



2040
Comprehensive Plan
Carver County

Produced by

CARVER COUNTY
Public Services Division
Planning and Water Management Department

Government Center, Administration Building
600 East 4th Street
Chaska, MN 55318
USA

The Carver County 2040 Comprehensive Plan
www.co.carver.mn.us/2040plan

February 2020



This document was produced by the Carver County Planning and Water Management Department, a department of the Carver County Public Services Division.

The Carver County 2040 Comprehensive Plan is an update of the 2030 Comprehensive Plan, which was adopted in the year 2010.

For more information on the Carver County 2040 Comprehensive Plan or to view elements of the plan, please visit www.co.carver.mn.us/2040plan

February 2020

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**BOARD OF COUNTY COMMISSIONERS
CARVER COUNTY, MINNESOTA**

Date: February 4, 2020

Resolution #13-20

Motion by Commissioner Degler
Seconded by Commissioner Maluchnik

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A Resolution Adopting Ordinance 95-2020- The Carver County 2040 Comprehensive Plan and Repealing Ordinance 68-2010 – The Carver County 2030 Comprehensive Plan, and 68-2014 and 79-2015 Carver County Comprehensive Plan Amendments

WHEREAS, Minnesota Statutes section 473.864 requires each local governmental unit to review and, if necessary, amend its entire comprehensive plan and its fiscal devices and official controls at least once every ten years to ensure its comprehensive plan conforms to metropolitan system plans and ensure its fiscal devices and official controls do not conflict with the comprehensive plan or permit activities that conflict with metropolitan system plans; and

WHEREAS, Pursuant to MN Statute Sec. 473.862, Carver County is the planning and zoning authority for all ten townships within the County; and

WHEREAS, Carver County has collaborated with the Benton, Camden, Dahlgren, Hollywood, Hancock, Laketown, San Francisco, Waconia, Watertown, and Young America Township Boards in the development of this Plan; and

WHEREAS, the County Board of Commissioners, Planning Commission, and County Staff have prepared a 2040 Comprehensive Plan, including goals and policies regarding Land Use, Transportation, Water Resources, and Parks and Open Space; and

WHEREAS, the plan was prepared with guiding input from the County Board of Commission, Planning Commission, and Parks Commission, as well as each township board, municipal representatives and citizens; and

WHEREAS, several public hearings and open houses have been held to consider the Carver County Comprehensive Plan, a 60-day adjacent community review has been held, and the Planning Commission approved this DRAFT plan on April 16, 2019; and

WHEREAS, The Metropolitan Council has reviewed the DRAFT Carver County 2040 Comprehensive Plan, found the plan to be conforming to the Metropolitan Land Planning Act requirements and recommended on January 22, 2020 that the County place the plan into effect; and

THEREFORE, BE IT RESOLVED, THAT the Carver County Board of Commissioners hereby:

Adopts Ordinance 95-2020- The Carver County 2040 Comprehensive Plan and repeals Ordinance 68-2010 – The Carver County 2030 Comprehensive Plan, 68-2014 and 79-2015 Carver County Comprehensive Plan Amendments.

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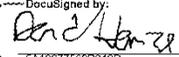
YES	NO	ABSENT
Degler		
Ische		
Lynch		
Maluchnik		
Workman		

=====



I, David Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 4th day of February, 2020, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 4th day of February, 2020.

DocuSigned by:

CA106775649832D
David Hemze, County Administrator

CARVER COUNTY, MINNESOTA

ORDINANCE 95-2020

CARVER COUNTY 2040 COMPREHENSIVE PLAN

The Carver County Board of Commissioners Hereby Ordains:

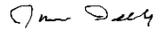
Section 1. Ordinance 68-2010, the 2030 Carver County Comprehensive Plan, and 68-2014, and 79-2015 Carver County Comprehensive Plan Amendments are repealed.

Section 2. The Carver County 2040 Comprehensive Plan as approved by the Metropolitan Council January 22, 2020 is hereby adopted as the official land use, transportation, parks, trails, open space and natural resource plan and guide for Carver County.

Section 3. The Carver County 2040 Comprehensive Plan and all subsequent amendments thereto shall be the basis for official controls adopted pursuant to Minnesota Statutes 394.21 to 394.37, and 473.175 to 473.871.

Section 4. This ordinance becomes effective upon its passage and publication.

Adopted by the Carver County Board, Resolution #13-20, at its meeting of February 4, 2020.

DocuSigned by:

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James Ische, Chair

DocuSigned by:

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Dave Hemze, County Administrator



1. INTRODUCTION

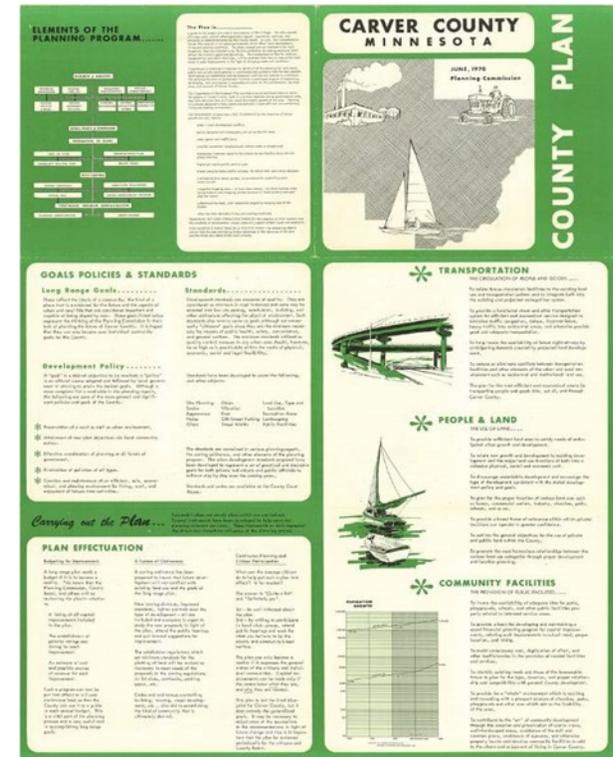
Carver County is part of a thriving Twin Cities metro region that is expected to grow to nearly 3.4 million people by the year 2030, and to nearly 3.7 million by the year 2040. The Twin Cities metro plays a part in a thriving State of Minnesota, which is projected to surpass 6 million people within the next 30 years. A high quality of life, education options, diverse economy, cultural opportunities and abundance of quality recreation choices consistently make Minnesota a top-ranked destination to live and work in the United States. Undoubtedly, Carver County’s future growth will be driven by the region’s emerging and continued reputation as a national and global competitor in research, education, commerce, agriculture, innovation and tourism.

Carver County adopted its first Comprehensive Development plan over forty-five years ago. At that time, Carver County was just beginning to face the impacts of urbanization as development moved west from the Twin Cities. That plan addressed many of the same issues that are facing the county today, including: housing, transportation, county facilities, parks, and land use. The early plan recognized the county’s emerging dual nature as an urban and rural place and introduced the land use concept of directing urban growth to the cities of Carver County. That policy, adopted in 1974, has remained the central focus of the county land use plan and has guided county development ever since.

Setting the Stage

Carver County is currently a place of rural, suburban, and urban spaces. The eastern cities of Carver County have experienced rapid growth, expanding into what were once agricultural areas at the western fringe of the metropolitan area. The western cities of Carver County are also experiencing growth, although more modestly than the cities to the east. The townships of Carver County remain rural in character, but they too are experiencing the impacts of growth as more people and services continue to move to Carver County. In many ways the policies set forth in the 1970s are still shaping the development patterns today.

The issues that Carver County will be facing in the future are very different from those of the 1970s and 1980s. By 2040, the county’s population is projected to exceed 161,000. Households are projected to exceed 62,000. Employment is projected to exceed 53,000. The county’s population will experience change as it will become more diverse than ever before. The population that is 65 years of age and older is expected to increase dramatically. The transportation system will become larger and more congested. Carver County cities will continue to grow and become more of a force in the region’s economy. Natural and cultural resources will face added pressure from development. Agriculture will remain a major segment of the county’s economy and landscape. More people will be coming to Carver County to live, visit, and do business than at any other period in the county’s history.



◆ 1970 Comprehensive Development Plan

Issues addressed in the plan included transportation, people and land, and community facilities

Setting the Stage (continued)



The growth that Carver County will face will bring a multitude of questions which will need to be addressed. How will this growth impact the county? How will growth effect the natural environment, climate, air, and water quality? Where will people live, how will they travel, and where will they work in the years to come? What services will be needed and how will they bedelivered? Where will we be as a county in the year 2040? The future challenges facing Carver County are great, and the opportunities are even greater. Planning provides the opportunity to guide our future in a direction that provides promise for all citizens. The Carver County 2040 Comprehensive Plan seeks to position the county to achieve the vision of keeping Carver County as a great place to live, work and play for a lifetime.

A Shared Vision

The 2040 Comprehensive Plan is built on a shared vision for the future. Recognizing the importance of thoughtful planning, the Carver County Board of Commissioners adopted the county vision statement and supporting goals. This vision and set of supporting goals serve as the guiding principles behind the policies that appear in the 2040 Plan and its core elements.



Carver County Vision Statement

“Where the future embraces the past in keeping Carver County a great place to live, work and play for a lifetime.”

Carver County Supporting Goals

Encourage the development of a broader, and more diverse commercial and industrial tax base in Carver County that will support higher paying local jobs and provide greater balance to a commercial/industrial section, including the use of rural service districts. The increased commercial and industrial development will draw upon the many existing assets of Carver County – including a skilled and motivated workforce, quality housing, quality education, attractive natural environment, access to transportation systems, proximity to a major metropolitan area, and other community amenities.

Continue to have Carver County be a community where a person can successfully live their entire life; supporting planning and design of communities that allow for persons of all ages to successfully live, work and play.

Use methods consistent with existing laws to preserve natural areas, parklands, lakes and streams; in recognition that citizens of Carver County have a history of placing a high value on the natural resources found throughout the County.

Continue to recognize Carver County employees as our most valuable resource in providing service to the public. Employees will be encouraged to be creative and innovative in fulfilling our responsibilities to the people of Carver County.

Achieving this vision and reaching these goals will require more than just the efforts of county government. The success of the comprehensive plan will depend on the partnerships and collaboration of all of Carver County’s stakeholders; cities and townships, citizens, and decision-makers working collectively toward a common goal.



Purpose of the Plan

Carver County is one of seven counties in the Twin Cities Metropolitan Area, as defined by the Metropolitan Land Planning Act. The Land Planning Act of 1976 requires all units of government within the seven-county metro area to prepare comprehensive plans for review by the Metropolitan Council. The Carver County 2040 Comprehensive Plan is an update of the 2030 Comprehensive Plan adopted in 2010.

The Carver County 2040 Comprehensive Plan serves several purposes:

It is a statement of the vision and goals of Carver County.

It is a reflection of community values, ideas and perspectives.

It is a framework that guides the county planning for future growth and development, particularly over the next 20 years.

It provides direction for making zoning and land use decisions for all ten townships (Benton, Camden, Dahlgren, Hancock, Hollywood, Laketown, San Francisco, Waconia, Watertown and Young America), road development, and natural resources protection.

It is a fulfillment of state mandated requirements to prepare a plan that conforms to the regional growth plan developed by the Metropolitan Council.

The focus of the Comprehensive Plan is to establish broad, forward-looking goals, policies and implementation strategies meant to provide a framework for ongoing county planning activities, and to complement other adopted county planning documents whose detailed recommendations supplement the more general recommendations in the 2040 Comprehensive Plan.

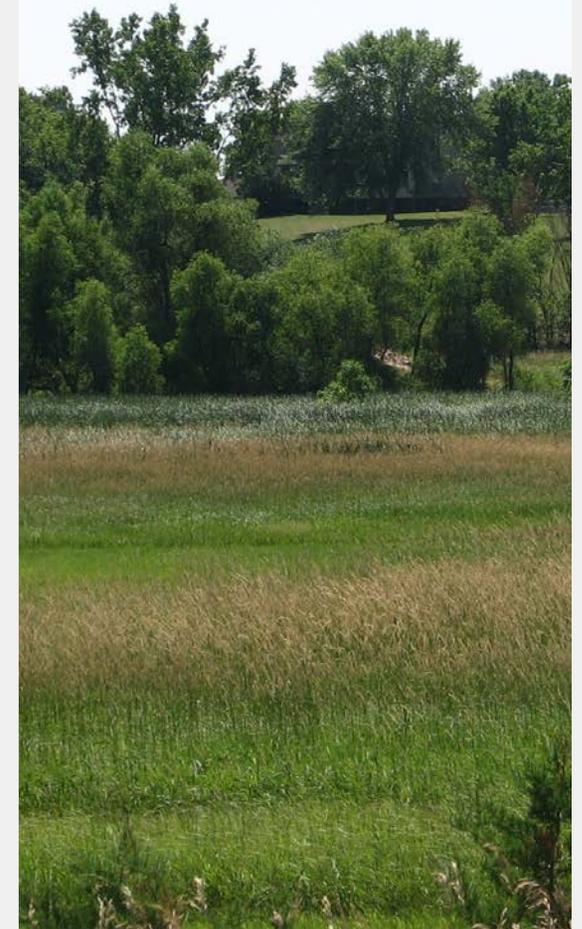
The Planning Process

Operating under the principle that a comprehensive plan must be a reflection of the vision, goals, and values of the community; Carver County led a widespread effort to identify key issues and opportunities by actively engaging stakeholders and partners from across the county and region. The planning process was a collaborative one which sought to balance technical expertise with public and community input.

Early on, stakeholders played a key role in the decision making process by identifying and prioritizing county issues, recommending and evaluating implementation actions, and reviewing and considering planning concepts and draft documents. Their participation throughout the planning process was crucial to the development of the goals, policies, and implementation strategies that appear in each element of the comprehensive plan.

The Comprehensive Plan shall contain objectives, policies, standards and programs to guide public and private land use, development, re-development and preservation for all lands and waters within the jurisdiction of the local government unit..."

- MN Statute 473.859, subd 1



Stakeholder Groups

Citizens and Landowners – Residents of Carver County.

County Board and Advisory Commissions – County Board of Commissioners, Planning Commission, Community Development Agency, Parks Commission, Historical Society Board, Library Board, and the Water Management Organization.

Township Boards – Township supervisors, staff, and residents

County Divisions and Departments – Administration, Public Services, Health and Human Services, Sheriff’s Office, and Public Works.

City Partners – City residents, planners, staff, commissions, community leaders, and public officials who are involved in planning efforts at the city level.

Regional, State, Federal, and Other Partners – Professionals representing agencies that have interests or have a role in the decision-making process in Carver County such as the Metropolitan Council, neighboring local governments, SouthWest Transit, Minnehaha Creek Watershed District, Three Rivers Park District, Minnesota Department of Natural Resources, Minnesota Department of Transportation, School Districts, among many others.

Local Officials and Community Leaders – elected leaders, agricultural leaders, Veteran’s Council, senior commissions and business leaders from throughout Carver County.

Communication and Engagement

Carver County used a variety of methods to update, communicate and engage with citizens and stakeholders during the 2040 Comprehensive Planning process.

2040 Plan Website – The Carver County 2040 Comprehensive Plan website was created in 2017 to provide general background information on the plan, draft planning documents, meeting information, data and maps, ongoing updates, surveys, contact and comment information. The website was intended to be the gateway source of information related to the comprehensive plan.

Questionnaire – an online questionnaire was used to focus on specific areas of the plan including land use, transportation, parks and natural resources. Input from the questionnaire was used to inform sections of the comprehensive plan.

Social Pinpoint—An online engagement technique which allowed respondents to comment on specific locations on a variety of different topics, such as: land use, transportation, parks and trails, water resources, and comments/suggestions.

Public Meetings – several meetings were held between 2017 and 2018. County staff collected input at regular meetings of all 10 townships.

Pop-Up Meetings – several pop-up meetings were held in 2017 at a variety of locations, including: City Festivals/Fairs, County Fair, and multiple Carver County library locations. County staff collect public input on Comprehensive Plan topics at each of these events.

Open Houses—Four open houses were held in 2017 and 2018. One open house was focused on gathering input from Township Supervisors, one included interpreters to help reach Somali and Hispanic populations, and one was focused on the general public. Information gathered during these meetings was used to refine the final draft of the plan. Another open house was held in 2019 to present the final draft of the plan to the general public.

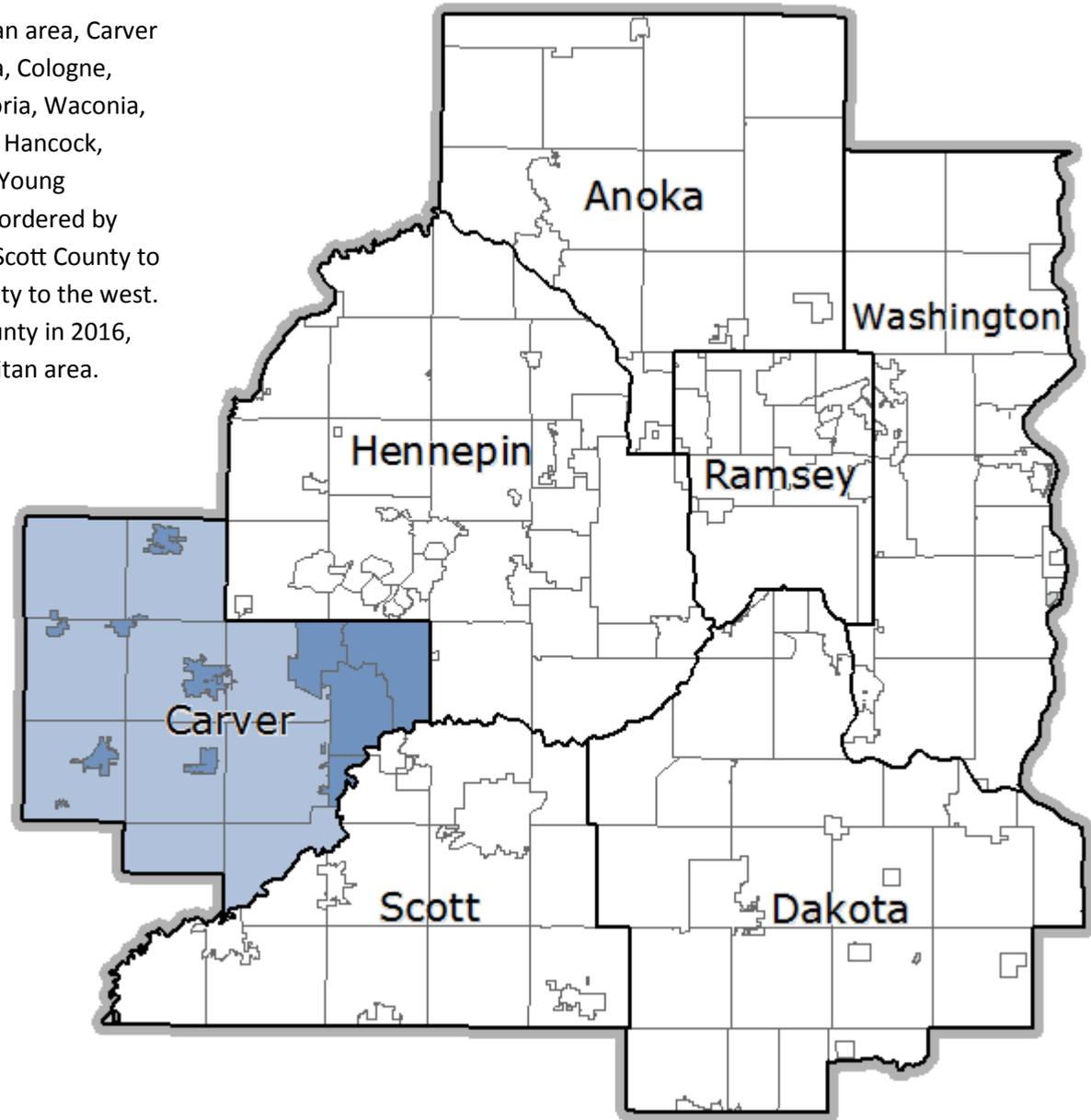
2. COUNTY OVERVIEW

Carver County, Minnesota is a vibrant place with a rich history, an abundance of natural and cultural resources, distinct rural and urban communities, and a diverse and growing economy. Historically identified as an agricultural county, Carver County's identity has gradually changed over the last half century as urbanization, radiating from the central cities of Minneapolis and St. Paul, expanded westward into what was traditionally agricultural areas on the fringes of the metropolitan area. Today, Carver County's identity is still evolving as communities, both rural and urban, balance the pressures of rapid growth and development with public desires to retain the sense of place and community that has historically drawn people to the area. This section takes a closer look into Carver County's history, physical setting, people, and economy.



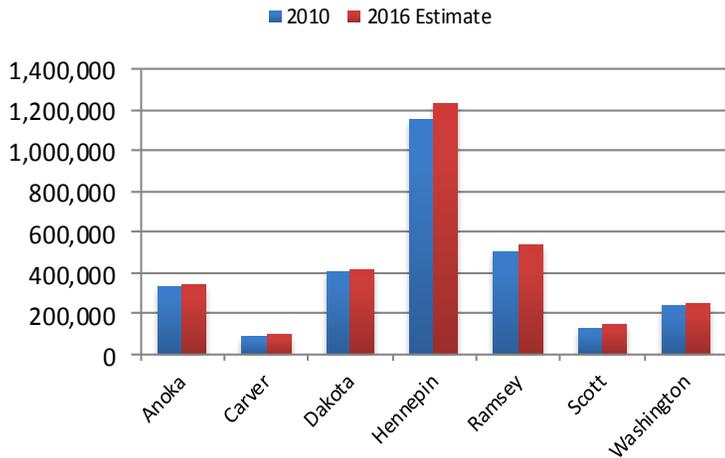
Our Place in the Metro

Located at the south western edge of the Twin Cities metropolitan area, Carver County is comprised of eleven cities (Carver, Chanhassen, Chaska, Cologne, Hamburg, Mayer, Norwood Young America, New Germany, Victoria, Waconia, and Watertown) and ten townships (Benton, Camden, Dahlgren, Hancock, Hollywood, Laketown, San Francisco, Watertown, Waconia, and Young America) of varying size and population density. The County is bordered by Wright County to the north, Hennepin County to the northeast, Scott County to the southeast, Sibley County to the southwest and McLeod County to the west. Approximately 100,000 residents made their home in Carver County in 2016, making it the least populated county in the Twin Cities metropolitan area.



◆ **Figure 2.1 7-County Metro Area Population**

Data: U.S. Census Bureau, 2010 Census; 2016 Population Estimates



Our History

Carver County has been home to many different cultures throughout time. One of the best documented early native peoples is the Woodland Culture who lived in this region from 1200 B.C. until 1700 A.D. Their nomadic hunting and gathering patterns depended upon the seasons and resources of the land. More recently, the Dakota Native Americans used the area for hunting and temporary lodging. With the signing of the Treaty of Traverse de Sioux, however, this area was opened for settlement by white pioneers.

In March of 1855, Carver County was organized by the Minnesota Territorial Legislature. The County was named in honor of the explorer, Jonathan Carver. The original county seat was San Francisco Township but in 1856 voters moved it to Chaska.

Much of the east central area of Minnesota, including Carver County, was covered by the Big Woods; a dense forest of oak, elm, maple, and cottonwood trees. The density of the Big Woods made it difficult for early settlers to clear the land for farming.

Located along the Minnesota River, Chaska had good deposits of clay for brick-making. The cream-colored brick became a favorite for building houses in Chaska and the surrounding rural area. The bricks were also used in the foundation of the Minnesota Capitol building when it was constructed over 100 years ago. Slowly, the brickyards closed and the last one shut down in the 1950s.

Farming was the chief occupation of Carver County for 100 years. While many grew crops, others were dairy farmers. Creameries were numerous and the County claimed for itself the title of “The Golden Buckle of the Dairy Belt.” Bongards Creameries is still an important link to our dairy heritage. Carver County’s most historically important farmer was Wendelin Grimm, a German immigrant who settled in Chanhassen. Grimm planted alfalfa and gathered the seeds from the plants that survived the first winter and re-planted every year until he had a full crop. His perseverance paid off when Grimm Alfalfa was recognized as the most winter-hardy strain available. In fact, it was used throughout North America between 1910 and 1940 and is one of Minnesota’s leading contributions to the history of agriculture.



Waconia circa 1920-1930: Photo Courtesy of the Carver County Historical Society



Watertown circa 1903: Photo Courtesy of the Carver County Historical Society

The Physical Setting

LAND COVER

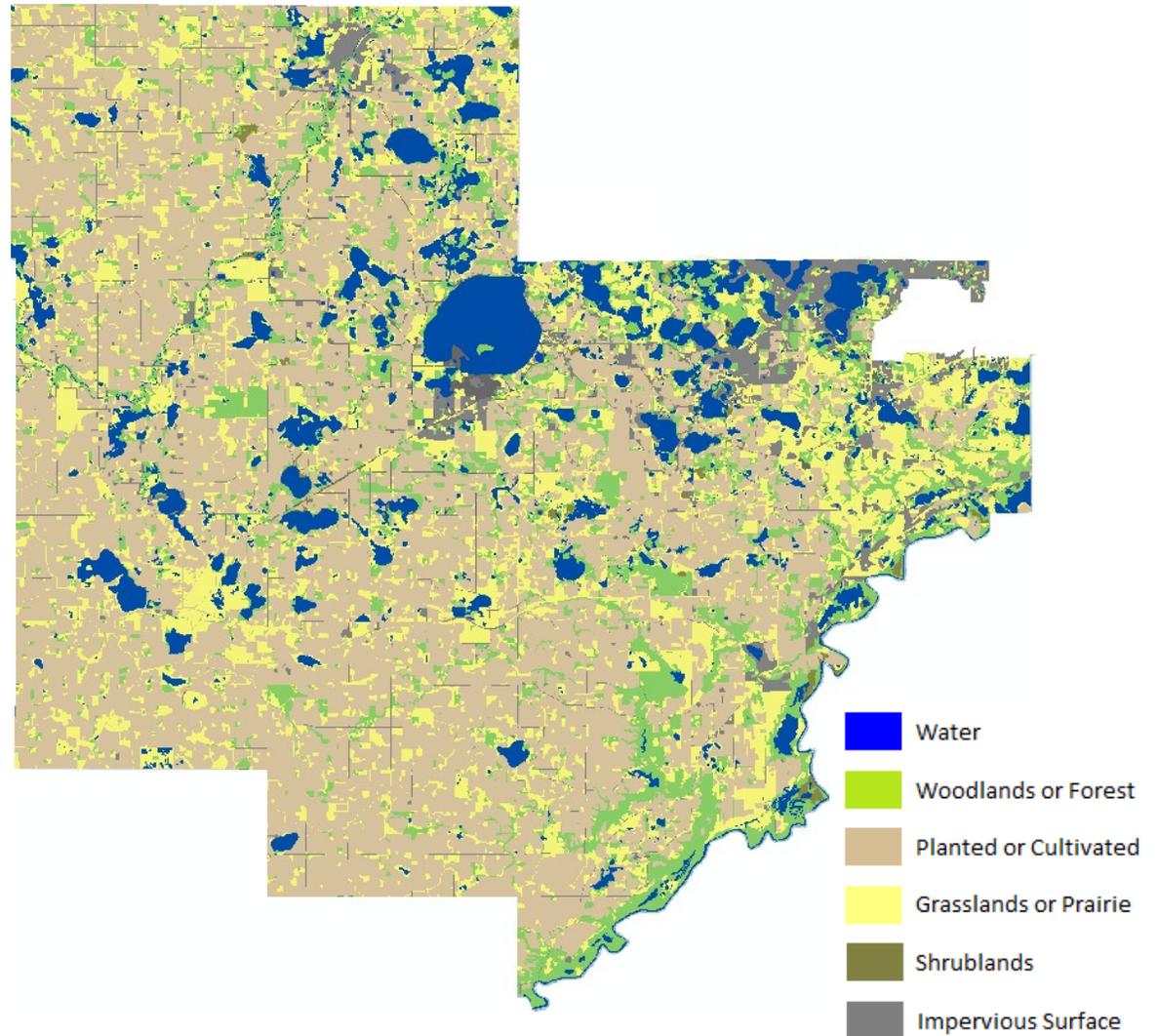
Carver County has a total land area of approximately 376 square miles, of which approximately 95% (357 square miles) is land, and approximately 5% (19 square miles) is water.

Formed as a result of erosion, sedimentation, and the rise and fall of ancient seas, the landscape of Carver County is one of outwash plains and flats, gently rolling to steep hills, wetlands, streams, and lakes, with steep bluffs along the Minnesota River Valley.

Natural areas remain within the Minnesota River Valley and the agricultural landscape that retain high and outstanding biodiversity, including rare plant, animal and geologic features. Carver County has two lakes of Wildlife Significance (Tiger Lake and Patterson Lake). Lake Waconia is a Lake of Biological Significance.

□ **Figure 2.2 Land Cover Classifications for Carver County**

Data: Metropolitan Council



The Physical Setting—Continued

LAND USE

The current land use pattern of Carver County is a reflection of the historic land use policy of directing commercial and residential land uses to the cities of Carver County, and limiting non-agricultural land uses in rural areas. The majority of land in the rural areas of the County are currently being used for agricultural production. Within the cities of Carver County, the majority of the land is used for commercial or residential activity, or public green space.

CLIMATE

The Climate in east Central Minnesota, including Carver County is classified as sub-humid continental type characterized by significant variations between summer and winter temperatures. The region has four distinct seasons with moderate spring and fall weather. The region receives an average of 31.85 inches of precipitation each year, mostly occurring as rainfall between May and September.

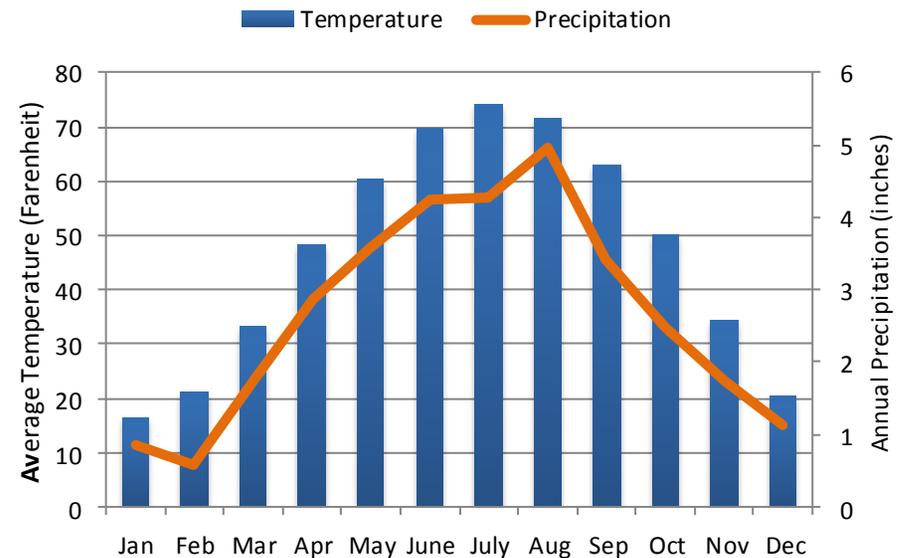
◇ **Table 2.1 Carver County Land Use Breakdown**

Data: Metropolitan Council, 2016

Land Use Category	Total Acres	Percent of Total
Agriculture	133,597	56%
Residential	21,710	9%
Undeveloped	49,077	20%
Open Water	13,943	6%
Institutional & Recreational	17,422	7%
Industrial	1,967	<1%
Commercial	1,266	<1%
Highways	1,499	<1%
Total Acres: 240,481		

◇ **Figure 2.3 Carver County Temperature and Precipitation Averages**

Data: Minnesota DNR, State Climatology Office



The Physical Setting—Continued

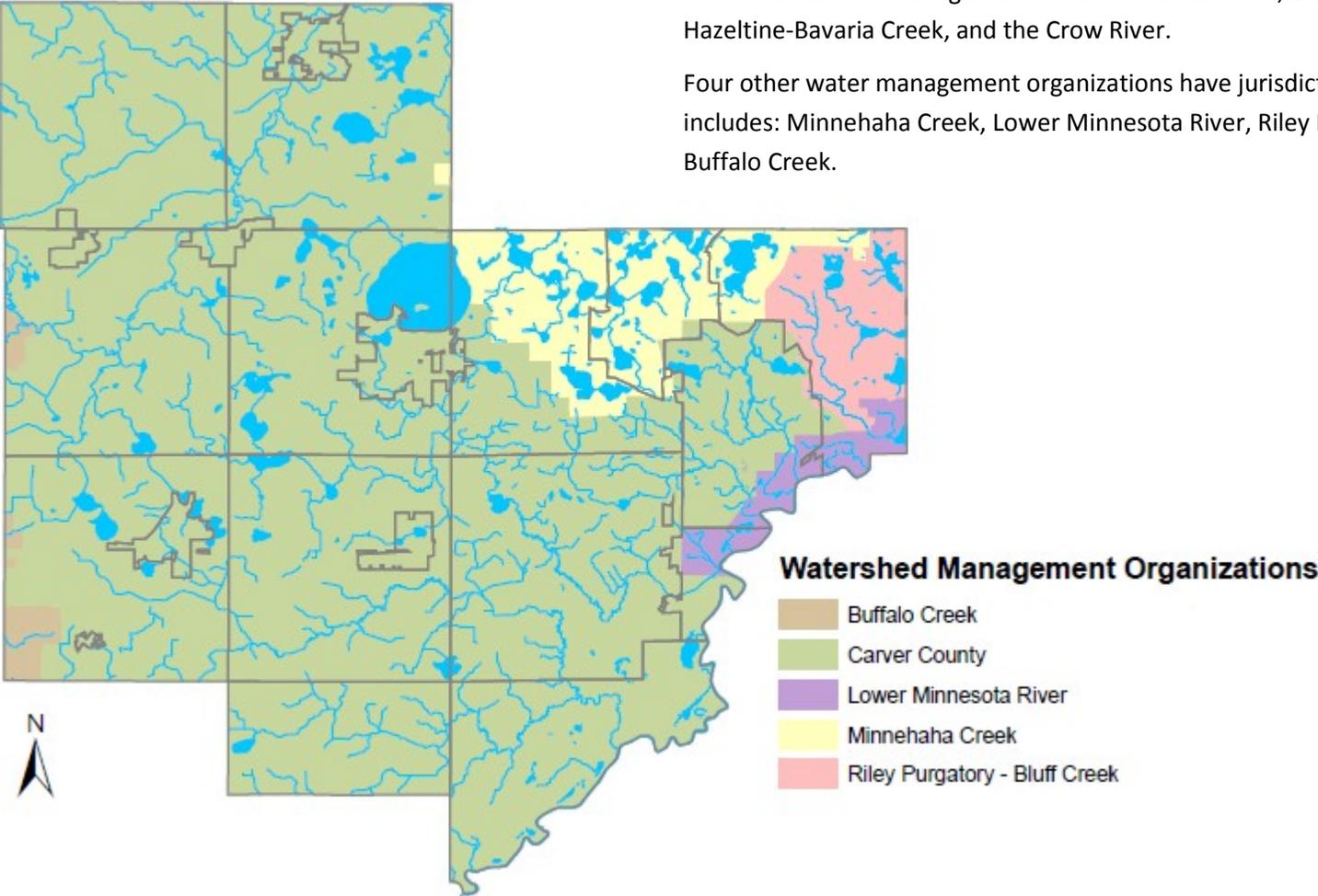
SURFACE WATER

Surface water in Carver County drains to both the Mississippi River basin via the Crow River and the Minnesota River basin via several tributaries to the River.

The County is responsible for the surface water management within the Carver County Water Management Organization (CCWMO) boundary. This area is made up of the former watershed management areas of Chaska Creek, Bevens Creek, Carver Creek, Hazeltine-Bavaria Creek, and the Crow River.

Four other water management organizations have jurisdiction in Carver County, which includes: Minnehaha Creek, Lower Minnesota River, Riley Purgatory Bluff Creek, and Buffalo Creek.

◇ **Figure 2.4 Carver County Water Management Organizations**
Data: Metropolitan Council

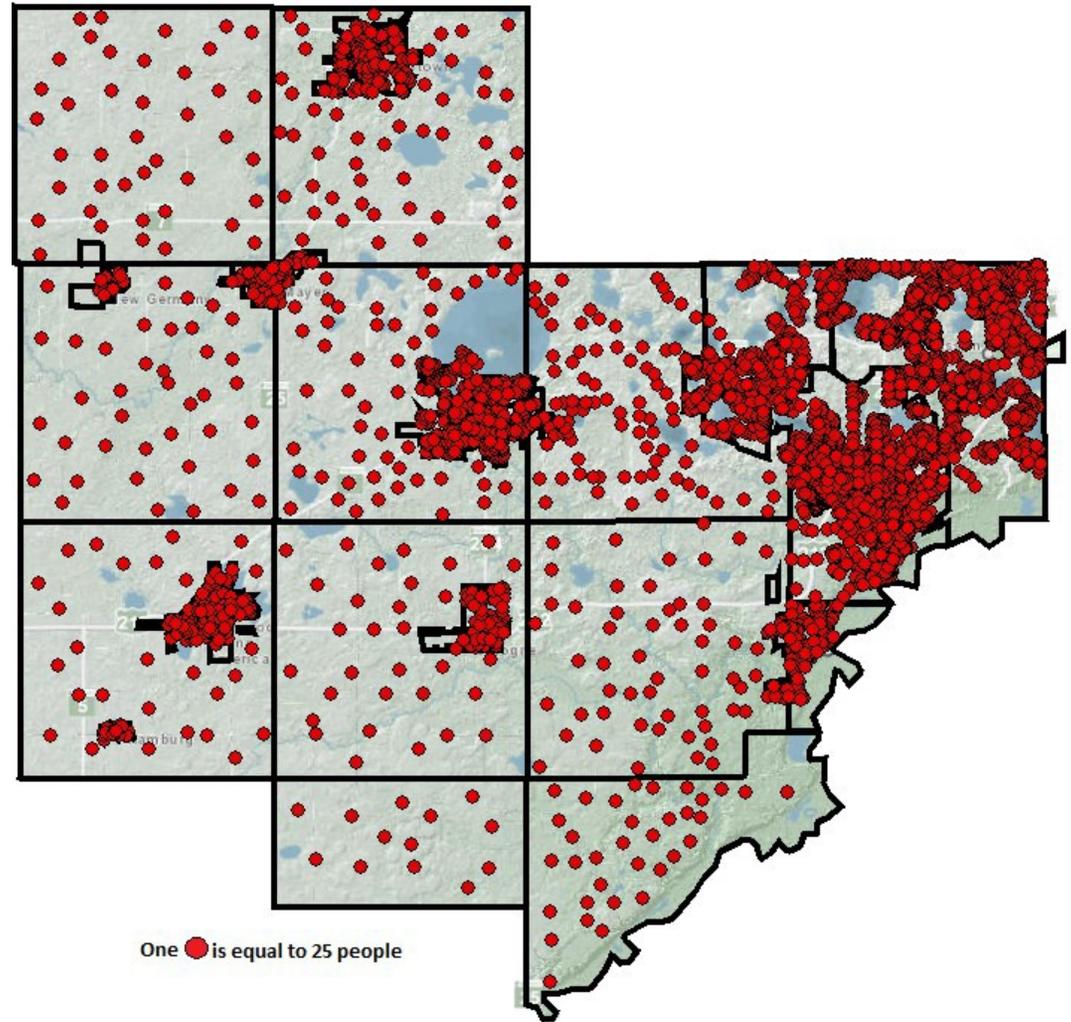


The People

Between 2000 and 2010, Carver County was one of the fastest growing counties in Minnesota, growing from 70,000 in 2000 to just over 91,000 by 2010. Since 2010, Carver County has continued to grow to an estimated 100,621 in 2016. The vast majority of the population in Carver County is concentrated in the eastern cities of Chaska and Chanhassen, which combined account for over half of the County's total population. The Cities of Waconia, Carver, and Victoria are all expected to experience significant growth in the coming years. The remaining cities of Cologne, Norwood Young America, Hamburg, Mayer, New Germany, and Watertown are all expected to continue to see an increase in population, though at a slower rate compared to some of the eastern cities. The availability of land to the west will continue to draw newcomers from the Twin Cities as the metro area population continues to grow.

◇ **Figure 2.5 Population Density**

Data: Metropolitan Council



The People—Continued

AGE

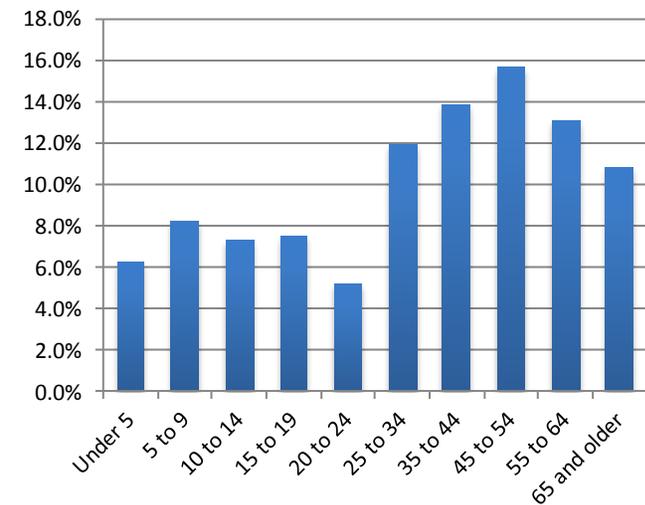
The median age of County residents in 2016 was 38 years old. 73.3% (73,492) of Carver County residents are age 18 and older, 10.9% (10,929) of which are 65 years old and over. 14.4% (14,438) of the County’s population are under the age of 10 years old. Carver County is expected to see a large increase in the number of residents age 65 and over to the year 2040. While this increase is less than some of the other Twin Cities Metro Counties, it still presents challenges for the County. This trend will be a key planning issue moving forward to ensure that the proper services are provided to the population.

HOUSEHOLDS AND FAMILIES

In 2016, there were approximately 36,418 households in Carver County. The average household size was 2.76 people. A large majority of the households in Carver County were married families with and without children, combining for a total of over 65% of all households. By 2040, the number of households in Carver County is projected to increase to 62,590, resulting in an increase of over 26,000 households from 2016 to 2040. The household growth will lead to an increased demand for many different types of housing, including affordable workforce housing options.

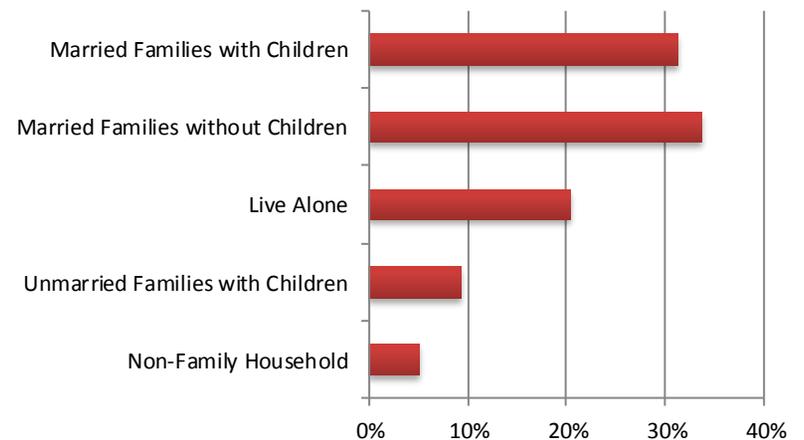
◇ **Figure 2.6 Age Distribution by Total Percentage**

Data: U.S. Census Bureau, American Community Survey, 2016



◇ **Figure 2.7 Types of Households by Total Percentage**

Data: U.S. Census Bureau, American Community Survey, 2016



The People—Continued

EDUCATIONAL ATTAINMENT

Carver County is home to a well-educated population with approximately 47.9% of the population having received a bachelor’s degrees and/or graduate degrees. This ranks Carver County 2nd in the 7-County Twin Cities Metro Area, behind only Hennepin County, and well above the State of Minnesota at approximately 34.8%.

The total school enrollment in Carver County was approximately 27,777 in 2016. Nursery school and kindergarten enrollment was 3,887, elementary and high school enrollment was 19,231, and college and graduate school enrollment was 4,659.

RACE AND ETHNICITY

Though Carver County’s racial and ethnic make up is predominantly white (89%), the number of minority residents has been rising over the past few decades. The County is seeing an increase in population in the number of Hispanic, Eastern Asian, and Eastern Africans moving to the County. This trend is likely to continue and the County expects the population to continue to become more diverse going forward.

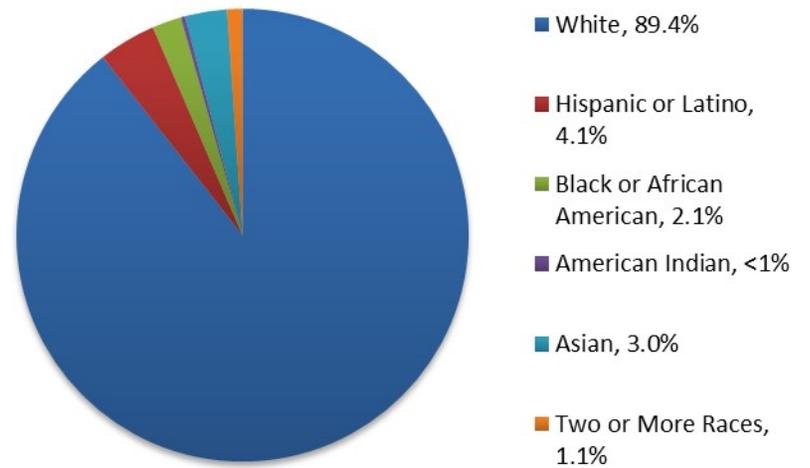
◇ **Table 2.2 Educational Attainment of Carver County Population 25 years old and over**

Data: U.S. Census Bureau, American Community Survey, 2016

Population 25 years and older total	65,797
Less than 9th grade	0.6%
9th to 12th grade, no diploma	1.8%
High school graduate (includes equivalency)	18.2%
Some college, no degree	18.8%
Associate’s Degree	12.7%
Bachelor’s Degree	35.5%
Graduate or Professional Degree	12.4%

◇ **Figure 2.8 Carver County Population by Race**

Data: U.S. Census Bureau, American Community Survey, 2016



The People—Continued

PUBLIC HEALTH

Carver County has been consistently ranked among the healthiest counties in the State of Minnesota. Carver County takes great pride in this accomplishment and will continue to work towards increasing public health. The County recognizes how inter-related social and economic factors impact people’s ability to thrive and be healthy and self-sufficient. The County will continue to incorporate a health in planning approach with the goal of improving health by incorporating health considerations into planning.

Carver County Public Health manages a wide range of programs and efforts designed to promote and protect the health and well-being of all Carver County residents - from infants and the elderly, to suburban and rural residents alike - thereby improving the overall health of the county. Services include family wellness, vaccinations, and resources for low-cost medical care. Carver County Public Health also works to improve access to healthy foods and physical activity opportunities, reduce exposure to tobacco, and prepare the community for public health emergencies.

The Carver County Community Health Improvement Plan can be found here:

<https://www.co.carver.mn.us/departments/health-human-services/public-health/about-us/community-health-improvement-plan>

The People—Continued

◇ Table 2.3 Carver County Population and Households Estimates (2016)

Data: U.S. Census Bureau 2010 Census; Metropolitan Council Annual Estimates

City or Township	Population		Households	
	2010 Census	2016 Estimate	2010 Census	2016 Estimate
Benton Township	786	777	297	297
Camden Township	922	976	329	345
Carver	3,724	4,473	1,182	1,413
Chanhassen	22,952	25,448	8,352	9,267
Chaska	23,770	26,439	8,816	9,823
Cologne	1,519	1,703	539	593
Dahlgren Township	1,331	1,322	494	500
Hamburg	513	502	201	203
Hancock Township	345	335	127	126
Hollywood Township	1,041	1,025	387	388
Laketown Township	2,243	2,127	660	634
Mayer	1,749	1,995	589	662
New Germany	372	422	146	165
Norwood Young America	3,549	3,757	1,389	1,491
San Francisco Township	832	835	307	311
Victoria	7,345	8,920	2,435	2,955
Waconia	10,697	12,166	3,909	4,471
Waconia Township	1,228	1,219	434	435
Watertown	4,205	4,286	1,564	1,603
Watertown Township	1,204	1,217	468	480
Young America Township	715	677	266	256
Carver County (total)	91,042	100,621	32,891	36,418

The People—Continued

◇ Table 2.4 Carver County Population, Households, and Employment Forecasts (2010, 2020, 2030, 2040)

Data: U.S. Census Bureau 2010 Census; Metropolitan Council Projections

City of Township	Population				Households				Employment			
	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
Benton Township	786	740	720	710	297	300	300	300	274	300	320	330
Camden Township	922	900	860	840	329	340	340	340	56	70	80	80
Carver	3,724	6,300	10,300	15,500	1,182	2,120	3,630	5,600	187	650	1,030	1,700
Chanhassen	22,952	26,700	31,700	37,100	8,352	10,000	11,900	14,000	9746	12,920	14,630	16,300
Chaska	23,770	27,100	32,000	36,600	8,816	10,400	12,300	14,200	11,123	13,600	16,000	17,600
Cologne	1,519	2,100	2,940	3,910	539	800	1,170	1,600	270	370	420	470
Dahlgren Township	1,331	1,140	870	710	494	460	360	300	202	410	460	500
Hamburg	513	510	550	600	201	210	230	250	109	130	140	150
Hancock Township	345	360	390	410	127	140	160	170	10	10	10	10
Hollywood Township	1,041	1,030	1,130	1,170	387	410	470	500	90	150	170	180
Laketown Township	2,243	1,430	640	200	660	530	260	60	116	170	80	60
Mayer	1,749	2,070	2,520	2,950	589	750	980	1,200	151	180	190	200
New Germany	372	440	590	700	146	190	270	330	46	70	80	90
Norwood Young America	3,549	4,580	7,200	9,200	1,389	1,900	3,030	3,900	1,165	1,600	1,850	2,100
San Francisco Township	832	870	940	990	307	340	370	400	46	70	90	100
Victoria	7,345	10,000	12,600	15,400	2,435	3,500	4,570	5,700	1,502	2,100	2,380	2,600
Waconia	10,697	14,200	20,600	24,000	3,909	5,400	8,000	9,500	5,578	7,600	8,700	10,200
Waconia Township	1,228	1,320	1,430	1,480	434	490	560	600	98	240	330	380
Watertown	4,205	4,900	6,200	7,200	1,564	1,900	2,500	2,900	556	740	830	1,200
Watertown Township	1,204	1,160	1,120	1,100	468	490	500	500	392	410	420	430
Young America Township	715	670	660	670	266	270	280	300	119	120	120	120
Carver County (total)	91,042	108,520	135,960	161,440	32,891	40,940	52,180	62,650	31,836	41,910	48,330	54,800

The People—Continued

ANCESTRY

The markedly western European ancestry of Carver County’s population is a reflection of the settlement history of the County. Many of Carver County’s initial settlers were from eastern states but by the 1860s, most new settlers were immigrants from Germany and Sweden. German ancestors founded towns like Hamburg, New Germany and Cologne while Swedish ancestors settled in East Union and Watertown. Most immigrants became farmers but some living in Chaska became laborers in the brick industry.

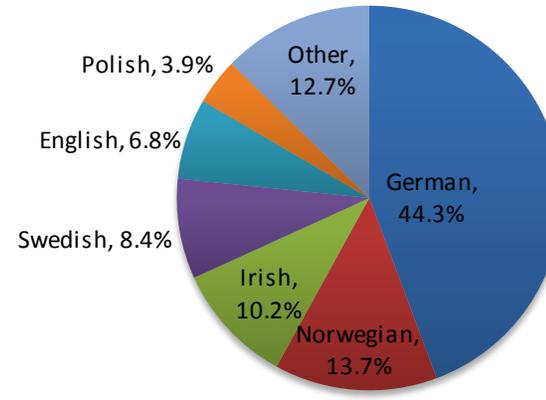
HOUSEHOLD INCOME

The overall median household income in Carver County was estimated at approximately \$92,455 in 2016. Carver County has the highest median income out of all Counties within the 7-County Twin Cities Metro region. Carver County’s median income is much higher than the State of Minnesota average median household income of \$65,599.

In Carver County, the median incomes peak in the 45-to-64 year old age group at approximately \$112,759, as these householders are generally in their peak earning years. Seniors over the age of 65 had the lowest median income at under \$43,889. While their incomes are lower, most seniors also have fewer expenses and may own their home outright.

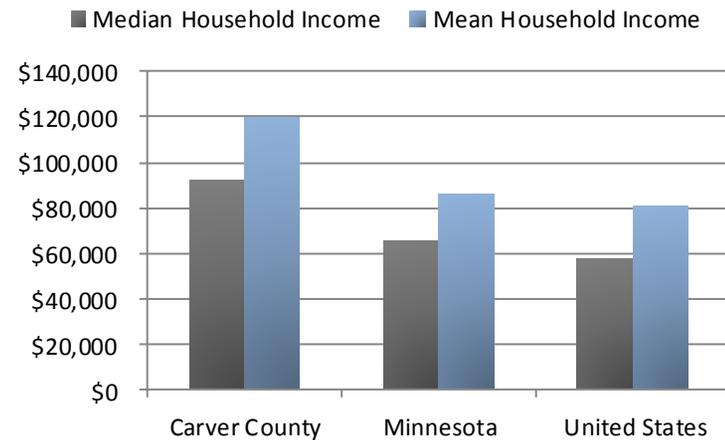
◇ **Figure 2.9 Ancestry Breakdown**

Data: U.S. Census Bureau, American Community Survey, 2016



◇ **Figure 2.10 Household Income Comparison**

Data: U.S. Census Bureau, American Community Survey, 2016



The Economy

EMPLOYMENT

Carver County's economy is characterized by a growing number of businesses and employment. By the year 2040, the projected employment for Carver County will be nearly 54,000. As of 2016, the top industries of Carver County included manufacturing, healthcare and social assistance, educational services, and retail trade.

Retaining current businesses and attracting new businesses will be an important aspect in assuring that Carver County is economically competitive in the future. While a majority of the economic growth will occur within the cities, Carver County will support and encourage the commercial and industrial development of the cities.

WAGES AND UNEMPLOYMENT

In 2016, the annual average wage in Carver County was approximately \$48,876. This is slightly below the average for the 7-county Twin Cities Metropolitan Area but in line with many of the adjacent counties.

The average unemployment for Carver County residents in 2017 was approximately 3.4%. This number matches the Twin Cities Metro Area and is slightly below the unemployment rate for the State of Minnesota at 3.8% and the United States of America at 4.4%.

OPEN TO BUSINESS PROGRAM

The Carver County CDA has partnered with the Metropolitan Consortium of Community Developers to bring the Open to Business program to Carver County. The program provides one on one business counseling to current and prospective entrepreneurs. In addition to consulting, the program can link entrepreneurs to financing for a variety of business purposes. Open to Business has capital available to make loans directly to small businesses, and can assist entrepreneurs in creating an attractive loan package to apply to banks and other lending institutions. The service is free of charge to all County residents, and any business located in Carver County.

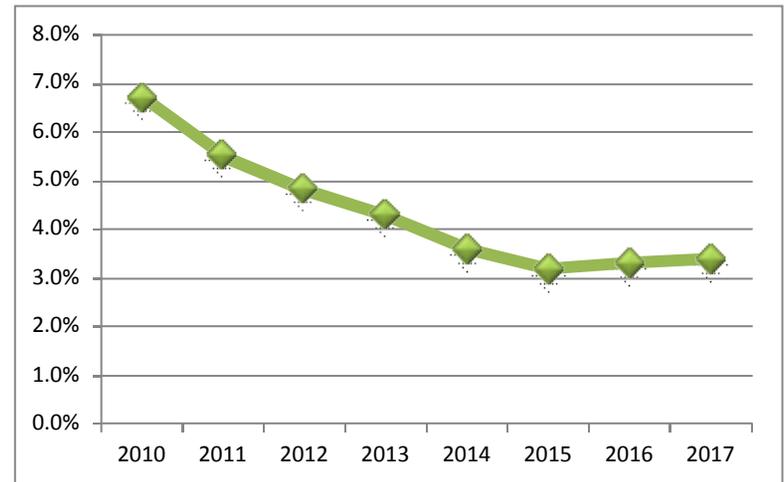
◇ Table 2.5 Top Employment Industries in Carver County based on Total Number of Jobs

Data: U.S. Census Bureau 2016 American Community Survey

Industry	# of Jobs
Manufacturing	8,773
Healthcare and Social Assistance	7,349
Retail Trade	6,004
Professional, Scientific & Technical Services	4,963
Educational Services	4,616

◇ Figure 2.11 Average Annual Unemployment for Carver County Residents

Data: Minnesota Department of Employment & Economic Development



2040 CARVER COUNTY COMPREHENSIVE PLAN

www.co.carver.mn.us/2040plan

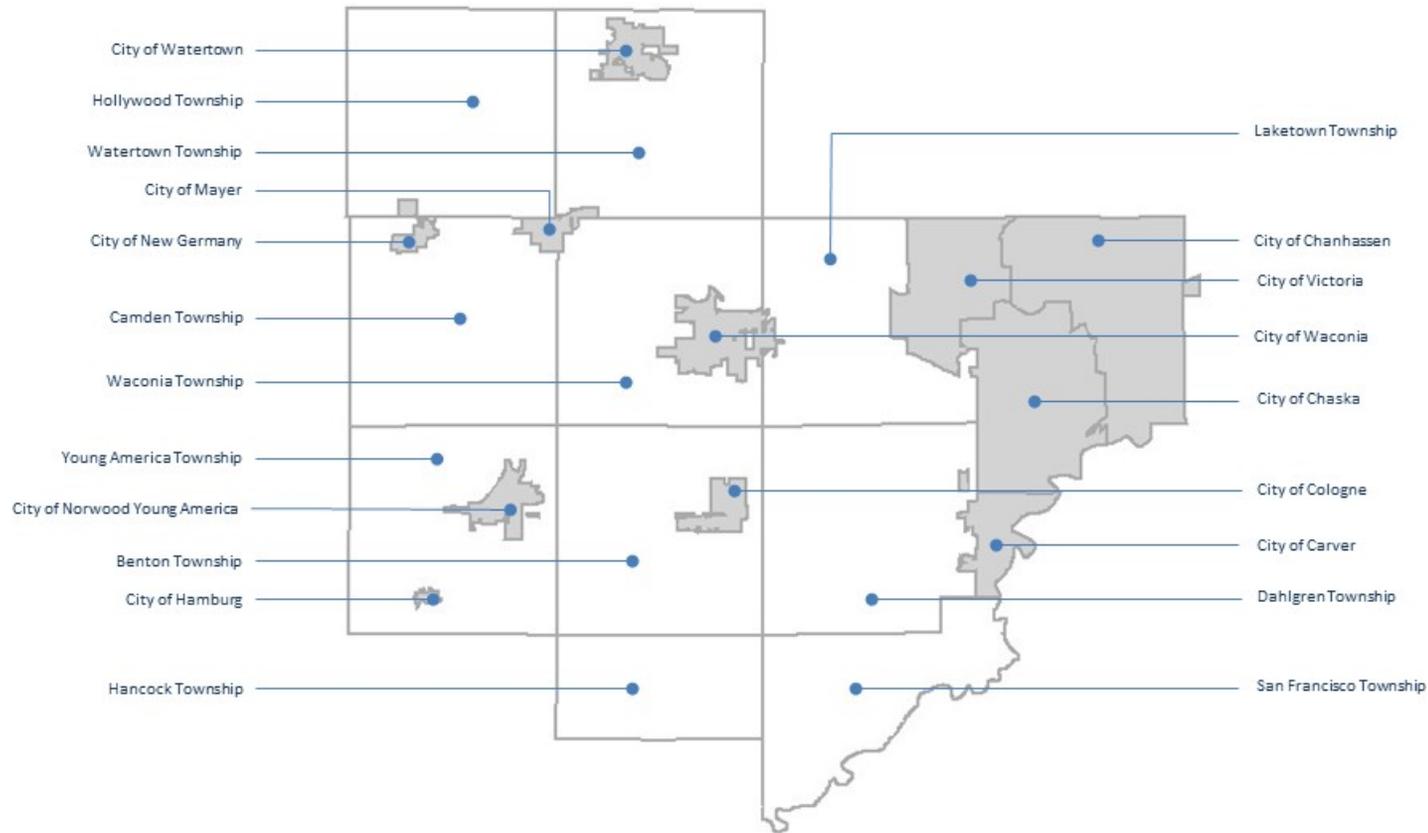


LAND USE

3. LAND USE PLAN

Introduction

During the 1950's and 1960's, Carver County experienced a period of unplanned, scattered ex-urban residential growth. The growth occurred primarily around amenity areas, such as woods and lakeshore, but a number of developments occurred on prime agricultural lands. In the late 1960's, the County and several of the cities conducted major comprehensive planning efforts. The result was the establishment of a vision and a plan concept that are still valid today. The vision is that of healthy, stable or growing urban communities and a rural area where agriculture is the principle land use. The resulting planning principal of directing urban land uses to the cities and limiting non-agricultural uses in the rural area has guided the County's land use planning for more than thirty years, and will continue to be the central land use policy for the foreseeable future.



Timeline of Carver County Land Use Planning

1960's

Late 1960's – “701” comprehensive planning processes commenced. Chanhassen Township is split up and added to the cities of Chaska, Chanhassen, and Victoria.

1970's

1970 – Adoption of the first County Comprehensive Plan and Zoning & Subdivision Ordinances. The plan is based on the concept of a clear division between the urban and rural areas, agricultural land preservation, direction of urban residential, and commercial/ industrial growth to the cities, and an urban reservoir or “transition” area. A 2.5 minimum lot size is adopted in the rural area.

1972 – In an effort to limit rural residential growth, the minimum lot size in the rural area is raised to 5 acres.

1974 – The 2.5 acre and subsequent 5 acre rural lot minimums are found to be ineffective. The 1 home per 40 acre ($\frac{1}{4}$ section) residential density is adopted for rural Carver County. This new density plan included the “wooded lot option”, which provided for limited additional density in wooded areas.

1980's

1977 through 1981 – Development of Comprehensive Plans under the 1976 Land Planning Act. Plans developed for the County, including the townships, and contracts to develop the plans for nine of the cities.

1981 – Adoption of the new County/Townships Comprehensive Plan. The plan maintained the 1 per 40 rural density, wooded lot option, and direction of urban uses to the cities. Introduces the concept of the “transition area” as a policy area in the Plan.

1982 – The Metropolitan Agricultural Preserve program begins.

1987 through 1988 – New Land Use Plan Study. The purpose of the study was to further refine residential density policies and to better define the appropriate commercial, institutional, and recreational uses for the rural area. In 1989, the new Land Use Plan was adopted. The new plan provided for an additional residential density option, “Residential Cluster” and refined the provisions for businesses and similar uses in the rural area.

1990's

1991 - Adoption of the County Groundwater Plan.

1996 – Adoption of the Regional Blueprint by the Metropolitan Council. The Land Planning Act is amended to require updated Comprehensive Plans. The Board of Water and Soil Resources terminates the Joint Powers WMO's including Carver Creek, Bevens Creek, Chaska Creek, Hazeltine-Bavaria Creek, and South Fork Crow River. Water planning and management authority for these watersheds becomes the County's responsibility.

1999 – Permanent Agricultural Land Study affirms the County's land use policy.

2000's

2000 – 2020 Carver County Comprehensive Plan is adopted.

2010's

2010 – 2030 Carver County Comprehensive Plan is adopted.

2010 – Carver County Water Management Organization Water Management Plan is adopted.

2018 – 2040 Carver County Comprehensive Plan is developed.

Thrive MSP 2040 Community Designations

The following Community Designations have been assigned to Cities and Townships within Carver County. Figure 3.1 on the following page shows the map of the community designation areas within the County.

Suburban Edge

- Includes Chaska
- This designation includes areas managing rapid growth and change. At least 40% of the land of communities with this designation are developed but there is significant amounts of land remaining for future development.
- Overall expected average net density range: 3 to 5 units per acre.

Emerging Suburban Edge

- Includes Carver, Chanhassen, Victoria, Waconia, and portions of Dahlgren, Laketown and Waconia Townships.
- This designation includes areas which are transitioning from rural to developed. These areas offer connections to urban amenities and the proximity to open spaces that characterizes a rural lifestyle. In the majority of this designation, less than 40% of the land has been developed.
- Overall expected average net density range: 3 to 5 units per acre.

Rural Center

- Includes Watertown, New Germany, Mayer, Norwood Young America, Cologne, Hamburg, and portions of Hollywood, Camden, Watertown, Waconia, and Young America Townships.
- Rural Centers are local commercial, employment, and residential activity centers serving rural areas in the region. These small towns are surrounded by agricultural lands and serve as centers of commerce to those surrounding farm lands and accompanying population.
- Overall expected average net density range: at least 3 to 5 units per acre.

Diversified Rural

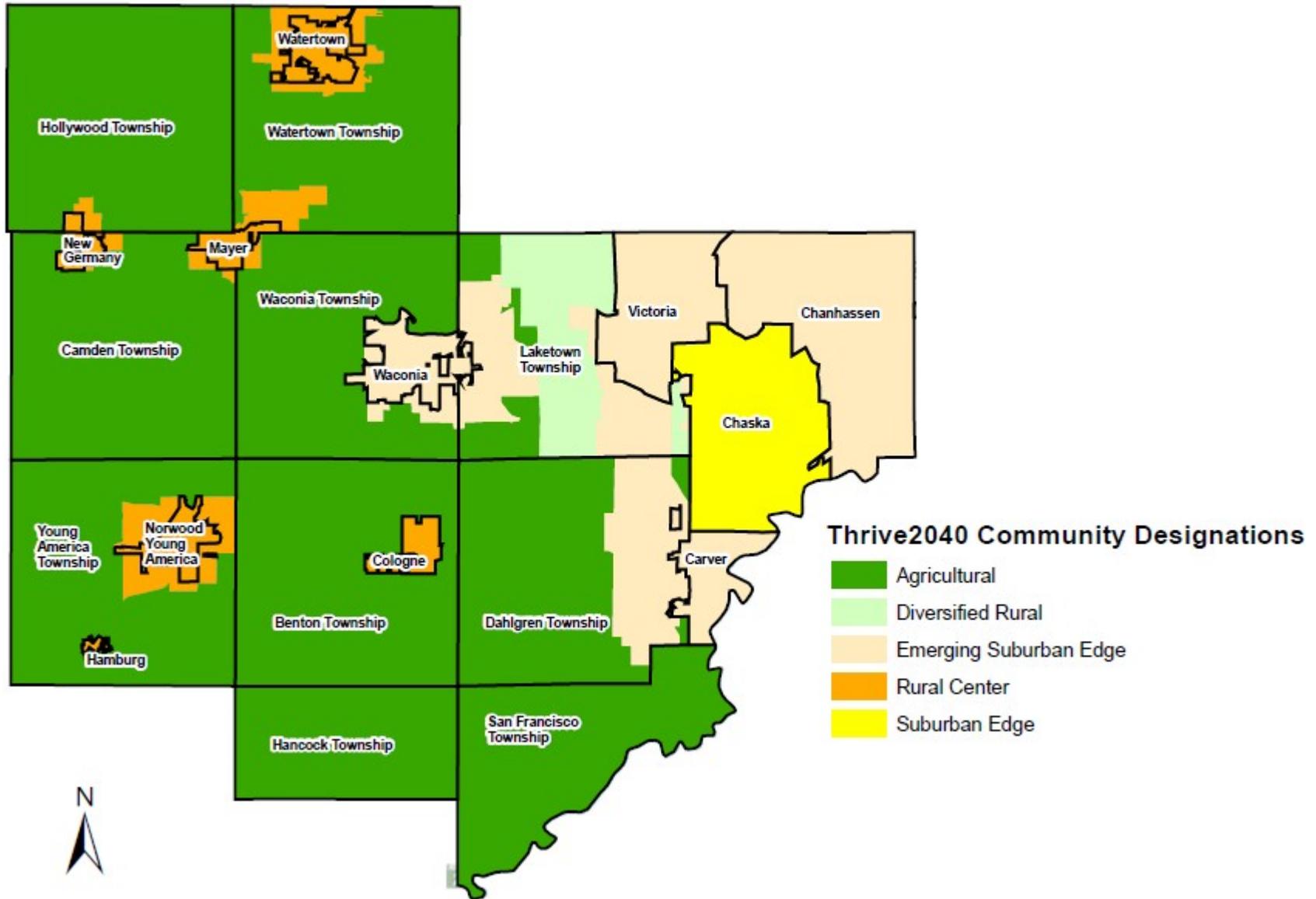
- Includes a majority of Laketown Township
- Diversified Rural communities are home to variety of farm and non-farm land uses including very large-lot residential, clustered housing, hobby farms, and agricultural uses. Diversified Rural Area protects rural land for rural lifestyles today and potential urbanized levels of development sometime after 2040.
- Overall expected average net density range: not to exceed 4 units per 40 acres.

Agricultural

- Includes Benton Township, Camden Township, Dahlgren Township, Hancock Township, Hollywood Township, Laketown Township, San Francisco Township, Waconia Township, Watertown Township, and Young America Township.
- Agricultural communities encompass areas with prime agricultural soils that are planned and zoned for long-term agricultural use. These communities are home to the bulk of contiguous lands enrolled in the Agricultural Preserves program or cultivated for commercial agricultural purposes.
- Overall expected average net density range: base of 1 unit per 40 acres.

◇ **Figure 3.1 Carver County Community Designations**

Data: Metropolitan Council



Land Use Pattern of Today

The current land use pattern in Carver County is a reflection of the historical land use policies of directing commercial and residential growth to the cities of Carver County and limiting non-agricultural land uses in the rural area. The majority of land outside of the cities within Carver County is currently being used for agricultural production. Limited residential and commercial activity also occurs within the rural areas with a significant amount of undeveloped open space. The majority of land within cities is currently being used for residential purposes, commercial activity, or public green space.

Future Land Use and Growth

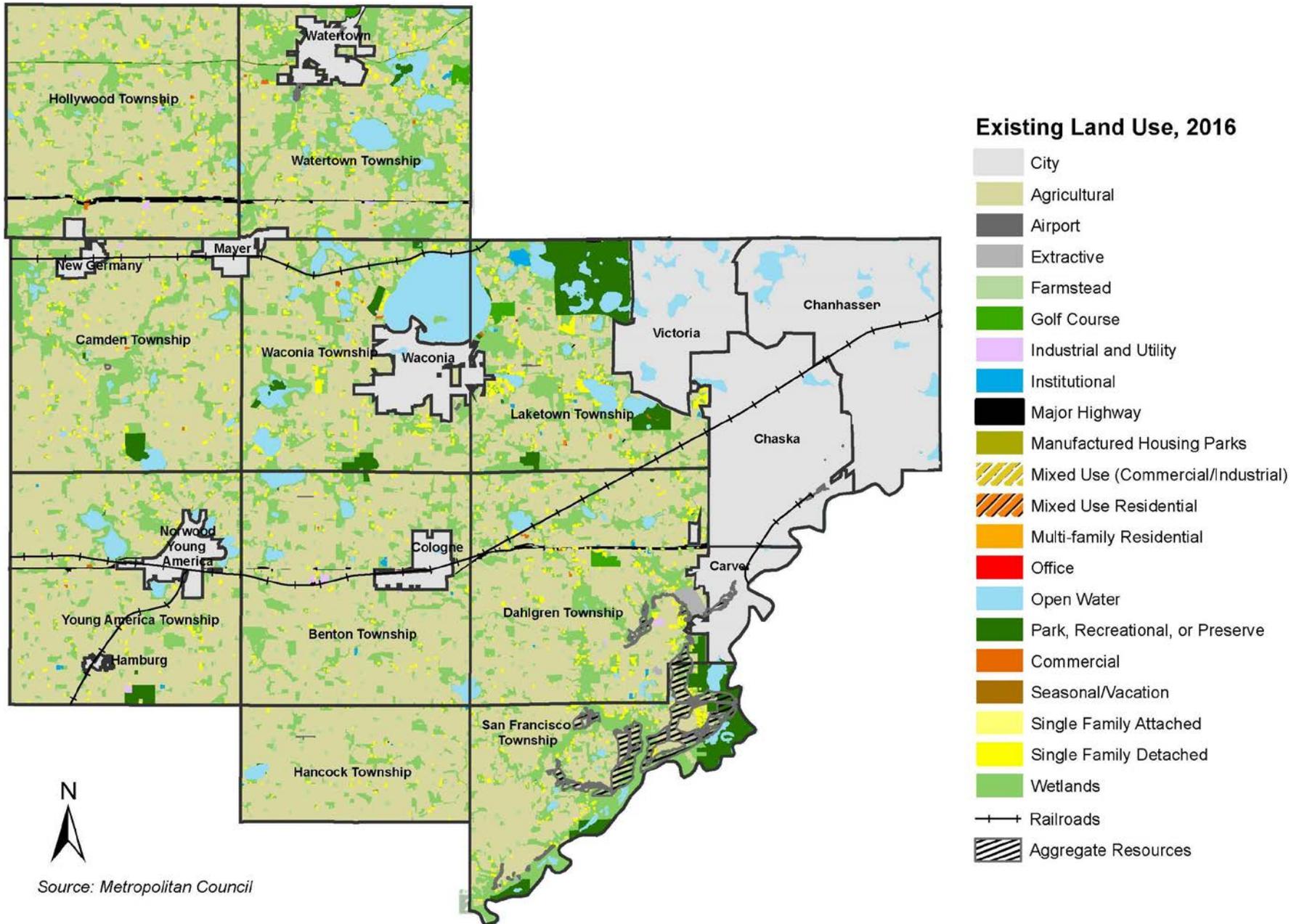
The cities and townships of Carver County are planning for tremendous growth in the next twenty years. The County is expected to see a large increase in population, from just over 100,000 in 2016 to over 160,000 by the year 2040. Cities are planning for this growth by developing land use plans and collaborating with the townships on developing annexation agreements. As the future land use patterns suggest, growth will continue to be concentrated within the cities of the County. For more information on comprehensive plans, visit the Carver County 2040 Comprehensive Plan webpage at: www.co.carver.mn.us/2040plan.

◇ **Table 3.1 Existing Land Use Summary**

Data: Metropolitan Council; Carver County

Land Use	2016 (acres)	2016 (%)
City	44,767	18.6%
Agricultural	129,341	53.7%
Airport	36	0.0%
Extractive	298	0.1%
Farmstead	3,335	1.4%
Golf Course	472	0.2%
Industrial and Utility	343	0.1%
Institutional	300	0.1%
Major Highway	631	0.3%
Manufactured Housing Parks	3	0.0%
Mixed Use- Commercial/Industrial	11	0.0%
Mixed Use– Residential	35	0.0%
Multi-Family Residential	0	0.0%
Office	1	0.0%
Open Water	9,859	4.1%
Park, Recreational, or Preserve	5,549	2.3%
Commercial	159	0.1%
Seasonal/Vacation	6	0.0%
Single Family Attached	0	0.0%
Single Family Detached	5,098	2.1%
Wetlands/ Undeveloped	40,412	16.8%
CARVER COUNTY TOTAL	240,656	100.0%

◇ Figure 3.2 Existing Land Use in Carver County



◇ **Table 3.2 Future Land Use Summary**

Data: Metropolitan Council; Carver County

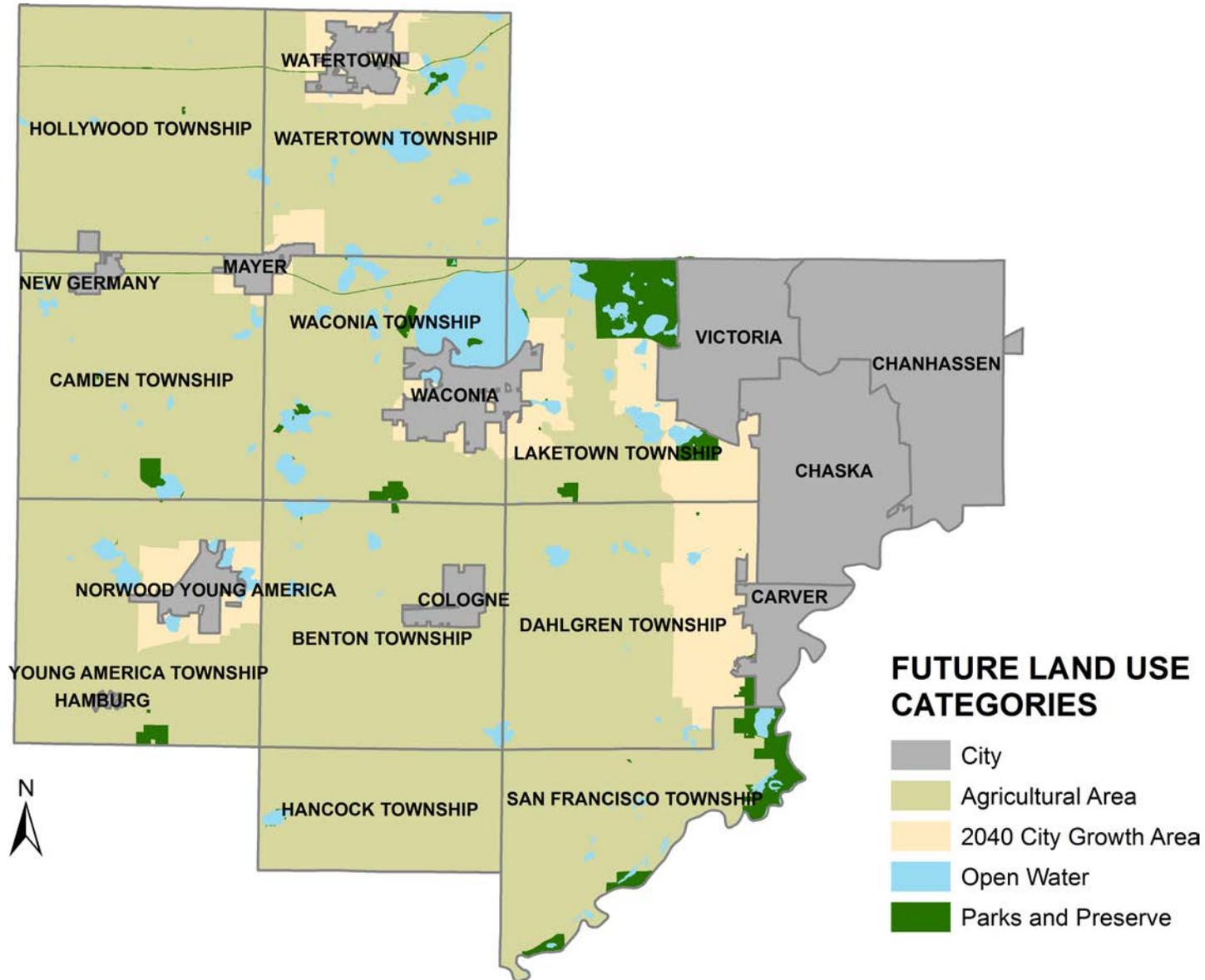
Land Use	2040 (acres)	2040 (%)
City	45,075	19%
2040 Growth Area	19,812	8%
Agricultural	163,866	68%
Open Water	9,272	4%
Park, Recreational, or Preserve	2,631	1%
Carver County Total	240,656	100%

Notes:

1. The land use summary table is an aggregation of Township Land Uses. Specifics regarding current and future land uses for Cities can be found in their respective City Comprehensive Plans.
2. Land Uses within the 2040 Growth Area shown on the 2040 Future Land Use Map have been aggregated to create the total shown in this table. For final determination of land use designations within these areas, please consult City Comprehensive Plans.
3. The land use summary table and the future land use map may not reflect future developments which conform with Township and County rules and regulations.
4. Any loss of Park, Recreational, or Preserve, Wetlands, and Open Water from 2016 to 2040 does not signify that this land use has changed. This is due to City annexations of these areas. All Wetland Conservation Act requirements must be followed.

◇ Figure 3.3 Planned Land Use in Carver County

Data: Metropolitan Council



Land Use Category Definitions

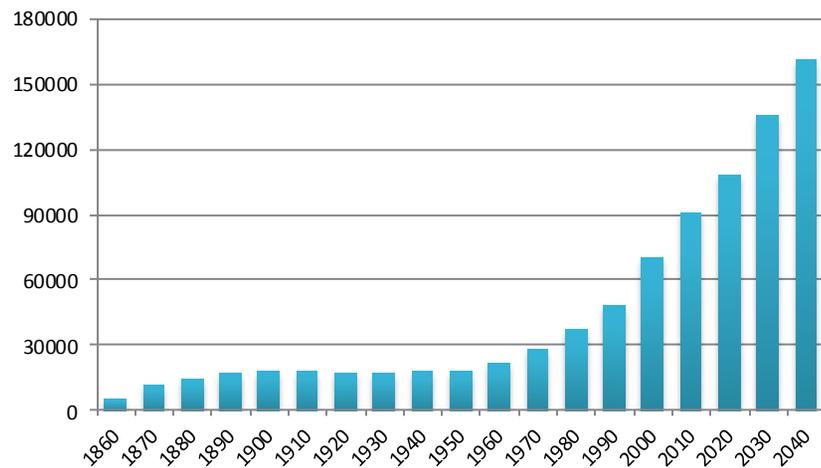
- *2040 City Growth Area*—areas shown on City Plans for annexation and development within the next 20 years. These areas are expected to be served by sewer when developed. Any portions of orderly annexation agreements (OAA) which are not identified as being annexed by 2040 in City Plans are not included in the 2040 City Growth Area.
- *Agricultural Area*—land used for agricultural purposes, including farming, dairying, pasturage, horticulture, floriculture, viticulture, and animal and poultry husbandry. The basic residential density in the Agricultural Policy Area is one dwelling unit per $\frac{1}{4}$ section (40 acres). This density shall not be exceeded, except as provided in Density Options 1, 2, 3, or the Conservation Incentive, or to recognize lots of record as specified in the County Code.
- *City*—Incorporated areas determine land use policy and activities
- *Open Water*—permanently flooded open water, rivers and streams
- *Parks and Preserve*—areas used primarily for public recreation activities or for the preservation of natural features.

Land Use and Growth Management

The planning efforts of 1970, 1981, 1989, 1998, 2009, 2018 and State Statute have established a successful framework for land use planning in Carver County. The cities of Carver County (Carver, Chanhassen, Chaska, Cologne, Hamburg, Mayer, New Germany, Norwood Young America, Victoria, Waconia, and Watertown) are responsible for planning within their boundaries and growth areas. The County is responsible for planning and plan implementation (zoning) in the unincorporated area (Benton Township, Camden Township, Dahlgren Township, Hancock Township, Hollywood Township, Laketown Township, San Francisco Township, Waconia Township, Watertown Township, and Young America Township). Historically, the townships have played an active role in the planning and implementation process, and this plan is based on a continuation of that effort. The goals and policies contained in this plan further establish a framework for land use planning in Carver County.

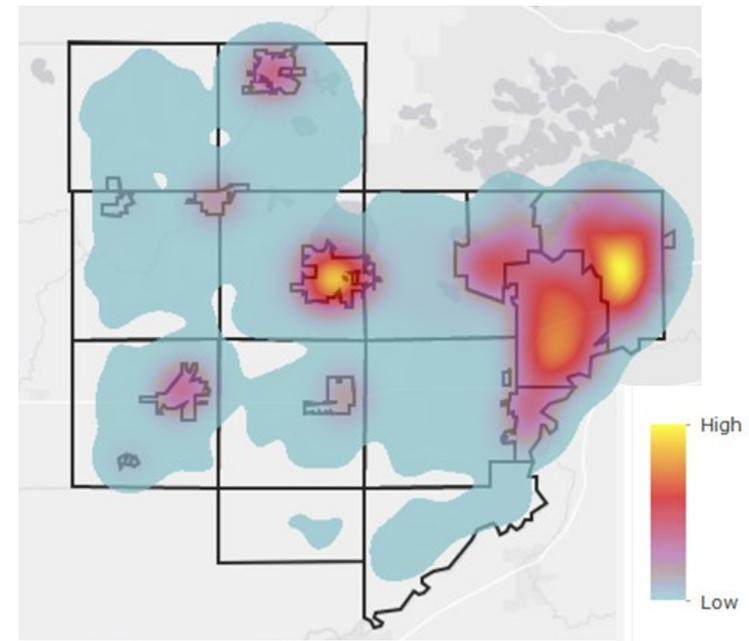
◇ **Figure 3.4 Carver County Population Growth Over Time**

Data: U.S. Census Bureau, Metropolitan Council Projections



◇ **Figure 3.5 Carver County Population Density**

Data: Metropolitan Council Population Estimates, 2016



Key County Land Use Planning Issues

The following key planning issues were identified during the planning process regarding land use in Carver County:

Growth Management: Accommodate a drastic increase in people to more than 161,000 people by 2040 with a commensurate increase in housing and employment.

Rural Character: Impact of development on historic resources, natural resources, agricultural land, and rural communities.

Agricultural Economy: Preserving the viability of the agricultural economy for future generations.

Public Transit: Expansion of current transit services to the areas in the County not currently served and the impact this can have on land use decisions.

General Land Use and Growth Goals

COUNTY GOAL LU-1 FUNDAMENTAL LAND USE GOAL

Manage the use of the land in order to:

- Maintain the viability of the agricultural economy;
- Maintain the County's unique and rural agricultural character;
- Promote rural and urban compatibility;
- Conserve natural and historic resources;
- Direct most of the residential, industrial, commercial, and institutional growth to the municipalities where public services can most efficiently and economically be provided;
- Protect Carver County's Rural Service District.

General Land Use and Growth Policies

COUNTY POLICY LU-1 FUNDAMENTAL LAND USE POLICY

The County's fundamental land use policy position is that most urban developments should occur within the municipalities of the County and that the area outside of the municipalities remains rural in character with agriculture as the principal land use.

COUNTY POLICY LU-2 ORGANIZATION FOR PLANNING

In Carver County, land use planning is done by the cities within their corporate limits and by the County in unincorporated areas with active participation by the township governments. This plan and the County Zoning Ordinance provide for certain choices to be made by townships, including but not limited to: density options, golf courses, township acceptance of roads, and other specific land use issues. This plan contains a chapter for each township. These chapters address issues that are specific to each township and are adopted by township resolution and public hearing. Townships can adopt updates to the chapters at any time.

COUNTY POLICY LU-3 POLICY AREAS

The following policy areas are the framework for guiding land use and development in Carver County for the foreseeable future:

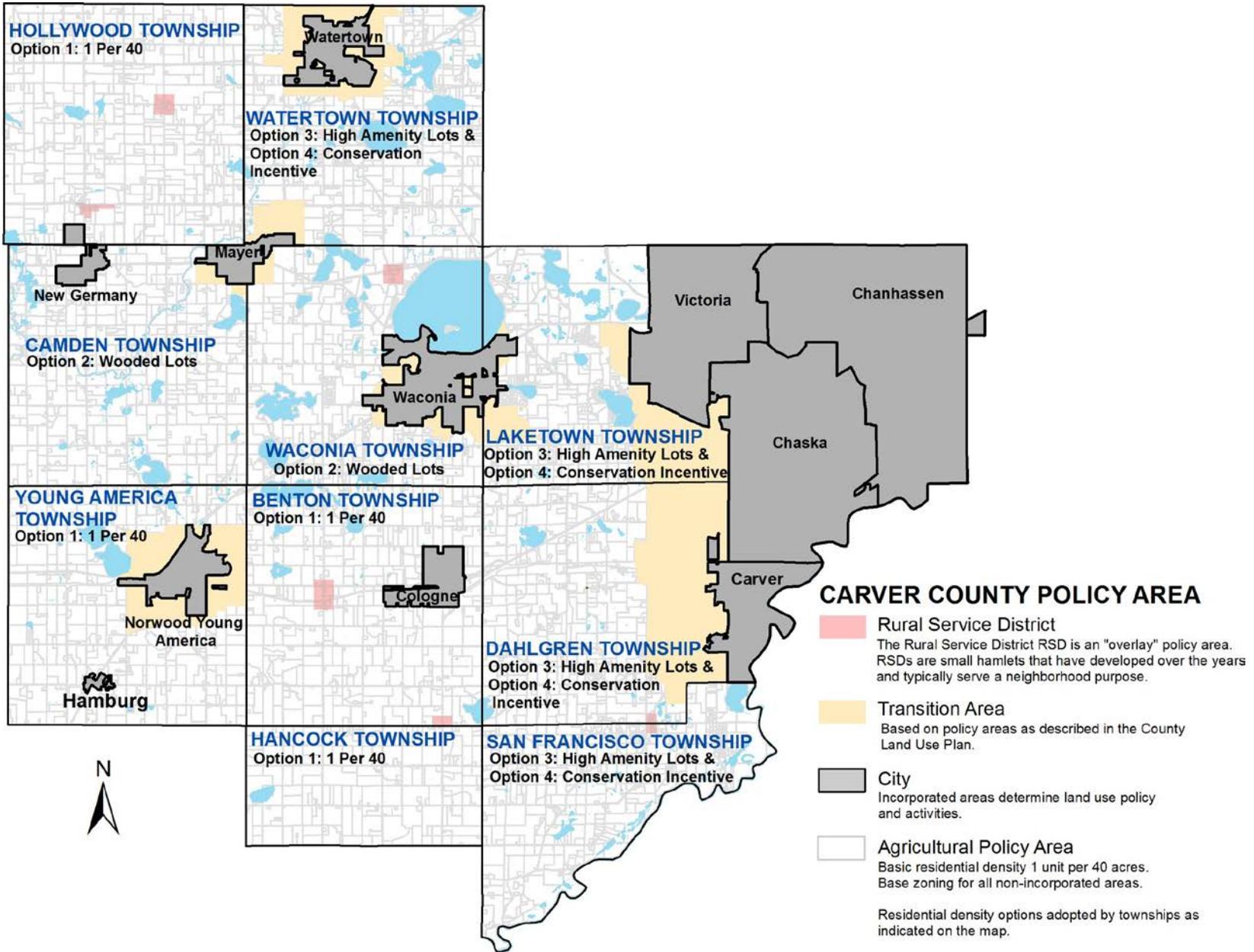
Cities – The focal points of the County's growth. Cities provide the full range of public services, housing, transit, cultural resources, employment, and business opportunities. The County's policy has been and will continue to be to support the continued growth and development of the cities in the County. The County will direct most residential, commercial, industrial, and institutional development to the municipalities of the County. The cities are responsible for planning and land use controls within their own borders.

Transition Areas – Transition areas will likely be urbanized within the next 20 years. These areas will be managed to ensure that they are available for urban development when needed and that development can occur in an economic and orderly fashion.

Agricultural Policy Area – This area encompasses the rural and agricultural areas of the county. This area will remain principally as agricultural use. The area will be managed to provide, to the extent possible, an environment where agriculture is viable over the long term. Limited residential and other uses generally compatible with agriculture and the rural area will also be permitted.

Rural Service Districts – The Rural Service District (RSD) is an "overlay" policy area. RSD's are small hamlets that have developed over the years and typically serve a neighborhood purpose.

◇ Figure 3.6 Carver County Policy Areas



CITIES: THE FOCUS OF FUTURE GROWTH

During the last four decades, Carver County has maintained steady growth in conjunction with the growth of the Twin Cities Metro Area. The growth of the region is expected to continue for the next 20 years with Carver County playing an important role in the growth of the region. The population of the County can be expected to grow to over 160,000 persons by 2040, with a commensurate increase in commercial and industrial development. This population increase will result in substantial increases in the demand for sewer, water, roadways, parks, trails, and other public services. The most efficient way to meet the increased service demands is to direct the development to areas where the services already exist – the incorporated areas of the County. The County has developed and implemented a strategy direction growth to the cities. As a result of this strategy, the cities have historically been, and will continue to be, the focal points of growth in Carver County. All of the cities have public sewer and water systems. In the larger cities, the sewage treatment is provided by the Metropolitan Council at the Blue Lake Plant in Shakopee. The smaller cities own and operate their own systems. All of the cities have administration and staff, although the size of the staff varies with the needs of the city. All of the cities provide other urban services (parks, streets, waste disposal) at levels dictated by the needs, ability to pay, and desires of each city.

Future Growth Goals

COUNTY GOAL LU-2 MAINTAIN HEALTHY, SUSTAINABLE CITIES

- Promote land use patterns that make clear distinctions between urban and rural areas.
- Provide for efficient city growth that incorporates a balanced mix of land uses and a variety of housing types.
- Provide for efficient provision and use of urban services.
- Maintain community identity.
- Collaborate with cities on common planning issues.

Future Growth Policies

COUNTY POLICY LU-4 HOUSING

The County supports the housing goals and programs developed as part of the Livable Communities Act and encourage municipalities to set affordable housing goals and benchmarks which support life cycle and work force housing. The Housing Element of the Comprehensive Plan provides housing demand projects and possible implementation strategies for meeting future housing needs.

COUNTY POLICY LU-5 FOCUS OF GROWTH AND INVESTMENT

In order to accommodate future growth, while minimizing the conversion of agricultural production land to urban uses, and to promote efficient provision of public services, most future non-agricultural growth, and associated public investment will be directed to the municipalities of the County.

COUNTY POLICY LU-6 PLANNING

The County supports the growth of the cities in the County within the framework of the local comprehensive plan and the County/Township Plan. Whenever possible, the County will support and assist in the implementation of local plans, including appropriate and planned public infrastructure.

COUNTY POLICY LU-7 SERVICE LEVEL

The County will support growth that can be accommodated within existing or planned services capacities of the cities. Growth beyond the service capability of a city has the potential for adverse impact on not only the city, but also on the surrounding areas and the County as a whole. The County will cooperate with the cities whenever possible to ensure adequate levels of public services. The service levels should be maintained at a level that adequately serves the residents.

COUNTY POLICY LU-8 WATER PLANNING

Local government jurisdictions, including cities, shall adopt local water plans according to MN Statute 103B and that are consistent with the local watershed management organization plan standards and requirements.

COUNTY POLICY LU-9 TRANSIT PLANNING

Cities are encouraged to support land uses that encourage access to transit such as transit-oriented development (TOD), mixed land uses, higher density around transit hubs, or commuter rail stations.

COUNTY POLICY LU-10 ANNEXATION

The County will support the annexation of land to a municipality if:

- The annexation is consistent with the municipal and township land use plans and annexation agreements.
- The area to be annexed is a logical expansion of the municipality.
- Urbanization is to occur within a timely manner.
- Municipal services (central sewer and water at a minimum), provided by the annexing municipality, will be available at the time of development.
- Planning for stormwater runoff and protection of natural resources will be completed prior to development.
- The annexation of additional land is necessary to accommodate development, and the supply of developable land within the city is extremely limited.

COUNTY POLICY LU-11 NATURAL RESOURCE PLANNING

Local government jurisdictions are encouraged to collaborate with the County and other agencies to preserve, protect and/or restore natural resource areas and corridors within city growth areas.

COUNTY POLICY LU-12

Encourage cities to do the following:

- Concentrate facilities and services to increase opportunities for walking and biking.
- Use grid street layout with short blocks to enhance pedestrian mobility and to more efficiently use existing infrastructure capacity and to reduce the long-term costs of infrastructure maintenance.
- Adopt roadway design guidelines that enhance street connectivity and to adopt a “complete streets” policy.
- Create a Pedestrian Master Plan to enhance pedestrian orientation of each city and encourage streetscape design that is inviting on the humanscale.

TRANSITION AREAS: THE RURAL AND URBAN INTERFACE

Carver County can expect significant residential, commercial, and industrial growth throughout the next 20 years. The County has adopted the policy that this growth is directed primarily to the municipalities. In order to accommodate this growth, cities will need to annex land and provide services to that land. The County's purpose in establishing the Transition Policy Area is to properly manage the land at the urban/rural interface. Management consists of identifying and designating the areas that will be needed to accommodate planned urban growth and managing these areas to economically and efficiently accommodate growth. Proper management of these areas will avoid premature annexation, prohibit large lot residential development that would make provision of services extremely expensive, and limit the possibility of non-compatible future land uses.

The County, townships and municipalities have developed comprehensive plans to guide the use of land and the installation of public facilities through 2040. As part of the planning process, the municipalities have analyzed their land use requirements and public facility systems needed to serve projected growth. The comprehensive plans of the cities establish a framework for their future growth, outlining land use and programming designated in the County's Plan as a Transition Area. The County will manage these areas in accordance with the policies in this section. Coordination between the County, townships, and municipalities during the planning process can alleviate potential problems and allow prompt and efficient urbanization at the proper time.

Transition Area Goals

COUNTY GOAL LU-3 TRANSITION AREAS

The goals of the Transition Policy Area are to:

- Provide for the efficient growth of the cities and economical extension of public services to developing areas.
- Define areas cities will need for future expansion.
- Avoid premature annexation.
- Manage expansion areas—prohibit large lot residential development and land uses not compatible with future uses.

Transition Area Policies

COUNTY POLICY LU-13 DESIGNATION OF TRANSITION AREA

Those lands that are shown in a city's comprehensive plan as receiving sewer service by 2040 will typically be placed in the Transition Policy Area. There may be situation in which a city's plan and the Transition Area may not coincide exactly for a variety of reasons. These issues will be discussed in the associated Township Plan. The physical, economic, and financial feasibility of providing the service will be considered in the designation process. The County may react to changes in a city's comprehensive plan or agreements between cities and townships and may reexamine the designation as necessary.

COUNTY POLICY LU-14 AGRICULTURAL PRESERVES

Entry of Transition Area land into the Agricultural Preserve Program will be discouraged.

COUNTY POLICY LU-15 SERVICE LEVEL

The service levels in Transition Areas should remain the same as that of the Agricultural Area until such a time as the land is annexed into a municipality.

COUNTY POLICY-15A MANAGEMENT

The Transition Areas shall be managed to accommodate urbanization in accordance with the comprehensive plan of the affected city.

- The land in Transition Areas shall remain in the “A” Agriculture Zoning District (with a residential density not to exceed 1 dwelling per ¼ ¼ section). Conditional uses allowing up to 4 dwellings per ¼ ¼ section are allowed provided they are compatible with the density option chosen by the township in their chapter and the annexing city’s future zoning for the site.
- Conditional uses provided for in the Agriculture District should not be permitted in Transition Areas if they are a significant departure from the future land use in the cities’ Comprehensive Plan and the use is of a nature that it could not easily and economically be converted to the planned land use upon urbanization.
- Specific circumstances may dictate that other areas be managed as Transition Areas or that other management tools be utilized in certain areas. The County, cities, and townships may enter into orderly annexation agreements, joint powers agreements or similar agreements in order to respond to specific urban/rural interface management needs.
- Stormwater planning and related water management planning shall be completed by the municipality in Transition Areas prior to the beginning of development.
- New feedlots of 30 animal units or larger are prohibited within transition areas and expanded feedlot operations may be severely restricted.

AGRICULTURAL POLICY AREAS

This policy area encompasses the vast majority of the unincorporated area of Carver County. The majority of the land is prime or good agricultural land and is in agricultural production. Urban services are not planned for this area before 2040 and most areas will not be served with urban services in the foreseeable future. Therefore, the principal land use in the area will be agriculture. Extensive studies were conducted to further examine the compatibility of other land uses with agriculture. The studies indicate that certain types of land uses require rural location and other limited commercial uses are appropriate in the rural area under limited circumstances. Policies have been developed to provide for these limited activities.

The other major planning issue over the years has been the residential density in the rural area. In 1970, a two and one half acre minimum lot size was adopted. In 1972, the minimum lot size was raised for five acres in an effort to curb rural residential development. The lot size based control was singularly unsuccessful. In 1974, a base density of 1 residential unit per $\frac{1}{4}$ $\frac{1}{4}$ section (1 per 40) was adopted for the rural area. In order to properly implement a density zoning concept, density must be based on the situation at a certain point in time. Density, and subsequent permitted development, is based on the ownership pattern on July 1st, 1974, therefore, density calculations for most purposes are based on the snapshot of land ownership and parcel configuration on that date. The reference to this date in this Plan and in the Zoning and Subdivision Ordinances is for density calculation or parcel configuration. The adoption of the 1 per $\frac{1}{4}$ $\frac{1}{4}$ density included a provision for very limited additional density in amenity areas (woods or lakeshore). The choice of utilizing the additional density option is left up to the individual townships.

Agricultural Area Goals

COUNTY GOAL LU-4 AGRICULTURAL AREAS

To preserve Long Term Agricultural (LTA) land and open space, in order to maintain a viable agricultural economy, and to maintain a sustainable land use pattern which recognizes the sensitivity of natural areas.

- Preserve long term agricultural land in farmable parcels.
- Minimize the potential for land use conflicts.
- Manage land use so that urban services will not need to be extended into the agricultural area, and so that existing service levels (on-site sewers, gravel roads, etc.) will meet the service needs.
- Limit residential density to 1 per 40 plus limited development in amenity areas and conservation incentives.
- Take advantage of the unique economic development and transit/transportation related opportunities.

The public services existing and planned in the Agricultural Area are those necessary to support agriculture and limited residential development – on-site sewer, private well, gravel road, contract fire protection. Urban services (sewer, water, hard surfaced streets) will not be available in this area prior to 2040, and in most areas, urban services will not be available in the foreseeable future. The majority of the land in the Agricultural Area is served by gravel townships roads. The maximum capacity of a gravel township road is typically 200 ADT (average daily trips), and in some cases much less.

County and state highways are designed to carry larger volumes of traffic at high speeds. Proper spacing and design of private access is critical to protecting this capacity and providing safe roads.

Agricultural Area Policies

COUNTY POLICY LU-16 SERVICE DEVELOPMENT STANDARDS

The following standards are intended to ensure that land uses in the unincorporated area are compatible with a rural, agricultural area and the level of services available.

- Alternatives should be investigated in cases where the approval of a change in land use would raise traffic on a gravel road substantially above 200 ADT.
- Individual land uses that will generate high levels of traffic and/or heavy vehicle traffic may be required to participate in the upgrading of facilities.
- Residential areas developed under Options 1, 2, 3, or the Conservation Incentive, or those occurring as a result of transfer or grouping of 1 per 40 eligibilities, must be served by a road built to public road standards. If the road is likely to ultimately serve a large number of units, or the area is planned to be served by hard surfaced roads, the design should be adaptable to hard surfacing. Design of the road should reflect long term plans for roads as shown in the County, City and Township Transportation Plans.
- Typically there should be no more than one access from a residential area to an existing public road, nor should individual lots have more than one access to a public road.
- When a single land use will be generating substantial amounts of sewage, the most effective treatment system should be installed, and monitoring of the treatment facility will be considered.
- At least one, and potentially two, alternative treatment sites shall be required of any land use requiring a Subsurface Sewage Treatment System (SSTS) for treatment of sewage.
- In areas where development will result in a number of systems in close proximity, land may be required to be set aside for a community treatment system, or the installation of such a system may be required.
- Measures shall be taken to prevent erosion and sedimentation during and after construction including meeting all state and federal standards and the requirements of the County Water Plan and Rules.
- Lakes, wetlands, streams, bluffs, and other sensitive natural features shall be protected from the adverse impacts of construction and development. Land use changes and development should be designed so as to minimize disturbance of natural systems. Building sites should remain in their natural state to the greatest extent possible.
- Natural drainage should be used to the greatest extent possible.
- Undue restrictions on renewable energy should be avoided.

COUNTY POLICY LU-17 PRINCIPLE USE – AGRICULTURAL

The principal long term use of land in the Agricultural Policy Area will continue to be agriculture for the foreseeable future. Land uses which will require, either immediately or over the long term, service levels greater than those needed in an agricultural area should not be permitted. Uses of this nature will be directed to the areas of the County where the needed services are available.

COUNTY POLICY LU-17A AGRICULTURAL PRESERVE PROGRAM

The enrollment of eligible land, particularly prime and good land, into the program is encouraged. The County will enforce and administer the Agricultural Preserve Program in the areas where it has planning and zoning authority.

LTA is defined as Classes 1, 2, and 3 in (SCS) soils classification system (Prime and Good Agricultural Land) that is currently in agricultural production.

COUNTY POLICY LU-17B USE OF LONG TERM AGRICULTURAL LAND

The use of LTA land for purposes other than agriculture shall be avoided, while recognizing that a small amount of LTA land may be needed for other land uses that are appropriate in the policy area. No more prime or good land should be included in a non-agricultural parcel than is necessary to meet the minimum lot or site requirements and provide for an on-site sewer system and required alternative sites. LTA land should be maintained in large, easily farmable parcels. The creation of parcels with no reasonable use shall be avoided. In order to accommodate future development in the opportunity areas, it will be necessary to convert LTA to other uses in these areas.

Animal agriculture has historically been and will continue to be a critical component of the agricultural economy in Carver County. In the past, feedlots were high in number but relatively small in size. The typical operation was a 30-50 head dairy operation plus some other livestock. However, the past 20 years has brought many changes. Many of the small operations have either gone out of business or expanded to 100 – 300 head of dairy. Large hog operations are also being built. The trend is toward fewer larger operations. This concentration of more animals in a single operation, coupled with an increasing number of non-farm residents in the agricultural area, has generated increasing land use conflicts. A source of conflict is odor, but there are also concerns over manure management, building sizes, increased traffic, and water quality.

Definition of a Feedlot (MN Rules 7020)

An area shall be considered a feedlot if it is a lot building or combination of lots and buildings intended for the confined feeding, breeding, raising, or holding of animals and specifically designed as a confinement area in which manure may accumulate, or where the concentration of animals is such that a vegetative cover cannot be maintained within the enclosure. Open lots used for the feeding and rearing of poultry (poultry ranges) shall be considered to be animal feedlots. Pastures accommodating fewer than 10 animal units shall not be considered animal feedlots.

COUNTY POLICY LU-17C ANIMAL AGRICULTURE (FEEDLOTS)

Animal agriculture and the accompanying operation of feedlots are and will continue to be an important segment of the agricultural economy in most portions of the County.

- Feedlots are generally a permitted use in the Agricultural Policy Area, but may not be appropriate in all areas.
- Feedlots shall be managed with appropriate consideration to manure management, traffic on adjacent roadways, and environmental impacts.
- Appropriate distances of separation are required between feedlot operations and residential land uses when feasible.
- Townships may require additional criteria regarding feedlots based on unique environmental and land use circumstances. These more restrictive policies must be addressed in the township chapter of the land use plan.
- The cumulative impact of adjacent or expanding feedlots should be part of any evaluation criteria for determining the appropriate siting of feedlot facilities.
- Feedlot operations shall meet all applicable state requirements and standards.

AGRICULTURAL POLICY AREAS: RESIDENTIAL LAND USES

Residential Land Use Policies

COUNTY POLICY LU-18 RESIDENTIAL DENSITY

The basic residential density in the Agricultural Policy Area is one dwelling unit per $\frac{1}{4}$ $\frac{1}{4}$ section (40 acres). This density shall not be exceeded, except as provided in Density Options 1, 2, 3, or the Conservation Incentive, or to recognize lots of record as specified in the County Code. The “creation” of building eligibilities that violate this density shall not occur. The density shall be calculated based on the parcels of land as they existed on July 1st, 1974.

COUNTY POLICY LU-18A ALLOCATION OF BUILDING ELIGIBILITIES

All buyers and sellers of property are encouraged to clearly indicate allocation of building eligibilities, or potential building/development rights. Absence of any evidence of such allocation, a building eligibility shall typically remain with the $\frac{1}{4}$ $\frac{1}{4}$ section or 40 acre parcel from which it is derived.

COUNTY POLICY LU-18B LOTS OF RECORD

Lots shall be considered to have a residential building eligibility only if the lot is physically suited for a home and sewage treatment facilities. In cases where several tracts of land were assembled into a single parcel for a use or activity (for example, several parcels of land purchased for a church & cemetery) the individual tracts shall not be considered separate lots of record for building eligibility purposes. Lots that were clearly created for another use such as a school, business, church, etc., and the use is still in place shall not be considered to have a residential building eligibility or eligibility in addition to existing residences.

COUNTY POLICY LU-18C GROUPING OF DWELLING UNITS

One of the consequences of utilizing density regulations (as opposed to lot size) to manage residential development is the potential for a number of homes to become grouped in a limited area. No more than four homes shall be located on a ¼ ¼ section (40 acre parcel) based on the configuration of the parcel on July 1st, 1974; homes subdivided from a parcel prior to that date shall not be considered in the implementation of this policy. In cases where the land does not follow the ¼ ¼ section configuration, the shape most nearly approximating a ¼ ¼ section containing 40 acres shall be used.

COUNTY POLICY LU-18D TRANSFER OF BUILDING ELIGIBILITIES

Building eligibilities deriving from the 1 per 40 density may be transferred from one parcel to another.

- The transfer should only be between adjacent parcels. Parcels separated by a public road, railroad, or similar right-of-way, or touching at a point, would typically be considered adjacent parcels.
- The transfer of eligibilities to non-adjacent parcels is permitted provided that:
 - ◇ The sending and receiving parcels are within the same township; and
 - ◇ Both the sending and receiving parcels are in the same taxing district, with the exception of the watershed taxing district; and
 - ◇ The township has provided for this option in its Policy Chapter within the Comprehensive Plan.

COUNTY POLICY LU-18E MULTIPLE USE OF DENSITY OPTION

A density option, which provides for additional homes above the 1 per 40 density, shall be used no more than once for any piece of land.

COUNTY POLICY LU-18F RESIDENTIAL DENSITY OPTIONS

This plan provides for four density options in this policy area. The density options are chosen by the townships as part of each township's plan chapter. Each Township must choose one of the options. A township may choose to have various options applied within different parts of the township. In cases where a parcel (as it existed in 1974) has been subsequently subdivided, the precedence for development rights shall be as follows (in descending order of precedence): written agreements or statements regarding development rights; largest remnant of the parcel as it existed on July 1st, 1974 (assuming it contains eligible land); smaller or equal sized remnants of the original parcel containing eligible land. Further decisions as to the rights shall generally be based on suitability for building.

Option 1: 1 per 40 density with no additional density in amenity areas.

Option 2: Wooded and Lakeshore Lots

1 per 40 base density with limited additional development in amenity areas. This option provides for up to three additional dwelling units on eligible land on each parcel that was of record as of July 1st, 1974. This additional density is permitted only in townships that specifically provide for such density in their policy chapter. Density provided for under this policy shall not be transferred.

Option 2: Eligibility Standards

Standards for eligibility for addition density under Option 2:

- Only land that is substantially wooded or is considered lakeshore on lakes (as designated in Table 3.2 of this policy).
- All lots to be created shall have frontage on a public road or other road built to the same standards as a public road.
- All proposed residential lots shall have an adequate building area – minimum area needed to accommodate an on-site sewer system with two or more treatment areas, a house, garage, and storage structure, while observing all required setbacks. The building area must be within or immediately adjacent to the area eligible for additional density.

Option 2: Development Standard

The following standards shall be used to guide development occurring under Option 2:

- The building lots should be considered residential lots, not agricultural parcels. The minimum lot size shall be related to the minimum area needed to accommodate at least two on-site sewer systems, a house, garage, and storage structure, while observing all required setbacks. Each lot should contain the minimum practicable amount of prime agricultural land.
- Residential areas should be located so as to provide the most effective buffering from through roads, agricultural areas, and feedlots within the context of the other requirements and development standards.
- Property owners are encouraged to minimize impact on natural resource areas.

Option 3: High Amenity Areas

1 per 40 base density with additional development in amenity areas based on a 1 per 10 density with no more than 4 per 40 (four homes on 40 acres).

The purpose of this policy area is to provide for additional residential development in high amenity areas, while providing for the continuation of agriculture on viable parcels of LTA land. It is not the intent to provide for the development of the land generally at a 1 per 10 – 4 per 40 density; nor is it the intent of this provision to generate large lot subdivisions, such as dividing a 40-acre parcel into four 10-acre lots. This option provides for up to three additional dwelling units on eligible land on each parcel that was of record as of July 1st, 1974.

Option 3: Eligibility Standards

Standards for eligibility for additional density under Option 3:

- A township that adopts this option may further clarify the amenity areas in the township. For example, a township could adopt the option with the provision that only wooded lots are eligible.
- Wooded land, wooded pasture and similar areas not in agricultural production with soils suitable for on-site sewer (land that is not in production because of a state or federal program is considered production land).
- Areas immediately adjacent to waterbodies (as designated in Table 3.2 of this policy) – ¼ ¼ sections adjacent to a lake shall be considered amenity areas with the potential for additional residential development.
- Bluff areas (buildable areas on top of bluffs) and ravines closely associated with the Minnesota River, South Fork Crow River, Bevens/Silver Creek, Chaska Creek, and Carver Creek. Townships which have land that may be eligible under this provision should further define bluff areas in their chapter of this plan.

Option 3: Development Standards

The following standards shall be used to guide development occurring under Option 3:

- Building sites should be clustered in or immediately adjacent to the amenity areas.
- The maximum practicable amount of LTA land should be preserved for continued agricultural use. The viable LTA land should be retained in a large parcel or parcels suitable for agricultural purposes. The LTA land should not be split up and attached to each residential parcel unless the amount of agricultural land is so small that it is not reasonably farmable. One of the residential sites and the agricultural land may be combined to form a farm.
- The building lots should be considered residential lots, not agricultural parcels. The minimum lot size should be related to the minimum area needed to accommodate at least two on-site sewer systems, a house, garage, and storage structure, while observing all required setbacks.
- Each lot should contain the minimum practicable amount of prime agricultural land.
- Residential areas should be located so as to provide the most effective buffering from through-roads, agricultural areas, and feedlots within the context of the other requirements and development standards.
- Property owners are encouraged to minimize the impact on natural resource areas.

The following table lists the lakes or waterbodies for purposes of determining eligibility under Option 2 or Option 3. The Township Policy Chapters or the Water Plan may further address eligibility for building and may enforce additional land use standards. The Township Policy Chapters and the Water Plan shall supersede if they specifically address the issue.

◇ **Table 3.3 High Amenity Areas—Eligible Lakes & Waterbodies**

Township	Eligible Lake or Body of Water
Benton	Rice Lake, Maria Lake
Camden	Eagle Lake
Dahlgren	Miller Lake, Aue Lake, Maria Lake
Hancock	Assumption
Hollywood	Lippert Lake
Laketown	Parley Lake, Reitz Lake, Turbid Lake, Krey Lake, Pierson Lake, Marsh Lake, Wasserman Lake, Lake Waconia
San Francisco	None
Waconia	Goose Lake, Rutz Lake, Burandt Lake, Patterson Lake, Hydes Lake, Rice Lake, Lake Waconia
Watertown	Rice Lake, Oak Lake, Mud Lake, Swede Lake, Buck Lake, Goose Lake, Lippert Lake, South Fork Crow River
Young America	Tiger Lake, Young America Lake, Barnes Lake

Option 4: Conservation Incentive

The purpose of the Conservation Incentive is to give landowners the opportunity to protect, preserve, enhance or restore natural resources on their property. In exchange for these conservation activities, property owners would be allotted additional building eligibility(s). It is not the intent of this provision alone, or in combination with the other density options, to provide for the development of the land generally at a 1 per 10 – 4 per 40 density; nor is it the intent of this provision to generate exclusively large lot subdivisions, such as dividing a 40-acre parcel into four 10-acre lots.

Option 4: Eligibility Standards

Standards for eligibility for additional density under Option 4:

- This provision can be used in combination with any of the other density options available to the Townships. Additional eligibility(s) allotted under this provision are in addition to eligibility(s) available under the density option in the respective Townships.
- The following descriptions provide a general overview of the types of conservation or restoration activities that would be required to qualify for density incentives. A project may consist of a combination of one or more of the following activities: permanent preservation, restoration, or enhancements of: wetlands, forests or woodlands, prairie, bluffs, or shoreline.
- There should be a reasonable relationship between the natural resource value created by the conservation activity and the value of the eligibility.
- Adjacent landowners may combine efforts to conduct a conservation project that crosses property boundaries.
- This incentive cannot be used on land where another permanent incentive has been used– for example, a wetland restoration for which payment was received, or on land where there is a temporary incentive– such as an eight year CRP– until the incentive period has ended.
- The Conservation Incentive is available only in Townships that provide for it in their Township Policy Chapter.

Option 4: Development Standards

The following standards shall be used to guide development occurring under Option 4:

- The minimum lot size shall be related to the minimum area needed to accommodate at least two on-site sewer systems, a house, a garage, and storage structure, while observing required setbacks.
- Varying lot sizes will be considered.
- Lots should either be small and clustered or large enough, typically 20 plus acres, to support farming activities.
- If at all possible, long-term agricultural land should remain in large, farmable parcels.

AGRICULTURAL POLICY AREAS: OTHER LAND USES

In addition to agricultural use and limited residential development, there is another class of land uses that must be addressed in the agricultural area – essentially non-agricultural, non-residential land uses. County policy generally directs most non-agricultural uses, particularly commercial, industrial, retail and institutional to the cities. However, there are a number of uses that, for various reasons, are appropriate for a location in the agricultural area. These uses fall into three general categories: 1) essential or public service, 2) activities related to the agricultural or residential use of land, and 3) uses that require a rural location or setting or need to be oriented to a specific feature such as a lake, gravel deposit, or historic site.

It is not the intent of the plan to provide an alternate location for uses that belong in the urban areas. For example, operators of some activities are attracted to the low land costs, usually lower taxes, lower initial infrastructure costs, and less stringent development standards in the agricultural district, even though their use is not appropriate within the context of the area. Extreme caution must be exercised in permitting additional uses in the rural area, since one major facility or a series of small uses permitted over the years can have a significant cumulative and adverse effect on the area.

Other Land Use Policies

The following policies apply to the agricultural areas in Carver County:

COUNTY POLICY LU-19 “OTHER USES” - (NON-AGRICULTURAL, NON-RESIDENTIAL LAND USE)

While LTA will be the primary use of land in this policy area, the County recognizes that certain other uses of land may be necessary or appropriate in this policy area. It is not the intent of this policy to provide an alternate location for uses that belong in the urban area. Other land uses and criteria for these uses fall into one of three categories: essential services; large scale land uses that require a location in the Agricultural Policy Area because of a unique need for land or location; and small scale business activities centered around a residential or residential/farmstead use of a property.

COUNTY POLICY LU-20 ESSENTIAL SERVICES, PUBLIC AND QUASI-PUBLIC SERVICES, AND LIMITED PRIVATE USES THAT SERVE A COMMUNITY PURPOSE

Public and quasi-public, limited private uses and uses that serve a community purpose such as utilities, transportation, government operations, communication, energy production, water management, waste treatment or disposal, public parks and similar uses that serve a public need, or are deemed beneficial or essential to the public health and safety, welfare, or serving a public good of the community as determined by the County Board. These land uses may be located in any policy area provided an appropriate siting process is utilized in locating a site. Factors that must be considered in the siting process:

- Site requirements for the facility;
- Use of prime agricultural land and environment, especially those that cannot be mitigated and/or reversed;
- Potential pollution of air, groundwater, and/or surface water;
- Impacts on the existing hydrology;
- Agricultural Preserve Land may be used for essential services only if no other alternative exist, and then only after an eminent domain proceeding ordering the land removed from the Agricultural Preserve. The eminent domain proceeding shall be in accordance with MS473H.15;
- Effects on existing and planned land uses in the area;
- Need for services and infrastructure.
- Appropriate densities for facilities.

COUNTY POLICY LU-21 LARGE SCALE ACTIVITIES WITH UNIQUE LAND OR LOCATION NEEDS

Uses must fall into one of the following categories:

- The activity must be located in the agricultural area in order to utilize or extract a natural resource which is located in the area. Examples include, but are not limited to, a marina, gravel mine, and/or a ski slope.
- Recreational, educational, or institutional uses (public, private, or non-profit) that require a location in a rural area because of a need for seclusion or a natural setting. Examples include, but are not limited to, recreation areas and similar uses, educational or summer camps, retreats, and churches.
- Activities that require a relatively large land area for low intensity land uses. The land uses are of a nature that substantial topographic changes are not required and structures are limited to clubhouses, maintenance buildings, and accessory structures. Examples include, but are not limited to, golf courses, shooting ranges, hunting preserves, and agricultural activities with a retail component.
- Special facilities, typically public or quasi-public in ownership or sponsorship, that because of land area, location, or other unique needs must be located in the Agricultural Area. An example includes, but is not limited to, an airport.

COUNTY POLICY LU-21A CRITERIA FOR LARGE-SCALE ACTIVITIES WITH UNIQUE LAND OR LOCATION NEEDS

The following criteria shall be used to evaluate uses proposed under this provision. An affirmative answer to several of the criteria may indicate if the use is not appropriate in the Agricultural Policy Area.

- A mandatory Environmental Assessment Worksheet (EAW) shall be required;
- The Minnesota Department of Health requires a wellhead protection delineation or plan;
- Sewage capacity requires approval from the Minnesota Pollution Control Agency;
- Need for a water appropriation permit from the Minnesota Department of Natural Resources;
- Effect on a gravel road– average daily traffic exceeds 200 or heavy equipment use exceeds the road design;
- Results in a permanent conversion of a significant amount of long-term agricultural land;
- Requires a significant amount of Stormwater infrastructure;
- Relationship to traffic generated to road capacity (i.e. substantial percentage of the road capacity will be used by the proposed activity);
- No reasonable relationship between the proposed number of residents to the residential density permitted under the density option selected by the Township;
- Need for additional police protection or fire protection above the current service levels
- Adverse relationship to the regional growth plan– location and compatibility with urban reserve area, transition area, and permanent agricultural areas;
- Relationship to the County Water Plan or other watershed management plans– substantial impact on nearby surface and groundwater.
- Substantial conflicts with existing land and water uses.

COUNTY POLICY LU-22 ACTIVITIES CENTERED AROUND A HOME OR A HOME/FARM COMBINATION

It is the intent of this policy to provide for those small-scale activities that are conducted in conjunction with a residential or residence/farmstead use. It is not the intent of this provision to provide for a stand-alone site for business or industry scattered in the agricultural area. Uses that are to be permitted under this provision must be located on a site either with an existing residence, or residence/farmstead, and fall into one of the following three categories:

- ◇ **Home Occupation**– The business of a type typically considered a home-based business, home occupation, or adaptive re-use of existing buildings. Examples include, but are not limited to, a certified public accountant’s office, beauty shop, bed & breakfast, and a cabinet shop.
- ◇ **Off-Site Services**– Businesses that provide a service off the site with the primary use of the land used for storage and maintenance of the equipment used off the site. The typical use of this type would be a small contractor yard– road building, construction, landscaping, and well drilling contractors, for example. This provision is intended to accommodate those operations that are small and of low intensity and can be accommodated on the typical residential or farm homestead site.
- ◇ **Farm Related**– The land use is farm related in that it is directly related to the conduct of commercial agriculture: repair or maintenance service for equipment unique and necessary to agricultural operations; produces a product or involves a process that utilizes a process that utilizes locally grown or produced commodities; sales and/or purchasing of products of the local agricultural economy or of goods unique and necessary to agricultural operations.

COUNTY POLICY LU-22A CRITERIA FOR ACTIVITIES CENTERED AROUND A HOME OR A HOME/FARM COMBINATION

The following criteria shall be used to evaluate uses proposed under this provision. An affirmative answer to several of the criteria may indicate the use is not appropriate in the Agricultural Policy Area.

- Scale of the operation (number of vehicles, on-site employees, trips generated) does not generally fit a rural setting;
- Relationship of traffic generated to road capacity (i.e. substantial percentage of the road capacity will be used by the proposed activity);
- Effect on a gravel road– average daily traffic exceeds 200 or heavy equipment use exceeds the road design;
- “Principal” operator of business does not reside on site;
- Results in a permanent conversion of a significant amount of long-term agricultural land;
- The sewage treatment system is of a capacity that it requires Minnesota Pollution Control Agency approval;
- Size or number of new structures exceeds a reasonable relationship to parcel size or does not generally fit the rural setting.

COUNTY POLICY LU-23 RURAL SERVICE DISTRICTS

The Rural Service District (RSD) is an “overlay” policy area. The RSD’s are small hamlets that have developed over the years and typically serve a neighborhood purpose; some, however, accommodate specialized facilities such as Bongards Creamery. The areas to be treated as RSD’s are: Bongards, East Union, Gotha, Maple, Hollywood Station, and Hollywood (Sports Complex). Residential development shall not occur at a density greater than that provided under Policy 20 (Residential Land Uses). Development in each RSD should enhance and support the district’s unique role in the community and agricultural economy.

Rural Service Districts Development Standards:

- Hollywood Station is appropriate for the expansion of agriculture– related business and community service activities. Due to its location on a major thoroughfare, very limited highway service activities should be allowed. A site plan addressing, at a minimum, traffic access and circulation and stormwater management shall be prepared before any further development is permitted. The plans may be included in the Township Policy Chapter.
- The Bongards District, with its creamery, is essential to the economic health of the agricultural economy in the County. Development of other agricultural-related trade and service activities is also encouraged in this district. Due to its location on a major thoroughfare and an active rail line, very limited highway service and multi-modal activities associated with the rail line should be allowed. A site plan addressing, at a minimum, traffic access and circulation and stormwater management shall be prepared before any further development is permitted. The plans may be included in the Township Policy Chapter.
- Present development in Gotha, Hollywood, Maple, and East Union is appropriate to RSD’s and should be supported as future development of agriculture and community related trade and service activities. If significant development is anticipated in these RSD’s site plans addressing, at a minimum, traffic access and circulation and stormwater management shall be prepared and may be included in the Township Policy Chapter.

COUNTY POLICY LU-23A ADAPTIVE RE-USE OF EXISTING BUILDINGS AND FACILITIES

It is the intent of this policy to provide for the reasonable adaptive re-use of existing buildings and facilities, and generally not to provide for substantial expansion beyond what presently exists, or to provide for new buildings or facilities. Large buildings and facilities existing prior to the adoption of this amendment may be used for purposes not normally provided for in the RSD’s under the following conditions:

- The building or facility was constructed, designed, and used for a commercial, industrial, or institutional use.
- The structure condition of the building or facility is determined to be sound and not in need of any major repair or rehabilitation, and the structure can be reasonably adapted to another use.
- The building or facility is of a size, type of construction, or configuration such that it is not reasonable to expect it to be utilized for uses provided for in existing policies.

COUNTY POLICY LU-23B DEVELOPMENT IN RURAL SERVICE DISTRICTS

Development must occur within the context of the level of public services in the area. Activities that require levels of service higher than existing or proposed for the area should not be located in a RSD. Sewer service shall be provided by private, on-site systems. In the event that it becomes necessary to establish a central sewer and/or water system due to problems caused by existing development, a special assessment district may be established to pay for the installation and maintenance of such systems.

ECONOMIC DEVELOPMENT OPPORTUNITY AREAS

Watertown Township, in concert with the County and the Cities of Watertown and Mayer, studied the concept of the designation of an economic development opportunity area near the State Highway 7 and County State Aid Highway 10. The area located at this intersection has evolved into a potential energy and large scale use location. Currently, the area contains a large generation facility, major electric and gas corridors, strong transportation connections, and a close proximity to area cities. Potential activities which do not require municipal services and therefore do not fit in area cities could locate here.

Economic Development Area Goals

COUNTY GOAL LU-5 ECONOMIC DEVELOPMENT

Create an environment which supports the success of businesses that benefit from the assets cultivated by Carver County—including efficient transportation and access to the assets of the greater metropolitan area and unique economic development needs and opportunities.

Economic Development Opportunity Area Policy

COUNTY POLICY LU-24 HIGHWAY 7 AND CSAH 10 OPPORTUNITY AREA

Appropriate land uses in this area would be for the purposes of enhancing energy use, generation, transmission, and operations; public service operations, agricultural based activities which support area land uses, and other uses which would not require municipal services, and does not compete with municipal land uses or economic development. Actual development would need to be preceded by a Comprehensive Plan Amendment which may include, but is not limited to: land use change, development plan, environmental analysis, traffic studies, stormwater management, sewer and water needs, and development standards.

HOUSING

Carver County is expected to experience a large growth in total housing through the year 2040. This growth will include a need for multiple different housing styles, and both affordable and market rate pricing. The housing will primarily be located within the cities of Carver County. As the cities continue to grow, additional land from the townships of the County may be annexed into city limits to accommodate growth. The median home value in 2016 for Carver County was \$297,600. A map of the estimated market value for residential properties can be found at the end of this section. The following tables represent the existing conditions within Carver County:

◇ **Table 3.4 Housing Characteristics in Carver County**

Data: Metropolitan Council, 2016 Estimates

Housing Type	Number of Units
Single Family	31,144
Townhomes (Single Family Attached)	4,515
Multifamily (5 units or more)	5,797
Manufactured Home	891
Other housing units	2
Total	37,802

◇ **Table 3.6 Publicly Subsidized Housing Units by Type**

Data: HousingLink Streams data; Metropolitan Council

	Number of Units
Senior Housing	446
Housing for People with Disabilities	5
All Other Publicly Subsidized Units	1,046

◇ **Table 3.8 Carver County Affordable Housing Need Allocation through 2040**

Data: Metropolitan Council

	Current	Projected Need by 2040
At or Below 30% Area Median Income (AMI)	1,809	2,016
From 31% to 50% AMI	5,960	870
From 51% to 80% AMI	10,868	889
Total Units	18,637	3,775

◇ **Table 3.5 Occupied Housing Tenure in Carver County**

Data: U.S. Census Bureau, American Community Survey, 2016

Occupied Status	Percentage (Number)
Owner- Occupied	80.4%(30,430)
Renter- Occupied	19.6%(7,404)

◇ **Table 3.7 Percentage Experiencing Housing Cost-Burden in Carver County**

Data: U.S. Census Bureau, American Community Survey, 2016

Occupied Status	Percentage Experiencing Housing Cost Burden
Owner Occupied	18.4%
Renter Occupied	34%
All Housing	21.7%

Housing Cost Burdened means when 30% or more of gross income is used to pay for a housing cost.

◇ **Table 3.9 Housing Cost-Burdened Households in Carver County**

Data: U.S. Department of Housing and Urban Development, 2016

	Current
At or Below 30% Area Median Income (AMI)	3,080
From 31% to 50% AMI	1,631
From 51% to 80% AMI	2,338
Total Units	18,637

Housing Studies

The Carver County Community Development Agency (CDA), as part of its five-year strategic plan, engaged the services of Maxfield Research, Inc. in 2007 to complete a comprehensive Housing Needs Assessment to the year 2030 for Carver County. The goal of the study was to enable Carver County and its municipalities to utilize the data for their 2030 comprehensive plans. The CDA engaged Maxfield Research, Inc. to complete an update to the 2007 Housing Needs Assessment in 2014. Additionally, the CDA engaged Community Partners Research, Inc. to complete Affordable Housing Study updates for each City within Carver County to be used for their 2040 Comprehensive Plans. The information in the 2014 Housing Needs Assessment and the 2017 Affordable Housing Study updates were used in the development of this Plan and is being used by the cities in the County as a key component in their respective Housing Plans.

The 2014 Comprehensive Housing Needs Assessment finds that household growth and changes in demographic characteristics and housing preferences will create demand for nearly 36,960 housing units in Carver County from 2014 to 2040. Included in this total is demand for about 28,820 ownership units and 8,140 rental and senior units. This includes demand for about 3,335 rental units from low-and moderate-income households. The Carver County CDA, cities, Carver County, and many other government agencies, public and private funding sources and local businesses will need to work together to ensure future housing needs are met.

Housing Growth

Demand is projected for about 35,077 new housing units in Carver County from 2014 to 2040, with about 9,747 units between 2014 and 2020 and almost 25,330 units between 2020 and 2040. Total projected housing demand by community from 2014 to 2040 is as follows:

◇ **Table 3.10 Housing Demand**

Data: 2014 Housing Needs Assessment

Community	Projected Housing Demand (2014 – 2040)	Projected Rental Housing Demand (2014 – 2040)
Carver	5,010 units (14%)	650 units (8%)
Chanhassen	6,560 units (18%)	1,771 units (22%)
Chaska	8,025 units (23%)	2,726 units (33%)
Cologne	1,330 units (4%)	271 units (3%)
Hamburg	150 units (<1%)	46 units (<1%)
Mayer	630 units (2%)	99 units (1%)
New Germany	442 units (2%)	60 units (<1%)
Norwood Young America	2,450 units (7%)	679 units (8%)
Victoria	3,205 units (9%)	652 units (8%)
Waconia	4,500 units (13%)	748 units (9%)
Watertown	2,115 units (6%)	442 units (5%)
Townships	660 units (2%)	---

The projected rental demand of 8,144 units in Carver County from 2014 to 2040 is shown by type below.

Shallow-subsidy units (affordable) are defined as those affordable to renters earning between 50% and 80% of median income. Deep-subsidy (subsidized) units are those affordable to households earning 50% or less of median income.

- Senior market rate = 2,752 units (35% of the rental demand)
- Senior affordable = 1,522 units (19%)
- Market rate general-occupancy = 2,057 units (25%)
- Shallow subsidy (affordable) general-occupancy = 1,433 units (17%)
- Deep subsidy (subsidized) general-occupancy = 380 units (4%)

A large portion of the senior demand is expected to occur after 2020 when the first baby boomers reach their mid-70s. Between 2014 and 2020, 21% of the rental demand will be senior (908 units). Between 2020 and 2040, 79% of the rental demand will be senior (3,366 units).

About 12% of total housing demand in Carver County between 2014 and 2040 is expected to be for senior housing, including for-sale senior housing. The following is senior housing demand by service level:

◇ **Table 3.11 Senior Housing Demand by Service Level**

Data: 2014 Housing Needs Assessment

Housing Type	Number of Units (2014-2020)	Number of Units (2020-2030)	Number of Units (2030-2040)
Affordable rental	404 units	638 units	480 units
Adult for-sale	166 units	490 units	620 units
Market rate rental	297 units	281 units	566 units
Congregate	96 units	250 units	400 units
Assisted living	5 units	190 units	230 units
Memory care	106 units	161 units	170 units

Senior demand is attributable to several factors, including a growing aging population, a greater acceptance of senior housing by consumers, and a wider variety of housing types that appeal to a broader pool of potential residents.

The majority of the for-sale demand through 2040 will be from moderate to higher-income households seeking market rate housing, and private developers are likely to be able to meet the demand from these buyers with new products. In addition, most of the senior for-sale demand and rental demand will be for market rate housing. The remaining senior and rental demand will be from low and moderate-income households who will likely need housing with below-market rents. Steps need to be taken to increase the supply of workforce housing if economic development goals are to be met.

Housing Goals

COUNTY GOAL LU-6 ACCESS TO HOUSING

Carver County residents of all ages will have access to diverse, life cycle housing options and locations that meet individual preferences and provide opportunities for active living, integrated neighborhood and community growth and economic vitality, regardless of physical, social or financial status.

COUNTY GOAL LU-7 TYPES OF HOUSING

Plan for a broad range of amenities and human services that make housing developments and their surrounding neighborhoods attractive and safe places to work and live by encouraging development and redevelopment that:

- Creates safe, healthy and diverse communities;
- Provides a range of affordable housing and employment opportunities;
- Provides connectivity of housing, transit, retail, commercial areas, health services, educational opportunities, parks and open spaces;
- Provides workforce housing to support economic development goals. Incorporate innovative ideas into new and re-developed housing areas allowing for a focus on healthy lifestyles;
- Transit-oriented developments;
- Life-cycle and diverse housing developments which will create communities for a lifetime;
- Developments with an “active” connection between housing, transit, commercial and retail areas, parks, services, schools, and open spaces, and a distinct urban and rural boundary;
- Building of healthy homes and businesses with clean air;
- Support land use and zoning actions for housing that promote public health by increasing opportunities for every resident to be more physically active. Housing land use and zoning actions could include: sidewalks and street connections to nearby serves to promote physical activity such as walking and bicycling and increase social interaction and mobility options, adding pedestrian connections, and mixed-use buildings.

Housing Policies

COUNTY POLICY LU-25 HOUSING PROGRAMS

The County encourages and supports the operation of federal, state, and regional housing programs which support County land use policies. With the exception of rehabilitation, historic preservation, and on-site sewer system upgrades, housing programs should be conducted exclusively in the municipalities.

The Carver County Community Development Agency (CDA) is the agency responsible for the planning, development, and implementation of housing programs on a county-wide basis and works with cities on their individual programs. The County supports the policies of the CDA which outline a role of serving housing needs, and centralizing administration and delivery of programs.

Housing Policies—Continued

COUNTY POLICY LU-26 EXISTING HOUSING STOCK

The County Encourages the maintenance of the existing housing stock and supports programs which rehabilitate existing buildings.

COUNTY POLICY LU-27 LOW AND MODERATE COST HOUSING

County land use policy limits residential growth in the unincorporated areas, and within the scope of residential growth policies, will adopt no official controls which prevent the construction of low and moderate cost housing.

Housing Implementation Strategies

Achieving the 2040 housing goals will only be accomplished through the long-term collaboration, cooperation, and support of County Divisions, the CDA, the cities, civic groups, businesses, and elected officials.

Explore opportunities for joint development or transit oriented development, locating civic uses in mixed-use areas, and leveraging or utilizing existing public assets in urban centers.

Explore opportunities for joint grant applications and other joint ventures and funding strategies between the CDA, Carver County Public Health/Office of Aging, other county departments and public or private agencies.

The CDA will be the primary implementation organizations for fulfilling housing goals. The cities' land use and housing plans will implement the goals in each respective city. The CDA will work with the cities to help them meet their goals and is the organization for implementation of housing programs on a county-wide basis. The CDA has adopted a housing mission statement and an implementation strategy. This document is included below as it illustrates the current strategy. The CDA may change this strategy as necessary to react to new programs, market conditions, opportunities, and changing housing needs.

Carver County CDA Mission Statement

The Carver County Community Development Agency provides affordable housing opportunities and fosters Economic and Community Development in Carver County.

The CDA is committed to providing a balanced housing supply to meet the varied needs of residents of all ages, lifecycle stages, household sizes, and socio-economic circumstances in all geographic areas of Carver County.

The County's future housing options should include a broad mix of housing style, size, price, and maintenance option opportunities.

The CDA will continue to support housing types and services that encourage independent living for elderly people. Such housing types and services include apartments, townhomes, condominiums and cooperatives, as well as accessory apartments, shared housing, and personal care homes.

The CDA will support a substantial increase in housing development of varied units towards meeting the future housing demand projections in the Carver County Comprehensive Housing Needs Assessment (2014) for 2020 and 2040.

The CDA will continue to support the retention and upkeep of the County's manufactured housing neighborhoods as a viable and affordable home ownership option.

Affordable Housing Initiatives

The following activities and initiatives will be undertaken either individually by the CDA or in collaboration with other committed partners:

- Continue to support the development of new rental and ownership housing which is affordable to low and moderate-income households to accommodate the County's share of the regional affordable housing needs.
- Continue to collaborate with city municipalities, regional, state and federal agencies to obtain financial assistance to help address the ever-increasing need for more affordable housing for all age groups.
- Creatively and cooperatively work with developers on residential projects that receive regulatory relief (i.e. increased residential acreages, increased densities, reduced right's-of-way, reduced pavement sections, private roads, reduced setback, fee waivers and expedited processes, etc.,) to provide housing opportunities for persons and families of low and moderate income by establishing sales prices and/or rents for housing affordable to low- and moderate-income households.
- Support property tax policies, which encourage the maintenance and rehabilitation of both owner occupied and rental housing.
- Continue to promote and support fair housing practices and non-discriminatory practices in the sale and rental of housing units. Participate in the Fair Housing Implementation Council as it relates to HUD's Affirmatively Furthering Fair Housing final rule.
- Continue the Carver County CDA initiative to make all CDA housing units smoke free.

Carver County CDA Services

The Carver County CDA provides several forms of assistance throughout Carver County. These services include:

Carver County Home Ownership

- Housing Development, Affordable Financing, Down Payment Assistance, Homebuyer Education & Foreclosure Prevention.
- The CDA has the experience to develop affordable single-family housing and is prepared to offer all cities in Carver County its expertise and assistance.
- The CDA offers homebuyer education and certification to all Carver County residents.
- The CDA offers foreclosure prevention counseling and financial assistance, if qualifies, to all Carver County residents.
- The CDA will continue to seek new sources of funding to commit to its homebuyer education and foreclosure prevention activities, expanding the program to address the increased demand for services.
- The CDA is undertaking the expansion of the permanently affordable Community Land Trust program throughout Carver County to address the ever-increasing need for workforce housing. As of 2017, the CDA has 28 homes in the Community Land Trust.
- The CDA will continue to work with participating first-time homebuyer lenders to promote various down-payment assistance and closing cost assistance programs and affordable housing lending programs that will work in conjunction with existing programs.

Homeowner Rehabilitation

The Carver County CDA will be applying to administer the following rehabilitation programs in Carver County:

Rehabilitation Loan/Emergency and Accessibility Loan Programs (RLP/ELP)

The Rehabilitation Loan Program (RLP) provides deferred loan financing to eligible low-income homeowners statewide who are unable to secure home improvement financing in the private sector. Funds may be used for basic home improvements that directly affect the home's safety, habitability or energy efficiency.

The Emergency and Accessibility Loan Program (ELP) assists homeowners needing emergency assistance or essential accessibility improvements. Approved RLP lenders are also eligible to serve as approved ELP lenders.

Borrowers must meet eligibility requirements. The maximum loan amount is \$27,000 for a term of either 15 or 10 years, depending on property classification and forgivable over time.

As housing stock ages, housing maintenance concerns will continue to rise. The older neighborhoods located throughout the County are very valuable assets. They need to be monitored and assistance needs to be provided as necessary to maintain them as desirable places to live. The CDA will continue to apply for existing funding and seek additional sources of funding to address the increasing demand for homeowner rehabilitation programs (i.e. Community Development Block Grants (CDBG), DEED Small Cities Development Program, MHFA grants, private foundation grants).

Carver County Rental Housing

New Construction

The Carver County CDA assisted in the formation of the Carver County Housing Development Corporation, a non-profit entity with the ability to partner with private developers to create affordable housing projects and developments such as the successful development of affordable rental housing projects in the Chaska Brickyard redevelopment, which is 32 units in a mixed use building, and a mix of affordable single-family detached homes and town homes in the East Creek Acres project northeast of downtown Chaska.

Tenant-Based Subsidy Programs

Shelter Plus Care Rental Program

Shelter Plus Care (S+C) is a program designed to provide housing and supportive services on a long-term basis for homeless persons with disabilities and their families who are living in places not intended for human habitation (e.g. streets) or in emergency situations.

Housing Trust Fund (HTF) Rental Programs

The HTF program is intended to be temporary in nature, and to serve households whose gross income at the time of initial occupancy does not exceed 60 percent of HUD area median income. This program provides affordable rental units while the client seeks out a more permanent assistance program and adjusts to living independently. Funding is provided through Minnesota Housing.

Bridges Assistance

This subsidy is for persons with serious and persistent mental illness and who are eligible for the Housing Choice Voucher program or can become eligible. The priority for this program is for households leaving institutions or experiencing homelessness.

Bridges RTC Assistance

Same as the Bridges Assistance listed above with the added component of exiting a Regional Treatment Center.

Project-Based Subsidy Programs

Carver County Public Housing Programs

The CDA has 81 housing units in their Public Housing Program scattered across Carver County. Households pay 30 percent of their gross income toward their monthly rent payments. The CDA's program is site-based, so the subsidy stays with the unit.

The CDA also owns a 114-unit Project Based Section building in the city of Chaska. Households pay 30 percent of their adjusted monthly income towards their rent and the remainder is subsidized by the Department of Housing and Urban Development.

Additionally, the CDA has HAP contracts with Metro HRA for a total of 29 Project Based Vouchers, with a total of 15 of those designated for homeless (three for homeless vets). With Project Based Vouchers, the household pays 30 percent of adjusted monthly income towards rent and the rest is paid by Metro HRA. After 12 months, if a voucher is available, the household can move with a Housing Choice Voucher (tenant-based subsidy) and a Voucher stays attached to the unit so that the next household will have a subsidy.

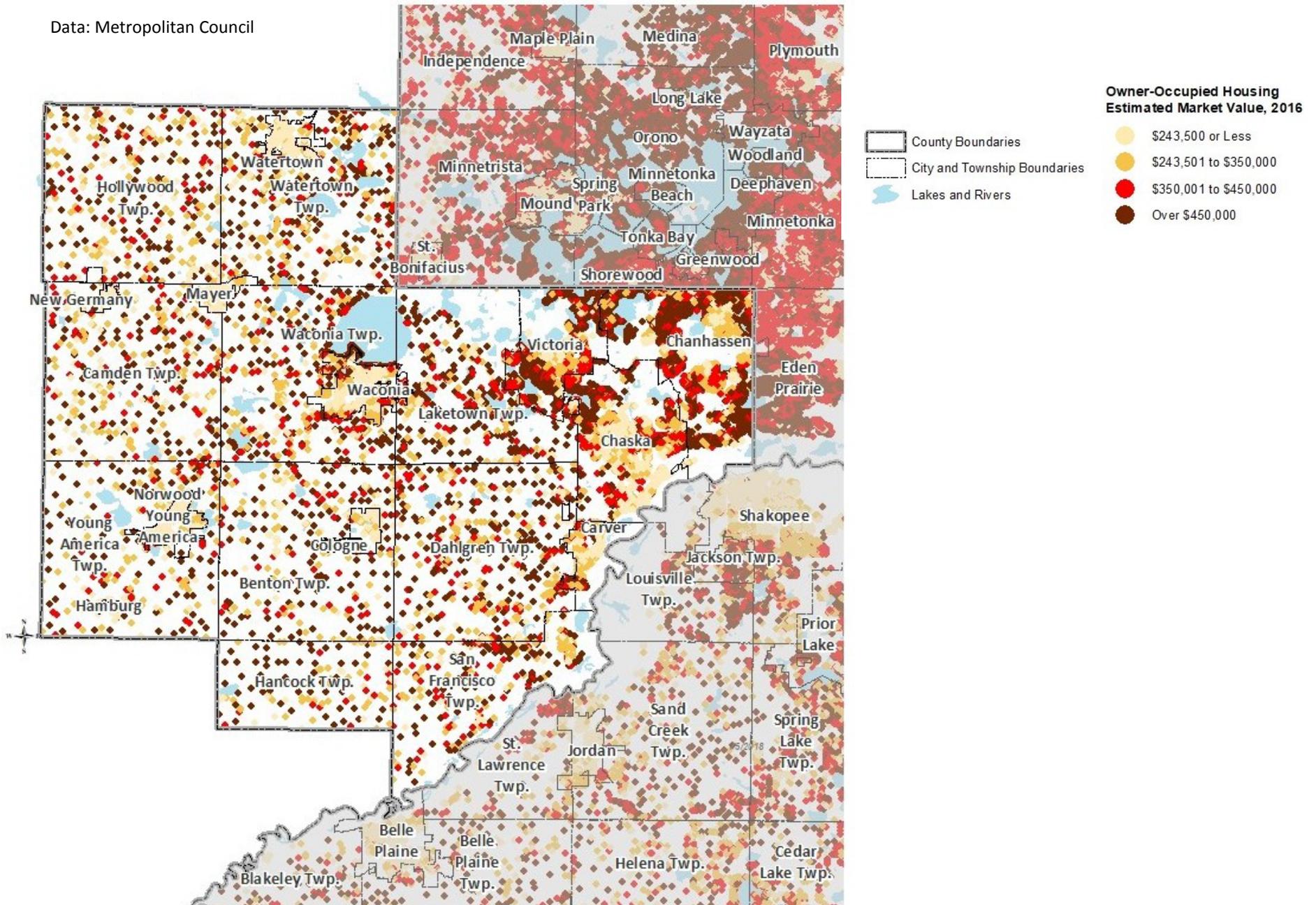
The CDA will continue to support partnerships with Federal and State entities, city municipalities, Carver County employers, the Carver County Office of Aging, Carver County Public Health and others to continue to provide several forms of housing assistance throughout Carver County. The CDA will also continue to seek funding and support to address the increasing demand for home buyer assistance, home owner rehabilitation and rental assistance in Carver County communities.

Community Growth Partnership Initiative

The Community Growth Partner Initiatives Grant Program was created and funded by the Carver County Community Development Agency (CDA) in January of 2016. The goals of the Program are to increase the tax base and improve the quality of life in Carver County through three specific strategies: affordable housing development, job creation and redevelopment. \$400,000 is available for grants provided under the program during this funding round. The CDA will reserve ten percent (10%) for Redevelopment Planning Grants. The maximum Planning Grant amount is \$7,500. The remaining funds will be used for re-development Incentive Grants. The maximum Redevelopment Incentive Grant amount is \$60,000.

◇ Figure 3.7 Estimated Market Value for Residential Properties

Data: Metropolitan Council



HISTORIC PRESERVATION

Vision and Values of Historic Preservation

The Carver County Board has adopted the vision statement: “Where the future embraces the past in keeping Carver County a great place to live, work and play for a lifetime.” The vision statement acknowledges that the past is an important component of Carver County’s quality of life. Historic and cultural places and sites are important, irreplaceable resources that enrich our lives on a daily basis. The resources include historic buildings and structures, historic districts, archaeological sites, cultural landscapes, and places of great cultural significance. Through their presence, these resources and places provide a tangible link that connects us to our past. They embody the successes and failures, the triumphs and sorrows, and the hard work and dedication of our forefathers. Within our communities they play a critical role in creating a unique sense of place that adds value to our cities, towns and countryside. Historic resources also guide us as we move forward into the future, for without them we have no measure by which to gauge our progress.

Overview of Historic Resource Management Efforts

Early historic resource management efforts in Carver County tended to focus on specific properties or small areas. Examples of early efforts within the County include the listing of the Wendell Grimm Homestead on the National Register of Historic Places (NRHP) in 1974, Coney Island of the West in 1976, and the Historic Andrew Peterson Farmstead in 1978.

Over the last three decades, Carver County has been the subject of several historic resources surveys:

- 1976—The Carver County Historical Society completed a study of rural historic buildings that identified 86 properties as part of a bicentennial project.
- 1977—When the Minnesota State Historic Preservation Office (SPHO) completed a survey of Carver County as part of a county-by-county survey of the state to identify historic resources. This survey identified and documented 88 archaeological sites and more than 400 buildings and structures. The results of this survey led to the listing of 26 properties on the NRHP on January 4, 1980.
- Studies in limited areas for specific projects, such as US-212.
- Studies conducted by the Cities of Carver and Chaska

The Cities of Chaska and Carver have significant historic resources concentrated in their downtowns. Both cities have Historic Preservation Commissions and active historic management programs. No other city nor township have a concentration of historic resources that would support an active program. The Carver County Historical Society is the principal organization involved in historic resources on a county-wide basis. The Historical Society operates a museum, maintains a collection of historic items and documents, conducts a wide range of education and outreach activities, provides information and guidance to the public, documents historic resources, works with property owners on historic resource management issues, and is certified by the State of Minnesota as an Archaeological Repository.

Carver County is expected to experience an increase in population from approximately 100,621 in 2016 to 161,240 by 2040 with a commensurate increase in households and jobs. In order to accommodate this growth, the amount of land converted to urban use will experience a drastic increase. This conversion of land along with the development of associated infrastructure will have a significant impact on historic resources. During the public participation process, nearly 90% of participants identified encouraging historic preservation as an important land use issue. Trends that resulted from the participation process included the need to identify historic resources, the need to conserve these resources, and the need to educate the public about historic resources and programs.

Historic Preservation Goals

COUNTY GOAL LU-8 VISION FOR HISTORIC RESOURCES

Develop a more comprehensive overall vision for historic resource management.

COUNTY GOAL LU-9 INTEGRATION

Historic resource conservation should be a component of all planning processes, which will integrate historic resource management issues into the comprehensive, land use, zoning, housing, parks, trails, and transportation planning processes.

COUNTY GOAL LU-10 MANAGEMENT OF HISTORIC RESOURCES

Identify, evaluate, designate and manage historic resources in the County. Further develop incentives to encourage the proper management of all historic resources.

COUNTY GOAL LU-11 EDUCATION

Educate the public regarding historic resources and use the historic resources within Carver County to encourage tourism.

Historic Preservation Policies

COUNTY POLICY LU-28 PRIMARY ORGANIZATION

The Carver County Historical Society has and will continue to be the primary organization for the conservation and management of the County's historic resources. The Historical Society will work with the Historic Preservation Commissions (HPC) in communities where an HPC has been established. The Historical Society will be the primary source of information and will be the primary repository for information and for archeology artifacts.

COUNTY POLICY LU-29 PROPERTY OWNERS

Carver County will not adopt or support and historic preservation policies, ordinances, or implementation programs that will adversely affect the rights of property owners.

Historic Preservation Policies

COUNTY POLICY LU-30 SEQUENCING

Historic resource conservation sequencing:

1. If possible, protect and preserve the resource;
2. Adaptively re-use the resource if it cannot be preserved;
3. If there are no feasible alternative other than demolition or significant alteration of the resources, the resource should be documented prior to demolition or alterations.

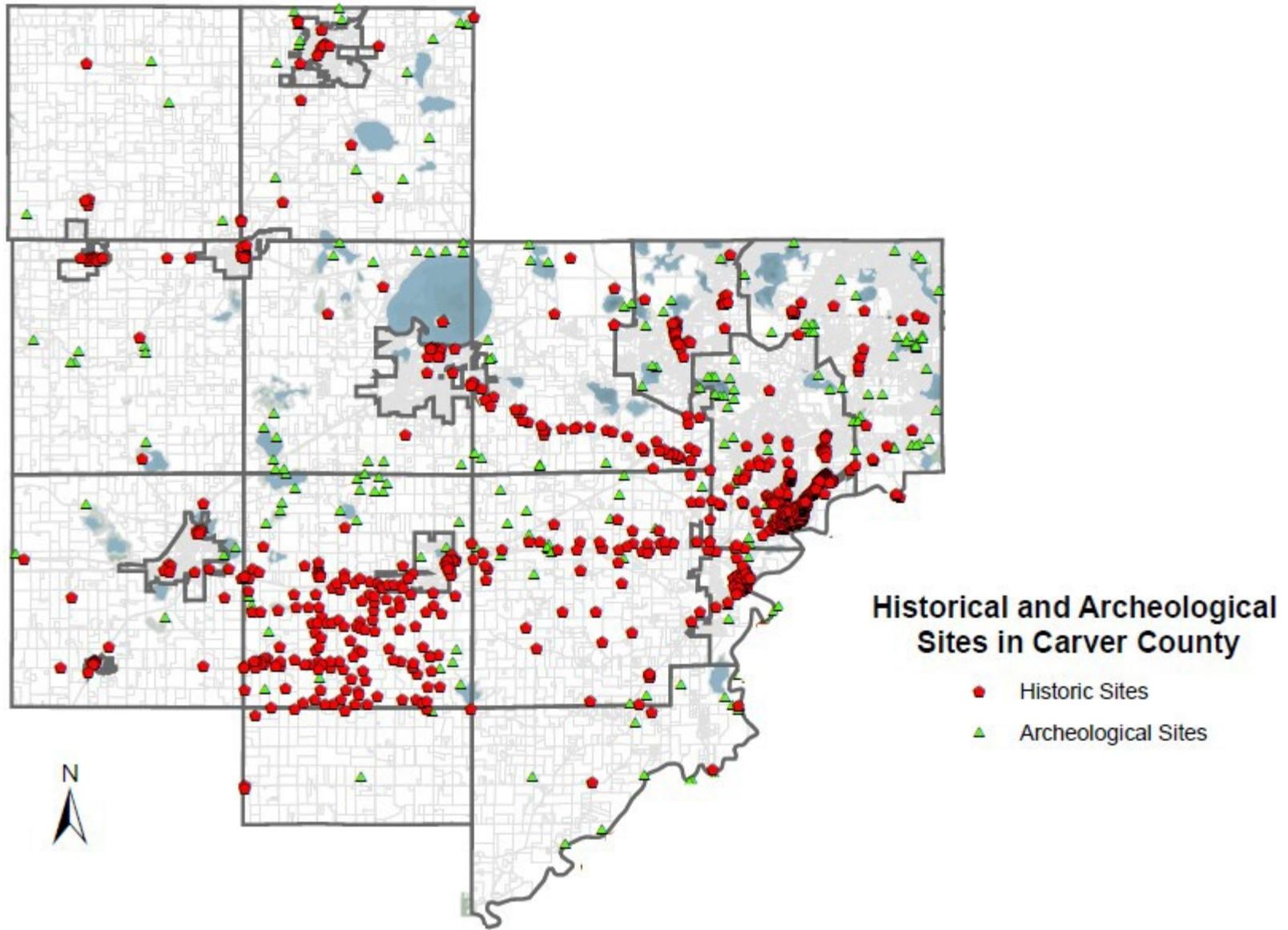
COUNTY POLICY LU-31 IMPLEMENTATION

The Carver County Historical Society will be the primary implementation organization. Implementation activities may include some, or all, of the following:

- Development of a strategic plan for historic resource management.
- Development of an inventory process and establish priorities for conducting inventories.
- Exploring and pursuing grants and other funding sources.
- Exploring the development and the functions of a County Preservation Officer.
- Exploring and potentially pursuing the establishment of a Historic Preservation Commission that can serve all of the communities in the County.

◇ **Figure 3.8 Historic Resources in Carver County**

Data: Minnesota SHPO



AGGREGATE RESOURCES

Carver County has two general areas that have or did have substantial extractable resources—the outwash area associated with the Minnesota River and small deposits associated with the South Fork Crow River area in the northwest portion of the County (Camden, Hollywood, and Watertown Townships). There has historically been some aggregate mining occurring in Laketown Township, but these deposits are typically isolated and quite limited in size. Most of these areas have already been mined. The deposits in the northwest area are typically somewhat larger, but are of lower quality and relatively shallow depth. The highest quality and most abundant aggregate deposits are the outwash deposits along the Minnesota River Valley. The Aggregate Resources Map on the following page illustrates the location and quality of the resource.

The current use in the northwest area is agriculture with a residential density of 1 dwelling per 40 acres. The Minnesota River outwash deposits in the Cities of Carver and Chaska are already covered by urban development. The deposits in Dahlgren and San Francisco Township have been impacted by scattered home development and the purchase of substantial tracts of land for public purposes. The area in general is characterized by having natural resources (woods, wetlands, bluffs, etc.) that could be negatively affected by extraction. San Francisco Township has adopted an ordinance regulating aggregate extraction that is more extensive and restrictive than the County’s to address issues specific to the Township. The ordinance has lower limits on size, high operational standards, and a higher level of environmental review. The San Francisco Policy Chapter of this Plan provides further guidance on this issue.

The area of Dahlgren Township is east of CSAH 43 and is under an orderly annexation agreement with the City of Carver. This area will ultimately be annexed and urbanized. There is potential to use the resource prior to development and as part of the development process. The planned future land use in the remaining resource area is agricultural with a base 1 per 40 residential density and the options for limited additional development in amenity areas and under the conservation incentive. The County also provides for the transfer of building eligibilities, so eligibilities can be transferred away from high value resource areas.

Aggregate Resources Goal

COUNTY GOAL LU-12 AGGREGATE RESOURCES

Maintain the ability to access aggregate resources while meeting other land use and natural resources goals.

Aggregate Resources Policies

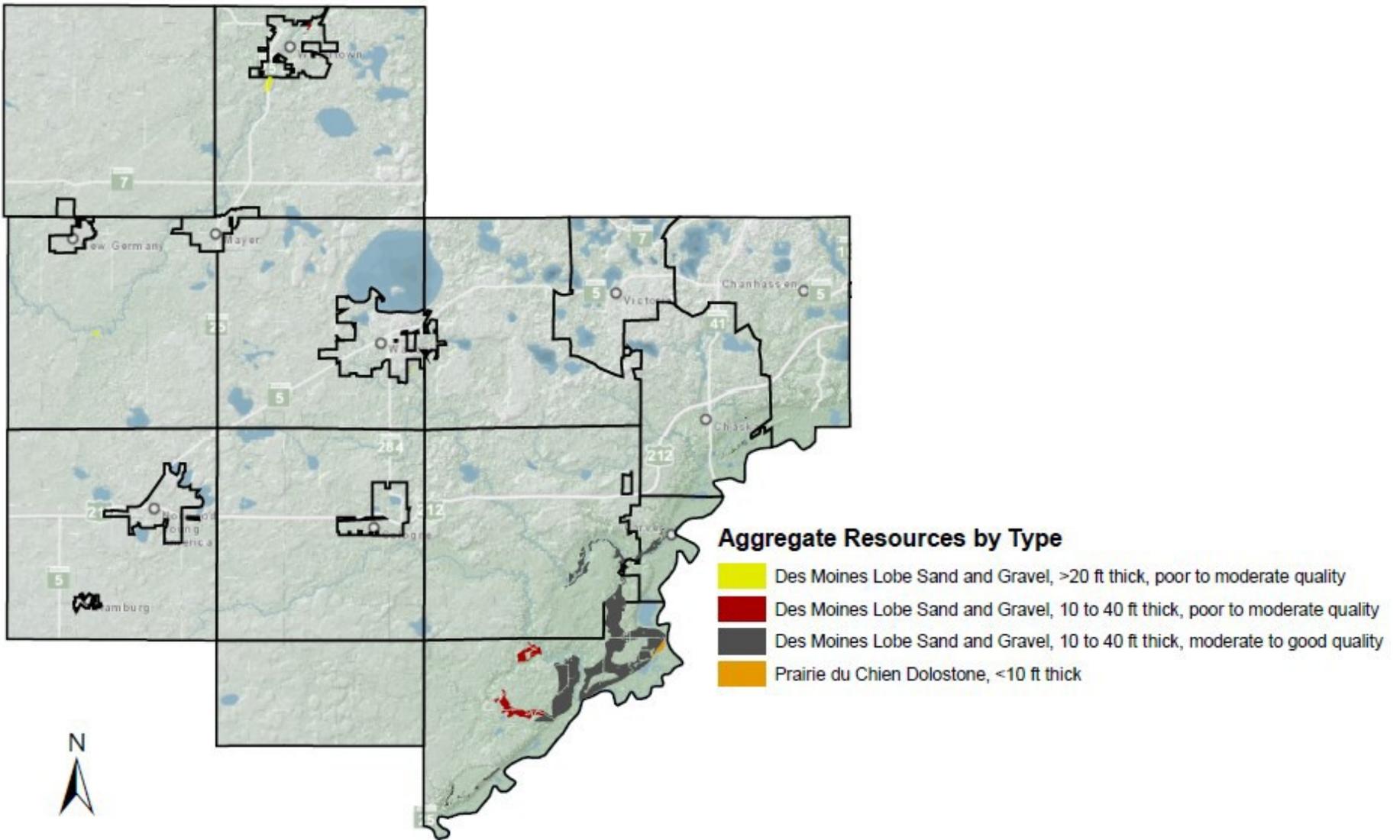
COUNTY POLICY LU-32 ACCESS TO AGGREGATE RESOURCES

Guide land use to maintain access to aggregate resources to the extent possible by:

- Encouraging property owners to consider aggregate resources when considering land use changes, including building eligibility transfer options;
- Encouraging property owners to take advantage of building eligibility transfer options;
- Integrating aggregate resource issues into the planning process;
- Ensuring that aggregate mining does not adversely impact high value natural resources;
- Ensuring that is land use is changing or expected to change, the maximum feasible amount of aggregate should be utilized before the change occurs.

◇ **Figure 3.9 Aggregate Resources in Carver County**

Data: Metropolitan Council



NATURAL RESOURCES

Carver County boasts an abundance of natural features which make the County a desirable place to live, work, and recreate. These features include: lakes, rivers, wetland, bluffs, soils, and wooded areas. The growth of the County has been, in part, driven by the abundance of these attractive features of the natural environment. Carver County also recognizes the impact that natural disasters can impose on the County. This section seeks to recognize the importance of natural resources within the County and help minimize the impact of natural disasters. The map on the following page also provides the locations of calcareous fens and Minnesota Land Cover Classification System (MLCCS) regionally significant ecological areas within the County.

Some of the natural resources located within Carver County includes:

- Forests—Maple-Basewood Forest, Oak Forest
- Woodlands/Savanna—Oak Woodland-Brushland, Dry Oak Savanna
- Prairie—Dry Prairie
- Wetlands—Forested Wetlands (Floodplain Forest, Mixed Hardwood Swamp, Tamarack Swamp), Other Wetlands (Seepage Shrub Swamp, Mixed Emergent Marsh, Cattail Marsh, Wet Meadow, Calcareous Seepage Fen (i.e. Seminary Fen))

Natural Environment Goals

COUNTY GOAL LU-13 NATURAL FEATURES

Protect and preserve the natural features within the County and ensure these natural features are sustained for the future.

COUNTY GOAL LU-14 NATURAL HAZARDS/DISASTERS

Minimize the potential impact of natural disasters and identify areas which may be at higher risk to potential damage.

Natural Environment Policies

COUNTY POLICY LU-33 CONSERVATION OF NATURAL FEATURES

The County will offer Townships the ability to select a conservation incentive land use option to help promote the permanent conservation of natural amenity areas.

COUNTY POLICY LU-34 PLANNING FOR NATURAL RESOURCES

The County will consider potential impacts to natural resources while evaluating or planning potential projects. The County will reference applicable zoning regulations and applicable plans, including the Carver County Groundwater Plan, CCWMO Water Plan and MCWD Water Management Plan.

COUNTY POLICY LU-35 FLOOD-PRONE AREAS

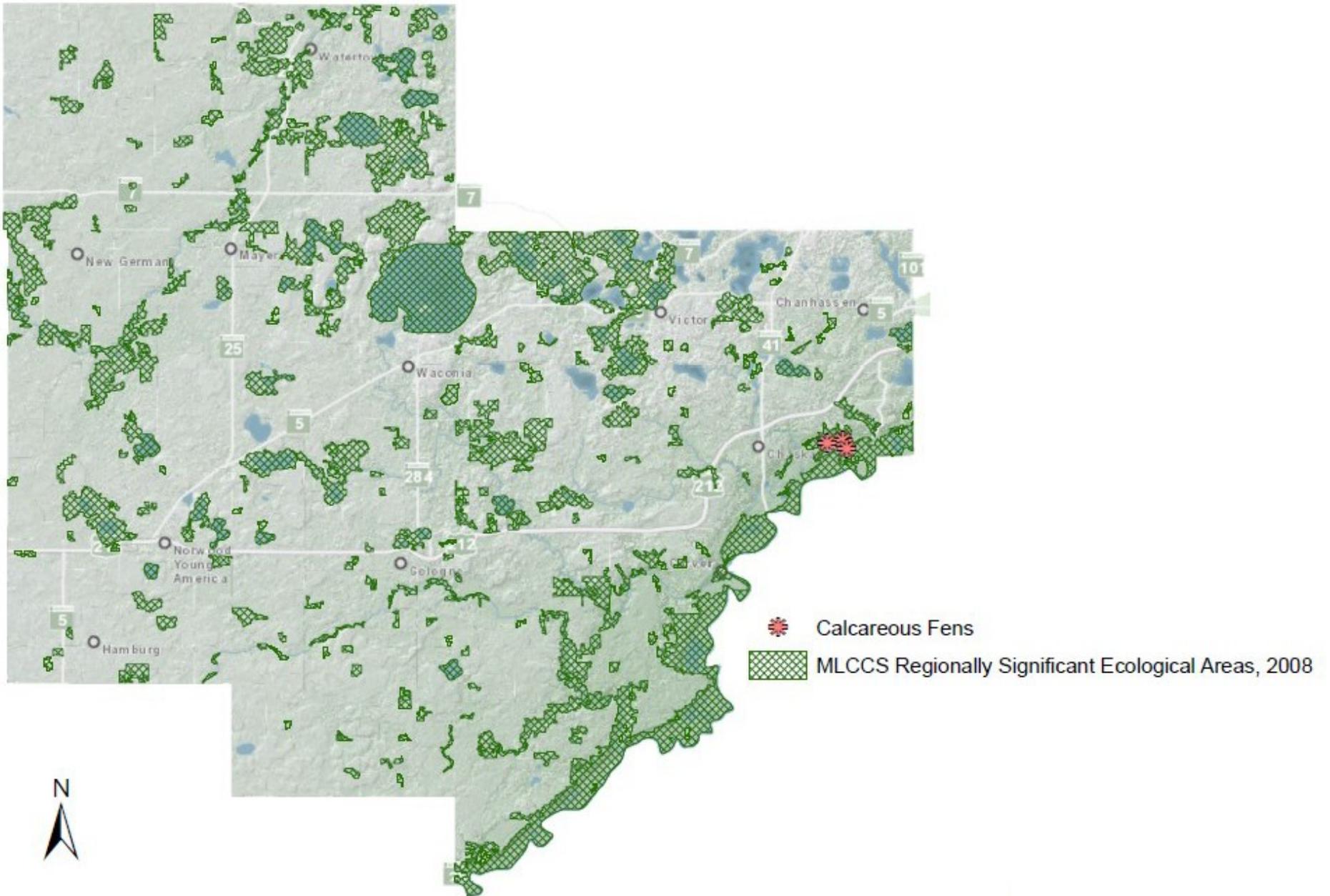
The County will identify flood-prone areas within the County and seek to limit the potential impacts on infrastructure in these areas.

COUNTY POLICY LU-36 NATURAL HAZARD MITIGATION

The County will refer to the Hazard Mitigation Plan and CCWMO Water Plan in the event of a natural disaster or hazard. The County will ensure these plans are updated as regulated by MN State Statute.

◇ **Figure 3.10 Regionally Significant Ecological Areas and Calcareous Fens**

Data: Metropolitan Council, Minnesota Land Cover Classification System (MLCCS), MN DNR



Solar Resources

Carver County has seen a large increase in the amount of land being developed for solar over the past few years. The County recognizes the importance of providing access to solar resources and looks to ensure development of solar is in a manner which is efficient and follows all land use controls. This section focuses directly on access to sunlight for solar energy systems and does not regulate the development of solar energy systems. Development of Solar Energy Systems is guided by County Policy LU-20 Essential Services and Public Services.

Solar Resource Goals

COUNTY GOAL LU-15 SOLAR RESOURCE

Ensure that residents have the ability to access direct sunlight for the development of Solar Energy Systems.

Solar Resource Policies

COUNTY POLICY LU-37 SOLAR RESOURCE

Carver County shall allow for the protection and development of access to direct sunlight for solar energy systems. The County will avoid any undue restrictions on solar access. The County will maintain flexibility within land use controls to ensure resident access to direct sunlight.

Additional Resources

The Metropolitan Council and the University of Minnesota offer additional resources to examine the solar potential for the County, including a Gross Solar Potential Map and Solar Resource Calculations. Neither the map nor the table are intended to demonstrate the amount of solar likely to be developed within Carver County and may include areas unsuitable for solar development or other factors related to solar energy efficiency.

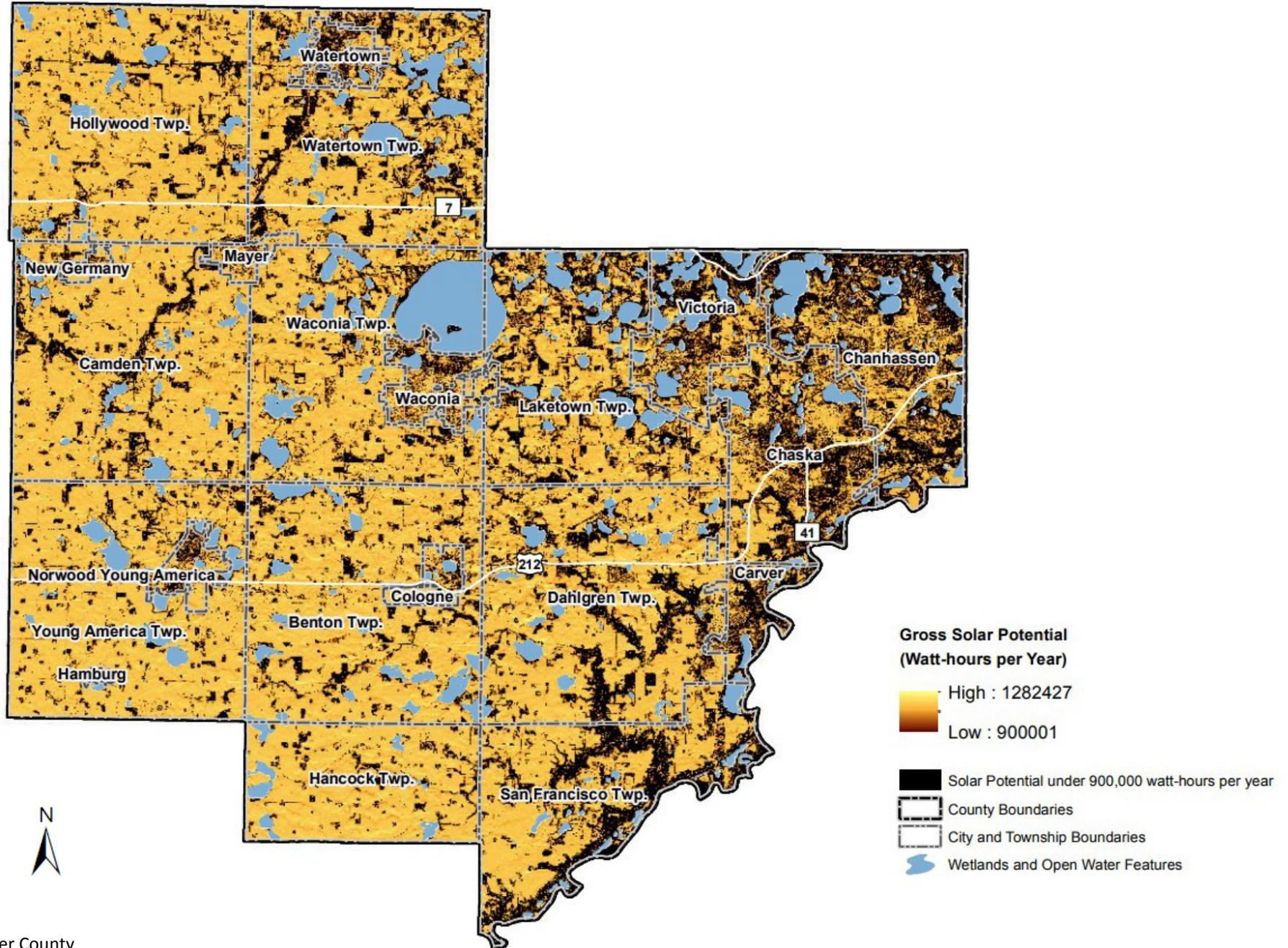
Solar Energy Potential Calculations

The gross solar potential and gross solar rooftop potential are expressed in megawatt hours per year (Mwh/yr). These estimates are based on the Solar Energy Potential Map for Carver County. These values represent gross totals, and are not intended to demonstrate the amount of solar likely to develop within Carver County. Instead, the calculations estimate the total potential resource before removing areas unsuitable for solar development or factors related to solar energy efficiency.

Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr)²	Rooftop Generation Potential (Mwh/yr)²
771,969,100	6,699,456	77,196,910	669,946

◇ **Figure 3.11 Solar Energy Potential**

Data: University of Minnesota U-Spatial Statewide Solar Raster



AIRPORTS

An airport is an area of land or water that is used for the landing or takeoff of aircrafts, and includes any buildings or facilities associated. Carver County does not have any municipal airports or commercial airfields. There are several personal use landing strips that are used exclusively by the owner and/or friend or neighbor. “Molnau Airpark” in Laketown Township is a private field providing hanger space and the use of the field to persons determined by the property owner. There are also several publicly-owned airports in relatively close proximity to Carver County. The eastern portions of the County, including Chanhassen and Chaska, are close to the Flying Cloud Airport in Eden Prairie; there are public airfields in Winsted and Glencoe directly west of Carver County and to the north there is a public airport in Buffalo. In the early 1980’s, Carver County conducted an extensive study to determine the need and feasibility of a commercial airport. The study did not result in any action and there is currently no airport related planning being conducted within the County.

Airports Policies

COUNTY POLICY LU-38 AIRPORTS

Applicable Minnesota Department of Transportation (MN DOT) rules concerning seaplane operation and obstructions to air navigation will be incorporated into the official controls of the County.

COUNTY POLICY LU-39 AIRPORTS

Any sponsor who proposes any construction or alteration that would exceed a height of 200 feet above ground level at the site, or any construction or alteration of greater height than imaginary surface extending outward and upward at a slope of 100:1 from the nearest point of the nearest runway of a public airport shall notify the Federal Aviation Administration (FAA) and MN DOT at least 30 days in advance.

COUNTY POLICY LU-40 SEAPLANE LAKES

The operation and use of seaplanes within Carver county shall be prohibited on all public waters except for those described in Minnesota Administrative Rules 8800.2800. In Carver County, lakes with allowed seaplane operation include: Goose Lake, Hazeltine Lake, Lake Minnewashta, Lake Patterson, Lake Riley, Lake Waconia, Lundsten Lake, Mud Lake, Oak Lake, Parley Lake, Pierson Lake, and Tiger Lake.

COUNTY POLICY LU-41 PRIVATE AIRFIELDS

Personal use landing areas as defined in MN DOT Aeronautics Regulations will be considered an appropriate use under certain conditions in the unincorporated areas of Carver County. Regulation of personal use landing areas will be provided by the County’s land use controls in conjunction with the licensing procedures of MN DOT.

LAND USE IMPLEMENTATION

The following strategies will be implemented to achieve the land use goals as guided by the land use policies.

1. Collaborate with county divisions, townships, cities, adjacent counties, the Metropolitan Council and other agencies to promote compatible development and the health and well-being of county residents.
1. Develop incentive programs that encourage the preservation, protection, and restoration of natural resources, historic and archaeological resources, parks, trails, open space, and agricultural land within Carver County. Incentives could include density bonuses for conservation activities.
2. Update and implement the Carver County Zoning Codes, ordinances, regulations, and policies to be consistent with the comprehensive plan.
3. Update and implement the Carver County Water Management Plan to be consistent with the Comprehensive Plan.
4. Enforce land use and environmental regulations by providing oversight during site design and development on all sites for which permits are issued.
5. New policy areas implementation including development or requirement of area plans and studies.
6. Update Transition Areas.
7. Review any updates to city plans.
8. Review development and environmental studies (EAW, AUAR).
9. Evaluate Comprehensive Plan policy and implementation “effectiveness” as need (or within 5 years).

TOWNSHIP POLICY CHAPTERS

Pursuant to Minnesota State Statute Sec. 473.862, Carver County has been the planning and zoning authority for the following townships since 1976: Benton, Camden, Dahlgren, Hancock, Hollywood, Laketown, San Francisco, Waconia, Watertown, and Young America. All the policies contained in the Land Use Element of the Carver County Comprehensive Plan apply to the land under the jurisdiction of these townships. Options contained within the County Plan allow for townships to choose residential density options. Townships can also choose to be more restrictive than the County Land Use Element. The intent of these chapters is to allow for township flexibility in choosing a density option and reacting to changing land use pressures in the rural area on an ongoing basis.

Policy Chapters are included for the following townships:

- Benton Township
- Camden Township
- Dahlgren Township
- Hancock Township
- Hollywood Township
- Laketown Township
- San Francisco Township
- Waconia Township
- Watertown Township
- Young America Township

Each Township Policy Chapter contains the following information:

- Background and forecasts for each township.
- Policies, which adopt county plans, and choose a residential density option.
- Any policies which are more restrictive than current County Policy (e.g. feedlots).
- Policies on annexation by adjacent communities.
- Water Management and Transportation policies.
- A policy area map of the township.

BENTON TOWNSHIP

Policy Chapter

Produced by

CARVER COUNTY—Planning and Water Management Department
Government Center, Administration Building—600 East 4th Street, Chaska, MN 55318

TOWNSHIP OVERVIEW

Located 35 miles southwest of the Twin Cities Metropolitan Area, Benton Township is one of ten townships in Carver County, Minnesota. First settled in May 1855, it was named in honor of the U.S. Senator Thomas Hart Benton. He died on April 10, 1858, a month before the township was organized and named. The Village of Benton, on the northeast shore of the little Lake Benton and a half mile north of Cologne, platted in June 1880, and was incorporated in March 1881. In 2016, an estimated 777 residents (Metropolitan Council) made their home in Benton Township, making it the eighth most populous township in Carver County. Benton Township has a total area of approximately 33.9 square miles (21,681 acres) with U.S. Highway 212 running through the middle of the township. Benton Township borders Waconia Township to the north, Young America Township to the west, Hancock Township to the south, and Dahlgren Township to the east.

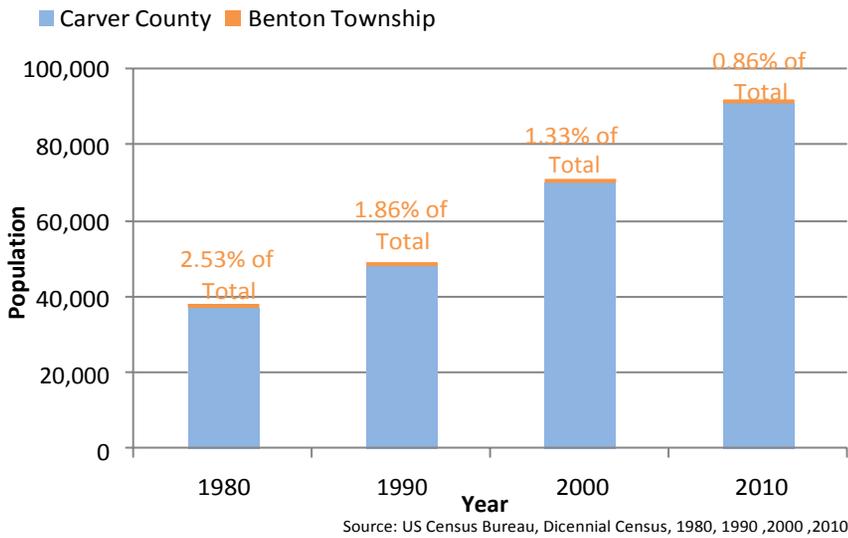


POPULATION AND HOUSEHOLDS

Population Trends and Forecasts

Benton Township has experienced a slight population change over the last several decades. The Metropolitan Council estimates that in 2016, Benton Township’s population numbered approximately 777.

Benton Township’s population is expected to see a slight decline for the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest a declining population with the 2040 population expected to be approximately 710 people.



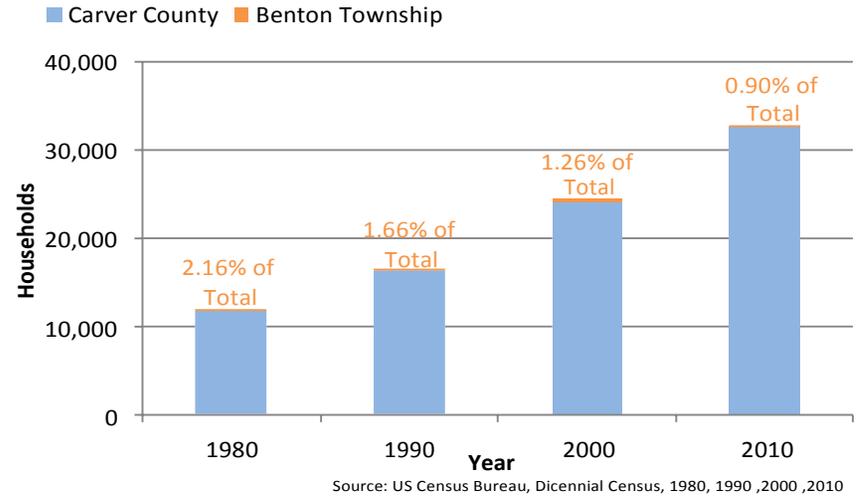
Population Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Benton Township	786	777	740	720	710
Carver County Total	91,042	100,895	108,520	135,960	161,440

Household Trends and Forecasts

Benton Township has experienced modest household change over the last several decades.

Benton Township’s households are expected to be stagnant over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest an increase of 3 households from 2016 to 2040. Benton Township saw a gradual increase in households from 1970 until reaching a peak in 2000.



Households Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Benton Township	297	297	300	300	300
Carver County Total	32,891	36,418	40,940	52,180	62,650

EMPLOYMENT AND EDUCATION

Employment Status, Educational Attainment, and Employment Forecasts

Employment Status and Commute to Work

According to the 2015 U.S. Census Bureau American Community Survey, Benton Township had an estimated 676 persons the age of 16 years and over. Of this total, 76.3% of these persons were in the labor force. The total civilian labor force (not including persons on active duty in the United States Armed Forces, unpaid volunteers or homemakers) consisted of 516 persons, 74.1% of which were employed and 2.2% unemployed.

Educational Attainment

In 2015, Benton Township had approximately 562 people 25 years and over, 264 were high school graduates. In addition, 107 had some college with no degree, 57 obtained an associate's degree, 75 graduated with bachelor's degrees, and 30 received a graduate or professional degree. Overall, 94.8% of the population 25 years and over were high school graduates or higher.

Employment Forecast

Job growth in Benton Township is expected to increase only minimally over the next couple decades. The Township Land Use Policy of directing commercial and industrial activities to rural service districts and cities limits the amount of new jobs possible in the township outside of the agricultural industry.

BENTON TOWNSHIP LAND USE SUMMARY

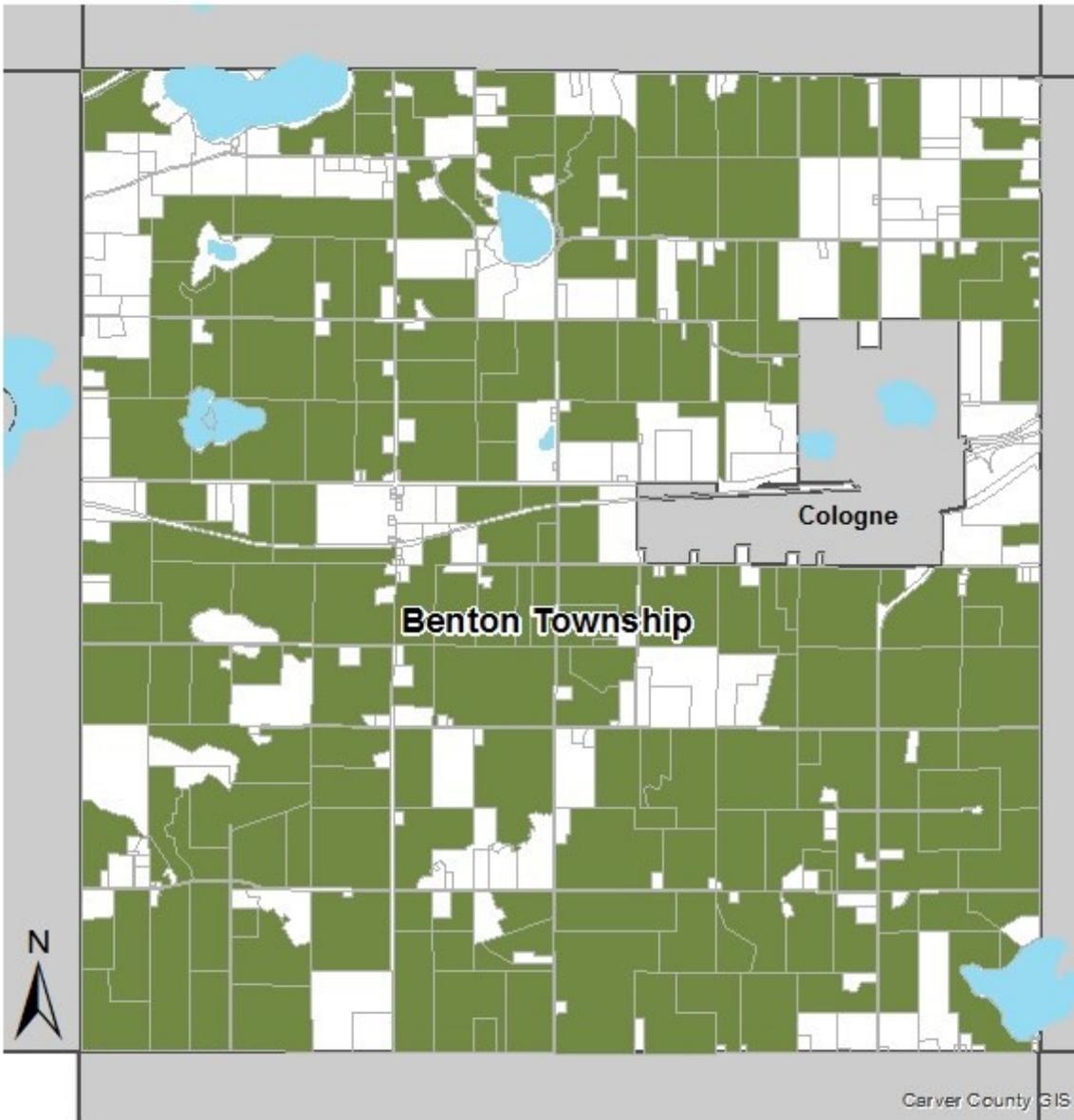
Land Use Category	2016 (acres)	2040 (acres)
Agricultural	21,157	21,157
Open Water	492	492
Park, Recreational or Preserve	32	32
2040 City Growth Area	0	0
TOTAL	21,681	21,681

Note: This table may not reflect future changes to land use which are allowed through current controls and regulations.

EMPLOYEE ESTIMATES AND FORECASTS

Community	2010 Census	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Benton Township	274	300	320	330
Carver County Total	31,836	41,910	48,330	54,800

AGRICULTURAL PRESERVES



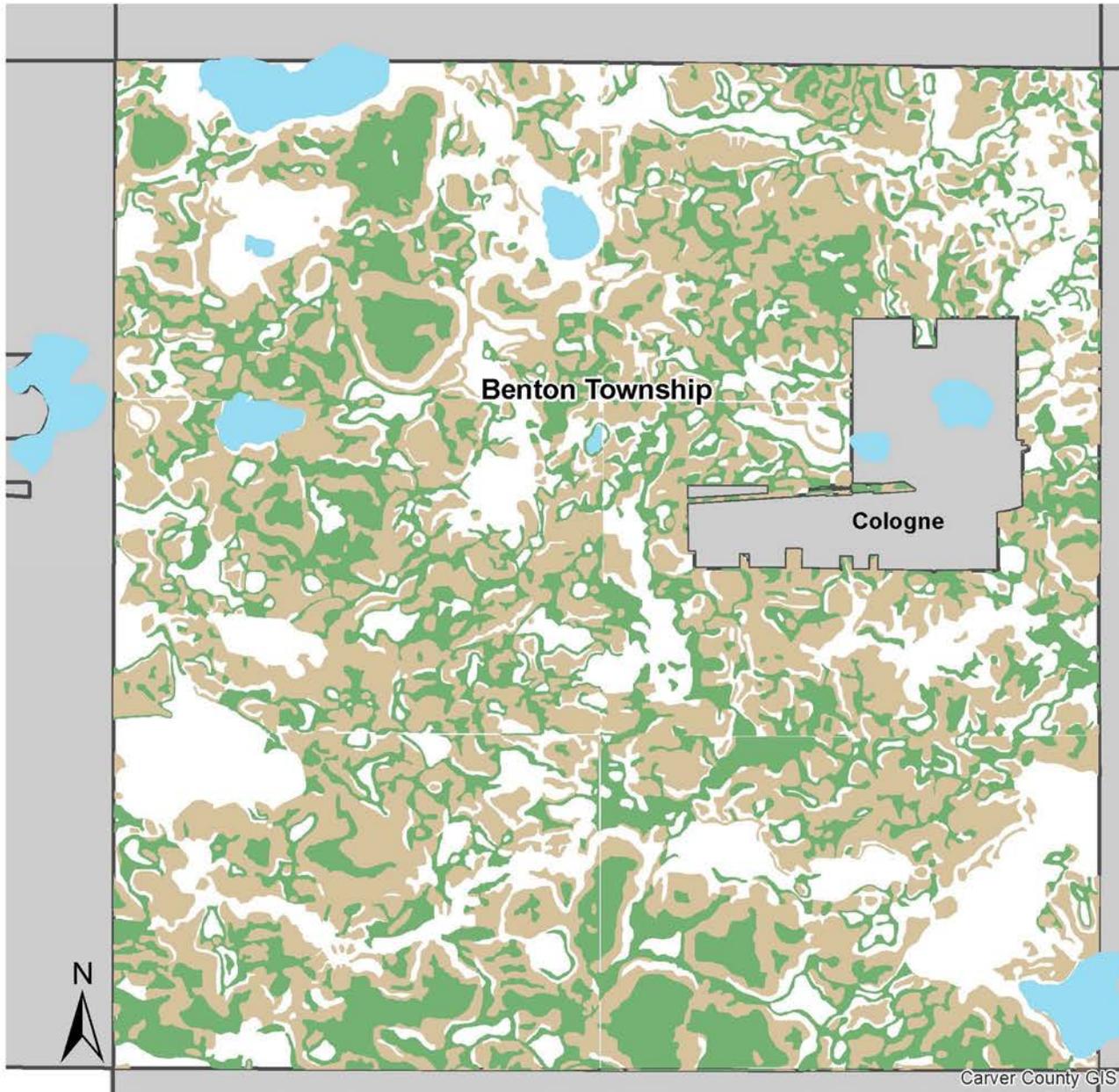
Benton Township has a high participation rate in the Agricultural Preserve Program. As of 2014, approximately 15,058 acres (69%) of the land within the Township is entered in the program. The Agricultural Preserve participation rate indicates a commitment to agriculture over the long-term. The Agricultural Preserve covenant limits the residential density to 1 dwelling per 40 acres, regardless of other zoning provisions.

Overall, Carver County has a high participation rate within the Agricultural Preserve Program compared to other metropolitan counties. As of 2014, Carver County had a total of 104,781 acres enrolled in the program. The Twin Cities Metro region had a total of 189,570 acres enrolled.

 Enrolled Agricultural Preserves, 2014

Source: Metropolitan Council

PRIME AGRICULTURAL SOILS

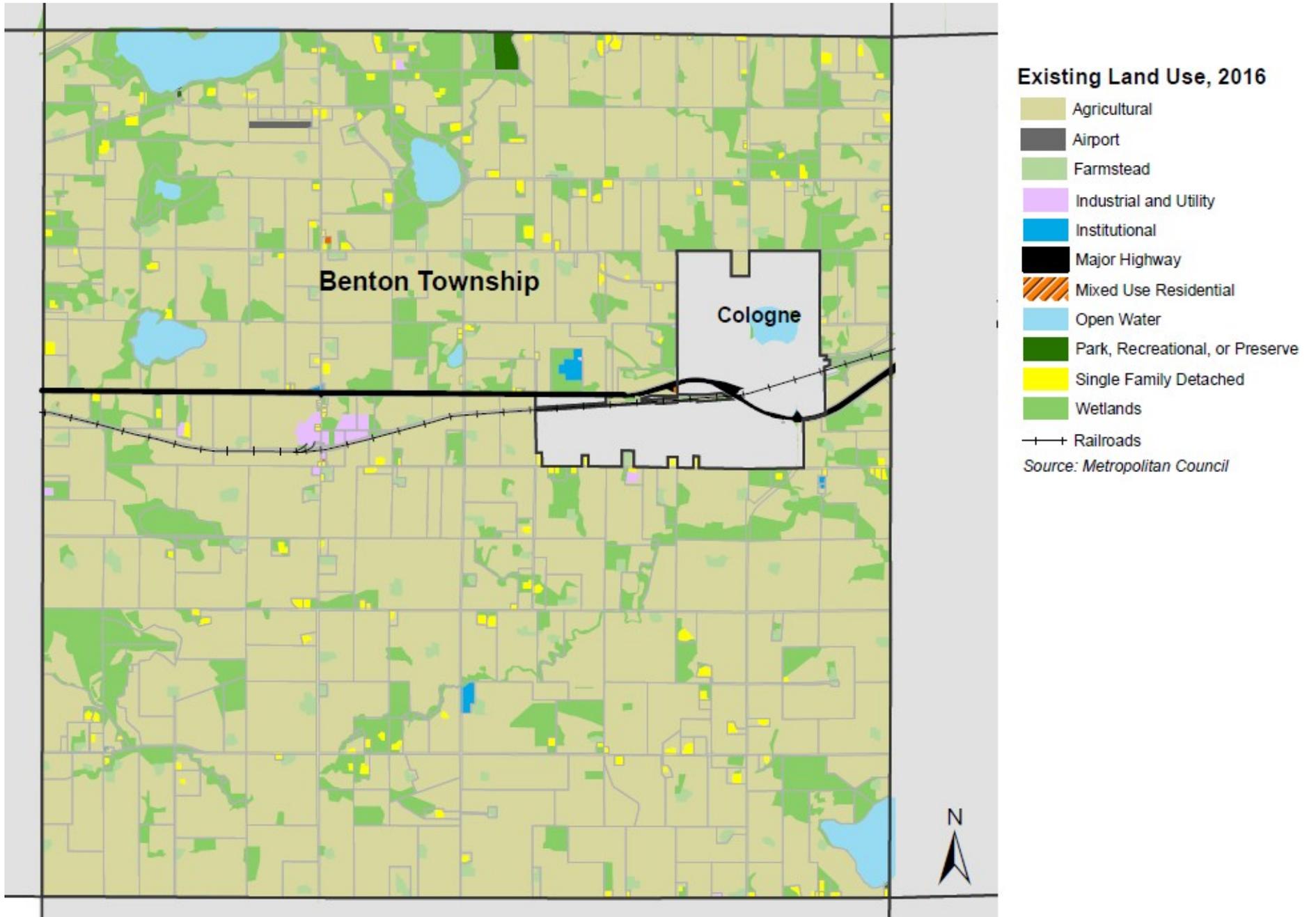


Prime Agricultural Soils

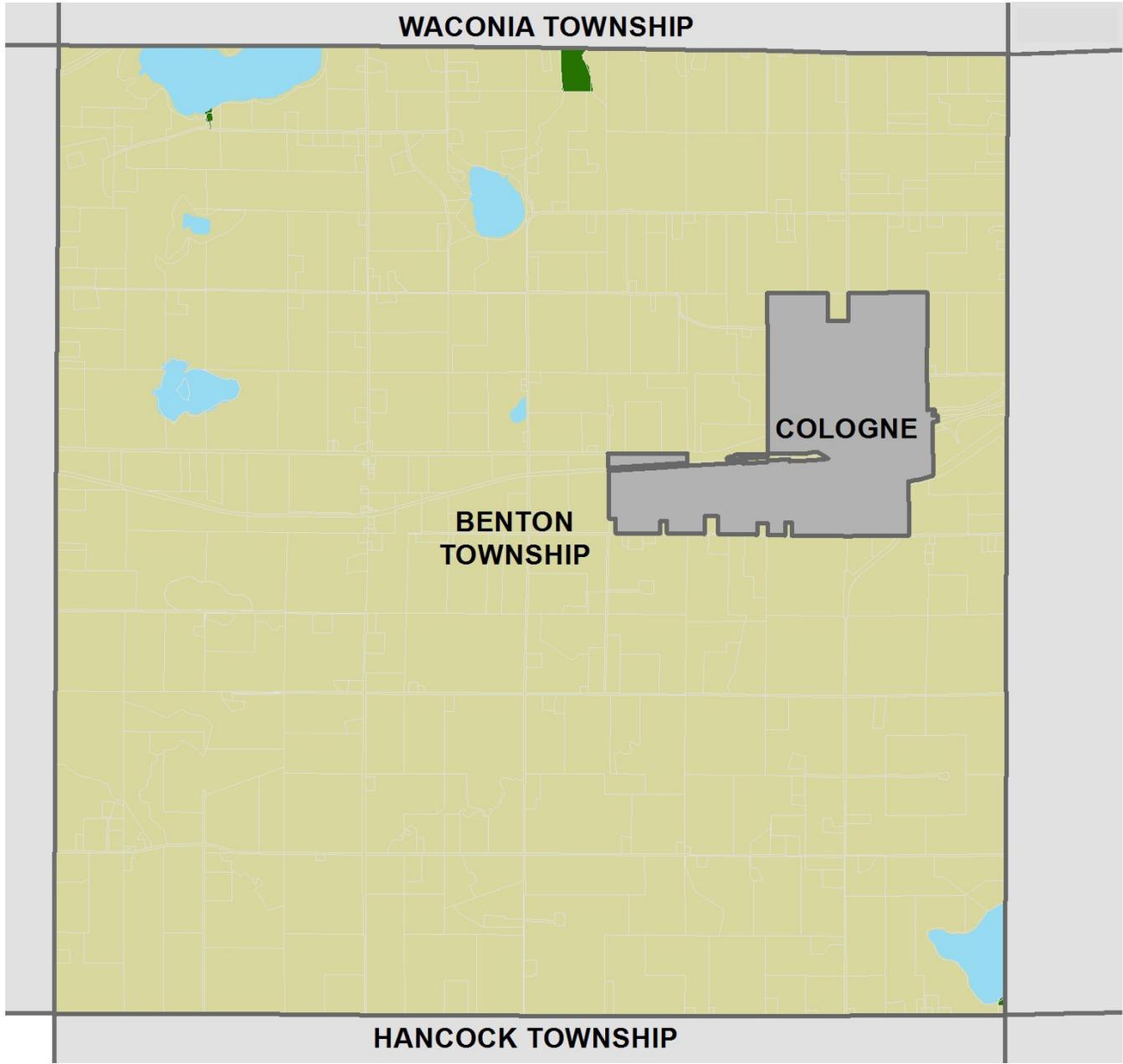
- All Prime Agricultural Soils
- Prime Agricultural Soils if Drained

Source: Metropolitan Council

BENTON TOWNSHIP EXISTING LAND USE



BENTON TOWNSHIP PLANNED LAND USE



FUTURE LAND USE CATEGORIES

- City
- Agricultural Area
- 2040 Growth Area
- Open Water
- Parks and Preserve

BENTON TOWNSHIP POLICIES

Land Use

Because of the location, soil types, development trends, market demands in the area, and distance to sewer and water service, agriculture will continue to be the principal land use in Benton Township. Land use patterns will remain relatively stable. Very limited amounts of agricultural land will be converted to residential uses.

- TOWNSHIP POLICY LU-1 Agriculture will continue to be the primary land use and economic base of the Township. The Township hereby adopts the Carver County Land Use Plan as part of the Township Plan. A map showing future land use in the Township can be found in the County Plan. The County Plan along with the policies in this Plan will be used to manage land use and environmental resources in Benton Township.
- TOWNSHIP POLICY LU-2 Policy Area Designation: The Township’s land use policy designations are shown on the Policy Map. For the land in the Agricultural Policy Area, the density in the Township shall be limited to Option 1—the basic 1 dwelling per 1/4 1/4 section as provided in the County Plan.
- TOWNSHIP POLICY LU-3 The County Plan provides for a number of land use options the Township can choose to implement. Benton Township chooses not to implement: golf courses; or additional feedlot regulation options. Benton Township chooses to implement: the transfer of 1 per 40 eligibilities to non-adjacent parcels.
- TOWNSHIP POLICY LU-4 The Township contains two Rural Service Districts: Bongards and Gotha. Gotha is not expected to experience very much new development. Bongards is located on US 212, and along the Twin Cities Western Railroad, major transportation routes into the metro area. The location of this district makes limited highway service and railroad based multi-model uses appropriate.
- TOWNSHIP POLICY LU-5 The City of Cologne is bordered on all sides by Benton Township. Cologne has recently updated its Comprehensive Plan for the year 2040. Any areas Cologne has planned outside of its current boundaries to accommodate growth can be seen as Transition Area designation on the Township Policy Map. Any Transition Area shown on the Policy Map shall be managed in accordance with the policies in the County Plan.

Water Resources

Benton Township is located in the Bevens Creek and Carver Creek Watersheds. Carver County is the Water Authority for these two watersheds and is required to prepare and implement a water plan which addresses surfaces water and groundwater issues. The Township is required to adopt a Local Water Management Plan that complies with the Watershed Plan.

- TOWNSHIP POLICY WR-1 Benton Township hereby adopts the current Carver County Water Management Organization (CCWMO) Watershed Management Plan, as adopted by the Carver County Board of Commissioners; this plan serves as the Township’s Local Surface Water Management Plan.

BENTON TOWNSHIP POLICIES

Parks, Open Space, and Trails

TOWNSHIP POLICY POST-1 Benton Township acknowledges that the Metropolitan Council’s Regional Parks Policy Plan shows a regional trail along the Twin Cities & Western (TCW) rail corridor. The establishment of any such regional trail would not occur until the TCW corridor was no longer used as an active rail line or an agreement was reached for parallel trail use. The development of a trail master plan would not occur until there is a change in the operation of the rail corridor which would support a trail. At this time, the Township supports the use of the corridor as a trail if the rail line is abandoned.

Transportation

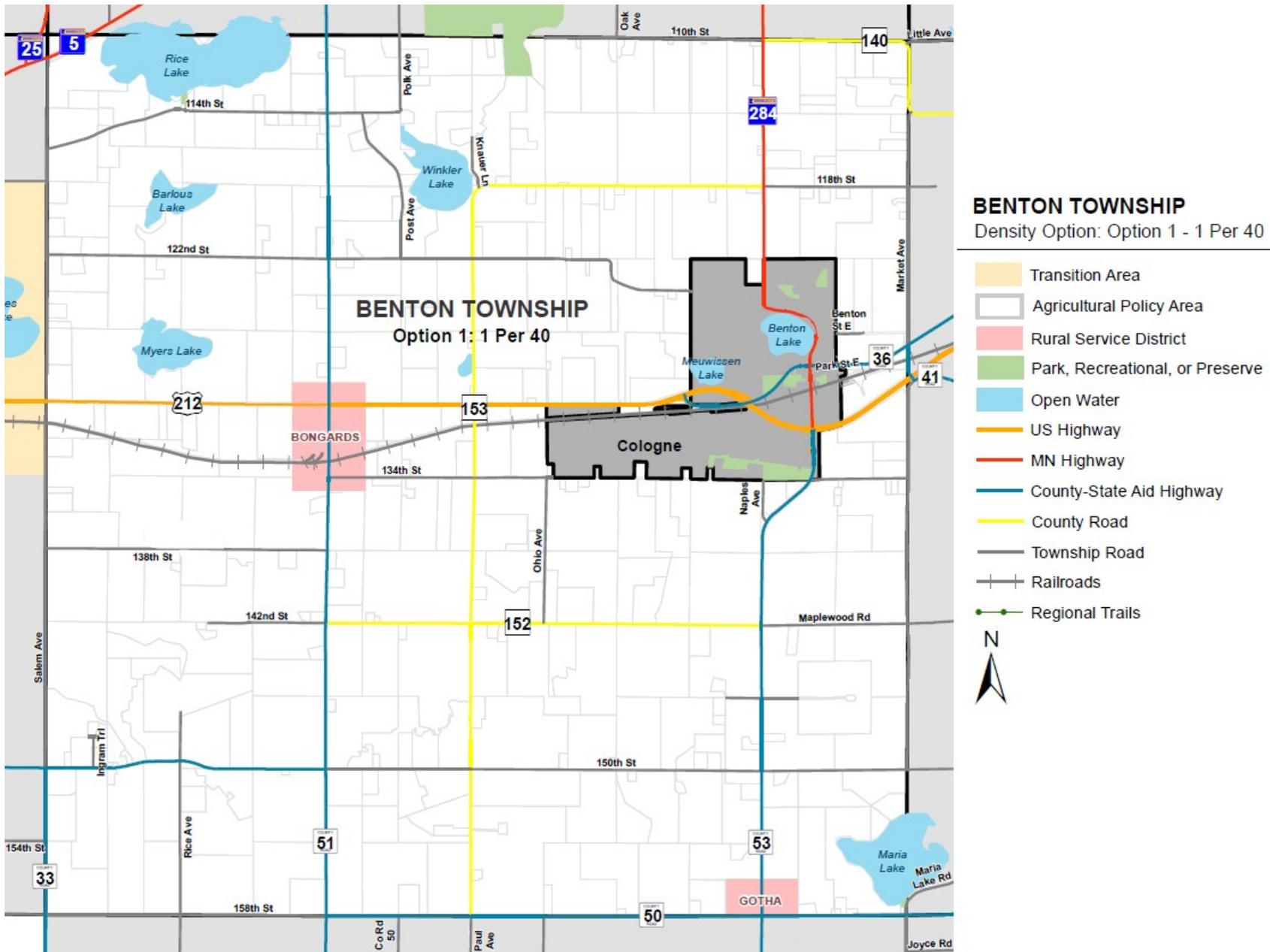
Benton Township’s transportation system consists of County and State Highways and Township roads (see map). The Township is responsible for the planning, construction, and maintenance of the Township road system while the County and State are responsible for their respective systems. The primary function of local roads is to provide access to individual parcels of land and to move traffic to the collector system. The purpose of the collectors is to collect traffic from the local roads and to provide access to individual parcels of property. The principal function of the arterials is to move traffic to destinations outside of the Township and to provide access to individual parcels of property. The principal function of the arterials is to move traffic to destinations outside the Township and to provide for connections to the regional system. In a rural area, such as Benton Township, the arterials also perform a secondary function of providing access to individual parcels of property.

TOWNSHIP POLICY TR-1 Benton Township’s primary responsibility is the maintenance and improvement of the Township road system as shown on the Plan Map and as provided by statute. The Township road system will be maintained at a level consistent with the need to serve the agricultural economy and residential development at densities provided in the Land Use Plan. Improvements will be made only to maintain or attain that level of services. The Township road system consists of those roads identified as Township roads on the Benton Township Map. The system may be modified by additions or deletions to the system made on the official town road map as recorded in the Office of the County Recorder or other appropriate Township action.

TOWNSHIP POLICY TR-2 Alternatives should be investigated in cases where the approval of a change in land use would raise traffic on a gravel road substantially above 200 ADT. Individual land uses that will generate high levels of traffic and/or heavy vehicle traffic will be discouraged and may be required to participate in the upgrading of facilities.

TOWNSHIP POLICY TR-3 Benton Township does not foresee the need for the construction of any new roads on the Township system. The Township’s primary concern is the maintenance and improvement (when necessary) of the town road system. If new roads are needed to provide service to new residential development, these roads will be constructed solely at the expense of the developer. Such roads shall meet Township and County standards for local roads or a higher standard if the road will be of a higher classification as shown in the County Transportation Plan. The Township will not accept these as public roads. These roads will be maintained and repaired by a homeowner’s association or similar entity consisting of the land owners served by the road. However, the Township may accept a new road if it connects to an existing public road at either end.

BENTON TOWNSHIP POLICY MAP



CAMDEN TOWNSHIP

Policy Chapter

Produced by

CARVER COUNTY—Planning and Water Management Department
Government Center, Administration Building—600 East 4th Street, Chaska, MN 55318

TOWNSHIP OVERVIEW

Located in the watershed of the south fork of the Crow River, approximately 42 miles west of the Twin Cities Metropolitan Area, Camden Township is one of ten townships in Carver County, Minnesota. In 1856, settlers started coming from Indiana, Maine, and Pennsylvania to claim land. After the Civil War, German settlers made their way to Camden Township. The Great Northern Railroad once ran through the northern portion where New Germany and Mayer were established as stations. In 2016, Camden Township had an estimated population of 976 (Metropolitan Council), making it the sixth most populous township in Carver County. Camden Township has a total land area of approximately 34.4 square miles (21,987 acres) and has a landscape suitable for agriculture due to the excellent drainage of the Crow River. Camden Township borders Hollywood Township to the North, Waconia Township to the East, Young America Township to the South, and McLeod County to the West.

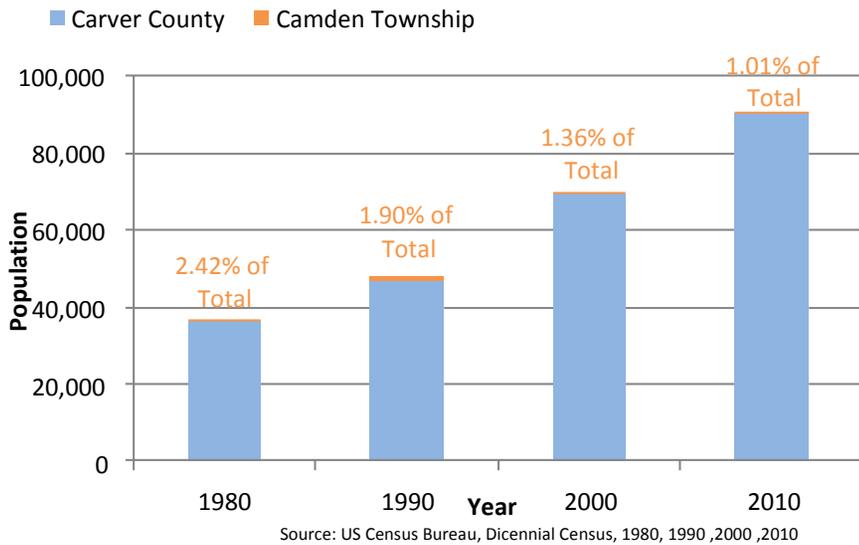


POPULATION AND HOUSEHOLDS

Population Trends and Forecasts

Camden Township has experienced a slight population change over the last several decades. The Metropolitan Council estimates that in 2016, Camden Township’s population numbered approximately 976.

Camden Township’s population is expected to see a decline for the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest a declining population with the 2040 population expected to be approximately 840 people.



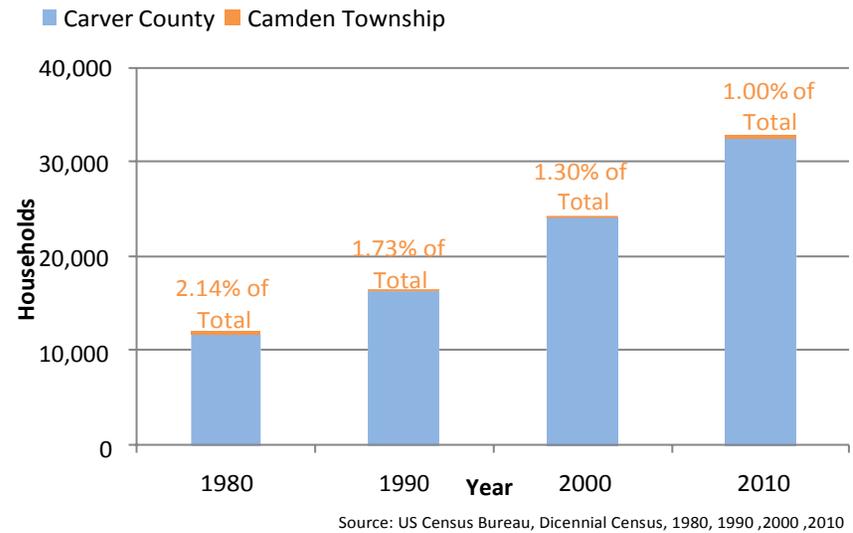
Population Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Camden Township	922	976	900	860	840
Carver County Total	91,042	100,895	108,520	135,960	161,440

Household Trends and Forecasts

Camden Township has experienced modest household change over the last several decades.

Camden Township’s households are expected to be stagnant over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest a decrease of 5 households from 2016 to 2040. Camden Township saw a gradual increase in households from 1970 until reaching an estimated peak in 2016.



Households Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Camden Township	329	345	340	340	340
Carver County Total	32,891	36,418	40,940	52,180	62,650

EMPLOYMENT AND EDUCATION

Employment Status, Educational Attainment, and Employment Forecasts

Employment Status and Commute to Work

According to the 2015 U.S. Census Bureau American Community Survey, Camden Township had an estimated 748 persons the age of 16 years and over. Of this total, 76.5% of these persons were in the labor force. The total civilian labor force (not including persons on active duty in the United States Armed Forces, unpaid volunteers or homemakers) consisted of 572 persons, 74.3% of which were employed and 2.1% unemployed.

Educational Attainment

In 2015, Camden Township had approximately 642 people 25 years and over, 318 were high school graduates. In addition, 118 had some college with no degree, 55 obtained an associate’s degree, 96 graduated with bachelor’s degrees, and 31 received a graduate or professional degree. Overall, 96.3% of the population 25 years and over were high school graduates or higher.

Employment Forecast

Job growth in Camden Township is expected to increase only minimally over the next couple decades. The Township Land Use Policy of directing commercial and industrial activities to rural service districts and cities limits the amount of new jobs possible in the township outside of the agricultural industry.

CAMDEN TOWNSHIP LAND USE SUMMARY

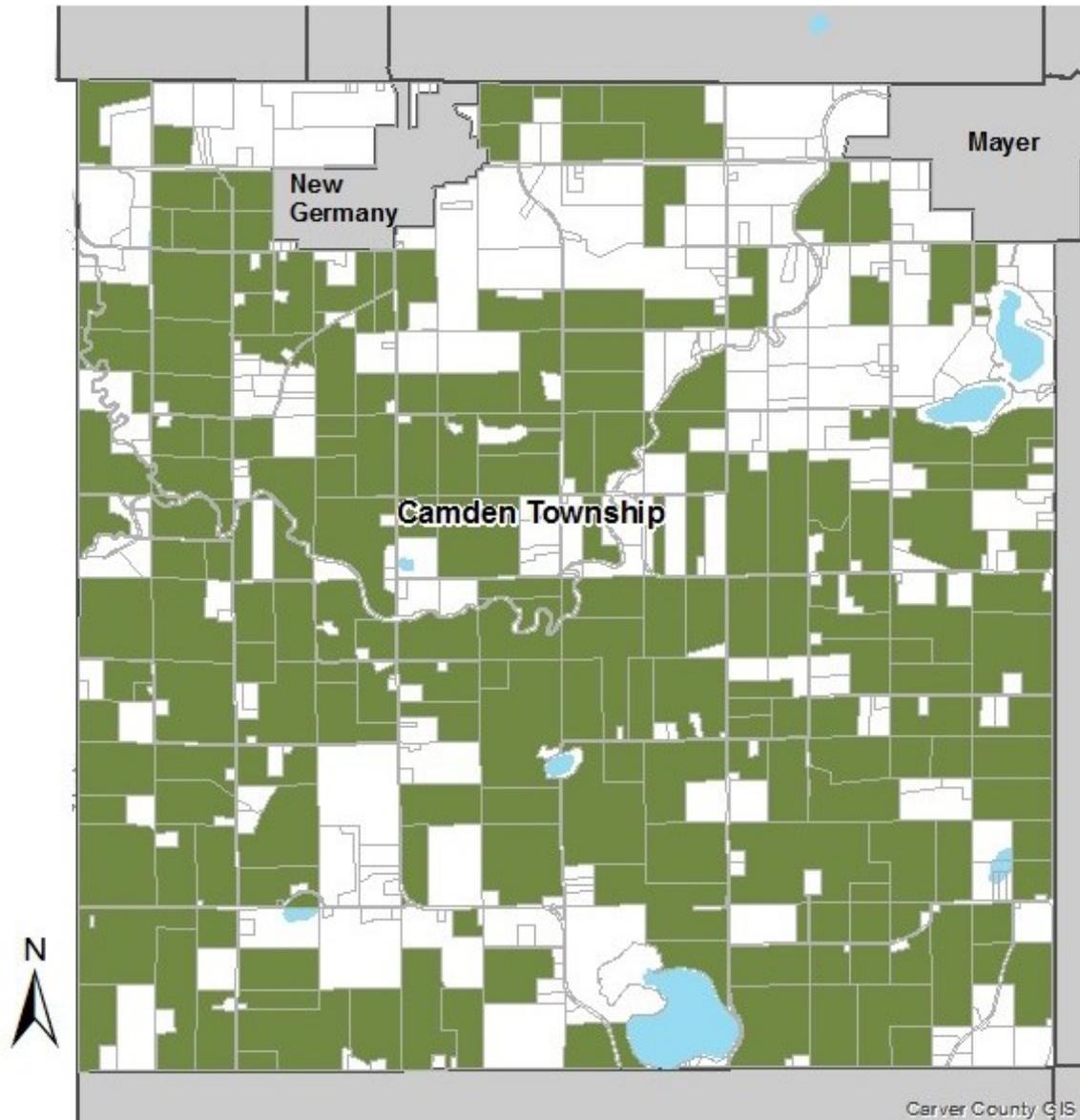
Land Use Category	2016 (acres)	2040 (acres)
Agricultural	21,284	21,2030
Open Water	432	432
Park, Recreational or Preserve	289	289
2040 City Growth Area	0	254
TOTAL	22,005	22,005

Note: This table may not reflect future changes to land use which are allowed through current controls and regulations.

EMPLOYMENT ESTIMATES AND FORECASTS

Community	2010 Census	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Camden Township	56	70	80	80
Carver County Total	31,836	41,190	48,330	54,800

AGRICULTURAL PRESERVES



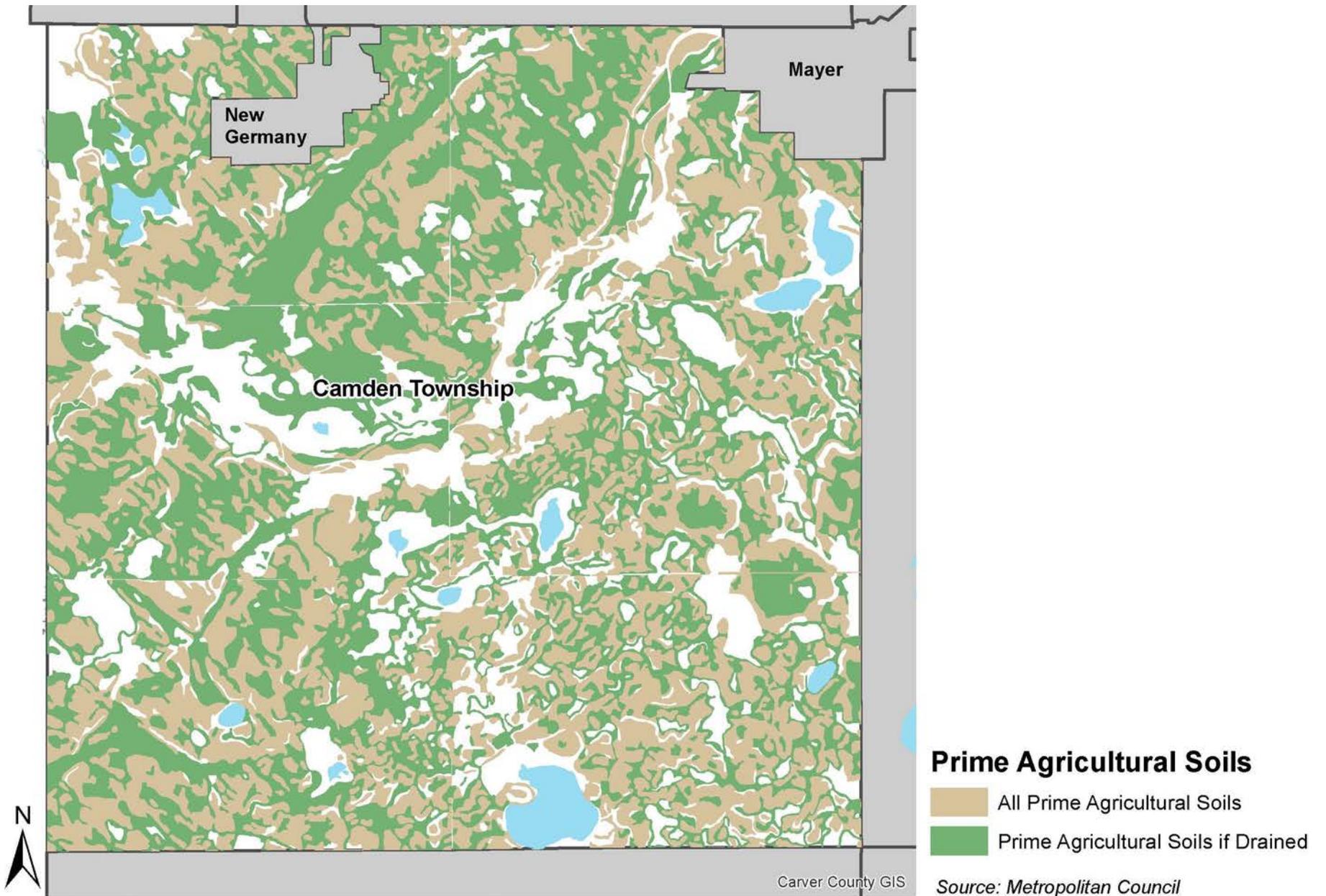
Camden Township has a high participation rate in the Agricultural Preserve Program. As of 2014, approximately 14,046 acres (64%) of the land within the Township is entered in the program. The Agricultural Preserve participation rate indicates a commitment to agriculture over the long-term. The Agricultural Preserve covenant limits the residential density to 1 dwelling per 40 acres, regardless of other zoning provisions.

Overall, Carver County has a high participation rate within the Agricultural Preserve Program compared to other metropolitan counties. As of 2014, Carver County had a total of 104,781 acres enrolled in the program. The Twin Cities Metro region had a total of 189,570 acres enrolled.

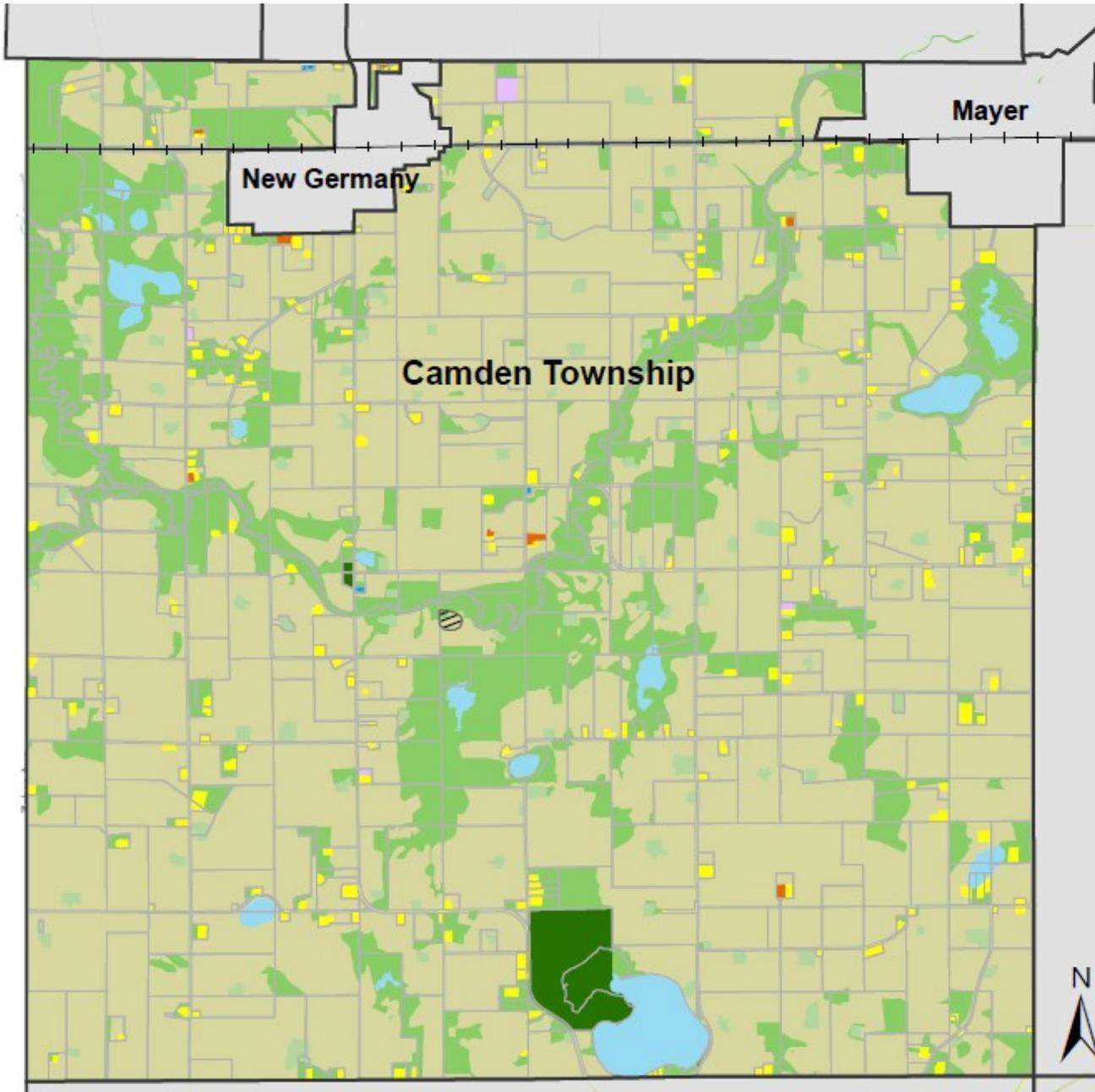
 Enrolled Agricultural Preserves, 2014

Source: Metropolitan Council

PRIME AGRICULTURAL SOILS



CAMDEN TOWNSHIP EXISTING LAND USE

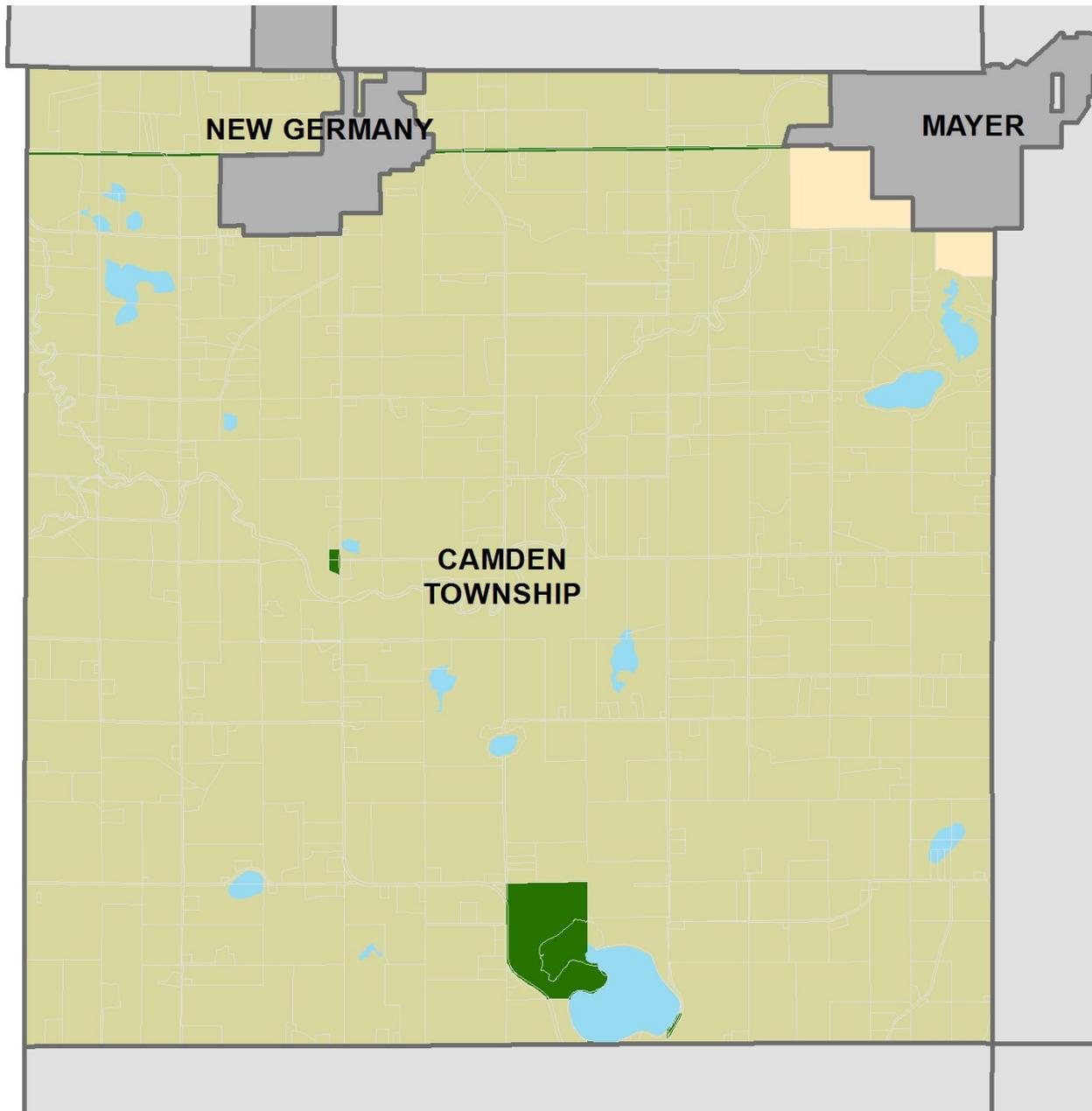


Existing Land Use, 2016

- Agricultural
- Airport
- Farmstead
- Industrial and Utility
- Institutional
- Major Highway
- Mixed Use Residential
- Open Water
- Park, Recreational, or Preserve
- Single Family Detached
- Wetlands
- Railroads
- Aggregate Resources

Source: Metropolitan Council

CAMDEN TOWNSHIP PLANNED LAND USE



FUTURE LAND USE CATEGORIES

- City
- Agricultural Area
- 2040 Growth Area
- Open Water
- Parks and Preserve

CAMDEN TOWNSHIP POLICIES

Land Use

Because of the location, soil types, development trends, market demands in the area, and distance to sewer and water service, agriculture will continue to be the principal land use in Camden Township. Land use patterns will remain relatively stable. Very limited amounts of agricultural land will be converted to residential uses. The limited residential development that is expected to occur will generally locate in the wooded and pasture areas. Lakeshore, on the lakes listed in the County Land Use Plan, would typically be eligible under the wooded lot provision.

TOWNSHIP POLICY LU-1	Agriculture will continue to be the primary land use and economic base of the Township. The Township hereby adopts the Carver County Land Use Plan as part of the Township Plan. A map showing future land use in the Township can be found in the County Plan. The County Plan along with the policies in this Plan will be used to manage land use and environmental resources in Camden Township.
TOWNSHIP POLICY LU-2	Policy Area Designation: Camden Township’s land use policy designations are shown on the Policy Map. For the land in the Agricultural Policy Area the Township chooses to utilize Option 2—Wooded Lot as provided for in the Carver County Land Use Plan. The density in the Township shall be limited to the basic 1 dwelling per 1/4 1/4 section, plus the additional density in wooded areas as provided in County Policy. Lakeshore in and of itself shall not constitute eligibility for “wooded lots”. This includes Eagle Lake.
TOWNSHIP POLICY LU-3	The County Plan provides for a number of land use options Camden Township can choose to implement. Camden Township chooses not to implement: the transfer of 1 per 40 eligibilities to non-adjacent parcels; golf courses; or additional feedlot regulations.
TOWNSHIP POLICY LU-4	The Cities of New Germany and Mayer border Camden Township. Each city has recently updated their Comprehensive Plans to plan for 2040. The Transition Area designation should be limited to the area shown on the Policy map. Any Transition Area identified in the County Land Use Plan and on the Township Policy Map shall be managed in accordance with the policies in the County Plan. The Township will generally agree to annexation of property by either city if the annexation meets the following criteria: <ul style="list-style-type: none">• Annexation is supported and identified in the City’s Comprehensive Plan• Development will occur immediately and will be served by municipal sewer, water, and roads.• Development is not feasible under the County Plan and ordinances.

Water Resources

Camden Township is located in the Buffalo Creek, Crow River, and Carver Creek Watersheds. Carver County is the water authority for the Crow River and Carver Creek watersheds and Buffalo Creek Watershed District is the water authority for the buffalo creek watershed. They are required to prepare and implement a water plan which addresses surface water and groundwater issues. The Township is required to adopt a Local Water Management Plan that complies with the Watershed Plans.

TOWNSHIP POLICY WR-1	Camden Township hereby concurs with and adopts the current Carver County Water Management Organization (CCWMO), as adopted by the Carver County Board of Commissioners, and the Buffalo Creek Watershed District (BCWD) Watershed Management Plan. These plans serve as the Township’s Local Surface Water Management Plan.
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CAMDEN TOWNSHIP POLICIES

Parks, Open Space, and Trails

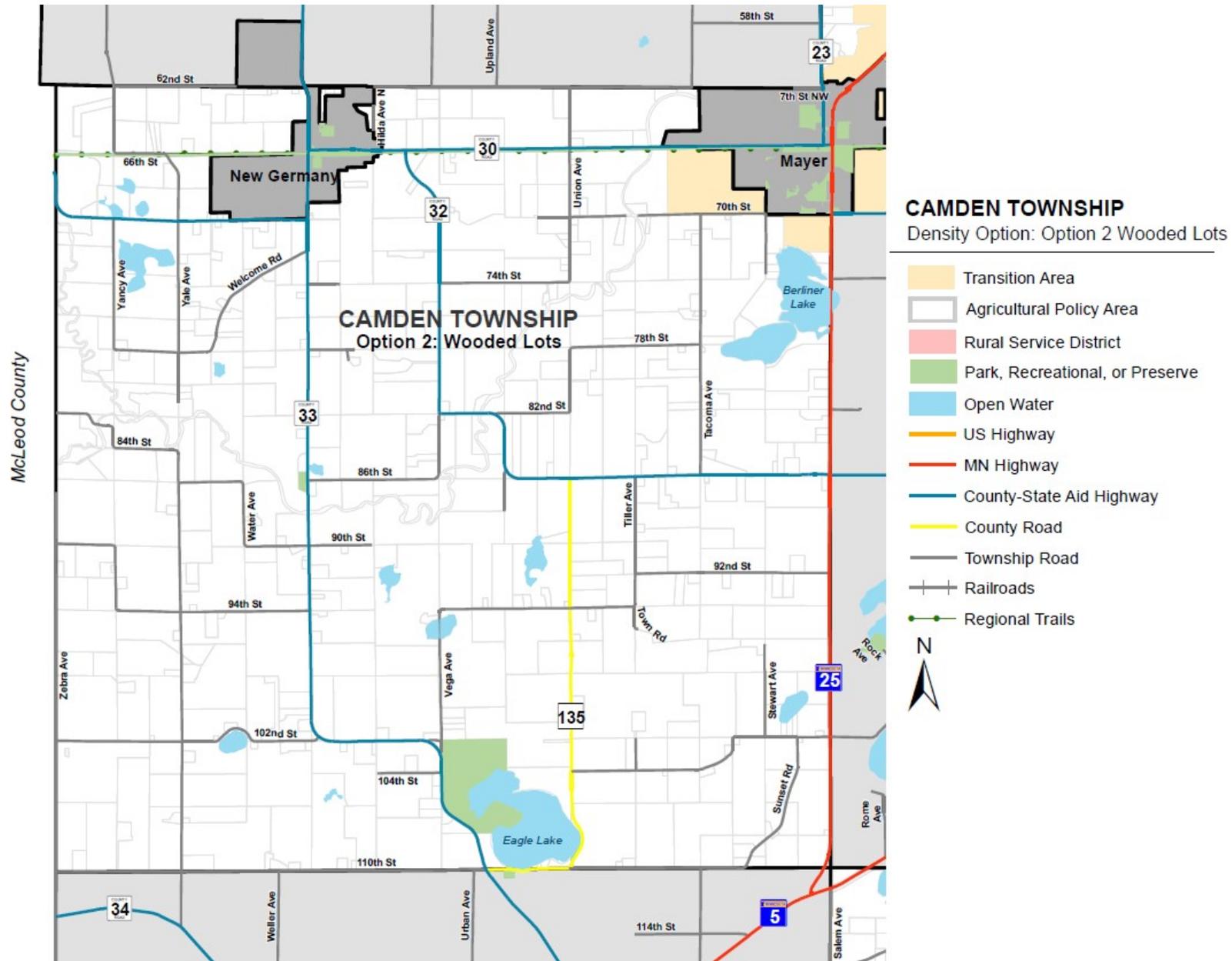
TOWNSHIP POLICY POST-1	Camden Township acknowledges that the Metropolitan Council’s Regional Park Policy Plan identifies the Western Carver County Regional Trail with a potential future alignment through the Township. The establishment of any future trail alignment will result from a master plan process done in cooperation with Camden Township, Carver County, and others.
TOWNSHIP POLICY POST-2	Baylor Regional Park is shown on the Future Land Use and Policy Maps.

Transportation

Camden Township’s transportation system consists of County and State Highways and Township roads (see map). The Township is responsible for the planning, construction, and maintenance of the Township road system, while the County and State are responsible for their respective systems. The primary function of local roads is to provide access to individual parcels of land and to move traffic to the collector system. The purpose of the collectors is to collect traffic from the local roads and to provide access to individual parcels of property. The principal function of the arterials is to move traffic to destinations outside the Township and to provide for connections to the regional system. In a rural area such as Camden Township, the arterials also perform a secondary function of providing access to individual parcels of property.

TOWNSHIP POLICY TR-1	The Township’s primary responsibility is the maintenance and improvement of the Township road system as shown on the Policy Map and as provided by statute. The Township road system will be maintained at a level consistent with the need to serve the agricultural economy and residential development at densities provided in the Land Use element. Improvements will be made only to maintain or attain that level of service. The road system consists of those roads identified as Township roads on the Camden Township Policy Map. The system may be modified by additions or deletions to the system made on the official town road map, as recorded in the Office of the County Recorder or other appropriate Township action.
TOWNSHIP POLICY TR-2	Alternatives should be investigated in cases where the approval of a change in land use would raise traffic on a gravel road substantially above 200 ADT. Individual land uses that will generate high levels of traffic and/or heavy vehicle traffic will be discouraged and may be required to participate in the upgrading of facilities.
TOWNSHIP POLICY TR-3	Camden Township does not foresee the need for the construction of any new roads on the Township system. The Township’s primary concern is the maintenance and improvement (when necessary) of the town road system. If new roads are needed to provide service to new development, these roads will be constructed solely at the expense of the developer. Such roads shall meet Township and County standards for local roads or a higher standard if the road will be of a higher classification as shown in the County Transportation Plan. The Township will not accept these as public roads. These roads will be maintained and repaired by a homeowner’s association or similar entity consisting of the land owners served by the road. However, the Township may accept a new road if it connects to an existing public road at either end.

CAMDEN TOWNSHIP POLICY MAP



DAHLGREN TOWNSHIP

Policy Chapter

Produced by

CARVER COUNTY—Planning and Water Management Department
Government Center, Administration Building—600 East 4th Street, Chaska, MN 55318

TOWNSHIP OVERVIEW

Located between the Towns of Chaska and Cologne, approximately 35 miles southwest of the Twin Cities Metropolitan Area, Dahlgren Township is one of ten townships in Carver County, Minnesota. Settled in 1854 and organized on April 5, 1864, Dahlgren Township was originally named Liberty until it was changed a month later. After realizing there was another town in the state by that name, the state auditor suggested naming it after John Adolphus Bernard Dahlgren, an ordnance officer for the U.S. Navy during the Civil War. He designed many of the weapons used, including a cast iron cannon referred to as the ‘Dahlgren Gun’. In 2016, Dahlgren Township had an estimated population of 1,322 (Metropolitan Council), making it the second most populous township in Carver County. Dahlgren Township has a total land area of approximately 35.6 square miles (22,784 acres). Dahlgren Township borders Laketown Township to the north, Benton Township to the west, San Francisco Township to the south, and the cities of Carver and Chaska to the east.

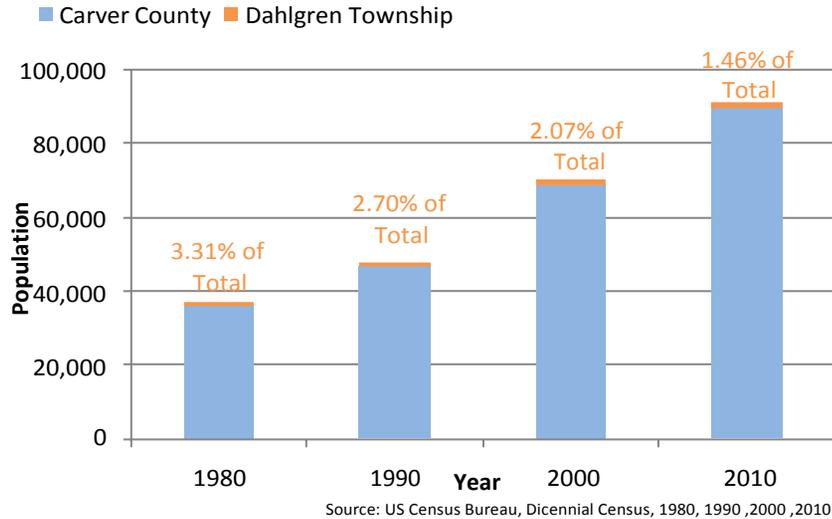


POPULATION AND HOUSEHOLDS

Population Trends and Forecasts

Dahlgren Township has experienced a slight population change over the last several decades. The Metropolitan Council estimates that in 2016, Dahlgren Township’s population numbered approximately 1,322.

Dahlgren Township’s population is expected to see a large decline over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest a declining population with the 2040 population expected to be approximately 710 people. The forecasted decline in population is mostly due to future annexations by the City of Carver.



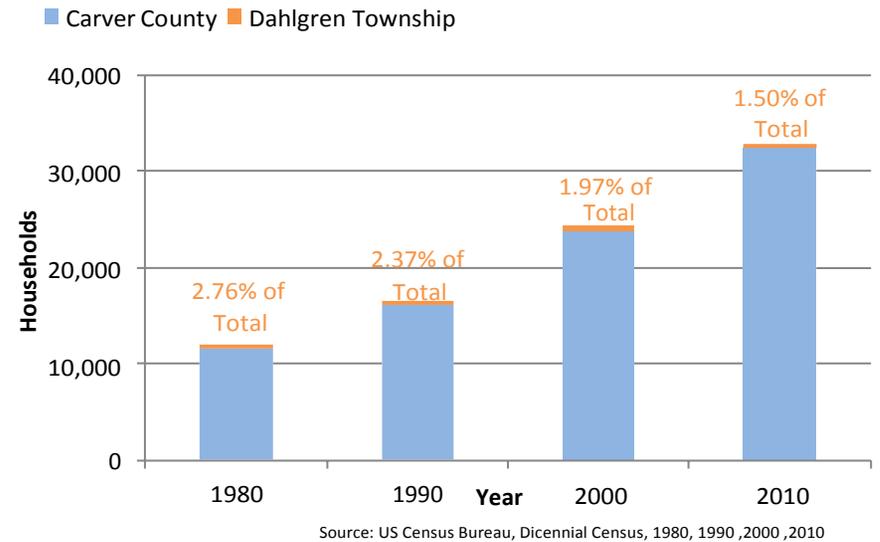
Population Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Dahlgren Township	1,331	1,322	1,140	870	710
Carver County Total	91,042	100,895	108,520	135,960	161,440

Household Trends and Forecasts

Dahlgren Township has experienced modest growth in households over the last several decades.

Dahlgren Township’s households are expected to be declining over the next few decades as annexation occurs. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest a decrease of 200 households from 2016 to 2040. Camden Township saw an increase in households from 1970 until reaching a peak in 2000.



Households Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Dahlgren Township	494	500	460	360	300
Carver County Total	32,891	36,418	40,940	52,180	62,650

EMPLOYMENT AND EDUCATION

Employment Status, Educational Attainment, and Employment Forecasts

Employment Status and Commute to Work

According to the 2015 U.S. Census Bureau American Community Survey, Dahlgren Township had an estimated 958 persons the age of 16 years and over. Of this total, 76.2% of these persons were in the labor force. The total civilian labor force (not including persons on active duty in the United States Armed Forces, unpaid volunteers or homemakers) consisted of 730 persons, 73.2% of which were employed and 3.0% unemployed.

Educational Attainment

In 2015, Dahlgren Township had approximately 811 people 25 years and over, 319 were high school graduates. In addition, 163 had some college with no degree, 95 obtained an associate’s degree, 113 graduated with bachelor’s degrees, and 82 received a graduate or professional degree. Overall, 95.2% of the population 25 years and over were high school graduates or higher.

Employment Forecast

Job growth in Dahlgren Township is expected to increase over the next couple decades. Dahlgren Township is projected to see an increase of 398 jobs from the year 2010 to the year 2040.

DAHLGREN TOWNSHIP LAND USE SUMMARY

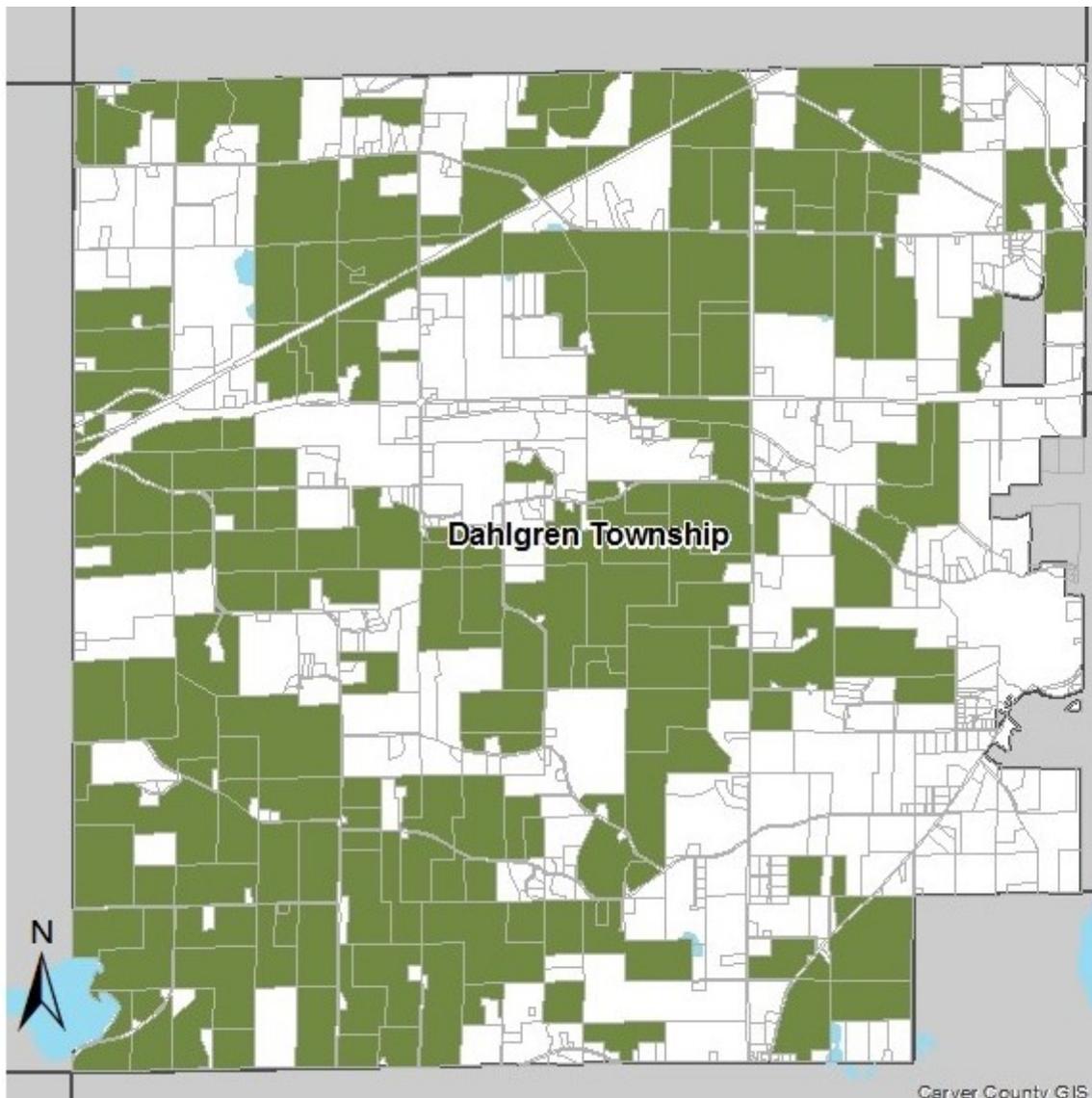
Land Use Category	2016 (acres)	2040 (acres)
Agricultural	22,256	16,124
Open Water	376	313
Park, Recreational or Preserve	168	0
2040 City Growth Area	0	6,363
TOTAL	22,800	22,800

Note: This table may not reflect future changes to land use which are allowed through current controls and regulations.

EMPLOYMENT ESTIMATES AND FORECASTS

Community	2010 Census	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Dahlgren Township	202	410	460	500
Carver County Total	31,836	41,910	48,330	54,800

AGRICULTURAL PRESERVES



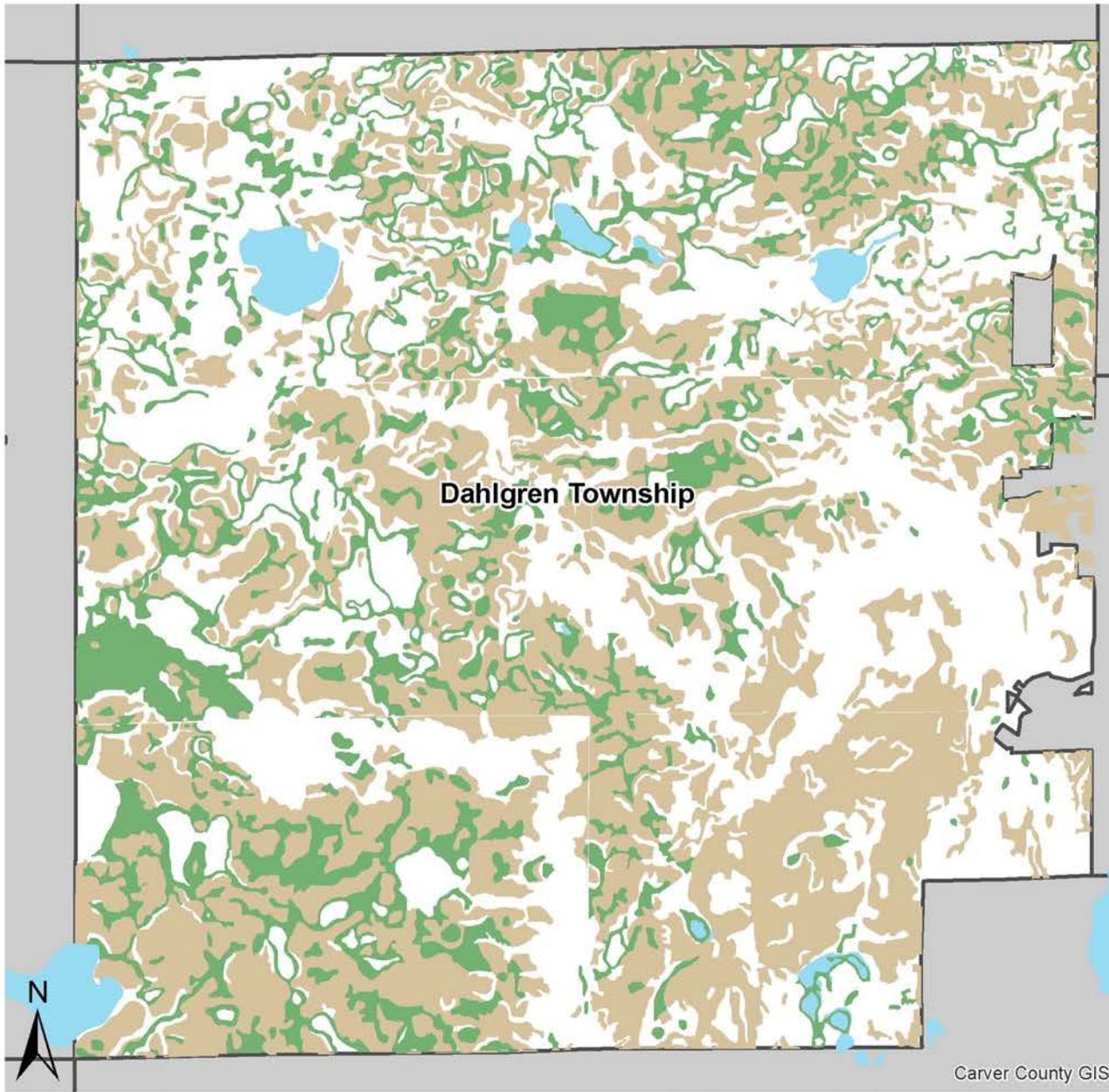
Dahlgren Township has a moderate participation rate in the Agricultural Preserve Program. As of 2014, approximately 12,161 acres (53%) of the land within the Township is entered in the program. The Agricultural Preserve participation rate indicates a commitment to agriculture over the long-term. The Agricultural Preserve covenant limits the residential density to 1 dwelling per 40 acres, regardless of other zoning provisions.

Overall, Carver County has a high participation rate within the Agricultural Preserve Program compared to other metropolitan counties. As of 2014, Carver County had a total of 104,781 acres enrolled in the program. The Twin Cities Metro region had a total of 189,570 acres enrolled.

■ Enrolled Agricultural Preserves, 2014

Source: Metropolitan Council

PRIME AGRICULTURAL SOILS

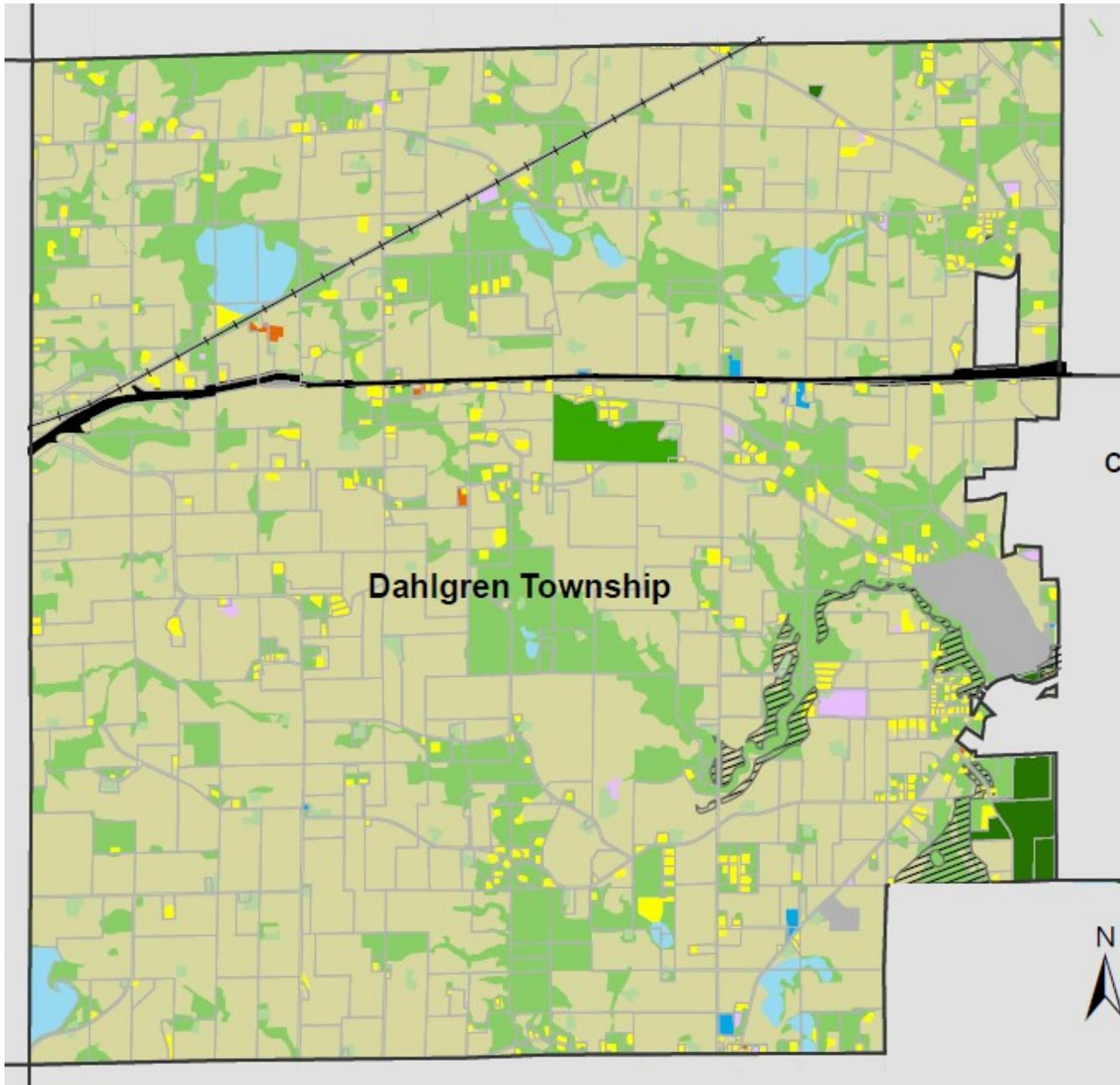


Prime Agricultural Soils

- All Prime Agricultural Soils
- Prime Agricultural Soils if Drained

Source: Metropolitan Council

DAHLGREN TOWNSHIP EXISTING LAND USE

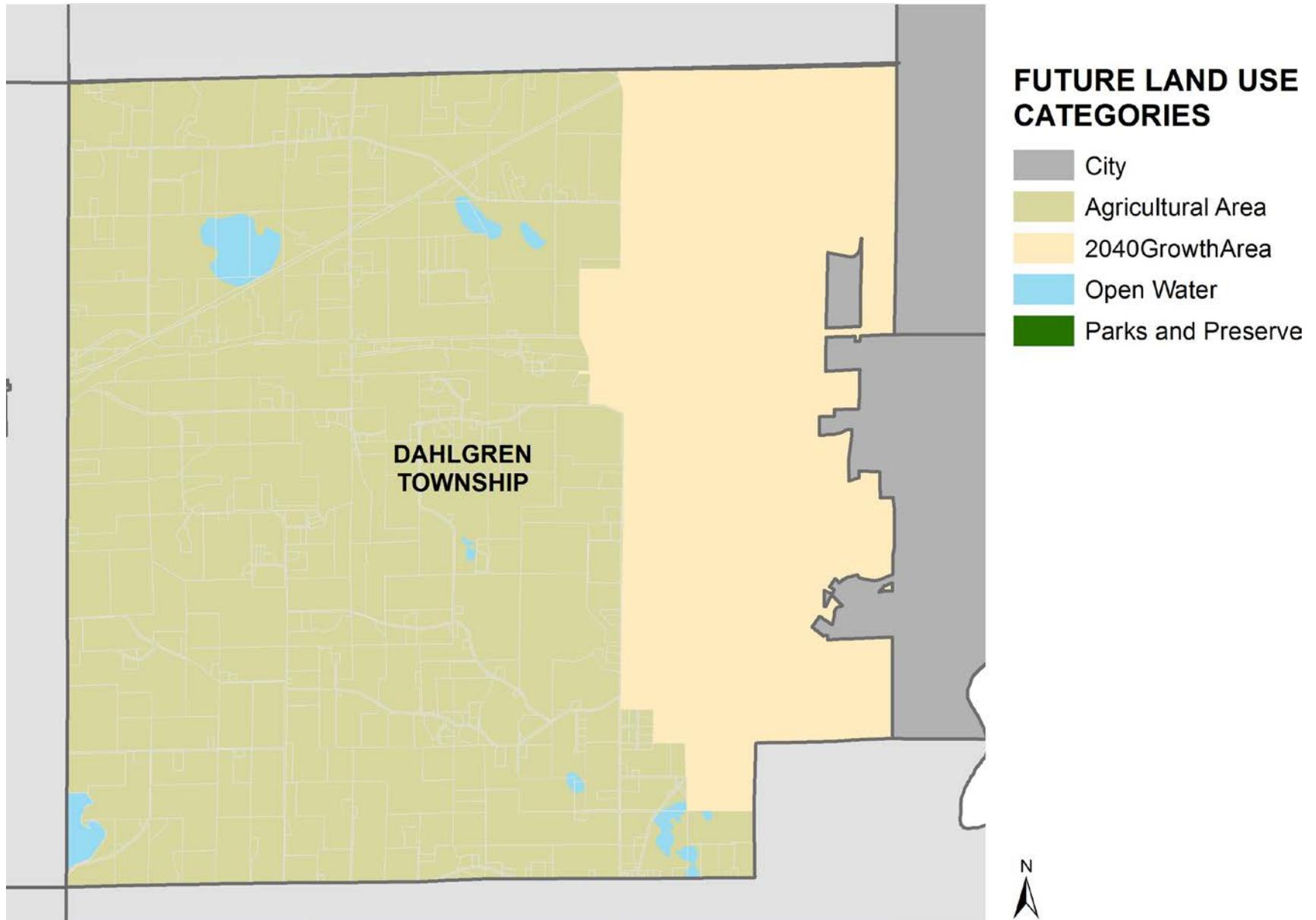


Existing Land Use, 2016

- Agricultural
- Extractive
- Farmstead
- Industrial and Utility
- Institutional
- Major Highway
- Commercial
- Open Water
- Park, Recreational, or Preserve
- Single Family Attached
- Single Family Detached
- Wetlands
- Railroads
- Aggregate Resources

Source: Metropolitan Council

DAHLGREN TOWNSHIP PLANNED LAND USE



DAHLGREN TOWNSHIP POLICIES

Land Use

Because of the location, soil types, development trends, market demands in the area, and distance to sewer and water service, agriculture will continue to be the principal land use in Dahlgren Township. Land use patterns will remain relatively stable. Very limited amounts of agricultural land will be converted to residential uses. The limited residential development that is expected to occur will generally locate in the wooded and pasture areas. Lakeshore would not be eligible under the wooded lot provision. In 2009, the City of Carver and Dahlgren Township executed an orderly annexation agreement that identifies the area east of CSAH 43 as converting to urban uses during this planning period.

- TOWNSHIP POLICY LU-1 Agriculture will continue to be the primary land use and economic base of the Township. The Township hereby adopts the Carver County Land Use Plan as part of the Township Plan. A map showing future land use in the Township can be found in the County Plan. The County Plan along with the policies in this Plan will be used to manage land use and environmental resources in Dahlgren Township.
- TOWNSHIP POLICY LU-2 Policy Area Designation: Dahlgren Township’s land use policy designations are shown on the Policy Map. For the land in the Agricultural Policy Area the Township chooses to utilize Option 3—High Amenity Lots and Option 4—Conservation Incentive as provided for in the Carver County Land Use Plan. The density in the Township shall be limited to the basic 1 dwelling per 1/4 1/4 section, plus the additional density in high amenity areas and to protect, preserve, enhance or restore natural resources, as provided in County Policy. Areas eligible for additional density under Option 3 are: all areas designated as bluffs, ravines, wooded areas, qualifying amenity areas adjacent to lakes and non-prime agricultural land in the Township.
- TOWNSHIP POLICY LU-3 The County Plan provides for a number of land use options the Township can choose to implement. Dahlgren Township chooses not to implement: additional feedlot regulations. Dahlgren Township chooses to implement: the transfer of 1 per 40 eligibilities to non- adjacent parcels and chooses to allow golf courses.
- TOWNSHIP POLICY LU-4 The Township contains one Rural Service District—the northern half of the East Union District. East Union is not expected to experience significant new development. The East Union Rural Service District is shown on the Township Policy Map.
- TOWNSHIP POLICY LU-5 The City of Carver borders Dahlgren Township to the east. The City of Carver recently updates its Comprehensive Plan which includes substantial additional area in its 2040 growth area. The Township’s Policy Map reflects the 2040 growth area which is consistent with the current orderly annexation agreement between the City and Township. The Transition Area, as identified in the County Land Use Plan and on the Township Policy Map, shall be managed in accordance with policies in the County Plan. The Orderly Annexation Agreement contains additional land use provision:
- Notwithstanding Policy 2, no additional density above that provided for in the 1 per 40 Option shall be permitted in the Orderly Annexation Area.
 - Expansion of existing feedlots is not permitted.
 - Existing non-conforming commercial or industrial uses shall not be permitted to expand.

DAHLGREN TOWNSHIP POLICIES

Water Resources

Dahlgren Township is located in the Bevens Creek, Carver Creek, and Chaska Creek Watersheds. Carver County is the water authority for these watersheds and is required to prepare and implement a water plan which addresses surface water and groundwater issues. The Carver County Land Use Plan also addresses standouts, policies, and guidelines for protection of natural resources. The Township is required to adopt a Local Water Management Plan that complies with the Watershed Plan.

TOWNSHIP POLICY WR-1 Dahlgren Township hereby adopts the current Carver County Water Management Organization (CCWMO) Water Management Plan, as adopted by the Carver County Board of Commissioners; this plan serves as the Township’s Local Surface Water Management Plan.

Parks, Open Space, and Trails

TOWNSHIP POLICY POST-1 Dahlgren Township developed and opened Dahlgren Township Memorial Park in 2015 in the location of the former Township Hall to honor former Township residents that have passed away. The Township shall be in charge of the maintenance of this park.

TOWNSHIP POLICY POST-2 Dahlgren Township acknowledges that the Metropolitan Council’s Regional Park Policy Plan identifies the Lake Waconia-Carver Regional Trail Search Corridor with a potential future alignment within the Township. The establishment of any future trail alignment will result from a master plan process done in cooperation with Dahlgren Township, Carver County, and others. No areas for a future park or trail shall be developed or acquired through condemnation. The Township prefers any trail development to be placed along County Highways or as annexation happens.

TOWNSHIP POLICY POST-3 Dahlgren Township acknowledges that the Metropolitan Council’s Regional Park Policy Plan identifies the Miller Park Search Area with a potential future location within the Township. The establishment of any future park or search area refinement will result from a master plan process done in cooperation with Dahlgren Township, Carver County, and others. No areas for a future park shall be developed or acquired through condemnation. The Township prefers any park development to be done in coordination with annexation of the land into a City.

TOWNSHIP POLICY POST-4 Dahlgren Township acknowledges the Metropolitan Council’s Regional Park Policy Plan shows a regional Trail along the Twin Cities & Western (TCW) rail corridor. The establishment of any such regional trail would not occur until the TCW corridor was no longer used as an active rail line or an agreement was reached for parallel trail use. The development of a trail master plan would not occur until there is a change in the operation of the rail corridor which would support a trail. At this time, the Township supports the use of the corridor as an active rail line into the foreseeable future.

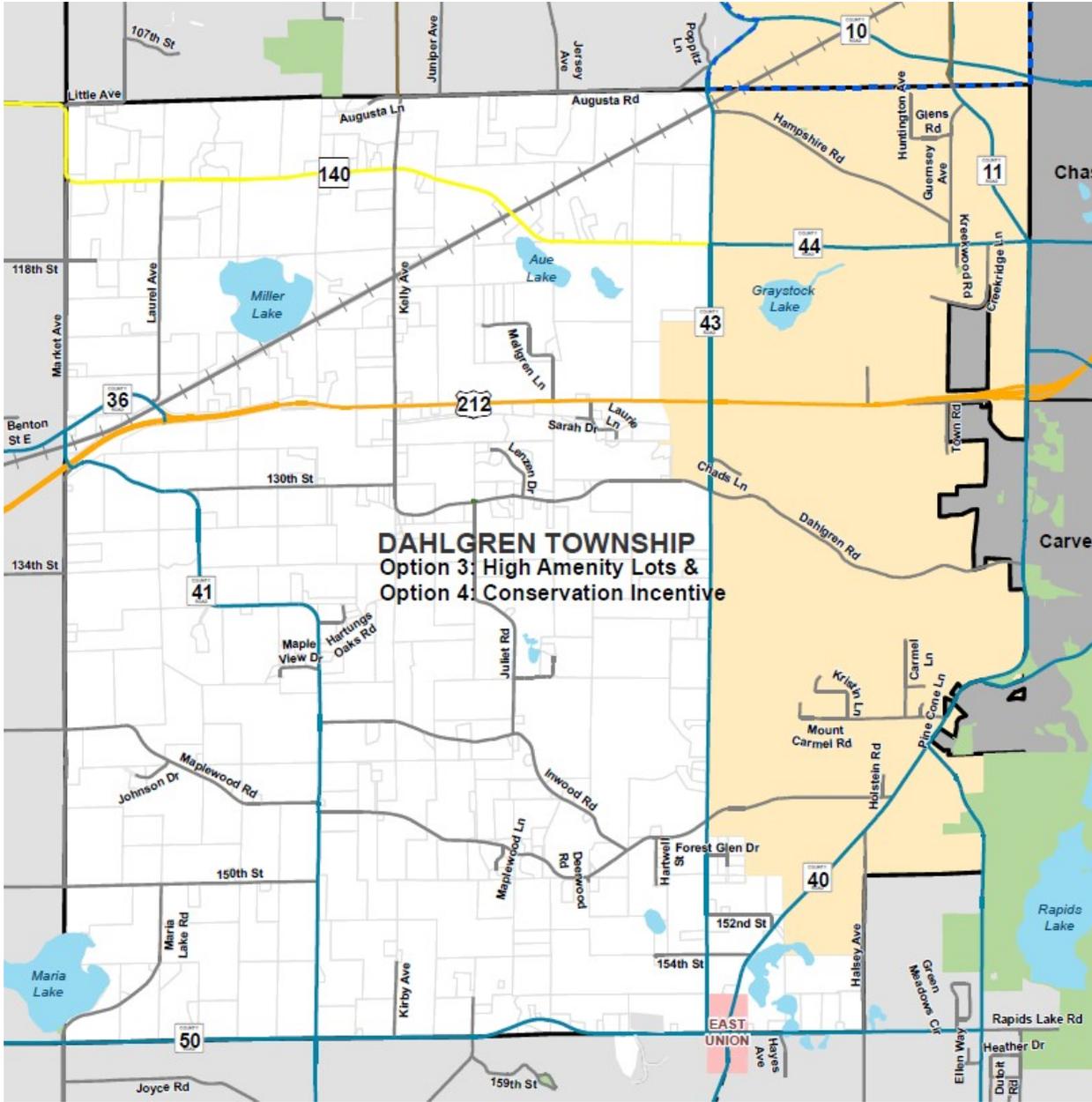
DAHLGREN TOWNSHIP POLICIES

Transportation

Dahlgren Township’s transportation system consists of County and State Highways and Township roads (see map). The Township is responsible for the planning, construction, and maintenance of the Township road system, while the County and State are responsible for their respective systems. The primary function of local roads is to provide access to individual parcels of land and to move traffic to the collector system. The purpose of the collectors is to collect traffic from the local roads and to provide access to individual parcels of property. The principal function of the arterials is to move traffic to destinations outside the Township and to provide for connections to the regional system. In a rural area such as Dahlgren Township, the arterials also perform a secondary function of providing access to individual parcels of property.

- TOWNSHIP POLICY TR-1 The Township’s primary responsibility is the maintenance and improvement of the Township road system as shown on the Policy Map and as provided by statute. The Township road system will be maintained at a level consistent with the need to serve the agricultural economy and residential development at densities provided in the Land Use element. Improvements will be made only to maintain or attain that level of service. The road system consists of those roads identified as Township roads on the Dahlgren Township Policy Map. The system may be modified by additions or deletions to the system made on the official town road map, as recorded in the Office of the County Recorder or other appropriate Township action.
- TOWNSHIP POLICY TR-2 Alternatives should be investigated in cases where the approval of a change in land use would raise traffic on a gravel road substantially above 200 ADT. Individual land uses that will generate high levels of traffic and/or heavy vehicle traffic will be discouraged and may be required to participate in the upgrading of facilities.
- TOWNSHIP POLICY TR-3 Dahlgren Township does not foresee the need for the construction of any new roads on the Township system. The Township’s primary concern is the maintenance and improvement (when necessary) of the town road system. If new roads are needed to provide service to new development, these roads will be constructed solely at the expense of the developer. Such roads shall meet Township and County standards for local roads or a higher standard if the road will be of a higher classification as shown in the County Transportation Plan. The Township will not accept these as public roads. These roads will be maintained and repaired by a homeowner’s association or similar entity consisting of the land owners served by the road. However, the Township may accept a new road if it connects to an existing public road at either end.

DAHLGREN TOWNSHIP POLICY MAP



DAHLGREN TOWNSHIP

Density Option: Option 3 High Amenity Lots & Option 4 Conservation Incentive

- Transition Area
- Agricultural Policy Area
- Rural Service District
- Park, Recreational, or Preserve
- Open Water
- US Highway
- MN Highway
- County-State Aid Highway
- County Road
- Township Road
- Railroads
- Regional Trails



HANCOCK TOWNSHIP

Policy Chapter

Produced by

CARVER COUNTY—Planning and Water Management Department
Government Center, Administration Building—600 East 4th Street, Chaska, MN 55318

TOWNSHIP OVERVIEW

Located in the southernmost corner of Carver County, approximately 44 miles southwest of the Twin Cities Metropolitan Area, Hancock Township is one of ten townships in Carver County, Minnesota. Settled in 1856 by Irish settlers, it was named after General Winfield Scott Hancock, a Union commander and soldier. Before settlement, most of the land was covered by maple, oak, and elm trees and settlers spent a great deal of time clearing the land for cultivation. By 1860, a stream sawmill was built near Eleven Mile Creek to process the cut timber. In 2016, Hancock Township had an estimated population of 335 (Metropolitan Council), making it the tenth most populous township in Carver County. Hancock Township has a total land area of approximately 17.8 square miles (11,388 acres) and is the smallest township by area in Carver County. Hancock Township borders Benton Township to the north, San Francisco Township to the east, and Sibley County to the south and west.

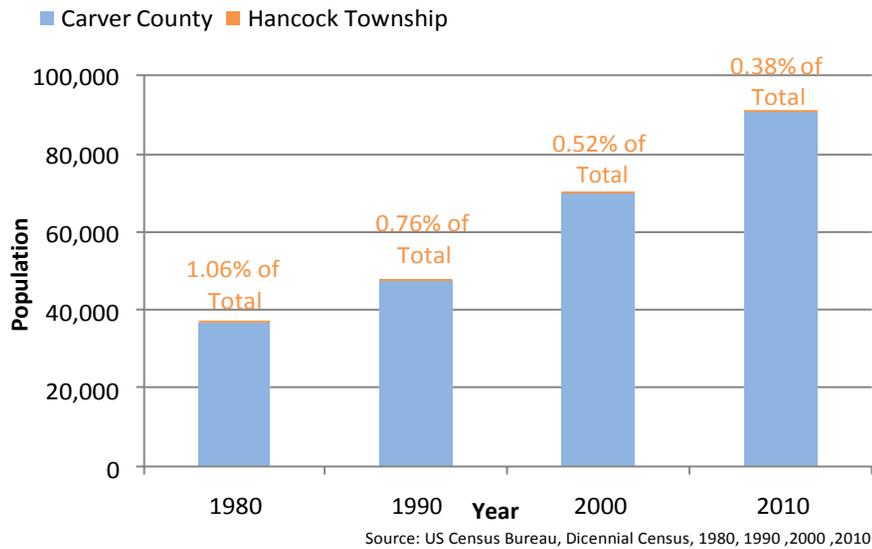


POPULATION AND HOUSEHOLDS

Population Trends and Forecasts

Hancock Township has experienced a slight population decline over the last several decades. The Metropolitan Council estimates that in 2016, Hancock Township’s population numbered approximately 335.

Hancock Township’s population is expected to see a slight increase over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest an increasing population with the 2040 population expected to be approximately 410 people.



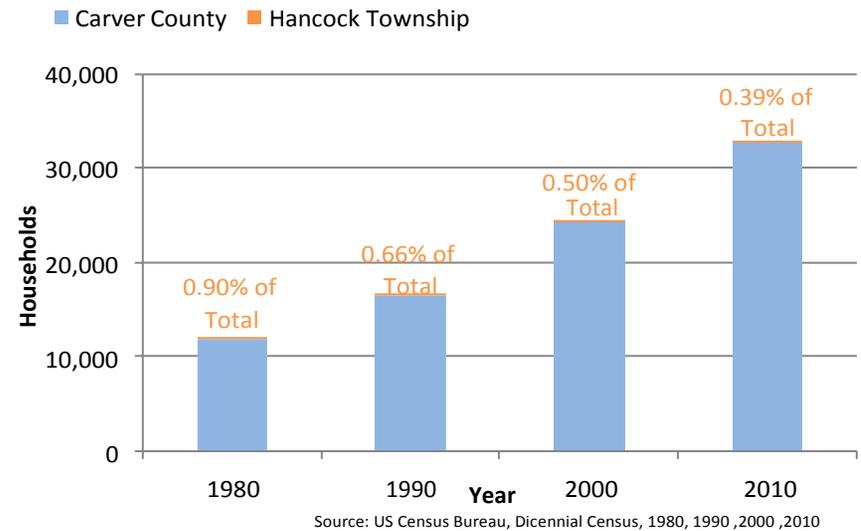
Population Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Hancock Township	345	335	360	390	410
Carver County Total	91,042	100,895	108,520	135,960	161,440

Household Trends and Forecasts

Hancock Township has experienced modest growth in households over the last several decades.

Hancock Township’s households are expected to be increasing over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest an increase of 44 households from 2016 to 2040. Hancock Township has, and is expected to continue, to see an increase in households since 1970.



Households Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Hancock Township	127	126	140	160	170
Carver County Total	32,891	36,418	40,940	52,180	62,650

EMPLOYMENT AND EDUCATION

Employment Status, Educational Attainment, and Employment Forecasts

Employment Status and Commute to Work

According to the 2015 U.S. Census Bureau American Community Survey, Hancock Township had an estimated 261 persons the age of 16 years and over. Of this total, 77.4% of these persons were in the labor force. The total civilian labor force (not including persons on active duty in the United States Armed Forces, unpaid volunteers or homemakers) consisted of 202 persons, 76.2% of which were employed and 1.1% unemployed.

Educational Attainment

In 2015, Hancock Township had approximately 239 people 25 years and over, 101 were high school graduates. In addition, 41 had some college with no degree, 36 obtained an associate’s degree, 26 graduated with bachelor’s degrees, and 13 received a graduate or professional degree. Overall, 90.8% of the population 25 years and over were high school graduates or higher.

Employment Forecast

Hancock Township is not projected to see an increase or decrease in employment over the next couple decades. The Township Land Use Policy of directing commercial and industrial activities to rural service districts and cities limits the amount of new jobs possible in the township outside of the agricultural industry.

HANCOCK TOWNSHIP LAND USE SUMMARY

Land Use Category	2016 (acres)	2040 (acres)
Agricultural	11,265	11,265
Open Water	117	117
Park, Recreational or Preserve	6	6
2040 City Growth Area	0	0
TOTAL	11,388	11,388

Note: This table may not reflect future changes to land use which are allowed through current controls and regulations.

EMPLOYMENT ESTIMATES AND FORECASTS

Community	2010 Census	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Hancock Township	10	10	10	10
Carver County Total	31,836	41,910	48,330	54,800

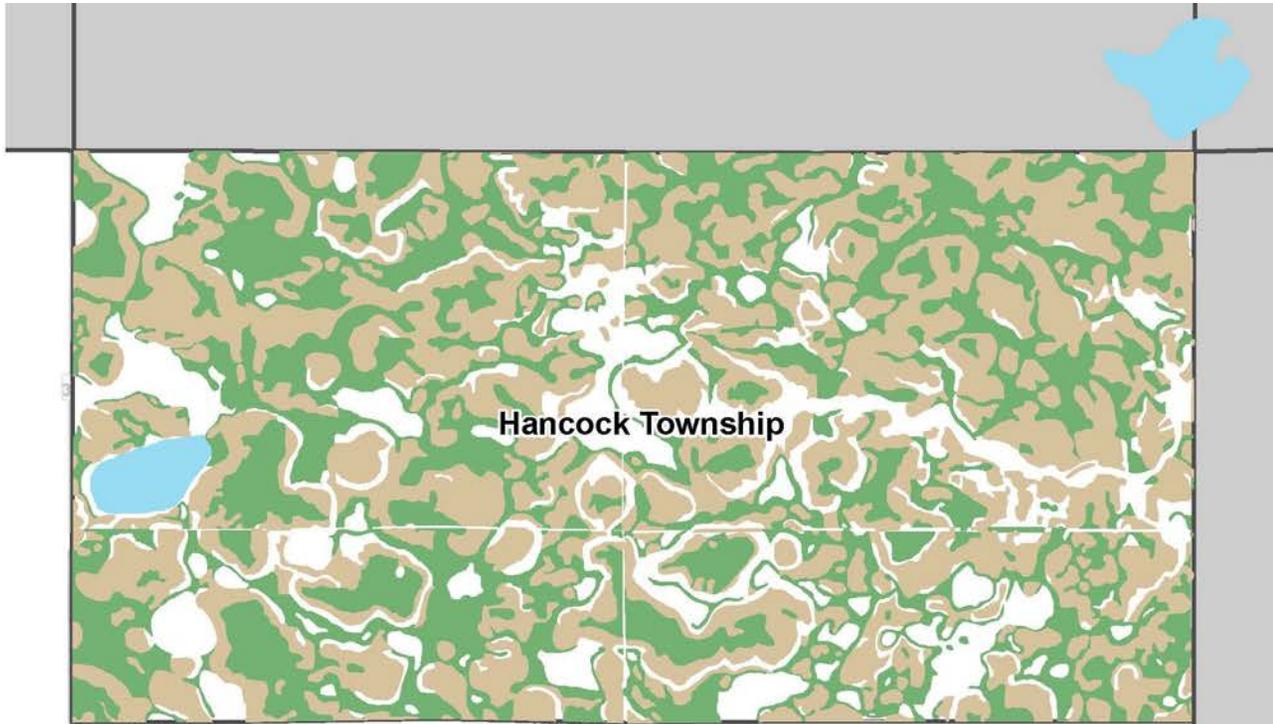
AGRICULTURAL PRESERVES

Hancock Township has a high participation rate in the Agricultural Preserve Program. As of 2014, approximately 9,330 acres (82%) of the land within the Township is entered in the program. The Agricultural Preserve participation rate indicates a commitment to agriculture over the long-term. The Agricultural Preserve covenant limits the residential density to 1 dwelling per 40 acres, regardless of other zoning provisions.

Overall, Carver County has a high participation rate within the Agricultural Preserve Program compared to other metropolitan counties. As of 2014, Carver County had a total of 104,781 acres enrolled in the program. The Twin Cities Metro region had a total of 189,570 acres enrolled.



PRIME AGRICULTURAL SOILS



Prime Agricultural Soils

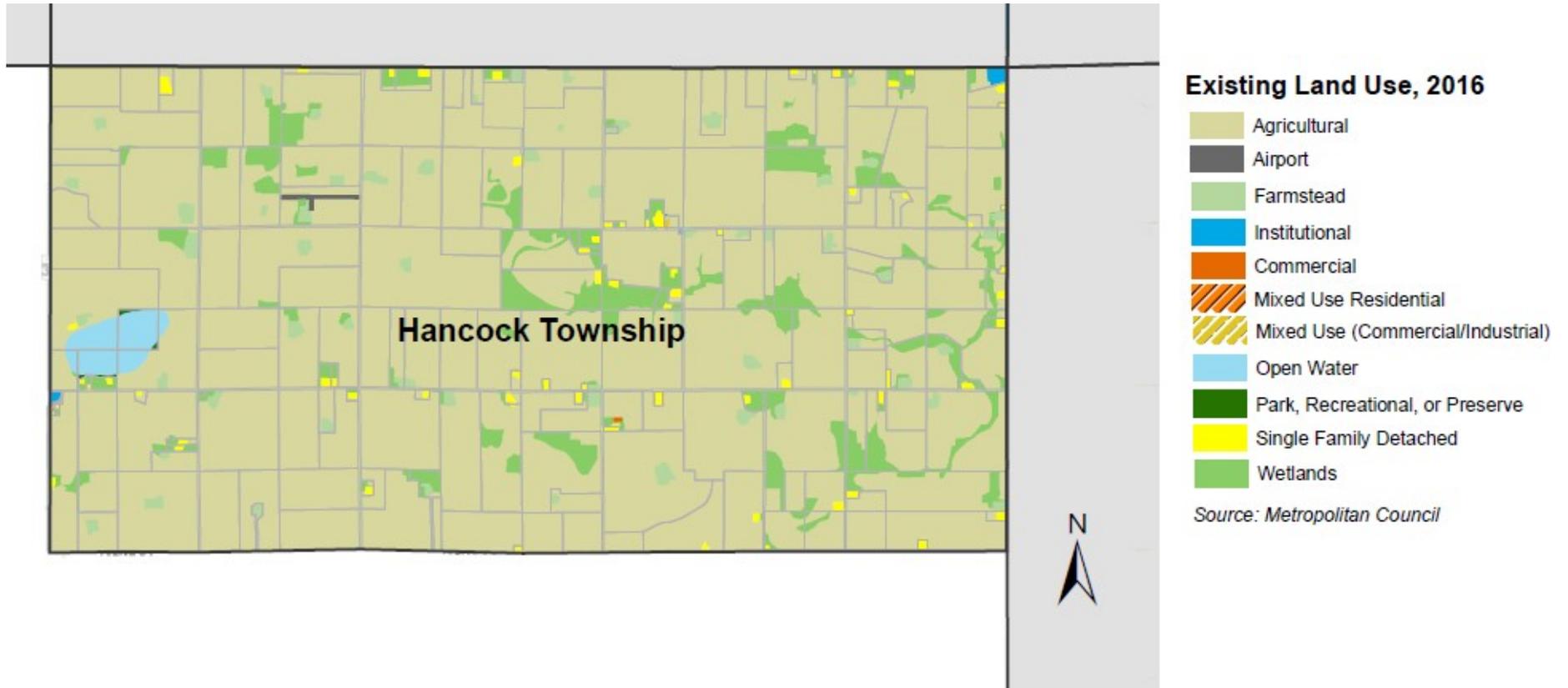
-  All Prime Agricultural Soils
-  Prime Agricultural Soils if Drained

Carver County GIS

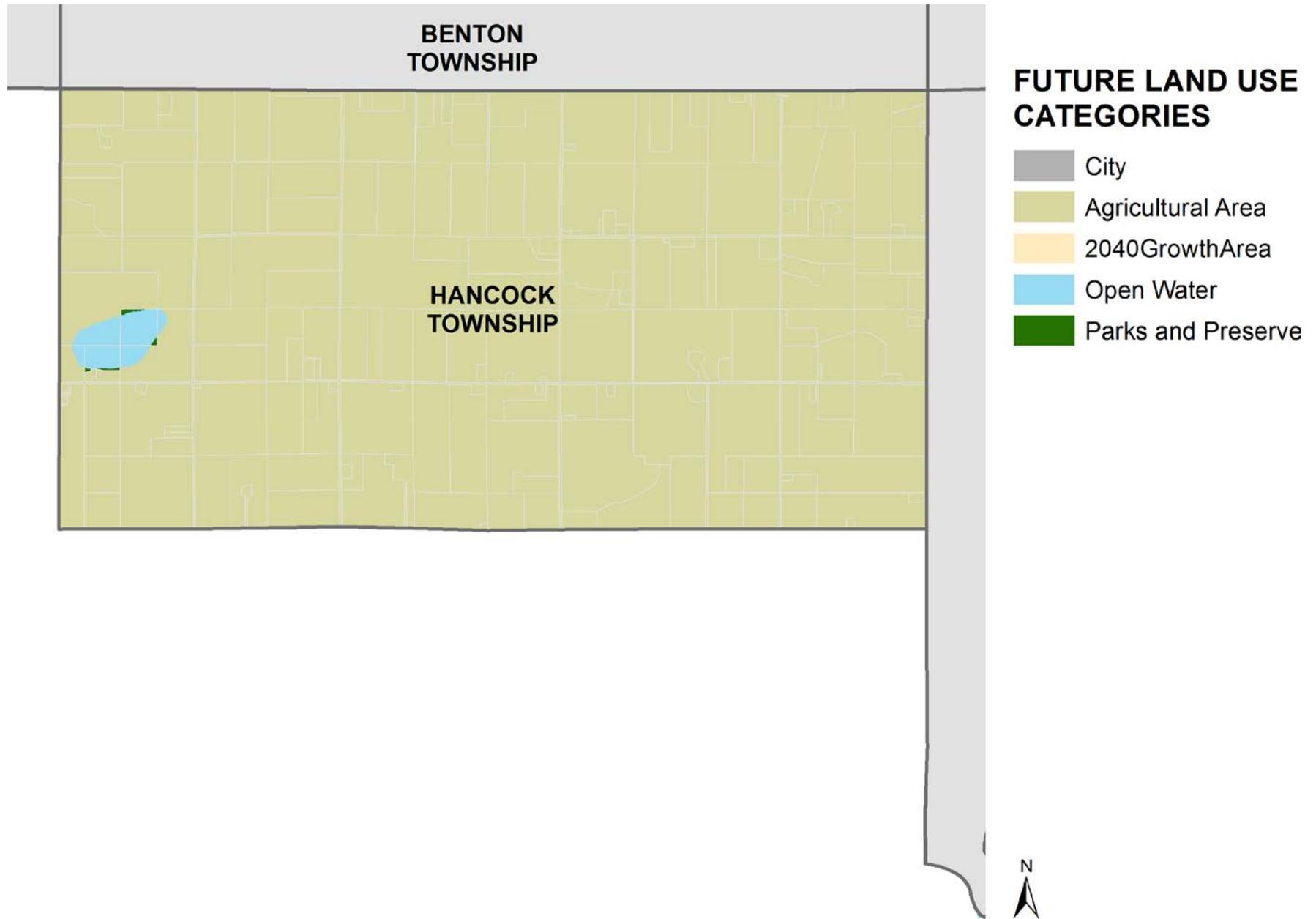
Source: Metropolitan Council



HANCOCK TOWNSHIP EXISTING LAND USE



HANCOCK TOWNSHIP PLANNED LAND USE



HANCOCK TOWNSHIP POLICIES

Land Use

Because of the location, soil types, development trends, market demands in the area, and distance to sewer and water service, agriculture will continue to be the principal land use in Hancock Township. Land use patterns will remain relatively stable. Very limited amounts of agricultural land will be converted to residential uses.

TOWNSHIP POLICY LU-1 Agriculture will continue to be the primary land use and economic base of the Township. The Township hereby adopts the Carver County Land Use Plan as part of the Township Plan. A map showing future land use in the Township can be found in the County Plan. The County Plan along with the policies in this Plan will be used to manage land use and environmental resources in Hancock Township.

TOWNSHIP POLICY LU-2 Policy Area Designation: The entire Township is hereby designated as being in the “Agricultural Policy Area”. The density in the Township shall be limited to Option 1—the basic 1 dwelling per 1/4 1/4 section as provided in the County Plan.

TOWNSHIP POLICY LU-3 The County Plan provides for a number of land use options that townships may choose to implement. Hancock Township chooses not to implement: the transfer of 1 per 40 eligibilities to non-adjacent parcels; golf courses; or additional feedlot regulation options.

Water Resources

Hancock Township is located in the Bevens Creek Watershed. Carver County is the water authority for this watershed and is required to prepare and implement a water plan which addresses surface water and groundwater issues. The Township is required to adopt a Local Water Management Plan that complies with the Watershed Plan.

TOWNSHIP POLICY WR-1 Hancock Township hereby concurs with and adopts the current Carver County Water Management Organization (CCWMO) Watershed Management Plan, as adopted by the Carver County Board of Commissioners. This plan serves as the Township’s Local Surface Water Management Plan.

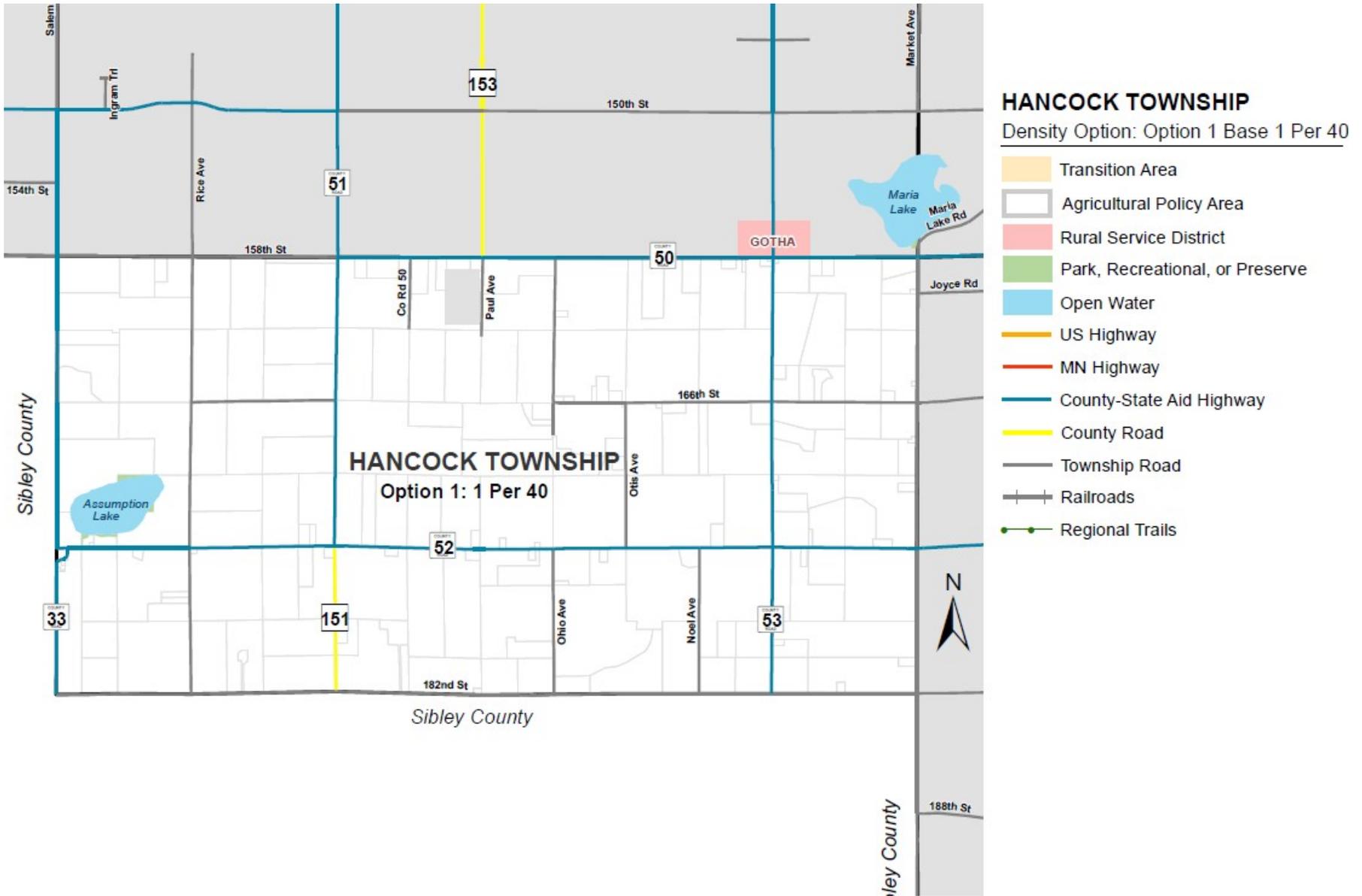
HANCOCK TOWNSHIP POLICIES

Transportation

Hancock Township’s transportation system consists of County and State Highways and Township roads (see map). The Township is responsible for the planning, construction, and maintenance of the Township road system, while the County and State are responsible for their respective systems. The primary function of local roads is to provide access to individual parcels of land and to move traffic to the collector system. The purpose of the collectors is to collect traffic from the local roads and to provide access to individual parcels of property. The principal function of the arterials is to move traffic to destinations outside the Township and to provide for connections to the regional system. In a rural area such as Hancock Township, the arterials also perform a secondary function of providing access to individual parcels of property.

- TOWNSHIP POLICY TR-1 The Township’s primary responsibility is the maintenance and improvement of the Township road system as shown on the Policy Map and as provided by statute. The Township road system will be maintained at a level consistent with the need to serve the agricultural economy and residential development at densities provided in the Land Use element. Improvements will be made only to maintain or attain that level of service. The road system consists of those roads identified as Township roads on the Hancock Township Policy Map. The system may be modified by additions or deletions to the system made on the official town road map, as recorded in the Office of the County Recorder or other appropriate Township action.
- TOWNSHIP POLICY TR-2 Alternatives should be investigated in cases where the approval of a change in land use would raise traffic on a gravel road substantially above 200 ADT. Individual land uses that will generate high levels of traffic and/or heavy vehicle traffic will be discouraged and may be required to participate in the upgrading of facilities.
- TOWNSHIP POLICY TR-3 Hancock Township does not foresee the need for the construction of any new roads on the Township system. The Township’s primary concern is the maintenance and improvement (when necessary) of the town road system. If new roads are needed to provide service to new development, these roads will be constructed solely at the expense of the developer. Such roads shall meet Township and County standards for local roads or a higher standard if the road will be of a higher classification as shown in the County Transportation Plan. The Township will not accept these as public roads. These roads will be maintained and repaired by a homeowner’s association or similar entity consisting of the land owners served by the road. However, the Township may accept a new road if it connects to an existing public road at either end.

HANCOCK TOWNSHIP POLICY MAP



HOLLYWOOD TOWNSHIP

Policy Chapter

Produced by

CARVER COUNTY—Planning and Water Management Department
Government Center, Administration Building—600 East 4th Street, Chaska, MN 55318

TOWNSHIP OVERVIEW

Located in the Crow River Watershed, approximately 36 miles west of the Twin Cities Metropolitan Area, Hollywood Township is one of ten townships in Carver County, Minnesota. Hollywood Township has a total land area of approximately 35.8 square miles (22,908 acres). Settled in 1856, Matthew Kelly, an Irish settler, proposed the township name. He stated he had seen the shrub named 'holly', which was common in Ireland, growing in the 'woods' of the township. Even after it was determined the holly Kelly was referring to didn't grow in the area (two Minnesota species grow near Lake Pepin and the St. Croix River), the name stuck regardless. In 2016, Hollywood Township had an estimated population of 1,025 (Metropolitan Council), making it the fifth most populous township in Carver County. Hollywood Township borders Wright County to the north, McLeod County to the west, Camden Township to the south, and Watertown Township to the east.

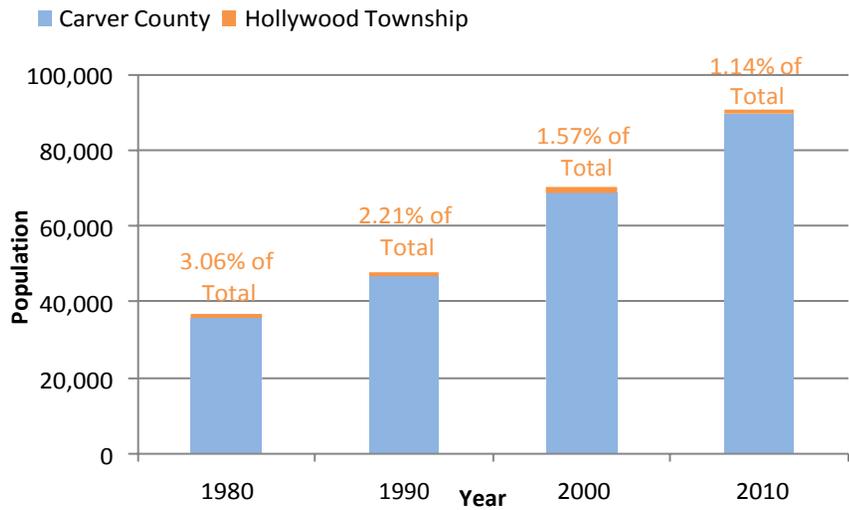


POPULATION AND HOUSEHOLDS

Population Trends and Forecasts

Hollywood Township has experienced a stable population over the last several decades with fluctuations going up and down. The Metropolitan Council estimates that in 2016, Hollywood Township’s population numbered approximately 1,025.

Hollywood Township’s population is expected to see a slight increase over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest an increasing population with the 2040 population expected to be approximately 1,170 people.



Source: US Census Bureau, Decennial Census, 1980, 1990, 2000, 2010

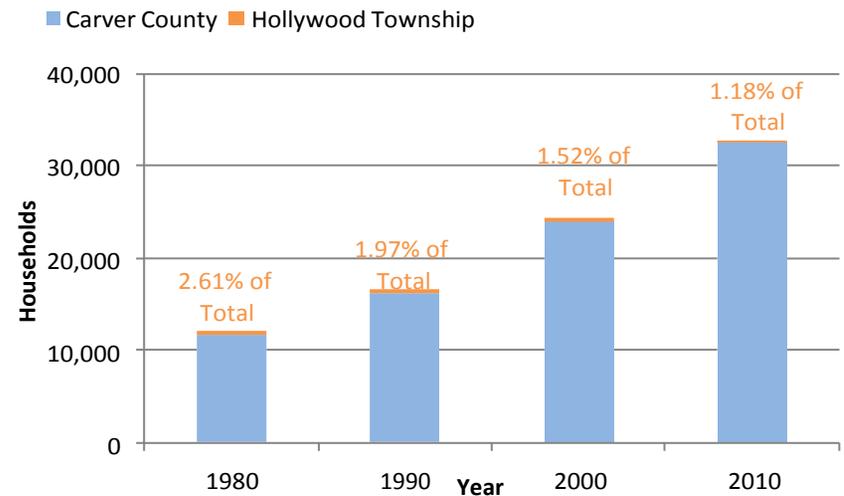
Population Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Hollywood	1,041	1,025	1,030	1,130	1,170
Carver County Total	91,042	100,895	108,520	135,960	161,440

Household Trends and Forecasts

Hollywood Township has experienced modest growth in households over the last several decades.

Hollywood Township’s households are expected to be increasing over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest an increase of 112 households from 2016 to 2040. Hollywood Township has, and is expected to continue, to see an increase in households dating back to 1970.



Source: US Census Bureau, Decennial Census, 1980, 1990, 2000, 2010

Households Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Hollywood Township	387	388	410	470	500
Carver County Total	32,891	36,418	40,940	52,180	62,650

EMPLOYMENT AND EDUCATION

Employment Status, Educational Attainment, and Employment Forecasts

Employment Status and Commute to Work

According to the 2015 U.S. Census Bureau American Community Survey, Hollywood Township had an estimated 824 persons the age of 16 years and over. Of this total, 73.7% of these persons were in the labor force. The total civilian labor force (not including persons on active duty in the United States Armed Forces, unpaid volunteers or homemakers) consisted of 607 persons, 70.4% of which were employed and 3.3% unemployed.

Educational Attainment

In 2015, Hollywood Township had approximately 724 people 25 years and over, 329 were high school graduates. In addition, 149 had some college with no degree, 56 obtained an associate’s degree, 115 graduated with bachelor’s degrees, and 34 received a graduate or professional degree. Overall, 94.3% of the population 25 years and over were high school graduates or higher.

Employment Forecast

Job growth in Hollywood Township is projected to increase over the next couple decades. The Township is projected to double in the number of jobs from the year 2010 to the year 2040.

HOLLYWOOD TOWNSHIP LAND USE SUMMARY

Land Use Category	2016 (acres)	2040 (acres)
Agricultural	22,413	22,413
Open Water	92	92
Park, Recreational or Preserve	84	84
2040 City Growth Area	0	0
TOTAL	22908	22908

Note: This table may not reflect future changes to land use which are allowed through current controls and regulations.

EMPLOYMENT ESTIMATES AND FORECASTS

Community	2010 Census	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Hollywood Township	90	150	170	180
Carver County Total	31,836	41,910	48,330	54,800

AGRICULTURAL PRESERVES

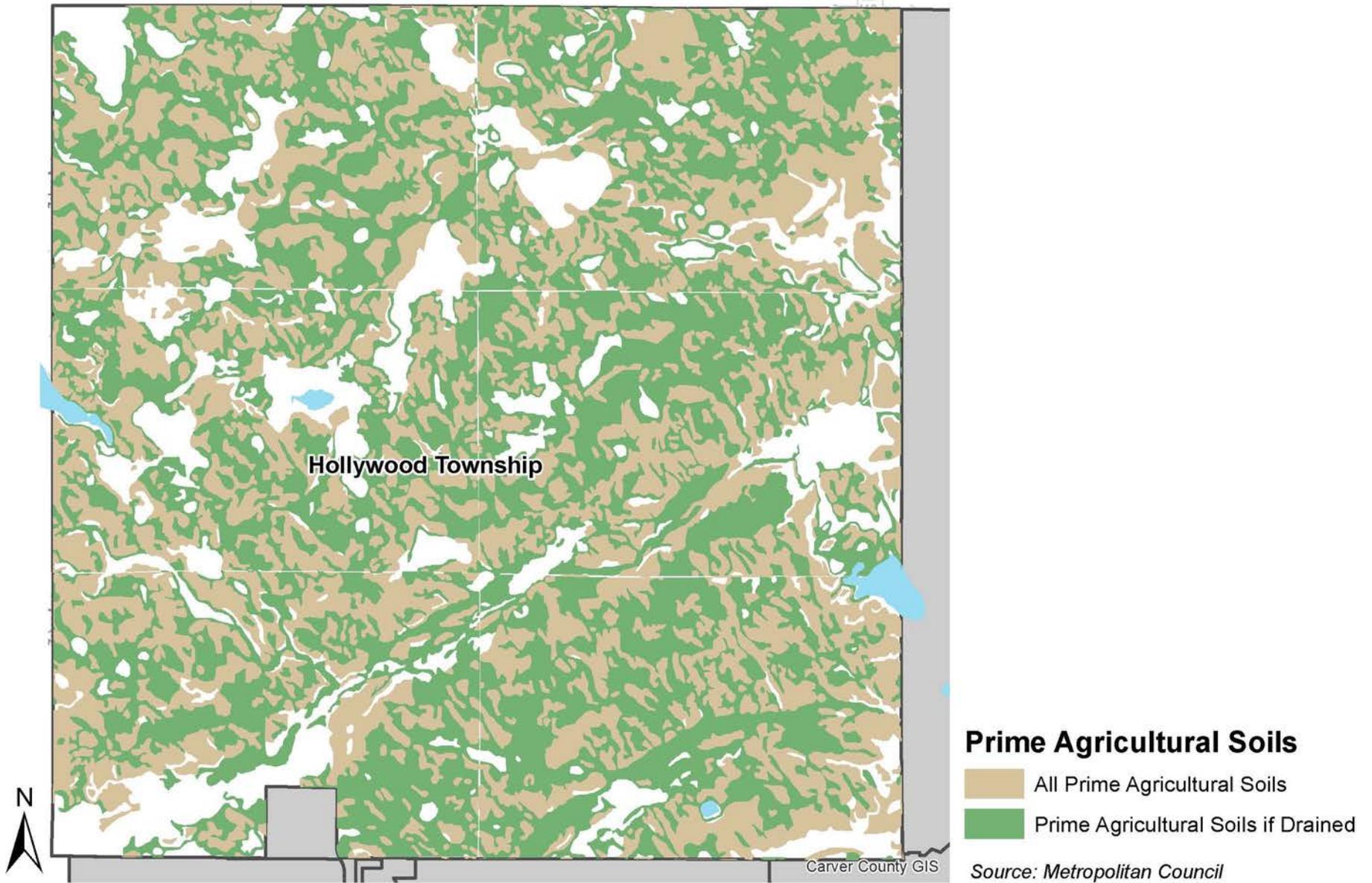


Hollywood Township has a high participation rate in the Agricultural Preserve Program. As of 2014, approximately 14,109 acres (61%) of the land within the Township is entered in the program. The Agricultural Preserve participation rate indicates a commitment to agriculture over the long-term. The Agricultural Preserve covenant limits the residential density to 1 dwelling per 40 acres, regardless of other zoning provisions.

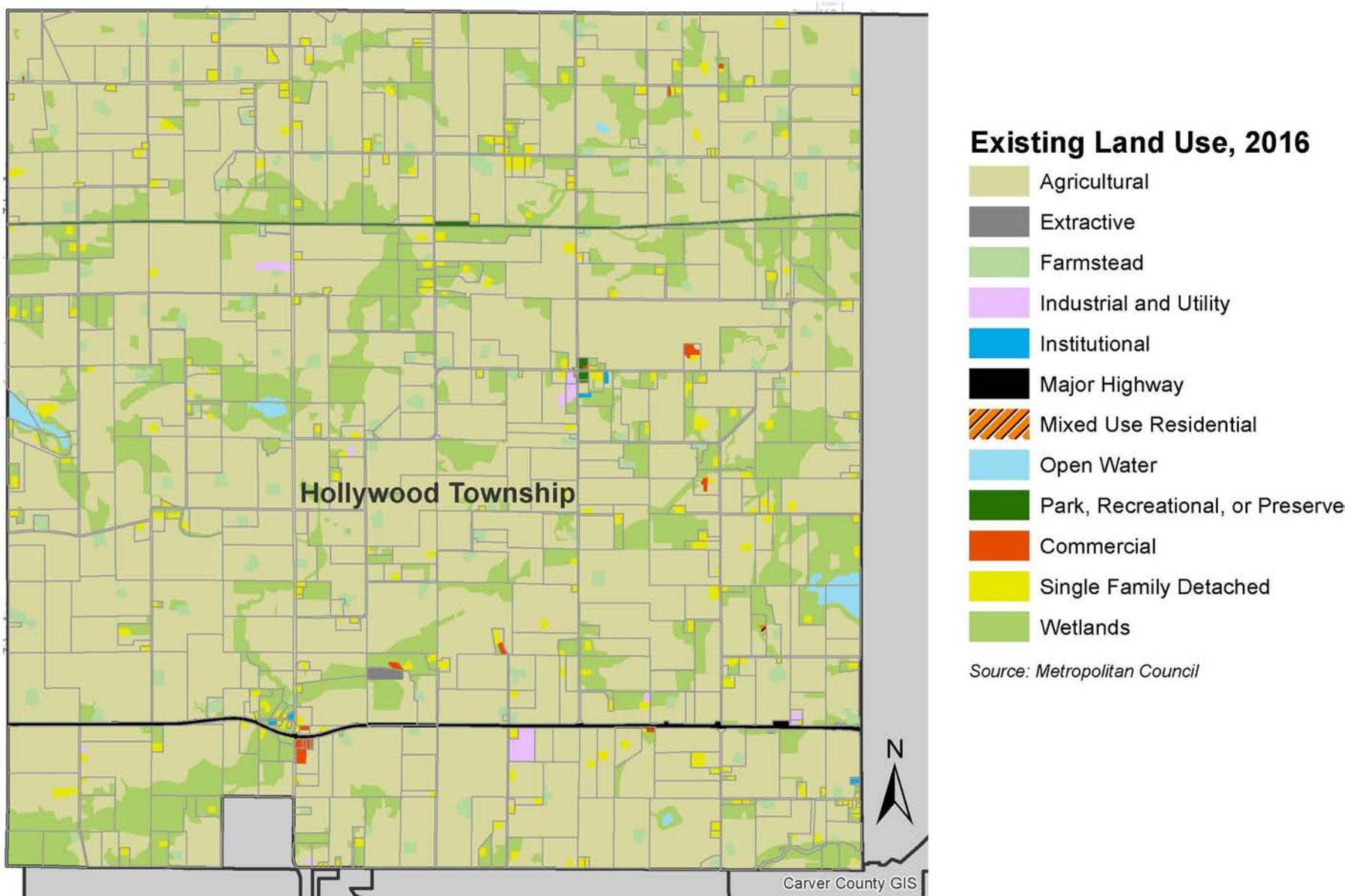
Overall, Carver County has a high participation rate within the Agricultural Preserve Program compared to other metropolitan counties. As of 2014, Carver County had a total of 104,781 acres enrolled in the program. The Twin Cities Metro region had a total of 189,570 acres enrolled.

■ Enrolled Agricultural Preserves, 2014
Source: Metropolitan Council

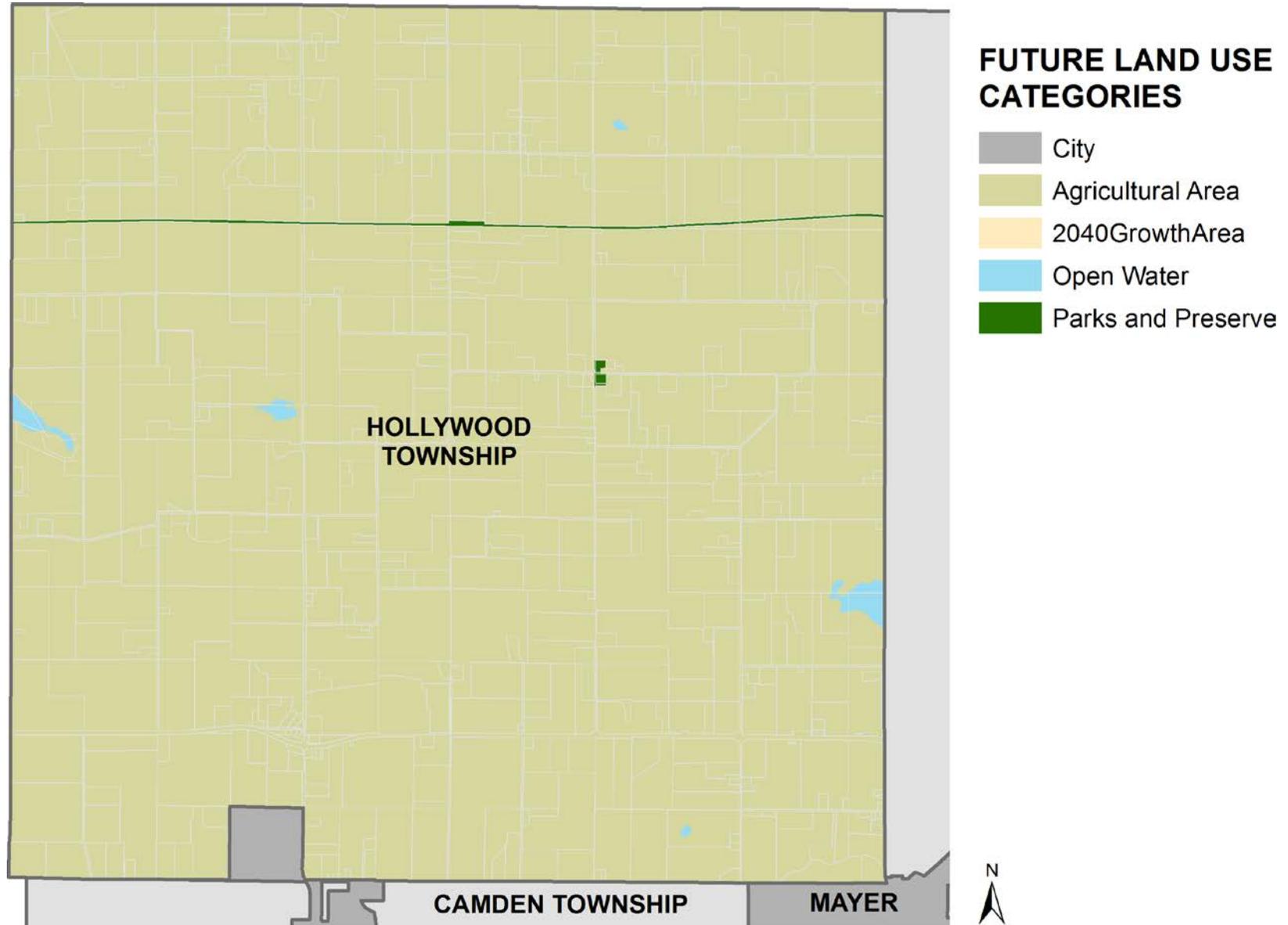
PRIME AGRICULTURAL SOILS



HOLLYWOOD TOWNSHIP EXISTING LAND USE



HOLLYWOOD TOWNSHIP PLANNED LAND USE



HOLLYWOOD TOWNSHIP POLICIES

Land Use

Because of the location, soil types, development trends, market demands in the area, and distance to sewer and water service, agriculture will continue to be the principal land use in Hollywood Township. Land use patterns will remain relatively stable. Very limited amounts of agricultural land will be converted to residential uses.

- TOWNSHIP POLICY LU-1 Agriculture will continue to be the primary land use and economic base of the Township. The Township hereby adopts the Carver County Land Use Plan as part of the Township Plan. A map showing future land use in the Township can be found in the County Plan. The County Plan along with the policies in this Plan will be used to manage land use and environmental resources in Hollywood Township.
- TOWNSHIP POLICY LU-2 Policy Area Designation: The entire Township is hereby designated as being in the “Agricultural Policy Area”. The density in the Township shall be limited to Option 1—the basic 1 dwelling per 1/4 1/4 section as provided in the County Plan.
- TOWNSHIP POLICY LU-3 The County Land Use Plan provides for a number of land use options that townships can choose to implement. Hollywood Township chooses not to implement: golf courses; or additional feedlot regulation options. Hollywood Township chooses to implement: the transfer of 1 per 40 eligibilities to non-adjacent parcels.
- TOWNSHIP POLICY LU-4 Hollywood Township contains two Rural Service Districts: Hollywood and Hollywood Station. These RSDs are not expected to experience much new development. Hollywood Township supports the establishment of limited highway service uses in Hollywood Station due to the location on Highway 7. A site plan, which includes Stormwater runoff and traffic flow analysis, should be completed prior to any additional developments in the Hollywood Station RSD.
- TOWNSHIP POLICY LU-5 There is a small area in the southeast corner of Hollywood Township that has been identified as a future growth area for the City of Mayer. Any city growth areas identified in the future shall be managed in accordance with the County Land Use Plan and should generally meet the following criteria:
- Annexation is supported and identified in the City’s Comprehensive Plan.
 - Development will occur immediately and will be served by municipal sewer, water, and roads.
 - Development is not feasible under the County Plan and ordinances.

Water Resources

Hollywood Township is located in the Crow River Watershed which is part of the Carver County Water Management Organization (CCWMO). The Township is required to adopt a Local Water Management Plan that complies with the CCWMO Water Plan.

- TOWNSHIP POLICY WR-1 Hollywood Township hereby concurs with and adopts the current Carver County Water Management Organization (CCWMO) Watershed Management Plan, as adopted by the Carver County Board of Commissioners. This plan serves as the Township’s Local Surface Water Management Plan.

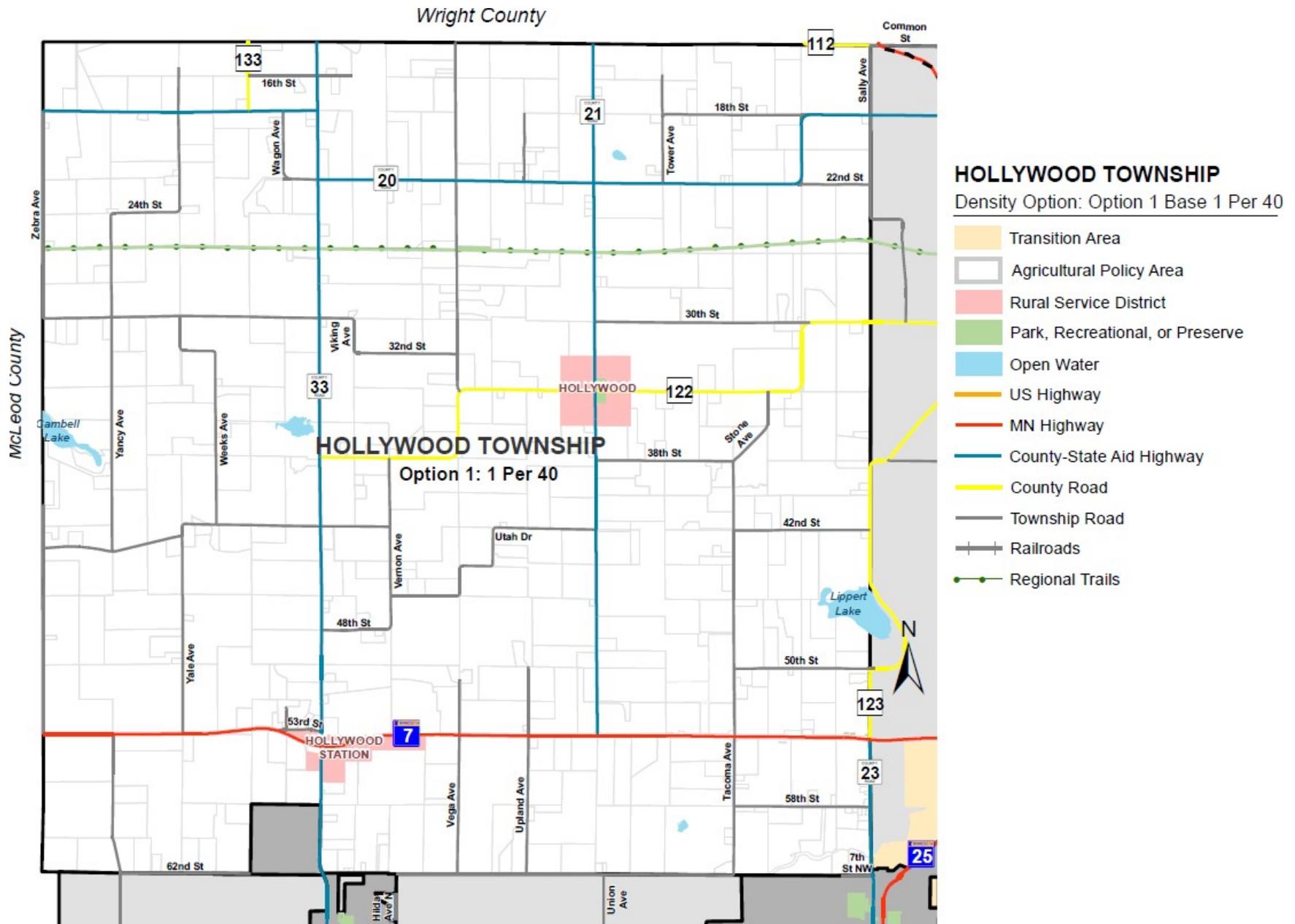
HOLLYWOOD TOWNSHIP POLICIES

Transportation

Hollywood Township’s transportation system consists of County and State Highways and Township roads (see map). The Township is responsible for the planning, construction, and maintenance of the Township road system, while the County and State are responsible for their respective systems. The primary function of local roads is to provide access to individual parcels of land and to move traffic to the collector system. The purpose of the collectors is to collect traffic from the local roads and to provide access to individual parcels of property. The principal function of the arterials is to move traffic to destinations outside the Township and to provide for connections to the regional system. In a rural area such as Hollywood Township, the arterials also perform a secondary function of providing access to individual parcels of property.

- TOWNSHIP POLICY TR-1 The Township’s primary responsibility is the maintenance and improvement of the Township road system as shown on the Policy Map and as provided by statute. The Township road system will be maintained at a level consistent with the need to serve the agricultural economy and residential development at densities provided in the Land Use element. Improvements will be made only to maintain or attain that level of service. The road system consists of those roads identified as Township roads on the Hollywood Township Policy Map. The system may be modified by additions or deletions to the system made on the official town road map, as recorded in the Office of the County Recorder or other appropriate Township action.
- TOWNSHIP POLICY TR-2 Alternatives should be investigated in cases where the approval of a change in land use would raise traffic on a gravel road substantially above 200 ADT. Individual land uses that will generate high levels of traffic and/or heavy vehicle traffic will be discouraged and may be required to participate in the upgrading of facilities.
- TOWNSHIP POLICY TR-3 Hollywood Township does not foresee the need for the construction of any new roads on the Township system. The Township’s primary concern is the maintenance and improvement (when necessary) of the town road system. If new roads are needed to provide service to new development, these roads will be constructed solely at the expense of the developer. Such roads shall meet Township and County standards for local roads or a higher standard if the road will be of a higher classification as shown in the County Transportation Plan. The Township will not accept these as public roads. These roads will be maintained and repaired by a homeowner’s association or similar entity consisting of the land owners served by the road. However, the Township may accept a new road if it connects to an existing public road at either end.

HOLLYWOOD TOWNSHIP POLICY MAP



LAKETOWN TOWNSHIP

Policy Chapter

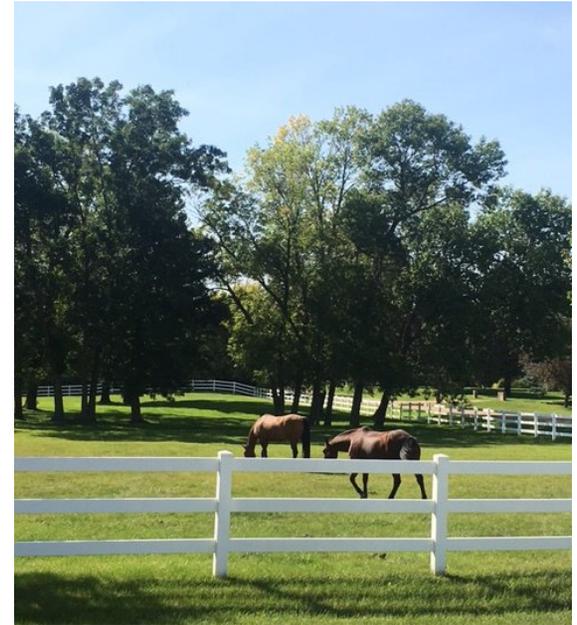
Produced by

CARVER COUNTY—Planning and Water Management Department

Government Center, Administration Building—600 East 4th Street, Chaska, MN 55318

TOWNSHIP OVERVIEW

Located south of the Carver Park Reserve, approximately 32 miles southwest of the Twin Cities Metropolitan Area, Laketown Township is one of ten townships in Carver County, Minnesota. First settled in April 1853 and organized on May 11, 1868, John Salter, an early settler, suggested the name Laketown because of the 10 small lakes and Clearwater Lake (now known as Lake Waconia) on the western boundary. The Swedish community on the east side of Clearwater Lake was often called Scandia, the ancient Roman name for the southern part of Sweden. In 2016, Laketown Township had an estimated population of 2,127 (Metropolitan Council), making it the most populous township in Carver County. Laketown Township has a total land area of approximately 27.5 square miles (17,590 acres). Laketown Township borders Hennepin County to the north, the Cities of Victoria and Chaska to the east, Waconia Township and the City of Waconia to the west and Dahlgren Township to the south.

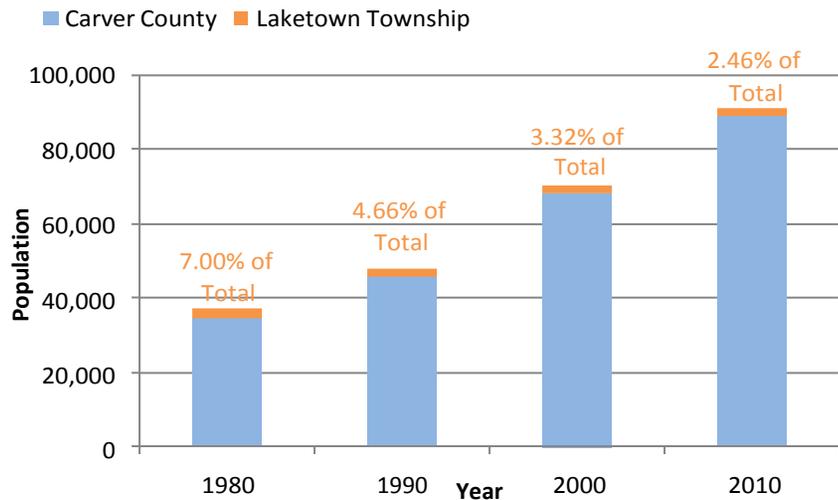


POPULATION AND HOUSEHOLDS

Population Trends and Forecasts

Laketown Township has experienced a stable population over the last several decades. The Metropolitan Council estimates that in 2016, Laketown Township’s population numbered approximately 2,127.

Laketown Township’s population is expected to see a significant decline over the next few decades until being fully annexed. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest that Laketown Township will have a population of 200 by 2040.



Source: US Census Bureau, Dicennial Census, 1980, 1990, 2000, 2010

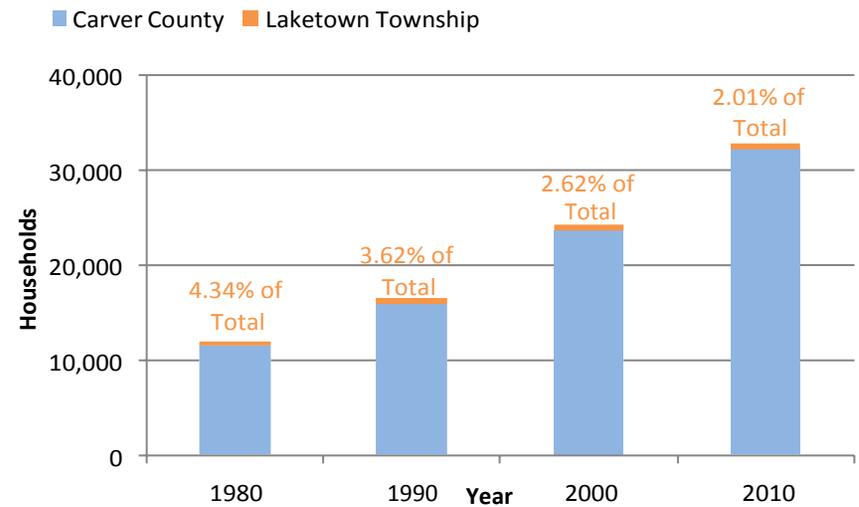
Population Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Laketown Township	2,243	2,127	1,430	640	200
Carver County Total	91,042	100,895	108,520	135,960	161,440

Household Trends and Forecasts

Laketown Township has experienced modest household changes over the last several decades.

Laketown Township’s households are expected to be decreasing over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggests that Laketown Township will have a total of 60 households by 2040. Laketown Township has seen an increase in households since 1970 with a peak in the number of households in 2010.



Source: US Census Bureau, Dicennial Census, 1980, 1990, 2000, 2010

Households Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Laketown Township	660	634	530	260	60
Carver County Total	32,891	36,418	40,940	52,180	62,650

EMPLOYMENT AND EDUCATION

Employment Status, Educational Attainment, and Employment Forecasts

Employment Status and Commute to Work

According to the 2015 U.S. Census Bureau American Community Survey, Laketown Township had an estimated 1,941 persons the age of 16 years and over. Of this total, 69.8% of these persons were in the labor force. The total civilian labor force (not including persons on active duty in the United States Armed Forces, unpaid volunteers or homemakers) consisted of 1,354 persons, 65.9% of which were employed and 3.9% unemployed.

Educational Attainment

In 2015, Laketown Township had approximately 1,237 people 25 years and over, 258 were high school graduates. In addition, 186 had some college with no degree, 134 obtained an associate’s degree, 468 graduated with bachelor’s degrees, and 171 received a graduate or professional degree. Overall, 98.4% of the population 25 years and over were high school graduates or higher.

Employment Forecast

The number of jobs in Laketown Township is expected to decrease substantially over the next few decades. This is due to Laketown Township being annexed into the Cities of Waconia and Victoria as growth continues for each of the cities.

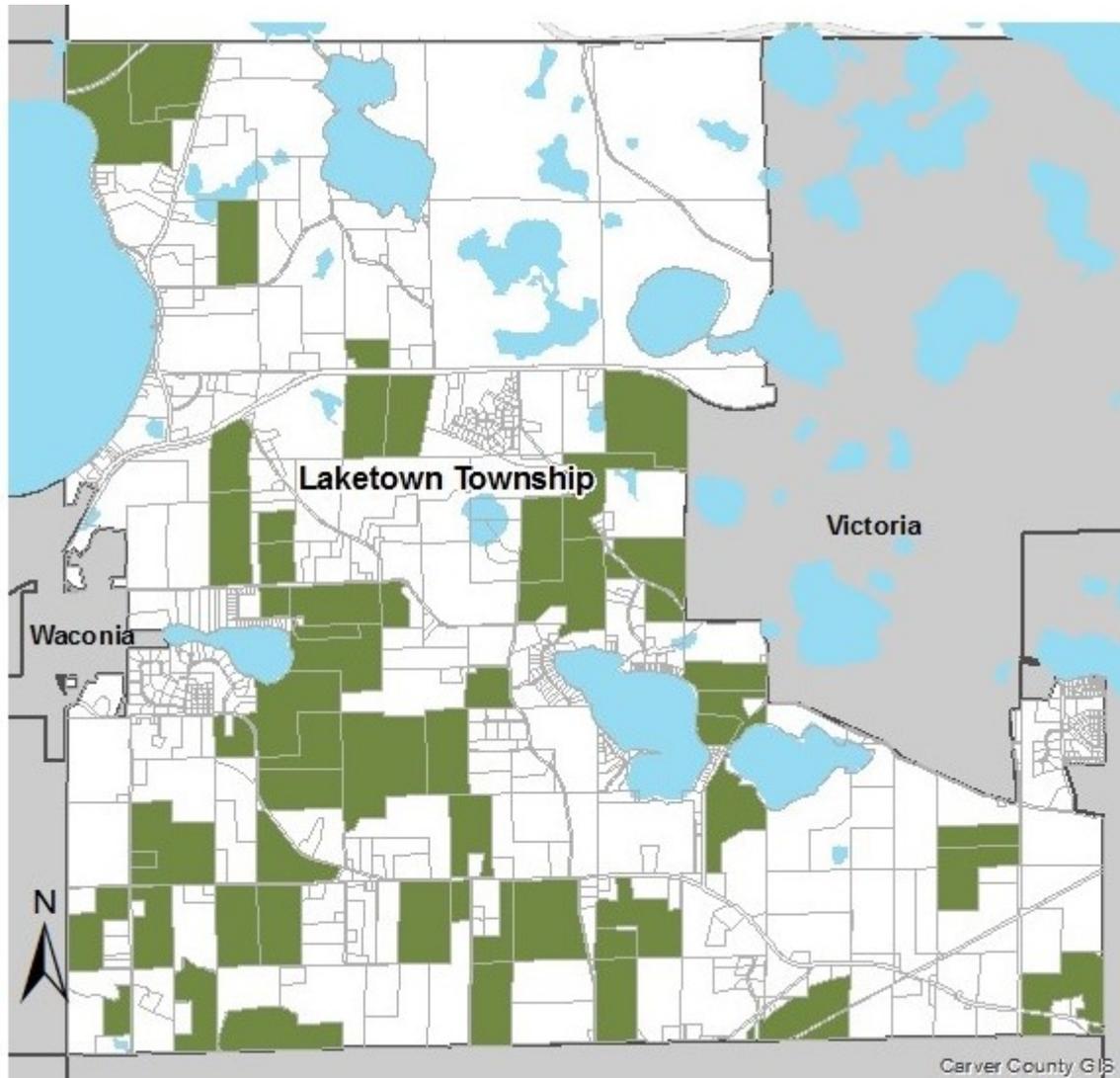
LAKETOWN TOWNSHIP LAND USE SUMMARY

Land Use Category	2016 (acres)	2040 (acres)
Agricultural	12,984	6,851
Open Water	1892	1788
Park, Recreational or Preserve	2714	2701
2040 City Growth Area	0	6,250
TOTAL	17,590	17,590

EMPLOYMENT ESTIMATES AND FORECASTS

Community	2010 Census	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Laketown Township	116	170	80	60
Carver County Total	31,836	41,910	48,330	54,800

AGRICULTURAL PRESERVE



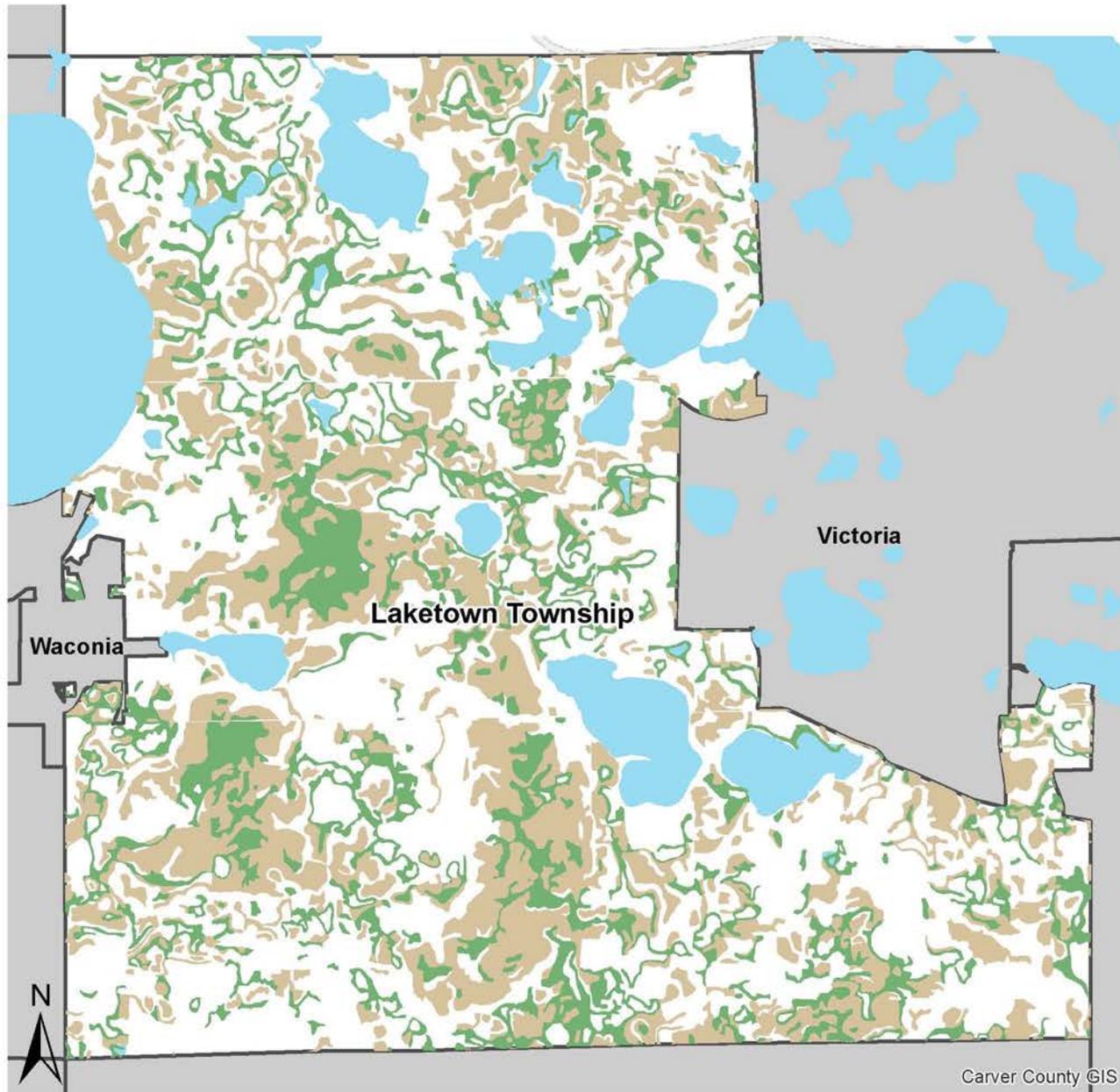
Laketown Township has a relatively low participation rate in the Agricultural Preserve Program compared to the other Townships in Carver County. As of 2014, approximately 3,876 acres (22%) of the land within the Township is entered in the program. The Agricultural Preserve participation rate indicates a commitment to agriculture over the long-term. The Agricultural Preserve covenant limits the residential density to 1 dwelling per 40 acres, regardless of other zoning provisions.

Overall, Carver County has a high participation rate within the Agricultural Preserve Program compared to other metropolitan counties. As of 2014, Carver County had a total of 104,781 acres enrolled in the program. The Twin Cities Metro region had a total of 189,570 acres enrolled.

■ Enrolled Agricultural Preserves, 2014

Source: Metropolitan Council

PRIME AGRICULTURAL SOILS

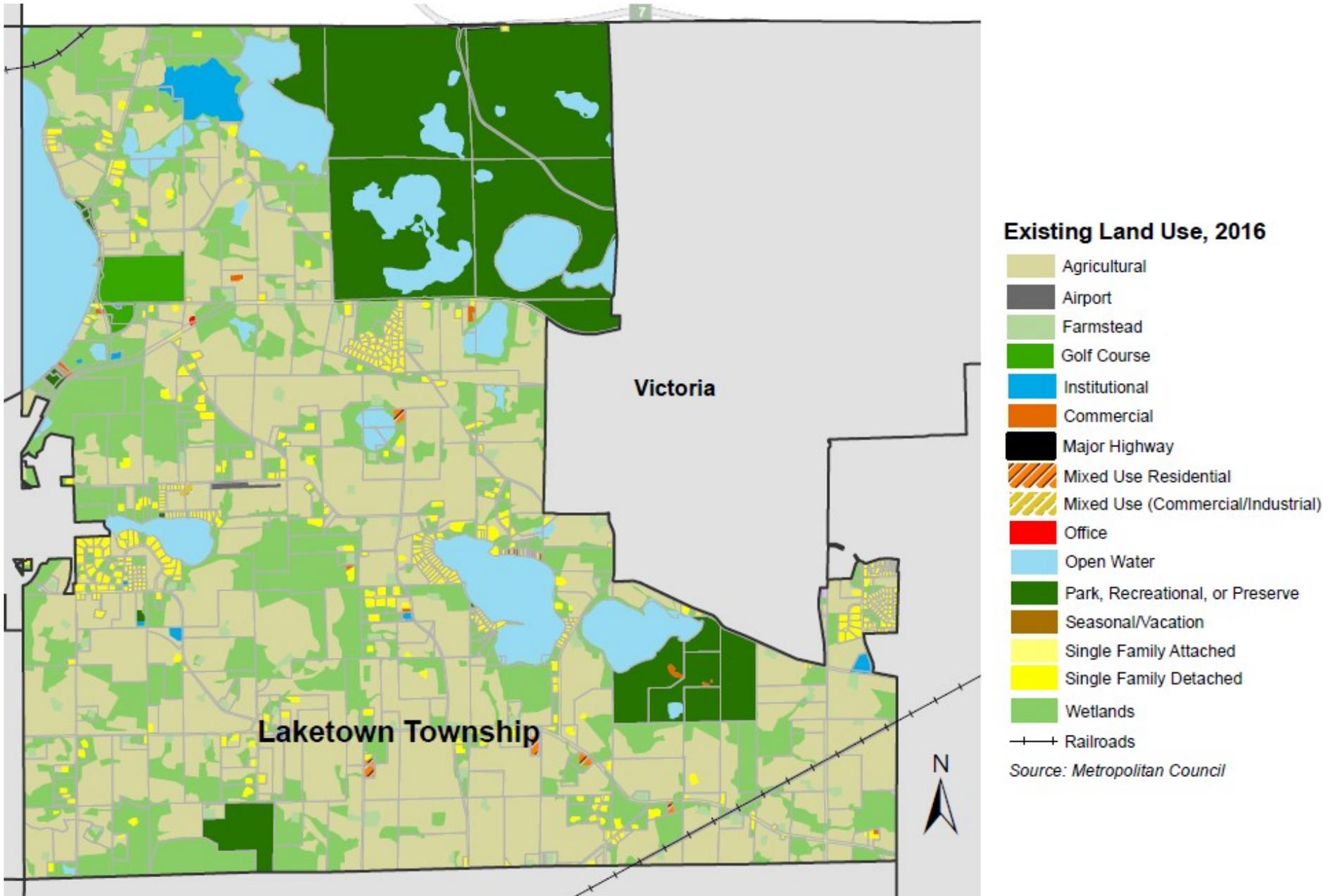


Prime Agricultural Soils

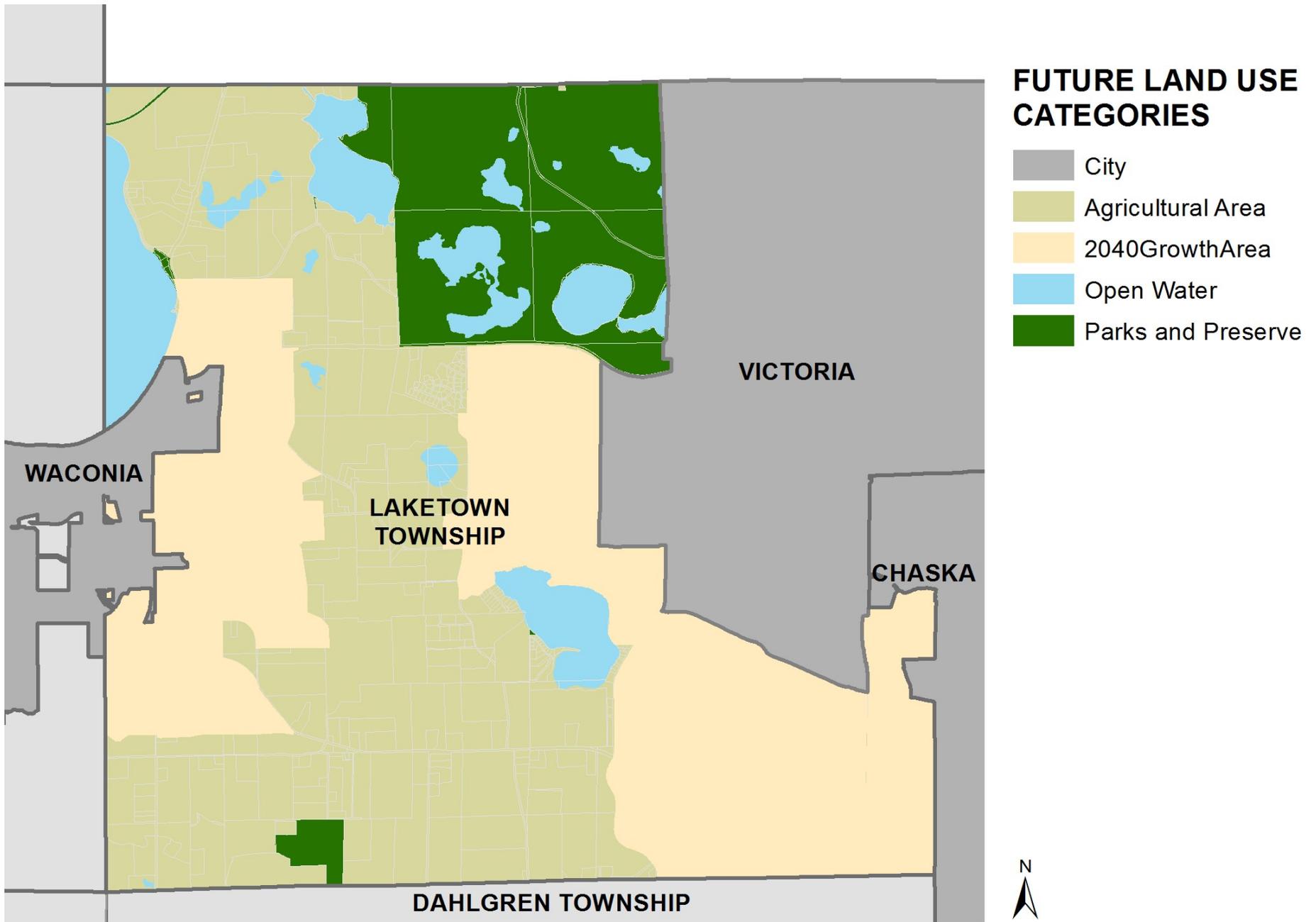
- All Prime Agricultural Soils
- Prime Agricultural Soils if Drained

Source: Metropolitan Council

LAKETOWN TOWNSHIP EXISTING LAND USE



LAKETOWN TOWNSHIP PLANNED LAND USE



WASTEWATER

Except for the areas that will be discussed, all sewage in Laketown Township will be treated by individual on-site systems. Carver County administers an on-site sewer program within the Township. The Township is served by three Metropolitan facilities—the Chaska metro sewer system serves a densely settled area south of Lake Bavaria residential areas on the north and south sides of Reitz Lake and the Rolling Meadows subdivision south of TH5 are served by the MWCC-7508 interceptor and Crown College is served by the MSB-7020 interceptor. A community mound system located north of Pierson’s Lake serves residential development on the north and southeast portions of the lake while another community mound serves the residential development on the southwest portion of the lake. The service to Crown College was provided at the time that the MSB-7020 interceptor was extended to St. Bonifacius. The other connections to the regional system and the construction of the community mounds, occurred in the early 1980’s as the result of a 201 federal grant program. The purpose of the program was to abate pollution from failing on-site sewers in the existing residential developments. The only feasible options in these areas was community systems or connection to the regional system. Other areas were abated by individual system repair or replacement. The systems are designed to serve existing development and were not intended to provide service to undeveloped areas. The Rolling Meadows and Krey Addition were added to the Metro Waconia Interceptor in the late 1990’s to address system failures.

The central systems installed as part of the 201 project are owned and operated by the Township. The systems utilize septic tanks for each home with collection lines transporting gray water to the treatment site or into the Regional system. Laketown Township owns and operates 8 wastewater systems. Seven systems were installed in the mid 1980’s as part of the 201 program (201 System). The 201 program required that the Township put in place an on-site sewer monitoring system. The Township has in place a system that provides for the annual inspection and pumping every 3 years of each septic tank that was installed as part of the 201 project. The Township also has regular inspections and maintenance of lift stations and the sewer lines, and adopted an ordinance on January 23, 1997 (ORD 97-01 An Ordinance Prohibiting Discharges Into the Sanitary System, and Providing Surcharges for the Violation Thereof) which prohibits the connection of sump pumps, rain leaders, and passive drain tile to the sanitary sewer system. One system was installed in 1998 (“Met” Sewer System). There are 53 homes connected to the Met sewer and 213 homes connected to the 201 systems. Areas 6B, 6F, 6E and the Met sewer are all connected and served through the Metropolitan Council regional disposal system. There is one stub for a connection on the 6D2 area. The Township does not allow any connections to these systems that were not included in the initial design. Currently there is no plan for GIS mapping of the Township owned systems. Below is a brief description of each system by area:

System Summary

1. 6B System Summary-30 homes

- 30 Septic Tanks
- 3 Lift Stations
- 10 Manholes
- 3 Air Releases

Comments: The grey water from this area is pumped to a lift station at Highway 5 and Scandia Rd where it is pumped into the Met council force main. Connected and served through the Met Council regional disposal system.

2. 6F System Summary-28 homes

- 28 Septic Tanks
- 4 Lift Stations
- 16 Manholes
- 3 Air Releases

Comments: The grey water from this area is pumped to a lift station at Highway 5 and Scandia Rd where it is pumped into the Met Council force main. Connected and served through the Met Council regional disposal system.

3. Met Sewer System Summary-53 homes

- 1 Lift Station
- 44 Manholes

Comments: Wastewater is collected by gravity to a lift station at Highway 5 and Laketown Rd where it is pumped into the Met Council force main. Connected and served through the Met Council regional disposal system.

4. 6E System Summary-105 homes

- 105 Septic Tanks
- 6 Lift Stations
- 47 Manholes
- 1 Air Release

Comments: The grey water from 6E flows into the city of Chaska through a flow meter. The Township pays Chaska monthly for disposal. Connected and served through the Met Council regional disposal system.

5. 6D1 System Summary-2 homes

- 2 Septic Tanks
- 1 Lift Station
- 2 Mounds

Comments: Area 6D1 has 2 mounds for final treatment of the wastewater.

6. 6D2 System Summary-15 homes

- 15 Septic Tanks
- 4 Lift Stations
- 3 Single Pass Sand filters
- 1 Chlorine Chamber
- 1 Dechlorination chamber
- 14 Manholes

Comments: Area 6D2 has 3 Sand filters for treatment of the grey water. This area has 1 remaining stub for future hookup.

7. 6D3 System Summary-11 homes

- 11 Septic Tanks
- 2 Lift Stations
- 4 Manholes
- 2 Air Releases

Comments: The grey water from area 6D3 is pumped to area 6D4 and is treated by 5 mounds.

8. 6D4 System Summary-22 homes

- 22 Septic Tanks
- 11 Lift Stations
- 1 manhole
- 4 Air Releases
- 5 mounds

Comments: The grey water from area 6D4 is treated by 5 mounds.

INFLOW AND INFILTRATION (I/I)

Potential sources of I/I in the sanitary sewer system include cracks in sewer mains, service laterals, joints, risers, manholes and tanks. Sump pump foundation drains and rain gutter leaders are other potential sources.

On the next page is a wet weather/ dry weather comparison showing average daily flows during typical wet weather months (April-July) and dry weather months (November-February) for the Scandia Road and Laketown Road lift stations, and flow to the City of Chaska as these areas are serviced by the Metropolitan Council regional disposal system. The Township takes quarterly meter readings at these locations so flows are averaged over these time frames. The comparison does show higher flows during wet years (2014 and 2016). During extreme wet weather the pumps at the Scandia Rd lift station have a harder time pumping into the Metropolitan force main which might affect the gallons per minute (gpm) that were actually pumped. The attachment also shows the peak quarter I/I percentage and average annual I/I percentage for each system.

Laketown Township's Ordinance No. 97-01 prohibits discharges of water from any roof, surface ground, sump pump, footing tile, swimming pool or other natural precipitation into the Township sewer system. Also, Township Ordinance No. 97-02 prohibits discharge of certain products and materials into the sanitary sewer.

Laketown Township has made repairs to the system in an attempt to fix and reduce I/I issues. Examples include replacing septic tanks, replacing the force main under Reitz Lake, sealing manholes, repairing/replacing risers, grouting lift stations and conducting sump pump inspections.

Public works maintenance workers continually look for signs of I/I during routine maintenance. Septic tanks are pumped every 3 years and inspected using a camera. Lift stations and manholes are inspected routinely. Random sump pump inspections are also conducted. Staff will continue to report any sources of I/I which will be repaired in a timely manner.

The sanitary sewer ordinances are posted on the Township website and a copy of "know your septic system" is displayed at the town hall for public viewing.

The Township will continue to maintain its current sanitary sewer system while attempting to correct I/I sources. Laketown Township currently has no plan to add any connections to the system as it is at capacity.

WET WEATHER/DRY WEATHER COMPARISON

Scandia Lift Station

Date	April -July (gpd)	Date	Nov - Feb (gpd)	
2014	25,152	2014-2015	9,394	
2015	14,351	2015-2016	15,621	
2016	33,436	2016-2017	20,101	240.20% Peak Qrt. I/I=140%
2017	14,603	2017-2018	10,383	
2018	14,927	2018-2019	14,102	
Summer Avg.	20,494	Winter Avg.	13,920	147.22% Average Annual I/I=47%

Laketown Road Lift Station

Date	April—July (gpd)	Date	Nov - Feb (gpd)	
2014	17,861	2014-2015	5,700	196.27% Peak Qrt. I/I =96%
2015	7,025	2015-2016	9,563	
2016	9,335	2016-2017	7,971	
2017	9,809	2017-2018	9,841	
2018	12,247	2018-2019	12,425	
Summer Avg.	11,255	Winter Avg.	9,100	123.69% Average Annual I/I =23%

Note: Little to no growth occurred in either LS service area between 2014 and 2018.

City of Chaska Flow Meter

Date	April-July (gpd)	Date	Nov - Feb (gpd)	
2014	56,880	2014-2015	29,983	179.19 Peak Qrt. I/I=79%
2015	29,399	2015-2016	34,212	
2016	34,782	2016-2017	33,836	
2017	42,037	2017-2018	29,151	
2018	41,256	2018-2019	31,531	
Summer Avg.	40,871	Winter Avg.	31,743	128.76 Average Annual I/I=28%

Note: Little to no growth occurred in this service area between 2014 and 2018.

2010 Sewer Allocation

Forecast Component	Population	Households	Employment
MCES Sewered	987	212	116
Reitz Lake Area	270	58	0
Rolling Meadows Add'n	247	53	0
Chaska via agreement	470	101	0
Crown College	0	0	116
201 Communal Systems	151	48	0
Abbywood	104	33	0
Lakewood	148	15	0
Unsewered (SSTS)	1105	400	0
Total	2243	660	116

2020 Sewer Allocation Forecasts

Forecast Component	Population	Households	Employment
MCES Sewered	651	140	130
Reitz Lake Area	0	0	0
Rolling Meadows Add'n	246	53	0
Chaska via agreement	405	87	0
Crown College	0	0	130
201 Communal Systems	130	48	0
Abbywood	89	33	0
Lakewood	41	15	0
Unsewered (SSTS)	649	342	40
Total	1430	530	170

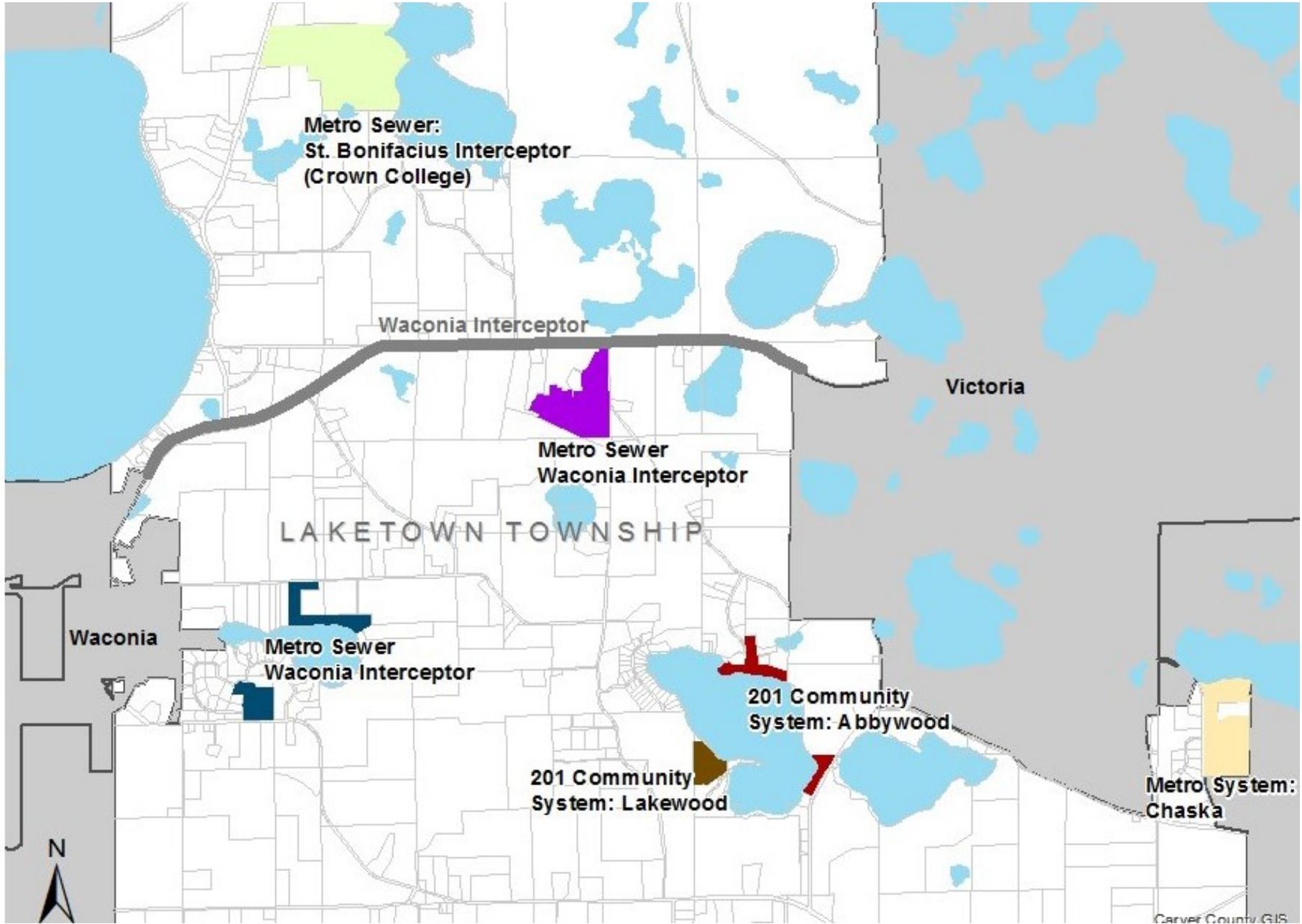
2030 Sewer Allocation Forecasts

Forecast Component	Population	Households	Employment
MCES Sewered	326	70	60
Reitz Lake Area	0	0	0
Rolling Meadows Add'n	247	53	0
Chaska via agreement	79	17	0
Crown College	0	0	60
201 Communal Systems	79	48	0
Abbywood	54	33	0
Lakewood	25	15	0
Unsewered (SSTS)	235	142	20
Total	640	260	80

2040 Sewer Allocation Forecasts

Forecast Component	Population	Households	Employment
MCES Sewered	0	0	45
Reitz Lake Area	0	0	0
Rolling Meadows Add'n	0	0	0
Chaska via agreement	0	0	0
Crown College	0	0	45
201 Communal Systems	0	0	0
Abbywood	0	0	0
Lakewood	0	0	0
Unsewered (SSTS)	200	60	15
Total	200	60	60

LAKETOWN TOWNSHIP SEWERED PROPERTIES



LAKETOWN TOWNSHIP POLICIES

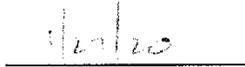
**RESOLUTION 2020-02
LAKETOWN TOWNSHIP
RESOLUTION APPROVAL TOWNSHIP SEWER PLAN**

A motion by Supervisor Yetzer was seconded by Chair Klingelutz, opposed by Supervisor Parris, to adopt Laketown Township's 2040 Comprehensive Plan Township Chapter 201 Wastewater Sewer Plan.

APPROVED BY:


Mike Klingelutz, Chairman

DATE:



ATTESTED TO BY:


Melissa Lano, Clerk/Treasurer

DATE:



LAKETOWN TOWNSHIP POLICIES

Land Use

While the vast majority of Laketown Township will at some time become urbanized, agriculture is expected to continue to be the principal land use until urbanization. Land use patterns will remain relatively stable. Very limited amounts of agricultural land will be converted to residential uses. The limited residential development that is expected to occur will generally locate in the high amenity areas.

- TOWNSHIP POLICY LU-1 Agriculture will continue to be the primary land use and economic base of the Township. The Township hereby adopts the Carver County Land Use Plan as part of the Township Plan. A map showing future land use in the Township can be found in the County Plan. The County Plan along with the policies in this Plan will be used to manage land use and environmental resources in Laketown Township.
- TOWNSHIP POLICY LU-2 Laketown Township is bordered by three cities— Chaska to the east, Victoria to the northeast, and Waconia to the west. Laketown Township is part of orderly annexation agreements with these cities and will ultimately result in the annexation of the Township into each of these cities. The Township has the option of dissolving at such time as Laketown Township is no longer viable economically. The City of Chaska has planning and zoning authority for its entire orderly annexation area. The City of Waconia also has planning and zoning authority for 2 parcels within its orderly annexation area with Laketown Township.
- TOWNSHIP POLICY LU-3 Policy Area Designation: Laketown Township’s land use policy designations are shown on the Policy Map. For the land in the Agricultural Policy Area, the Township chooses to utilize Option 3—High Amenity Lots and Option 4—Conservation Incentive as provided for in the Carver County Land Use Plan. The density in the Township shall be limited to the basic 1 dwelling per 1/4 1/4 section, plus additional density in high amenity areas or to protect, preserve, enhance or restore natural resources as provided in County Policy.
- TOWNSHIP POLICY LU-4 The County Plan provides for a number of land use options the Township can choose to implement. Laketown Township chooses to implement: additional feedlot regulations, golf courses, and the transfer of 1 per 40 eligibilities to non-adjacent parcels and between watershed districts.
- TOWNSHIP POLICY LU-5 The Transition Areas as identified on the Policy Map shall be managed in accordance with the policies in the County Plan.
- TOWNSHIP POLICY LU-6 Although agriculture is the primary land use in Laketown Township, activities centered around animal agriculture have been steadily decreasing. This trend, coupled with the number of residences in the Township and the proximity to growing urban areas, has led to increasing restrictions on animal agriculture operations. Because of these factors, Laketown Township is adopting additional restrictions on animal agriculture above and beyond what is outlined in the County’s Land Use element and the County Feedlot Ordinance. The Township adopts the following standards:
- New animal agriculture operations in Laketown Township are restricted to 200 animal units (AU) or less
 - New animal agriculture operation feedlots greater than 25 AU shall be required to obtain a Conditional Use Permit (CUP)
 - Existing animal agricultural operation feedlot shall not expand to where the result is a total of 200 AU on any one animal agricultural operation feedlot.
 - A Conditional Use Permit shall be required for any existing animal agricultural operation feedlot expansion.

LAKETOWN TOWNSHIP POLICIES

Water Resources

Laketown Township is located in the Carver County Watershed Management Organization (WMO) and the Minnehaha Creek Watershed District (MCWD). Both the CCWMO and MCWD have adopted management plans the CCWMO Plan also addresses groundwater planning for the entire County. Laketown Township is also part of the Six-mile Halsted Agreement.

TOWNSHIP POLICY WR-1 Laketown Township hereby adopts the current Carver County Water Management Organization (CCWMO), as adopted by the Carver County Board of Commissioners, and the Minnehaha Creek Watershed District (MCWD) Water Management Plans these plans serve as the Township’s Local Surface Water Management Plan.

TOWNSHIP POLICY WR-2 Laketown Township is a designated MS4 community. MS4 communities must develop, implement, and enforce a Stormwater Pollution Prevention Plan designated to minimize the discharge of pollutants from the MS4, to protect water quality, and to satisfy the appropriate water quality requirements of the Clean Water Act. The SWPPP must be designed and managed to minimize the discharge of pollutants from the MS4 to the maximum extent practicable. The Township has an approved SWPPP which includes the minimum six control measures and best management practices that control or reduce pollutants, as appropriate for the community. To minimize duplication and increase efficiency, the Township collaborates with the CCWMO and Minnehaha Creek Watershed District to help implement the NPDES Phase II MS4 requirements in the most efficient way. An example of coordination of regulatory activities is land use activities subject to MCWD CCWMO Rules or the State.

TOWNSHIP POLICY WR-3 Laketown Township has delegated authority to MCWD and CCWMO for the Water Conservation Act (WCA).

Parks, Open Space, and Trails

TOWNSHIP POLICY POST-1 Laketown Township acknowledges that the Metropolitan Council’s Regional Park Policy Plan (RPPP) identifies multiple trail corridors with a future alignment through the Township. The establishment of any future trail alignment for these trails will result from a master plan process done in cooperation with Laketown Township, Carver County, and others. The trail corridors identified are as follows:

- Lake Waconia Regional Trail
- Lake Waconia—Carver Park Preserve Regional Trail
- County Road 10 Regional Trail
- Highway 5 Regional Trail

TOWNSHIP POLICY POST-2 Laketown Township acknowledges that the Metropolitan Council’s Regional Park Policy Plan (RPPP) shows a regional trail along the Twin Cities & Western (TCW) rail corridor. The establishment of any such regional trail would not occur until the TCW corridor was no longer used as an active rail line or an agreement was reached for parallel trail use. The development of a trail master plan would not occur until there is a change in the operation of the rail corridor which would support a trail. At this time, the Township supports the use of the corridor as an active rail line into the foreseeable future.

LAKETOWN TOWNSHIP POLICIES

TOWNSHIP POLICY POST-3 Lake Waconia Regional Park and Carver Park Reserve are shown on the Laketown Township Policy Map.

Transportation

Laketown Township’s transportation system consists of County and State Highways and Township roads (see map). The Township is responsible for the planning, construction, and maintenance of the Township road system, while the County and State are responsible for their respective systems. The primary function of local roads is to provide access to individual parcels of land and to move traffic to the collector system. The purpose of the collectors is to collect traffic from the local roads and to provide access to individual parcels of property. The principal function of the arterials is to move traffic to destinations outside the Township and to provide for connections to the regional system. In a rural area such as Laketown Township, the arterials also perform a secondary function of providing access to individual parcels of property.

TOWNSHIP POLICY TR-1 The Township’s primary responsibility is the maintenance and improvement of the Township road system as shown on the Policy Map and as provided by statute. The Township road system will be maintained at a level consistent with the need to serve the agricultural economy and residential development at densities provided in the Land Use element. Improvements will be made only to maintain or attain that level of service. The road system consists of those roads identified as Township roads on the Laketown Township Policy Map. The system may be modified by additions or deletions to the system made on the official town road map, as recorded in the Office of the County Recorder or other appropriate Township action.

TOWNSHIP POLICY TR-2 Alternatives should be investigated in cases where the approval of a change in land use would raise traffic on a gravel road substantially above 200 ADT. Individual land uses that will generate high levels of traffic and/or heavy vehicle traffic will be discouraged and may be required to participate in the upgrading of facilities.

TOWNSHIP POLICY TR-3 Laketown Township does not foresee the need for the construction of any new roads on the Township system. The Township’s primary concern is the maintenance and improvement (when necessary) of the town road system. If new roads are needed to provide service to new development, these roads will be constructed solely at the expense of the developer. Such roads shall meet Township and County standards for local roads or a higher standard if the road will be of a higher classification as shown in the County Transportation Plan. The Township will not accept these as public roads. These roads will be maintained and repaired by a homeowner’s association or similar entity consisting of the land owners served by the road. However, the Township may accept a new road if it connects to an existing public road at either end.

SAN FRANCISCO TOWNSHIP

Policy Chapter

Produced by

CARVER COUNTY—Planning and Water Management Department
Government Center, Administration Building—600 East 4th Street, Chaska, MN 55318

TOWNSHIP OVERVIEW

Located along the banks of the Minnesota River, approximately 30 miles southwest of the Twin Cities Metropolitan Area, San Francisco Township is one of ten townships in Carver County, Minnesota. Settling 1854 and organized on May 11, 1858, the township was named by William Foster, who in 1854 platted and named a village site on his claim, taking the name from the California city. The village flourished only about ten years, and its site then reverted to farmland. In 2016, San Francisco Township had an estimated population of 835 (Metropolitan Council), making it the seventh most populous township in Carver County. San Francisco Township has a total land area of approximately 24.1 square miles (15,417 acres) and has the most varied landscape of all the townships in Carver County. San Francisco Township borders Dahlgren Township to the north, City of Carver to the northeast, Hancock Township to the west, and Scott County to the south and east.

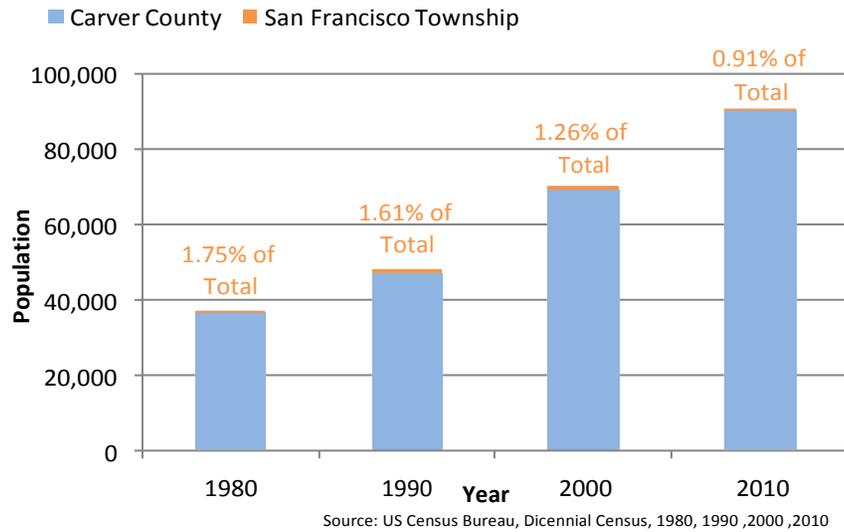


POPULATION AND HOUSEHOLDS

Population Trends and Forecasts

San Francisco Township has experienced an increase in population over the last several decades. The Metropolitan Council estimates that in 2016, San Francisco Township’s population numbered approximately 835.

San Francisco Township’s population is expected to continue to increase over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest that San Francisco Township will have a population of 990 by 2040.



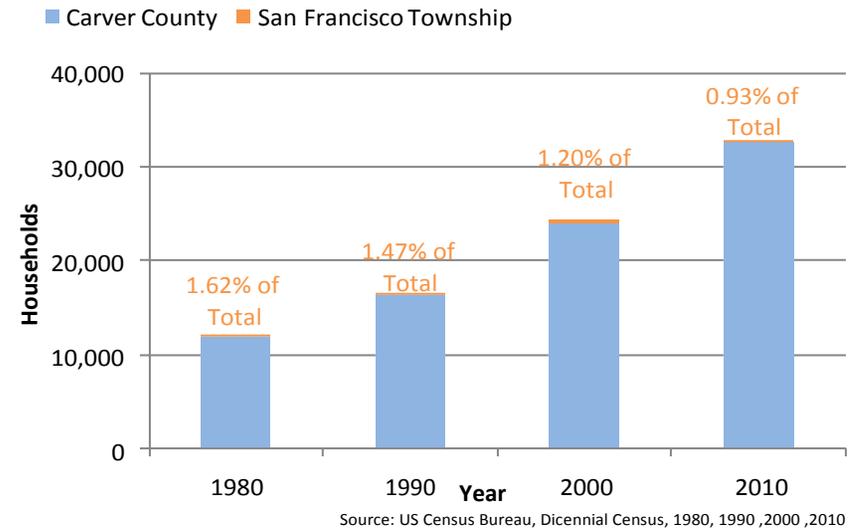
Population Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
San Francisco Township	832	835	870	940	990
Carver County Total	91,042	100,895	108,520	135,960	161,440

Household Trends and Forecasts

San Francisco Township has experienced a modest increase in households over the last several decades. The number of households have been increasing since 1970.

San Francisco Township’s households are expected to be increasing over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggests that San Francisco Township will have a total of 400 household by 2040.



Households Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
San Francisco Township	307	311	340	370	400
Carver County Total	32,891	36,418	40,940	52,180	62,650

EMPLOYMENT AND EDUCATION

Employment Status, Educational Attainment, and Employment Forecasts

Employment Status and Commute to Work

According to the 2015 U.S. Census Bureau American Community Survey, San Francisco Township had an estimated 653 persons the age of 16 years and over. Of this total, 71.2% of these persons were in the labor force. The total civilian labor force (not including persons on active duty in the United States Armed Forces, unpaid volunteers or homemakers) consisted of 465 persons, 67.1% of which were employed and 4.1% unemployed.

Educational Attainment

In 2015, San Francisco Township had approximately 557 people 25 years and over, 252 were high school graduates. In addition, 113 had some college with no degree, 42 obtained an associate’s degree, 101 graduated with bachelor’s degrees, and 22 received a graduate or professional degree. Overall, 95.2% of the population 25 years and over were high school graduates or higher.

Employment Forecast

Job growth in San Francisco Township is expected to increase over the next couple decades. The Township is projected to over double the total employment from the year 2010 to the year 2040.

SAN FRANCISCO TOWNSHIP LAND USE SUMMARY

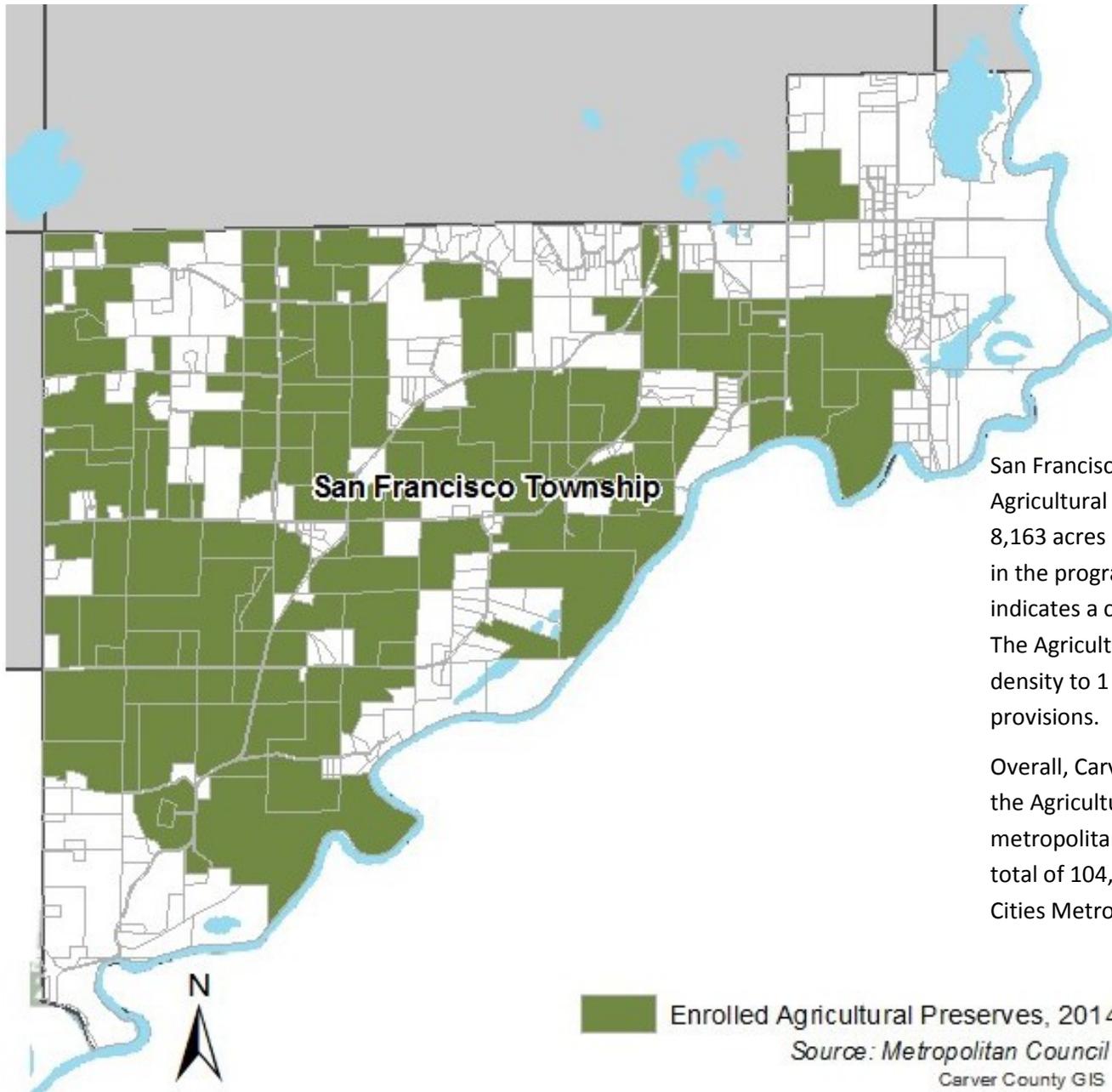
Land Use Category	2016 (acres)	2040 (acres)
Agricultural	13,294	13,294
Open Water	742	742
Park, Recreational or Preserve	1381	1381
2040 City Growth Area	0	0
TOTAL	15,417	15,417

Note: This table may not reflect future changes to land use which are allowed through current controls and regulations.

EMPLOYMENT ESTIMATES AND FORECASTS

Community	2010 Census	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
San Francisco Township	46	70	90	100
Carver County Total	31,836	41,910	48,330	54,800

AGRICULTURAL PRESERVE

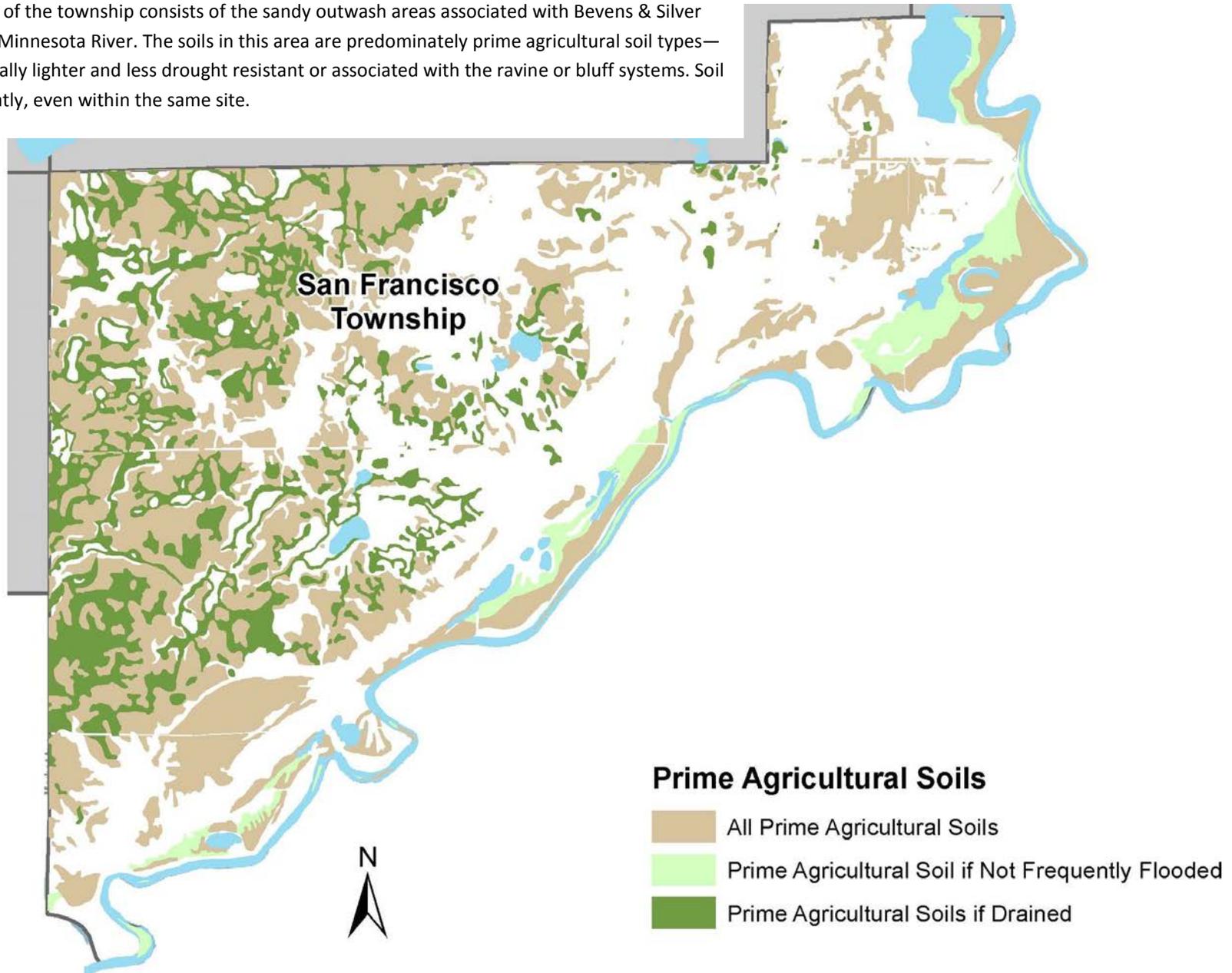


San Francisco Township has a high participation rate in the Agricultural Preserve Program. As of 2014, approximately 8,163 acres (53%) of the land within the Township is entered in the program. The Agricultural Preserve participation rate indicates a commitment to agriculture over the long-term. The Agricultural Preserve covenant limits the residential density to 1 dwelling per 40 acres, regardless of other zoning provisions.

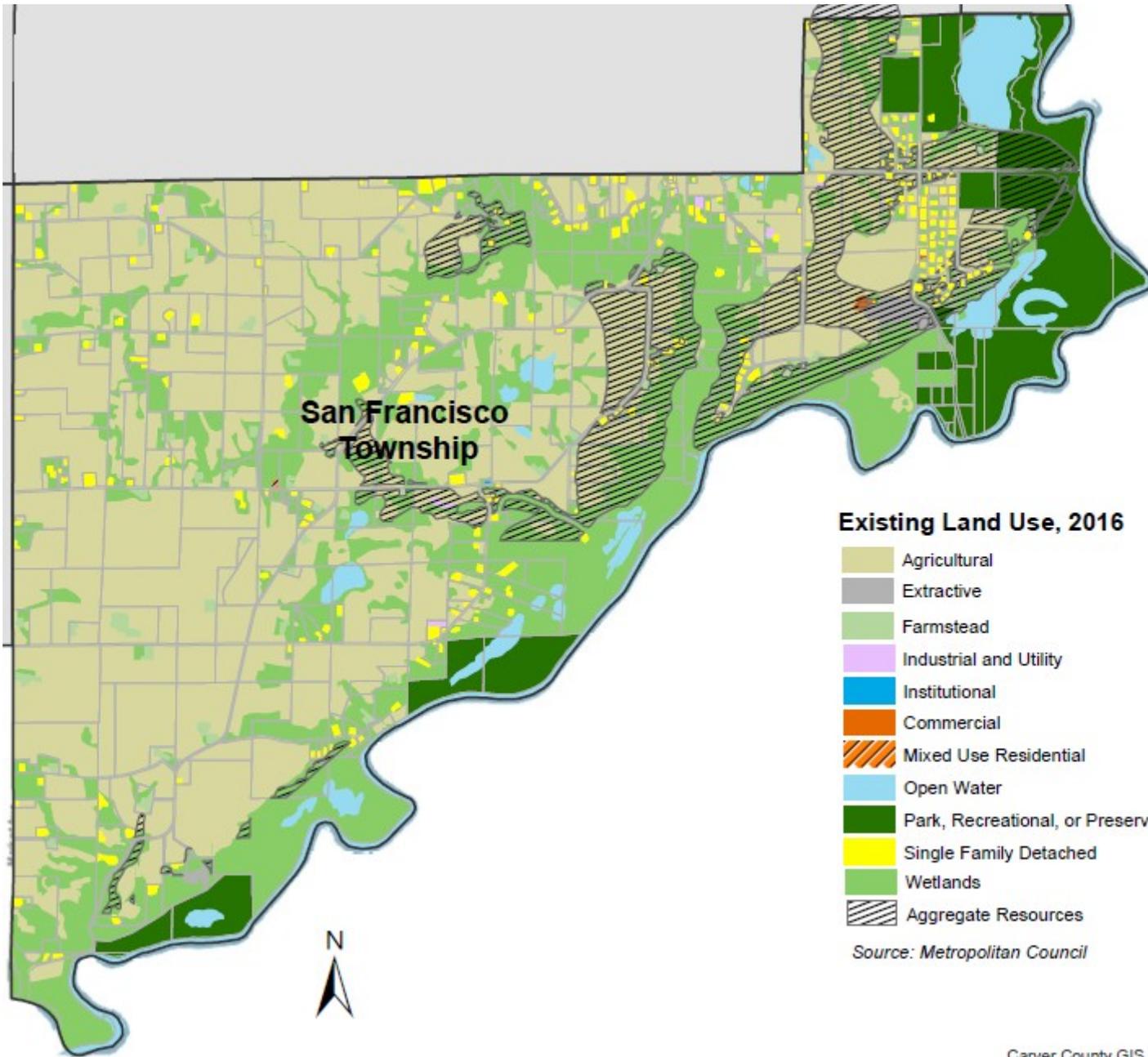
Overall, Carver County has a high participation rate within the Agricultural Preserve Program compared to other metropolitan counties. As of 2014, Carver County had a total of 104,781 acres enrolled in the program. The Twin Cities Metro region had a total of 189,570 acres enrolled.

PRIME AGRICULTURAL SOILS

The northwestern third of the township is prime agricultural area, with high quality agricultural soils. The remainder of the township consists of the sandy outwash areas associated with Bevens & Silver Creek and the Minnesota River. The soils in this area are predominately prime agricultural soil types—the soil is typically lighter and less drought resistant or associated with the ravine or bluff systems. Soil types vary greatly, even within the same site.

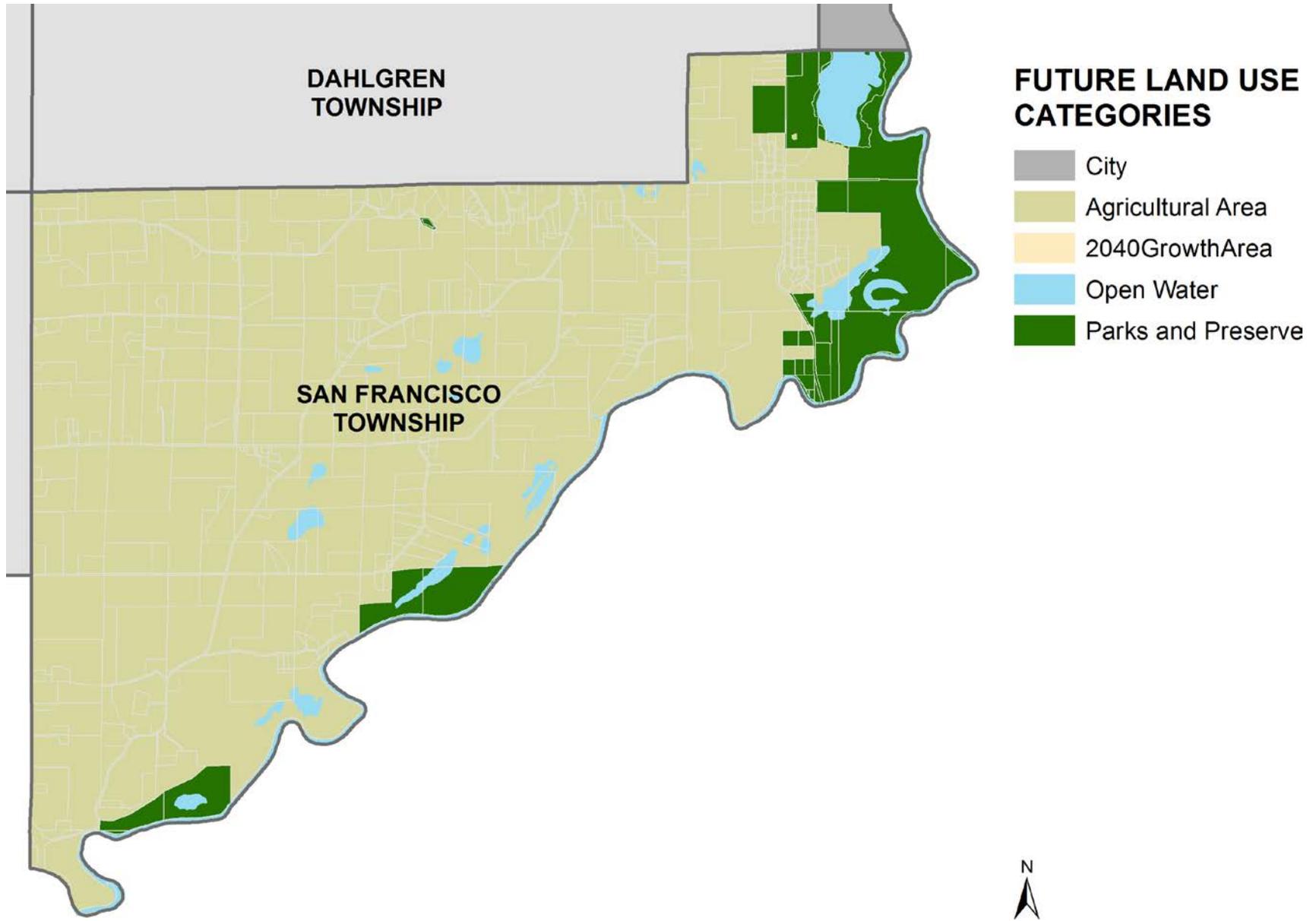


SAN FRANCISCO TOWNSHIP EXISTING LAND USE



Carver County GIS

SAN FRANCISCO TOWNSHIP PLANNED LAND USE



SAN FRANCISCO TOWNSHIP GOALS

San Francisco Township developed goals for the Township which are intending to help shape the future of the Township. The following goals represent the values of the Township and are meant to provide a framework for guiding future land use decision.

- Preserve the Township’s rural character while accommodating the orderly growth and development of the Township.
- Preserve and permanently protect natural features such as woodlands, prairie, rivers, streams, lakes and wetlands that make San Francisco Township unique.
- Preserve and permanently protect the bluffs and ravines of the Minnesota River, Bevens Creek, and Silver Creek areas.
- Long-term protection of prime agricultural land within the Township.
- Encourage, through development incentives, the preservation, protection, and management of natural resource areas.
- Support residential development design that conserves natural features and is away from agricultural land.
- Direct commercial and industrial activities to the cities of Carver County.

SAN FRANCISCO TOWNSHIP POLICIES

Land Use

Because of the location, soil types, development trends, market demands in the area, and distance to sewer and water service, agriculture will continue to be the principal land use in San Francisco Township. Land use patterns will remain relatively stable. Very limited amounts of agricultural land will be converted to residential uses. The limited residential development that is expected to occur will generally be located in wooded areas, pasture areas, and along bluffs and ravines.

- TOWNSHIP POLICY LU-1 Agriculture will continue to be the primary land use and economic base of the Township. The Township hereby adopts the Carver County Land Use Plan as part of the Township Plan. A map showing future land use in the Township can be found in the County Plan. The County Plan along with the policies in this Plan will be used to manage land use and environmental resources in San Francisco Township.
- TOWNSHIP POLICY LU-2 Policy Area Designation: San Francisco Township’s land use policy designations are shown on the Policy Map. For the land in the Agricultural Policy Area, the Township chooses to utilize Option 3—High Amenity Lots and Option 4—Conservation Incentive as provided for in the Carver County Land Use Plan. The density in the Township shall be limited to the basic 1 dwelling per 1/4 1/4 section, plus additional density in high amenity areas and to protect, preserve, enhance or restore natural resources, as provided in County Policy. Areas eligible for additional density under Option 3 are: all areas designated as bluffs, ravines, wooded areas, qualifying amenity areas adjacent to lakes and non-prime agricultural land in the Township.
- TOWNSHIP POLICY LU-3 The County Land Use Plan provides for a number of land use options that townships can choose to implement. San Francisco Township chooses not to implement : the transfer of 1 per 40 eligibilities to non-adjacent parcels. The Township chooses not to encourage the implementation of golf courses. The Township chooses to implement: additional feedlot restrictions.
- TOWNSHIP POLICY LU-4 It is the intent of San Francisco Township to prohibit the development, and development access, which has the potential to cause significant environmental damage on steep slopes associated with the Minnesota River, Bevens Creek, and Silver Creek. Therefore the Township adopts the following additional policy related to Option 3—High Amenity: Areas which are located in the middle of the bluff or steep slope, or at the bottom of the bluff, or would require road access on slopes of 18% or greater are NOT eligible for building sites.
- TOWNSHIP POLICY LU-5 San Francisco Township believes that its aggregate resources should be mined in a controlled and incremental way. The San Francisco Township Mineral Extraction Ordinance has been adopted to protect the health, safety, and welfare of its residents, and minimize the environmental and aesthetic impacts on the Township.
- TOWNSHIP POLICY LU-6 San Francisco Township adopts the animal agriculture operations policies and standards contained in the Carver County Land Use Element and the County Feedlot Ordinance. In addition, the Township adopts the following standards which apply to the areas east of County Road 40:
- New animal agricultural operations east of County Road 40 would be restricted to 200 AU and would require a Conditional Use Permit (CUP). Existing animal agricultural operations east of County Road 40 are allowed to expand up to 300 AU and are also required to obtain a CUP prior to expansion. All areas to the west of County Road 40 are required to comply with Carver County ordinance.

SAN FRANCISCO TOWNSHIP POLICIES

Land Use—Continued

TOWNSHIP POLICY LU-7	San Francisco Township contains one Rural Service District (RSD)- the southern half of the East Union District. East Union RSD is not expected to experience significant new development. The East Union RSD is shown on the Township Policy Map. San Francisco Township will not support or allow for the expansion of the East Union RSD in San Francisco Township under any circumstance.
TOWNSHIP POLICY LU-8	Currently, the City of Carver does not have plans to annex any part of San Francisco Township before the year 2040. If, and when, such a need could be demonstrated, San Francisco Township would prefer to enter into discussions for an orderly annexation agreement with the City prior to any annexations.
TOWNSHIP POLICY LU-9	San Francisco Township adopts the following requirements for contractor yards: <ul style="list-style-type: none">• 5 acre minimum with the residence located on a hard-surfaced road, or must enter into an agreement with the Township for maintenance and dust control of the route driven on gravel roads.• There shall be an annual review for any changes.• There shall be no dirt storage or more than 100 yards and the storage shall not be visible from the road.• There shall be a clear line of site for the ingress and egress.• There shall be no retail sales showroom.

Water Resources

San Francisco Township is located in the Bevens River Watershed. Carver County is the water authority for this watershed and is required to prepare and implement a water plan which addresses surface water and groundwater issues. The Township is required to adopt a Local Water Management Plan that complies with the Watershed Plan.

TOWNSHIP POLICY WR-1	San Francisco Township hereby concurs with and adopts the current Carver County Water Management Organization (CCWMO) Watershed Management Plan, as adopted by the Carver County Board of Commissioners. This plan serves as the Township’s Local Surface Water Management Plan.
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Parks, Open Space, and Trails

TOWNSHIP POLICY POST-1	San Francisco Township acknowledges that the Metropolitan Council’s Regional Park Policy Plan (RPPP) identifies the Lake Waconia-Carver Regional Trail Search Corridor with a potential Future alignment through the Township. The establishment of any future trail alignment will result from a master plan process done in cooperation of San Francisco Township, Carver County, and others.
TOWNSHIP POLICY POST-2	San Francisco Township acknowledges that the Metropolitan Council’s RPPP identifies the Minnesota Bluffs and Ravines Regional Park search area with a potential location in the Township. The establishment of any future park or search area refinement will result from a master plan process done in cooperation with San Francisco Township, Carver County, and others.

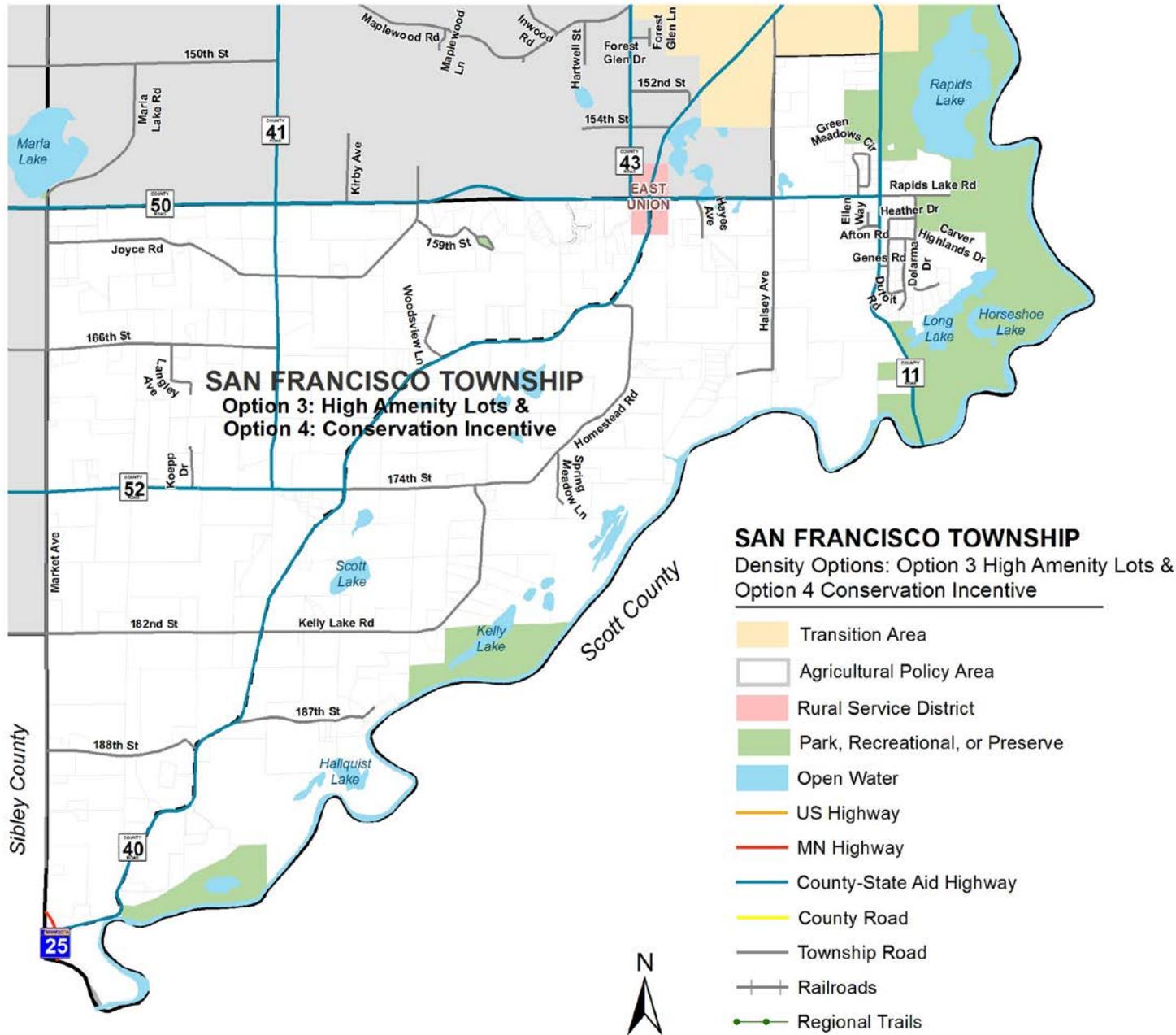
SAN FRANCISCO TOWNSHIP POLICIES

Transportation

San Francisco Township’s transportation system consists of County and State Highways and Township roads (see map). The Township is responsible for the planning, construction, and maintenance of the Township road system, while the County and State are responsible for their respective systems. The primary function of local roads is to provide access to individual parcels of land and to move traffic to the collector system. The purpose of the collectors is to collect traffic from the local roads and to provide access to individual parcels of property. The principal function of the arterials is to move traffic to destinations outside the Township and to provide for connections to the regional system. In a rural area such as San Francisco Township, the arterials also perform a secondary function of providing access to individual parcels of property.

- TOWNSHIP POLICY TR-1 The Township’s primary responsibility is the maintenance and improvement of the Township road system as shown on the Policy Map and as provided by statute. The Township road system will be maintained at a level consistent with the need to serve the agricultural economy and residential development at densities provided in the Land Use element. Improvements will be made only to maintain or attain that level of service. The road system consists of those roads identified as Township roads on the San Francisco Township Policy Map. The system may be modified by additions or deletions to the system made on the official town road map, as recorded in the Office of the County Recorder or other appropriate Township action.
- TOWNSHIP POLICY TR-2 Alternatives should be investigated in cases where the approval of a change in land use would raise traffic on a gravel road substantially above 200 ADT. Individual land uses that will generate high levels of traffic and/or heavy vehicle traffic will be discourage and may be required to participate in the upgrading of facilities.
- TOWNSHIP POLICY TR-3 San Francisco Township does not foresee the need for the construction of any new roads on the Township system. The Township’s primary concern is the maintenance and improvement (when necessary) of the town road system. If new roads are needed to provide service to new development, these roads will be constructed solely at the expense of the developer. Such roads shall meet Township and County standards for local roads or a higher standard if the road will be of a higher classification as shown in the County Transportation Plan. The Township will not accept these as public roads. These roads will be maintained and repaired by a homeowner’s association or similar entity consisting of the land owners served by the road. However, the Township may accept a new road if it connects to an existing public road at either end.

SAN FRANCISCO TOWNSHIP POLICY MAP



WACONIA TOWNSHIP

Policy Chapter

Produced by

CARVER COUNTY—Planning and Water Management Department
Government Center, Administration Building—600 East 4th Street, Chaska, MN 55318

TOWNSHIP OVERVIEW

Nestled around the shores of Lake Waconia, approximately 37 miles west of the Twin Cities Metropolitan Area, Waconia Township is one of ten townships in Carver County, Minnesota. Settled in 1855 and organized on May 11, 1858, the township bears the Dakota name of its large lake, meaning a “fountain of spring.” The village of Waconia was platted and named by Roswell P. Russell in March 1857. The lake was previously referred to as Clearwater Lake: “It has about 18 miles of shore, most of which is high with a gravelly beach. The water is very clear, hence its name, and well stocked with fish.” In 2016, Waconia Township had an estimated population of 1,219 (Metropolitan Council), making it the third most populous township in Carver County. Waconia Township has a total land area of approximately 30.9 square miles (19,745 acres). Waconia Township borders Watertown Township to the north, Camden Township to the west, Benton Township to the south, and Laketown Township to the east.

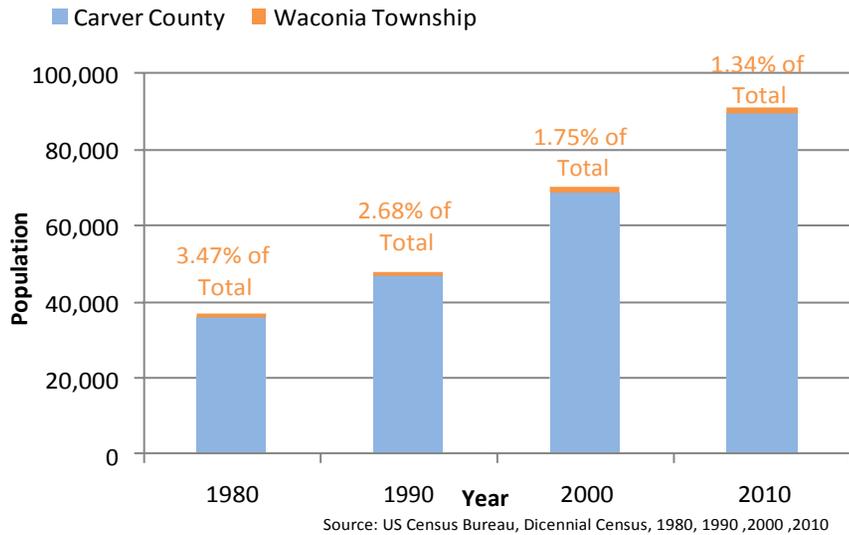


POPULATION AND HOUSEHOLDS

Population Trends and Forecasts

Waconia Township has experienced a slight decrease in population over the last several decades. The Metropolitan Council estimates that in 2016, Waconia Township’s population numbered approximately 1,219.

Waconia Township’s population is expected to increase over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest that Waconia Township will have a population of 1,480 by 2040.



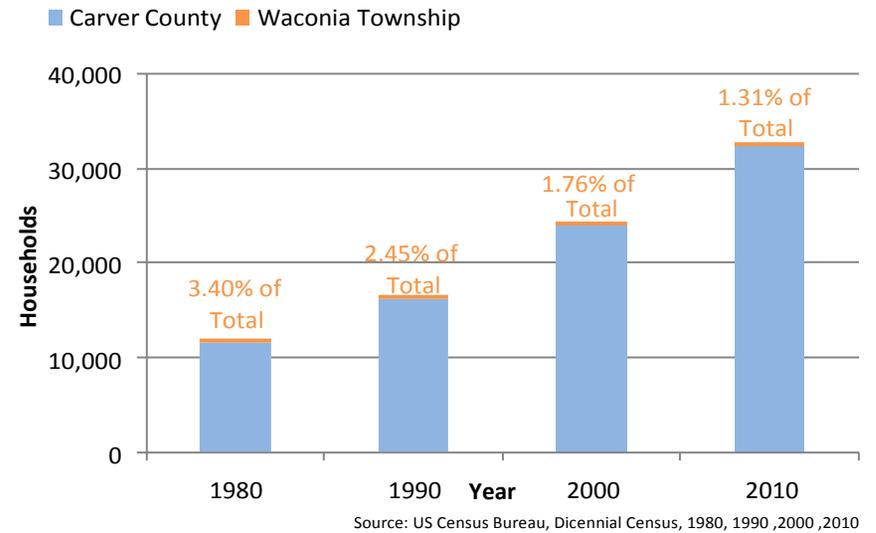
Population Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Waconia Township	1,228	1,219	1,320	1,430	1,480
Carver County Total	91,042	100,895	108,520	135,960	161,440

Household Trends and Forecasts

Waconia Township has experienced a modest increase in households over the last several decades. The number of households have been increasing steadily since 1970.

Waconia Township’s households are expected to be increasing over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggests that Waconia Township will have a total of 600 households by 2040.



Households Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Waconia Township	434	435	490	560	600
Carver County Total	32,891	36,418	40,940	52,180	62,650

EMPLOYMENT AND EDUCATION

Employment Status, Educational Attainment, and Employment Forecasts

Employment Status and Commute to Work

According to the 2015 U.S. Census Bureau American Community Survey, Waconia Township had an estimated 980 persons the age of 16 years and over. Of this total, 75.4% of these persons were in the labor force. The total civilian labor force (not including persons on active duty in the United States Armed Forces, unpaid volunteers or homemakers) consisted of 739 persons, 72.0% of which were employed and 3.4% unemployed.

Educational Attainment

In 2015, Waconia Township had approximately 831 people 25 years and over, 287 were high school graduates. In addition, 138 had some college with no degree, 91 obtained an associate's degree, 214 graduated with bachelor's degrees, and 57 received a graduate or professional degree. Overall, 94.7% of the population 25 years and over were high school graduates or higher.

Employment Forecast

Job growth in Waconia Township is expected to increase over the next couple decades. The total employment is projected to increase to 380 by the year 2040.

WACONIA TOWNSHIP LAND USE SUMMARY

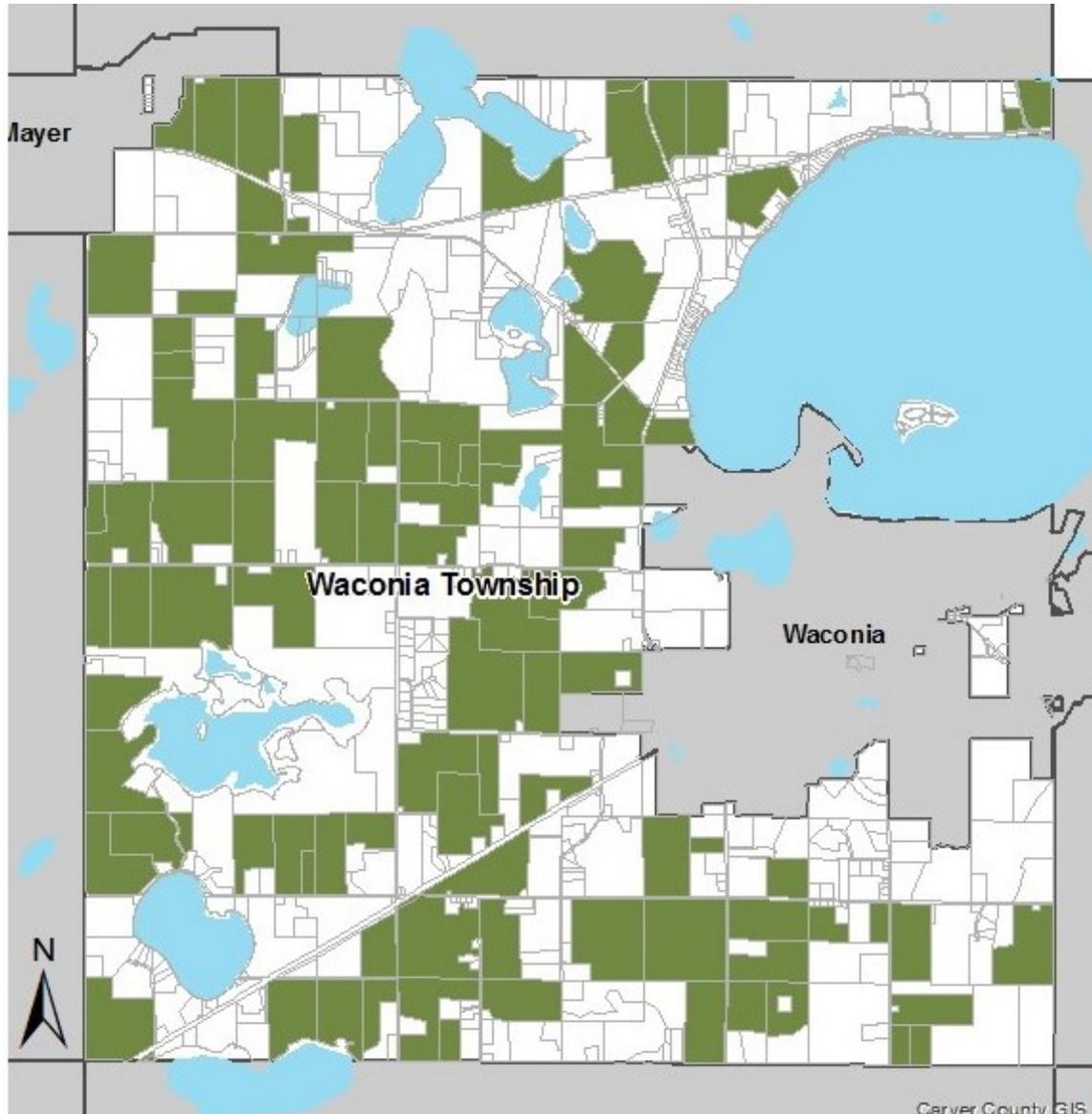
Land Use Category	2016 (acres)	2040 (acres)
Agricultural	15,624	14,553
Open Water	3620	3,620
Park, Recreational or Preserve	501	501
2040 City Growth Area	0	1071
TOTAL	19,745	19,745

Note: This table may not reflect future changes to land use which are allowed through current controls and regulations.

EMPLOYMENT ESTIMATES AND FORECASTS

Community	2010 Census	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Waconia Township	98	240	330	380
Carver County Total	31,866	41,910	48,330	54,800

AGRICULTURAL PRESERVE

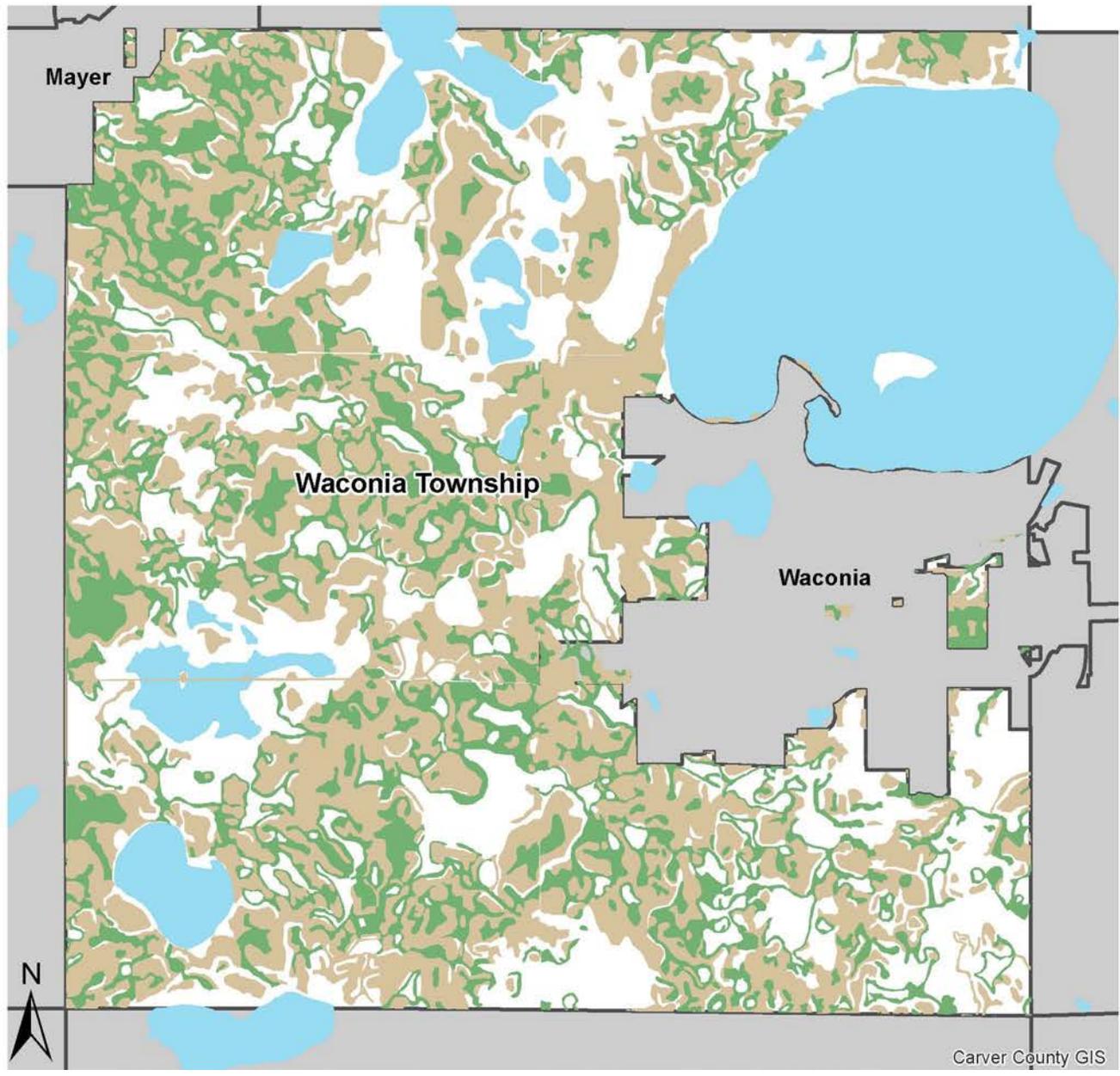


Waconia Township has a moderate participation rate in the Agricultural Preserve Program. As of 2014, approximately 6,807 acres (34%) of the land within the Township is entered in the program. The Agricultural Preserve participation rate indicates a commitment to agriculture over the long-term. The Agricultural Preserve covenant limits the residential density to 1 dwelling per 40 acres, regardless of other zoning provisions.

Overall, Carver County has a high participation rate within the Agricultural Preserve Program compared to other metropolitan counties. As of 2014, Carver County had a total of 104,781 acres enrolled in the program. The Twin Cities Metro region had a total of 189,570 acres enrolled.

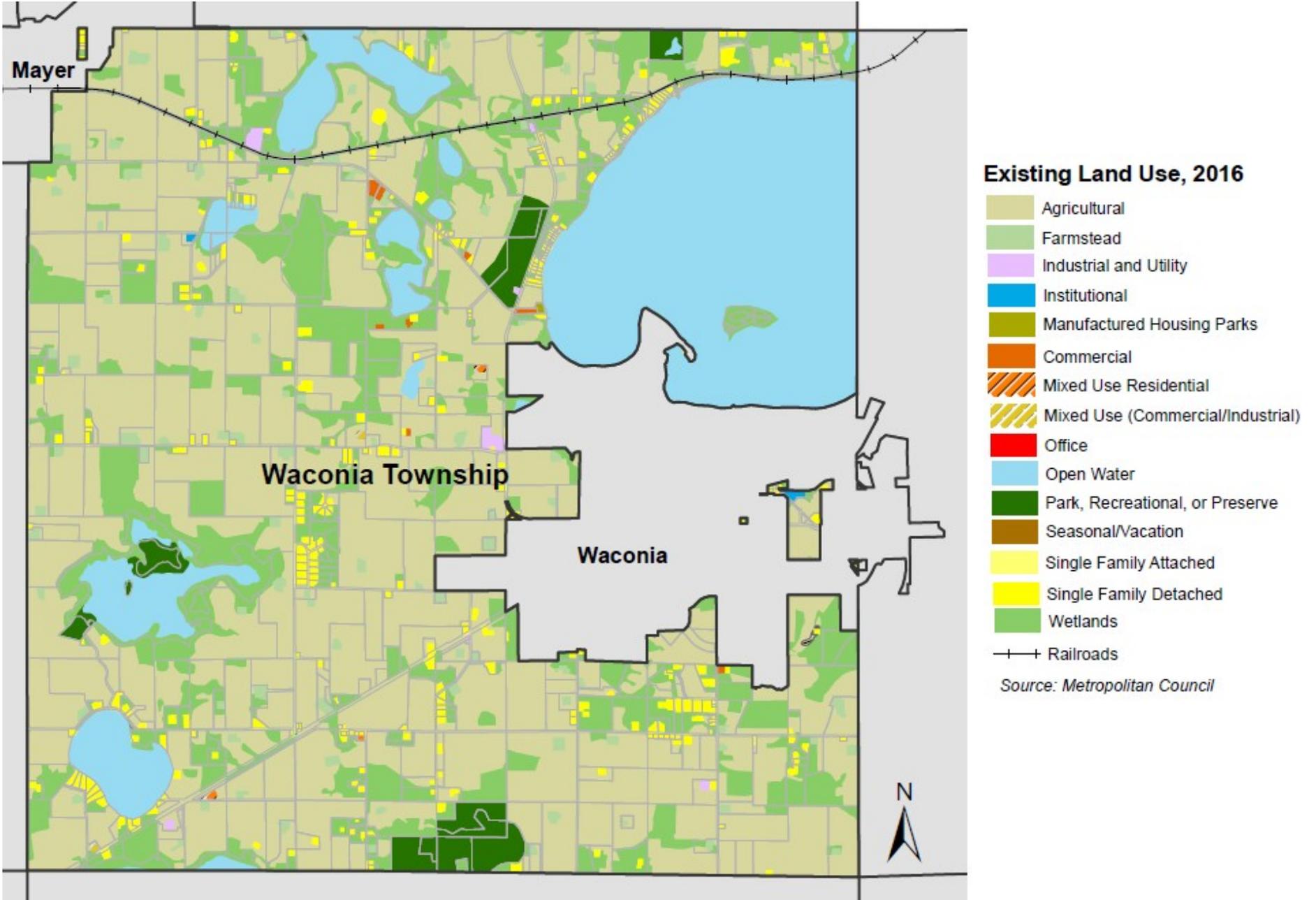
Enrolled Agricultural Preserves, 2014
Source: Metropolitan Council

PRIME AGRICULTURAL SOILS

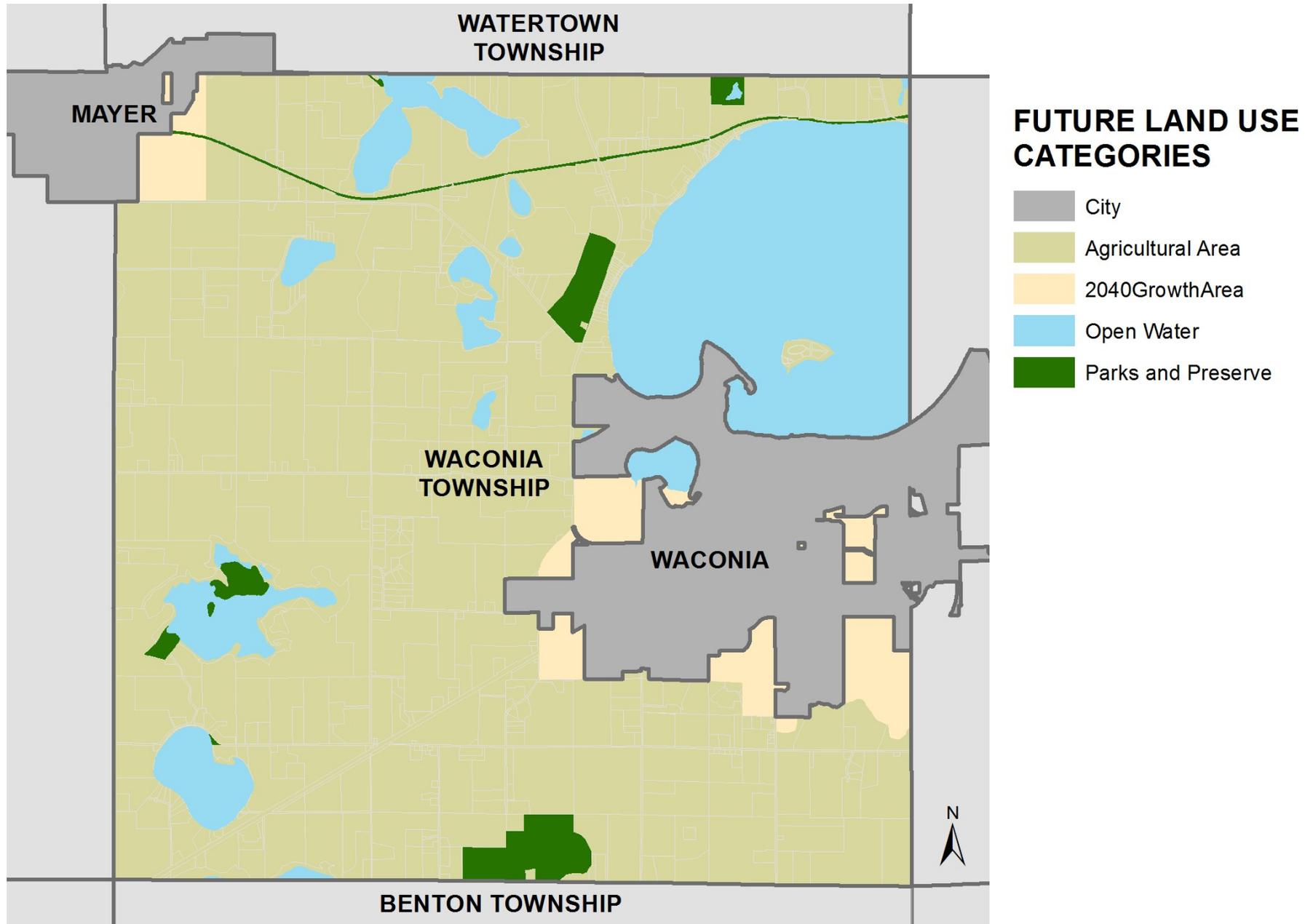


Prime Agricultural Soils
All Prime Agricultural Soils
Prime Agricultural Soils if Drained
Source: Metropolitan Council

WACONIA TOWNSHIP EXISTING LAND USE



WACONIA TOWNSHIP PLANNED LAND USE



WACONIA TOWNSHIP POLICIES

Land Use

Because of the location, soil types, development trends, market demands in the area, and distance to sewer and water service, agriculture will continue to be the principal land use Waconia Township. Land use patterns will remain relatively stable. Very limited amounts of agricultural land will be converted to residential uses. The limited residential development that is expected to occur will generally locate in the wooded and pasture areas. Lakeshore, on the lakes listed in the County Land Use Plan, would typically be eligible under the wooded lot provision.

- TOWNSHIP POLICY LU-1 Agriculture will continue to be the primary land use and economic base of the Township. The Township hereby adopts the Carver County Land Use Plan as part of the Township Plan. A map showing future land use in the Township can be found in the County Plan. The County Plan along with the policies in this Plan will be used to manage land use and environmental resources in Waconia Township.
- TOWNSHIP POLICY LU-2 Policy Area Designation: Waconia Township’s land use policy designations are shown on the Policy Map. For the land in the Agricultural Policy Area, the Township chooses to utilize Option 2– Wooded Lots, as provided for in the Carver County Land Use Plan. The density in the Township shall be limited to the basic 1 dwelling per 1/4 1/4 section, plus the additional density in wooded areas as provided in County Policy. Lakeshore in and of itself shall not constitute eligibility for “wooded lots”. These lakes are Goose Lake, Rutz Lake, Burandt Lake, Patterson Lake, Hydes Lake, Rice Lake, and Lake Waconia.
- TOWNSHIP POLICY LU-3 The County Plan provides for a number of land use options townships can choose to implement. Waconia Township chooses to implement the transfer of 1 per 40 eligibilities to non-adjacent parcels. Waconia Township chooses not to implement golf courses or additional feedlot restrictions.
- TOWNSHIP POLICY LU-4 Waconia Township has one Rural Service District (RSD) - Maple. The Maple RSD is not expected to experience significant new development. The Maple RSD is shown on the Township Policy Map.
- TOWNSHIP POLICY LU-5 The Cities of Waconia and Mayer border Waconia Township. Both cities have recently updated their Comprehensive Plan and include areas within Waconia Township as growth areas. These areas are signified as Transition Areas on the Township Policy Map. The Township is willing to work with the Cities to develop an orderly annexation agreement or other management tool to address each City’s need to accommodate the projected 2040 growth. The Transition Areas on the Policy Map and County Land Use Plan shall be managed in accordance with the policies in the County Plan. The City of Waconia has planning and zoning authority for 4 parcels within its orderly annexation area with Waconia Township.

Water Resources

Waconia Township is located in the Carver Creek and Crow River Watersheds. Carver County is the water management authority for these two watersheds and is required to prepare and implement a water plan which addresses surface water and groundwater issues. The Township is required to adopt a Local Water Management Plan that complies with the Watershed Plan.

- TOWNSHIP POLICY WR-1 Waconia Township hereby adopts the current Carver County Water Management Organization (CCWMO) Watershed Management Plan, as adopted by the Carver County Board of Commissioners. This plan serves as the Township’s Local Surface Water Management Plan.

WACONIA TOWNSHIP POLICIES

Parks, Open Space, and Trails

TOWNSHIP POLICY POST-1 Waconia Township acknowledges that the Metropolitan Council’s Regional Park Policy Plan identifies the County Road 10 Regional Trail with a potential future alignment through the Township. The establishment of any future trail alignment will result from a master plan process done in cooperation with Waconia Township, Carver County, and others.

Transportation

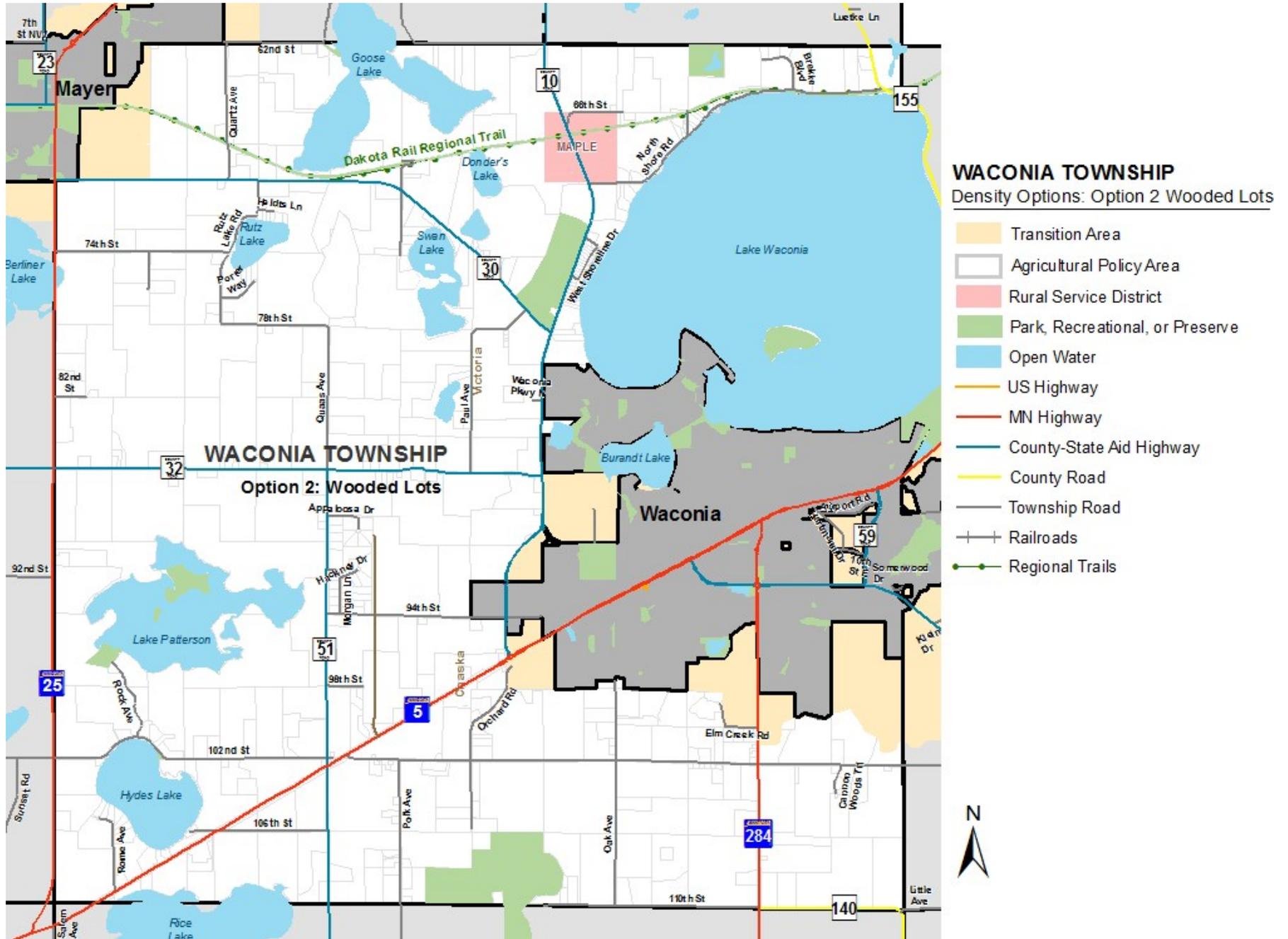
Waconia Township’s transportation system consists of County and State Highways and Township roads (see map). The Township is responsible for the planning, construction, and maintenance of the Township road system, while the County and State are responsible for their respective systems. The primary function of local roads is to provide access to individual parcels of land and to move traffic to the collector system. The purpose of the collectors is to collect traffic from the local roads and to provide access to individual parcels of property. The principal function of the arterials is to move traffic to destinations outside the Township and to provide for connections to the regional system. In a rural area such as Waconia Township, the arterials also perform a secondary function of providing access to individual parcels of property.

TOWNSHIP POLICY TR-1 The Township’s primary responsibility is the maintenance and improvement of the Township road system as shown on the Policy Map and as provided by statute. The Township road system will be maintained at a level consistent with the need to serve the agricultural economy and residential development at densities provided in the Land Use element. Improvements will be made only to maintain or attain that level of service. The road system consists of those roads identified as Township roads on the Waconia Township Policy Map. The system may be modified by additions or deletions to the system made on the official town road map, as recorded in the Office of the County Recorder or other appropriate Township action.

TOWNSHIP POLICY TR-2 Alternatives should be investigated in cases where the approval of a change in land use would raise traffic on a gravel road substantially above 200 ADT. Individual land uses that will generate high levels of traffic and/or heavy vehicle traffic will be discourage and may be required to participate in the upgrading of facilities.

TOWNSHIP POLICY TR-3 Waconia Township does not foresee the need for the construction of any new roads on the Township system. The Township’s primary concern is the maintenance and improvement (when necessary) of the town road system. If new roads are needed to provide service to new development, these roads will be constructed solely at the expense of the developer. Such roads shall meet Township and County standards for local roads or a higher standard if the road will be of a higher classification as shown in the County Transportation Plan. The Township will not accept these as public roads. These roads will be maintained and repaired by a homeowner’s association or similar entity consisting of the land owners served by the road. However, the Township may accept a new road if it connects to an existing public road at either end.

WACONIA TOWNSHIP POLICY MAP



WATERTOWN TOWNSHIP

Policy Chapter

Produced by

CARVER COUNTY—Planning and Water Management Department
Government Center, Administration Building—600 East 4th Street, Chaska, MN 55318

TOWNSHIP OVERVIEW

Located in the watershed of the Crow River, approximately 32 miles west of the Twin Cities Metropolitan Area, Watertown Township is one of ten townships in Carver County, Minnesota. Settled in 1856 and organized on April 13, 1858, Watertown Township received this name “because of the township’s large water supply,” by five or six lakes and the south fork of the Crow River. A number of industries developed there, including sorghum, saw and flour mills, plow works, hotels, a creamery, and a brewery. It had a station of the Electric Short Line. In 2016, Watertown Township had an estimated population of 1,217 (Metropolitan Council), making it the fourth most populous township in Carver County. Watertown Township has a total land area of approximately 33.1 square miles (21,160 acres) and is included in the Luce Line Trail route. Watertown Township borders Wright County to the north, Hollywood Township to the west, Waconia Township to the south, and Hennepin County to the east.

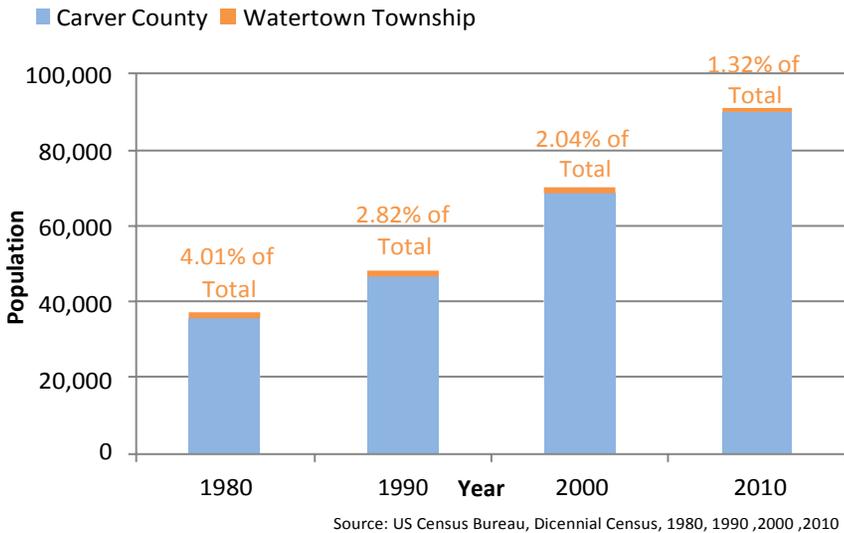


POPULATION AND HOUSEHOLDS

Population Trends and Forecasts

Watertown Township has experienced a slight decrease in population over the last several decades. The Metropolitan Council estimates that in 2016, Watertown Township’s population numbered approximately 1,217.

Watertown Township’s population is expected to decrease over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest that Watertown Township will have a population of 1,100 by 2040.



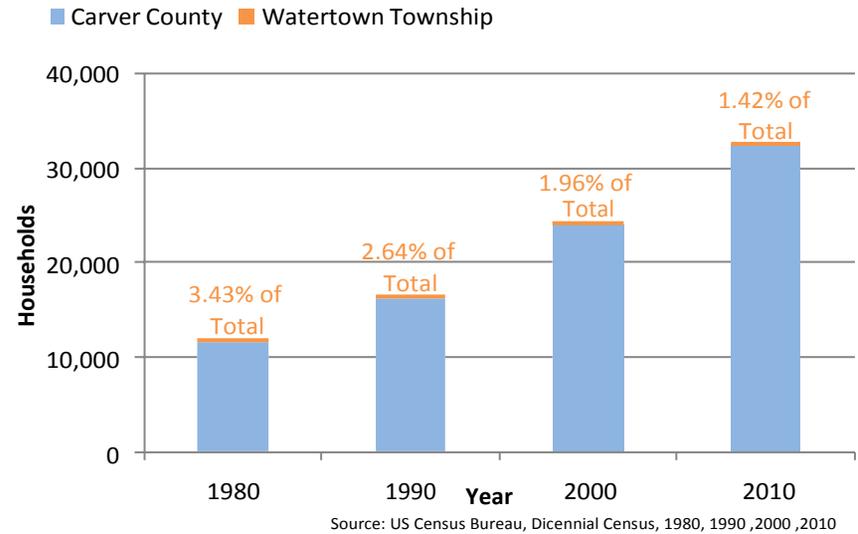
Population Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Watertown Township	1,204	1,217	1,160	1,120	1,100
Carver County Total	91,042	100,895	108,520	135,960	161,440

Household Trends and Forecasts

Watertown Township has experienced a modest increase in households over the last several decades. The number of households have been increasing steadily since 1970.

Watertown Township’s households are expected to be increasing over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggests that Watertown Township will have a total of 500 household by 2040.



Households Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Watertown Township	468	480	490	500	500
Carver County Total	32,891	36,418	40,940	52,180	62,650

EMPLOYMENT AND EDUCATION

Employment Status, Educational Attainment, and Employment Forecasts

Employment Status and Commute to Work

According to the 2015 U.S. Census Bureau American Community Survey, Watertown Township had an estimated 1,277 persons the age of 16 years and over. Of this total, 68.1% of these persons were in the labor force. The total civilian labor force (not including persons on active duty in the United States Armed Forces, unpaid volunteers or homemakers) consisted of 870 persons, 66.0% of which were employed and 2.1% unemployed.

Educational Attainment

In 2015, Watertown Township had approximately 1,045 people 25 years and over, 339 were high school graduates. In addition, 245 had some college with no degree, 142 obtained an associate’s degree, 226 graduated with bachelor’s degrees, and 61 received a graduate or professional degree. Overall, 96.9% of the population 25 years and over were high school graduates or higher.

Employment Forecast

Job growth in Watertown Township is expected to increase only minimally over the next couple decades. The Township Land Use Policy of directing commercial and industrial activities to rural service districts and cities limits the amount of new jobs possible in the township outside of the agricultural industry.

WATERTOWN TOWNSHIP LAND USE SUMMARY

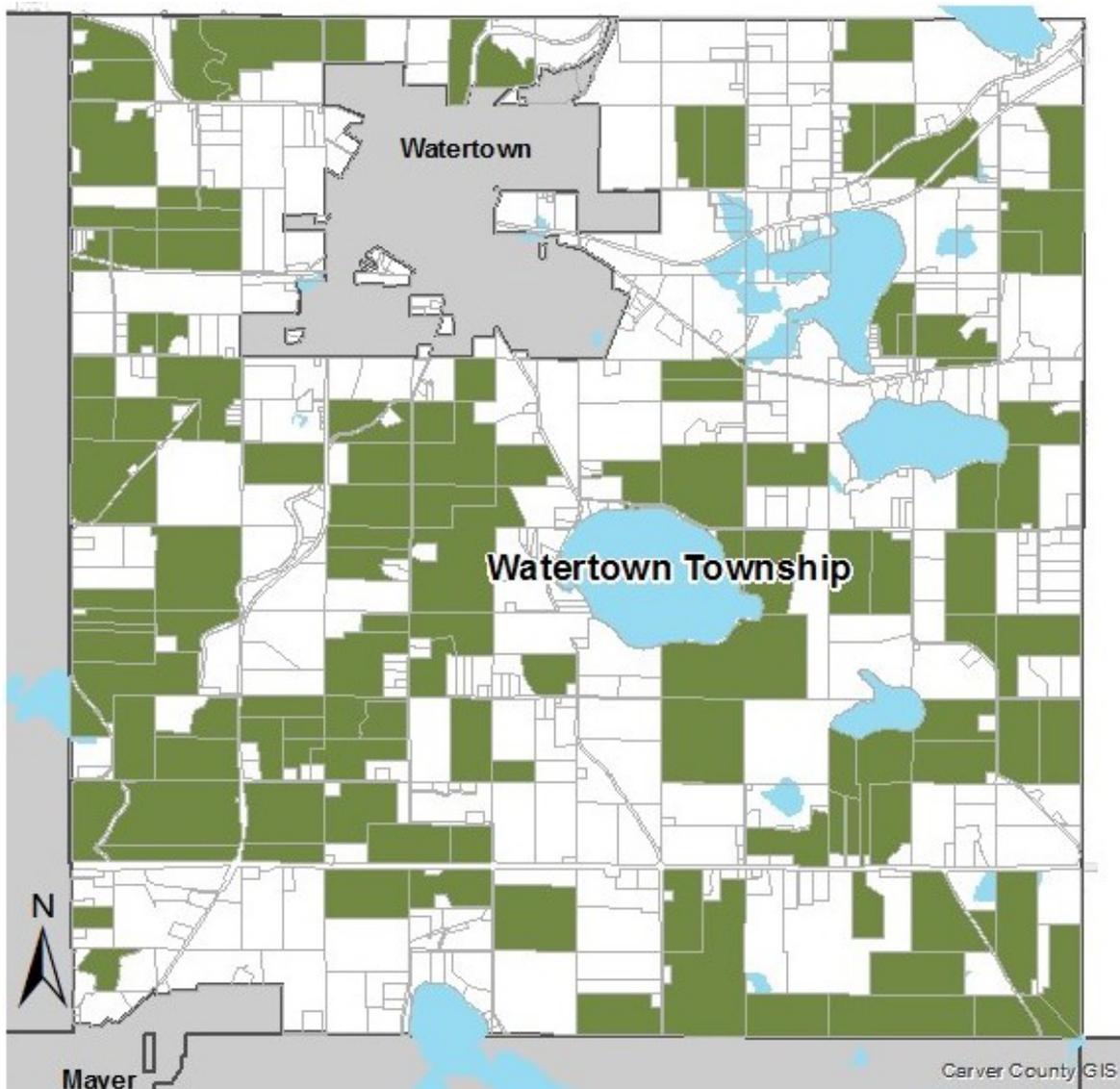
Land Use Category	2016 (acres)	2040 (acres)
Agricultural	19,660	16,771
Open Water	1,359	1,324
Park, Recreational or Preserve	141	141
2040 City Growth Area	0	2,924
TOTAL	21,160	21,160

Note: This table may not reflect future changes to land use which are allowed through current controls and regulations.

EMPLOYMENT ESTIMATES AND FORECASTS

Community	2010 Census	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Watertown Township	392	410	420	430
Carver County Total	31,836	41,910	48,330	54,800

AGRICULTURAL PRESERVE

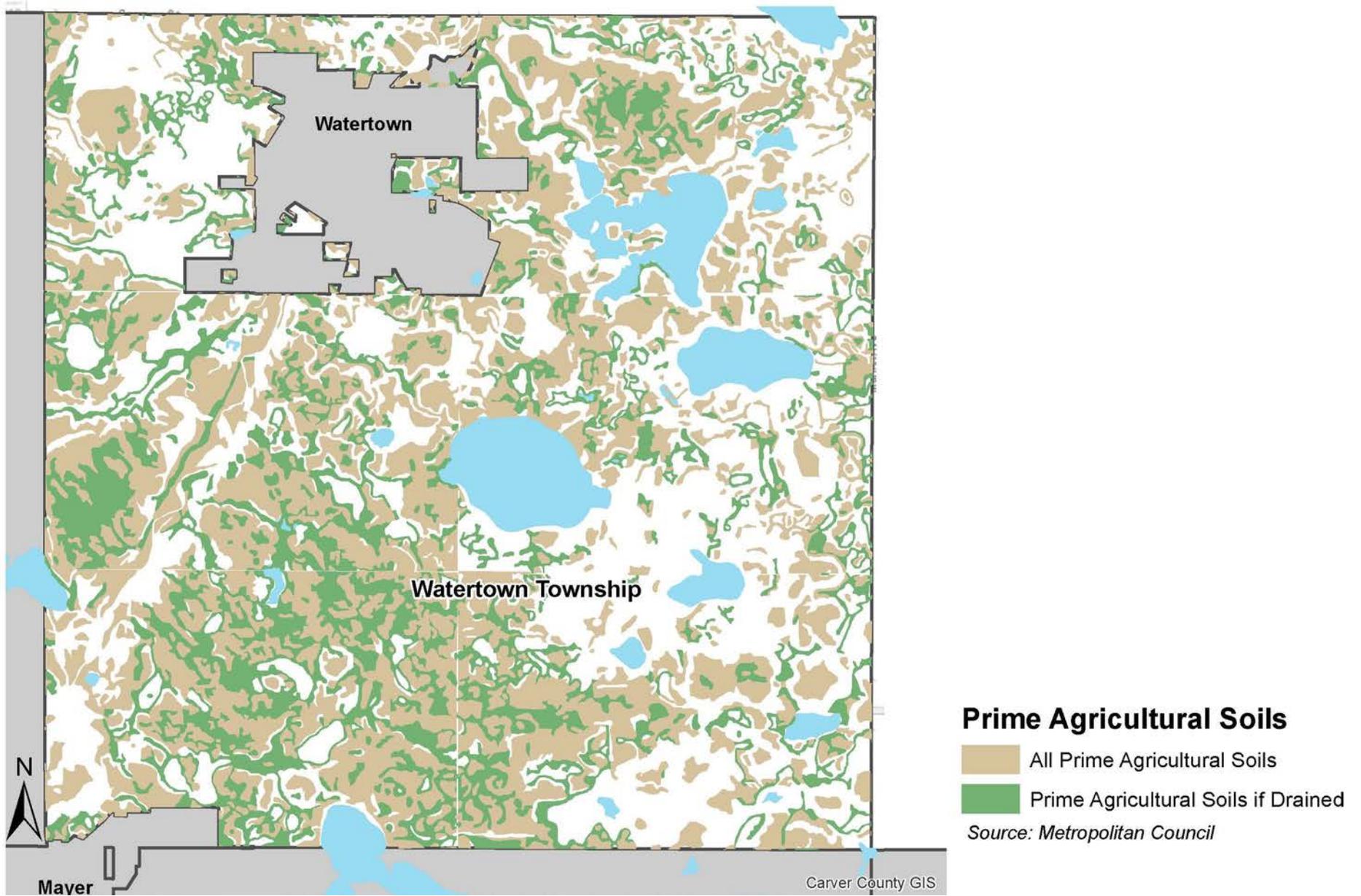


Watertown Township has a moderate participation rate in the Agricultural Preserve Program. As of 2014, approximately 7,613 acres (36%) of the land within the Township is entered in the program. The Agricultural Preserve participation rate indicates a commitment to agriculture over the long-term. The Agricultural Preserve covenant limits the residential density to 1 dwelling per 40 acres, regardless of other zoning provisions.

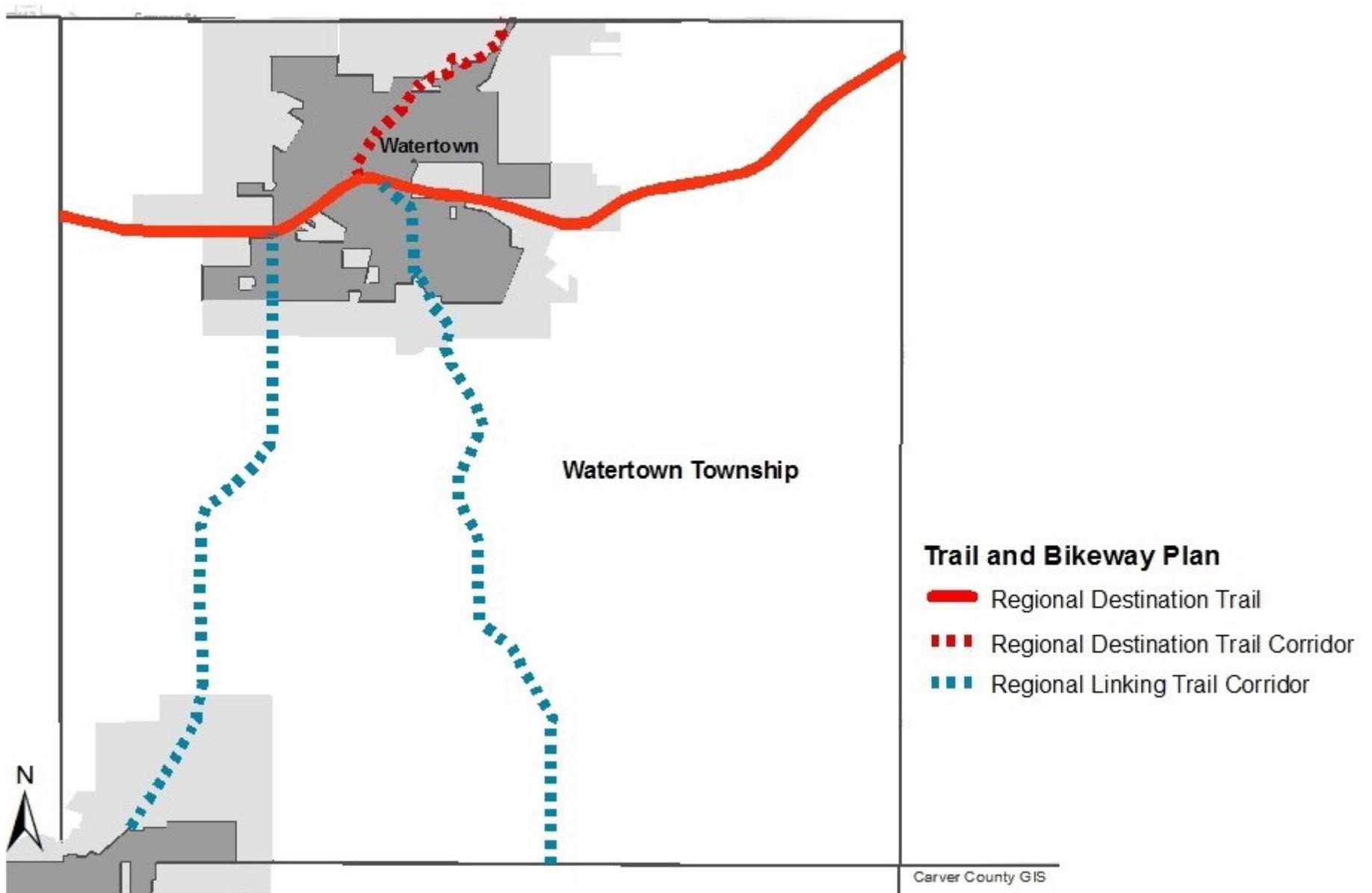
Overall, Carver County has a high participation rate within the Agricultural Preserve Program compared to other metropolitan counties. As of 2014, Carver County had a total of 104,781 acres enrolled in the program. The Twin Cities Metro region had a total of 189,570 acres enrolled.

 Enrolled Agricultural Preserves, 2014
Source: Metropolitan Council

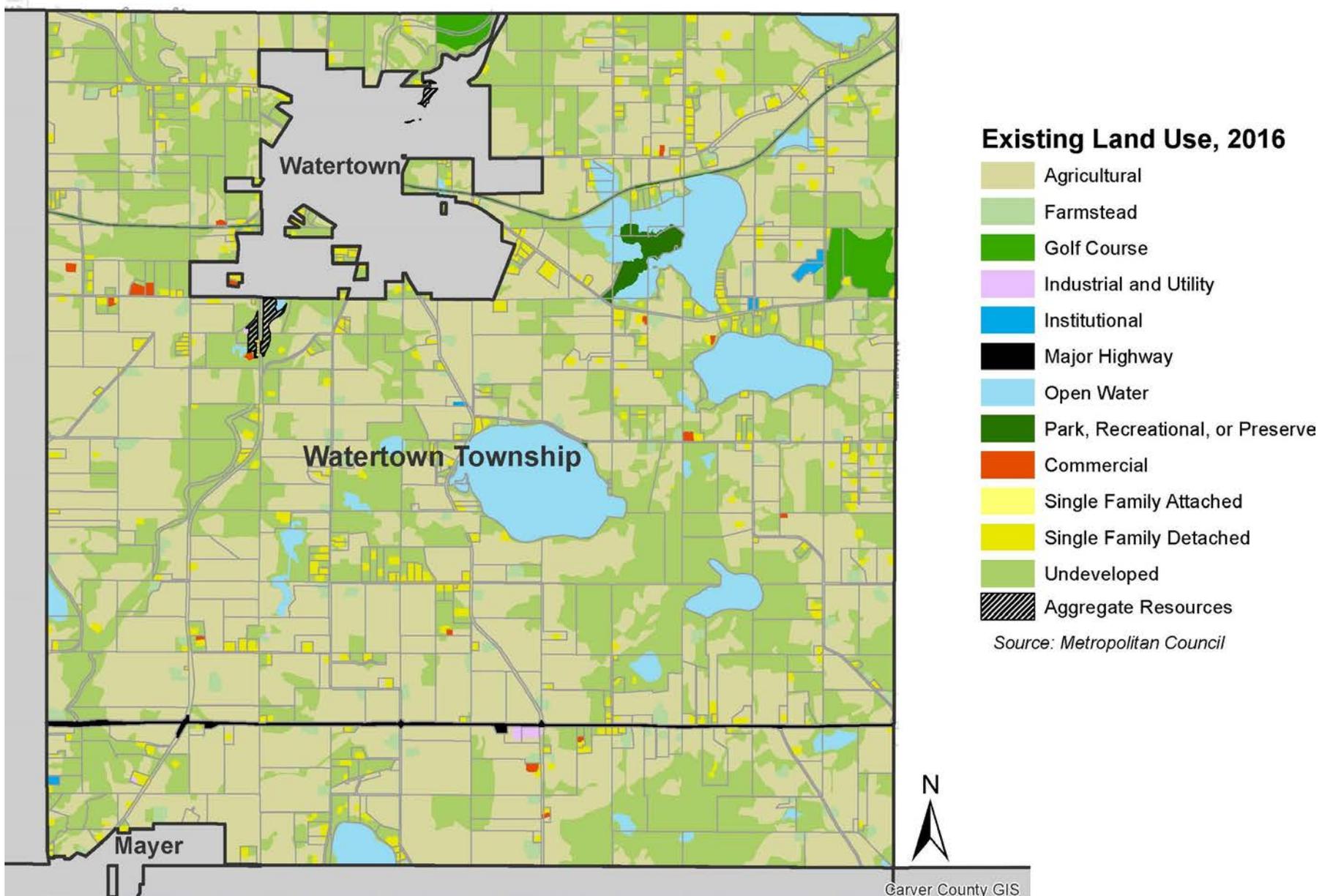
PRIME AGRICULTURAL SOILS



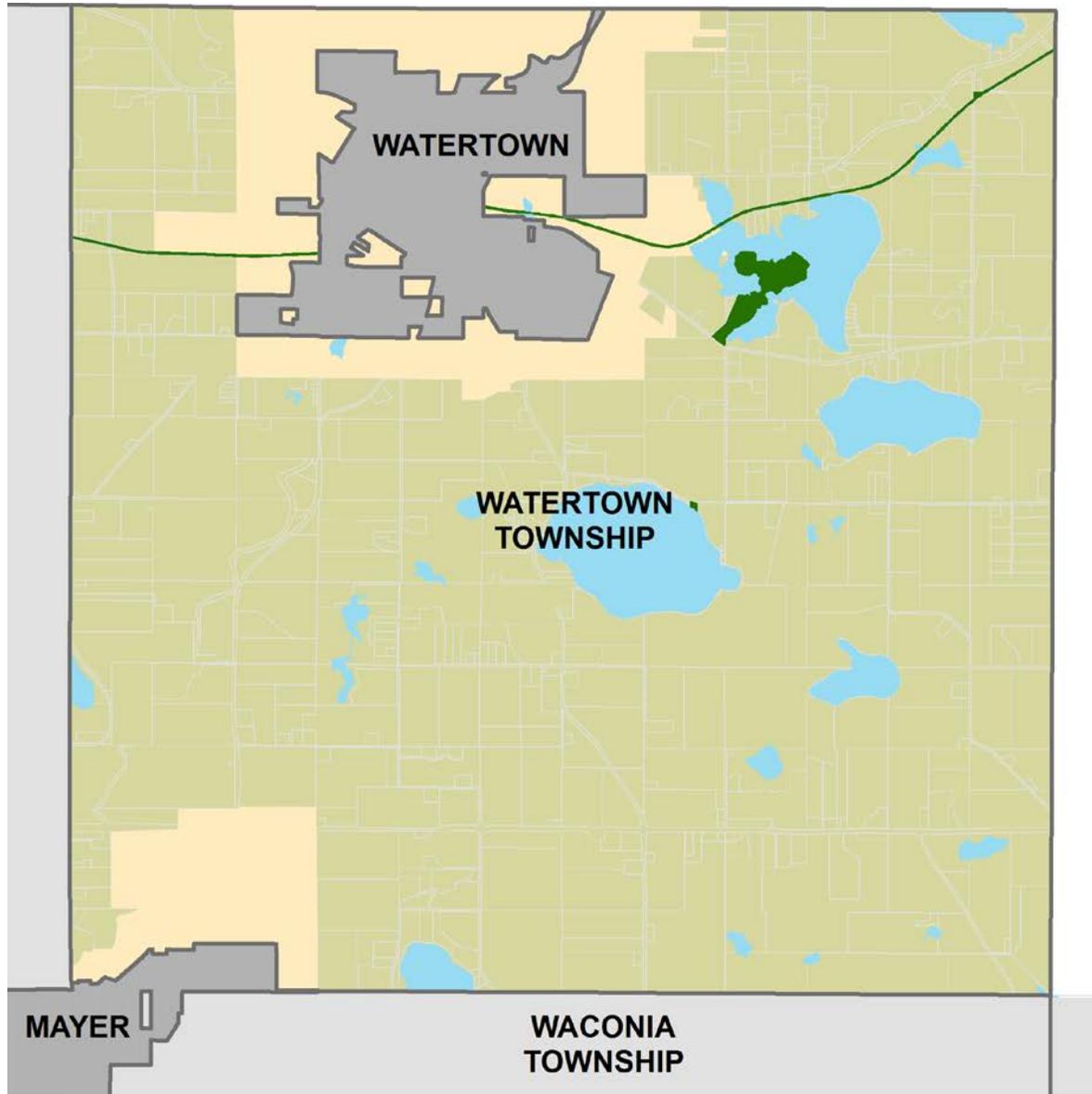
TRAIL AND BIKEWAY PLAN



WATERTOWN TOWNSHIP EXISTING LAND USE



WATERTOWN TOWNSHIP PLANNED LAND USE



FUTURE LAND USE CATEGORIES

- City
- Agricultural Area
- 2040 Growth Area
- Open Water
- Parks and Preserve

WATERTOWN TOWNSHIP POLICIES

Land Use

Because of the location, soil types, development trends, market demands in the area, and distance to sewer and water service, agriculture will continue to be the principal land use in Watertown Township. Land use patterns will remain relatively stable. Very limited amounts of agricultural land will be converted to residential uses. The land at the area around Highway 7/ CSAH 10 intersection is designated as an economic development opportunity area and may be converted to uses other than agriculture.

- TOWNSHIP POLICY LU-1 Agriculture will continue to be the primary land use and economic base of the Township. The Township hereby adopts the Carver County Land Use Plan as part of the Township Plan. A map showing future land use in the Township can be found in the County Plan. The County Plan along with the policies in this Plan will be used to manage land use and environmental resources in Watertown Township.
- TOWNSHIP POLICY LU-2 Policy Area Designation: The entire Township, outside of the designated Transition Policy Area, is hereby designated as being in the Agricultural Policy Area. The Township’s land use policy designations are shown on the Policy Map. For the land in the Agricultural Policy Area, the Township chooses to utilize Option 3—High Amenity and Option 4—Conservation Incentive, as provided for in the Carver County Land Use Plan. The waterbodies eligible for additional density under Option 3 are: Rice Lake, Oak Lake, Mud Lake, Swede Lake, Buck Lake, Goose Lake, Lippert Lake, and the Crow River.
- TOWNSHIP POLICY LU-3 Watertown Township recognizes golf courses as a compatible and desirable land use within the Township, as defined in the Carver County Land Use Element. Development standards and guidelines as defined in the County Comprehensive Plan and County Water Plan will be followed for any golf course development.
- TOWNSHIP POLICY LU-4 Watertown Township recognizes the importance of preserving natural amenities and resources. The Township chooses to additionally allow for Option 4– Conservation Incentive, as provided for in the Carver County Land Use Plan.
- TOWNSHIP POLICY LU-5 Watertown chooses to provide for the transfer of building eligibilities to non-adjacent parcels, as provided for in the County Plan.
- TOWNSHIP POLICY LU-6 Watertown Township adopts the animal agriculture operations policy and standards contained in the County Land Use Plan and the County Feedlot Ordinance. In addition, the Township adopts standards which apply to areas east and west of a division line which runs from State Highway 25 on the north Township boundary to State Highway 7, east on Highway 7 to CSAH 10, then south on CSAH 10 to the south Township boundary. The following standards will apply to animal agriculture operations in Watertown Township:
- New and expanded animal agriculture operation feedlots greater than 50 Animal Units (AU) shall be required to obtain a Conditional Use Permit.
 - New animal agriculture operations east of the division line are restricted to 200 AUs or less, except as provided below;
 - New animal agriculture operations west of the division line are restricted to 400 AUs or less;
 - Expansion of existing animal agriculture operations are restricted to a 25 percent above the AU existing as of August 6, 2018, the date Resolution 8-6-2018 was first adopted, except as further limited by this Resolution;
 - No expansions above 200 AU will be allowed east of the division line, with the exception of the SW 1/4 of Section 29 which will be allowed expansion to a maximum of 300 AU, but with an absolute exclusion of swine.
 - No expansions above 400 AU west of the division line shall be allowed.

WATERTOWN TOWNSHIP POLICIES

Land Use—Continued

TOWNSHIP POLICY LU-7	The Transition Areas, as identified in the Township Policy Map, shall be managed in accordance with the policies in the County Plan. Those areas which lie within Orderly Annexation Areas for either the Cities or Mayer or Watertown and have had planning and zoning authority transferred to either City shall be managed according to policies in the City Plan.
TOWNSHIP POLICY LU-8	Commercial outdoor shooting ranges accommodating rifles and/or handguns, shall not be permitted to be built nor operated at any location within Watertown Township.
TOWNSHIP POLICY LU-9	Watertown Township, in concert with Carver County and the Cities of Watertown and Mayer, studied the concept of the designation of an economic development opportunity area near State Highway 7 and County State Aid Highway 10. Appropriate land uses in the area would be for the purposes of enhancing energy use, generation, transmission, and operations; public service operations; agricultural-based activities which support area land uses, and other uses which do not require municipal services. Actual development would need to be preceded by a Comprehensive Plan amendment which would include, but is not limited to: land use change, development plan, environmental analysis, traffic studies, stormwater management, sewer and water needs, and development standards.
TOWNSHIP POLICY LU-10	Watertown Township is bordered by the City of Mayer, and borders the City of Watertown on all sides. Watertown Township is part of orderly annexation agreements with these cities. The City of Mayer has planning and zoning authority for 11 parcels within its orderly annexation area. The City of Watertown has planning and zoning authority for 42 parcels within its orderly annexation area.

Water Resources

Carver County is the water authority for the Crow River and Carver Creek Watersheds and the Minnehaha Creek Watershed District is the water authority for the MCWD. One parcel within Watertown Township lies within the MCWD and Six Mile Creek Halsted Bay subwatershed. They are required to prepare and implement a water plans which addresses surface water and groundwater issues. The Township is required to adopt a Local Watershed Management Plan that complies with the Watershed Plans.

TOWNSHIP POLICY WR-1	Watertown Township hereby concurs with and adopts the current Carver County Water Management Organization (CCWMO), as adopted by the Carver County Board of Commissioners, and the Minnehaha Creek Watershed District (MCWD) Water Management Plans; this plan serves as the Township’s Local Surface Water Management Plan.
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Parks, Open Space, and Trails

TOWNSHIP POLICY POST-1	Watertown Township acknowledges that the Metropolitan Council’s Regional Park Policy Plan (RPPP) identifies the Crow River Regional Trail (identified to as the Western Carver County Regional Trail in the RPPP) with a potential future alignment through the Township as a linking trail. The establishment of any future trail alignment will result from a master plan process done in coordination with Watertown Township,
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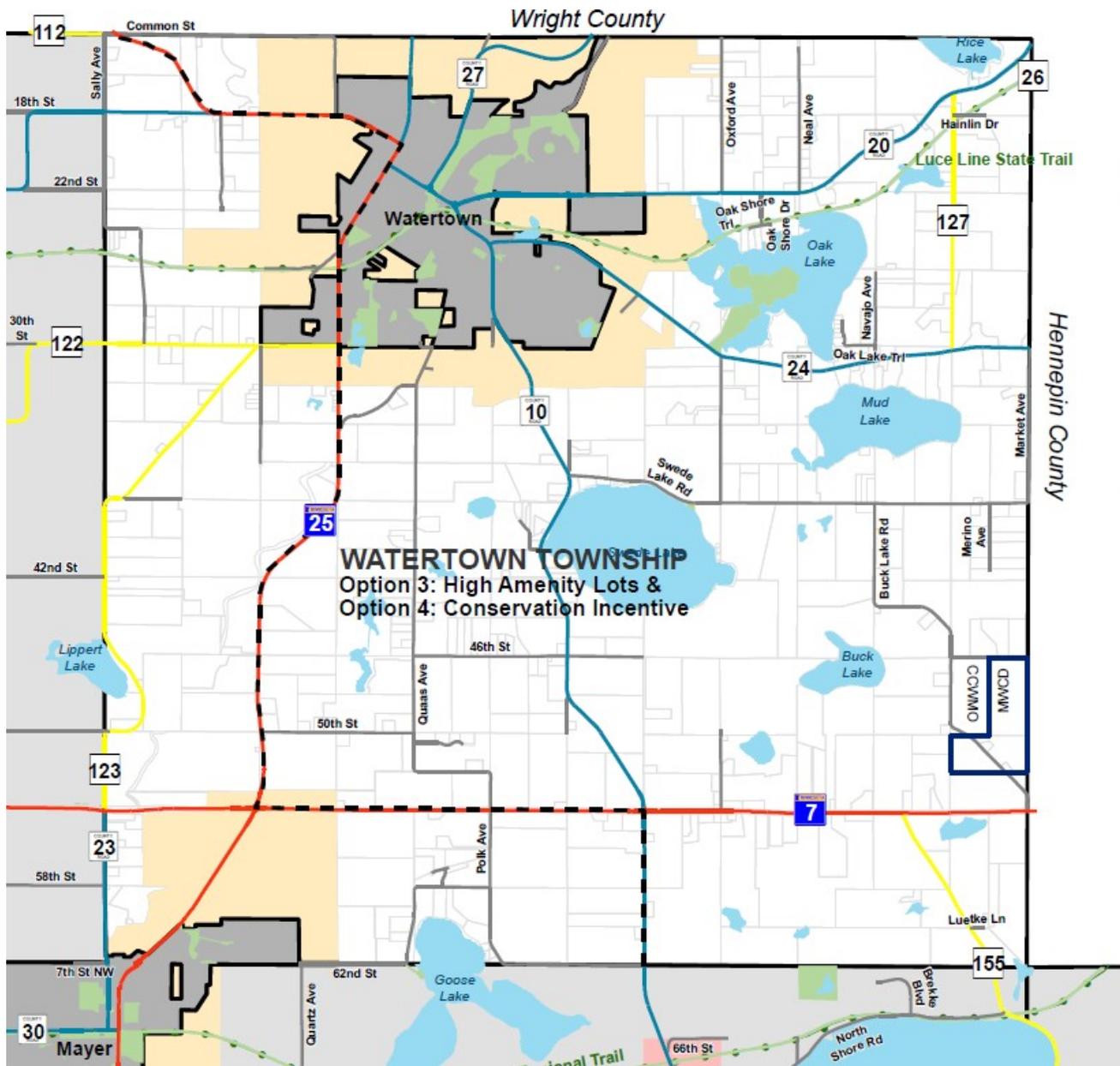
WATERTOWN TOWNSHIP POLICIES

Transportation

Watertown Township’s transportation system consists of County and State Highways and Township roads (see map). The Township is responsible for the planning, construction, and maintenance of the Township road system, while the County and State are responsible for their respective systems. The primary function of local roads is to provide access to individual parcels of land and to move traffic to the collector system. The purpose of the collectors is to collect traffic from the local roads and to provide access to individual parcels of property. The principal function of the arterials is to move traffic to destinations outside the Township and to provide for connections to the regional system. In a rural area such as Watertown Township, the arterials also perform a secondary function of providing access to individual parcels of property.

- TOWNSHIP POLICY TR-1 The Township’s primary responsibility is the maintenance and improvement of the Township road system as shown on the Policy Map and as provided by statute. The Township road system will be maintained at a level consistent with the need to serve the agricultural economy and residential development at densities provided in the Land Use element. Improvements will be made only to maintain or attain that level of service. The road system consists of those roads identified as Township roads on the Watertown Township Policy Map. The system may be modified by additions or deletions to the system made on the official town road map, as recorded in the Office of the County Recorder or other appropriate Township action.
- TOWNSHIP POLICY TR-2 Alternatives should be investigated in cases where the approval of a change in land use would raise traffic on a gravel road substantially above 200 ADT. Individual land uses that will generate high levels of traffic and/or heavy vehicle traffic will be discourage and may be required to participate in the upgrading of facilities.
- TOWNSHIP POLICY TR-3 Watertown Township does not foresee the need for the construction of any new roads on the Township system. The Township’s primary concern is the maintenance and improvement (when necessary) of the town road system. If new roads are needed to provide service to new development, these roads will be constructed solely at the expense of the developer. Such roads shall meet Township and County standards for local roads or a higher standard if the road will be of a higher classification as shown in the County Transportation Plan. The Township will not accept these as public roads. These roads will be maintained and repaired by a homeowner’s association or similar entity consisting of the land owners served by the road. However, the Township may accept a new road if it connects to an existing public road at either end.
- TOWNSHIP POLICY TR-4 Watertown Township will consider the number of residences a roadway leads to when deciding if the Township will accept it as a public road. If a roadway leads to less than three residences on three separate property sites the township likely will not accept the roadway. If a roadway serving less than 3 residences has been in existence for at least 10 years, consideration will be given to accepting the roadway if all other standards have been met.

WATERTOWN TOWNSHIP POLICY MAP



WATERTOWN TOWNSHIP Option 3: High Amenity Lots & Option 4: Conservation Incentive

- Transition Area
- Agricultural Policy Area
- Rural Service District
- Park, Recreational, or Preserve
- Open Water
- US Highway
- MN Highway
- County-State Aid Highway
- County Road
- Township Road
- ++ Railroads
- Regional Trails



YOUNG AMERICA TOWNSHIP

Policy Chapter

Produced by

CARVER COUNTY—Planning and Water Management Department
Government Center, Administration Building—600 East 4th Street, Chaska, MN 55318

TOWNSHIP OVERVIEW

Located along the most southwestern border, approximately 41 miles southwest of the Twin Cities Metropolitan Area, Young America Township is one of ten townships in Carver County, Minnesota. Organized in 1858, it was first named Farmington but changed the name to Young America in 1863. This name was a familiar expression for the vigor and progressiveness of the young people of the United States. The community had a station of the Minneapolis and St. Louis Railroad, a flour mill, a creamery, and grain elevators. In 2016, Young America Township had an estimated population of 677 (Metropolitan Council), making it the ninth most populous township in Carver County. Young America Township has a total land area of approximately 33.4 square miles (21,347 acres). Young America Township borders Camden Township to the north, Benton Township to the east, Sibley County to the South, and McLeod County to the West.

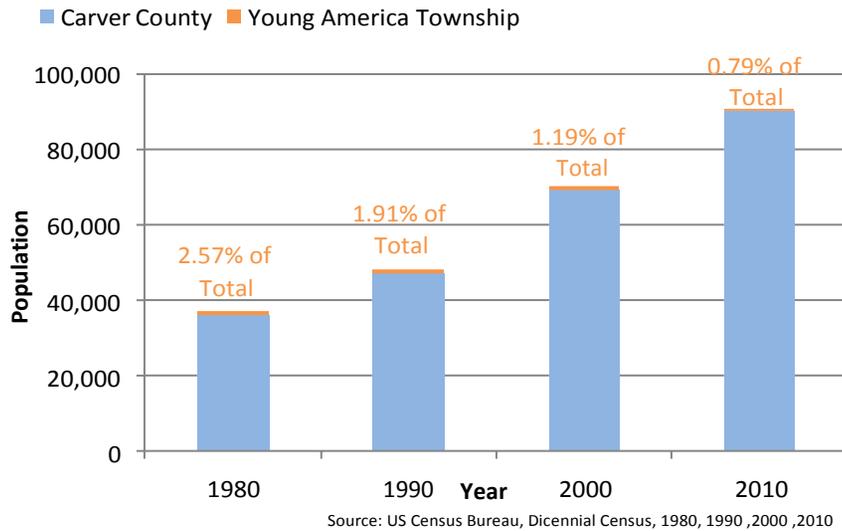


POPULATION AND HOUSEHOLDS

Population Trends and Forecasts

Young America Township has experienced a slight decrease in population over the last several decades. The Metropolitan Council estimates that in 2016, Young America Township’s population numbered approximately 677.

Young America Township’s population is expected to stagnant over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggest that Young America Township will have a population of 670 by 2040.



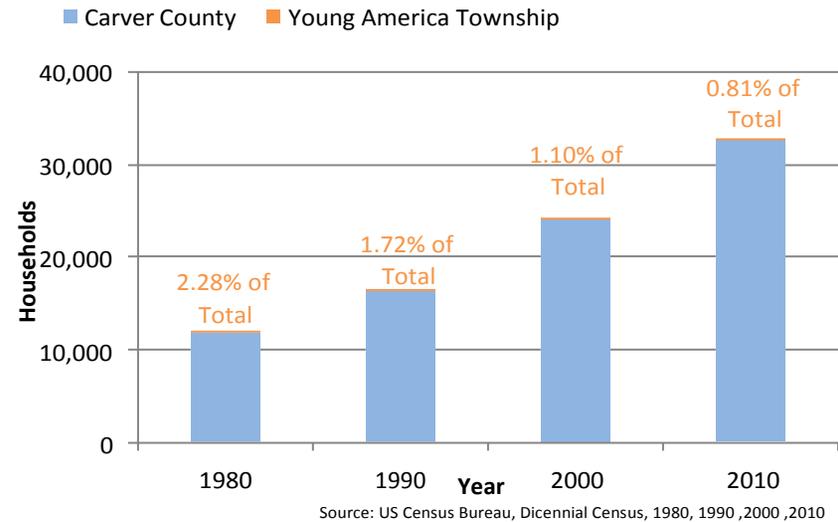
Population Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Young America Township	715	677	670	660	670
Carver County Total	91,042	100,895	108,520	135,960	161,440

Household Trends and Forecasts

Young America Township has experienced a modest change in households over the last several decades. The number of households has slightly decreased steadily since 1990.

Young America Township’s households are expected to be increasing over the next few decades. The Metropolitan Council forecasts for 2020, 2030, and 2040, suggests that Young America Township will have a total of 300 household by 2040.



Households Estimates and Forecasts

Community	2010 Census	2016 MC Estimate	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Young America Township	266	256	270	280	300
Carver County Total	32,891	36,418	40,940	52,180	62,650

EMPLOYMENT AND EDUCATION

Employment Status, Educational Attainment, and Employment Forecasts

Employment Status and Commute to Work

According to the 2015 U.S. Census Bureau American Community Survey, Young America Township had an estimated 599 persons the age of 16 years and over. Of this total, 76.3% of these persons were in the labor force. The total civilian labor force (not including persons on active duty in the United States Armed Forces, unpaid volunteers or homemakers) consisted of 457 persons, 75.5% of which were employed and 0.8% unemployed.

Educational Attainment

In 2015, Young America Township had approximately 520 people 25 years and over. 240 were high school graduates, 121 had some college with no degree, 58 obtained an associate’s degree, 67 graduated with bachelor’s degrees, and 16 received a graduate or professional degree. Overall, 96.5% of the population 25 years and over were high school graduates or higher.

Employment Forecast

Job growth in Young America Township is expected to increase only very minimally over the next couple decades. The Township Land Use Policy of directing commercial and industrial activities to rural service districts and cities limits the amount of new jobs possible in the township outside of the agricultural industry.

YOUNG AMERICA TOWNSHIP LAND USE SUMMARY

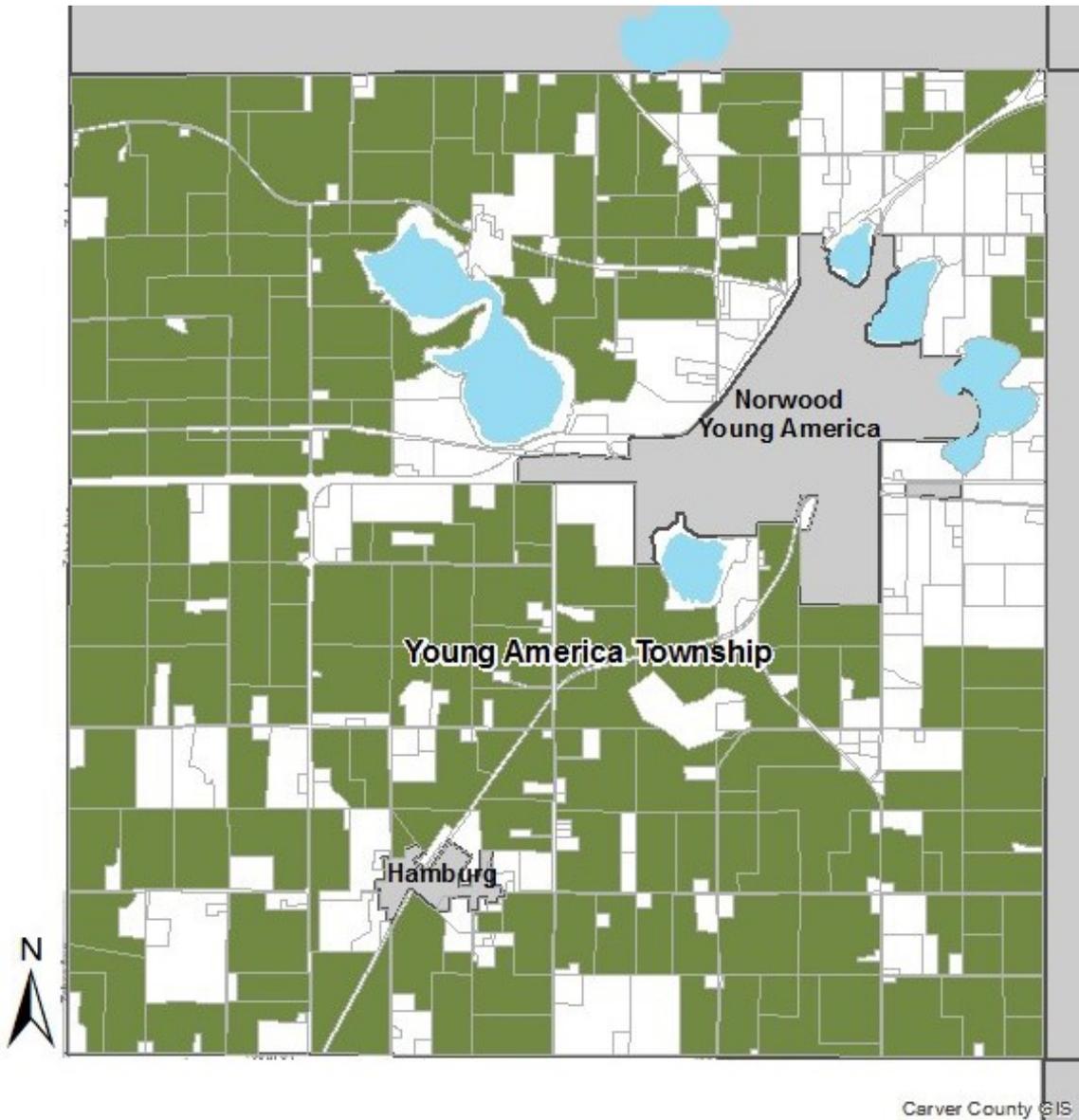
Land Use Category	2016 (acres)	2040 (acres)
Agricultural	20,374	17,811
Open Water	739	352
Park, Recreational or Preserve	234	234
2040 City Growth Area	0	2950
TOTAL	21,347	21,347

Note: This table may not reflect future changes to land use which are allowed through current controls and regulations.

EMPLOYMENT ESTIMATES AND FORECASTS

Community	2010 Census	2020 MC Forecast	2030 MC Forecast	2040 MC Forecast
Young America Township	119	120	120	120
Carver County Total	31,836	41,910	48,330	54,800

AGRICULTURAL PRESERVE

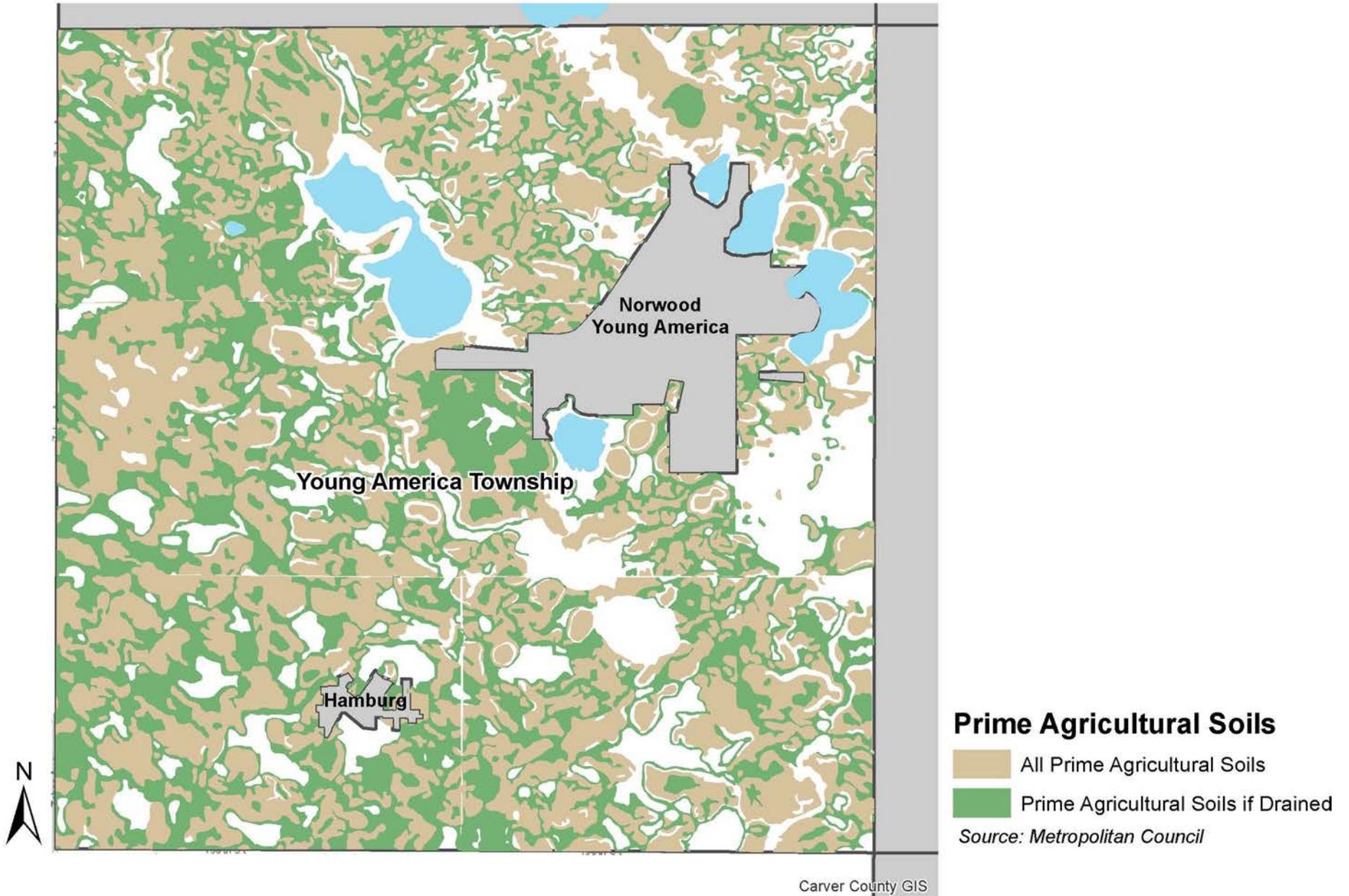


Young America Township has a high participation rate in the Agricultural Preserve Program. As of 2014, approximately 13,616 acres (64%) of the land within the Township is entered in the program. The Agricultural Preserve participation rate indicates a commitment to agriculture over the long-term. The Agricultural Preserve covenant limits the residential density to 1 dwelling per 40 acres, regardless of other zoning provisions.

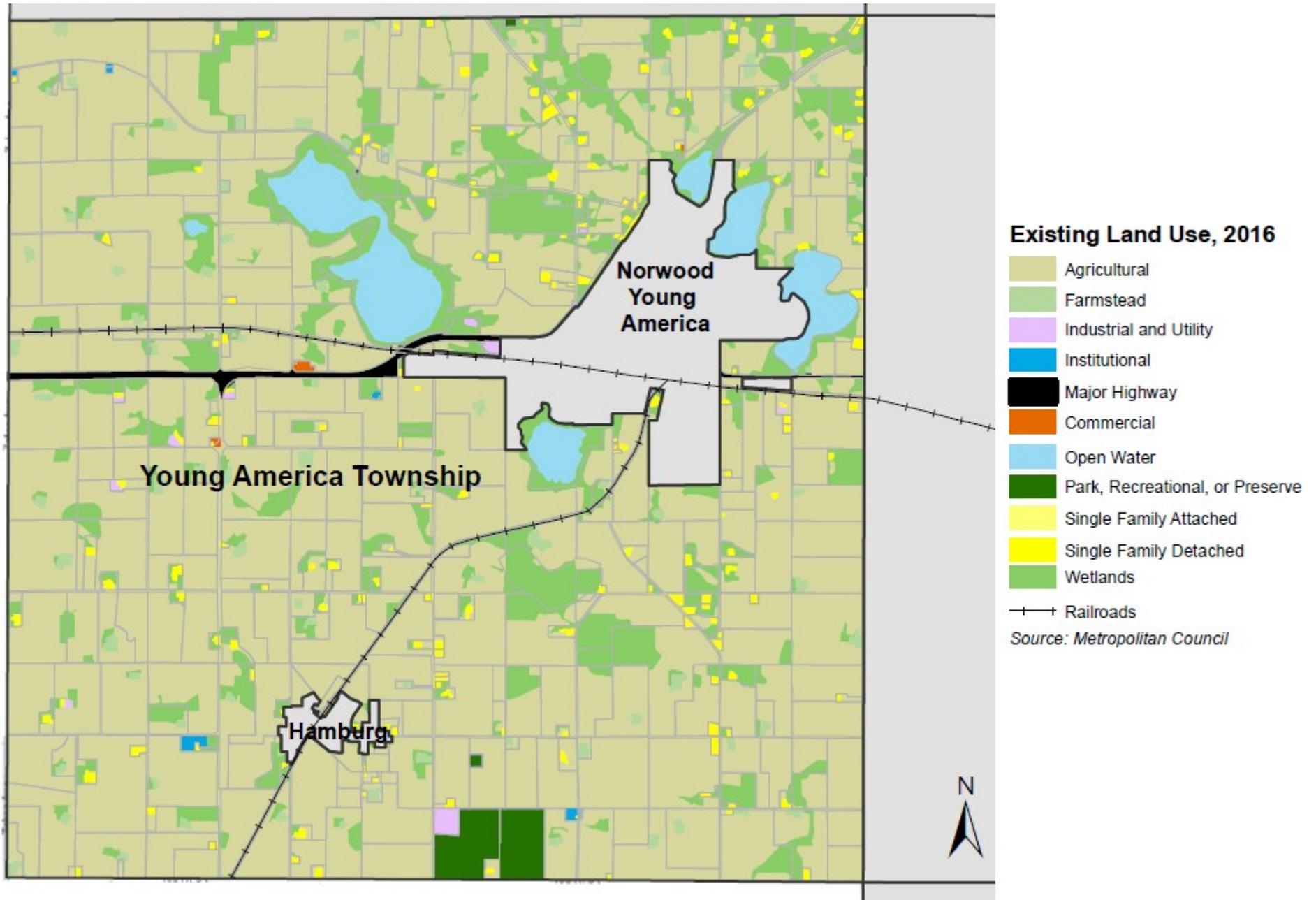
Overall, Carver County has a high participation rate within the Agricultural Preserve Program compared to other metropolitan counties. As of 2014, Carver County had a total of 104,781 acres enrolled in the program. The Twin Cities Metro region had a total of 189,570 acres enrolled.

 Enrolled Agricultural Preserves, 2014
Source: Metropolitan Council

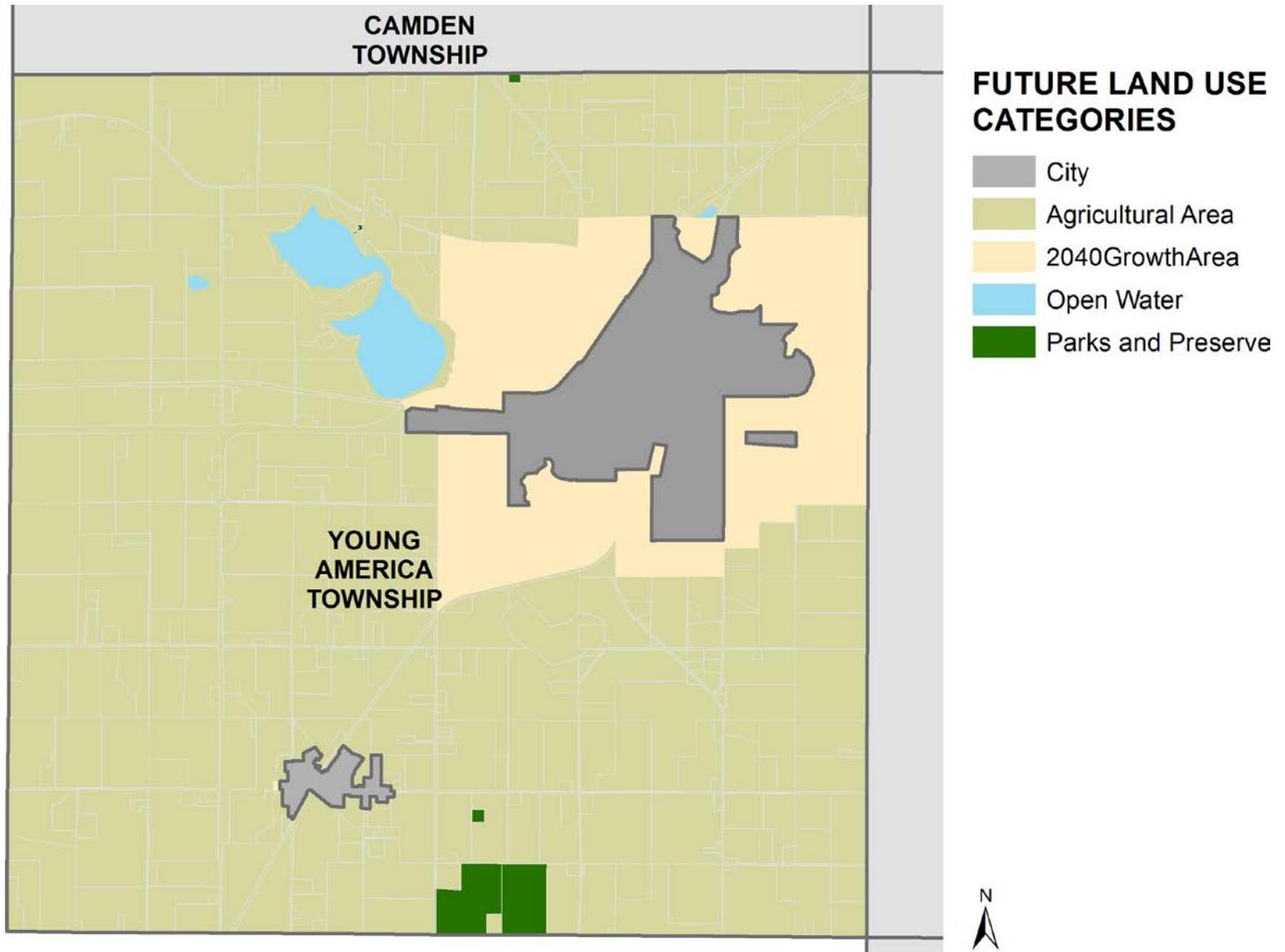
PRIME AGRICULTURAL SOILS



YOUNG AMERICA TOWNSHIP EXISTING LAND USE



YOUNG AMERICA TOWNSHIP PLANNED LAND USE



YOUNG AMERICA TOWNSHIP POLICIES

Land Use

Because of the location, soil types, development trends, market demands in the area, and distance to sewer and water service, agriculture will continue to be the principal land use in Young America Township. Land use patterns will remain relatively stable.

- TOWNSHIP POLICY LU-1 Agriculture will continue to be the primary land use and economic base of the Township. The Township hereby adopts the Carver County Land Use Plan as part of the Township Plan. A map showing future land use in the Township can be found in the County Plan. The County Plan along with the policies in this Plan will be used to manage land use and environmental resources in Young America Township.
- TOWNSHIP POLICY LU-2 Policy Area Designation: The Township’s land use policy designations are shown on the Policy Map. For the land in the Agricultural Policy Area, the Township chooses to utilize Option 1—the basic 1 dwelling per 1/4 1/4 section as provided in County Policy.
- TOWNSHIP POLICY LU-3 The County Plan provides for a number of land use options that townships can choose to implement. Young America Township chooses not to implement: the transfer of 1 per 40 eligibilities to non-adjacent parcels; golf courses; or additional feedlot regulations.
- TOWNSHIP POLICY LU-4 The Cities of Hamburg and Norwood Young America are bordered on all sides by Young America Township. Each City has recently updated their Comprehensive Plan and any growth shown within Young America Township can be seen on the Township’s Policy Map as the Transition Area. The Transition Area designation should be limited to the area shown on the Policy Map. The Transition Area on the Policy Map shall be managed in accordance with the policies in the County Plan. The Township will generally agree to annexation of a property by a city if the annexation meets the following criteria:
- Annexation is supported and identified in the City’s Comprehensive Plan
 - Development will occur immediately and will be served by municipal sewer, water, and roads.
 - Development is not feasible under the County Plan and ordinances.

Water Resources

Young America Township is located in the Bevens Creek, Crow River, Carver Creek and Buffalo Creek Watersheds. Carver County is the water management authority for the Bevens Creek, Crow River, and Carver Creek watersheds and the Buffalo Creek Watershed District is the water authority for the Buffalo Creek Watershed. They are required to prepare and implement water plans which address the surface water and groundwater issues. The Township is required to adopt a Local Watershed Management Plan that complies with the Watershed Plans.

- TOWNSHIP POLICY WR-1 Young America Township hereby adopts the current Carver County Water Management Organization (CCWMO), as adopted by the Carver County Board of Commissioners, and the Buffalo Creek Watershed District (BCWD) Watershed Management Plans as the Township’s Local Surface Water Management Plan.

YOUNG AMERICA TOWNSHIP POLICIES

Parks, Open Space, and Trails

- TOWNSHIP POLICY POST-1 Young America Township acknowledges that the Metropolitan Council’s Regional Park Policy Plan (RPPP) identifies the Western Carver County Regional Trail with a potential alignment through the Township. The establishment of any future trail alignment with result from a master plan process done in cooperation with Young America Township, Carver County, and others.
- TOWNSHIP POLICY POST-2 Young America Township acknowledges that the Metropolitan Council’s RPPP shows a regional trail along the Twin Cities & Western (TCW) rail corridor. The establishment of any such regional trail would not occur until the TCW corridor was no longer used as an active rail line or an agreement was reached for parallel trail use. The development of a trail master plan would not occur until there is a change in the operation of the rail corridor which would support a trail. At this time, the Township supports the use of the corridor as an active rail line into the foreseeable future.

Transportation

Young America Township’s transportation system consists of County and State Highways and Township roads (see map). The Township is responsible for the planning, construction, and maintenance of the Township road system, while the County and State are responsible for their respective systems. The primary function of local roads is to provide access to individual parcels of land and to move traffic to the collector system. The purpose of the collectors is to collect traffic from the local roads and to provide access to individual parcels of property. The principal function of the arterials is to move traffic to destinations outside the Township and to provide for connections to the regional system. In a rural area such as Young America Township, the arterials also perform a secondary function of providing access to individual parcels of property.

- TOWNSHIP POLICY TR-1 The Township’s primary responsibility is the maintenance and improvement of the Township road system as shown on the Policy Map and as provided by statute. The Township road system will be maintained at a level consistent with the need to serve the agricultural economy and residential development at densities provided in the Land Use element. Improvements will be made only to maintain or attain that level of service. The road system consists of those roads identified as Township roads on the Young America Township Policy Map. The system may be modified by additions or deletions to the system made on the official town road map, as recorded in the Office of the County Recorder or other appropriate Township action.
- TOWNSHIP POLICY TR-2 Alternatives should be investigated in cases where the approval of a change in land use would raise traffic on a gravel road substantially above 200 ADT. Individual land uses that will generate high levels of traffic and/or heavy vehicle traffic will be discourage and may be required to participate in the upgrading of facilities.

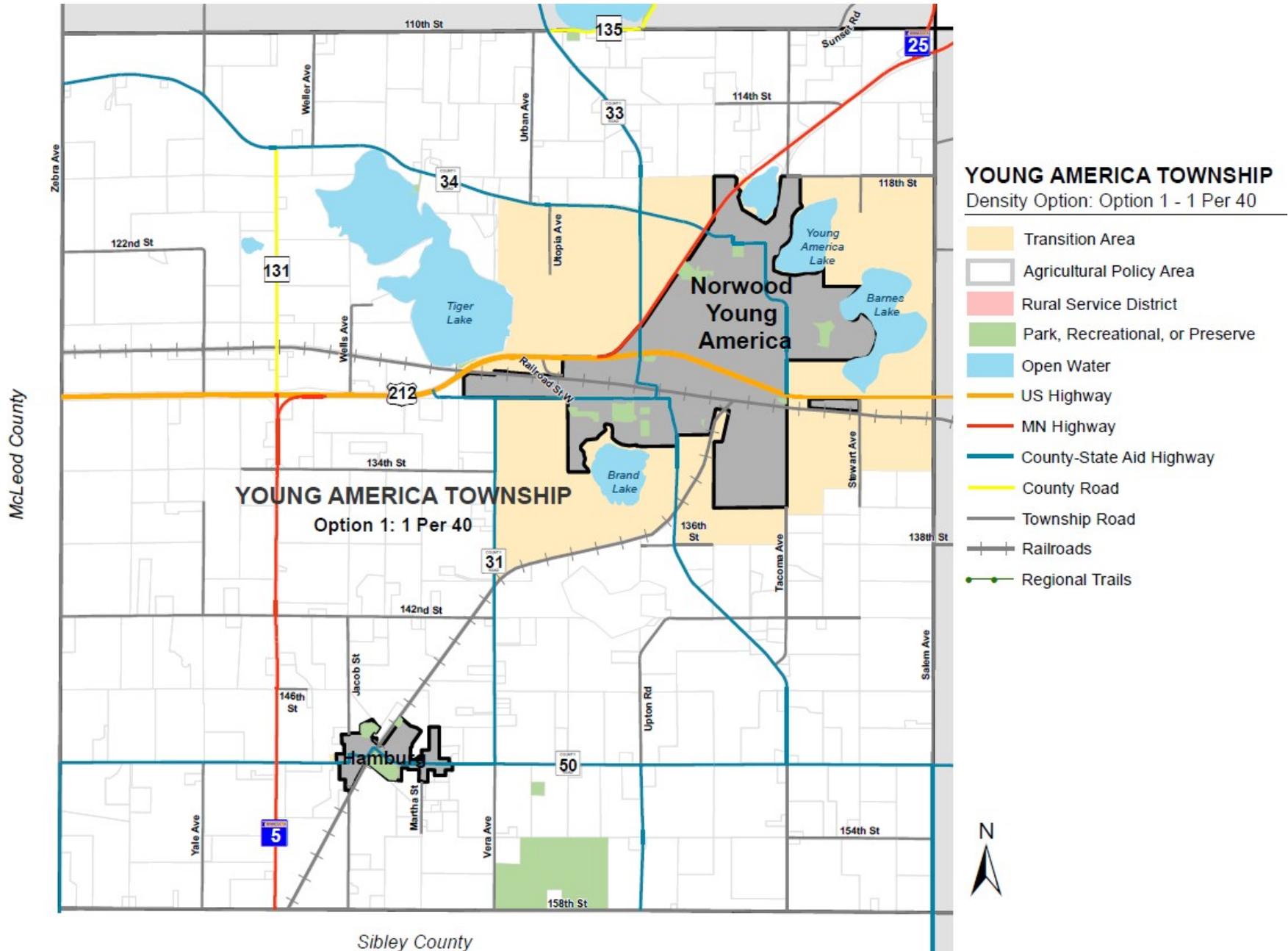
YOUNG AMERICA TOWNSHIP POLICIES

Transportation—Continued

TOWNSHIP POLICY TR-3

Young America Township does not foresee the need for the construction of any new roads on the Township system. The Township’s primary concern is the maintenance and improvement (when necessary) of the town road system. If new roads are needed to provide service to new development, these roads will be constructed solely at the expense of the developer. Such roads shall meet Township and County standards for local roads or a higher standard if the road will be of a higher classification as shown in the County Transportation Plan. The Township will not accept these as public roads. These roads will be maintained and repaired by a homeowner’s association or similar entity consisting of the land owners served by the road. However, the Township may accept a new road if it connects to an existing public road at either end.

YOUNG AMERICA TOWNSHIP POLICY MAP





2040 CARVER COUNTY COMPREHENSIVE PLAN

www.co.carver.mn.us/2040plan

TRANSPORTATION

4. TRANSPORTATION PLAN

4.1. Introduction

The Transportation section of the Carver County 2040 Comprehensive Plan is intended to meet regional guidelines and promote a wide-range of modern, responsive, safe, and cost-effective transportation resources to support the County’s rural and urban economies and growing population. In general, this section outlines plans for the County’s transportation-related facilities, including principal and minor arterial highways; transit services and facilities; bicycling and walking facilities; aviation facilities; and the County’s freight related systems.

Carver County, as one of the entities in the seven-county Minneapolis– St. Paul metropolitan area, subscribes to similar intentions and aspirations of the overall Metropolitan Council’s mission of planning and building a 21st century transportation system, with the premise that a financially sustainable, world-class transportation system is vital for a thriving regional and county-level economy. As noted in the Council’s mission statements, the County takes seriously that the Metropolitan Council is responsible for ensuring that transportation infrastructure equitably meets the demands of its residents as the region grows, and plays central roles in several areas, including land use, economic development, regional transportation, transit, and parks and trails.

The County understands that it is also part of Thrive MSP 2040, the Metropolitan Council’s vision for the seven-county Twin Cities region over the next 20 years, which calls for policies and regional investments that support a prosperous, equitable, and livable region now and in the future. The Transportation Plan is based on the Thrive MSP 2040 Regional Development Plan and the Council’s 2040 population, household, and employment forecasts for the County. The Transportation Plan is one of the specific content areas or plan elements required to contain minimum requirements as well as consider suggested optional value-added planning efforts.

In addition, the Transportation Plan relates to the Council’s System and Policy Plans, such as the 2040 Transportation Policy Plan, as well as other Council special studies like the Principal Arterial Intersection Conversion Study, Congestion Management Safety Plan (CMSP) IV, Highway Truck Corridors Study, and the Regional Bicycle Barriers Study.

Consistent with the Metropolitan Council’s Local Planning Handbook, the Transportation Plan is comprised of 6 main areas in addition to the Introduction:

- 4.2.** Roadway System Plan (RSP)
- 4.3.** Transit
- 4.4.** Mobility Trends
- 4.5.** Bicycling and Walking
- 4.6.** Freight
- 4.7.** Aviation

Notes:

- Figures in the Transportation chapter are available in a more readable format online and upon request.
- The county roadway system is defined under the Jurisdictional Classification sub-section of Existing Roadway System on page 4.13 including:
County Road (CR), County State Aid Highways (CSAH), State Trunk Highways (TH), United States (US) Highways, City, and Township roads.

4.2. Roadway System Plan (RSP)

4.2.A. Introduction

The Carver County 2040 Roadway System Plan (RSP) is a long-range, comprehensive planning and strategy document prepared to provide direction for the management and prioritization of the county's transportation system, roadways, and right of way corridors. The RSP analyzes the existing and future land use and transportation conditions to plan for the County's future needs and interests for a safe and efficient transportation system. In addition, the RSP provides data analysis and direction to assist in financial planning of future transportation investments.

The County's 2040 RSP is an update to the 2030 RSP and 2014 RSP Amendment. The intent and focus of the 2040 RSP is to incorporate and carry forward most all of the original 2030 components as well as those of the 2014 RSP Amendment. The 2040 RSP is meant to establish broad, forward thinking goals, strategies, and implementation elements to provide a framework for ongoing County, Metropolitan Council, and State land use planning and transportation planning activities. The 2040 RSP is also meant to complement other adopted and future planning documents and programs where detailed recommendations supplement the more general recommendations of the 2040 RSP.

The sections of the RSP form a comprehensive transportation planning document to encompass the main goals for the County's transportation system: safety, efficiency and mobility, modernization and preservation, sustainable funding, and partnerships and coordination. The order of the RSP sections are as follows:

- 4.2.B The Roadway System Goals and Strategies section is a set of goals and strategies that set a framework for the RSP, establishing direction for programs and activities.
- 4.2.C Roadway System Performance Measures are linked to transportation elements to help monitor goals and strategies and enable the County to track the condition of transportation infrastructure and assets.
- 4.2.D The Existing Roadway System section inventories past planning efforts, programmed improvements, existing congestion, and safety needs.

The next two sections explain the data analysis process for the 2040 traffic forecasts including sections titled:

- 4.2.E Travel Demand Model: Socioeconomic Forecasts and;
- 4.2.F Travel Demand Model: Roadway System Forecasts (Scenarios).
- 4.2.G This analysis is used to identify 2040 roadway needs in the Future Roadway System Needs section, which includes the traffic model forecasts, future congestion analysis, and priority corridor identification.
- 4.2.H The Policy Direction section provides implementation direction for topics such as jurisdictional transfers, safety, access management, right-of-way preservation, environment, and system preservation.
- 4.2.I The final section, Financial Planning and Project Implementation Strategies, outlines projected revenue and project expenditure analysis and is a financial planning tool for forecasted 2040 roadway system needs and a basis for potential future updates as conditions change.

4.2.B. Roadway System Goals and Strategies

The goals and strategies reflect those included in the 2030 RSP and the 2014 RSP Amendment with revisions based on technical review and input received during the public process. Revisions also reflect policy changes at the local and regional level.

4.2.B.1. Roadway System Goals

COUNTY GOAL TR– 1

Develop, manage, and maintain a roadway network that supports and promotes modern infrastructure conditions and standards.

COUNTY GOAL TR– 2

Develop a roadway network that promotes traffic safety and healthy, livable communities.

COUNTY GOAL TR– 3

Strive to ensure that the roadway network promotes the efficient movement of people and goods and regional mobility.

COUNTY GOAL TR– 4

Maintain and manage traffic demands and levels of service to meet the challenges and opportunities resulting from growth and development.

COUNTY GOAL TR– 5

Build and develop partnerships through cooperation and coordination among jurisdictions.

COUNTY GOAL TR– 6

Identify sustainable funding sources to maintain and operate the County highway system.

COUNTY GOAL TR– 7

Develop, and/or refine, County policies related to operations, safety, mobility, planning, and funding of the County roadway network.

4.2.B.2. Roadway System Strategies

COUNTY STRATEGY TR– 1

Maintain infrastructure in a state of good repair.

COUNTY STRATEGY TR– 2

Modernize County’s highways and bridges to meet current and future standards.

COUNTY STRATEGY TR– 3

Reduce roadway and intersection crashes and fatalities in the County.

COUNTY STRATEGY TR– 4

Develop a traffic safety master plan and prioritization schedule.

COUNTY STRATEGY TR– 5

Employ the County’s access management program and speed limit levels to maintain mobility and corridor viability.

4.2.B.2. Roadway System Strategies—Continued

COUNTY STRATEGY TR– 6

Make judicious roadway and intersection capacity improvements to meet current traffic needs.

COUNTY STRATEGY TR– 7

Encourage mode separation where possible.

COUNTY STRATEGY TR– 8

Review geometric improvements annually.

COUNTY STRATEGY TR– 9

Evaluate and set appropriate speed limits.

COUNTY STRATEGY TR– 10

Establish a 2040 proposed functional classification system.

COUNTY STRATEGY TR– 11

Establish a County roadway system that meets future capacity demands.

COUNTY STRATEGY TR– 12

Maintain mobility on arterial routes to minimize through-traffic on local routes.

COUNTY STRATEGY TR– 13

Encourage consistency between roadway jurisdiction, designation, and functional classification.

COUNTY STRATEGY TR– 14

Manage county roadway access.

COUNTY STRATEGY TR– 15

Coordinate and interact with state and local roadway agencies on transportation plans and long-range planning initiatives.

COUNTY STRATEGY TR– 16

Implement the County's 20-Year Transportation Tax Improvement Plan.

COUNTY STRATEGY TR– 17

Align rural roadway shoulder improvements with on-road bikeway facilities where possible.

COUNTY STRATEGY TR– 18

Analyze safety conditions for specific intersections, segments, and corridors and identify high-benefit, low-cost strategies for areas with poor safety scores.

COUNTY STRATEGY TR– 19

Support other safety initiatives, such as Towards Zero Death (TZD), road safety audits, and public outreach efforts related to the 5 E's.

4.2.C. Roadway System Performance Measures

The 2040 RSP introduces performance measures, which are tied to major program areas, work activities, and functional attributes of the County's roadway system. Performance measures are designed to serve as benchmarks or indicators to evaluate and quantify progress, increase accountability, and provide transparency through regular reporting. The performance measures are linked to transportation elements to help monitor the RSP's goals and strategies and enable the County to track the condition of transportation infrastructure and assets. It is important to recognize the performance measures are in the early stages of being defined, tracked, and evaluated. The implementation plan will include establishing performance targets for the County's roadway system.

4.2.C.1. 2040 Roadway System Performance Measures

System Alignment

- Mileage and percent of county highway system meeting CSAH standards.
- Number and percent of county intersections that are ADA compliant
- Mileage and percent of county highways with a 2040 ADT > 2,500 that have shoulder widths meeting CSAH standards.

Mobility

- Miles of roadway corridor (existing and 2040) exceeding a Volume/Capacity (V/C) ratio of 1.0 or higher.
- Miles of roadway corridor (existing and 2040) exceeding a Volume/Capacity (V/C) ratio of 0.85.
- Percent of signalized intersections on the CSAH system operating at a level of service D.
- Percent of county road to county road intersections at a Volume/Capacity (V/C) ratio of ≥ 1.0 .
- Percent of county road to state road intersections at a Volume/Capacity (V/C) ratio of ≥ 1.0 .
- Percent of county road to city collector at a Volume/Capacity (V/C) ratio of ≥ 1.0 .
- Vehicle Miles Traveled (VMT) per capita on the CSAH and CR system.

Safety

- Number of fatal and serious vehicle crashes countywide, including the state system by year.
- Number of fatal and serious pedestrian and bicycle injury crashes countywide, including the state system by year.

Operations and Maintenance

- Mileage and percent of county pavement in poor condition and county pavement in good condition.
- Mileage and percent of roadbeds > 60 years old.
- Mileage and percent of roadbeds > 75 years old.
- Mileage and percent of the county system with new pavement surface on an annual basis.
- Number and percent of the county signal systems 20 years or older.
- Number and percent of the county intersection lighting system 20 years or older.

- Percent of the county sign system 15 years or older.
- Mileage and percent of county road system at 10 ton axle capacity.
- Average time to clear roads of snow and ice (first pass).

Bridges and Drainage Systems

- Number and percent of bridges in poor condition.
- Number and percent of county bridges in good condition.
- Number of bridges with a load posting.
- Number and percent of centerline culverts in poor condition.
- Number and percent of centerline culverts in good condition.
- Number and percent of side street culverts in poor condition.
- Number and percent of side street culverts in good condition.
- Percent of the culvert system 75 years or older.
- Percent of catch basins/drainage structures inspected on an annual basis to MS4 compliance.

4.2.D. Existing Roadway System

4.2.D.1. Planning Efforts

Carver County’s transportation system is one of its largest public assets. The county owns and operates over 274 miles of road. The roadway system plays a significant role in the county’s prosperity and quality of life. However, Carver County’s transportation needs are diverse given its mixture of suburban and rural landscapes. These landscapes will continue to change over the next twenty years. For example, the county is projected to attract 64,000 new residents by year 2040, while adding 27,600 new households and 18,000 new jobs. As the county continues to grow, so will its transportation needs.

To help plan for this growth, Carver County and its local partners have undergone several planning efforts since the last update. Past planning efforts have ranged from corridor studies to safety and traffic operations analysis. Most of these transportation plans/studies include a series of recommendations that address today and tomorrow’s transportation needs. It is important to recognize these recommendations, as they provide a foundation for the future transportation network and traffic model scenarios identified in this RSP. Table 4.1: Transportation Planning Studies (2008-2020) highlights past planning efforts since 2008 and studies currently underway.

◇ **Table 4.1: Transportation Planning Studies (2008—2020)**

Principal Arterial/ Minor Arterial	Study/Project	Year Completed	General Findings/Recommendations
TH 5	TH 5 Corridor Study: From TH 41 to TH 212	2008	<ul style="list-style-type: none"> Replacement of TH 5 bridge over Hennepin County Regional Railroad Authority Trail (completed in 2013) Reconstruction of TH 5 from TH 41 to US 212, including intersection and shoulder improvements
New Minor Arterial	Mayer North/South Corridor Preservation Study	2010	<ul style="list-style-type: none"> A new north-south minor arterial extending from 82nd Street to TH 7 east of the City of Mayer (being revisited).
TH 101	Minnesota River Flood Mitigation Study	2011	<ul style="list-style-type: none"> Reconstruct the intersection of TH 101/CSAH 61 to be a roundabout (complete) Construct new 4-lane 101 Bridge over MN River Valley (complete)
TH 101	TH 101 - CSAH 61 to CSAH 14 Traffic Study	2012	<ul style="list-style-type: none"> Reconstruction of CSAH 101 to be a four-lane roadway from CSAH 61 (Flying Cloud Drive) to CSAH 14 (Pioneer Trail) in Chanhassen (2020)
CSAH 44	Southwest Chaska Plan	2012	<ul style="list-style-type: none"> Reconstruction of CSAH 44 and construction of a new interchange at US 212 (2019-2022)
CSAH 10	CSAH 10 Watertown River Crossing Study	2013	<ul style="list-style-type: none"> Replacement of existing CSAH 10 bridge over the Crow River (complete) Construct new river crossing near the southern border of the city (not approved by city)
CSAH 61	County Road 61 Corridor Plan (Land Use Study)	2014	<ul style="list-style-type: none"> Update City of Chanhassen Land Use Plan; city utilities extension along Highway 101 realignment (separate project); salvage yard site clean-up
TH 41	Highway 41 River Crossing Study	2015	<ul style="list-style-type: none"> Construction of new four-lane, 3.0 mile east-west freeway connection between US 169 and US 212 New interchange connections at US 169 and US 212 Ramps for local access at the planned US 169/TH 41 interchange, ramps for local access at the US 212/CSAH 11 interchange New bridge from just south of the Union Pacific Railroad in Scott County to just north of CSAH 61 in Carver County Partial reconstruction of ramps that have been constructed as part of the US 212 project to connect US 212 to CSAH 11 Auxiliary lanes on US 169, new TH 41 and US 212
CSAH 10	CSAH 10 & ISD 110 Planning Study (Waconia School Traffic Study)	2015	<ul style="list-style-type: none"> Construct roundabout at TH 5/new CSAH 10/Orchard Road intersection; roundabout at new CSAH 10 and Community Drive; roundabout at Waconia Parkway/new CSAH 10 (2018) Expand TH 5 to 4 lanes east of new CSAH 10 intersection
US 212	Highway 212 Access Management, Safety and Phasing Plan	2016	<ul style="list-style-type: none"> Spot Safety Improvements on US 212 between Carver and Norwood Young America at US 212/CR 34 (2020), US 212/CR 43 (2018), US 212/CSAH 41 (2019), US 212/CSAH 36 (E) (2019) Reconstruct of US 212 to a four-lane roadway between the Cities of Cologne and Carver (2022). Improvements in Norwood Young America including - Pedestrian underpass (under US 212), trail connections, access modifications at US 212 and Morse Street intersection, signal and lighting upgrades, improvements at Faxon Road five-legged intersection (2020)
CSAH 61	CSAH 61 / TH 41 Study	2017	<ul style="list-style-type: none"> Reconstruction of CSAH 61 from CSAH 44 to TH 41 (complete). Reconstruction of CSAH 61, from TH 41 to Fire Lane Improvements on CSAH 61 from Fire Lane to Bluff Creek Drive; improvements on CSAH 61 from CSAH 44 to CR 11; improvements on TH 41 from CSAH 61 to CR 10 (next 10 years); TH 41 improvements from Minnesota River to CSAH 61 (2022)
CSAH 61	County Road 61 Flood Mitigation Study	2018	<ul style="list-style-type: none"> Reconstruction of CSAH 61 (Flying Cloud Drive) between TH 101 and Charlson Road (2019) Add multi-use trail along the north side of CSAH 61 between Shakopee and Eden Prairie (2019) Raise roadway out of floodplain (2019)
CSAH 11	County Road 11/Jonathan Carver Parkway Corridor Study	2019	<ul style="list-style-type: none"> Expand CSAH 11 to 4 lanes between 6th St. and US 212
CSAH 11/CSAH 43/CSAH 18	CSAH 11/CSAH 43/CSAH 18 Intersection Analysis	2019	<ul style="list-style-type: none"> Intersection analysis and study underway for CSAH 43/CSAH 18 intersection.
CSAH 10/CSAH 11	Highway 10 Corridor Study	2020	<ul style="list-style-type: none"> Corridor study to be completed in 2020 for CSAH 10 from CSAH 43 to CSAH 61 and CSAH 11 from CSAH 10 to Marsh Lake Rd.
TH 5/TH 41/CSAH 13/CSAH 18	Arboretum Area Transportation Plan	2020	<ul style="list-style-type: none"> Corridor study to be completed for TH 5 from CSAH 11 to TH 41, CSAH 13/Bavaria Rd. from TH 7 to 82nd St W, Future CSAH 18/82nd St W from Bavaria Rd. to TH 41

4.2.D.2. Programmed Improvements

The RSP recognizes the planned improvements to Principal Arterials and A-minor Arterials as shown in the “Current Revenue” scenario of the Metropolitan Council’s 2040 Transportation Policy Plan (TPP). Figure 4.1: Transportation Policy Plan (TPP) Identified Improvements directly references Figures 5-8 and 5-20 in Chapter 5: Highway Direction & Plan from the Metropolitan Council’s adopted TPP. These improvements consist of regional mobility strategic capacity enhancement projects, safety projects, freight projects, pavement and bridge preservation projects, spot mobility improvement areas, and MnPASS corridors:

Strategic Capacity Enhancement Projects for Current Revenue Scenario (2018-2025) *(TPP Figure 5-15, Table 5-10)*

- TH 41 from US 212 to CSAH 14
- US 212 interchange at CSAH 44
- US 212 from CSAH 36 to CSAH 11
- CSAH 10 from CSAH 11 to Clover Ridge Dr.
- CSAH 10 from TH 212 to TH 41
- CSAH 10 from CSAH 43 to CSAH 11
- CSAH 11 from 6th St. to US 212
- CSAH 18 from Bavaria Rd. to TH 41
- TH 5 from TH 284 to Main St.
- CSAH 101 from CSAH 61 to CSAH 14

Strategic Capacity Enhancement Projects for Increased Revenue Scenario *(TPP Figure 5-20)*

- US 212 from CSAH 34 to CSAH 36 western intersection
- TH 5 from TH 11 eastern intersection to TH 41

Safety Projects *(TPP Figure 5-11)*

- MnDOT Safety Projects—see Metropolitan Council Transportation Improvement Program
- Highway Safety Improvement Program (HSIP) Projects—see Metropolitan Council Transportation Improvement Program

Freight Projects *(TPP Figure 5-16, Table 5-11)*

- US 212 Freight Bottleneck Improvements
- Downtown Chaska MN 41 Improvements

Pavement and Bridge Preservation Projects (2018-2027) *(TPP Figure 5-9)*

- MnDOT Bridge Project on TH 7 west of CSAH 33 in Hollywood Township
- US 212 from TH 5/25/CR 131 to CSAH 11
- TH 5 from TH 41 to Hennepin County line
- TH 7 from McLeod County line to TH 25
- TH 7 from east of Hennepin CR 92 to TH 41
- TH 25 from TH 5 to Wright County line
- TH 41 from US 212 to TH 5
- TH 284 from US 212 to Waconia southern city limits
- TH 101 from TH 5 to Hennepin CR 62
- CSAH 101 from CSAH 61 to US 212

Spot Mobility Improvement Opportunity Areas Identified in CMSP 4 (MnDOT, 2018) *(TPP Figure 5-13)*

- TH 7 / CSAH 10 intersection
- TH 5 / CSAH 13 intersection
- TH 5 / CSAH 11 (Victoria Dr.) intersection
- TH 5 / TH 41 intersection
- US 212 / TH 41 intersection
- US 212 / TH 5/25 intersection

MN PASS Corridors *(TPP Figure 5-14)*

- There are currently no MnPASS System improvements identified for Carver County in the Metropolitan Council’s Current Revenue Scenario.
- US 212 in eastern Carver County into Hennepin County and connecting to I-494 should be evaluated for addition to the MnPASS System.

County 20-Year Transportation Tax Implementation Plan

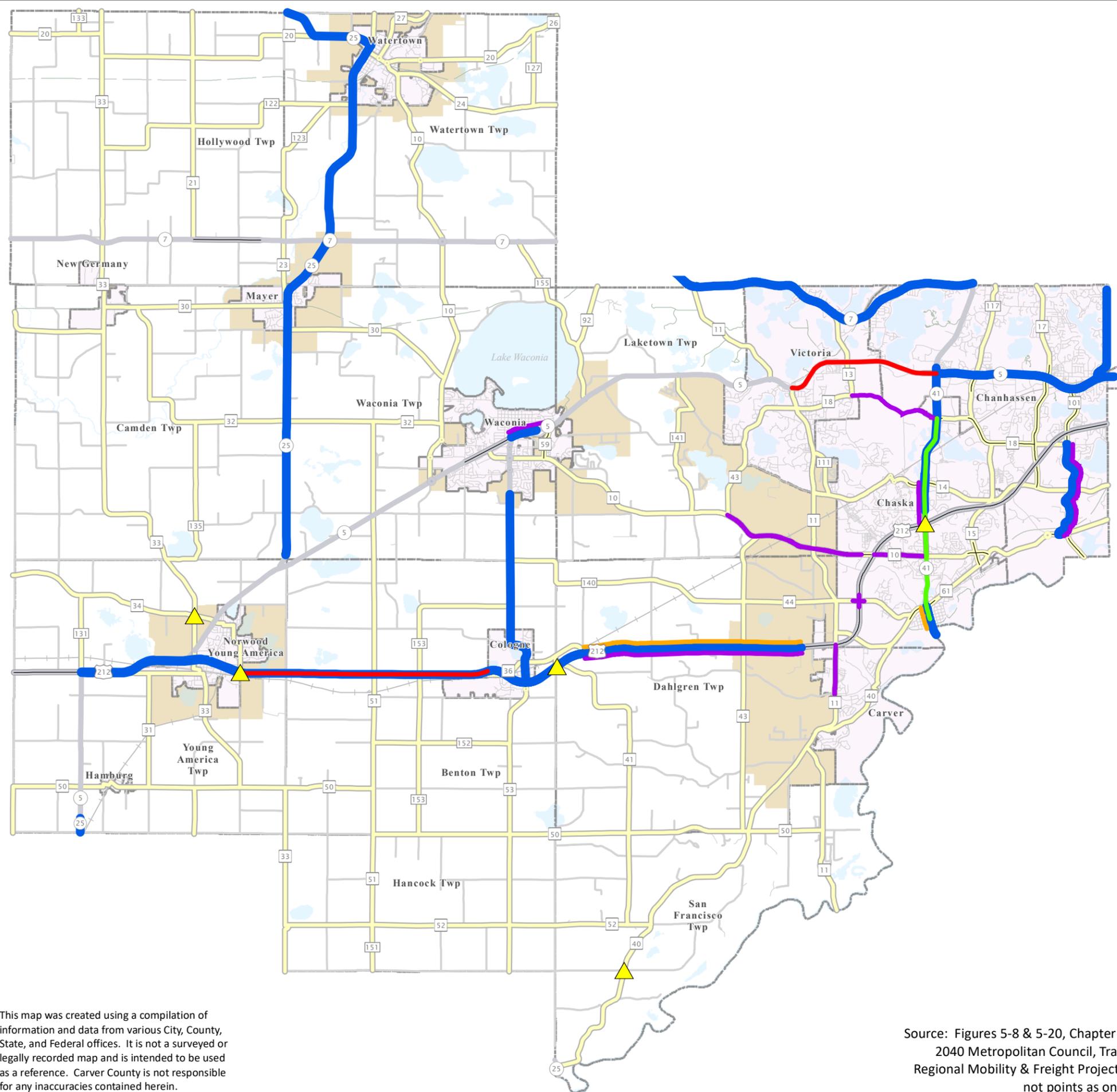
Beyond these programmed improvements, the County is working towards additional investments to the Principal Arterial and A-Minor Arterial system. These improvements are identified in the County’s 2018-2023 CIP and the adopted (May 2, 2017) 20-Year Transportation Tax Implementation Plan (2018-2037). The Transportation Tax Implementation Plan allocates revenues generated from the adopted half percent transportation sales tax, a \$20 vehicle excise tax, and \$20

per eligible vehicle wheelage tax. The half percent transportation sales tax applies only to retail sales made within the County. The \$20 vehicle excise tax applies to sales of motor vehicles registered for road use. The \$20 vehicle wheelage tax applies to motor vehicles registered in the County, except for motorcycles and mopeds, trailers and semitrailers, vehicles not subject to annual registration (i.e., collector vehicles), tax exempt, and state owned vehicles.

Figure 4.2: Transportation Tax Projects (2018-2037) and Table 4.2: 20-Year Transportation Tax Implementation Project Table show the projects approved by the County Board. The County Board can amend these projects if necessary after holding a public hearing. The implementation schedule for these projects will be prioritized based on the availability of outside grants and city needs and then programmed in the County’s Capital Improvement Program (CIP). Projects funded with these new taxes include major preservation/rehabilitation projects, which are depicted as dashed lines on the figure. Major rehabilitation projects are subject to change based on actual road conditions closer to implementation.

Transportation Policy Plan (TPP) Identified Improvements

Figure 4.1



Legend

TPP Project Type

- ▲ Safety
- Mobility Project
- Regional Mobility Projects
- Freight Projects
- Increased Revenue Scenario
- Pavement Projects

Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

City/Township Boundary

- Existing City
- City/Township Boundary
- City Growth Area



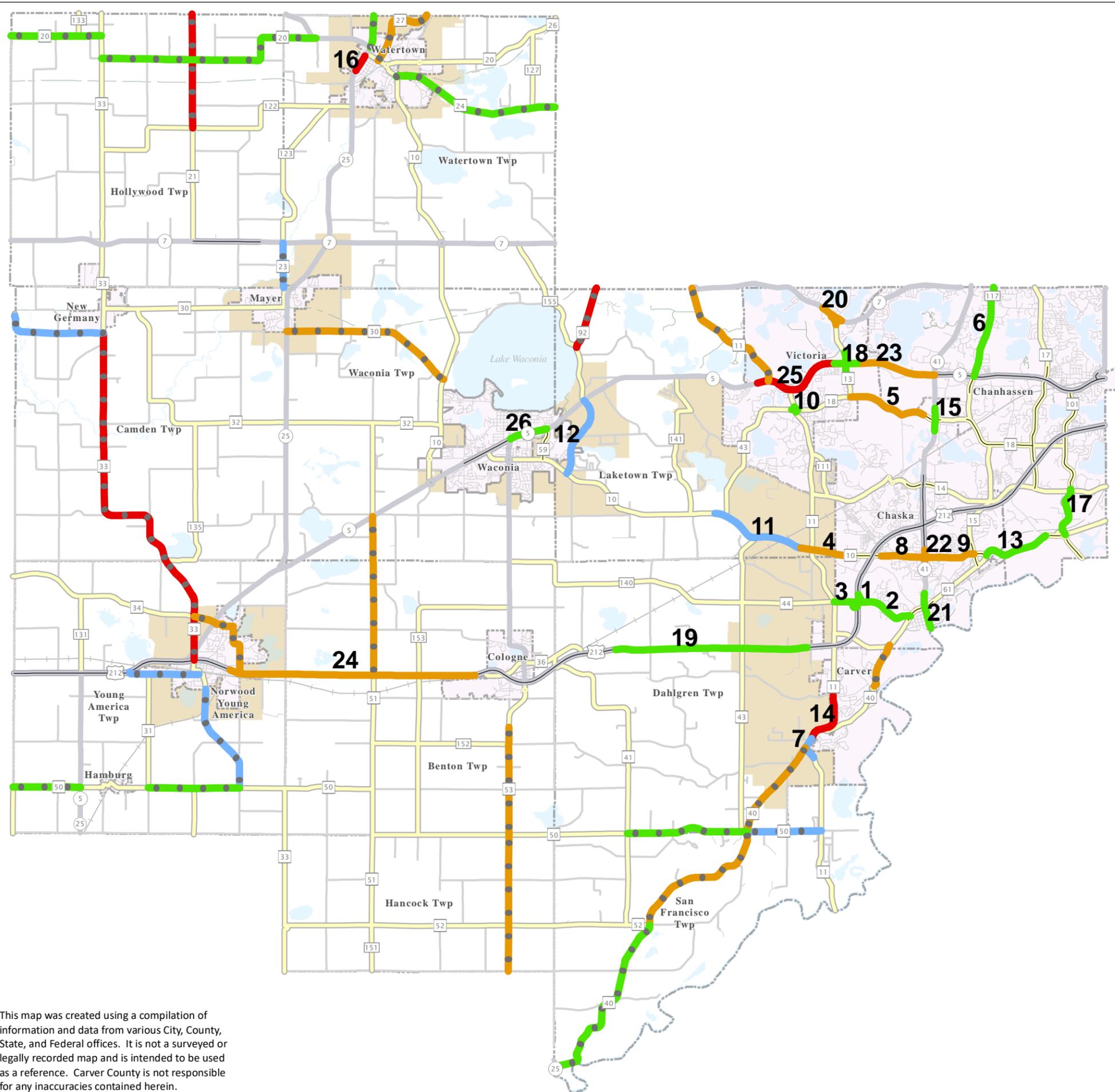
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Source: Figures 5-8 & 5-20, Chapter 5: Highway Direction & Plan, 2040 Metropolitan Council, Transportation Policy Plan. Regional Mobility & Freight Projects are shown as alignments, not points as on the TPP.

Transportation Tax Projects (2018 - 2037)

Figure 4.2



Legend

- ● Major Rehab
- Priority A (CIP)
- Priority B
- Priority C
- Priority D

Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

City/Township Boundary

- Existing City
- City/Township Boundary
- City Growth Areas 2040



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◇ Table 4.2: 20-Year Transportation Tax Implementation Project Table

County Road Projects		State Road Projects	
Map Reference #	Project Description	CIP	Priority
1	CSAH 44 and US 212 Interchange	2018-2023	A (CIP)
2	CSAH 44 from west of CSAH 61 to US 212	2018-2023	A (CIP)
3	CSAH 44 from CSAH 11 to US 212	2018-2023	A (CIP)
4	CSAH 10 (Engler Blvd.) from Clover Ridge Dr. to CSAH 11	2018-2023	A (CIP)
5	CSAH 18 Extension (82nd St) from Bavaria Rd. to TH 41	2024-2028	B
6	CR 117 (Galpin Blvd.) from TH 5 to northern County line	2018-2023	A (CIP)
7	CSAH 11/CSAH 40 (S) Intersection	2024-2028	B
8	CSAH 10 (Engler Blvd.) from TH 41 to TH 212	2024-2028	B
9	CSAH 10 (Engler Blvd.) from TH 41 to CSAH 61	2024-2028	B
10	CSAH 11/CSAH 18/43 Intersection	2018-2023	A (CIP)
11	CSAH 10 from CSAH 11 to CSAH 43 (W)	2029-2033	C
12	East Waconia bypass from CSAH 10 to TH 5	2029-2033	C
13	CSAH 61 (Flying Cloud Dr.) from Engler Blvd. to Bluff Creek Dr.	2018-2023	A (CIP)
14	CSAH 11 (Johnathan Carver Pkwy.) from 6th St. to CSAH 40	2034-2037	D
15	TH 41/Lyman Blvd. Intersection	2018-2023	A (CIP)
16	TH 25 from High St. to White St.	2034-2037	D
17	TH 101 Bluff from Flying Cloud Dr. to Pioneer Trail	2018-2023	A (CIP)
18	TH 5/Rolling Acres Rd. Intersection	2018-2023	A (CIP)
19	US 212 from Carver to Cologne	2018-2023	A (CIP)
20	TH 7/Rolling Acres Rd Intersection	2024-2028	B
21	TH 41 from MN River to Walnut Ct. and CSAH 61 from TH 41 to E Ch	2018-2023	A (CIP)
22	TH 41/CSAH 10 (Engler Blvd.) Intersection	2024-2028	B
23	TH 5 from TH 41 to Rolling Acres Rd.	2024-2028	B
24	TH 212 from Cologne to Norwood Young America	2029-2033	C
25	TH 5 from Rolling Acres Rd. to Victoria Dr. (W)	2034-2037	D
26	TH 5 from Birch St to TH 284	2018-2023	A (CIP)

4.2.D.3. Jurisdictional Classification

The jurisdiction of a roadway is an important element to the plan because it affects several organizational functions and obligations (e.g., regulatory, maintenance, construction and financial). The primary goal is to match the roadway’s function with the government-level best suited to handle the route’s function. The hierarchy of jurisdictional classification is typically established so that higher-volume, regional corridors carrying inter-county traffic are maintained by the state (e.g., interstates and state trunk highways), while intermediate volume corridors with more limited travel sheds (e.g., CSAHs and county roads) are maintained by the county. Roadways serving local traffic (e.g. MSASs, city streets and township roads) should be maintained by the municipalities or townships.

The transportation system in Carver County is comprised of roadway agencies at the local, county, and state level. Carver County is responsible for over 274 centerline miles of County Road (CR) and County State Aid Highways (CSAH). The difference in designation relates to the route’s function and funding. Routes qualifying or designed as CSAHs are eligible to receive funding from the Minnesota Highway Users Tax Distribution Fund for maintenance and construction activities, while CRs are funded with local county revenue only (e.g., property tax dollars, wheelage tax, sales tax). The state system in the county is comprised of US Highways and State Highways. The remaining system is under the local cities and townships control. The county’s transportation system by jurisdiction is summarized in Table 4.3: Jurisdictional Classification Totals. Table 4.4: Jurisdictional Classification Characteristics summarizes the characteristics for each jurisdictional category found within the county.

◇ **Table 4.3: Jurisdictional Classification Totals**

Category	Centerline Miles within Carver County	Percentage of Centerline Miles within Carver County
US Highways (US)	27.0	2.2%
State Trunk Highways (TH)	81.9	6.8%
County State Aid Highways (CSAH)	229.8	19.1%
County Roads (CR)	44.5	3.7%
Local Roads	728.1	60.5%
Other	91.7	7.6%
Total	1203.0	100.0%

◇ **Table 4.4: Jurisdictional Classification Characteristics**

State System

- Statewide function
- Multi-county facilities
- Regional connectivity
- Higher travel speeds

Examples: US 212, TH 7



County Road System

- Regional connectivity
- Moderate traffic volumes
- Connect urban and outlying rural areas
- Paved or gravel routes

Example: CSAH 40, CR 153



City Streets

- Short segments with small travel sheds
- Serve local land access needs
- Moderate traffic volumes
- Limited continuity with rural areas

Examples: East Railroad Street, East Lake Street, West 1st Street



Local /Township Roads

- Connect neighborhoods, businesses and schools to county system
- Provide access to higher-order roadways
- Provide lowest degree of continuity
- Allow closely spaced access points
- Provide direct access to property
- Serve limited travel sheds

Examples: Lynn Wood Road, Hidden Bay Lane, Klein Drive



4.2.D.4. Functional Classification

The functional classification system defines both the function and role of a roadway within the hierarchy of an overall roadway system. Figure 4.3: Access and Mobility Relationship illustrates how access and mobility are interrelated and relate to functional classification. This system is used to create a roadway network that collects and distributes traffic from neighborhoods and ultimately to the state or interstate highway system. The purpose of functional classification planning is to manage mobility, access, and alignment of routes. A main goal of functional classification is to align a roadway's functional classification designation to match current and future land uses and the roadway's purpose.

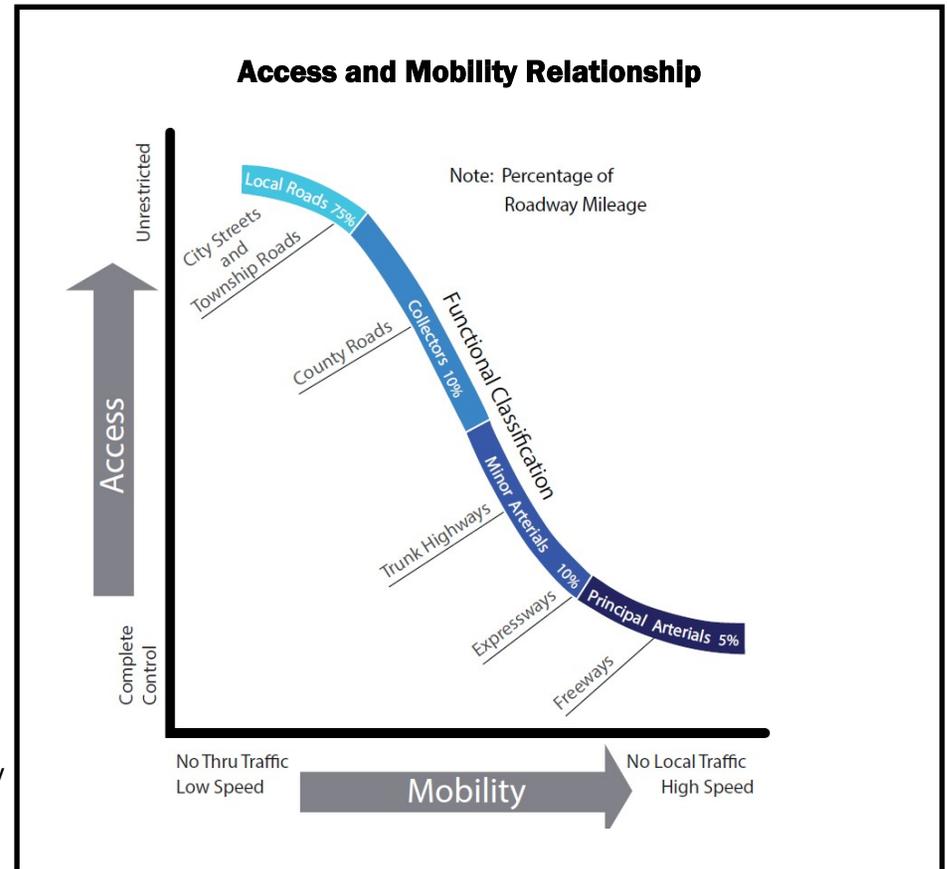
A roadway's functional classification is based on several factors, including:

- Trip characteristics: length of route, type and size of activity centers, and route continuity.
- Access to regional population centers, activity centers, and major traffic generators.
- Proportional balance of access, ease of approaching or entering a location.
- Proportion balance of mobility and ability to move without restrictions.
- Continuity between travel destinations.
- Relationship with neighboring land uses.
- Eligibility for state and federal funding.

The county's functional classification system is divided into four major categories: Principal Arterials, Minor Arterials (A-Minor Arterials and Other Arterials), Collectors (Major and Minor) and Local roadways. Table 4.5: Functional Classification Characteristics illustrates the typical characteristics for each of the four major categories.

The County acknowledges the Principal Arterials adopted as part of the metropolitan highway system in the 2040 Transportation Policy Plan (TPP). The process to change the existing functional classification of a roadway is defined by the Metropolitan Council. The County may submit a [Functional Class Change Request](#) form for Minor Arterial (A or Other) or Collector (Major or Minor) County roadway changes. The request is reviewed by Metropolitan Council and MnDOT staff and sent to the Technical Advisory Committee for consideration and approval. Principal Arterial requests must be submitted with local resolutions of support from impacted jurisdictions and are approved by the full Metropolitan Council.

◇ **Figure 4.3: Access and Mobility Relationship**



◇ **Table 4.5: Functional Classification Characteristics**

Principal Arterials

- Connect major activity centers, regional job concentrations and freight terminals
- Provide significant continuity at a regional level
- Server long distance trips
- Provide limited access and high speeds
- Serve regional or statewide travel sheds
- Bicycle and pedestrian accommodations are typically on facilities that cross or are parallel to principal arterials
- Typically, only provide transit accommodations as needed during peak periods

Examples: US 212 and TH 7



Minor Arterials (A-Minor and Other Arterials)

- Connect key activity center and connect the urban service area with cities and towns outside the Twin Cities region
- Provide continuity on a sub-regional level
- Serve medium to long distance trips
- Provide limited access and high speeds
- Serve regional travel sheds
- A-Minor Arterials are categorized into the following: Relievers, Expanders, and Connectors
- Bicycle and pedestrian accommodations are typically on facilities that cross minor arterials
- Typically, only provide transit accommodations as needed during peak periods

Example: TH 5, TH 25, and CSAH 13



◇ **Table 4.5: Functional Classification Characteristics—Continued**

Collectors (Major and Minor)

- Connect local activity centers to arterials
- Provide increased continuity at a local level
- Serve short to medium length trips
- Balance emphasis of access and mobility
- Provide access to localized areas
- Bicycle and pedestrian accommodations are provided on, along or crossing collector roadways
- Cross-sections and geometrics designed for use by regular-route buses in urban areas

Example: CSAH 41, CSAH 51, and CR 153



Local/Township Roads

- Connect neighborhoods, businesses and schools to county system
- Provide access to higher-order roadways
- Provide lowest degree of continuity
- Allow closely spaced access points
- Provide direct access to property
- Serve limited travel sheds
- Bicycle and pedestrian accommodations are provided on, along or crossing local roadways
- Normally used as bus routes only in nonresidential areas

Example: Lynn Wood Road, Hidden Bay Lane, and Klein Drive



Table 4.6: 7-County Metro & Carver County Existing Functional Classification compares the county’s functionally classified roads with the seven-county metro area by mileage and percentage.

◇ **Table 4.6: 7-County Metro & Carver County Existing Functional Classification**

Functional Class Category	Mileage Totals		Mileage Percentages	
	7-County Total	Carver Co. Total	7-County Total	Carver Co. Total
Principal Arterial	900.5	57.1	5.2%	4.7%
Minor Arterial	2,400.7	222.4	13.9%	18.5%
Collector	1,737.3	137.3	10.1%	11.4%
Local	12,171.5	786.2	70.7%	65.4%
Total	17,210.0	1,203.0	100.0%	100.0%

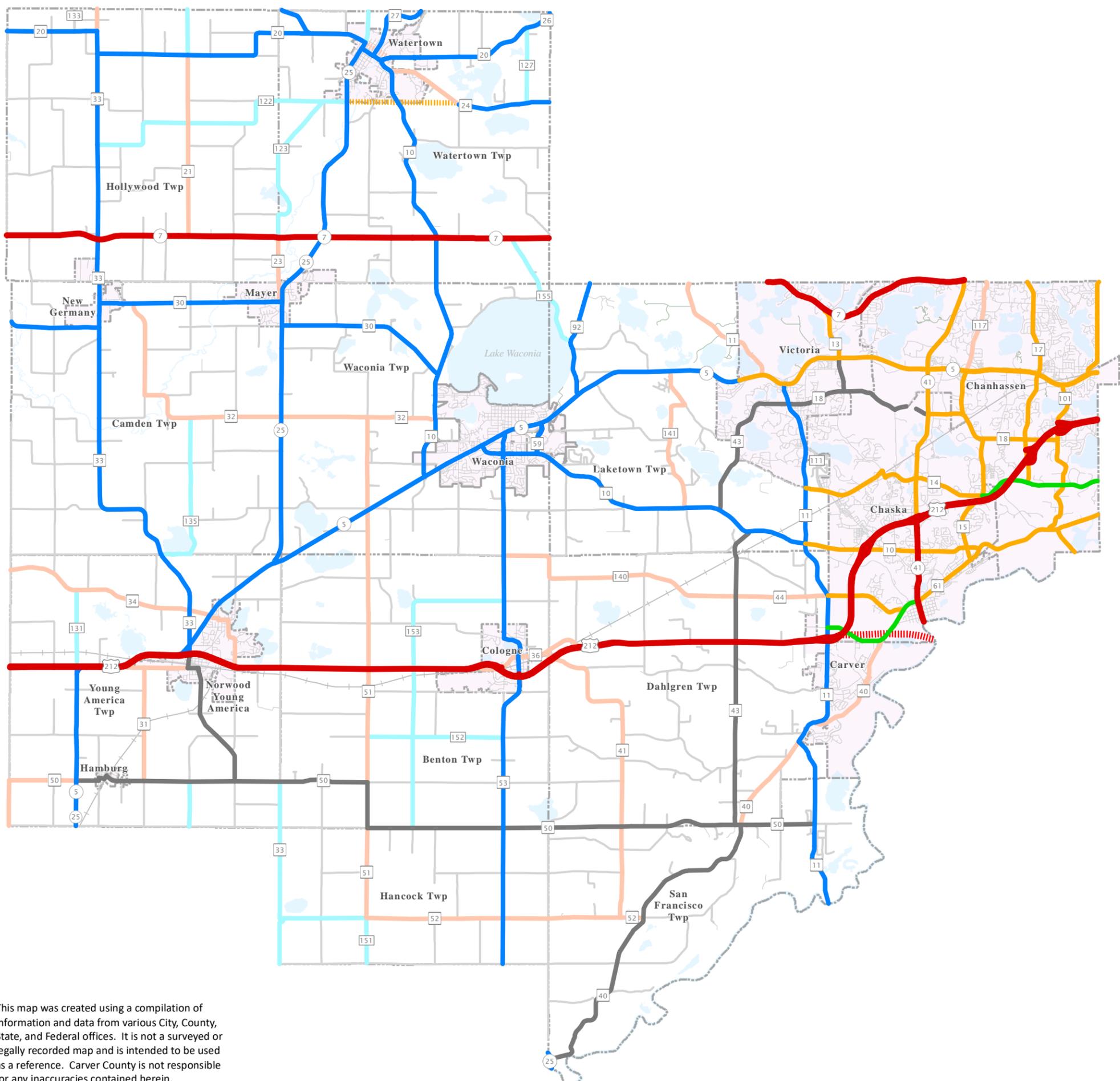
Figure 4.4 Existing Functional Class displays the existing functional classification system within the County. The 7-County Metro percentages are shown for comparison with the understanding that Carver County’s roadway system needs may vary from the 7-County averages due to its Suburban Edge, Agricultural, and Rural Center community designations and status as one of the fastest growing counties in the state.

The County recommends three changes to existing functional classification. Per Comprehensive Plan guidance, the County can incorporate recommended changes to roadways that are Major Collectors, Minor Collectors, and Local functional classifications. Changes to existing functional class for incorporation in Metropolitan Council data are:

1. CR 133 from Minor Collector to Local (approximately 0.5 miles)
2. CR 151 from Sibley County border to CSAH 52 intersection from Major Collector to Minor Collector (approximately 1.0 mile)
3. CSAH 10 north of TH 25 to Wright County border from Major Collector to Minor Collector (approximately 0.7 miles)

Existing Functional Class

Figure 4.4



- Legend**
- Principal Arterial
 - A Minor Reliever
 - A Minor Expander
 - A Minor Connector
 - Other Arterial
 - Major Collector
 - Minor Collector
- Planned Functional Class**
- - - - - Principal Arterial
 - - - - - A Minor Expander
 - - - - - Major Collector
- City/Township Boundary**
- Existing City



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4.2.D.5. Existing Traffic and Congestion

As the county continues to grow, travel patterns will shift and some roadways may see an increase or decrease in traffic volumes. An assessment was prepared to understand existing congestion and operational issues. This assessment took into consideration county roadway segments and intersections. By identifying areas with congestion or operational problems, improvement options can be investigated and planned (i.e., roadway improvements, intersection control changes, alternative routes, setback requirements, etc.). In addition, these corridors or intersections can be targeted for improvements, access modifications or other management tools to improve traffic operations until major improvements are completed.

Roadway Segment Analysis

A volume-to-capacity analysis was completed for the roadways in Carver County to identify which corridors are experiencing some level of congestion. Congestion on the existing roadway system is judged to exist when the ratio of traffic volume to roadway capacity (V/C ratio) approaches or exceeds 1.0. The ratio of volume to capacity provides a measure of congestion along a stretch of roadway that can help determine where roadway improvements, access management, transit services, or demand management strategies need to be implemented. It does not, however, provide a basis for determining the need for specific intersection improvements. To better understand the areas of congestion in Carver County the following congestion categories were used for the volume-to-capacity analysis.

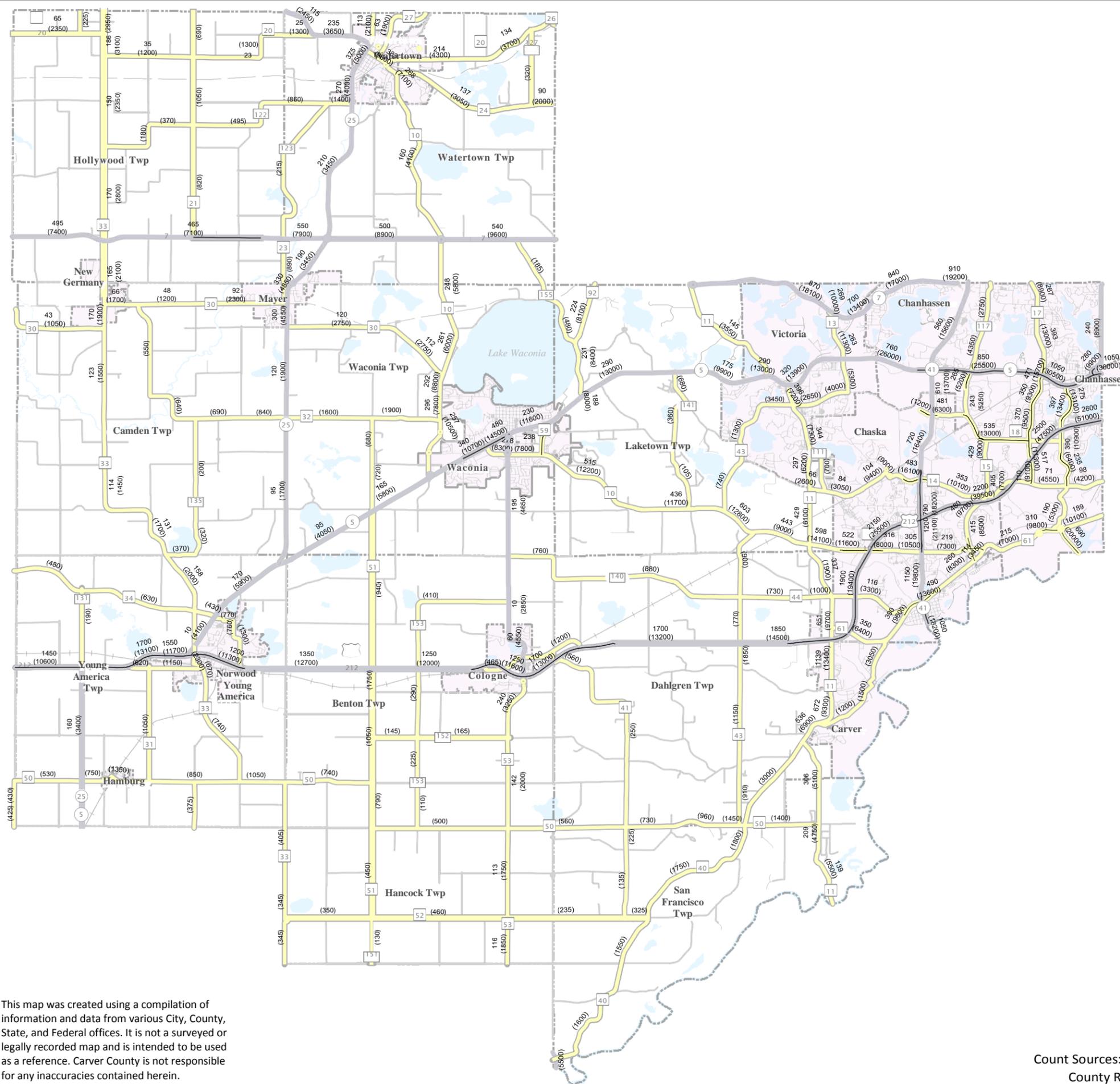
- Uncongested—The existing volume is less than 85 percent of the threshold volume, indicating a low probability of operational problems due to volume of traffic on the facility.
- Near Congestion—The existing volume is between 85 percent and 100 percent of threshold volumes, suggesting a moderate probability of operational problems due to traffic volume on the facility.
- Congested—The existing volume exceeds 100 percent of the threshold volume, indicating a high probability of operational problems due to the volume of traffic on the facility.

Several data inputs were needed to complete the analysis, including MnDOT supplied average daily traffic (ADT) volumes and planning-level roadway capacities. Refinements were made to the typical planning-level roadway capacities to consider specific influencing factors (e.g., terrain/alignment, access spacing, functional class, and peak traffic volumes). Furthermore, the roadway segments in Carver County were categorized based on several factors including existing ADT volumes, number of lanes, and location (rural vs urban) to determine the appropriate capacity range. These “refined planning-level capacity ranges” along with the typical planning-level capacities are presented in Table 4.7: Assumed Theoretical Planning-Level Capacities for Carver County. More information on the table’s source can be found in the April 26, 2012 memo, which is included in Appendix B.

Figure 4.5: Existing Road Network with Daily Traffic and Heavy Commercial Volumes and Figure 4.6: Existing Volume-to-Capacity (V/C) Ratio shows congestion via the results of the volume-to-capacity ratio analysis completed for Carver County for the existing conditions (existing traffic volumes and today’s roadway system). Results from this analysis play an important role in the generation of the forecasted traffic volumes as well as the evaluation and development of the county’s future system plan.

Existing Road Network with Daily Traffic and Heavy Commercial Volumes

Figure 4.5



Legend

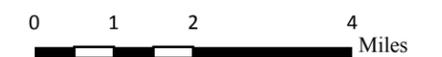
Traffic Volumes
 ### - 2017 HCAADT
 (####) - 2017 AADT

Existing Roadway Network with Number of Lanes

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

City/Township Boundary

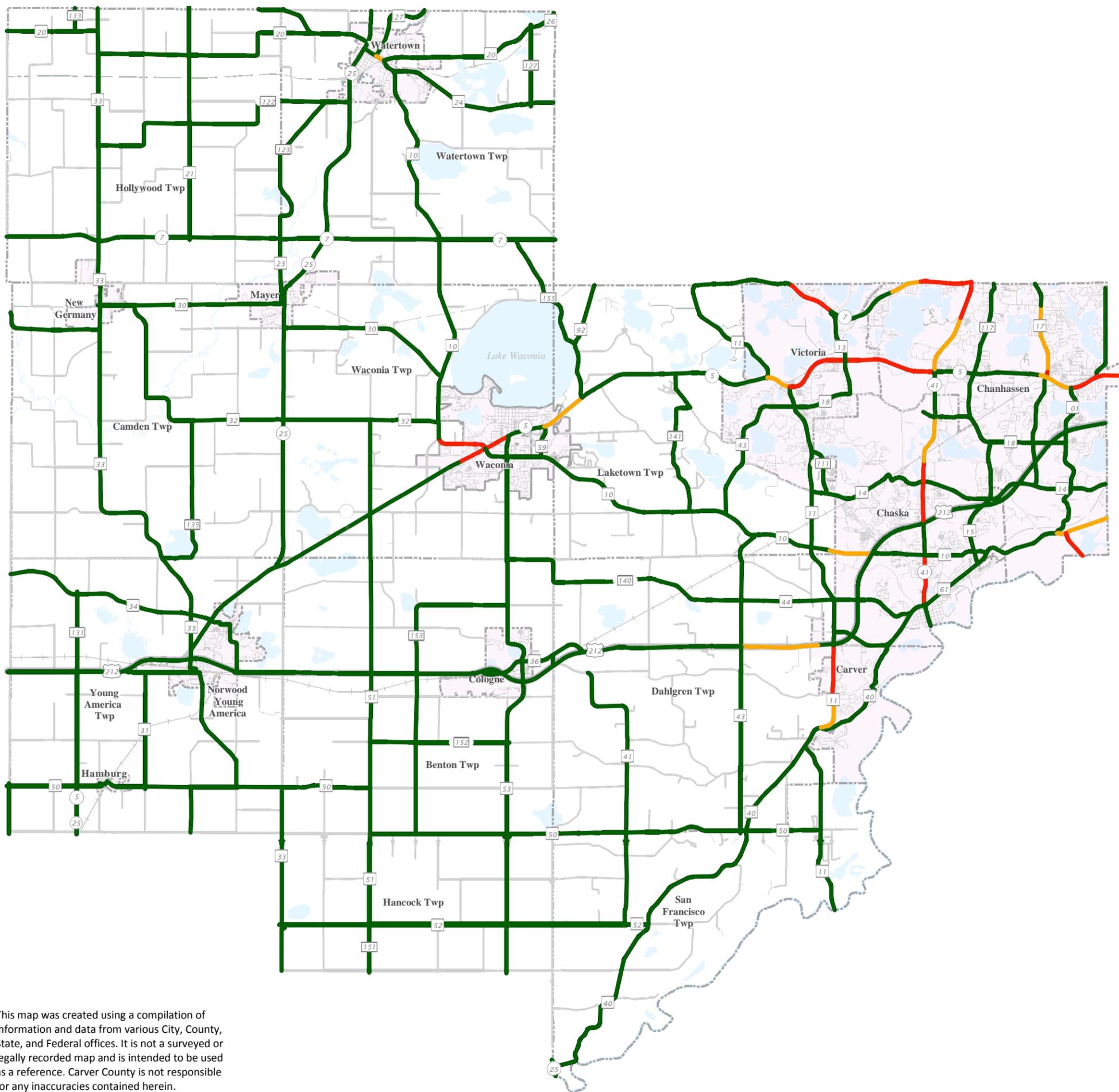
- Existing City
- City/Township Boundary



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Count Sources: Trunk Highways - MnDOT,
 County Roads - Carver County

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Existing Volume-to-Capacity (V/C) Ratio (2017 Traffic Volumes)

Figure 4.6

Legend

Existing Volume-to-Capacity (V/C) Ratio

- < 0.85
- 0.85 - 1.00
- > 1.00

City/Township Boundary

- Existing City
- City/Township Boundary

0 1 2 4 Miles



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◇ **Table 4.7: Assumed Theoretical Planning-Level Capacities for Carver County**

Section Type	Planning-Level Capacity	Refined Planning-Level Capacity Range
Two-Lane Urban (No Left-Turn)	10,000	6,800-13,200
Two-Lane Urban	13,000	9,800-16,200
Two-Lane Rural	15,000	11,800-18,200
Two-Lane Divided Urban	17,000	13,800-20,200
Two-Lane Divided Rural	17,000	13,800-20,200
Four-Lane Urban	32,000	28,800-35,200
Four-Lane Rural	38,000	34,800-41,200
Six-Lane Urban	48,000	44,800-51,200

Intersection Capacity Analysis

The County uses an intersection analysis tool for transportation planning to determine which County intersections may be experiencing a level of congestion during the peak periods (morning and afternoon). This planning-level analysis considers several factors, including saturation flow rate, green time to cycle length ratio, and volume-to-capacity ratio (V/C ratio). These parameters include cycle length, time of day, number of lanes, and volumes. Using the approximations for the prevailing condition factors and the number of lanes, the *saturation flow rate* is calculated. Finally, the capacity is calculated for each leg of the intersection, and the corresponding volume-to-capacity ratio is determined.

The ratio of volume-to-capacity provides a measure of congestion at an intersection that may warrant intersection control modifications or the addition of new turn lanes/thru lanes. The tool leverages daily ADTs to assess congestion, assuming:

- A.M. Peak = 8% of daily ADT
- P.M. Peak = 10% of daily ADT

The Intersection Capacity Analysis tool is highlighted here for information. It is a County analysis tool with changing data. Please see the County’s website for more information on this tool and for results of the volume-to-capacity analysis completed for County intersections.

4.2.D.6. Existing Safety Analysis

Roadway safety is an important issue for County officials and a high priority for MnDOT, local agencies, and the public. As a part of MnDOT's statewide highway safety planning process, a County Road Safety Plan (Safety Plan) was prepared for Carver County in 2013. This plan sought to reduce severe crashes by documenting at-risk locations and identifying cost-effective safety improvement strategies that the County can complete as funding becomes available.

The Safety Plan provides insight and guidance to the County's approach to transportation system safety. The County's plan aligns with the Minnesota Strategic Highway Safety Plan (SHSP) which promotes a positive safety culture that *"rejects roadway fatalities and life-changing injuries as a cost of doing business and values the life and well-being for all roadway users."* The Safety Plan incorporates best practices from the AASHTO Highway Safety Manual, which contains methods for quantitatively estimating crash frequency or severity at a variety of locations. The County also utilizes information from the National Cooperative Highway Research Programs (NCHRP), administered by the Transportation Research Board, for safety analysis and project implementation practices to deliver safety solutions to meet County safety goals.

Supplemental to the County Safety Plan, an interactive crash analysis tool was developed to track crash rates and severity by jurisdiction, roadway segment, and intersection. The tool provides analysis of crash data from MnDOT's [Minnesota Crash Mapping Analysis Tool](#). Due to the regular, on-going updates to crash data and analysis, the data is available via the County's online interactive tool and as part of the Comprehensive Plan website.

Primary Goals

Reduce all crashes

Eliminate severe crashes

Identify low cost/high benefit safety



The primary goals of the Safety Plan are to reduce all crashes, eliminate severe crashes, and identify low cost/high benefit safety projects. The County's objectives are directly derived from Minnesota's commitment to the Toward Zero Deaths approach to transportation safety. The "Four E's" focus areas of Engineering, Education, Enforcement, and Emergency Services are used to react, mitigate, or eliminate different transportation safety issues. The County incorporates a "Fifth E" of Everyone in recognition that everyone has a responsibility to the transportation system safety by following the laws, state statutes, and rules of the road.

Carver County's 5th E: Everyone

Recognition that everyone has a responsibility to the transportation system safety by following the laws, state statutes, and rules of the road.



Overview

The County uses a data driven approach with a tool formulated specifically for Carver County to manage the major state and county highway system safety analysis. This analysis approach is used to catalogue where crashes occur, the types of crashes, and severity of crashes. For example, the analysis features of the tool provide a summary of the crashes and crash history compared to similar intersections or corridors. The county is able to use the crash tool data to continually understand current trends and develop an understanding of potential future concerns.

Engineering Tactics

The County uses three tactics to address transportation safety concerns:

1. Data-Driven Problem Identification;
2. Performance-Based Approach;
3. High-Benefit, Low-Cost Strategies.

Data-Driven Problem Identification

Data-driven problem identification utilizes data from multiple sources when identifying historical, current, and potential safety issues. Data drives our understanding of where and why crashes occur and is important in determining what factors contribute to crashes. Data sources include:

- Public Comments—Identifies specific roadway and safety inefficiencies.
- Community Priorities—Presents different safety priorities and initiatives.
- Crash Records—Identifies crashes and crash types.
- Location Characteristics—Uses trends and records to proactively mitigate crashes.

Data-driven problem identification utilizes both reactive and proactive approaches by relying on the crash database and methods of evaluation. Being reactive to crashes requires a database of the crashes. Minnesota crash records are maintained by the Minnesota Department of Public Safety (MnDPS) and are provided for public agency use by the Minnesota Department of Transportation (MnDOT). Carver County has its own database using crash records from MnDOT. The tool provides a county-wide perspective on crashes, detailing crash records and methods for identifying potentially hazardous locations. Specific methods include: crash frequency, crash rate, fatal and serious injury crash rate, crash index, and crash costs. The proactive approach to transportation safety uses crash data trends to identify other similar facilities that may have future concerns. A specific feature of this approach is identifying traffic volume trends in relation to traffic safety concerns. Examples of proactive safety projects are the installation of turn-lanes along a corridor to reduce rear-end crashes and the paving of wider shoulders to reduce run-off-the-road crashes. The state of Minnesota has also identified specific systemic safety improvements through the County Road Safety Plans (CRSP).

Proactive safety projects are eligible for MnDOT's solicitation for federal Highway Safety Improvement Program (HSIP) funding, which occurs on a 2-year cycle. HSIP is a federal-aid funding program designed to reduce traffic fatalities and serious injuries on all public roads. The object of the program is to identify, implement and evaluate cost effective construction safety projects.



Performance-Based Approach

A performance-based approach to traffic safety tracks performance metrics and uses the results to identify improvements or investments that increase safety in a cost-effective way. The crash tool incorporates methods to evaluate the system, determine safety improvement strategies, and track progress.

The federal government uses a performance based approach outlined in the federal transportation bill called Fixing America’s Surface Transportation (FAST) Act. A cornerstone of this program is a transition to a performance and outcome-based program that provides more efficient investment of federal transportation funds by focusing on national transportation goals. The safety goal looks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Carver County follows this methodology to understand how projects meet safety goals.

One of the methods to determine safety improvement needs and track progress is through a scoring system. The crash score is a county-wide comparative intersection analysis. It is used to identify the intersections with the highest need for safety review. The safety score is a direct analysis of a specific intersection, corridor, or the highway system. It is used to identify how safe the facility is and is used to understand how safety improvements have affected the facility and overall safety of the transportation system. The goal is to improve this score over time with safety improvements even as traffic volumes increase.

High-Benefit, Low-Cost Strategies

The crash tool includes a feature to determine how common safety improvement strategies could mitigate locational crashes. The crash reduction for the strategies are based on Crash Modification Factors (CMF) located within the Crash Modification Factor Clearinghouse.

Each location throughout the county is unique, and the strategies employed at each location will be specific to the location based on the site characteristics, the safety issues, and types of crashes. The evaluation of a location may not indicate a systemic issue that can be rectified through engineering measures. In such cases, education strategies, enforcement strategies, risk management strategies, or additional monitoring of the location may be implemented.

Some crash types are more common than others. These crash types are tied to specific safety issues that can then generally be mitigated or reduced through established engineering mitigation strategies. These strategies include:

- Nighttime crashes
- Right angle crashes at un-signalized intersections
- Left turn crashes at un-signalized intersections
- Rear-end, head-on, and sideswipe crashes at un-signalized intersections
- Left turn crashes at signalized intersections
- Rear end crashes at signalized intersections
- Right angle crashes at signalized intersections
- Sideswipe and head-on crashes at signalized intersections
- Pedestrian and bicycle crashes
- Run-off-the-road crashes on corridors
- Head-on and sideswipe crashes on corridors
- Left turn crashes on corridors
- Head-on and run off road crashes on curves
- Younger driver crashes—focus on education versus engineering strategies
- Older driver crashes—focus on education versus engineering strategies

High-Benefit, Low-Cost Strategies (Continued)

The projected benefit based on the crash reduction is identified at each intersection or segment to develop a benefit to cost ratio. The exact costs for each type of countermeasure should be developed based on the characteristics of each location. A higher benefit to cost ratio is obtained for countermeasures that are cost effective, providing a high crash reduction benefit with lower cost improvements.

Funding programs such as the Metropolitan Council's regional solicitation for federal Surface Transportation Program Block Grant (STPBG) funding and MnDOT's solicitation for federal Highway Safety Improvement Program (HSIP) funding incorporate a benefit-cost ratio evaluation for reactive safety projects. The County will use the evaluation of high benefit, low cost strategies to analyze and identify potential projects for these funding sources.

Additional Plans and Tools

Additional plans and tools are also used by the county to identify safety concerns and mitigation measures.

- Strategic Highway Safety Plan (SHSP)
- Minnesota SHSP
- AASHTO Highway Safety Manual and AASHTO Critical Emphasis Areas
- County Roadway Safety Plans (CRSP)
- Congestion Management Safety Plan (CMSP)
- Local Road Research Board (LRRB) - Best Practices and Documents
 - ◇ Minnesota's Best Practices for Pedestrian/Bicycle Safety
 - ◇ Minnesota's Best Practices for Safety Strategies on Highways and Local Roads
 - ◇ Pedestrian Crossings: Uncontrolled Locations Guidebook
- National Cooperative Highway Research Programs (NCHRP)

4.2.E. Travel Demand Model: Socioeconomic Forecasts

Carver County will experience a significant amount of growth over the next twenty years. Table 8: Socioeconomic Forecasts highlights the County's socioeconomic projections to 2040 from the Metropolitan Council's System Statement.

◇ **Table 4.8: Socioeconomic Forecasts**

	2010 (Actual)	2014 (Estimate)	2020 (Projected)	2030 (Projected)	2040 (Projected)	2040 Adjusted*
Population	91,042	97,162	108,520	135,960	161,240	161,440
Households	32,891	34,956	40,940	52,180	62,590	62,650
Employment	31,836	36,700	42,190	46,900	52,240	54,800

**Chanhasen and Chaska System Statement Amendments added 2,500 jobs, Laketown Township additions*

Since the 2040 system statements were published in 2015, two Carver County cities processed system statement amendments with the Metropolitan Council. Chanhasen processed an amendment for an increase of 800 total jobs within the City. This change also shifted 100 jobs from Hennepin County to Carver County, netting an increase of 900 jobs in Carver County. Chaska processed an amendment for an increase of 1,600 jobs. The total increase from the two city 2040 system statement amendments is an increase in 2,500 jobs for the Carver County socioeconomic forecast and the Carver County 2040 Transportation Model. Laketown Township is projected to remain in 2040 with a population of approximately 200, 60 households, and 60 jobs. The Laketown Township totals were added to the original County 2015 System Statement.

Cities within the County were responsible for allocating demographic growth to the Traffic Analysis Zones (TAZs) in accordance with future land use plans and the Metropolitan Council System Statement totals. For example, future households were allocated to future residential land use areas. The 2040 forecasts assume relatively low growth in the township areas as compared with the previous 2030 forecasts. This 2040 forecast assumption was based on updated information provided by the cities and overall lower municipal level socioeconomic growth than the 2030 socioeconomic growth projections. The previous 2030 development allocation was last reviewed by the communities during the 2030 Roadway System Plan update in 2007. At that time, more growth and broader annexations were expected to occur. The Land Use section of this plan explains the County's planning approach for future land use and growth assumptions within township areas.

To help plan for 2040 growth, a Travel Demand Model (TDM) was developed to project traffic volumes and identify potential capacity issues on the county and state system. The model assists in projecting future travel and commuting patterns based on household and employment growth. Travel demand forecasts developed by the County were based on the Metropolitan Council's Activity Based Travel Demand Model (ABTDM). The ABTDM was tailored to provide additional detail on the County system. For example, the TAZs were expanded from 111 zones to 449 zones. Each TAZ was reviewed by the cities and townships to confirm the allocation of socioeconomic (population, households and jobs) forecasts by zone. Appendix B: Traffic Analysis Zone Socioeconomic Tables provides the required information regarding the model's socioeconomic forecasts by TAZ and includes Figure B.1: Carver County 2040 Transportation Analysis Zones (TAZ) – East and Figure B.2: Carver County 2040 Transportation Analysis Zones (TAZ) – West for reference maps.

4.2.F. Travel Demand Model: Roadway System Forecasts (Scenarios)

The methodology of the previous (2030) and current County transportation model are different due to overall differences in the regional model process. For example, the ABM has a more integrated process for travel between counties outside the seven-county area such as Wright, McLeod, and Sibley County compared to the previous model. In addition, roadway network speeds, capacities, and congestion behaviors by roadway type are reflected in the model. The County model reflects the 2010 Regional Travel Behavior Inventory survey and accounts for observed local household trip rates and changing travel behavior as of 2010.

The model is integrated to consider the impact of neighboring counties and communities. For example, the Carver County model is a regional TDM and development assumptions throughout the region are integrated into the model and consistent with the Thrive 2040 municipal forecasts. Observations regarding development assumptions in adjacent communities include:

- Slow, but steady growth is expected in Sibley and McLeod Counties.
- Overall, Scott County has lower 2040 socioeconomic forecasts than the previous 2030 forecasts.
- Eden Prairie and Minnetonka 2040 socioeconomic forecasts are higher than previous 2030 forecasts.
- A decrease in regional growth socioeconomic projections and travel patterns in neighboring communities has an impact on the Carver County Roadway system.

Three scenarios were completed to meet the requirements for the Metropolitan Council 2040 roadway forecasts:

- **Scenario 1: Thrive 2040 No Build** – Thrive 2040 Socioeconomic Forecasts with no Roadway Improvements after January 2017
- **Scenario 2: Thrive 2040 + Capital Improvement Program (CIP)** - Thrive 2040 Socioeconomic Forecasts with Programmed Roadway Improvements (2018 -2023 CIP)
- **Scenario 3: Thrive 2040 + 20-Year Transportation Tax Plan Improvements** – Thrive 2040 Socioeconomic Forecasts with Carver County Long-Term Roadway Improvements (Programmed CIP + 20-Year Transportation Tax Funded Improvements + Local Collector improvements anticipated with development)

Three Planning Scenarios: These scenarios are for County’s use in planning long-term improvements and right-of-way preservation strategies. Analysis and findings from this scenario are not included in the Comprehensive Plan document.

- **Scenario 3 Plus: Full 2040 Planning Horizon Socioeconomic Assumptions + 20-Year Transportation Improvement Plan** — This scenario incorporates the expected 2040 planning horizon socioeconomic growth above the constrained Metropolitan Council Thrive 2040 forecasts. The roadway network includes the planned improvements from Scenario 3 plus additional Collector improvements to support development. This is the County’s primary scenario for transportation planning.
- **Scenario 4: Buildout Socioeconomic Assumptions + 20-Year Transportation Improvement Plan** – This scenario is a sensitivity analysis beyond the 2040 planning horizon and uses expected buildout socioeconomic assumptions. The roadway network includes all planned projects in Scenario 3 Plus.

- **Scenario Five: Buildout Socioeconomic Assumptions + Full Buildout Improvements** – This scenario is a sensitivity analysis using expected buildout socioeconomic assumptions with Scenario 3 Plus roadway network plus additional recommended improvements to support full buildout development. The purpose of this scenario is to plan for long-term improvements associated with buildout development.

The following sections outline the assumptions included with the first three scenarios, with the understanding that the fourth and fifth scenario will be finalized following more optional planning by the County and local communities completing their respective Transportation Plans.

4.2.F.1. Scenario One: Thrive 2040 No Build

Scenario One includes the existing roadway network with Thrive 2040 socioeconomic forecasts (see Appendix B). All roadway capacity improvements that occurred between the 2014 validation scenario and January 2017 are assumed.

State Road Improvement Assumptions:

- Hwy 5 from Hwy 284 to Oak Avenue (Expansion to 4-lane divided arterial)
- Hwy 101 from Scott County 69 in Shakopee to CSAH 61 (Expansion to four-lane river crossing with intersection improvements at CSAH 61.)

County Road Improvement Assumptions:

- None

City/Township Road Improvement Assumptions

- None

Socioeconomic Forecast Assumptions:

- Thrive 2040 Socioeconomic Forecasts

4.2.F.2. Scenario Two: Thrive 2040 + Capital Improvement Program (CIP)

Scenario Two includes the existing roadway network from Scenario One, plus all funded roadway capacity improvements identified in Thrive 2040 or local Capital Improvement Programs (CIP). The socioeconomic forecasts are consistent with Thrive 2040 (see Appendix B).

State Road Improvement Assumptions:

- TH 41 from US 212 to 0.3 miles north of Pioneer Trail (Expansion to four-lane divided arterial)
- TH 101 from CSAH 61 to Pioneer Trail (Expansion to four-lane divided arterial)
- US 212 from CSAH 36 (Cologne) to CSAH 11 (Carver/Chaska) (Expansion to a 4-lane expressway)
- TH 41 from Minnesota River to Walnut Court (Reduction to 3-lane to 4th St and expansion to 4-lane divided to Hwy 61)
- TH 41 and US 169 Interchange in Scott County

County Road Improvement Assumptions:

- CSAH 10 from CSAH 11 to West Chaska Creek (Expansion to four-lane divided arterial)
- CSAH 11 from 6th Street to US 212 (Expansion to four-lane urban divided arterial)
- CSAH 13 from TH 5 to TH 7 (Reconstruction to two-lane arterial with turn lanes).
- CSAH 14 Extension (Marsh Lake Road) from CSAH 43 to CSAH 11 (Construction of two-lane divided urban arterial)
- CSAH 18 from TH 41 to Galpin Blvd (Expansion to four-lane divided arterial between TH 41 and Peavey Rd., re-construct as two-lane undivided between Peavey Rd. and Galpin Blvd)
- CSAH 44 Partial Interchange at US 212 and corresponding Local Collector system
- CSAH 44 from US 212 to west of CSAH 61 (Reconstruction to 2-lane divided urban roadway)
- CSAH 44 from CSAH 11 to US 212 (Reconstruction to 2-lane divided urban roadway)
- CSAH 61 from CSAH 101 to Charlson (Expansion to two-lane arterial with shared center left turn lane)
- CSAH 110 from TH 5 to CSAH 10 (CSAH 10 will be realigned to connect with TH 5 and constructed as a two-lane north-south arterial)

City/Township Road Improvement Assumptions (See Appendix B, Figure B.3):

- Chaska north-south Collector roads between CSAH 61 and Engler Blvd.
- Extension of Bluff Creek Blvd from River Rock Drive to Powers Blvd (Chanhassen)
- Extension of Stieger Lake Ln to CSAH 11 north of TH 5 (Victoria)
- CR 117/Galpin Blvd. from TH 5 to County line (2-lane urban with turn lane improvements)
- Airport Rd. from Firesteed Ridge to Laketown Rd. (2-lane rural paved roadway)
- Burandt Blvd. extension and local Collector connection to CSAH 10

Socioeconomic Forecast Assumptions:

- Thrive 2040 Socioeconomic Forecasts

4.2.F.3. Scenario Three: Thrive 2040 + 20-Year Transportation Improvement Plan

Scenario Three includes the roadway network from Scenario Two, plus Carver County Long-Term Roadway Improvements (20-Year Transportation Tax Plan + Local Collector Improvements that are anticipated with development). The socioeconomic forecasts are consistent with Thrive 2040 (see Appendix B). See Figure 4.2: Carver County Transportation Tax Projects for reference.

State Road Improvement Assumptions

- TH 5 from CSAH 13/Rolling Acres Rd. to TH 41 (Expansion to 4-lane urban roadway)
- TH 5 from TH 284 to CSAH 59/Main St. (Expansion to 4-lane urban roadway)

- TH 5 from CSAH 11/Victoria Dr. W to CSAH 13/Rolling Acres Rd. (Expansion to 4-lane urban roadway)
- TH 41/CSAH 10 Intersection (Expand all approaches to 4-lane urban roads)
- US 212 from CSAH 34 (Norwood Young America) to CSAH 36 (Cologne) (Expansion to a 4-lane expressway)

County Road Improvement Assumptions:

- CSAH 10/Engler Blvd. from CSAH 43 (west) to CSAH 11 (Expansion to 4-lane divided roadway)
- CSAH 10 from US 212 to TH 41 (Expansion to 4-lane urban roadway)
- CSAH 10/Engler Blvd. from TH 41 to Park Ridge (Expansion to 4-lane divided roadway)
- CSAH 11 from 6th St. to CSAH 40 south (Expansion to 2-lane urban roadway with additional northbound climbing lane)
- CSAH 18 Extension from Bavaria Rd. to TH 41 (2-lane urban roadway)
- CSAH 61 (Flying Cloud Dr.) from CSAH 15 to Bluff Creek Dr. (2-lane divided urban arterial)
- CSAH 92 Extension from CSAH 10 to TH 5 (2-lane divided urban roadway)

City/Township Road Improvement Assumptions:

- See Appendix B, Figure B.3 for alignments included in Scenario 3.

Socioeconomic Forecast Assumptions:

- Thrive 2040 Socioeconomic Forecasts

Model results show lower traffic volumes for 2040 when compared to the 2030 forecasts (updated in 2014). One of the primary reasons is significantly lower socioeconomic 2040 forecasts compared to 2030 (i.e., population, jobs and housing). The 2040 forecasts represent a re-projection of expected growth by 2040 and not an incremental growth from the previous 2030 projections. Lower traffic volumes are also an outcome of incorporating the 2010 Travel Behavior Inventory (TBI) survey; household trip rates are lower than in the 2000 TBI. Specifically, the observed motorized trip rate per household decreased from 10.3 in 2000 to 8.0 in 2010. The new regional activity based model accounts for this decrease and reflects other observed changes in travel behavior over the last decade.

The 2030 and 2040 forecasts are relatively the same on the state system (e.g. US 212 and TH 5). However, the 2040 traffic volumes are much lower on the parallel routes when compared to 2030 forecasts. This decrease can be linked to a shift in 2040 development assumptions. For example, year 2040 development is clustered within Victoria, Waconia, and Carver providing better accessibility to the state system (e.g. US 212 and TH 5). In the previous 2030 traffic forecasts, development assumptions were more sprawling and therefore more centered around the county roadway system.

4.2.G. Future Roadway System Needs

This section uses analysis from the travel demand model to identify 2040 roadway system needs. The Future Roadway System Needs section provides a comprehensive look at 2040 needs including traffic model forecasts, future congestion analysis, priority corridor identification, jurisdictional classification and system designation, and the functional classification system. This section builds on the characteristics of the existing system and projected socioeconomic growth to provide a vision for the 2040 roadway system, which directs the Policy Direction and Implementation sections.

4.2.G.1. 2040 Travel Demand Forecasts

The pattern and intensity of travel within the County is directly related to the distribution and magnitude of households, population and employment within the communities and neighboring counties. To understand these impacts, 2040 traffic forecasts for Carver County were prepared based on the socioeconomic projections identified in Table 4.8. These forecasts are an essential analytical tool to determine the adequacy of the roadway system to handle future development. The Carver County's ABTDM was developed to provide a 2040 outlook, while assessing future transportation needs.

Each of the three primary scenarios were developed to represent varying assumptions regarding future development (socioeconomic forecasts) and funding plans, while meeting Metropolitan Council Requirements.

- **Scenario 1:** Thrive 2040 No Build; **Scenario 2:** Thrive 2040 + Capital Improvement Program (CIP); **Scenario 3:** Thrive 2040 + 20-Year Transportation Tax Plan Improvements

Three planning scenarios were developed for County's use in planning long-term improvements and right-of-way preservation strategies. Analysis and findings from this scenario are not included in the Comprehensive Plan document.

- **Scenario 3 Plus:** Full 2040 Planning Horizon Socioeconomic Assumptions + 20-Year Transportation Improvement Plan & Collectors; **Scenario 4:** Buildout Socioeconomic Assumptions + 20-Year Transportation Improvement Plan & Collectors; **Scenario 5:** Buildout Socioeconomic Assumptions + Full Buildout Improvements

Scenarios 1, 2, and 3 are the primary scenarios for the County's 2040 Comprehensive Plan, as they are consistent with Thrive 2040 socioeconomic projections. Scenario 3 is the preferred scenario for the 2040 Comprehensive Plan as it is consistent with Thrive 2040 socioeconomic projections and includes a revenue scenario based on the County's CIP plus the adopted transportation tax identified projects (1/2 percent sales tax, \$20 vehicle excise fee, and \$20 wheelage tax). Scenario 3+ is the County's primary 2040 planning scenario for technical analysis beyond the Comprehensive Plan. Scenarios 4 and 5 are sensitivity analyses to estimate full buildout development needs in the County. The primary purpose of these scenarios is to estimate potential future traffic growth in order to determine potential long term right of way preservation needs in the developing areas of the county. The analysis from Scenarios 3+, 4, and 5 are not included as part of the 2040 Comprehensive Plan.

Based on these scenarios, a planning-level analysis was performed to identify locations where capacity problems are expected to occur in the planning horizon year. Capacity was based upon the existing roadway system along with the programmed improvements described in the above scenarios. The volume-to-capacity (V/C) analysis completed for Carver County used a combination of typical planning-level roadway capacities and more refined planning-level roadway

capacities to identify corridors that are expected to experience some level of congestion (see Table 4.7 for further information on these capacities).

Like the methodology to determine the existing capacity deficiencies, the future volumes were reviewed to determine if future capacity deficiencies will develop and the following congestion categories were used for the analysis.

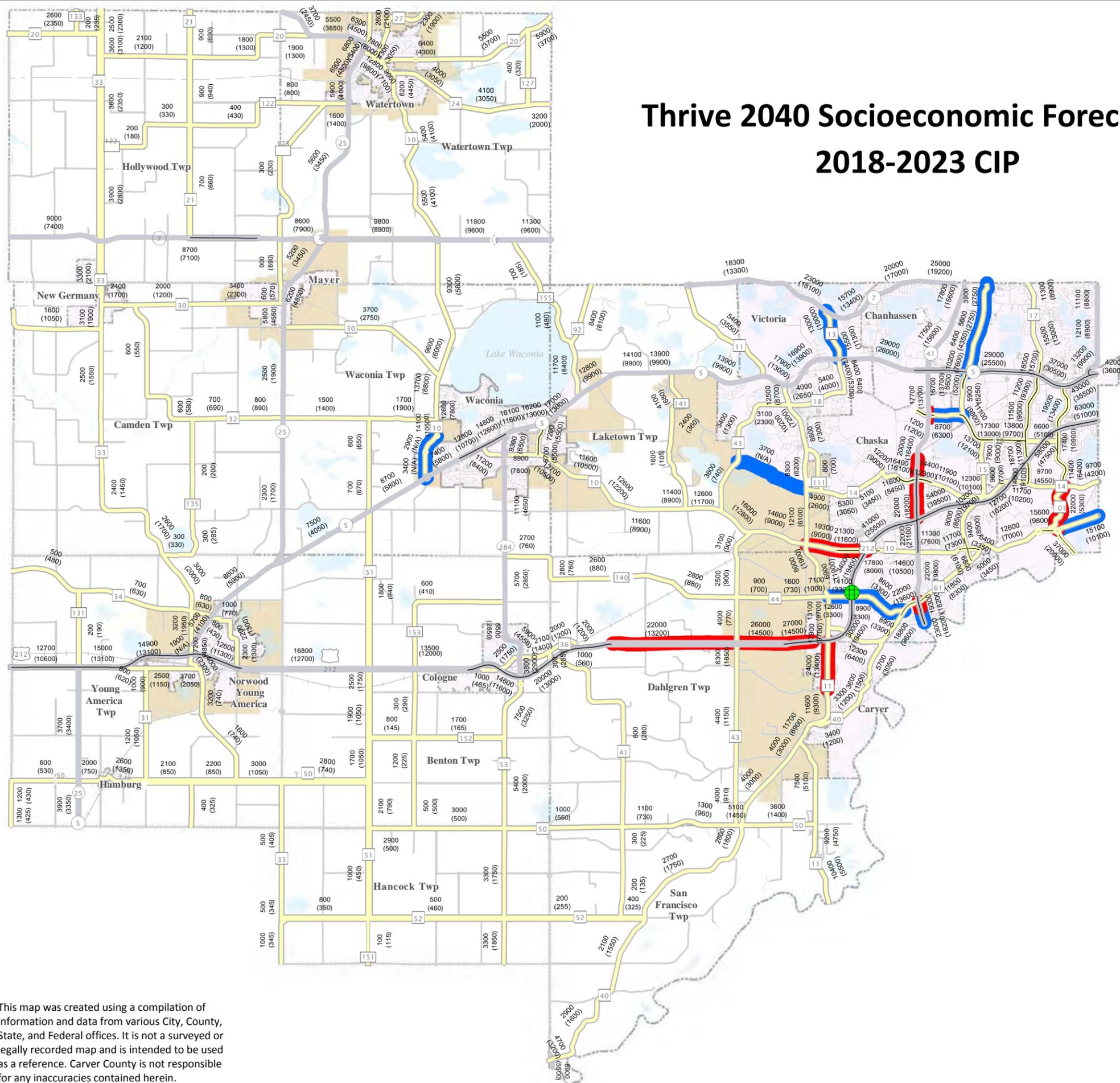
- **Uncongested** – The existing volume is less than 85 percent of the threshold volume, indicating a low probability of operational problems due to volume of traffic on the facility.
- **Near Congestion** – The existing volume is between 85 percent and 100 percent of threshold volumes, suggesting a moderate probability of operational problems due to traffic volume on the facility.
- **Congested** – The existing volume exceeds 100 percent of the threshold volume, indicating a high probability of operational problems due to the volume of traffic on the facility.

2040 traffic volume forecasts for Scenarios 1, 2, and 3 are listed in Figure B.4 (Appendix): 2040 Travel Demand Forecasts Scenario 1, Figure 4.7: 2040 Travel Demand Forecasts & Recommended Improvements Scenario 2, and Figure 4.8: 2040 Travel Demand Forecasts & Recommended Improvements Scenario 3. Volume to Capacity ratios for Scenarios 1, 2, and 3 are in Figures B.5 (Appendix), 4.9, and 4.10, respectively.

Scenario 1, 2040 growth with no roadway improvements, shows V/C ratios exceeding 1.0 on priority mobility corridors including US 212, TH 5, TH 7, TH 41, and CSAH 10. Scenario 2, 2040 growth with limited roadway improvements as programmed in the County CIP, shows similar capacity and congestion issues as Scenario 1 with the exception of US 212 from Cologne to Carver due to the 4-lane expansion improvement. Other programmed improvements incorporated into Scenario 2 show project location mobility improvements such as on CSAH 10 from CSAH 11 to US 212. Scenario 3, 2040 growth with 20-year County Tax Plan improvements, relieves certain capacity issues on priority corridors including the expansion to 4-lanes on both 2-lane segments of US 212 and segments of TH 5, TH 41, and CSAH 10. Overall, the improvements to US 212 in Scenario 3 bring a shift in travel patterns and trips utilizing this regional facility. Mobility issues persist on key transportation corridors even with the implementation of the County's 20-year Transportation Tax Plan projects funded by dedicated County taxes. The application of Metropolitan Council's 2040 socioeconomic growth to the 2040 financially constrained transportation system shows that the County is fast-growing and can expect capacity issues on key State Highway mobility corridors including TH 7, TH 41, and TH 5.

Thrive 2040 Socioeconomic Forecast + 2018-2023 CIP

2040 Travel Demand Model Forecasts & Recommended Improvements Scenario 2 Figure 4.7



Legend

Traffic Volumes
- 2040
(####) - 2015

Interchange

Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

Recommended Roadway Improvements

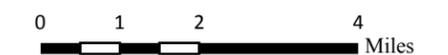
- 2-Lane
- 4-Lane

City/Township Boundary

- Existing City
- City/Township Boundary
- City Growth Areas 2040

Note:

Only County and State Road Improvements are Shown

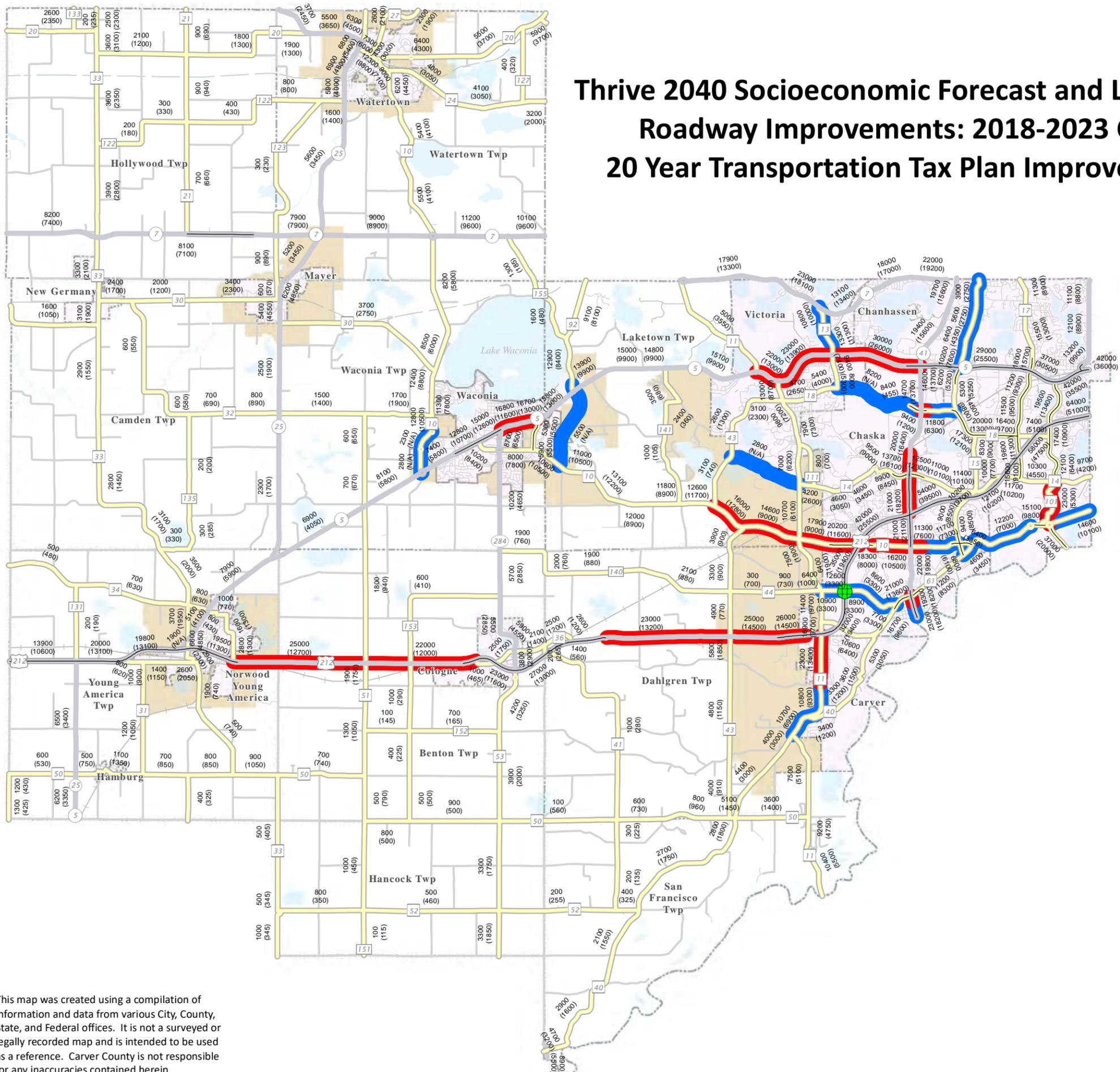


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Thrive 2040 Socioeconomic Forecast and Long Term Roadway Improvements: 2018-2023 CIP + 20 Year Transportation Tax Plan Improvements

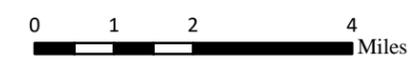
2040 Travel Demand Model Forecasts & Recommended Improvements Scenario 3 Figure 4.8



Legend

- Traffic Volumes
- 2040
(####) - 2015
- Existing Roadway Network**
 - 2 Lane County Road
 - 4 Lane County Road
 - 2 Lane Trunk Highway
 - 4 Lane Trunk Highway
- Recommended Roadway Improvements**
 - 2-Lane
 - 4-Lane
 - Interchange
- City/Township Boundary**
 - Existing City
 - City/Township Boundary
 - City Growth Areas 2040

Note:
Only County and State Road Improvements are Shown

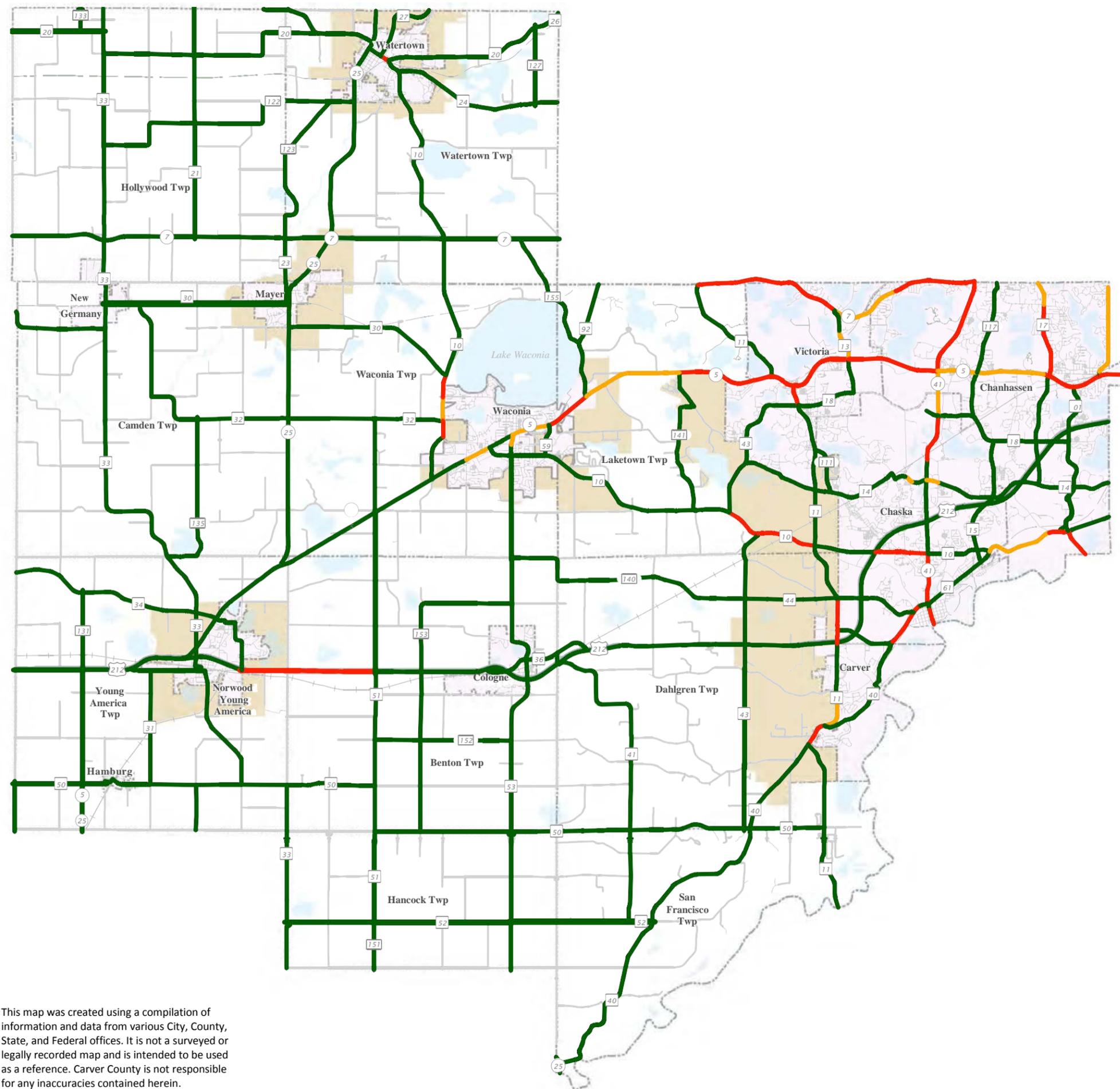


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2040 Scenario 2 Volume-to-Capacity (V/C) Ratio

Figure 4.9



Legend

V/C Scenario 2

— < 0.85

— 0.85 - 1.00

— > 1.00

City/Township Boundary

Existing City

City/Township Boundary

City Growth Areas 2040

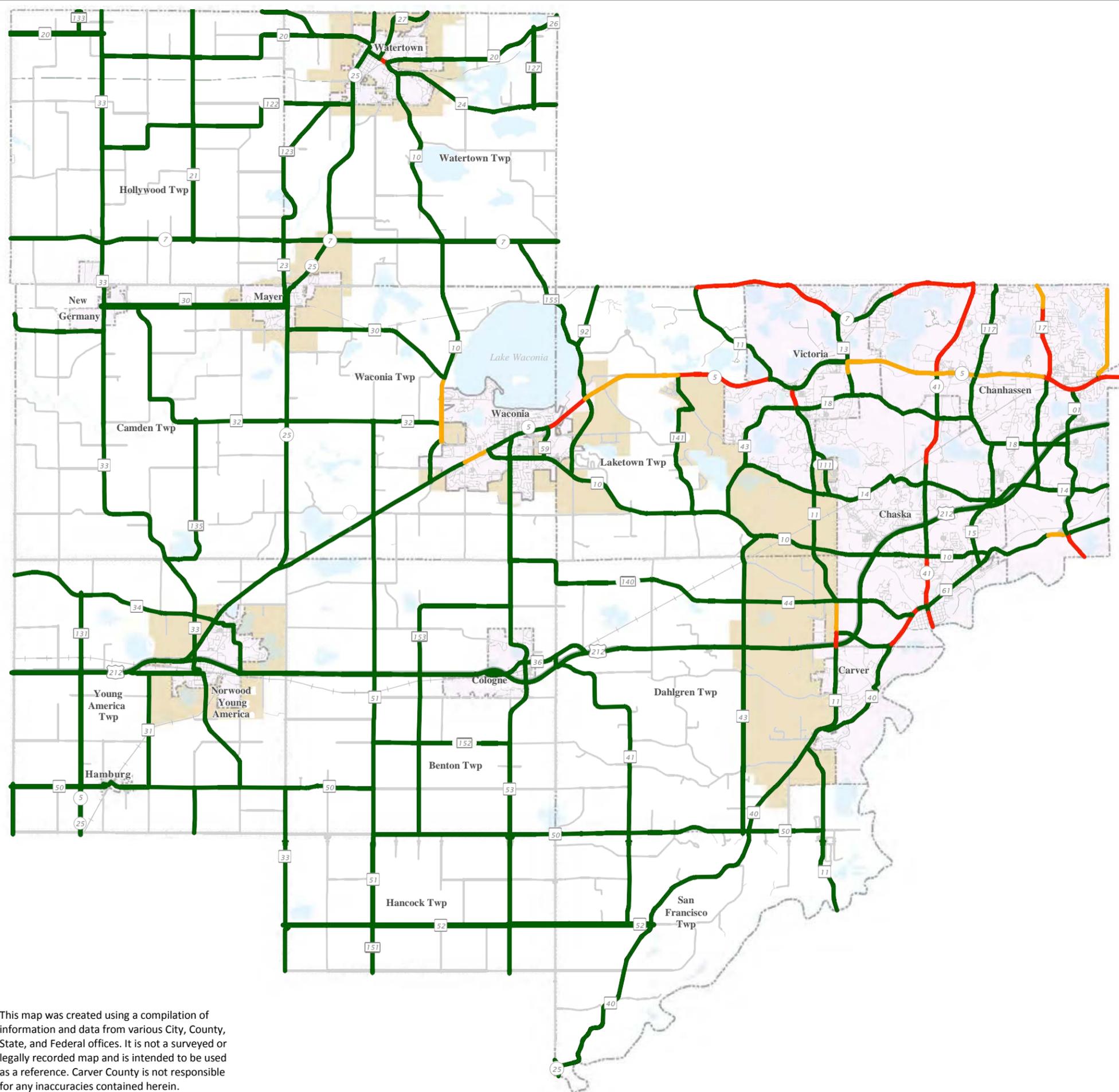


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2040 Scenario 3 Volume-to-Capacity (V/C) Ratio

Figure 4.10



Legend

V/C Scenario 3

- < 0.85
- 0.85 - 1.00
- > 1.00

City/Township Boundary

- Existing City
- City/Township Boundary
- City Growth Areas 2040



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4.2.G.2. Jurisdictional Classification

The jurisdiction of roads is an important element of the future system plan because roadways that are misaligned (i.e., not owned by the most appropriate jurisdiction) can result in several problems for the transportation system. These include:

- Causing the highway system to contain segments that are not “jurisdictionally appropriate” for current and future functions.
- Setting design and condition standards that exceed actual roadway function.
- Directing critical financial resources away from appropriately aligned roadways.
- Providing a level of service in terms of both capacity and customer expectations (i.e., safety, ride equality, and maintenance) that does not match the actual roadway conditions or ownership.

Potential jurisdictional transfers should be pursued as opportunities arise. This document establishes guidelines and screening criteria for jurisdictional transfers in Table 4.9 and Table 4.10. Information is provided under the Policy Direction section which includes Jurisdictional Transfer Criteria and Jurisdictional Guidelines Regarding Township and City Transfers to the County. Potential jurisdictional transfers are shown in Figure 4.11: Future Network Changes with Potential Jurisdictional Transfers.

Figure 4.11 indicates potential jurisdictional transfers as 2040 or post-2040. This designation is illustrative per request of local agencies; however, the exact timing of potential jurisdictional transfers is undetermined. Figure 4.11 includes notes to specify coinciding jurisdictional transfers. Moving a potential jurisdictional transfer forward would be further evaluated through coordination of all involved agencies and be vetted through the guidance in Tables 4.9 and 4.10. Statutory requirements direct the implementation of jurisdictional transfers.

4.2.G.3. System Designation

Carver County highways are signed as County Roads (CR), but for the funding purposes the county highway system is divided into two categories: County State Aid Highways (CSAH) and County Roads (CR). The difference in designation relates to the route’s function and funding. The CSAH system originated in the mid-1950s to provide an integrated network of secondary roads servicing the state’s rural transportation needs. Routes qualifying or designated as CSAHs are eligible to receive state funding for maintenance and construction activities, while CRs are funded with local property tax dollars. In Carver County, generally 2-digit numbered county roads are eligible for State Aid (i.e. CR 18, CR 10), while 3-digit county roads (i.e., CR 131, CR 153) are funded with local tax dollars. Administration of the CSAH system is based on a detailed set of rules administered by the Minnesota Department of Transportation Office of State Aid. These rules outline requirements and responsibilities including designation, maintenance, and reconstruction.

Reviewing the system designation ensures that demographic and transportation changes in the county are adequately addressed through system designation changes. Route designation, as outlined in Chapter 8820.07 of the State Aid Rules “Selection Criteria,” parallels the functional classification criteria used to designate collector and arterial routes. State Aid criteria are summarized as follows:

- State Aid routes carry heavier traffic volumes or are functionally classified as collector or arterial routes on the county’s functional classification system.
- State Aid routes connect towns, communities, shipping points and markets within a county or in adjacent counties; provide access to churches, schools, community meeting halls, industrial areas, state institutions and recreational areas; or serve as a principal rural mail route and school bus route.

- State Aid routes provide an integrated and coordinated highway system, consistent with projected traffic demands.

Carver County’s transportation system should be periodically reviewed to identify additional potential designation changes, based on functional classification changes, jurisdiction changes, proposed new roadway alignments and major construction projects recommended by this plan.

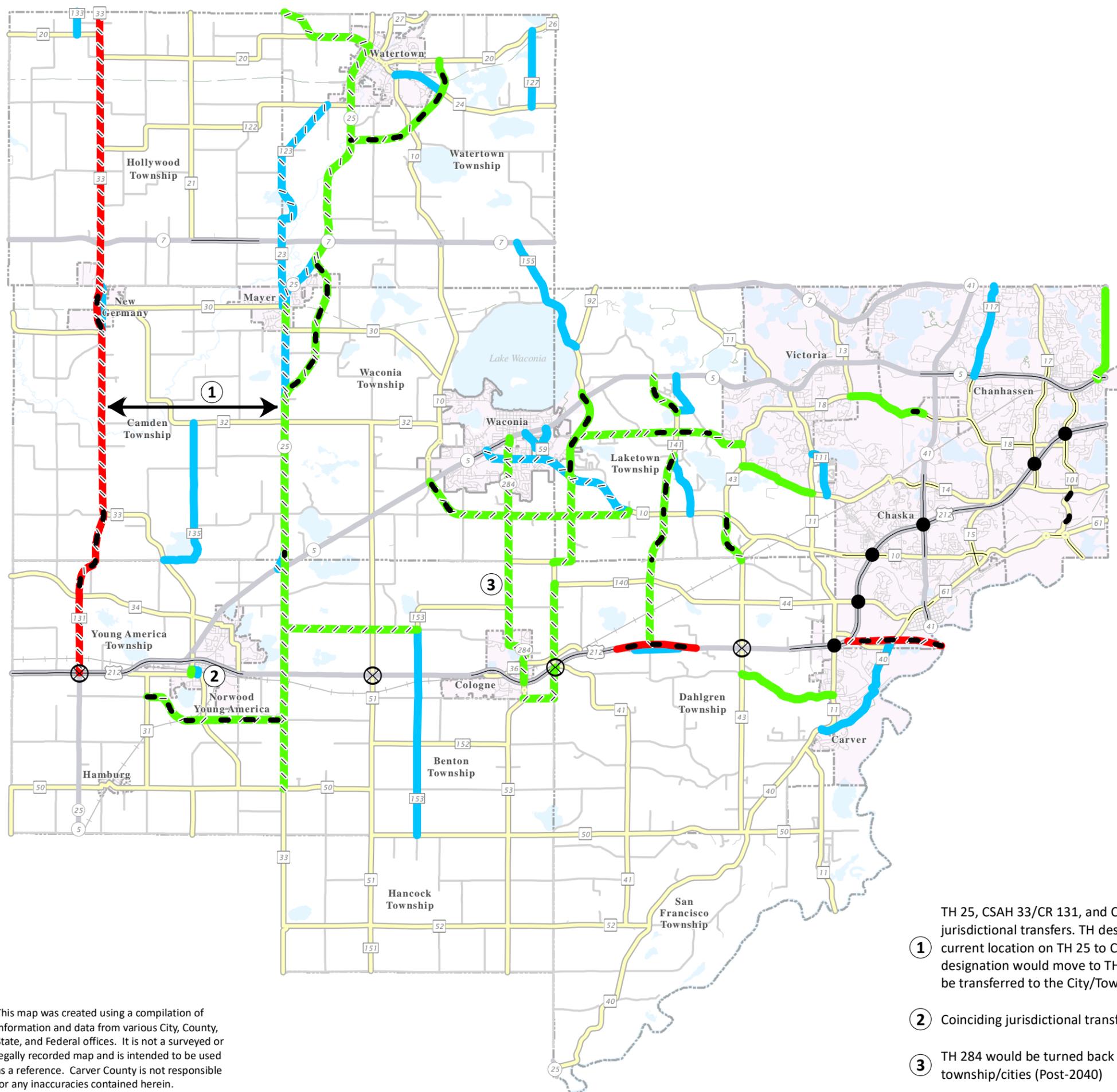
Other methods of revising designations are available for consideration. These include three approaches:

1. As cities grow beyond 5,000 in population and become eligible for Municipal State Aid (MSA), it may be possible to have these cities accept CSAH roads within their boundaries on to their new MSA system. Appropriately selected, these changes could help cities by increasing their State Aid “needs” while also benefiting the county by freeing-up CSAH mileage that could then be assigned to existing CRs or new routes.
2. If existing MSA eligible cities have less than 20 percent of their municipal roadways designated MSA, it may be advantageous to the city to have the county upgrade a CSAH within the city and then have the city accept it on to its MSA system. In this example, the city obtains county assistance for a roadway important to the city, and then the county, by transferring the CSAH designation to MSA, frees up CSAH mileage to be used on another important road in its system.
3. The county can maintain its current CSAH designations but increase its “needs” and therefore increase funding for these roadways by regularly updating its “after the fact” needs data.

System designation and continually updating “State Aid needs” is an important element to the county’s transportation system because it impacts the sources of funding and facility standards by roadway type. The long-term (2040 and post-2040) vision for the roadway system in Carver County is illustrated in Figure 4.11 : Future Network Changes with Potential Jurisdictional Transfers. Figure 4.11 shows potential jurisdictional transfers and future interchange access and preservation locations. Figure 4.12: Future CSAH/CR Network displays similar information to Figure 4.11 but captures a fuller picture of the future County roadway system. The purpose of this map is to show the combined long-term potential future County transportation system including potential jurisdictional transfers, new alignments, and post-2040 projects in an easy to understand format.

Future Network Changes with Potential Jurisdictional Transfers

Figure 4.11



Legend

TH 212 Access

- Interchange Access Locations
- ⊗ Potential Interchange Preservation Location
- — — New Alignment
- /// Post 2040 Project

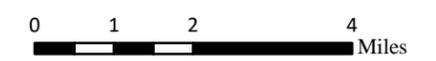
Future Network

- Future City/Township
- Future County
- Future State

Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

- ① TH 25, CSAH 33/CR 131, and CR 123 are coinciding jurisdictional transfers. TH designation would move from current location on TH 25 to CSAH 33/CR 131, CSAH designation would move to TH 25, and CR 123 would be transferred to the City/Township. (Post-2040)
- ② Coinciding jurisdictional transfer.
- ③ TH 284 would be turned back to county or township/cities (Post-2040)

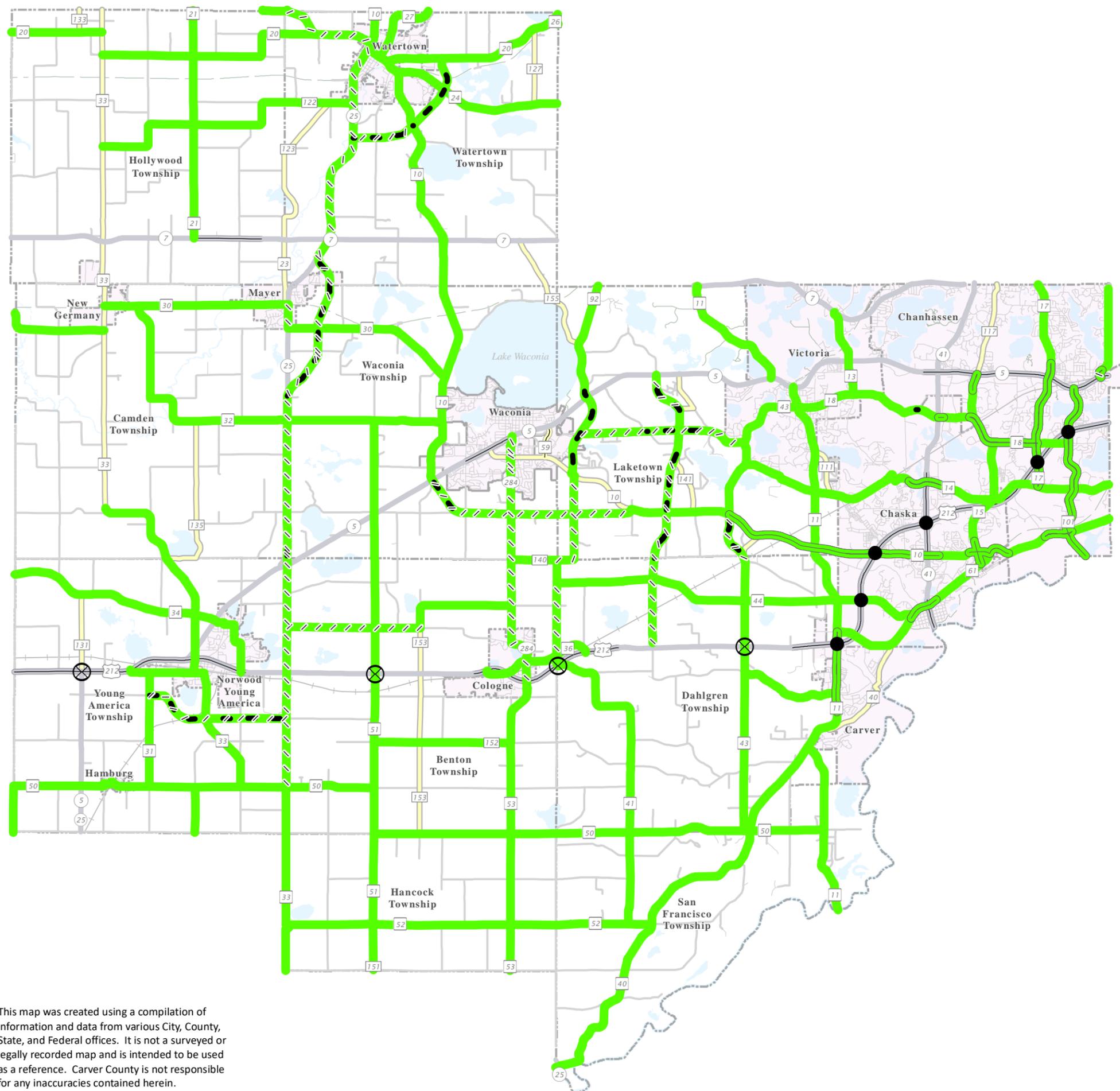


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Future CSAH/County Road Network

Figure 4.12



Legend

TH 212 Access

- Interchange Access Locations
- ⊗ Potential Interchange Preservation Location
- /// Post 2040 Project
- — — New Alignment

Future Network

- 2 Lane County Road
- 4 Lane County Road

Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway



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4.2.G.4. Future Functional Classification

The future roadway functional classification defines the function and role of all key highways within the hierarchy of Carver County's transportation system. The designation of a future functional classification for the roadway system enables State, County, and local planning officials to better manage access and the design of roadways. The future functional classification recommendations attempt to address anticipated changes in land use and development patterns, address inconsistencies and misaligned routes related to established guidelines, and provide appropriate connections to adjacent counties.

The future functional classification for the county's roadway network is shown in Figure 4.13: Future Functional Classification. The future functional classification designation is primarily for corridor planning and preservation, and the functional classification of the roadway could be changed to this designation within the 2040 planning horizon.

As the population and employment of the region continues to grow and urban development encompasses more of the land area, additional principal arterial roadways will be needed beyond the planning horizon of this plan. The CSAH 33 corridor is identified as a future (post-2040) Principal Arterial based on spacing, connectivity, and other functional classification criteria. This corridor includes: CSAH 33/CR 131/TH 5 – from the north County border running south along CSAH 33, utilizing a new roadway segment connection to CR 131, continuing south along CR 131 connecting with TH 5 south of US 212 continuing south to the County border. This future Principal Arterial is planned as part of a jurisdictional transfer of this corridor to MnDOT. This would also trigger the transfer of TH 25 to the County and the transfer of CR 123 to the Township (see Figure 4.11).

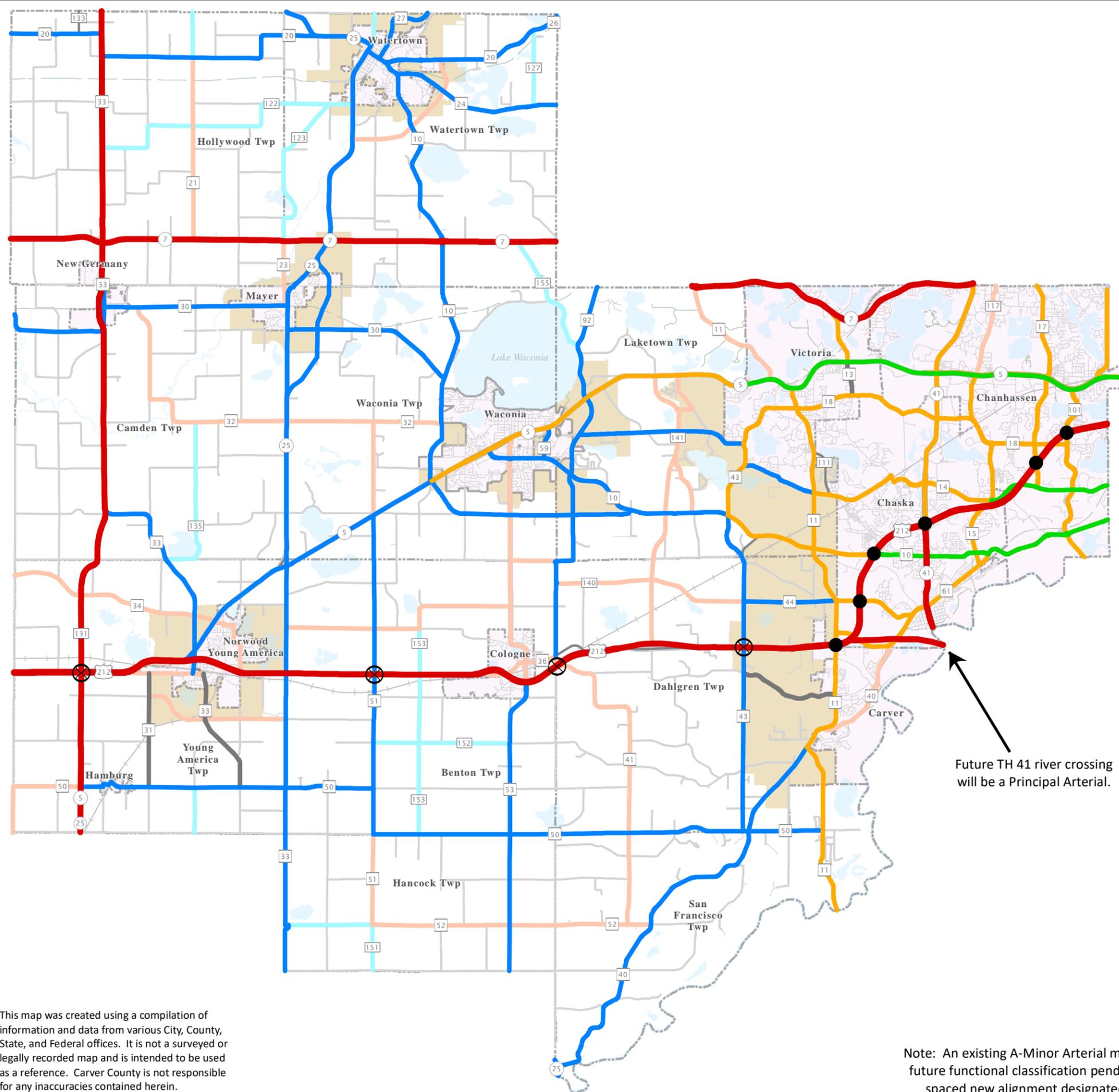
Potential interchange preservation locations are identified as part of this plan at the following intersections from west to east:

- US 212 / TH 5/25/CR 131
- US 212 / CSAH 51
- US 212 / CSAH 41
- US 212 / CSAH 43

The County will work actively with MnDOT to preserve these future interchange locations for long term transportation planning purposes and pursue funding as needed for safety and mobility improvements along the US 212 corridor.

Future Functional Class

Figure 4.13



Legend

- Interchange Access Locations
- ⊗ Potential Interchange Preservation Location
- Principal Arterial
- A Minor Reliever
- A Minor Expander
- A Minor Connector
- Other Arterial
- Major Collector
- Minor Collector
- Local Road

City/Township Boundary

- Existing City
- City/Township Boundary
- City Growth Areas 2040

Future TH 41 river crossing will be a Principal Arterial.



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Note: An existing A-Minor Arterial may be considered for a lower future functional classification pending the addition of a closely spaced new alignment designated as an A-Minor Arterial.



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4.2.G.5. Priority Corridors

The traffic model is one tool used in helping plan for the future. Detailed corridor studies and/or traffic studies are a more comprehensive approach to determine appropriate solutions for maintaining safe, accessible, and well-engineered corridors for the future transportation system. The following corridors are priorities for future study:

- TH 5 (Completed in 2008, Arboretum Area Transportation Plan underway for Victoria, Chanhassen, Chaska area; to be completed in 2020)
- US 212 (Completed in 2016)
- TH 41 and CSAH 61 in Chaska, Chanhassen and Carver. (Completed in 2017)
- CSAH 10 (Corridor study underway for Victoria and Chaska area; to be completed in 2020)
- CSAH 11 in Carver (Completed in 2019)
- CSAH 18 in Chaska and Victoria (Completed in 2019)
- CSAH 13 in Victoria (Arboretum Area Transportation Plan underway for this corridor; to be completed in 2020)
- Future CSAH 92 (East Waconia Bypass) (Completed in 2019)
- North-South connections from TH 212 to CSAH 10 and TH 5 from Cologne/Dahlgren Township to Waconia/Laketown Township (projected for 2020-2025)
- Southeast Watertown by-pass connection from TH 25 to CSAH 20 (projected for 2020-2025)

4.2.G.6. Post– 2040 Roadway System Plan

The 2014 Amendment to the County’s 2030 Comprehensive Plan recognized future roadway system connections based on the 2030 traffic forecasts. The 2040 roadway needs were updated with the 2040 traffic model, which includes updated, lower 2040 socioeconomic inputs. Some of the roadway system needs identified in the 2014 amendment may be now post-2040 needs and may no longer be included in this plan.

It is important to perform a sensitivity analysis in a high growth area like Carver County in the event that more aggressive land development than predicted with Thrive 2040 occurs, as well as to anticipate post-2040 full buildout needs for corridor preservation. Scenario 4 and 5 along with the planned buildout roadway network was used as a post-2040 planning model.

4.2.H. Policy Direction

It is important to establish appropriate policies and guidelines to guide the maintenance and development of the County’s roadway network. These policies strive to balance the needs of maintaining an efficient transportation network with community needs and priorities. The following sections discuss the RSP policies and guidelines established for Carver County.

Existing transportation related Policies and Procedures as adopted by the County Board of Commissioners include:

- Rumble Strip Policy
- Highway Sign Policy
- Snow and Ice Control Policy
- Right of Way Ordinance
- Landscape Policy
- Cost Participation Policy (Cooperative Highway Projects)
- Cost Participation Policy (Trails)
- Development Review Procedure
- ADA Transition Plan

This 2040 RSP includes policy direction considered valuable for planning a sound and sustainable transportation system. These policies are brought forward from the 2030 RSP policies with minor updates.

4.2.H.1. Jurisdictional Transfers

The jurisdiction of roads is an important element of the future system plan because it affects several organizational functions and obligations (e.g., regulatory, maintenance, construction, and financial). The hierarchy of jurisdictional classification is typically established so that higher volume, regional corridors carrying inter-county traffic are maintained by MnDOT (e.g., trunk highways), while intermediate volume corridors with more limited travel sheds (e.g., County State Aid Highways and County Roads) are maintained by the county. Roadways that serve local traffic (e.g., Municipal State Aid Streets/city streets, and township roads) should be maintained by the individual municipality or township. In that respect, jurisdictional classification is intended to maintain a balance or responsibility among state, county, municipal, and township agencies.

If a roadway is not aligned properly with the appropriate jurisdiction there is an opportunity to transfer ownership of the roadway between jurisdictions. This could include a “turn-up” (i.e. transfer from a township/city to County or County to MnDOT) or “turnback” (i.e. transfer from County to a township/city or MnDOT to County). Table 4.9 provides jurisdictional guidelines relative to county roads for making transfer determinations.

◇ **Table 4.9: Jurisdictional Guidelines**

County Jurisdiction Guidelines	Jurisdictional Transfer Guidelines
<p>Functional Class: The functional classification of roadways within the county system should primarily consist of minor arterials and collector roads.</p>	<p>Most of the county road system should be classified as minor arterials and collectors. Typically, local cities and towns have jurisdiction over collector roads and all local roads, and the state has jurisdiction over principal arterials such as interstates and trunk highways. If the roadway is determined to be misaligned functionally, then a jurisdictional transfer should be considered.</p>
<p>Traffic Volume: Facilities within the county roadway system should carry a relatively heavy volume of daily and peak hour trips.</p>	<p>The traffic volume should be consistent among facilities within the county roadway system. According to criteria established in the 2040 Transportation Policy Plan, typical average daily traffic (ADT) volumes of collectors are characterized as supporting 1,000 – 15,000 vehicles and local roads typically support less than 1,000 vehicles within the urban service area. Facilities within the county roadway system with low ADT volume of less than 1,000 should be considered candidates to transfer to the local jurisdiction.</p>
<p>System Continuity and Connectivity: Facilities within the county roadway system should be consistent with the primary purpose of supporting regional and sub-regional travel. County roadways should interconnect to other county roadways and the regional highway system. These facilities should link major job and activity centers, span major natural or man-made barriers, or interconnect urban and rural environmental.</p>	<p>The county is primarily responsible for maintaining regional and sub-regional travel, whereas state jurisdictions are focused on maintaining connections to regional job concentrations and providing connections between major cities and local jurisdictions are focused on maintaining connections within local neighborhoods. County facilities that are misaligned with the primary purpose of the county roadway system should be considered to transfer to the state or local jurisdictions.</p>
<p>Segment Length: The county roadway system should support medium length trips that travel within a community or across city boundaries within the county.</p>	<p>County facilities that consist of short segments or are disjointed with a different jurisdiction maintaining the majority of the roadway, are not consistent with the primary purpose of the county roadway system. Whereas, facilities that consist of longer segments (greater than 8 miles with at least 5 continuous miles on principal arterials) that span across multiple counties or cities should be considered for transfer to the state jurisdiction.</p>

◇ **Table 4.9: Jurisdictional Guidelines—Continued**

County Jurisdiction Guidelines	Jurisdictional Transfer Guidelines
<p>System Spacing: The system spacing should be compatible with the county roadway network.</p>	<p>Roadways within the county roadway system should be consistent with the typical system spacing of minor arterials and collector roads. Based on the 2040 Transportation Policy Plan, system spacing of minor arterials typically should be spaced every one-half to two miles where urban or suburban level of development is planned. County roadways that are spaced further or closer than this should be considered for transfer to the state or local jurisdiction.</p>
<p>Level of Mobility and Land Access: County roads should be characterized as providing a moderate level of mobility compared to a relatively lower level of direct land access.</p>	<p>The balance between providing mobility and land access should be consistent. Although variation may exist between urban and rural area, most of the county roadway system should support mobility versus land access. County roadways that primarily provide local land access rather than mobility, may be appropriate candidates to transfer to the local jurisdiction. Whereas, county facilities whose function is to emphasis mobility for longer trips rather than direct land access may be appropriate candidates to transfer to the state jurisdiction.</p>
<p>Weight Limits: The county roadway system should support a freight network that allows the movement of goods/ products between commercial centers, freight generators and the region.</p>	<p>The weight limitations of a road and bridge play a factor in supporting the movement of heavy commercial vehicles:</p> <ul style="list-style-type: none"> • All paved routes in Minnesota are 10-ton routes, unless posted with a sign indicating a lesser axle weight limit. County roads not designed as 10 ton routes may be appropriate candidates to transfer to the local jurisdiction. • All unpaved routes in Minnesota are 9-ton routes, unless posted with a sign indicating a lesser axle weight limit. <p><i>(Source Minnesota Trucking Regulations - MnDOT)</i></p>

Jurisdictional Screening Criteria

Using the jurisdictional guidelines (see Table 9), a set of screening criteria (see Table 4.10) were developed to help the county identify future jurisdictional transfer candidates. The following benchmarks help support the screening criteria when determining if a roadway is misaligned with the appropriate jurisdiction.

- **Low Misalignment Probability:** If the roadway meets five or more of the screening criteria, there is a low probability the roadway is misaligned with the responsible jurisdiction.
- **Medium Misalignment Probability:** If the roadway meets four to five of the screening criteria, there is a medium probability the roadway is misaligned with the responsible jurisdiction.
- **High Misalignment Probability:** If the roadway meets one to three of the screening criteria, there is a high probability the roadway is misaligned with the responsible jurisdiction.

□ **Table 4.10: Jurisdictional Screening Criteria**

Criteria	Local Roadway System	County Roadway System	State Roadway System
Future Functional Class	The local roadway system should primarily represent roads classified as “locals” or “minor” collectors.	The county roadway system should primarily represent roads classified as “major collectors” and above.	The state roadway system should primarily represent roads classified as “minor arterials” and above.
Traffic Volume	Typically, < 1,000 ADT	Typically, > 2,500 ADT	Typically, > 10,000 ADT in urban areas Typically, > 5,000 ADT in rural areas
System Continuity and Connectivity	Provides connections to local roads or collectors.	Provides continuous, sub-regional east/west or north/south routes.	Provides continuous, regional east/west or north/south routes.
Segment Length	Serves trips of small length (e.g., < 3 mile).	Serves trips of moderate length (e.g., 3 to 15 miles).	Serves trips of moderate to large lengths (e.g., > 15 miles), or segments greater than 8 miles with at least 5 continuous miles on principal arterials.
System Spacing	Local roads should be spaced at intervals that safely bring traffic to collectors.	County roads should be adequately spaced. A-Minor arterials may vary between 1/8 to ½ mile in urban environments and 2 to 3 miles in rural environments.	State roads should be adequately spaced. Principal Arterials are spaced 1 to 5 miles, depending on their location (urban vs. rural).
Level of Mobility and Land Access	Unrestricted access/local thru traffic/low speed (e.g., 35 mph)	Controlled access/local & regional thru traffic/higher speeds (e.g., 35 mph – 55 mph)	Restricted access/no local traffic/higher speeds (e.g., 55 mph)
Freight (Weight Limit)	Paved routes < 10 ton Unpaved routes < 9-ton	Paved routes = 10 ton Unpaved routes > 9-ton	Paved routes = 10 ton Unpaved routes > 9-ton

Jurisdictional Guidelines Regarding Township and City Transfers to the County

The county will consider township/city turn-ups (transfers to the county) based on the following guidelines:

- Roadway must be identified in a Long Range Transportation Plan as a future county highway.
- Existing ADT > 750 for rural unpaved roadway.
- Existing ADT > 2,500 for rural paved roadway.
- Existing ADT > 5,000 for urban paved roadway.
- Roadway creates a contiguous sub-regional county route.
- Continual coordination (and collaboration) between Township/City and County after criteria being met. This includes consideration of funding availability at the time of consideration.
- Transfers to the County related to new alignment or roadway reconstruction projects need to meet County facility and design standards for consideration.

4.2.H.2. Safety

Roadway safety is an important issue for county officials and a high priority for MnDOT, local agencies, and the public. As part of MnDOT's statewide highway safety planning process, a County Road Safety Plan (CRSP) (2013) was prepared for Carver County. This recently completed plan sought to reduce severe crashes by documenting at-risk locations and identifying cost-effective safety improvement strategies that Carver County could complete once funding becomes available.

Unfortunately, the shelf life of the CRSP is limited, and it is recommended that the CRSP be updated with new data and practices as they become available. Carver County is committed to a policy based approach as it pertains to safety. In keeping with the structure and theme of the CRSP, the county will continue to update and monitor crash data as roadway and traffic conditions change. The county will also continue to be proactive to prevent additional at-risk locations from developing, as well as continue to be reactive to already existing at-risk locations. Existing recommendations identified in the CRSP as well as any future recommended safety projects and studies will be implemented as funding becomes available through the Highway Safety Improvement Program (HSIP) and other local funding sources.

4.2.H.3. Access Management

Access management guidelines provide a means for transportation engineers and planners to balance private property concerns with the need to provide for a safe and efficient transportation system. Standardized guidelines provide a way for clear communications between the agencies and individuals involved (developers, city/county staff, landowners) in the process. The access spacing guidelines developed for Carver County reflect those adopted by MnDOT. Through this coordination, access in Carver County will be consistent with MnDOT best practices.

Access guidelines and corridor management practices should be implemented at the county and city levels, as well as by townships with active land use planning programs, because these units of government are involved at the planning stages of development proposals. Long-term benefits of access management require mutual support and effective communication at all government levels. Table 4.11 below are the Carver County Access Spacing Guidelines, which are based on the MnDOT Access Management Manual.

□ **Table 4.11: Carver County Access Spacing Guidelines**

Source: MnDOT Access Management Manual, Chapter 3 (January 2008) & Carver County

Category	Area or Facility Type	Typical Functional Class	Public Street Intersection Spacing		Signal Spacing	Private Access	
			Primary Full Movement Intersection	Conditional Secondary Intersection			
Carver County Access Spacing Guidelines - Based on MnDOT Access Management Manual	1	High Priority Interregional Corridors					
	1F	Interstate Freeway	Principal Arterials	Interchange Access Only			
	1AF	Non-Interstate Freeway		Interchange Access Only			
	1A	Rural, Exurban & Bypass		1 mile	1/2 mile	Interim Only By Deviation Only	By Deviation Only
	2	Medium Priority Interregional Corridors					
	2AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only			
	2A	Rural, Exurban & Bypass		1 mile	1/2 mile	Strongly Discouraged By Deviation Only	By Deviation Only
	2B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile	By Deviation Only
	2C	Urban Core		300-660 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
	3	Regional Corridors					
	3AF	Non-Interstate Freeway	Principal and Minor Arterials	Interchange Access Only			
	3A	Rural, Exurban & Bypass		1 mile	1/2 mile	1 mile	By Deviation Only
	3B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile	By Deviation Only
	3C	Urban Core		300-660 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
	4	Principal Arterials					
	4AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only			
	4A	Rural, Exurban & Bypass		1 mile	1/2 mile	1 mile	By Deviation Only
	4B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile	By Deviation Only
	4C	Urban Core		300-660 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
	5	Minor Arterials					
	5A	Rural, Exurban & Bypass	Minor Arterials	1/2 mile	1/4 mile	1/2 mile	By Deviation Only
	5B	Urban/Urbanizing		1/4 mile	1/8 mile	1/4 mile	By Deviation Only
	5C	Urban Core		300-660 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
	6	Collectors					
	6A	Rural, Exurban & Bypass	Collectors	1/2 mile	1/4 mile	1/2 mile	Permitted Subject to Conditions
	6B	Urban/Urbanizing		1/4 mile	1/8 mile	1/4 mile	
	6C	Urban Core		300-600 feet dependent upon block		1/8 mile	
	7	Specific Action Plan					
7	All	All	By Adopted Plan				

The following are notes related to Table 4.11:

- The guidelines in Table 4.11 apply primarily to routes with a collector functional classification or above; however, partners may also use the guidelines for applicable local streets.
- The guidelines should be used as long-term goals, not as absolute rules.
- Maintaining a degree of flexibility is important in promoting access consolidation.
- The approach to implementation is as important as the guidelines themselves.
- Existing physical barriers or constraints need to be considered.

The first step in encouraging better access management is to develop consistent access standards for both rural and urban roadways. Access management efforts in urban areas typically focus on addressing mobility concerns while balancing access needs of local businesses and residents. In existing corridors where significant development has occurred, the number of existing access points will likely exceed access guidelines. Unless significant redevelopment is occurring along these corridors, access management must be approached differently than in undeveloped rural areas. In urban areas, new access points should be minimized while existing access points are consolidated or reduced as redevelopment occurs.

In addition to establishing spacing guidelines, it is important to consider how these guidelines are implemented as part of county planning and development review procedures. Figure 4.14: Access Spacing illustrates the recommended spacing by roadway type.

Best practices for access management and access spacing are provided below for consideration in development review. These factors should be specifically considered as applicable in urban and developing areas:

- **Encourage shared driveways and internal circulation plans:** If indirect access cannot be achieved during plat reviews, promote internal site circulation using shared access points.
- **Restrict turning movements to reduce conflicts:** If access points cannot be eliminated, consider turning movement restrictions (e.g., left-in only or right-in/right-out only) through the installation of raised median or other channelization or signing. Eliminating a single turning movement can significantly reduce vehicle conflicts and potential crashes.
- **Develop good parallel street systems for carrying local traffic:** Make sure that important arterial routes have connecting parallel street system to provide the local access function and to carry shorter local trips.
- **Develop proper setbacks for future frontage roads:** If frontage roads cannot be justified (benefits do not outweigh costs), make sure that proper building and parking lot setbacks are established so that future frontage roads can be installed with minimal impacts.
- **Develop proper secondary street spacing:** When reviewing plats and new development proposals, be sure that they provide proper intersection spacing for future signals. As a guideline, signalized intersections should be limited depending upon the type of street. Collector streets should provide some continuity and connectivity with other street systems.
- **Minimize access points through proper site plan and plat layout:** Direct residential, private access points onto local routes, not arterials or major collectors. Directing residential, private access to arterial or collector routes can result in complaints and safety concerns when traffic levels increase. In rural areas, where farms have one access point per 40-acre entitlement and where lots are clustered in one portion of a farmstead, access should be guided off local roads, not high-speed, high-volume state or county roads.

- **Encourage connectivity between developments:** Individual developments should align streets to provide access to existing developments or reserve right-of-way to provide for future connections to adjacent developments. This promotes neighborhood connectivity, good emergency services and more efficient travel for mail, garbage and bus services as well as street maintenance activities.
- **Consider official map process for important corridors:** Important arterial corridors or future interchange areas that are in development-prone areas can be protected through an official mapping process. Local agencies should revise zoning ordinances and subdivision regulations to provide for dedication of officially mapped corridors at the time of platting.

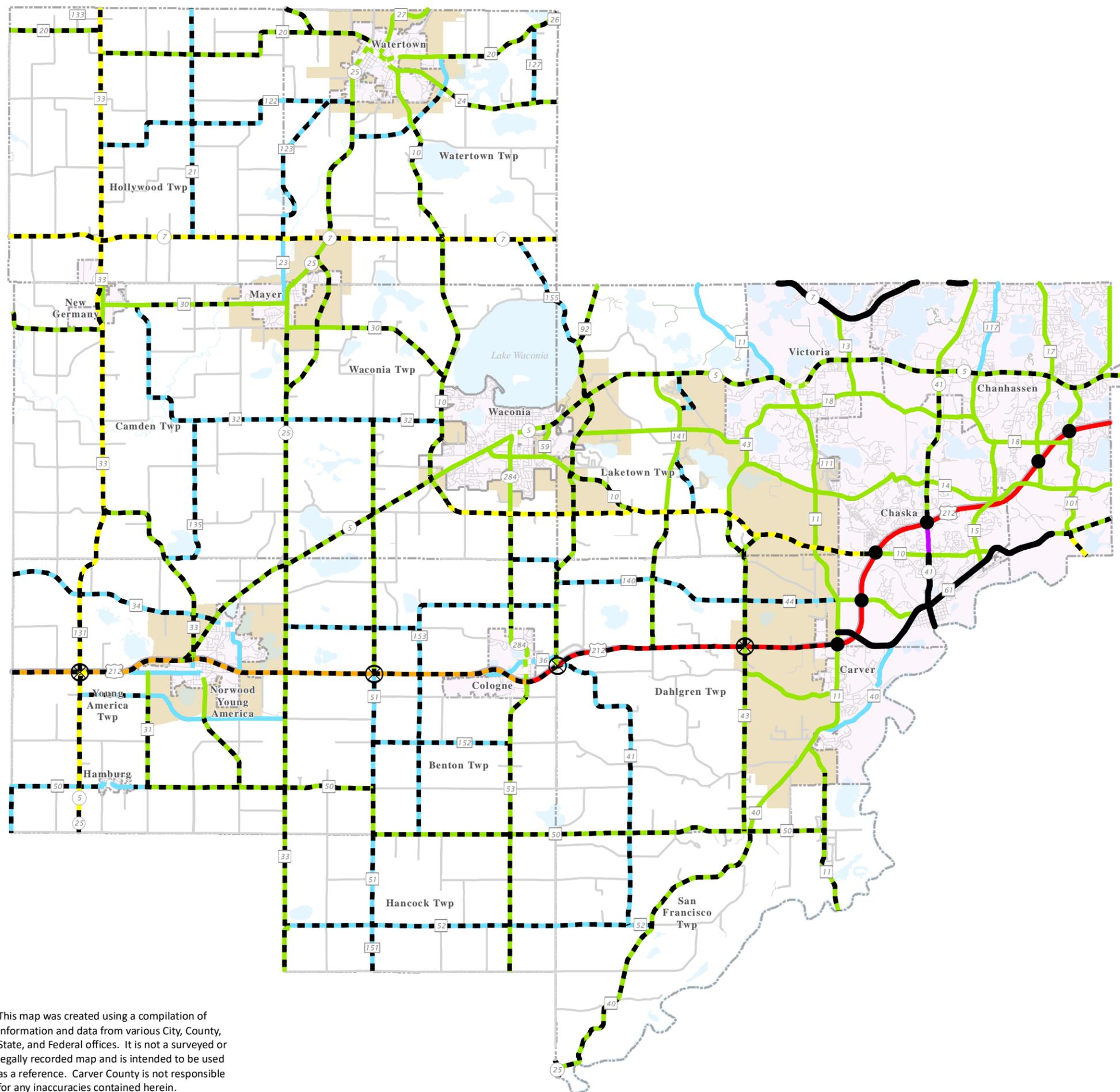
Within urban areas, access management objectives relate to maintaining roadway capacity and mobility, and improving safety. However, the rationale for managing access in rural areas differs somewhat from the rationale used in urban areas. Roadways in rural areas mostly serve low-density land uses and usually have volumes well below capacity thresholds. Managing rural access increases safety (i.e., sight distance, number of conflict areas, and severity of crashes when vehicles run-off-the-road) and minimizes operational/maintenance costs (i.e., snow removal, resurfacing and drainage).

To address access in rural areas, Minnesota’s Local Road Research Board (LRRB) developed the following best management practices:

- Establish an access policy – develop a formal policy that ensures that the agency has processes in place to determine the need for and evaluate the use, location, spacing, and design characteristics of the requested access points.
- Encourage coordination during the zoning and platting processes.
- Give access permits for specific use.
- Encourage adequate spacing of access points.
- Protect the functional area of intersections.
- Ensure adequate sight distance at entrances.
- Avoid offset or dogleg intersections and entrances.
- Encourage development of turn lanes and entrances.
- Consider consolidating access or relocating existing access.
- Encourage good driveway and intersection design characteristics, such as:
 - Require proper driveway width and turning radii.
 - Require proper corner clearance
 - Require adequate approach grade
 - Align intersections at right angles to maximize sight lines, to minimize the time a vehicle is in the conflict area, and to facilitate turning movements.
 - Require proper grading of entrance in-slopes and culvert openings.
 - Keep sight triangles and clear zones free of obstructions.

Access Spacing

Figure 4.14



Legend

TH 212 Access

- Interchange Access Locations
- ⊗ Potential Interchange Preservation Location

High Priority Interregional Corridors

- 1F Interstate Freeway (Interchange Access Only)
- 1A Rural Principal Arterial (1 mile full intersection spacing, 1/2 mile secondary intersection spacing)

Medium Priority Interregional Corridors

- 2A Rural Principal Arterial (1 mile full intersection spacing, 1/2 mile secondary intersection spacing)

Regional Corridors

- 3A Rural Principal & Minor Arterials (1 mile full intersection spacing, 1/2 mile secondary intersection spacing)

Principal Arterials

- 4B Urban/Urbanizing (1/2 mile full intersection spacing, 1/4 mile secondary intersection spacing)

Minor Arterials

- 5A Rural, Exurban & Bypass Arterial (1/2 mile full intersection spacing, 1/4 mile secondary intersection spacing)
- 5B Urban/Urbanizing Arterial (1/4 mile full intersection spacing, 1/8 mile secondary intersection spacing)
- 5C Urban Core Arterial (300-600 feet, depending upon block length)

Collectors

- 6A Rural, Exurban & Bypass Collector (1/2 mile full intersection spacing, 1/4 mile secondary intersection spacing)
- 6B Urban/Urbanizing Collector (1/4 mile full intersection spacing, 1/8 mile secondary intersection spacing)
- 6C Urban Core Collector (300-600 feet, depending upon block length)

Specific Access Plan

- 7 Specific Access Plan

City/Township Boundary

- Existing City
- City/Township Boundary
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4.2.H.4. Right-of-Way

Right-of-way is a valuable public asset. Therefore, it needs to be preserved and managed in a way that respects its intended function, while serving the greatest public good.

The County, with the current and anticipated growth will need to reconstruct, widen and construct new roadway segments to meet future capacity and connectivity demands. Such improvements will require adequate right-of-way to be maintained or secured. To ensure consistency and financial responsibility, the County has established right-of-way guidelines, which identify needed right-of-way widths based on facility type. Table 4.12 presents the 2040 right-of-way guidelines by facility type and with consideration of the type of bike/pedestrian facility needed. Use of these guidelines during the development review, corridor preservation, and right-of-way acquisition processes will preserve county mobility goals and provide for orderly and cost-effective development.

□ **Table 4.12: Carver County Right-of-Way Guidelines***

Facility Type	Definition**	ROW Widths (ft.)***		
		No Bike/Pedestrian Facilities	One Separated Bike/Pedestrian Facility	Two Separated Bike/Pedestrian Facilities
2-lane rural	turn lanes + trail one side	120	140	160
2-lane divided rural	median + turn lanes (ltl, rtl) + trail one side	130	150	170
2-lane divided urban	median + turn lanes (ltl, rtl) + trail both sides	110	120	130
2-lane urban - undivided	turn lanes (ltl, rtl) + trail both sides	100	110	120
2-lane urban - continuous left-turn lane	turn lanes (ltl, rtl) + trail both sides	100	110	120
4-lane rural	divided with turn lanes (ltl, rtl) + trail one side	180	200	220
4-lane urban	divided with turn lanes (ltl, rtl) + trail both sides	130	140	150
6-lane urban	divided with turn lanes (2xltl, rtl) + trail both sides	170	180	190

* All ROW widths assume no parking on roadway

** Definition describes the assumed cross-section

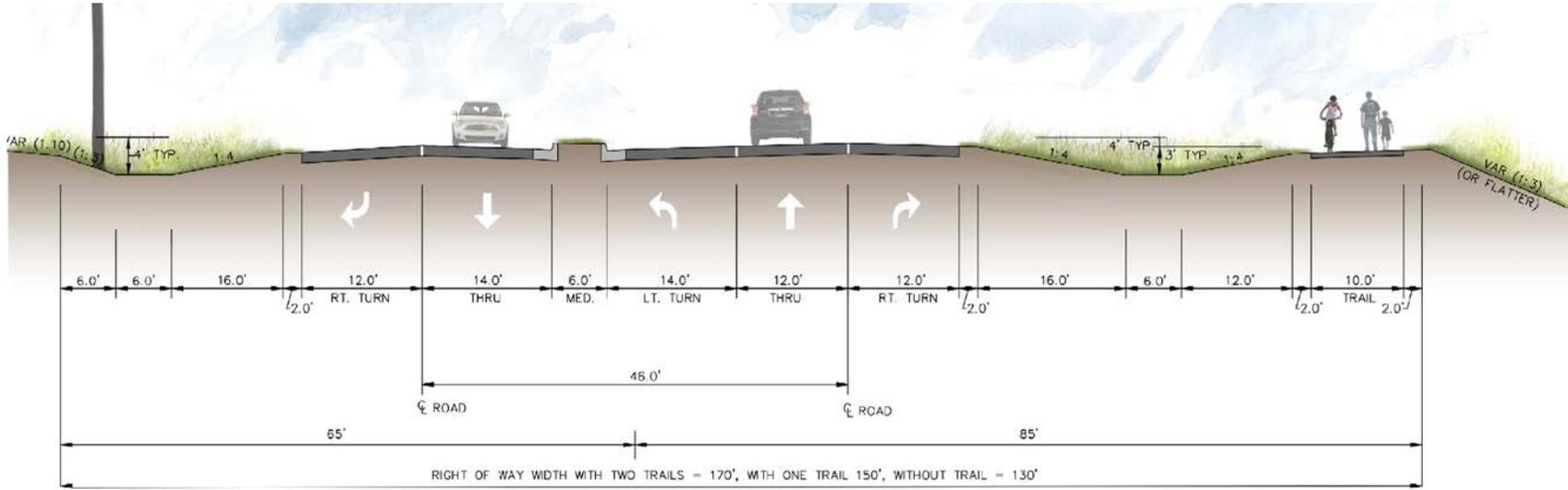
*** Due to certain development conditions or physical features of the site or highway corridor, Carver County may require additional right-of-way width greater than shown in the Right-of-Way Guidelines. Trail and bikeway needs may vary depending on bicycle route, activity centers, and designation in the RBTN and Parks Trail & Bikeway Plan

Note: In areas near high density housing or other noise sensitive areas additional right of way may be needed to accommodate a noise wall if deemed necessary. Typical placement of noise wall is 5 feet from edge of trail, then an additional 10 feet is needed on the back side of the noise wall for maintenance.

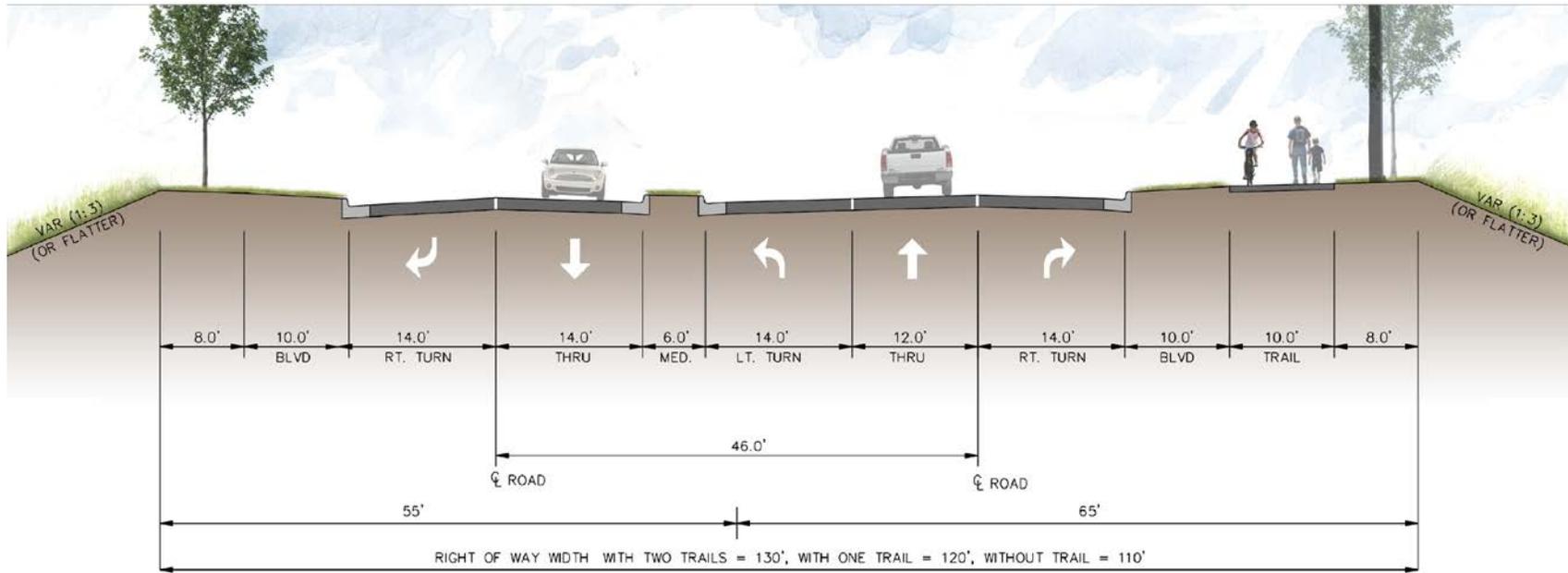
Typical roadway cross-sections related to eight major facility types were developed to show more detail and for use in planning, right-of-way preservation, and design. These build off of the typical cross-sections incorporated into the RSP as part of the 2014 amendment and are updated to reflect current practices. Two examples are shown below and these are broken out by mid-block and intersection types for a total of 16 typical cross-sections in Appendix B, Figure B.6.

Figure 4.15: Planning Level Typical Roadway Sections shows two typical cross-section examples for the 2-Lane Divided Urban - Intersection and 2-Lane Divided Rural - Intersection facility types as defined in Table 4.12. These examples show the typical widths needed for roadway through lanes, turn lanes, median, boulevard, trail, drainage, and utilities.

□ Figure 4.15: Planning Level Typical Roadway Sections



2-LANE DIVIDED RURAL - INTERSECTION



2-LANE DIVIDED URBAN - INTERSECTION

Right-of-Way Preservation

When future expansion or realignment of a roadway is proposed, but not immediately programmed, agencies should consider right-of-way preservation strategies to reduce costs and maintain the feasibility of the proposed improvement. Several different strategies can be used to preserve right-of-way for future construction, including advanced purchase, zoning and subdivision techniques, official mapping, and corridor signing. Before implementing any right-of-way preservation programs, local agencies should weigh the risks of proceeding with right-of-way preservation without environmental documentation. (Note: MnDOT policy requires environmental documentation prior to purchase.) If environmental documentation is not completed, there is risk in preserving a corridor or parcel with associated environmental issues.

Advanced Purchase

One of the best ways to preserve right-of-way is to purchase it. Unfortunately, agencies rarely have the necessary funds to purchase right-of-way in advance, and the public benefit of purchasing right-of-way is not realized until a roadway or transportation facility is built. Most typically, local jurisdictions utilize various corridor preservation methods prior to roadway construction and then purchase the right-of-way if it is not dedicated at the time of design and construction.

Zoning and Subdivision Techniques

Local agencies have the authority to regulate existing and future land use. Under this authority, agencies have a number of tools for preserving right-of-way for transportation projects. These tools include:

Zoning: If the property is in a very low-density area (e.g., agricultural district), local agencies should try to maintain the existing zoning classification. Lower zoning classification limits the risk for significant development until funding becomes available for roadway construction. *Platting and Subdivision Regulations:* Local platting and subdivision regulations give agencies authority to consider future roadway alignments during the platting process because most land must be platted before it is developed. Cities and counties can use their authority to regulate land development to influence plat configuration and the location of proposed roadways. In most instances, planning and engineering staff works with developers to prepare a plat that accommodates their needs, and conforms to a long-term community vision and/or plans. Local agencies can require right-of-way dedication as part of the platting and subdivision process. *Transfer of Development Rights:* In addition to the above strategies, some agencies negotiate with property owners by allowing increased development densities on portions of the parcel if the developer will transfer right-of-way to the jurisdiction for the future roadways needed by the development. This enables the developer to get the same number of lots or units and also enables the agency to obtain the needed right-of-way.

Official Mapping of a Corridor

A final strategy to preserve right-of-way is to adopt an official map on a corridor. An official map is developed by the local governmental unit and identifies the centerline and right-of-way needed for a future roadway. The local agency then holds a public hearing showing the location of the future roadway and incorporates the official map into its thoroughfare or community facilities plan. The official mapping process allows agencies to control proposed development within an identified area and influence development on adjacent parcels. However, if a directly affected property owner requests to develop his/her property, agencies have six months to initiate acquisition of the property to prevent its development. If the property is not publicly purchased, the owner is allowed to develop it in conformance with current zoning and subdivision regulations. Thus, the official mapping process should only be used for preserving key corridors in areas with significant growth pressures. In some cases, official mapping key parcels/corridors may increase the agency's ability to find sources of funds to

purchase at-risk parcels. The County has two officially mapped corridors: US 212 from Cologne to Carver and CSAH 101. Right of way is preserved based on the planned future typical section and trail facilities. See Table 4.12 and Appendix B, Figure B.6 for right of way widths by cross-section type.

Corridor Signing Program

In addition to land use regulations, some jurisdictions have used an innovative corridor signing program to identify arterial roadways that are planned for expansion projects. This program notifies residents and potential developers that the particular roadway is planned to be upgraded or a new roadway is planned to be constructed. This often makes negotiations with residents/developers easier, since they have been given advanced notice of major roadway expansion projects. Further, this advanced information aids developers in planning harmonious land uses and access management measures into their subdivisions. Signs are generally placed along roads on the urban fringe near the city limits or within a city's extraterritorial expansion area.

Additional information on many of the tools and techniques listed above can be found in Appendix J of MnDOT's Interregional Corridors: A Guide for Plan Development and Corridor Management. This guide also includes information on the environmental review and documentation process as it relates to right-of-way preservation.

4.2.H.5. Public Health, Environmental Considerations, and Healthy Environment

Carver County will review and plan for public health, environmental, and special interest group considerations in transportation related development processes. This includes the consideration of healthy environment considerations noted in the Metropolitan Council Local Planning Handbook (2016) and related conditions and activities unique to Carver County such as flooding and slope failures. Examples of this are studies and best practices related to flooding, slope failures, and mitigation measures from groups like the Local Road Research Board (LRRB).

Project Development and Environmental Review Process

Depending on the size and type of project, implementing improvements identified in the RSP may require additional public participation and environmental review. Environmental documents must be prepared if state or federal funding is involved in the project, with the type of document depending on the size of the project. For example, projects that construct more than two-lane roadways and have alignments of more than two miles require more in depth analysis than projects that convert an existing at-grade intersection into an interchange or overpass according to state rules.

Even if no federal or state funding is involved, state environmental review requirements and local ordinances or guidelines may apply. Specific rules on the level of environmental documentation can be found in the Highway Project Development Process Handbook at www.dot.state.mn.us.

In addition to state and federal rules regarding environmental documentation, there are a number of local, state, and federal permits that regulate wetlands, water quality, air quality, noise, and other environmental and cultural resources.

Project Development and Wetland Protection

Wetlands are an important component of the county's landscape. Wetlands provide valuable ecological functions (i.e., water quality protection, surface water storage, wildlife habitat, groundwater recharge and aesthetic/recreational value). Applicable federal, state, and other regulations that protect these valuable resources will be incorporated into project development and delivery.

Smart Growth/ Growth Management

Smart growth is a concept that can be considered in context of the county's overall land use and transportation planning. The planning concept encourages growth within communities where people already live and work. Smart growth may also limit the encroachment of new development on farmland and open space and make existing communities more attractive by creating communities with a mix of housing, restaurants, parks, and employment opportunities.

Several principles of smart growth could be considered to manage growth in high demand areas and specific corridors. For example, Carver County is currently experiencing growth along the TH 5 and US 212 corridors in the eastern portion of the county. While this growth affects all public facilities and services, it is having a considerable effect on the county's transportation system. The following are smart growth principles that may be considered in the county's decision making processes:

- A. Stewardship – Use land and natural resources wisely to sustain them for the future.
- B. Efficiency – Make efficient, integrated public investments in transportation, housing, schools, utilities, information infrastructure and other public services.
- C. Choice – Give communities smart growth options and choices.
- D. Accountability – Reinforce responsibility and accountability for development decisions.

The County's planning efforts are intended to consider best practices and planning direction outlined in the Land Use section of this plan and other resources.

4.2.H.6. System Preservation

Preserving existing assets is considered the highest priority transportation related goal for the County.

Carver County has developed the following process to guide the preservation of the road and bridge system:

- The County roadway condition is evaluated every year using the State's pavement rating system and equipment.
- The County bridge system is inspected every year under the Bridge Safety program as required by FHWA.
- Other highway assets including but not limited to signs, traffic signals, guard rails, culverts, and drainage systems, are periodically inspected for condition.
- Asset information is collected and compiled into the county asset management system (Cartegraph). The county is in a multiyear implementation process to build and utilize this system including establishing performance targets and generating work flows for operational activities.

The roadway pavements are the highest value asset and the following scheduled maintenance activities are established following a total reconstruction:

- Cracks are sealed as required, generally 3 years after paving, then periodically as needed.
- Seal coat performed at year 4 then again at year 12 if necessary.
- Pavements are resurfaced between 15 and 20 years depending on condition index.
- Major rehabilitation (full depth reclamation or cold in-place recycling) is considered when the roadway section is 60-years old unless the traffic volume is less than 750 vehicles per day in which case major rehabilitation is considered at 75 years.

- Shoulder widening is performed with a major rehabilitation on rural roadways that have deficient shoulders and a projected 2040 volume of at least 2500 vehicles per day. Additional shoulder widening is considered on routes that are identified as important bike corridors.
- These criteria guide the long term preservation plan in order to fully fund pavement preservation in 5-year CIP windows. The asset management system along with geotechnical evaluation determines the pavement treatment required prior to programing actual projects.

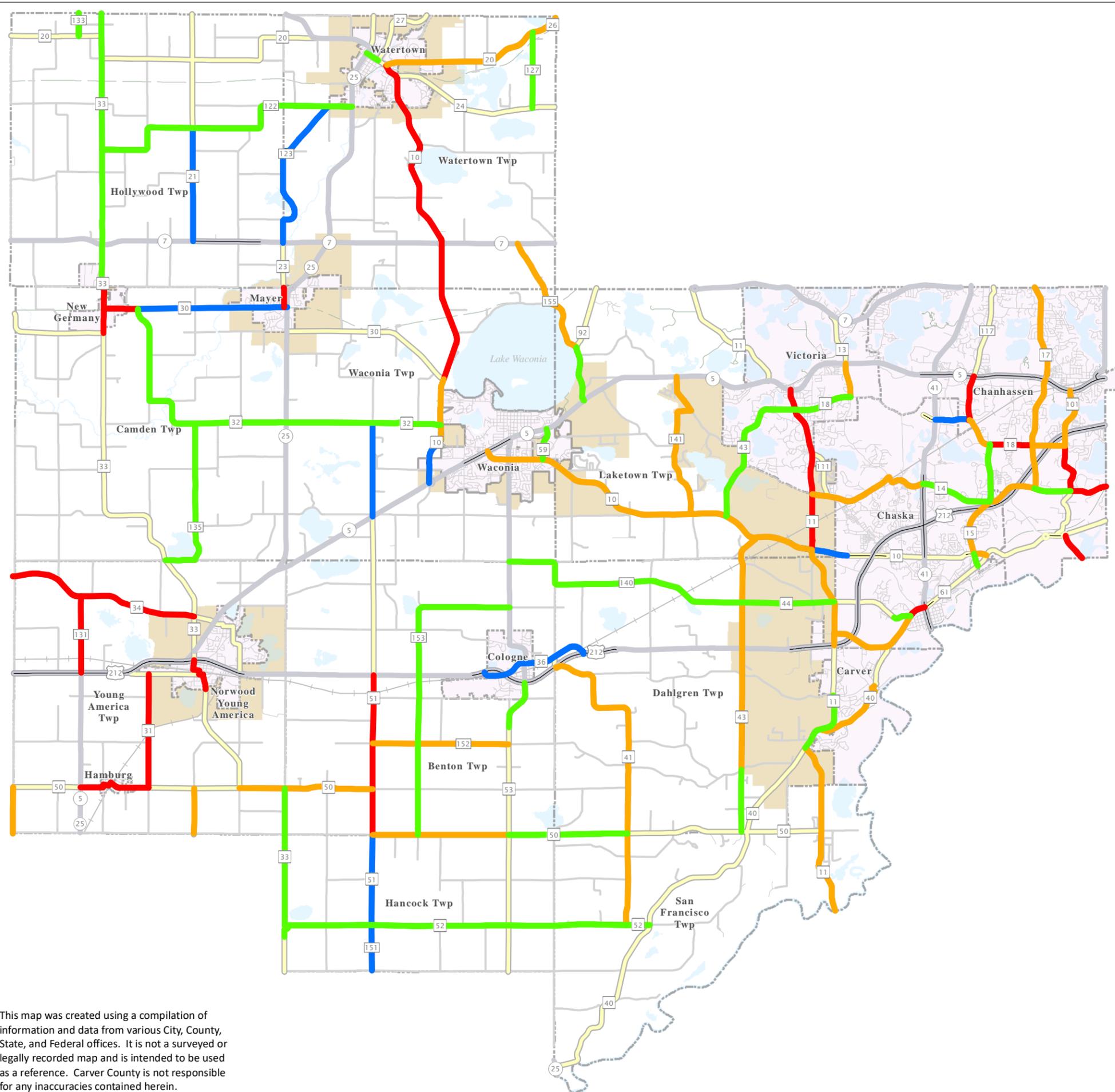
Figure 4.16: 20-year Highway Resurfacing Plan (2018-2037) shows the current 20-year Highway Preservation Plan including resurfacing and Figure 4.17: 20-year Highway Rehabilitation Plan (2018-2037) shows major rehabilitation projects. The financial plan includes highway preservation costs and funding. These are funded in the County CIP using a combination of county levy, county state aid highway funds, and wheelage tax. The local option sales tax is also used for major rehabilitation projects to fill a funding gap. Minor maintenance work such as crack sealing, seal coating and patching is funded form the county operating budget.

Bridge replacement and rehabilitation projects are evaluated based on the annual safety inspections. Bridges that are deficient in structure or function are programmed into the CIP and funded with a combination of county funds and state bridge bonding.

Other assets are replaced based on condition and performance targets and are funded as needed as part of the county's operating budget.

20-year Highway Resurfacing Plan (2018 - 2037)

Figure 4.16



Legend

Project Horizon

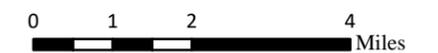
- 2018-2023
- 2024-2028
- 2029-2033
- 2034-2037

Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

City/Township Boundary

- Existing City
- City/Township Boundary
- City Growth Areas 2040



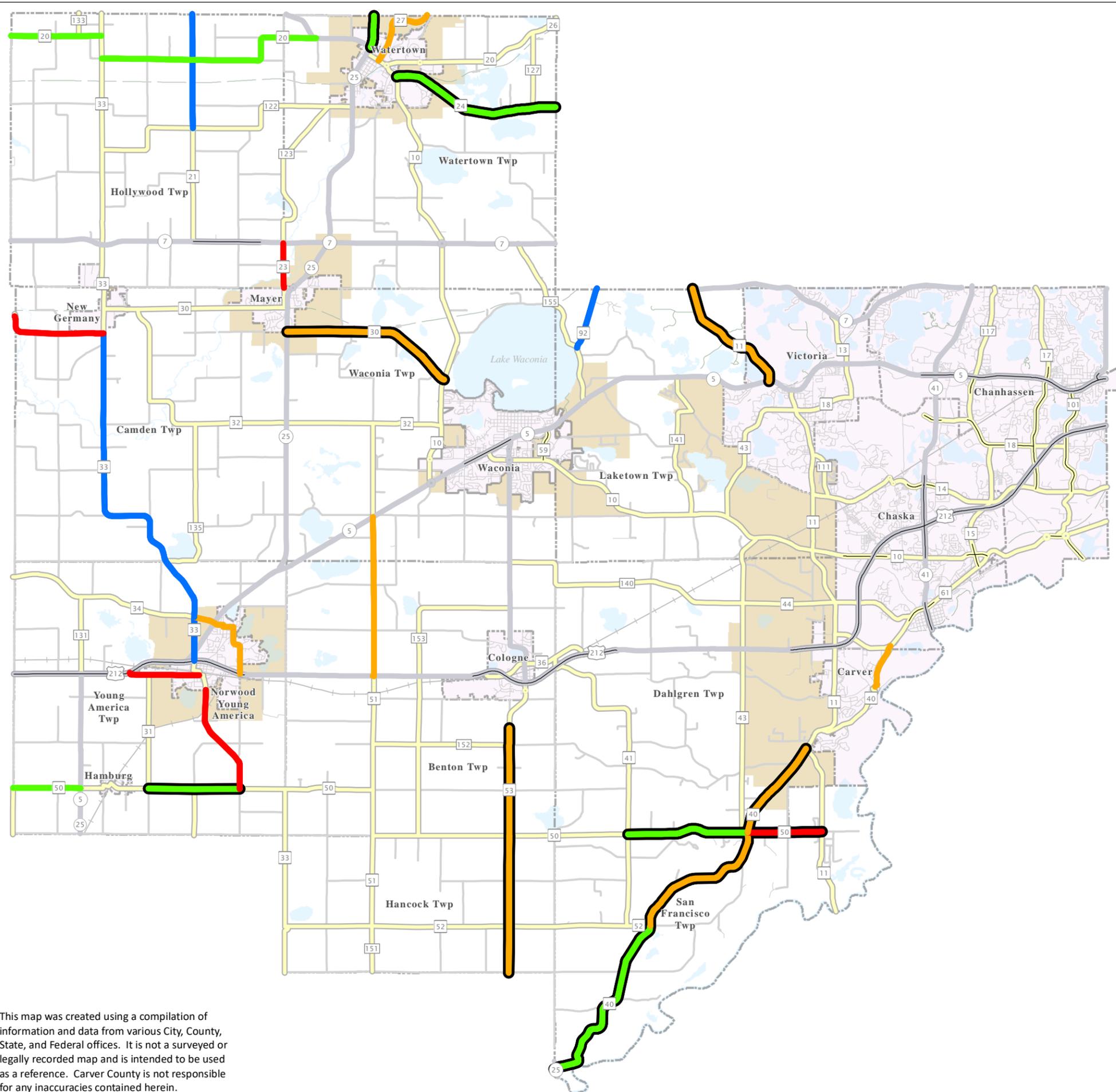
This map was created using a compilation of information and data from various City, County, State, and Federal offices. It is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.



Public Works Division
 11360 Hwy 212, Suite 1
 Cologne, MN 55322
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 Created: 5/8/2019

20-year Highway Rehabilitation Plan (2018 - 2037)

Figure 4.17



Legend

Project Horizon

- █ 2018-2023
- █ 2024-2028
- █ 2029-2033
- █ 2034-2037

Shoulder Widening

Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

City/Township Boundary

- Existing City
- City/Township Boundary
- City Growth Areas 2040



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4.2.I. Financial Planning and Project Implementation Strategies

4.2.I.1. Project Planning

Financial planning is key to successfully implementing a transportation system to meet the demands of the future including preservation, operations, expansion, and new road and bridge needs. The County has prepared a CIP Prioritization Tool that evaluates long term roadway needs from the RSP using a set of performance criteria. This is a high level tool to assist the county in developing short range CIP plans.

The tool estimates project costs at a planning level detail and compares them to available traditional county and assumed outside funding to help determine potential funding gaps.

The following criteria are used to measure long range projects for shorter term programming consideration (It should be noted that this is only one of several factors that determines how projects are programmed):

- Safety Benefits (Measures crash rate and frequency and if route has high risk)
- Congestion (Measures volume/capacity)
- System Relief (Measures future traffic demand)
- Significance of System (Measures functional class and connections to jobs, economic growth areas, transit service and accounts for physical barriers like rivers, railroads)
- Multimodal Connections (Measures transit and trail importance)
- Roadway Condition (Measures pavement condition, age, structural capacity, and geometric deficiencies)
- Freight Needs (Measures heavy commercial truck volume and if the roadway connects to large industrial areas)
- Funding Availability (Measures how many funding opportunities exist)
- Project Readiness (Measures level of project development)
- Community Support (Measures if the project is supported/requested by a city)

Financing and developing projects often takes several years due to the increasingly complex financial and regulatory environment. Preservation and safety projects are programmed first. Remaining funds are used for reconstruction, expansion and new systems.

4.2.I.2. Transportation Funding Sources and Programs

The costs of constructing and maintaining the County road and bridge system is financed from the following sources:

- **County Tax Dollars:** Tax funding for the Road and Bridge CIP Fund consists of approximately \$1,800,000 in annual Property Tax Levy
- **County Tax Abatement:** Some projects that are required due to imminent property development that would not otherwise be in the CIP are funded using the County Tax Abatement Policy.
- **Tax Increment Financing (TIF):** Some projects that are required due to imminent property development that would not otherwise be in the CIP are funded using the Tax Increment Financing (TIF). This can be a direct allocation from the TIF District to the road improvement project or a bond issue with payments coming from the TIF District.

- **County Program Aid (CPA):** CPA is not a consistent funding source for transportation as it is often revised by the Legislature and is also used to help balance operating levy shortages due to levy limits or other changes in legislation. When available, the County makes CPA available at 50% for the Road and Bridge CIP. The County utilizes the fund on a variety of projects including bridge replacements, pavement markings and pay as you go projects.
- **General Obligation Revenue Bonds:** The County issues General Obligation Revenue Bonds for additional CIP road and bridge projects when necessary and available. The bonds are generally paid over a 15-year period from Wheelage Tax revenue, county debt service tax levy, and tax abatement.
- **State Aid Construction and Maintenance:** State Aid Construction and Maintenance dollars are received from the State and provide funding for County construction projects, grading, and other maintenance projects. County State Aid Highway (CSAH) funds are constitutionally dedicated and distributed through the Highway Users Tax Distribution Fund (HUTDF). The majority of funding comes from Fuel Tax, License Tabs Fees, and Motor Vehicle Registration Fees. A portion of the revenue from the sales tax on leased vehicles is also added to the County's CSAH fund.
- **Local Option Sales Tax, Vehicle Excise Fee and Wheelage Tax:** On May 2, 2017, the Carver County Board adopted a half percent local option sales tax, a \$20 excise tax on vehicle purchases, and an increase in the wheelage tax from \$10 per vehicle to \$20 per vehicle to fund transportation specific projects within the county. These new revenue sources, estimated to generate \$104 million over 20 years, are dedicated to funding road and bridge projects to improve traffic flow and address safety issues. A list of 26 high priority roadway projects are identified to utilize the funding. It is expected the funding will leverage state and federal funding to complete the most critical connections for expansion of the highway system. The Carver County Transportation Tax Projects List and Map (Table 4.2 and Figure 4.2) show the specific implementation plan for these 20-year transportation revenue sources. This plan will be refined as needed based on the availability of outside grants and city cost participation. Changes to the plan require a public hearing and county board resolution.
- **Other State Funds:** In addition to CSAH funds, other funding is received from the state on a case-by-case basis including:
 - ◇ *Local Road Improvement Program (LRIP)* funds are State General Obligation Bonds used for high priority improvement projects on the local roadway system.
 - ◇ *State Bridge Bonds* for a portion of the replacement or rehabilitation of deficient bridges. Several Carver County bridge projects utilize these funds. Usually 50% of the bridge construction costs are eligible on CSAH bridges, and up to 100% for County Road bridges.
 - ◇ *State Park Road Fund* for roads providing access to recreational areas. (HUDTF dollars administered by the DNR).
 - ◇ *State Trunk Highway* funds are used for cooperative projects on Minnesota Department of Transportation (MnDOT) trunk highways either through the annual Cooperative Agreement Program or via special agreement.
 - ◇ *Corridors of Commerce Funds* are appropriated by the legislature for Trunk Highway improvement projects that improve freight and eliminate bottlenecks. US 212 between Chaska and Norwood Young America is an example of a candidate for this funding.
 - ◇ *Transportation Revolving Loan Fund (TRLF):* This is a revolving loan fund administered by the Public Facilities Authority (PFA) with a subsidized interest rate and works as a line of credit with a 15-year payback. This was recently used to finance a portion of the 101 Bridge project.
 - ◇ *Transportation Economic Development (TED):* Provides competitive grants to construction projects on state highways that provide measurable economic benefits.

- **Municipal Funds:** The County has a cost-participation policy (amended in March 2013) which requires cities to share in the cost of county road reconstruction projects. Cities typically share in the cost of urban features such as curb and gutter, sidewalk and trails, traffic signals, street lighting and utilities.
- **Federal Funds:** Direct or State pass-through grants are available from several federal programs for transportation projects including:
 - ◇ Surface Transportation Program Block Grants (STPBG) for reconstruction and rehabilitation of county road classified as A-minor and non-freeway Principal Arterials.
 - ◇ Congestion Mitigation and Air Quality (CMAQ) program for transit-related projects.
 - ◇ Transportation Alternatives Program (TAP) program for projects and programs that provide for non-driver alternatives to transportation such as on and off road bike and pedestrian facilities.
 - ◇ Highway Safety Improvement Program (HSIP) for lower cost safety mitigation projects.
 - ◇ Federal DOT grants: BUILD and INFRA grants for regionally and nationally significant transportation projects. A nationwide competitive grant with a 40-50% local match. Carver County submits grant requests for regional projects on US 212.
 - ◇ Federal transportation funds administered by the state such as Minnesota Highway Freight Program.

4.2.1.3. Future Revenue and Expenditures Estimates

Financial plan details are not required by the Metropolitan Council for the Comprehensive Plan. Detailed analysis is part of on-going County transportation planning efforts. The next step as an outcome of the travel demand modeling scenarios is a 2040 needs and revenue gap assessment study that considers the transportation model planning and sensitivity scenarios.

4.3. Transit

4.3.A. Introduction

As more people choose to live, work, and play in Carver County, public transit is an important component of meeting mobility needs and linking Carver County residents to regional job centers and activities. Transit systems, both fixed route and demand-response, provide for the varied transit needs of Carver County. For those that live in Carver County, but commute to workplaces in the central cities, express bus service may offer cost and time savings.

Transit is an important part of the transportation network because it:

- Offers access to medical care, shopping, and government services for those who cannot access or operate a vehicle.
- Provides opportunities for people who prefer an alternative to automobile travel.
- Removes a portion of existing or future automobile traffic from the roadway, reducing travel time and congestion for other vehicles on the roadway.

The comprehensive transportation needs of Carver County residents likely will not be met by private vehicle ownership alone; many are unable to use a private vehicle or choose to use other means of transportation. Carver County is comprised of suburban edge, emerging suburban edge, and rural centers among agricultural and rural residential land. Finding the right transit service for existing and future development patterns is important to Carver County, and although Carver County does not operate transit service, Carver County can advocate for better service while promoting more transit supportive land use patterns as sections of the County develop.

4.3.B. Transit Goals

COUNTY GOAL TR-8

Create a strong transit system, which can be an integral part of growth and development in the County.

COUNTY GOAL TR-9

Establish multi-modal transportation options for Carver County residents and workers to support a high quality of life, economic development, a diverse workforce and the needs of an aging population.

COUNTY GOAL TR-10

Recognize the importance of an integrated system of bus and trails to create non-automobile options for County residents and workers.

COUNTY GOAL TR-11

Accommodate and support emerging trends in autonomous and connected vehicle technologies, as well as shared mobility.

4.3.C. Transit Strategies

COUNTY STRATEGY TR-18

Support and advocate for the growth of the current transit service areas to adjacent communities. Regional transit plans should be revised to reflect 2040 demand for service in these growing areas and the need for growth and transit service to be planned for and occur simultaneously.

COUNTY STRATEGY TR-19

Support the efforts of SouthWest Transit (SWT) in increasing capacity on the bus system, including park & ride/transit hub capacity where necessary, additional bus service, and service area expansion.

COUNTY STRATEGY TR-20

Support the expansion of demand response transit service in Carver County as it accommodates demand from populations who cannot drive or choose not to drive, and who live in areas that are difficult to service with fixed routes.

COUNTY STRATEGY TR-21

Support and encourage integrated land use planning and transit-oriented development around current and proposed transit hubs and in freestanding town centers.

COUNTY STRATEGY TR-22

Advocate for the planning, funding and construction of transitways that serve Carver County residents and link to the region, including the SWLRT and its connecting bus service.

COUNTY STRATEGY TR-23

Support an integrated transit system which creates opportunities and removes barriers to access by linking demand response service to commuter and fixed route systems, linking bus service to potential rail service, and linking the trail network to transit stops and facilities.

COUNTY STRATEGY TR-24

On a five-year basis, conduct transit service plans that make specific recommendations for enhancing demand response transit service, connections to high frequency/high quality regional transit connections, and identify locations suitable for effective transit-oriented development.

COUNTY STRATEGY TR-25

Design roadways that effectively accommodate pedestrian connections to transit service, and offer high quality transit stop and station facilities.

COUNTY STRATEGY TR-26

Incorporate technologies and roadway and parking infrastructure that supports shared mobility programs, and support related pilot projects and research within the County.

COUNTY STRATEGY TR-27

Transit performance measure should be reported to County leadership on a regular basis to gain an understanding of market conditions.

4.3.D. Transit System Performance Measures

General Transit Performance Measures

- Total transit system boardings by mode (annual unlinked trips)
 - ◊ Express Bus
 - ◊ Demand-Response
 - ◊ ADA Complementary Paratransit

Transit Service Productivity Measures

- Park-and-Ride Utilization—The total number of park-and-ride spaces and the percent of spaces being utilized (measured on an annual basis via the Regional Park-and-Ride System Report).
- System Effectiveness—Passengers Per In-Service Hour; annual unlinked trips divided by the total annual revenue hours, measure on a five-year time trend basis.
- Service Efficiency—Cost per In-Service Hour; annual operating expenses divided by annual revenue hours, measured on a five-year time trend basis.
- Cost Effectiveness—Cost per Passenger Trip; annual operating expenses divided by annual unlinked trips, measured on a five-year time trend basis.

Transit Service Quality Performance Measures

- Transit Service Frequency
 - ◊ Express Bus—Greater than or equal to three peak direction trips from major transit origins and facilities
 - ◊ Suburban Local Bus—Greater than or equal to hourly frequencies.
- Demand Response/Paratransit
 - ◊ In-vehicle time compared to equivalent fixed route service (if applicable)
- On-Time Performance
 - ◊ Schedule adherence
 - ◊ Accuracy of pick-up and drop-off times
- Amenities
 - ◊ Bus shelter placement, static and dynamic schedule and route information, waste receptacles—inventory of each element
- ADA Compliant Bus Stop Facilities—percent compliant
- Customer Service and Market Research
 - ◊ Customer complaints per revenue mile
 - ◊ Annual transit survey of County Residents that incorporates mobility needs of users and non-users alike

Integration of Transit and Development

- Incorporation of transit advantages and transit supportive design into County infrastructure projects
- Incorporation of transit supportive design and transit facilities into County development projects.

4.3.E. Existing Conditions

4.3.E.1. Transit Market Areas

In 2015, the Metropolitan Council adopted the 2040 Transportation Policy Plan which identified five different Transit Market Areas across the seven-county metro. These market areas designate the amount and type of transit service that is most appropriate for a pattern of development. Transit Market Areas are created using intersection density, population, and employment density. Transit Market Areas are advisory, and are not the final authority on what transit service best serves a community—for example, pilot service can be tested in a region to determine if a different level of service is appropriate.

Transit service in Carver County has begun to grow from an express service market to incorporate demand-response service. Reverse commute express service was previously offered in Carver County, and flex service is still offered. Carver County is not along the route of any planned transitways, but may see changes to service with the completion of the Green Line in nearby Eden Prairie. Waconia is designated as a Freestanding Town Center. Freestanding Town Centers have concentrated downtowns that are small and removed from other transit supportive land uses, limiting the potential for fixed route transit. Transit Market Areas are shown in Figure 4.18 and described in Table 4.13.

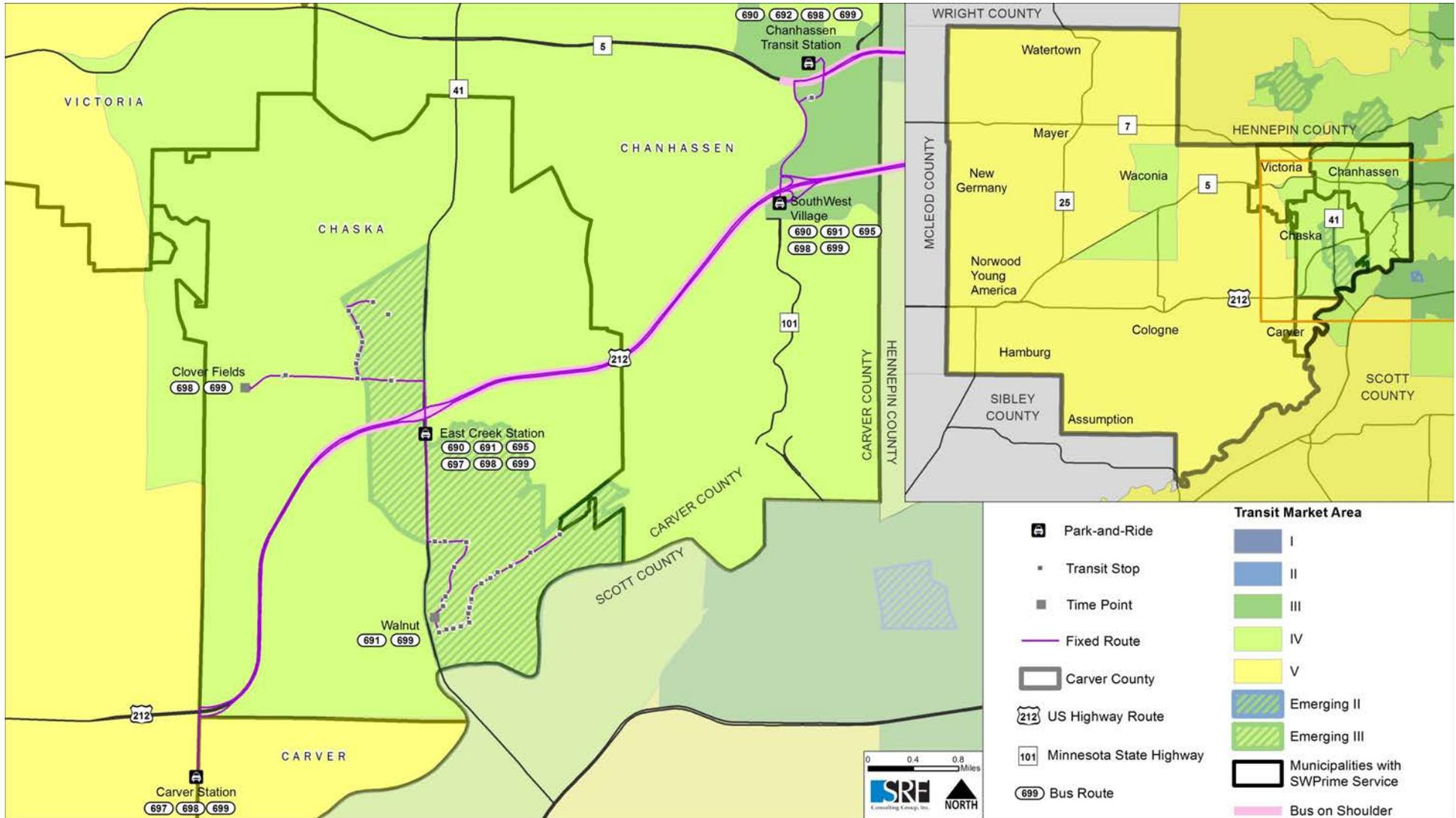
□ **Table 4.13: Transit Market Areas**

Source: Metropolitan Council TPP 2015

Market Area	Propensity to Use Transit	Service Characteristics	Typical Transit Service	Presence in Carver County
I	Highest potential for transit ridership	<ul style="list-style-type: none"> • Frequency: 15-30 min most modes • Span: early to late, seven days a week. • Access: 1/2 mile between routes 	Dense network of local routes with highest levels of service accommodating a wide variety of trip purpose: Limited stop service supplements local routes where appropriate.	None
II	Approximately 1/2 ridership potential of Market Area I	<ul style="list-style-type: none"> • Frequency: 15-60 min most modes • Span: Morning to night, 7 days a week • Access: one mile between routes 	Similar network structure to Market Area I with reduced level of service a demand warrants. Limited stop services are appropriate to connect major destinations.	None
III	Approximately 1/2 ridership potential of Market Area II	<ul style="list-style-type: none"> • Frequency: to minutes local bus; 15-30 minutes commuter express bus, BRT, LRT and Commuter Rail • Span: peak times, occasional week-ends • Access: varies on development patterns 	Primary emphasis is on commuter express bus service. Suburban local routes providing basic coverage. General public dial-a-ride complements fixed-route in some cases.	East central area in Chanhassen and emerging Transit Market Area III in Chaska
IV	Approximately 1/2 ridership potential of Market Area III	<ul style="list-style-type: none"> • Frequency: three trips per peak express bus • Span: Peak times • Access: Usually at large nodes, if at all 	Peak period express service is appropriate as local demand warrants. Demand-response services are appropriate.	Most of Chanhassen and Chaska, a small section of Victoria
V	Lowest potential for transit ridership	<ul style="list-style-type: none"> • Frequency: 30 min, Commuter Rail • Span: n/a • Access: n/a 	Not well-suited for fixed-route service. Primary emphasis is on demand response services.	North and western Victoria, rural areas of Carver County
Free-Standing Town Center	Potential for local community circulator as demand warrants. Some peak period commuter express service may be	Varies	Potential for local community circulator as demand warrants. Some peak period commuter express service may be appropriate	Waconia

Note: Current transit service in Carver County is unique in the metro, and does not closely follow the described typical transit service due to the prominence of demand-response service.

Figure 4.18: Transit Market Areas



4.3.F. Existing Transit Services and Facilities

In the eastern section of Carver County, SouthWest Transit (SWT) is the transit service provider. SWT serves Chaska, Chanhassen, Carver, Victoria, and Eden Prairie. Victoria is only served by SW Prime under contract. Carver is served by fixed route and SW Prime under contract as part of a CMAQ grant. Although Waconia is designated as Transit Market Area IV, there is no fixed route transit service offered by SWT in this community as of January 2018. SmartLink and Metro Mobility both offer dial-a-ride service in Carver County.

SWT offers two different types of service in Carver County—Express Bus/Fixed Route, and Demand Response. SWT operates four passenger facilities in Carver County, which are served by seven different fixed routes and SW Prime. Figure 4.18 shows fixed routes and municipalities served by SW Prime.

4.3.F.1. Express Bus/Fixed Route Transit Service

Fixed route transit service is offered Monday through Friday. All fixed route service offered is express bus service to Minneapolis heading into the city in the morning and back toward Carver County in the evenings. Express bus service is defined in the Metropolitan Council’s Transportation Policy Plan as routes that primarily operate at peak periods to connect commuters to major employment centers. The routes typically operate non-stop on highways between park and ride facilities and major destinations.

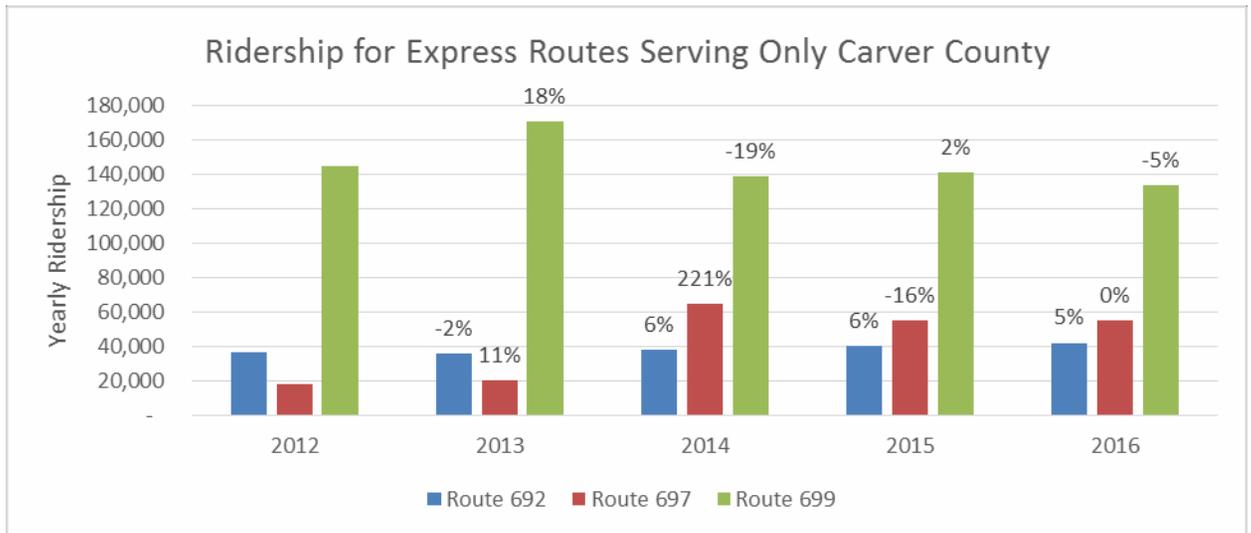
There are no direct reverse-commute express routes offered outside of midday service to the University of Minnesota, though riders trying to reach Carver County employment centers in the morning may connect to SW Prime at Southdale Transit Center. Routes 692, 697 and 699 serve Carver County but not Eden Prairie, while the rest of the routes serve Carver County as well as Eden Prairie. Service costs are \$3.25 at peak and \$2.50 off-peak for adults in January, 2018.

Total ridership of routes that exclusively serve Carver County has fallen slightly over the last five years with a notable peak in 2013 (see Figure 4.19). Some of this tracks with regional changes in bus ridership and cuts and realignments of SouthWest Transit service. Percentage values on top of each bar represent the ridership change from the previous year.

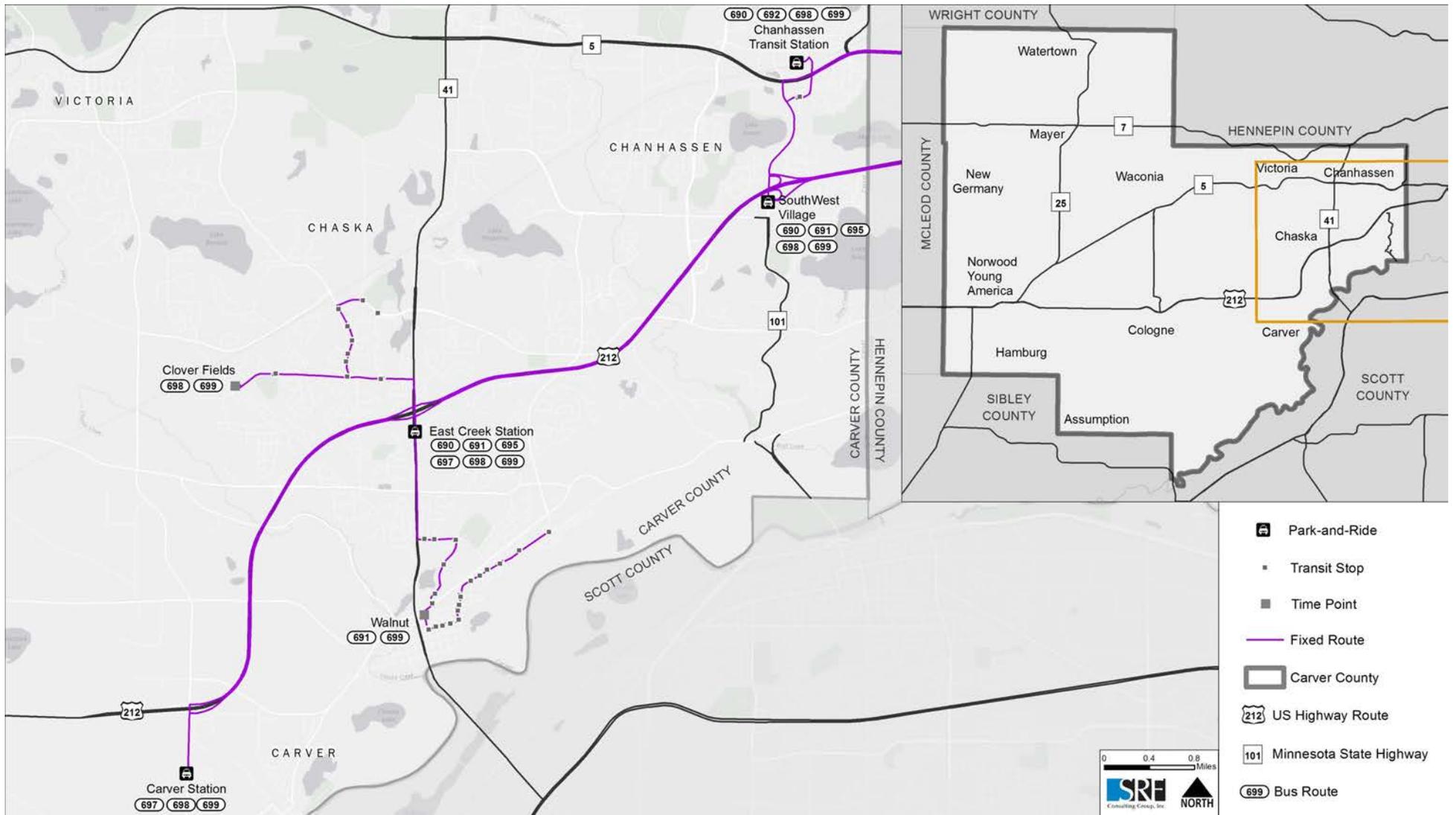
SouthWest Transit reports that each year, between a quarter and a third of total system ridership is generated by Carver County. Routes 691, 695, and 698 all serve Carver County as well as Eden Prairie. A map of Carver County transit service is shown in Figure 4.20. Most express service is oriented to the US 212 Corridor, and travels to downtown Minneapolis via I-494 and I-394. SWT drivers have some flexibility with their freeway routing and can modify it in response to congestion.

Bus ridership has slightly declined across the region, though suburban transit providers have seen small gains in ridership in recent years. It is important to consider if ridership changes are related to changes in

◇ **Figure 4.19 Ridership for Routes Serving Only Carver County, 2012-2016**



◇ Figure 4.20: Existing Transit Service



service.

4.3.G. Demand-Response Transit Service

4.3.G.1. SouthWest Prime (SW Prime)

SW Prime is a shared-ride demand-response service for Chanhassen, Chaska, Carver, Victoria, and Eden Prairie. Riders can pay four dollars (\$0.75 to \$1.50 more than fixed route service depending on the time of day) to ride anywhere within the five cities between 6:30am and 6:00pm Monday through Friday. Riders request routes either by phone, online, or by using the SW Prime App on a mobile device. SW Prime transfers between the Eden Prairie and Carver County SW Prime buses at SW Village. SW Prime helps connect people who cannot access Park-and-Rides on their own to express routes.

SW Prime service began in July 2015 serving Chaska, Chanhassen, and Eden Prairie for three dollars a ride. Fares were raised to four dollars a ride in October of 2017. Before the first two years of SW Prime service, the 12-passenger van fleet increased from three to 11 vans. Vans are ADA accessible, however riders must specify as they book their ride if they are using a mobility device or have a bicycle. SouthWest Transit has used SW Prime as a market test in Shakopee but ultimately decided to discontinue service. SW Prime service area was extended to Victoria at the start of 2018. Regular requests for SW Prime service to specific destinations at specific times could help identify future fixed routes.

4.3.G.2. Metro Mobility

Metro Mobility, the paratransit service offered by Metropolitan Council under the requirements of the Americans with Disabilities Act (ADA), serves Chanhassen and Chaska in Carver County as these communities are part of the Transit Taxing District established by the Legislature in March 2006. Three-quarter mile buffers around Chanhassen Station and SouthWest Village Station comprise the federally mandated service area. Metro Mobility is an origin to destination, curb-to-curb service that for people with disabilities. There are several conditions that may make one temporarily or permanently eligible for ADA paratransit service, the commonality of which is that a person is not able to ride fixed route transit due to a disability.

Draft results from the Metro Mobility Needs Assessment Project show that currently more than a fifth of the nearly 20,000 metro mobility trips that begin in Carver County also end in Carver County. Popular destinations include Eden Prairie/Minnetonka and Plymouth/North Hennepin /Brooklyn Center, while top generators of rides to Carver County are Eden Prairie/Minnetonka and Medina/West Lake Minnetonka.

4.3.G.3. SmartLink Transit

SmartLink is a general public dial-a-ride service offered 6am through 7pm Monday through Friday in all of Carver County and Scott County. All SmartLink vehicles are equipped with wheelchair lifts, but SmartLink does not offer personal care assistants to riders that need them. Riders schedule a ride through Metro Mobility. Transit Link offers a suite of services that includes dial-a-ride public transit, medical transportation, and rides provided by volunteer drivers. Passenger fares vary based on service type and distance.

4.3.G.4. Medical Transportation

Water's Edge Transportation based in Waconia offers private, non-emergency medical transportation (NEMT) in their fleet of accessible minivans. They are a State Certified Special Transportation Service established in 2006. They provide rides for hospital discharges, same-day surgery, dialysis, and people who live in assisted living. If requested, they can provide stretcher service, door through door service, and provide an attendant. They frequently serve 212 Medical Center and Ridgeview Medical. Rates are calculated based on miles traveled. Additionally, NEMT rides are provided through the Twin Cities metro area network within Minnesota's medical assistance brokerage managed by MTM, Inc. This supports several programs through the Minnesota Department of Human Services that offer a passenger transportation benefit.

4.3.H. Recent Changes to Service and Pilot Programs

Flex service was piloted between August 2017 and December 2017, and replaced some local fixed route service and reverse-commute service previously offered by Route 684. SW Flex Red and Blue both offered transfer opportunities at Southdale Transit Center, running trips reverse directions in the afternoon compared to morning rides. Riders requested a pick-up or drop-off within specified flex zones by asking the driver as they boarding the bus, online, by using the SW Transit app, or by calling ahead the same day in a manner similar to SW Prime.

Reverse commute service ran from the start of SouthWest Transit service in 1986 through August of 2017, with trips originating in downtown Minneapolis and serving large employers in Carver County along Lyman Boulevard. This route has been removed, and reverse commuters may access Carver County by connecting to SW Prime at Southdale Mall in Edina or the Optum Campus in Eden Prairie via SWT's flex service.

4.3.I. Passenger Transit Facilities

Park-and-ride facilities are planned at the corridor level and have been constructed to meet long-term commuter needs in Carver County. Even with the inactive status of Walnut and Clover Fields, the recent addition of Carver Station to the park-and-ride system in the southwest metropolitan area meets projected future needs for park-and-ride development. A summary of park-and-ride information and usage data is shown in Table 2.

CHANHASSEN TRANSIT STATION

Chanhasseen Transit Station opened in late 2011 and has room for 420 parking spaces. Chanhasseen Transit Station is served by 42 trips each day from four routes (690, 692, 698, and 699.) The parking deck includes an indoor waiting area for riders, and an opportunity to purchase and refill Go To cards once a week. Utilization of this Park-and-Ride facility has fluctuated between 20 and nearly 50%, reaching a peak at 47% in 2015.

SOUTHWEST VILLAGE

SouthWest Village has 511 parking stalls. The two-story parking deck includes an indoor waiting area for riders, and an opportunity to purchase and refill Go To cards once a week. Southwest Village has seen utilization rates as high as 82% (2012) but has fallen to 51% as of 2016. Peak usage levels in 2012 were due to East Creek Station in Chaska being closed for construction. A third level may be added to the parking deck in the future if expansion is needed.

EAST CREEK STATION

The parking ramp was expanded to include a total of more than 700 stalls in 2013. East Creek Station has seen utilization higher than 70%, but most recently came in at 40% in 2016. The parking deck includes an indoor waiting area for riders, and an opportunity to purchase and refill Go To cards once a week.

CARVER STATION

Built in 2015 and has space for 400 vehicles, this Park-and-Ride was built with the intention of spurring nearby residential development. In the first two years, Carver Station only saw about 5% utilization but this is expected to grow as more development continues near the Park-and-Ride. So far, both single family homes and multifamily homes have been built near Carver Station.

CLOVER FIELDS/WALNUT

Both Clover Fields and Walnut were park-and-ride facilities in Chaska operated by SouthWest Transit. Their status as park-and-ride facilities is currently being phased out and the capacity has shifted to improved and expanded locations along the US 212 corridor. Both facilities remain time points on schedules with passenger waiting areas, though park-and-ride service has been discontinued.

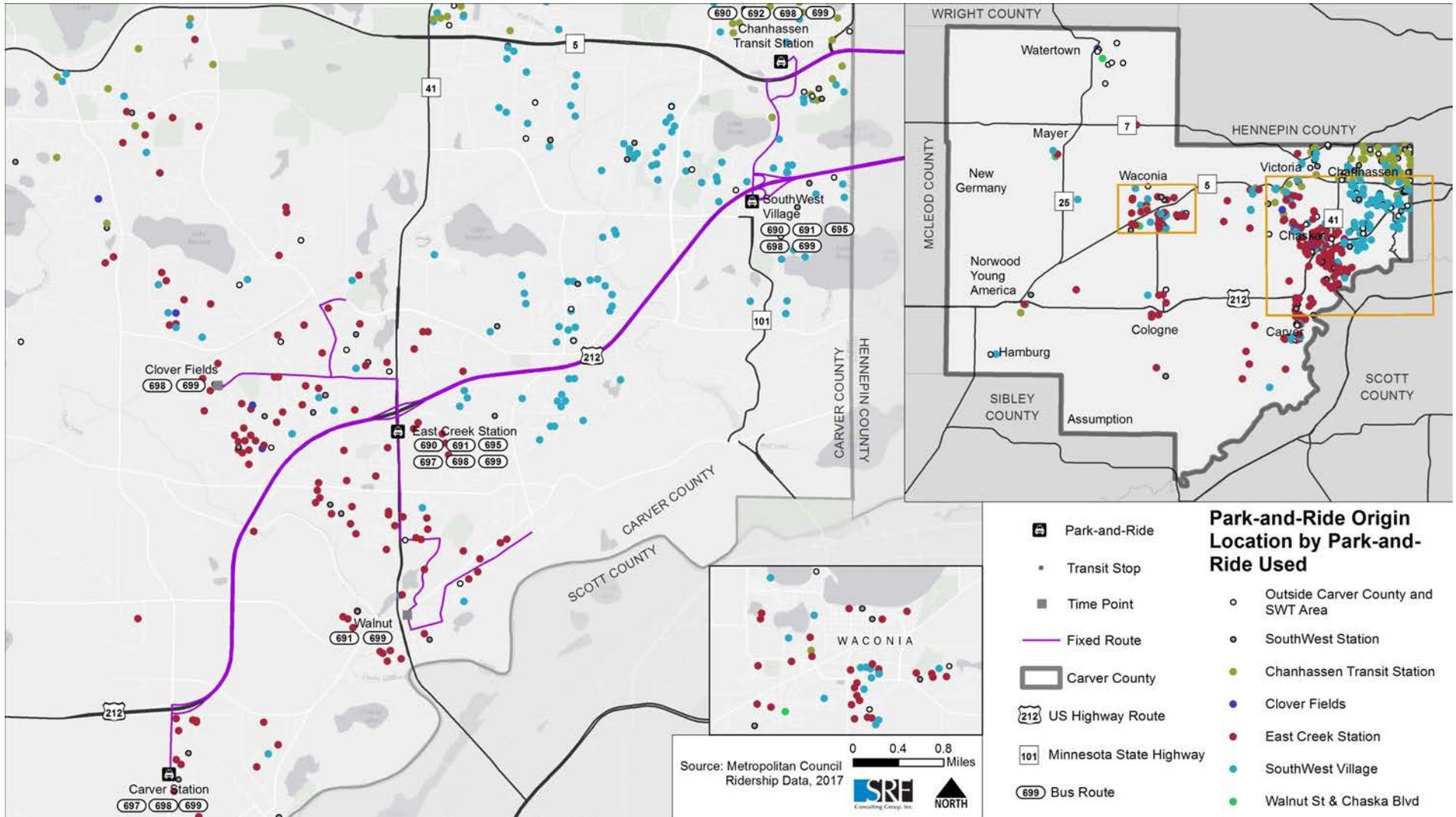
◇ **Table 4.14: Park-and-Ride Summary**

Station Name	City	Parking Capacity	Utilization	Status
Chanhassen Transit Station	Chanhassen	420	Low (below 50%)	Active
SouthWest Village	Chanhassen	511	Moderate (between 50 and 80%)	Active
East Creek Station	Chaska	675	Low (below 50%)	Active
Carver Station	Carver	400	Very Low (5%)	Active
Clover Fields	Chaska	39	N/A	Served, but not maintained as a park-and-ride facility.
Walnut	Chaska	50	N/A	Served, but not maintained as a park-and-ride facility

4.3.J. Park-and-Ride User Origin

Using Metro Transit’s 2016 Onboard-Survey data, Figure 4.21 shows where surveyed riders that used park-and-ride facilities started their trips and which facility they used. Most riders used either East Creek Station, Chanhassen Transit Station, or Southwest Village. Riders north of Highway 5 usually chose Chanhassen Transit Station, riders east of Highway 41 and south of US 212 generally use East Creek Transit Station, and in-between those two loosely defined markets, most riders use Southwest Village. Riders from Waconia and Norwood Young America were split between East Creek Station and Southwest Village.

◇ **Figure 4.21: Park-and-Ride User Origin**



4.3.K. Transit Advantages

Transit advantages are physical infrastructure that is designed to provide a travel time advantage for transit vehicles compared to other automobiles using the same facility. Examples include dedicated lanes, transit signal priority, bus only shoulders, HOV lanes, and ramp-meter bypasses. Transit advantages improve the attractiveness of transit by allowing buses to move faster than automobiles making the same trip in times of significant congestion.

The only physical transit advantage offered in Carver County in 2018 is a bus-only shoulder lane available to buses in both directions of travel along TH 5 and US 212. These bus-only shoulder lanes allow express busses to maintain a minimum speed through congested areas by using the shoulder when traffic in general travel lanes drops below 35mph. All routes that serve Carver County are routed on either TH 5 or US 212 and may use the bus-only shoulders, shown in pink on Figure 4.18. There are also transit signal priority intersections at signals near active park-and-ride facilities.

High priority intersections for transit signal priority are:

Highway 41 & Chestnut Street (East Creek Station Entrance)

Highway 5 & Great Plains Blvd

Highway 101 & Crossroads Blvd (Southwest Village Entrance)

4.3.L. Transit Programs

Carver County residents are eligible to participate in Vanpool and the regional car pool matching database managed by the Metropolitan Council. Carpool and Vanpool participants qualify for the regional guaranteed ride home program; may use High Occupancy Vehicle (HOV) lanes and meter bypass ramps; receive parking discounts in some circumstances; and may participate in occasional promotional benefits.

Travel Demand Management (TDM) services include programs that promote and support any alternative to commuting via single-occupant vehicle (SOV.) TDM may include ride-matching, car-pool or van-pool services as previously described. Transit promotions, employer-subsidized bus passes, flexible work hours, and telecommuting are just some of the possible strategies to reduce SOV use. Metro Transit provides a regional TDM service through its Metro Commuter Services group, and four local Transportation Management Organizations provide further support and services, including two downtown organizations. Cities and employers in Carver County may use services and programs free of charge to benefit employee travel arrangements and budgets. Although Carver County is not covered by a TMO, Metro Transit's Employer Program Hotline offers assistance to employers in Carver County.

Another transit option available in Carver County is WeCAB. It is a network of volunteers who provide flexible supplemental transportation for medical appointments, worship services, community services, errands, and access to Metro Transit. WeCAB services the communities of Carver, Chanhassen, Chaska, Victoria, and Waconia.

4.3.M. Transit Market Indicators

Population, employment, density, and transit-dependent populations are all demographic indicators of propensity and need for transit use. Looking at these socioeconomic factors, both present and future, across the county is a good way to determine where transit service is most appropriate and most needed as an

alternative to private car ownership. Equity is an important factor to consider when evaluating transit service. Transit agencies are required to ensure that no group of persons is discriminated against with regards to service including adverse effects and disparate impact, and adopt service policies to ensure that practices do not produce discriminatory results.

The County will continue to monitor indicators such as: population over 65 years of age, zero-vehicle households, population with disabilities, poverty status, multi-family and subsidized housing, and job density.

4.3.N. Future Metro Mobility Needs

Although only calculated for Chaska and Chanhassen, it is still helpful to review forecasted Metro Mobility Ridership Forecasts. Metro Mobility requests are expected to increase in Carver County at a rate greater than the central cities, however, as a share of total requests, Carver County is still a small proportion of both total production and attraction. Notably, Carver County sees more than 100 percent growth in trip production between 2014 and 2020. 2014 ADA ridership in Carver County was approximately 41,300 passenger trips; forecasted 2040 ADA ridership is projected to be approximately 71,800 passenger trips. Some other transit markets served by suburban transit providers have senior and paratransit providers, and this is a consideration for Carver County which has a large aging population. SW Prime should be considered for expansion west further into Carver County in order to meet the growing demand for senior transportation. Expansion of SW Prime to include non-emergency medical trips in and around the SW Prime service area is planned for the near future.

Only two small ¼ mile buffers around Chanhassen Transit Station and SouthWest Village are within the federally mandated ADA service area. If Metro Mobility makes a policy shift toward changing their service area, transit providers in Carver County may need to consider rural solutions for connecting seniors and people living with disabilities to the community.

4.3.O. Transit Advantages

Although the only transit advantages offered in Carver County are bus-only shoulder lanes along TH 5 and US 212, in the future, it may be necessary to expand to other advantages to keep transit as a competitive option among transportation modes. Signal priority can be used in more locations to ensure buses stay on schedule if congestion grows on main thoroughfares and at large intersections. With signal priority, transit vehicles interrupt regular timing when they approach intersections and receive green lights more quickly. Allowing transit vehicles priority at busy intersections ensures that transit is a competitive mode choice for riders.

4.3.P. Long-Range Transit Service Recommendations

In reviewing existing and future conditions, and being mindful of transit market trends, the following are long-term transit service concepts that Carver County supports through 2040.

4.3.P.1. Park-and-Ride Capacity

As described in earlier sections, park-and-ride capacity, including the expected closing of Clover Fields and Walnut, exceeds present-day demand in Carver County and should continue to do so through 2040. Future transit facilities can be located in areas with concentrations of higher density housing, and former park-and-rides could be converted to a conventional bus stop in the future if supported by sufficient pedestrian facilities to facilitate access. Larger park-and-

ride facilities closer to arterials would absorb the demand. Transit service should continue to be aligned with park-and-ride demand, and continued monitoring of system usage will guide investment decisions. If there is increased congestion along Highway 5, there could be potential need for a park and Ride near Highway 5 and Rolling Acres on the eastern side of Victoria.

4.3.P.2. Expanded Express Bus Service

Express bus service, provided by SouthWest Transit, links major employers and activity centers with Carver County. Currently, park-and-rides are operating well within their capacity and service is adequately meeting that demand. However, park-and-ride usage is expected to grow on a long-term basis. As this is the case, additional transit trips will need to be added on express bus routes to support this demand. Local, fixed route extensions of express routes may also be desirable to support areas with increased housing development and population growth. Further study of common major employment destinations outside of Carver County, such as the Mall of America, Southwest suburban employment centers, and MSP International Airport is needed to determine if there is demand for express service to those locations. In many cases, this information can be gathered from concurrent regional transit planning efforts (Regional Park -and-Ride System Plan, etc.).

It is sound practice to invest in additional trips on the most productive routes. Analysis of ridership, park-and-ride capacity, and route productivity should help drive investment decisions on transit service expansion.

Although reverse commute express bus service to Carver County has been discontinued, projected employment growth and the changing needs of businesses may necessitate a revival of this service. Future reverse commute service should be based on the needs of employers expressed through continued dialogue with service providers.

4.2.P.3. Expanded Local Transit Service

In reviewing future areas where there is increased propensity for transit use, most of the emerging areas are covered by the existing footprint of fixed transit service, however as demand increases or shifts the amount and type of service may change. For example, existing fixed route service as a spine service along Highway 212. If demand for this service increases, additional vehicle capacity may be required to maintain convenient travel times. The areas within the demand response zones for SW Flex will see some growth in population and employment, and depending on land use patterns may convert from a demand-response to a flex or fixed route service.

Beginning in January 2018, SouthWest Transit is offering SW Prime service in Victoria. The ease and opportunity to use SW Prime to explore markets for local transit service is fortuitous, but special attention must be paid to equity issues that may arise because of the higher cost of SW Prime service as compared to fixed route service. New markets could be tested using lower fares or fare vouchers for low-income riders in newly tested service areas to assess the market for vulnerable populations that may not regularly be able to pay the higher fare.

Another area where there is opportunity for expanded transit service is Waconia. Waconia is forecasted to have significant employment growth and has physical development patterns that are supportive of transit service. If a new local bus route – either flex route or fixed route – is to be developed in Western Carver County, Waconia is a reasonable location. Service could link to Victoria and Chanhassen routes via Highway 5, and focus on Main St. and Olive St. within Waconia. Key transit destinations in Waconia include the downtown area (Main Street), Highway 5 Corridor, and Ridgeview Medical Center and its immediate surroundings. There is potential for SW Prime to expand further west into Carver County to communities such as Waconia, Watertown, Norwood Young Ameri-

ca, and Cologne . Expansion to include non-emergency medical trips in and around the SW Prime service area is planned for the near future.

Expansion in transit service will depend on adequate funding. The Metropolitan Council’s 2040 Transportation Policy Plan has limited funding for bus expansion.

4.3.P.4. Transitways

Major planned transitways that are near Carver County include the METRO Green Line LRT, terminating in Eden Prairie, and a future potential Highway BRT service transitway that would serve Highway 169 through Shakopee. The Highway 169 project is under the Increased Revenue Scenario. There is planned SWT services to the SWLRT station at SouthWest Station in Eden Prairie. While there are no current local transit service plans that link Carver County to these transit lines, high quality, high frequency transit service can induce demand resulting from its frequency, reliability, and amenities. Local transit routes that provide connecting service to transitways should always be evaluated and considered as these corridors are developed. In the Bus Transit Operations Plan, no large changes to fixed route service entering Carver County are recorded. Once SWLRT is constructed, SouthWest Transit may alter its operations in Carver County in the followings ways:

Reverse commute express services could be suspended.

- 212 Express Connector service could be implemented along US-212 connecting East Creek Transit Station and SouthWest Village with SWLRT.
- SW Prime service could be increased and have extended hours.
- SW Prime service could be used to offer first/last mile services to the SWLRT.
- Current and planned fixed route service could connect with SWLRT later into evenings and during weekends.

Metro Green Line LRT may expand into Carver County eventually, but due to funding limitations this investment in service is currently not supported.

4.3.P.5 Transit Orient Development (TOD)

“Transit Oriented Developments (TOD) are developments that create more vibrant, livable, sustainable communities through the creation of compact mixed-use developments centered around high-quality transit. Some SouthWest Transit stations such as Chanhassen Station, SouthWest Village, and Carver Station have TOD elements already around them. SouthWest Transit plans to continue to increase the amount of TOD throughout the system either through market rate development and/or through grant funding. Future SouthWest Transit TOD plans include the following:

- Expanding TOD at SouthWest Village with the development of a retail/commercial site on the west end of the property.
- Development of a retail/commercial site at East Creek Station in Chaska.
- Utilizing the second floor of East Creek Station as a transit-compatible retail space.
- Development of TOD at the planned Highway 5 and Rolling Acres Road Park and Ride in Victoria.

4.4. Mobility Trends

Comprehensive plans are living documents that adapt as communities and technologies evolve, and should be updated to reflect various changes to the transportation environment. Technological advancements like Transportation Network Companies, Car Sharing Services, and Autonomous Vehicles will change the way that people get around Carver County and vehicle interaction with public infrastructure. With changing demographics, including a large aging population and changing generational preferences, people living in and coming to Carver County may be less likely to get around in self-operated and owned private vehicles. Parking structures and amounts, access to transit and transportation across the community, and infrastructure will all need to adapt. At the time of this plan's conception the impacts of these transportation modes are not fully known, nonetheless they are presented here as concepts that should be monitored as transportation development decisions are made in Carver County.

4.4.A. Transportation Network Companies and Car Sharing Services

Transportation Network Companies (TNC) like Uber and Lyft use websites and applications to connect customers with non-commercial drivers. Car Sharing Services (CSS) allow customers to use cars for a short amount of time. These companies have changed the way that people get around, offering an on-demand option for riders willing to pay for quick and easy-to-arrange service. Although most popular in urban centers, TNC drivers also serve suburban locations like Carver County, although service is less frequent and reliable. There have been various studies and inconclusive data on the impacts of TNCs along rates of drunk driving, congestion, and whether it competes with public transit, as well as variation in the effects of TNC's in different urban environments. TNCs present in the Minneapolis-St. Paul region currently offer service in private vehicles. Although some drivers have accessible vehicles, state laws on requirements for drivers of accessible vehicles prohibit drivers without specialized training to serve riders, although riders can request accessible vehicles by choosing specific settings for accessibility in the application.

CSSs like Zipcar and HourCar, which require returning the car to a set home location, currently serve other areas in the Twin Cities metro. Car2Go, a service which allowed drivers to leave the vehicle in public parking, previously operated in the Twin Cities, but exited the market at the end of 2016. TNCs offer greater utility for people who do not want to drive or are unable to drive, while CSSs serve those that don't mind driving but would prefer to pay for a service rather than manage the ownership and maintenance of a car.

Transit service providers are beginning to explore partnerships with TNCs and CSSs to expand coverage. This type of partnership may be beneficial in Carver County depending on funding availability and demand unmet by public transit services.

4.4.B. Alternative Fuel Vehicles

Political realities surrounding petroleum and gasoline are constantly changing, and some people have chosen to purchase vehicles that rely on other fuel sources, such as ethanol, biofuel, and most recently electricity. Electric vehicles may begin to drop in price as more manufacturers bring them on the market. Charging stations are necessary to support the use of electric vehicles over long distances. Especially if freight becomes powered by electric vehicles, infrastructure and fueling stations will need to change to adapt to their needs. Prime service is the service best suited to utilizing electric vehicles today. Fixed route services will incorporate alternative fuel vehicles as technologies catch up.

4.4.C. Automated Vehicles

Automated Vehicles (AV) are passenger vehicles that require some or no human input to operate and navigate safely on the roadway. AVs can be owned and operated by private passengers, ride-sharing services, TNCs, or public transit agencies. At the time of this writing, small buses that travel up to 25 miles per hour and carry 12 people are being piloted around the world. Transit operators should continue to monitor the applicability of implementing AVs and service vehicles as they are tested in other markets.

There are different levels of input that AVs need from human drivers to operate. Some AVs require a dedicated track, while others can operate on a roadway with the general purpose traffic. These six levels of automation that are in the process of being accepted by USDOT are as follows:

- **Level 0 – No Automation:** The full-time performance by the human driver of all aspects of the dynamic driving task, even when enhanced by warning or intervention systems
- **Level 1 – Driver Assistance:** The driving mode-specific execution by a driver assistance system of either steering or acceleration/deceleration using information about the driving environment and with the expectation that the human driver performs all remaining aspects of the dynamic driving task
- **Level 2 – Partial Automation:** The driving mode-specific execution by one or more driver assistance systems of both steering and acceleration/deceleration using information about the driving environment and with the expectation that the human driver performs all remaining aspects of the dynamic driving task
- **Level 3 – Conditional Automation:** The driving mode-specific performance by an Automated Driving System of all aspects of the dynamic driving task with the expectation that the human driver will respond appropriately to a request to intervene
- **Level 4 – High Automation:** The driving mode-specific performance by an Automated Driving System of all aspects of the dynamic driving task, even if a human driver does not respond appropriately to a request to intervene
- **Level 5 – Full Automation:** The full-time performance by an Automated Driving System of all aspects of the dynamic driving task under all roadway and environmental conditions that can be managed by a human driver

In the future, it may be prudent to make changes to the roadway for AVs. An example of a roadway change for an AV is to dedicate parts of roadways to only AVs (in effect creating a track,) putting in specialized paint or signage, or specialized sensors at bus stops and transit stations. It is unlikely that the tonnage or construction of roads will need to be changed as vehicles are likely to become lighter and carry less passengers. New parking structures should be built with adaptive reuses in mind as parking needs may change. Because Carver County encompasses a landscape that transitions from suburban to rural, sustained attention to scale and appropriateness of innovative technologies for the range of communities is imperative.

As with any technological advance in transportation or otherwise, it is hard to know how quickly change from the status quo or adoption of new practices will take place. Being prepared for change so that technology does not out pace policy and roadway updates is important to make sure that Carver County drivers and passengers can get around for years to come. Pilot programs, similar to the roll out of SW Prime service, are a responsible way to investigate advances in transportation and applicability to the needs of Carver County. Carver County will continue to monitor and stay abreast of emerging trends in order to provide appropriate infrastructure for service that best serves residents and visitors.

4.5. Bicycling and Walking

The County’s bicycle and pedestrian system is generally comprised of the Metropolitan Council Regional Bicycle Transportation Network (RBTN), local and regional trails, and the local sidewalk network. Most of the bicycle and pedestrian system plan is identified in the Parks, Trails, and Open Space Chapter of this Plan. This chapter identifies and highlights goals and policies related to the RBTN bicycle and pedestrian transportation system and maps existing and proposed facilities.

4.5.A. Regional Bicycle Transportation Network (RBTN)

The RBTN was established in the Metropolitan Council’s 2040 Transportation Policy Plan (TPP) “to establish an integrated seamless network of on-street bikeways and off-road trails to most effectively improve conditions for bicycle transportation at the regional level and to encourage planning and implementation of future bikeways by cities, counties, parks agencies, and the state, in support of the network vision” (2040 TPP, page 7.11).

The Regional Bicycle Transportation Network is divided into two tiers of alignments and corridors that serve to define the planning and development of critical bicycle transportation links.

- **Tier 1—Priority RBTN Corridors and Alignments**

- ◇ These corridors and alignments have been determined to provide the best transportation connectivity to regional facilities and developed area. The priority corridors and alignments are planned in locations where they can attract the most riders and most effectively enhance mode choice.

- **Tier 2– RBTN Corridors and Alignments**

- ◇ These corridors and alignments provide connections to regional facilities in neighboring cities, and serve to connect Tier 1 RBTN corridors and alignments.

The RBTN in Carver County includes the following designations:

- Tier 1 Alignments

- ◇ Trunk Highway 5 from Waconia to the eastern county border;
- ◇ Lake Minnetonka LRT Regional Trail from Victoria northeast to the northern county border;
- ◇ Trunk Highway 101 from the southern county border north to the Minnesota River Bluffs LRT Regional Trail;
- ◇ Minnesota River Bluffs LRT Regional Trail from Flying Cloud Dr. to the eastern county border.

- Tier 2 Alignments

- ◇ Trunk Highway 41 from the Minnesota River to Trunk Highway 7/ northern county border;
- ◇ Laketown Parkway from Trunk Highway 5 to Trunk Highway 7/northern county border;
- ◇ Trunk Highway 101/Great Plains Boulevard from Minnesota River Bluffs LRT Regional Trail north to Trunk Highway 5;
- ◇ Trunk Highway 101/Chanhassen Road/West 102nd Avenue from Trunk Highway 5 north to the northern county border.

- Tier 1 Priority Search Corridor

- ◇ Connection from Carver/Minnesota River Valley northeast to Waconia. Search area near CSAH 61/CR 110/CSAH 10.Tier 1 Priority Search Corridor

- ◇ Connection from Chaska/Trunk Highway 41 to the Minnesota River Bluffs LRT Regional Trail endpoint at Flying Cloud Drive. Search Area near CSAH 61/Chaska Boulevard.
- Tier 2 Priority Search Corridor
 - ◇ Connection from Carver/Minnesota River Valley northeast to Waconia. Search area near CSAH 61/CR 110/CSAH 10.

Two maps of the RBTN system in the County are included in Appendix C, Parks and Trails Analysis. The first map shows the RBTN with regional search corridors, planned regional trail search corridors, existing destination trails, and existing linking trails. The second map shows the RBTN in relationship to existing local trails in addition to existing destination trails and existing linking trails. In addition to these two required maps, The RBTN is shown in Figure 4.22: Relationship of the RBTN to Existing Bike Facilities and Destinations. This figure shows the RBTN in relationship to activity centers such as transit park and rides, schools, parks, and RBTN destinations. The County does not designate on-road bicycle facilities. For the purposes of this Plan, shoulder widths compatible with bicycling per engineering guidance (4 ft or more) are identified in Figure 4.22.

The RBTN was recently modified as part of the Metropolitan Council’s 2040 Transportation Policy Plan update process. In 2017 Metropolitan Council staff met with local officials to consider changes and compiled a list of the proposed RBTN changes. Eight changes to the RBTN were proposed and processed in 2017 for the updated 2040 Transportation Policy Plan (TPP), adopted in 2018. Three of the changes were approved as administrative changes and the other five are included in the updated TPP.

- Administrative Changes
 - ◇ Designate CSAH 10 as Tier 2 Alignment to replace corridor bet. E. Main Street in Waconia & US 212 in Chaska;
 - ◇ Designate Tier 1 alignment to replace Tier 1 corridor through Chaska to follow the regional trail to Old Audubon Road near Chaska Boulevard, then follow Chaska Boulevard and the abandoned rail corridor southwest to the existing regional trail connection at West First Street;
 - ◇ Designate existing regional trail as Tier 2 alignment to replace Tier 2 corridor segment from West First Street in Chaska to East Main Street in Carver near the old rail crossing of the Minnesota River.
- Changes included for TAC/TAB review in the Draft TPP
 - ◇ Change Tier 2 alignment to Tier 2 corridor along Trunk Highway 41 between Crosstown Boulevard and the Minnesota River Bridge in Chaska. (RBTN Alignment Proposed Change);
 - ◇ Propose CSAH 10 (Engler Boulevard) as a new Tier 2 alignment between US 212 and CR 61 (Flying Cloud Drive). (Proposed New RBTN Alignment);
 - ◇ Propose new Tier 2 alignment centered on CR 11 (Victoria Drive) between CSAH 10 and TH 5. (Proposed New RBTN Corridor);
 - ◇ Propose new Tier 2 alignment along CR 11 (Jonathon Carver Parkway) from CSAH 10 south to CR 40 in Carver. (Proposed New RBTN Alignment);
 - ◇ Propose new Tier 2 alignment along planned regional trail (along CR 40/Main Street West) from Main Street East trail intersection in Carver southwesterly to intersection with CR 11 (terminus of proposed Tier 2 alignment above). (Proposed New RBTN Alignment).

4.5.B. Bicycle Barriers

Major bicycle barriers within Carver County include geographical and topographical challenges related to designated bluff areas, water bodies including lakes, rivers, and streams, rail corridors, and freeways or other major highways where bicycles are prohibited or narrow shoulders and high traffic make bicycling a

challenge (see Figure 4.22: Relationship of the RBTN to Existing Bike Facilities and Destinations). Regional roadway facilities such as US 212, TH 5, TH 41, TH 7, TH 25 and major regional transportation barriers such as the Minnesota River are some of the major obstacles to bicycle facility connectivity in the County. Major Highways such as US 212 is a significant bicycle barrier for rural communities such as Norwood Young America and Cologne. Bicycle facility improvements to mitigate major regional barriers can be expensive and need the support of regional federal or state funding. The Goals and Strategies in the Roadway System Plan (RSP) and Parks, Trails, and Open Space Plan identify how the County will support and implement low-cost, high-benefit bicycle specific or bicycle compatible facilities. For example, the RSP lists Strategy 17 as: Align rural roadway shoulder improvements with on-road bikeway routes where possible. Figure 4.23: Existing and Planned On and Off-Road Bike Facilities shows existing and future regional trail designations and future planned shoulder widenings that would increase the bicycle compatibility of a roadway per engineering guidance.

4.5.C. Bicycle and Pedestrian Systems in County Context

The County's bicycle and pedestrian system aspires to match and complement as much as possible the County's unique mix of urban and rural features, while at the same time remaining competitive with the larger metropolitan region and transportation programs and funding resources. The County is located on the edge of the Metropolitan area and includes Suburban Edge and Emerging Suburban Edge cities in the eastern part of the county as a major growth area for the region. A good portion of the County is not part of the contiguous urbanized metropolitan core, with the majority of the western half of the County designated as Agricultural and Rural Centers. The western half of the County is intentionally rural due to Land Use policies covered in that chapter and adopted in the 2030 Comprehensive Plan, such as the 1 dwelling unit per 40 acres rule.

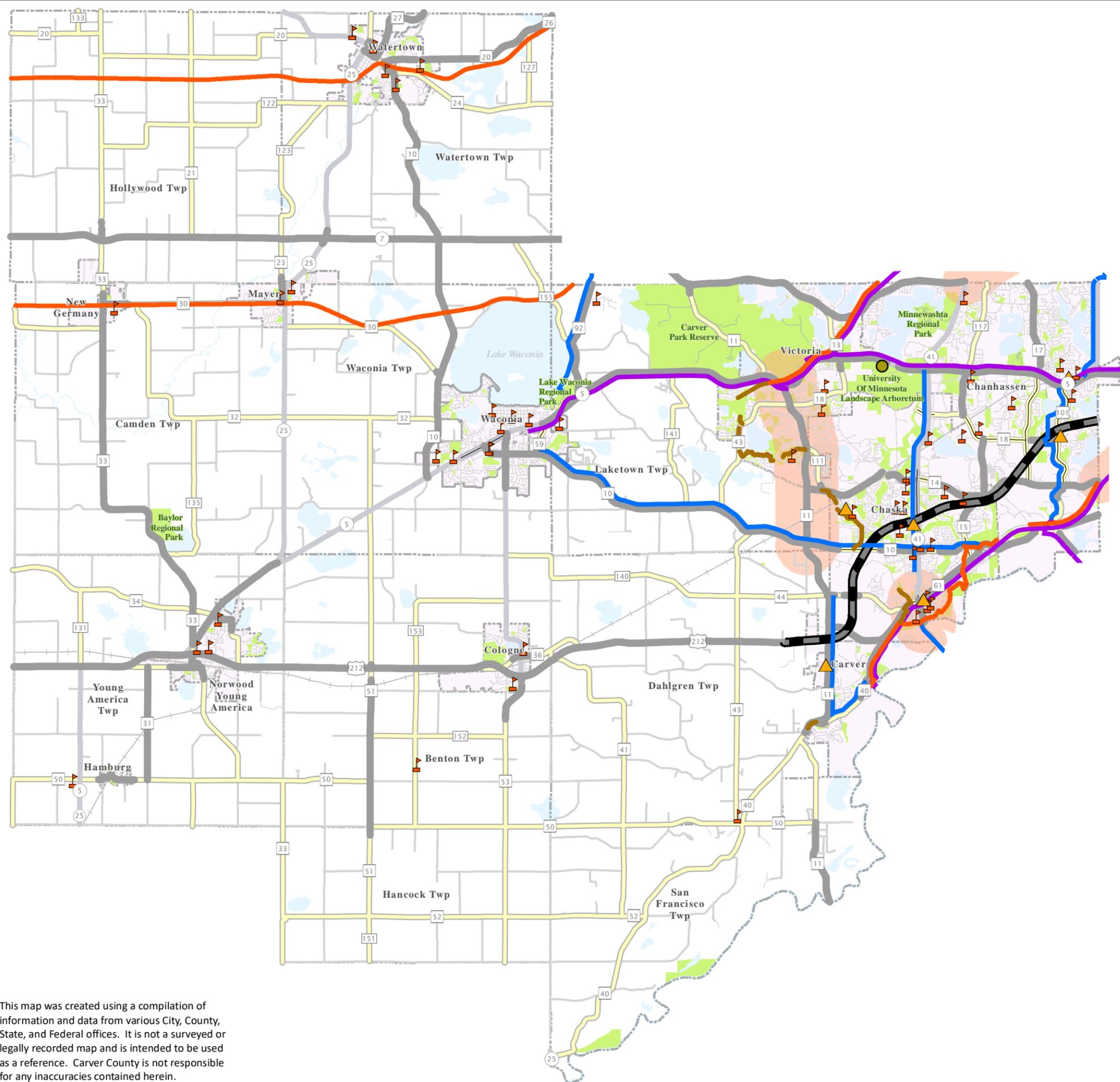
Carver County is both suburban, part of the greater metropolitan region, and rural with characteristics similar to counties in greater Minnesota such as Sibley County or McLeod County. Suburban Edge cities like Chaska are denser like Plymouth and other parts of Hennepin County. Other Carver County cities like Waconia, Victoria, and Carver are growing but are separated from the urbanized area by rural areas and agricultural land. The City, County, and State's bicycle trail network does not yet fully serve Carver County cities and rural areas.

Specific pedestrian facility system and design needs are addressed at the County level through the ADA Transition Plan, coordination with cities and transit providers, and through participating in programs such as Safe Routes to School. The County's concern and interest is that Rural Centers, Agriculture, Suburban Edge, and Emerging Suburban community designations are appropriately recognized for inclusion in such things as special studies and new or updated scoring criteria and funding eligibilities for bicycle and pedestrian systems.

Pedestrian systems are guided by local City land use and local development and cost-share policies. The County works with Cities as requested to implement pedestrian infrastructure such as pedestrian crossing amenities. The County does not require sidewalks on County Highways within cities and guides sidewalks and pedestrian infrastructure appropriate for the roadway context. Pedestrian facilities are encouraged near transit routes and Park & Ride locations to enable residents a pedestrian or bicycle connection to the transit facility. A high usage transit facility could add to pedestrian traffic in the vicinity and warrant additional pedestrian infrastructure considerations. Pedestrian facilities should also be considered for connecting people to parks. A City may decide to locate sidewalks within a development or dedicate right of way along a roadway for a pedestrian connection to open space. The planned trail system incorporates connections to Regional Parks as a primary consideration for future trails.

Relationship of the RBTN to Existing Bike Facilities and Destinations

Figure 4.22



Legend

Destinations

- Park and Ride Lots
- Schools
- RBTN Destinations

Trails

- Existing Destination Trail
- Existing Linking Trail

RBTN Alignments

- Tier 1 Alignment
- Tier 2 Alignment

Bicycle Facilities

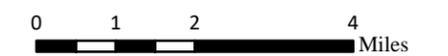
- Paved Road Shoulders Greater Than 4 Feet
- Bicycles Prohibited

Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway
- RBTN Corridors
- Parks

City/Township Boundary

- Existing City
- City/Township Boundary

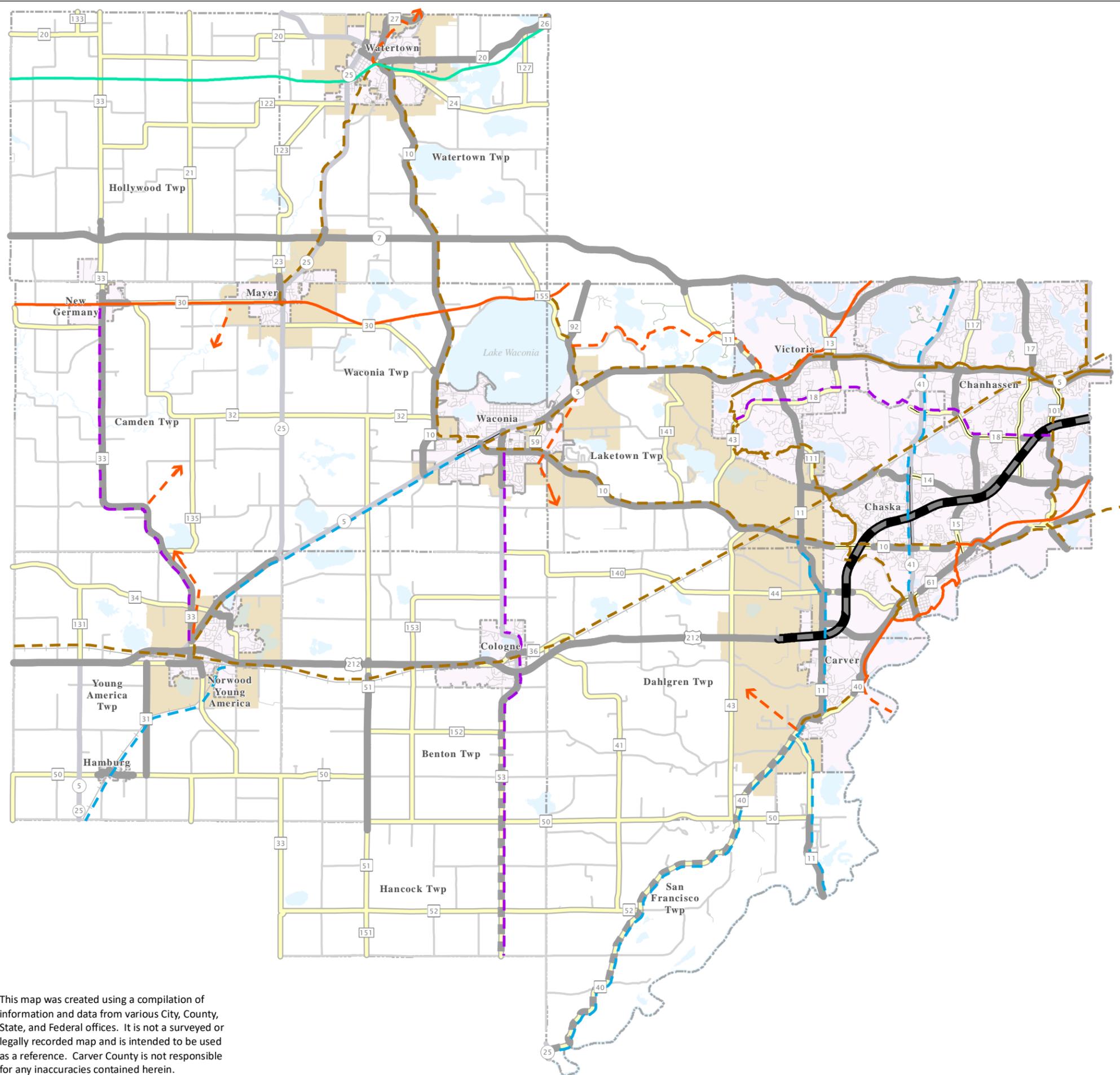


Public Works Division
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Existing and Planned On or Off-Road Bike Facilities

Figure 4.23



Legend

Trails

- Existing Destination State Trail
- Existing Destination Regional Trail
- Existing Linking Regional Trail

Future Trails

- Future Destination Trail
- Future Linking Trail
- Future Local Trail
- Proposed Regional Linking Trail

Bicycles Prohibited

- Paved Road Shoulders Greater Than 4 Feet
- Shoulder Widening Projects - Resulting in Paved Shoulder Greater Than 4 Feet

Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

City/Township Boundary

- Existing City
- City Growth Areas 2040

0 1 2 4 Miles



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4.6. Freight

4.6.A. Introduction

In conjunction with other freight planning efforts of the Metropolitan Council and MnDOT, the Freight System Plan helps document and plan for freight and freight-related conditions, activities, and programs in Carver County. The Freight System Plan focuses on the movement of goods and services within and through the County. The freight transportation system is closely related to the land uses, geography and economies of the county and its surroundings. Carver County contains a unique mix of rural and agriculture areas combined with more urbanized clusters of towns and cities. As noted in multiple planning and policy documents, a safe, efficient, high-capacity freight transportation system is essential to the economic well-being of these communities, the region, and state. The County's rural and urban highways comprise a key component of the County's and the Twin Cities metropolitan area's regional freight transportation system, along with rail and intermodal facilities, river port barge terminals, and air cargo facilities. This section provides information and tools to understand and invest in the County's freight system and strengthen the County's ability to advocate for essential freight issues with key planning and funding organizations like the Metropolitan Council, MnDOT, and other agencies.

The Freight System Plan documents existing conditions and future system needs for freight-related elements. This section addresses the Principal and A-Minor Arterial highway network, existing railways and truck freight facilities, important economic freight generator nodes such as industrial parks and large shopping areas, and provides information on the roadway network volumes of heavy commercial average annual daily traffic (HCAADT). Roadway system issues for freight-related goods movement are also identified.

4.6.B. Freight and Railway Goals

COUNTY GOAL TR-12

Support rail use along the current Twin Cities Western Rail Line Corridor and reduce rail impacts on the highway system and surrounding land uses.

COUNTY GOAL TR-13

Develop a roadway network that supports heavy commercial vehicles and removes bottlenecks to freight to reduce truck impacts on the highway system.

4.6.C. Freight and Railway Strategies

COUNTY STRATEGY TR-28

Support rail to haul large goods to reduce costs for local businesses and suppliers.

COUNTY STRATEGY TR-29

Establish a roadway network that adequately carries nine and ten ton axle loads.

COUNTY STRATEGY TR-30

Actively pursue funding for US 212, TH 5, and TH 41 to improve the efficiency of freight movement and safety.

COUNTY STRATEGY TR-31

Address the need to improve safety at roadway and railroad crossings.

4.6.D. Freight and Railway Performance Measures

- Percentage of reduction in carbon emissions as a result of increased rail use.
- Percent of miles of the County Roadway System designated as a ten-ton route.
- Percent of at-grade rail crossing with signalized mast arms and gates.
- Number of County Roads with deficient rail crossings.

4.6.E. Existing Freight System

A major component of the County's freight system lies in its roadway network. Although no interstates are located in Carver County, key freight corridors within Carver County include US Highway 212 (US 212), Trunk Highway 41 (TH 41), Trunk Highway 7 (TH 7), Trunk Highway 5 (TH 5), TH 25, and long-running county highways such as CSAH 33. US 212 is a limited access roadway that provides for uninterrupted traffic flows with a relatively high level of service and is the highest priority freight corridor in the County. These corridors were also identified in the Metropolitan Council's Regional Truck Highway Corridor Study, which was completed in 2017. The purpose of the study was to identify and prioritize the most significant regional truck highway corridors in the Metropolitan area. The quantitative analysis, supplemented by qualitative input, considered four main factors: average annual truck volume, truck percentage of total traffic, proximity to identified freight clusters, and proximity to regional freight terminals. The result of the study was the identification of three prioritized truck corridor tiers. Six corridors were identified and prioritized within the County. See Figure 4.24 for Truck Corridor Tiers in the County.

- Tier 1 Corridor: US 212
- Tier 2 Corridors: TH 5 from CR 13 to eastern County border; CR 18 from TH 41 to TH 101
- Tier 3 Corridors: TH 7; TH 41; TH 5 from CSAH 10 to CR 13; CR 61 from CR 11 to TH 41; CSAH 10 from TH 5 to CR 59

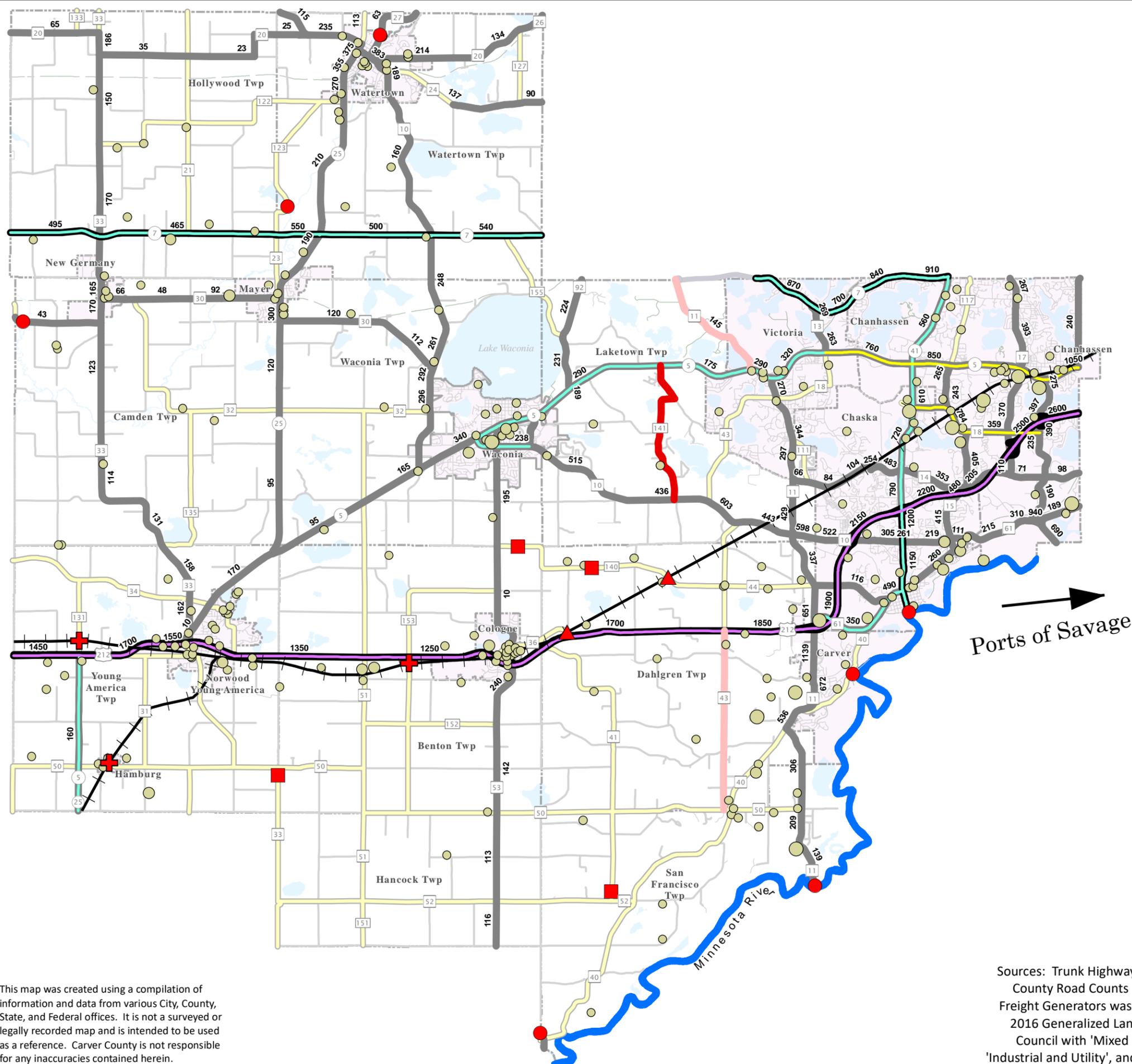
The County State Aid Highway (CSAH) System also plays a key role in the county's freight system. CSAH routes connect to heavy freight corridors and provide first and last mile connections to local customers and businesses. Businesses in the agricultural and manufacturing sectors, located in more rural parts of the county, rely heavily on the CSAH system to support and maintain their operations. CSAH routes that connect to or are parallel with US and State Trunk Highways, and that connect to industrial and commercial centers, most significantly support the transportation of freight within Carver County. One of the more significant CSAH routes includes CSAH 33 which connects TH 7, TH 5, TH 25, and US 212 and provides access to freight centers in Norwood Young America and Waconia. It is also important to recognize CSAH 10, which connects TH 7, TH 5, and US 212 and provides access to freight generators in Waconia and Chaska.

The freight network is also comprised of rail. The rail network in Carver County includes an active line that runs east-west across the county operated by Twin Cities and Western (TCWR). A spur extends off the TCWR line through the southwestern portion of the county and is operated by Minnesota Prairie Line Railroad (MPLI), a subsidiary of TCWR. These lines intercept with all "Class I" railroads serving the Minneapolis-St. Paul area, providing connections to the entire North American rail network. These lines provide important regional and local connections, most notably to downtown Minneapolis and intercepts at industrial centers in Norwood Young America, Cologne, and Chanhassen. Figure 4.24: Existing Freight Conditions and Multi-axle Truck Volumes presents this system.

There are no barge facilities or intermodal freight terminals within Carver County, however, truck freight connects east via US 212 and TH 41 to TH 169 and the Ports of Savage. See Figure 4.24 for locations of freight facilities and freight generators.

Existing Freight Conditions and Multi-axle Truck Volumes

Figure 4.24



Legend

Truck Volumes
- 2017 HCAADT

Barriers to Freight

Bridge Restrictions

- ▲ Insufficient Height or Width
- Load Restrictions

Spring Load Restrictions

- 9 Ton Road
- 7 Ton Road

All Other County Roads Are 10 Ton

Other Restrictions

- + Uncontrolled Railroad Crossings
- Flooding Points
- Minnesota River

Other Conditions

Freight Generators

- 0 - 15 Acres
- 15 - 30 Acres
- 30+ Acres

Existing Functional Class

- Principal Arterial
- A Minor Arterial

Truck Corridor Tiers

- Tier 1
- Tier 2
- Tier 3

Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

Other Corridors

- Active Rail



Ports of Savage

This map was created using a compilation of information and data from various City, County, State, and Federal offices. It is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.

Sources: Trunk Highway Counts - MnDOT,
County Road Counts - Carver County
Freight Generators was created using the
2016 Generalized Land Use from Met
Council with 'Mixed Use Industrial',
'Industrial and Utility', and 'Extractive' shown.

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4.6.F. Freight Generators

Freight clusters in Carver County are identified in the Metropolitan Council’s Regional Truck Highway Corridor Study in Figure ES-2: Map of Freight Clusters in the Twin Cities Area. This figure is a heat map showing four freight-related sectors based on the North American Industry Standard (NAICS) codes. This data source identifies regional freight clusters in the eastern portion of the County in Chanhassen and Chaska with additional clusters located in Waconia and Benton Township. Economic centers in the County include land uses located in proximity to US 212, TH 5, and TH 41 in Chaska and Chanhassen. These highway corridors are significant to the county’s freight network. This area contains freight intensive clusters that generate a large amount of truck, rail, or intermodal activity. Freight intensive clusters primarily consists of manufacturing, wholesale trade, transportation and warehousing establishments, office complexes, and agriculture facilities. The statewide US 212 corridor is also a freight intensive cluster with over 65 major freight generators located along its length from I-94 in Minneapolis west to the border with South Dakota. These businesses represent a variety of industries from meat production, chemical products, and agricultural machinery to sugar production, food processing, and other consumer products. Many of these businesses use US 212, traversing the length of Carver County, as their primary route to transport goods to market in the Twin Cities.

4.6.G. Heavy Commercial Vehicle Volumes

Existing (2016) heavy commercial annual average daily traffic (HCAADT) volumes are depicted in Figure 4.24. High volume corridors include US 212, TH 41, TH 5, and the area surrounding the TH 7/TH 25 intersection. Segments of these roadways are estimated to carry up to 900 trucks per day on the smaller trunk highways and up to 2,850 trucks per day on US 212. On portions of US 212, heavy commercial vehicles represent up to 14% of total daily traffic based on 2016 data. As the principle freight corridor in the County, and with population and business growth predicted to increase, US 212 is forecasted to experience higher heavy commercial vehicle volumes by year 2040.

4.6.H. Safety and Capacity Issues

Industrial areas in the County are located within access to the county and metropolitan highway system. US 212, TH 5 and TH 41 are part of either the National Truck Network or the Minnesota Twin Trailer Network, and are built to 10-ton axle loading standards, allowing extra capacity and flexibility for commercial trucking. This major highway coverage reduces the impact of truck traffic on local roadways and minimizes the potential for disruption of neighborhoods and smaller towns.

It is important that commercial vehicle traffic from industrial, warehouse, and commercial land uses be adequately considered. Increased freight traffic can be accommodated through the following measures:

- Locating freight-intensive land uses in areas that are close to the metropolitan highway system and with ample access to minor arterials;
- Utilizing acceptable design standards on arterials, ensuring adequate turning radius, pavement depth, and space for commercial vehicles; and
- Providing adequate signage and markings along roadways to minimize commercial vehicle traffic through residential neighborhoods.

Truck travel reliability and freight mobility concerns exist within the county’s freight network. Poor truck travel time reliability and concerns for safety generally coincide with routes that contain several intersections and bottlenecks. US 212 is the most important freight corridor in Carver County; it provides a highway

freight connection for over 22,000 square miles of Southwest Minnesota to the Twin Cities metropolitan area where access via the Interstate Highway System does not exist. Even though the significance of this connection is high, several bottlenecks and intersections of concern exist on US 212 within Carver County that pose reliability, accessibility, and safety challenges to freight transportation. This specifically occurs in two segments between Norwood Young America and Chaska. The bottlenecks are located where segments of four-lane expressway become a two-lane rural undivided highway. Corridor studies were completed to assess these bottlenecks and the impact they pose to travel time reliability and roadway safety in Carver County. Analysis shows that these bottlenecks contribute to a 17 percent increase in heavy commercial vehicle operational costs and negatively affect upwards of 65 heavy commercial freight generators located adjacent or in proximity of the US 212 corridor.

4.6.I. Improvement Projects

Recent and planned projects of the US and County Roadway System that support the freight network in Carver County are identified below. Planned projects include:

- US 212: Upgrade to a four-lane expressway from Cologne to Carver (unfunded priority project).
- US 212: Upgrade to a four-lane expressway from Norwood Young America to Cologne (unfunded priority project).
- US 212: Reconstruction of CSAH 140 and the construction of a new interchange at US 212 (2017 – 2022 CIP)
- TH 41: Expand from a two-lane roadway to a four-lane roadway from US 212 to TH 7:
 - ◇ US 212 to CSAH 14 (2017 – 2022 CIP)
 - ◇ CSAH 14 to TH 5 (unfunded priority project)
- TH 101: Reconstruction of TH 101 (turnback) on the Minnesota River Bluff between CSAH 61 and CSAH 14 (2017 – 2022 CIP)
- CSAH 10: Reconstruction of CSAH 10 east of CSAH 11 and west of West Creek Lane (2017 – 2022 CIP)

Significant studies and planning efforts were conducted to understand and demonstrate the importance of the US 212 corridor. The expansion and relief of bottlenecks along the corridor is of the highest priority for Carver County. Currently, county staff are involved in the process of applying for local, state, and federal funding to support and complete the project involving bottlenecks along US 212. Once completed, the relief of the bottlenecks will improve travel time reliability, traffic safety, and will increase the efficient transport of goods from the county to the Twin Cities and beyond. These improvements will save local businesses, dependent on US 212 for freight transportation, thousands of dollars per year in losses due to congestion and crashes.

In addition to these regionally significant freight improvements, there are county roadway improvement needs to better facilitate the movement of goods and services throughout the county. Physical conditions of the county roadway system constrain the overall freight transportation system. These include key but dated intersections, spring load restrictions to 7 or 9 ton roadways, bridge load restrictions, and insufficient height or width clearances for heavy commercial vehicles. Figure 4.24 shows locations of these freight related restrictions.

4.6.J. Future Considerations

In recent years, e-commerce and day-of deliveries have become increasingly more important to the national economy. This phenomenon is also reflected at a regional level throughout the greater Twin Cities area. The demands of customers to receive products of their choosing on-demand has and will continue to

increase freight traffic on major and local roadways. Due to its location on the outskirts of the Minneapolis-St. Paul metropolitan area, Carver County is primarily rural and agricultural in nature. With population expected to increase dramatically by 2040, cities such as Chaska and Chanhassen, closer to the Twin Cities, may see increases in e-commerce related deliveries which will put strains on the roadway and freight network. It is imperative that these trends be planned for to maintain traffic flows and avoid congestion along roadways in Carver County.

4.6.K. Implementation

Funding resources are necessary to support the implementation of these freight improvement projects. Federal and state funding will be pursued to supplement County resources. Funding opportunities include programs such as the Metropolitan Council's regional solicitation for federal Surface Transportation Program Block Grants and MnDOT's Minnesota Highway Freight Program and Highway Safety Improvement Program solicitations for federal funding. County and State roadway facilities serving regional and statewide freight needs will be analyzed and brought forward for funding consideration. Important freight considerations for analysis include HCAADT volumes, safety issues, proximity to industrial use clusters, reliability and delay, and regional significance based on the evaluation from the Regional Truck Highway Corridor Study.

4.7. AVIATION

4.7.A. Existing Conditions

An airport is an area of land or water that is used for the landing and takeoff of an aircraft, and includes any buildings and facilities associated. Carver County does not have any municipal airports or commercial airfields. There are several personal use landing strips that are used exclusively by the owner and/or friends or neighbors. “Molnau Airpark” in Laketown Township is a private field providing hanger space and the use of the field to persons determined by the owner. There are also several publicly owned airports in relatively close proximity to Carver County. The eastern portions of the County, including Chanhassen and Chaska, are close to Flying Cloud Airport in Eden Prairie; there are public airfields in Winsted and Glencoe directly west of the County; and a public airport in Buffalo to the north. There is currently no airport related planning being conducted in the County.

4.7.B. Aviation Strategies

COUNTY STRATEGY TR-32 AIRSPACE PROTECTION

The County will incorporate applicable Minnesota Department of Transportation (MnDOT) Rules concerning seaplane operation and obstructions to air navigation into the official controls of the County.

COUNTY STRATEGY TR-33 AIRPORTS

Any sponsor will notify the Federal Aviation Administration and MnDOT at least 20 days in advance, as defined under the code of federal regulations CFR—Part 77, if any construction or alteration is proposed that would exceed a height of 200 feet above ground level at the site, or any construction or alteration of greater height than an imaginary surface extending outward and upward at a slope of 100:1 from the nearest point of the nearest runway of a public airport.

COUNTY STRATEGY TR-34 SEAPLANE LAKES

The operation and use of seaplanes within the County will be prohibited on all public waters except for those described in Minnesota Rules 8800.2800. In Carver County, lakes with allowed seaplane operation include: Goose Lake, Hazeltine Lake, Lake Minnewashta, Lake Patterson, Lake Riley, Lake Waconia, Lundsten Lake, Mud Lake, Oak Lake, Parley Lake, Pierson Lake, and Tiger Lake.

COUNTY STRATEGY TR-35 PRIVATE AIRFIELDS

Personal use landing areas, as defined in MnDOT Aeronautics regulations will be considered an appropriate use under certain conditions in the unincorporated areas of the County. Regulation of personal use landing areas will be provided by County land use controls in conjunction with the licensing procedures of MnDOT.

2040 CARVER COUNTY COMPREHENSIVE PLAN

www.co.carver.mn.us/2040plan



WATER RESOURCES

5. WATER RESOURCES PLAN

Introduction

The Water Resources Section of the 2040 Comprehensive Plan is intended to meet regional guidelines in order to protect the County's ground and surface water resources so that the growing population of the County, and of the Twin Cities region in general, will continue to have a safe and adequate water supply for generations to come. The water resources section is comprised of three main areas:

- **Wastewater**—describes the un-sewered areas within the County's jurisdiction and sets standards for the operation of private systems.
- **Surface Water Management**—discusses the Carver County Watershed Management Organization Plan content and the required updates necessary to meet regional, state, and federal requirements. The CCWMO Plan is regularly updated and will be updated in 2018.
- **Water Supply**—discusses information regarding the water supply sources and protecting these sources. Carver County does not operate a public water supply. Any information regarding public water supply can be found within City Comprehensive Plans. Policies protecting groundwater are referenced in the Local Water Management Plan and the adopted CCWMO Water Management Plan.

WASTEWATER

Subsurface Sewage Treatment Systems (SSTS)

As of 2010, approximately 5,836 of the total 32,891 households in Carver County utilize systems other than the municipal sewer systems to treat their sewage. Of the 5,836, approximately 212 households are served by some sort of alternative community system. The remaining 5,624 households and businesses are served by Subsurface Sewage Treatment Systems (SSTS) - also known as ISTS, septic systems, and/or on-site sewer systems. Of the SSTS systems, 86% are considered to be in compliance, 8% failing to protect groundwater due to a leaky tank or drain field separation, and 6% posing an imminent threat to public health. When properly sited, designed and operated, SSTS do not pose a risk of contamination to surface water or groundwater. Failing systems can contaminate surface and groundwater with contaminants such as nitrates, phosphorus, harmful bacteria and viruses, and other toxic substances. While some of these systems will be abandoned after the structure is connected to a municipal system as cities continue to develop and expand, the vast majority of households and businesses currently served by SSTS will continue to be served by these systems for the foreseeable future. Table 5.1 below shows the projected number of sewer and unsewered households through the year 2040.

State Statute and Rules requires that Carver County adopt and implement programs and ordinances to manage SSTS throughout the County. The City of Chanhassen has chosen to adopt and implement its own programs. No other cities have chosen to establish their program so Carver County is responsible for all of the cities and townships with the exception of the City of Chanhassen. The County has established rules and regulations that go above the minimum state requirements, including property transfer requirements, tank-capacity higher than the state minimum, and a soil verification program.

Carver County currently has 3 cluster systems which share a drain field, which is a total of 53 homes. The County does not have set standards which would allow for a package treatment plant or community drain fields. These are not common within the County due to the residential densities of 1 dwelling per 40 acres. If an application for such a treatment system was submitted, the County would evaluate it on a case-by-case basis to ensure all applicable federal, state, and county rules and regulations are met. Some conditions to be considered would be land use, residential densities, installation requirements, management requirements and local government responsibilities.

Since the previous Carver County WMO Plan was adopted in 2010, the County has continued to be heavily engaged in the Impaired Waters/TMDL program. As TMDL's have been adopted, it is clear that fecal coliform is a significant pollutant in many of the streams in the CCWMO. Research has shown that the major contributors are animal agriculture and direct discharge SSTS. The County has an approved TMDL Implementation Plan for Carver, Silver & Bevens Creeks. One of the key components is the elimination of Direct Discharge Systems.

Inflow and Infiltration in Township and Private Sewer Systems

1642/3795 homes in townships are built pre 1970. Carver County has around 1642 units in the unincorporated areas that were built prior to 1970. This is about 43% of the housing stock. Carver County is not aware of any of these homes that have been evaluated for susceptibility to I/I.

□ Table 5.1 Wastewater Discharge System Projections

Data: Metropolitan Council

	2010	2020	2030	2040
Sewered	27,213	35,275	46,645	56,910
SSTS	5,630	5,617	5,487	5,505
Community Systems	48	48	48	0

Subsurface Sewage Treatment Systems (SSTS) Goals

COUNTY GOAL WR-1

Eliminate all Direct Discharge systems with priority given to those affecting an impaired water.

COUNTY GOAL WR-2

Eliminate all non-conforming systems that are or are likely to become a pollution or health hazard.

COUNTY GOAL WR-3

Ensure that all ISTS repairs, replacements, and new systems are properly sited, designed and installed.

COUNTY GOAL WR-4

Ensure that all ISTS are properly managed, operated, and maintained to ensure the longest possible successful service life.

Subsurface Treatment Systems (SSTS) Policies

COUNTY POLICY WR-1

The elimination of direct discharge systems is the highest priority. This effort will have the highest priority for resources in the SSTS program.

COUNTY POLICY WR-2

The maintenance of existing systems is necessary to ensure that the systems are viable over the long-term. Carver County will implement programs to promote and encourage proper maintenance of ISTS.

COUNTY POLICY WR-3

Carver County will maintain up-to-date ordinances as required by Minnesota State Statute and Rules. The County will administer and enforce said ordinance.

COUNTY POLICY WR-4

The replacement of existing non-conforming systems, particularly those that are failing is critical to protecting the public health and safety. All reasonable and feasible means will be used to eliminate failing systems. The most crucial systems are those in high groundwater sensitivity areas; systems that discharge into surface water, tile lines or on to the ground surface; seepage pits or cesspools; and shoreland zones.

Subsurface Sewage Treatment Systems (SSTS) Implementation

COUNTY STRATEGY WR-1

Continue to follow and implement all State Statutes and Rules as they are updated or adopted.

COUNTY STRATEGY WR-2

Continue to implement the provisions of the County ISTS Ordinance, found in the Carver County Code of Ordinances Title V: Environmental Services.

COUNTY STRATEGY WR-3

Continue to require all lots splits and plats to have systems inspected and upgraded if needed.

COUNTY STRATEGY WR-4

Eliminate ISTS in cities by connection to municipal systems when the municipal system becomes available.

COUNTY STRATEGY WR-5

Continue to develop and implement programs to ensure proper maintenance of ISTS—education, incentives, notification, and inspection.

COUNTY STRATEGY WR-6

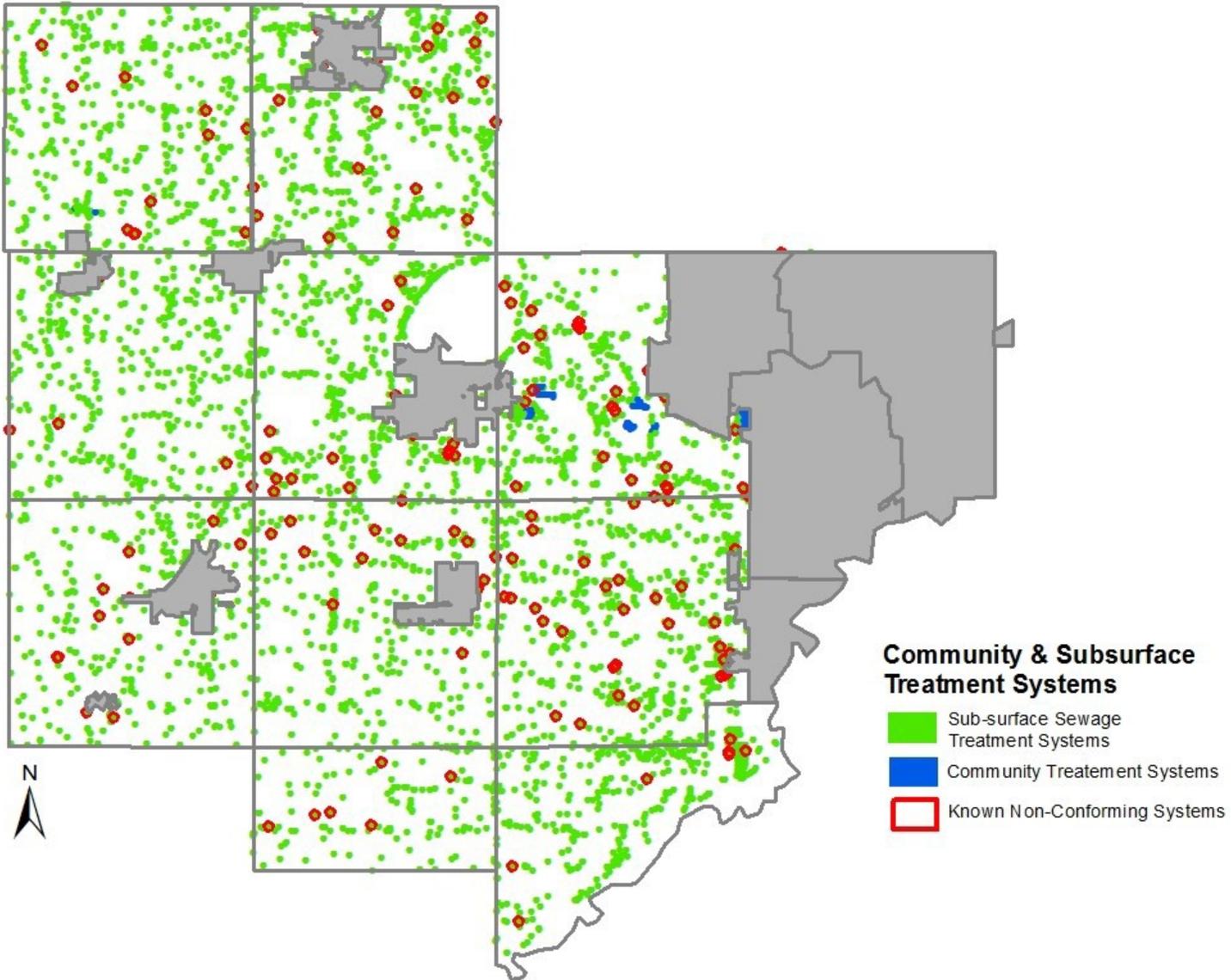
Continue to develop and implement programs, including financial incentives, focused on the replacement of direct discharge systems, with the highest priority given to TMDL implementation.

COUNTY STRATEGY WR-7

Continue to monitor progress of new ISTS technologies.

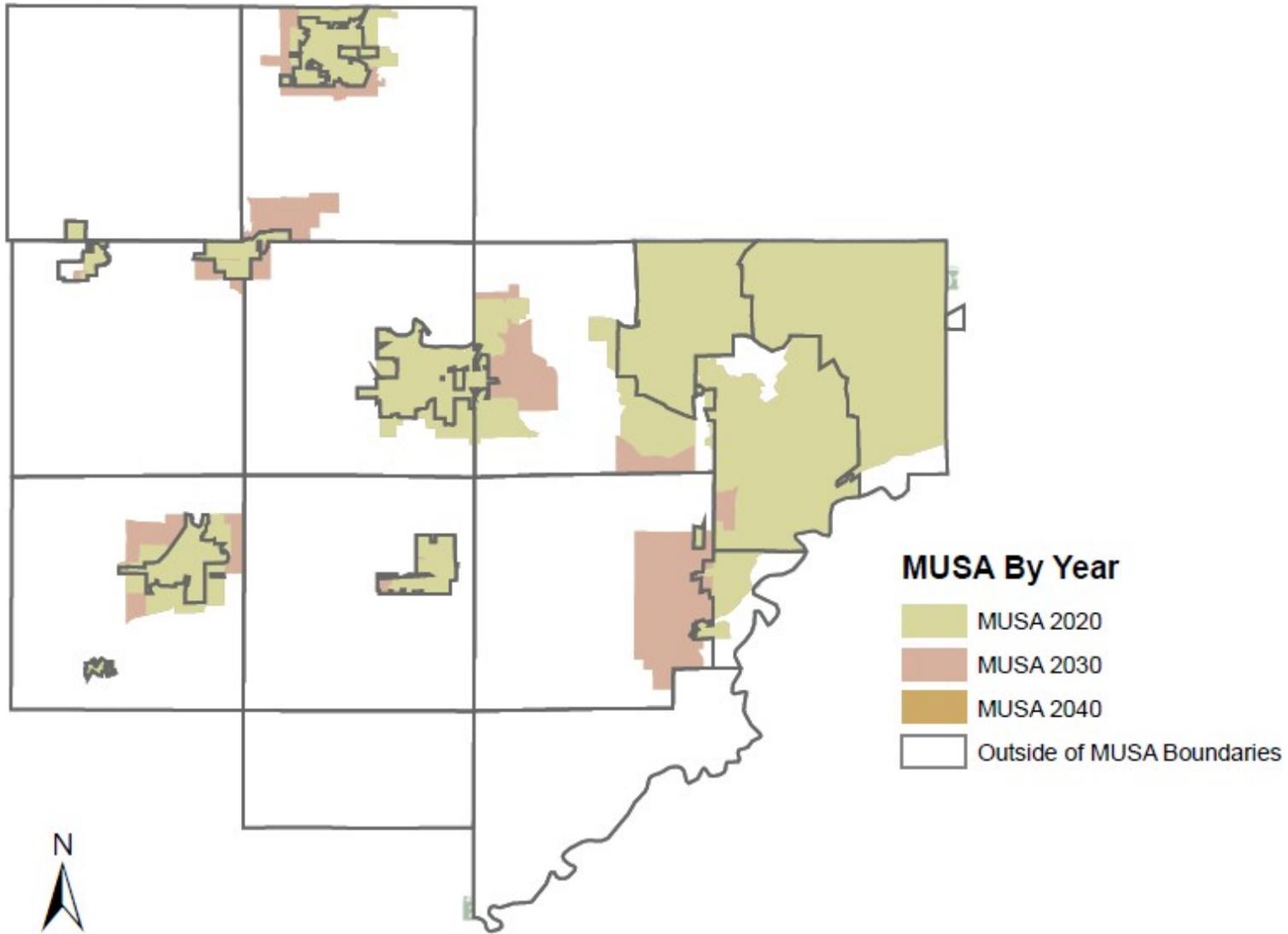
◇ Figure 5.1 Community & Subsurface Treatment Systems

Data: Carver County



◇ **Figure 5.2 Metropolitan Urban Service Area (MUSA) by Year**

Data: Metropolitan Council



SURFACE WATER

Watershed Planning and Management

There are five watershed jurisdictions in Carver County: Carver County Watershed Management Organization (CCWMO), Buffalo Creek Watershed Management Organization (BCWD), Lower Minnesota River Watershed District (LMRWD), Minnehaha Creek Watershed District (MCWD), and Riley-Purgatory Bluff Creek Watershed District (RPBCWD). The boundaries of these watershed jurisdictions are shown on Figure 5.2. Most of the County lies within the boundaries of the Carver County Watershed Management Organization. In 2010, CCWMO prepared and adopted its Comprehensive Water Resources Management Plan (WMP) for the purpose of managing surface and groundwater within its boundaries. Lower Minnesota River Watershed District, Minnehaha Creek Watershed District, and Riley-Purgatory Bluff Creek Watershed District have adopted similar water resource management plans.

The CCWMO is currently in the process of updating the WMP. The updated plan is scheduled to be submitted to BWSR for review and approval by the end of 2018. A summary of the currently adopted CCWMO WMP follows.

Major Issues

The WMP identifies 11 major issue areas requiring implementation action. This summary includes a description of the issue and the goal for each issue area. The Major Issues chapter of the plan includes additional background information and goals, policies, and implementation steps for each issue.

STORMWATER MANAGEMENT

Poor management of surface water resources and surrounding land can have major impacts on water quality and flooding. Failure to take into account the context of the surrounding watershed when addressing surface water management issues can also result in solutions that are unsuccessful or have unintended consequences.

COUNTY GOAL WR-5

Maintain or improve the physical, chemical, biological, and aesthetic condition of surface water resources in the CCWMO, taking into account the watershed context of each resource.

IMPAIRED WATERS

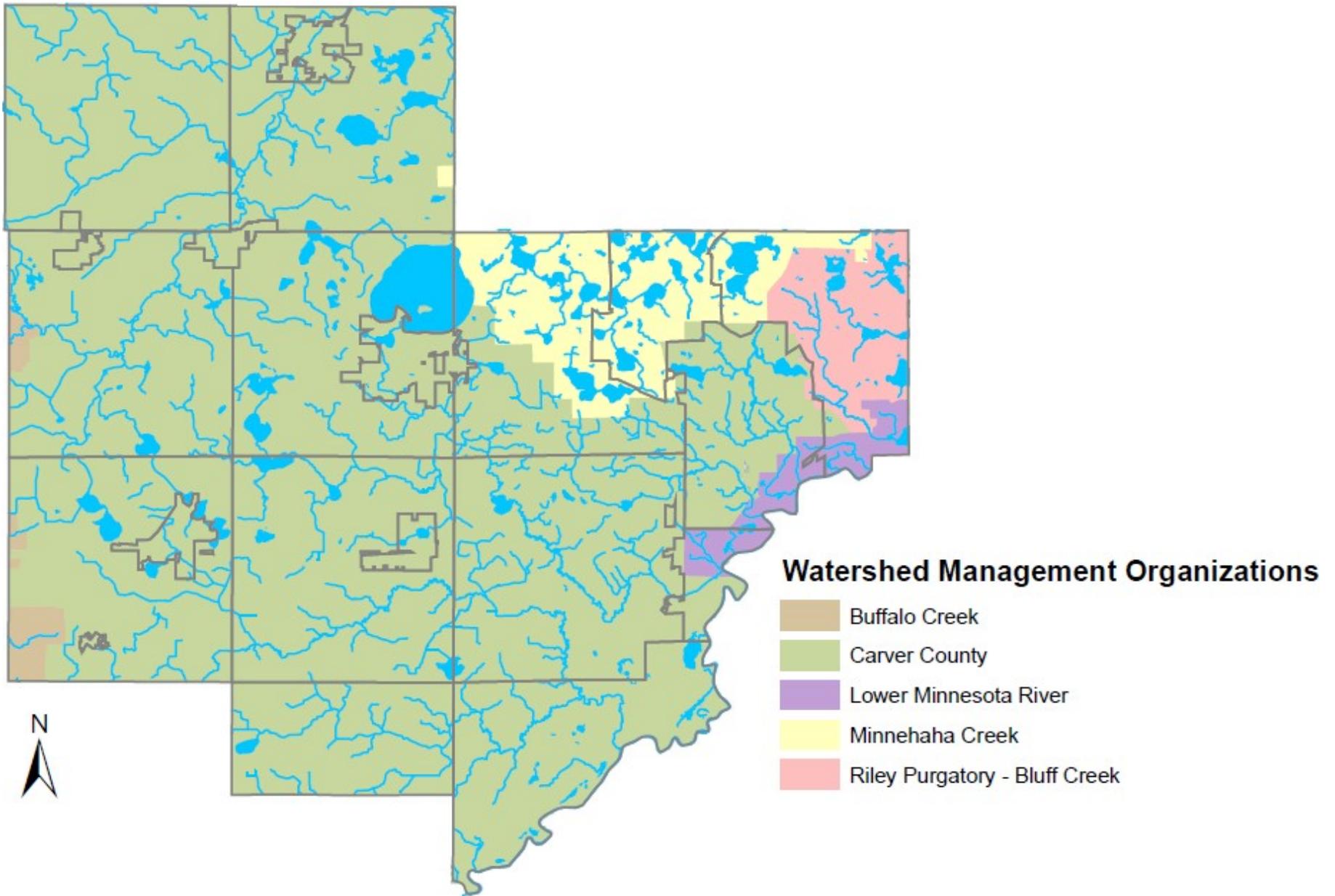
“Impaired waters” are those waters that do not meet state water-quality standards for one or more pollutants, thus they are “impaired” for their designated uses. Total Maximum Daily Load (TMDL) studies are then conducted in order to set pollutant reduction goals needed to restore waters. Impaired Waters are shown in Figure 5.4. The status of TMDL studies with the CCWMO are included in Table 5.2.

COUNTY GOAL WR-6

Receive EPA approval for TMDLs for all listed impaired waters within the CCWMO.

◇ **Figure 5.3 Watershed Management Organizations**

Data: Metropolitan Council



STORMWATER MANAGEMENT

Urbanization has and will continue to substantially increase the rate and amount of surface water runoff due to an increase in impervious surfaces. Historically, unmanaged stormwater runoff during and after construction has increased sedimentation and flooding in downstream areas.

COUNTY GOAL WR-7

Minimize and mitigate the impacts of urban stormwater runoff on water resources.

WETLAND MANAGEMENT

Wetlands provide biological and chemical functions to the landscape that serve the watershed. Today, less than 50 percent of the pre-settlement wetlands remain in Carver County. Protecting existing wetlands and restoring wetlands is also critical to improving other surface water resource within the watershed.

COUNTY GOAL WR-8

Manage and restore wetlands in the County to protect and maximize the values of wetland functions.

AGRICULTURAL PRACTICES (FEEDLOTS)

Improperly managed feedlots can lead to contamination of surface water and groundwater.

COUNTY GOAL WR-9

Manage feedlots so that the quality of surface water and groundwater is not impaired.

AGRICULTURAL PRACTICES (RURAL LAND USE)

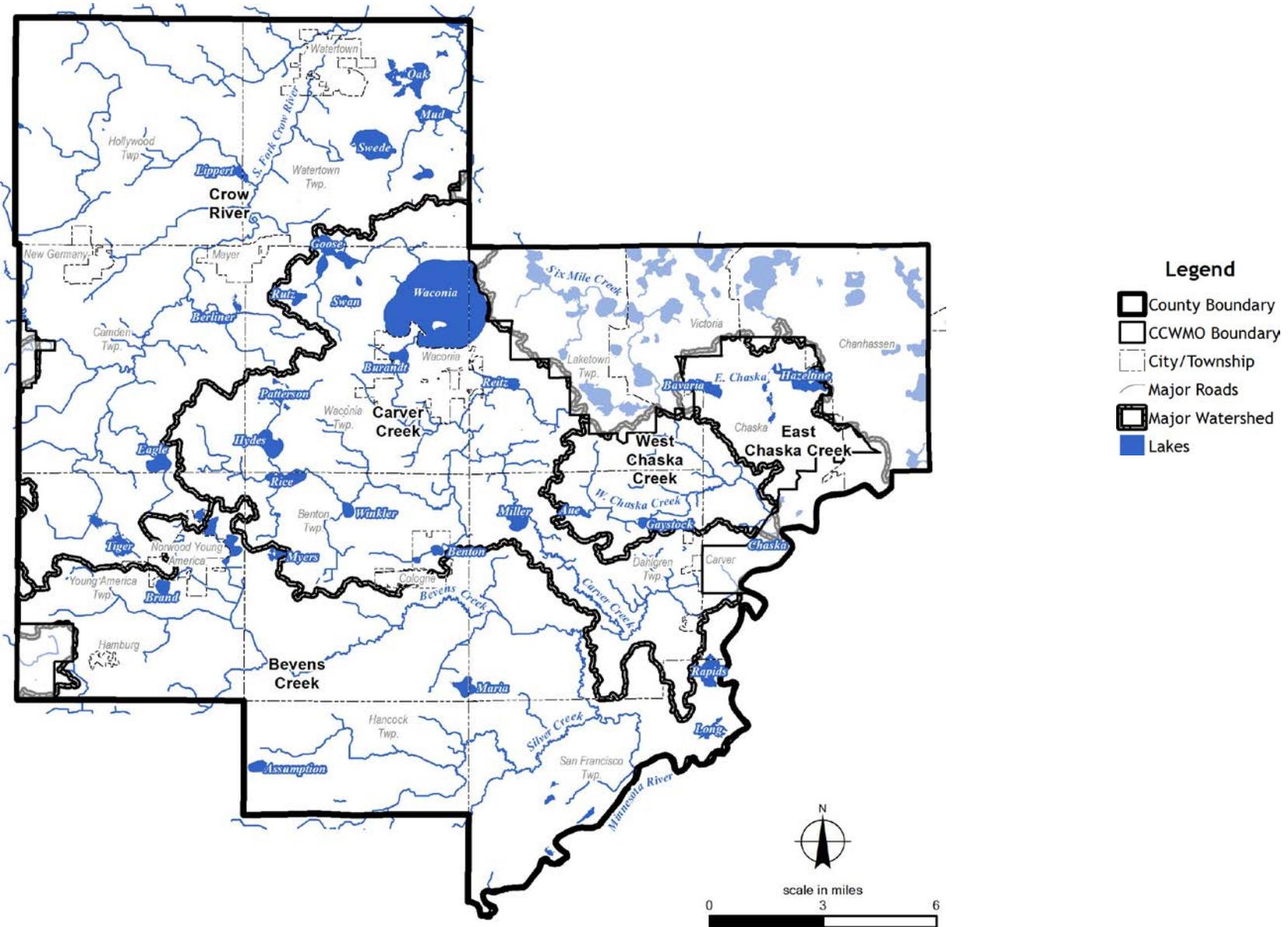
Properly managed land helps address water quality and water quantity issues within a watershed. Every landowner should be involved in the effort to solve the unique problems within their watershed.

COUNTY GOAL WR-10

Encourage public and private landowners to implement conservation practices on the land for which they are responsible.

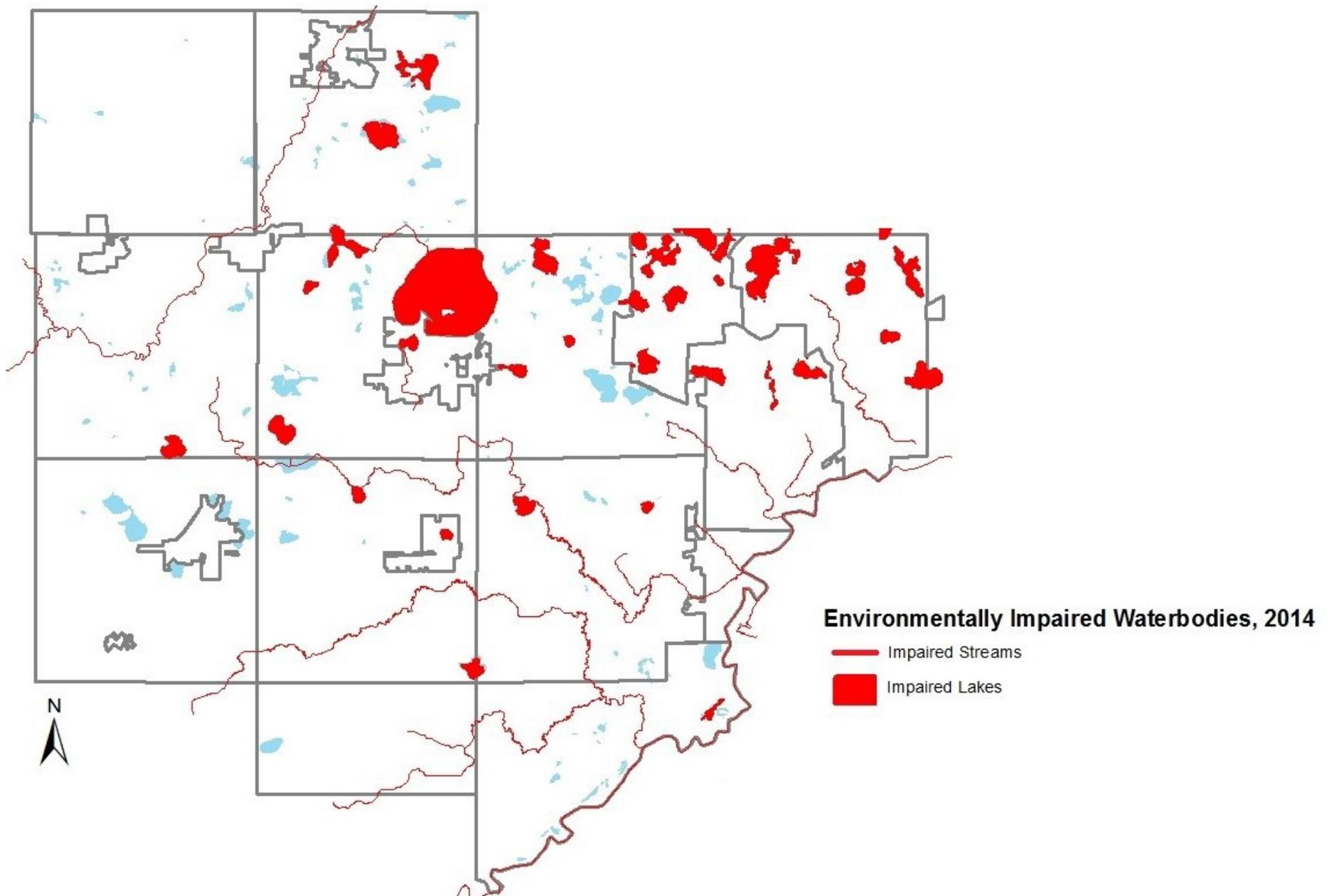
◇ Figure 5.4 Major Subwatersheds in the CCWMO

Data: Carver County



◇ **Figure 5.5 Impaired Waterbodies in Carver County**

Data: Metropolitan Council



◇ Table 5.2 Status of TMDL Studies and Implementation Plans

Stream Name/Study Name	Pollutant/Stressor	TMDL Status
Carver, Bevens and Silver Creeks Fecal Coliform TMDL	Fecal Coliform	TMDL Study and Implementation Plan approved March 2007; Implementation in progress.
Carver, Bevens and Silver Creeks Turbidity TMDL	Turbidity	TMDL Study Approved September 2012; Implementation Plan Approved July 2013; Implementation in progress
Lower Minnesota River TMDL	Low DO	TMDL Study approved September 2004. TMDL Implementation Plan approved February 2006.
Lake Name/Study Name	Pollutant/Stressor	TMDL Status
Minnesota Statewide Mercury TMDL (includes Bavaria, Eagle, Hydes, Reitz Lakes)	Mercury	TMDL Study approved in March 2007; Implementation Plan approved October 2009.
Burandt Lake	Phosphorus	TMDL Study approved in November 2008; Implementation Plan approved June 2009; Implementation in progress.
Reitz Lake	Phosphorus	TMDL Study Approved September 2010; Implementation Plan Approved September 2010; Implementation in progress
Four Lakes TMDL (Goose, Hydes, Miller, Winkler Lakes)	Phosphorus	TMDL Study Approved September 2010; Implementation Plan Approved November 2010; Implementation in progress
South Fork Crow River Lakes TMDL (Eagle, Oak, Swede Lakes)	Phosphorus	TMDL Study Approved September 2010; Implementation Plan Approved November 2010; Implementation in progress
Benton Lake	Phosphorus	TMDL Study Approved May 2013; Implementation Plan Approved September 2013; Implementation in progress
Campbell Lake	Phosphorus	Request to designate as wetland
Maria Lake	Phosphorus	Draft submitted to MPCA
Gaystock Lake	Phosphorus	Draft submitted to MPCA
Grace Chain of Lakes (Grace, Jonathan, McKnight, Hazeltine Lakes)	Phosphorus	Draft submitted to MPCA
Turbid Lake	Phosphorus	N/A

Major Issues– Continued

Sanitary Sewer Discharge (SSTS)

Failing and improperly maintained Subsurface Sewage Treatment Systems (SSTS) present a substantial threat to the quality of surface water and groundwater.

COUNTY GOAL WR-11

Ensure, to the extent possible, that all SSTS are properly designed, installed, operated, maintained and/or replaced in order eliminate health hazards and discharges to surface water or groundwater.

Sanitary Sewer Discharge (WWTP)

Proper treatment and disposal of wastewater plays an important part in protecting and preserving water resources.

COUNTY GOAL WR-12

Ensure that waste load reductions for WWTPs identified in TMDLs are incorporated into WWTP permits.

Upland Natural Resources

Upland natural resources are essential to maintaining the function and quality of surface water resources.

COUNTY GOAL-13

Preserve and restore aquatic, wetland and associated upland habitats in a watershed context.

Groundwater Management

Contaminants from land use activities can impact groundwater quality and availability.

COUNTY GOAL-14

Protect groundwater quality and groundwater supplies.

Solid Waste

Solid and hazardous wastes, if improperly handled or disposed, can become a threat to water resources.

COUNTY GOAL-15

Prevent contamination of groundwater and surface water through proper disposal or handling of solid and hazardous waste.

Education

Education is necessary to help people make informed decisions and build sustainable lifestyles and habits that help protect water resources. Most potential contamination threats to surface water and groundwater are human-caused, thus preventing contamination can start with educational efforts.

COUNTY GOAL-16

To provide those living, working, and recreating in Carver County with the knowledge, skills, and motivation required to assure protection and improvement of the county's water resources.

Major Issues– Continued

Monitoring & Assessment

Setting goals for quality of the water resource and assessing its status over the long term is essential for determining the effectiveness of mitigation and restoration efforts.

COUNTY GOAL WR-17

To maintain a comprehensive, accurate assessment of surface and ground water quality trends over the long term and comply with all current and future TMDL's monitoring and assessment protocols.

Implementation

WMP implementation is broken into three areas: Program Activities, Cost Share funds, and a project list. Examples of existing programs include: SSTS, feedlots, stormwater permitting, shoreland, floodplain, waste, SWCD, WCA, monitoring, and education. County Board funds these programs through the levy and budget process. The WMP identifies continued funding of these programs as essential to implementation.

The CCWMO has adopted a water management ordinance (Carver County Ordinance Chapter 153) that include standards designed to help protect surface water quality from the impacts of development. The ordinance was first adopted in 2002 and was updated in 2006, 2012, and 2016. Although cities and township have the option of adopting and implementing their own version of the water resource management ordinance, the CCWMO currently implements the ordinance for all cities and townships within CCWMO boundaries. The current ordinance include standards for:

- Erosion and sediment control
- Rate control
- Water quality
- Volume control
- Wetland protection
- Floodplain management
- Topsoil management

Cost Sharing WMO funds is an effective way to implement the WMP. There are two cost share programs identified in the WMP, and others may be established through Board resolution during the life of the Plan. Current cost share programs include a Low Cost Landowner Cost Share Fund and a Well Sealing Fund.

Projects which are non-LGU projects, or require cross-boundary collaboration (e.g Regional Storage, lake outlets, stream restorations), are part of a County/ State public works /parks projects, or are broader in nature as identified in TMDL Implementation Projects, will be included in the County's annual 5-year CIP process. This process allows for the County Board to include WMO projects as part of the larger County CIP. Projects of this type are identified in Table 4-3 of the WMP and may be amended during the life of the plan. Potential projects are those projects which the CCWMO deems as important to implementation but need outside funding and assistance to complete. Table 4-4 of the WMP lists these projects and includes the estimated total cost as well as the portion the CCWMO would fund.

Administration

Impact on LGUs

The CCWMO does not anticipate that LGUs will incur significant financial impacts as a result of the regulatory controls described in the Plan. The CCWMO is the current regulatory authority for implementing stormwater management standards and erosion and sediment control standards for all areas in the watershed. This plan does not require LGUs to take on this role and the choice to do so is at the LGUs discretion (see Section 4.4 of the CCWMO WMO for additional information). Other regulatory controls referenced in the plan are based upon existing state or federal standards and requirements to implement these standards do not originate with the CCWMO.

The estimated impact of the implementation of the CCWMO plan on an average home will likely be consistent with 2010 impacts. These indicate that an average home (\$294,000 value) contributes a range of \$20-31 annually.

General Content of Required Local Plans

Local plans shall be developed as required by rules and policies promulgated by the Board of Water and Soil Resources (Minnesota Rules Chapter 8410). The Administration Chapter of the Plan specifies both statutory requirements for local plans as well as additional requirements established in this Plan. To be approved by the CCWMO, local plans must be at least as effective at protecting the water resources of the CCWMO as this Plan and CCWMO rules. Local plans may be more stringent than the Plan and CCWMO rules.

All plan updates must be submitted to the WMO at least 120 days prior to the due date in order to provide time for review and approval. LGUs will not be eligible for CCWMO Cost Share Funds if a local plan is determined to be expired. The CCWMO will consider alternative local plan amendment and update schedule requests from LGUs and may provide flexibility on due dates when LGUs are within the jurisdiction of more than one watershed management organization or watershed district. Municipalities have the option of taking over authority for implementing CCWMO standards or, based on community specific needs, interests and resources, they may choose to have permitting authority remain with the CCWMO.

CCWMO Plan Evaluation

The CCWMO will evaluate implementation of the WMP through the CCWMO Annual Report, the annual Monitoring Report, and biennial Progress Reports. The Annual Report will summarize the implementation strategies and cost share projects completed during the reporting timeframe. The status of ongoing strategies (e.g. program implementation) will be included in each annual report. The annual CCWMO Monitoring Report summarizes water quality data and includes analysis of water quality trends for monitored waterbodies. Progress Reports will be undertaken biennially to assess progress towards the goals outlined in this Plan.

Township Requirements

Based on the local surface water management plan requirements found in the Metropolitan Council's Water Resources Policy Plan, the Metropolitan Council requires that the Comprehensive Plan and policy chapters for the Townships clearly state that the County's and watershed district's watershed management plans will serve as the local surface water management plan required of the Townships and that the Townships will follow the policies and requirements of that plan. The Comprehensive Plan and Township Policy Chapters need to clearly identify that the County will update the watershed management plan by 2020. The updated watershed management plan must include adequate actions and directions to cover the requirements for watershed plans, as well as, local surface water management plans.

Township Requirements continued

The following watershed organizations cover all or part of the townships; the Carver County Watershed Management Organization (CCWMO), the Buffalo Creek Watershed Management Organization (BCWD), and the Minnehaha Creek Watershed District (MCWD). Townships defer to the rules of the watershed organizations which cover their township area, and rely on the watershed management organizations/districts to implement the Wetland Conservation Act.

Agency Coordination

There are a number of other local, state, and federal agencies that have rules and regulations related to surface water management. The county recognizes these other agencies' role, and will cooperate and coordinate with them as necessary. This includes all watershed management organizations/districts with jurisdiction in Carver County. Targeted areas of collaboration with watershed management organizations/districts include:

- Land use policy development
- Land use and development regulation

WATER SUPPLY

Carver County does not operate a public water supply. Information regarding municipal water supplies can be found in City Comprehensive Plans. This section will focus on the County's intent on protecting the groundwater and water sources of the County.

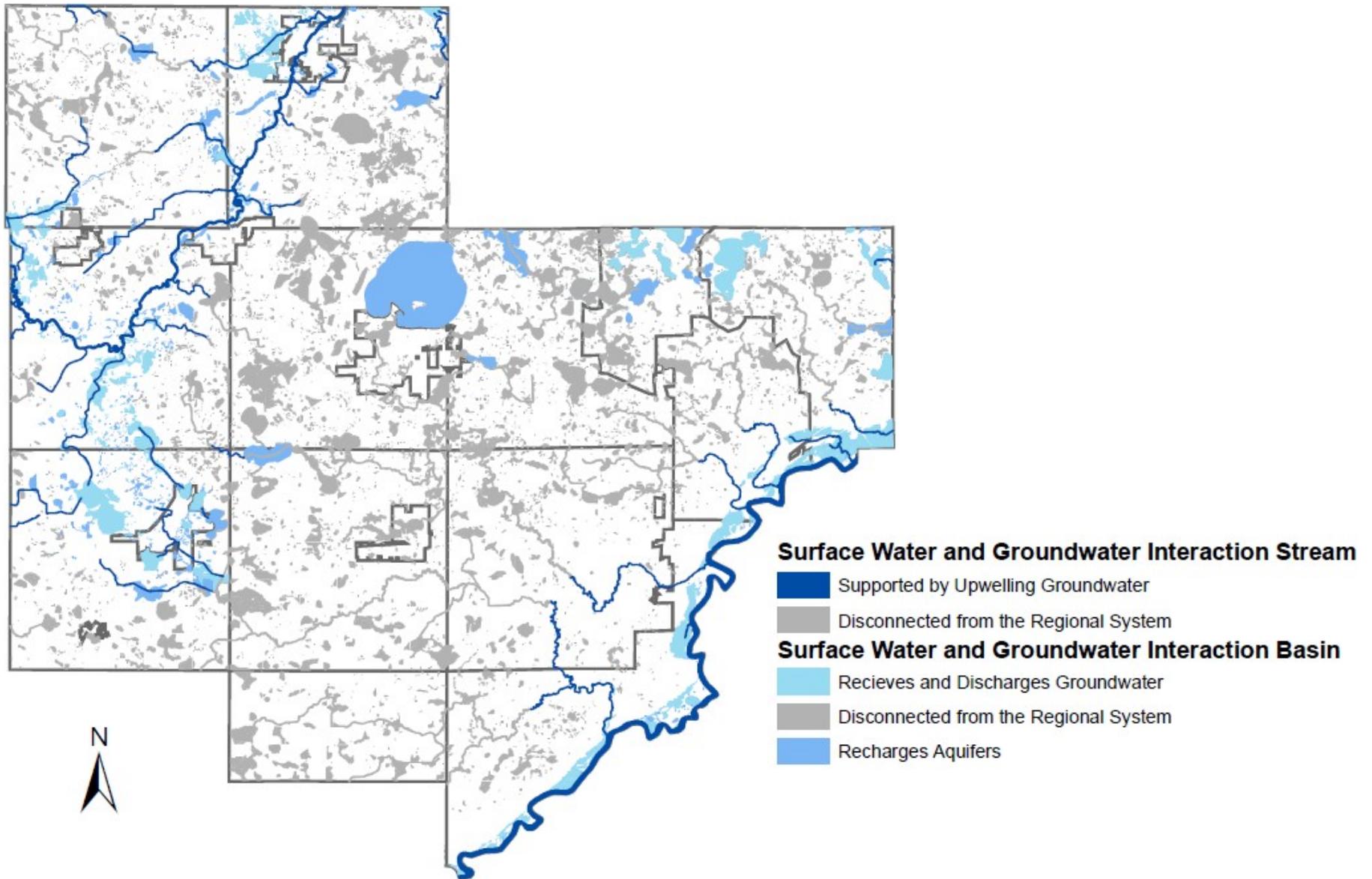
Carver County Groundwater Plan

In 2016, Carver County approved the Carver County Groundwater Plan which covers from 2016 to 2025. The plan seeks to ensure that there is adequate groundwater supplies which will be important to support the forecasted population increases. The Groundwater Plan helps support the implementation of the Comprehensive Plan and the Carver County Watershed Management Organization Comprehensive Water Resources Plan. The Plan lists three overarching goals: protecting groundwater quality, groundwater supply, and groundwater dependent natural resources in order to meet today's needs without compromising the availability of this critical resources for future generations. Figure 5.5 shows surface water and groundwater interaction areas which play a role in the regional system and is a focus of this plan. The Groundwater Plan covers the following areas:

- Existing Environment and Conditions
- Planning Process and Relationship to Other Plans

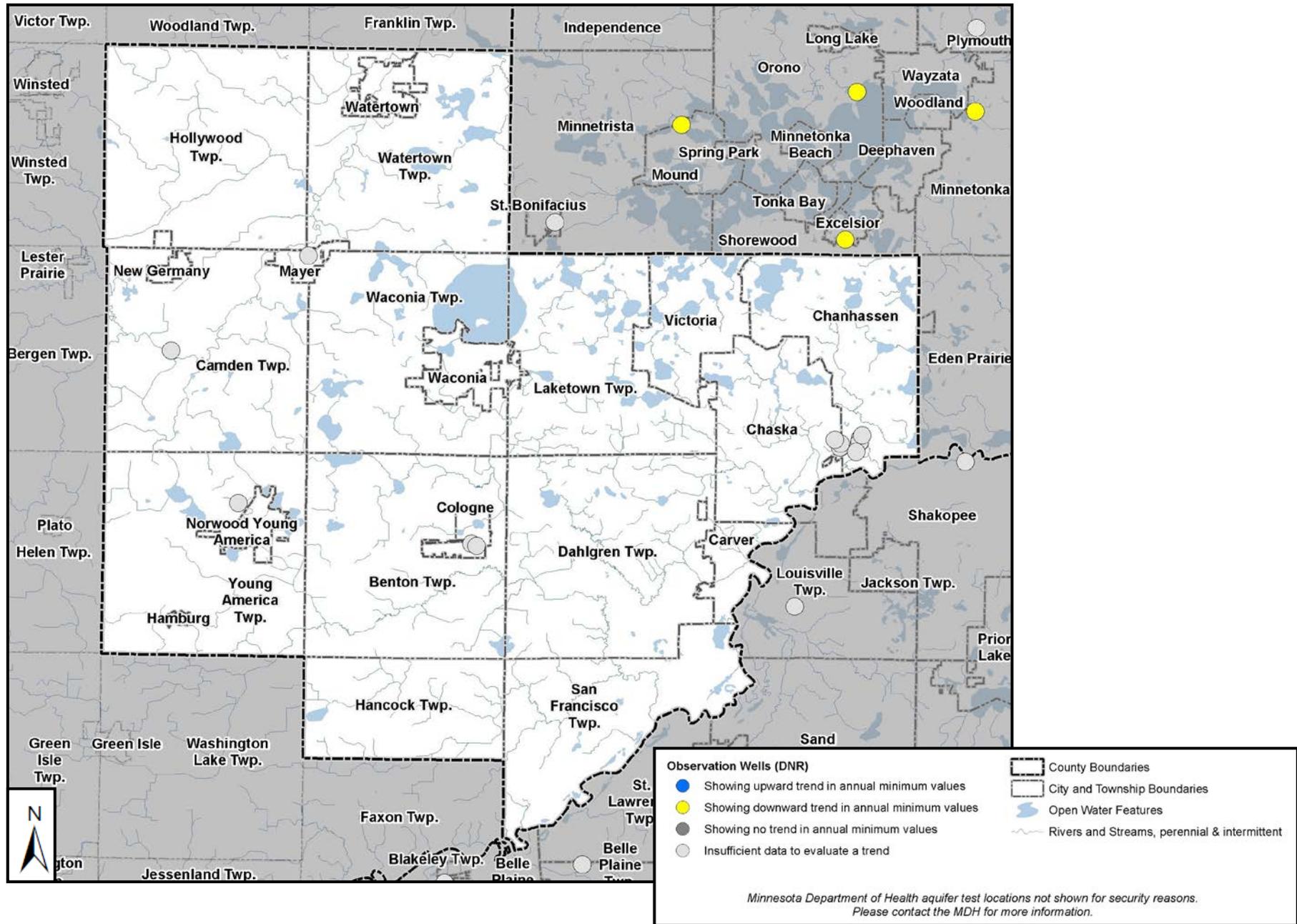
◇ **Figure 5.6 Surface Water and Groundwater Interactions to the Regional System**

Data: Metropolitan Council



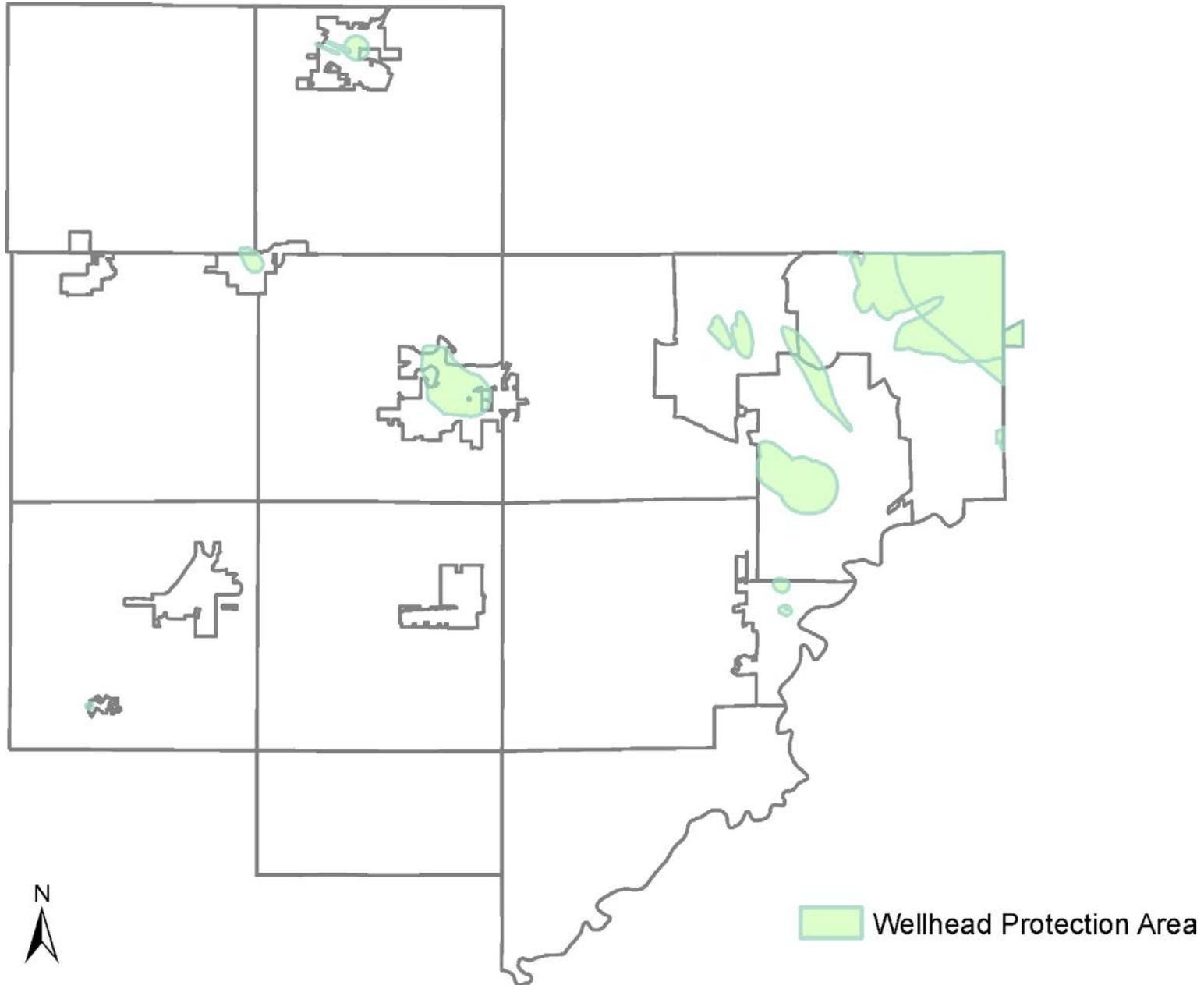
◇ **Figure 5.7 Groundwater Level Monitoring**

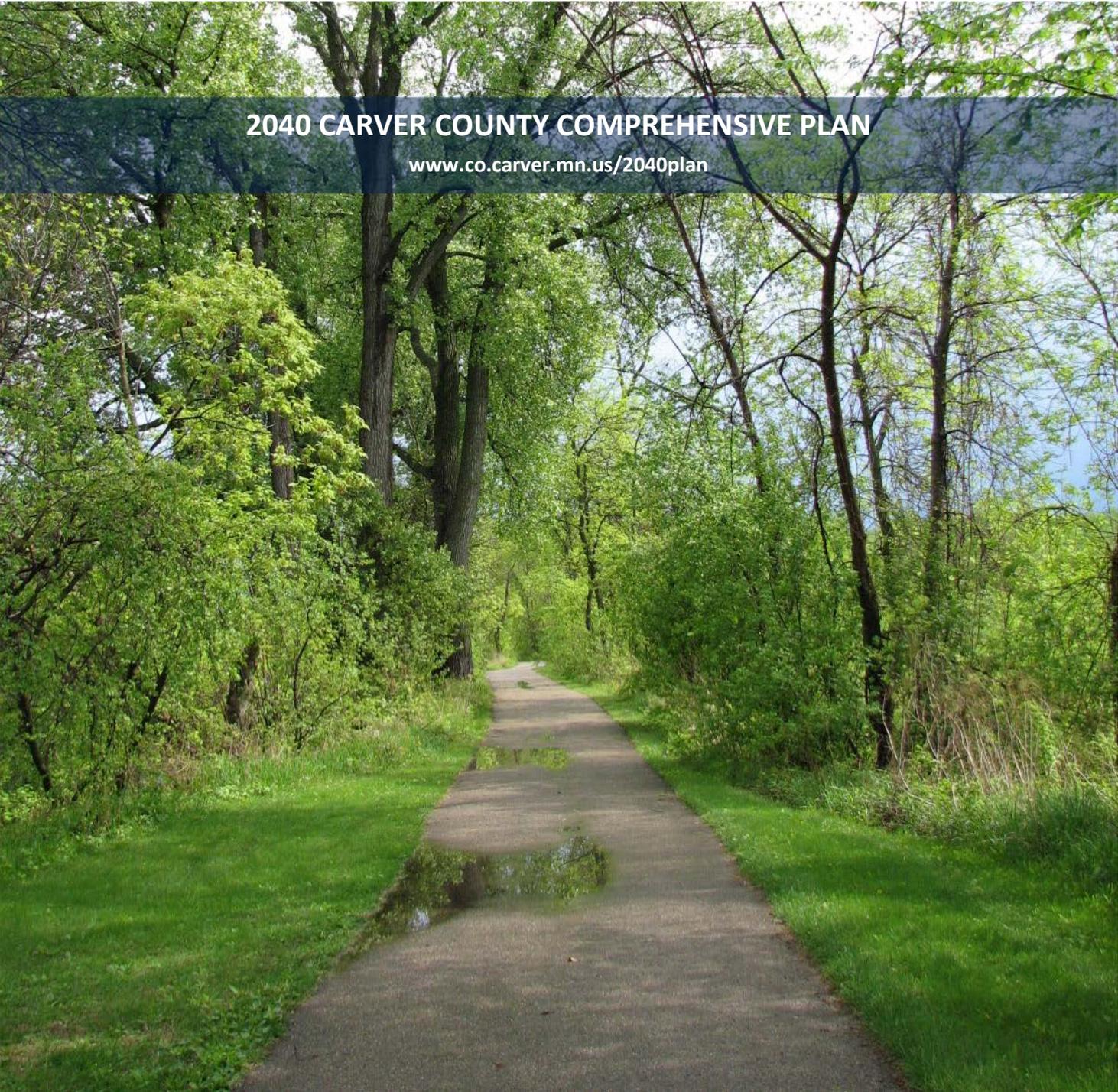
Data: Metropolitan Council



◇ **Figure 5.8 Wellhead Protection Areas**

Data: Metropolitan Council





2040 CARVER COUNTY COMPREHENSIVE PLAN

www.co.carver.mn.us/2040plan

PARKS, OPEN SPACE, & TRAILS

6. Parks, Open Space, and Trails Plan

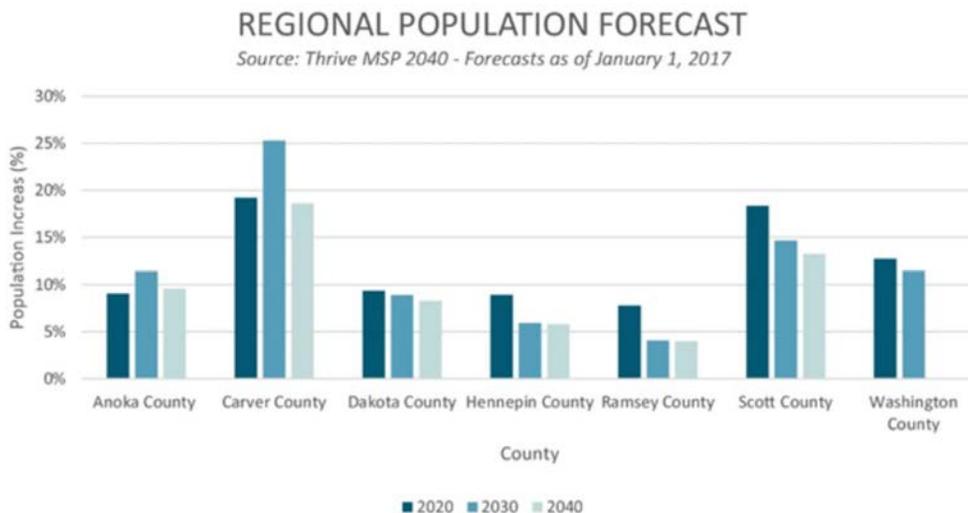
Introduction

The population in Carver County is expected to increase from the current 100,600 to more than 161,000 people by 2040, which translates into an additional 26,000 more households and 14,500 more jobs. To accommodate this projected growth, land in Carver County will continue to be subdivided for residential housing, commercial, and industrial uses as cities spread out into the surrounding townships. Inherently, this growth impacts the demand for parks, open spaces, and trails.

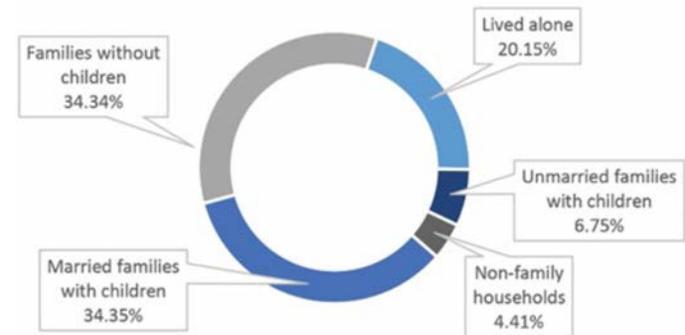
Whereas traditional family households will continue to expand in Carver County, the general aging of the population will also bring a higher propensity for “empty nesters” or households without school age children. The senior population will also likely continue to grow, albeit at a slower pace than more gentrified communities.

Recreational trends – which are greatly influenced by demographics and other societal factors – will continue to evolve in response to new demands by new populations. For example, today’s younger age groups have much more diverse interests than in past generations, at times making it more difficult to engage them in traditional recreational activities. In Carver County, observations suggest growing regional park use by Latino, Asian, and Russian immigrant populations – each bringing with them new expectations.

The changing demographic character of the county coupled with the changing recreational trends underscore the need for a well-balanced and flexible system that can respond to evolving, broad-based needs. The plan places considerable emphasis on addressing this issue by ensuring that a full cross-section of interests and needs of current and future residents can be reasonably accommodated.



CARVER COUNTY 2015 POPULATION BY HOUSEHOLD
Source: American Community Survey 2011-2015



General Finding from the Public Process

Public input into the planning process occurred at several levels: Public pop-ups in several communities, comments from questionnaires, meetings with local cities & townships, and work sessions with the Park Commission and County Board were all used to gain direct public input on key planning issues. Formal presentations to the County Board were undertaken to ensure consistency with overall perspectives, goals, and priorities.

All the findings from the process were instrumental in shaping planning decisions related to parks, open spaces, and trails throughout the county. The relationship between the County and local cities and townships remains important to efficiently and effectively providing parks and trails, preserving open spaces, and providing recreational opportunities; the public understands a high level of coordination and inter-reliance between public agencies will be important to meeting future needs and preserving open space in spite of inevitable growth.

Pop-ups were held in Norwood-Young America during Stiftungsfest (20-30 attendees), in Waconia during Nickel-Dickel Day (approximately 68 attendees), and at the Mayer Dakota Rail Regional Trail trailhead (approximately 35 attendees). Attendees were largely in favor of the continued planning and development of Lake Waconia Regional Park and Coney Island. They would also like to see more trail connections to Waconia, trails along the shores of Lake Waconia, and more trail loops at the local and regional levels.

Questionnaire respondents indicated that Carver County is a good place for recreation/pleasure activities, as well as, having a good variety of recreational choices, bicycling facilities, and quality of the natural environment. Overall the respondents are satisfied with current County park program and service and with current park and trail maintenance practices, and are in support of acquiring additional land for parks and trails and development of an indoor facility of recreation programs and social gatherings.

Outdoor Recreation Participation Trends

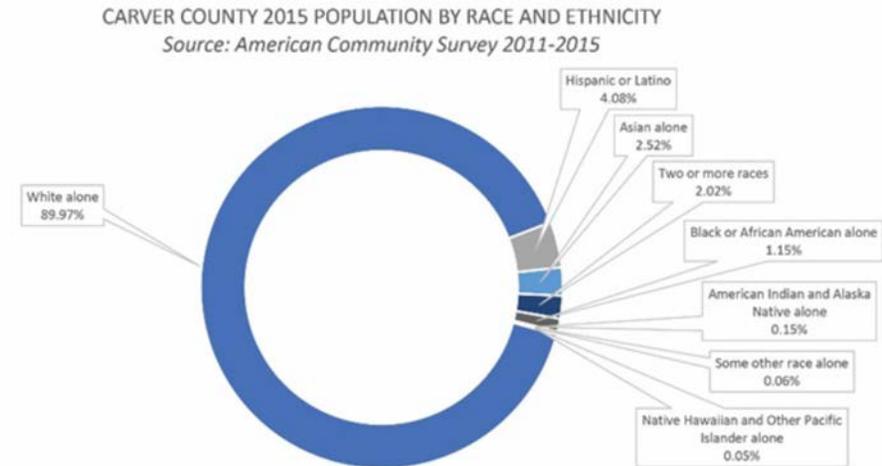
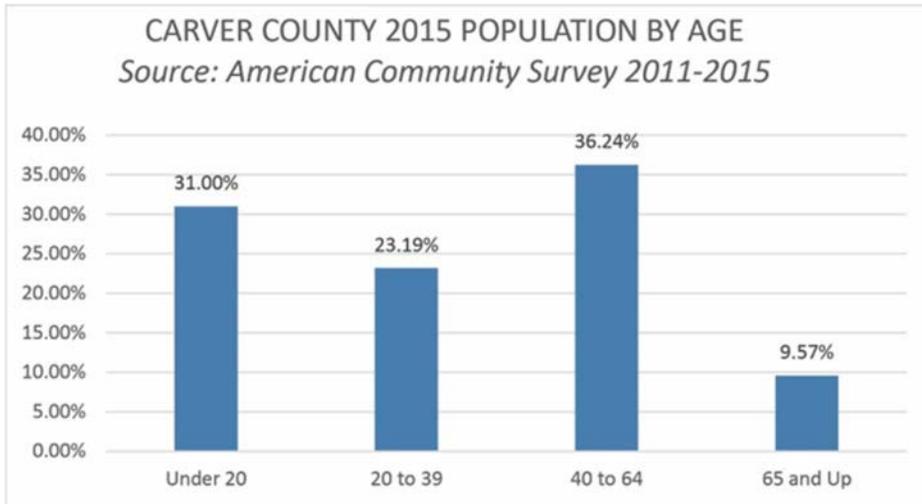
The 2014-2018 State Comprehensive Outdoor Recreation Plan (SCORP), published by the Minnesota DNR, gives outdoor recreation decision-makers and managers a focused set of priorities and suggested actions to guide them as they make decisions about outdoor recreation. The SCORP outlines outdoor recreation trends, challenges, and issues, including protecting existing natural resources, sustaining existing facilities, promoting healthy lifestyles, connecting people with nature, and an increasing demand for a diverse range of recreation opportunities based upon population changes.

The Metropolitan Council's 2040 Regional Parks Policy Plan notes that, according to SCORP, several studies show that involvement in nature-based outdoor recreation among young adults and their children had decreased since the 1990s. SCORP also notes that location plays a significant role because many users of the regional trail system live within three miles of the park or trail that they utilize. Regional trails play an important role because they provide healthful forms of exercise for people of all age groups that can be carried out by families, groups, or individuals.

According to SCORP, Minnesota's growth rate has increased since 2000, but at a slower rate than in the 1990s. Although population growth in the state has slowed, the geographic pattern of growth remained largely the same with the high growth areas centered on the Twin Cities metropolitan area. This new growth will fuel demands for near-home recreation opportunities in these areas. The Metropolitan Council's Thrive 2040 MSP forecasted growth rate for Carver County is anticipated to increase by approximately to 61,000 people. Outside factors such as gas prices, trail infrastructure improvements, and increased local sidewalk and trail network connectivity, may also promote increased use as users look for more recreation opportunities closer to home and use of the regional trail system as part of their transportation network. Within fully developed areas where population levels are expected to remain relatively stable, park and trail visitation levels and type of use will also reflect shifting demographics of those areas.

While the trend of young adults and their children shows a reduction in their involvement in nature-based recreation, SCORP notes that older adults have maintained a more stable involvement in outdoor recreation. Older adult recreation habits are well established and demand for their preferred activities will continue to be strong. However, as this group ages, physical limitations will require some park and trail visitors to change their recreational activities from higher intensity activities such as running, in-line skating, and biking to lower-impact recreational activities such as walking, nature observation, and educational opportunities. Many of these activities are accommodated by the regional park and trail system.

Metropolitan Council demographers anticipate that by 2040, 40 percent of the region's population will be people of color, compared with 24 percent in 2010. Within the county, 10.1 percent of the population are non-white (Figure 4). The minority population within the county is significantly lower than the regional average.



Trends in Park Visits

Despite concerns about per capita participation rates, with increasing population comes an increase in the number of actual park visits. When looking further into park visit trends, the numbers become even more telling as to the demands that will be placed on regional park resources. According to the Metropolitan Council, annual use estimate of the Regional Park System is summarized as follows:

- An estimated 47.8 million visits were made to the Metropolitan Regional Parks System in 2016
- Estimated annual visits have increased by over 11 million visits since 2006; 40 percent of the increase is attributed to the opening or inclusion of 13 parks and trails to the Regional Park System during this period; a total of 65 parks and 52 trails were sampled in 2016 compared to 77 park and trail units sampled in 2005, and 64 in 1995

As of 2016, Carver County’s overall share of regional visitation is lower than expected relative to the county’s percentage of the metro population, suggesting that some residents are visiting regional parks outside of Carver County. The most likely reasons for this is either the lack of developed parks and facilities within Carver County that meet resident needs or the desire by residents to visit a particular regional park for its intrinsic values, such as the Chain of Lakes Regional Park in Minneapolis. Also, visits to Carver Park Reserve and Lake Minnetonka LRT Regional Trail are not included in Carver County visitor counts since the park and trail are managed by Three Rivers Park District. These two regional facilities do not charge entrance fees, which may impact park visits in Carver County parks. The chart below compares regional visits and population for Metro Regional Park agencies.

Vision, Values, and Goals Statement

Vision Statement

The vision is an outgrowth of the County's comprehensive planning process. The vision statement is as follows:

"Where the future embraces the past in keeping Carver County a great place to live, work, and play for a lifetime."

To provide focus and direction for the vision statement as it relates to parks, open spaces, and trails, the Carver County Board of Commissioners will:

- Continue the practice of focusing growth in and near the existing growth centers and transportation corridors
- Continue to have Carver County be a community where a person can successfully live their entire life; supporting planning and design of communities that allow for persons of all ages to successfully live, work and play
- Use methods consistent with existing laws to preserve natural areas, parklands, lakes and streams; in recognition that citizens of Carver County have a history of placing a high value on the natural resources found throughout the county.

Value Statements

The vision statement is supported by several value statements, including:

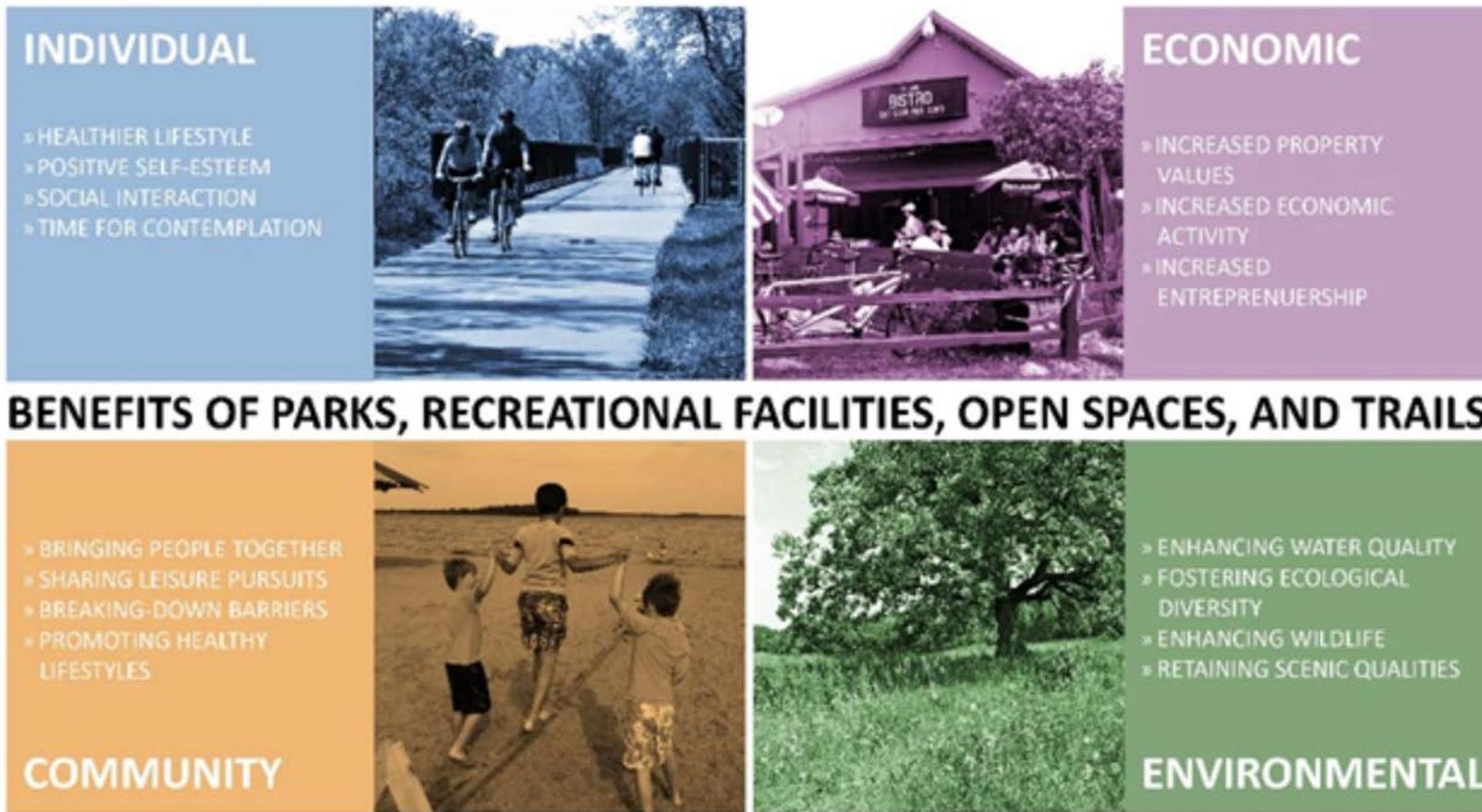
- Fostering the health and wellbeing of Carver County, its residents and businesses by providing a balanced network of parks, recreational lands, and conserved open space sufficient to meet present and future needs
- Preserving the geographical characteristics and environmental/high value natural resource areas for historic, cultural, and educational purposes
- Providing areas of diverse natural resources as settings for outdoor recreational activities consistent with regional standards
- Preserving cultural resources for their intrinsic and historical values
- Providing residents with facilities to support a variety of enjoyable recreational activities located in a physically attractive setting
- Ensuring that recreational opportunities are affordable and accessible (by various modes of transportation) to all citizens.
- Fostering a fully integrated and seamless system of regional, local, state, and federal parks, trails, and conservation lands

Benefits in Support of Vision and Values

The provision of parks, recreational facilities, open spaces, and trails offer many benefits to those living in and visiting Carver County, as Figure 5 illustrates. Many of these benefits align with the County's public health initiatives.

Given the many benefits, it is reasonable to surmise that parks, recreational facilities, open spaces, and trails positively affect residents' quality of life. As growth continues in the County and the sense of open space changes, the value of setting aside land for parks and open spaces will be that much more important to retaining the values that residents have come to expect and enjoy.

◇ **Figure 6.5: Benefits of Parks, Recreational Facilities, Open Spaces, and Trails**



Parks, Open Space, and Trails Goals

The following goals are broad statements that chart the course for achieving the stated vision:

COUNTY GOAL POST– 1

To prepare and implement a cohesive, effective, and efficient parks, open space, and trail plan for the purpose of fostering the health and wellbeing of Carver County, its residents, and businesses by providing recreational and conservation land sufficient to meet the present and future needs.

Objectives in Support of the Goal Statement:

- Routinely evaluate and update the plan to ensure it accurately reflects the needs of County residents.
- Use the plan for the purpose of guiding implementation in a logical, efficient manner.

COUNTY GOAL POST– 2

To provide residents with parks and natural areas for recreational uses, protection of the natural environment and geographical characteristics of the County, as visual/physical buffering of land development, and as a means to maintain the sense of place, ambiance, appearance, and cultural and natural history of the County.

Objectives in Support of the Goal Statement:

- To enhance the quality of life within the County by providing adequate parkland and natural areas to fulfill the present and future needs of residents.
- To use the parks, natural areas, and interconnecting trail corridors as a major factor in shaping growth and development.
- To maintain and enhance the natural character and aesthetic qualities of the County by providing parks and natural areas.
- To encourage sequential growth within the County in harmony with the natural environment.
- To provide recreational facilities consistent with approved park master plans.
- To provide facilities that complement those provided by other park agencies within Carver County.

COUNTY GOAL POST– 3

To provide residents with a high quality and interconnected trail and bikeway system for recreation, fitness, and transportation and as a means to tie parks and open spaces together with local communities.

Objectives in Support of the Goal Statement:

- To provide a trail system that emphasizes harmony with the natural environment.
- To develop a system of high value trails and bikeways, with a focus on providing a high-quality experience to encourage high levels of use.
- To allow for relatively uninterrupted walking, hiking, biking, and other uses to and through the County's park and open space system and developed areas.
- To provide connections with the greater regional trail system.
- To effectively tie the various parks together into an interconnected, high quality system; and to effectively tie the County trail system with those of local communities.
- To safely protect users from development encroachment and associated vehicular traffic.

Parks, Open Space, and Trails Goals—Continued

COUNTY GOAL POST– 4

To provide County residents with opportunities to engage in a variety of recreational activities that are enjoyable, in a physically attractive environment, and are affordable to all citizens. In coordination with other local recreational services providers, the County will strive to provide residents with well-designed, effective, and interesting programs and services that complement other public and private providers.

Objectives in Support of the Goal Statement:

- To provide programs and services in concert with other local providers to meet defined needs of the County and regional residents, including those of children, teens, adults, elderly, and the disabled.
- To support and encourage a wide diversity of recreation interests within the County.
- To work with program providers to provide adequate facilities for programmed use on a fair and equitable basis to ensure that all individuals and groups receive reasonable access to facilities.

COUNTY GOAL POST– 5

To maintain an effective and ongoing means of communicating and interacting with residents about issues related to parks, open spaces, trails, recreation facilities, programs, and future development. To provide residents with the opportunity to participate in recreational activities and programs through the County and various public and private partners.

Objectives in Support of the Goal Statement:

- To promote active and ongoing interaction between the County and its residents to ensure effective recreational programming and facility development.
- To promote ongoing communication between the Park Commission and residents.
- To promote ongoing volunteer programs and encourage civic and community organizations to assist in implementation of the plan and provide recreational programs.

COUNTY GOAL POST– 6

To maximize the park, open space, trail, and recreational opportunities available to residents through the development of fair and equitable working partnerships between the County and other public agencies, local recreational program providers, local school districts, local cities and townships, and civic organizations.

Objectives in Support of the Goal Statement:

- To fairly and equitably integrate County parks, open spaces, trails, and facilities with those of other public and private partners.
- To fairly and equitably integrate County programs and services with those of other public and private partners.

Parks, Open Space, and Trails Goals—Continued

COUNTY GOAL POST– 7

To secure the funding necessary to carry out the vision of the Carver County Parks, Open Space, and Trail Plan.

Objectives in Support of the Goal Statement:

- To define the funding options available for implementation of the plan, and to maximize the use of each source.
- To maximize the use of public-private partnerships where appropriate to help fund or otherwise defer costs to implement the plan.
- To prepare an implementation plan that defines the relative timing and extent of acquisition and development of system components.

Parks, Open Space, and Trails Policies

COUNTY POLICY POST– 1 PARKS, OPEN SPACE AND TRAIL PLAN

- All implementation should be consistent with this plan, unless recommended by the Park Commission and approved by the County Board.
- Review and updating of the plan should be undertaken as warranted; revisions should be made based on documented changes in needs, unique conditions, or unforeseen circumstances/opportunities.
- Updates to individual park, open space, and trail master plans should be undertaken every 10 years.
- Residents shall be given the opportunity to participate in the planning process (i.e. through needs assessment studies, public meetings, etc.) to ensure that their needs are understood and acted upon.

COUNTY POLICY POST– 2 PARKS AND OPEN SPACE ACQUISITION AND DEVELOPMENT

- Parks, natural resource areas, and related recreation facilities should be acquired and developed by the County in accordance with this plan. Acquisition of specific parcels of land should be based on land and natural resource qualities, suitability for desired uses, location, and willing landowners; undesirable land parcels with limited park and natural resource value should not be accepted.
- Special recreation features should be incorporated into the County parks system as land acquisition opportunities become available to provide services that are unique and complimentary to the services already offered by the park system. Specific requirements for special recreation features may dictate what features are feasible but they should be tied to natural resources and demonstrate the existence or potential for drawing a sizable number of people. Examples of special recreation features include: Regional shooting facility and range; large amphitheater and outdoor event facility; deep water fishing and outdoor event facility; sites of historic or archeological significance, bridging facilities (specialized or single purpose facilities that are intended to attract and introduce new outdoor recreation users to the County/regional parks system).
- A reasonable effort should be made to eliminate physical barriers that deter individuals from using parks and recreation facilities; barrier-free design principles should be applied in accordance with accepted guidelines and laws.
- Design and maintenance procedures should be consistent with industry standards; design and maintenance of all parks and recreation facilities shall emphasize high quality and user safety.

Parks, Open Space, and Trails Policies—Continued

COUNTY POLICY POST– 3 REGIONAL TRAIL ACQUISITION AND DEVELOPMENT

- Regional trails must serve the greater County and regional audience to provide connections between regional parks, park reserves, regional trails, and communities. New trails should be classified as a destination regional trail, linking regional trail, or contribute to the Regional Bicycle Transportation Network (RBTN).
- Destination Regional Trails should be located to reasonably maximize the amount of high-quality natural resources within the trail corridor boundaries. The decision to locate the trail should be based on the availability of existing high-quality natural resources or the opportunity to restore, enhance, protect, or re-create natural resources.
- Linking Regional Trails should be located to reasonably maximize connections to regional trails and parks in the Carver County system as well as connecting to the transit network.
- The Regional Bicycle Transportation Network is divided into two tiers of alignments and corridors that serve to define the planning and development of critical bicycle transportation links.
 - ◇ Tier 1—Priority RBTN Corridors and Alignments: These corridors and alignments have been determined to provide the best transportation connectivity to regional facilities and developed area.
 - ◇ Tier 2—RBTN Corridors and Alignments: These corridors and alignments provide connections to regional facilities in neighboring cities, and serve to connect Tier 1 RBTN corridors and alignments.

COUNTY POLICY POST– 4 COMMUNITY PARTICIPATION

- The County will use communication technology to enhance participant/resident knowledge of the existing programs and facilities (e.g. website, Facebook, Twitter, etc.).
- Community participation and interaction should be promoted to determine the needs and desires of the residents; periodically scheduled public meetings, needs assessment surveys, local meetings, focus groups, interviews, etc.
- The formation of civic groups and associations should be promoted to assist in the continued development of recreation programs and services.
- Residents and the Park Commission should work together to define park facilities and programs that are needed, can be provided, and what residents can do to assist.
- Volunteerism should be promoted through the development of various volunteer programs (e.g. Adopt-a-Park, etc.).
- The County will work to obtain a diverse representation in age, sex, ethnicity, income and martial status for programs and committees/commissions by reaching out to a diverse population through a variety of media or social media outlets.

Parks, Open Space, and Trails Policies—Continued

COUNTY POLICY POST– 5 PARTNERSHIPS

- A cooperative effort should be undertaken between all partners to encourage the optimal use of limited resources and minimize duplication of park sites, facilities, and services.
- Clearly defined joint-use agreements and policies should be formally adopted between all partners.
- Where feasible, new facilities should be located adjacent to partner owned property to facilitate shared use and programming.

COUNTY POLICY POST– 6 FUNDING

- All forms of funding for implementing this plan should be pursued on an ongoing basis and in a time frame consistent with need and development opportunities.
- Public-private partnerships should be used where appropriate to help fund or defer costs to implement this plan.
- A complete analysis of financing mechanisms available to the County for implementation of this plan should be undertaken and updated on a periodic basis.
- A priority ranking system and an implementation plan should be prepared prioritizing future improvements where future costs can be reasonable projected.
- Shared-costs and joint-use agreements between the County and partners should be reviewed on a periodic basis to determine if they are equitable and cost effective.
- Special recreation features should use their own funding sources and not negatively impact other facilities in the park system.
- Trail projects should be funded in accordance to the cost participation policy applicable to cooperative highway projects between Carver County and municipalities, or the policies for cost participation between Carver County and other agencies for standalone cooperative trail improvement projects as applicable and as adopted.

Parks, Open Space, and Trails Policies

COUNTY POLICY POST– 7 PROGRAMS AND SERVICES

- In cooperation with other program providers, standards should be established that apply uniformly to all programs, sites, and facilities and should include:
 - a) Identification of the recreational program objectives and related facility needs for specific activities, b) Ensuring that adequate support of local recreation providers is in place for program viability and success, c) Undertaking a seasonal review of the effectiveness of County supported recreational programs and services.
- In concert with other program providers, leadership and Code of Conduct guidelines for each activity and program should be developed defining acceptable and appropriate actions and behavior of individuals responsible for overseeing specific programs and activities that use County parks and facilities.
- An ongoing communication strategy should be established between the County and other program providers to encourage across-the-board collaboration among providers, broaden recreation interests, and track demand/recreation trends affecting the County.
- The County shall provide an equal opportunity to participate in recreational services.
- Parks and trails use policies, rules and regulations should be prepared and periodically updated by the Park Commission and approved by the County Board; this includes policies, rules, and regulations associated with activities initiated by other providers using County facilities.

Parks Plan

Overview

Carver County is one of ten implementing agencies for the regional park system overseen by the Metropolitan Council. The Council’s 2040 Regional Parks Policy Plan established a vision and funding priorities for regional parks and trails out to 2040. The role regional park implementing agencies have in “revising the vision” of the 2040 Regional Parks Policy Plan is limited to the following:

- Defining the boundaries of proposed parks and alignments of proposed trails identified in the 2040 Parks Policy Plan via the preparation of master plans for these new units. The master plans are subject to review and approval by the Metropolitan Council.
- Amending the boundaries of existing parks via master plan amendments and amending alignments/boundaries of existing trails via master plan amendments. These master plan amendments are subject to review and approval by the Metropolitan Council.

Carver County’s Park and Trail System is based on current and anticipated needs and expectations of residents as well as the vision, values and goals defined earlier in this plan. It will consist of a seamless network of parks, and trails throughout the County connecting the following:

- Existing regional parks and park reserves
- Proposed regional park search areas
- State Wildlife Management Areas (MN DNR) and State Recreation Areas (MN DNR) - existing and proposed expansion
- National Wildlife Refuges (USFWS) - existing and proposed expansion
- Local parks and open spaces

Parks and Open Space Classifications

The plan consists of a variety of parks and open spaces defined under various classifications. Each of the following classifications each serve a purpose in meeting regional, County, and local park and recreation needs. The classifications as applied here are based on the guidelines consistent with the Metropolitan Council’s regional-level classifications and the Nation Parks, Recreation, Open Space and Greenways Guidelines and Planning and Urban Design Standards (American Planning Association, 2006) for local-level classifications.

Regional Parks (Regional Park System Classification)

Regional parks contain a diversity of nature-based resources, either naturally occurring or human-created. The recreational quality of a regional park is measured by the presence of outstanding resources and the ability to provide adequately for a wide range of natural resource-related recreational opportunities. Access to water bodies suitable for recreation— such as swimming, boating and fishing— is particularly important and many regional parks focus on lakes, rivers or streams. A regional park should be large enough to accommodate a variety of activities, preserve a pleasant natural aspect, and buffer activity areas from each other and from surrounding land uses. In terms of size, this is interpreted as 200 to 500 acres of land. Occasionally, because of the quality of the resource, an exception may be made and a regional park may be as small as 100 acres. Experience has shown this to be the minimum size acceptable for the range and type of activities expected to be accommodated.

County Parks (County Park System Classification)

These are land areas exhibiting natural or ornamental quality for outdoor recreation such as walking, viewing, picnicking, canoe/boat access, and, occasionally, could have some field and court games. County Parks are used to complement the regional park system by providing recreational services that are not regionally significant, but still have local value. Local cultural, historical, recreational, and environmental needs are often addressed with a County Park, with the County having the flexibility to determine what is of local significance and appropriate to address local interests.

Local-Level Classifications

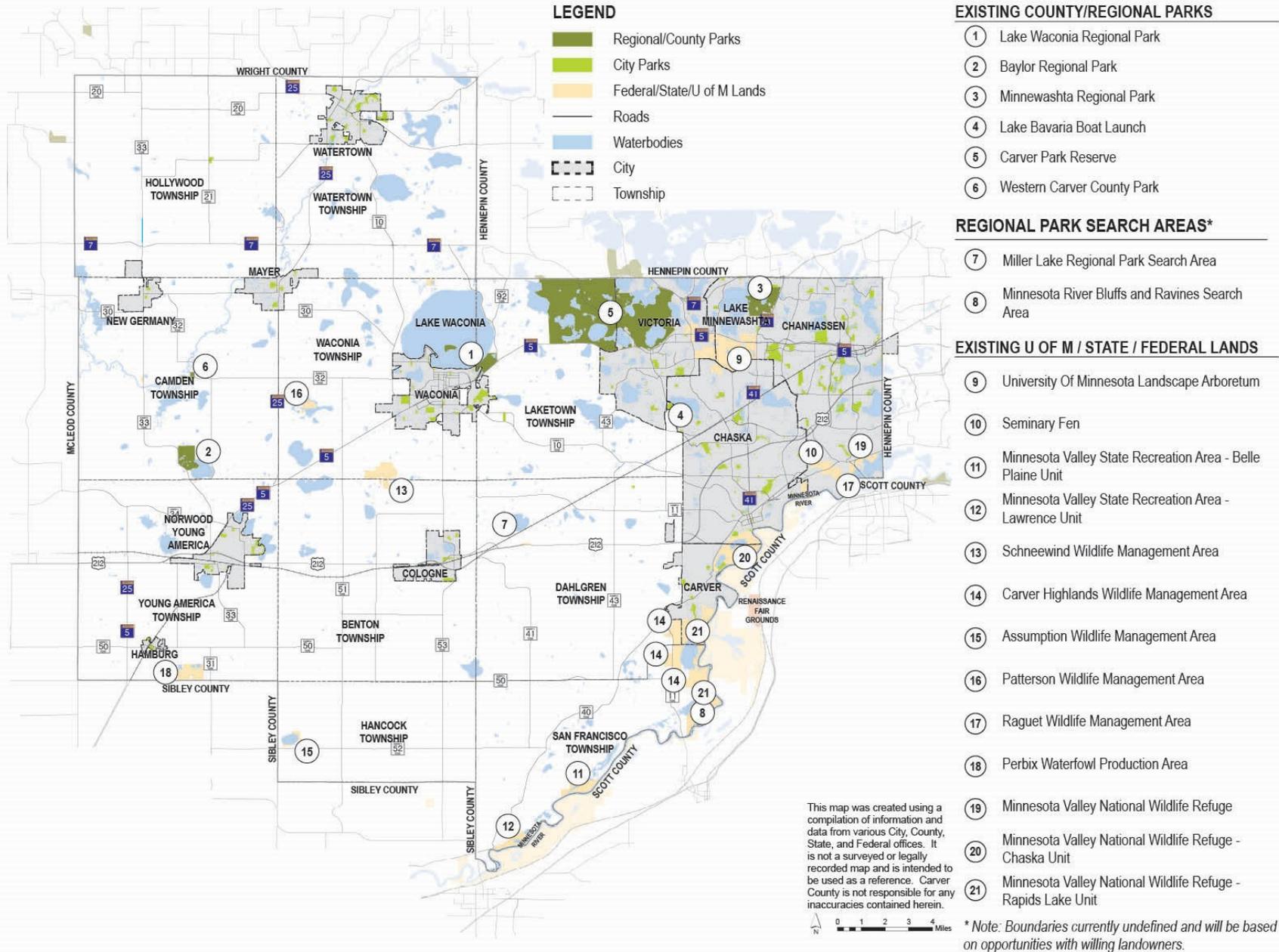
Local units of government provide facilities relatively close to where people live and are able to respond to the differing needs of small, localized groups like neighborhoods or communities. Local-level facilities tend to be population and activity-based, while the regional system is primarily resource based.

Schools and Private Operations

Schools and private operations also make substantial contributions to the development of facilities and the provision of recreational services. The most prominent facilities provided by the private sector are golf courses, horseback riding facilities, marinas, day camps and downhill ski areas. There are also multiple recreational open space areas owned and operated by corporations, employee associations, benevolent associations, and nonprofit social agencies. These private facilities reduce the burden on the public sector, provide additional opportunities and help to preserve thousands of acres of land in open space.

Figure 6 shows the existing regional and county elements of the parks system, as well as state and federal lands, such as the Minnesota Landscape Arboretum.

◇ Figure 6.6: Parks Plan



Park Amenities

The three primary developed parks in the Carver County Park System—Lake Waconia Regional Park, Baylor Regional Park, and Minnewashta Regional Park—have a wide array of amenities and activities that serve a variety of users. The following table identifies the existing amenities listed by park.

◇ Table 6.1: Regional Park Amenities

Activities	Lake Waconia Regional Park	Baylor Regional Park	Minnewashta Regional Park
Beach	X	X	X
Biking Trails		X	X
Boat Launch		X	X
Campground		X	
Canoe Rentals		X	X
Canoe Storage			X
Cross Country Ski Rentals		X	X
Disc Golf Course & Rentals		X	
Fishing Pier		X	X
General Picnic Area	X	X	X
Geocaches Hidden	X	X	X
GPS Unit Rentals		X	
Hiking/Walking	X	X	X
Indoor Space Available	X	X	
Little Free Library		X	X
Maple Syrup Shack		X	
Multi-Use Fields		X	X
Nordic Walking Poles		X	X
Observatory		X	
Off-Leash Dog Area			X
Paddleboard Rentals			X
Paddleboat Rentals		X	
Playgrounds	X	X	X
Sand Volleyball	X	X	X
Shelter Rentals	X	X	X
Snowshoe Rentals		X	X

BAYLOR REGIONAL PARK

Location

Baylor Regional Park is located in western Carver County on Eagle Lake, which is just north of Norwood Young America on County Road 33, approximately three miles north of Highways 5 and 212.

Overview

Baylor Regional Park offers splendid views of Eagle Lake and is situated among cattail marshes, maple basswood forests, and prairie areas. Currently, the park is 201 acres in size. Existing park activities include camping, picnicking, swimming, softball, sand volleyball, horseshoes, and a disc golf course.

Planning Context

Baylor Regional Park is modest in size yet offers a broad variety of recreational opportunities that are well suited to the rural western part of the County. As growth in the County continues, so will the importance of this park.

Existing Facilities

- 35 camp sites with electrical and water hookups
- 15 primitive camp sites
- Group camping area
- Picnic areas
- Shower house
- Swimming beach
- Reservable picnic shelters
- Ball field
- San volleyball court
- Horseshoe pits
- 18-hole disc golf course
- Boardwalk Trail
- Hiking Trails
- Beach House
- Cross-County Ski Trails (skis can be rented on the weekends)
- Community Room (up to 100 people)
- Boat Ramp for Access to Eagle Lake (outside the park boundary)
- Eagle Lake Observatory—the MN Astronomical Society owns and operates the facility for the benefit of students, teachers, the public, and members of the society.

Expansion Plans and Surrounding Land Use Issues

Although not formally defined, some expansion of the park (100 acres) is proposed to accommodate new demands as the regional population grows. Of particular interest in expanding the park is acquiring the shoreline, wetland, and select adjoining upland areas on the northeast and southwest sides of Eagle Lake, as land becomes available from willing sellers.

BAYLOR REGIONAL PARK—Continued

Trail Connections

As illustrated on the Trail and Bikeways Plan, connecting Baylor Regional Park to Norwood Young America via a destination trail is proposed. This would allow nearby residents to have a direct trail connection from the local trail system to a major regional park. Group gatherings are popular at the park in the summer, especially holidays.

Master Plan Overview

The Baylor Regional Park master Plan has not been updated for many years. Prior to initiating major improvements, a new master plan will be developed to provide direction for identifying future development initiatives which will likely include upgraded to existing facilities and introducing new features based on specific demands at that time. As an example, the need for improvements to the campground will be assessed, especially considering changes to camping preferences that have shifted from tent sites to fully supported hook-up sites.

Future Development Initiatives

- Camper Cabins
- Parking Improvements/Additions
- Campground Service Improvements (Wi-Fi, additional RV sites with plug-ins)
- New water feature (splash pad)
- Re-purpose the beach area with improved non-motorized boat access and fishing access
- Visitor Center improvements that will include accessibility upgrades to meet current Americans with Disabilities Act (ADA) standards
- Improvements to the existing deck or the creation of a new outdoor gathering space for patrons and groups.

LAKE MINNEWASHTA REGIONAL PARK

Location

Lake Minnewashta Regional Park is located off TH-41 west of Chanhassen between TH-5 and TH-7 on the shore of Lake Minnewashta.

Overview

Lake Minnewashta Regional Park is a modest size destination Park situated on the shores of Lake Minnewashta that provides an extensive cross section of ecological systems in its 341 acres. Natural systems found across the site range from Big Woods remnant forest to prairie areas to wetland edges along the lake.

Existing Facilities

- Canoe storage
- Canoe and stand-up paddleboard rentals
- Soft-surface walking trails
- Paved, multi-use trail
- Groomed skiing and walking trails in winter
- Cross-country ski and snowshoe rental
- Fishing pier
- General picnicking areas
- San swimming beach with picnic facilities
- Upgraded boat launch facilities with parking and an invasive species monitoring station
- Beach bathhouse
- Concessions and rentals at the beach
- Reservable picnic shelters
- Volleyball courts
- Multi-use fields
- Large creative playground
- Off-leash dog area
- Grade-separated pedestrian access under Trunk Highway-41

Expansion Plans and Surrounding Land Use Issues

The adopted master plan does not include expansion of the park boundary. As an established park, the relationship with adjoining land uses is well-defined, primarily because much of the land adjacent to the park boundary is developed with single family housing. Broader concerns include making sure external land uses do not encroach into the park and limiting pedestrian access points to those defined under the master plan, or otherwise agreed upon by Carver County and the City of Chanhassen

LAKE MINNEWASHTA REGIONAL PARK—Continued

Master Plan Overview

A master plan adopted in 2001 continues to guide future development of the park (figure 7). The adopted master plan for Lake Minnewashta Regional Park includes a combination of upgrading existing facilities, consolidation of boat access locations, and adding new facilities, several of which have been completed in recent years. Key components of the master plan include:

- Preparing a comprehensive natural resources stewardship and water resources management plan.
- Expanding recreational opportunities based on trend research and public input; this includes developing a new group camp area with an adventure course at the closed lake access point, expanded group picnic facilities, updating or replacing the playground and expanding the trail system to include additional paved trail connections to proposed yet undeveloped facilities.

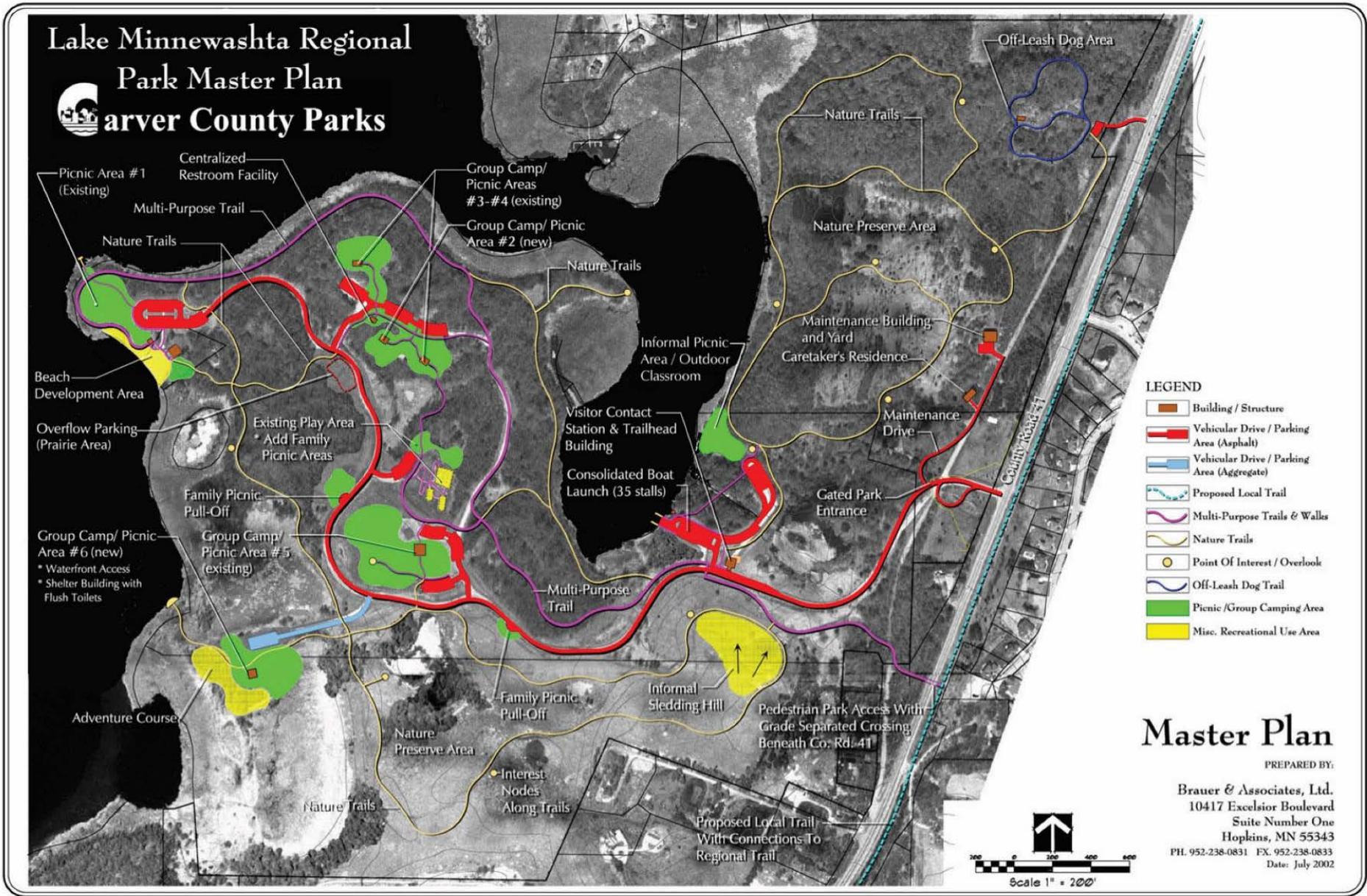
Future Development Features Under the Master Plan

- Additional Group Camp Areas
- Additional formal picnic areas
- Improved and new shelter buildings with restrooms
- Additional informal picnic areas
- Expanded sledding hill area
- An outdoor classroom
- Additional nature trails
- Interest nodes along the trails
- Installation of trail lighting

Additional Future Initiatives

- Playground upgrade
- Group activity area at the former boat access #2
- Visitor Center.

◇ Figure 6.7: Lake Minnewashta Master Plan



LAKE WACONIA REGIONAL PARK

Location

Lake Waconia Regional Park is located at the east end of the City of Waconia on the southern shore of Lake Waconia. Site access for vehicles is from TH-5, with trail connections provided from various directions.

Overview

Lake Waconia Regional Park provides expanded recreation opportunities in an area of the County that is experiencing significant growth, which is expected to continue, as noted in the 2040 growth forecasts. As such, the park will become an increasingly vital component of both local and regional park systems. The 133-acre park has recently been expanded to include the 33.77 acre Coney Island of the West. The beach area and accompanying picnic areas will continue to be the center of activity in the park, with proposed facilities greatly expanding recreation opportunities along the lakefront.

Existing Facilities

- Reservable group picnic shelter
- Play equipment
- Picnic Tables
- Grills
- Sledding hill
- Restrooms
- Swimming beach
- Volleyball court
- Boat access (provided outside the park at the MN DNR boat access located on the northeast side of the lake, along with private marinas located in Waconia).

Expansion Plans and Surrounding Land Use Issues

Expansion of the parks as proposed in the master plan has been completed. Given its location and topography, clearly defining the boundary of the park by adjoining roads and landforms is important to limiting the extent to which external land uses encroach into the park—actual and perceived. As illustrated on the Trail and Bikeways Plan, Lake Waconia Regional Park is a major destination, which underscores the importance of local and regional trail connections to the park.

Master Plan Overview

The development of a comprehensive master plan for Lake Waconia Regional Park (which was completed in 2016) was initiated in response to planning for the acquisition of Coney Island of the West (Figure 8). The vision for the park includes creating year-round adventure based recreation in a natural resource based park setting. The main parcel of the park focuses on use flexibility and accessibility to accommodate a wide range of user groups with varying recreational interests. The plan for Coney Island focuses on providing year-round recreation that is balanced with the natural setting and that highlights its historical past. Providing a variety of new recreational features in the park is also proposed, as listed below.

LAKE WACONIA REGIONAL PARK—Continued

Master Plan Overview

Preparation of a master plan for the Waconia Event Center Building should be considered in the forthcoming years. Future development features under the master plan include:

- Water and utility service improvements
- Pedestrian and vehicle access improvements
- Natural resource management plan
- Waterfront development including expanding beach, lakefront walk, fishing piers
- Proposed park buildings in central plaza area

Additional Future Initiatives:

- Snowmaking for the sledding hill
- Nordic skiing
- Lighting of park trails and sledding hill to extend hours of use. Any future lighting should be coordinated with the City to allow for a more consistent, usable and looped system for park and trail users.

◇ Figure 6.8: Lake Waconia Regional Park Master Plan



CARVER PARK RESERVE *(Note: Carver Park Reserve is managed and operated by Three Rivers Park District)*

Location

Carver Park Reserve is located in the northeast portion of Carver County, in the City of Victoria and Laketown Township. Access to the park is from County Road 11 (Victoria Drive), which lies south of State Highway 7 and north of State Highway 5.

Overview

Carver Park Reserve is over 3,700 acres of rolling, wooded terrain and interconnected lakes and marshes that support a large wildlife population— including trumpeter swans and barred owls. The reserve is also home to Lowry Nature Center, which was the first public environmental education center of its kind in the state. The park also features miles of trails, the historic Grimm Farm, the King Waterbird Sanctuary, four lakes, an off-leash dog area, Lake Auburn Campground, and groomed cross-country ski trails in the winter. Carver Park Reserve is the only large park reserve unit within Carver County. Visitors are attracted to the reserve for the expansive open space and the Nature Center. The park reserve is popular for lake access and water-based recreational opportunities, picnicking, hiking, and bicycling trails set in a natural setting, and children’s play area. Group camping is also a popular activity, as is the off-leash dog park. Effectively connecting the park reserve to Carver County’s proposed destination trail system is a primary plan objective, consistent with site master plans prepared by Three Rivers Park District.

Existing Facilities

- Lowry Nature Center
- Group campsites
- Fishing piers and boat launches
- Turf hiking trails
- Dog trails (1-mile turf pet trail)
- Cross-country ski trails
- Sledding
- Access to Lake Minnetonka LRT Regional Trail
- Public campground with swimming beach and small play area
- Historic Grimm Farm site—historical/interpretive feature
- Paved bike/hike trail
- Horse trails
- Dog off-leash area
- Snowmobile trail
- Snowshowing

Expansion Plans and Surrounding Land Use Issues

The currently adopted master plan identifies inholding parcels within the park reserve boundary have not been acquired to date. As an established park reserve, the relationship with adjoining land uses is well defined. Three Rivers Park District will determine any changes to the park reserve boundary or site master plan.

CARVER PARK RESERVE– Continued *(Note: Carver Park Reserve is managed and operated by Three Rivers Park District)*

Trail Interconnections

With respect to Carver County’s plan, the proposed regional-level trail connection between Lake Waconia and Victoria via a route through the park reserve is the most important consideration. However, Three Rivers Park District has final authority on trails within the park reserve.

WESTERN CARVER COUNTY PARK

Location

Western Carver County Park is located north of Baylor Regional Park on the eastern bank of the Crow River. Vehicular site access is from County Road 32.

Overview

Western Carver County Park is an undeveloped 30-acre parcel along the Crow River that is suitable for developing a canoe and kayak access point on the Crow River, picnicking facilities, and nature trails. The park is situated on the South Fork of the Crow River, which is identified as a DNR State Water Trail. The park is well-placed to serve as a canoe and kayak launch between the existing access points in Watertown and Hutchinson. A master plan is needed to guide future development of this undeveloped park.

Future Development Initiatives:

- Canoe/kayak landing
- Parking
- Picnicking
- Nature trails

LAKE BAVARIA BOAT LAUNCH (COUNTY PARK)

Location

The Lake Bavaria Boat Launch is located on the southwest shore of Lake Bavaria with access from Shady Oak Drive. Lake Bavaria Park, a City of Chaska facility is across the street from the boat launch.

Overview

The boat launch, which is managed by Carver County, sites on 0.57 acres. The site includes a gravel parking lot, a small dock and a boat ramp with corduroy concrete planking into the lake. There are no other services at this site.

Proposed Regional Parks

MINNESOTA RIVER BLUFFS AND RAVINES SEARCH AREA

Search Area Location

The Minnesota River Bluffs and Ravines search area is located south of the City of Carver and extends along the bluff and ravine system of the Minnesota River in San Francisco Township. Natural landmarks in the area include Bevens Creek and the Minnesota River valley and bluffs. The search area is broad and no specific property has been identified for a regional park. Park development opportunities will be subject to identifying willing landowners as they surface over time, and to input from other government agencies or units including San Francisco Township. This search area provides unique opportunities for a regional park facility, including the potential to operate a regional facility adjacent to or within the Minnesota River Valley and in close proximity to land that is owned and managed by the Minnesota Department of Natural Resources and the US Fish & Wildlife Service. A regional park in this search area could include “developed” recreational facilities including but not limited to trails for hiking, biking, cross-country skiing, and inline skating, interpretation, picnic areas, campgrounds, a sledding hill, fishing pier, and boat launch (if water access to a river or lake is available), off leash dog park, and equestrian trails. Adjacent DNR and USFWS land are managed for undeveloped or wildlife-dependent recreation such as boating, hiking, hunting and fishing. Complementary uses include various forms of limited development, including nature/wildlife observation and photography, education/interpretation, and nature trails for hiking.

Park Size Requirements

Regional parks are typically 200 to 500 acres in size, with 100 acres generally considered the minimum acceptable size to accommodate a basic set of facilities. If located directly adjacent to the other public lands along the river, the overall size of this park could be on the lower end of the typical size spectrum, since the other public land units would complement recreational offerings in the new park. This assumes that the master plans for adjacent jurisdictional land units would be complementary, thus allowing visitor access to different types of recreational experiences appropriate for each land designation. For example, direct access to nature trails within the Wildlife Refuge from the regional park would greatly expand that recreational opportunity beyond what might otherwise be available to visitors within the confines of the regional park.

Desirable Land Characteristics for Regional Park in this Search Area

Specific goals for selecting land for this regional park include preserving natural open space, fostering ecological diversity, enhancing wildlife habitat, retaining scenic qualities, and retaining rural landscape character. In this case, the desire to acquire lands that either complement or, where feasible, directly adjoin USFWS and DNR lands along the river corridor is also an important consideration for land selection.

MINNESOTA RIVER BLUFFS REGIONAL PARK SEARCH AREA—Continued

Trail Connections

Trail connections between the future regional park, adjoining public lands, and the larger county-wide trail system are important. This includes providing paved destination trails linking the park to the USFWS Wildlife Refuge Visitor Center and the local and regional trails within the City of Carver (and points beyond). In the longer-term, paved destination trails within the park would likely be part of the Minnesota River Bluffs Trail described in the trails section.

Partnership Opportunities/Private Land Ownership Issues and Concerns Associated with Site Selection

Setting aside land for this regional park will require a working partnership with landowners, the DNR and the USFWS. Carver County will pursue land opportunities with willing landowners. However, all proposed park facilities will require a detailed evaluation as to appropriateness and need. For example, the need for a visitor center is greatly reduced if a paved trail connection could be made between the regional park and the Wildlife Refuge Visitor Center. Also, special consideration may be given to allowing hunting as a permitted use in select areas, depending on the circumstances associated with land acquisition and partnership opportunities with the MN DNR and USFWS.

MILLER LAKE REGIONAL PARK SEARCH AREA

Search Area Location

The Miller Lake Regional Park search area lies south of Waconia and Victoria and northeast of Cologne, near Miller Lake. Natural landmarks in the area include Miller Lake and Carver Creek. The search area limits are subject to opportunities with willing landowners as they surface over time. Siting a regional park near the growth area of the City of Cologne will ensure the benefits of providing geographically balanced park and recreation services, conveniently located within reasonable bicycling, hiking and jogging distance. In terms of general uses, the regional park will focus on “developed” recreational facilities as listed below. Exploring collaborative opportunities with the DNR and USFWS to set aside lands in this area for public open space will also be pursued. However, a collaborative outcome would require that “undeveloped” or “wildlife-dependent” recreation such as hunting, and fishing may have to be accommodated. There may also be certain use and access restrictions related to property managed by other agencies. Complementary uses may include various forms of “limited development”, including nature/wildlife observation and photography, education/interpretation, and nature trails for hiking. In spite of potential limitations, a collaborative approach may have some merit and is worth of due consideration. The City of Waconia is planning for a future segment of trail along Carver Creek. The County should be aware of this opportunity as Carver Creek drains to the Miller Lake area and additional County trail along the segment outside the City Limits might be a nice addition to the Carver County/City trail system. Snowmobile trails, operated and managed by other organizations may also be considered for a future regional park.

Park Size Requirement

Regional parks are typically 200 to 500 acres in size, with 100 acres generally considered the minimum acceptable to accommodate a basic set of facilities. Since this search area does not abut any other public lands, the overall size of this future park should be on the middle to higher end of the typical size

MILLER LAKE REGIONAL PARK SEARCH AREA—Continued

spectrum. The extent to which the park land interconnects with destination trails is also an important consideration in determining the minimum size needed to meet the space needs for common facilities. This is especially the case with paved trails, which could play a significant role in meeting the need for looped trails.

Desirable Land Characteristics for Regional Park in this Search Area

Miller Lake and the area directly adjacent to it are especially important natural amenities to include in the search area for this park. Specific goals for selecting land for this regional park include preserving the lake amenity, preserving natural open space, fostering ecological diversity, enhancing wildlife habitat, retaining scenic qualities, and retaining rural landscape character.

Trail Connections

Trail connections between the regional park and the larger county-wide trail system are important. This includes providing paved destination trails linking the park to nearby cities, including Waconia and Carver, as defined in the trails section.

Partnership Opportunities/Private Land Ownership Issues and Concerns Associated with Site Selection

Setting aside land for this regional park will require a working partnership with cities, landowners, the DNR, and the USFWS. The County will pursue land opportunities with willing landowners.

Potential Facilities and Amenities Overview

- Paved trails for hiking, biking, and inline skating
- Nature trails for hiking, interpretation and, potentially, mountain biking
- Picnic areas with picnic shelters
- Campgrounds serving a cross-section of campers
- Group camp areas
- Restrooms
- Sledding hill
- Outdoor classroom
- Visitor/interpretive center
- Boat launch facilities and parking
- Boat launch (if water access to river is provided)
- Groomed cross-country ski trails and winter hiking trails
- Volleyball courts
- Fishing pier (if water access to river or lakes is provided)
- Creative playground
- Off-leash dog park
- Canoe/kayak launch
- Equestrian trails
- Access drives and parking lots
- Archery range
- Disc golf course
- Outdoor performance area

Note that the above listing identifies typical facilities, with each requiring a detailed evaluation as to appropriateness and need.

NORTHWEST QUADRANT

Location

The Northwest Quadrant is described as the area north of Highway 7 and in proximity to New Germany, Mayer and Watertown. This area of the County is geographically underrepresented in services and other benefits derived from larger public open spaces or regional parks. The County's Parks and Open Space System Plan acknowledges services and benefits provided by the Luce Line State Trail and the Dakota Rail Regional Trail for this area of the County. The Northwest Quadrant is not included in the Metropolitan Council 2040 Regional Parks Policy Plan.

Desirable Land Characteristics for Regional Park in this Area

Carver County should review MLS listings for land within the northwest quadrant area that meets the qualifications of the Regional Parks Policy Plan. Specific goals for selecting land for this region include preserving natural open space, fostering ecological diversity, enhancing wildlife habitat, retaining scenic qualities, and retaining rural landscape character.

Special Recreation Features

The County may have opportunities to include Special Recreation Features as land acquisition opportunities become available throughout the County. Specific requirements for Special Recreation Features, such as parcel size, need for water source and slope may dictate what features area feasible. Examples of Special Recreation Features that may be appropriate for Carver County include the following:

- Regional shooting facility and range
- Large amphitheater and outdoor event facility
- Deep water fishing and clear water recreation facility
- Site of historic or archaeological significance
- Bridging facilities (Specialized or single-purpose facilities that are intended to attract and introduce new outdoor recreation users to the County and/or regional parks system)

State Lands, Minnesota Department of Natural Resources and Federal U.S. Fish and Wildlife Service Lands

The Minnesota Department of Natural Resources (MN DNR) and the U.S. Fish and Wildlife Service (USFWS) own, manage, and operate several land holdings within Carver County as public open space. The following provides an overview of the type and extent of existing land holdings by the MN DNR and USFWS within the context of Carver County's Parks and Open Space Plan. Existing and future opportunities for collaborative opportunities are also discussed relative to each agency.

University of Minnesota Landscape Arboretum

The University of Minnesota owns and operates the Landscape Arboretum in Chanhassen. The Arboretum provides educational and recreational opportunities to all-age spectrums and is open to members and the general public, for a fee.

DNR Wildlife Management Areas

Wildlife Management Areas (WMA) are part of Minnesota's outdoor recreation system established to protect lands and waters having a high potential for wildlife production, public hunting, trapping, fishing, and other compatible recreational uses. Funding for WMAs is provided by the Minnesota's Legislature. Hunting license fees and surcharges, bonding funds, re-investment in Minnesota funds including Critical Habitat License Plate dollars, and Environmental and Natural Resources Trust Fund (ETF) funds have been used to buy WMAs. Conservation groups also donate land and money to support the acquisition of WMA lands.

The location of existing WMAs in Carver County includes:

- Patterson Lake WMA—61 acres; consists of islands on Lake Patterson, which are surrounded by emergent vegetation and some areas of open water; islands protect and are managed for forest species and various species of aquatic orientated birds, such as egrets or herons. Patterson Lake is a state designated wildlife lake, an important migratory waterfowl habitat that can be managed to improve wildlife habitat.
- Assumption WMA—67 acres; managed mainly for wetland wildlife species; contains one large wetland basin and is predominately open water with some cattails, wet meadow and grassland; surrounding area is heavily farmed; purpose of this WMA is to preserve habitat for waterfowl and other wetland wildlife species.
- Schneewind WMA—249 acres; predominantly a wetland with surrounding uplands that have been planed to prairie; managed for grassland as well as wetland species.
- Carver Highlands WMA—302 acres; managed mainly for grassland wildlife; predominately upland grasses within 3 distinct parcels, two of which are along County Road 45 and the third is next to County Road 50, 0.3 miles east of County Road 45. Parcels are located adjacent to USFWS land along the Minnesota River. The objective for this WMA property is to preserve and enhance upland grass habitat.
- Raguet WMA—315 acres; unit is entirely within the floodplain of the Minnesota River. It contains floodplain forest, wetland and grassland.
- Tiger Lake – The DNR owns WMA lands west of Tiger Lake with plans to expand over time as opportunities (willing sellers) arise.
- Gravel Pit 1748 and Gravel Pit 2749—2.67 acres; this management area is an old gravel pit covered by medium height grass and a few trees and shrubs. The WMA provides habitat for upland species

State Recreation Areas (SRAs)

State Recreation Areas are also part of Minnesota’s outdoor recreation system. Within Carver County, a relatively small portion of the Lawrence and Belle Plaine units of the Minnesota Valley State Recreation Area are located on the west side of the Minnesota River. The Lawrence Unit occupies a portion of the present Minnesota River flood plain as well as part of a large Glacial River Warren terrace. To the southwest, the Belle Plaine Unit exists completely within the active flood plain of the Minnesota River. Given that the Minnesota Valley State Recreation Area is an extremely complex unit, the SRA is more like a landscape region than a park when considering management planning. Major recommendations for the SRAs include providing interpretive service, natural resource management, and trail development with a focus on development of a multi-use trail system. Within the Lawrence Unit, key areas of focus include resource management, especially to the south and east of Kelly Lake to protect an outstanding remnant of flood plain forest.

Scientific and Natural Areas (SNAs)

Scientific and Natural Areas are used to preserve and perpetuate the ecological diversity of Minnesota’s natural heritage, including landforms, fossil remains, plant and animal communities, rare and endangered species, or other biotic features and geological formations, for scientific study and public edification. SNAs are open to the public for nature observation and education but are not meant for intensive recreational activities. The 73-acre Seminary Fen SNA is located in Carver County. This site contains one of the rarest types of wetland in the United States—a calcareous fen, which has special protection under Minnesota State Law and may not be drained, filled or otherwise altered or degraded.

Minnesota DNR Collaborative Partnership Opportunities

There are several significant future collaborative partnership opportunities between Carver County and the Minnesota Department of Natural Resources which includes the following:

Metro Greenways Program

The Minnesota DNR’s Metro Greenways program was launched in 1998 in response to Metro Greenprint, a citizen report that called for stronger efforts to protect nature in the face of urban growth. The Metro Greenways program helps local units of government and citizens more effectively incorporate nature into their communities. By coordinating funding sources, providing technical assistance and grants, and identifying significant natural features, the program empowers communities to preserve the resources that are important to them in a way that earns local support. To date, the program has committed millions of dollars to protect some of the region’s best remaining natural areas and open spaces by means of Metro Greenways Protection and Restoration Cost-Sharing Funds. This money has also been used to leverage millions of dollars from other funding sources. Carver County will continue to work with the MN DNR on taking advantage of program offerings as opportunities arise.

Expansion of WMAs, SRAs, and SNAs as Part of Larger Open Space Strategy

There are numerous potential opportunities to collaborate with the MN DNR to preserve open space for mutual benefit. Expansion of WMAs and SRAs (as previously described) are distinct possibilities in select areas within the County, as is the case with SNAs. This will require a working partnership with landowners and the MN DNR, and should only be pursued with willing landowners.

Other Collaborative Opportunities with the MN DNR

The Minnesota DNR has extensive array of financial assistance and grant programs that may be accessible to Carver County and/or local property owners, depending on circumstances. The Financial Assistance Directory on MN DNR’s website provides up-to-date information on these programs, including the following categories:

- Remediation Fund Grant Program
- Landowner Incentive Program
- Native Prairie Tax Exemption Program
- Aquatic Invasive Species
- Wildlife Conservation
- Education, Planning and Research
- Fire Protection Programs
- Habitat Improvement
- Recreation (general, trails, and water)
- Metro Greenways Protection and Restoration
- Native Prairie Bank Program
- Natural and Scenic Area Grant Program
- Re-invest in Minnesota (RIM) Critical Habitat Match Program
- Community Conservation Assistance
- Enforcement (snowmobile and OHV safety)
- Forest Management
- Land Conservation
- State-supported grant-in-aid snowmobile trails

USFWS Existing Lands

Similar to the Minnesota DNR, the USFWS manages lands in Carver County, virtually all of which are located along the Minnesota River as part of the Minnesota Valley National Wildlife Refuge. The Refuge is a corridor of land and water that stretches 34 miles along the Minnesota River from Fort Snelling State Park to the City of Jordan. It comprises 14,000 acres in eight units, five of which have trails. Two units are located at least partially in Carver County, each of which offers a variety of attractions and seasonal activities.

The Chaska Unit is nestled in the floodplain between the river towns of Chaska and Carver. This 600-acre unit consists of a marsh-edged lake surrounded by farmland and floodplain forest. Currently, this area contains a lot of “edge” habitat, areas where fields meet forests. USFWS is actively restoring the native floodplain forest to benefit migrant songbirds, including many types of warblers, as well as hawks, owls, wood ducks, herons and eagles.

The Rapids Lake Unit is located south of Carver and consists of 1,500 acres of prairie restoration in old upland farm fields, oak savanna, goat prairies clinging to steep bluffs, bottomland forests, and Minnesota’s largest private wetland restoration (completed in 2001). Preserving the oak savanna systems is a high priority on this unit to enhance the habitat for turkeys, squirrels, deer, and many other species. Former agricultural land is also being restored to native prairie through prescribed burns and seeding. The Rapids Lake Education and Visitor Center located in this unit has been completed and is located about 3 miles south of Carver. The Center focuses extensively on partnering with local schools on educational programming, with the facility serving as an extension of a science classroom.

Collaborative Opportunities with USFWS

As with the MN DNR, there are a number of significant future collaborative partnership opportunities between Carver County and USFWS within the context of Carver County's Parks and Open Space Plan, including the following:

Wildlife Refuge Lands

In addition to Wildlife Refuge Lands, USFWS also acquires select lands for restoration and preservation under its Waterfowl Production Areas (WPAs) program. WPAs are lands that are purchased and managed to provide high quality wetlands and nesting cover for waterfowl and many other species of wildlife. The average size of WPAs across the county is 90 acres, although five hundred acres or more is considered more optimal. WPA staff also manage wetland easements, which are perpetual contracts with willing private landowners that protect their wetlands from draining or filling with soil.

Expansion of Minnesota Valley Wildlife Refuge

The most significant opportunity for collaboration between Carver County and USFWS relates to the Minnesota River Bluffs Regional Park Search Area. Coordinating efforts to expand the refuge along with a new regional park could create a seamless concentration of public lands along the river valley, there is an opportunity for each agency to achieve its individual goals of preserving natural open space while collectively service a broad cross-section of public recreational needs in an efficient and effective manner.

Other Collaborative Opportunities with USFWS

In addition to the Wildlife Refuges and Waterfowl Production Areas, the USFWS also works extensively with private landowners through voluntary partnerships that enhance private lands for waterfowl and other wildlife. Existing Minnesota Valley National Wildlife Refuge Private Land Programs of particular note include:

- Partners for Wildlife Wetland Restoration—used to improve water and soil quality, restore wildlife habitat, and flood control on private properties; provides 100% cost share to private landowners making improvements to their land following the eligibility requirements of the program; landowner retains ownership of the property.
- Partners for Wildlife Grassland Restoration—similar goals to the above mentioned program, only focused on grassland restoration; provides up to 100% cost share to private landowners making improvements to their land following the eligibility requirements of the program; landowner retain ownership of the property.
- USFWS Wetland Easement—similar goals as the previous programs, but includes payment to the landowner for purchase of perpetual easement that is recorded on the property deed; focus is on naturally occurring or restorable wetlands.
- USFWS Habitat Easement—similar goals as the previous programs, but include payment to the landowner for the purchase of perpetual easement that is recorded on the property deed; focus is on tracts of land exhibiting existing or restorable wetlands and grasslands.

Trail and Bikeway Plan

Overview

The trail system is underpinned by the common vision defined in Sections 1 and 2. The over-arching goals of the trail system are to:

- Develop an interlinking system of high value trails throughout the County that connect with local cities and townships
- Provide reasonable trail access to parks, open spaces, and natural resource amenities within the County without unduly compromising their integrity and natural qualities.
- Provide an appropriate level of universal accessibility to trails throughout the system

The Trail and Bikeway Plan is consistent with several trail planning and design guidelines, including the Minnesota DNR’s Trail Planning Design, and Development Guidelines (2007), MnDOT Bikeway Facility Design Manual (2007), Public Right-of-Way Access Guidelines (PROWAG) and the Guide for Development of Bicycle Facilities, prepared by the American Association of State Highway and Transportation Officials (2012). All trail development should be consistent with these guidelines as applicable to the classification used in Carver County.

A key concept of trail design guidelines is maximizing the value of trails and bikeways to local and regional residents. The values ascribed to trails are important because they are at the core of why a person uses a particular trail on a repeat basis. Studies clearly indicate that trail users make a distinction between trails based on their perception of value, as Figure 9 illustrates.

As the graphic illustrates, safety and convenience are base-line determinants for whether a person will even use a trail irrespective of its quality. Once these two values are perceived as being acceptable, then the personal values will be given more consideration by a trail user. The following considers each of these values in greater detail:

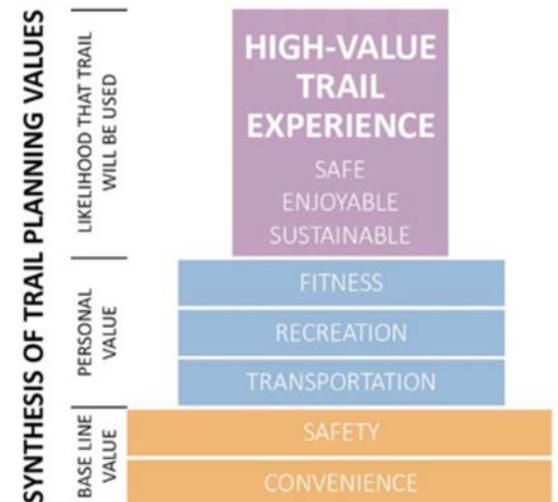
Safety—A sense of physical and personal safety is the most important trail value in that without it people are disinclined to use a trail irrespective of how many other values it might provide.

Convenience—Convenience is important to day-to-day use of a trail. Studies have shown that the vast majority of trails are used by those living within a few miles of the trail they use most frequently.

Recreation—Of all the values ascribed to a trail, its recreational value is the most important in terms of predicting its level of use, assuming that safety and convenience are not issues. In general, trails offering a high-quality recreational experience are those that:

- Are scenic and located in a pleasant park-like setting, natural open space, or linear corridor away from traffic and the built environment
- Provide a continuous and varying experience that takes visitors to a variety of destinations and is a destination unto itself.
- Offers continuity with limited interruptions and impediments to travel

◇ **Figure 6.9: Personal Values Attributed to Trails**



◇ Figure 6.10: Trail Classifications

CARVER COUNTY TRAIL CLASSIFICATIONS

		QUICK COMPARISON GUIDE
 <p>NATURAL SURFACED TRAIL</p>	<p>Commonly used where the natural environment is emphasized, and where a more natural experience is desired; developed for hiking, mountain biking, skiing, and equestrian uses</p>	
 <p>SIDEWALKS</p>	<p>Emphasize safe travel for walking and jogging within residential areas, business districts, and to/from local parks and around the community</p>	<p>6- 8 feet wide concrete surfacing, located in street right-of-way setting. Serves pedestrians more than bicyclists due to narrower width and surfacing</p>
 <p>DESTINATION TRAIL</p>	<p>The highest value paved trail for walking, jogging, bicycling, and located in a rural setting</p>	<p>10- 12 feet wide asphalt surfacing, located in conservation corridor or park-type setting, and serves pedestrians and bicyclists equally well</p>
 <p>LINKING TRAIL</p>	<p>Paved trail most often located within road rights-of-way or utility easements; emphasis is on safe travel for walking, jogging, bicycling, and in-line skating to/from destinations throughout the county</p>	<p>10 feet wide asphalt surfacing, located in road or street right-of-way setting, and serves pedestrians and bicyclists equally well</p>
 <p>ON-ROAD BIKE ROUTE</p>	<p>On-road facilities that primarily serve fitness and commuter bicyclists, as well as recreationalists with a higher skill and comfort level around vehicles; bikeways augment, but do not take the place of trail and sidewalk system</p>	<p>6 feet minimum width preferred, and serves bicyclists- not pedestrians</p>
 <p>ON-ROAD BIKE LANE</p>		

This underscores that trail planning must be based on criteria that go beyond simply providing miles of trail—with considerable emphasis on the quality of the trail experience as much or more than quantity. Communities that have successfully integrated these types of trails often highlight them as key aspects of the local quality of life.

Fitness—Fitness is a growing value that is generally achieved if safety, convenience, recreational, and transportation values are met. Most critical to accommodating this value is developing an interlinking trail system that provides numerous route options with trail lengths necessary for the types of uses envisioned.

Transportation (Commuting) - The transportation (commuting aspect of trails is valuable to a growing subset of the user population. Transportation purposes including using the system to get to work, school, local stores, or around the neighborhood, along with other utilitarian trips that would otherwise be done using a motor vehicle. To that end, realizing the use of the system for transportation will only be successful if it is perceived as safe, convenient relative to a users skill level, and of a high quality. Without such a system, residents will simply use their vehicles.

Trail and Bikeway Classifications

The plan consists of various types of trails and bikeways, each of which serving a particular purpose in meeting local needs. The distinction between classifications is important due to the variability in their recreational and other values to the user, which greatly affects the value of the system to residents and the degree to which a trail or system of trails will actually be used. The classifications applied to Carver County’s trail and bikeway system are consistent with Minnesota DNR and MnDOT trail design and development guidelines. Figure 7.10 provides an overview and basic comparison of the trail and bikeway classifications being applied to Carver County.

Inventory

With cooperation from local cities, Carver County has identified trails managed by local cities across the County as noted in Figure 7.11, the Trails and Trail Corridors Map. Understanding the local trail connections is important to understand the extent to which local trails and connections are provided, identify gaps in the system, and avoid duplication.

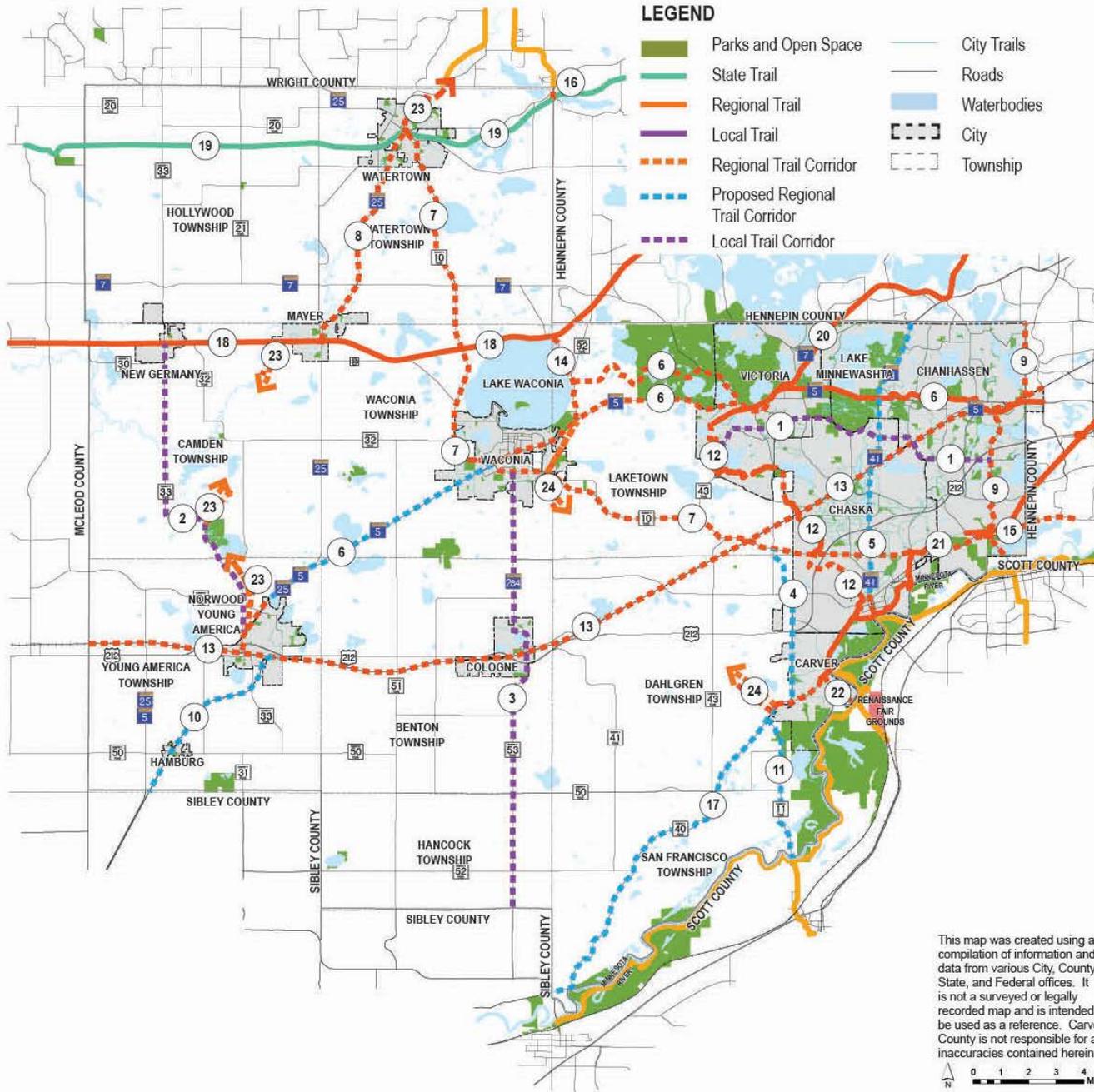
Map of Core Elements of County/Regional Level Trail and Bikeway System

The plan consists of the following core elements:

- **Destination Regional Trail Corridors** – Often located within a regional park, open space corridor, or rail to trail corridor. These trails have high aesthetic value for walking, jogging, bicycling, or inline skating; emphasize a natural, scenic setting, and create a sequence of events that appeal to the users’ desire to recreate away from a built environment. To serve pedestrians and bicyclist equally well, trail width is generally ten feet or greater, bituminous surface is preferred but a suitable natural surface may also be used, and generally has fewer intersections with roadways and accommodate longer trips. Destination trails are designated as regional or state trails.
- **Linking Regional Trail Corridors** – A paved trail most often located within road right-of-way or utility easements; emphasis is on safe travel for walking, jogging, bicycling, and inline skating to/from destinations throughout the County. Linking trails often provide nearby trail connections to a local park and trail system and can connect to destination areas in and outside of city limits. Often developed in partnership between the County and municipality, they are generally ten-foot wide bituminous surface and serve pedestrians and bicyclists equally well. Linking trails may be designated as a regional trail through the Metropolitan Council’s Park and Open Space System Plan, but may be non-regional as well.
- **Local Trails** – Trails developed within a municipality’s local road right-of-way or parks and open space areas, or permitted by the County in county right-of-way. Regional and state trails that are constructed and managed by the County, a city, or a township are not included.

Figure 6.11 (on the following page) illustrates existing and planned trail and bikeway route classification on the County map.

◇ Figure 6.11: Trails & Trail Corridors Plan



LOCAL TRAIL CORRIDORS

- ① County Rd 18 Trail
- ② County Rd 33
- ③ County Rd 53/Mn 284

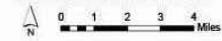
LINKING TRAIL CORRIDORS

- ④ County Rd 11 Trail
- ⑤ Highway 41 Regional Trail Search Corridor
- ⑥ Highway 5 Regional Trail Search Corridor
- ⑦ County Rd 10 Regional Trail Search Corridor
- ⑧ Western Carver County Regional Trail Search Corridor
- ⑨ Highway 101 Regional Trail Search Corridor
- ⑩ MN Prairie Line Trail
- ⑪ MN River Bluffs Extension Regional Trail Search Corridor
- ⑫ Southwest Regional Trail
- ⑬ Twin Cities & Western Regional Trail Search Corridor
- ⑭ Lake Waconia Regional Trail Search Corridor
- ⑮ County Road 61 Regional Trail Search Corridor
- ⑯ Crow River/Luce Line Trail Connection
- ⑰ County Rd 40 Regional Trail Search Corridor

DESTINATION TRAIL CORRIDORS

- ⑱ Dakota Rail Regional Trail
- ⑲ Luce Line State Trail
- ⑳ Lake Minnetonka LRT Regional Trail
- ㉑ MN River Bluffs Regional Trail
- ㉒ Union Pacific Railroad Corridor
- ㉓ Western Carver County Regional Trail (Proposed)
- ㉔ Lake Waconia-Carver Regional Trail Search Corridor

This map was created using a compilation of information and data from various City, County, State, and Federal offices. It is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.



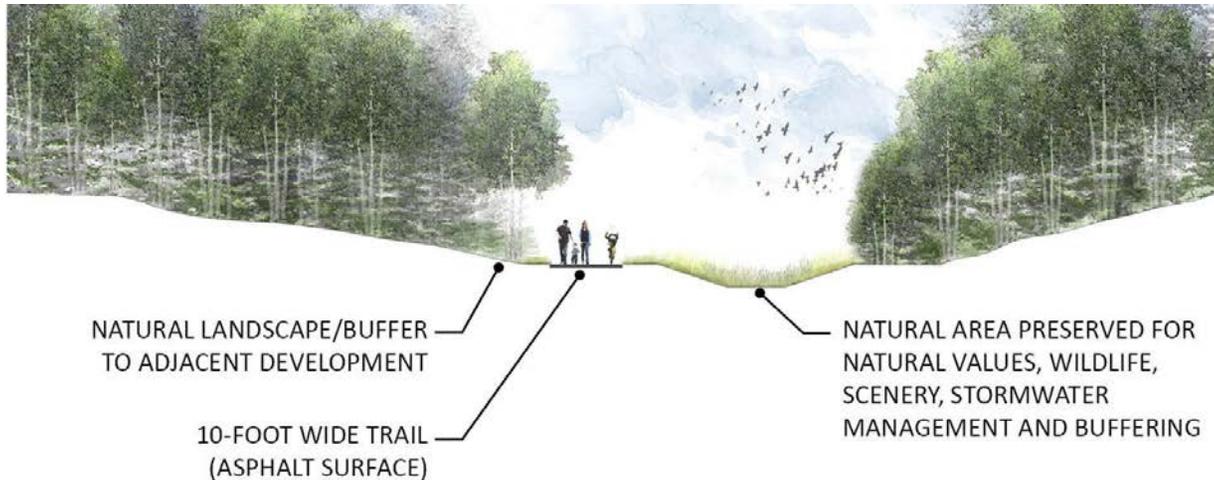
Regional Bicycle Transportation Network

The Regional Bicycle Transportation Network (RBTN) has been established to encourage planning and implementation of future bikeways by cities, counties, park agencies and the state to develop a seamless network of on-street bikeways and off-road trails to improve conditions for bicycle transportation across the region. Existing regional trails are included in the proposed RBTN system. A map of the RBTN system in Carver County is included in Appendix C, Parks and Trails Analysis.

Regional Destination Trail System

Destination trails are the highest value trails typically located in a rural setting for walking, jogging, bicycling. Destination trails are 10 to 12 feet wide, ideally with an asphalt surface, but can be of a suitable natural surface located in conservation corridor or park-type setting, and serve pedestrians and bicyclists equally well. Under this plan, developing destination trails focuses on areas subject to growth within the 2040 timeframe. These are the areas where demand for this type of trail will be highest and the opportunity to establish these corridors more time sensitive. Working collaboratively with local cities, landowners, and developers will be critical to successfully implementing the 2040 destination trail system. For added context, the following provides a general overview of each of the existing and proposed destination trail corridors as illustrated on the Trail and Bikeway Plan.

◇ Figure 6.12: Destination Trail Example



Existing Destination Trails

LUCE LINE STATE TRAIL

The Luce Line Trail is an aggregate surface State Trail located in a former rail bed that is managed by the Minnesota Department of Natural Resources. The trail extends across Carver County and will take users west to Hutchinson or east to Plymouth. There is a separate equestrian trail adjacent to the aggregate surface trail.

DAKOTA RAIL REGIONAL TRAIL

The Dakota Regional Trail is in a former rail bed that extends across from the Carver County/Hennepin County line near St. Bonifacius to the Carver County/McLeod County line west of New Germany. The trail continues east through Hennepin County to the City of Wayzata and to the west into the City of Lester Prairie on an aggregate surface. In 2018, McLeod County will pave the trail into Lester Prairie and there are plans to extend the paved trail west to the City of Hutchinson over the next several years. In Carver County, the trail is ten feet wide and asphalt paved its entire length. There are two trailheads with parking and user amenities, located in Mayer and New Germany.

LAKE MINNETONKA LRT REGIONAL TRAIL

Lake Minnetonka LRT Regional Trail has pavement through the downtown area of the City of Victoria. The remainder of the trail is primarily in an aggregate trail surface to the east County line. There are direct connections from the trail into Carver Park Reserve. Beyond Carver County, the trail continues west to the City of Hopkins.

MINNESOTA RIVER BLUFFS LRT REGIONAL TRAIL

The Minnesota River Bluffs LRT Regional Trail consists of both asphalt and aggregate surface segments. In 2016 a section of the trail was paved between Chaska and the City of Carver and a new pedestrian trail bridge was constructed over Spring Creek in Carver. In 2017 the section of the trail between Bluff Creek Drive and Chaska was paved, connecting to a previously paved segment that extends to Engler Boulevard. Beyond Carver County, the trail continues east to the City of Hopkins. However, a segment of trail east of Bluff Creek Drive remains closed because of damage caused by a landslide.

Planned 2040 Destination Trails

MINNESOTA RIVER BLUFFS EXTENSION REGIONAL TRAIL SEARCH CORRIDOR

As illustrated on the Trail and Bikeway Plan, this destination trail is essentially an extension of the Minnesota River Bluffs LRT Regional Trail. A trail master plan was completed and adopted by Carver County and the Metropolitan Council in 2011 and amended in 2013. In the future, the corridor will extend southwest to the new visitor center at the National Wildlife Refuge.

COUNTY ROAD 40 REGIONAL TRAIL SEARCH CORRIDOR

Continuation of the Minnesota River Bluffs Regional Trail to the undetermined location of the future Minnesota River Bluff regional park and on to Belle Plaine is envisioned, although most likely in a post-2040 timeframe. This portion of the trail is classified as a linking regional trail in Figure 6.11, because the trail is envisioned to be within the County Road 40 right-of-way. Due to current road conditions, collaboration with San Francisco Township and landowners will be key in establishing a corridor for all stages of planning, including the master planning process, as will seeking regional status in the Met Council Regional Parks Policy Plan.

A key concern with this trail corridor is coordinating its alignment with Chaska, Carver, USFWS, and MN DNR. The trail will be located within an approved corridor or adjacent to the refuge or WMA lands. Note that current USFWS and MN DNR land use and management policies do not allow paved trails to be developed on refuge and WMA lands. It is also not common practice for these agencies to provide an easement for a paved trail since that can inhibit land management and hunter access.

Another important aspect of this trail is making a connection to regional trails in Scott County, most likely via an existing road corridors or new Minnesota River crossing. Another option for making the connection is to establish a trail crossing in the existing rail corridor in the City of Carver. Should it not be practical to cross the Minnesota River at that location, the trail is envisioned to be within the County Road 40/County Road 11 right of way to Jordan.

LAKE WACONIA—CARVER REGIONAL TRAIL SEARCH CORRIDOR

From south to north, this destination trail corridor will ultimately connect the Minnesota River Bluffs Regional Trail in Carver, to the ultimate location of the Miller Lake Regional Park, and to the Lake Waconia Regional Park in Waconia. In the 2040 timeframe, the focus will be on establishing the south and north ends of this trail corridor in the growth areas of Carver and Waconia. Once beyond the 2040 growth boundaries of these cities, the possible alignment options for the trail become less certain given land acquisition concerns and issues previously expressed by some of the landowners in this area. Multiple planning considerations will need to be considered, including development patterns, desire to follow natural corridors, timing and location of a regional park in the Miller Lake search area, land acquisition concerns and issues previously expressed by some of the landowners in this area. Collaboration between the County, the cities of Carver and Waconia, the townships of Dahlgren and Laketown, and any affected landowners will be key in establishing a corridor.

Destination Trails– Continued

WESTERN CARVER COUNTY REGIONAL TRAIL CORRIDOR

From south to north, this regional trail corridor will ultimately make a connection between the City of Norwood Young America, Baylor Regional park, the Dakota Rail Regional Trail in the City of Mayer and north to the Luce Line State Trail in Watertown. In the 2040 timeframe, the focus will be on establishing the trail corridor in the growth areas of the three cities.

Once beyond the 2040 growth boundaries of these cities, the possible alignment options for the trail become less certain given land acquisition concerns and issues previously expressed by some of the landowners in this area. Multiple planning considerations will need to be considered, including following the Highway 25 right-of-way in select locations. Note: Watertown Township acknowledges that the Metropolitan Council’s Regional Park Policy Plan identifies the Crow River Regional Trail (referred to as the Western Carver County Regional Trail in the 2040 County Plan) with a potential future alignment through the township as a linking trail. The establishment of any future trail alignment will result from a master plan process done in cooperation with Watertown Township, Carver County, and others. Within Watertown Township, the Western Carver County Regional Trail will run along State Highway 25 within the right-of-way of the State Highway. At the time the trail is to be built, the Watertown Township Board will determine the final location of the trail through public process with Watertown Township residents. Within the Watertown City Limits, the City is planning the trail alignment from north to south along the Crow River. The City of Norwood Young America should capture ROW through future land use planning within the city limits to connect to the Western Carver County Regional Trail. The development of a trail to Baylor Park would provide for the future opportunity to extend a trail to New Germany and connect into the Dakota Rail Trail. Carver County supports the state plan to widen the shoulder of both Highway 25 and Highway 284 to create on-street bicycle facilities.

Linking Trail System

Linking trails are paved trails most often located within road right-of-way or utility easements. Emphasis is on safe travel for walking, jogging, bicycling, and in-line skating to/from destinations throughout the county. Linking trails are 10 feet wide; asphalt surfaced, located in road or street right-of-way setting, and serves pedestrian and bicyclists equally well. As the Trail and Bikeway Plan illustrates, a number of east-west and north-south county roads are identified as Bikeway/ Linking Trail Corridors. Linking trails along these routes complement the destination trail system and are also used to make key connections to destinations within growth areas. Linking trails also serve an important alternative transportation function in growth areas.

Bikeways (which in most cases will take the form of a 6-foot or wider shoulder) along identified routes are used to meet the needs of subgroup of bicyclists preferring to ride on streets and roadways for recreation, fitness, and transportation.

As with destination trails, development of the linking trail system will focus initially on growth areas. Since these trails typically fall within road rights-of-way, their development will likely occur as roads are upgraded or new roads are built to accommodate growth.

Development of the linking trails along county roads will also be coordinated with development of local level trails to ensure continuity and avoid duplication. At the county-level, developing linking trails along identified routes will take into consideration the location of nearby destination trail corridors to both avoid duplication and to take advantage of the best alignment for the user experience. Most often, the destination trail alignment will be the preferred option along any given corridor since this type of trail offers higher recreational value.

On occasion, linking trails will be used to fill in gaps in a destination trail corridor. A common example is of this is where a road corridor is the only option available to link two segments of a destination trail corridor together due to land acquisition issues, wetlands, or some other physical impediment.

Linking Trails

[SOUTHWEST REGIONAL TRAIL \(Connects Lake Minnetonka LRT and Minnesota River Bluffs LRT Regional Trails\)](#)

This linking trail corridor connects the Lake Minnetonka LRT and Minnesota River Bluffs LRT Regional Trails as shown on the plan map. The latter of these currently ends in the City of Chaska, with the northern trail ending in the City of Victoria.

A master plan for this trail connection was completed in 2006 and consists of a combination of existing local trails and newly proposed regional trail alignments, with an overall length of 13 miles. The Master Plan was approved by the Metropolitan Council, which makes the trail eligible for regional funding. Although not identified as part of the master plan for this connection, a river crossing near the downtown area of Chaska over to the Minnesota River Valley State Trail, which connects to Shakopee, is provided via the CSAH 41 bridge structure.

Linking Trails– Continued

LAKE WACONIA REGIONAL TRAIL SEARCH CORRIDOR

From south to north, this destination trail corridor makes a connection between Lake Waconia Regional Park on the south side of the lake, and the Dakota Rail Regional Trail, which is located on the north side of the lake. As illustrated on the Trail and Bikeway Plan map, the alignment of this trail is optimally located along the shoreline along the east side of the lake until CSAH 30/92, where it would then extend along the roadway, heading north, until CSAH 155. The trail would connect to the existing boat launch near the junction of CSAH 30/92 and CSAH 155 and then extend along CSAH 155 to the Dakota Rail Regional Trail. Once to CSAH 30/92, establishing the trail along the west side of the roadway would provide the most appealing experience to the trail user, albeit in close proximity to the road. The challenges with developing the trail following this alignment include limited space, steep grades, and established vegetation along the lakeshore, each of which posing significant constraints to trail development.

Future options should be explored to replace the road along the eastern edge of Lake Waconia from Lake Waconia Regional Park to the Dakota Rail Regional Trail. Presumably, the existing roadway would be relocated further to the east as part of future roadway and development planning. (Importantly, the existing private properties would require assured access under any roadway realignment scenario. The advantage, presumably, to these landowners would be that their properties would front a greenway versus a county road, with direct access to an extensive trail system and open space.)

HIGHWAY 101 REGIONAL TRAIL SEARCH CORRIDOR

The Metropolitan Council Regional Parks Policy Plan identifies a proposed Highway 101 Regional Trail, which will connect the Minnesota River Bluffs LRT Regional Trail to the Lake Minnetonka Regional Trail. The extension of this future regional trail will make an important north-south connection where no trail currently exists.

HIGHWAY 5 REGIONAL TRAIL SEARCH CORRIDOR

In 2017, Carver County completed a master plan for the Highway 5 Regional Trail to identify a regional trail corridor that extends along Highway 5 from the Carver County/Hennepin County line west through the Minnesota Landscape Arboretum and connecting to the Lake Minnetonka LRT Regional Trail and Carver Park Reserve to the west. This trail, which is listed in the Regional Parks Policy Plan, will also connect to the proposed Highway 101 Regional Trail. An alternate alignment which would route this regional trail corridor through the Carver Park Reserve and via the Lake Waconia Regional Trail is presented on the trail map. The County would seek re-alignment of this corridor in the Regional Parks Policy Plan. The alignment for this trail is identified in the TH 5 Regional Trail Master Plan and should be referenced in the comprehensive plan as well.

Carver County has identified an alternative route for the Highway 5 Regional Trail. From east to west, this trail corridor makes a connection between the proposed Lake Waconia Trail on the east side of Lake Waconia and Carver Park Reserve. As with other trails, Carver County will have to work collaboratively with the City of Waconia, Laketown Township, the City of Victoria, and Three Rivers Park District, along with landowners and developers to establish trail alignments in planning and development phases.

Once the corridor is determined to the boundary of Carver Park Reserve, Three Rivers Park District will determine the final alignment of the trail within the context of the larger master plan for the reserve. Both Carver County and Three Rivers Park District will have to collaborate with the City of Victoria to make the trail connection between Carver Park Reserve and the existing Lake Minnetonka LRT Regional Trail that now ends in Victoria.

Linking Trails– Continued

TWIN CITIES & WESTERN REGIONAL TRAIL SEARCH CORRIDOR

Existing rail corridors provide opportunities for long term trail corridors as evidenced by the Luce Line State Trail and the Dakota Rail Regional Trail corridors. Of particular note is the Twin Cities & Western Railroad (TCW) through Carver County, which would extend from the Highway 5 Regional Trail, diagonally southwest to the City of Cologne and then west to the McLeod County line through the community of Norwood Young America. Although the TCW line is not anticipated to be abandoned within the 2040 timeframe, this corridor offers a high value opportunity for a trail if it is ever abandoned. Developing a trail along this corridor if it is ever converted to a rail transit corridor should also be considered at such time as part of a multi-modal approach to transportation. Alternatively, as development along the rail line occurs, preserving land for trail development adjacent to the rail corridor may provide another way to develop this trail.

MINNESOTA PRAIRIE LINE REGIONAL TRAIL

Existing rail lines provide opportunities for long term trail corridors as evidenced by the Luce Line State Trail and the Dakota Rail Regional Trail corridors. Of particular note is the Minnesota Prairie Line heading south out of Norwood Young America and through Hamburg. Although the Minnesota Prairie Line is not anticipated to be abandoned within the 2040 timeframe, this corridor offers a high value opportunity for a trail if it is ever abandoned. Developing a trail along this corridor if it is ever converted to a rail transit corridor should also be considered at such time as part of a multi-modal approach to transportation. Alternatively, as development along the rail line occurs, preserving land for trail development adjacent to the rail corridor may provide another way to develop this trail. This potential trail corridor is not currently listed as part of the regional trail system. This potential trail corridor is not currently listed as part of the regional trail system.

COUNTY ROAD 10 REGIONAL TRAIL SEARCH CORRIDOR

The County Road 10 Regional Trail is intended to follow the road right-of-way between Watertown and Chaska. Small segments of the trail have been developed in coordination with roadway redevelopment. The establishment of any future trail alignment will result from a master plan process done in cooperation with affected Cities, Township, Carver County, and others. At the time the trail is to be built, the appropriate Cities and Townships will determine the final location of the trail through public process with residents.

WESTERN CARVER COUNTY REGIONAL TRAIL SEARCH CORRIDOR

The Western Carver County Regional Trail Search Corridor is intended to follow the road right-of-way between Watertown and Mayer. The establishment of any future trail alignment will result from a master plan process done in cooperation with adjacent cities, townships, Carver County, and others. At the time the trail is developed, the appropriate cities and townships will determine the final location of the trail through a public process with residents.

Linking Trails– Continued

ARBORETUM– LAKE MINNEWASHTA REGIONAL TRAIL CONNECTION

As the Trail and Bikeway Plan illustrates, a trail connection is proposed between Lake Minnetonka LRT Regional Trail in Victoria and Lake Minnewashta Regional Park in Chanhassen via a trail corridor through, or on the periphery of, the Minnesota Landscape Arboretum. The intent with this alignment is to create a high value destination trail experience via a greenway-type corridor through various parks, and the arboretum site, versus directly following the TH 5 corridor, which is a far less appealing experience for the trail user. Local Connections under discussion about local trail connections in Chanhassen, defining an acceptable alignment through the Minnesota Landscape Arboretum property is the most challenging aspect of this corridor that will take a collaborative effort to address. Nonetheless, given the much higher value user experience, due diligence by Carver County, the City of Chanhassen and the Minnesota Landscape Arboretum is justified and recommended in finding an agreeable alternative route to the TH 5 corridor. Within Chanhassen, the challenge will be maintaining a greenway context through existing and future developments prior to entering the regional park. The alignment for this trail is identified in the TH 5 Regional Trail Master Plan and should be referenced in the comprehensive plan as well.

COUNTY ROAD 11 REGIONAL TRAIL SEARCH CORRIDOR

The County Road 11 Regional Trail Corridor is intended to follow the road right-of-way between County Road 10 and the Minnesota River Bluffs LRT Extension Trail southwest of Carver. A short segment of the trail is already developed between County Road 44/Big Woods Boulevard and County Road 10. The establishment of any future trail alignment will result from a master plan process done in cooperation with affected Cities, Township, Carver County, and others. At the time the trail is to be built, the appropriate Cities and Townships will determine the final location of the trail through public process with residents. This potential trail corridor is not currently listed as part of the regional trail system.

MN RIVER BLUFFS EXTENSION REGIONAL TRAIL SEARCH CORRIDOR

Carver County intends to pursue a search corridor for the MN River Bluffs Extension Regional Trail extending southwest from County Road 11 toward the Sibley County line. A trail in this corridor would provide opportunities for trail use in the far southern portion of Carver County through San Francisco Township, which currently has limited trail facilities.

TRUNK HIGHWAY 41 TRAIL SEARCH CORRIDOR

The Trunk Highway 41 Trail Corridor includes segments of existing local trails and a portion of undeveloped trail between the Hennepin County line on the north and downtown Chaska. This corridor aligns with the Metropolitan Council Regional Trail Search Corridors and provides a key north/south link in eastern Carver County connecting with key regional features such as Lake Minnewashta Regional Park and the Highway 5 Regional Trail. Developing a trail plan for the undeveloped trail gap will result from a master plan process done in cooperation with other managing agencies.

COUNTY ROAD 61 TRAIL SEARCH CORRIDOR

The County Road 61 Trail Corridor is intended to follow the County Road 61 right-of-way between Bluff Creek Drive on the west and the City of Eden Prairie in Hennepin County. This corridor will connect the Minnesota River Bluffs LRT Regional Trail, Seminary Fen Scientific and Natural Area, and the Minnesota Valley National Wildlife Refuge. The establishment of any future trail alignment will result from a master plan process done in cooperation with affected Cities, Township, Carver County, and others. At the time the trail is to be built, the appropriate Cities and Townships will determine the final location of the trail

Linking Trails– Continued

Crow River Regional Trail Alignment

In 2017, Three Rivers Park District, in collaboration with Carver County and Wright Counties, adopted the Crow River Regional Trail Master Plan. The master plan identifies the Carver County 0.37 mile segment from the Luce Line State Trail (where it crosses County Road 26) to County Road 20, and east to County Road 17 (Wright County).

Local Trail System

Local trails are developed within a municipality's local road right-of-way or parks and open space areas, or permitted by Carver County in County Road right-of-way. Regional and state trails that are constructed and managed by the County, a City, or a Township are not included

Local Trails

All identified County local trails are intended to follow the road right of way.

- County Road 33
- County Road 53/ MN 284
- County Road 18

Although the Trail and Bikeway Plan highlights a number of routes for linking trails, the County is encouraged to secure enough space when acquiring future County Road right-of-way for the eventual development of linking trails separated from the roadway. This would ensure that the linking trail system could be expanded as demand warrants as growth occurs across the County.

With the bikeway system, classified as local trails in Figure 11, the primary goal with routes shown on the plan is to create a series of loops across the County that link small towns with the larger growing cities. Providing a wide shoulder and bike route signage along these roads will allow a bicyclist to safely use County Roads when out for longer recreation and fitness rides, or using their bike for transportation.

Other Trail Considerations

Hiking Trails

Natural-surfaced trails for hiking will be provided in all of the regional parks at some level, with the larger parks having more extensive looped systems to complement the paced destination trails. Natural surfaced trails may also be provided along select corridors, depending on individual site opportunities.

Mountain Biking Trails

Natural-surface, single-track trails for mountain biking may also be provided in select regional parks as warranted by documented demand. Identifying the most appropriate location for these trails will be determined as part of the master planning process for individual regional parks.

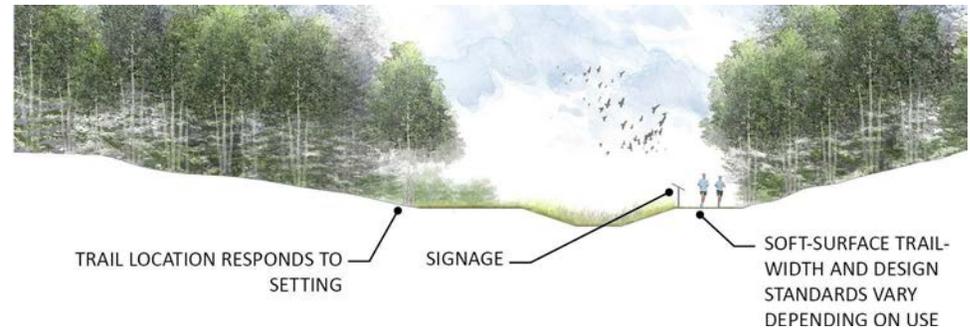
Equestrian Trails

Currently, trails for horseback riding are provided in Carver Park Reserve, which is managed by Three Rivers Park District, and along the Luce Line State Trail. At this time, there are no designated or anticipated locations for equestrian trails within any of the existing or planned regional parks within Carver County, primarily because these land units are not large enough to develop long enough trail loops. The trail plan does, however, leave open the option to consider developing an equestrian trail within a select and limited number of corridors. It is desirable but not a requirement that future equestrian trails connect with Carver Park Reserve and/or state and federal lands where equestrian trails are provided. Final determination on developing equestrian trails in these corridors would be based on several key factors, including (at a minimum): 1) clearly documented demand; 2) adequate corridor width/condition to limit impact of trail development on natural systems; and 3) approval by administering agencies of lands that the equestrian trails would connect to (i.e., USFWS, MN DNR, and Three Rivers Park District, as appropriate).

Water Trails

Water trails offer unique canoeing and kayaking opportunities to explore Carver County. The Minnesota DNR manages two water trails that extend through Carver County or along its border on the South Fork of the Crow River and on the Minnesota River. These routes are established and provide periodic access and camping locations. Carver County could enhance these water trails by developing additional river access locations along the water trail routes that would enhance the existing system. Locating new access points or camping sites would require additional consideration under separate master planning processes as does defining and addressing adjoining landowner access, trespassing, and encroachment concerns. Detailed route mapping, clearly defined access points, and routine monitoring and periodic clearing of downfalls and debris along water trails, which are conducted by the DNR, are some of the most important development considerations. Otherwise, development can be as simple as creating a small parking lot, some walk-in put-in points, or providing a small dock for launching a canoe at strategic locations. Access points should be reasonably spaced to accommodate day outings or, possibly, overnight trips.

□ **Figure 6.13: Independent Trail Alignment**



Local System Connections

Adopting Common Classification System for Parks, Open Spaces, and Trails

To ensure consistency between local and county systems, adopting a common classification system for parks, open spaces, and trails is recommended. With respect to trails, Carver County’s classifications are consistent with Minnesota DNR and MNDOT planning and design guidelines. The objective with adopting these guidelines is to ensure state-wide consistency of trail classifications and associated development standards.

In terms of hierarchy between classifications, the general recommendation is to maximize the use of destination trails at the county and local level given their high value to users. Linking trails should be used to fill in missing links and connect important destinations. Sidewalks should be used to link neighborhoods and business districts together and to the trail system. On-road bikeways are used to complete the system. Figure 14 illustrates this recommended hierarchal relationship between trails, sidewalks, and bikeways.

□ Figure 6.14: Trail and Sidewalk Hierarchy



Adopting Safe Routes to School Program (SRTS)

As defined by The National Center for Safe Routes to School, Safe Routes to School (SRTS) programs encourage and enable more children to safely walk and bike to school. According to the Federal Highway Administration (FHWA), about half of all students walked or bicycled to school in 1969 compared to fewer than 15 percent today. As research and anecdotal evidence shows, the decline in walking and bicycling has had an adverse effect on traffic congestion, air quality around schools, pedestrian and bicycle safety, greater potential for childhood health problems.

Safety issues remain a big concern for parents, who consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school. The purpose of the Federal Safe Routes to School Program is to provide funding for programs and projects that encourage children and their parents to walk and bicycle safely to school. By adopting a SRTS program, local communities can position themselves to submit grant applications for federal funding to develop safe routes to schools.

Planning, Maintenance, and Operations Initiatives

Carver County is charged with the operation of the County's parks, open space, and trail system. The Carver County Board of Commissioners establishes policies and goals for the system and, through an annual budgeting process, provides capital and operating funds for implementing the plan. A Parks Commission, appointed by the County Board of Commissioners, serves as an advisory committee advocate for enhancing park facilities, expanding programs and services, and developing new trails.

The specific responsibilities of the Parks Commission, which are outlined in County Ordinance Title III Section 30, are as follows:

- A survey of existing, proposed, and potential parks to serve as a guide to the preservation of unique areas, the protection of water and land areas and to locate leisure time areas for outdoor recreation;
- The preparation and periodic updating of a County's Comprehensive Park Plan;
- Recommendations to the Board of Commissioners for park land acquisition and methods of financing and maintenance;
- Preparation and revision of master plans for County and Regional Parks;
- Additional items as the Board of Commissioners may, from time to time, assign to the Commission for its study and report;
- Review and recommendations on the annual park budget and capital improvements program before presentation to the County Board;
- Review and make recommendations on general park operating policies;
- Initiate park policy recommendations to be presented to the County Board; and
- Review and comment on Metropolitan Parks and Open Space Commission Plans.

County Ordinances Related to Parks and Trails

Public use and enjoyment of the County Park System is controlled by Ordinance Title III Section 30, Parks Ordinance. The Ordinance was last codified November 2007 and applies only within County Parks and trail areas. The Ordinance incorporates pertinent Minnesota Statutes, and address the following:

- Regulation of Public Use
- Regulation of General Conduct
- Regulations Pertaining to General Parkland Operation
- Protection of Property, Structures, and Natural Resources
- Regulation of Recreation Activity
- Regulation of Motorized Vehicles, Traffic and Parking

Park, trail and open space properties and facilities function best with timely maintenance and operations actions that are both responsive when emergencies arise, but also planned to keep ahead of issues that stem from daily wear-and-tear. The following section identifies planning, maintenance programs and service enhancements for the Carver County park and trail system.

Planning Initiatives

Carver County has recently completed master plans for several parks and trails, including for Waconia Regional Park and Trunk Highway 5 Regional Trail. Master planning is an important component of the park and trail development process because it provides a roadmap for future improvements and expansion but they are also necessary to be eligible for certain funding sources. Once a plan is several years old, it becomes outdated and may be irrelevant. Updating or developing new master plans is also an important part of the process. For example, Baylor Park needs a new master plan. The last plan for Baylor Park was developed in the 1970s and does not fully reflect current interests or uses in the regional park.

Other elements in the Carver County park system need master planning to provide direction for improvements, including:

- Waconia Event Center Building
- Baylor Park Visitor Center
- Lake Minnewashta Group Camp Area

In addition to master plans for parks, trails and specific facilities, planning efforts for natural resource management and recreation services are very beneficial to maintaining and improving the resources across the system. Carver County will initiate a Recreation Services Program Master Plan to streamline and coordinate the activities provided by the County Park and Trail System. In addition, a Natural Resource Management Plan for all parks and open space will provide the County with a beneficial planning tool to manage the land resources in the park system.

Asset Management Programs

The need to plan for park, trail and recreation maintenance is becoming a more pressing concern for recreation managers. The high cost of developing park amenities and trails can be alarming, and maintaining the assets long-term can be costly. Carver County can utilize asset management software to track current and future maintenance activities. Carver County Parks can utilize the same system that will be used by other County departments, ensuring consistent use with the same application across all County-managed resources.

P.O.S.T. Implementation Plan

The strategy for implementing the plan establishing priorities is underpinned by two objectives:

1. Developing a balanced system offering multiple values to residents
2. Taking advantage of opportunities as they arise

At times, these objectives will be in conflict in that opportunities to develop various aspects of the system will present themselves in an unbalanced , “out-of-order” manner. As such, the implementation of the plan inherently requires a degree of flexibility to respond to opportunities as they arise. The Parks Commission and County will have to consider these issues as they occur and determine the best course of action, which may include a rethinking or departure from the stated priorities.

Regional Parks

Land for regional parks remains the top priority because it is intrinsically linked to marketplace economics and risk of opportunity lost. Setting aside these lands must occur in a timely fashion if it is to occur at all. Following through on the plan will require close collaboration between Carver County, local governments, willing landowners, and other public agencies such as MN DNR and USFWS. Acquisition priorities are as follows:

1. Acquisition of land for expansion of Baylor Regional Park. The opportunity to acquire additional land adjacent the park boundary is inherently time sensitive and should be addressed accordingly.
2. Refinement and ultimate acquisition of land for regional parks in the regional park search areas—given the time involved in this process, establishing a protocol for working with local townships, cities, and landowners to refine the search areas and develop an acquisition strategy for each parcel is a top priority. The County will ensure that land acquisition in these areas be based on opportunities arising from available land and willing landowner participation.

Fostering Local System Connections

Determining system connections with local cities coinciding with land use changes and development in growth areas is critical to the success of the destination trail system. Important steps in this process to ensure alignment on common outcomes include:

1. Formalizing local adoption of key provisions of the plan and recommendations for local system connections to ensure alignment on key planning issues and desired outcomes
2. Establish a protocol for joint implementation to achieve desired public values defined under the plan for mutual benefit
3. Coordinate funding requests for acquisition and development of regional parks and regional/local trails for mutual benefit
4. Coordinate approach to working collaboratively with landowners and developers to achieve desired public values coinciding with land uses changing or development occurring.

Development of Existing Regional Parks

With respect to development of existing regional parks, the pace of improvements will be timed with funding availability. Priorities between and within each park will be updated on a periodic basis in line with facility demands. These priorities will be reflected in the County's Five-Year CIP Program and within requests for regional park funding through the Metropolitan Council. Development priorities will possibly be influenced by a variety of circumstances, including: partnership opportunities with local units of government or other agencies to gain efficiencies, control costs, leverage funding; taking advantage of a private/public partnership; contributions (direct funding or in-kind services) from user groups, and foundations that might be focusing on a particular element of the system.

Initiative timing (short-term, mid-term and long-term) is not a precise time commitment but a general guideline or indication of potential readiness for a planning or development activity. The comprehensive plan will need to be flexible to address opportunities or unforeseen circumstances. In general, initiative time periods of short-term, which is less than five years; mid-term, which is more than five years and less than ten years; and, long term, which is more than ten years in the future are provided with the planning or development activity for each park and trail area.

Planning Initiatives define a need to complete a master plan, site plan and or feasibility study before proceeding to development of a facility.

For a project to progress to development, the project is identified in a master plan or site plan and is generally supported through the Capital Improvement Plan or Long-term Financial Plan of the County.

BAYLOR REGIONAL PARK

Planning Initiatives

- Acquisition and Master Plan Update (short-term)
- Camper Cabins and/or RV Site Plan (short-term)
- Repurpose Beach, Improve Waterfront Access for Fishing and Non-Motorized Boats Site Plan (short-term)
- Visitor Center Improvements, ADA and Functionality (short-term)
- Future Adjacent Property Acquisitions (short-term)
- Natural Resource Management Plan (mid-term)
- Splash Pad Water Feature Feasibility and Site Plan(long-term)

Development and Stewardship Initiatives

- Camper Cabin(s) and RV Sites Improvements (short-term)*
- Campground Wi-Fi Access Improvement (short-term)*
- Repurpose Beach, Improve Waterfront Access for Fishing and Non-Motorized Boats (mid-term)*
- Visitor Center Improvements, ADA and Functionality (mid-term)*
- Replace Floating Boardwalk (mid-term)*
- Natural Resource Management Restoration (mid-term)
- Parking Capacity Improvements (long-term)*

**pending master plan approval*

LAKE MINNEWASHTA REGIONAL PARK

Planning Initiatives

- Amendment to Master Plan for New Planning Initiatives
 - ◇ Single Track Mountain Bike Feasibility Study (short-term)
 - ◇ Visitor Center Site Plan (mid-term)
- Group Activity Area Site Plan (short-term)
- Architectural Work to Repurpose Concession Building to Rental Services Station (short-term)
- Natural Resource Management Plan (mid-term).

Development and Stewardship Initiatives

- Replace Destination Playground (short-term)
- New Group Activity Area (short-term)
- Repurpose Concession Building to Rental Services Station (short-term)
- Natural Resource Management Restoration (mid-term)

LAKE WACONIA REGIONAL PARK

Planning Initiatives

- Site Grading and Utility Plan, Main Park Area (short-term)
- Phase I Grading and Development Plan, Coney Island (short-term)
- Waconia Event Center Building and Repurpose Study (short-term)
- Single Track Mountain Bike Feasibility Study (short-term)
- Natural Resource Management Plan (mid-term)
- Sledding hill and Nordic Ski Loop Snow Making Enhancements (long-term).

Development and Stewardship Initiatives

- Phase I Master Plan Development of Coney Island (short-term)
- Phase I Master Plan Development of Main Land Park Area (short-term)
- Waconia Event Center Public Access and Use Improvements (short-term)
- Natural Resource Restoration (mid-term)

CROW RIVER COUNTY PARK

Planning Initiatives

- Master Plan Development (short-term)

LAKE BAVARIA BOAT ACCESS

Planning Initiatives

- Master Plan Development (short-term)

Development of Trails and Bikeways

Given its routine rating as the highest value recreational activity by people across age groups, developing the trail system is justifiably a very high priority within the county. The implementation strategy for destination trails will likely occur as demand warrants and funding is made available.

In terms of priority areas, nearer-term efforts to develop destination trails will be focused in growth areas, especially in the Waconia-Victoria and Carver areas, as illustrated on the Trail and Bikeway Plan. Completion of the TH 5 Regional Trail segment through the Minnesota Landscape Arboretum is a top priority that will be implemented. In all of the cases, the County will work collaboratively with the local cities and townships to develop these trails in a timely manner. The County will also ensure that collaboration with willing landowners is a necessary piece of any trail development. Developing connections to the Dakota Rail Regional Trail from the City of Waconia is another high priority.

With respect to linking trails along county roads, the top priority will be working with local cities to complete regional trail links within and between local systems in growth areas. Development of on-road bikeways along proposed county road routes will be coordinated with roadway upgrades, with the main focus being to include a minimum 6-foot wide shoulder along select county roads for use as a bike route. Note that development of trail/bikeway corridors could include either a linking trail or bikeway, or both, depending on the specific route circumstances and user groups being accommodated.

The following table identifies trail planning and development initiatives using the same Initiative timing (short-term, mid-term and long-term) as with parks.

◇ **Table 6.2: Trail Planning and Development Initiatives**

Regional Trail	Proposed Segment	Initiative	Implementation
MN River Bluffs	Carver Levee to County Road 11	Feasibility Study	Short-term
MN River Bluffs	Bluff Creek Drive to East County Line Segment	Master Plan	Short-term
Highway 5	Rolling Acres Road to Dell Road	Master Plan	Short-term
Highway 5	Minnewashta Parkway to Century Boulevard	Development	Short-term
County Road 20	County Line to Luce Line State Trail	Development	Short-term
Trunk Highway 41	Highway 7 to Minnesota River	Master Plan	Short-term
County Road 61	East County Line to Bluff Creek Rad	Master Plan	Short-term
County Road 11	County Road 10 south to County Road 40	System Plan Amendment	Short-term
County Road 11	County Road 40 south to County Line	Master Plan Amendment	Short-term
MN River Bluffs RT Extension	County Road 11 to Highway 25	System Plan Amendment	Short-term
Highway 284	Cologne to County Road 10 Regional Trail	System Plan Amendment	Short-term

◇ **Table 6.2: Trail Planning and Development Initiatives—Continued**

Regional Trail	Proposed Segment	Initiative	Implementation
County Road 18	101 to County Road 43	Local Planning	Short-term
Highway 101	North County Line to South County Line	Master Plan	Mid-term
County Road 10	Audubon Road to County Road 11	Master Plan	Mid-term
Lake Waconia	Dakota Rail Regional Trail to Highway 5	Master Plan	Mid-term
Western Carver County Trail	Highway 212 to Baylor Regional Park	Master Plan	Mid-term
Waconia/ Carver Trail	Lake Waconia Regional Park to County Road 10	Master Plan	Mid-term
Waconia/Carver Trail	Carver Creek to MN River Bluffs Regional Trail	Master Plan	Mid-term
Highway 5	County Road 10 to Rolling Acres Road	Master Plan Amendment	Long-term
Highway 5	Highway 212 to County Road 10	Planning– Master Plan Amendment	Long-term
County Road 10	County Road 11 to Highway 5	Master Plan Amendment	Long-term
County Road 10	Highway 5 to Highway 25	Master Plan Amendment	Long-term
Twin Cities Western	Highway 5 to West County Line	Master Plan	Long-term
Western Carver County Tail	Baylor Regional Park to Dakota Rail Regional Trail	Master Plan Amendment	Long-term
Western Carver County Trail	Dakota Regional Trail to North County Line	Master Plan Amendment	Long-term
MN Prairie Line	TC&W Railroad to Hamburg	System Plan Amendment	Long-term

Note: the proposed segment descriptions in the table above are intended to be a general description of the area. In practice, the area of a proposed trail segment initiative may be adjusted to meet identified needs at that time. Construction of trails will be strongly influenced by opportunities related to road improvements, new or adjacent developments and available funding provided through grant opportunities.

New Regional Park Acquisitions

MILLER LAKE REGIONAL PARK

Planning Initiatives

- Acquisition Master Plan (mid-term)

MN RIVER BLUFFS REGIONAL PARK

Planning initiatives

- Acquisition Master Plan (long-term)

Delivery of Public Programs and Services

Delivery of public programs and services is listed a bit lower in terms of priority due to the fact that being able to provide these is contingent on the availability of land and facilities. In fact, the delivery of programs and services should be considered lock-step with the development of a facility. Carver County's programming and related services function will continue to evolve, with continued emphasis on enhancing formal, well-organized programming. In addition, greater emphasis will be placed on informal, self-guided, and drop-in participation type of programming. More attention will also be given to staging event that bring larger groups to the various regional parks for group activities and social interaction in a natural setting. In addition to current offerings, cultural events such as music or arts-in-the-park and charity programs will be considered.

The number of activities and programs provided by Carver County Parks is increasing and the quality of those services ensures that they will continue to be in high demand. Carver County can utilize recreation management software to manage the variety of activities, classes and programs to streamline operations and reduce the management overhead associated with running these activities. ArcGIS and Active Net are two examples for recreation management systems.

Outreach Activities

There is a growing need for park programming for children and adults, including afternoon and evening activities and activities for adaptive learning. Carver County can expand its outreach to include more adaptive programs geared to outdoor learning to extend the reach of recreation programming to a broader audience of Carver County residents. Scholarship programs are another source of funding to provide more services to County residents who are unable to pay for recreation activities.

Public Awareness and Marketing

Carver County uses public relations, marketing, and media relations tools, such as a website, event planning, press releases, and promotional materials to promote their parks and trails. Carver County also collaborates with a wide array of community, business, and government organizations to promote their facilities, programs and services and to educate the public about the available resources.

Carver County Parks engages the public through several on-line and social media tools. The County website has a page dedicated to parks and trails that provides information on the parks and trails across the County, lists information about programs and events, explains how individuals can support the park system by donating or volunteering, and provides information and a link for reservations and permits.

Carver County actively posts information on social media to share news and information about the park system. Opportunities for expanding social media and on-line resources for public awareness will likely expand in the future as new media and new platforms become available. Younger park users frequently access public service information on-line and will continue to seek additional ways to engage with the County about the park system through social media.

Recreational and Educational Programming (and Related Services) Function

The programming function of Carver County will proactively strive to provide an ever-increasing variety of high quality visitor and participant experiences by organizing, promoting and delivering environmental education and recreation-based programs consistent with its mission.

Specific strategies to proactively advance this function include:

- Exploring collaborations/partnerships with other organizations, businesses, and groups to improve and expand both environmental and recreational program offerings.
- Developing a proactive marketing plan for promoting program offering by the County and its partners, with specific strategies targeting each program offering being developed as demand or opportunity warrants.
- Implementing services and programs that include people with disabilities and people from diverse ethnic backgrounds that reflect the population of Carver County and the local communities.
- Acquiring demographic data outlining current and projected regional population and recreation trends to view emerging trends.
- Further developing the interpretive potential of the various regional parks, with an emphasis on the unique qualities that each possesses.
- Ensuring staff and volunteer levels are adequate to ensure high quality experiences for participants.
- Exploring online program registration and the opportunities for online program delivery to take advantage of and respond to, advances in technology.

Service Enhancement

- Carver County Parks does not charge for the use of its trails. One strategy to increase use and opportunities for residents to use the park system is to eliminate entrance fees to parks. Removing entrance fees to all Carver county parks would expand the opportunities for all residents and users to access the great features and amenities of the park system.
- To offset the loss of revenue, one or a combination of the following could be initiated: a greater commitment of general funds, a reduction in park entrance attendants, sale of concession items, or an increase in revenue from rental services and program fees.

Customer/ Visitor Services Function

Enhancing customer service includes identifying customer expectations and determining the level of program, facilities, and services required to meet those expectations. Major issues relating to customer service include:

- Quality assurance— providing the services most important to park visitors; special focus needs to be placed on complaint handling, special requests, reservations, security, and customer information; the goal is to ensure that every customer request is addressed promptly and every effort is made to meet and exceed customer expectations.
- Feedback management— establishing a customer-oriented and effective input process for visitors to communicate their concerns or suggestions.
- Employee education and training— continually enhancing the capacity of all County staff to perform at a high level in meeting customer needs.
- Reservation systems— building upon the current system, providing a customer-friendly and efficient reservation system will continue to play a key role in providing quality customer service; using modern technology to reserve campsites, picnic shelters, meeting facilities, or to register for a program is important to enhancing service; expansion of web-based and online services will be a point of continued focus.

Administrative Function: Public Involvement

Carver County is committed to continuing public involvement through the implementation of the plan. The degree to which this will occur will vary depending on what aspect of the plan is being implemented. For larger scale projects, such as development or redevelopment of a larger amenity within a regional park, public involvement in the design process may be fairly extensive and involve representation from key stakeholders. In addition, forums for broader public input (e.g., open houses and presentations) will also be used as needed to communicate and exchange ideas with interested citizens. For smaller scale projects, notifications of interested parties would be a more appropriate approach.

The objectives associated with involving citizens in the implementation process include:

- Define stakeholders and their interest in a particular development initiative
- Understand their needs and unique perspectives
- Identify and understand concerns and problems
- Development alternatives and find appropriate solutions with input from stakeholders.

In addition to formalized processes for particular projects, Carver County will use the Parks Commission to advise the County Board on implementation initiatives as they occur. The public is welcome to attend its regularly scheduled meetings. Also, Carver County uses numerous tools to provide a consistent level of communication with interested citizens.

Funding Sources

The availability of funding to implement the Plan will have direct impact on the level of acquisition and development that can be undertaken. The table below provides an overview of funding source opportunities and probability.

◇ **Table 6.3: Funding Sources**

Source	Description/Overview	Limitations
County CIP	Currently a five-year listing of parks projects is developed and updated by the Park Department to track priorities. Selected projects are then transferred to the County's CIP as funding is allocated.	Funding levels are typically too limited to address the full range of possible acquisition and development projects. Resident willingness to increase taxes for this purpose plays a key role in funding levels.
County Bonding	The mechanism is available for parks, open spaces and trails within the limits established by the County.	Bonding is not generally used as a means to fund parks and trails.
County Highway Department	Funding is available for acquiring road right-of-way and providing shoulder use on County Roads.	This is a useful option for expanding bicycle network on existing roadways.
Metropolitan Parks CIP Funding	Matched with state funds on a 60/40 basis, the Metropolitan Council allocates funds to the ten-agency regional park system. Carver County's share is typically about 2% per funding cycle.	These grants do not require a match. The most effective strategy is to support the Metropolitan Council and other agencies in lobbying for funding at the state level.
Minnesota Environment and Natural Resources Trust Fund	The Trust Fund is a permanent fund constitutionally established by the citizens of Minnesota to assist in the protection, conservation, preservation, and enhancement of the state's air, water, land, fish, wildlife, and natural resources. Currently, 40% of new Minnesota State Lottery proceeds are dedicated to growing the Trust Fund and ensuring future benefits for Minnesota's environment and natural resources.	These grants do not require a match. However, they are very competitive.
Metropolitan Parks Acquisition Opportunity Fund	These grants are intended to help regional park agencies acquire land within Metropolitan Council-approved regional park and trail master plan boundaries. These grants finance up to 75% of acquisition costs within a limit per park agency and require matching funds to finance 25% of the costs.	A local match of 25% is required and can be significant limitation, through the match can be redeemed through a future CIP of the Metropolitan Council.
Metropolitan Council Operations and Maintenance Funds	The Council allocates state funds to regional park implementing agencies to cover a share of the cost of parks O&M every year. In 2016, the Council distributed almost \$9 million to the 10 park agencies for parks O&M, which covered about 9% of their costs.	The funding amount is determined annually. The established legislation requires the state to finance a portion of the regional systems O&M costs. Overall funding is declining in relation to increased expenses.

◇ **Table 6.3: Funding Sources—Continued**

Source	Description/Overview	Limitations
State Outdoor Recreation, LCCMR and Federal Grants	The State of Minnesota annually allocates funds for park acquisition and development projects that meet recreational needs identified by the State Comprehensive Outdoor Recreation Plan. The grants are competitive and awarded through the DNR according to project merits.	Qualifying for funding for restoration and management of the County’s natural resources has some potential. The grants are very competitive, but Carver County has been successful with funding from the Metro Greenways program of the DNR and the Federal Mitigation Fund administered by the DNR.
Land and Water Conservation Fund	The Federal Government allocates money each year to states for public acquisition and development projects. The State of Minnesota administers these grants through the DNR.	Funding availability through this program has been limited in recent years and the likelihood of the funding continuing at recent levels is unknown.
Transportation Enhancement Funding	The Federal Government allocates money each year for alternative forms of transportation, which includes bicycle trails that focus on transportation.	The Metropolitan Council has created new criteria for scoring and thus, funding of outer-ring suburban park providers has declined in recent years.
Fees/Enterprise Funds	Minnesota statute allows counties to prescribe and provide for the collection of fees for the use of any park or other unit of the park system or any facilities, accommodations or services provided for public use therein.	This is a common source of revenue for certain types of amenities, although Carver County may wish to expand user numbers by eliminating park entrance fees.
Partnerships	Relates to partnerships formed with other agencies, local cities, other counties and schools to develop, maintain and operate parks and trails on a joint-use basis.	Partnerships help to spread the cost of providing specific services and recreation initiatives.
Donations	Cash donations, gifts, volunteering and professional services donations for planning, acquisition or development purposes.	This may have limited potential for raising cash but it is important with respect to the use of volunteers to offset some program costs.
Metropolitan Council Parks and Trails Fund	The largest source of outside funding to the County Parks and Recreation Department and is appropriated annually. Provides sales tax proceeds from the Legacy Fund for new or enhanced visitor services and access, to accelerate the management, restoration and protection of natural resources, to accelerate facility maintenance and rehabilitation and to improve energy	This is a useful program for supplementing other funding sources to complete new larger projects or to provide funding for new, smaller projects and services.

◇ **Table 6.3: Funding Sources—Continued**

Source	Description/Overview	Limitations
Outdoor Heritage Funding Conservation Partners Legacy Grant Program	The Conservation Partners Legacy (CPL) Grant Program funds conservation projects that restore, enhance, or protect forests, wetlands, prairies, and habitat for fish, game, and wildlife in Minnesota. Funding for the CPL grant program is from the Outdoor Heritage Fund , created by the people of Minnesota. The CPL Program has been recommended by the L-SOHC to (and approved by) the MN Legislature annually since 2009.	The MN DNR manages this reimbursable program to provide competitive matching grants from \$5,000 to \$400,000 to local, regional, state, and national nonprofit organizations, including government entities.



IMPLEMENTATION

CARVER COUNTY

Public Services Division

Planning and Water Management Department

Government Center, Administration Building

600 East 4th Street

Chaska, Minnesota 55318

www.co.carver.mn.us/2040plan

February 2020

7. IMPLEMENTATION

The Implementation component of the Comprehensive Plan references the public programs, fiscal devices, and other actions the County is able to use to implement various elements of the Plan. These include relevant official controls such as the County’s Capital Improvement Program, the County Code, the County Zoning Map, and other adopted ordinances, policies, design guidelines, fiscal tools, and other regulations that direct, guide, and assist in development and infrastructure decisions and help to implement the plan. These include:

- References of implementation activities in each of the main planning areas of the Plan.
- A description of all relevant ordinances, public programs, and fiscal devices that ensure protection of the infrastructure and implementation of the Comprehensive Plan.
- A current zoning map and description of zoning districts that include allowable densities/intensity of uses and lot sizes.
- Information from the County’s Long Term Financial Plan, which includes subcomponents of the Capital Improvement Plan (CIP) and Transportation/Wheelage Tax, and more details related to:
 - ◇ Transportation
 - ◇ Water Resources
 - ◇ Parks, Trails, and Open Space Facilities

Information on relevant programs and official controls are provided within each topic area in earlier chapters of this plan. Implementation goals and strategies for each section can be found as follows:

- Land Use – See the Land Use Section of this plan and the individual Township Chapters.
- Roadways – See the Roadway System Plan section.
- Transit – See the Transportation section.
- Wastewater – See the Water Resources section.
- Surface Water – See the Water Resources section.
- Parks, Trails, and Open Space – See the Parks, Trails and Open Space section.

Implementation and further review and approval of these goals and strategies, along with new and ongoing initiatives, generally begin with annual and 5-year work planning and budgeting processes. Each year departments update and submit their budgets related to respective plan elements. All departmental budgets are subject to review and approval by the Carver County Board of Commissioners on an annual basis.

As part of its annual planning and budgeting process, the County prepares both a Long Term Financial Plan and a five-year Capital Improvement Plan (CIP) that includes annual budgets for physical development and infrastructure / transportation projects over the five year plan period. The CIP is a primary tool for implementing the Comprehensive Plan and the Board of Commissioner’s goals for Land Use, Transportation, Water Resources, and Parks, Trails, and Open Space. Goals, strategies, and projects are integrated into one budgeting document with desired timeframes for projects and estimated funding needs, County fiscal resources, and external funding sources. Projects originate from a wide range of County plans and design projects that generally identify estimated costs, priorities, and phasing.

In addition to being a planning tool, the Long Term Financial Plan and CIP are used by County departments, cities, townships, and other agencies to support budget and grant requests and communicate planned projects and collaborative efforts. The County works closely with its local communities and State and Regional agencies to develop the CIP. Projects are organized within the CIP according to the goals of the Comprehensive Plan and highest priority needs of respective Plan elements, but also guided by opportunities with other funding sources, projects, and initiatives from other local communities and partners at the state and regional level.

Official Controls

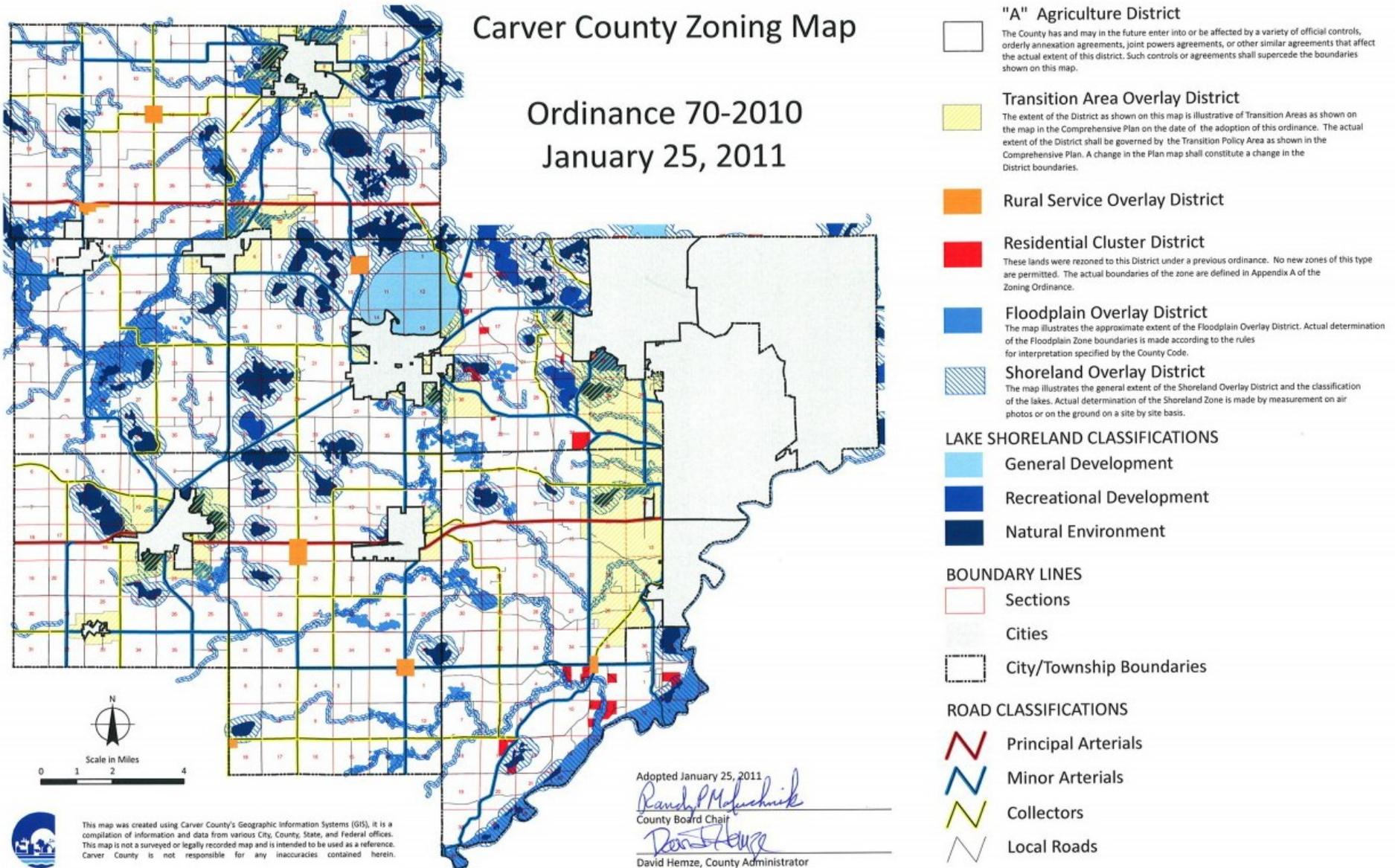
In addition to the budget process and continual, ongoing comprehensive planning and development processes, the County regularly reviews and updates its policies and ordinances to stay current and effective towards overall goals and initiatives. In a similar fashion to regular updates of the County’s Comprehensive Plan, chapters of the County Code will be reviewed and updated as appropriate within the required nine (9) months of the adoption of the new 2040 Comprehensive Plan including:

- Sewage Treatment System Ordinance
- Subdivisions & Appendix: Road Standards and Right of Way
- Zoning Codes
- Water Resource Management

As part of the implementation process the County will review and update these ordinances to be consistent with the Comprehensive Plan by fall of 2020. To bring the Zoning Codes into alignment with the 2040 Comprehensive Plan the following will need to be amended:

- Building eligibility transfer requirements
- Rural Service Overlay District areas
- Transition Area Overlay Zone general provisions

◇ Figure 7.1 Carver County Zoning Map



Zoning Category Descriptions

“A” Agriculture District—Permitted principal uses are agriculture, including animal agriculture, on parcels of 20 acres or more and single-family residences provided a building eligibility is available. The base density is 1 dwelling per 40 acres, with additional density up to 4 dwellings per 40 acres allowed in some areas.

Transition Area Overlay District—Provides increased restrictions for animal agriculture and residential density. Properties included in this district are identified in a City Comprehensive Plan as being annexed by 2040.

Rural Service Overlay District—Allows for land uses supporting the agricultural economy and serving the needs of the surrounding community. This can include rural community-related uses serving the needs of the people of the immediate area or agricultural support.

Residential Cluster District—Keeps in place ongoing provisions of the previous Residential Cluster District, which allowed clusters of single-family residences. No additional land can be rezoned to this District.

Amendments

As this is a long range policy document, amendments may be required during the lifespan of the plan. Revisions to the Plan must be reviewed by county staff and any affected townships. A public hearing is required prior to approval by the County Board of Commissioners. Amendments must also be reviewed by regional planning agencies and adjacent jurisdictions to determine impacts on regional systems. Subsequent amendments may be required for the county's Zoning Ordinance and Map.

2018-2019 LONG TERM FINANCIAL PLAN

Executive Summary

The 2018-2019 Long Term Financial Plan fulfills the County Board’s direction to “connect financial strategies to the County’s short and long-term strategic goals and objectives. The Plan is not a budget but rather a non-binding assertion of future intent. Ideally, individual elements of the Plan will systematically be rolled forward each year until they are brought in the Annual Budget process for approval and implementation.

The Plan focuses on the four areas which will significantly impact future property tax levy and budgets:

- A. Capital improvement Plans (CIPs) for New Capital Projects
- B. Five Year Replacement Schedule for Facilities, Vehicles and Equipment
- C. Bond Sales and Debt Services
- D. Personnel Costs

A. Capital Improvement Plans (CIPs) for New Capital Projects

CIP Revenue Summary—New Considerations

County Wheelage Tax: In 2013, the County Board approved a \$10 wheelage tax which generated approximately \$860,000 annually from auto and motorcycle license renewals. The State Legislature now allows a County to collect a \$20 wheelage tax. In 2017, the Carver County Board adopted the increase in wheelage tax from \$10 to \$20 per vehicle effective January 1, 2018 to fund transportation specific projects through 2038. This is estimated expected to generate \$1.7 million from auto and motorcycle license renewals for County road and bridge projects.

1/2 Cent Sales Tax: The State Legislature allows counties to collect a 1/2 cent sales tax for transportation and transit capital projects and transit operating costs. On May 2, 2017, the Carver County Board adopted a half percent local option sales tax dedicated to funding road and bridge projects over 20 years. This is estimated to generate approximately \$3.5 million annually for County road and bridge projects.

Request for State Bonding: A County Board Legislative Priority for 2017 that is being considered again for 2018 is a request for \$5 million in State Bonds that would be matched by \$5 million in County bonds to pay for a \$10 million Phase I Development Project for Lake Waconia Regional Park. The debt service for the County bond sale would be approximately \$330,000 per year for the next 15 years.

CIP Revenue—Existing

Road and Bridge Tax Levy: The County Board has directed that the \$1.9 million tax levy for road and bridge annual maintenance be increased \$100,000 for the next 7 years to finance the Road Preservation Plan.

CIP Revenue—Existing—Continued

State, Federal, and Local funds: New road and bridge construction projects are financed from the Highway Users Tax Distribution (fuel Tax, License Fees and Motor Vehicle Sales Tax), Sales Tax on Leased Vehicles, Federal, State, Regional, and Local grants and contributions along with a \$4.5 million debt service levy for bond sales.

State County Program Aid (“CPA”): The recommended 2018 budget has approximately \$320,000 in un-allocated 2018 CPA which will be directed to the CIPs according to the following percentages: 50% Road and Bridge CIP; 25% Park & Trail CIP; 25% Building CIP

Sate Sales Tax “Legacy Fund”: The 2008 State Legislature increased the State sales tax and allocated a portion of the new revenue to expand parks and trails throughout the State. The County’s share of these new funds is expected to be approximately \$350,000. These funds commonly referred to as “Parks and Trails Legacy Funds,” are being used for local match to Federal Grants for Extension of the MN River Bluffs Regional Trail and trail pavement resurfacing.

Metropolitan Council Re-imbusement for Park Land Acquisition: The County is currently reimbursed 100% from the Metropolitan Council for parkland acquisitions that are included in the County’s Regional Park Master Plan. The reimbursement formula is currently up to \$1.7 million of the purchase price reimbursed at the land acquisition closing and then a biannual reimbursement of up to \$470,000. Based on the current reimbursement formula, the County will be waiting until 2024 for full reimbursement from the Met Council for previous land acquisitions.

CIP Project Summary

Buildings CIP: Building projects related to on-going maintenance, increasing security and expanding square footage are included in the Building CIP. These projects include:

- Furnishing a new Chaska library
- Building Master Space Plan Study

Funding for these building projects has not been identified at this time.

Roads and Bridges CIP: The County completed a 2014 amendment to the 2030 Road System Plan (RSP). The RSP identifies \$860 million of road and bridge projects to meet the needs of the projected growth in population and employment by 2040. This includes \$670 million for County roads and bridges and \$190 million for critical State highway projects. Roadway projects from the 2014 Amendment are incorporated into the 2040 Plan; however, the 26 projects identified in the Transportation Tax Projects map in Figure 4.2 are priority projects for the next 20-years.

Road and bridge needs include preservation (overlays), bridge replacement, safety enhancements (turn lanes, traffic signals, roundabouts, etc.), system expansion (added lanes), system connectivity (new roads and bridges), and reconstruction (rebuilding existing roads without adding lanes). A 6-year Road and Bridge Plan is being updated to recognize the additional funding from the 1/2 cent sales tax and increased wheelage tax which were approved in 2017 by the County Board.

The plan funds traditional preservation, bridge replacement and safety enhancement goals as well as partially funds high priority expansion, connectivity and other emerging regionally significant projects. The CIP identifies projects that are traditional and development driven as the County has a cost participation policy that differs for each.

Parks and Trails CIP: This CIP focuses on sustainability projects to maintain the County’s existing park and trail system as well as the next round of park and trail development projects. Additional resources may need to be identified in order to complete park and trail development projects on a timely basis. Options to address this potential financing gap are being developed by the Park Board and County staff.

B. Five Year Replacement Schedule for Facilities, Vehicles and Equipment

The Administrator Recommended 2018 Budget includes a \$1.4 million in levy funding to replace facilities, vehicles, and equipment. This plan includes a five-year replacement schedule for Facilities, Vehicles and Equipment based on division requests for 2019 through 2023. These capital replacement requests will be rolled forward each year until they become part of current year Budget process. The five year replacement schedule relies on a \$100,000 a year increase to the \$1.4 million levy over the next five years. The County Board has been supportive of this \$100,000 a year increase in levy dollars to create an orderly and scheduled replacement of County facilities, vehicles and equipment.

C. Bond Sales and Debt Service

Pay-as-you-go financing is the County Board’s preference for financing Building and Park & Trail projects. Other than the potential match to the \$5 million State Bonding request for a Lake Waconia Regional Park development project, there are no current plans to issue debt in either the Building CIP for the Park & Trail CIP.

The 2019-2023 Road and Bridge CIP is being updated to reflect the additional funding from the 1/2 cent sales tax and wheelage taxes that were approved in 2017. Depending on the success of various State and Federal grant applications, County bonds may be necessary to provide matching grant dollars for high priority projects. The majority of the projects in the Road and Bridge CIP are funded by external funding sources that have been secured.

D. Personnel Costs

Personnel costs are the largest and have been the fastest growing portion of the County’s operating budget. The Long-Term Financial Plan identifies strategies for addressing the three major drivers of personnel costs:

- Requests for Additional Levy Funded Staffing
- Employee Health Insurance
- Other Post-Employment Benefits (OPEB)

CAPITAL IMPROVEMENT PLAN (CIP) AND TRANSPORTATION SALES/WHEELAGE TAX

A Capital Improvement Plan (CIP) is created to provide a stable and sustainable road-map for funding future capital projects. Financing and developing capital projects often takes several years due to the increasingly complex financial and regulatory environment. A CIP ensures a long-range perspective for capital projects and provides for efficient project tracking from their inception to construction. The CIP shows how the County will support and implement the timing and financing of public improvements necessary for planned growth, including the timing and sequence of major local public facilities that will ensure development in accordance with the plan. The CIP includes budgets and expenditure schedules for transportation, sewers, water supply, and parks, trails, and open space facilities.

By design, a CIP is fluid because future priorities can change dramatically based on current circumstances. Thus, projects listed for the next year are approved in the Annual Budget, whereas projects listed beyond the next year are considered merely placeholders.

The County's CIPs have been developed by prioritizing a list of capital projects based on the estimated earliest year needed. The estimated total project cost is listed and includes construction costs, soft costs (engineering, legal, administration), and contingencies. An inflation factor is then added based on the number of years before the project is estimated to start. Funding sources are also identified. At the bottom is a summary of the projected fund balance for future years based on the timing and cost of the projects and the estimated funding sources. Projected deficits in future years indicate that additional capital project funding needs to be identified and/or capital projects need to be pushed back until the necessary financial resources are available.

The CIP and Transportation Tax information is separated into three sections and can be found on the following pages:

1. Transportation (pages 7.8 to 7.14)
2. Parks, Trails and Open Space (pages 7.15 to 7.16)
3. Water Resources (page 7.17)

CARVER COUNTY PUBLIC WORKS 2018-2023 ROAD AND BRIDGE CONSTRUCTION PLAN Traditional and Development Driven Projects

Revised: Feb-18

2020					FUNDING SOURCE														
JOB / SERVICE # 03-01-00-xxxx	PR#	PROJECT / ROAD DESCRIPTION	Budget Year	A/C	A/C 299	A/C 399	A/C 599	A/C 699	A/C 899	COUNTY							CPA		
					SAR	SAM	FEDERAL	MUNL / ST.	BRIDGE	BOND	BOND INT	FUND BALANCE	TAX 1	TAX 2	OTHER	ST		WT	
		Transfer	2020	PS	320,000								75,083	15,000			308,667	315,000	
8820	208820	ACCUMULATED UNASSIGNED TRANSPORTATION TAX - \$5662373	2020	CON													2,626,123	3,036,250	
8000	188845	OVERLAYS/REHAB	2020	CON	2,062,113								1,600,000					602,873	
8726	148726	TH 101 Reconstruction from CSAH 61 to Pioneer Trail. (City Lead)	2020	PS				2,600,000											
			2020	CON				21,000,000							650,000		650,000		
			2020	ROW				6,800,000											
8744	148744	CSAH 32 Bridge over Crow River (10514)	2020	PS	12,000					750,000									
			2020	CON	1,000,000														
			2020	ROW	25,000														
8749	148749	CSAH 50 Bridge #L2787 over Bevens Creek.	2020	PS	75,000														
			2020	CON	1,290,000				410,000										
			2020	ROW	25,000														
8787	158787	CSAH 44 Reconstruction from CSAH 11 to TH212 (City Lead)	2020	PS	225,000			100,000											
			2022	CON															
			2021	ROW															
8793	158793	CSAH 10 shoulder widening TH 25 to Wright County Line (Land Acq.)	2020	PS															
			2020	CON															
			2020	ROW	100,000														
8794	158794	CSAH 24 shoulder widening from CSAH 10 to Hennepin County Line (Land Acq.)	2020	PS															
			2020	CON															
			2020	ROW	100,000														
8818	178818	County Road 117 (Galpin Blvd.) from Highway 5 to North County Line	2020	PS				210,000										490,000	
			2022	CON															
			2021	ROW															
8822	178822	CSAH 11/18/43 Intersection Improvements	2020	PS															
			2020	CON	400,000			50,000										50,000	
			2020	ROW															
8015	208015	Safety Set Aside	2020	CON									175,000						
8016	208016	Signing/Striping /Signals	2020	CON									400,000						160,000
2005B		2005 Bond Sale (9.9M) 212	2005	DS											923,779				
2008B		2008 Bond Sale (11.4M) CSAHs	2008	DS											1,070,400				
2012B		2012 Bond Sale (1.46M) Engler	2012	DS											149,325				
2014B1		2014 TRLF (15.7M) 101/61 Y	2014	DS											1,155,000				
2014B2		2014 Bond Sale (10M) 10, 61/101 Y, 61 E	2014	DS											750,475				
		PROFESSIONAL SERVICES			632,000			2,910,000					75,083	15,000			798,667	315,000	
		CONSTRUCTION			4,752,113			21,050,000	1,160,000				2,175,000		650,000		700,000	602,873	160,000
		RIGHT-OF-WAY			250,000			6,800,000											
		DEBT SERVICE												4,048,979					
2020 TOTALS					5,634,113			30,760,000	1,160,000				75,083	2,190,000	4,048,979	650,000	1,498,667	917,873	160,000
										47,094,715									
					1/2 percent sales tax and \$20 Wheelage Tax														
					Was funded with CPA. New funding source not yet determined. One time from 101/61 Turnback repayment =														
					GROWTH LEVY: \$100,000 Additional Levy - LTFP goal														
										\$650,000									

**CARVER COUNTY PUBLIC WORKS
2018-2023 ROAD AND BRIDGE CONSTRUCTION PLAN
Traditional and Development Driven Projects**

Revised: Feb-18

2023 Construction CIP					FUNDING SOURCE													
JOB / SERVICE # (03-01-000-0000)	PR#	PROJECT / ROAD DESCRIPTION	Year	A/C	A/C 299 SAR	A/C 399 SAM	A/C 599 FEDERAL	A/C 699 MUNIL / ST.	A/C 899 BRIDGE	COUNTY						CPA		
										BOND	BOND INT	FUND BALANCE	TAX 1	TAX 2	OTHER		ST	WT
		Transfer	2023	PS	320,000								180,000			357,321	315,000	
		ACCUMULATED UNASSIGNED TRANSPORTATION TAX = \$4926673	2023	CON												3,863,785	1,063,488	
8820	238820																	
8000	990099, 990138, 880011, 880022	OVERLAYS/REHAB	2023	CON	674,927								1,820,000		650,000		659,682	
8015	228015	Safety Set Aside	2023	CON									175,000					
8016	228016	Signing/Striping /Signals	2023	CON								55,000	315,000					160,000
8824	178824	CSAH 61 Reconstruction from Engler Blvd. to Bluff Creek Dr.	2023	PS				666,281										
			2023	CON				6,662,812										
			2022	ROW														
2005B		2005 Bond Sale (9.9M) 212	2005	DS										done				
2008B		2008 Bond Sale (11.4M) CSAHs	2008	DS														
2012B		2012 Bond Sale (1.46M) Engler	2012	DS										150,000				
2014B1		2014 TRLF (15.7M) 101/61 Y	2014	DS										1,155,000				
2017B		CSAH 18 Extension+Engler Blvd (\$13M)	2017	DS										650,000				
2014B2		2014 Bond Sale (10M) 10, 61/101 Y, 61 E	2014	DS										751,000				
		PROFESSIONAL SERVICES			320,000			666,281					180,000			357,321	315,000	
		CONSTRUCTION			674,927			6,662,812				55,000	2,310,000		650,000		659,682	160,000
		RIGHT-OF-WAY																
		DEBT SERVICE												2,706,000				
2023 TOTALS					994,927			7,329,093				55,000	2,490,000	2,706,000	650,000	357,321	974,682	160,000
					15,717,022													
					1/2 percent sales tax and \$20 Wheelage Tax													
					Was funded with CPA. New funding source not yet determined. One time from 101/61 Turnback repayment =													
					\$650,000													
					GROWTH LEVY: \$100,000 Additional Levy - LTFP goal													

Carver County 20 Year Transportation Tax Implementation Plan
 2018—2037 Sales Tax and Wheelage Tax Projects—Adopted May 2, 2017
 CIP/Priority Scenarios as of March 28, 2018

County Road Projects		State Road Projects	County Road Rehab Projects			
Map Reference #	Project #	Project Description	CIP	Priority	Cost	
1	158788	County Road 44 and Highway 212 Interchange	2018-2023	A (CIP)	\$11,950,000	
2	158786	County Road 44 from W. of County Road 61 to Highway 212	2018-2023	A (CIP)	\$4,700,000	
3	158787	County Road 44 from County Road 11 to Highway 212	2018-2023	A (CIP)	\$3,760,000	
4	148760	County Road 10 (Engler Blvd.) from Clover Ridge Dr. to County Highway 11	2018-2023	A (CIP)	\$11,850,000	
5	108365	County Road 18 Extension (82nd St) from Bavaria Rd. to Highway 41	2024-2028	B	\$14,690,000	
6	178818	County Road 117 (Galpin Blvd.) from Highway 5 to North County Line	2018-2023	A (CIP)	\$8,670,000	
7	158781	County Road 11/County Road 40 (S) Intersection	2024-2028	B	\$2,390,000	
8	178819	County Road 10 (Engler Blvd.) from Highway 41 to Highway 212	2024-2028	B	\$11,070,000	
9	178821	County Road 10 (Engler Blvd.) from Highway 41 to County Road 61	2024-2028	B	\$7,600,000	
10	178822	County Road 11/County Road 18/43 Intersection	2018-2023	A (CIP)	\$440,000	
11	178823	County Road 10 from County Road 11 to County Road 43 (W.)	2029-2033	C	\$24,240,000	
12	138725	East Waconia Bypass from County Road 10 to Highway 5	2029-2033	C	\$17,100,000	
13	178824	County Road 61 (Flying Cloud Dr.) from Engler Blvd. to Bluff Creek Dr.	2018-2023	A (CIP)	\$8,200,000	
14	168812	County Road 11 (Johnathan Carver Pkwy.) from 6th St. to County Road 40	2034-2037	D	\$15,570,000	
15	178830	Highway 41/Lyman Blvd. Intersection	2018-2023	A (CIP)	\$4,080,000	
16	178831	Highway 25 from High Street to White Street	2034-2037	D	\$0	
17	148726	Highway 101 Bluff from Flying Cloud Dr. to Pioneer Trail	2018-2023	A (CIP)	\$30,770,000	
18	178833	Highway 5/Rolling Acres Rd. Intersection	2018-2023	A (CIP)	\$4,500,000	
19	178825	Highway 212 from Carver to Cologne	2018-2023	A (CIP)	\$43,690,000	
20	178832	Highway 7/Rolling Acres Rd. Intersection	2024-2028	B	\$3,690,000	
21	178834	Highway 41 from Mn River to Walnut Court and County Road 61 From Highway 41 to East Chaska Creek	2018-2023	A (CIP)	\$18,740,000	
22	178820	Highway 41/County Road 10 (Engler Blvd.) Intersection	2024-2028	B	\$8,300,000	
23	178827	Highway 5 from Highway 41 to Rolling Acres Rd.	2024-2028	B	\$23,880,000	
24	178826	Highway 212 from Cologne to Norwood Young America	2029-2033	C	\$69,210,000	
25	178828	Highway 5 from Rolling Acres Rd. to Victoria Dr. (W.)	2034-2037	D	\$27,280,000	
26	178829	Highway 5 from Birch Street to Highway 284	2018-2023	A (CIP)	\$5,630,000	

Carver County 20 Year Transportation Tax Implementation Plan
 2018—2037 Sales Tax and Wheelage Tax Projects—Adopted May 2, 2017
 CIP/Priority Scenarios as of March 28, 2018

County Road Projects		State Road Projects	County Road Rehab Projects		
27	158791	County Road 20 from West County Border to County Road 33	2018-2023	A (CIP)	\$1,004,353
28	188845	County Road 50 from County Road 41 to County Road 40	2018-2023	A (CIP)	\$2,379,387
29	158793	County Road 10 from County Road 20 to North County Border	2018-2023	A (CIP)	\$642,523
30	158794	County Road 24 from County Road 10 to East County Border	2018-2023	A (CIP)	\$3,451,269
31	880002	County Road 11 from Highway 5 to Highway 7	2024-2028	B	\$2,858,561
32	188844	County Road 40 from County Road 52 to South County Border	2018-2023	A (CIP)	\$3,961,341
33	178838	County Road 20 from County Road 33 to Highway 25	2018-2023	A (CIP)	\$2,614,346
34	880022	County Road 50 from West County Border to Highway 5	2018-2023	A (CIP)	\$846,386
35	880008	County Road 27 from County Road 10 to North County Border	2024-2028	B	\$1,035,602
36	880011	County Road 50 from County Road 31 to County Road 33 (W)	2018-2023	A (CIP)	\$1,957,318
37	880023	County Road 51 from Highway 212 to Highway 5	2024-2028	B	\$2,018,838
38	880009	County Road 30 from Highway 25 to County Road 10	2024-2028	B	\$3,998,074
39	990040	County Road 34 from County Road 33 to Highway 212	2024-2028	B	\$1,241,435
40	880010	County Road 40 from County Road 11 to County Road 50	2024-2028	B	\$2,436,759
41	990069	County Road 40 from County Road 61 to Oak Street	2024-2028	B	\$639,339
42	880005	County Road 53 from 2000' N of County Road 152 County Road 50	2024-2028	B	\$2,597,542
43	880006	County Road 53 from County Road 50 to S. County Border	2024-2028	B	\$3,309,949
44	990047	County Road 40 from County Road 50 to County Road 52	2024-2028	B	\$3,770,492
45	880014	County Road 30 from West County Border to County Road 33	2029-2033	C	\$1,557,929
46	880013	County Road 50 from County Road 40 to County Road 11	2029-2033	C	\$2,010,716
47	880015	County Road 31 from County Road 33 to Highway 212	2029-2033	C	\$1,108,156
48	990074	County Road 23 from 7th Street to Highway 7	2029-2033	C	\$755,770
49	880017	County Road 33 from NYA to County Road 50	2029-2033	C	\$1,885,608
50	880024	County Road 33 from County Road 135 to County Road 30	2034-2037	D	\$4,568,439
51	880016	County Road 92 from County Road 155 to North County Border	2034-2037	D	\$1,117,656
52	880018	County Road 33 from Highway 212 to County Road 135	2034-2037	D	\$2,113,827
53	880020	County Road 21 from County Road 122 to North County Border	2034-2037	D	\$2,032,837
					\$439,914,450

Parks and Trails Capital Improvement Plan

**PARKS & TRAILS
CAPITAL IMPROVEMENT PLAN - Fund #34
2018**

DESCRIPTION	PERCENT PAID BY Others	ESTIMATED YEAR NEEDED	ESTIMATED PROJECT COST	ESTIMATED PROJECT COST PLUS INFLATION	COUNTY CIP	State Bonding/Grants /Advanced Funding
TH 5 Arboretum Trail	0	2018	\$ 1,850,000	\$1,850,000	\$ 378,000	1,472,000
Lake Waconia Regional Park - Phase I Redevelopment	0	2020	9,200,000	10,000,000	5,000,000	5,000,000
Lake Minnewashta Regional Park - Playground Equipment	0	2020	650,000	700,000	700,000	-
Lake Minnewashta Regional Park - Contact Station	0	2022	90,000	100,000	100,000	-
Lake Minnewashta Regional Park - Group Camp Area	0	2023	280,000	300,000	300,000	-
Baylor Park Visitor Center	0	2021	450,000	500,000	500,000	-
Totals Project Costs			\$ 12,520,000	\$ 13,450,000	\$ 6,978,000	\$ 6,472,000

<u>Projected Cash Flows</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
BEG. FUND BALANCE : (Not Designated for Park Land Acquisition)	\$ -	\$ 27,000	\$ 432,000	\$ 137,000	\$ 42,000	\$ 347,000
Sales Tax Legacy Allocation	350,000	350,000	350,000	350,000	350,000	350,000
State Aid - 25% to Park & Trail CIP	80,000	80,000	80,000	80,000	80,000	80,000
Funding to be Determined	-	-	5,000,000	-	-	-
Park and Trail Sustainability Projects	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)
Parks & Trails Construction Project Costs	<u>(378,000)</u>	<u>-</u>	<u>(5,700,000)</u>	<u>(500,000)</u>	<u>(100,000)</u>	<u>(300,000)</u>
PROJECTED YEAR END FUND BALANCE: (Fund #34)	\$ 27,000	\$ 432,000	\$ 137,000	\$ 42,000	\$ 347,000	\$ 452,000

Parks and Trails Capital Improvement Fund

Category		2016 Actual	2017 Budget	2018 Approved Budget	Dollar Inc/Dec.	Percent Inc/Dec.
REVENUES:						
5000	Taxes & Penalties	-	-	-	-	0.00%
5100	Licenses & Permits	-	-	-	-	0.00%
5200-5400	Intergovernmental	2,014,119	661,534	2,556,174	1,894,640	286.40%
5500	Charges for Services	-	-	-	-	0.00%
5600	Fines & Forfeitures	-	-	-	-	0.00%
5700	Investment Earnings	-	-	-	-	0.00%
5750	Gifts & Contributions	900,000	-	-	-	0.00%
5800-5900	Other Revenues	504,279	-	-	-	0.00%
TOTAL REVENUES		3,418,398	661,534	2,556,174	1,894,640	286.40%
EXPENDITURES:						
6000	Public Assistance	-	-	-	-	0.00%
6100	Personal Services	-	-	-	-	0.00%
6200-6300	Services & Charges	-	-	-	-	0.00%
6400-6500	Material & Supplies	-	-	-	-	0.00%
6600	Capital Outlay	2,052,161	661,534	2,556,174	1,894,640	286.40%
6700	Debt Services	-	-	-	-	0.00%
6800	Other Expenses	360,896	-	-	-	0.00%
6900	Transfers	-	-	-	-	0.00%
TOTAL EXPENDITURES		2,413,057	661,534	2,556,174	1,894,640	286.40%
RESERVES USED		-	-	-	-	0%
DIFFERENCE BETWEEN REVENUES & EXPENDITURES		1,005,341	-	-	-	0%

The Parks and Trails Capital Improvement Fund accounts for the financial resources used for the acquisition or construction of parks and trails or improvements to existing parks and trails.