

Chapter 2

Land Use

- Introduction
- Key Points
- Background
- Existing Conditions
- Planning For The Future
- Policy Plan
- Implementation Plan



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Key Points



As a fully developed community, Golden Valley will need to pursue redevelopment opportunities in order to grow.



The city's four Planning Districts—located along transportation corridors—should absorb most of the anticipated change.



An increase in the locations where mixed use development is allowed could spur new development and provide additional conveniences for residents and workers.



The METRO Blue Line Extension will provide immediate transportation options, but the opportunities for associated development may be limited.



PHOTO BY ANDREW FITZSIMMONS, 2016 VIEWS OF THE VALLEY

Section 1: Introduction

Golden Valley’s Land Use Plan provides a broad outline to direct future land use decisions. It is composed of maps, tables, goals, objectives, and strategies that serve as guides to how the City will maintain and renew itself now and into the future.

By maintaining a broad vision of how Golden Valley should look, feel, and function over time, the City provides itself with a frame of reference for making individual land use decisions while respecting evolving market trends. Keeping an eye on the “big picture” helps ensure that each new decision fits in with others made before it rather than working at cross purposes.

This vision also gives information to property owners and tenants about the expected long-term future of their properties and

neighborhoods so they can plan accordingly. In other words, the Land Use Plan offers a means for local government to partner with individual and corporate residents to manage the pace and direction of change in the city.

As Golden Valley continues to evolve as a first ring suburb, there is increasing desire to experience the amenities typically found in a more developed urban landscape. In particular, public feedback and input from City officials supports the notion of redevelopment within targeted blocks that encourages or even requires a mix of uses—either within a single building or throughout an area. These types of projects can help provide the appropriate densities, complementary uses, and building massings that support an active and pedestrian-friendly suburban environment. Incorporating language and tools that support this evolution of form is one of the expected outcomes of this Land Use Plan.





PHOTO FROM CITY OF GOLDEN VALLEY ARCHIVES

Downtown Golden Valley circa 1954

Section 2: Background

Golden Valley was incorporated as a village in December 1886. At that time, it was primarily an agricultural community of farms, mills, and dairies. In 1893, the annexation of 0.6 square miles of land on its north side resulted in the only significant boundary change in the City's history. Now entirely surrounded by other incorporated cities, Golden Valley is unlikely to see any substantial future expansion of its 10.5 square miles of area.

History Of Development

Golden Valley's land use planning history goes back to the 1930s, when the Village adopted its first Zoning Code to regulate the development and use of property. Total population was less than 2,000—about 550 families. There were virtually no local business areas, and a majority of the land area consisted of farm fields and scattered woodlands and wetlands.

The Village first adopted an actual Land Use Plan in 1959. Population by then had ballooned to 14,500, but an estimated 30 percent of the land area was still undeveloped. General Mills and Honeywell, two of the city's largest corporate residents today, had only recently been established.

Throughout the 1950s and 1960s, Golden Valley recognized the importance of setting aside undeveloped land for parks and golf courses. In the 1970s, this focus shifted to the preservation of natural areas for environmental protection and passive recreation.

Golden Valley became a city in 1972, and the development boom leveled off as the supply of undeveloped land dwindled in the 1980s. In the 1990s, Golden Valley began to turn its attention toward the redevelopment of existing land. A revitalized downtown area was established near the intersection of Hwy 55 and Winnetka Ave. Downtown Golden Valley was planned with an emphasis on providing a mix of housing stock as well as new and innovative retail and business areas. The large residential development of Hidden Lakes was approved in phases in the late 1990s and early 2000s, resulting in the construction of 152 new homes between Sweeney Lake and Theodore Wirth Park.

Recent Opportunity Areas

In addition to the downtown area, other parts of Golden Valley began to present opportunities for redevelopment in the early 2000s. After the construction of I-394 in the 1990s, new land use designations and zoning for mixed uses supported the vision of wholesale change along the north side of the new interstate. The planned reconstruction of Douglas Dr prompted the City to conduct a Corridor Study in the late 2000s to look at opportunities for new land uses along this county road. With the introduction of the proposed METRO Blue Line Extension in the eastern portion of the city in the early 2010s, the possibility arose of new high-density redevelopment to support the light rail station at Golden Valley RD and Theodore Wirth Parkway. All four of these areas will continue to play an important role in the City's vision of its future.





PHOTO BY CITY OF GOLDEN VALLEY

Section 3: Existing Conditions

Today, Golden Valley is almost entirely developed with a variety of uses (see Figures 2.1 and 2.2). In general, the city landscape is dominated by single-family neighborhoods, parks, and golf courses and is divided by two major highways. Two additional highways provide boundaries to the west and south. Several major companies call Golden Valley home and have helped bolster the city's corporate-friendly image at the local and national level.

Residential

Currently, 37 percent of the city is devoted to residential development. Housing in Golden Valley mostly consists of detached single-family homes (roughly 90 percent of all residential uses). Single-family neighborhoods are located throughout the city and are often separated from each other by the highways and rail corridors that bisect the area. Multi-family dwellings in Golden Valley range from affordable apartments to luxury condominiums. High

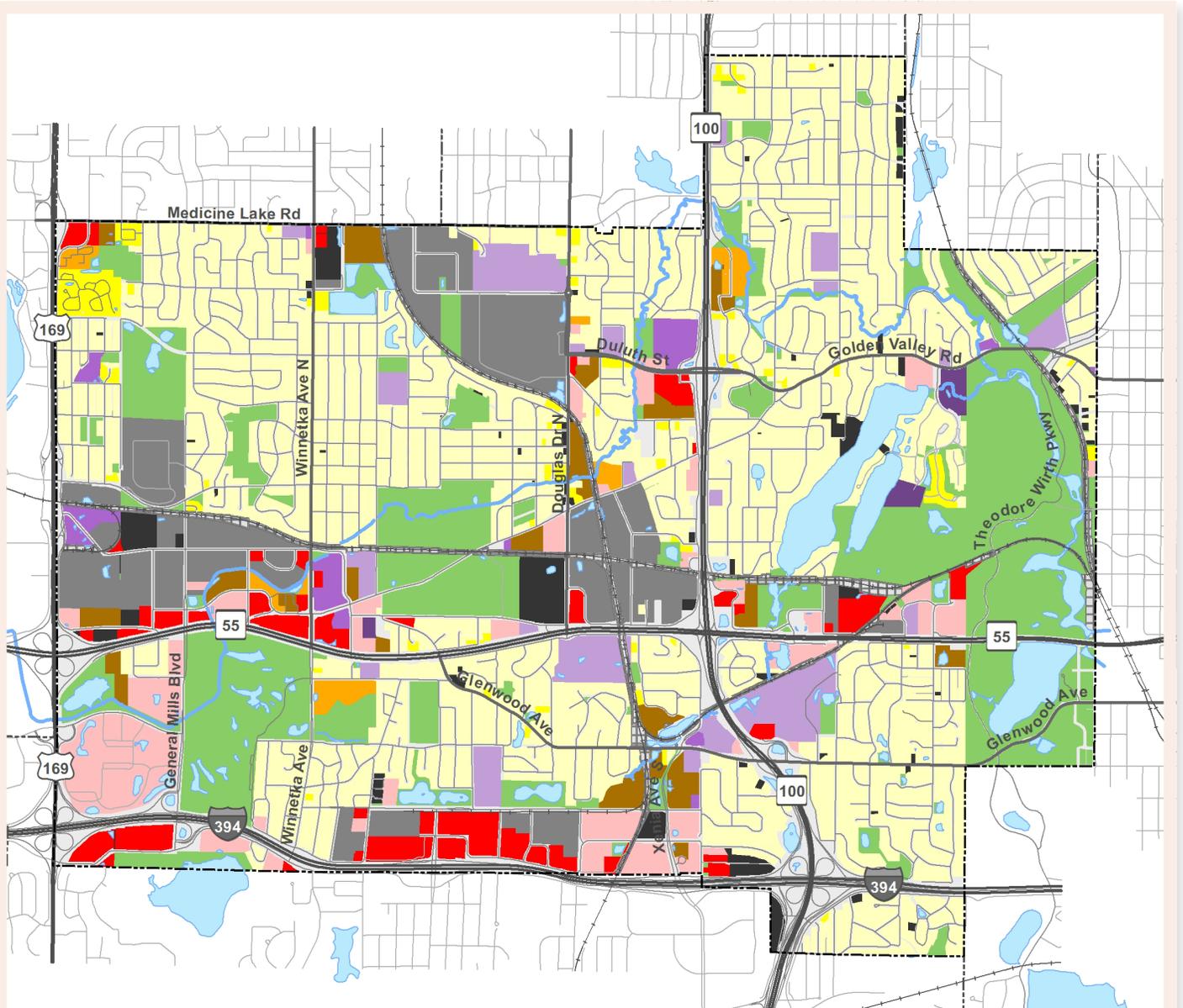
density housing will continue to be a component of the mixed use areas along I-394 and in other locations across the city.

While the number of households continued to increase modestly each year through 2013, the construction of a handful of new apartment buildings beginning in 2014 has pushed the total population higher, even as the average household size became smaller. Demographic trends indicate an increasing need to accommodate an aging population, suggesting a focus on additional housing for seniors and an increase in the variety of housing options.

Commercial

Commercial development, including retail and office uses, comprises 7 percent of Golden Valley's total area. Golden Valley is home to several large corporations, including Allianz Insurance, Tennant Company, Honeywell, and General Mills. These corporations account for a large percentage of Golden Valley's job base. Retail development is interspersed throughout the city, with concentrations at the intersection of Hwy 100 and Duluth St as well as the intersection of Winnetka Ave and Hwy 55.

Figure 2.1: Existing Land Use



Existing Land Use

Residential

- Single Family Detached
- Single Family Attached (Duplex, Triplex)
- Townhome
- Multi-Family (Apartment, Condo)

Commercial

- Office
- Commercial

Industrial

- Industrial (includes Utility)

Open Space

- Parks and Natural Areas
- Open Water

Institutional

- Institutional - Assembly
- Institutional - Civic
- Medical

Other

- Railroad
- Right-of-Way (public and private)
- Vacant / Undeveloped



Sources: Hennepin County Surveyors Office for Property Lines (2017), City of Golden Valley for all other layers (2017).

Redevelopment of Golden Valley's downtown area along Winnetka Ave and Hwy 55 continues to incorporate functions of walkability. Restaurants, shops, and services are intended to be accessible by area residents through both motorized and non-motorized transportation.

Commercial development that operates at a larger scale has been established north of I-394, where there is a variety of auto-oriented uses, restaurants, big box retail, hotels, and office buildings as well as a number of auto dealerships that have clustered and cemented their presence.

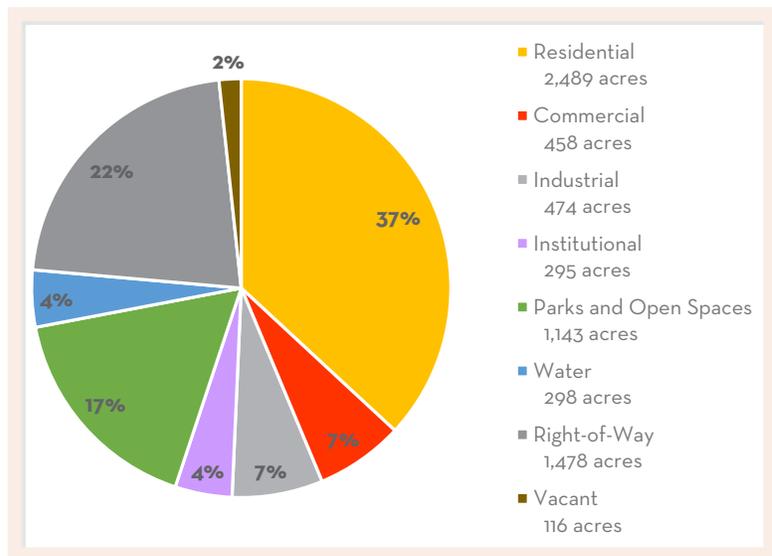
Industrial

Industrial development comprises 7 percent of Golden Valley's total area. It includes some manufacturing-based industry but is mostly light industry and business. Notable industrial areas are located to the west of the downtown, on either side of Douglas Dr near Hwy 55, and south of Medicine Lake Rd along the Canadian Pacific Railroad. Some older industrial uses continue to operate in the I-394 corridor.

Institutional

Schools, religious uses, government facilities, and medical and nursing home facilities make up 5 percent of the city's area. These uses are spread throughout Golden Valley and enhance the surrounding neighborhoods. The new Brookview represents a significant investment in a facility that will provide a year-round active community gathering space.

Figure 2.2: Existing Land Use By Category



Parks And Open Spaces

Parks and golf courses are integrated into various neighborhoods throughout the city and make up 17 percent of the total area in Golden Valley. Theodore Wirth Regional Park, operated by the Minneapolis Park Board, is the largest park in Golden Valley. A new special use area was created in 2015 through the merger of the Mary Hills and Rice Lake Nature Areas in Golden Valley and Sochacki Park in Robbinsdale. The new Sochacki Park is managed by the Three Rivers Park District and is jointly operated and maintained by Three Rivers and the Cities of Golden Valley and Robbinsdale.

Two percent of Golden Valley's total area is comprised of open space and wetlands. These natural resources provide opportunities for passive recreation for residents and visitors.

Open Water

Golden Valley is home to several lakes and large bodies of standing water, including Sweeney Lake, Twin Lake, and Wirth Lake. Bassett Creek flows through the city from Plymouth in the west to Minneapolis in the east. These water bodies make up 4 percent of the city's total area.

Right-Of-Way

Right-of-way for roadways and railroads accounts for 22 percent of the total area in Golden Valley. Four major highways—Hwys 55, 100, 169, and I-394—traverse the city, in addition to three railroad corridors.

While Golden Valley is dedicated to providing good highway and freeway access, it also strives to make itself conducive to bicyclists and pedestrians. In 2016, the City Council created a Bicycle and Pedestrian Task Force to examine ways to improve the City's non-motorized transportation network. Results of the Task Force's work can be found in the Transportation Plan.

Aggregate Resources

The presence of viable aggregate resources available for extraction has not been identified within Golden Valley.





IMAGE COURTESY OF TUSHIE MONTGOMERY ARCHITECTS

Section 4: Planning For The Future

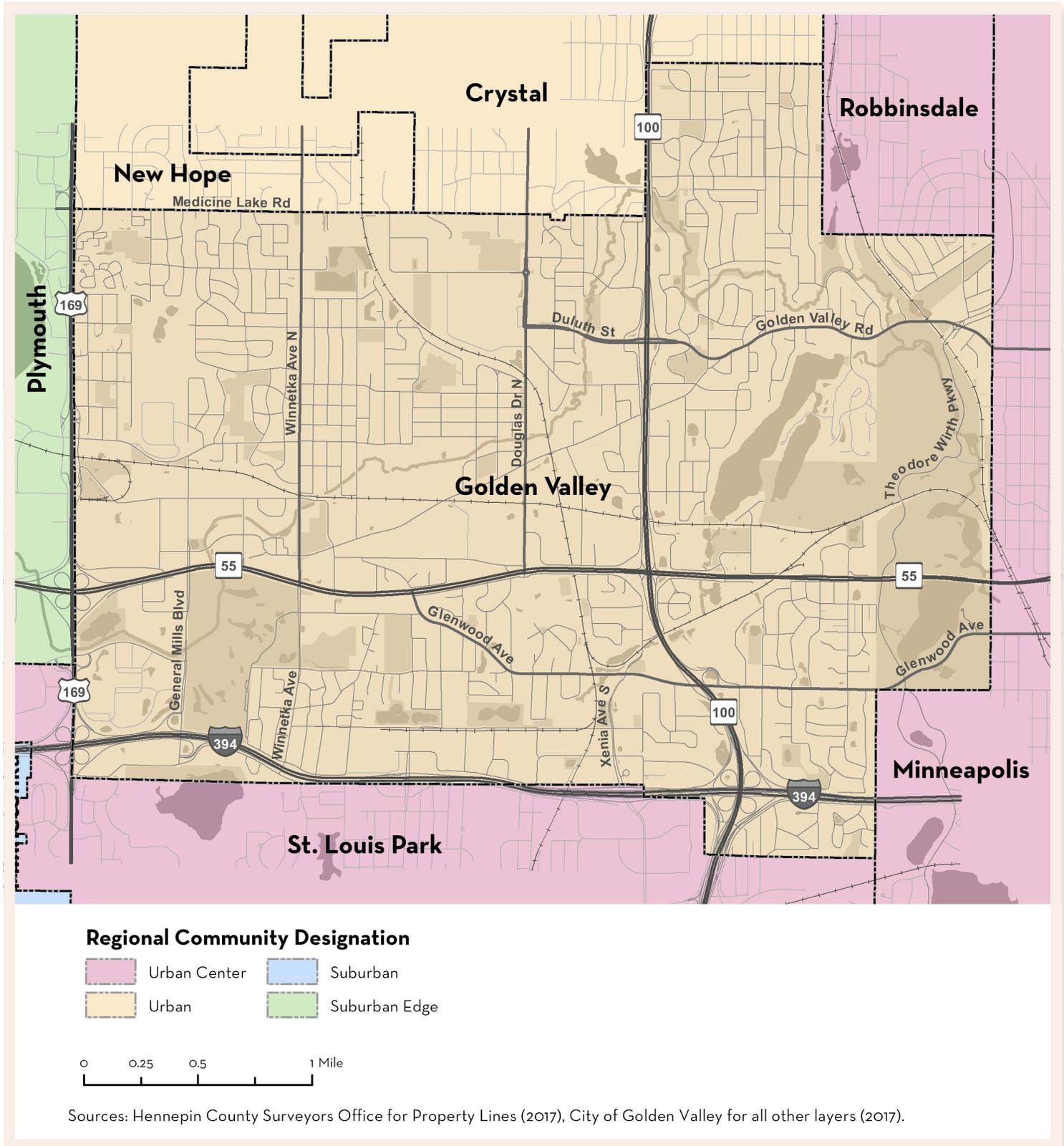
The Metropolitan Council designated Golden Valley as Urban in its Thrive MSP 2040 plan (Figure 2.3). This designation helps guide the intensity and location of future development to support the efficient and orderly growth of the Twin Cities metro area.

Sharp population increases in Golden Valley are expected to level off in the coming years as the multi-family housing under construction becomes occupied. Even as the boom lessens, services will need to continue to grow to meet the demands that are already evident. New mixed use developments will be incorporated into future plans, supporting expanded transportation options and providing new opportunities for pedestrian activity and public interaction as well as recreation and open space.

There continues to be demand for industrial, commercial, and office properties in Golden Valley. Several buildings have been purchased and renovated in recent years to meet the needs of new occupants. Many of these high-demand buildings are aging; the City will continue to support owners in their efforts to reinvest in industrial, commercial, and office properties. The City will also work to ensure the regulation of uses allowed in these Zoning Districts is striking a balance between current market conditions, property owner preferences, community values, and City priorities.

While no historic sites have been officially designated in Golden Valley, past studies have identified important cultural resources that contribute to a sense of place, character, and uniqueness. The City will continue to support efforts to further document and celebrate these community assets.

Figure 2.3: Community Designation



Planning Districts

To help plan for redevelopment in Golden Valley, the City has recognized four Planning Districts (Figure 2.4). These areas, while

loosely bounded, help delineate where redevelopment pressures are likely to occur as well as suggest which parts of the city should be protected from extensive changes.

Figure 2.4: Planning Districts

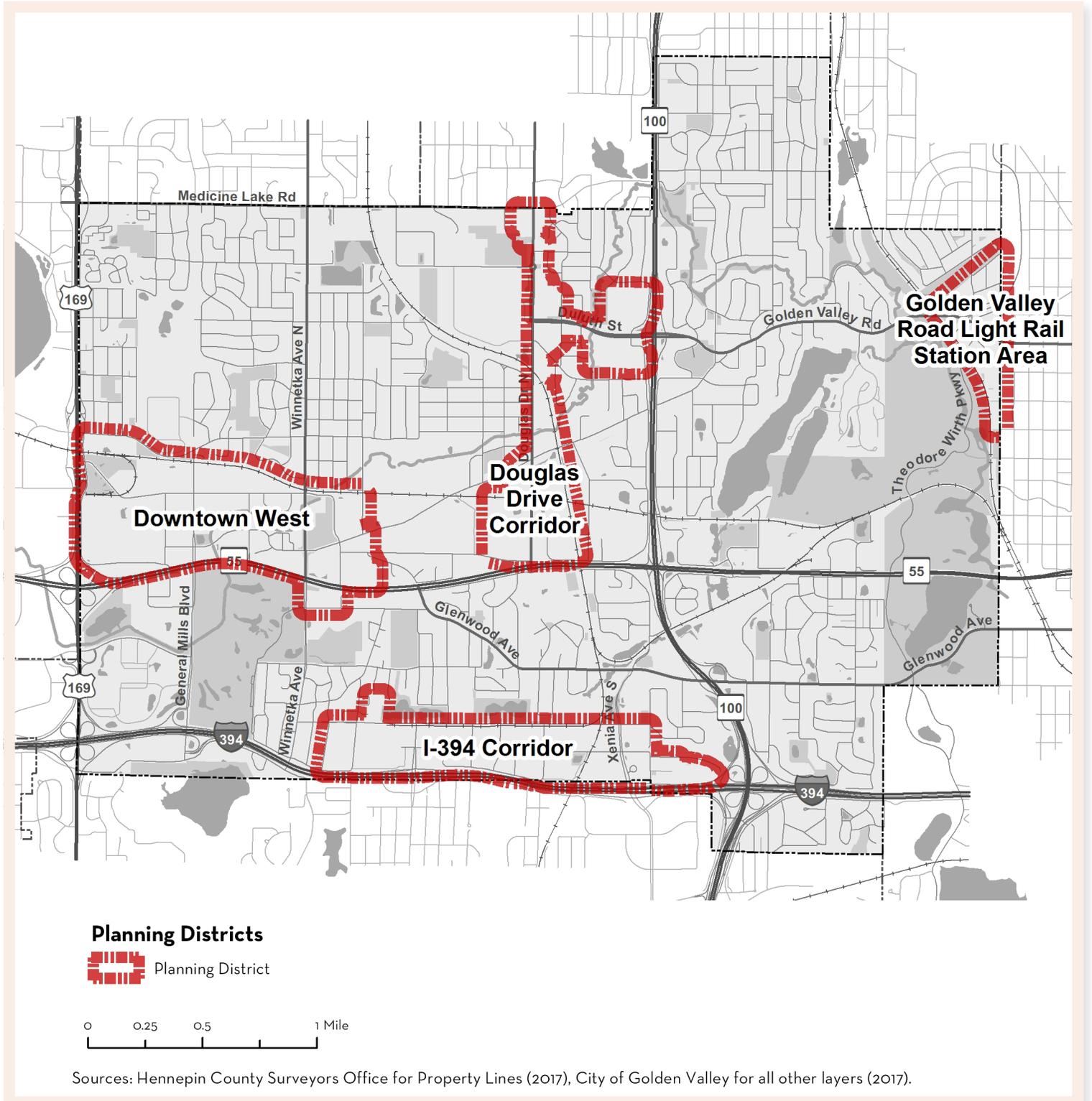




PHOTO BY CITY OF GOLDEN VALLEY

Allianz

I-394 Corridor

The area just north of I-394, between Rhode Island Ave to the west and Hwy 100 to the east, was guided for Mixed Use in the previous update to the Comprehensive Plan. What used to be a collection of primarily industrial uses has evolved over time to provide large scale retail and office services to the broader community. Menards, auto dealerships, and restaurants anchor the commercial area centered around Louisiana Ave, while Allianz and the businesses in the Colonnade and the Golden Hills Office Center provide a corporate presence along Xenia Ave. Large multi-family buildings are also being constructed along Xenia Ave and Circle Down.

The significant new investment in single-use developments hampers the previous vision of this area as a vibrant corridor of smaller scale mixed uses. While some opportunities for redevelopment still exist on the fringes, the majority of the land is likely to remain in its current state for many years to come.

Golden Valley will continue to support these large employers and regional commercial destinations while also encouraging high-quality reinvestment in the properties that remain underutilized.



PHOTO BY HENNEPIN COUNTY

Reconstruction on Douglas Dr was largely completed in 2017.

Douglas Drive Corridor

Douglas Dr between Hwy 55 and Medicine Lake Rd was reconstructed in 2016 and 2017. In anticipation of this work, the City conducted the Douglas Drive Corridor Study in 2009 to develop principles to guide redevelopment and to prepare a concept plan. The land uses that were suggested included employment-heavy campuses to the south and activity nodes to the north and east along Duluth St.

With renewed interest in the corridor and the opportunity for new development, Golden Valley is poised to implement many of the recommendations from the corridor study. This includes the creation of mixed use nodes at Golden Valley Rd and Duluth St as well as future redevelopment at Duluth St and Hwy 100.

Downtown West

The 2010s saw increased interest in the area west of the city's downtown, roughly bounded by Hwy 169 to the west and Hwy 55 to the south. New residential buildings and reinvestment in commercial properties have added energy and activity to an area that is still dominated by light industrial uses.



PHOTO BY CITY OF GOLDEN VALLEY

Cornerstone Creek assisted living opened in 2017 in the Hwy 55 West Area.

As part of the creation of the Highway 55 West Redevelopment Area, the City committed to providing public infrastructure in the form of sidewalks, street lights, and buried utilities in an effort to extend the current downtown further to the west. Additional study of the downtown will explore how to best position the area for future improvements and redevelopment, including the establishment of new convenient pedestrian and non-motorized access.

Golden Valley Road Light Rail Station Area

While still waiting for federal funding, the proposed METRO Blue Line Extension has been planned and includes a light rail station in the southwest quadrant of Golden Valley Rd and Theodore Wirth Parkway. The established single-family neighborhoods surrounding the station limit the possibility of wholesale change in the near future, but targeted opportunities may emerge to increase intensity on key properties and to support the ridership and utility of the light rail line.

The City has partnered with Hennepin County, through its Community Works program, to explore possibilities for future redevelopment in this area. Due to the amount of parkland and the prevalence of established single-family neighborhoods, shorter-term redevelopment opportunities are likely limited to large, single-ownership properties such as St Margaret Mary church or the Minneapolis Clinic of Neurology.

Mixed Use Sites

A number of sites across Golden Valley have been identified as potential locations for redevelopment (Figure 2.5). These are not the only possible areas of change, but due to circumstances such as proximity to major roadways, the age of existing structures, or shifting market forces, these are logical places to focus attention. While the City would prefer to see a mix of uses within buildings (vertical), financing and market challenges may make uses mixed side-by-side (horizontal) more feasible. New zoning text will be necessary to generalize the current I-394 Mixed Use Zoning District and allow it to be applied throughout the city.



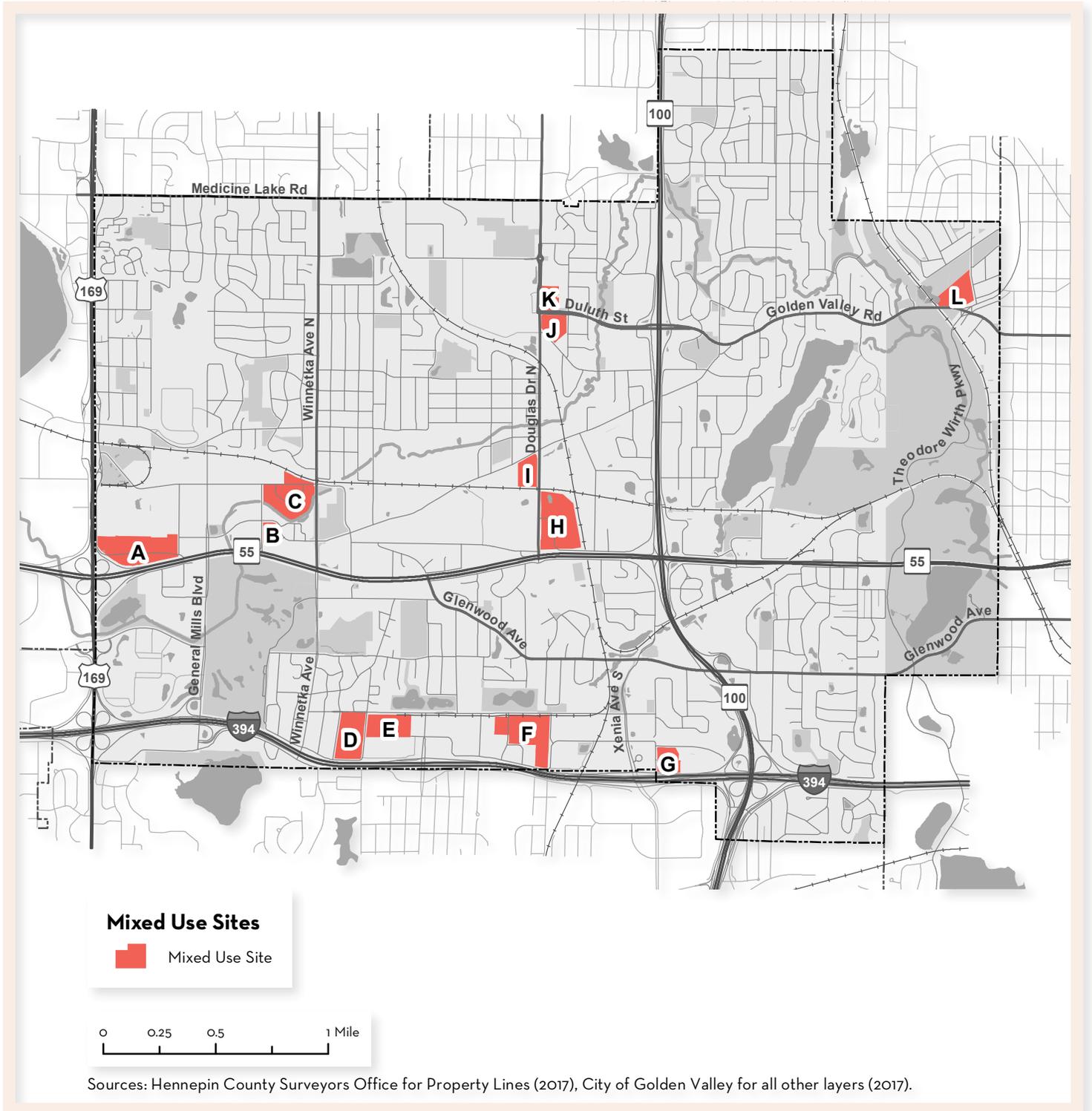
IMAGE COURTESY OF METRO TRANSIT BOTTINEAU PROJECT OFFICE

Proposed METRO Blue Line light rail station at Golden Valley Rd

The City categorized these mixed use sites as primarily intending to serve either the immediate neighborhood or the wider commu-

nity via access from major roadways. These 12 areas are described as follows and shown with land uses present in January 2017.

Figure 2.5: Mixed Use Sites



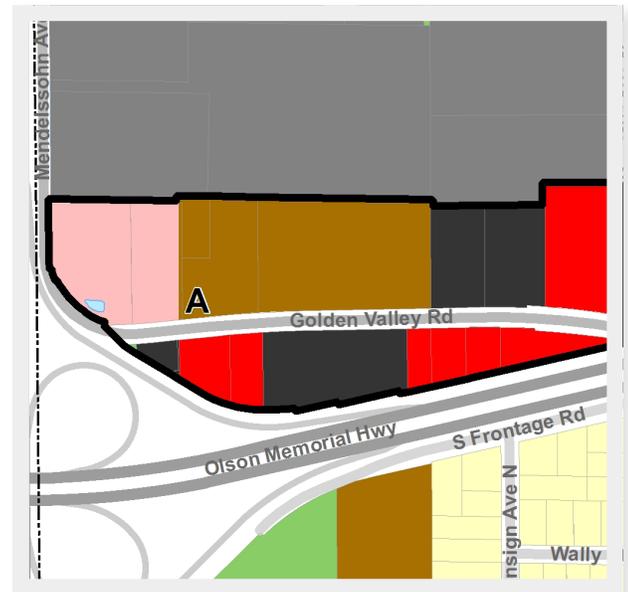
Legend: Existing Land Use

Residential	Commercial	Institutional
Single Family Detached	Office	Institutional - Assembly
Single Family Attached (Duplex, Triplex)	Commercial	Institutional - Civic
Townhome	Industrial	Medical
Multi-Family (Apartment, Condo)	Industrial (includes Utility)	Other
	Open Space	Railroad
	Parks and Natural Areas	Right-of-Way (public and private)
	Open Water	Vacant / Undeveloped

A. Scale: Community

Residential/Employment Ratio: 75/25

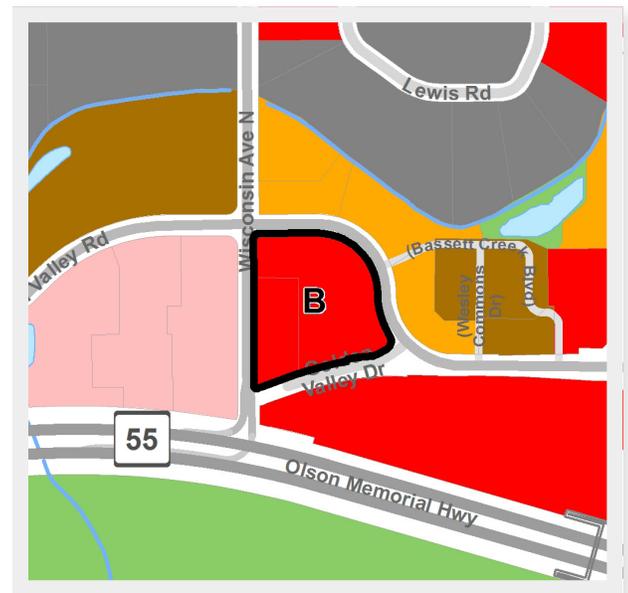
- A mix of high-density residential, retail, and office uses up to six stories
- Residential parking underground
- Surface parking away from street
- Limited auto-oriented uses
- Connections to the downtown and points east and north via sidewalks and on-street bicycle lanes
- Access to Hwy 55 and Hwy 169



B. Scale: Neighborhood

Residential/Employment Ratio: 50/50

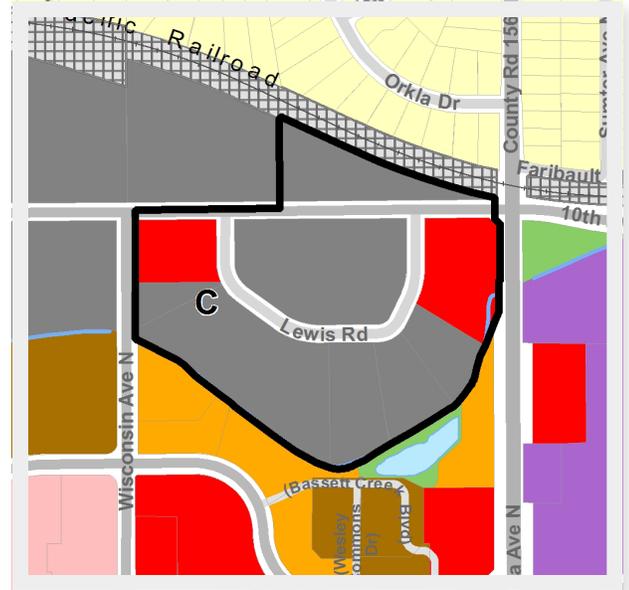
- Underused parking lot and aging medical clinic could provide opportunity for redevelopment
- Possibility for vertical mixed use development with residential over commercial up to four stories
- Walk-up apartments on Golden Valley Rd
- Commercial uses oriented to the south
- Limited auto-oriented uses
- Close proximity to existing shopping and services
- Expanded right-of-way for future on-street bike lanes



C. Scale: Neighborhood

Residential/Employment Ratio: 50/50

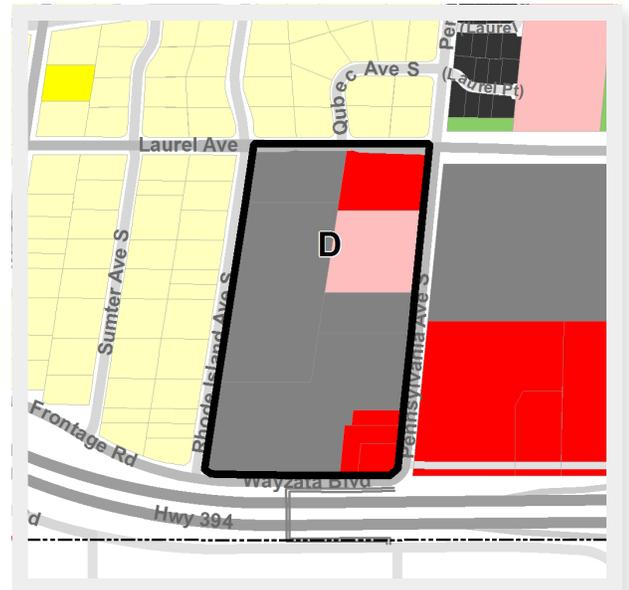
- Aging light industrial buildings
- Possible long-term redevelopment that includes medium- to high-density residential, such as senior apartments
- Office and employment uses focused along 10th Ave
- Three- to four-story buildings
- Close proximity to existing shopping and services
- Limited auto-oriented uses
- Preservation of a public space south of the Luce Line Regional Trail a priority
- Opportunity to turn adjacency to Bassett Creek into an asset



D. Scale: Neighborhood

Residential/Employment Ratio: 50/50

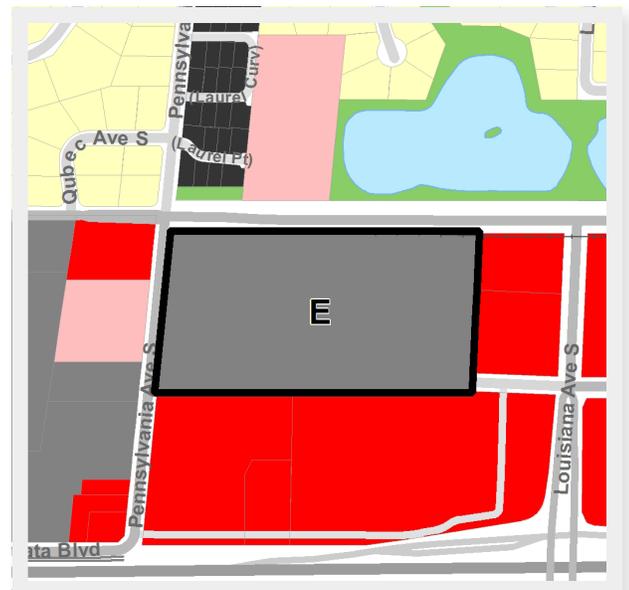
- Mix of older industrial buildings, warehouses, and offices
- Could support medium-density residential and commercial uses
- West side of the block should serve as a transition from the single-family neighborhood (three to four stories)
- East side of block should support employment
- Limited auto-oriented uses
- Long-term opportunity to provide a mid-block terminus to an extended Market St to the east



E. Scale: Community

Residential/Employment Ratio: 50/50

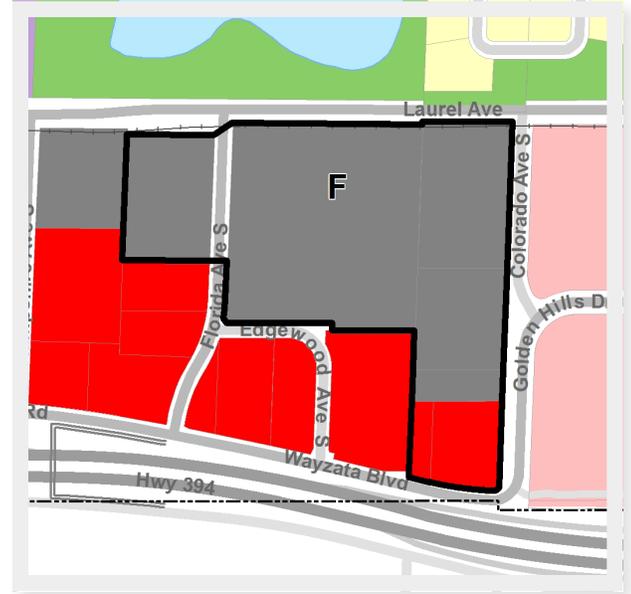
- Redevelopment opportunity only if existing business should choose to leave
- North side should serve as a transition from the single-family and open space uses across Laurel Ave
- South side up to six stories
- Limited auto-oriented uses
- Chance to extend Market St to the west to Pennsylvania Ave
- Convenient access to I-394



F. Scale: Community

Residential/Employment Ratio: 0/100

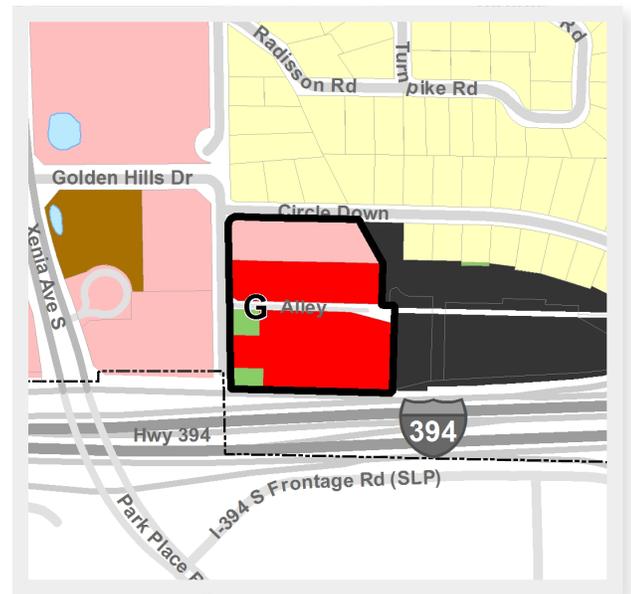
- Many older industrial buildings
- Could support new commercial and office uses up to six stories
- North side should respect the open spaces across Laurel Ave; surface parking should be interior to site
- Convenient access to I-394



G. Scale: Neighborhood

Residential/Employment Ratio: 50/50

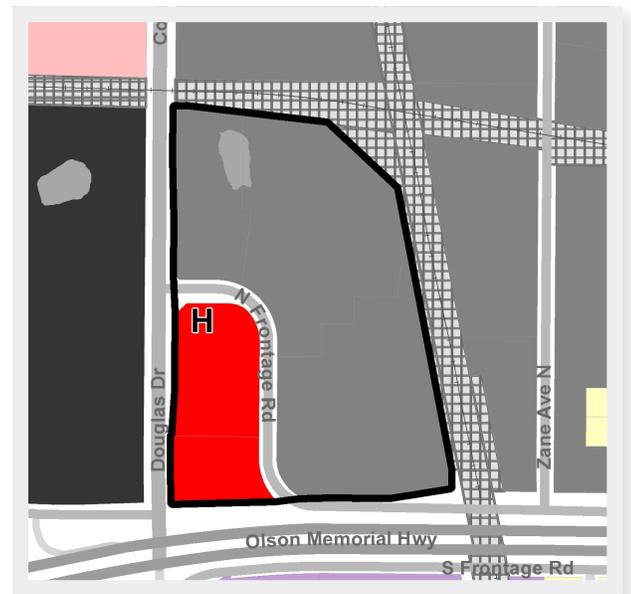
- North: Repurposed office building up to three stories
- South: Commercial uses up to four stories
- Potential redevelopment that respects the single-family neighborhood to the north
- Bisected by east-west public alley but now under common ownership



H. Scale: Community

Residential/Employment Ratio: 0/100

- Job-focused redevelopment
- Business campus with possible accessory retail and services up to six stories
- Aggregated parking area; surface lots facing railroads
- Privately developed, publicly accessible common space
- Improved stormwater management
- Access to Hwy 55



I. Scale: Neighborhood

Residential/Employment Ratio: 75/25

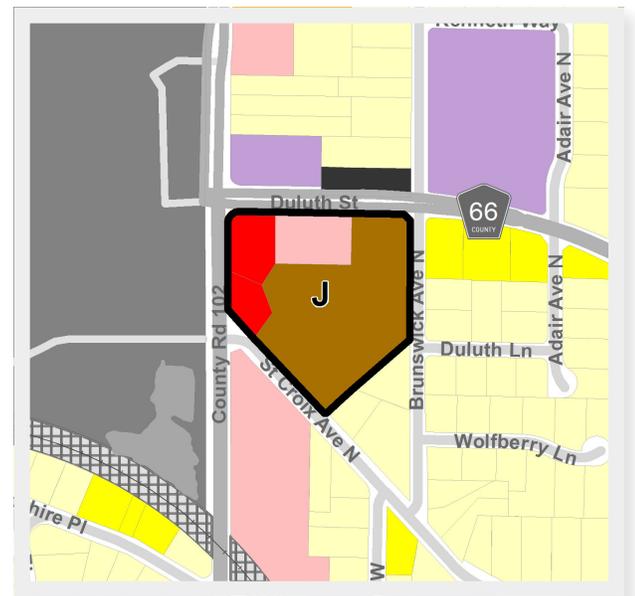
- Currently aging office building in need of significant upgrades
- Potential for medium-density residential, such as senior apartments (up to four stories), with secondary commercial uses
- Access to Douglas Dr and Golden Valley Rd



J. Scale: Neighborhood

Residential/Employment Ratio: 50/50

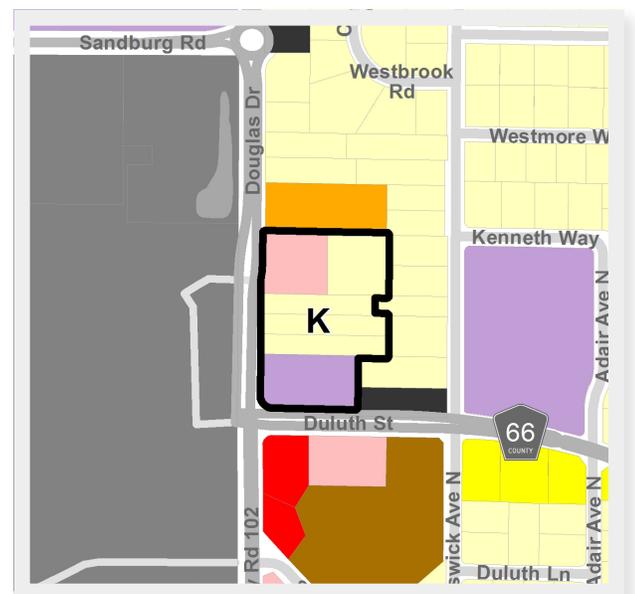
- Currently a mix of retail and residential uses
- Up to four stories along Douglas Dr and Duluth St
- Reinvestment or redevelopment could allow new pedestrian-friendly site design
- Parking beside or behind buildings



K. Scale: Neighborhood

Residential/Employment Ratio: 50/50

- Currently a mix of institutional, office, and residential uses
- Up to four stories along Douglas Dr and Duluth St
- Reinvestment or redevelopment could allow new pedestrian-friendly site design
- Townhomes/rowhomes provide transition to single-family homes
- Parking beside or behind buildings



L. Scale: Neighborhood

Residential/Employment Ratio: 75/25

- Single property owner of large, low-density institutional use
- Potential for medium-density residential redevelopment that supports light rail
- Up to four stories with step back from single-family neighborhood
- Opportunity for possible institutional-housing partnership
- North-south trail connection to the future light rail station
- Should respect the open space to the north and west, as well as fit within the context of the surrounding single-family neighborhoods

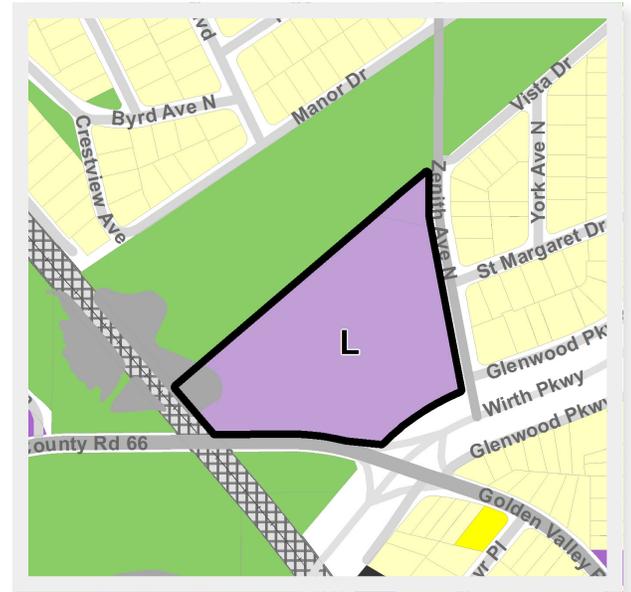


Figure 2.6: Planned METRO Blue Line Extension

METRO Blue Line Extension

The planned light rail project, the METRO Blue Line Extension, includes two proposed stations located in Golden Valley (see Figure 2.6). Both stations are surrounded by parkland and single-family neighborhoods, limiting the potential—at least in the near term—for significant redevelopment at the minimum density of 25 units per acre needed to support light rail, as required in the Metropolitan Council’s 2040 Transportation Policy Plan.

Plymouth Avenue/Theodore Wirth Park Station

The Plymouth Avenue/Theodore Wirth Park Station (Figure 2.7) will be constructed off the Plymouth Ave bridge as it crosses from Minneapolis into Golden Valley near the Theodore Wirth Chalet. New trail connections will be constructed as a part of the project, including a new crossing of Bassett Creek.

The station area is an urban neighborhood with low potential for change given the presence of Theodore Wirth Park and stable neighborhoods east of the station, including the Homewood Historic District in Minneapolis. With an approximate station area population of 3,700 (located primarily in Minneapolis), the station will be an origin for riders who will arrive on foot, by bus, or by bicycle, as well as a destination for many users bound for the multitude of recreational opportunities available at Theodore Wirth Regional Park.

Almost all of the land in Golden Valley within the station area is guided for Open Space. There is also a strip of residential uses along Xerxes Ave.

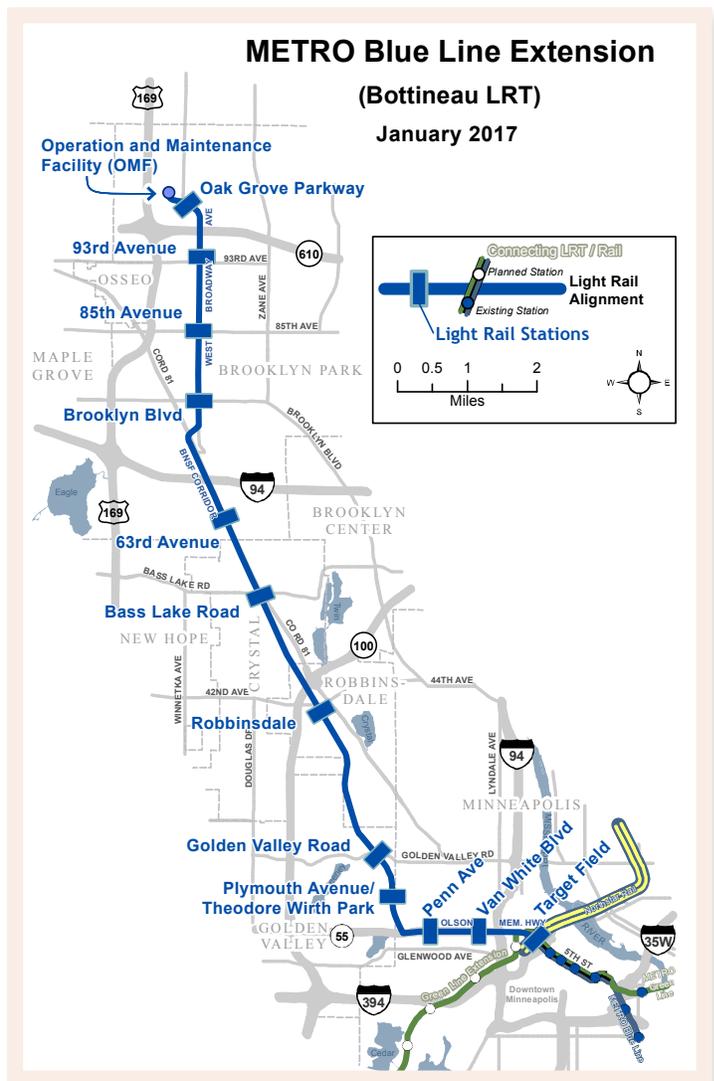
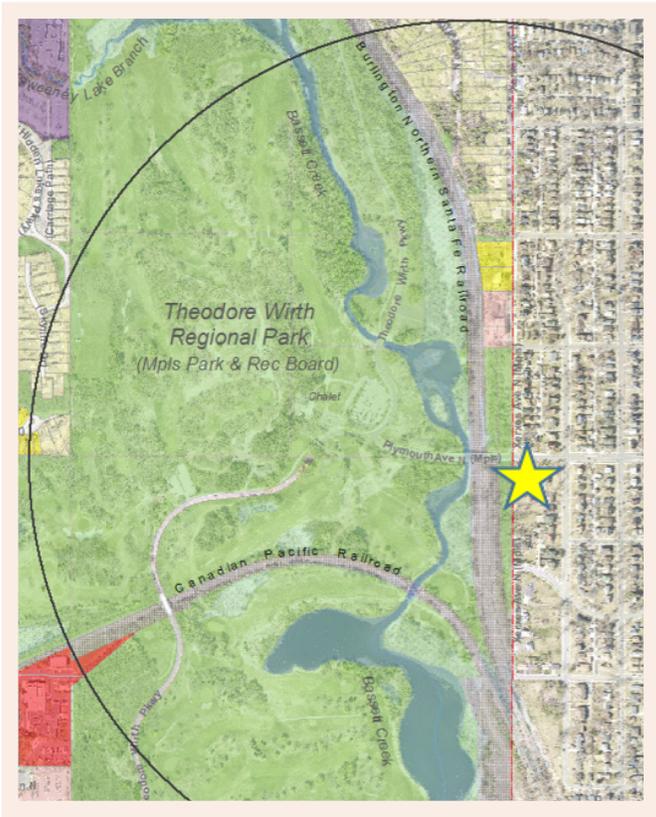


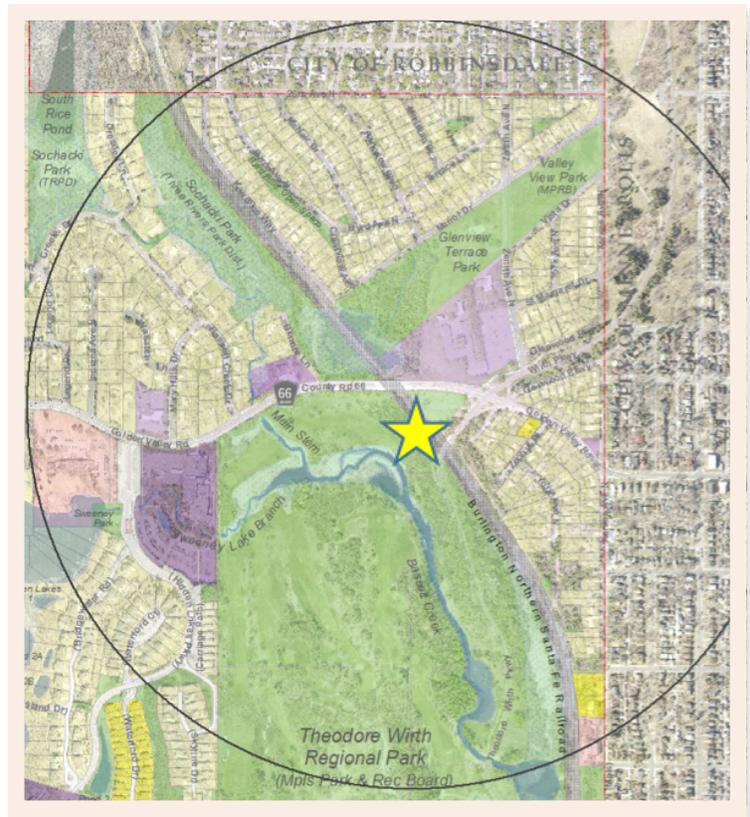
IMAGE COURTESY OF METRO TRANSIT BOTTINEAU PROJECT OFFICE

**Figure 2.7: Plymouth Avenue/
Theodore Wirth Park Station Area**



IMAGES COURTESY OF HENNEPIN COUNTY BOTTINEAU COMMUNITY WORKS

**Figure 2.8: Golden Valley Road
Station Area**



Golden Valley Road Station

The Golden Valley Road Station (Figure 2.8) will be constructed just south of the Golden Valley Rd bridge as it cross the rail tracks west of Theodore Wirth Parkway. A modest park and ride will provide spaces for those boarding the train or using the parks or trails in the area. Bus service along Golden Valley Rd will serve the station from the west and the east. A new trail connection, positioned west of the rail line, will provide a new grade-separated connection beneath Golden Valley Rd to link Theodore Wirth Park to the south with Sochacki Park to the north.

The primary feature of the station area is the abundance of adjacent parkland, including Theodore Wirth Regional Park and Parkway, Sochacki Park, Glenview Terrace Park, and Valley View Park. The community values the parkland and recognizes it is a critical component of the station area character.

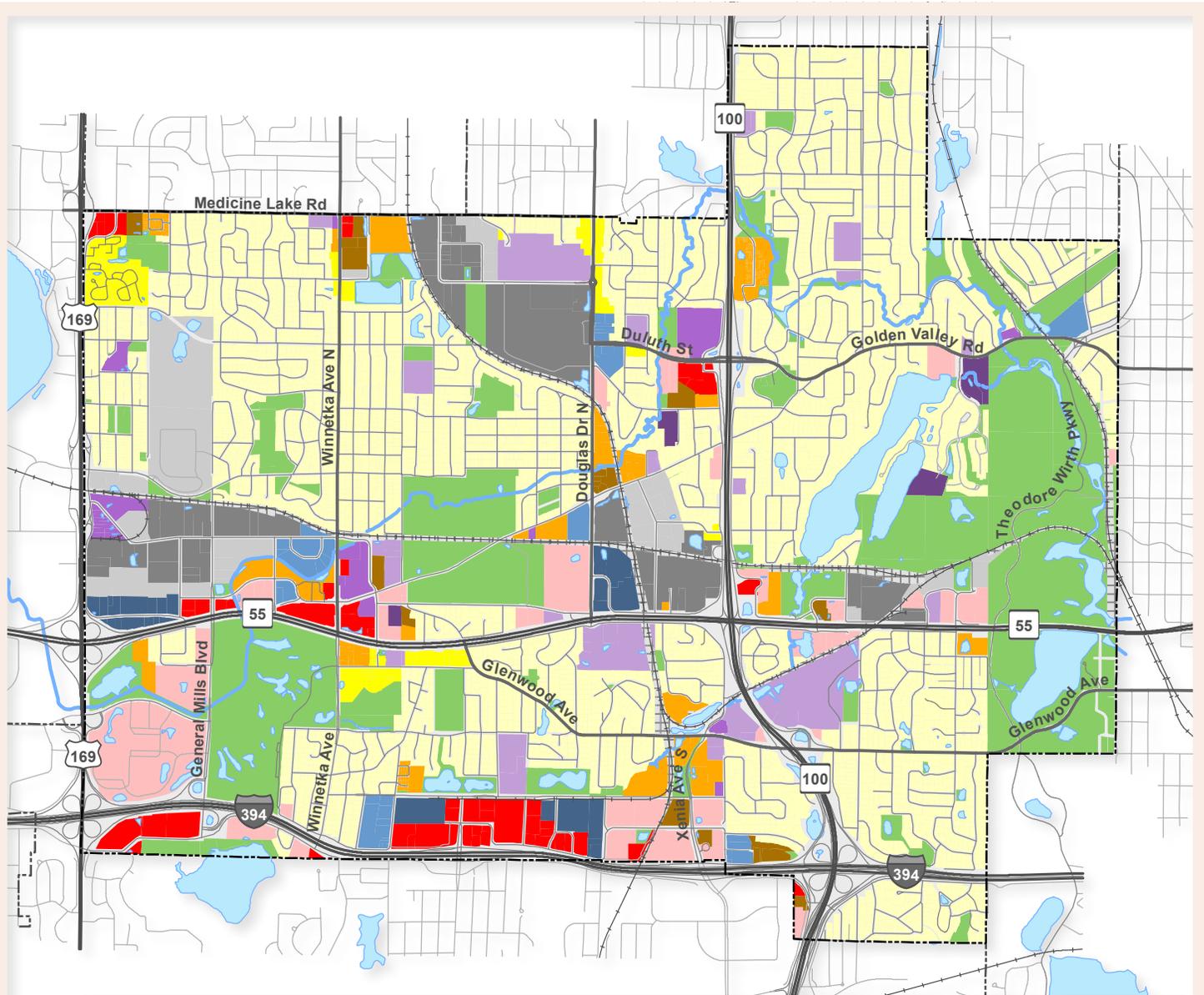
The station area is a single-family suburban neighborhood with low potential for change given its many parks and stability. Major healthcare providers located to the west along Golden Valley Road may benefit greatly from the new station. The station will be an origin for transit riders who arrive on foot, by bus, and by bicycle, or who are dropped off by car, as well as a destination for nearby healthcare providers and park users.

A majority of the land within the station area is guided for Open Space or Low Density Residential. The property on which St Margaret Mary Church is located may provide the best future opportunity for redevelopment in support of the line. A medium-density residential use, either alone or in combination with an institutional or small commercial partner, is appropriate for this location. Because of the requirements for Transit Station Areas, as determined by the Metropolitan Council in its 2040 Transportation Policy Plan, the minimum residential density for this site is set at 25 units/acre. This site has been guided for Mixed Use on the Future Land Use Map, but it will remain in its current form until property owners wish to pursue a change.

Other blocks of single-family homes to the east of the station may become ripe for residential redevelopment at a higher density. Until property owners are interested in undertaking a coordinated effort to intensify this area, the pattern of low-density housing will remain.

Preliminary Station Area Plans for the Plymouth Avenue/Theodore Wirth Park and Golden Valley Road stations can be found in Appendix 2A.

Figure 2.9: Future Land Use Map



Future Land Use

Residential

- Low Density
- Moderate Density
- Medium Density
- High Density

Mixed Use

- Neighborhood
- Community

Commercial

- Office
- Retail/Service

Industrial

- Light Industrial
- Industrial

Open Space

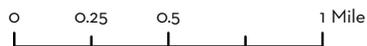
- Parks and Natural Areas
- Water Feature

Institutional

- Assembly
- Civic
- Medical

Right-of-Way

- Railroad
- Right-of-Way (public and private)



Sources: Hennepin County Surveyors Office for Property Lines (2017), City of Golden Valley for all other layers (2017).

Future Land Uses

The Future Land Use Map (Figure 2.9) provides a picture of the desired future land uses across Golden Valley. Consistent with the vision of residents, property owners, and policy makers, the plan strives to focus redevelopment at the edges of single-family

neighborhoods and along major transportation corridors. In order to provide residents with convenient access to neighborhood retail and services, mixed use sites are located at points spread throughout the four Planning Districts.

Figure 2.10: Future Land Use Changes In 2040 Plan

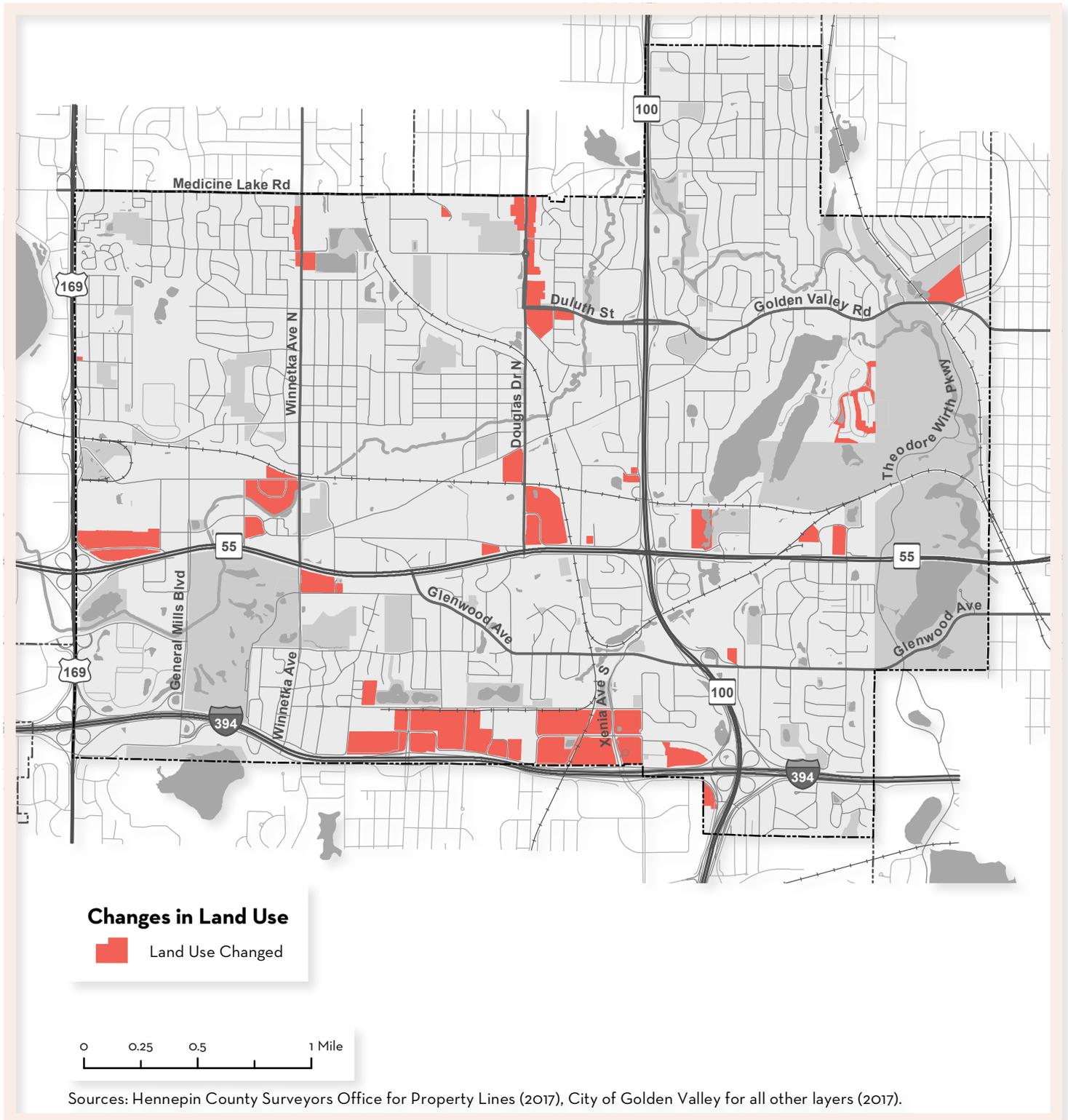
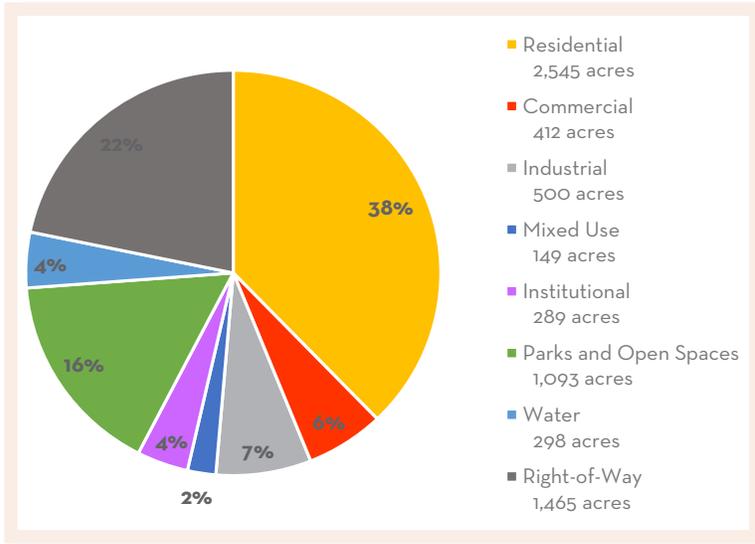


Figure 2.11: Future Land Uses By Category



A vast majority of uses shown on the Future Land Use Map remain unchanged from the map shown in the previous Comprehensive Plan (Figure 2.10). Areas where changes have been made include those within the new mixed use sites, the intensification of properties at the north end of Douglas Dr, and the change of a number of properties north of I-394 from a Mixed Use classification to either Commercial or Office.

A prominent goal of the new Housing Plan is to expand the variety of housing options in the city. By guiding additional lots for Moderate and Medium Density Residential use, the City can help encourage what is commonly referred to as the “missing middle” in housing options—homes and lot sizes that fall between single-family homes and high-rise apartment buildings. To encourage diversification of the city’s housing stock, the Future Land Use Map shows a change from Low Density to Moderate Density Residential in a few strategic areas. These include parcels on Douglas Dr north of Duluth St, on Winnetka Ave near 23rd Ave, and at the intersection of Lilac Dr and Lindsay St. The City has chosen to limit the areas of the community guided for Moderate Density Residential use to preserve the majority of low-density single-family neighborhoods. However, as conditions and market trends change over time, the City may consider some additional areas near high-frequency transit service, along prominent routes within the bicycle network, and in pedestrian-friendly areas of the City.

Some parcels are being guided for Medium Density Residential use, which allows housing that can act as a transition between Low and Moderate Density Residential neighborhoods and other major land use types. An office building on Winnetka Ave south

of Medicine Lake Rd has been identified for this purpose. Ideally, housing built at a medium density can also provide affordable units and/or units for senior citizens.

Additionally, the City has identified vacant parcels previously guided for public right-of-way as residential uses on the Future Land Use Map. Many of these parcels once included homes that were removed for highway expansion projects. Since they are no longer needed for transportation purposes, this land can now help contribute to the goals of the Housing Plan. One location that will require additional investigation and public input to determine the most appropriate use is the old Blazer Park site at the intersection of Turners Crossroad and Lilac Dr.

As referenced in the Transportation Chapter in relation to desired traffic control improvements at Glenwood Ave and Ottawa Ave, Breck School has talked with the City about a long-term vision to expand to the south and create a more visible entrance to the campus. Any changes to the land uses in this area would require an amendment to the Future Land Use Plan.

When comparing the percentages of each Future Land Use category (Figure 2.11) with the percentages of each Existing Land Use category, a few points of clarification are in order.

- The amount of land categorized as residential is shown to increase due to the construction of apartments on parcels that were vacant at the beginning of 2017, when the existing land use data was collected.
- Differences in the amount of land categorized as park (decreasing) and industrial (increasing) can be explained by the unique situation present on the General Mills Research Nature Area (the northern portion of the James Ford Bell Technical Center property). Although currently considered public open space by many residents, the area remains under private ownership and is guided for potential industrial use. A significant portion of the property retains the possibility of being developed at some point in the future.
- While the amount of commercial land is shown to shrink, these properties will be absorbed into mixed use areas where commercial and retail activity is expected to grow.

The land use categories in the plan are rather broadly defined; while general descriptions are provided (Table 2.1), they do not cover every possible use or situation, leaving room for interpretation when a specific use is not clearly documented or occurs under special circumstances.

Table 2.1: Land Use Descriptions

Residential	Residential, Low Density (up to 5 homes per gross acre of land area)	This category includes primarily single-family detached units but may include single-family and two-family attached units in scattered locations as appropriate. This land use should be surrounded by other land uses with minimal impacts, such as institutional and open space.
	Residential, Moderate Density (5 to 8 homes per gross acre of land area)	This category includes single-family detached homes and two-family attached and detached homes at a moderate density. This land use can provide a variety of housing types while acting as a buffer between low-density residential uses and commercial, office, or institutional uses.
	Residential, Medium Density (8 to 30 homes per gross acre of land area)	This category includes townhomes, apartment buildings, and condominiums at a medium density or senior facilities at a higher density through a Conditional Use Permit. This land use can be located in a wide variety of locations in the city and can act as a buffer between residential and other land uses.
	Residential, High Density (20 to 100 homes per gross acre of land area)	Apartment buildings and condominiums are the predominant high-density residential uses, with senior facilities allowed at higher densities in some locations through a Conditional Use Permit. This land use is generally located near commercial, office, or institutional uses with access to multi-modal options.
Mixed Use	Mixed Use, Neighborhood	This category includes a mix of uses including medium-density residential and neighborhood-serving commercial, office, and institutional uses at a scale compatible with the surrounding neighborhood they are intended to serve, which is typically a small, moderate, or medium scale. These areas allow for both vertical and horizontal mixed use and does not require a mix of uses within every building.
	Mixed Use, Community	This category includes a mix of uses including high-density residential, commercial, office, institutional, and light industrial uses that serve the local market area and support the community. These areas include free-standing businesses, shopping areas, employment centers, and housing that promotes community orientation and scale. Envisioned as compact urban development areas that serve as a gateway to the city and as an activity center for the community, these areas allow for both vertical and horizontal mixed use and do not require a mix of uses within every building.
Commercial	Office	This category includes offices for administrative, professional, and clerical services. This also includes medical or laboratory facilities where work is performed in a predominantly office setting. This land use is located near commercial, institutional, and high-density residential areas and generates employment in the community.
	Retail/Service	This category includes land used for the provision of goods and services, which encompasses a large variety of establishments such as shops, restaurants, medical offices, hotels, and entertainment facilities. This land use is located near high-density residential, office, and institutional uses while generating employment and providing services in the community.
Industrial	Light Industrial	This category includes industrial uses less impactful than general industrial uses, such as packaging and processing, light assembly and manufacturing, offices and showrooms, and warehousing. This land use is located near industrial, commercial, and office uses and generates employment in the community.
	Industrial	This category includes general industrial uses such as manufacturing, assembly, processing, laboratory, distribution, and related office uses. This land use is generally located near light industrial, commercial, and office uses and generates employment in the community.
Institutional	Assembly	This category includes education facilities at all levels, the cemetery, places of worship for all denominations, and miscellaneous religious installations.
	Civic	This category includes administrative or service facilities (except those otherwise classified) at all levels of government.
	Medical	This category includes hospitals, surgical centers, nursing homes, or rehabilitation facilities.
Right-of-Way	Railroad	This category includes all land reserved for railroad uses. By definition, all such right-of-way is considered to be “in use.”
	Road	This category includes all land reserved for street or highway uses and for certain transit facilities. By definition, all such right-of-way is considered to be “in use.”
	Parks and Natural Areas	This category includes open spaces used as golf courses, ball fields, playgrounds, parks, nature areas, storm-water ponding areas, and other undeveloped remnants. This does not include vacant land envisioned for other uses in the future.
	Open Water	This category includes open waters such as Sweeney/Twin Lake, Wirth Lake, and Bassett Creek. By definition, all open water is considered to be “in use.”

Table 2.2: Land Use Changes By 10-Year Planning Period

By 2020		Acres	Acres
Mixed Use Site B		Existing	Future
Commercial		3.8	1.9
Medium-Density Residential		—	1.9
2021-2030			
Mixed Use Site D		Existing	Future
Industrial		11	—
Commercial		2.2	3.75
Office		1.8	3.75
Medium-Density Residential		—	7.5
Mixed Use Site G		Existing	Future
Commercial		4.5	—
Office		1.5	3.15
Open Space		0.3	—
Medium-Density Residential		—	3.15
Mixed Use Site I		Existing	Future
Office		6.9	—
Medium-Density Residential		—	5.2
Commercial		—	1.7
Mixed Use Site K		Existing	Future
Low-Density Residential		2.7	—
Institutional		1.2	—
Office		0.9	—
Commercial		—	2.4
Medium-Density Residential		—	2.4
Mixed Use Site L		Existing	Future
Institutional		10.3	2.6
Medium-Density Residential		—	7.7
2031-2040			
Mixed Use Site C		Existing	Future
Industrial		14.6	—
Commercial		2	8.3
Medium-Density Residential		—	8.3
Mixed Use Site F		Existing	Future
Industrial		19.2	—
Commercial		2	21.2
Mixed Use Site H		Existing	Future
Industrial		18.3	—
Commercial		4.4	11.35
Office		—	11.35

Mixed Use Sites A, E, and J are not expected to redevelop within the time frame of this planning document.

Table 2.3: Average Residential Density

Development	Land Use Designation	Size (acres)	Minimum Density	Units
Completed by 2020 (under construction and/or approved projects)				
Liberty Apartments and Townhomes	Residential, High Density	10.6	N/A	242
Laurel Ponds	Residential, Medium Density	3.3	N/A	24
Central Park West	Residential, High Density	1.6	N/A	80
The Xenia Apartments	Residential, High Density	5.8	N/A	369
Global Pointe Senior and Talo Apartments	Residential, High Density	6.8	N/A	402
Hello Apartments	Mixed Use, Community	2.6	N/A	172
Schuett - Phase 1	Mixed Use, Community	1.5	N/A	102
Completed by 2020 (anticipated projects)				
Other Mixed Use Sites	Mixed Use, Neighborhood	1.9	8 units acre	15
2021-2030 (anticipated projects)				
Schuett - Phase 2	Mixed Use, Community	1.4	20 units acre	28
Mixed Use Site L - GVR Station Area	Mixed Use, Neighborhood	7.7	25 units acre*	193
Other Mixed Use Sites	Mixed Use, Neighborhood	18.3	8 units acre	146
2031-2040				
Other Mixed Use Sites	Mixed Use, Neighborhood	8.3	8 units acre	66
Totals		69.8		1,840
Average Residential Density				26 units/acre

Although the Land Use Plan guides some areas for change (shown as differences between Existing and Future Land Use Maps), the timing of these changes is difficult to predict. Properties that are currently vacant or are being marketed for redevelopment will likely be the first to turn over, with those that are stable perhaps remaining in their current state beyond the planning horizon of this document.

The Metropolitan Council requires communities to attempt to anticipate when redevelopment will occur, in order to ensure regional systems have the capacity to absorb the additional vehicular trips, sanitary sewer flows, and surface water runoff. Table 2.2 summarizes the expected changes within the City's targeted Mixed Use Sites and reflects the anticipated accompanying shifts in land use in each 10-year planning period through 2040.

The Metropolitan Council has designated Golden Valley as Urban and requires that planned development occur at an average residential density of at least 10 units per acre. This is achieved by guiding land targeted for redevelopment for densities that meet this minimum standard. Table 2.3 summarizes the areas in Golden Valley that are in the process of redeveloping or are likely to

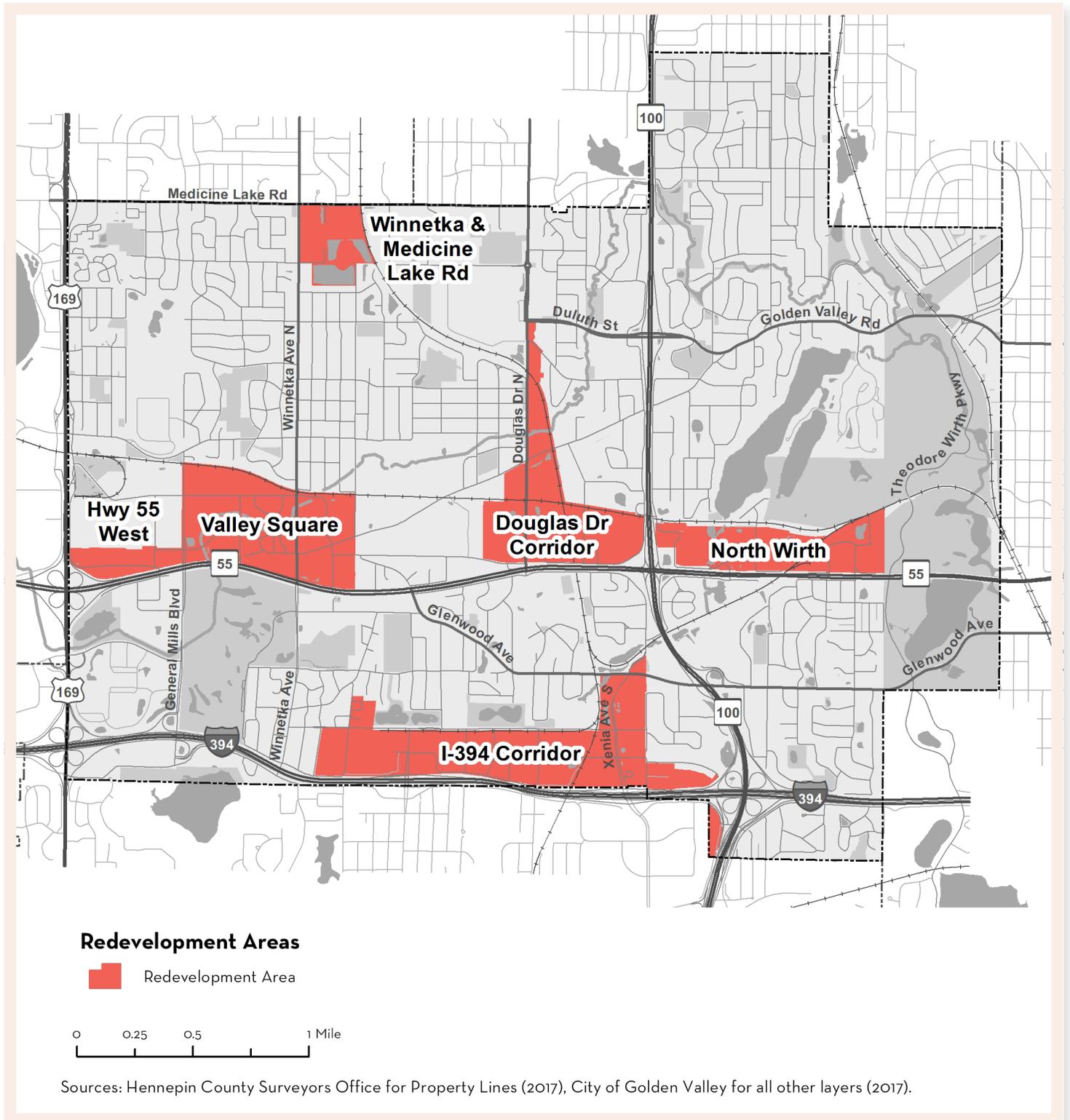
redevelop by 2030 and 2040, the minimum residential densities required by the assigned Future Land Use categories, and average minimum density that is Golden Valley is likely to achieve (26 units per acre) as a result.

Subdivision Of Land

Golden Valley is a fully developed community, so the construction of any new single-family housing will likely only occur through the splitting of an existing lot and/or the tear down and replacement of an older home. The City has processes in place to allow for these types of activities while at the same time striving to protect neighboring properties and homeowners from the disruptions associated with construction to the extent possible.

Subdivisions allow larger lots to be divided for construction of additional homes. All new lots must meet specific standards related to size and shape before they can be approved. The City also examines the presence of steep slopes or wetlands and the availability of sewer and water connections. As the number of larger lots remaining in Golden Valley dwindles, the number of subdivision possible will shrink over time.

Figure 2.12: Redevelopment Areas



Residential development increasingly involves demolishing an existing home and building a new home in its place. While this may create disruption and inconvenience for the surrounding neighborhood, it also has the benefit of creating new and modernized structures and increasing the value of the housing stock. The City has developed a variety of oversight tools for this often challenging process, including regulating demolition, protecting existing trees, managing changes in grading and water flow, and requiring a Construction Management Agreement to ensure all rules are followed.

Redevelopment Areas

Golden Valley currently has six established Redevelopment Areas as defined in State Statute (see Figure 2.12 and Table 2.4). These areas, designated by the Golden Valley Housing and Redevelopment Authority (HRA) and adopted by the City Council, are intended

for long-range planning and redevelopment. Various tools, such as Tax Increment Financing (TIF), can be used to facilitate growth and development in these areas.

Although the City has identified certain general areas for redevelopment, activity in these areas is often initially driven by market conditions. The City will be prepared to support these improvements; detailed redevelopment plans are included in Appendix 2B.

To exercise official powers of redevelopment authorized for local HRAs under state law, the City must make findings about any area proposed for redevelopment. Findings typically include the existence of blight or other needs for systematic reinvestment.

Table 2.4: Redevelopment Areas

Redevelopment Area	Year Established
Valley Square Created to establish a mixed use district centered on Winnetka Ave north of Hwy 55	1978
North Wirth Used in the 1980s and 1990s to help with soil clean-up to support redevelopment north of Hwy 55	1978
I-394 Corridor (formerly Golden Hills) Initially created to support redevelopment north of Hwy 12; expanded in 2012 to support the objectives from the I-394 Corridor Study	1984 (expanded/renamed in 2012)
Douglas Drive Corridor Created to support redevelopment along Douglas Dr in conjunction with planned road reconstruction	2010 (expanded in 2018)
Highway 55 West Created to support redevelopment north of Hwy 55, including public improvements to sidewalks and utilities	2012
Winnetka & Medicine Lake Road Created to support redevelopment in the southeast quadrant of this intersection, including the creation of public infrastructure for flood storage	2015



PHOTO BY CITY OF GOLDEN VALLEY

General Mills Nature Area

Section 5: Policy Plan

The Policy Plan includes a set of long-term goals and objectives that will be fulfilled through specific actions and policy decisions. This long-range document expresses the values of the community and establishes a vision. It provides direction and guidance for the future of the City in terms of policymaking, improvements, programs, invest-

ments, priorities, and work plans. It can be used for decision-making purposes by elected officials, commissions, boards, staff, and other interested members of the community. The Policy Plan is updated every 10 years based on new data and community feedback as required by Minnesota law.



Create A Complete Community

Strive for a diverse and balanced community that contains a variety of residential areas, major employers, retail, services, institutions, and parks and open spaces

Objectives

1. Provide a diverse and balanced future land use map
 - 1.1 Improve the variety of housing options, with a focus on accommodations for seniors
 - 1.2 Protect parks, open spaces, and natural areas from development
 - 1.3 Preserve assembly facilities (schools, places of worship, etc) as important spaces for social interaction
 - 1.4 Enhance employment centers
2. Encourage development that serves the daily needs of Golden Valley residents
 - 2.1 Support the downtown area at Winnetka Ave and Hwy 55 and other neighborhood commercial nodes
 - 2.2 Provide contemporary and flexible regulations that allow for new concepts in retail and service
 - 2.3 Identify and seek to fill perceived gaps
3. Plan for multi-modal transportation
 - 3.1 Ensure that new developments recognize all modes of transportation
 - 3.2 Provide multi-faceted transportation options, including improved roadways, trails, and sidewalks
4. Encourage a sustainable level of job- and tax-base growth
 - 4.1 Retain General Mills, Tennant, Honeywell, and other major corporations
 - 4.2 Incorporate new mixed use zoning, when possible, into development plans



Minimize Conflicts And Impacts Of Change

Develop a regulatory framework designed to minimize potential conflicts between land uses

Objectives

1. Protect existing residential neighborhoods
 - 1.1 Provide open space buffers between residential areas and commercial or industrial areas
 - 1.2 Arrange land uses so there are compatible transitions between major land use types
 - 1.3 Enforce subdivision regulations to reduce potential impacts to neighborhood character
2. Support non-residential growth opportunities while respecting adjacent properties
 - 2.1 Use Planning Districts as an organizing concept in discussions with property owners and developers
 - 2.2 Use Conditional Use Permits to help mitigate impacts to adjacent properties
 - 2.3 Promote Planned Unit Developments as a way to achieve zoning flexibility
 - 2.4 Prioritize on-site expansion of corporate and industrial uses over off-site growth

GOAL 3

Promote High-Quality Development

Ensure new development meets high construction and visual quality standards and includes measures of sustainability

Objectives

1. Require the use of high-quality, durable materials in all new developments
2. Promote visual quality standards in design and material selection for new development
 - 2.1 Integrate new development with existing architectural character
 - 2.2 Encourage visually attractive development in high-profile locations and along the city's major corridors
 - 2.3 Require significant use of trees and vegetation in all new developments, whether through preservation or addition
3. Require use of efficient and effective site design standards for all new developments
 - 3.1 Encourage developments to respect their surroundings
 - 3.2 Use adopted mixed use principles to encourage site design that accommodates complementary uses
 - 3.3 Recognize and support development patterns that acknowledge the character of suburban neighborhoods
4. Encourage environmentally sustainable "green building" practices
 - 4.1 Encourage development to meet sustainability criteria, such as that suggested by Leadership in Energy and Environmental Design (LEED) and the United States Department of Energy



PHOTO BY STAN WALDHAUSER

Brookview Golden Valley was designed to meet LEED Silver standards

GOAL 4

Prepare For Targeted Redevelopment

Use public and private redevelopment opportunities to advance the City's Future Land Use Map and policies

Objectives

1. Redevelop parcels that are blighted, functionally obsolete, economically unsustainable, or incompatible with adjacent uses
 - 1.1 Maintain an inventory of property conditions, tax delinquencies, and other indicators of property disinvestments throughout the city
 - 1.2 Develop a vision for vulnerable sites with small area plans and master plans
 - 1.3 Pursue grant funding opportunities and consider City financial assistance for the redevelopment of specific sites in the city
 - 1.4 Prepare for coming market and demographic trends in order to inform development strategies and decisions
2. Encourage high-density, pedestrian-oriented, environmentally sustainable developments in areas of the city well served by transit
 - 2.1 Enhance community identity and character in the downtown area with redevelopment projects
 - 2.2 Leverage light rail investment at the Golden Valley Road Station with increased housing density
 - 2.3 Prioritize redevelopment in the I-394 Mixed-Use corridor
 - 2.4 Maintain neighborhood character while simultaneously welcoming new development to the Douglas Dr and Duluth St
3. Coordinate City approval processes across all departments in a proactive manner
 - 3.1 Conduct coordinated and simultaneous project review with staff in the inspections, planning, engineering, public works, and fire safety divisions as well as any other applicable departments, agencies, and project partners
 - 3.2 Seek opportunities to improve the efficiency, predictability, and transparency of the redevelopment process and permit approvals process
 - 3.3 Require pre-development meetings with property developers prior to the formal submission of permit applications

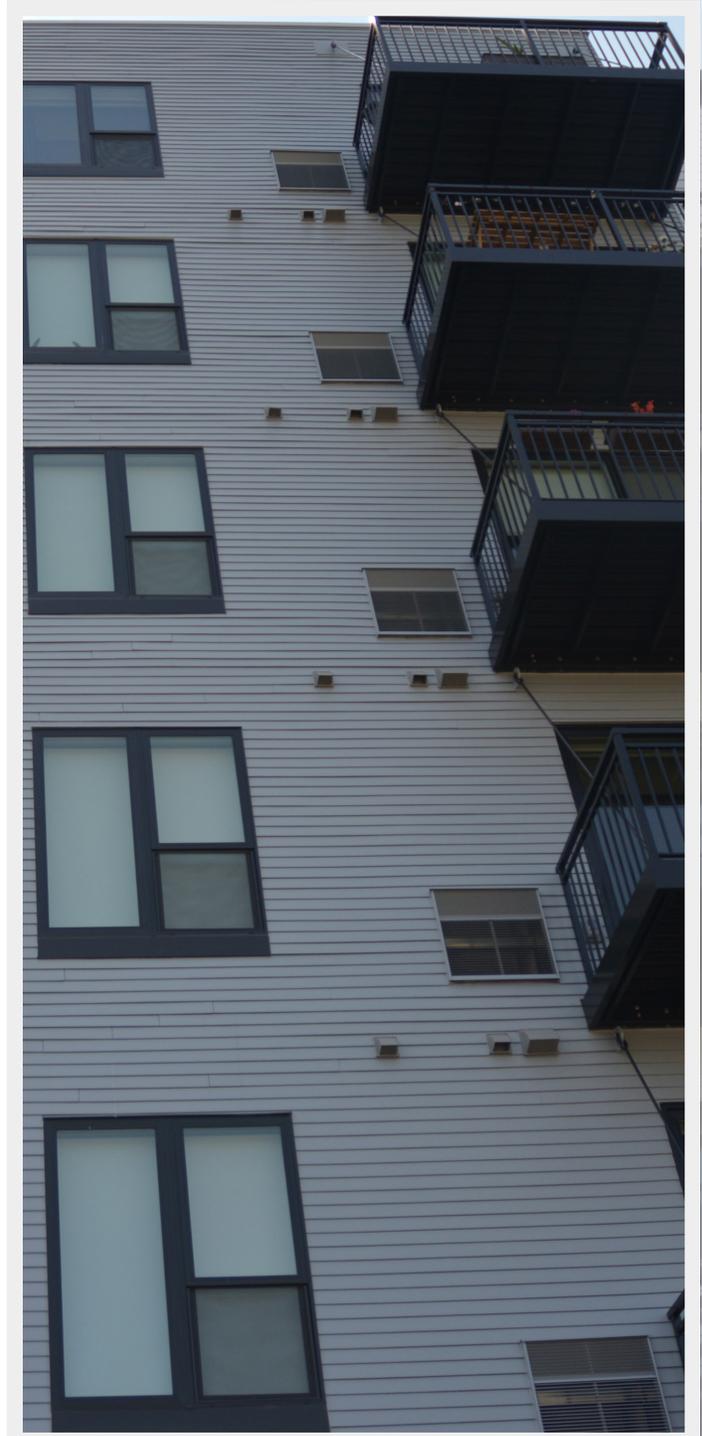


PHOTO BY CITY OF GOLDEN VALLEY

Recent redevelopment has included several apartment buildings



Protect The Environment

Encourage environmentally sustainable land use patterns and development practices that accommodate the City's social and economic needs

Objectives

1. Preserve and enhance land that supports existing trees, plants, wetlands, and other water bodies
 - 1.1 Support implementation of the City's Natural Resources Management Plan, including acquiring strategic properties to add to the open space system
 - 1.2 Enforce tree and landscape requirements
 - 1.3 Protect parks and open space areas from encroachment or destruction from neighboring properties
 - 1.4 Work with developers to provide permanent open space and park areas in development plans and to integrate native species
2. Mitigate development threats to the city's natural resources
 - 2.1 Enforce shoreland and wetland regulations to protect water quality
 - 2.2 Enforce outdoor lighting standards to reduce excessive light in night sky
 - 2.3 Use Planned Unit Developments to allow for flexibility in site design when needed to preserve vegetation or other sensitive site features or to re-introduce natural areas
3. Encourage sustainable development practices to reduce environmental impacts
 - 3.1 Use innovative stormwater management techniques to improve water quality and manage volume of runoff
 - 3.2 Support residential/commercial/office mixed use developments to reduce automobile travel and associated air pollution



Support Opportunities For Multi-Modal Transportation

Integrate land use and transportation planning principles to provide a balanced system of transportation alternatives

Objectives

1. Adopt land use guidance, zoning practices, and design guidelines that encourage development conducive to walking, biking, and transit use
 - 1.1 Continue to create and enforce standards for building placement and site design to create a pedestrian-friendly environment
 - 1.2 Focus redevelopment efforts near high-frequency transit service, and implement transit-oriented development policies in these areas
2. Integrate land use planning and transportation planning efforts to continue addressing community goals and values within redevelopment projects
 - 2.1 Ensure local and regional destinations are accessible by biking and walking
 - 2.2 Improve the bicycle and pedestrian environment in the downtown area to ensure it is a safe and enjoyable place to walk
 - 2.3 Limit the establishment of large auto-oriented uses in the city
 - 2.4 Seek opportunities to provide a variety of housing options near high-frequency transit service, along prominent routes within the bicycle network, and in pedestrian-friendly areas of the city





PHOTO BY CITY OF GOLDEN VALLEY

Section 6: Implementation Plan

The Implementation Plan includes a set of specific actions to accomplish the goals and objectives set forth in the Policy Plan. It differs from the Policy Plan in that it provides the opportunity to easily measure progress and note tangible outcomes from each task. Each task provides an approximate cost estimate for the work and notes a time frame in which the specific action should take place.

Tasks are prioritized based on financial feasibility, staff capacity, importance or urgency for action, and other factors. The Implementation Plan is updated every five years (mid-cycle of the 10-year Policy Plan) based on progress and new opportunities.

GOAL 1

Create A Complete Community

Implementation Actions:

- **Prioritize and incentivize housing for seniors.**
- **Conduct a planning study of Golden Valley's downtown,** and look for ways to enhance this area through potential rezoning, modifications to regulations, and pedestrian and bicycle improvements.
- **Require multi-modal accommodations in all new developments** so pedestrians, bicycles, and transit users are included in the site and building design process.
- **Expand the applicability of the I-394 Mixed Use Zoning District** to other areas of the city to create opportunities for new employment.
- **Research ways to improve the Institutional Zoning District** to provide better opportunities for religious and social groups to find space within the city.



PHOTO BY CITY OF GOLDEN VALLEY

GOAL 2

Minimize Conflicts And Impacts Of Change

Implementation Actions:

- **Review and update use tables for each Zoning District** to modernize and simplify the approval process and to recognize new types of uses.
- **Continue to refine and use Residential Construction Management Agreements** for subdivisions and residential redevelopment.
- **Use City inspections staff to monitor potential problems at work sites.** Frequent visits by Inspections staff may provide opportunities to head off issues before they spill over to neighboring property owners.
- **Evaluate effectiveness of communication efforts** with properties surrounding development sites. Ensure notices are being delivered at the appropriate times and to the appropriate people.

GOAL 3

Promote High-Quality Development

Implementation Actions:

- **Work with other departments to ensure material quality and durability standards are in place.**
- **Develop standards for material use by Zoning District**, focusing on multi-family buildings and all non-residential uses. Look to other cities for examples on regulations of types of materials and quantities required.
- **Research architectural and design standards that could be used to ensure visual quality.** Update the Mixed Use zoning requirements to incorporate any necessary changes.
- **Continue to coordinate with other departments to review and provide feedback on development proposals** to ensure high-quality projects.
- **Create a green building guide** to constructing efficient, sustainable buildings that includes references to local resources. Direct all building permit applicants to this resource guide.
- **Explore the use of zoning incentives** to encourage sustainable building practices.



PHOTO BY CITY OF GOLDEN VALLEY

GOAL 4

Prepare For Targeted Redevelopment

Implementation Actions:

- **Conduct development review meetings on a regular basis** for staff in multiple divisions of the City.
- **Continually assess the efficiency, predictability, and transparency of the development approval process** and make adjustments as necessary.
- **Rezoning properties and make adjustments to the Zoning Code** to be consistent with the Comprehensive Plan.
- **Make changes to the I-394 Zoning District** to better reflect market realities.
- **Regularly attend trainings and seminars** on market conditions, innovative planning and zoning techniques, and grant funding opportunities.
- **Adopt small area plans and master plans for specific sites within the City** to prepare for redevelopment.

GOAL 5

Protect The Environment

Implementation Actions:

- **Use the inventory of remnant parcels** to prioritize any land for natural resource enhancement or protection.
- **Continue to explore ways to apply development Park Dedication Fees to fund new elements of the park and trail systems.**
- **Revisit the Planned Unit Development amenity point system** to look for opportunities to give greater value to actions that provide environmental protection or enhancement.
- **Re-examine solar and wind sections of the Zoning Code** for any necessary updates in language or policy due to advances in technology.
- **Add impervious surface limits to all Zoning Districts** to help manage stormwater runoff.
- **Rezone to allow new mixed use developments** across the city to support the reduction of automobile use.
- **Promote landscaping with native plants and managing exotic plant species** to foster ecological biodiversity that helps sustain a healthy habitat for urban wildlife.

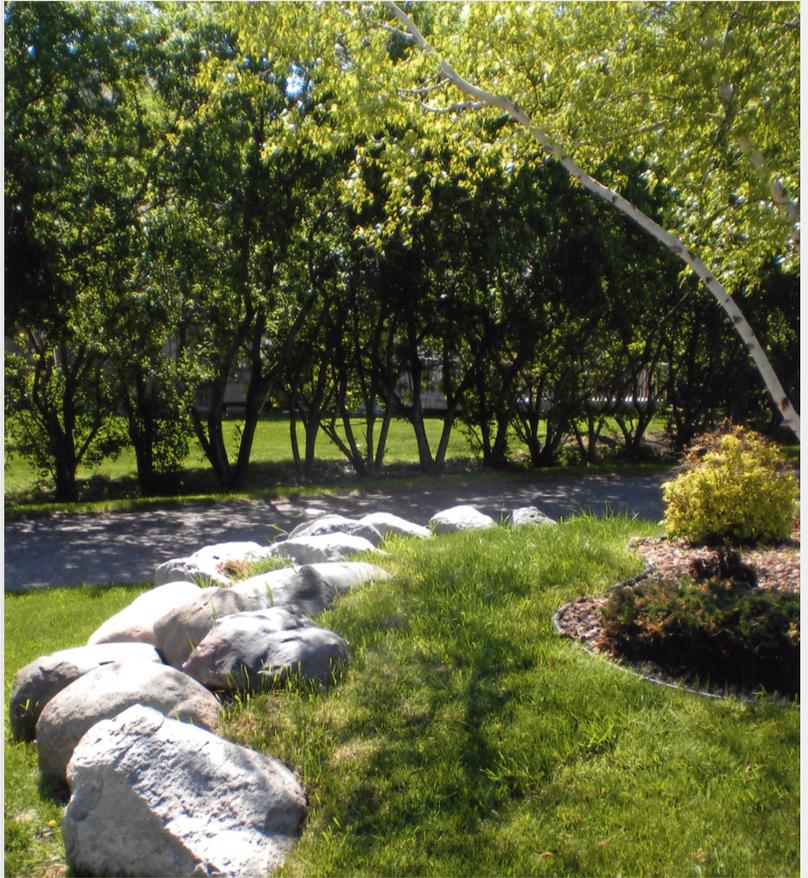


PHOTO BY SYLVIA NELSON, 2009 VIEWS OF THE VALLEY

GOAL 6

Support Opportunities For Multi-Modal Transportation

Implementation Actions:

- **Pursue grant funding opportunities** for projects that enhance the multi-modal transportation network.
- **Conduct further study of opportunities to enhance the downtown area.**
- **Research the potential for a reduction in parking requirements** for projects located near high-frequency transit service to offset development costs.
- **Research the potential for a pedestrian-oriented zoning overlay district** for application near high-frequency transit service and areas where redevelopment is predicted.
- **Expand the applicability of the I-394 Mixed Use Zoning District** to other areas of the city.
- **Analyze how auto-oriented uses are regulated in the Zoning Code** and make adjustments to meet City and community goals.

Summary Of Implementation Actions

Action	Relative Cost	Time Frame
Create A Complete Community		
Require multi-modal accommodations in all new developments	\$	Ongoing
Prioritize and incentivize housing for seniors	\$	0-5 years
Expand the applicability of the I-394 Mixed Use Zoning District	\$	0-5 years
Research ways to improve the Institutional Zoning District	\$	0-5 years
Conduct a planning study of Golden Valley's downtown	\$\$	0-5 years
Minimize Conflicts And Impacts Of Change		
Continue to refine and use Residential Construction Management Agreements	\$	Ongoing
Use City inspections staff to monitor potential problems at work sites	\$	Ongoing
Review and update use tables for each Zoning District	\$	0-5 years
Evaluate effectiveness of communication efforts	\$	0-5 years
Promote High-Quality Development		
Coordinate with other departments to review and provide feedback on development proposals	\$	Ongoing
Ensure material quality and durability standards are in place	\$	0-5 years
Develop standards for material use by Zoning District	\$	0-5 years
Research architectural and design standards to ensure visual quality	\$	0-5 years
Explore the use of zoning incentives	\$	0-5 years
Create a green building guide	\$	5-10 years
Prepare For Targeted Redevelopment		
Conduct development review meetings on a regular basis	\$	Ongoing
Assess the efficiency, predictability, and transparency of the development approval process	\$	0-5 years
Rezoning properties and make adjustments to the Zoning Code	\$	0-5 years
Make changes to the I-394 Mixed Use Zoning District	\$	0-5 years
Regularly attend trainings and seminars	\$\$	Ongoing
Adopt small area plans and master plans for specific sites	\$\$	0-10 years
Protect The Environment		
Use the inventory of remnant parcels	\$	0-5 years
Explore ways to apply development Park Dedication Fees to fund new parks and trails	\$	0-5 years
Revisit the Planned Unit Development amenity point system	\$	0-5 years
Re-examine solar and wind sections of the Zoning Code	\$	0-5 years
Add impervious surface limits to all Zoning Districts	\$	0-5 years
Rezone to allow new mixed use developments	\$	0-5 years
Promote landscaping with native plants and managing exotic plant species	\$	Ongoing
Support Opportunities For Multi-Modal Transportation		
Pursue grant funding opportunities	\$	Ongoing
Research the potential for a reduction in parking requirements	\$	0-5 years
Expand the applicability of the I-394 Mixed Use Zoning District	\$	0-5 years
Analyze how auto-oriented uses are regulated	\$	0-5 years
Conduct further study of opportunities to enhance the downtown area	\$\$	0-5 years