the coffee shop should be by the transit area!! In Eagan there's shops, restaurants and coffee shop in the first floor of the transit. A bagel or donut shop would be nice. Those are the things that make a town livable.</p>	Get a decent city planner with forward thinking and stop listening to people that want to keep mound small town. Small town is nice if there's choices.	The increasing development of the charming towns around it.. Wayzata, Long Lake, Shorewood. With all they have to offer...why come to mound.
11	Small lake town feel.	Outdated businesses, lack of diverse dining, chickens and poultry are not allowed, more crossings at trails and kid friendly spaces and activities. Cleaner beaches	Dinning,affordable shopping for clothing etc..	Increased Traffic

PHASE 2: CONSULT & COLLABORATE

The second engagement task focused on seeking input from the community on the initial directions for land use, parks, and trails. The Open House, which 50 people attended, provided an introduction to the comprehensive planning process, presented the land use concepts overall and for each of the focus areas, and described the proposed future parks and trails system. The information presented at the open house was then modified and included in an online survey that was completed by more than 100 people. Given that the Open House and Survey presented the same information and asked similar questions, the results are combined into one summary.

Key Findings

Input received in the second phase was largely consistent with what the planning process heard during the first phase of engagement. Many expressed a desire for an improved appearance for the community. This includes improvements to existing properties, thoughtful design of new development, and a reduction in the number of vacant commercial spaces. Also supported is the proposed improved visual connection between Downtown and Surfside Park, whether that would be from redevelopment or improvement streetscape. After reviewing the concepts for the mixed-use areas, most respondents were generally supportive. Concerns were raised about whether the mix of residential and commercial was appropriate in some areas. There were also concerns about density, particularly related to traffic and design character of buildings. Respondents also expressed a need within the mixed-use areas for green space and public access to the lakefront, more parks and amenities in the City to serve the additional residential development and pedestrian-oriented design to allow movement within and among the proposed mixed-use areas.

Participants in the second phase of engagement concurred with the need for more investment and improvements in the existing park system. Prioritization of the proposed actions identified as the top three as the creation and implementation of a maintenance and replacement schedule for neighborhood and pocket parks, the annually updating of the Capital Improvement Plan to meet needs, and the development of a feasibility study to evaluation of a trail link between Downtown and Surfside. Respondents also agreed that the City needs to continue to explore options to improve safety at the crossings of the Dakota Rail Regional Trail through Downtown. Comments received also expressed an interest in the ability to walk around Lost Lake.

Open House Board: Previous Community Engagement

Should be market driven

» **Generally, the Comprehensive Plan Vision seems to capture what Mound should be in 2040**

- Some feel that Mound should focus on serving the needs of residents by being self-sustaining and offering an affordable lifestyle that is not otherwise available around the lake
- Some feel that the community should be a destination for the region similar to Wayzata or Excelsior where there are small shops, restaurants, and nightlife.
- Some felt that the statement could be more unique or compelling
- It is important that the idea of preservation of the natural environment is retained

Climate change driven

» **There are positive features in the community that should be highlighted and retained**

- "Small town feel" with a relaxed, friendly atmosphere
- Local amenities such as a library, the existing community garden, and the Dakota Rail Regional trail
- Commons and dock program unique and positive aspect of Mound along with public spaces on the lake that provide access to those who do not live on the lake
- The variety of parks and facilities. This includes community parks like Surfside, neighborhood parks like Three Points and Philbrook, and facilities like Wolner Field, and Zero Gravity

» **Community appearance is a concern**

- Commercial areas, including vacancies, poorly maintained building facades, and undeveloped areas
- Public infrastructure like welcome signs, water towers, etc. need face-lifts
- Community gateways should be inviting and attractive, whether publicly or privately owned
- Private property maintenance not up to standards in pockets around the City
- Road conditions
- Parks, particularly where dog use is heavy

The school district has done a great job improving its image/reputation. Many young families move here for it. I hope the city goes in a route that appeals to the families

» **Investment and redevelopment in Downtown, and key corridors, should be a focus of the Comprehensive Plan**

- Additional investment needed to fill vacant spaces and improve building maintenance in Downtown
- Revamp Commerce Boulevard to add greenspace and sidewalk/trail to encourage more pedestrian traffic along corridor
- Explore adding outdoor gathering places

» **Park investment is needed**

Lower priority than other issues

- Open spaces and natural areas should be preserved
- Informal play and natural resource protection facilities need to be replaced, such as aging playgrounds, park signs, landscaping, and tennis courts
- Explore opportunities to provide new amenities such as off-leash dog area, disc golf, skating, pickleball, and community garden
- Add amenities to support users, including picnic tables, trash cans, restrooms, parking, etc.
- Develop a plan for the revitalization of Surfside Park
- Include neighborhood and community input in development plans

» **Safety continues to be a concern at intersections throughout the community**

- Motorized and non-motorized movement in downtown should be evaluated, including Dakota Rail Regional Trail, cut-through traffic on Auditors Road, and turn lanes on Commerce
- Intersections on Commerce at Grandview Middle School and Westedge
- Sidewalks explored along Lynwood Boulevard west of Downtown, Bartlett, and Wilshire Boulevard
- Multiple restricted visibility areas along Three Points Boulevard cause dangerous conditions
- Explore year-round rather than seasonal stop sign on Tuxedo Boulevard
- Stormwater management into lakes

SOCIAL PINPOINT COMMENT MAP



As shown above, the comments received on Social Pinpoint were distributed throughout the community and covered all of the potential topic areas.

Add flashing pedestrian lights at jubilee and bike trail cross walk

Water Quality Improvement Plan
Pollution algae, eutrophication, pH, fertilization

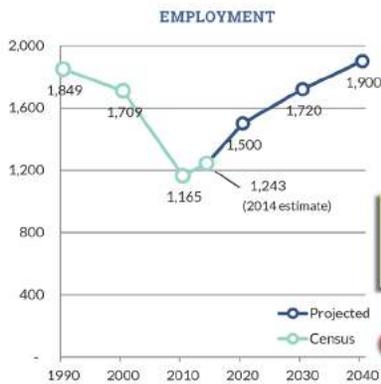
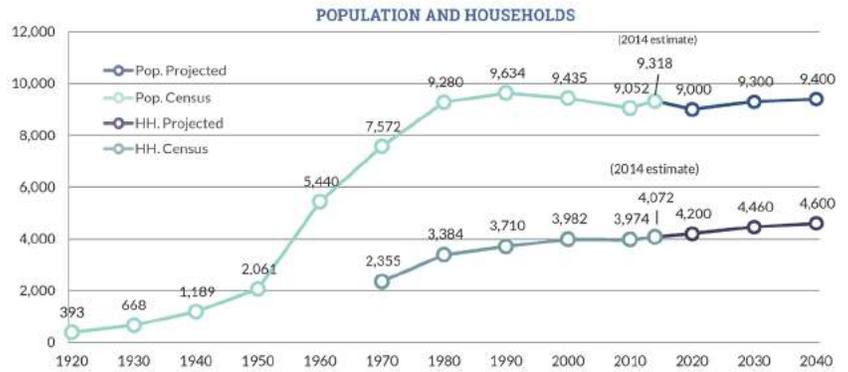
Comments from Open House

- » Should be market driven
- » Climate change driven
- » The school district has done a great job improving its image/reputation. Many young families move here for it. I hope the city goes in a route that appeals to the families
- » Lower priority than other issues
- » Add flashing pedestrian lights at Jubilee and bike trail cross walk
- » Water Quality Improvement Plan - Pollution algae, eutrophication, H, fertilization

Open House Board: Forecasts & Market Study

FORECASTED GROWTH

Thrive MSP 2040, established by the Metropolitan Council, includes forecasts for households, population and employment for the years 2020, 2030, and 2040. These forecasts were developed with input from the City of Mound and are updated periodically. Forecasts are based on historic trends, 2010 Census data, current demographic data, annual monitoring of building permits, employment data and comprehensive plans. The ability of the City to accommodate the forecasts for population and households was confirmed through the development of the Future Land Use Plan as described in the following section.



Probably few from west drive into mound to shop. People in Mound drive west to Waconia or elsewhere

Needs to fill retail space, not necessary remove

MARKET STUDY: KEY FINDINGS

As part of the Comprehensive Planning process a general market study was conducted for Mound. These conclusions were reached from the following findings from the market study:

- » Mound has not been a center for employment in the last few decades. (X)
- » The City has and will likely continue to be a local node for goods, services, restaurants, and entertainment as neighboring communities to the west grow. (X)
- » Mound residents tend to rely on larger retail shopping areas outside of Mound or electronic purchases for many of their everyday goods. (X)
- » The City may also see an impact from national trends, including retail consolidation. (X)
- » Today Mound has too much retail space and there is interest in converting some of that space to other uses. (X)
- » Consolidation of retail into a core area may be beneficial. (X)
- » Retail areas should continue to focus on serving day-to-day needs like groceries, pharmacy, eating and drinking, convenience items, and professional/health services. (X)
- » Market analysis indicates that due to its location and transportation connections, it is unlikely the City will significantly capture more office or industrial. (X)
- » Offices uses will continue to be primarily small business offices like insurance, attorneys, etc. or medical services like dentists, chiropractic, etc. (X)
- » It is anticipated office uses will be integrated in future mixed-use areas as well as in stand-alone neighborhood commercial nodes. (X)



Comments from Open House

- » Probably few from west drive into Mound to shop. People in Mound drive west to Waconia or elsewhere
- » Needs to fill retail space, not necessarily remove

Open House Board & Online Graphic: Draft 2040 Future Land Use Plan



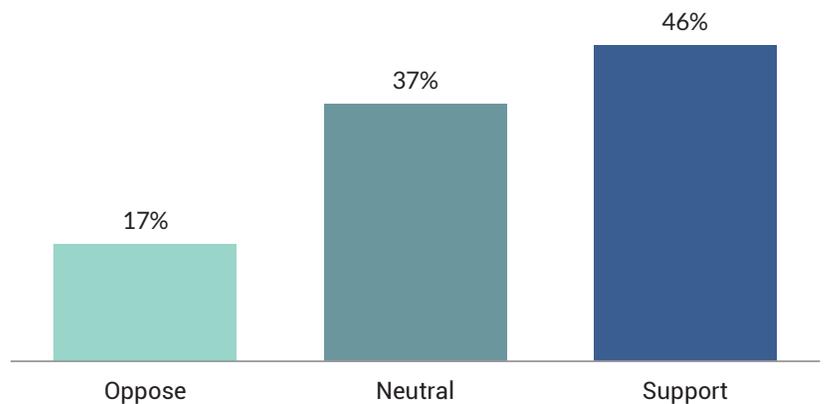
Category	Description
Low Density Residential	Density range from 1 to 6 units per acre. This category accounts for the larger percentage of the housing in Mound and most of the land use. Typical housing types include single family detached and attached when within the density range.
Medium Density Residential	Density range from 7 to 12 units per acre. Typical housing stock includes multi-unit townhomes, four-plexes, and smaller-scale apartment and senior living facilities without significant medical support services. To minimize the potential impacts of these medium density uses to single family neighborhoods, these uses are generally located along arterials and collector streets.
High Density Residential	Density range in excess of 12 units per acre and accommodates multi-building apartment, condominium, and senior living facilities. These are intensive residential uses that are appropriate along arterials and collector streets.
Mixed Use	Meant to support a variety of commercial, residential, and public uses. Under the Mixed Use designation, there are four distinct areas, Downtown Core, Downtown Lakes, Eden, and Promenade Areas, which have their own character and approach to mixed uses.
Neighborhood Commercial	Provides a variety of retail commercial and office uses that have a neighborhood scale. They are located along collector and arterial roadways to minimize the impact on the adjacent residential neighborhoods
Industrial District	Limited to the Balboa Business Center and adjacent lands for business, assembly, manufacturing, wholesale, and storage uses.
Public or Institutional	Includes city, school, church, and other public and quasi-public facilities and land.
Park and Open Space	Areas used for active and passive recreation including playgrounds, ball fields, trails, and public access to lakes as well as resource protection.
Public Water or Wetlands	Permanently flooded open water, rivers and streams, and wetlands included in the National Wetland Inventory (NWI).
ROW	Public right-of-way

Comments from Open House

- » So! Happy with our library! Miss when open Sunday idea of reading park in the shade?
- » Can we walk around this lake, Please? (Lost Lake)
- » Dirty Surfside Beach - Goose poo not healthy
- » Stop sign needed 4-way (Tuxedo Blvd & Wilshire Blvd)
- » Are businesses coming to the city interested in a location here & they're turned down? There are rumours around town of Buffalo Wild Wings and such but nothing comes of it. We don't need development...we need to fill empty spaces

Online Survey Comments

- » Please read what's on the front page of the city website. We continue to promote housing in the few remaining downtown open areas. Easy immediate Tax funds? Of any real benefit to our community? 55 resident surveys and only one 2 hour chance to hear about it doesn't represent the community.



What do you think of the draft 2040 Future Land Use Plan?

- » The city of Mound has a lot of low income/multi-family housing. Adding more would be less attractive to people purchasing or building single family homes.
- » I am not in favor of more multi unit housing. Mound has a lot of apartment buildings already. Driving into the town of Mound in every direction and it is immediate apartment/mult housing in almost every entrance.
- » "It seems pretty similar to how it's being used now. So, I'm okay with it."
- » There are properties in the mixed use category that are not currently in use and are run down; those property owners should be fined and buildings torn down. If a building sits vacant for more that 12 months the city should step in so we don't end up looking like a junkyard town.
- » A commercial link with pedestrian boardwalk or more friendly sidewalks are necessary between surfside park and "downtown." Focus commercial development here and nest to parking garage.
- » Not interested in any additional multi-family housing
- » It would be helpful to compare and contrast what is existing with what is proposed.
- » The school district has worked very hard to change it reputation and image. If all we attract is multi family housing, it doesn't make the town very appealing aesthetically or help the district. I hope to see the town stay small town and be proud of the businesses here.
- » Developing the downtown would be valuable. It remains a missed opportunity.
- » Density should be managed very carefully.
- » Need senior housing
- » Please highlight how this differs from existing use.
- » Overall I am good with the plan with the exception of exclusive residential in the auditors road area and the eden area
- » I feel Mound should develop more incentives to bring restaurants and boutique shops to town. We need more neighborhood commercial use.
- » If more property is developed I'm concerned about traffic.
- » Concerned about the Snipr home zoning backing up to Dutch Lake.

Open House Board and Online Graphics: Mixed Use Character



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



Residential structures with individual entries should be setback from major roadways



Entries should be architecturally predominant with accesses along streets



Mixed Use Areas in Downtown Mound



Facade articulation through multiple materials and setbacks creates visual interest



Pedestrian and cyclist connections to features of the center city



Landscaping within and around development makes for pleasant movement



Public areas have the opportunity for multiple functions



Parking should be screened and interior to the site



Higher floors have greater setbacks, decreasing bulk



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



Facades have windows and doors at pedestrian level



Bulkheads and other accents should include brick or stone



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



Street facing facades should include wood lap siding

Building Placement and Linkages

- » Along major corridors buildings should be placed close to the street with adjacent buildings having similar setbacks.
- » Residential structures with individual entries 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 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.

Building Design

- » Multi-story buildings are encouraged to support redevelopment and to allow for additional open space.
- » Heights are generally expected to be multiple stories along major roadway corridors. Buildings with floors more than 3 stories should have upper stories step back from the street to provide an improved pedestrian experience on the sidewalk.
- » Buildings should "step down" in height adjacent to residential neighborhoods and the lakefront.
- » 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
- » Structured parking with entrances on side streets encouraged
- » Interconnected circulation within sites or blocks encouraged
- » Screening with hedges, low walls, or decorative fencing should be used to separate parking and service areas from streets.
- » Minimize large expanses of parking through use of parking islands and creating smaller, scattered parking

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 recommended to have architecturally interesting compound hip and gable roofs with dormers, cupolas, etc.

Letting Walgreens define the main corner intersection was a bad mistake. That building always looks dead.

Comments from Open House

- » Letting Walgreens define the main corner intersection was a BAD mistake. That building ALWAYS looks dead.
- » How do we attract millennials?

How do we attract millennials?

Online Survey Comments

» I LOVE the idea of highlighting the historical features of Mound.

» This is a hodgepodge of stuff. We all know that developers are pushing housing and painting bright tax dollars before your eyes. Retail is minimally attracted and few are successful... WHY? You know why. Recent (20 yrs) multi-housing developments were poorly designed and now unattractive to new buyers... and deteriorating. Just look. What's the vision here?

» Mound is a small city with nothing to attract people to. Its not a Wayzata or an Excelsior, it will never be. People get on their boats and leave for better places to eat/shop. Adding the proposed buildings above would cost a lot and i fear not generate enough revenue. Just like the parking ramp which sits unused. The city should be concerned about rebuilding its reputation. The schools and superintendent have worked hard to make Mound more attractive from an educational stand point, the city should follow suite. I enjoy living here, but the perception from others is not good.

» I am neutral. I think the pictures look great and it makes sense. I would need more information on where these buildings go. It seems like Mound has a few different built up downtown ideas and doesn't all connect. If the multi family has character and looks like the pictures it looks good. However, next to a lot of the run down buildings and apartments it seems like that would need to change, as well.

» I really like this. The town needs some sort of distinct architecture to realign the down-town area. It's a hodge-podge right now.

» Create an environment that supports our local businesses and attracts new businesses to Mound. Create an environment that encourages Mound residents and visits to patronize these businesses.

» Don't get too fancy.

» "wish the Council had these ideas before they let the hideous Walgreen building dominate the main intersection in Mound and create a spot that looks dead no matter what time of day."

» There are many areas Mound has tried to make into a downtown with buildings now sitting vacant. Have we looked into using what we have? Why would we build more if we can't fill existing? Let's save the money.

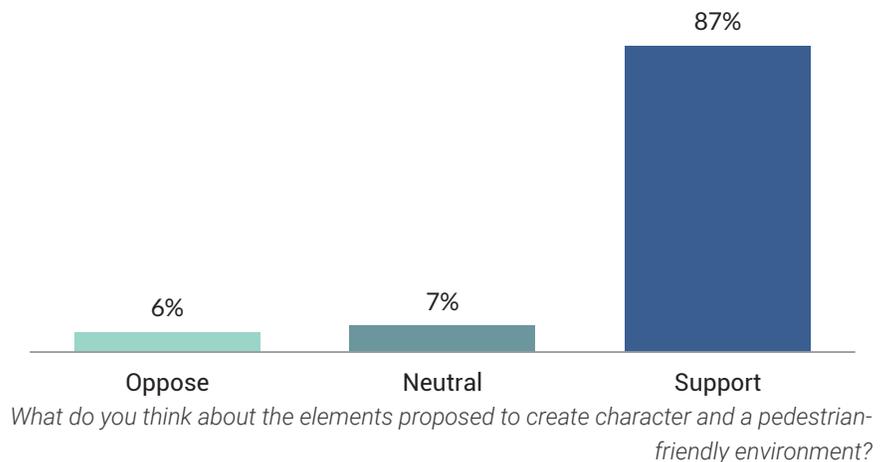
» Zoning should be restrictive, thoughtful and require attractive aesthetic.

» I like a lot of the elements proposed, including the setbacks, awnings and integrated landscaping, but wood lapped siding is the only material specifically identified and that seems odd compared to the overall level of specifics. If wood is going to be a feature id like to see all other elements expected to be integrated. The Proposed parking needs more thought. Lastly, I'm not seeing how dormers and cupolas reflect Mound's historical character.

» Need more character. Currently too much pavement. Spring Park always looks nice with their blooming flowers on the medians. Those fake stone pillars are ugly!

» DO you know how many empty buildings are in mound??? A ton. Nobody wants to put a business here. There is nothing to offer. How much longer do we have to look at the Williams building? Mound will NEVER be Wayzata, Excelsior or even Delano or Waconia which have so much to offer. Mound if full of empty buildings with no businesses in them. Do you really think people will drive their boat here to eat and shop? Eat where?? Shop where? Then you allowed Walgreens to put that ugly building right in town. Have you seen the Wayzata Walgreens? All windows and pedestrian friendly. Mound's Walgreens has horrible parking and this building is darn right ugly. This town offers nothing at all.

» Lets really upgrade the Commerce Blvd strip from downtown to Surfside Beach and Park. This area is a gem and needs cleaning up and upgrading!



Open House Board and Online Graphic: Village Center



Proposed Village Center	
Acreage (gross)	21.60
Redevelopment area (net)	3.82
% Residential	70%
% Commercial	30%
Residential Unit Types	Townhomes, Multifamily
Residential Densities	12.0 - 30.0 units/acre

Intent

The Village Center Mixed Use Area is centered around the intersection of Commerce Boulevard and Shoreline Drive. There are existing retail stores, restaurants, the Transit Park & Ride ramp, and Veteran's Memorial Plaza. While the existing area is dominated by commercial uses, there is potential for redevelopment in the northeast corner of the intersection. Redevelopment should be a mix of

residential and commercial uses, with the commercial uses concentrated at the corner of Shoreline and Commerce, and transitioning to residential uses further from the intersection. The mix of uses may be organized vertically within the same building or horizontal among multiple buildings on the site. Emphasis should be placed on circulation to and within site.

Considerations

- » Commercial should be concentrated near the intersection of Commerce Boulevard and Shoreline Drive
- » Building heights should be taller along Commerce and lower towards the adjacent single family neighborhoods
- » Care should be taken to on site access from Commerce and Shoreline
- » Internal circulation should support pedestrians

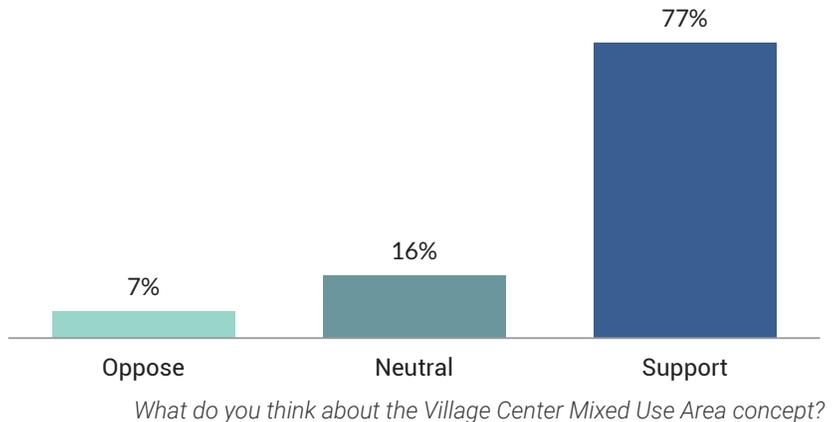


Comments from Open House

- » Keep the Harbor Area as a Green Space

Online Survey Comments

- » "As before... Multi unit housing and increasing the tax base is your real objective here. I see nothing about improving community anything or dealing with all the additional infrastructure issues you're going to create."
- » Get rid of the eye sore Pond Arena and put it out skirts of town. Then add a retail with more places to eat. Even a hotel there with a bar and food would be great
- » I do not think we need more multi units in that area. There are already a lot behind Jubilee. I do not think we need more buildings for commercial space. There is space available throughout Mound not being filled. The town needs a town "cheerleader" to help bring in business before developing more.
- » This is great. I think the shopping areas currently look a little dumpy on the north side of of Lynwood/Shoreline.
- » Parking lots should be out of site - behind structures. It would be hard to re-do Jubilee but the strip contains Carbones does a nice job. The new Walgreens does a nice job.
- » What will happen to Anytime Fitness? Will it close/move? I enjoy its location where it is.
- » Especially like improvement of NE side.
- » We currently aren't able to fill the buildings we have vacant. I don't believe it's a good idea to build more. Does Moines Iowa is a great example of that. It's full of empty buildings.
- » There is very little downtown that makes it interesting or take appropriate advantage of the lake.
- » Density needs to be managed very carefully. The city should require all covered garage parking for all apartment and/or townhome development.
- » Develop closer to ROW with active sidewalks for walkability. Parking to rear or just no large parking on street side.



- » would prefer more of a lake town vibe rather than a 50/france look
- » The residential density is high in proportion to the commercial density. I'd like to see more emphasis on the commercial potential before looking at increasing density in Mound, especially in the largest commercial node. Integrating residential is not frowned on, however.
- » I do not support any exclusively residential structures in this district.
- » Johnny's Flowers takes up too much parking and hard to get around when he's in operation. Nothing has character in the center. Just an oversized strip mall. The stoplight corner looks nice with the plaza but once you get in the parking lot it's ugly.

Open House Board and Online Graphic: Downtown Lakes



Proposed Downtown Lakes	
Acreage (gross)	22.68
Redevelopment area (net)	9.53
% Residential	70%
% Commercial	30%
Residential Unit Types	Townhomes, Multifamily
Residential Densities	8.0 - 15.0 units/acre



Intent

Redevelopment should be a mix of residential and commercial uses, with the commercial uses concentrated along Commerce Boulevard. Consideration should be given to the potential for restaurant anchors at Auditors Road and Shoreline Drive and/or at southwest corner of the Dakota Rail Trail and Commerce Boulevard. Residential uses should transition in intensity as they approach the lakes. Redevelopment will allow for the optimization of Lost Lake Harbor and the views across Lake Langdon as amenities. Internal circulation for pedestrians, cyclists, and vehicles is a priority for the Downtown Lakes Mixed Use Area. Consideration should be given to eliminating Auditors Road as a through street to improve the

pedestrian environment, though some type of appropriate circulation should be maintained through the site to support any commercial tenants. Developing plazas, streetscape, and/or other public amenities that connect uses to the harbor, Dakota Rail Trail, and the Village Center is important. Height limitations could be variable if greater open space is exchanged.

Considerations

- » Views across Lake Langdon & Lost Lake should be maximized for buildings away from the shoreline
- » Connections to the Dakota Rail Trail and to the lakes are needed
- » Internal circulation should provide pedestrian connectivity and limit driveway accesses on Commerce
- » Site assembly will be required in some areas



Keep auditors road. Mixed use for harbor area

Need Dog Friendly Walk (Kept Clean)

Keep Harbor District a park. Add dog park and such. No Residential!

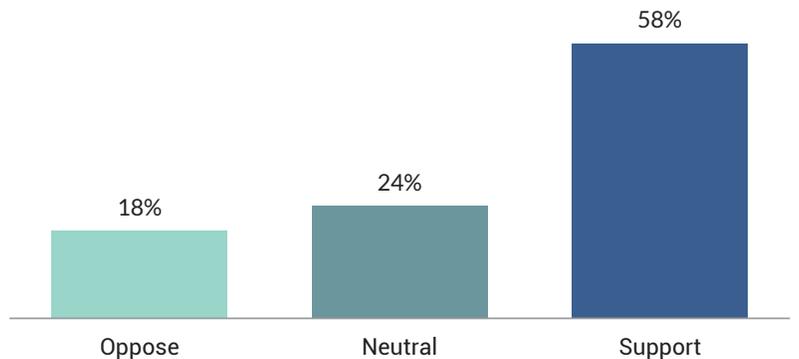


Comments from Open House

- » Commercial on the peripheral
- » Keep auditors road. Mixed use for Harbor Area
- » Need dog friendly walk (keep clean)
- » Keep Harbor District a park. Add dog park and such. No residential!

Online Survey Comments

- » I agree with closing Auditors Road to traffic and restricting it to only pedestrians. Auditors Road is unnecessary for traffic since the main intersection of Shoreline & Commerce is less than 30 sec down the road and links the same areas.
- » Multifamily housing once again is your only focus here. Other than pointing out that Auditors Road is an issue, an issue because of an existing infrastructure problem, there is no mention of dealing with the bigger bottleneck issues you're proposing to create. Where's the common sense here?
- » Again, already multi-family homes in this area that have not sold very fast.



What do you think about the Downtown Lakes Mixed Area?

- » I somewhat oppose because I like the open green space. I like getting ice cream and being able to sit on the picnic tables and see the lake. I think it's a nice place for the community. However, there is potential to build. The townhomes adjacent are nice looking and I assume generate income for the city. Again I would proceed with caution on commercial. There are a lot of spaces available not being filled by businesses. I think businesses need to agree to come before building more space. It seems like if it is going to cost a lot for the city to build, unless the money is available I rather see the green space.
- » Only support if the public retains use of the lake shore areas.
- » Looks nice.
- » Make sure there is affordable housing for 1 income families.
- » Make sure to leave some open space for farmers markets or gatherings near lost lake boat access.
- » Mound has a very hard time drawing new business. Let's use what we have. Embrace the small town. Fix up (enforce city codes) what we have. Make business owners make their structures look presentable (like Spring Park).
- » Density needs to be managed very carefully. The city should require all covered garage parking for all apartment and/or townhome development.
- » Strongly consider park space, rather than residential, adjacent to Lake Langdon.
- » A higher proportion of the land between Auditors Rd and the Dakota Trail should be committed to being park/open space.
- » Closing down Auditors Rd will significantly increase traffic density during rush hours at the intersection of Commerce and Shoreline; a significant proportion of traffic uses this bypass.
- » Higher elevations along Commerce (as shown). Activate Auditor's Road with uses to encourage boaters from harbor. Development / uses complimentary with Dakota Trail.
- » redevelop this areas ASAP- what a waste of goof space- so disappointed at no lights on auditors road this year- looks dumpy and abandoned
- » Why is there so much residential proposed here? This plan is missing the opportunity for increasing commercial in a pedestrian friendly manor by putting residential right in the middle of the land. Id like to see more pedestrian improvements here.
- » I strongly oppose the residential type proposed in both the Auditors road and the Langdon districts!!!
- » I strongly support bringing in anchor restaurants which will provide more variety to residents and allow summer visitors to spend money in our community.

Open House Board and Online Graphic: Eden Mixed Use Area



Proposed Eden	
Acreage (gross)	15.92
Redevelopment area (net)	11.01
% Residential	80%
% Commercial	20%
Residential Unit Types	Single Family Detached, Townhomes, Multifamily
R D	12.0 - 20.0 units/ acre

Intent

As in previous Comprehensive Plans, Eden is identified as a mixed use area to recognize the existing land use pattern and to provide flexibility for redevelopment. To better reflect changing demographic and market trends, however, it is anticipated with this plan that the area will transition from a predominantly commercial area to a predominantly residential area over time. Commercial that does remain is anticipated to be located along the major transportation corridors of Shoreline Drive and Wilshire Boulevard

Residential development should transition in density and intensity, with the most dense, multifamily uses, along

Shoreline Drive. As you move away from Shoreline Drive, townhomes become the predominant use, with the potential for even single family homes adjacent to Shirley Hills Elementary.

Considerations

- » Density and intensity should transition down as development moves away from Shoreline Drive. Buildings along Shoreline should be oriented toward each other rather than facing Shoreline Drive
- » Connections should be made to the Andrew Sister's Trail and Elementary School
- » Shoreline Drive development should be designed as a community gateway
- » Site assembly will be needed in some areas

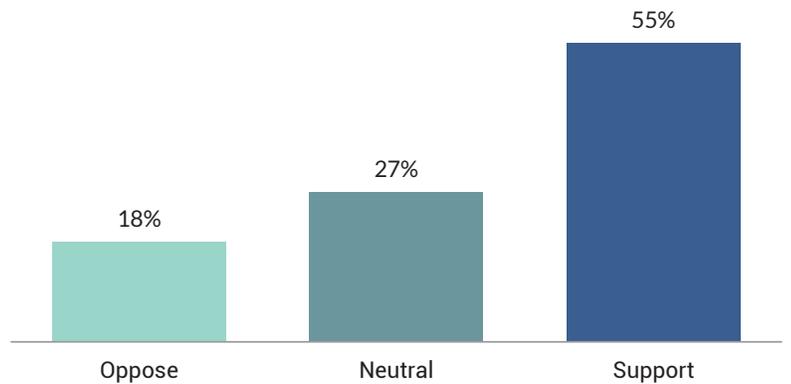


Comments from Open House

- » It would be nice to improve the property along 15 as you drive into town
- » Traffic & Congestion Concerns
- » Basketball Soccer Teen Playground

Online Survey Comments

- » Your forcing the community to deal with and pay for infrastructure issues that are already a problem. Need to be realistic about planning and stop listening to tax eyed developers who don't live here and will never have to deal with the issues being comprehensively proposed here.
- » I'm neutral. I'm not sure what should go here. There seems to be so many different ideas of the town that it almost seems like it is being stretched out and what is already there doesn't seem to be doing well. I'm not sure.
- » This seems nice but I'm somewhat concerned about how this will effect the current businesses that are in this location. I feel that this area is better suited for commercial use rather than residential.
- » Changing this to residential makes a lot of sense. It is a very ugly area of the city.
- » There is so much multi family housing in Mound. Where will these people work? How will they get there? I don't agree with it.



What do you think about the Eden Mixed Use Area?

- » Density needs to be managed very carefully. The city should require all covered garage parking for all apartment and/or townhome development. This area should strongly be considered for single family and townhouses only (no multi-family).
- » Deference should be given in some fashion to maintain in Mound the businesses that will be forced to relocate as a result of this plan.
- » Eliminate existing uses with large parking along street with shielded, aesthetic views along Shoreline Dr.
- » again- embrace the lake vibe and okey doke
- » Way too heavy on residential properties!
- » We need space for businesses. Adding further residential puts pressure to raise property taxes on the residents when infrastructure revenue is needed. As opposed to having some of that absorbed by business taxes.
- » Anything other than hideous apartments. The area should have store front capabilities on shoreline. Having townhomes on a main road and entrance into town doesn't present an appealing first view of the city.

Open House Board and Online Graphic: Promenade Mixed Use Area



Intent
 Located along Lost Lake and Lake Langdon, the Promenade offers a beautiful setting for all types of land uses. The area is guided mixed use to provide use and site development flexibility in recognition of the narrowness of the properties and the likely impacts from wetlands and floodplain. While some commercial will remain in the district, it is anticipated that redevelopment will likely be more residential, including single family detached, townhomes and multifamily. As the connector between Downtown and Surfside Park, the Promenade should support visitors and residents who travel through the area on foot or bicycle. Streetscape should include elements like sidewalks/trails, lighting and benches. It is also important that building orientations allow views to the lakes.

Considerations

- » Floodplain and wetlands may limit buildable area of some sites
- » Redevelopment anticipated to occur in pockets with larger residential and institutional uses likely to remain over long-term
- » Opportunities to view the shorelines between buildings desired

Proposed Promenade	
Acreage (gross)	40.06
Redevelopment area (net)	9.03
% Residential	80%
% Commercial	20%
Residential Unit Types	SF Detached, Townhomes, Multifamily
Residential Densities	8.0 - 20.0 units/acre

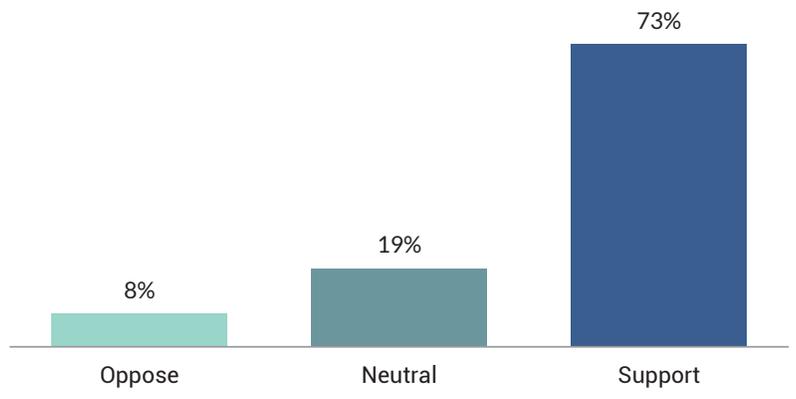


Comments from Open House

- » Fitness Track

Online Survey Comments

- » I think the Promenade would be more useful as a primarily commercial and entertainment/public parks area rather than residential.
- » Look up "Infrastructure" and drive through these areas between 7 and 8am, 5-6pm, and weekends... especially the Promenade on nice summer weekends. You'll start to understand.
- » More restaurants and or hotels would enhance area
- » I strongly support this area to be cleaned up. There are way too many vacant and run down buildings and homes through here. I'm not convinced development is needed but it needs to be cleaned up. A few places like Surfside has done a great job and maybe housing would help but again just like other areas of Mound there are already apartments and condos here, too.
- » I like this. Driving through this area right now is a little strange with the mixture of building types.
- » Continue to work with a couple property owners along Commerce to improve some of these properties or put them to productive use. There are a couple of abandoned buildings this high profile street that look terrible and reflect poorly on Mound,
- » This needs to happen ASAP if we want to keep good businesses coming into town.
- » I like the intent except I think commerce should be the focus above townhomes. Like Excelsior's downtown.
- » Almost anything would be an improvement! Could also be a spot for some small business like salons.
- » It would be great to see some of Mound be left as open space for everyone to use. Every square inch doesn't need to be developed just for the sake of development.



What do you think about the Promenade Mixed Use Area?

- » Residential as much as possible.
- » Low height buildings along this road, please. There won't be much room for deep setbacks.
- » More appropriate for some residential.
- » Anything is better than what is currently there. The architecture should be defined and consistent to show a more desirable facade for another main entrance to the city.
- » How long are you going to allow that Williams building to sit boarded up?

Open House Board and Online Graphic: East Gateway Mixed Use Area

Proposed East Gateway	
Acreage (gross)	3.96
Redevelopment area (net)	1.65
% Residential	85%
% Commercial	15%
Residential Unit Types	Townhomes
Residential Densities	8.0 - 15.0 units/acre



Intent

East Gateway serves as the eastern gateway to the City of Mound. The area has historically been a neighborhood commercial node that offered retail, services, and employment. Given market trends, it is anticipated that over time commercial services may seek to cluster around the intersection of Shoreline and Commerce rather than on community edges like in East Gateway. To provide flexibility for property owners, East Gateway is being guided mixed use so medium density residential products such as townhomes can be

Considerations

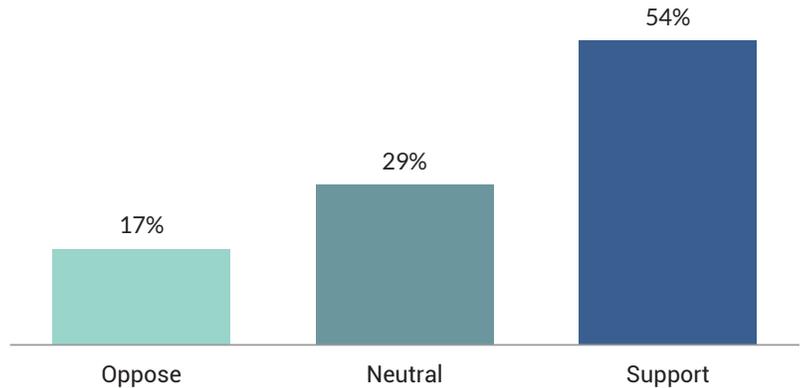
- » Mix of uses to provide flexibility in redevelopment of the area
- » Small area of land lends itself to townhomes and other medium density residential options
- » Access and connections to Seton Channel an amenity for redevelopment
- » Site assembly will be needed some areas

Comments from Open House

» [No Comments]

Online Survey Comments

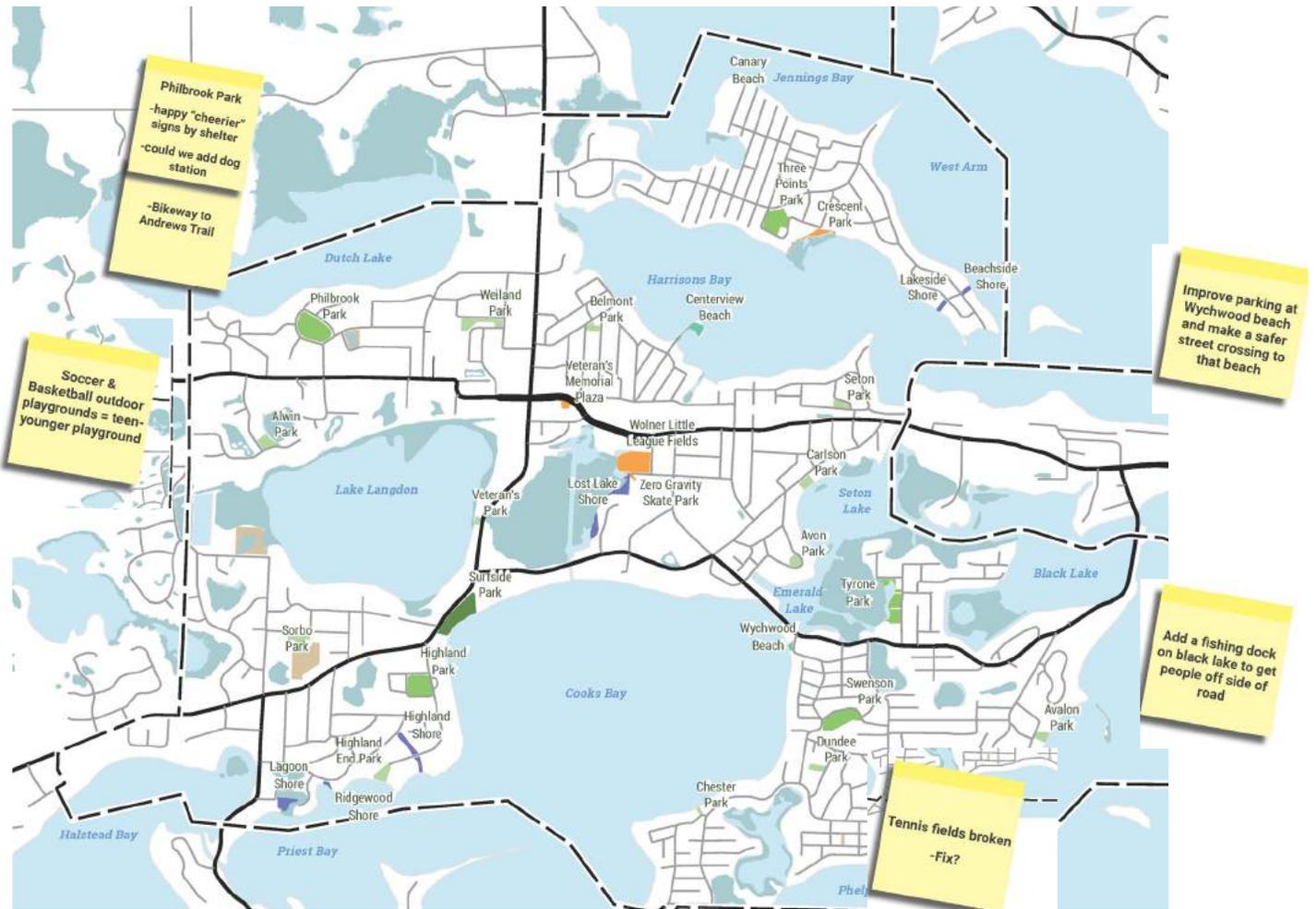
- » I agree that commercial businesses should be located to the Village Center, Eden, Downtown Lakes, and Promenade areas and this should be residential.
- » Infrastructure will not handle. How is traffic ever going to move in this already highly congested area? To say nothing about police, fire, and ambulances?
- » I think it needs to be cleaned up. I'm not sure development is the answer or multi family. Apartments are not too far down on the right. The area coming into Mound doesn't look good. I'm not sure another apartment building is the answer.
- » I have mixed feelings about this. Seems like it's too busy of an area for it to become residential.
- » Yes, prioritize and strengthen the core business/mixed use areas versus spreading it too thin and having too many vacant commercial spaces.
- » This is another ugly area with the car dealership and a small engine something there. A mix of residential and commercial makes sense, probably mostly residential, but it could look like down town Spring Park with shops at street level and residential above.
- » More townhomes is a very good idea to support the tax base and the excellent school system.
- » Density needs to be managed very carefully. The city should require all covered garage parking for all apartment and/or townhome development.
- » Enough with the townhomes! There should be 2-3 anchor neighborhood shops/restaurants and the rest should be converted to single- or, at most, dual-family homes.
- » Activate / revitalize this entrance into Mound with attractive high quality uses.



What do you think about the East Gateway Mixed Use Area?

- » Most importantly I'd like to see these residential areas along Shoreline to maintain some level of integrity to how well kept the houses and yards will be.
- » Again I'm concerned about the push for residential
- » The entrance to Mound needs a desirable facade. The existing is not a good look. Who is asking for more multi family residential? Stick to single family in Mound.

Open House Board and Online Graphic: Proposed Parks Map

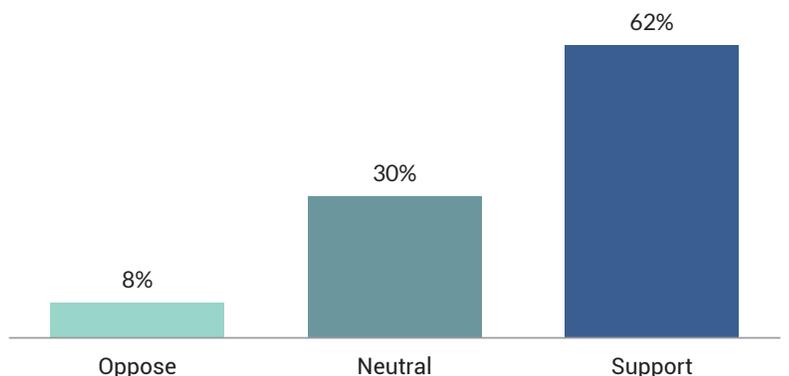


Comments from Open House

- » Philbrook Park - happy "cheerier" signs by shelter; could we add dog station?
- » Bikeway to Andrews Trail
- » Improve parking at Wychwood beach and make a safer street crossing to that beach
- » Add a fishing dock on Black Lake to get people off the side of the road
- » Soccer & Basketball outdoor playgrounds = teen-younger playground
- » Tennis field broken - Fix?

Online Survey Comments

- » One thing you can count on is increased use and congestion in all these areas. Especially if you really go ahead with all the multi-family structures your proposing without any open space areas around them... to say nothing about ever increasing outside traffic coming into the Lake for recreation and enjoying the trail system. More "Infrastructure" concerns and community cost.
- » What are you proposing for open space parks like Sorbo?



What do you think about the proposed parks map?.

- » I'm neutral and would need more info on the parks. If it is part of the mound city dock program I am not in favor. I think that program needs a big overhaul. If this is public parks for the community to gather I am in favor.
- » More access to shore for fishing etc. also additional swimming access.
- » Any/All improvements would be welcome.
- » While I like the idea updating what's currently there, I feel that the city should look into expanding or adding to it's park system. If the plans include adding to residential use of the land, the parks should also support that growth.
- » Prioritize. Focus on fewer, higher-quality parks.
- » Neighborhood parks need swing sets. Three points park; they were removed; there is plenty of room to fit them back in... figure it out. Love the apple trees; let's do more of that across town; even vegetable garden boxes in the park would be nice.
- » The green color choices make it difficult to distinguish the different types. Where and what is a pocket park. And why at the end of Island View Drive has the city allowed the homeowner to encroach and restrict access to public wetland, while inappropriately removing trees?
- » I just noticed there was not specific management of fields, playgrounds, or courts. Maybe something to be added for neighborhood and community parks.
- » I believe there are a lot of parks to choose from and the city has done a nice job offering places to play, walk and picnic outdoors.
- » Strongly agree. It will not let nlme choose
- » My only concern here is that there are some public docks located on some of the Public Shore properties. Based on wording, would these docks then exclude use by residents intending to dock motor boats?
- » There are many city owned spaces (way out on 3 points - Shoreline Drive) that don't seem to serve any public purpose. Suggest vacation and allowing adjoining property owners to repurpose and clean up.
- » map is hard to read- buy yes- maintain current and update parks
- » Mound has a good variety of parks and open spaces currently so I feel reinvesting and improving our current park spaces is a good idea.
- » Having been on the park commission for 9+ years I appreciate the detailed inventory.
- » Dog park?
- » Would like to see Sorbo park enhanced.
- » Would like to see more parks added
- » Is there any potential for more development and expansion upon the Lost Lake waterway? As a gateway to Lake Minnetonka, it should serve as a main draw for boaters and commercial development for the city.

Open House Board and Online Graphic: Proposed Trails & Sidewalk Plan

Existing System

Regional Trail

The Dakota Rail Regional Trail is a 13.5 multiuse trail along Lake Minnetonka managed by the Three Rivers Park District.

Local Trails

The Dakota Rail Regional Trail is augmented by a few local, off-street trails in Mound. The Andrew Sister's Trail (formerly known as the Lost Lake Trail) is a very popular local trail which connects the Lost Lake Harbor to Wolner Fields.

Sidewalks

Most neighborhoods have streets that are too narrow to accommodate off-street trails or on-street bike lanes. Many of the main access roads within neighborhoods do, however, have sidewalks to accommodate pedestrians and casual cyclists.

On-Street Shoulder

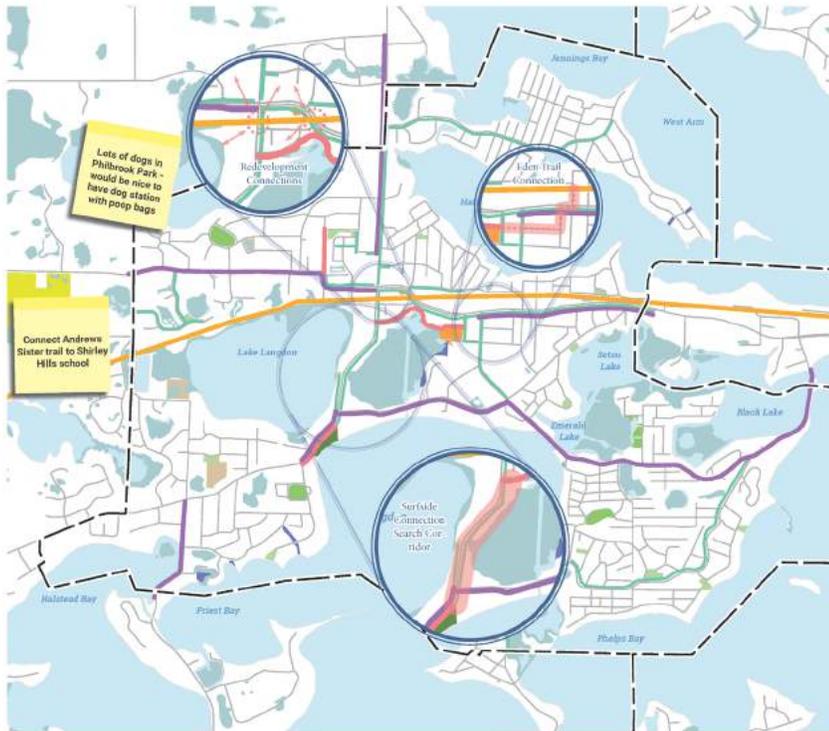
Many of the County Roads and main thoroughfares through the City currently have improved shoulders for bicycling and walking.

Future Trails & Sidewalks

While the historical land use pattern and width of right-of-way for local streets makes significant expansion of off-street trails and sidewalks limited, the City will continue to explore opportunities to improve safety and connectivity.

The City anticipates there may be opportunities for trail and sidewalk expansion as part of future development in Mixed Use Areas around Shoreline.

The City will also continue to encourage pedestrian and bicycle use to improve streetscape along County Roads and increase safety improvements for the on-street shoulders found along County Roads.



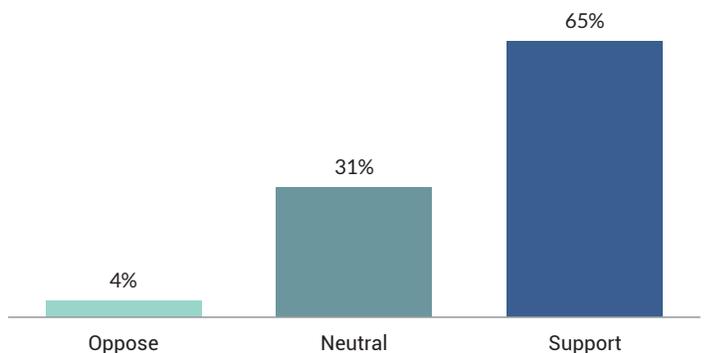
Existing Bike/Ped Facilities	Active Recreation	Passive Recreation
Regional Trail	Community Park	Open Space
Local Trail	Neighborhood Park	Public Shore
Sidewalk	Pocket Park	Regional Recreation
On-Street Shoulder	Public Beach	Regional Park
	Special Use Park	

Comments from Open House

- » Lots of dogs in Philbrook Park - would be nice to have dog station with poop bags
- » Connect Andrews Sister trail to Shirley Hills school
- » Population education about what is a crosswalk & walk on the left

Online Survey Comments

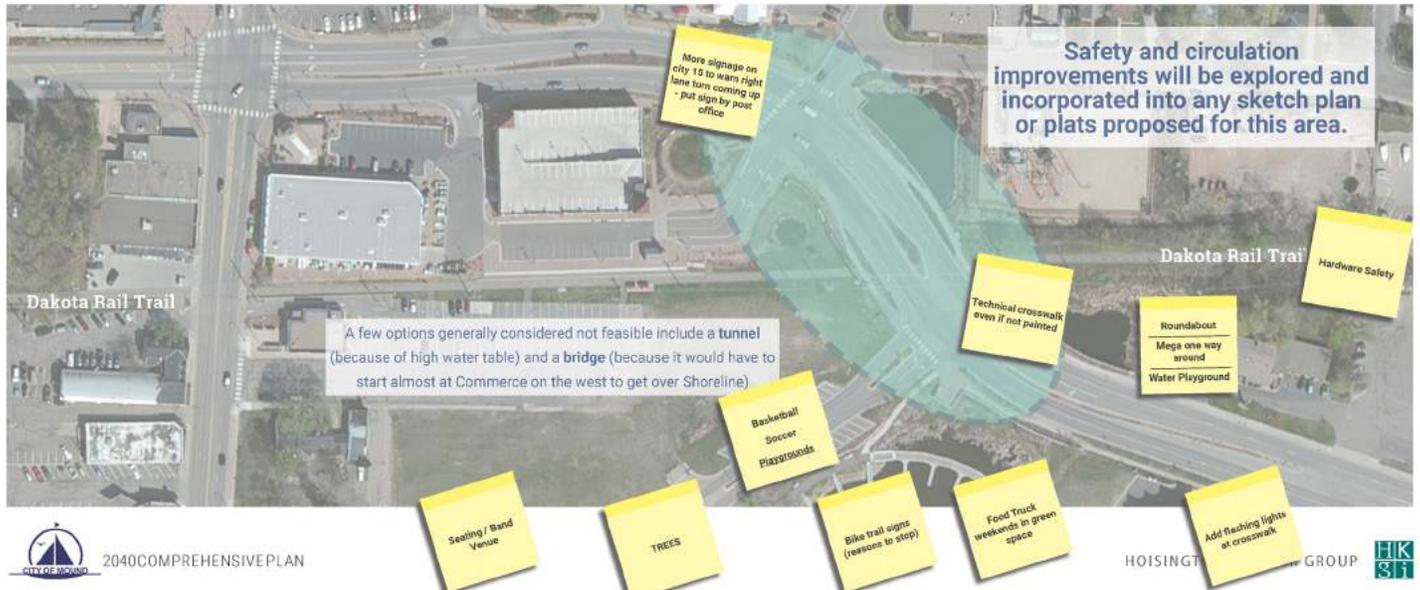
- » "It is hard to tell what is changing."
- » A better crossing between Caribou Coffee and parking garage. Curves are a bad place for cars to stop. No one understands that it isn't a crosswalk. Maybe move it to the crosswalk so people stop once. ?"
- » I strongly support if it makes the city more accessible and easier on families and the community to use the space available.
- » I would really appreciate the bicyclists follow the rules of the trail and road without running over families walking w/kids, strollers, or dogs. They are reckless and very frustrating. Enforcement would be great.
- » Prioritize, focus resources on maintaining or upgrading existing sidewalks and trails.
- » I love the future trails and sidewalks plan



What do you think about the proposed trails and sidewalk plan?

- » The sidewalk along tuxedo Blvd is too narrow for bikes and walkers. An on street bike lane would be better.
- » I especially like the idea trail between surf side and downtown.
- » I think they're fine how they are.
- » Strongly support.
- » No one will walk around/through the intended business districts if they cannot safely walk to those areas. While most existing streets may not be able to accommodate sidewalks, all redevelopment should include a means to walk to neighborhood and town amenities. Literally, everyone in Mound lives within walking distance of Commerce/Shoreline and/or other points of interest. Without sidewalks, trails, and wide shoulders, everyone will continue to drive causing increased parking issues should the population increase as you forecast.
- » It would be nice if the Dakota Regional Trail was kept clear in the winter months.

Open House Board and Online Graphic: Dakota Rail Regional Trail



Comments from Open House

- » More signage on city 15 to warn right lane turn coming up - put sign by post office
- » Technical crosswalk even if not painted
- » Roundabout; Mega one way around; Water Playground
- » Basketball; Soccer; Playgrounds
- » Hardware Safety
- » Add flashing lights at crosswalk
- » Food Truck weekends in green space
- » Bike trail signs (reasons to stop)
- » TREES
- » Seating / Band Venue

Online Survey Comments

- » What ever you do, it can't interfere with Traffic flow and safety... a Hugh issue.... "Infrastructure"?
- » I am in support. It seems dangerous through that area.
- » Positive impact.
- » Absolutely must do something about the ped crossing on Shoreline at the post office
- » I completely agree on improving this area. This is a dangerous area. I've seen too many people speed through or not stop for pedestrians/cyclists.
- » "The realignment of highway 15 has caused problems for both the trail crossing and the pedestrian crossing at the Post Office. The line of sight is not good in either direction because of the curves and the decorative markers in the middle of the road. The curve around the parking structure also results in a poor line of sight from the west to both the pedestrian crossing and the trail crossing. The existing signs in Mound requesting drivers to allow pedestrians to cross are large ignored by drivers in my experience. Both the pedestrian crossing at the post office and the trail crossing are major accidents waiting to happen. I have three possible suggestions, each of which includes combining the pedestrian and trail crossings into one crossing and one of..
 - 1) a central protection area to allow crossing in two steps - much as was done in Navarre on highway 15
 - 2) overhead crossing warning lights - manually activated to warn drivers of crossing pedestrians / cyclists

- 3) a real stop light activated manually by pedestrians / cyclists - probably the safest solution - and only stopping traffic when crossing is in process”
- » It’s plenty safe.
- » It needs to be a cross walk controlled by lights; traffic goes to fast around that curve to slow down in time for the crosswalk.
- » The crossing in Tonka Bay would be a nice solution here.
- » On hiway 19 near excelsior there is a change where cars are to stop for bikes. If this were implemented across the system with education and a flashing light device, that could be helpful.
- » It needs to be more visible.
- » Crossing areas are always a safety issue. There’s no way around it. Pedestrians and cyclists need to be aware of their surroundings. I don’t think there’s much more you can do.
- » NO - not volume
- » YES, please stop people from crossing with a bridge or tunnel its not a safe crossing area
- » The trail benefits Mound significantly. A safer crossing needs to be resolved.
- » Yes
- » Flashing lights?
- » “Closing the access to Auditors Rd may make the safety issue worse, as drivers on Shoreline will no longer be on the lookout for cross-traffic.
- » Given the lack of scenery on the Dakota Trail immediately east of Shoreline and the previously stated intent of planning to largely do away with any open space between Auditors and the Dakota Trail, a bridge could actually be a very striking architectural feature if executed appropriately. If straight-line space is a concern, a 2-3 story spiraling ramp west of Shoreline could partially balance the visual mass of the existing parking ramp centerpiece.”
- » Dakota Trail crossing over Shoreline Drive is a death waiting to happen. The curve of Shoreline Drive around the public parking ramp makes it hard for cars to get on and cross over Shoreline Drive and having the bike crossing there is not good.
- » I think this particular area shown in the picture could use major improvements for safety to people using the trail. A bridge or cross walk would be helpful.
- » This must have a crosswalk with blinking lights, very similar to Navarre. There is both too much bike and vehicle traffic in this area, and especially on a curve!! Way too many close calls. I will not let my kids cross here, they have to back pedal to the stoplights in town.
- » Put the crosswalk where the trail leads to rather than having it down the block. Motorists and cyclists get confused and cause slow-downs and other hazards.
- » Improving safety on the trail crossing is a good idea. Possibly adding a flashing signal for bikes and pedestrians to push when they want to cross to alert cars coming around the corner as it’s hard to see pedestrians/bikes. Another idea could be to redirect the trail crossing to an existing intersection.
- » Improved safety in this area is incredibly difficult but needs to begin with extensive public education that trail users stop for the road traffic and that it is NOT a crosswalk requiring vehicles to stop!!
- » I didn’t think the moving of the bikepath near the parking garage made any difference it is still hard to see people around that curve.
- » Needs improvement. Perhaps add a stoplight.
- » Most drivers are unable to see those bicyclists and walkers with the wind in the road and the sun in their eyes. It is not a safe intersection.
- » People need to be educated. Cars do NOT need to stop at a trail crossing.

Open House Board and Online Graphic: Parks Goals, Policies, & Actions

GOAL

To provide a variety of active and passive recreational opportunities to enhance all residents' quality of life, meeting the needs of all age groups and providing year-round recreational opportunities for a population diverse in age, structure, interests and activities. It is also important that this system assist in protecting the natural and historic resources of the community in a manner which leaves them unimpaired for future generations.

Monitor carbon balance of the city
Increase carbon sinks and capture

WHAT DO YOU THINK?

USE STICKERS TO GIVE YOUR REACTION



GO! I LIKE IT!



USE CAUTION



STOP! NO THANKS!

Have more thoughts?
Write them on a Post-It & stick it right on the board!

Water quality fertilizers pesticides pollution plan
Get Minnetonka to collect yard waste

POLICIES

- » Strive to provide active recreation spaces within a short walk or bike ride from every resident (approximately 1/2 mile from neighborhood park or 1/4 mile from pocket park).
- » Seek opportunities to connect to, improve safety of, and support use of the Dakota Rail Regional Trail.
- » Provide user amenities as appropriate for the type of park:
 - Pocket Park - benches, trash can, seasonal restroom, off-street parking when fields draw from greater than neighborhood
 - Neighborhood Park - benches, picnic tables, shelter, trash cans, year-round restrooms, off-street parking
 - Public Beach - sand beach, trash cans, on-street parking
 - Public Shore - none
- » Maintain neighborhood and public access to Lake Minnetonka for Mound residents through public beaches, public lake access points, public shores, and the Mound Docks & Commons Program.
- » Support cooperative efforts between the City, Westonka Public Schools District, and Three Rivers Park District that enhance the development and usage of recreational lands and facilities and minimize duplication.
- » Continue to integrate where feasible the preservation and celebration of the community's natural and historic resources into the park, open space and recreation system.
- » Emphasize community input and active community participation in the planning, design and development of recreational facilities.

Nice Temporary Toilets would be awesome at pocket parks

How can we have good parks - when they are facilitating drug deals?

Air Quality Plan
No fires to burn yard waste - wood burn renewables

Why are we not dealing with the here and now in order to improve the future?

ACTIONS

<p>Annually update the Capital Improvement Plan for parks, recreation, and open space ensuring that continued funding is available to meet the community's needs, including staffing, programming, new amenities and maintenance.</p>	<p>Create and implement a maintenance and replacement schedule to plan for phased replacement of neighborhood and pocket park facilities (i.e. playgrounds, courts, etc.). Provide an opportunity for neighborhood input on replacement projects.</p>	<p>Add user amenities to parks to respond to evolving public need.</p>	<p>Explore opportunities, including partnerships, for a community garden. Seek locations where there is usable, underutilized open space where water for irrigation can be available.</p>
<p>Conduct a Master Plan for Surfside Park.</p>	<p>Consider an off-leash dog area where there is usable, underutilized open space that has an adequate buffer from adjacent residential properties.</p>	<p>Explore the development of a few disc golf holes in a location where there is underutilized open space and users will not impact high quality natural areas.</p>	<p>Continue to explore opportunities to improve the safety of the Dakota Rail Trail Crossings, particularly across Shoreline Drive.</p>
<p>Conduct a feasibility study to evaluate the potential of a trail to link Downtown Mound to Surfside Park along the west side of Lost Lake.</p>	<p>Develop a tree preference list and educational materials to support the diversification of the tree canopy.</p>	<p>Implement a uniform park signage and branding system for Mound's park, open space and recreation system.</p>	<p>Identify and sell extra city-owned parcels and tax forfeiture parcels that are too small for park facilities, do not have significant natural areas, and do not serve as an access point to city utilities or other functions.</p>

Dog friendly signs telling law and amenities - dog friendly business

Temp mini-golf by lost lake would be fun

9-10 holes or nothing

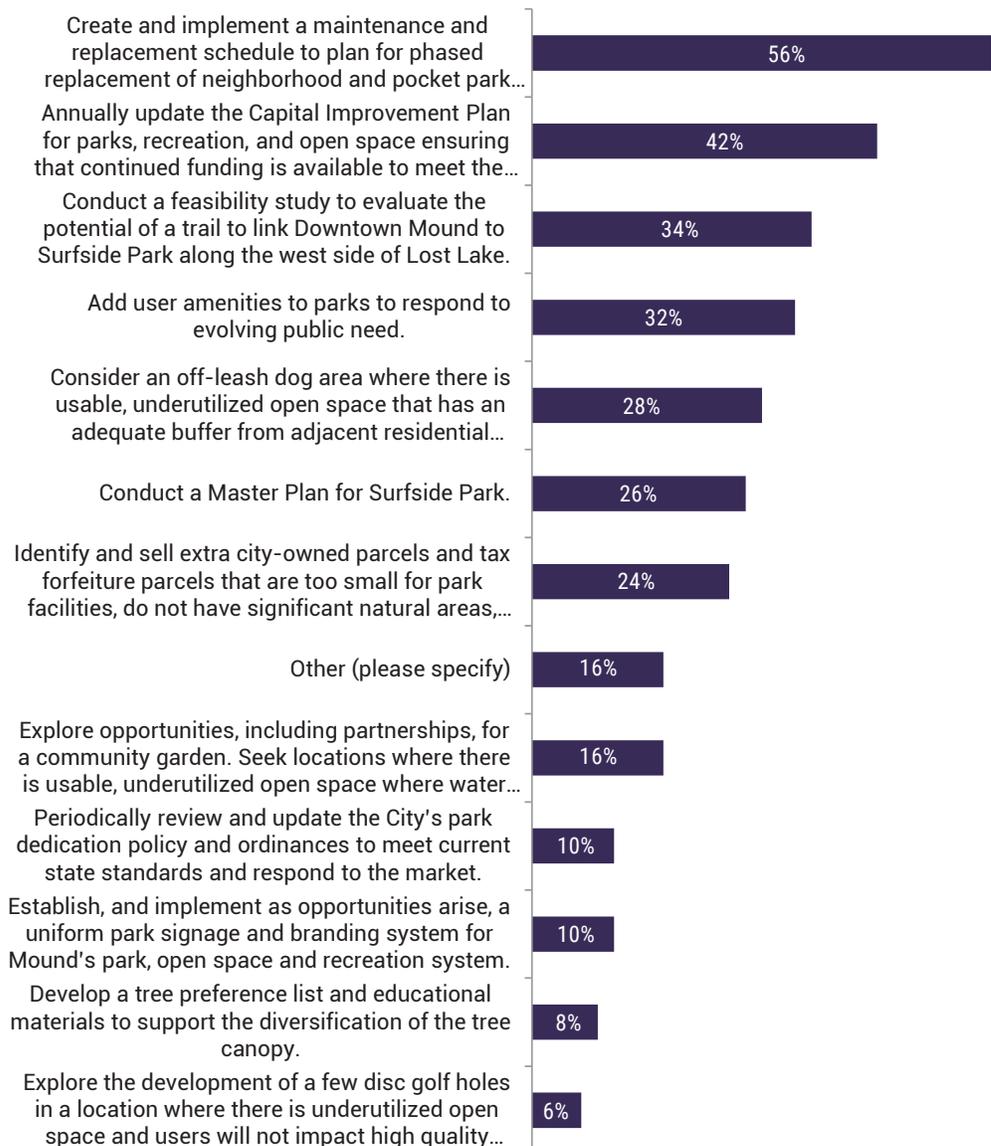
Climate change strategy
Pest control

Think Culture too!
Part of Recreation

Comments from Open House

- » Water quality fertilizers pesticides pollution problem
- » Get Minnetrista to collect yard waste
- » Nice Temporary Toilets would be awesome at pocket parks
- » Monitor carbon balance of the city increase carbon sinks and capture
- » How can we have good parks - when they are facilitating drug deals?
- » Air Quality Plan - No fires to burn yard waste - wood burn renewables
- » Why are we not dealing with the here and now in order to improve the future?
- » Dog friendly signs telling laws and amenities - dog friendly business
- » Temporary minigolf by Lost Lake would be fun
- » 9-18 [Disc Golf] holes or nothing
- » Think Culture too! Part of Recreation
- » Climate change strategy Pest Control

Online Survey: What do you think should be the City's top priorities? Select your top 3



Online Survey Comments

- » We need to be able to maintain facilities and amenities that are already in use before thinking about adding new. Paint, stain, and normal repair go a long way toward reducing unnecessary cost.
- » "I think the mound city dock program needs a change. I think the market/supply and demand should dictate the cost of docks and not the city keeping the fees artificially low. I also don't see the need to keep commons in front of a lot of homes. If only that home has access to that dock, why not give back the lakeshore, stop maintaining it, raise the value of the home, and collect property tax.
- » I think some of the development looks great but I think the city needs to focus on cleaning up the town both commercial space and residential."
- » Disc golf and dog parks do not seem like broad-based critical priorities. Focus on improving the look and feel of the connection between Surfside and Downtown. This includes supporting existing businesses and attracting new businesses and high quality housing.
- » This is cheating, but Dog Park would be #4.
- » The dock program should be looked at. The docks are well below market value. The community has been in uproar over water bills (which is ridiculous) and if the city would capitalize on an area to bring in revenue, it could pay for more. A dock through a marina is thousands of dollars. This isn't a charity.
- » As there appears to be no other place to put general comments, I will add that, as part of looking ahead to the next 5 years, much less the next 23 years, Mound needs to seriously consider drastic improvements to two of its utility services: water and telecommunications. Frontier, in particular, is significantly sub-standard in its service to the community. And this is the only place I have ever lived (among several suburban communities across four Mid-Western states), that the water is intentionally turned a turbid orange twice a year and at any other time major water service repairs are needed within a 1-mile radius. If you have never tried it, I suggest you capture a glass jar's worth of water during the next hydrant flushing: it will settle overnight to a 5mm sludge of dirt, rust, and Lord knows what else that will make you nervous to ever drink it again straight out of the tap.
- » This will not require a study, but implement a way to get rid of the geese at Surfside Park, possibly through electronic speakers? There is so much poop on that beach, turning it over with a bobcat does not make the problem go away.
- » I'm very curious about where there is a large enough underutilized space for a dog park??
- » Compared to other cities Mound really has nothing to offer. Many cities have pools, Mound has nothing. You don't even maintain what you have. It's embarrassing.

APPENDIX B. HENNEPIN COUNTY ACCESS MANAGEMENT GUIDELINES

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APPENDIX C. MOUND WATER SUPPLY PLAN

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APPENDIX D. MOUND 2018 SUMMARY OF LIFT STATION PUMP DATA

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APPENDIX E. MOUND SUMP PUMP ORDINANCES

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APPENDIX F. MOUND 2019- 2023 CAPITAL IMPROVEMENT PLAN

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APPENDIX G. MOUND LOCAL SURFACE WATER MANAGEMENT PLAN

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