

STAFF REPORT

TO: Planning Commission

FROM: Beth Novak-Krebs, Senior Planner

DATE: March 18, 2021

SUBJECT: Noble Hill

LOCATION: 9955 and 9875 Spring Road

OWNERS: John and Carol Standal

APPLICANT: Pulte Homes

REQUEST:

- Planned Unit Development Concept Review on 27.51 acres
- Planned Unit Development District Review with waivers on 27.51 acres
- Zoning District Change from Rural to R1-9.5 on 27.51 acres
- Preliminary Plat of 3 parcels into 50 lots and 4 outlots on 27.51 acres

BACKGROUND

The applicant is requesting approval to develop 50 single-family lots on 27.51 acres located at 9955 and 9875 Spring Road. The property is located approximately 600 feet south of Prospect Road on the east side of Spring Road. There is currently a single-family home on the property and a portion of the property was used as a Christmas tree farm at one time.

The property has a significant amount of topographic relief. There is nearly 150 feet of grade change from east to west. Riley Creek runs through a portion of the west side of the property. There are floodplains and wetlands along the creek corridor. There is also a bluff in the southwest corner of the site. There are significant wooded areas along the creek and on the bluff. In addition, the northeast corner of the property is wooded and there is a line of mature trees along the east property line.



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The adjacent land uses include conservation land to the south, residential to the east, conservation land and one residential building to the west and conservation land to the north.

In 2020, Gonyea Homes proposed a 59-lot single family subdivision called The Overlook on this property.

The Planning Commission recommended approval of the project, but the application was withdrawn before it was scheduled to be heard by the Council. The proposed layout of Noble Hill is very similar to The Overlook, but has 50 lots. According to the applicant, the current application differs from the Gonyea development in that there are 9 fewer lots, tree removal is reduced by 14%, the square footage of retaining walls is reduced by 35%, the impervious surface is reduced by 5% and the applicant has made multiple minor grading modifications to minimize the impact on the land.

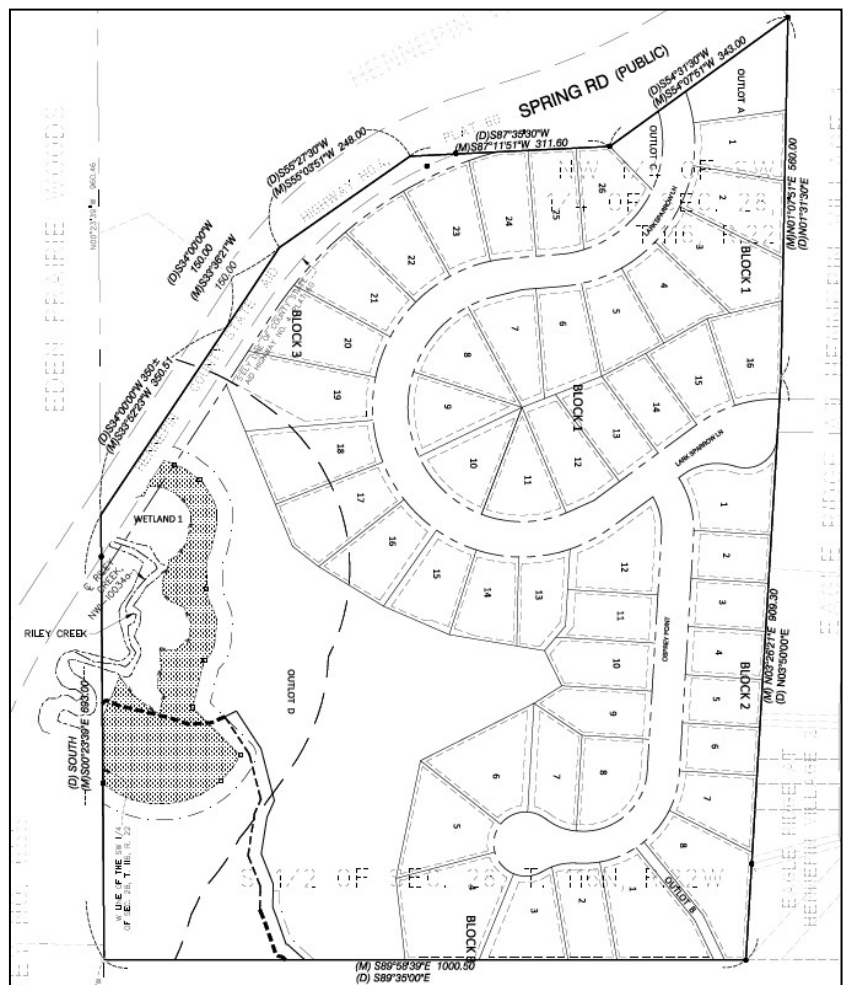
COMPREHENSIVE PLAN AND ZONING

The property is currently guided Low Density Residential, which allows a maximum density of 5 dwelling units per acre. The proposed project has a density of 1.8 dwelling units per acre. The property is currently zoned Rural. The applicant has requested to rezone the property from Rural to R1-9.5, which would be consistent with the Comprehensive Plan. Zoning around the property includes: Rural, Park and Open Space, RM6.5, and R1-9.5.

PRELIMINARY PLAT

The preliminary plat includes 50 single family lots and 4 outlots. The applicant is proposing the main access to the neighborhood from Spring Road with cul-de-sacs near the east property line and near the south property line. Given the topography of the site, the location of the environmental features and the adjacent land uses, there are limited options to make street connections and the cul-de-sac streets allow for development of the property.

The proposed lots range in size from 9,075 square feet to 22,410 square feet. The average lot size is 13,477 square feet. The majority of the lots meet the minimum lot size with only

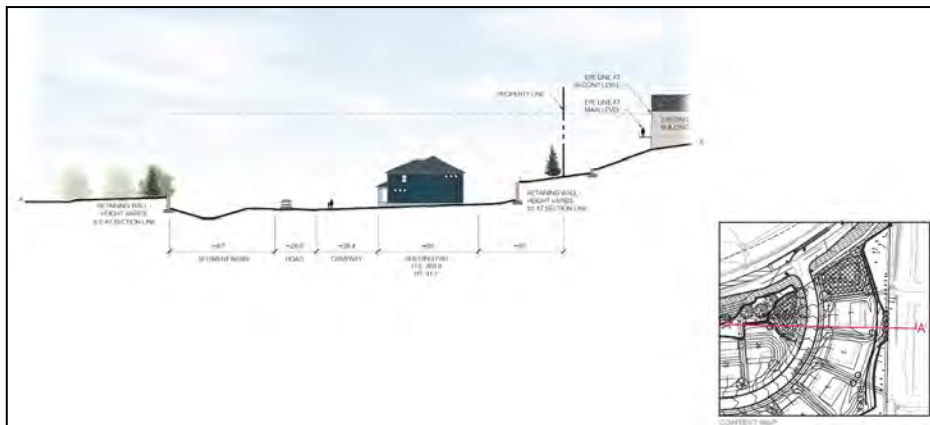
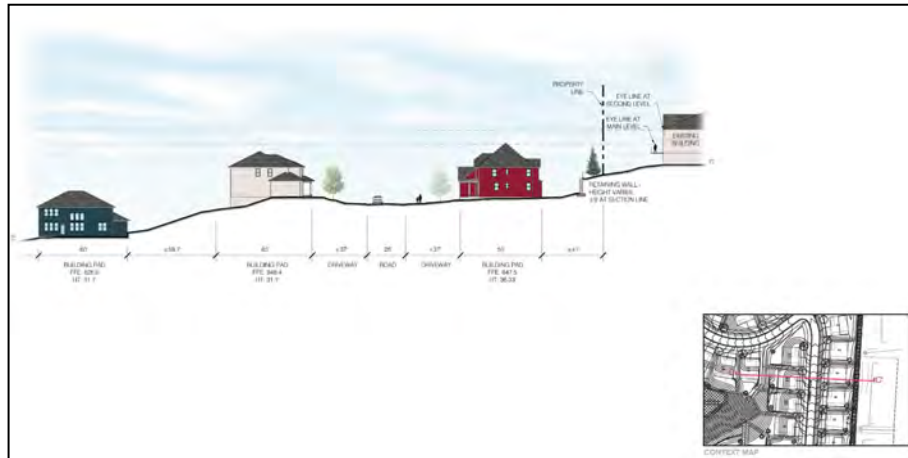


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5 out of 50 lots at less than 9,500 square feet. The minimum lot width requirement in the R1-9.5 zoning district is 70 feet along the street and 55 feet for lots completely on the bulb of the cul-de-sac. The majority of the lots are between 60 and 75 feet wide with the narrowest being 61.15 feet. The lots around the cul-de-sac bulb average 47 feet wide with the narrowest being 46.37 feet.

Proposed Outlots A and C will be used for stormwater management and a monument sign. These Outlots will be privately owned and maintained with drainage and utility easements over the stormwater management facilities. Outlot B is proposed to include a trail connection to the trail in the City-owned conservancy land to the south. The Outlot is proposed to be deeded to the City and the City will maintain the trail. Proposed Outlot D will be used for open space, stormwater management, and the preservation of environmentally sensitive areas. The 8.25 acre Outlot will be deeded to the City. This enables the City to protect and preserve the creek, the floodplain wetlands, wetland buffers, the floodplain, and bluff in this corner of the property.

In order to get a sense for the topography of the property and how it compares to Hennepin Village, the applicant prepared a number of cross sections to illustrate the relationship between the two neighborhoods. The following are examples of the cross sections provided at the neighborhood meeting.



HOME PRODUCT

The applicant will also be the home builder for this neighborhood. The applicant provided 5 different home floor plan layouts that will fit this neighborhood. The proposed single family homes are 2-story homes between 3,169 square feet and 3,539 square feet. The homes will have 3-car garages. The homes will range in price from the high \$600 thousands to the \$800 thousands. The applicant is proposing to use LP engineered wood siding on the homes. Some of the homes will include stone and other details. The home buyer can choose a different style (i.e. Craftsman, Northern Craftsman, Euro Country, Prairie, Heartland) with the chosen floor plan layout, which changes the exterior appearance. This provides for variety in the homes as seen from the street. Below are some examples of some of the home styles.



ACCESS

The primary access point is from Spring Road, which is a County Road. Based on discussions with the County, the applicant is proposing a $\frac{3}{4}$ access from Spring Road. A $\frac{3}{4}$ access allows all traffic movements with the exception of turning left out of the neighborhood onto Spring Road. The design of the intersection of Spring Road and the proposed road will be reviewed and approved by the County.

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The streets within the neighborhood will be public streets and designed and built to City standards.

The applicant is not currently proposing a street connection to Junegrass Lane in the adjacent Hennepin Village development. The section of Junegrass Lane between Lilac Drive and the west property line of Hennepin Village is a private property. The connection would require approval of an easement from the Hennepin Village Homeowners Association as well as temporary easements for grading from the two property owners adjacent to this area.

The proposed plan shows the street terminating with a cul-de-sac just west of the Hennepin Village property line. The cul-de-sac is designed such that the street could be connected to Hennepin Village in the future. A street connection to Junegrass Lane within Hennepin Village is desirable as it would provide connectivity for residents as well as emergency and fire access. If the Hennepin Village Homeowners Association were to grant approval for the street connection and grading, the applicant should revise the plans to provide the street connection. If the street is connected, the street name should be revised to Junegrass Lane from Spring Road to the current end of Junegrass Lane. If the Homeowners Association does not approve the street connection, the City is comfortable with the cul-de-sac whether it is permanent or temporary. The Fire Department is comfortable with the cul-de-sac provided the cul-de-sac is designed to allow for a future connection and there is emergency access to Junegrass Lane. The proposed plans include a 10' wide paved trail connection to the end of Junegrass Lane for emergency access and pedestrian access between neighborhoods. The developer and the Hennepin Village Homeowners Association are still discussing the connection between the neighborhoods. The Development Agreement will address the design, and timing of any connection that is agreed to by the Hennepin Village Homeowners Association.

TRAFFIC

A traffic study was conducted on the previously proposed 59-unit single-family housing development called The Overlook. The trip generation section of the study has been revised based on the new proposal with 50 single-family lots. With the proposed development generating approximately 460 total daily trips and under 50 pm peak hour trips, the impact to adjacent Spring Road is low in terms of capacity. The 2016 traffic counts for Spring Road north of Charlson were 4400 vehicles per day and south of Charlson were 1800 vehicles per day. These sections of road are similar and have similar capacities. Spring Road can accommodate the proposed development and still have available capacity. Trail grading, by the developer, along Spring Road will allow the City to install a future trail and will also improve site distance for vehicles entering and exiting the development.

PLANNED UNIT DEVELOPMENT WAIVERS

The purpose of a Planned Unit Development (PUD) as stated in the City Code is to provide for a more creative and efficient approach to the use of land within the City; to allow variety in the types of environment available to people and distribution of overall density of population and intensity of land use where desirable and feasible; and provide for greater creativity and flexibility in environmental design. The requested waivers seem reasonable because the waivers allow for a design that meets the

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density requirements, a layout that respects the topography of the site, a design that protects and preserves the natural features on the site, and provides trail connections to a broader existing trail system.

As a part of the PUD process, the applicant is seeking waivers to City Code requirements as outlined below.

Minimum Lot Size

City Code requires a minimum lot size of 9,500 square feet in the R1-9.5 zoning district. Five of the lots are under 9,500 square feet. These lots are 9,075 square feet in size. The waiver would allow Lots 2-6, Block 2, to be under the minimum lot size as depicted on the plans.

Minimum Lot Width

City Code requires a minimum lot width of 70 feet along the street, 55 feet on the bulb of the cul-de sac and 85 feet on corner lots. Twenty-three of the lots are narrower than the minimum lot width requirement. These lots along the street range in width from 61.15 feet to 68.74 feet. The lots on the bulb of the cul-de-sac have an average width of 44 feet with the narrowest being 46.37. The waiver would allow Lots 1-5 and 15 and 16, Block 1, Lots 7 and 8, Block 2, and Lots 4-6, 13-23, Block 3 to be narrower than required as depicted on the plans.

Front Yard Setback

City Code requires a front yard setback of 30 feet. The applicant is proposing a front yard setback of a minimum 25 feet. This provides more flexibility on home placement to deal with potential issues with grades. Homes on individual lots can have a setback deeper than 25 feet based on lot conditions and preferences. The waiver would allow all of the lots to have a 25 foot minimum front yard setback.

Over length Cul-de-Sac. City Code states that a cul-de-sac shall not exceed 500 feet in length. Both of the cul-de-sac streets exceed 500 feet. With limited opportunities for street connections, the cul-de-sac streets provide for development of the site. The cul-de-sac terminating at the east property line is designed so that it could be connected in the future if conditions change. If the street is connected to Hennepin Village, a waiver would only be needed for the Osprey Point cul-de-sac.

TREE REPLACEMENT PLAN

Although the applicant is proposing to protect several stands of existing trees, the grading on the site will result in significant tree loss. The project requires 2,522 caliper inches of tree replacement. The Tree Replacement Plan includes 866 caliper inches of trees leaving a deficit of 1,656 caliper inches. The proposed plan includes the installation of trees along the east property line to provide screening between the homes in Hennepin Village and the proposed project, in the front yards of the lots, along Spring Road and in the outlots. The plans shall be revised to include additional caliper inches of trees. These additional trees shall be added as follows: add a second row of trees inside of the current row between Spring Rd and Lots 19-26 (possibly alternating both rows between deciduous and coniferous); push the trees below the

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retaining wall of Lots 4-6, Block 3 closer to the base of the wall onto private property and add bare root trees on the slope of outlot D; add trees along Lark Sparrow Lane.

In lieu of planting the required caliper inches to comply with Tree Replacement, the applicant is proposing to comply with the Tree Replacement requirements by making a cash payment for the deficit as allowed by City Code. The Development Agreement will include language regarding the payment in lieu based on the final Tree Replacement Plan.

The applicant has provided a phasing plan for the installation of the trees. The majority of the trees will be planted in the first phase. These trees are located around the perimeter of the property and in the outlots. The trees located on the individual lots will be installed during phase 2 after homes are constructed. The phased approach is being implemented so that the trees on the individual lots are not damaged during the construction of the home. The landscape security will be held by the City consistent with City Code to ensure the trees survive.

SIDEWALKS AND TRAILS

The proposed project includes a sidewalk on the east side of proposed Larksparrow Lane and on Osprey Point. The current conservancy area to the south of the subject property contains a trail. The applicant is proposing to provide an 8' wide paved trail connection through Outlot B to the existing trail on the City-owned land. The applicant is also proposing to construct an 8' wide paved trail on the east side of Spring Road from the entrance to the development going north to the property line. This section will ultimately be extended to the existing trail that terminates just south of Prospect Road. Furthermore, the applicant will grade a pad for a trail along the east side of Spring Road from the main entrance into the development south to just beyond the creek. In the future, the City will install the paved trail on this pad.

STORMWATER MANAGEMENT

The applicant is proposing stormwater management in Outlots A, C and D. The stormwater management facilities include infiltration basins, swales, storm sewer piping, and inlets. The applicant is required to comply with Watershed District and City of Eden Prairie requirements prior to issuance of a Land Alteration Permit.

WETLAND, SHORELAND AND BLUFF

The southwest corner of the property includes wetlands, Riley Creek, and bluffs, which are proposed to be encompassed by Outlot D. Due to Riley Creek running through the property, a portion of the property is located within the Shoreland District. The majority of the shoreland is located within Outlot D. However, the district boundary does extend onto proposed Lots 16-19, Block 3. Within the shoreland district, the maximum impervious surface on a lot is 30%. The Development Agreement will include language requiring the applicant to notify the owners of proposed Lots 16-19, Block 3 that these lots are located within the shoreland and the 30% maximum impervious surface limit is in effect.

ENDANGERED SPECIES

The Minnesota Natural Heritage Information System was queried by the MnDNR and they indicated there is a potential for the presence of the following on the site: a Dry Sand-Gravel Prairie native plant community, Kitten-tail plants, the Lark Sparrow, the Gopher Snake, and the Rusty Patched Bumble Bee. The Dry Sand-Gravel Prairie is located within Outlot D, which post development will be owned by the City. The Development Agreement will include language requiring a field assessment in the spring and what appropriate measures the applicant will be required to follow should any of these endangered species be found on the site. The City will follow up on any necessary mitigation through the Land Alteration Permit or other permitting.

RETAINING WALLS

Due to the topography of the site, a number of retaining walls are being proposed in order to develop the property. Some of the retaining walls will reach heights of near 15 feet. The applicant is proposing modular block retaining walls. The walls will be installed by the applicant and maintained by the Homeowners Association.

PARK DEDICATION FEES

Park dedication fees are required for each unit. These fees are paid at time of building permit issuance.

SPECIAL ASSESSMENTS

This property is subject to trunk sewer and watermain assessments with this project in the amount of \$165,120.27. Deferred assessments of \$252,391.60 and connection fees of \$178,416 are also applicable. A special assessment agreement will be required.

SIGNS

The site plan includes a proposed monument sign in Outlot C near the entrance into the subdivision. The applicant is required to obtain a sign permit for the sign prior to its installation. The sign shall comply with City Code requirements.

INCLUSIONARY HOUSING

No affordability or inclusionary housing requirements are recommended to be applied to the project.

SUSTAINABLE FEATURES

The homes Pulte will be constructing will have high energy efficiency. Each home is tested using the Home Energy Rating System (HERS) index. The lower the number the more energy efficient. A home built to the 2004 International Energy Conservation Code has a rating of 100. The average HERS score for a Pulte Home is 47 to 53. The applicant is proposing to incorporate the following sustainable features into the development:

- Homes have an average HERS score of 47 to 53
- All light bulbs are LED or CFL
- All faucets and toilets are low flow designs

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- All windows are Energy Star compliant
- Native trees will be used

AIRPORT

The property is located within the Safety Zone C as designated in the Flying Cloud Airport Zoning Ordinance adopted by the Flying Cloud Airport Joint Airport Zoning Board (JAZB) on April 10, 2019. The allowable construction height limits of the JAZB far exceed the proposed structure heights and the construction equipment heights of this project, but the applicant will be required to submit an application for an Airport Zoning Permit documenting the necessary information. The property is also located within the airport buffer zone requiring noise attenuation. The Development Agreement will address disclosure of information regarding Flying Cloud Airport, noise mitigation, and the airport zoning permit.

ARCHAEOLOGICAL REPORT

In 2005, a very similar development was proposed for the Standal property and the developer at that time had a report prepared entitled “*Report on Archaeological Reconnaissance-Level Survey Within the Standal Property, City of Eden Prairie, Hennepin County, Minnesota*” dated June 2005. The conclusion from the report was that the proposal at that time could proceed without any risk of adverse impact on significant archaeological resources. As part The Overlook project, which was proposed in 2020, the report was sent to the State Archaeologist’s Office. On March 6, 2020, staff received an email from the State Archeologist who concurred with staff that the study is still relevant and acceptable for this proposed development.

NEIGHBORHOOD MEETING

The applicant held a neighborhood meeting on February 10, 2021. Approximately 16 residents attended the meeting. General topics discussed or asked about at the neighborhood meeting were about height of homes/cross section view, tree removal/planting, trail access (specifically Outlot B), trail between the two properties over by Junegrass Lane (grade, hydrant in the way, safety barriers so a car cannot travel down the trail).

Staff has received a number of emails and letters from residents in Hennepin Village Copies of the letters and emails are attached.

Many of the comments include concerns about the Frederick Miller Spring located just south of the proposed project. The spring is in a small tributary valley of the Minnesota River and is located outside of the proposed project area. No changes are proposed to the spring as a part of this project.

The spring is located on property owned by the City of Eden Prairie. The spring has been in continuous use since 1890 according to local documentation and as such has become a well-known landmark in the area. In 1997, the City designated the spring as a local Heritage Preservation Site which carries with it local protections through City Code.

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The public collects and uses water from the spring. The parking lot and collection site is located on the east side of Spring Road. In 2007, an Environmental Assessment Worksheet (EAW) was prepared for several potential roadway connections west of Spring Road including the extension of Prospect Road to Eden Prairie Road. The Prospect Road extension was constructed and is located north and west of Miller Spring. The EAW found that the Prospect Road extension was not likely to impact Miller Spring. A pipe from the spring carries the spring water under Spring Road to the collection location. The EAW also found that it is likely that the Miller Spring groundwater watershed is west and northwest of the spring. Based on available evidence, further hydraulic evaluation of the spring for the proposed development does not appear warranted at this time.

Some of the comments received suggest that an Environmental Impact Statement (EIS) should be completed for the project area. Minnesota State Statutes includes minimum thresholds which require environmental review. An Environmental Assessment Worksheet (EAW) is required for a single family detached project that includes 250 or more residential units. An EIS is required for single family detached projects that include 1,000 or more residential units. Noble Hill falls below these thresholds.

STAFF RECOMMENDATION

Recommend approval of the following requests:

- Planned Unit Development Concept Review on 27.51 acres
- Planned Unit Development District Review with waivers on 27.51 acres
- Zoning District Change from Rural to R1-9.5 on 27.51 acres
- Preliminary Plat of 3 parcels into 50 lots and 4 outlots on 27.51 acres

This is based on plans stamp dated February 19, 2021, staff report dated March 18, 2021 and the following conditions:

1. Prior to the 1st reading before the City Council, the applicant shall:
 - A. Revise the street name Larksparrow Lane to avoid duplication with an existing street name.
 - B. Revise the Tree Replacement Phasing Plan to be consistent with the changes made to the Tree Replacement Plan.
 - C. Revise the Typical Lot Detail on sheet 9 to show that there is typically a 10 foot wide Drainage and Utility Easement along the rear lot line.
 - D. Revise the Proposed Zoning in the Site Plan Data on sheet 9 to say Proposed Zoning: R1-9.5 PUD.
 - E. Revise the Lot Data in the Site Plan Data on sheet 9 to include the requirements for Min. Lot Width, Min. Lot Depth, etc. This will clearly show where the plan complies and where it does not comply and waivers are needed.
 - F. Revise the plan by removing the retaining wall from the Drainage and Utility Easement on Lot 26, Block 3.

- G. Revise the Rendered Site Plan to include the trees added in Outlot D and in Block 1.
 - H. Revise the Tree Replacement Plan to reduce the size of the trees being planted on the steep slopes in Outlot D. Smaller size trees will be easier to plant and establish on steep slopes.
 - I. Revise the Tree Replacement Plan to include additional caliper inches, These additional trees shall be added as follows: add a second row of trees inside of the current row between Spring Rd and Lots 19-26 (possibly alternating both rows between deciduous and coniferous); push the trees below the retaining wall of Lots 4-6, Block 3 closer to the base of the wall onto private property and add bare root trees on the slope of outlot D; add trees along Lark Sparrow Lane.
2. Prior to release of the Final Plat, the applicant shall
- A. Sign special assessment agreement for City trunk sewer and water assessment fees and connection fees and pay deferred assessments.
 - B. Submit detailed storm water runoff, utility and erosion control plans for review by the City Engineer and Watershed District.
 - C. Meet the tree replacement requirements by making a cash payment for the caliper inch deficit from the plan. The exact number will be determined based on the revised plan.
 - D. Provide copies of legal documents, either in Homeowners Association format or private covenant and agreement format to be approved by the City that shall address the following:
 - Describe the long term private maintenance or replacement agreement for the retaining walls.
 - Insertion of language in the documents that relinquishes the City of Eden Prairie from maintenance or replacement of the retaining walls.
 - E. Submit a bond, letter of credit, or cash deposit (“security”) that guarantees completion of all public improvements equivalent to 125% of the cost of the improvements.
3. Prior to land alteration permit issuance, the applicant shall:
- A. Conduct a survey for endangered, rare and threatened species on the site and provide findings to the City.
 - B. Submit detailed storm water runoff, wetland, utility, street and erosion control plans for review and approval by the City Engineer that address drainage issues identified in the Engineering DRC memo.
 - C. Submit a tree replacement letter of credit or escrow surety equivalent to 150% of the cost of the tree replacement. A surety will be required for each phase of tree replacement as shown on the Exhibit B Plans.
 - D. Obtain and provide documentation of Watershed District approval.
 - E. Notify the City and Watershed District 48 hours in advance of grading.
 - F. Install erosion control at the grading limits of the property for review and approval by the City.

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- G. Submit a land alteration bond, letter of credit, or escrow surety equivalent to 125% of the cost of the land alteration.
 - H. Submit a wetland protection bond, letter of credit, or escrow surety equivalent to 150% of the wetland plan requirements included in the Development Agreement.
4. Prior to building permit issuance for the property, the applicant shall:
- A. Obtain an Airport Zoning Permit.
 - B. Pay the appropriate cash park fees.
 - C. Provide recorded copies of any Home Owner Association documents or private covenants and agreements to the City following recording of the final plat.
 - D. Submit construction plans and project specifications for public infrastructure for review and approval by the City Engineer. Construction plans must include either the cul-de-sac option or the street connection through Hennepin Village; dependent on Hennepin Village providing authorization for work within their property.
5. The following waivers have been granted through the PUD District Review for the project as indicated in the plans stamp dated February 19, 2021.

Minimum Lot Size

City Code requires a minimum lot size of 9,500 square feet in the R1-9.5 zoning district. Five of the lots are under 9,500 square feet. These lots are 9,075 square feet in size. The waiver would allow Lots 2-6, Block 2, to be under the minimum lot size as depicted on the plans.

Minimum Lot Width

City Code requires a minimum lot width of 70 feet along the street, 55 feet on the bulb of the cul-de sac and 85 feet on corner lots. Twenty-three of the lots are narrower than the minimum lot width requirement. These lots along the street range in width from 61.15 feet to 68.74 feet. The lots on the bulb of the cul-de-sac have an average width of 44 feet with the narrowest being 46.37. The waiver would allow Lots 1-5 and 15 and 16, Block 1, Lots 7 and 8, Block 2, and Lots 4-6, 13-23, Block 3 to be narrower than required as depicted on the plans

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Over length Cul-de-Sac. City Code states that a cul-de-sac shall not exceed 500 feet in length. Both of the cul-de-sac streets exceed 500 feet. With limited opportunities for street connections, the cul-de-sac streets provide for development of the site. The cul-de-sac terminating at the east

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property line is designed so that it could be connected in the future if conditions change. If the street is connected to Hennepin Village, a waiver would only be needed for the Osprey Point cul-de-sac.

6. All signage shall require review and approval of a sign permit and shall comply with Section 11.70.
7. A Steep Slope Permit is authorized through the approval of this project and plans stamp dated February 19, 2021.

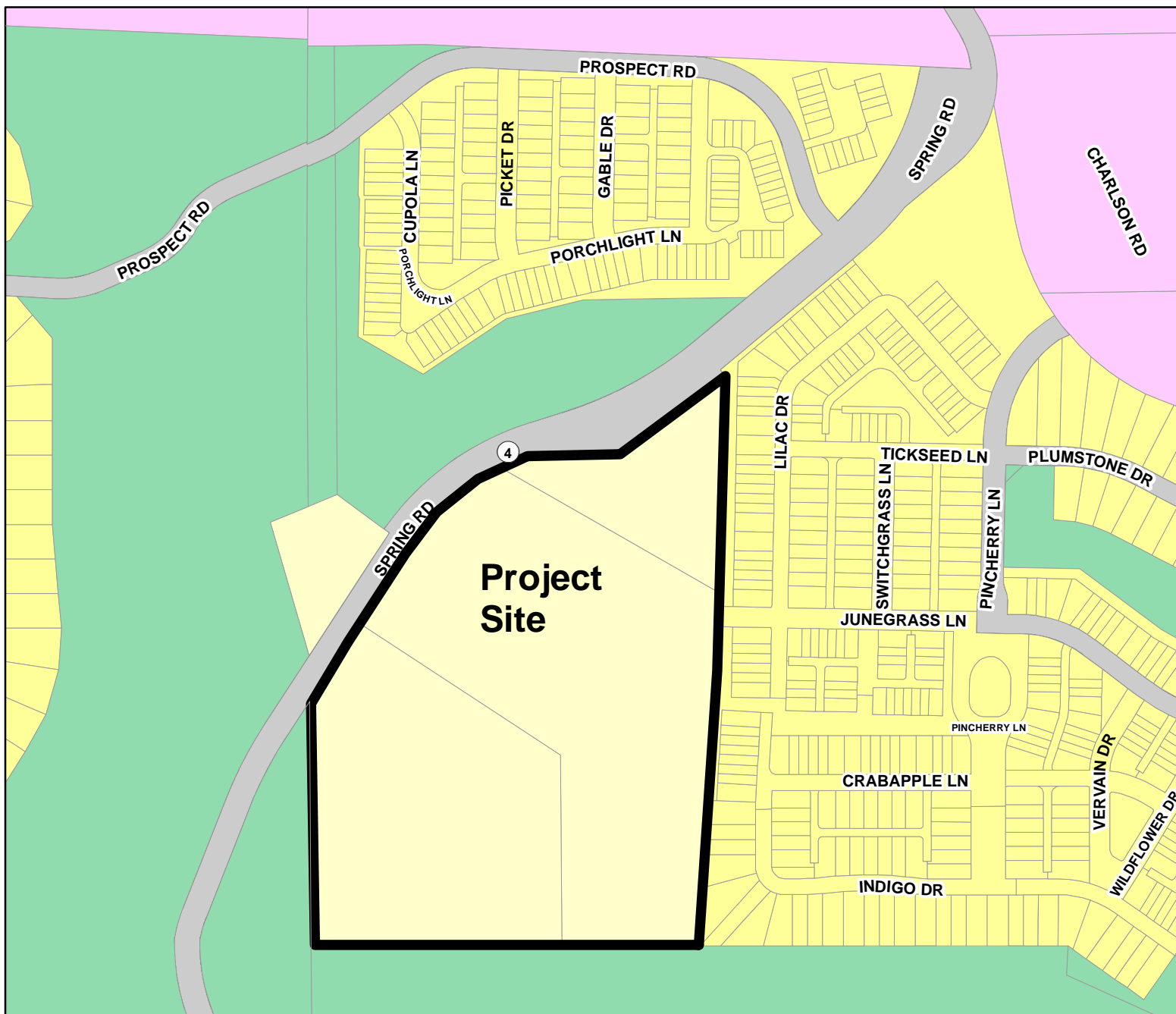
Location Map: Noble Hill
Address: 9955 and 9875 Spring Road
Eden Prairie, Minnesota



Guide Plan Map: Noble Hill

Address: 9955 and 9875 Spring Road

Eden Prairie, MN



City of Eden Prairie Land Use Guide

Plan Map 2040

- | | |
|---------------------------------|----------------------|
| Rural | Industrial Flex Tech |
| Low Density Residential | Flex Service |
| Medium Density Residential | Eco Innovation |
| Medium High Density Residential | Industrial |
| High Density Residential | Airport |
| Mixed-Use | Public / Semi-Public |
| Town Center | Parks & Open Space |
| Transit-Oriented Development | Golf Course |
| Regional Commercial | Utility & Railroad |
| Commercial | Right-of-Way |
| Office | CityLimits |

- | |
|--------------------|
| Streams |
| Principal Arterial |
| A Minor Arterial |
| B Minor Arterial |
| Major Collector |
| Minor Collector |

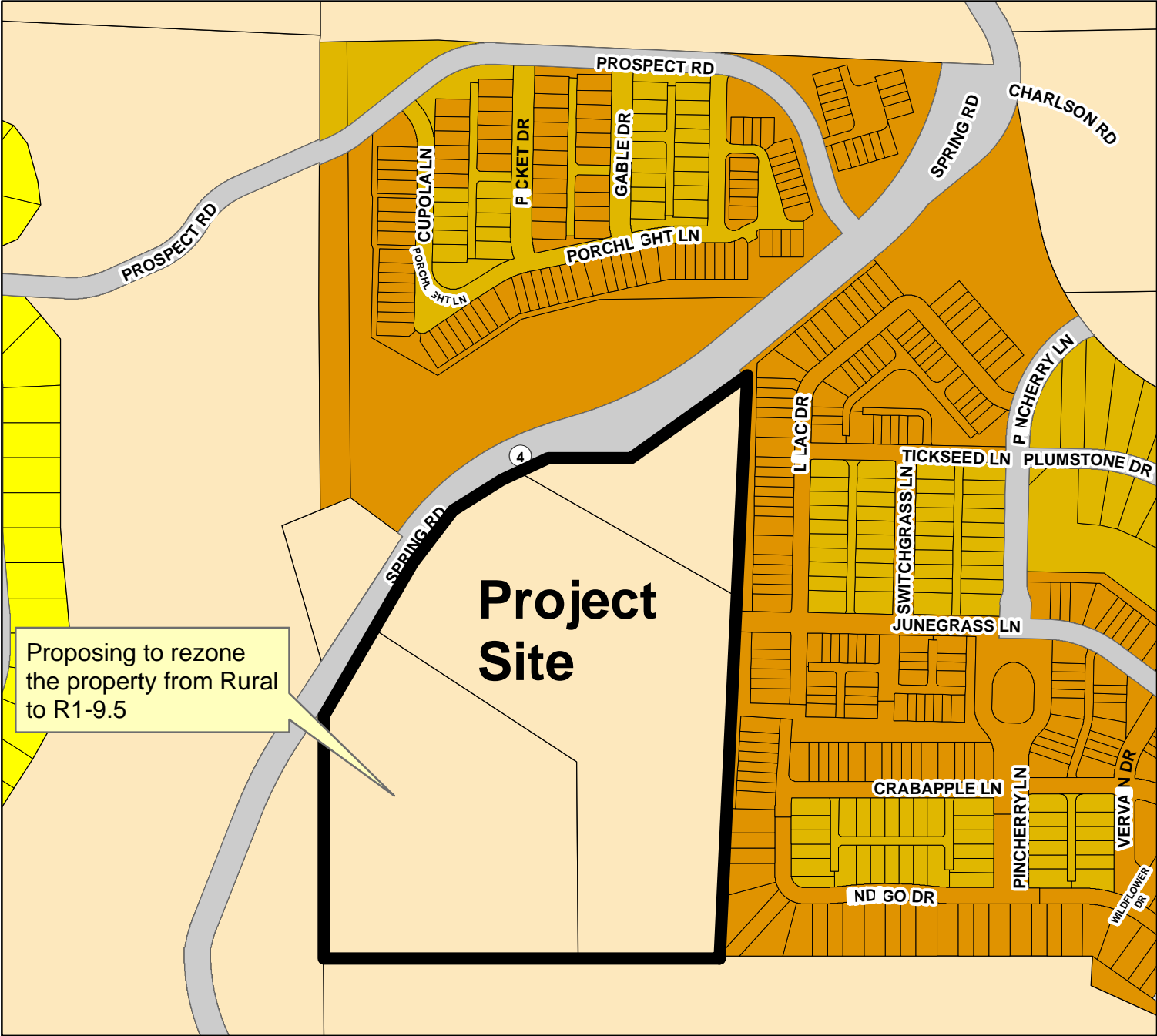
DATE Approved 03-19-03	DATE Revised 12-06-06
DATE Revised 01-07-05	DATE Revised 03-01-07
DATE Revised 11-07-05	DATE Revised 06-01-07
DATE Revised 02-23-06	DATE Revised 10-01-07
DATE Revised 03-23-06	DATE Revised 03-01-08
DATE Revised 06-23-06	DATE Revised 03-01-09

DISCLAIMER: The City of Eden Prairie does not warrant the accuracy or the completeness of the information contained in this map. It is the responsibility of the user to verify the accuracy of the information for their own use. The City of Eden Prairie has taken the necessary steps to ensure the accuracy of the information, but it is not responsible for any errors or omissions. The City of Eden Prairie is not responsible for any damages, including loss of business, loss of profits, loss of income, or any other damages, arising from the use of this map. The City of Eden Prairie is not responsible for any damages, including loss of business, loss of profits, loss of income, or any other damages, arising from the use of this map. The City of Eden Prairie is not responsible for any damages, including loss of business, loss of profits, loss of income, or any other damages, arising from the use of this map.

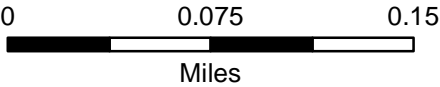
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Zoning Map: Noble Hill
Address: 9955 and 9875 Spring Road
Eden Prairie, MN



City of Eden Prairie Zoning Map



Legend

- | | |
|--------------------------------------|--|
| Rural | Regional Service Commercial |
| R1-44 One Family- 44,000 sf. min. | Regional Commercial |
| R1-22 One Family-22,000 sf min. | TC-C |
| R1-13.5 One Family-13,500 sf min. | TC-R |
| R1-9.5 One Family-9,500 sf min. | TC-MU |
| RM-6.5 Multi-Family-6.7 U.P.A. max. | Industrial Park - 2 Acre Min. |
| RM-2.5 Multi-Family-17.4 U.P.A. max. | Industrial Park - 5 Acre Min. |
| Airport Office | General Industrial - 5 Acre Min. |
| Office | Public |
| Neighborhood Commercial | Golf Course |
| Community Commercial | Water |
| Highway Commercial | Right of Way |
| Airport Commercial | TOD-R Transit Oriented Development - Residential |

Shoreland Management Classifications

- | | |
|-----------------------|--|
| NE | Natural Environment Waters |
| RD | Recreational Development Waters |
| GD | General Development Waters (Creeks Only) |
| 100 - Year Floodplain | |

Up dated through approved Ordinances #26-2008
Ordinance #33-2001 (BFI Addition) approved, but not shown on this map edition
Date: March 1, 2009

In case of discrepancy related to a zoning classification on this zoning map, the Ordinance and attached legal description on file at Eden Prairie City Center will prevail.



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Aerial Map: Noble Hill
Address: 9955 and 9875 Spring Road
Eden Prairie, Minnesota

