



Norwood Young America Planning Commission
Tuesday, October 2, 2018
Norwood Young America City Council Chambers, 310 Elm St. W.
6:00 p.m.

AGENDA

1. Call to Order
Pledge of Allegiance
2. Oath of Office
3. Adoption of Agenda
4. Approve Minutes of September 5, 2018 meeting
5. Introductions, Presentations, and Public Comment
(Citizens may address the Planning Commission about any non-agenda item of concern. Speakers must state their name, address, and limit their remarks to three minutes. The Planning Commission will take no official action on these items, but may refer the matter to staff for a future report or direct that the matter be scheduled for a future meeting.)
6. Public Hearings
 - A. Fence Code Amendment – Front and Corner Street Side Yard Requirements
 - B. Sign Code Amendment – Wall Signs
7. Old Business
 - A. Fence Code Amendment – Front and Corner Street-Side Yard Requirements
 - B. Sign Code Amendment – Wall Signs
 - C. 2040 Comprehensive Plan Update
 - D. CUP Audit
8. New Business
9. Miscellaneous
 - A. September Building Permit Report
10. Commissioner's Reports
11. Adjourn

UPCOMING MEETINGS

- | | |
|--------------------------|--|
| October 2 nd | Planning Commission meeting 6:00 p.m. |
| October 8 th | City Council meeting 6:00 p.m. |
| October 10 th | Economic Development Commission 6:00 p.m. |
| October 16 th | Parks & Recreation Commission meeting 5:30 p.m. |
| October 17 th | Joint Meeting – City Council, PC, EDC, & Chamber Board 6:00 p.m. |
| October 22 nd | City Council Work Session/EDA/Regular meeting 6:00 p.m. |

**Jerry
Barr**

**John
Fahey**

**Bill
Grundahl**

**Paul
Hallquist**

**Mark
Lagergren**

**Mike
Eggers**

**Craig
Heher
Council
Liaison**

*Norwood Young America
Planning Commission Minutes
September 5, 2018*

Present: Commissioners Mike Eggers, John Fahey, Bill Grundahl, Paul Hallquist, and Craig Heher.

Absent: Mark Lagergren

Staff: City Administrator Steve Helget and Planning Consultant Cynthia Smith Strack.

Public: Theresa Peterman and Kevin Wollum.

1. Call to Order.

The meeting was called to order by Chair Heher at 6:00 pm. All present stood for the Pledge of Allegiance.

2. Adoption of Agenda.

Chairperson Heher introduced the agenda.

Motion – Eggers, second Fahey to approve the agenda as presented. The agenda was approved 5-0.

3. Approval of Minutes from the Regular Meeting July 31, 2018.

Heher introduced the minutes from the July 31, 2018 regular meeting.

Motion – Fahey to approve the July 31, 2018 meeting minutes. Seconded by Grundahl. With all in favor the minutes were approved 5-0.

4. Public Comment.

No one spoke during the public comment agenda item.

5. Public Hearings.

There were no public hearings scheduled.

6. Old Business.

A. Fence Code Amendment – Front and Corner Street-Side Yard Requirements.

Chairperson Heher introduced the agenda topic. Strack noted the Planning Commission agreed at their June meeting to review fencing requirements for front and corner street side yards. The Commission did so after learning several chain link fences had been approved for placement in street-side corner yards which are treated as front yards. The existing chain link fences in corner side yards are technically

inconsistent with the Code. The Commission requested sample language be drafted which would allow chain link fences in front/corner street side yards.

Strack referred to current language pertaining to fences and suggested language for consideration which was included in the packet. Strack requested review and consideration of the following changes (underscore text proposed to be added):

Pertaining to clear sight lines: No fence shall be erected on a corner lot that will obstruct or impede the clear view of an intersection by approaching traffic within a sight triangle defined by measuring thirty (30) feet from intersecting streets.

Pertaining to fence materials: All fences shall be constructed of durable materials such as treated or painted wood, cedar, chain link, aluminum, wrought iron, and similar materials intended to be used for fencing in urban areas. Agricultural fences, woven wire, electric wire, plastic, and fences made of flimsy or non-traditional materials/items are prohibited. Barbed wire is prohibited in residential districts but may be allowed on the top of fences in commercial and industrial districts as provided under Subd. 5 “Fencing in Commercial, Business, and Industrial Districts”.

Amending types of fences allowed in front and street side corner yards to provide: Fences located within the front yard or side-street yard to the right-of-way shall ~~be ornamental in design and the height of the fence be at least fifty (50) percent opaque and shall not exceed three and one-half (3 ½) four feet in height~~ as measured from grade.

Referencing razor wire security fencing in commercial/industrial areas.

The Commission discussed proposed changes. Commissioner Fahey requested the concept of ‘sight triangle’ be further defined or described.

Commissioners discussed chain link fences in front of residential dwellings at length. Some members were concerned an aluminum chain link fence would contribute negatively to corridor aesthetics. Other members expressed willingness to consider chain link fences which were color treated and set back from the property line. Strack was directed to bring alternative language.

Heher asked City Administrator Helget for comment on the update. Helget noted he surveyed The Preserve and noted several fences in street side corner yards that were chain link. He noted most were difficult to see in that they had vegetative screening.

Motion – Grundahl, Second Fahey to call for a public hearing on the proposed language at the October meeting. Motion approved 5-0.

B. Sign Code Amendment.

Chairperson Heher introduced the agenda topic. Strack noted the City Council had requested the Planning Commission review standards in the sign code limiting business/industrial wall signage to one sign per building face with a maximum of two wall signs per building. The Council’s request followed an inquiry from an existing business in the Highway 212 corridor.

Strack noted draft language contained in an ordinance included in the packet. The draft language considers allowing one wall sign per building face, up to a maximum of three faces per building providing each sign doesn’t exceed ten percent of the building face. Current code standard was one wall

sign per building face, up to a maximum of two faces per building providing each sign doesn't exceed ten percent of the building face.

The Commission discussed the appropriateness of the ten percent per building face size restriction for signs. Some members opined the size was too generous. Others disagreed.

Commissioner Hallquist opined if signs were allowed on three building faces, the occurrence of such events could be relatively small. Hallquist reasoned not all commercial or industrial structures have three sides of buildings visible from public streets. He further noted costs could be a deterrent.

Fahey asked Helget if the City could consider a variance if the existing language was retained. Helget confirmed a variance could be considered.

Egger voiced support for leaving the language as existing and processing variance requests. If the City continued to receive requests for variances to allow wall signs on additional building faces it could look at a code amendment in the future.

Hallquist said he could sympathize with business owners wanting signage on three building walls if they were situated in prime locations. He noted he would like building owners to have that option without having to proceed with a variance request. He opined flexibility in code language could assist. Hallquist then noted he also recognized the importance the Commission placed on corridor aesthetics. Hallquist noted he could support a change in the code as presented.

Fahey stated he would prefer the code remain as is currently written. He also requested staff provide pictures of existing signage.

Motion – Grundahl, Second Hallquist to call for a public hearing on the proposed language at the October meeting. Motion approved 5-0.

C. Conditional Use Permit Audit.

Chairperson Heher introduced the agenda topic. He noted he and Steve Curfman have unsuccessfully attempted to meet at Curfman's site. They will attempt to do so in September.

Strack provided the following updates as requested at the July 31st meeting:

1. Strack stated she examined the interim use permit for Hydro Engineering. No mention of 'car wash' was found. IUP for outdoor storage appears to be compliant.
2. Kwik Trip CUP audited and found to be compliant.
3. Staff has reached out to Nick Molnau regarding timing of reinstallation of trees on new section of berm. No response has been received. Weeds/grass appear to be an issue as does planting of trees on the berm. Outreach was unsuccessful.
4. Curfman Trucking appears to be out of compliance with outdoor storage in that cast off material piled on site is not contained within bunkers.

Heher noted the City Council had agreed to an extension of time for compliance by Southwest Paving pertaining to required site landscaping to May 31, 2019. The property owner may approach the City with a CUP amendment request to alter proposed landscaping.

7. New Business.

A. Reschedule November Regular Meeting.

Chairperson Heher introduced the agenda topic noting the regular November Planning Commission meeting falls on general election day.

Motion – Grundahl, Second Eggers to reschedule the November meeting to Wednesday, November 7, 2018. Motion approved 5-0.

8. Miscellaneous.

A. August Building Permit Report.

The Commission reviewed the August building permit report.

9. Commissioner Reports.

Heher reported the Council approved installing three ways stops in areas on Preserve Blvd. and Lakewood Trail. They also agreed to work with Carver County CDA to purchase a house for homeless persons. Heher reported new entry signs were approved as was a parking lot setback variance for Vickerman Company. Lastly, Heher noted an amendment to the Subdivision Code as recommended by the Commission was approved and a proposed amendment to allow residential uses on the entire first floor of commercial structures in the C-3 Downtown District was denied which was also as recommended by the Commission.

Helget noted additional new home permits were in process and a Joint Downtown Revitalization group meeting was held on September 19th.

10. Adjourn

Motion – Eggers, Second Grundahl to adjourn the meeting. With all in favor the meeting adjourned at 7:00 p.m.

Respectfully submitted,

Steven Helget
Zoning Administrator



Norwood Young America Comprehensive Plan

DRAFT September 2018



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Chapter 1 – Introduction

This comprehensive plan sets forth the basic guiding principles the City of Norwood Young America has embraced to shape its future. The community planning process began in the summer of 2017 and concluded in December of 2018. The purpose of this document is to update the City of Norwood Young America’s prior comprehensive plan completed in 2008.

The comprehensive plan is broken into nine chapters, each providing existing conditions, policy guidance and implementation measures to guide growth and development in Norwood Young America into 2040. This chapter provides an introduction into the overall comprehensive plan. The following eight chapters cover specific topic areas and are summarized below:

- **Inventory and Analysis** – Chapter 2 provides an inventory of existing conditions and describes demographic characteristics of the community.
- **Goals and Objectives** – Chapter 3 contains a detailed expression of the community’s desire for the future, with specific goals and objectives tied to the various plan elements. This chapter is truly the heart of the comprehensive plan. Everything that precedes it is background information and input used to provide a clear picture of the current state of conditions in the Norwood Young America area from which the issues, needs and opportunities facing the community were identified.
- **Land Use** – Chapter 4 explores the land use and development policies that will be used to guide development decisions over the next 30 years.
- **Transportation** – Chapter 5 reviews the existing and future condition of the city’s transportation system, including vehicles, freight, transit, bikes, and pedestrians.
- **Natural and water Resources** – Chapter 6 reviews the existing natural resources within Norwood Young America and the city’s municipal services.
- **Parks and Trails** – Chapter 7 contains an inventory of the existing park and trail facilities in the city and highlights policies and guidance for future development and maintenance.
- **Housing** – Chapter 8 provides a review of the existing housing stock and future housing needs to support the growing population. Additionally, considerations and policies for affordable housing are included.
- **Implementation** – Chapter 9 describes how the city intends to execute this plan. It includes a description of the tools available to the city to implement the plan, along with strategies that may be used to meet the aspiration of the community.

Planning Process

Comprehensive planning is a systematic, ongoing, forward-looking process of analyzing opportunities and constraints to accomplish a community’s goals and objectives. The planning process included the following components:

- Inventory and Analysis
- Goal, Policy and Plan Development
- Plan Preparation and Approval

The initial data gathering effort of the comprehensive plan update included analyzing existing conditions, participating in public engagement activities and identifying needs and opportunities for Norwood Young America. Planning typically begins with the development of a vision for the community that the city seeks

Chapter 2 – Inventory and Analysis

The existing pattern of development in the City of Norwood Young America and the surrounding area has a significant influence on the community’s future. Accurate, complete and up-to-date information on existing conditions is essential to a successful comprehensive plan. Background information for this report was gathered and analyzed for five key planning components including:

- Demographic Characteristics
- Land Use & Growth
- Future Land Use Needs
- Community Facilities and Services
- Economic Characteristics

Demographic Characteristics

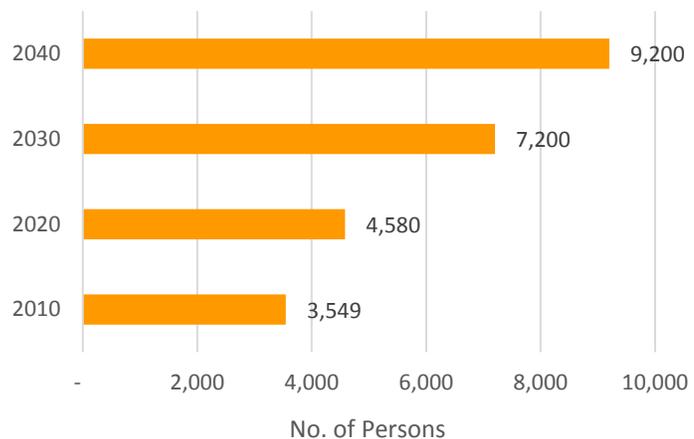
The identification of trends in population growth and other demographic data is a critical component of the comprehensive planning process. It can provide clues to future growth patterns and indicate what types of housing and public facilities may be needed in the future. For example, an increase in young couples with children may require starter housing, new parks and schools, and new or upgraded community facilities; whereas, an increase in the elderly population would lessen the need for schools and increase the need for specialized housing. This section contains information on Norwood Young America’s current and forecasted population and household characteristics.

Population and Households

Norwood Young America has historically grown at a steady, but relatively slow pace. According to the U.S. Census, Norwood Young America’s population grew from 3,108 to 3,549 persons between 2000 and 2010 representing a 14 percent increase.

The Metropolitan Council prepares 30-year population forecasts for each jurisdiction within the 7-county metro to inform the comprehensive plan updates (see Figure 2). These projections provide guidance for the people, households and employment that the city should be prepared to accommodate. Based on the Council’s projections, it is anticipated that the city’s population will increase to 4,580 by 2020 (a 29 percent increase from 2010) 7,200 by 2030 (a 57 percent increase from 2020), and 9,200 by 2040 (a 28 percent increase from 2030). There forecasts represent an overall population increase of 162 percent over the next 30 years.

Figure 2: 2000 – 2040 Population Growth Forecasts

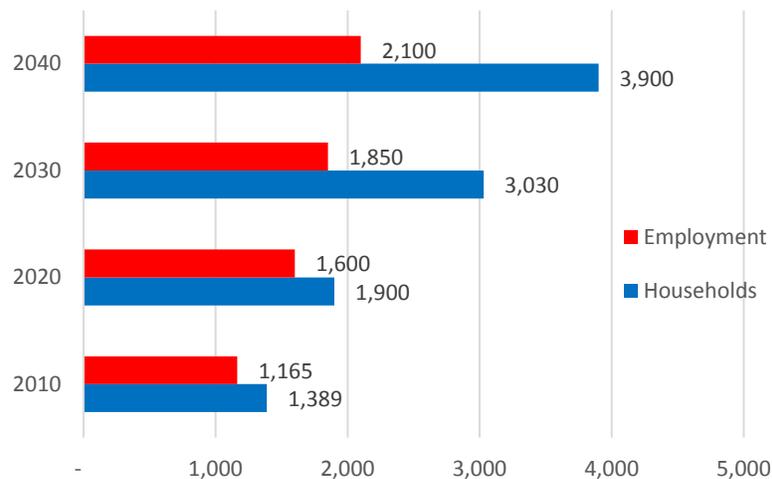


Source: Metropolitan Council
2015 System Statement - Norwood Young America

CHAPTER 2 – INVENTORY AND ANALYSIS

The Council also provides forecasts for household and employment growth over the plan horizon (see Figure 3). These growth figures help to inform the additional improvements that need to be made to accommodate development or redevelopment in the community. The number of households in the city increased by 19 percent between 2000 and 2010, from 1,171 to 1,389. By 2040, the number of households in Norwood Young America is projected to reach 3,900 (a 181 percent increase over the next 30 years). The number of jobs or employment is projected to increase a steady pace. By 2040 a total of 2,100 jobs are anticipated in Norwood Young America; representing an increase of 80 percent.

Figure 3: Household and Employment Growth Trends, 2000 – 2040



Source: Metropolitan Council
2015 System Statement - Norwood Young America

The Council's forecasts for Norwood Young America are set forth within the city's 'System Statement' (see Table 1). Actual population, household and employment totals are shown for the year 2010 based on U.S. 2010 Census data.

Table 1: 2015 Metropolitan Council Forecasts

Year	Households	% Change	Population	% Change	Employment	% Change
2010 ¹	1,389	-	3,549	-	1,165	-
2020 ²	1,900	36.8%	4,580	29.1%	1,600	37.3%
2030 ²	3,030	59.5%	7,200	57.2%	1,850	15.6%
2040 ²	3,900	28.7%	9,200	27.8%	2,100	13.5%

¹2010 U.S. Census

²Metropolitan Council, 2015 System Statement

Age

Trends in age impact a community's planning needs. It gives clues as to the types of housing, parks and community facilities, and services that may be needed in the future. It also indicates what demands may be placed on the school system in the future.

According to the 2010 U.S. Census, the median age of Norwood Young America residents is 35.8 (see Table 2). This is comparable to the surrounding cities and Carver County. The median age for Young America Township is ten years older than the city at 45.8 years old. The city's median age is slightly younger than the Minneapolis/St. Paul Metro (36.0) and the State of Minnesota (37.4).

CHAPTER 2 – INVENTORY AND ANALYSIS

The population in Minnesota and the nation is steadily aging as the baby boomer generation reaches maturity. There has also been a recent increase in the younger age groups in many communities – known as the baby boomer echo. This trend is replicated in Norwood Young America.

Table 2: Median Age of Population of Norwood Young America and Surrounding Communities

Community	Median Age
City of Norwood Young America	35.8
City of Cologne	32.0
City of Glencoe	37.7
Young America Township	45.9
Carver County	36.3
Minneapolis--St. Paul Metropolitan Area	36.0
Minnesota	37.4

Source: 2010 U.S. Census

A review of the age breakdown of residents provides insight into how a population is likely to change in the future and explores the needs from the changing demographics. Based on 2010 U.S. Census data, the largest age cohort in Norwood Young America is the under 10-year-old age group (see Table 3). The 45 to 55-year-olds and 25 to 35-year-old age groups are the next largest. These groups, combined, comprise 45 percent of the city's population. From 2000 to 2010, Norwood Young America saw its largest population gains in the 55 to 64 and 45 to 54-year-old cohorts. During the same time, there was a decline in the 10 to 24-year-olds, 18 to 24-year-olds, 35 to 44-year-olds and the 65 to 74-year-olds age groups.

Table 3: Population by Age 2000 and 2010

Age Cohort	2000		2010		2000 – 2010	
	Number	Percent	Number	Percent	Change	Percent Change
Under 10	448	14%	545	15%	97	21.7%
10-17	465	15%	420	12%	-45	-9.7%
18-24	309	10%	258	7%	-51	-16.5%
25-34	412	13%	522	15%	110	26.7%
35-44	550	18%	484	14%	-66	-12.0%
45-54	382	12%	542	15%	160	41.9%
55-64	177	6%	371	10%	194	109.6%
65-74	177	6%	174	5%	-3	-1.7%
75+	188	6%	233	7%	45	23.9%
Total	3,108	100%	3,549	100%	441	14.2%

Source: US Census, QT-P1, Age Groups and Sex, Summary File 1

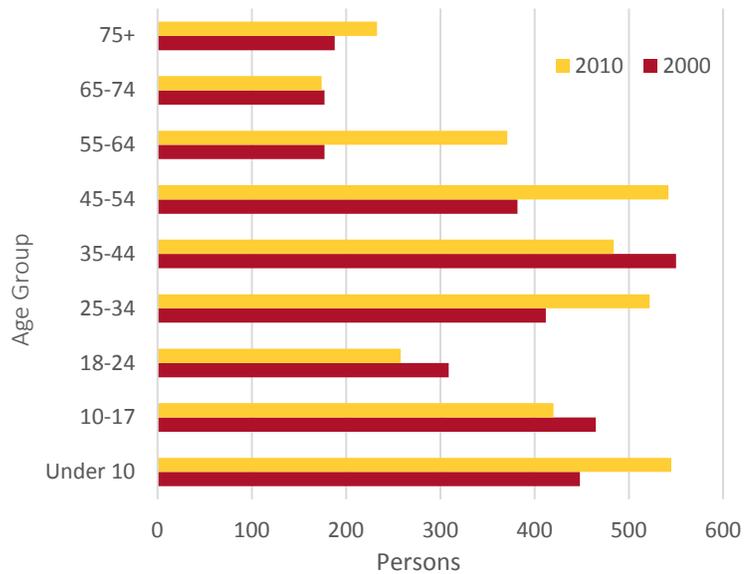
Age Cohort Analysis

It is beneficial to examine age groupings within the community in terms of both the change of age group distribution and change of age cohorts over a comparative period (i.e. from Census 2000 to Census 2010). Age groupings can provide useful and thought-provoking information regarding age ranges and changes, whereas, age cohort comparisons can help explain why age ranges have changed over time.

The reduction and influx in various age cohorts is likely related to the type of housing and jobs available within Norwood Young America. For example, younger persons may be moving into Norwood Young America as they migrate from rural counties toward the Twin Cities Metropolitan Area seeking employment opportunities post-graduation. First time home buyers may be moving to Norwood Young America due to available new housing at lower costs than those closer to the heart of the metro area.

The number households by age of the householder for Norwood Young America is shown in Table 4. As shown in the table, households with a householder between 55 and 64 are the largest group in Norwood Young America, while those with householders aged 15 to 24 are the smallest.

Figure 4: **Age Distribution, 2000 – 2010**



Source: US Census, QT-P1, Age Groups and Sex, Summary File 1

Table 4: **Households by Age of Householder 2000 - 2010**

	2000		2010		2000 - 2010	
	Number	Percent	Number	Percent	Change	Percent Change
15 to 24	61	5%	55	4%	-6	-9.8%
25 to 34	193	16%	242	17%	49	25.4%
35 to 44	321	27%	275	20%	-46	-14.3%
45 to 54	226	19%	309	22%	83	36.7%
55 to 64	109	9%	216	16%	107	98.2%
65 to 74	117	10%	105	8%	-12	-10.3%
75+	144	12%	187	13%	43	29.9%
Total	1,171	100%	1,389	100%	218	18.6%

Source: US Census, PCT012, Household Type by Age of Householder, Summary File 2

Land Use and Growth

The purpose of a land use inventory is to quantify and analyze existing development in the city. An examination of current land uses reveals development patterns, densities and other land use scenarios that can provide direction for future development and redevelopment. This inventory, combined with other background information, is used to suggest where, at what intensity, and in some cases, when growth should occur. The inventory can also help to classify areas that should remain undeveloped or preserved. The kind of development and how that development is allowed to progress should be a reflection of the community's needs and desires.

Norwood Young America's urban amenities and small-town character along with its direct access to US Highway 212 and MN Highway 5 make it an attractive place to live and work. Due to these factors and its proximity within the Twin Cities Metropolitan Area, Norwood Young America has experienced steady growth over the past decades. This makes careful consideration of the city's future land use very important.

Continued urban growth in Norwood Young America will pose many land use challenges. The strain between the demands of an urban community and the agricultural character of the surrounding township will be at the forefront of this struggle. Although the area surrounding the city is predominantly agricultural, as vacant developable land in the city decreases, urban land uses will continue to extend into the neighboring township, putting development pressure on the surrounding agricultural areas. As residential, industrial and commercial development expands, there will be increased pressure on the city to closely scrutinize land for development. Environmental preservation and annexation dynamics will also become increasingly important.

Existing Land Use

Existing land uses in Norwood Young America are broken into nine categories (see Table 5) below, as of May 2018. Residential land uses represent the largest land use category in the city. Agricultural uses are the second-largest land use category within Norwood Young America. The location of existing land uses in Norwood Young America are shown in Figure 5. As shown, commercial businesses are concentrated along the US Highway 212 corridor and the north and south downtowns. Manufacturing is located along the railroad and US Highway 212. Existing land uses were based on parcel information obtained from Carver County and confirmed with aerial photography and staff review.

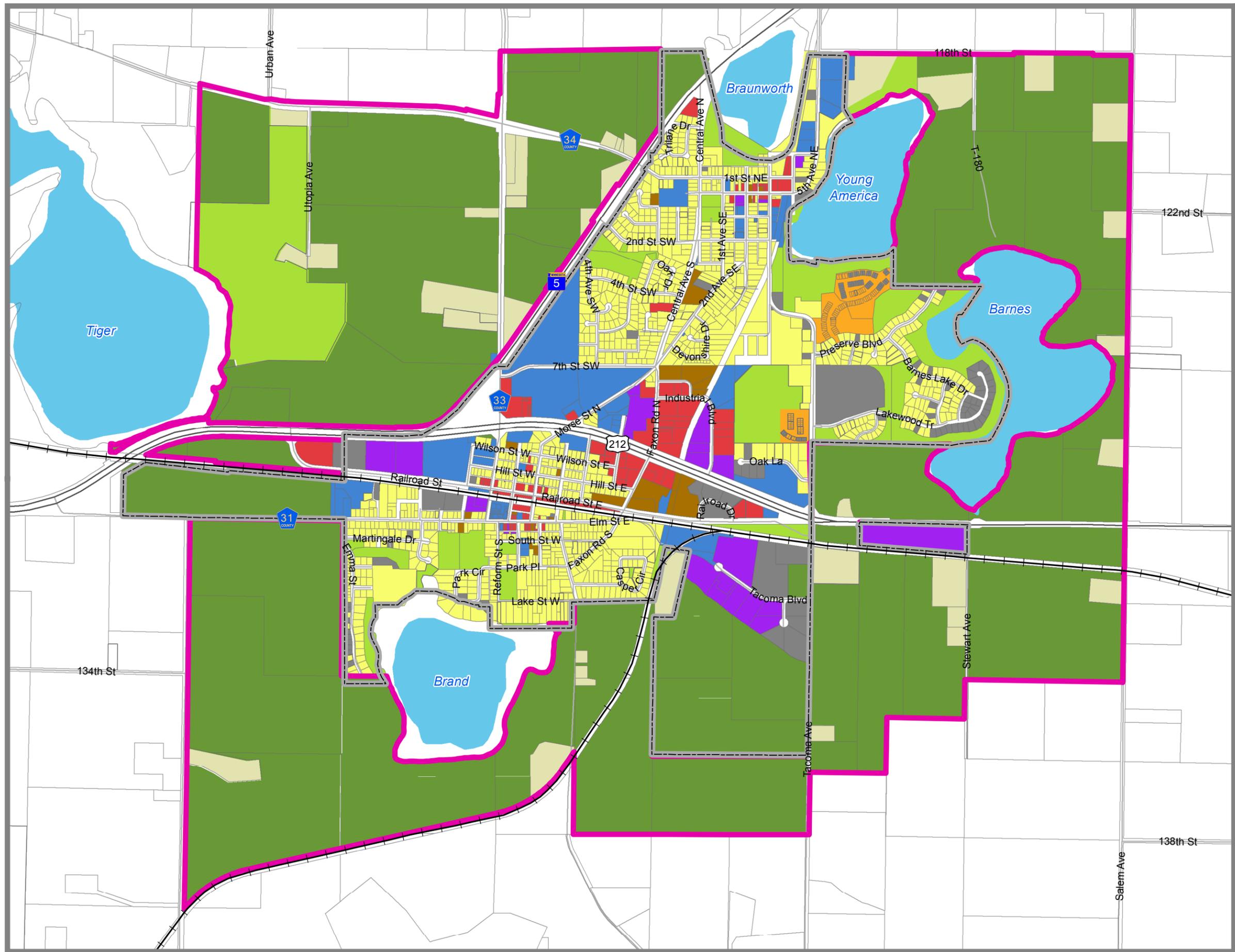
Table 5: Existing Land Use

Land Use Category	Acres	Percent
Commercial	77	4.6%
Industrial	42	2.5%
Public/ Institutional	142	8.4%
Residential	475	28.1%
Low Density (1 – 7 units/ acre)	420	24.8%
Medium Density (8 – 12 units/ acre)	28	1.6%
High Density (12 – 18 units/ acre)	27	1.6%
Vacant	52	3.1%
Agricultural	270	15.9%
Park and Open Space	159	9.4%
TOTAL	1,692	100%

Norwood Young America

**Figure 5:
Existing Land Use**

- Existing Land Use**
- Commercial
 - Industrial
 - Public/Institutional
 - Park and Open Space
 - Low Density Residential - 1 to 7 units/acre
 - Medium Density Residential - 8 to 12 units/acre
 - High Density Residential - 12 to 18 units/acre
 - Rural Residential
 - Agricultural
 - Vacant
 - Municipal Boundary
 - Orderly Annexation
 - Railroad



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Commercial

Commercial land uses include retail and wholesale trade, services and entertainment, and make up a relatively small portion of Norwood Young America's total land area. There are approximately 77 acres of commercial land use or 4.6 percent of the total land area. Commercial uses are concentrated in three areas of the city; in the north and south downtowns and along US Highway 212.

Industrial

Industrial land uses include warehousing, transportation and manufacturing, and make up a relatively small portion of the city's land area. Approximately 42 acres or 2.5 percent of the total area of the city is used for industrial purposes. Industry is located largely along the rail line and US Highway 212.

Public/Semi-Public

Public and Semi-Public land uses include educational, religious, health care, cemetery, government and other public uses. This land use comprises approximately 8.4 percent of the city's total area or 142 acres. Public and Semi-Public land uses are important to the city as it provides space for community services and uses of a non-business nature. A large area devoted to public land uses is located in the central area of the city and houses the school district offices, the high school, the middle school and the elementary school.

Parks

Park land uses include a variety of programmed parks and open space or natural areas. Norwood Young America has 159 acres of defined park and open space land uses, accounting for 9.4 percent of the city. Seven public parks scattered throughout the city. There are also two large open space and natural areas which are maintained within a homeowner's association for common use. The developed parks range from mini and neighborhood parks to community parks and the Sports Complex.

Residential

Residential land uses are broken into three categories and include most forms of housing development (single-family, twin homes, apartments, etc.). Comprising 28.1 percent of the city's total area, residential development is the largest developed land use type in the city. The city's 475 acres of residential land is primarily located in the central, northeast and southwest areas of the city. The three residential categories group the various together based on housing characteristics, primarily density:

- **Low Density (1 to 7 units/ acre):** Single-family homes consume the vast majority, 24.8 percent, of the city's residential land.
- **Medium Density (8 to 12 units/ acre):** Multi-family housing includes approximately 1.6 percent of residential land within Norwood Young America.
- **High Density (12 to 18 units/ acre):** High density multi-family housing comprises approximately 1.6 percent of the city's residential land.

Agricultural Uses

The agricultural land use describes land that is current in use for agricultural production (i.e., crop farming, livestock pasture or farmsteads). There are 270 acres of land used for agricultural purposes within the study area.

Vacant Land

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Vacant land areas shown on the existing land use plan represent areas of the city that are undeveloped or underutilized and are not identified as an open space. These areas are open for (re)development of new uses in the future. There are 52 acres of vacant land in the city.

Solar Access Protection

The city recognizes the importance of protecting access for solar collectors from potential interference by adjacent structures and vegetation. The existing zoning ordinance is consistent with state law and defined ‘undue hardship (variance criteria) as including non-adequate access for solar collectors.

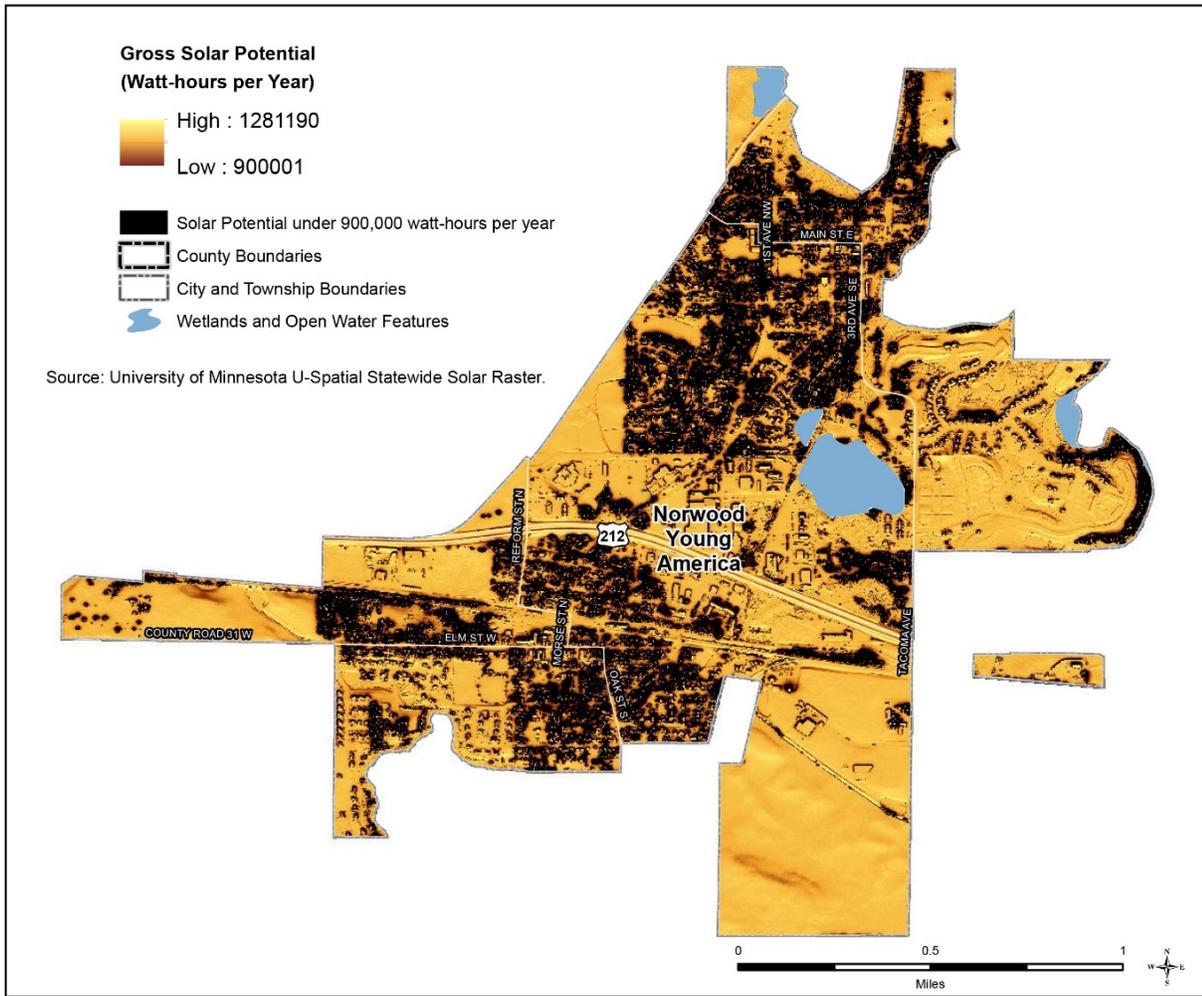
The University of Minnesota completed a solar suitability analysis, mapping the solar potential on a large scale across Minnesota. This effort included the analysis of solar potential within Norwood Young America (see Figure 6). According to this study, many of the identified growth areas for Norwood Young America have good to optimal solar potential, particularly due to the lack of trees with the current agricultural uses. The solar suitability analysis also identifies the gross and rooftop solar resources potential vs generation potential per year within the city (see Table X). These solar and rooftop general potential figures estimate how much electricity could be generated using existing technology. As technology improves, these numbers could be improved.

Table 6: Gross and Rooftop Solar Resource

Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr)	Rooftop Generation Potential (Mwh/yr)
4,759,212	231,522	475,921	23,152

The City of Norwood Young America has adopted ordinances that support the development of rooftop solar generation within the city. This ordinance establishes regulations for the placement of solar panels on rooftops of residential and commercial buildings. The city will continue to monitor and promote this ordinance to ensure it meets the needs of the changing industry and its residents. Interest and the establishment of solar farm development has occurred near the city’s planning boundary. As Carver County and Young America Township review future development proposals near the city’s growth area, Norwood Young America will collaborate with the two jurisdictions to provide input on the impact to future growth areas.

Figure 6: Solar Potential



Source: University of Minnesota Solar Potential Analysis

Existing Zoning

Norwood Young America's zoning ordinance establishes regulations pertaining to the location, construction, alteration and use of structures and land within the city. The city's land use plan describes the existing and planned use of the property and may not be consistent with the applicable zoning requirements. The city's current zoning ordinance establishes eight primary categories of zoning districts to meet the city's planning, development and preservation needs.

Rural/Agricultural Districts

Although largely developed, there is a portion of Norwood Young America zoned for Transition/Agriculture (T/A). The T/A district allows suitable areas of the city and newly annexed land to be retained and utilized by low-density residential, open space and/or agricultural uses until such time as these areas are ready for urban development.

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The intent of the T/A District is to: (a) To protect such areas against development patterns that may hinder their ultimate transition to the intended urban use; (b) To prohibit those uses and densities, which would require the premature extension of urban public facilities and services; and, (c) to promote logical and orderly development in the best interest of the health, safety, and welfare of the citizens of the community.

Residential Districts

The City of Norwood Young America has established five (5) residential districts.

The Low Density Single Family Residential District (R-1) provides for and preserves areas within the city currently established or primarily designated for low-density residential development by the comprehensive plan. Minimum density is not defined within the zoning ordinance.

The Medium Density Single Family Residential District (R-2) provides and preserves areas within the city currently established for low density residential development by the comprehensive plan at densities slightly higher than the R-1 District.

The Medium Density Mixed Residential District (R-3) is intended to preserve the residential areas established with the city's original plat and provide for a variety of housing types to be developed at densities slightly higher than the traditional single-family dwelling as guided by the comprehensive plan.

The Multiple Family Residential District (R-4) is intended to provide for multifamily residential structures at a maximum net density of 18 dwelling units per acre on land guided for high density residential uses by the city comprehensive plan.

Commercial Districts

The city's commercial uses are located within one of four zoning districts: the Residential/Neighborhood Commercial District, the General Commercial District, the Downtown District and the Business Industrial District.

The Residential/Neighborhood Commercial District (RC-1) provides for the development of specialty service and commercial focusing on neighborhood related businesses in areas where residential dwellings dominate. Permitted uses in this district include a mix of residential and commercial uses ranging from single-family dwellings to retail trade and restaurants.

The General Commercial District (C-2) is intended to recognize development opportunity and the need for commercial establishments fronting on or with direct access to major highways, a frontage road or major street and that serve are residents as well as vehicular traffic.

The Downtown District (C-3) includes the original Norwood Downtown known as "Downtown Business" and the original Young America Downtown known as "Community Uptown" and is intended to serve as the specialized service, retail, employment and public business district. This district allows for a mix of commercial, residential and office uses and serves as a focal point for the community. Development within the district should consider all modes of transportation, with a focus on pedestrian friendly elements.

The Business Industrial District (B-1) is intended to provide an area for light industrial and large-scale office-park development. The uses allowed in this district allow a combination of both commercial and industrial uses.

Industrial District

Norwood Young America's Industrial District (I-1) was created to provide for industrial areas within the city that will be acceptable and will not adversely affect adjacent business or residential neighborhoods. The overall character of the I-1 District is intended to have low impact manufacturing or warehouse character.

Parks and Open Space District

The Parks and Open Space District (P-1) provides for recreational area for the enjoyment of the public, as well as for the preservation of significant natural features and amenities such as lakes, rivers, marshes, steep hills, extensive woodlands, and woodlands in their nature state.

Shoreland District

Norwood Young America's Shoreland Overlay Districts regulate the subdivision, use and development of shoreland areas within the City of Norwood Young America. It is intended to further the state of Minnesota's policies to: a) protect and enhance the quality of surface waters, b) preserve natural environmental values (steep slopes, vegetation and wildlife), c) wisely utilize waters as related to land resources, and d) preserve historical values.

Restrictions are imposed on the design, placement and height of structures and roadways in shoreland districts. Vegetative alteration, topographic alterations, stormwater management, water supply and sewage treatment are also more strictly controlled within shoreland areas.

Planned Unit Development

The city's Planned Unit Development Overlay District offers enhanced flexibility to develop a site through the relaxation of conventional zoning district standards. It allows for a greater variety of uses, internal transfers of density, development phasing and a potential for lower development costs. This district can be applied within any area of the city, with the uses governed by the underlying zoning district.

Land Use Surrounding Norwood Young America

The vacant and agricultural land use categories identify areas with the potential for development within the study area. The city will want to work with landowners, residential developers and others to find out what is needed to encourage subdivision of this land. In addition, the city anticipates further residential, commercial and industrial growth, and it may have to annex land to provide adequate space for that growth.

A joint resolution for orderly annexation area (OAA) has been signed by the City of Norwood Young America and Young America Township. The OAA area is illustrated in Figure 7 and defines the study area for this comprehensive plan.

In October of 2007 the City of Norwood Young America and Young America Township entered into discussion regarding an updated annexation agreement. An updated annexation agreement was executed on June 12, 2008.

Land uses surrounding Norwood Young America are primarily a mix of existing residential parcels and agricultural lands as shown on Figure 5. Rural, non-farm development surrounding Norwood Young America will be an important issue for the city's future growth and development.

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Another important consideration for the orderly growth and development of the city is the presence of a number of agricultural preserves. The Metropolitan Agricultural Preserves is a program that was established in 1982 to encourage the use and improvement of the metropolitan area's agricultural lands for producing food and other agricultural commodities. It establishes a process for the designation of agricultural areas as a long-term land use. Property owners who enter into the program are designated with a special tax classification that results in reduced property taxes, as long as an agricultural use of the property is maintained.

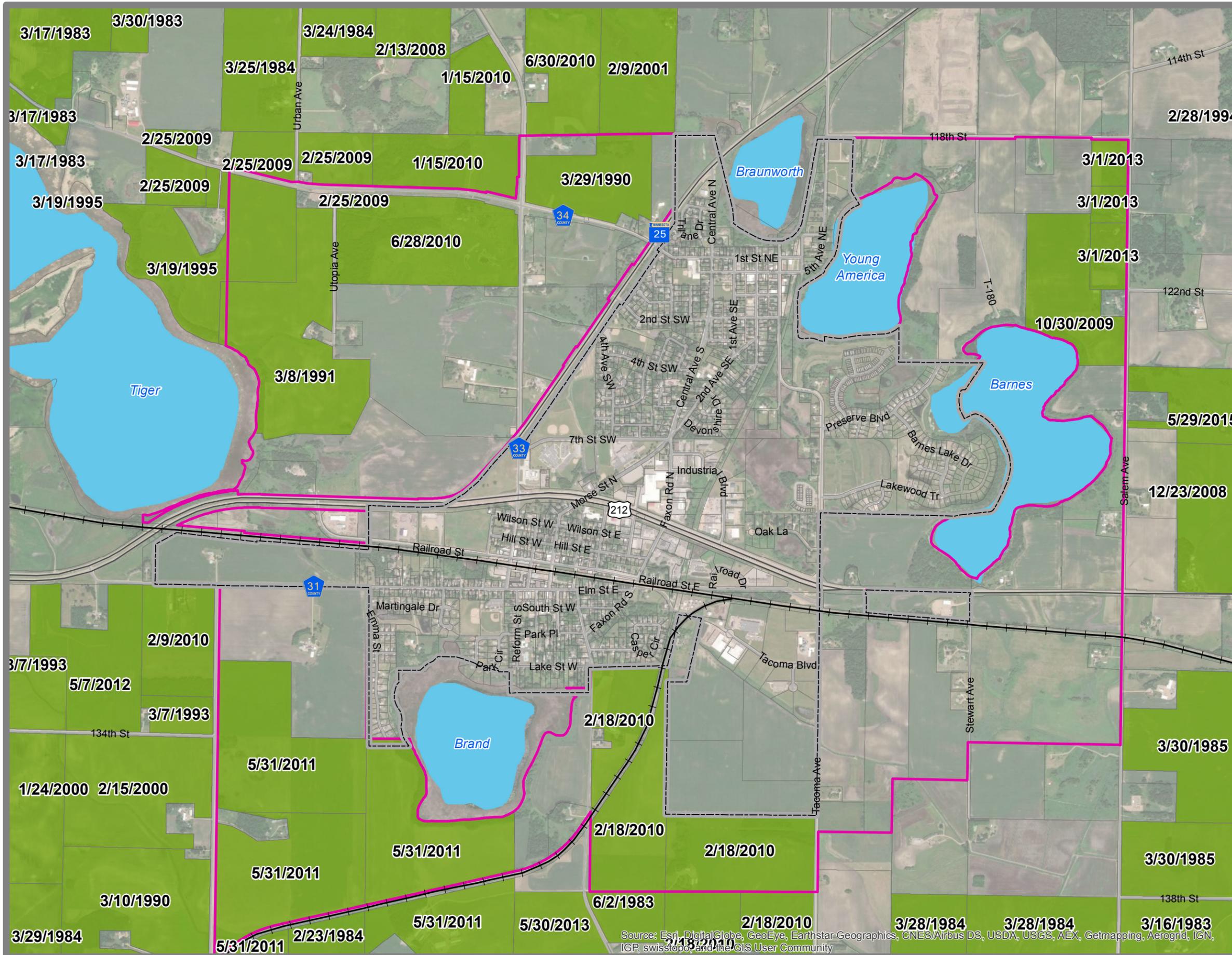
Property owners may enter into the program voluntarily for any portion of their property (minimum 40 acres). These lands are then restricted for development until eight years after the landowner or local authority initiates an expiration notice. There are 13 parcels with established agricultural preserves within the study area as of 2018 (see Figure 8). The map includes the executed dates (or the date the property entered the program) for those parcels that are included in the program. Notice to exit the program has been filed by four property owners within the study area, with each property exiting by 2019. Therefore, a majority of the lands identified in Figure 8 will be available for development by 2020. As growth continues to occur within the region, property owners and the local authority may wish to file an expiration notice to open the land for a change from agricultural use.



Norwood Young America

**Figure 8:
Agricultural Preserve Areas**

- Agricultural Preserve Areas
- Municipal Boundary
- Orderly Annexation Boundary



Dates included for each Agricultural Preserve represents the date the preserve was enacted.



0 0.25 0.5 Miles



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Future Land Use Needs

The following section utilizes the population, household and employment forecasts for 2040 to identify future land uses needs in Norwood Young America.

Residential Acreage Needs

By determining the future population of the city, and more importantly, the number of households likely to be generated by that population, a reasonable estimation of the amount of additional acreage devoted to residential uses can be calculated.

Lot sizes and average household sizes will determine the amount of acreage needed for new residential development. However, different housing types also affect the amount of acreage needed and the average size of each resident household. For instance, a development comprised of single-family homes would display a higher average household size than a new rental apartment complex.

Future residential acreage needs were calculated using the 2040 household forecasts provided by the Metropolitan Council. The average lot sizes of the existing development, paired with the lots sized defined in the current zoning ordinance, were used to determine the future residential acreage needs. Table 7 reviews the calculations used to determine these figures.

To ensure that planning accounts for different housing types for future residents, the total future households were split into future single-family and multifamily units. Based on the current split of households within the community and the desire for housing choice throughout the community, 54 percent of the new households are identified as single-family with the remaining 46 percent as multifamily.

The forecasts employed for the 2040 comprehensive plan Update have been approved by the Metropolitan Council. It is further noted the Metropolitan Council has directed the city to provide 269 affordable housing units by 2040. The forecasts and affordable housing allocation directly impact the volume of acreage needed to accommodate future growth.

For R-1 zoning, the city requires minimum lot sizes of 10,000 square feet. Examining the active residential developments in the city revealed that new homes may be built on much larger lots than the minimum required. To account for fluctuations, a rate of closer to roughly 15,000 square feet per lot, or 3 lots per acre, was applied. Based on the projected growth of 1,356 new single-family homes in Norwood Young America between 2010 and 2040, this would translate to a need for approximately 452 additional acres for single-family/low density development by 2040.

Multifamily housing in Norwood Young America will be built at considerably higher levels of density than single-family homes. While high-density zoning in the city allows for as much as 18 units per acre, the prevailing trends in most exurban communities in the Twin Cities is to provide for increasing levels of medium-density housing types such as townhomes. To account for the fluctuations in building types, a rate of 10 units per acre was used. Applying this rate to the forecasted growth of 1,155 multifamily housing units shows a need for roughly 150 acres to be set aside for multifamily development.

Combined, the projected needs total 568 acres needed to accommodate the projected household growth identified by the Council. Adding in 30 percent for roads, parks and open space preservation, a total need for 738 acres to be set aside for residential development is derived.

Table 7: Norwood Young America 2040 Residential Acreage Demand

Household Projections		
2010 Households	1,389	
2040 Households	3,900	
2010 - 2040 Household Growth	2,511	

	Single-Family	Multi-Family
Growth by Housing Type	1,356	1,155
Average Units/ Acre	3	10
Projected Residential Demand (acres)	452	116
30% for Roads and Reserve (acres)	136	35
2040 Residential Acre Demand by Type (acres)	588	150

2040 Residential acreage Demand Total (acres)	738
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Commercial/Industrial Acreage Needs

In many cases employment forecasts for Norwood Young America will be met with the construction of new businesses and structures throughout the community. Since little land exists to accommodate new commercial construction in either of the more densely-developed downtown districts, new commercial businesses will be located along the major highways (either US TH 212 or MN TH 5) on highly-visible parcels, with room to provide ample parking. In contrast to Metro Area locations, where fully-developed and urban communities are forced to rely more on redevelopment and increased densities in new development, developing communities in rural or exurban locations can accommodate more freestanding commercial spaces with ample adjacent parking space. Thus, it is anticipated that the demand for commercial space in Norwood Young America will be increasingly for less-dense, auto oriented development.

Trends in the industry also have shown that new industrial spaces in suburban and exurban communities are being built as smaller, freestanding buildings. These trends are holding true in the comparative communities of Waconia, Delano and Jordan. Industrial development has tailed-off recently, though interest for smaller, stand-alone facilities remains relatively constant. Each of these communities, however, has set aside industrial property to accommodate either expansion of existing industrial businesses or in the hope that they are able to attract a large-scale user. Norwood Young America should position itself in a similar fashion by setting aside adequate, serviceable land for industrial development, particularly for smaller to medium sized, freestanding industrial facilities. New industrial space should be located on parcels providing relatively convenient access to Highway 212, and near existing rail lines.

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Commercial and industrial land acreage needs were calculated based on the Council’s forecasted employee growth projection of an increase of 935 employees between 2010 and 2040. Per a review of recent development trends and guidance from the comprehensive plan Advisory Committee, it was assumed that 40 percent of employment growth would consist of commercial development and 60 percent would consist of industrial development. A rate of 3.4 acres and 5 acres per commercial and industrial unit, respectively, was applied to estimate commercial and industrial land acreage needs (see Table 8). Overall, it is projected that there is a need for approximately 132 acres to accommodate new commercial and industrial space and approximately 135 acres of new industrial development between 2010 and 2040.

Table 8: Norwood Young America 2040 Industrial and Commercial Acreage Demand

Employee Projections	
2010 Employees	1,165
2040 Employees	2,100
2010 - 2040 Employee Growth	935

	Commercial (40%)	Industrial (60%)
Growth by Type	374	561
Density (units/ acre)	3	5
Projected Demand (acres)	110	112
20% for Roads (acres)	22	22
2040 Demand by Type (acres)	132	135

2040 Commercial/Industrial acreage Demand Total (acres)	267
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Community Facilities and Services

The facilities owned and maintained by the City of Norwood Young America vary in size, age and condition. Due to the extent and nature of the services that these public facilities must provide to Norwood Young America’s residents, functional structures are a necessity. The purpose of this section is to inventory the various public facilities within the city, focusing on their condition and function. Deficiencies and planned upgrades will also be noted. This analysis will be a useful tool in the city’s capital improvements planning.

Since other important public facilities operated by other units of government or organizations are also important assets for Norwood Young America’s residents, businesses and visitors, some of these facilities are reviewed as well.

Most of Norwood Young America’s public facilities are in good condition. A Comprehensive Public Facilities Plan was prepared for the city by LHB Engineers & Architects in 2001. The 2001 plan contains detailed, technical information on construction methods, mechanical systems and electrical systems that is not repeated in this plan. This Community Facilities section presents a summary of facilities from the 2001 Comprehensive Public Facilities Plan.

Existing Facility Inventory

General Government

City Hall	
Location:	310 Elm Street W
Condition:	The City Hall and Library share one building. (The official Library address is 314 Elm Street W) The building was constructed in 2010 and is in excellent condition. The upper levels of the building provide senior housing for the community.
Function:	The total building footprint is approximately 25,000 sf. A little over half of the first floor is occupied by city offices. The remainder of the first floor is occupied by the Public Library and an entrance for the senior living facility. The city hall includes the Council Chambers, a small conference room and staff offices. The new city hall facility provides additional space to accommodate both staff growth and community participation at meetings within the Council Chambers. The City Hall portion of the building is home to the following departments and personnel (number of personnel is located in parentheses): City Administrator (1); City Clerk/Treasurer (1); Deputy Clerk/Utility Billing (1); and Office Support Representative (1).
Library	
Location:	314 Elm Street W
Condition:	The Library and City Hall share one building. (The official City Hall address is 310 Elm Street W). The building was built in 2010, providing a new space for the library. See additional comments on condition under “City Hall,” above.
Function:	The Library occupies a portion of the first-floor space of the City Hall/Library building. The Library houses over 20,000 items for both its Reference and Circulation collections. The circulating items include periodicals, hard and soft cover books, audio-visual materials

	<p>such as music compact discs, DVD and VHS movies, books on tape and CD, and children’s book- cassette combinations.</p> <p>The Carver County Library System includes five Branch libraries and one Law library. All of the branch collections circulate between each library via a courier, with the exception of the Reference materials, which are to be used at each individual Branch. The NYA Library also has personal computers that are available for “check out” with a Library card.</p> <p>The library provides various activities for residents of all ages. These events include activities such as the Family Storytime and games and crafts events.</p>
North Public Works Garage	
Location:	24 Third Avenue SE
Condition:	The North Public Works building was constructed in 1992. The building is in good condition. The building is ADA accessible because it is a one-story building constructed at- grade. However, the threshold into the garage is not accessible.
Function:	<p>The building is a public works garage that is used for storage and light repair of municipal work vehicles. The building also contains the offices of the Public Works Department. The one-story building contains approximately 4,800 sq. ft. plus a mezzanine area.</p> <p>Behind the garage building is a salt and sand storage building. Built in 2003, the 680 sq. ft. building is used for salt storage and a salt and sand mixed storage area.</p>
South Shed Storage Facility	
Location:	221 South Street West
Condition:	Several structures make up this facility. Concrete slab floors are found in approximately one-third of the spaces and gravel floors exist in the remaining spaces. Large cracks exist in the concrete slab. Heating is not available in all spaces. The buildings are not ADA accessible. According to the 2001 plan, the buildings are in rough condition, but there were no immediate structural concerns noted.
Function:	The buildings in this facility are used for the storage of Public Works vehicles, park equipment and other city equipment. The facility is comprised of a 3,200 sq. ft. building and an 1,800 sq. ft. building that are linked by an 80 sq. ft. structure. An adjacent 400 sq. ft. structure is used to store road salt.
Storage Building and Sign Shop	
Location:	216 First Street.
Condition:	Built in the 1940s, this 1,692 sq. ft. cement block building is in good condition.
Function:	The Public Works Department uses this building for storage of trailers and as the sign shop for the Department.
Oak Grove Storage Shed	
Function:	The building is used for material storage and overflow parking by the city’s Public Works Department.

Roy Clay Community Center	
Location:	327 West Elm Street
Condition:	The Roy Clay Community Center and the city’s South Fire Hall share a two-story building with a common address. The Community Center is located on the second floor of the building.
Function:	The South Fire Hall building contains two stories, the first floor of which contains the Fire Hall and the second floor of which contains the Roy Clay Community Center. Each level contains approximately 3,200 sq. ft.

There are many other public facilities within the community that provide various services and gathering spaces for residents. The city will continue to monitor the use and condition of these facilities to ensure that they are responding to the needs of residents. These facilities include:

- The Pavilion
- The Legion Park Shelter
- The Lion’s Shelter
- The History Center
- The Legion Park Pool

Public Schools

Existing Facilities – Independent School District #108

Independent School District #108 operates an elementary school, middle school and high school serving Norwood Young America, Cologne, and Hamburg. School enrollment has fluctuated in past years and is tied to the growth of the 18 years and under age cohorts. The three schools are all located in Norwood Young America.

Central Elementary School | Kindergarten through 5th Grade

Location: 655 7th Street SW

Central Middle School | 6th Grade through 8th Grade

Location: 531 N. Morse St.

Condition: The school was originally built in 1936 and remodeled in 1952 and 1954.

Central High School | 9th Grade through 12th Grade

Location: 531 N. Morse St.

Police and Fire Services

Policing in the City of Norwood Young America is provided by the Carver County Sheriff's Department in Chaska, MN. The county has developed a “Town Cop Policing Model” method to provide service to the City of Norwood Young America.

Fire Stations

Staffed by 35 members, the Norwood Young America volunteer Fire Department provides assistance during emergency situations for the city and the surrounding area. The Fire Department responds out of two stations, one on the north side of town (North Fire Hall) and the second located on the south side of

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town (South Fire Hall). The Department also maintains a storage facility in an old fire hall (the North Fire Hall Annex).

North Fire Hall (Station #1)	
Location:	23 Third Avenue SE
Condition:	The North Fire Hall is in good condition overall. It is comprised of a main building with approximately 4,800 sq. ft. and a mezzanine of approximately 900 sq. ft. that is open to the fire garage. The building is ADA accessible through the overhead doors.
Function:	The building is very close to the street given the need for maneuvering emergency vehicles in and out. There is potentially room for the building to be expanded to the west if the old fire station (now used for storage purposes) were demolished. However, the existing floor plan is not conducive to expansion.
South Fire Hall (Station #2)	
Location:	327 West Elm Street
Condition:	The South Fire Hall and the Roy Clay Community Center share one building with a common address. The second story of the building is ADA accessible via an elevator.
Function:	The South Fire Hall building contains two stories, the first floor of which contains the Fire Hall and the second floor of which contains the Roy Clay Community Center. Each level contains approximately 3,200 sq. ft. The site of the South Fire Hall is located in the Central Business District and is very small, further restricted by the need for emergency vehicle access.

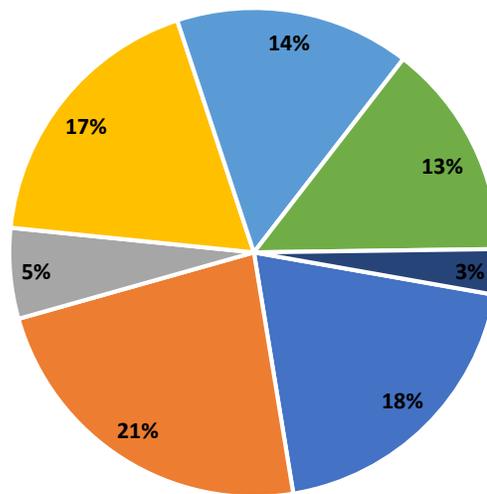
Economic Characteristics

Economic health is a vital component of a healthy and thriving community. A strong commercial and industrial base provides jobs to community residents, contributes to a city’s tax base and can be a source of strength to a community.

Existing Economic Conditions

According to the 2017 third quarter Quarterly Census of Employment Wages (QCEW), there are 984 employment positions within the City of Norwood Young America (see Figure 9). Of the employment positions, approximately 35 percent (348 employment positions) and 39 percent (386 employment positions) are associated with commercial and industrial industries, respectively.

Figure 9: Norwood Young America Employment by Industry (2017)



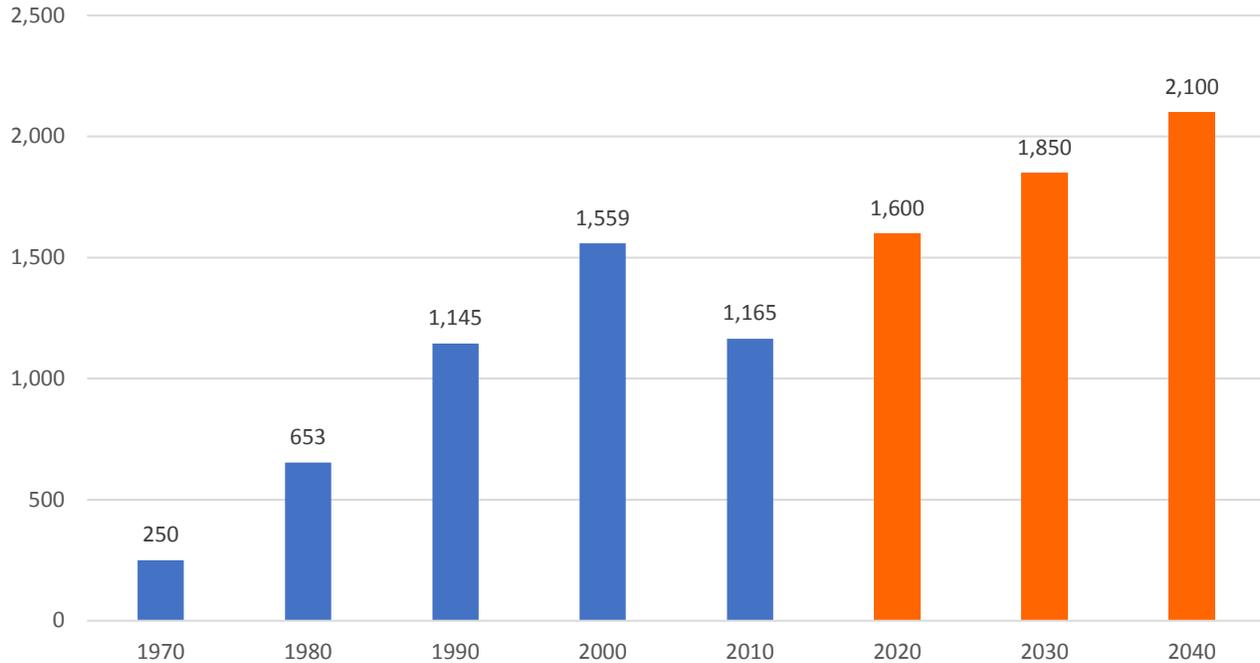
- Construction
- Financial Activities
- Education and Health Services
- Public Administration
- Trade, Transportation and Utilities
- Professional and Business Services
- Leisure and Hospitality

Source: Minnesota Department of Employment and Economic Development; Quarterly Census of Employment and Wages; 2017, Third Quarter; Norwood Young America

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Employment in the City of Norwood Young America experienced steady growth from 1970 through 2000. Employment trends declined from 2000 to 2010 during the economic recession that occurred from the late 2000s to the early 2010s. Based on Metropolitan Council projections, it is anticipated that gradual economic growth will occur from 2020 through 2040 (see Figure 10).

Figure 10: Norwood Young America Historic and Projected Employment Growth (1970 – 2040)



Commercial Districts

A commercial market study was completed in March 2016 by Keith Wicks & Associates for the City of Norwood Young America Economic Development Commission to assess the city's primary commercial trade area, evaluate the local market supply and demand and development commercial development strategies. Based on this study, key commercial districts include:

- **Highway 212 Commercial District:** The Highway 212 commercial district includes the city's strongest mix of local and national retail stores and benefit from direct access to US Highway 212, a major regional corridor. The Heritage Pointe strip mall located at the eastern edge of the city along US Highway 212 has experienced several vacancies.
- **Historic Downtown Norwood District:** Downtown Norwood extends along Elm Street between Reform Street and Oak street and anchored by the city's new residential and library development. The downtown district has historically been comprised of a mix of commercial uses. Several vacancies are present.
- **Historic Downtown Young America District:** Downtown Young America is located in the northern portion of the city along Main Street. Downtown Young America is smaller than downtown Norwood and is currently home to a restaurant, retail and Willkommen Memorial Park. Several vacancies have occurred.

Economic Development Strategies

The 2016 commercial market study identified several strategies to stimulate economic development within the City of Norwood Young America, which included:

- Aesthetic upgrades to key commercial entities within the Highway 212 Commercial District.
- Redevelopment of gateway sites, such as the property adjacent to the US Highway 212/Faxon Road intersection and the “triangle lot” located at the intersection of US Highway 212, MN Highway 5 and County Road 33.
- Develop a downtown reuse plan.
- Promote expansion of industrial businesses including the Tacoma West Industrial Park.

Additional recommendations and commercial development strategies can be reviewed in the 2016 Norwood Young America Commercial Market Study available on the city’s website.

Chapter 3 – Goals and Objectives

The Goals and Objectives chapter is the heart of the Comprehensive Plan, expressing in detail the community's aspirations for the future. It serves as the bridge between the Inventory and Analysis chapter, which are used in the formulation of the goals and policies, and the actual Long Range Plan, which describes the City's strategy to implement those policies and thereby achieve its goals.

Definitions

The terms Goal and Objective are subject to a wide range of interpretation and application. In order to provide a common frame of reference, the following definitions are included:

GOAL: A general statement of community aspirations and desired objectives, indicating broad social, economic or physical conditions to which the community officially agrees to try and achieve in various ways, one of which is the implementation of the Comprehensive Plan.

OBJECTIVE: A measure to be used to help achieve the goal statement.

Goals and objectives assign various roles and responsibilities to the City of Norwood Young America.

Vision Statement

The following Vision Statement was developed through input from Comprehensive Plan Advisory Committee and input received through public engagement activities:

Building on its heritage and high quality of life, Norwood Young America will work collaboratively with its residents and engage our youth to shape a strong and diverse economy and quality neighborhoods through planned, economical and sustainable growth. The continued preservation of the City's natural resources, open spaces, recreational opportunities and city services make Norwood Young America a place to call home.

Goal and Objective Statements

Comprehensive Plan Goals and Objectives

Comprehensive Plan Goal #1: Maximize Norwood Young America's potential as a thriving center for business, industry, education and recreation, while maintaining and enhancing its livability.

Objectives:

1. Review and amend the Comprehensive Plan as necessary to ensure its usefulness as a practical guide for current and future development. Adhere to this Plan, which shall guide all zoning changes, as closely as possible to ensure consistent development policy.
2. Formulate and enforce City ordinances to ensure development in accordance with the Comprehensive Plan.
3. Protect both the general welfare and the individual choices of Norwood Young America residents.
4. Encourage a variety of experiences and opportunities in terms of living, working, recreation and social activities for all ages.

CHAPTER 3 – GOALS AND OBJECTIVES

Comprehensive Plan Goal #2: Support strong, ongoing working relationships between Norwood Young America and surrounding cities, townships and counties, and other jurisdictions in all matters related to planning and the provision of public services.

Objectives:

1. Support existing and explore new joint governmental ventures in the delivery of services in the area.
2. Pursue collaborative planning efforts among local governments and organizations to address issues, as they arise with regard to land use, transportation, parks, natural resources, the delivery of services, and other areas of mutual concern.
3. Promote information sharing between the City, Township and County, and encourage their participation in issues of shared concern.
4. Maintain communications, and collaborate where appropriate, with regional and state agencies involved in planning issues that affect the City and region.

Economic Development Goals and Objectives

Economic Development Goal #1: Promote development that creates jobs and increases the City's tax base.

Objectives:

1. Prioritize incentives and initiative to expand and retain industrial developments.
2. Direct economic development tools, resources and programs to attract businesses that would increase job opportunities or address other public community needs.
3. Support initiatives to retain local businesses and talent.
4. Recognize the fundamental linkage between housing and economic development, and work to match housing availability with community employment.
5. Promote redevelopment of vacant businesses within the City's downtown and commercial centers.

Economic Development Goal #2: Encourage efficient, planned development within the City's growth areas that is accessible to public infrastructure and transportation.

Objectives:

1. Identify key commercial and industrial development opportunities within the City's planned growth areas in locations with access to major transportation systems.
2. Encourage and facilitate infill development and mixed-use commercial developments to ensure maximum efficiency of infrastructure and resources.
3. Encourage expansion of automobile and non-motorized traffic connections to commercial centers areas.
4. Encourage the telecommunications and energy industries to continue to provide the most current telecommunication infrastructure to support economic growth.
5. Work with the existing railroads to maintain adequate rail service and access to city businesses and industries.

CHAPTER 3 – GOALS AND OBJECTIVES

Economic Development Goal #3: Enhance the character of the City’s core commercial, office and industrial centers.

Objectives:

1. Work to strengthen and maintain the appearance of the City’s gateways and key transportation corridors through design standards, trails, lighting, sidewalks, signage and other tools.
2. Support the provision of open/green space within commercial and industrial development.
3. Promote the rehabilitation and redevelopment of older existing industrial and commercial facilities by continuing to pursue and make available various financial programs and assistance.
4. Market downtown commercial districts through gateway signage, lighting and other aesthetic improvements to develop a cohesive identity.

Housing Goals and Objectives

Housing Goal #1: Promote a variety of housing types in Norwood Young America for all of its citizens.

Objectives:

1. Support the development of a variety of life-cycle housing types, sizes and values to accommodate residents within a wide-range of age and income groups.
2. The City shall promote the development of 269 affordable housing units by the year 2030 per Met Council goals. Said housing units may include a variety of life-cycle units but should be marketed to low and moderate income families.
3. Promote the expansion of affordable and other housing opportunities through intergovernmental efforts and public-private partnerships.
4. Monitor and update local policies, ordinances, and procedures to facilitate the development of a range of housing types and do not unreasonably hinder the provision of affordable housing.
5. Allow multi-family housing within or near employment, commercial areas and public facilities to promote pedestrian commuting and increase opportunities for low and moderate income persons to have access to such services.

Housing Goal #2: Create a high-quality environment in all residential neighborhoods.

Objectives:

1. Identify or develop methods and funding options to encourage the rehabilitation or redevelopment of substandard housing.
2. Encourage infill housing where appropriate.
3. Encourage the development of housing that respects the natural environment of the community as an amenity to be maintained.
4. Protect low-density residential neighborhoods from encroachment or intrusion of incompatible higher intensity use categories through adequate buffering and separation.
5. Protect residential developments from and located away from sources of adverse environmental impacts including noise, air and visual pollution.

Transportation Goals and Objectives

Transportation Goal #1: Provide a safe, efficient and adequate transportation system that serves and balances both access and mobility needs.

Objectives:

1. Use the functional classification system to define and plan existing and new roadways.
2. Require the provision of safe and adequate access to all properties through the implementation of subdivision regulations and access management guidelines.
3. Encourage a more grid-like street pattern and discourage the use of cul-de-sacs except where unique circumstances exist.
4. Review concept plans for plat and development proposals to evaluate the distribution of Minor Collector roadways to not overburden local streets.
5. Require right-of-way dedication along state, county, and local roads to meet future capacity needs.
6. Work with developers to construct needed improvements prior to development.

Transportation Goal #2: Maintain a transportation system that is coordinated and cost-effective.

Objectives:

1. Continue to work with surrounding jurisdictions, state, regional, and federal agencies to ensure an integrated regional transportation system and reduce traffic congestion and safety concerns on transportation corridors.
2. Schedule transportation projects in a capital improvement program in coordination with other roadway agencies, while exploring cost effective measures to include other needs (e.g., utility improvements and multimodal options).
3. Require trails and/or sidewalks along all new or reconstructed collector and arterial roadways.
4. Proactively work to preserve future transportation corridors both by acquiring needed right-of-way in advance when possible and through the use of official mapping.
5. Continue to explore all federal, state and other funding opportunities for local and regional transportation projects.
6. When traffic from a proposed urban development may exceed 500 ADT the City will work with the developer and township to identify a strategy to upgrade and improve the gravel corridor through a joint agreement with the developer, township, and City.

Transportation Goal #3: Coordinate transportation with land use planning and environmental protection.

Policies:

1. Analyze the traffic generation characteristics of proposed land uses to avoid exceeding the capacity of local, county and regional roadways.
2. Support transportation projects that support the compact, orderly development of the city and region.
3. Consider the impacts to neighborhoods and the environment when planning new or upgrading existing roadways.
4. Create or encourage a transportation system that contributes to the economic vitality of the community by connecting people to work, shopping, and other activity generators/attractions and supports growth of commercial and industrial uses.
5. Plan for connections between housing and centers of employment, education, retail and recreation uses.

CHAPTER 3 – GOALS AND OBJECTIVES

Transportation Goal #4: Promote alternative transportation such as bicycling, walking, transit and rail.

Objectives:

1. Incorporate, where feasible, bicycle and pedestrian infrastructure when planning new, changes to, additions to, or maintenance of roads, sidewalks, bridges, paths or other public facilities.
2. Continue to maintain and seek ways to expand the existing bicycle and pedestrian network to promote connectivity to neighborhoods, commercial centers and community facilities.
3. Evaluate the need for special transit services in conjunction with surrounding communities.
4. Monitor local transit needs as related to increasing traffic and the growth of the transit dependent.
5. Promote safe pedestrian crossings of arterial roadways.

Transportation Goal #5: Ensure airspace is properly protected to support local and regional aviation.

Objectives:

1. Monitor local airports for any possible impacts on the community or development area.
2. Notify MnDOT 30 days in advance of all requests for structures exceeding a height of 200 feet above ground level.

Community Facilities and Services Goals and Objectives

Community Facilities and Services Goal #1: Maintain and improve all community facilities and services.

Objectives:

1. Maintain and improve, as needed, community facilities, utilizing a 5-year Capital Improvements Plan to identify areas of improvement.
2. Continue to implement planned improvements identified in the 2002 Street and Infrastructure Rehabilitation Plan, Five-Year Financial Plan, and 2001 Comprehensive Public Facilities Plan. Monitor these plans and update when necessary.
3. Improve accessibility of all community facilities where necessary and ensure their compliance with ADA requirements.
4. Continue to improve and update, when possible, the City's public service capabilities using training, upgraded facilities and equipment, and improved management practices.

Community Facilities and Services Goal #2: Work to achieve an equitable distribution of the cost of providing City services.

Objectives:

1. Work with the County, Township and nearby cities to avoid the duplication of services and to provide more efficient and economical government services.
2. Guide new residential development within the City in an orderly, compact pattern so that new development can be efficiently and effectively served by public facilities, where available.
3. Ensure that developers pay the costs for public services and capital improvements and large developments are phased when appropriate.
4. Ensure that school facilities meet the needs of the City's population.
5. Continue to seek out funding for capital facility projects.

CHAPTER 3 – GOALS AND OBJECTIVES

Community Facilities and Services Goal #3: Provide recreational and park facilities, bikeways, sidewalk and walking trails to meet the needs of the community.

Objectives:

1. Provide for a variety of recreational amenities and routine maintenance of the park system.
2. Establish and promote high quality design standards in the development of the park system.
3. Ensure equal access to parks and open space areas relative to user population densities.
4. Encourage expanding connections to areas of interest such as commercial areas, parks and residential neighborhoods with an interconnected path/trail system.
5. Identify desired linkages of open space in environmentally sensitive areas to similar areas as a means of preserving a greenspace/wildlife corridor.
6. Collaborate with partners to develop a trail system that links local trail and sidewalk facilities with the regional trail system.
7. Maintain zoning and subdivision regulations allowing for parks and open space and providing for the dedication of parkland or fee in lieu.
8. Acquire land shown on the park and trail plan for public recreational trails where and when feasible.
9. Explore federal and state grant opportunities for park acquisition, development and maintenance.

Community Facilities and Services Goal #4: Work with appropriate agencies to provide and maintain the community facilities necessary to maintain vibrant downtown areas.

Objectives:

1. Provide and maintain adequate infrastructure, including sewer, water, storm sewer, parking, streetscaping and sidewalks within the downtown(s).
2. Encourage key community facilities to locate and/or remain within the downtown(s).
3. Work to provide pedestrian and other non-motorized connections to link the downtown(s) with the City's neighborhoods, area parks and community facilities.
4. Allow parking along collector streets and local roads.

Community Facilities and Services Goal #5: Implement goals and policies contained in the City's Surface Water Management Plan.

Objectives:

1. This section is included in the referenced SWMP and outlines goals and policies addressing water resource management needs of the City and their relationship with Regional, State, and Federal goals and programs. Goals and policies relating to the following issues are presented:
 - Water quantity
 - Water quality
 - Erosion and sedimentation
 - Wetlands
 - Public ditch systems
 - Groundwater
 - Recreation, fish and wildlife
 - Enhancement of public participation
2. Generally, the City will work to ensure erosion control and surface water quality standards are met through enforcement of the City's permitting requirements and the Best Management Practices (BMPs) outlined in the City's Storm Water Pollution Prevention Plan (SWPPP). The City will ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Phase II permit for construction activity greater than 1 acre, as well as the requirements of the CCWMO.

Resource Preservation/Protection Goals and Objectives

Resource Protection/Preservation Goal #1: Protect, conserve, and enhance natural resources and environmentally sensitive areas within and adjacent to the City for the community's long-term benefit.

Objectives:

1. Identify environmentally sensitive areas and strongly support their incorporation into parks and open space areas as an alternative to the destruction of these resources.
2. Discourage development in those areas that are unsuitable or hazardous for urban uses due to topography, geology, soils, wetlands, flooding or other natural conditions.
3. Preserve the quality and quantity of surface water and groundwater resources by the appropriate regulation of all development activities that have the potential of impacting the water resources of the area.
4. Provide, when economically feasible, City sewer and water to existing developed parcels within the City, especially within shoreland or other environmentally sensitive areas.
5. Keep local ordinances and controls up to date and consistent with state and federal standards for shoreland, stormwater and erosion management.
6. Develop strategies to preserve air quality.

Resource Protection/Preservation Goal #2: Recognize local lakes as recreational, environmental, economic and aesthetic assets to the community.

Objectives:

1. Acquire park and trail land adjacent to the lakes in the City and its planned growth areas where feasible.
2. Maintain existing public accesses to the lakes and increase public access in new development.
3. Work to connect the lakes to neighborhoods, parks, community facilities and each other through trails and greenway corridors.

Resource Protection/Preservation Goal #3: Work with local and regional partners to conserve, protect and enhance the region's vital natural resources.

Objectives:

1. Consider completing a local natural resource inventory. Give strong consideration to integrating natural resources, including aggregate, identified in regional and local natural resources inventories into local land use decision-making.
2. Implement surface water management practices geared to protecting and maintaining the quality of local water resources.
3. Collaborate with partners to promote best management practices for agricultural activities of environmentally sensitive development techniques to protect the quality of the local and regional water resources.

Resource Protection/Preservation Goal #4: Encourage the preservation and enhancement of historically significant areas, structures, and archaeological sites.

Objectives:

1. Include consideration of historic, cultural and archaeological concerns and values in the development process.
2. Encourage the preservation of historic sites where practical and economically feasible.
3. Work with owners of historically significant structures to identify potential technical and financial resources for rehabilitating the buildings.
4. Promote public improvements which enhance the historic nature of the areas originally platted.
5. Work with the State Historic Preservation Office (SHPO) to determining whether properties proposed for development contain historically significant resources, which should be preserved.

Land Use and Development Goals and Objectives

Land Use and Development Goal #1: Support the compact and orderly growth of urban development.

Objectives:

1. Identify planned growth areas within and outside the City that have the potential to be served with an appropriate range of public services in a cost-effective manner and utilize the future land use plan to guide growth decisions.
2. Continue to guide growth in a compact, orderly pattern so that new development can be effectively served by public facilities; avoid premature development.
3. Encourage a balanced strategy of “infilling”, or developing vacant land within the City, and annexing and developing new areas.
4. Work with the County and Township to maintain low residential densities (1:40 or lower) within the planned growth areas until such time as they can be developed at sewer, urban densities.
5. Accommodate existing agricultural uses until such time as they can be developed at sewer, urban densities.
6. Work to annex existing development located adjacent to the City and within its planned growth areas, as services can be provided to those properties.
7. Require properties served by public utilities to be located within the city.

Land Use and Development Goal #2: Plan land uses and implement standards to promote quality development and minimize land use conflicts.

Objectives:

1. Prepare and adopt a land use plan that designates land use areas and guide development to appropriate areas in order to ensure desirable land use patterns and minimize conflicts.
2. Require adequate transitions between different land uses through appropriate land use planning, zoning and development standards.
3. Encourage the location of commercial and industrial development in areas that avoid adverse impacts on residential areas and have access to major transportation systems.

Land Use and Development Goal #3: Enhance community character and identity.

Objectives:

1. Work to strengthen and maintain the appearance of the City’s gateways and key transportation corridors through design standards, trails, lighting, sidewalks, signage and other tools.
2. Consider the creation of development and site planning standards, incentives and resources to ensure quality development.

Land Use and Development Goal #4: Enhance community and neighborhood livability.

Objectives:

1. Ensure new developments are connected to existing development through the efficient use of streets, utilities and infrastructure.
2. Encourage quality mixed-use development, particularly within projects 10 acres and larger, and/or the appropriate development of housing, shopping and employment in proximity to each other, including housing above commercial uses.
3. Encourage the integration of multi-modal access including parking, sidewalks and bike paths within new development.
4. Encourage a variety of types of neighborhood designs, including neo-traditional and other alternative designs.
5. Enhance the quality of life and safety of residents by establishing bikeways, walkways and other multi-use paths in developing areas.

Chapter 4 – Land Use

Growth and development in Norwood Young America over the next 25 years is guided by the Comprehensive Plan, specifically the Land Use chapter. It establishes long-term targets for key components of the city, consistent with the goals and objectives outlined in Chapter 3. Additionally, the plan assesses the development and growth needs for the community as its population grows, along with the Metropolitan Region. The Comprehensive Plan is specific enough to guide day-to-day development decisions, with enough guidance for determining long-term policy decisions. It shall also serve as the basis for updating the Zoning Ordinance and other development controls that are enforceable under the city's police powers. Specific recommendations that are flexible enough to allow modification and continued refinement are provided with regard to land use, transportation, parks and trails, and growth areas/annexation.

This chapter discusses the city's approach to historic preservation, land use and growth management as it plans for future development to meet the needs of Norwood Young America's growing population.

Physical Constraints/ Advantages to Growth

While planning for growth within Norwood Young America, the physical features of the community must be assessed to review the development potential as future land uses are explored. A number of factors that will have an important effect in shaping future growth and development of the Norwood Young America area have been identified. These represent tangible and/or measurable factors that will shape the city's future growth potential, pattern and form:

- **Sanitary Sewer Capacity:** The existing wastewater treatment system can be expanded to meet the growing needs of Norwood Young America.
- **Natural Barriers to Development:** There are several wetlands and lakes in the area, but these are not significant barriers to the city's growth, although it will be important to ensure that urban growth occurs in a manner that maintains their natural values.
- **Physical Barriers to Development:** The railroads and highways through Norwood Young America physically "break-up" the city and act as barriers to the physical continuity of the city.

Land Use Framework

The future land use plan focuses on providing additional areas for residential, commercial and industrial growth in the Norwood Young America area while supporting and maintaining the existing developed core of the community. Transportation systems and natural features are used to frame the city's growth and to provide open space amenities for the entire community. In summary, the key features of the land use component are that it:

- Reflects existing development and generalized land use patterns,
- Addresses the need to plan for the orderly expansion of urban development into the neighboring rural areas,
- Supports the continuation of rural land uses in those areas until urban development occurs, and
- Recognizes the natural environment and its relationship to future development.

It is the intent of the land use plan to facilitate or create a community within which these elements exist:

- A variety of housing types
- Maintained parks and community facilities that meet the community's needs
- An efficient transportation system for many modes
- Orderly expansion of municipal utilities
- Ample business and commercial opportunities for residents and visitors of all ages

Preserving Traditional Town Qualities

Before the days of the automobile, the traditional town was specifically sized to support itself. Its center grew to possess the range and variety of merchants, professionals and trades people needed to adequately provide for the basic needs of area residents. The neighborhoods surrounding the center were of a size proportionate to the extent and vitality of the town's commercial and industrial districts.

The traditional town was designed at a pedestrian scale and a person could easily walk from one end of the business district to the other. "Main Street," the heart of the town center, typically consisted of several modestly sized city blocks lined with two- or three-story buildings. The intimacy and variety of traditional town experiences and social interactions owe much of their richness to the town's measured scale.

Parts of Norwood Young America exhibit many of the physical, historical and social elements of a traditional, pedestrian-oriented town, including a grid pattern of local streets in the older sections of the city; compact downtowns with buildings of similar scale, size, and intensity; and a core of compact residential neighborhoods containing a variety of housing styles, types and sizes. These physical elements contribute to Norwood Young America's character and differentiate the city from its rural countryside and other communities in the area. However, the traditional uses of these structures have fluctuated of the years, with changes to vacancy rates and commercial development occurring in other locations.

Norwood Young America possesses its share of modern urban and suburban features as well, including residential cul-de-sacs and curvilinear streets, a highway commercial strip center located on US Highway 212 running through the city, and an interdependence on both outside employment centers to provide jobs for Norwood Young America residents and, although to a lesser degree, an outside employment base to fill local jobs as well.

The challenge of the Comprehensive Plan is to maintain and enhance Norwood Young America's traditional town characteristics while attempting to accommodate the new and developing areas, recognizing that the automobile and modern land uses will continue to shape the city's landscape. However, by promoting and extending the physical elements that make Norwood Young America unique, new development can be successfully and sensitively incorporated into the existing urban fabric, allowing Norwood Young America to function as a traditional, yet modern, community.

There are five major elements that define the physical character of a city:

- Development pattern (density, urban vs. rural, and location of major business and industrial centers)
- Major road pattern
- Neighborhood form
- Future growth pattern of major community facilities/open space
- Location and nature of major business and industrial centers

Several guiding principles have been established for each element as follows:

- **Development Pattern**
 - Promote infill development in areas that already have access to city services and roadways.
 - Maintain agricultural areas outside of the city in its planned growth areas until such time as development is imminent and the lands are annexed.
 - Guide commercial expansion primarily to areas along US TH 212, at the intersection of MN TH 5 and US TH 212, and within the city’s north and south downtowns.
 - Guide industrial expansion to the industrial park.
 - Locate new multi-family residential areas in strategic areas of the city.
- **Road Pattern**
 - Preserve the existing street pattern throughout residential infill areas.
 - Establish collector streets through the city’s planned growth areas.
 - Maintain the grid-like street pattern in older parts of the city.
- **Neighborhood Form**
 - Promote a compact urban development pattern in new residential areas.
 - Maintain low, rural densities within the city’s planned growth areas until such time as urban development occurs.
 - Encourage open or green space in new residential neighborhoods.
- **Open Space/ Community Facilities**
 - Strategically locate community and neighborhood sized parks/open space.
 - Plan for bikeways and walkways connecting commercial areas, parks and other points of interest.
 - Continue upgrading and maintaining streets, parks, water/sanitary sewer and other infrastructure.
 - Provide sewer and water infrastructure to the city’s planned growth areas as urban development occurs.

Historic Preservation Plan

The preservation of a community’s history creates a meaningful connection with the past and helps frame the community’s current image. Historic properties are scarce, non-renewable community resources. Historic preservation is an important public service and a legitimate responsibility of city government. Not everything old is worth preserving; however, historic buildings and sites give Norwood Young America local character and community identity. It is acknowledged that some causes of historic property loss are institutional actions, such as residential and commercial development, that are governed by city laws, regulations, and procedures.

Historical Development

Since Norwood Young America was first settled, the community has gone through a series of changes that have shaped it into what it is today. The first settlers to the Norwood Young America area arrived in the 1850’s to take advantage of the cheap and fertile land. Most of these settlers were of English, Irish or German descent with a few Swedish, who came later. While Native Americans were present in this area and hunted in and around Norwood Young America.

CHAPTER 4 – LAND USE

The village of Young America was platted in 1856 and incorporated in 1879. In 1872, the Hastings and Dakota Railroad came to the area and located its tracks one mile south of the village of Young America. This depot was called Young America Station. Due to the new advantages offered by the railway line, several businesses relocated, and new businesses were built along the railway line. In 1874, Young America Station was renamed Norwood when it was apparent that Young America was not going to annex Young America Station.

Throughout most of their history, Norwood and Young America principally served as centers of a rural farming-oriented community. Up until the 1940's for Norwood and the 1950's for Young America, population remained relatively stable. As transportation systems improved, the western suburbs grew, the trend for long distance commuting increased, and job growth occurred. Norwood and Young America began to see population increases and changes in their economies. Norwood Young America now serves as a rural community as well as a residential center for urban people who have few ties to agriculture. While agricultural commerce continues to be important, the economy has become more diversified.

The first effort to merge the cities of Norwood and Young America was recorded in 1974 as a referendum, but it did not pass in Young America. Another merger attempt in 1976 also failed with not enough support on the ballot. The Chamber of Commerce and the West Carver Partnership resurrected the idea in 1992, which set the motion for the final approval for the merging of the two cities in 1997.

Historic Landmarks throughout the community help to tell the story of the community and contribute to its character.

Historic Landmarks

Landmarks can be described as man-made buildings and structures that reflect the culture, history and/or significant architecture of an area and its people. Norwood Young America has landmarks that are listed on the National Register of Historic Places. Each landmark is identified due to its local significance.

- Harms Bar (227 Elm Street West)
 - Constructed: 1890
 - Original Use: Saloon and meeting hall
- Norwood United Methodist Church (224 Hill Street West)
 - Constructed: 1876
 - Original Use: Church
- Young America City Hall (102 SE Second Avenue)
 - Constructed: 1909
 - Original Use: City Hall



There are additional historical properties identified within close proximity to the city's growth area that should be monitored. The following landmark has been identified by the National Register of Historic Places and is listed within Norwood Young America within the database.

- Schimmelpfennig, Johann, Farmstead (SW ¼, SW1/4, Section 7, Township 115, Range 25)
 - Original Use: Farm
 - Constructed: 1856 to 1909

Current historic preservation regulations do not prohibit the destruction or alteration of any buildings on the National Register. If the owner of a building conducts mitigation measures, he/she could, in fact,

demolish or alter a historically significant building. Such mitigation measures may range from preserving the facade of the building to taking photographs of the historically significant features of the building to be catalogued at the local historical society.

Potential Historic Landmarks

There are other architecturally interesting or historic homes and buildings in Norwood Young America that also contribute to its history. Although they may not warrant inclusion on the National Register, the city may want to examine ways to keep these buildings structurally sound so that future generations may be exposed to the community's past:

- Peter Effertz House (510 Elm Street West)
- Palace Drug (224 Elm Street West)
- Bank of Norwood (120 Union Street)
- Judge P.W. Morrison House (222 Morse Street)
- George Bradley House (227 Park Place West)
- Sylvia Olson House (425 Elm Street West)
- Church of the Ascension (323 Reform Street North)
- Peters Hall (123 Elm Street)
- Paul's Funeral Home (124 Hill Street)
- Clyde Henning House (114 Railroad Street)
- Larry and Elaine Pijahn House (320 Railroad Street)
- Waetjen House (16 2nd Avenue SE)
- Humboldt Lodge (*also called Masonic Lodge*) (10 3rd Avenue SE)
- Pavilion in Willkommen Park (21 Main Street)

The existing structures located within Willkommen Park, including the Pavilion, play an important role in the character of the area. The maintenance of these structures should be monitored and studied to preserve the character of the area. Goals and policies relating to historic preservation are included in Chapter Three of this document.

Land Use Plan

The City of Norwood Young America contains a full range of land uses including residential, commercial, industrial and institutional uses with single-family residential being the dominant land use within the city. Planning for the location and density of future develop allows the city to adequately plan for the health, safety and welfare of current and future residents.

The Land Use Plan contains two components: text and a map. The text provides the policies, standards and principles to guide future land uses within the city and its planned growth areas. The Land Use Plan map illustrates the future growth areas through future land use designations for which the policies will apply. The city's existing orderly annexation boundary, as agreed upon with Carver County and Young America Township, was used to define a study area for the future land use plan (see Figure 11).

The 2040 future land use plan utilizes the existing land use patterns to plan for future develop in a manner that compliments existing uses and development patterns. This plan should be referred to on a regular basis as development is pursued throughout the city. It should be reviewed and updated as needed to reflect changes throughout Norwood Young America.

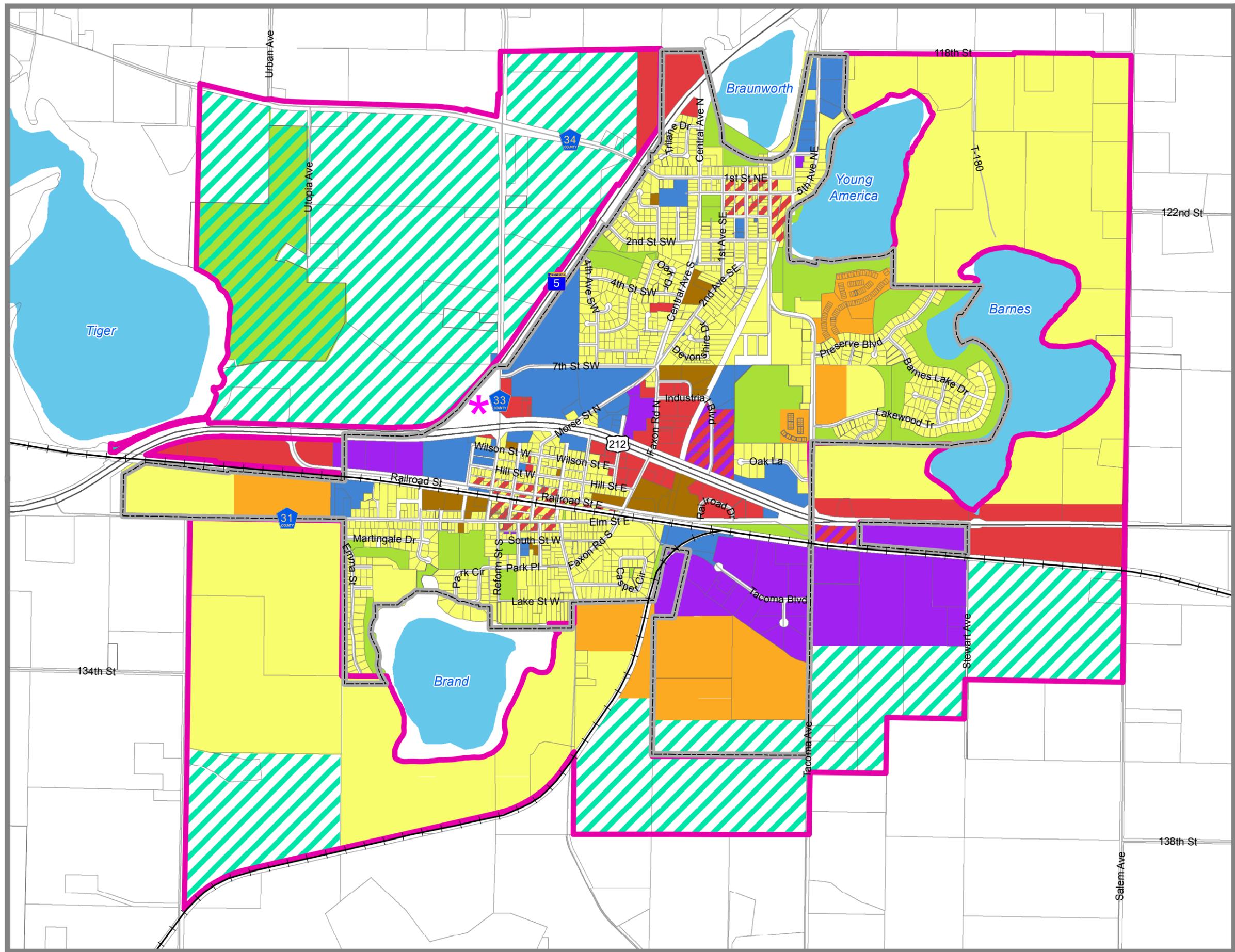
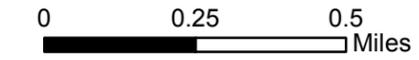
Norwood Young America

**Figure 11:
Future Land Use**

Future Land Use

- Commercial
- Downtown Mixed-Use
- Mixed-Use Commercial/Industrial
- Industrial
- Public/Institutional
- Parks and Open Space
- Low Density Residential - 1 to 7 units/acre
- Medium Density Residential - 8 to 12 units/acre
- High Density Residential - 12 to 18 units/acre
- Planning Reserve
- Municipal Boundary
- Orderly Annexation Boundary
- Railroad

* The city should monitor the land uses at this location as the US TH 212, MN TH 5, and CSAH 33 intersection improvement project is pursued. The proximity to existing commercial uses and the US 212 corridor make this a prime location for future commercial growth.



Future Land Use Categories

The future land use plan uses different land use categories to define growth areas in the city and its growth areas. This section describes the different future land use designations for the city and its growth areas. Ten land use categories have been identified to guide growth in Norwood Young America. Below, each land use designation category is described in detail, along with a description of the growth areas identified in Figure 11. It is recognized that not every parcel of land within each designation will be buildable due to wetlands, floodplains, soils, slopes and other natural site constraints.

Residential Categories

The three residential land use categories represent a majority of the areas where people live within Norwood Young America. These categories include residential development of many types, from single-family homes to multi-family apartments. Future growth of the residential land use categories provides the identified locations for housing growth through the community. The Low Density, Medium Density and High Density categories provide for residential growth at different densities.

Low Density Residential



The Low Density Residential land use category provides the lowest density residential use within the future land use plan at 1 to 7 units per acre. This category allows for single family homes on a lot of approximately 6,000 square feet to 1 acre. A majority of the existing residential development within the City of Norwood Young America is classified as low density residential, including older single-family areas to the recently constructed Preserve development.

Within these areas, it is anticipated that the predominant housing types will be

single-family, including single-family detached housing. The existing city zoning districts appropriate for this land use category include R-1, R-2, and R-3. These districts currently accommodate a very wide range of housing types and densities. When designed to meet a lower density, twin home development within the R-2 and R-3 district would also meet the density range of the Low Density Residential category.

There are three primary areas identified for future growth within this land use category: 1) infill development, 2) the northeast quadrant, and 3) the southwest quadrant. Within the existing city limits, there are platted residential lots that have access to utilities that are currently vacant, including recently platted developments. All vacant parcels platted for residential use are identified in the future land use plan within this category. Additionally, future low density residential growth is guided for the northeast and southwest quadrants of the city. These two areas are located near existing residential growth which supports future development of a similar use. The location of existing utilities and transportation infrastructure stubbed into the areas makes it a prime area for development.

Medium Density Residential



The Medium Density residential category provides for an important mix of housing types within the community. The category supports residential developments at a density of 8 to 12 units per acre. Within these areas, it is anticipated that the predominate housing types will be twinhomes, townhomes, smaller scale apartments, manufactured home parks, and other multi-family development. The current requirements for twinhomes within the R-2 and R-3 districts would be accommodated within this land use category. The existing townhomes located along Serenity Circle provide an example of Medium Density Development. This category also accommodates multi-family development on a smaller scale within the R-3 and

R-4 zoning districts. For example, a 4-unit apartment building within either district meets the requirements of this district.

There are three areas identified for future Medium Density Residential development within the future land use plan. The location of the growth areas can provide a transition between lower and higher intensity uses, but also benefits from proximity to commercial and industrial development for access to services and employment. The first area is located to the east of County Highway 34, south of the Preserve. Medium Density growth is also identified along CSAH 31 to the west of the southern downtown. The designation of Medium Density growth in this area provides for diversified housing options, within close proximity to the downtown and recreational areas near Brand Lake. The final growth area is located to the south of the existing industrial park. This location is in close proximity to future jobs within the industrial park and a few blocks away from downtown uses.

High Density Residential



The High Density Residential land use category also plays an important role in housing diversity throughout the community and provides for the highest residential density development types. Residential development within this category should provide housing at 12 to 18 units per acre. According to the current zoning ordinance, the R-4 zoning district is the only district that allows for this density through the construction of apartment and condominium units. Therefore, the primary development type within this category is apartments and group living quarters. However, other multi-

family and higher density developments, including mobile home parks, could be accommodated within this category. The existing Country Cove Apartments and The Harbor at Peace Village are examples of existing High Density Residential development.

Limited areas of future High Density Residential development have been identified within the future land use plan. The first area is located to the east of Central Avenue and promotes the infill development of a vacant parcel that is adjacent the Young America Apartments. The second area is located to the west of

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downtown and the City Hall along Elm Street. This area provides well for this type of development due to the close proximity of existing services and access to Highway 212 via Reform Street. As development and growth occurs within the community, the city should assess the needs for additional high density land uses to support the needs of the growing residents.

Planned Unit Developments

Planned Unit Developments (PUD) are a tool that has been used in Norwood Young America to promote neighborhoods with a variety of housing types and densities within a single development. PUDs should be considered as a method of achieving a mix of housing types and densities within a single development. A PUD is a zoning tool, and areas have not been defined within the future land use plan as future PUD areas. As development is pursued within any of the three residential land use categories, the use a PUD can be explored to promote diversity within housing types and densities.

Commercial Categories

Commercial land use designations are a vital component of the city's development fabric, representing places people go to work, shop and play. This category includes a mixture of all retail, sales, and service uses within the community. Additionally, the Downtown Mixed-Use category allows for the inclusion of residential units with commercial development.

Commercial



The Commercial land use category represents a majority of the general commercial development in Norwood Young America. This category includes typical retail and service-oriented uses, including highway-oriented businesses, limited office and service uses. There are two existing zoning districts where commercial uses are primarily allowed are RC-1, Residential Neighborhood Commercial District and C-2,

General Commercial District. The RC-1 district allows commercial that complement the surrounding residential uses within a neighborhood. The C-2 district allows a wide variety of commercial uses ranging from banks to hotels to restaurants. Commercial development can vary in size and intensity, dependent on the specific use. Future development in the commercial district shall abide by the city's requirements of a maximum 80 percent lot coverage for both the building footprint(s) and parking lot. The intensity of commercial development is anticipated to be an average of 40 percent of the lot area, using one-story structures.

The success of certain types of commercial development can be tied its visibility and access from major roadways. Much of the areas designated in the future land use plan for commercial development are located along the US TH 212 or MN TH 5 corridors. Development along these corridors are not likely to received direct access from either highway but will be visible to both residents and travelers through the community. Commercial growth is also shown in the core of the city through the infill of parcels that are currently vacant. The location of commercial land use along the highway corridors also places the development in gateways or entrances to the city. Therefore, the characteristics of this development play into the appearance and perception of the city for travelers moving through the city. Development standards for future development in these areas should be considered to promote the city's desired sense of place.

Transportation projects are being pursued near the intersection of US TH 212, MN TH 5 and CSAH 33 which could increase development potential in the area. As noted by the asterisk on Figure 11, the triangle parcel bordered by the three roadways is currently owned by MnDOT. The proposed transportation project would open this parcel for development with the removal of the MN TH 5 slip ramp. Should this project move forward, the city should identify this area for future commercial development due to its proximity to US TH 212 and existing commercial development.

Downtown Mixed-Use



The Downtown Mixed-Use land use category allows for a variety of land uses that contribute to a downtown or town center. Norwood Young America has two traditional “town center” areas that have been designated as Downtown Mixed-Use. This category was not included within the existing land use plan; however, areas currently defined as the town center and zoned C-3 have been designated as Downtown Mixed-Use in the future land use plan. This category is intended to mix commercial and residential uses together into one structure or area, and can serve as centers for retail,

civic/government, office, and service establishments. Allowing residential with commercial uses helps to establish the town center or downtown by bringing people to the area.

The mix of both commercial and residential uses provides variety to the area and can create gathering spaces within the community. Currently the mix of uses includes ground floor commercial and office uses and upper floor residential. It is intended that this current mix of uses will remain as redevelopment occurs. Future development should strive for a combination of 70 percent commercial and office development and 30 percent residential. The residential development within this Mixed-Use district should mimic that of the High Density Residential district with a density of 12 to 18 units per acre.

The Downtown Mixed-Use category should be used to create uses which are compatible with pedestrian movement and generate pedestrian activity in a compact, high-density environment. The two downtown mixed-use areas are characterized by a grid-like street pattern, alleys and sidewalks. This development pattern should be continued.

The types, size, scale and other development standards such as setbacks, off-street parking requirements, etc., are often different for a downtown or town center area than a highway oriented commercial area. The city should encourage and/or require the following design elements within this land use category:

- Buildings to be constructed at or near the right-of-way line to preserve and enhance the main street character of these areas
- Mixed use of buildings
- Smaller parking lots at the side or rear of buildings as a means to minimize hard surface coverage and reduce the visual impact of parking lots
- Shared parking
- Buildings and signage to be in character, size, scale and density with the historical nature of these areas
- Development that is tied into the overall downtown area, and not as a separate element

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The current composition of these downtown areas welcomes both traditional town center access and auto-oriented and industrial uses. The current mixture of these development types plays into the character of the downtown area but should be monitored as future redevelopment opportunities are explored.

Thus, continued and controlled expansion within the Downtown Mixed-Use category should be encouraged, but the City should discourage existing commercial, institutional or residential uses to be used, removed or replaced by industrial uses or additional auto-oriented uses. Existing auto-oriented and industrial uses may continue to operate within the downtown areas, but should they redevelop or expand, measures should be taken, where possible, to improve their appearance and compatibility with a downtown setting. Outdoor storage should not be increased, nor should they cause substantial noise, dust, odor or vibration.

The function of a downtown is more than just a place for retail and businesses; it often serves as the center of community activity and identity. As such, it provides a function different from that of shopping centers or modern highway commercial strips. The key to the continued viability of Norwood Young America's downtowns is to increase the activity in and around them. The downtowns will find it increasingly difficult to compete with the commercial areas along the highway, making their identification as a destination within the community a key to their future success. Norwood Young America should encourage visitor-oriented uses such as antique stores, restaurants, and small art or gallery spaces. Such activities draw pedestrians to the downtown, which bring life and activity. This, in turn, helps foster an active business climate. In addition, residential units and office space should be allowed to locate above storefronts, where possible.

Industrial Categories

The purpose of the Industrial categories is to provide centers for employment within the community that provide warehouse and manufacturing uses. There are two industrial land use categories within the future land use plan – Industrial and Mixed-Use Industrial/Commercial.

Industrial



The Industrial land use category includes both light and heavy uses. Light industrial uses include warehouse uses and less intensive manufacturing, and includes facilities where offices are a key element to the business or are free standing professional businesses and offices. They may also include limited retail and service uses in support of office uses and employees. Heavy industrial uses include manufacturing, warehousing, assembly, truck terminals, mining, quarries and other businesses that provide goods and services, but not directly to the public. Both types of industrial uses can produce heavier

truck volumes than commercial uses. The existing B-1 and I-I zoning districts align with the intent of this district.

Similar to the Commercial District, industrial development can vary in size and intensity, dependent on the specific use. Future development in the industrial district shall abide by the city's requirements of a maximum 80 percent lot coverage for both the building footprint(s) and parking lot. The intensity of

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industrial development is anticipated to be an average of 50 percent of the lot area, using one-story structures.

Industrial development can be associated with heavier truck volumes and the potential production of noise, smell or light pollution (as a result of manufacturing). Therefore, the location of future industrial development should be monitored to limit the impacts and potential conflicts with adjacent uses. Future industrial growth has been identified in the future land use plan within the existing industrial park. There are current six vacant lots that should be the first locations for industrial development. Additional industrial growth has been identified to the east of the industrial park, south of the railroad tracks. Expansion in this area maintains the use of Tacoma Avenue for industrial traffic and places industrial uses near the active rail line.

Mixed-Use Commercial/Industrial



The Mixed-Use Commercial/Industrial category provides a land use district that combines the allowed uses of the Commercial and Industrial uses into one district. The district is intended to provide flexibility for both the city, property owners and developers in an area that can support both use types within one general area. Commercial uses suitable for this category include those less dependent on drive-by traffic,

and light industrial uses may be more appropriate within this district. The Mixed-Use Commercial/Industrial category has been identified in two locations on the future land use map. The first is located along Industrial Blvd in a developed area that includes development of this nature. The second location is in the southeast quadrant of Tacoma Ave and US 212. The mixed-use designation in this area provides flexibility for a future developer, due to its location between the industrial park and existing commercial uses. Though a combination of zoning districts accommodates the intended use of this land use district, the B-1, Business Industrial District, provides for a mixture of uses that is similar to those described within this category.

Other Land Use Categories

The purpose of the remaining districts is to identify other land uses that generally provide key services to residents and visitors and are typically developed and owned by a public entity.

Parks / Open Space Category



The Parks and Open Space category identified existing municipal and other public parks and open spaces. This includes areas that are identified as a local park and includes other open spaces that should remain undeveloped. All uses of this district identify existing parks and open space uses. As development occurs the city should assess the needs for additional allocation of this use in cooperation with the findings of the Parks and Trails Chapter of this plan. One area within the Planning Reserve has been identified as Parks and Open Space within the future land use plan. This area was

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recently purchased by Pheasants Forever, Inc. and donated to the Minnesota Department of Natural Resources for future recreational use.

This category not only identifies existing programmed park space but should also be used to identify areas of natural resource preservation. An example of the use of this district for preservation is the identification of the recently purchased area within the northwest quadrant of the city. As areas are encountered that the city wishes to preserve for recreational, environmental, or other purposes, this land use category should be used.

Public / Semi-Public Category



The Public/Institutional category is used to identify publicly owned properties that provide a service to a public. These can include government buildings, schools, and churches. Existing community facilities are designated as this category within the future land use plan; however, no future Public/Institutional uses are identified. As the city continues to grow and change, the needs for additional public and institutional uses should be analyzed. Existing community facilities should continue to be maintained and preserved at their current location. If a public facility or institution ceases to exist or moves from its present site, that site should be designated as the same use, or the predominate land

use, that surrounds it. For example, if a church surrounded by Low to Medium Density Residential relocates, the church property should either house a new church, or be designated for low-density residential development. In addition, new development should incorporate appropriate public/institutional uses as they are developed.

Planning Reserve

The Future Land Use Plan identifies desired future land uses many years into the future. Many of these areas are currently undeveloped, and some are outside the existing city limits. Prior to urban development, such areas should be protected against development patterns that may hinder their ultimate transition to the intended urban use. The Planning Reserve area identifies future growth areas for the City of Norwood Young America that are not currently needed to meet future population forecasts. However, these areas are located within the city's orderly annexation boundary, where growth should be closely monitored. At this time, agricultural and open space uses are the desired land uses within the Planning Reserve. Low intensity residential uses may be allowed within the area but should be developed in a manner that doesn't impact future growth.



Development in these areas must be minimized to limit impacts for future development. To comply with Minnesota State Law and the requirements of the Agricultural Preserves Program, residential development in this area should be limited to a maximum density of 1 unit per 40 acres. The current City zoning district appropriate for this designation is the T/A, Transition-Agricultural District. The current lot requirements for the district allow farmsteads of 1 unit per 40 acres. Additionally, single-family units are allowed on a lot size of 2.5 acres; however, only one unit is allowed per quarter, quarter section (40 acres).

Though the city has identified future land uses within the Orderly Annexation Boundary agreed upon by the city, county and township, the city should actively monitor development occurring along the gateways to the city and areas adjacent to the annexation boundary. Development in these areas has the potential to result in future conflicts for development.

Redevelopment

Some existing land uses are shown as a different use on the Future Land Use Plan map. These designations are intended to guide future change and redevelopment of those parcels and are not intended to mean that the existing use must cease immediately. For example, an existing residence in a predominantly commercial area may be shown on the Future Land Use Plan map as a commercial use. This does not mean that the people who live in the existing homes would have to immediately move, nor does it mean that owners of these properties could not sell to another person who wants to maintain the property for a residential home. Only when a change in use is proposed does this land use guidance take effect. If a residential unit in these areas is eliminated or substantially altered, the site should be developed with the future planned use, as indicated on the Future Land Use Plan map.

Future Land Use Plan

As previously described, the future land use plan identifies growth areas to meet the future needs of the City of Norwood Young America and its residents. The total acreage for the planned growth of each category is provided in Table 9. This includes a comparison of the allocation of each land use within the future land use plan, the density range, and the net developable acreage (excluding wetlands and natural resource preservation).

Table 9: Future Land Use Growth

Land Use Category	Density Range	Future		Net Res. Developable Acreage	Potential Units (using the lowest density)
		Acres	%		
Commercial	N/A	127	10.4%	--	--
Industrial	N/A	133	10.9%	--	--
Mixed-Use Commercial/Industrial	N/A	21	1.7%	--	--
Downtown Mixed-Use	12 to 18 Units/Acre	27	2.2%	8	97
Public/ Institutional	N/A	0	0.0%	--	--
Low Density Residential	1 to 8 Units/Acre	589	48.3%	500	501
Medium Density Residential	8 to 12 Units/Acre	154	12.6%	146	1,170
High Density Residential	12 to 18 Units/Acre	9	0.7%	8	102
Park and Open Space	N/A	159	13.0%	--	--
TOTAL	--	1,219	100.0%	--	1,870

Norwood Young America is identified as a Rural Center by the Metropolitan Council. According to the Council’s Thrive 2040, Rural Centers should achieve a net density of 3 to 5 units per acre. The net density for Norwood Young America, using the land uses designated in the future land use plan is 3 units per acre. As the city continues to assess the residential needs of its growing population, the net density may increase as the housing options grow more diverse.

Future Land Use Changes

Following the Great Recession, the city reviewed the previously adopted 2030 future land use plan to make adjustment for growth moving forward. Many aspects or themes of the 2030 land use plan were carried forward into the 2040 plan update; however, the following changes were made:

- The Low-Medium and Medium-High Density Residential District was stratified into three separate land use districts (Low Density, Medium Density and High Density). Generally, the locations for future medium and high density residential growth remained consistent between the two plans.
- The Downtown Commercial and Civic Center land uses were combined into one category

(Downtown Mixed-Use). The general location of these districts remained consistent.

- Additional areas were designated as Park and Open Space to accurately identify those areas that should be preserved for recreational or natural resource purposes.
- The amount of Low Density Residential land use was reduced to better reflect the need to accommodate the 2040 forecasts. The remaining area was identified with the Planning Reserve to identify areas that the city should monitor for future development.

Growth Management Plan

The City of Norwood Young America anticipates further residential, commercial and industrial development in and adjacent to the city. In order to accommodate that growth, the city has designated areas outside of the current city limits with future land uses. To identify the staged timing of this development in manner that aligns with future utility extension and follows recent growth trends, a development phase has been defined to each growth area. These areas are where the city plans to grow in the next 25+ years and wants to establish land use plans and policies so that adequate streets, water and sanitary sewer infrastructure and services can be planned for and provided in a cost-effective manner.

In addition, the city wants to work with Carver County and Young America Township to ensure that the growth within the Orderly Annexation Boundary occurs in a manner that is compatible with the city’s policies and can eventually become part of the city and be served by a full range of urban services. The planned growth areas should be designated for agricultural or very low density residential uses of 1 per 40 acres or less until such time as development is imminent and services can be provided. Additionally, the city should work regularly with the county and township to review the Orderly Annexation Boundary and make adjustments as needed.

Future Land Needs Analysis

Following is a summary of the projected land use needs in gross acres for the city through 2040. These figures are based on the population, household and employment projections prepared for this plan. More information about these projections and the resulting land use needs in Chapter 2, Inventory and Analysis, of this plan. The land use needs have been determined per ten-year increment to coincide with the specific projections.

Table 10: Future Land Needs

Land Use Type	Additional Gross Acres Needed by:			Total Acreage	Average Acres/ Year
	2020	2030	2040		
Residential	150	332	256	738	24.6
Single-Family	120	264	204	588	19.6
Multi-Family	31	68	52	151	5.0
Commercial	61	35	35	131	4.4
Industrial	63	36	36	135	4.5
Total	274	403	327	1,004	33.5

Land Potentially Available for Development

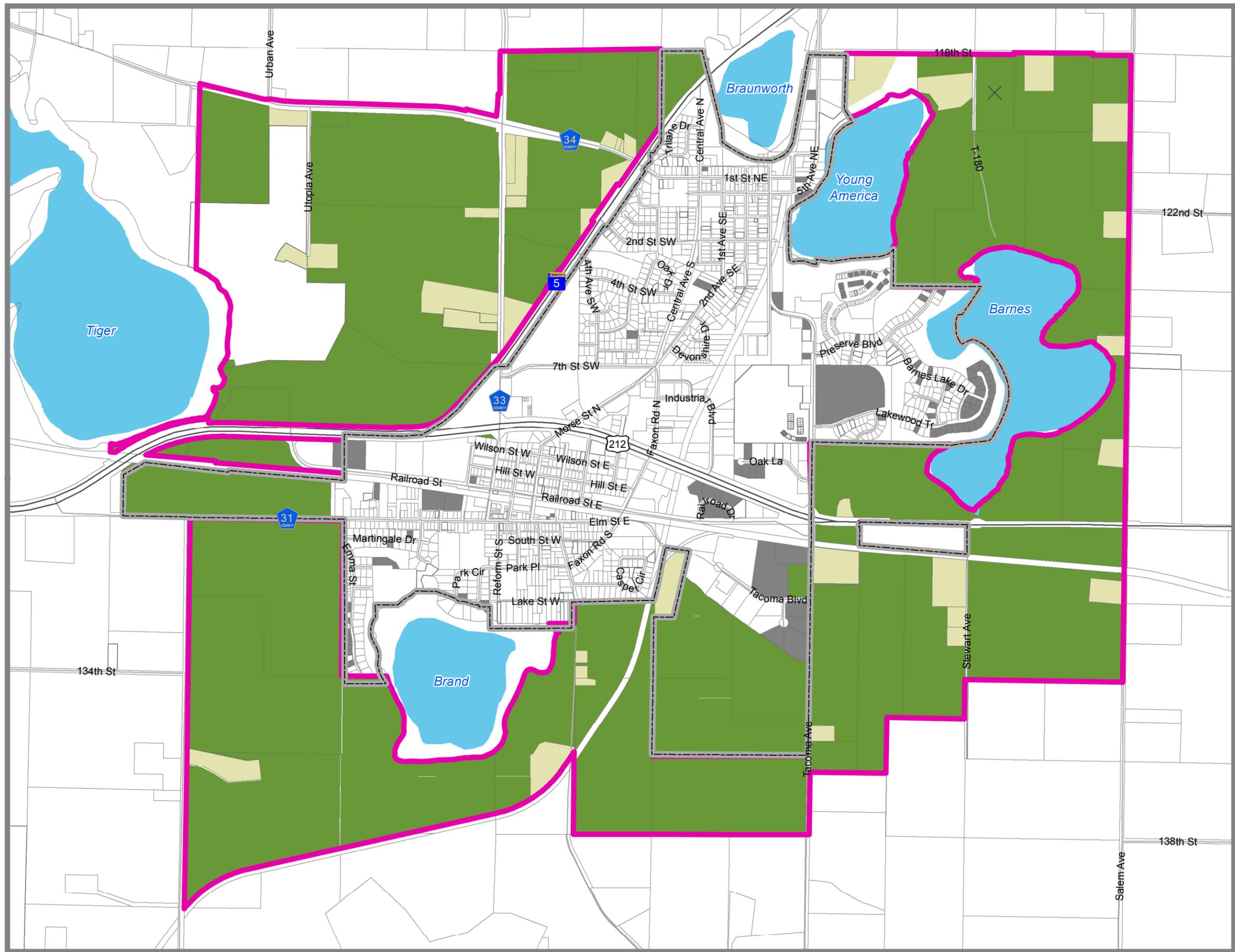
Within the city limits, there exist a number of parcels that are currently vacant or in agricultural use. When planning future land uses, it is important to examine these lands for development, in addition to identifying new lands outside the city. The present of wetlands, soils, or other development restrictions should be analyzed to assess the development suitability of vacant and agricultural parcels in Norwood Young America for residential, commercial or industrial development. These parcels, along with those that are potentially available for development, are shown on Figure 12.

Outside the city limits, but within the potential growth path of the city, there also exist a number of limitations for development. These include wetlands, waterbodies and lands enrolled in the Agricultural Preserves program. Lands within Agricultural Preserves are restricted for development until eight years after the landowner files to exit the program. Figure 8 (Chapter 2) shows agricultural preserves surrounding Norwood Young America. The map includes the dates when the parcels entered the program. Although much of the land within the city’s planned growth areas is in Agricultural Preserves, seven of the parcels are schedule to exit the program in 2018 and 2019.

Norwood Young America

Figure 12: Vacant and Agricultural Land

- Existing Land Use**
- Rural Residential
 - Agricultural
 - Vacant
 - Municipal Boundary
 - Orderly Annexation Boundary



0 0.25 0.5 Miles



Land Use Comparison

A comparison of the acreage needed to support household, population and employment forecasts was completed against the growth areas defined in the future land use map (see Table 11).

Table 11: Future Land Needs Comparison

Land Use Type	Acres Needed				Future Land Use Map Acres					Difference
	2020	2030	2040	Total	2020	2030	2040	2040+	Total	
Residential	151	332	256	739	158	334	259	455	1,206	+467
-Single-Family	120	264	204	588	120	265	203	455	1,044	+456
-Multi-Family	31	68	52	151	38	68	56	0	162	+11
Commercial	61	35	35	131	65	34	36	0	132	+1
Industrial	63	36	36	135	62	35	36	14	147	+12
Total	275	403	327	1,005	283	403	331	469	1485	+480

As shown in the table, the Future Land Use Plan includes more single-family and industrial land than is needed to accommodate the City’s growth over the next 25 years. However, while it is important for the City to plan future land uses based on an acreage analysis grounded in realistic projections of future market demands; it is wise to plan conservatively for future needs, providing options and flexibility for development. It is equally important to plan the land uses that make the most long-range sense for any given location based on existing and surrounding land uses, planned roadways, infrastructure availability, environmental features and other geographic considerations.

Thus, when planning for future development, it is difficult to create a land use plan that corresponds precisely with projected land acreage needs. In addition, even the best growth projections are merely a prediction of the future, based on past trends and current conditions.

The Future Land Use Plan map guides the long-term land use desired by the community for any given site. The future land needs analysis provides some insight as to the when the city can anticipate such development and ensures that the general amount of land identified for any given land use category is grounded in realistic projections of future market demands.

Because the Future Land Use Plan identifies significantly more land for future residential development than the needs analysis indicates will be required over the next 25 years, the Staging Concept includes areas for very long term staging as explained below.

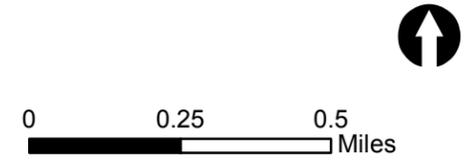
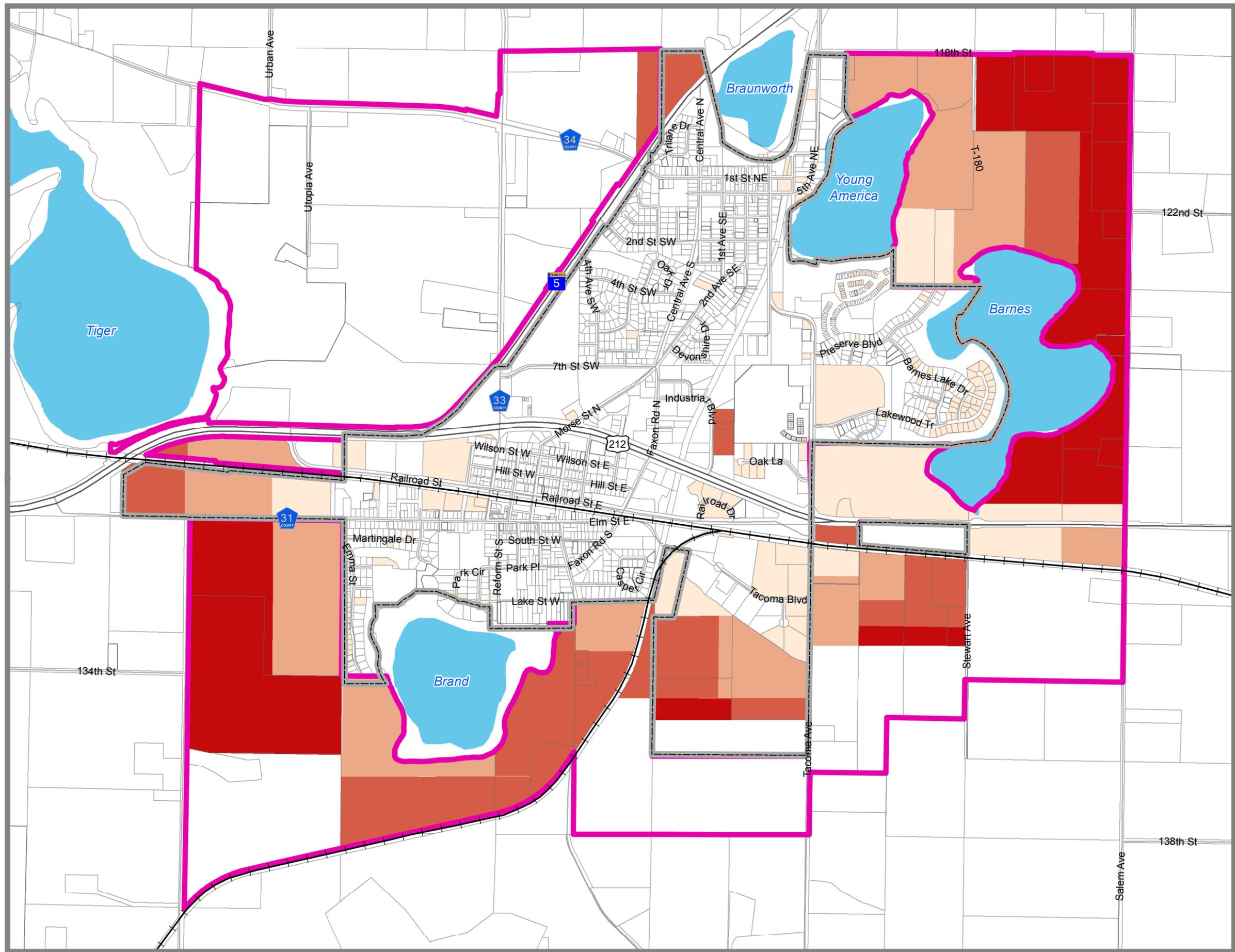
Staging Plan

Not all land within the City’s planned growth areas will develop immediately or at the same time, but development in these areas should occur in an orderly, sequential and contiguous fashion to the extent possible. A staging concept has been developed to phase growth over the next 25 years (see Figure 13). However, the city will need to remain flexible in the phasing of these areas if circumstances warrant, market opportunities allow, and development can be provided with appropriate urban services.

Norwood Young America

Figure 13: Staging Plan

- Development Phasing**
- Phase 1 (2010 to 2020)
 - Phase 2 (2020 to 2030)
 - Phase 3 (2030 to 2040)
 - Phase 4 (Beyond 2040)
- Municipal Boundary
- Orderly Annexation Boundary
- Railroad



The proposed development phasing areas are expected to provide more than adequate land for development over the next 25 years based on the population projections included in the Inventory and Analysis section of this plan. However, the pace at which this land will be consumed will be influenced by two primary factors. First, development of the development phasing areas can be restricted by not having either a willing seller or buyer/developer for any given parcel of land. If a large landowner is not ready to sell his/her land, or if he/she cannot find a willing buyer/developer, it can significantly impact the orderly and full development of the development phasing areas. The relationship between buyer and seller will be greatly influenced by the timing of services, market conditions, topography and other factors. Secondly, future population and market projections are never completely certain and future industrial demand can significantly impact the amount of land consumed and sewer capacity needed.

Figure 13 also shows potential future residential growth areas beyond the 2040 horizon. These are shown as “Phase 4 (Beyond 2040)”. Although this land is not expected to be used for urban development for a long time to come, this Plan identifies them now in order to protect them against large lot, unsewered development and other premature development use that will hinder their ultimate transition to urban residential development. Areas that are not identified with a future development phase are identified in the future land use plan as the Planning Reserve. At this time, specific future land uses have not been identified in these areas as growth is expected well beyond the 2040 planning horizon. However, planning in these areas may be warranted. For example, the northwest quadrant of the study area has been identified as a future study area for the city since the adoption of the 2030 plan. As the city works with MnDOT and Carver County regarding transportation improvements along US TH 212 and MN TH 5, the city may want to consider the development of a sub-area study to analyze potential development in this area and the impacts to the transportation system.

Planning for future growth is neither a linear nor a static process. Even the best growth projections are merely a prediction of the future, based on past trends and current conditions. The impacts of economic events, such as the Great Recession, are unpredictable and can impact the planning included within the document. Since changes in economic and social variables greatly affect projected outcomes, it will be important for the city to periodically measure actual progress against targeted growth projections and, if necessary, redirect its growth strategies.

Chapter 5 – Transportation

A city's transportation system has a great influence on its future growth and development, as the network of streets in a community is interconnected with the surrounding land use configuration. It is a challenging task for cities to provide access for shoppers and employees to local businesses and industries, provide efficient through transportation for regional travelers, and provide for recreational transportation opportunities. These challenges are further complicated by the need to balance the needs of non-motorized traffic, including pedestrians and bicycles, with motorized traffic.

The principal objective of transportation planning is to provide the information necessary for making decisions on when, where, and what type of improvements should be made in the transportation system to satisfy current and anticipated travel demands; and to promote land development patterns that meet the community's goals and objectives.

The purpose of this chapter is to provide guidance to the City of Norwood Young America, as well as existing and future landowners, in preparing for future growth and development. As such, this chapter provides the framework necessary in aiding the decision-making process regarding roadway infrastructure improvements necessary to achieve safety, adequate access, and mobility within Norwood Young America. This chapter also outlines the performance of the existing roadway system and investigates the most efficient ways in which to develop the future roadway system. Combined, enacting these policies and strategies will allow the City of Norwood Young America to enhance the local economy and quality of life as the transportation system is enhanced.

Transportation System Principles and Standards

The transportation system principles and standards included in this Plan create the foundation for improving the system, evaluating its effectiveness, determining future system needs, and implementing strategies to fulfill the goals and policies identified.

Functional Classification

The functional classification system defines both the function and role of a roadway within the hierarchy of an overall roadway system. 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. Functional classification planning works to manage mobility, access, and alignment of routes. Functional classification also seeks to align designations that match current and future land uses with 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
- Proportional balance of mobility and ability to move without restrictions
- Continuity between travel destinations
- Relationship with neighboring land uses
- Eligibility for State and Federal funding

CHAPTER 5 – TRANSPORTATION

Within the Twin Cities Metropolitan Area, the Metropolitan Council has established detailed criteria for roadway functional classifications, which are summarized in Table 12.

Table 12: Roadway Functional Classification Criteria

Criteria	Principal Arterial	Minor Arterial	Collector	Local Street
Place Connections	Interconnects metro centers and regional business concentrations	Interconnects major trip generators	Interconnects neighborhoods and minor business concentrations	Interconnects blocks within neighborhoods and land parcels within commercial areas
Spacing	Developed areas: 2-3 miles Developing areas: 3-6 miles	Developed areas: ½-1 mile Developing areas: 1-2 miles	Developed areas: ¼-¾ mile Developing areas: ½-1 mile	As needed to access land uses
Roadway Connections	To interstates, principal arterials and selected minor arterials	To interstates, principal arterials, other minor arterials, collectors and some local streets	To minor arterials, other collectors and local streets	To collectors, other local streets and a few minor arterials
Mobility	Highest	High	Moderate	Low
Access	No direct property access	Limited access to property	Access to properties is common	Unrestricted property access
Percent of Mileage	5-10%	15-25%	5-10%	65-80%
Percent of Vehicle Miles Traveled	40-65%	15-40%	5-10%	10-30%
Intersections	Grade separated or high- capacity intersection controls	Traffic signals and cross- street stops	All-way stops and some traffic signals	As required for safe operation
Parking	None	Restricted as necessary	Restricted as necessary	Permitted as necessary
Large Trucks	No restrictions	No restrictions	Restricted as necessary	Permitted as necessary
Typical Average Daily Traffic	15,000-200,000	5,000-30,000	3,000-15,000	Less than 3,000

Criteria	Principal Arterial	Minor Arterial	Collector	Local Street
Posted Speed Limits	45-65 mph	40-50 mph	30-45 mph	Maximum 30 mph
Right-of-Way Width	100-300 feet	60-150 feet	60-100 feet	50-80 feet
Transit Accommodations	Priority access for transit in peak periods	Preferential treatment where needed	Designed for use by regular route buses	Normally used as bus routes only in non- residential areas

It is recognized that individual roads and streets do not operate independently. Most travel involves movement through a network of roadways. It is necessary to determine how travel patterns can be channeled within the network in a logical and efficient manner. Functional classification defines the nature of the network hierarchy by defining the role that any particular road or street should play in serving the flow of trips through a roadway network. Functional classification is the process by which streets and highways are grouped into classes according to the level and character of service that they are intended to provide. This process involves determining the functions each roadway should perform prior to determining its overall design. The functional classification system typically consists of five major classes of roadways: Principal Arterials, Minor Arterials, Major Collectors, Minor Collectors, and Local roadways. The existing roadways are described below and illustrated in Figure 14.

Principal Arterials

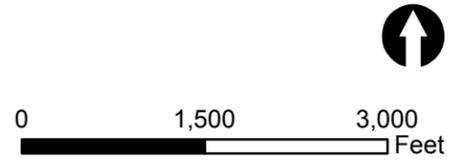
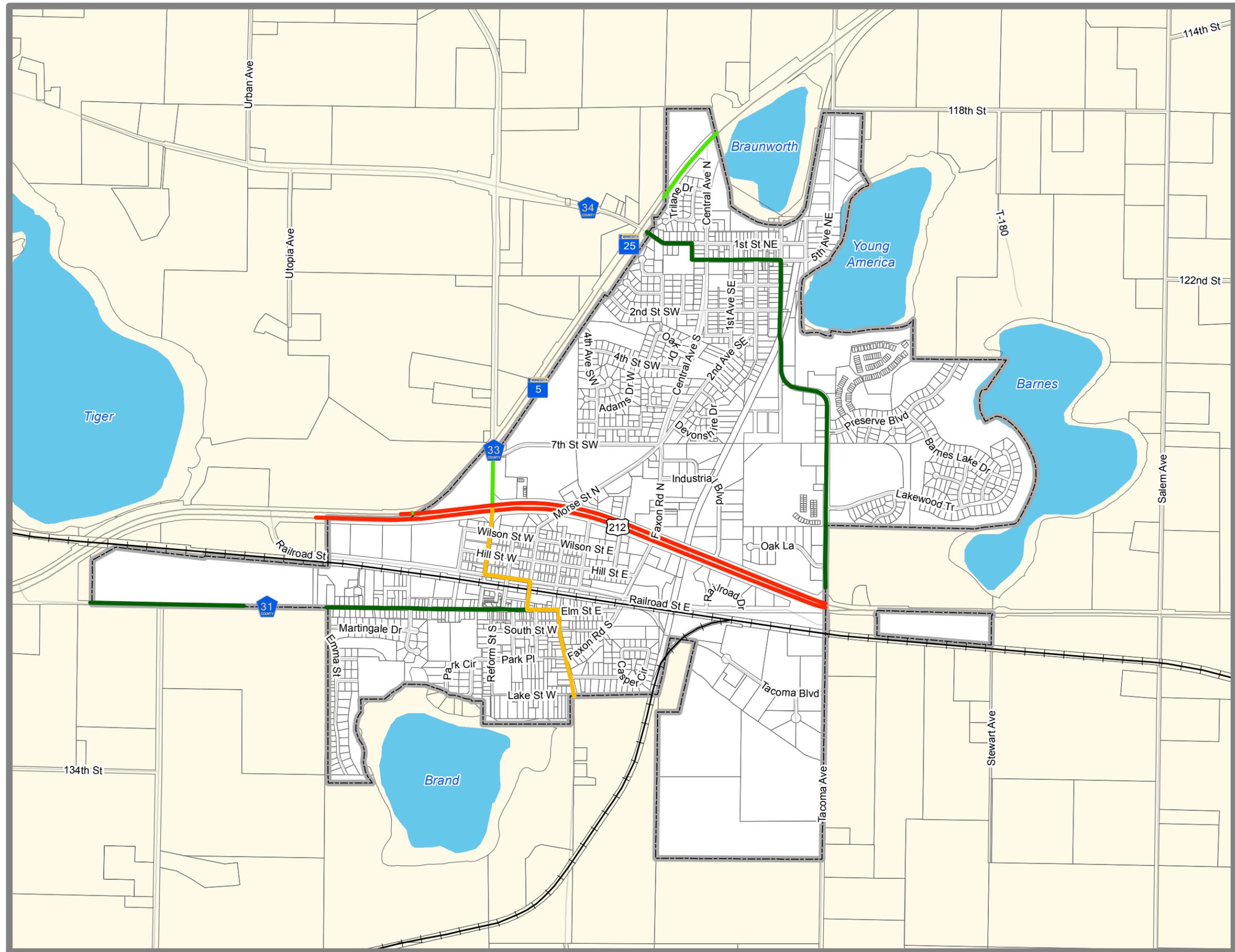
Principal arterials are part of the Metropolitan Highway System and provide high-speed mobility between the Twin Cities and important locations outside the metropolitan area. They are also intended to connect the central business districts of the two central cities with each other and with other regional business concentrations in the metropolitan area. These roadways, which are typically spaced from three to six miles apart, are generally constructed as limited access freeways in the urban area but may also be constructed as multiple-lane divided highways.

US TH 212 is the only Principal Arterial located within the City of Norwood Young America. The highway is currently a 2-lane section as it approaches Norwood Young America from the east. It then transitions to a 4-lane section at Tacoma Avenue through the remainder of the study area. The city supports the 4-lane expansion effort of the current 2-lane segment of US TH 212. The future expansion of the highway may require the acquisition of additional right-of-way. As development is pursued in this area, the city will monitor future right-of-way needs for the potential expansion of US TH 212. Additionally, the highway is currently listed in the 2040 TPP Revenue Scenario of pavement improvements between 2019 and 2024 through the City of Norwood Young America.

Norwood Young America

Figure 14: Existing Functional Class

- Functional Class**
- Principal Arterial
 - Other Arterial
 - A-Minor Connector
 - Major Collector
 - Municipal Boundary
 - Lakes



Minor Arterials

Minor arterials also emphasize mobility over land access, serving to connect cities with adjacent communities and the metropolitan highway system. Major business concentrations and other important traffic generators are usually located on minor arterial roadways. In urbanized areas, one-half to two-mile spacing of minor arterials is considered appropriate, depending upon development density.

A-minor arterials are defined by the Metropolitan Council as roadways of regional significance that are of regional importance because they relieve, expand or complement the principal arterial system. A-minor arterials are categorized into four types, consistent with Metropolitan Council guidelines:

- Relievers: Minor arterials that provide direct relief for metropolitan highway traffic
- Expanders: Routes that provide a way to make connections between urban areas outside the I-494/I-694 beltway.
- Connectors: Roads that provide good, safe connections to and among communities at the edge of the urbanized area and in rural areas.
- Augmenters: Roadways that augment principal arterials within the I-494/I-694 beltway.

A well-planned and adequately designed system of principal and A-minor arterials will allow the city's overall street system to function the way it is intended and will discourage through traffic from using residential streets. Volumes on principal and minor arterial roadways are expected to be higher than on collector or local roadways. Providing the capacity for these higher volumes will keep volumes on other city streets lower.

The City of Norwood Young America is served by two A-minor connector arterials (MN TH 5 and MN TH 25) and one other arterial (CSAH 33). All minor arterial roadways within the City of Norwood Young America include a 2-lane cross-section with no current plans for expansion.

Collectors

Collectors, as the term implies, collect and distribute traffic from neighborhoods and commercial areas and provide a critical link between local streets, which are designed for property access, and minor arterials, which are designed for mobility. Collector streets have an equal emphasis on land access and mobility. This is a category of roadway that the City of Norwood Young America has the greatest share of responsibility with Carver County as the collector roadways include facilities under both jurisdictions' control.

It is this category of roadway that the City of Norwood Young America has the greatest responsibility for since Principal and Minor arterials tend to be under the jurisdiction of either MnDOT or Carver County.

The designation of roadways as collectors should be informed by the following guidelines:

- Collector streets should be designated as those that provide an intermediate path between local streets and minor arterials.
- Collectors should not intersect principal arterials directly but rather first connect to a minor arterial.
- Local streets should not connect to minor arterials directly but rather first connect to a collector.
- Collector streets are spaced $\frac{1}{4}$ to $\frac{3}{4}$ mile apart in fully developed areas and $\frac{1}{2}$ to 1 mile in developing areas.
- Collector streets should intersect other collectors, minor arterials and, if necessary, principal arterials at a location consistent with the spacing guidelines of the higher-level roadways.
- Collectors, individually or as a group, cannot terminate within a neighborhood but should provide a continuous path from one minor arterial to another.

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- Wherever feasible, access to individual parcels should be provided by local roads and not collectors.
- Identification of collectors should not be based on traffic volumes but should consider a roadway’s function in the overall roadway network.
- Collectors should be located and designed to minimize the diversion of traffic from principal or minor arterials.
- Collector streets may be sub-divided into minor collectors and major collectors.
 - Minor Collectors: These streets connect local roads to another collector or to a minor arterial.
 - Major Collectors: These streets connect both local roads and minor collectors to a minor arterial.

Table 13 provides a further differentiation between minor and major collectors.

Table 13: Characteristics of Minor and Major Collectors

Criteria	Minor Collector	Major Collector
Length	Short, less than 1.5 miles.	Longer, 1.5 miles to three miles.
Travel Shed	Limited to immediate neighborhood.	Larger area links more than one neighborhood.
Speeds	Low Speed (30-35 MPH)	Medium Speed (35-45 MPH)
Access	Private access permissible	Private access discouraged. Generally, access is provided to higher trip generators (i.e., shopping centers, office buildings.)
Parking	Usually allowed	Some restrictions depending on traffic volumes.
Land Use	Typically serves residential areas.	Residential, commercial or high employment concentrations.
Mobility	Less emphasis on mobility and greater value on access.	More balance between mobility and access.
Transit	May accommodate fixed route transit but less likely to be used as a route.	Should be designed to accommodate fixed route transit.
Spacing	Closer spacing. Contained within homogeneous neighborhoods to distribute trips.	Greater spacing, traverses distinct neighborhoods and land use types.

There are four major collectors and no minor collectors in the planning area. The four major collectors include: County Road 31, Elm Street, Tacoma Avenue/3rd Avenue and Main Street/1st Street/County Road 34.

Local Streets

Local streets are the most common roadway classification type. They typically include city streets that facilitate the collection and dispersion of local traffic to Collectors and Minor Arterials. Their emphasis is to provide local access over mobility at high speeds. All other roadways within the study area are considered local streets.

Roadway Capacity

Capacities of roadway systems vary based on functional classifications, roadway design (number of lanes, divided or undivided), and system connectivity. Generally speaking, a two-lane divided arterial roadway has a daily capacity of 12,000 to 18,000 vehicles per day, a four-lane divided arterial street has a daily capacity of 28,000 to 40,000 vehicles per day, and a four-lane freeway has a daily capacity of approximately 70,000 vehicles per day. Variability in capacity is directly related to many roadway characteristics. These include access spacing, traffic control, adjacent land uses, as well as traffic flow characteristics. Therefore, it is important that the peak hour conditions are reviewed to determine actual volume-to-capacity on roadway segments with average daily traffic volumes approaching their capacity values.

Major Collector and Minor Collector roadways have physical capacities similar to those of a two-lane arterial street, however, the acceptable level of traffic on a residential street is significantly less than the street’s physical capacity. The acceptable volume of traffic on Major Collectors and Minor Collectors varies based on available right-of-way, housing densities and setbacks, locations of parks and schools, and overall resident perceptions.

Typically, traffic volumes on Major Collectors in residential/educational areas are acceptable when they are at or below 50 percent of the roadway’s physical capacity. This results in an acceptable capacity of 6,000 to 9,000 vehicles per day. In most communities, acceptable traffic levels on Minor Collectors are considerably less. Daily traffic volumes of 1,000 to 1,500 vehicles per day is acceptable on Minor Collectors in residential areas.

The capacity of a gravel road is physically greater than 500 vehicles per day. However, based on studies conducted by Minnesota counties, it has been determined that an average daily traffic (ADT) over 500 justifies paving the roadway. This is due to the maintenance costs of keeping a gravel road in working condition when ADT is over 500. This is balanced against the pavement costs, pavement life, and maintenance costs of a paved roadway with the same volumes.

Estimated Daily Capacities

The various roadway types and the estimated daily capacities that the given roadway in the City of Norwood Young America can accommodate are provided in Table 14. A capacity deficiency exists when traffic volumes approach or exceed the capacity of the roadway.

Table 14: Roadway Types and Capacities

Roadway Type	Daily Capacity Range
Gravel Roadway	Up to 500
Minor Collector Street	Up to 1,000
Urban 2-Lane	7,500 – 12,000
Urban 3-Lane or 2 -Lane Divided	12,000 – 18,000
Urban 4-Lane Undivided	Up to 20,000
Urban 4-Lane Divided	28,000 to 40,000
4-Lane Freeway	Up to 70,000

Level of Service

Roadway Level of Service (LOS) is used to assign a value to the level of congestion and efficiency of the roadway. The LOS is determined by the ratio of the actual roadway volume to the established capacity. In general, the higher the volume, the lower the LOS. There are six (6) LOS classifications, depending on the extent of congestion and service on the roadway. The LOS are defined in Table 15. Generally, the City of Norwood Young America should consider capacity improvements on roadways with a LOS D or worse and volume-to-capacity ratios over 0.75 during the peak hours.

Table 15: Highway Level of Service

LOS	Multi-Lane V/C Ratio	Two-Lane Average Travel Speed
A	<0.28	>55 mph
B	>0.28-0.45	50-55 mph
C	>0.45-0.65	45-50 mph
D	>0.65-0.86	40-45 mph
E	>0.86-1.00	<40 mph
F	>1.00	V/C >1.0

Access Management Guidelines

Access management is an important aspect of providing a safe and efficient roadway network. Access management measures include:

- Providing adequate spacing between access points and intersecting streets to separate and reduce conflicts.
- Limiting the number of driveway access points to reduce conflicts.
- Aligning access with other existing access points.
- Sharing access points, through internal connectivity between property owners.
- Encouraging indirect access rather than direct access to high volume arterial roads.
- Constructing parallel roads and backage or frontage roads.
- Implementing sight distance guidelines to improve safety.
- Using channelization to manage and control turning movements.

Access review is a major aspect of the city’s project review process. The goal is to maintain the safety and capacity of the city’s roadways while providing adequate land access.

Access management also involves balancing the access and mobility functions of roadways. Access refers to providing roadway access to properties and is needed at both ends of a trip. Mobility is the ability to get from one place to another. Most roadways serve both functions to some degree based on their functional classification. The four levels of functional classification and their corresponding mobility and access traits are as follows:

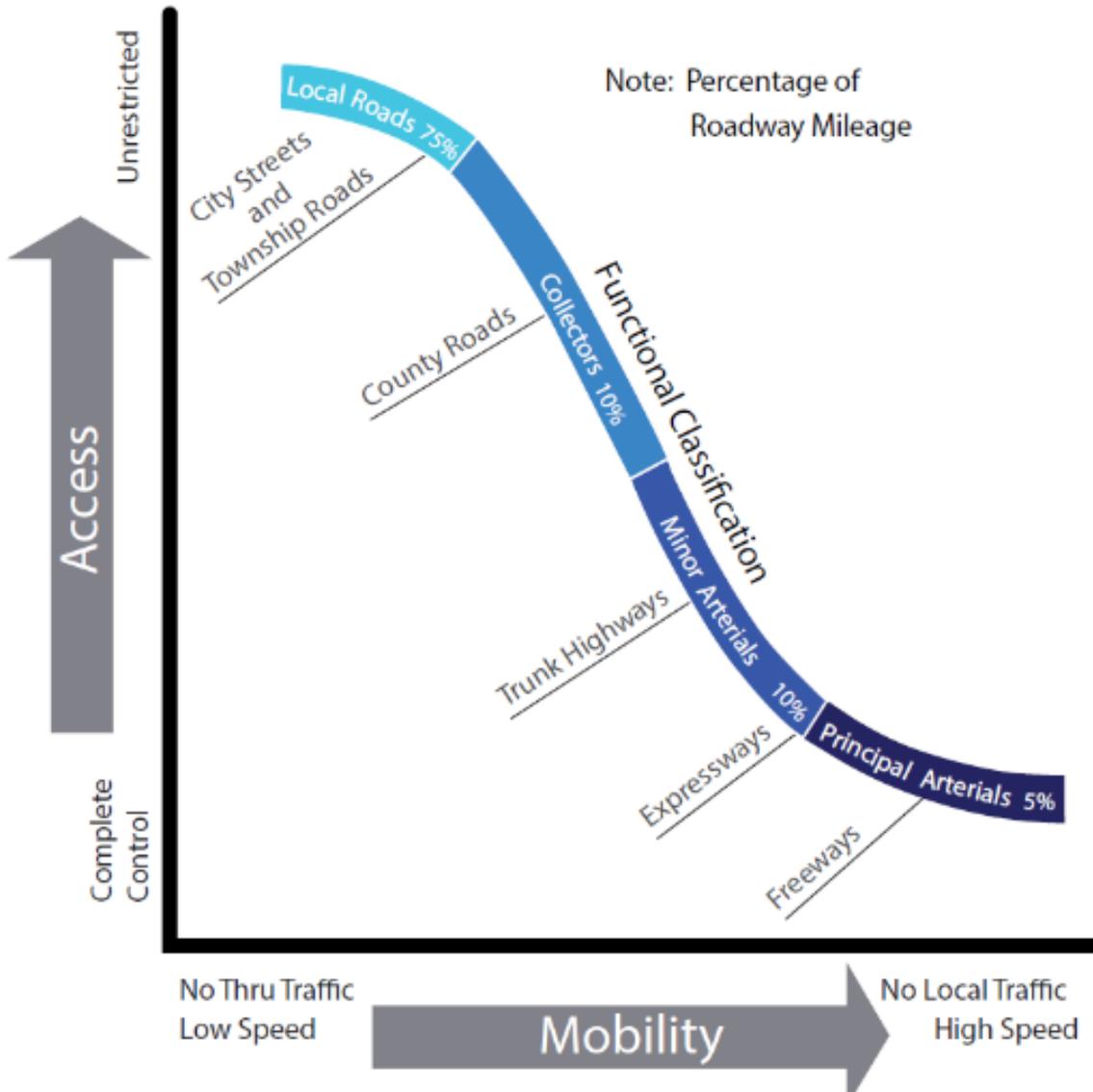
- Principal Arterials have the highest mobility with no direct land access.
- Minor Arterials have a high mobility with limited land access.
- Collector Streets have moderate mobility with some land access.
- Local Streets have low mobility with unrestricted land access.

Access, when looking at the roadway system in Norwood Young America, is defined as the relationship between local land use and the transportation system. There is an inverse relationship between the

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amount of access provided and the ability to move through a given roadway. As higher levels of access are provided, the flow of traffic is reduced. The relationship between access and mobility is illustrated in Figure 15.

Figure 15: Roadway Mobility/ Access Relationship



In Norwood Young America, implementing access standards and spacing guidelines are recommended to effectively manage existing ingress/egress onto city streets and to provide access controls for new development and redevelopment. Access standards are based on the Minnesota Department of Transportation (MnDOT) State-Aid design standards. It should be noted that the City of Norwood Young America has access authority for roadways under its jurisdiction. Please refer to Carver County's minimum access spacing guidelines identified in their current Transportation Plan.

Table 16: Roadway Access Standards

Driveway Dimensions	Residential	Commercial or Industrial
Driveway Access Width	11 ft. – 12 ft. (16 ft. desired)	16 ft. – 32 ft. (32 ft. desired)
Minimum Distance between Driveways	20 ft.	20 ft.
Minimum Corner Clearance form a Collector Street	60 ft.	80 ft. ¹

¹At the discretion of the City Engineer, 80 ft. minimum.

Table 17: Access Spacing Guidelines for Collector Roadways in Norwood Young America¹

Type of Access by Land Use Type	Major Collector	Minor Collector
Low & Medium Density Residential		
Private Access	Not Permitted ²	As Needed ³
Minimum Corner Clearance from a Collector Street	660 ft.	300 ft.
Commercial, Industrial or High Density Residential		
Private Access	Not Permitted ²	As Needed ³
Minimum Corner Clearance from a Collector Street	660 ft.	660 ft.

¹These guidelines apply to City streets only. Carver County and MnDOT have access authority for roadways under their jurisdiction. Please refer to Carver County’s minimum access spacing guidelines identified in their current Transportation Plan.

²Access to Major Collectors is limited to public street access. Steps should be taken to redirect private accesses on Major Collectors to other local streets. New private access to Major Collectors is not permitted unless deemed necessary.

³Private access to Minor Collectors is to be evaluated by other factors. Whenever possible, residential access should be directed to non-continuous streets rather than Minor Collector roadways. Commercial/Industrial properties are encouraged to provide common accesses with adjacent properties when access is located on the Minor Collector system. Cross-traffic between adjacent compatible properties is to be accommodated when feasible. A minimum spacing between accesses of 660’ in commercial, industrial, or high density residential areas is encouraged for the development of turn lanes and driver decision reaction areas.

Geometric Design Standards

Geometric design standards are directly related to a roadway’s functional classification and the amount of traffic that the roadway is designed to carry. For the City of Norwood Young America, geometric design standards were developed based on MnDOT State-Aid standards. These design standards were developed to achieve adequate capacity within the roadway network, as well as a level of acceptance by adjacent land uses, given the constraints associated with the existing development pattern. Each component identified in the typical sections is essential to a particular roadway’s ability to perform its function in the roadway network.

County and State Roadways

In addition to these standards for city Collector roadways, the State and County Arterial and Collector roadways should include components of the city’s transportation system. Along TH 5, CSAH 31, CSAH 33, and CSAH 34 a bituminous trail is recommended on both sides of the roadway. Similar to the type of travel on the adjacent roadway, the trail will accommodate higher volumes and longer pedestrian and bicycle trips. A 10-foot width is preferable because it would better accommodate two-way travel safely. Through the existing developed portions of the city, 6-foot wide on–street bikeways are recommended, and when possible a 5-foot walk on at least one side.

Roadway Width

Roadway and travel lane widths are directly associated with a roadway’s ability to carry vehicular traffic. On Major Collector roadways and Minor Collector streets, a 12-foot lane is recommended for each direction of travel. The 24-foot total travel width is recommended to accommodate anticipated two-way traffic volumes. In addition to the travel width, a minimum 6-foot shoulder lane width accommodates pedestrian and bicycle traffic, parked or stalled vehicles, and maintenance activities. Roadway widths not meeting the Geometric Design Standards results in decreased performance of the particular roadway and additional travel demand on the adjacent roadway network components. For example, a sub-standard Major Collector roadway may result in additional travel demand on an adjacent Minor Collector or local street, resulting in an overburden for adjacent landowners. Similarly, additional local circulation on an adjacent Minor Arterial results in reduced mobility for regional trips.

Design Speed

The design speed of a roadway is directly related to the roadway’s function in the roadway system. The focus of Minor Arterial roadways is mobility; therefore, these roadways should be designed to accommodate higher travel speeds. Likewise, Minor Collector roadways are more focused on accessibility and should be designed to accommodate lower travel speeds. The function of Major Collectors is balanced between mobility and accessibility; therefore, these roadways should be designed accordingly. The recommended design speed for the Norwood Young America roadway network are presented in Table 18.

Table 18: Roadway Design Speed Guidelines

Functional Classification	Design Speed ¹
Minor Collector Street	30 mph
Major Collector Roadway	35 – 40 mph
Minor Arterial Roadway	45 – 55 mph

¹At the discretion of the City Engineer for City roadways, with approval by the City Council.

Right-of-Way Width

Right-of-way width is directly related to the roadway’s width and its ability to carry vehicular and pedestrian traffic in a safe and efficient manner. For Minor Collector streets in residential areas, a minimum right-of-way width of 66’ is necessary for the added roadway width, as well as to provide added setback distance between the roadway and homes adjacent to the roadway. Right-of-way widths greater than 66’ may be required on Major Collector roadways within commercial areas to accommodate the

potential for higher traffic volumes and the need for additional through or turning lanes. All right-of-way requirements may be increased at the discretion of the City Engineer, with approval by the City Council. Please refer to Carver County's right-of-way requirements for county roads in their current Transportation Plan. The city should obtain identified local and county right-of-way through any proposed redevelopment process to accommodate long-term roadway and sidewalk/trail needs.

Bikeways, Sidewalks and Trails

Bikeways, sidewalks, trails, or roadway shoulders are recommended to be on or adjacent to Major Collector and Minor Arterial roadways, and most Minor Collector roadways to accommodate pedestrian, bicycle, and other non-motorized travel in a safe and comfortable manner. These roadways carry a considerable amount of vehicular traffic and non-motorized facilities are recommended. Design and accommodations for non-motorized traffic facilities in Norwood Young America follow the MnDOT Bikeway Facility Design Manual; Americans' with Disabilities Act (ADA); AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities; FHWA Designing Sidewalks and Trails, Part II, Best Practices Design Guide; and FHWA Design Guidance, Accommodating Bicycle and Pedestrian Travel: A Recommended Approach. The city will continue to work with Carver County and MnDOT to plan, evaluate, and design non-motorized facilities and integrate the facilities into reconstruction efforts. At the discretion of the city, the requirements for trails, sidewalks, bikeways, and shoulders may vary.

Roadway Jurisdiction

Roadway jurisdiction directly relates to functional classification of roadways. Generally, roadways with higher mobility functions (such as arterials) should fall under the jurisdiction of a regional level of government. In recognizing these roadways serve greater areas resulting in longer trips and higher volumes, Principal Arterial and Minor Arterial roadways should fall under the jurisdiction of the State and county, respectively. Similarly, roadways with more emphasis on local circulation and access (such as collectors) should fall under the jurisdiction of the local government unit. These roadways serve more localized areas and result in shorter trip lengths and lower volumes. Major Collector and Minor Collector roadways should fall under the jurisdiction of the City of Norwood Young America. As roadway segments are considered for turn-back to the city, efforts will be taken to evaluate the roadway features for conformance to current standards, structural integrity, and safety. This effort will help the city develop short and long-range programs to assume the responsibilities of jurisdictional authority. In the City of Norwood Young America, three jurisdictions have responsibility for the overall road network. MnDOT is responsible for US TH 212, MN TH 5, and MN TH 25, while Carver County is responsible for CSAH 31, 33, and 34. The City of Norwood Young America is responsible for all remaining roadways. Some existing private drives are located within the city. These roadways are designed, constructed and maintained by a private jurisdiction and do not fall to the responsibility of the city.

Transit

It is recognized that various methods of travel impact the economic vitality of a city, county, or broader region. The term transit applies to all forms of ride sharing, regardless of who provides the service or whether ridesharing arrangements are formal or informal. Most transit rides, however, are provided by formal transit systems, at least during the morning and afternoon peak travel periods.

Based on the needs of a community, transit systems may be established to accommodate trips that are internal within the city (internal to internal), trips that begin in the city and end somewhere outside of the

city (internal to external), and/or trips that begin outside of the city and end within the city (external to internal).

Dial-a-ride, fixed route service by means of bus and bus rapid transit, are just some of the transit system examples that are or could be provided within a city such as Norwood Young America upon the completion of further detailed studies. Transit studies can evaluate current transit service performance and analyze the market to identify any unmet needs and to look for opportunities to enhance transit service. Generally, communities with dial-a-ride as an initial service explore the feasibility of providing a fixed route schedule to connect residents with businesses, schools, places to shop, and employment centers.

Existing Transportation System Evaluation

The following section provides a summary of the existing transportation system in Norwood Young America.

Existing Traffic Volumes and Capacity Issues

The existing 2014 traffic volumes in the area were collected by MnDOT and Carver County and are represented in Figure 16. Of the County and State roadways within the study area, US TH 212 has the highest daily traffic volumes and County Roads 34 and 31 with the lowest daily volumes. These volumes include all forms of vehicular traffic on the roadway.

Data is also available to identify the number of heavy commercial vehicles that use each roadway. These vehicles are defined as all trucks with at least two axles and six tires and include freight deliveries to and through the city. Heavy commercial average daily traffic volumes (HCAADT) are shown in Figure 17. This data shows the average number of heavy commercial vehicles that use each State and County roadway per day on average. The highest heavy commercial traffic volumes are along US TH 212, accounting for approximately 10 percent of the overall traffic (see Table 19).

Table 19: Existing Traffic Volumes, 2014

Roadway	Segment	AADT	HCAADT	Percent
US TH 212	Western limits to MN TH 5	13,000 vpd	1,300 vpd	10.0%
	MN TH 5 to CSAH 33	11,700 vpd	1,200 vpd	10.2%
	CSAH 33 to Tacoma Avenue	11,300 vpd	1,150 vpd	10.2%
	Tacoma Avenue to Eastern limits	12,700 vpd	1,250 vpd	9.8%
MN TH 5	US TH 212 to CSAH 33	1,550 vpd	70 vpd	4.5%
	CSAH 33 to CSAH 34	4,100 vpd	135 vpd	3.3%
	CSAH 34 to Northern limits	6,100 vpd	220 vpd	3.6%

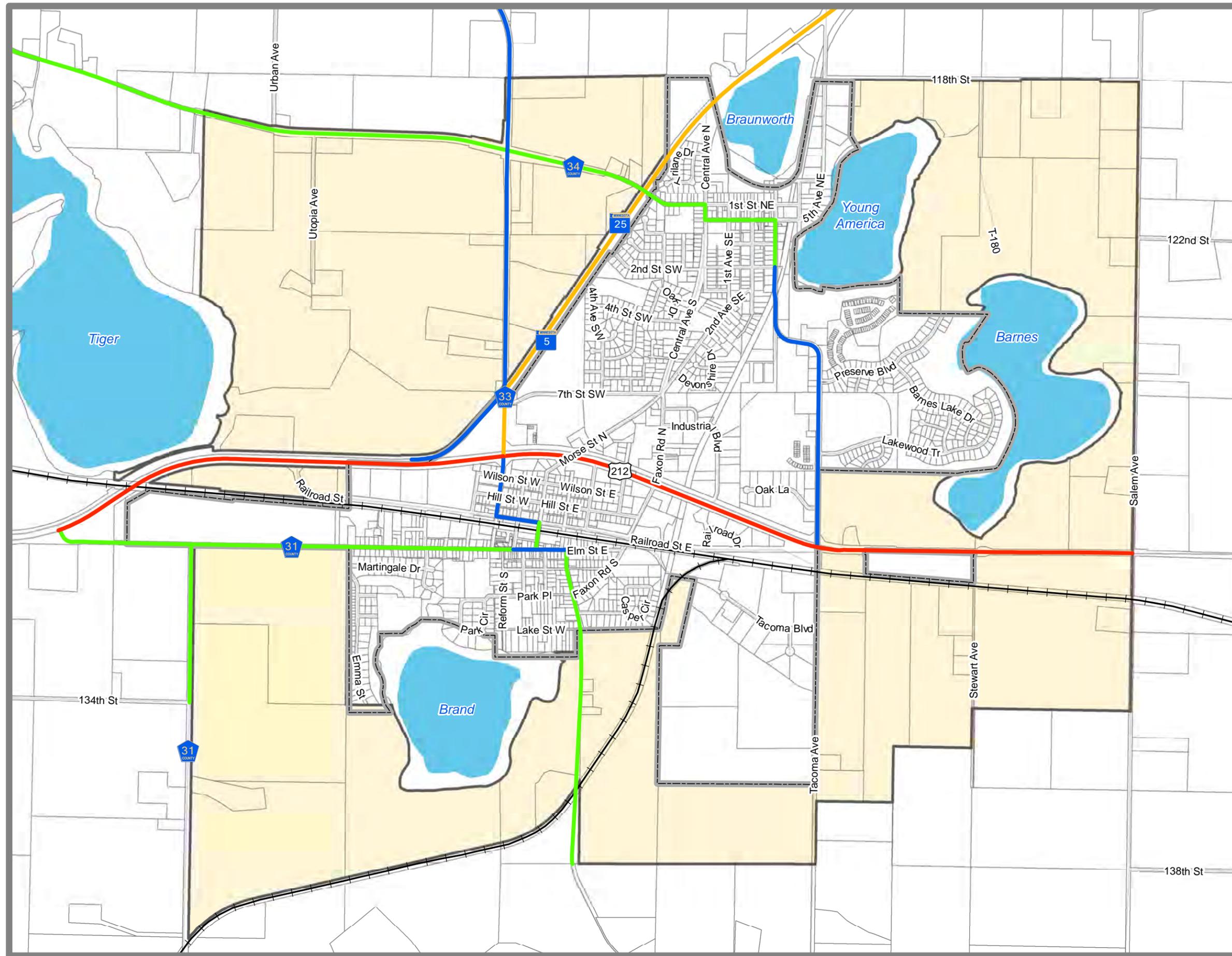
Volume to capacity analysis of the average daily traffic volumes indicates that no roadway segments within the City of Norwood Young America are currently operating at a near congested or congested level (see Figure 18). However, US TH 212 from CSAH 34 east to Salem Avenue is currently operating at a near congested level as shown in Figure 16. The identification of this segments as “near congested” does not warrant immediate action to improve capacity; however, it does identify a segment that should be monitored as changes occur.

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**Figure 16:
Existing 2014 Average Daily
Traffic Volumes**

**Existing 2014 AADT
Volumes**

- 430 - 910
- 911 - 2100
- 2101 - 6100
- 6101 - 13100
- Municipal Boundary
- Orderly Annexation Boundary
- Lakes



0 1,500 3,000 Feet

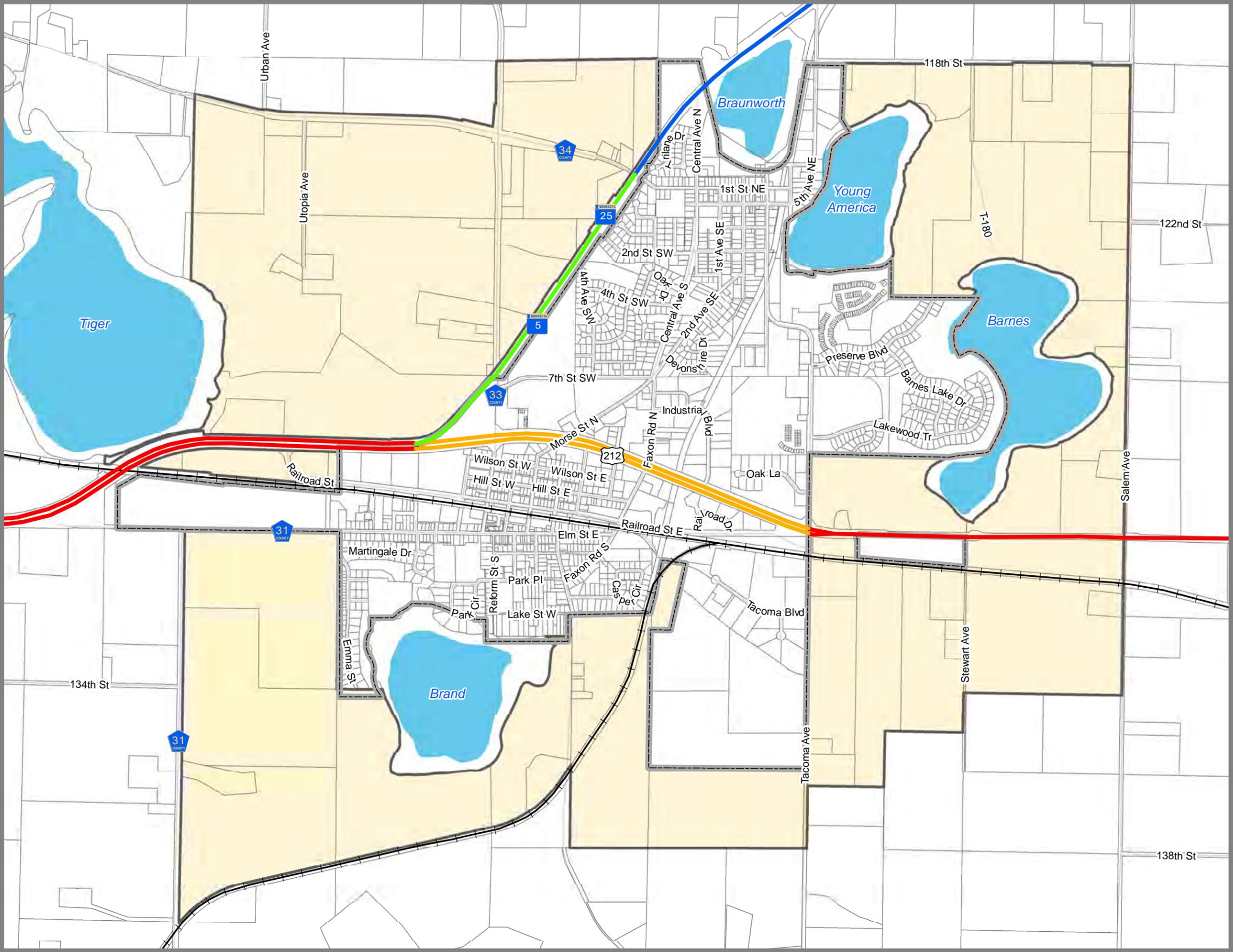


Norwood Young America

**Figure 17:
Existing 2013 Heavy
Commercial
Average Daily Traffic
Volumes**

**Existing 2013 HCAADT
Volume**

- 70 - 135
- 136 - 220
- 221 - 1200
- 1201 - 1300
- Municipal Boundary
- Orderly Annexation Boundary
- Lakes



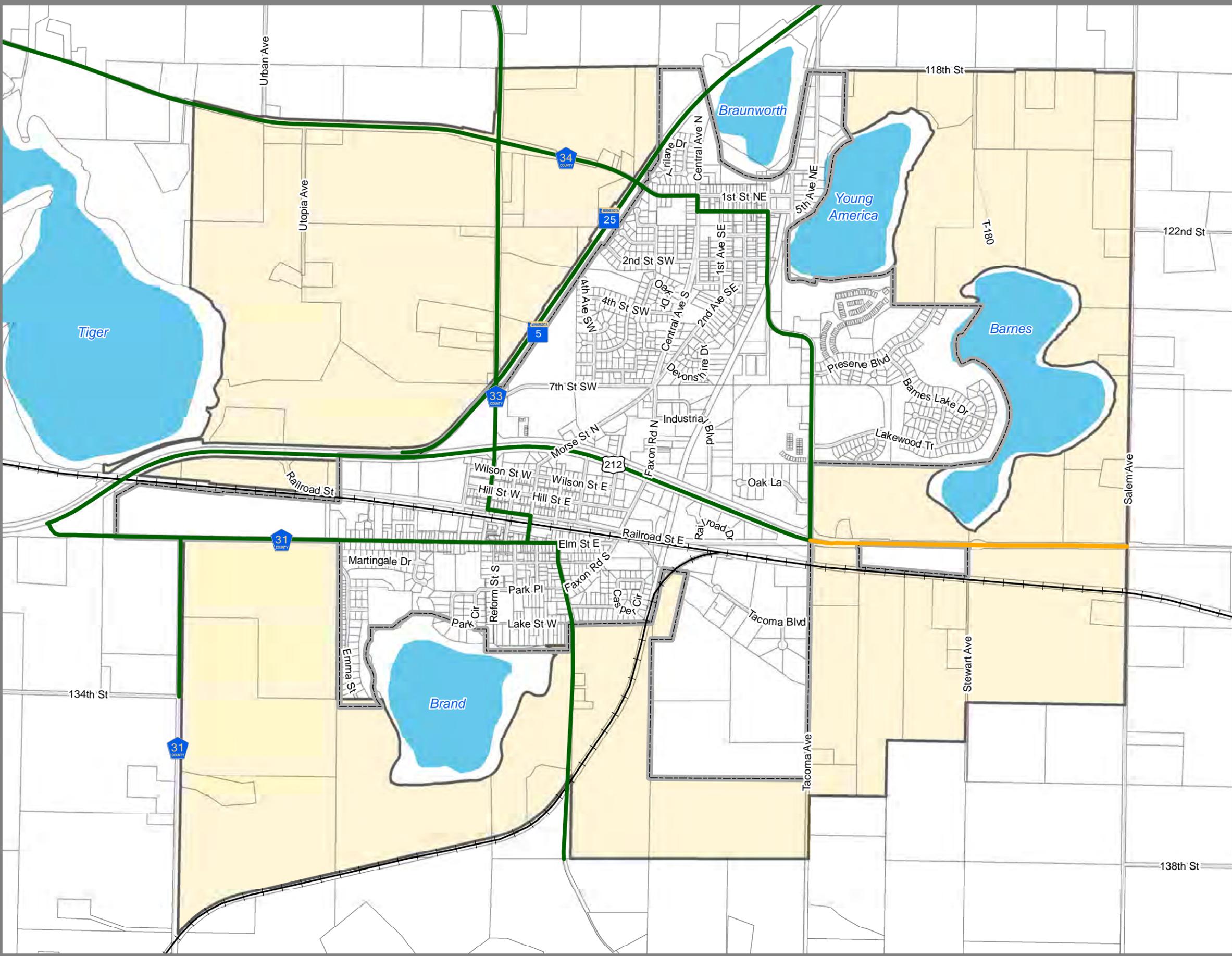
0 1,500 3,000 Feet



Norwood Young America

**Figure 18:
Existing 2014
Volume to Capacity Ratio**

- Existing 2014 V/C Ratio**
- <0.5 - No Congestion
 - 0.5 to 0.75 - Periodic Congestion
 - 0.75 to 1 - Near Congestion
 - Municipal Boundary
 - Orderly Annexation
 - Lakes



Capacity improvements are recommended on any roadway with a future level of service of D, E, or F, as defined in the roadway capacity discussion within the Roadway Capacity section. Roadways identified above as near congested (having a volume to capacity ratio between 0.75 and 1) or congested (having a volume to capacity ratio greater than 1) are recommended to be monitored and programmed for capacity improvements when necessary. Roadways that are periodically congested (having a volume to capacity ratio between 0.5 and 0.75) are generally identified as providing an acceptable level of service.

Safety and Mobility

A planning-level analysis of the existing transportation system in Norwood Young America was completed and included evaluating crash records for the types of accidents most commonly occurring and where accident trends may exist. In the five-year time period from January 1, 2011 through December 31, 2015, there were a total of 120 crashes recorded on the roadways within Norwood Young America (see Figure 19 and Table 20). The high crash locations were identified along US TH 212, which may be partially rectified by the long-term improvements, included in the Highway 212 Corridor Plan. A further study should be completed in the short term as stated in the TH 212 Corridor Plan.

Table 20: Crash History (2011 – 2015)

Year	Number of Crashes					
	Fatal	Personal Injury Crashes			Property Damage	Total Crashes
		Type A Incapacitating Injury	Type B Non-Incapacitating Injury	Type C Possible Injury		
2011	0	0	2	3	16	21
2012	0	0	1	4	17	22
2013	0	0	0	6	24	30
2014	0	0	0	7	19	26
2015	0	0	1	3	17	21
Total	0	0	4	23	93	120

Source: MnDOT

Jurisdictional Issues

The roadway system in Norwood Young America is comprised of roadways under the jurisdiction of the city, Carver County and MnDOT. The County has identified two potential jurisdictional transfers planned for roadways in the city in their 2040 Transportation plan. The first involves the transfer of CSAH 33 from Railroad Street south to CSAH 31 (Elm Street) from the city to Carver County. The second involves the transfer of CSAH 33 from Reform Street east along Railroad Street until Morse Street, and Morse Street south until CSAH 33 (Elm Street) from Carver County to the city. This transfer would remove the existing jog in the county’s jurisdiction through the downtown. The city will coordinate with the county regarding this potential transfer.

The city recognizes the county’s and State’s role in jurisdictional issues and desires active participation in any jurisdictional discussion.

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**Figure 19:
Existing Crashes, 2011-2015**

Crash Severity

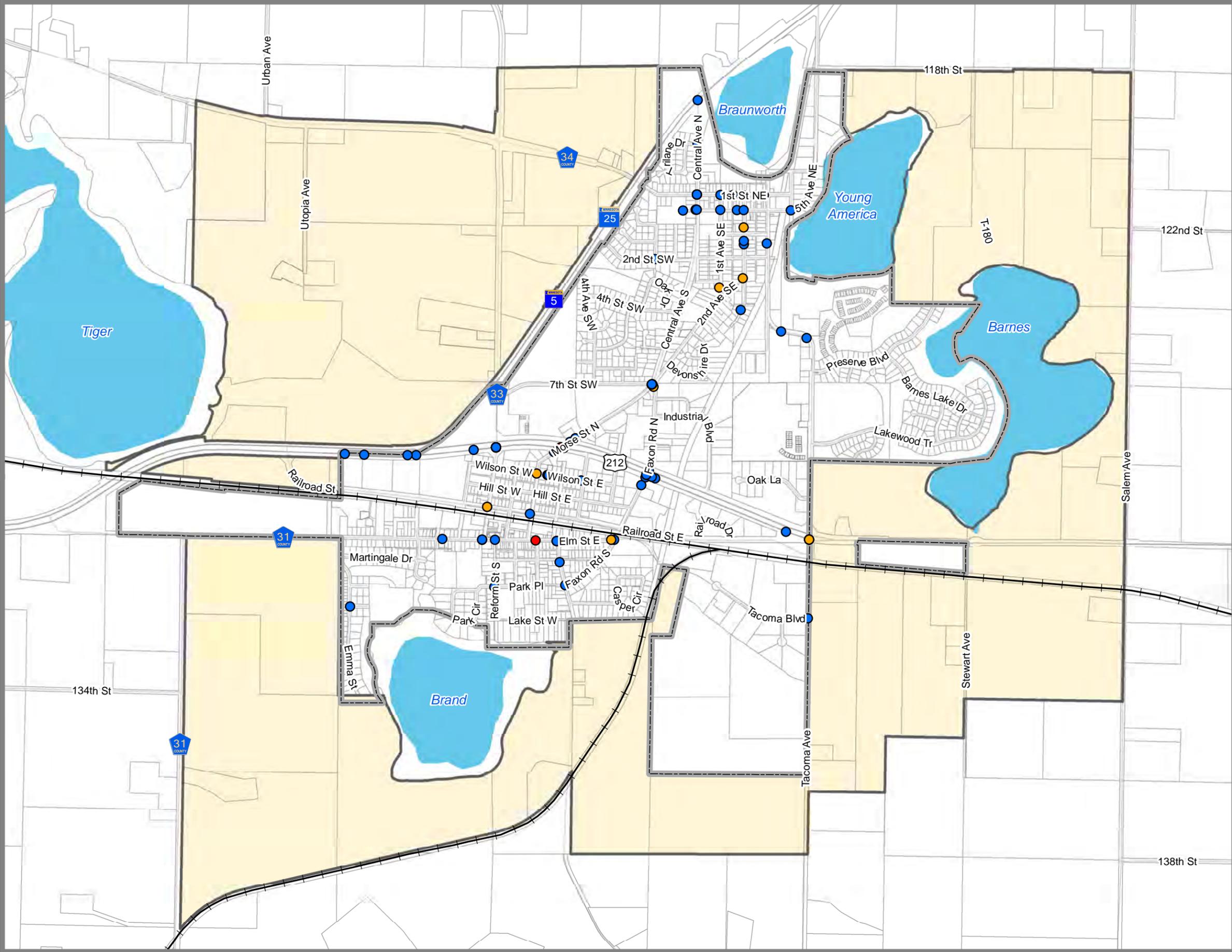
- Non-Incapacitating
- Possible Injury
- Property Damage

—+— Railroad

▭ Municipal Boundary

▭ Orderly Annexation Boundary

▭ Lakes



0 1,500 3,000 Feet

↑



Relevant Area Transportation Studies

Four studies have been completed in recent years to provide direction relative to the development of the City of Norwood Young America’s transportation system. The following pages describe the findings of each of the studies. In some cases, changes have occurred to the regional system that result in some of the recommendations as no longer viable. As the city continues to work with its partners on roadway improvements, these factors should be taken into consideration.

Highway 212 Interregional Corridor Management Plan¹

In April of 2002, MnDOT issued the Highway 212 Interregional Corridor Management Plan (CMP). This report covered a 160-mile stretch of TH 212 from I-494 to the South Dakota border. The purpose of the CMP is to create a better understanding of the issues and concerns along the corridor, as well as to develop consensus with corridor partners for a long-term vision and action plan that can be implemented over time. Recommendations relative to the City of Norwood Young America and the surrounding area from the CMP and are still relevant today are outlined below.

Short-Term:

- TH 212 at CSAH 31 – Conduct a detailed traffic analysis/study to explore the construction of a westbound left turn lane
- TH 212 at CSAH 34 – Conduct a detailed traffic analysis/study to explore geometric improvements (Complete)

Long-Term:

- Plan to protect right-of-way for improvements to the TH 5 north intersection with TH 212
- Construct a 4-lane expressway TH 212 from Norwood Young America to the west end of the Cologne Bypass
- Plan to protect right-of-way for improvements to the TH 5 north and Faxon Road intersections with TH 212
- Plan to protect right-of-way for improvements on TH 212 from Salem Avenue to Norwood Young America

Norwood Young America Partnership Study²

The City of Norwood Young America, together with Carver County, MnDOT, and the Minnesota Department of Natural Resources, partnered together in 2002 to study the need for controlled access and safety improvements to its current TH 212 accesses, as well as improved traffic movements for local and regional trips. Analysis included preparation of traffic forecasts, development of a model traffic impact ordinance, and environmental impact screening. The results of the study were the identification of short and long-term solutions consistent with the TH 212 IRC Management Plan.

Short-Term:

- Traffic impact ordinance adoption

¹SEH, Highway 212 Interregional Corridor Management Plan, April 2002.

²SEH, Highway 212 Interregional Corridor Management Plan, April 2002.

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- TH 212/ CR 134 (now known as CSAH 34/Tacoma Avenue) interim intersection improvement, including right-of-way acquisition for the northeast (including residential property), southeast, and southwest intersection quadrants
 - In 2006, Railroad Street was realigned, and interim intersection improvements were completed, with the exception of acquiring right-of-way in the northeast quadrant. This will occur concurrent with development.
- Construction of local collector streets as development dictates in the growth transition area
- Construction of local collector street between CR 134 (now known as CSAH 34) and Industrial Boulevard
- Capacity and safety improvements for the at-grade intersection of TH 212 and Faxon Road
- Improvement of CR 34 (now known as CSAH 34) alignment and intersection with TH 5

Long-Term (25 or more years):

TH 212 Mainline and Intersection Improvements

- Four-lane controlled access roadway between Salem Avenue and CR 134 (now known as CSAH 34) with continuous north side frontage road
- Interchanges at Salem Avenue, Faxon Road, and TH 5
- Access closures at CR 134 (now known as CSAH 34)/Tacoma Avenue, Industrial Boulevard, Central Avenue, East Street, Morse Street, and CSAH 33
- Dual frontage roads between Faxon Road and TH 5

CR 134/ Tacoma Avenue Improvements

- Grade-separated crossing of the TC & W railroad
- Grade-separated crossing of TH 212 and cul-de-sac of Railroad Street
- Geometric improvements and roadway realignment southeast of Young America Lake to provide continuous travel movement
- Realigned intersection with TH 5 (5th Avenue)

Transition Area Collector Streets - new connection streets within development transition areas east of the current city limits and connection to Industrial Boulevard. Mitigation and minimization of wetland and cultural impacts should be considered with these improvements.

New South Side Collector Street - connection between Salem, Stewart, and Tacoma Avenues and diagonal alignment to connect with Elm Street

Faxon Road/Central Avenue/SE 2nd Street Improvements - street intersection alignment improvements

Morse Street Improvements - connection to SW 4th Avenue (pending school redevelopment) and modifications to the 5-way intersection (SW 7th Street, Faxon Road, Central Avenue, and SE 2nd Street intersection) which could include a variety of measures from access management to a roundabout

Pedestrian Crossing Improvements - grade-separated pedestrian crossing of US TH 212 between Morse Street and CSAH 33

CSAH 33 Improvements - realignment of CSAH 33/TH 5 intersection and connection with SW 7th Street

Implementation Strategies:

The study identified shared strategies and responsibilities between the study partners to implement the recommendations. These including maintaining communication between study partners and coordinating concept plan reviews to manage access and preserve land for improvements. Also included was official mapping of TH 212 segments to preserve right-of-way from additional encroachments. The first official mapping identified was the interim improvement project planned for TH 212 and CR 134 (now known as CSAH 34). Locating funding for proposed improvements, preliminary design efforts, environmental impact documentation and program, design, and construct to implement the plan elements.

MN TH 5 Corridor Study

Carver County, MnDOT, and the cities of Victoria, Waconia, Chanhassen and Norwood Young America completed a study of MN TH 5 from MN TH 41 to US TH 212 in October of 2008. The intent of the study was to propose and analyze corridor concept alternatives that could be carried into further study and design for improvements to the MN TH 5 corridor. Projected growth within the County and the four communities promoted the completion of the study.

The study reviewed existing and future traffic forecasts for the corridor, analyzed intersection improvements and reviewed potential environmental impacts from the proposed alternatives. Within the City of Norwood Young America, a realignment of the MN TH 5 corridor was selected as the locally supported conceptual layout. This realignment pushed the intersection of MN TH 5 and US TH 212 a half mile to the west to connect with the existing US TH 212 and W Railroad Street intersection, creating a full 4-legged intersection. Additionally, the realignment of the highway removed a barrier for future growth within the northwest quadrant of the city's orderly annexation boundary.

Highway 212 Access Management, Safety, and Phasing Plan³

In 2016, MnDOT issued the Highway 212 Access Management, Safety, and Phasing Plan. This study covered a 14-mile stretch of TH 212 from Norwood Young America to Carver. The purpose of the study was to further investigate this stretch of the TH 212 corridor and provide guidance for future transportation improvements. This study follows the 2002 Highway 212 study and carries through several of the previous recommendations and looked at lower-cost ways to make improvements to the corridor while working towards the long-term conversion of the corridor to a four-lane facility. Recommendations relative to the City of Norwood Young America and the surrounding area from the plan are outlined below.

Short-Term:

- US TH 212 west of Morse Street (2020)
 - Pedestrian underpass (under TH 212)
 - Trail connections
 - Access modifications
- US TH 212 at Faxon Road (2020)
 - Signal and lighting upgrades
 - Overall intersection improvements
- US TH 212 and Reform
 - Signal timing improvements

Long-Term:

- Plan to reconstruct TH 212 to a four-lane roadway (2029 - 2033)

³SRF, Highway 212 Corridor Access Management, Safety, and Phasing Plan

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Outside of the 2016 study, Carver County has also pursued funding and preliminary design for the reconstruction of the CSAH 33 and MN TH 5 intersection near US TH 212. This effort proposes the removal of the MN TH 5 slip ramp to US TH 212 and the construction of a roundabout at the current intersection of MN TH5 and CSAH 33. This city shall continue to monitor and participate in the effort as funding is pursued.

Multimodal Transportation

It is recognized that multimodal transportation opportunities impact the economic vitality of a city, county, or broader region.

Transit Service

There are currently no fixed transit routes or passenger facilities within the City of Norwood Young America. The city is designated by the Metropolitan Council as a Transit Market Area V. This designation is used to identify areas of low population and employment densities within the region, which tends to include primarily rural communities and agricultural uses. General public dial-a-ride service may be appropriate in Transit Market Area V areas, but due to the low intensity land uses, these areas are typically not well-suited for fixed route transit. There are currently no transit services provided within the city. There are current dial-a-ride services provided within the community through Transit Link/Smart Link in Carver County.

Aviation Plans/Facilities

There are no existing or planned aviation facilities within Norwood Young America. The Minneapolis/St. Paul International Airport is located approximately 35 miles east of Norwood Young America. The closest airport is located in the City of Glencoe, approximately 12 miles west. Tiger Lake is designated by MnDOT for seaplane use.

Freight

There are two active railroads in Norwood Young America. The Twin Cities and Western Rail (TCWR) line is located just north of the south downtown, and runs east- west between Milbank, SD and St. Paul. There is an average of three trains per day using the line. The speed threshold of the line is 30 mph. The Minnesota Prairie Line (MPL) operates on the rail line that enters into the city from the south and it runs between Hanley Falls and Norwood Young America. There is an average of one train per day using the line. The speed threshold of the line is 10 mph.

Bikeways, Sidewalks and Trails

The City of Norwood Young America continues to monitor the provision of bikeways, sidewalks and trails to meet the needs of residents. Current facilities and planning efforts focus on the following:

- Provides an overview of existing sidewalk policies
- Inventories the existing sidewalk system
- Establishes goals and policies related to sidewalks, trails and thoroughfares within the community
- Establishes criteria for the location of new sidewalks and trails
- Provides a Master Sidewalk and Trails Plan
- Establishes general subdivision design standards

Future Transportation System Plan

The transportation system is one of the most important elements of a city. The network of streets in a community determines land use configurations and relationships. Many times, the street system plays a major role in the image and feel of a community. It is important that through its street system, a community balance the conflicting needs of motorized and non-motorized modes of transportation.

As growth continues to occur, it will be important for the city to develop a roadway system that is efficient and consistent with the transportation system principles and standards.

Future Roadway Corridors

The Future Land Use Plan was prepared for the 2040 growth boundary based on the current roadway system. As more precise alignments and specifications for these roadways are developed, the City may need to refine the land uses shown. The outcome of any sub-area study for the TH 212/5 interchange may impact the future land uses in that vicinity.

A proposed concept for future roadways in Norwood Young America is provided in Figure 20. This figure provides for the general extension of higher classification roadways into designated growth areas. It also includes the logical extension of other collector roads into new growth areas to accommodate future development. The functional classification designation provides guidance as to how a roadway should be preserved as so it can provide its designated role in the overall roadway network as the city grows and develops. Similarly, it shows new Major and Minor Collector roadways to serve future development.

The corridor alignments identified are conceptual to illustrate general connectivity and continuity to serve post 2040 growth. Actual alignments may vary. It does not identify what improvements may need to be made to existing roads, establish the timing of roadway construction, etc.

While figure 20 illustrates roadway alignments, expansions and improvements that are expected to occur in many cases several years into the future. However, the city, county, State and any other affected jurisdictions should begin taking steps now to preserve future transportation corridors. There are two primary ways to accomplish this. One is to acquire needed future right-of-way when feasible. The other is to ensure new development is compatible with future roadway plans. Through its subdivision regulations, the city should require new development be consistent with the roadways identified in Figure 18. For example, subdivision design should provide for the inclusion of the higher classification roadway identified within the concept, through the alignment may be modified.

New Minor Arterial Roadways

In coordination with the NYAPS and the MN TH 5 Corridor Study, MN TH 5 is proposed for realignment from approximately Central Avenue to the interaction of US TH 212 and Railroad Street. The alignment is then proposed to extend to the south to connect to a future 134th Street alignment as another minor arterial roadway.

Major Collector Roadways

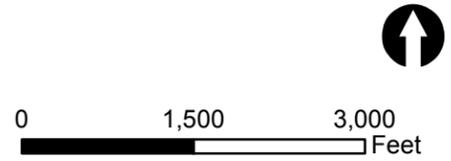
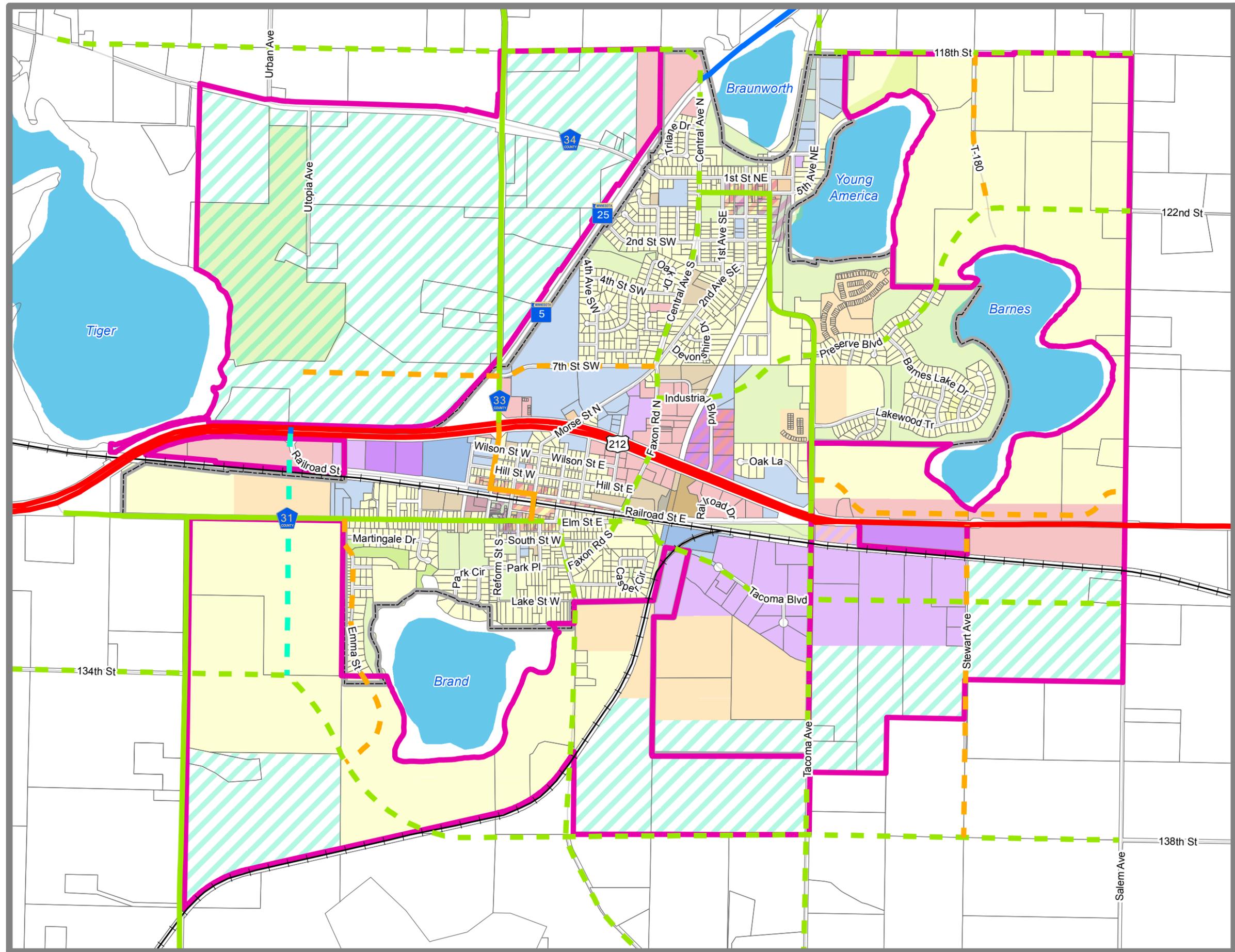
A variety of future major collector roadways have been identified in the future roadway concept to support future development and the existing roadway network.

CSAH 34 is a Major Collector generally located on the northern boundary of the City's identified 2040 growth boundary. The NYAPS identified this corridor would be realigned on the 118th Street alignment

Norwood Young America

**Figure 18:
Future Roadway Concept**

- Future Roadways**
- Principal Arterial
 - A Minor Arterial
 - - - Future A Minor Arterial
 - Major Collector
 - - - Future Major Collector
 - - - Future Other Arterial
 - Minor Collector
 - - - Future Minor Collector
 - Municipal Boundary
 - Orderly Annexation Boundary
 - Lakes



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beginning approximately ½ mile west of Urban Avenue. The route would be aligned with Central Avenue at MN TH 5. Also, in the northwest quadrant of the 2040 growth boundary, a Major Collector roadway is recommended to connect between the new Highway 5 alignment and 7th Street. This route would provide important connectivity to future land uses paralleling TH 212 and schools located along 7th Street.

Additionally, a new east-west major collector roadway is identified to connect the current core of the city to growth areas to the east. This connection would utilize the existing Faxon Road and Industrial Boulevard intersection to extend to Preserve Boulevard, which would then extend into the proposed low density residential growth area.

Two new east-west corridors are identified south of US TH 212. The northerly corridor connects the existing major collect, CSAH 31 to Tacoma Boulevard and further east through the proposed industrial growth area. The southerly route connects the existing 134th Street on the west side of the growth area to the existing 138th Street alignment, along the southern edge of the study area. Additionally, the existing alignments of Oak Street and Tacoma Avenue are identified as future major collectors to provide north-south connectivity between existing and future development areas.

Minor Collectors

Four new Minor Collector roadways are recommended within the future roadway concept. These roadway alignments provide important connections through new growth areas. The extension of Oak Lane to the east of Tacoma Avenue provides for the creation of a frontage road to provide access for the proposed commercial growth. 7th Street SW is also extended to the west to connect with the proposed MN TH 5 alignment. This extension connects the existing high school with a future development area. The existing Stewart Avenue alignment is also extended to provide a easterly boundary for the proposed industrial park expansion. Finally, Emma Street is proposed for extension to the future Major Collector alignment within the residential growth area.

In addition to the Minor Collector roadways noted above, astute land use planning and subdivision plat review are key to ensuring an adequate local roadway network is developed and future local street traffic issues are avoided. Minor Collector streets are designed to carry traffic to higher-level roadways. They typically do not carry trips through an area; rather they connect non-continuous local streets and provide individual property access.

County Projects

Carver County has identified improvements to several sections of roadway within the planning horizon of this Comprehensive Plan (2040). These projects are listed below:

Transportation Tax Projects/20-year Highway Rehabilitation Plan

- 2-lane to 4-lane reconstruction of US TH 212 from Norwood Young America to Cologne (2029 to 2033)
- Major Rehabilitation of CSAH 33
 - New Germany to US TH 212 (2034-2037)
 - Lake Street to CSAH 50 (2029-2033)
- Major Rehabilitation of CSAH 31 (2029-2033)
 - US TH 212 to CSAH 33
- Major Rehabilitation of CSAH 34 (2024-2028)
 - CSAH 33 to US TH 212

20-year Highway Resurfacing Plan

- CSAH 33 – TH 212 to Lake Street (2029-2033)
- CSAH 34 – CSAH 33 to Western County Line (2029-2033)

Forecasted Traffic Volumes & Capacity Needs

The 2040 traffic projections are shown on Figure 21. Forecasted population, household and employment growth within the Norwood Young America and the greater region, adds additional traffic volumes to the roadway system. Using the Carver County model, some roadways are expected to experience a doubling of average daily traffic volumes over the next 25 years (see Table 21).

Table 21: 2040 Forecasted Traffic Volumes

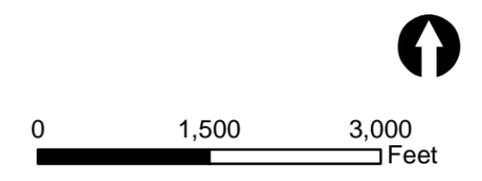
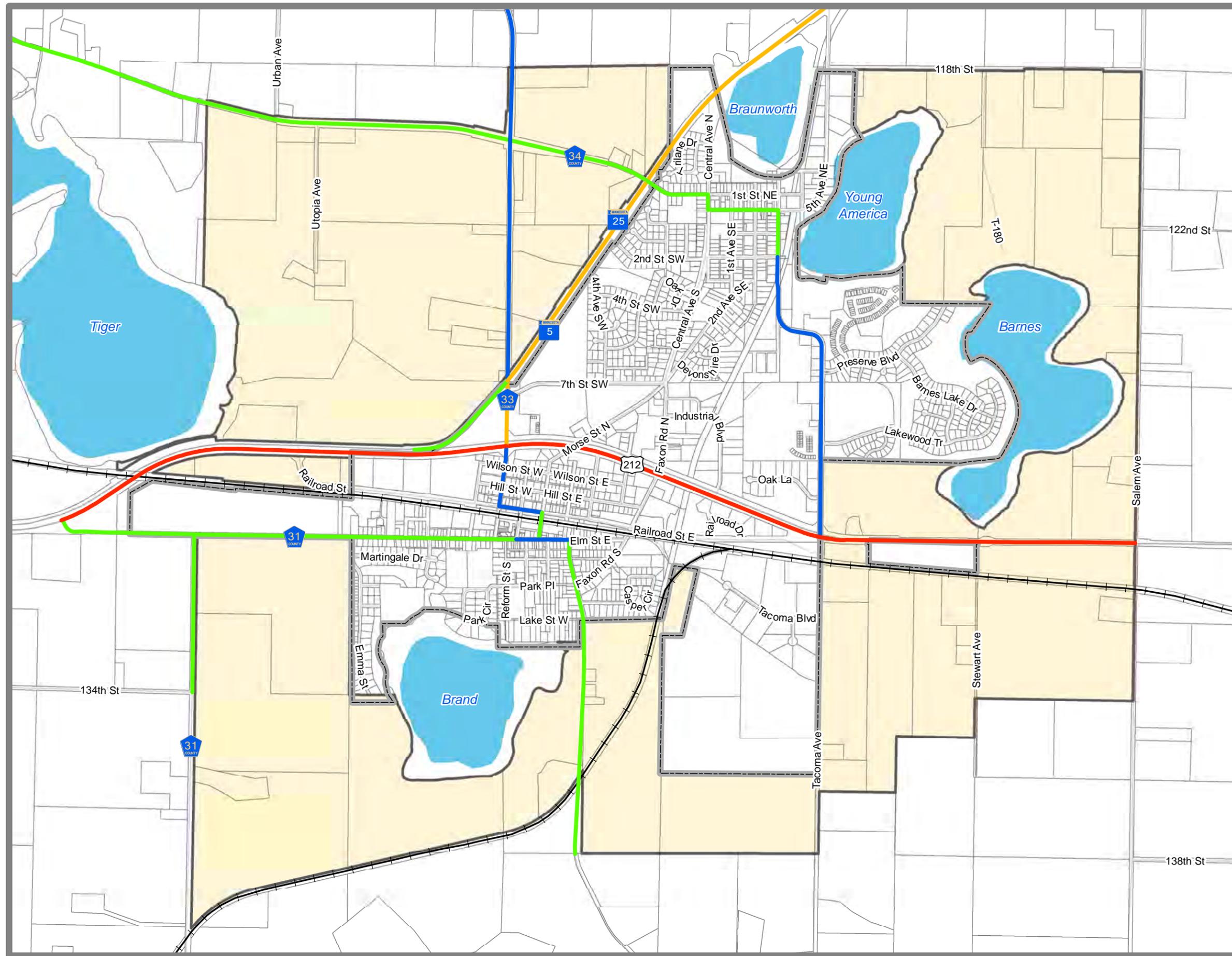
Roadway	Segment	2014 AADT	2040 AADT	% Change
US TH 212	Western Limits to MN TH 5	13,100	15,100	15.3%
	MN TH 5 to CSAH 33	11,700	12,500	6.8%
	CSAH 33 to Tacoma Avenue	11,300	12,500	10.6%
	Tacoma Avenue to Salem Avenue	12,700	16,500	29.9%
MN TH 5	US TH 212 to CSAH 33	1,550	2,100	35.5%
	CSAH 33 to CSAH 34	4,100	6,000	46.3%
	CSAH 34 to Northern limits	6,100	9,400	54.1%
CSAH 34	Western limits to CSAH 33	630	660	4.8%
	CSAH 33 to MN TH 5	590	660	11.9%
	MN TH 5 to Central Ave	430	860	100.0%
	Central Ave to 3rd Street	750	1,300	73.3%
	3rd Avenue to 2nd Street	700	1,200	71.4%
	2nd Street to US TH 212	1,550	2,900	87.1%
CSAH 33	Northern Limits to CSAH 34	1,750	2,900	65.7%
	CSAH 34 to MN TH 5	1,800	3,000	66.7%
	MN TH 5 to US TH 212	4,650	7,300	57.0%
	US TH 212 to Morse Street	1,850	3,600	94.6%
	Morse Street to Elm Street	820	1,000	22.0%
	Elm Street	1,700	2,700	58.8%
	Elm Street to Faxon Road	610	1,700	178.7%
	Faxon Road to Southern limits	670	1,600	138.8%
CSAH 31	US TH 212 to Vera Road	610	1,200	96.7%
	Vera Road to Union St	910	1,000	9.9%
	Union Street to CSAH 33	2,100	3,600	71.4%

Norwood Young America

**Figure 21:
Forecasted 2040 Average
Daily Traffic Volumes**

**Forecasted 2040 AADT
Volumes**

- 660 - 2100
- 2101 - 3600
- 3601 - 9400
- 9400 - 16500
- Municipal Boundary
- Orderly Annexation Boundary
- Lakes



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The forecasted average daily travel demands approach daily capacities on several corridors, though no corridors are expected to exceed capacity (see Figure 22). At this time, identification of a roadway as periodically or near congested does not warrant immediate capacity improvements. The city shall continue to monitor these roadways as conditions change and volumes grow. Based on 2040 traffic projections, the following roadways are anticipated to be periodically congested or near congested or congested.

Level of Service C – Periodically Congested

1. MN TH 5/25 from CSAH 33 to 5th Ave NE
2. MN TH 25, north of MN TH 5

Level of Service D & E – Near Congested

1. US TH 212 from Tacoma Ave to Salem Ave
2. MN TH 5/25 from MN TH 25 to CSAH 33

Generally, the recommended Geometric Design Standards and associated right-of-way width requirements illustrated in the Geometric Design Standards should maintain the corridor's capacity to accommodate the forecasted traffic volumes on the city's roadways.

Capacity improvements are recommended on any roadway with a future level of service of D, E, or F, as defined in the roadway capacity discussion within the Transportation System Principals and Standards section. Roadways identified above as near congested (having a volume to capacity ratio between 0.75 and 1) or congested (having a volume to capacity ratio greater than 1) are recommended to be monitored and programmed for capacity improvements when necessary. Roadways that are periodically congested (having a volume to capacity ratio between 0.5 and 0.75) are generally identified as providing an acceptable level of service.

Roadway Safety & Mobility Needs

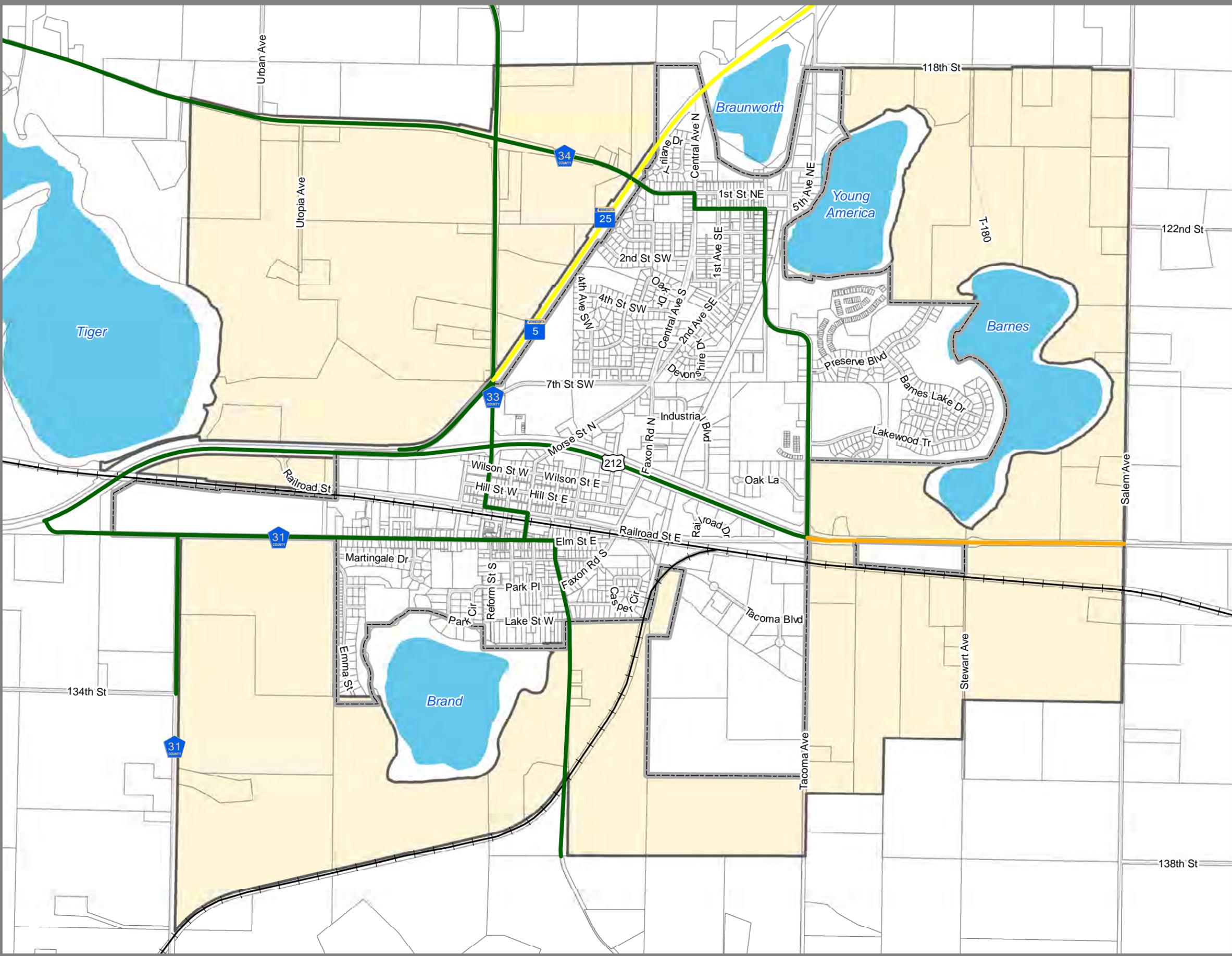
With the anticipated growth throughout the area, some of the roadways within and adjacent to the City of Norwood Young America are in need of capacity improvements by 2040. This is due not only to growth within the City of Norwood Young America, but also growth within adjacent cities and other cities along the highway corridors. With this increase in development and increase in traffic, an increase in congestion is expected for MN TH 5, MN TH 25, and CSAH 33. Since the primary roadways providing significant mobility within the City of Norwood Young America are county and state roadways, the City will continue to coordinate with the State and County to develop parallel routes for local traffic and coordinate in roadway improvements.

As growth and traffic congestion increase in the area, so too will the potential for accidents along local roadways. Collector roadways carrying greater than 1,500 vehicles per day have volumes that tend to create potential conflicts between vehicles, bicycles, and pedestrians. The City, in cooperation with Carver County, will monitor pedestrian and bicycle issues, crashes, near misses, and complaints, and prioritize roadway improvements with pavement rehabilitation needs. Strategies to improve safety and mobility will be considered, including the consideration of adding pedestrian facilities at intersections, non-motorized facilities both along and separate from roadways, additional roadway width for wider lanes or shoulders, or when possible, turn lanes to City collector roadways intersecting with County roadways. To accommodate necessary turn lanes or roadway widening, additional right-of-way may be required at the intersection. As reconstruction of aging infrastructure is pursued on City collector streets the recommended geometric design standards assist in improving safety and mobility.

Norwood Young America

**Figure 22:
Future 2040
Volume to Capacity Ratio**

- Future 2040 V/C Ratio**
- <0.5 - No Congestion
 - 0.5 to 0.75 - Periodic Congestion
 - 0.75 to 1 - Near Congestion
 - Municipal Boundary
 - Orderly Annexation Boundary
 - Lakes



0 1,500 3,000 Feet



Additionally, as traffic volumes approaching an intersection increase, an intersection control evaluation may be necessary. Triggers for an evaluation may include an increase in correctable crashes or an unacceptable traffic back up. Higher volume roadways that could show traffic signal benefits are under the jurisdiction of the County. As the jurisdictional authority, the County will make decisions on appropriate traffic control. The intersection control evaluation would identify the traffic control option (e.g. all way stop, roundabout, possible signalization) and capacity improvements (e.g. turn lanes) necessary to accommodate the traffic volumes in a safe and efficient manner. Future reconstruction may require modifications of existing access to include strategies such as access consolidation, right-in, right-out access only, or the development of a frontage road to improve the safety and mobility of the corridor. Additional right-of-way should be acquired as properties in the area develop or redevelop.

The high crash locations were identified along US TH 212, which may be partially rectified by the long-term improvements, included in the Highway 212 Corridor Plan. A further study should be completed in the short term as stated in the TH 212 Corridor Plan. Based on the forecasted traffic volumes, TH 5 and TH 25 should be improved by increasing roadway capacity. Additionally, if MN TH 5 is not expanded to the east as it connects through Waconia and Victoria, it is anticipated to that congestion will increase through those areas. This bottleneck may be alleviated by the recently reconstructed CSAH 10 through Waconia to Chaska, and the currently under construction TH 212 freeway from Chaska to TH 5 and I-494.

Future Study Areas

Beyond the general alignments proposed within the Future Roadway Concept, the city should monitor the pace of growth throughout the city and the status of detailed planning areas. The northwest quadrant of the study area was identified within the land use chapter as an area that may warrant a future detailed sub-area study to identified future land uses. The same can be true for this area regarding transportation improvements. As the city continues conversations with MnDOT and Carver County regarding the potential for a realignment of MN TH 5 and future interchanges, it will be important to analyze the resulting impacts to the surrounding roadway network.

Another area that is recommended for further study is located within ¼ mile of the intersection of MN TH 25/5, CSAH 33, and 7th Street. CSAH 33 and 7th Street provide important east-west mobility through the City. Based on the proximity to TH 212, it is likely that future commercial land uses would be planned for the area south of 7th Street between CSAH 33 and the new TH 25/5 corridor. It is planned that the current TH 5/25 roadway through this area will be vacated after the new alignment is constructed. This study would identify right-of-way needs of the intersection and 7th Street and provide a vision for long term intersection and roadway configuration for this area that will provide good mobility and safe access through the area. It is recommended that this study be completed prior to approval of a concept plan for development or redevelopment within ¼ mile of this area. Study partners are anticipated to include the city, Carver County, and MnDOT.

Multimodal Transportation Opportunities

It is important for the community to plan for the ability to accommodate multimodal activities (i.e. transit, pedestrian, and bicycle) on all non-local roadways to provide other opportunities to move about the city and the region.

Transit Service

Significant changes to the existing transit opportunities are not anticipated, but the city is supportive of transit options, based on the level of growth forecasted by the year 2040. As transit options continue to expand to the western portion of Carver County, the city will participate in planning efforts to pursue the provision of potential transit services (bus, bus rapid transit, commuter rail, etc.) to service the city's growing population.

Aviation Plans/Facilities

Though there are no airport facilities located in Norwood Young America, the city will comply with the regulations and requirements to protect regional airspace using the procedure described below. Federal Regulation Title 14, Part 77 establishes standards and notification requirements for objects affecting navigable airspace. This notification serves as the basis for evaluating the effect of the construction or alteration on operating procedures, determining the potential hazardous effect of the proposed construction on air navigation, identifying mitigation measures to enhance safe air navigation, and charting of new objects. Notification allows the Federal Aviation Administration (FAA) to identify potential aeronautical hazards in advance, thus preventing or minimizing the adverse impacts to the safe and efficient use of navigable airspace.

Title 14, Part 77.13 requires any person/organization who intends to sponsor any of the following construction or alterations to notify the Administrator of the FAA when:

- Any construction or alteration exceeding 200 feet above ground level;
- Any construction or alteration:
 - Within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 feet
 - Within 10,000 feet of a public use or military airport which exceeds 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 feet
 - Within 5,000 feet of a public use heliport which exceeds a 25:1 surface;
- Any highway, railroad or other traverse way whose prescribed adjusted height would exceed that above noted standards;
- When requested by FAA; and,
- Any construction or alteration located on a public use airport or heliport regardless of height or location.

Persons/organizations intending to sponsor construction/alterations which require notification to the FAA under Title 14, Part 77.13 shall notify the FAA using FAA form 7460–1 as may be amended.

The City's Zoning Ordinance should be amended to require persons/organizations intending to sponsor construction/alterations which require notification to the FAA under Title 14, Part 77.13 to notify the FAA using FAA form 7460–1 as may be amended.

Bikeways, Sidewalks and Trails

The city continues to monitor the provision of transportation facilities for all modes of transportation. The Sidewalk, Trails and Thoroughfare Plan discusses future bikeway, sidewalk and trail locations. For each of the county highways within Norwood Young America, roadway shoulders, in addition to trails and/or sidewalks, are recommended on both sides of the roadway to accommodate pedestrian, bicycle, and other non-motorized travel. Chapter 7 provides an overview of the existing off-street trail and sidewalk network within the community.

The city will review pedestrian facilities and school routings to determine if they are adequate as traffic conditions change. Shoulders, bikeways, sidewalks and trails will be integrated with the roadway system to provide routes for non-motorized traffic to access existing and future controlled intersections. Non-motorized facilities are to be incorporated into road projects and land redevelopments to safely accommodate pedestrians and bicycles with vehicle traffic in the city, as the city grows. Existing and future sidewalk and trail facilities within the city are identified in the Parks and Trails chapter of this plan.

The city is continuing to pursue a grade separated, pedestrian and bicycle crossing of US TH 212 near Morse Street. Planning efforts and preliminary design have been completed for the underpass, and the city will continue to partner with Carver County and MnDOT to identify funding for the construction of the underpass.

On a regional basis, the Metropolitan Council Regional Parks Policy Plan has identified the need for a regional trail corridor extending through the City from TH 212 to Baylor Park and beyond along the Crow River. The City will partner with other units of government to identify an alignment for this future regional trail.

Transportation Strategies

Various strategies can be utilized to ensure proper transportation improvements are made to provide and protect the infrastructure investment. Astute land use planning and subdivision plat review are key to ensuring the long-term roadway network vision is developed and future traffic issues are avoided. To accomplish this, each development proposal (e.g. redevelopment of a single parcel, plat review, change of use, expansion of a business or operation, etc.) should be evaluated for consistency with the following policies/standards.

1. Work with property owners and developers to remove and/or relocate existing driveway and field approaches off non-local roads.
2. Provide road and trail connectivity between adjacent parcels.
3. Review/require access spacing that is consistent with the transportation plan.
4. Connect residential and non-residential areas.
5. Review developments for the accommodation of transit opportunities as part of the development review process.
6. Require turn and bypass lanes on non-local roads impacted by new development, including those that are not immediately adjacent.
7. Require off-site improvements, including those in other jurisdictions, where the existing transportation network will be directly impacted by new development, including where the development is not immediately adjacent. This could include but is not limited to paving roads, repairing surfaces, fixing sub-standard drainage, improving sight distances, etc.
8. Require the dedication of rights-of-way for all required future transportation improvements identified in the transportation plan including trails, roads, bridges, transit facilities, drainage,

- utilities, and any other related improvement requiring use of a corridor/location.
9. Require the equitable participation in the construction of collector and arterial roads.
 10. Review probable neighborhood traffic patterns, areas where excessive speed is possible, and the potential for pedestrian conflicts.
 11. Require all local roads to be constructed to property lines, or the corresponding amounts of money be escrowed, where stub streets are proposed to adjacent properties, but are not immediately warranted.
 12. Require fees, construction participation, and/or cost participation proportionately to future required infrastructure such as overpasses, interchanges, and other local/county responsibilities as afforded by law and justifiable.
 13. Require traffic impact studies, including the analysis of intersections to determine the need for and contribution to intersection improvements.

Potential Funding Sources

There are a number of various funding mechanisms available to support transportation projects these include the following.

Federal Funding

Norwood Young America may apply for federal funds for highways through the Surface Transportation Program of the Federal Highway Trust Fund, through MnDOT's Area Transportation Partnership (ATP). Solicitation occurs approximately every two years, with federal funding covering 80 percent of a project's cost. Types of projects funded include highway reconstruction, safety projects, trails which are part of projects, transit and park- and-ride projects.

State Aid

An important source of revenue to the City is State Aid. A network of City streets called Municipal State-Aid Streets (MSAS) are eligible for funding assistance with revenue from the State Highway User Tax Distribution Fund. This constitutionally-protected funding allocation is comprised of gasoline taxes and vehicle registration fees and is allocated based on a formula that considers the population of a City and the financial construction needs of its MSAS system.

Ad Valorem Taxes

For situations in which 20 percent of the cost of a City project can be assessed to the adjacent property owners, the remaining cost of the project can be added to the ad valorem or property taxes of the remaining property owners in the City. Ad valorem taxes for street improvements are excluded from the State-mandated levy limits.

Tax Increment Financing

Establishing a tax increment financing (TIF) district is a method of funding infrastructure improvements that are needed immediately using the additional tax revenue to be generated in future years by a specific development. Municipal bonds are issued against this future revenue, which is dedicated for a period of years to the repayment of the bonds or to other improvements within the TIF project area. TIF districts can accelerate economic development in an area by ensuring that the needed infrastructure is in place without requiring support from the usual funding.

Grant Funding

There are many opportunities for metropolitan cities to take advantage of various grant funding initiatives. Regional Solicitation and Highway Safety Improvement Program (HSIP) are among grant solicitations for

the Twin Cities metropolitan area. The City should monitor the grant funding opportunities available for applicable projects and submit applications when possible.

Collector and Local Streets

Developers may be required to fund the entire cost of Minor and Major Collector Roadways, as well as local streets as a part of their development fees.

Traffic Forecasts

The traffic forecasts were obtained from the 2040 Carver County Roadway Systems Plan. The forecasts were determined by the County through the use of a travel demand model. This travel demand model forecasts the amount of travel on transportation facilities given assumptions of future development and transportation system improvements. Forecasts that were developed for Carver County were based on the modified Twin Cities regional travel demand model, which was released by the Metropolitan Council in 2004. The models were calibrated to year 2000 due to the prevalence of data for that time period.

The travel demand model uses development activity to estimate travel activity. This development activity includes population, households, and employment (retail and non-retail). Norwood Young American is represented by 5 transportation analysis zones (TAZs) in the Metropolitan Council model. The socioeconomic (development) information within each TAZ is shown in Table 22.

Table 22: Socioeconomic Information by Transportation Analysis Zone (TAZ) – 2040 Forecast

Met Council TAZ	Carver County TAZ	Population	Households	Retail Employment	Non-Retail Employment	Total Employment
313	117	1,170	460	10	160	170
314	120	1,491	640	44	386	430
315	31	1,459	621	29	503	532
315	270	1,121	469	73	599	672
315	271	630	270	8	48	56
316	32	34	14	5	17	22
316	265	940	384	1	3	4
317	33	80	30	0	10	10
Total		6,925	2,888	170	1,726	1,896

The traffic projections assume the following improvements in Table 23 were made to the regional roadway system.

Table 23: Assumed 2040 Regional Roadway System Improvements

Roadway	From	To	Improvement
TH 41	South Carver County Border	TH 5	Expand to 4 Lanes
TH 101	South Carver County Border	North of new TH 212	Expand to 4 Lanes

The improvements noted below were not included in the travel demand model, because MnDOT’s Transportation System Plan does not identify them for funding by 2040.

- No new TH 41 river crossing
- No capacity improvements on TH 212 west of CSAH 11/CR 147 interchange
- No capacity improvements on TH 47 in Carver County
- No capacity improvements on TH 5 west of TH 41/Arboretum Drive

The only new or improved corridors in the Norwood Young America area included in the County’s 2040 travel demand model were the extension of Preserve Boulevard to Salem Avenue, the extension of Railroad Street East to Salem Avenue, and the extension of 134th Street to Salem Avenue along the 138th Street alignment.

Planning for the Future

Throughout the City of Norwood Young America’s comprehensive planning effort, the city will consider how to address existing transportation needs, while setting the stage for future growth. Items for consideration include the following:

- Connected Vehicles and Autonomous Vehicles
- Performance Standards and Measures
- Project Prioritization
- New Revenue Sources
- New Maintenance Techniques
- Asset Management
- Bicycle Amenities
- Car Sharing Provisions
- Complete Streets and Safe Routes to School

Connected Vehicles and Autonomous Vehicles

Connected Vehicles (CVs) refers to vehicles that communicate with one another and with other elements of intelligent transportation infrastructure. Autonomous, automated, or self-driving vehicles (AVs) describes a spectrum of vehicles that require varying degrees of human control. Connected Automated Vehicles (CAVs) to refers to both technologies, which are automated vehicles connected to other vehicles and the transportation system.

There is a wide range of forecasted adoption scenarios for CV and AV technology. Analysts from the automotive industry tend to provide more conservative forecasts, while analysts from the technology world tend to be less conservative, with some forecasting heavy adoption by as early as 2030. Before

widespread adoption occurs, there will be an extended period during which the developing CV and AV platform must coexist with human-operated personal vehicles, as well as with public transit, pedestrian users, and other modes. In Metropolitan Council’s 2040 TPP, it is noted that the implications of connected and automated vehicles need to be thoroughly examined. As with many new transportation technologies, automated and connected vehicles are likely to penetrate urban markets prior to expanding to the suburbs, especially if they are initially developed through a ride-hailing platform.

Performance Standards and Measures

A performance-based approach improves the accountability of local infrastructure investments, assesses risks related to different performance levels, and monitors progress and increases transparency.

Project Prioritization

Project prioritization can help the city rank infrastructure needs in a manner that is consistent with preservation goals and objectives. This technique can help avoid the typical “worst first” approach to programming preservation projects that tends to invest limited resources in the most expensive improvements instead of directing maintenance funds to infrastructure that merely need rehabilitation, which will provide more cost-effective solutions in a timely manner.

New Revenue Sources

There are methods to capture new revenue streams to close the financial gap in maintaining assets in a state of good repair. Exploring new revenue sources will allow the city to expand and accelerate preservation initiatives.

New Maintenance Techniques

There are new maintenance techniques that can extend the lifecycle of an asset. For example, new maintenance techniques for roadway surfaces can provide longer service life and higher traffic volume thresholds, resulting in more stable road maintenance costs. Cost reduction of life cycle extension strategies which save money, or extend surface life, can directly benefit preservation needs, and minimize any identified financial gap.

Asset Management

Tracking assets and their condition will provide a stronger outlook on lifecycle costs and replacement schedules. This will help establish funding plans and identified future funding gaps or shortfalls.

Bicycle Amenities

Actively promoting bicycling as an alternative means of travel to and from a destination can be achieved through information dissemination and the provision of bicycle storage facilities and adding on-street bicycle lanes and additional connections to trails. These actions can help decrease the demand for vehicle parking.

Car Sharing Provisions

Car sharing programs provide mobility options to a cross section of residents who would not otherwise have access to a vehicle. These programs encourage the efficient use of a single vehicle among multiple users, while reducing the amount of parking needed to accommodate each resident within a neighborhood. Zoning language can encourage or require new developments of a certain size to include off-street parking provisions for car sharing programs.

Complete Streets and Safe Routes to School

CHAPTER 5 – TRANSPORTATION

Complete Streets are commonly defined as roadways that accommodate all users such as pedestrians, bicyclist, vehicles and transit, regardless of age and ability. This is important to consider when recognizing the diversity of people traveling throughout the community.

The city's goals and policies embrace a roadway system that provides for multiple modes. MnDOT has adopted a Complete Streets Policy, last updated in May 2016, and has committed to assessing opportunities for incorporating complete street design principles in all MnDOT projects. MnDOT's Complete Streets Policy can serve as a resource to the City for incorporating complete street design standards into City projects.

Safe Routes to School is a national initiative to increase safety and promote walking and bicycling for America's youth. The Safe Routes to school program will assist in providing infrastructure and non-infrastructure grants to build trails, paths, and safe connections to local schools.

Planning for safe routes to schools will require specific attention to certain elements such as bike routes, complete street treatments, sidewalk networks, pedestrian/bicycle amenities and wayfinding signage. Combined, these elements can create Safe Routes to Schools or Complete Streets.

Chapter 6 – Natural and Water Resources

The existing natural resources of a community contribute to its overall character and quality of life for its residents. Many of these natural resources include wetlands, lakes and rivers that are directly tied to a city’s municipal water services. This chapter highlights the existing condition of the city’s natural resources and water systems and discusses plans for the future.

Natural Features

The Norwood Young America area possesses a number of environmentally sensitive areas. Protection of environmentally sensitive areas not only allows them to be enjoyed for generations to come, but also contributes to the quality of life for Norwood Young America residents today. An inventory of the Norwood Young America area’s environmentally sensitive resources is described below (see Figure 20).

The purpose of this section is to identify areas of high environmental and natural resource value. Many times, these features were used to determine what kind of adjacent land use may occur and the intensity of that use. While there is a substantial portion of the area that is inherently suitable for urban development, other areas have intrinsic natural value. These areas function best if left in a natural state or are protected from urban development. Preservation of significant natural resources is a legitimate goal for the city and through preservation, recreational opportunities and a high quality of life can be maintained for Norwood Young America area residents.

Shorelands

The DNR’s shoreland management program provides for the orderly development of shoreland and protects lakes and rivers from pollution by individual sewage treatment systems and non- point sources. The intent of this program is to encourage development of shorelands in ways that enhance water quality and preserve scenic resources. The program implements the Shoreland Management Act, which regulates all land within 1,000 feet of a lake and 300 feet of a river.

The standards for any given lake or river varies depending on its classification. The DNR provides for three classifications of lakes: Natural Environment, Recreational Development and General Development. Rivers have six primary classifications: Remote, Forested, Transition, Agriculture, Urban and Tributary. In addition, some rivers have special classifications other than those listed above. These include: state or federal Wild and Scenic rivers, Critical Area rivers, trout streams and special river management districts.

The Norwood Young America area has adopted shoreland regulations. The regulated waterbodies located in the City of Norwood Young America are identified in Table 22.

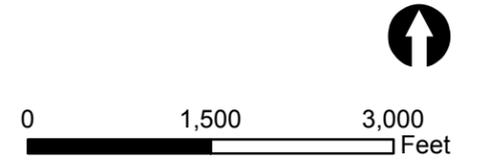
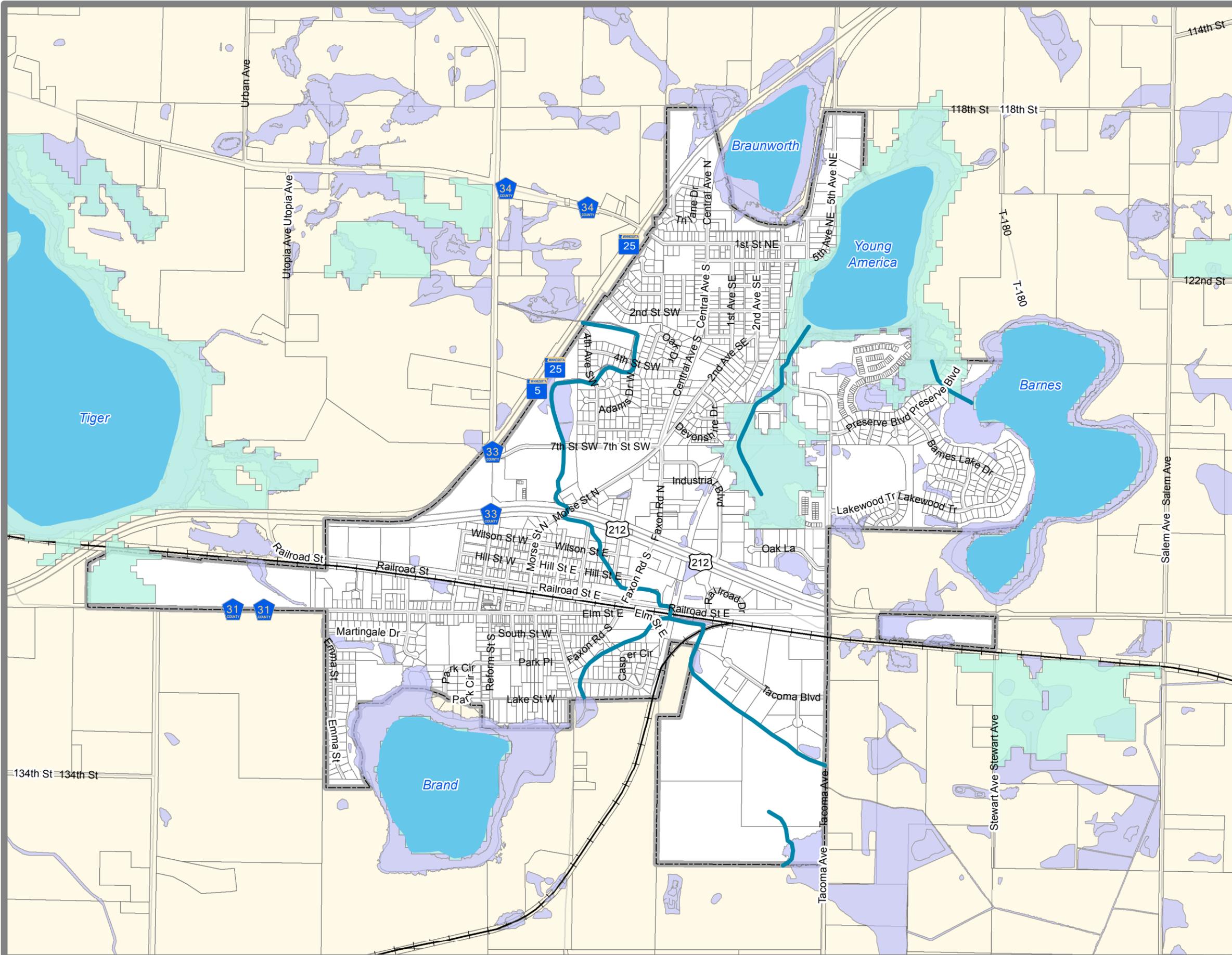
Table 24: Shoreland Classification

Name	DNR Identification Number	Classification
Brand Lake	110P	Natural Environment
Braunworth Lake	107P	Natural Environment
Young America Lake	105P	Natural Environment
Barnes Lake	109P	Natural Environment
Tiger Lake	108P	Natural Environment

Norwood Young America

Figure 20: Environmental Features

-  Lakes
-  MLCCS Regionally Significant Ecological Areas
-  National Wetland Inventory
-  Rivers and Streams
-  Parcels



Watercourses

There are three watercourse systems in the city and surrounding area that are classified as public waters. These include:

- 1) the stream connecting the 10-180W – Braunworth Lake – Young America Lake – Barnes Lake drainage system,
- 2) the stream that flows through Friendship Park flowing south through the school property then east to Bevens Creek, and
- 3) the stream flowing from Brand Lake northeast to the above-mentioned stream. Unclassified watercourses include: 1) the stream that connects 10-181W wetland with Young America Lake.

Wetlands

In the past, wetlands were generally regarded solely as obstacles to development. Only recently have public attitudes changed and brought the destruction of these productive areas to an end. Most wetlands are valuable for storing and stabilizing surface waters to alleviate the danger of droughts and floods and support wildlife habitat areas. They also serve as the primary method of recharging aquifers to ensure a continued supply of water to serve an area's needs. Wetlands also serve to cleanse and purify the water by removing nutrients and other contaminants in storm water runoff.

The wetland areas within the Norwood Young America area are shown on Figure 20. Wetlands comprise approximately 13 percent of the city's area, covering about 161 acres.

Wetland regulations depend upon what a landowner intends to do with the wetland. Two of the regulatory bodies having jurisdiction over wetlands, the Army Corps of Engineers and the Minnesota Department of Natural Resources, and each regulate them differently. The Wetland Conservation Act (WCA) of 1991 outlined a program for the conservation of wetlands. The WCA in Minnesota is directed through the Minnesota Board of Water and Soil Resources (MBWSR) with the DNR acting as the enforcement agency. In addition, a local unit of government must accept responsibility and designate itself as the "local governmental unit" (LGU) in charge of the Wetland Conservation Act (WCA) and may develop and apply their own wetland protection regulations that administer the intent of the WCA. Norwood Young America has designated itself as the LGU.

Groundwater

The City of Norwood Young America takes its municipal water from aquifers. It is not currently anticipated that the city's municipal water supply provided by the Jordan and Hinckley aquifers are at risk of being depleted. Radium pollution of groundwater is the more critical issue, a condition for which the city will continue to monitor and mitigate. This is discussed under Water Supply later in this chapter.

Environmentally Sensitive Areas

The Minnesota Department of Natural Resources (DNR) County Biological Survey identifies native plant communities and rare species. The Biological Survey began in 1987 to systematically identify and catalogue rare biological features and has been completed in 60 of Minnesota's 87 counties; among these is Carver County.

The Endangered Species Act of 1973, which is regulated by the U.S. Department of the Interior, Fish and Wildlife Service, protects rare, endangered and threatened species, but there are currently no regulations pertaining to the natural communities identified by the DNR. However, any project funded in whole or part with federal dollars must be reviewed by the DNR, as do projects that require the preparation of an

CHAPTER 6 – NATURAL AND WATER RESOURCES

Environmental Assessment Worksheet (EAW) or Environmental Impact Statement (EIS). During this review process, the DNR may provide site-specific development recommendations if natural communities are present. In the Norwood Young America area, the Survey identifies a colonial waterbird nesting site on Tiger Lake.

Topography

Topography within the City of Norwood Young America is generally flat and conducive to urban development. Typical elevations range from 965 to 1005 feet above sea level with lower elevations corresponding to shallow public water basins.

Soils

Soils can impact the type and density of urban development. Generally the best sites for urban development are nearly level to gently sloping, deep, well drained soils that are fairly free of stones and boulders. Two soil associations are present within the corporate limits and/or orderly annexation area:

- Lester-LeSueur-Peat association: Gently rolling, deep, medium textured to moderately fine textured soils in uplands.
- Hayden-Lester-Peat association: Strongly rolling to hilly, deep medium textured to moderately fine textured soils in uplands. Hayden and Lester series and soils are generally loamy, deep, and well drained and not subject to flooding. These series and soils generally pose only slight limitations as locations for urban uses.

Watershed

The term ‘watershed’ refers to the entire physical area or basin drained by a distinct stream or riverine system. Gravity and topography are the two major factors that define a watershed.

Watersheds help authorities to evaluate the quality and quantity of local water resources. As depicted in Figure 21, Carver County is traversed by two major surface water watersheds: the South Fork Crow River Watershed and the Lower Minnesota River Watershed.

Carver County is the responsible agency for watershed planning in an area called the Carver County Water Resource Management Area (CCWRMA) which is made up of the former watershed management areas of Pioneer Creek, Chaska Creek, Bevens Creek, Carver Creek, Hazeltine-Bavaria Creek (now East Chaska Creek), and the Crow River. The CCWRMA includes the entire corporate limits and all or most of Camden, Hollywood, Waconia and Watertown townships.

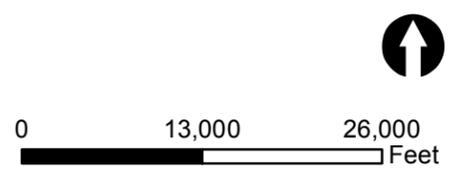
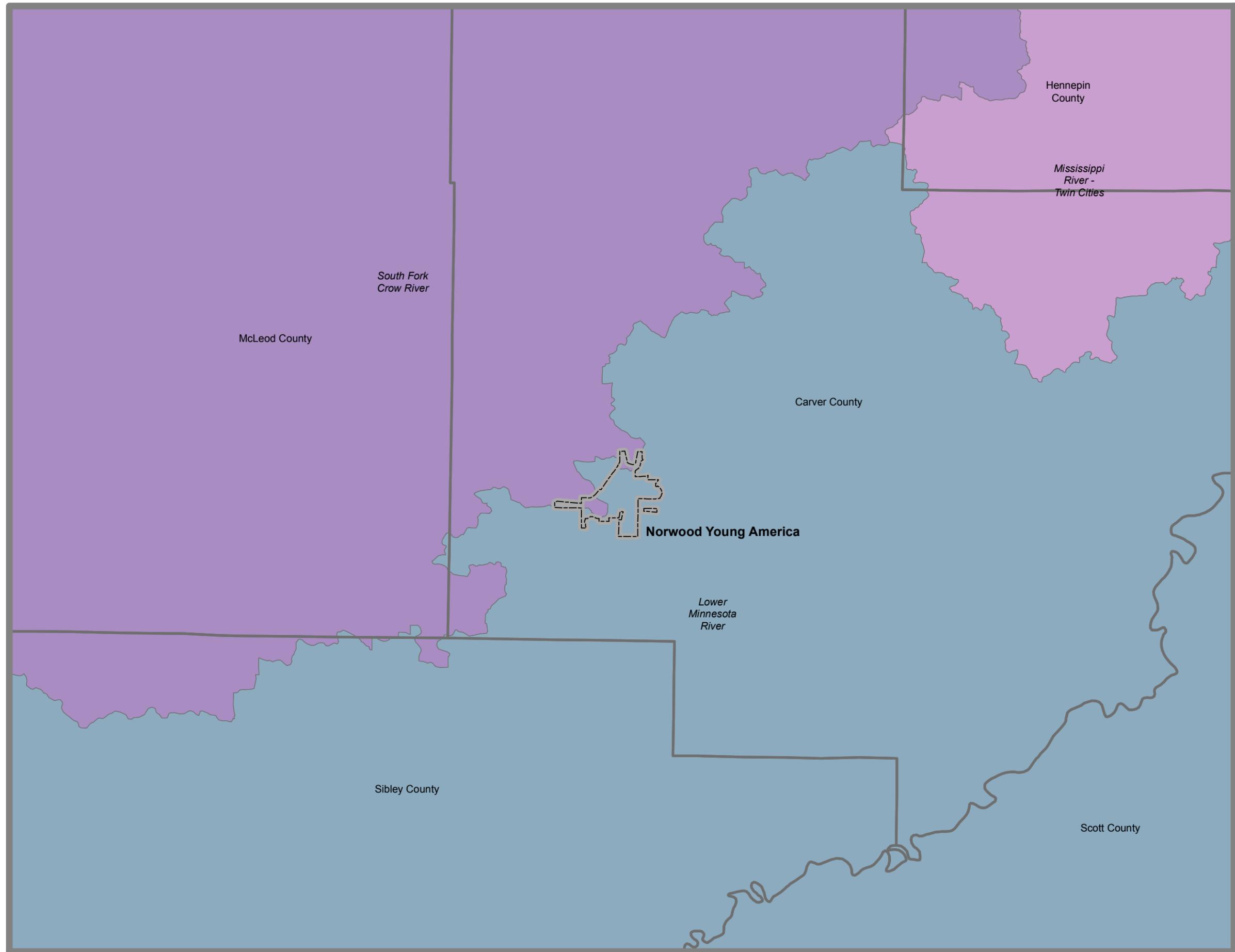
Carver County has implemented a Water Management Plan which is intended to be ten-year planning document to guide WMO activities. The plan focuses on four elements: land and water resources inventory, major issues, implementation program, and administration.

Norwood Young America

Figure 21: Watersheds

Watersheds

-  Lower Minnesota River
-  Mississippi River - Twin Cities
-  South Fork Crow River
-  Municipal Boundary
-  MNCounties_MNDOT



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The city requires proposed development maintain compliance with Minnesota Pollution Control Agency standards and local stormwater/erosion control ordinances/procedures. In addition, the City of Norwood Young America maintains policies and regulations that are consistent with the Carver County Water Management Plan. The Carver County Water Management Plan includes the following goal statements:

- Regarding Independent Sewage Treatment Systems:
 - Eliminate all non-conforming systems,
 - Ensure that all new systems, repairs and replacements are properly designed and installed,
 - Ensure all ISTS are properly operated, managed and maintained.
- Manage feedlots so that all surface water and groundwater is not impaired.
- Manage construction sites to implement Best Management Erosion and Sediment Practices (BMESPs) and prevent on and off site erosion and sedimentation.
- Provide stormwater attenuation and to minimize degradation of the county's water resources through a reduction in the amount and rate of surface water runoff from agricultural and urban land uses.
- Promote water resource protection in the county and encourage public and private landowners to implement conservation practices on the piece of land for which they are responsible.
- Maintain a comprehensive, accurate assessment of surface and ground water quality trends over the long term.
- Manage and restore wetlands in the county to protect the values of wetland functions as determined from a wetland inventory, wetland functional values analysis, and hydrologic modeling.
- Relating to groundwater:
 - To protect water supplies by assisting in the implementation of the Minnesota Department of Health (MDH) Wellhead Protection rules.
 - To prevent possible aquifer contamination by identifying and sealing all abandoned wells in the county.
 - To ensure an adequate supply of water for residential, commercial and other needs in the county.
 - Eliminate the risk of groundwater contamination from existing or future storage tanks.
 - Prevent any contamination of groundwater from the disposal or handling of solid and hazardous waste.
- Manage the county's water resources as a way to preserve, protect, and enhance the natural resources.
- Provide those living, working, and recreating in Carver County with the knowledge and skills required to assure protection and improvement of the county's surface water and groundwater resources.

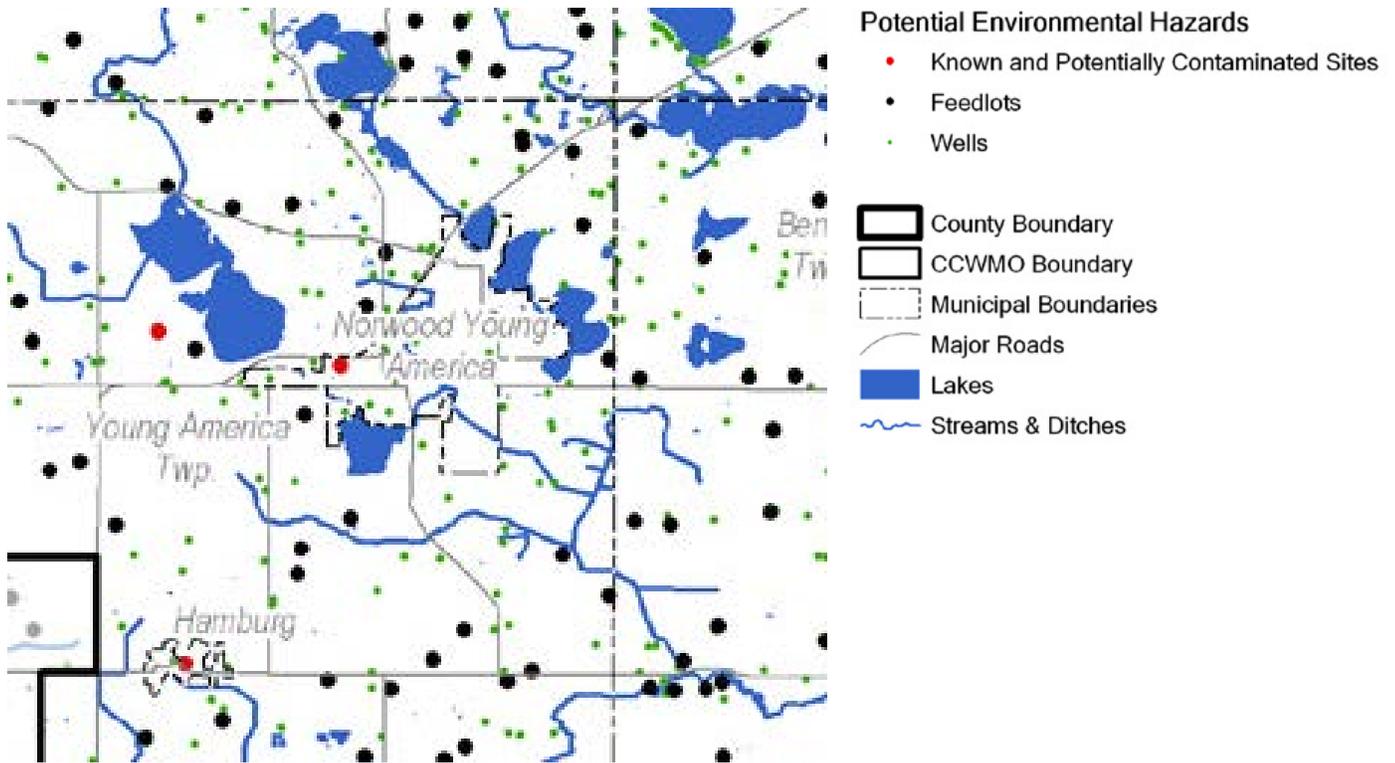
Feedlots and ISTS

Maps created for the Water Management Plan (WMP) by Carver County illustrate locations of feedlots and independent sewage treatment systems (ISTS). The WMP identifies steps for managing existing and future feedlots and the installation, repair and/or replacement of individual sewage treatment systems. Emphasis is placed on managing such facilities so as to protect surface water and groundwater from becoming impaired. Although the City of Norwood Young America may have limited exposure to feedlot issues it is important to be mindful of potential conflicts between agricultural operations and urban

CHAPTER 6 – NATURAL AND WATER RESOURCES

development and to retain the agricultural, small-town nature of the community that many have indicated is inherent to the identity of the city. The image in Figure 22, below, illustrates feedlots within or in close proximity to the proposed urban growth boundary by the presence of animal units. The image also depicts feedlots in relation to shoreland/floodplain areas.

Figure 22: Feedlot Locations



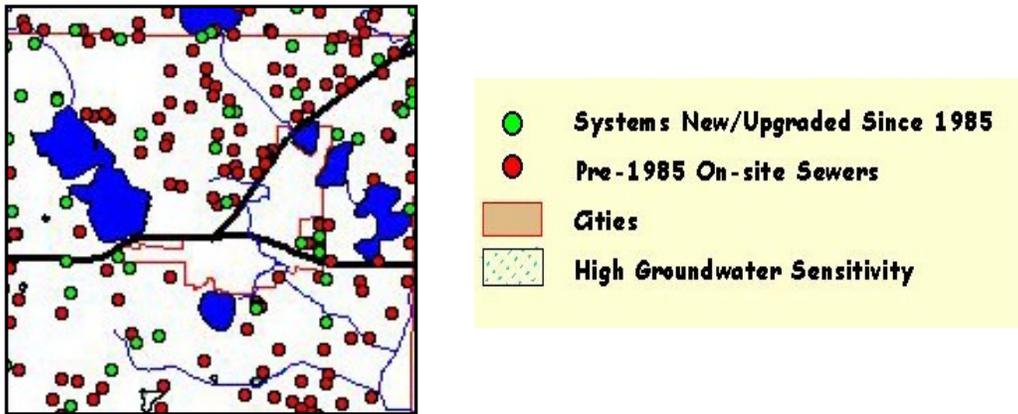
Source: Carver County WMP, 2016

The single “Known and Potentially Contaminated Sites” identified in Figure 22 is the location of a former gas station with fuel storage tanks. The gas station was located at the current Kwik Trip site. Contamination was cleaned at the site when the new gas station development was constructed.

A few ISTS remain within the city limits mostly in areas near the corporate boundary. ISTS within or in close proximity to the city and/or annexation area are shown in Figure 23. If properly designed, installed, maintained and operated they can be effective means of wastewater treatment, however, in urban areas it is typically more cost effective to provide centralized wastewater treatment. Since a few ISTS exist within the City of Norwood Young America and within the urban growth boundary, it is helpful to be aware of existing facilities so as to encourage/promote eventual connection to the centralized system. The illustration below provides guidance in establishing the location of existing ISTS within the city and areas immediately adjacent thereto.

Figure 23: Independent Sewage Treatment Systems

Independent Sewage Treatment Systems



Source: Carver County WMP

Aggregate Resources

The Minnesota Geological Survey, Aggregate Resources Inventory for the Metro Area has not identified aggregate resources (bedrock aggregate i.e. dolostone; natural aggregate i.e. sand and gravel) within the city limits or the Orderly Annexation Boundary.

Metro Wildlife Corridors

Metro Wildlife Corridor Focus Areas have been identified by the DNR and partner organizations/entities. The Metro Wildlife Corridor Project is a partnership of several entities which will establish priorities, coordinate work by the partner organizations and focus on areas with greatest regional importance for habitat. Using natural resource assessments and regional prioritization, the Metro Wildlife Corridor program: works to protect and restore priority natural lands in core habitat areas; establish habitat corridors; create buffers for existing protected land; and, increases public access to nature-related recreation. The focus areas identify regionally significant upland and/or wetland habitat area and wildlife corridors that the DNR, along with public and private partners, are committed to preserving.

Existing Water and Wastewater Facilities

The City of Norwood Young America provides municipal water and wastewater services to its residents. The following facilities help to provide these services.

Wastewater Treatment Plant

Location: 510 East Elm Street

Condition: The original building at this facility was constructed in 1965. Additions were made in 1985 and 2004. The one-story facility is in good condition and there are no immediate plans for remodeling, as it is anticipated to last for another 5 to 10 years. The building is not biologically near capacity. The facility is not ADA accessible.

Function: The city operates this Wastewater Treatment Plant that currently only serves Norwood Young America.

North Water Facility

Location: 102 3rd Avenue

Condition and Function: The city currently operates two separate water systems, a north and a south system. The north system consists of two wells and one elevated storage tank. The first well was drilled in 1978 and the second in 1991. The water treatment building is in good condition, although there are some capacity issues. The wells combined pump about 1,000 gpm. The elevated storage tank has a 200,000 gallon capacity.

Wastewater Management

The City of Norwood Young America’s wastewater system consists of a collection system and a treatment facility. The collection system is comprised of sewer lines ranging in size from 8 to 21 inches. The existing municipal sanitary sewer system is shown on Figure 24. The City of Norwood Young America’s wastewater treatment is provided by a wastewater treatment plant located in the southeastern portion of the existing City.

The City is divided into seven districts as is shown on Figure 24. All the lift stations, except the lift station in District 3, discharge into gravity sewers which flow to the lift station in District 2 which carries the flow to the wastewater treatment plant. The lift station in District 3 carries flow via forcemain directly to the wastewater treatment plant. The wastewater treatment facility consists of primary and secondary treatment processes and then discharges treated wastewater on a continuous basis to Carver County Ditch No. 4.

The treatment facility consists of the following: influent flow meter, preliminary treatment consisting of screening and grit removal, two primary clarifiers, two trickling filters, two activated sludge aeration tanks, two final clarifiers, a chlorine contact tank, one anaerobic digester, two concrete biosolids storage tanks, one above ground biosolids storage tank (replacing the existing lagoons) and miscellaneous piping, pumps and other necessary equipment.

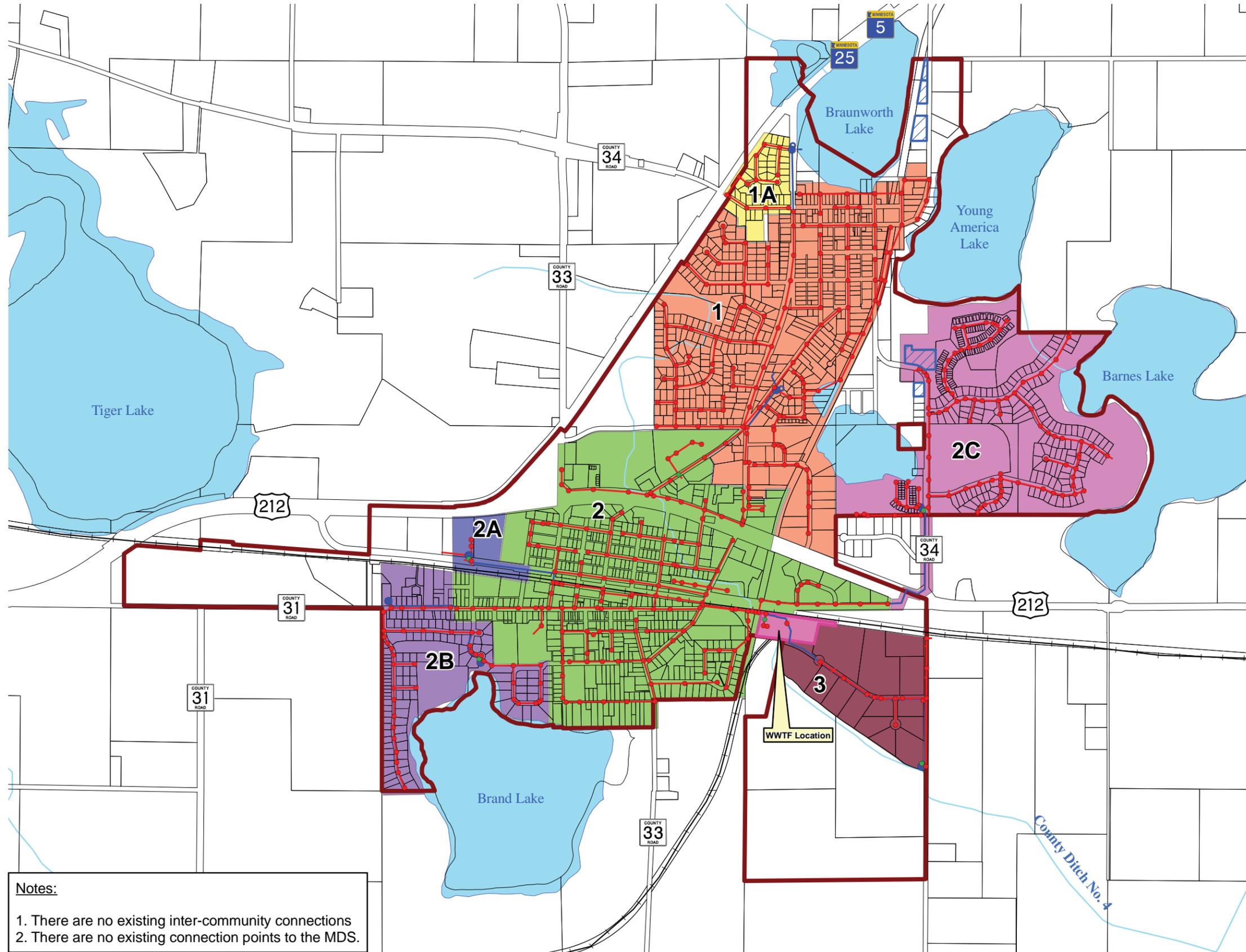
Mechanical wastewater treatment facilities include two separate processes that are combined to form an integrated treatment system. The processes are commonly referred to the “liquid stream” and the “solids stream”. The liquid stream combines various treatment components to convert the wastewater into natural byproducts of biological stabilization and the capabilities of the liquid stream are what determines the quality of the effluent produced by the facility. The solids stream combines treatment components to stabilize, thicken and store the solids byproducts produced by the liquid stream for eventual incorporation into the soil.

Currently, the treatment facility treats an average daily flow of approximately 400,000 gallons per day and meets all of the required NPDES permit limits. The current NPDES permit states that the facility can treat 517,000 gallons per day, which when compared with the current flow would make it appear that the treatment facility is nearing capacity. The 517,000 gallons per day is the average daily flow and is not the actual treatment capacity for the facility. The plans for the 1983 treatment facility upgrade indicate an average day maximum month flow (also known as the average wet weather – 30 day flow) of 908,000 gallons per day, which is the actual capacity of the treatment facility.

The Wastewater Treatment Plant currently only serves Norwood Young America. The City requires all properties to hook up to municipal sewer and water. Section 910.01, Subdivision 4 of Chapter 9 of the City Code states:

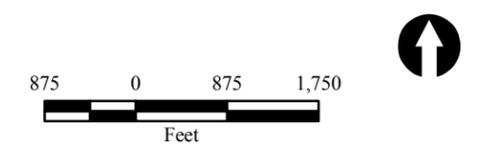
Norwood Young America

**Figure 24:
Existing Sanitary System**



- Existing Manhole
 - Existing Meter Manhole
 - Existing Lift Station
 - Existing Gravity Pipe
 - Existing Forcemain
- Sanitary District**
- 1
 - 1A
 - 2
 - 2A
 - 2B
 - 2C
 - 3
- Residential Septic System
 - 2008 Municipal Boundary
 - Protected Waters
 - Streams
 - MN/DOT Basemap Railroads

Notes:
 1. There are no existing inter-community connections
 2. There are no existing connection points to the MDS.



Connection Required. The owner(s) of all houses, buildings or properties used for human occupancy, employment, recreation, or other purposes, situated within the City and abutting on that part of any street, alley, or right-of-way, in which there is now located or may in the future be located a public sanitary sewer of the City shall be hereby required at the owner(s) expense to install a suitable service connection to the public sewer in accordance with the provisions of this Code, within ninety (90) days after date of official notice to do so.

Inflow and Infiltration

From inspection of the flow records, it is apparent that the city does experience inflow and infiltration (I/I) into their sanitary sewer system. The 2007 flow records show daily influents exceeding 600,000 gpd in the spring versus the more common 300,000 to 400,000 gpd during the dryer months. Any efforts to reduce the inflow and infiltration will increase the life and capacity of the treatment facility.

The city has completed repairs to their collection system and has seen reductions in influent flow to the treatment facility. These recent repairs include over 3,000 feet of cured-in-place-pipe lining and over 50 service lateral linings. As part of the ongoing Infrastructure Management Plan, services have been evaluated as streets have been constructed. Those found to have problems have been replaced. Castings have been replaced with watertight castings on several sanitary sewer manholes located at street flooding areas. An ordinance was passed to prohibit sump pumps connecting to the sanitary sewer system.

Plant Expansions

The city's existing waste water treatment facility currently operates at approximately 50 percent capacity. Therefore, no plant expansions are proposed for the next 5 to 10 years.

A project was completed in spring of 2008 to meet the new chlorine residual limit. This project contained a new chlorine contact tank with chlorination and de-chlorination equipment. As a result of this project, all limits required by the Minnesota Pollution Control Agency (MPCA) are currently being met. It is anticipated that the next required project will be related to phosphorus removal. The timing on this project depends on when and if the MPCA lowers the phosphorus removal limit.

Independent Sewage Treatment System Program

The City of Norwood Young America removes non-compliant systems as the central system expands and service becomes available to those with existing Independent Sewage Treatment Systems (ISTS). Several sections of the City Code require connection to the centralized system when available.

Carver County has adopted and enforces an ISTS Ordinance. The ISTS ordinance regulates the design, location, installation, construction, alteration, extension, repair, and maintenance of ISTS's. The county enforces the ordinance in the unincorporated area and in cities unless a city specifically develops and implements its own program and ISTS ordinance. The city has not developed its own ISTS program or ordinance.

Existing Water Supply

The City of Norwood Young America currently owns and operates, two water treatment facilities, four production facilities, two elevated storage facilities and an extensive distribution system to provide municipal water service to its residents and businesses. The city is currently has a one-zone pressure

CHAPTER 6 – NATURAL AND WATER RESOURCES

system. The system as updated to a one-zone system in the last ten years. The existing service areas for the North and South systems are shown in Figure 25.

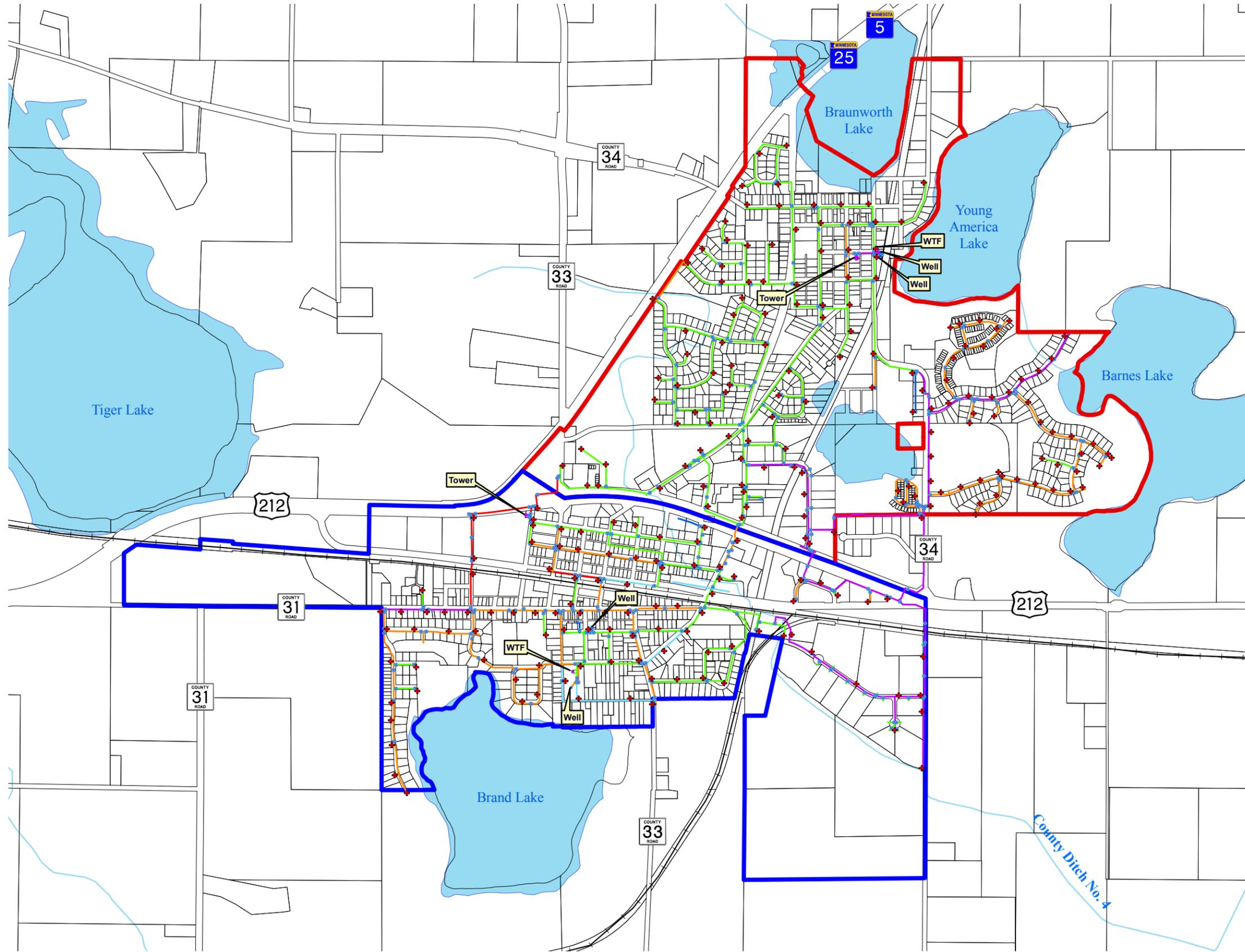
The North facility provides iron and manganese removal treatment, along with chlorination and fluoridation, and has the capacity of approximately 1,000 gpm. A 500,000-gallon underground reservoir was constructed to increase capacity at this site. Wells 2 and 3 supply the North facility and are capable of producing approximately 1,000 gpm and 400 gpm, respectively.

The North water tower is located on Second Avenue SE and First Street SE and has a storage capacity of 200,000 gallons and has an overflow elevation of 1154.3. The South water tower is longer in service, but is located on Wilson Street and Progress Street. A new tower was constructed with a capacity of 750,000 gallons and the same overflow elevation of the North water tower. This allows the city to be a single zone system. The total elevated storage capacity after completion of the city is 950,000 gallons.

The City's distribution system includes piping varying in size from 4-inch to 12-inch. An additional 10-inch diameter trunk line will be installed along the vacated railroad right of way from the North water facility to the industrial park.

Norwood Young America

Figure 25: Existing Water System



Watermain

- Private
- Hydrant Lead
- 4"
- 6"
- 8"
- 10"
- 12"

- Hydrants
- Valves
- Wells
- Buildings
- North Service Area
- South Service Area
- Protected Waters
- ~ Streams
- MN/DOT Basemap Railroads



Surface Water Management

The City of Norwood Young America’s Local Surface Water Management Plan (SWMP) has been developed to meet the surface water related needs of the community and address the management planning requirements of the Metropolitan Surface Water Management Act. The SWMP has been prepared in general accordance with Minnesota Rules Chapter 8410 and follows the plan outline identified in the rules. In meeting these requirements it is necessary to address the goals and objectives of the jurisdictional watershed district (the Carver County Water Management Organization, CCWMO). The goal of the plan is to maintain and improve surface water quality and minimize impacts of increased water quantity through appropriate planning, policy enforcement and capital improvement projects. This Comprehensive Plan Update references the city’s current Surface Water Management Plan. The following chapters will summarize a few of the key points and key sections of this SWMP. The city’s SWMP was completed in June of 2013.

Future Sanitary Sewer System

The future municipal sanitary sewer system is shown on Figure 26. The city is not significantly restricted from growth in any direction from the existing city limits. This future system includes the addition of trunk sewer main extensions and one main lift station at the south end of Barnes Lake. Additional secondary lift stations will likely be necessary depending on the timing of development and final design grades, utility service, etc. of individual developments. All improvement schedules are dependent on development timing, size, and location.

Table 23 below shows the necessary improvements to the trunk sanitary system along with the estimated year of completion and the triggering event.

Table 25: Trunk Sewer Improvements Schedule

Improvement		Year Completion Required	Triggering Event
1	Lift Station & Forcemain Construction East of District 2C	(1)	Any Development East of Barnes Lake
2	Trunk Sewer Main Extensions	(1)	Development Proposals in 2030 Growth Area
3	Lift Station 2A Upgrade	(1)	Development to the NW
4	Lift Station 2B Upgrade	(1)	Development to the West
5	Phosphorus Removal	(2)	MPCA Permit Requirement
6	WWTF Expansion	2016 (3)	Flow Exceeds 0.9 mgd
7	CIPP, MH Rehabilitation, Misc. Maintenance	Ongoing	As Problems are Identified and Evaluated

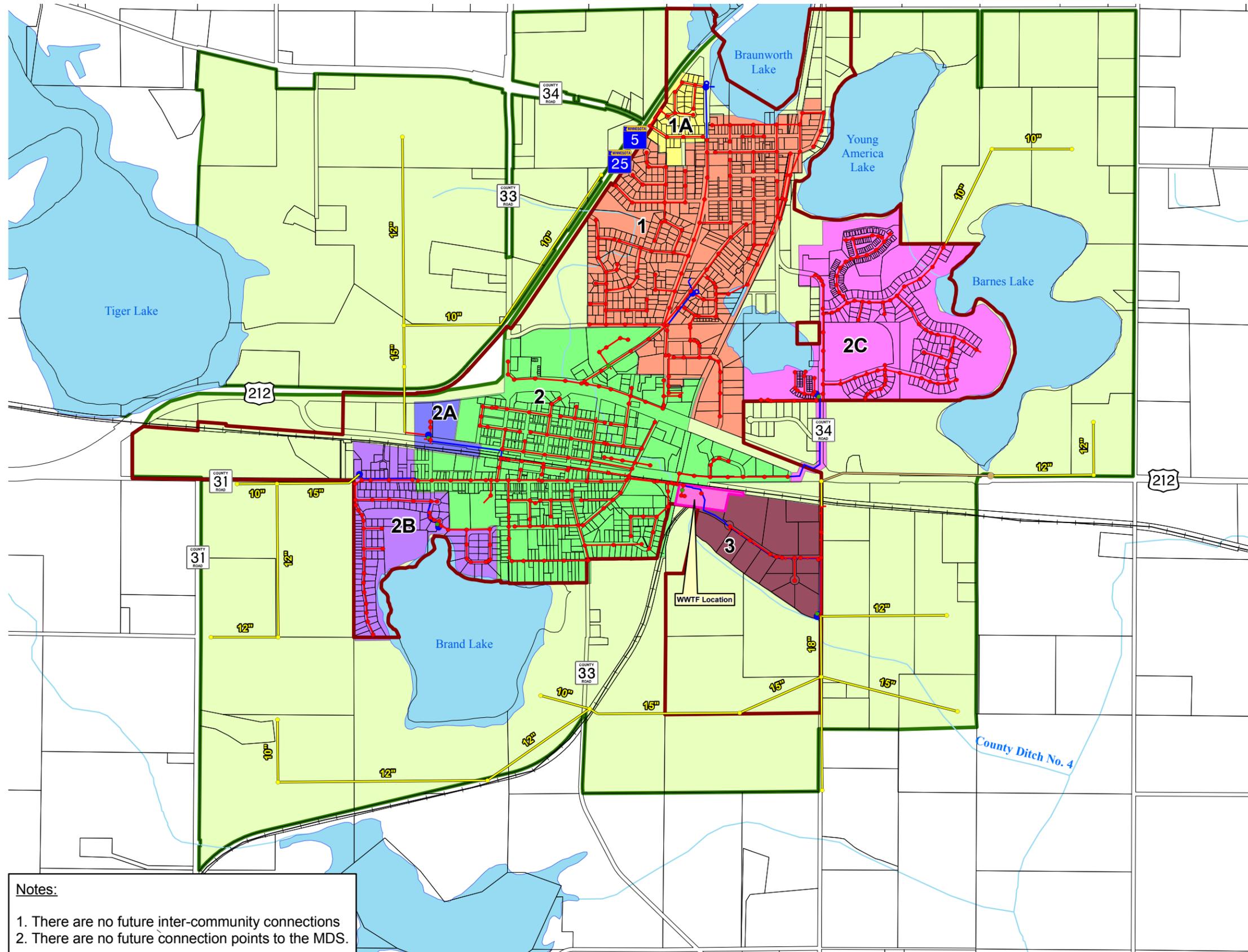
⁽¹⁾ Schedule dependent on developing timing, size, and/or location.

⁽²⁾ Schedule dependent on MPCA requirements.

⁽³⁾ This estimated year may be earlier if the City treats wastewater from the City of Hamburg.

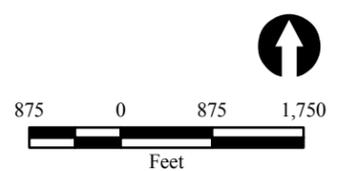
Norwood Young America

**Figure 26:
Future Sanitary System**



- Future Manhole
 - Future Lift Station
 - Future Trunk Sewer Main
 - Future Forcemain
 - Existing Manhole
 - Existing Meter Manhole
 - Existing Lift Station
 - Existing Gravity Pipe
 - Existing Forcemain
- Sanitary District**
- 1
 - 1A
 - 2
 - 2A
 - 2B
 - 2C
 - 3
- 2008 Municipal Boundary
 - 2030 Municipal Boundary
 - Protected Waters
 - ~ Streams
 - MN/DOT Basemap Railroads

Notes:
 1. There are no future inter-community connections
 2. There are no future connection points to the MDS.



Future Water System

It is a priority of the City to provide safe, reliable, sustainable, and affordable water to its citizens. Due to the fact that the planning area provides for more growth than the current water system can withstand, various components of the system will need improvements. The future municipal watermain system is shown on Figure 27.

A municipal water system must have adequate capacity to meet peak day demand. This typically occurs during lawn sprinkling demand. This varies from year to year, depending on rainfall amounts and high temperature extremes. In projecting future demand, it is helpful to establish “peak factors” based on the ratio of the peak day to average day demand. The City has implemented an odd day/even day lawn sprinkling restriction, which would be expected to reduce the peak factor. The average peak factor for the last 5 years is 1.8

The existing North water facility underwent an expansion from 400 gpm to 1000 gpm in 2011. Since the completion, the South water facility can be used as a backup facility to assist during peak demand periods. The North and South water facilities will have a combined capacity of 1400 gpm (2.016 mgd).

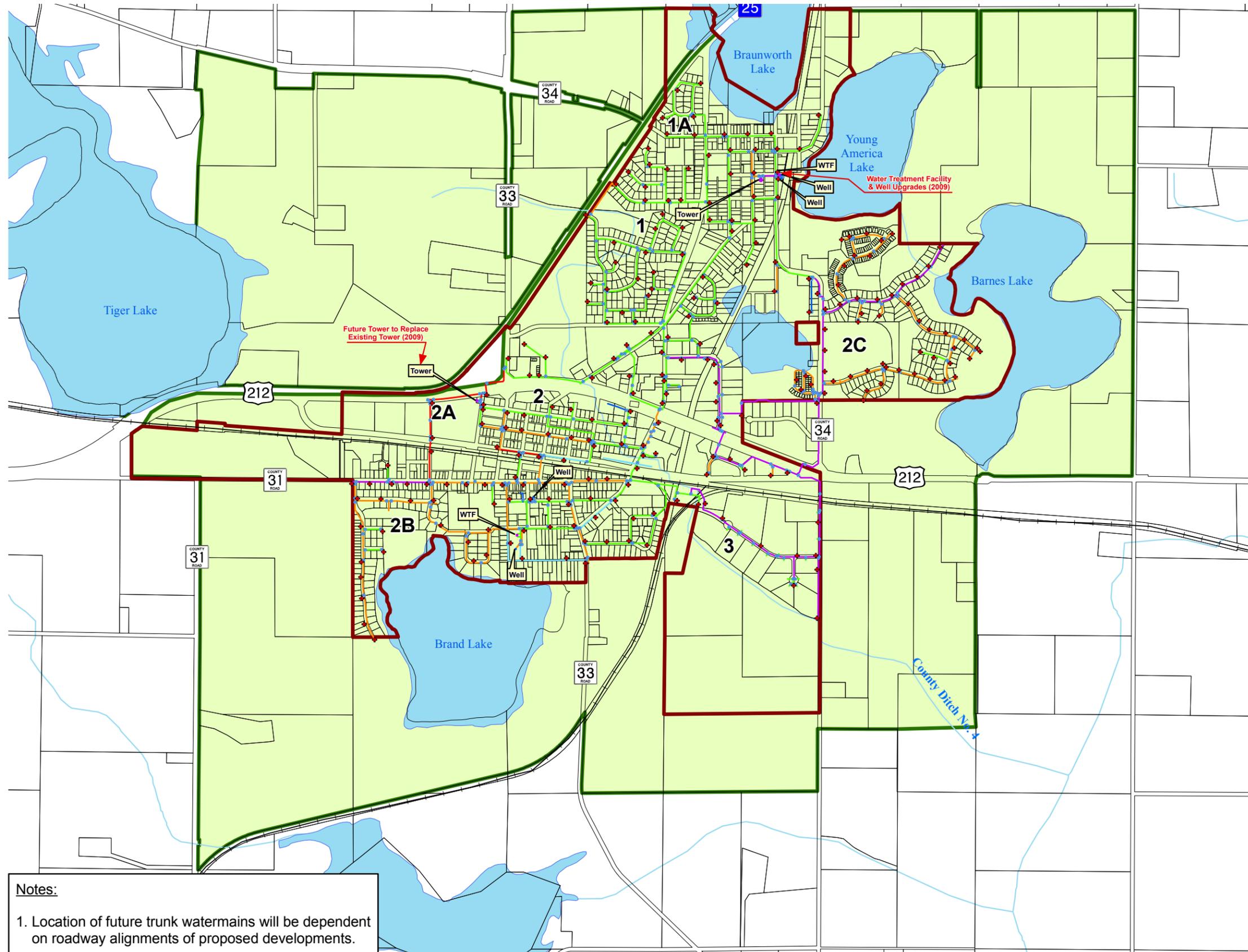
A 750,000-gallon water tower was constructed in 2009. This new tower replaced the previous 300,000 gallon water tower that operated as part of the South system. The new tower has an overflow elevation equal to that of the North 200,000-gallon water tower allowing the North and South systems to be combined into one system. The minimum elevated storage needs to equal the average day demand of water. The city now has 950,000 gallons of elevated storage. Therefore, no additional water tower will be required until the average day demand exceeds 0.95 MGD. Based on the current population and water usage projections, the elevated storage will be sufficient beyond 2040.

A 10-inch trunk watermain was constructed from the North water facility south to the industrial park to provide a loop for the newly combined system.

Table 24 shows the necessary improvements to the trunk watermain system along with the estimated year of completion and the triggering event.

Norwood Young America

**Figure 27:
Future Water System**



- Watermain**
- Private
 - Hydrant Lead
 - 4"
 - 6"
 - 8"
 - 10"
 - 12"
- ◆ Hydrants
 - Valves
 - Wells
 - Buildings
 - 2008 Municipal Boundary
 - 2030 Municipal Boundary
 - Protected Waters
 - ~ Streams
 - ~ MN/DOT Basemap Railroads

Notes:
1. Location of future trunk watermains will be dependent on roadway alignments of proposed developments.

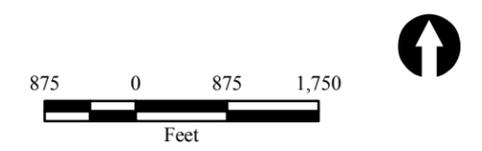


Table 26: Trunk Water Improvements Schedule

Improvement		Year Completion Required	Triggering Event
1	Water Tower No. 3	2009	The Preserve & Industrial Park Developments
2	Trunk Watermain Looping	2009	The Preserve & Industrial Park Developments
3	Well No. 2 Upgrade	2011	The Preserve & Industrial Park Developments
4	North Water Treatment Plant Expansion	2011	The Preserve & Industrial Park Developments
5	Trunk Watermain Extensions	(1)	Development Proposals in 2030 Growth Area
6	Water Tower No. 4	2025	Average Day Demand Exceeds 0.95 mgd
7	Hydrant/Valve Replacement, Repair of Breaks/Leaks, Misc. Maintenance	Ongoing	As Problems are Identified and Evaluated

⁽¹⁾ Schedule dependent on developing timing, size, and/or location.

Future Surface Water System

A copy of the Norwood Young America Surface Water Management Plan is attached hereto as “APPENDIX X”.

Chapter 7 – Parks and Trails

Park and trail facilities are valuable resources that cultivate a sense of place, enhance community aesthetics and provide public health benefits. The City of Norwood Young America maintains several community, neighborhood and urban parks and trail facilities that provide the public with opportunities to participate in a range of recreational activities and contribute positively to quality of life.

Providing quality recreational opportunities begins with proper planning. To assure park and trail facilities are adequate and fully utilized, facilities must be developed with regard for the needs of the people and the area they serve. Proper planning must take into consideration a number of factors, such as location of existing resources (i.e. proximity to the area served, separation from incompatible land uses); adequacy of existing facilities; site planning for future facilities; provisions for recreation programs; and financing, maintenance and management of existing and proposed facilities.

Chapter Three of this plan lists goals and policies relating to parks, trails, and recreation. This chapter inventories the existing conditions of the park and trail system and identifies future planned park and trail facilities. In addition, this chapter describes design guidelines the city can use to implement this plan's vision.

Park Facilities

The City's combination of parks, trails, recreational opportunities and open space provide residents and visitors with a variety of recreational opportunities. Most of the existing parks are clustered together in areas adjacent to original townsites (see Figure 28). Sufficient parks and trail facilities exist to serve the needs of most residential areas of the City; however, as additional development occurs, more neighborhood parks may be needed.

Park Classifications

Park classifications provide a systematic way of categorizing park land so decisions regarding design, capital improvements, and maintenance/operation are based on the types and functions of parks. It is understood that park classifications can change over time. The following six terms and descriptions shall be used to classify existing and future park and recreational facilities within the City of Norwood Young America.

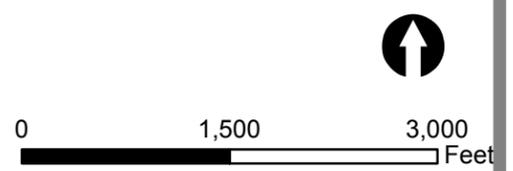
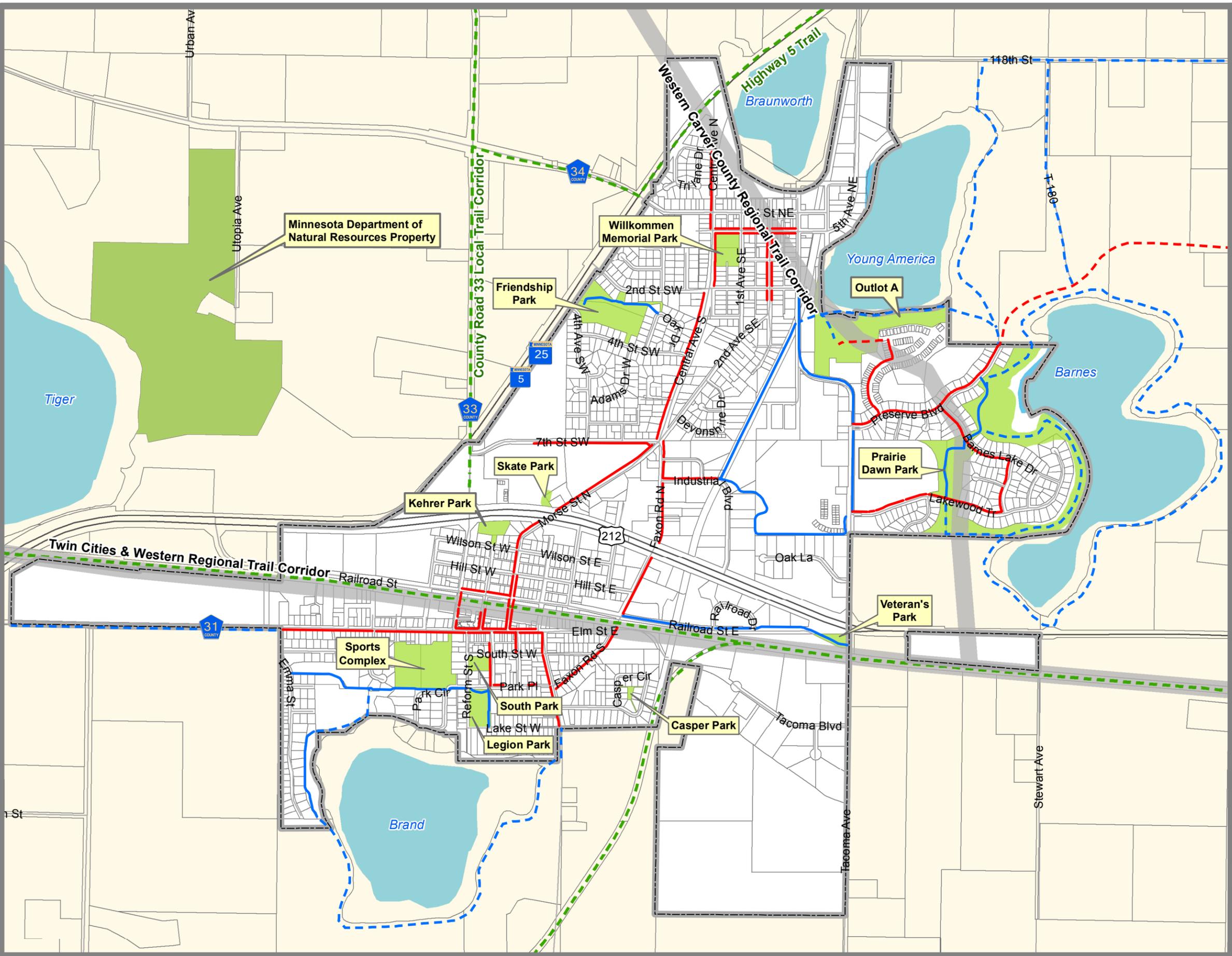
Neighborhood Parks/Playgrounds

Neighborhood parks/playgrounds provide daily convenient access to basic recreation opportunities for nearby residents living within a ¼-mile radius (roughly a 10 to 15-minute walking distance) of the park. Generally small in size, neighborhood parks are usually designed primarily for spontaneous, non-organized recreation activities. Neighborhood parks are typically designed to enhance neighborhood identity, preserve neighborhood open space, improve the quality of life of nearby residents, and encourage use by those on foot or bicycle. Typically, programmed activities do not take place in neighborhood parks. Site development should include sidewalks, benches, landscaping and play features for preschoolers. Neighborhood parks/playgrounds should connect with trails, which connect to other parks and neighborhoods.

Norwood Young America

**Figure 1:
Park and Trail Facilities**

- Local Parks
- State Owned Recreation Land
- Regional Trail Search Corridor
- Existing Sidewalks
- Existing Trail
- Future Sidewalks
- Future Trail
- Carver County Future Bikeways
- Municipal Boundary
- Parcels
- Lakes



Community/City Parks

Community/City parks typically include significant recreation facilities and support recreation programming for residents living within a one to one and a half-mile radius of the park. Community parks are often designed to enhance neighborhood and community identity, preserve open space and enhance the quality of life of community residents. Given the wide range of amenities provided in community parks, many users visit the park by car and stay for a few hours; therefore, support facilities, such as parking and restrooms, are usually needed. Community parks appeal to a larger range of users and contribute to community identity. Although size may vary, community parks are usually more spacious than neighborhood parks or playgrounds. Community parks serve people of all ages and have an effective service area radius of one-half to one mile.

Urban/Pocket Parks

Urban/pocket parks are typically associated with high density urban areas. Pocket parks provide visitors with access to open spaces in downtown commercial, mixed-use districts, high volume roadway corridors, and high-density residential areas. Examples of urban parks include public squares, promenades, urban plazas and landscaped courtyards. Urban parks sometimes meet the neighborhood park needs of surrounding residents and often provide opportunities for community events. Urban parks enhance the quality of life and the identity of the urban core and mixed-use districts.

Specialized Recreation Areas.

Specialized Recreation Areas may include but are not limited to; golf courses, historic sites, conservancy areas, linear trails, and floodplains. Most specialized recreation areas have limited active recreation value, are not developed as multi-purpose recreation areas, or are not always available for use by the public. Specialized areas are important adjuncts to a community and its park and open space program.

Greenspace/Open Space

Greenspaces and/or open spaces contain natural resources that are managed for recreation or natural resource conservation values, such as a desire to protect wildlife habitat, water quality, and/or endangered species. Greenspace also provides opportunities for nature-based, unstructured, low-impact recreational opportunities, such as walking and nature viewing.

Regional Parks

Regional parks provide visitors with access to unique features and attractions that will attract visitors from the entire city, adjacent townships and beyond. Regional parks often accommodate large group activities and have infrastructure to support special events and festivals. Regional parks can enhance the economic vitality and identity of the entire region by promoting tourism and contributing to neighborhood revitalization and increasing property values. To be considered a regional park, a park must be identified in the Metropolitan Council's 2040 Regional Parks Policy Plan.

Existing Park Facilities

Local Park System

The City of Norwood Young America contains approximately 53 acres of useable parkland. Table 25 inventories existing facilities at existing parks, which are depicted on Figure 26.

Regional Parks

No regional parks exist within the City of Norwood Young America. Baylor Regional Park is located approximately 3 miles outside the city limits on County Road 33. This park contains camp sites, a swimming beach, volleyball courts, softball areas, picnic shelters and an all-season shelter. The Eagle Lake Observatory is located within the Regional Park. It houses a dozen telescopes that are open to the public and members throughout the year.

Federal and State Lands

A property within the northwest quadrant of the city’s orderly annexation boundary was recently purchased by Pheasants Forever, Inc. It is understood that this property will be donated to the Minnesota Department of Natural Resources for the preservation of the existing property and natural resources. The city shall monitor changes to the ownership of the land and resulting policy and regulation shifts.

Recreation Programs

There are several coordinated and uncoordinated recreational opportunities in and around Norwood Young America. Recreation programs are coordinated by Independent School District 108’s Community Education Program. Community education and recreational programs have included youth and adult athletic programs, yoga, walking groups and various other activities.

Activities for senior citizens include trips that cater to seniors and enrichment classes, that provide information about services such as nursing care, making a will and reverse mortgages. Other senior programs have included exercise classes and a walking program.

CHAPTER 7 – PARKS AND TRAILS

Table 27: Park Inventory

NYA Park Inventory	Park Classification	Acres	Trail Areas	Baseball/Softball	Nature Areas	Horseshoe Pits	Tennis Courts	Soccer Fields	Basketball Courts	Football Field(s)	Volleyball Courts	Playground	Swimming	Pleasure Skating Rink	Hockey Rink	Warming House	Archery Range	Skateboarding	Restroom facilities	Handicap Access	Picnic Area/Shelter	Parking (off-Street)
Casper Circle Park – No address, access	NP	< 1	N	N	N	N	N	N	N	N	N	Y, 1	N	N	N	N	N	N	N	N	N	N
Friendship Park – 300 Fourth Ave SW	CP	11	Y, North & East	Y, 2 SB	N	N	Y, 2	Y, 1	N	Y, 1	Y, 1 Sand	Y, 2	N	N	N	N	N	N	Y	Y	Y, PT & Shelter	Y, 42
Kehrer Park – SW Quad 212 & Union St.	UP	1.9	N	N	N	N	N	N	N	N	N	Y, 1	N	N	N	N	N	N	N	N	Y, PT	Y, 8
Legion/Pool Park – 231 Park Place	CP	3.5	Y, East & North	N	Y, very small	N	N	N	N	N	Y, 1 Sand	Y, 1	Y, 1	N	N	N	N	N	Y	Y	Y	Y, 55
NYA Skate Park, NW Quad 212 & Morse St.	UP	< 1	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N
Prairie Dawn Park – 795 Barnes Lake Dr.	CP	19	Y	N	Y	N	N	N	Y	N	N	Y	N	N	N	N	N	N	Y	Y	Y	N
Sports Complex – 417 West Elm St.	CP	12	Y	Y, 3 BB & SB	N	N	N	N	N	N	N	Y, 1	N	N	N	N	N	N	Y	Y	Y, PT	Y, 68
South Park – Reform & South St.	CP	1.4	SW, narrow, east	N	N	N	N	N	Y, 2	N	N	Y, 1	N	Y, 1	Y, 1	Y, 1	N	N	Y, PR	N	Y, PT	N
Veteran’s Park	UP	1.2	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y
WillkommenPark – 21 Main Street	NP	3.5	N	Y, 1 BB	N	N	N	N	N	N	N	Y, 1	N	N	N	N	N	N	Y	Y	Y	N

CP= Community Park UP= Urban Park NP= Neighborhood Park SRA = Specialized Recreation Area BB= Baseball Field SB= Softball Field POR= Portable Unit Only PR=Portable Restroom PT=Picnic Tables Only SW=Sidewalk IND= Indoor

Future Park Facilities

The city has appointed a seven-member Parks and Recreation Commission, which meets monthly to plan for the development and redevelopment of Norwood Young America’s park and greenway system. The Parks and Recreation Commission is a recommending body to the City Council that provides on-going public input on the system. The Commission will continue to address park maintenance and planning issues. Currently, planned park improvement projects include:

- South Park Hockey Rink Improvements Project
- Old Town Pavilion Improvements and Dog Park
- Dog Park development (long range)

The city will continue to address park maintenance needs. As the city grows, additional park and facility needs will be evaluated. The city’s Capital Improvement Program is included in Appendix A of this plan.

Parkland Dedication Requirement

The city has adopted parkland dedication requirements within the Subdivision Ordinance. Standards pertaining to residential subdivisions require ten percent of the estimated market value or a donation of land for parks purposes in a volume equal to ten percent of the net developable area. The city may accept a combination of fee and land dedication if it finds such an arrangement is preferable.

For commercial/industrial subdivisions the amount is five percent of the estimated market value at a time no later than final approval. Parkland/fee in-lieu of parkland dedication is in addition to the property dedicated for streets, alleys, drainage ways, pedestrian ways or other public ways. As new development is proposed within the city, staff should analyze various factors (i.e., proximity to existing parks, diversity of recreational options, funding for maintenance) when determining the appropriate approach for parkland dedication. Depending on the growth rate of the community, the development of multiple park locations may cause financial strains down the road as maintenance is required. Additionally, the lack of park land dedication may result in park and recreation gaps in the city’s fabric.

Trail System

Trail Design Guidelines

Trails or pathways should be designed with the following goals in mind:

- **Safety:** protect non-motorized and motorized users (depending on the type of trail) from adjacent or crossing vehicular traffic,
- **Linkages:** provide links between local parks and recreational areas and regional trail systems,
- **Natural Environment:** when designing the trail system protect the natural environment and natural features, and
- **Continuity:** provide continuous trail systems with as few interruptions in user movement as possible.

The following design guidelines are suggested by the National Recreation and Park Association for the various types of pathways and should be used by the City of Norwood Young America when designing pathways.

Park Trails

Three classifications are applied to categorize the City’s park trails, including:

- **Type I:** These separate or single purpose trails are typically ten feet wide and hard surfaced for pedestrians, bicyclists and/or in-line skaters.
- **Type II:** These multi-purpose trails typically include a natural buffer; such as shrubs, trees or changes in topography, from adjacent uses on either side of the trail. Right of way width can be up to 50-feet to accommodate buffers. These trails commonly include a ten-foot paved surface.
- **Type III:** Nature trails are generally six to eight feet wide and soft surfaced. Trail grades vary depending on the topography of the area in which they are located. Interpretive signage is common along nature trails.

Connector Trails

Type I and II: These separate or single-purpose hard surfaced trails are designed for pedestrians or bicyclists/in-line skaters. If designed for pedestrians only, a six to eight-foot width is common. If designed for bicyclists/in-line skaters, a ten-foot paved surface is recommended. The trails may be developed on one or both sides of the roadway and may include one or two-way traffic. The trail is typically separated from the roadway with a boulevard, grass, and/or plantings.

On-Street Bikeways

On-Street Bikeways include:

- **On-Street Bike Lane:** Bike lanes are typically designed as a five-foot striped, bituminous lane adjacent to the driving lane. On-street parking may occur between the on-street bike lane and the curb or edge of the road. In essence, each side of the roadway is divided into three sections (1) driving lane, (2) on-street bikeway, and (3) on-street parking.
- **On-Street Bike Route:** This bicycle route is typically designated so with signage and are typically comprised of paved shoulders along roadways.

All Terrain Bike Trails

Design and length vary depending on the topography in the area. These trails are generally a part of a larger park or natural resource area.

Cross Country Ski Trails

The design of the cross-country ski trail is dependent upon its intended use. The traditional diagonal skiing typically includes a packed groomed trail with set tracks. Skate-skiing designs include a wider packed and groomed surface. The length of the trails may vary. Cross-country ski trails may be designed to be used as equestrian trails during summer months.

Equestrian Trails

These trails, designed for horseback riding, typically are designed with woodchips or grass as a surface. They are located in larger parks and natural resource areas where conflict with other trail users may be avoided. The length of an equestrian trail varies but is generally looped.

Existing Trail System

Trail facilities within communities and connecting to larger regional pathways are often classified by their purpose, type of improvement and location. Existing trails within the City of Norwood Young America are depicted in Figure 26

Trail Classifications

The following table includes a description of six types of trails and identification of existing trails within Norwood Young America which are included in each category.

Table 28: Trail Classifications

Classification	General Description	Detail Description of Each Type	Existing Facilities
Park Trail	Multi-purpose trails located within greenways, parks and natural resource areas. Focus in on recreational value and harmony with the natural environment.	<p><u>Type I</u>: Separate/single purpose hard –surfaced trails for pedestrians or bicyclists/in-line skaters.</p> <p><u>Type II</u>: Multi-purpose hard-surfaced trails for pedestrians and bicyclists/in-line skaters.</p> <p><u>Type III</u>: Nature trails for pedestrians. May be hard or soft surfaced.</p>	<p>Friendship Park (Type II)</p> <p>Prairie Dawn Park (Type II)</p>
Connector Trails	Multi-purpose trails that emphasize safe travel for pedestrians to and from parks and around the community. Focus is as much on transportation as it is on recreation.	<p><u>Type I</u>: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skaters located in independent R.O.W</p> <p><u>Type II</u>: Separate/single-purpose hard-surfaced trails for pedestrian or bicyclists/in-line skaters.</p> <p>Typically located within road R.O.W.</p>	<p>Trail south side of Park Place from CR 33 to south side of Sports Complex (Type I)</p> <p>Serenity Trail (Type II)</p>
On-Street Bikeways	Paved segments of roadways that serve as a means to safely separate bicyclists from vehicular traffic.	<p><u>Bike Route</u>: Designated portions of the roadway for the preferential or exclusive use of bicyclists.</p> <p><u>Bike Lane</u>: Shared portions of the roadway that provide separation between motor vehicles and bicyclists, such as paved shoulders.</p>	None
All-Terrain Bike Trail	Off-road trail for all-terrain (mountain) bikes	Single-purpose loop trails usually located in larger parks and natural resource areas.	None
Cross Country Ski Trail	Trails developed for traditional and skate-style cross-country skiing.	Loop trails usually located in larger parks and natural resource areas.	None
Equestrian Trail	Trails developed for horseback riding.	<p>Loop trails usually located in larger parks and natural resource areas. Sometimes developed as multi-purpose with hiking and all-terrain biking.</p> <p>These trails are developed so conflict can be controlled.</p>	None

Sidewalk Facilities

Sidewalk locations, widths and conditions vary widely throughout the city. Existing and future planned sidewalk facilities are depicted on Figure 26.

The City of Norwood Young America currently has a sidewalk maintenance policy in place but does not have a policy as to where sidewalks within new subdivisions shall be required (e.g. both sides of major

collector roadways, one side of minor collector roadways). Rather, sidewalks are required if/when the city directs such action. Along US TH 212, sidewalks should be pursued along the north side of the highway and trails along the south side.

Historically, the City Park and Recreation Commission and Planning Commission have reviewed proposed plats and prepared recommendations for the inclusion of sidewalk in a new subdivision or as a part of a street reconstruction project.

Future Trail System

The city has identified future sidewalk and trail facilities to expand connections to planned residential developments and community destinations, such as park facilities and lakes. Figure 26 illustrates planned trail and sidewalk facilities.

Regional Plans

Carver County Parks is one of ten implementing regional park agencies of the Metropolitan Regional Parks System. In cooperation with Metropolitan Parks and Open Space Commission and Metropolitan Council, Carver County plans, acquires land and develops regional parks and trails. Funding for land acquisition park and trail development, a portion of operations and maintenance is financed by the Metropolitan Council and State Legislature. Carver County operates and maintains the parks of Baylor Regional Park, Lake Minnewashta Regional Park and Lake Waconia Regional Park. Baylor Regional Park is within ten miles of the City of Norwood Young America.

Western Carver County Regional Trail Corridor

Carver County has proposed the Western Carver County Regional Trail Corridor, a regional destination trail, located within a conservation corridor to Baylor Regional Park as part of a draft Parks, Open Space, and Trail System Plan (dated February 2018). As proposed, the Western Carver County Regional Trail Corridor would ultimately extend south to north between the City of Norwood Young America, Baylor Regional Park, the Dakota Rail Regional Trail in the City of Mayer and the Luce Line State Trail in the City of Watertown. The proposed trail would provide a direct connection from the local trail system to a major regional park. The proposed location of the Western Carver County Regional Trail Corridor is depicted in Figure 26.

Twin Cities and Western Regional Trail Corridor

The Twin Cities and Western Regional Trail is a proposed regional trail that would follow the existing railroad corridor. Since there is an active railroad operating on the tracks trail planning would not take place until there is a change in the status of the use of the tracks. The Regional Trail does not have an approved master plan at this time; therefore, the general alignment of the trail is acknowledged herein.

Highway 5 Regional Trail

Carver County completed a master plan for the Highway 5 Regional Trail in 2017 which proposes a regional trail along Highway 5 from the Carver County/ Hennepin County line west through the Minnesota Landscape Arboretum. The trail would connect to the existing Lake Minnetonka LRT Regional Trail and Carver Park Reserve to the west.

ADA Requirements

The American with Disability Act (ADA) was signed into law on July 26, 1990. The law requires local and state governments, places of public accommodation and commercial facilities to be readily accessible to persons with disabilities. ADA statutes apply in the following circumstances:

- Newly constructed buildings (after January 26, 1993) must be constructed to be readily accessible.
- Renovations or alterations occurring after January 26, 1992 to existing facilities must be readily accessible.
- Barriers to accessibility in existing buildings and facilities must be removed when it is “readily accessible”. This includes the location and accessibility to restrooms, drinking fountains and telephones.

Requirements prescribed by the American’s With Disabilities Act include, but are not limited to:

- One accessible route from site access point, such as a parking lot to the primary accessible entrance must be provided. A ramp with a slope of no greater than 1:6 for a length of no greater than two feet may be used as a part of the route. Otherwise a slope of maximum 1:12 is allowed.
- One accessible public entrance must be provided.
- If restrooms are provided, then one accessible unisex toilet facility must be provided along an accessible route.
- Only the publicly used spaces on the level of the accessible entrance must be made accessible.
- Any display and written information should be located where it can be seen by a seated individual and should provide information accessible to the blind.

Most community-wide facilities including the main ballfield at the Sports Complex, the municipal pool, the pavilion at WillkommenPark, shelters at Legion Park and trails at Friendship Park are handicap accessible. However, playgrounds and play features and connections to various facilities within existing parks are generally not handicap accessible. As improvements are made to existing facilities and new facilities are constructed, considerations for ADA accessibility will be made.

Chapter 8 – Housing

A city’s housing stock is an important component of the livability for existing and future residents. A healthy housing stock provides a variety of options that met the affordability levels of the community. The housing chapter provides the general framework for Norwood Young America’s growth and development over the next 20 years and discusses changes to the stock and cost. The data put forth in this chapter will help inform decision makers over the next 25 years as the city develops and grows into the future.

Existing Housing

According to the 2017 Metropolitan Council estimates, there are a total of 1,572 housing units in the City of Norwood Young America. These estimates include 1,008 single-family units, 547 multifamily units and 17 manufacture home units (see Table 27). This represents an increase of 100 units or 6.7 percent from 2010. Single-family units dominate the housing stock of Norwood Young America, comprising 64.1 percent of the total housing available in 2017. Multifamily units represent approximately 34.8 percent of that total housing units.

Table 29: Norwood Young America Housing Types – 2017

Year	Single-Family Units		Multifamily Units		Manufactured Homes		Other Housing Units		Total	
	Units	%	Units	%	Units	%	Units	%	Units	%
2017	1,008	64.1%	547	34.8%	17	1.1%	0	0.0%	1,572	100.0%
2010	940	63.9%	511	34.7%	21	1.4%	0	0.0%	1,472	100.0%

Source: Metropolitan Council, 2017 housing stock estimates and U.S. Census Bureau Decennial Census

A majority of the housing units in Norwood Younger America are occupied, with only 27 units identified as vacant (see Table 28). Nearly 65 percent of the housing units are owner-occupied and 34 percent are renter-occupied. The number of owner-occupied units has decreased from 2010 by 2.3 percent, while the number of renter-occupied units has increase by 3.2 percent.

Table 30: Norwood Young America Household Tenure

Owner-Occupied Units	Rental Units	Vacant Units
977	513	27

Source: U.S. Census Bureau, 2012-2016 American Community Survey five-year estimates; counts adjusted to better match the Council’s 2016 housing stock estimates

Housing Age

Norwood Young America’s housing stock was built across a number of decades. In 2016, about 28 percent of the city’s housing was less than 20 years old. Nearly 36 percent of the housing is less than 30 years old. Approximately 23 percent of the housing stock was built before 1950. A significant percentage, nearly one fourth, of homes were built in the 1970’s.

Table 31: Housing Age and Occupancy City of Norwood Young America 2016

Year Built	Total	
	Number	Percent
2010 or later	124	7.5%
2000 to 2009	340	20.5%
1990 - 1999	119	7.2%
1980 - 1989	96	5.8%
1970 - 1979	411	24.8%
1960 - 1969	132	8.0%
1950 - 1959	51	3.1%
1949 or earlier	385	23.2%

Source: U.S. Census Bureau, 2012-2016 American Community Survey five-year estimates

Housing Value

The median housing value in Norwood Young America has grown since 1990 but experienced a decline from 2010 to 2016 (see Table 30). The median value of homes in 2010 was \$173,100. In 2016 it fell to \$163,900. This represents a 6 percent decrease in housing values in the city. This decrease in value could be partially explained by the Great Recession and its impact on the city’s housing stock. However, this represents an increase of 32 percent in median housing value since 2000, when the median value was \$111,900. Of the housing units that are higher in value in Norwood Young America, many are concentrated in two locations: in the southwestern corner of the city south of US Highway 212, and on the eastern side of the city near Barnes Lake. The location of owner-occupied housing units by their estimated market value is shown in Figure 2*.

Table 32: Owner Occupied Housing Values City of Norwood Young America 2010 and 2016

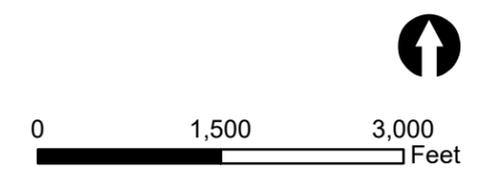
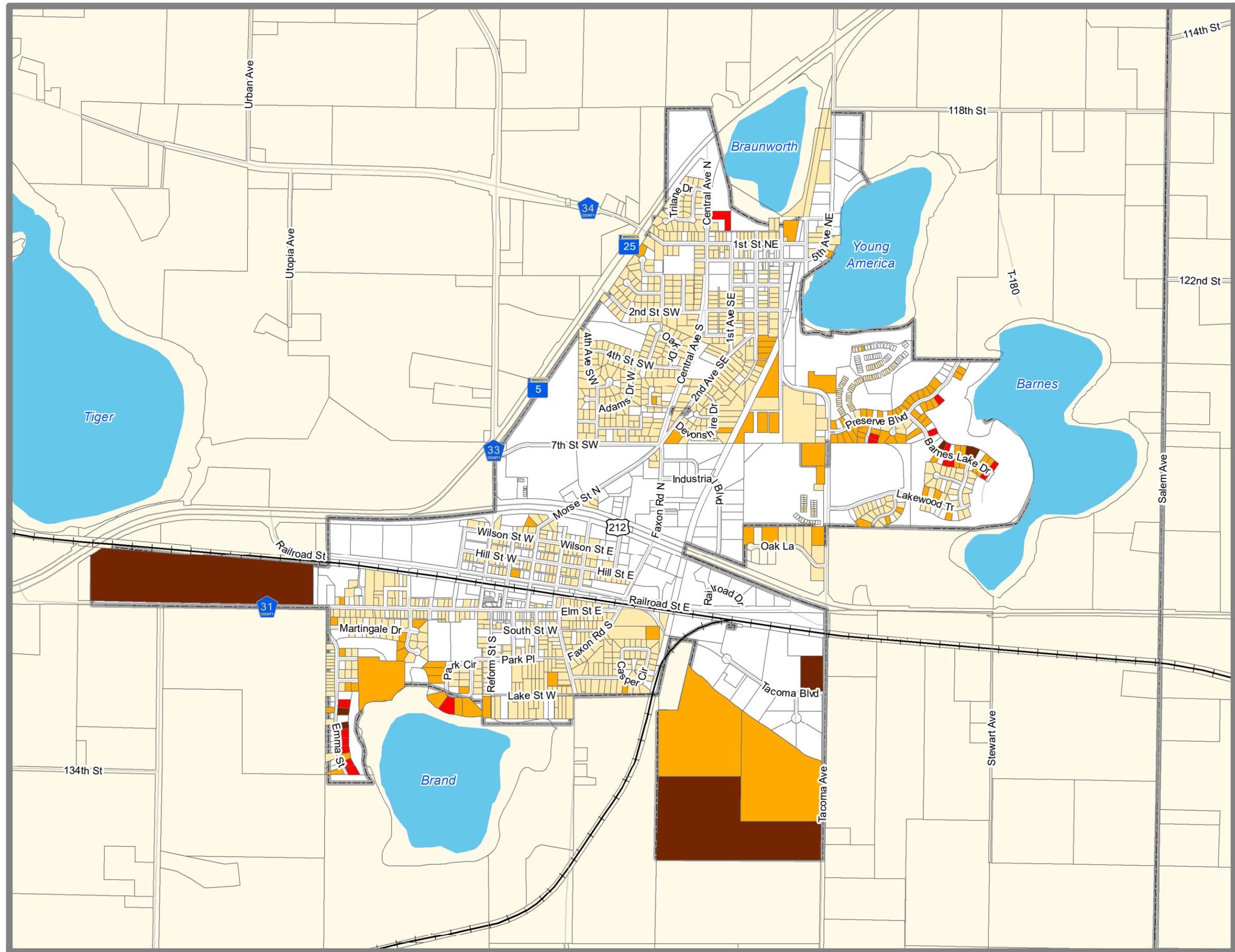
Value	2010		2016	
	Number	Percent	Number	Percent
Less than \$50,000	50	4.6%	39	4.0%
\$50,000-\$99,000	91	8.4%	87	9.0%
\$100,000-\$149,000	156	14.2%	270	27.6%
\$150,000-\$199,000	421	38.3%	328	33.6%
\$200,000-\$299,000	317	29.0%	192	19.6%
\$300,000 or More	58	5.5%	61	6.2%
Total	1,103	100%	977	100%

Source: U.S. Census Bureau, 2012-2016 American Community Survey five-year estimates

Norwood Young America

Figure 29: Owner-Occupied Housing Units by Market Value

-  Lakes
 -  Municipal Boundary
 -  Parcels
- Estimated Market Value**
-  300 - 243,500
 -  243,501 - 350,000
 -  350,001 - 450,000
 -  450,001 - 1,404,000



Rental Cost

The cost of rental housing is another component of housing affordability within the City of Norwood Young America. The median gross rent in 2016 within the city was \$603 per month, representing a decrease of nearly 12 percent. Compared to the median gross rent for the city is over \$300 less than the rent within Carver County. This data shows that rental housing is more affordable within the City of Norwood Young America compared to other surrounding communities.

Housing Affordability

Housing affordability is an important component of the quality of life for a community’s residents. For the purposes of the Comprehensive Plan affordable housing shall mean the availability of quality housing and dignified living conditions for people of all incomes and at all stages of life. Affordable housing is not a separate class or type of housing that makes it different from ordinary housing. As the plan illustrates the majority of home owners in Norwood Young America live in affordable housing, most of the existing affordable housing is in previously developed portions of the city.

According to the Metropolitan Council, nearly 95 percent of all housing units in 2016 are affordable to household incomes with incomes at or below 80 percent Area Median Income (AMI) (see Table 31). In this case, the AMI for the city was \$62,717 in 2016. This high percentage of affordability is a great asset for current Norwood Young America residents for finding housing at various income levels. As new housing is pursued, the city should strive to continue to accommodate a balance of housing affordability.

Table 33: Housing Affordability by Income Category – 2015

Units affordable to households with income at or below 30% AMI	Units affordable to households with income 31%-50% AMI	Units affordable to households with income 51%-80% AMI
105	791	523

Source: Metropolitan Council staff estimates for 2015 based on 2015 and 2016 MetroGIS Regional Parcel Datasets (ownership units), 2009-2013 Comprehensive Housing Affordability Strategy data from HUD (rental units and households income), and the Council’s 2015 Manufactured Housing Parks Survey (manufactured homes)

Affordable Housing

One technique in the creation of affordable housing is through the subsidization of units through the use of public funds (see Table 32). As of 2016, there are 78 publicly subsidized units in the City of Norwood Young America, 61 of which are specifically units for senior citizens.

Table 34: Publicly Subsidized Units – 2015

All publicly subsidized units	Publicly subsidized senior units	Publicly subsidized units for people with disabilities	Publicly subsidized units: all other
78	61	0	17

Source: HousingLink Streams data (covering projects whose financing closed by December 2014)

Beyond the fact that a high percentage of all housing units in the city are considered affordable, there is a low percentage of households that are considered “cost-burdened.” A cost-burdened household is categorized as a household where over 30 percent of the income is used for housing costs on an annual

basis (mortgage payments, rent, etc.). A total of 259 households are considered to be cost-burdened (see Table 33). This represents nearly 26 percent of total households in the city.

Table 35: Housing Cost Burdened Households – 2016

All Households	Owner Households	Renter Households
26%	21%	37%

Source: American Community Survey, 2012-2016

Future Housing Need

As the city plans to accommodate future residents, it must assess the existing needs and condition of its housing stock. As described throughout the previous sections, the city’s current housing stock is primarily composed of single-family households of varied housing levels. Recent housing development has included a combination of single-family and multi-family units, increasing the diversity of housing options within the community. To accommodate future population growth, the city must accommodate additional residential development (see Table 34). Though the total population and number of households is projected to increase, the average number of people per households is projected to decrease. This decrease is consistent across the metro region and complies with recent trends. This trend will contribute to the number and types of housing needed to support the city’s future population.

Table 36: Norwood Young America Growth Forecasts

Year	Population	Households	Average People per Household
2010	3,549	1,389	2.55
2020	4,580	1,900	2.41
2030	7,200	3,030	2.38
2040	9,200	3,900	2.36

Source: Metropolitan Council Forecasts

While planning for future households throughout the community, the city shall utilize the future land use plan to define locations for housing growth that are supported by efficient infrastructure extensions and compatible adjacent development. Additionally, the city should strive to create a diverse housing stock that meets the needs of the growing population. This includes the provision of a variety of housing types, from single-family homes to townhomes to apartments. The proximity to services throughout the community should also be considered. The mixed-use district within the future land use plan allows for buildings with a mixture of commercial and residential uses. This housing style provides residential units within close proximity to goods, services, and potential employment. The aging population should also be considered within future housing development. The provision of senior housing is a vital component of the quality of life for an aging population. Life-cycle housing options should also be promoted to create options for people of all ages and demographics.

Additionally, future housing development should accommodate a variety of affordability levels. This provides options for a range of new residents within the community. As set forth by the Metropolitan

Council, the City of Norwood Young America acknowledges the community’s share of the region’s need for low- and moderate-income housing units. The city supports the provision of 269 units by 2030 to support the Region’s overall total need (see Table 35). Chapter Three (Goals and Policies) of the Comprehensive Plan identifies programs, fiscal devices and official controls the City of Norwood Young America will investigate and/or use to address their housing needs.

Table 37: Norwood Young America Affordable Housing Need Allocation

AMI	Housing Units
At or Below 30 AMI	126 units
From 31 to 50 AMI	0 units
From 51 to 80 AMI	143 units
Total Units	269 units

Source: Metropolitan Council

To accommodate additional housing units that meet the affordable housing allocation set by the Metropolitan Council, the city has identified growth areas within the future land use plan at a density of at least 8 units per acre. These units can be accommodated within the Medium Density (8 to 12 units per acre) and High Density (12 to 18 units per acre) Residential land use categories. Additionally, the Mixed-Use Commercial/Residential land use could accommodate the development of affordable housing units when the achieved densities are greater than 8 units per acre. A minimum of 34 acres of land designated by 2030 for a minimum of 8 units per acre is needed to meet the affordable housing unit requirements. A total of 106 acres of development at a minimum of 8 units per acre has been designated within the future land use plan (see Figure 11). This amount of higher density development will not only support the city and region’s affordable housing goals but will support the development of a diverse housing stock.

Balanced Supply of Housing – Variety of Housing Types

The City of Norwood Young America strives to provide a variety of housing for all market needs including:

1. Affordable basic units for younger residents
2. Affordable single-family units for first time home buyers
3. Housing for growing families and/or rising incomes
4. Empty-nester dwellings
5. Low maintenance housing for seniors
6. Assisted living to provide health and medical care to the elderly

As the city’s population has grown, the percent of population in each age cohort has changed (see Table 36). This age cohort analysis reveals that persons aged 10 to 19 in 2010 (20 to 29 in 2016) decreased slightly (1.1 percent) as an as did those aged cohort 20 to 29 in 2010 (30-39 in 2016) which decreased by 3.2 percent. The over 60 age cohort also decreased between 2010 and 2016 (2.1 percent). The age cohort comparison over time indicates the city has been experiencing a reduction in persons aged 10 to 29 (age in 2010) but experiencing an influx of persons aged 0 to 9 and 30+ (age in 2010).

The reduction and influx in various age cohorts is likely related to the type of housing and jobs available within Norwood Young America. People over age 60 may be leaving in search of empty nester options

or elderly care. People under the age of 30 may also be leaving in search of opportunities closer to the Twin Cities. Younger people may be moving into Norwood Young America as they migrate from rural counties toward the Twin Cities Metropolitan Area seeking employment opportunities post-graduation. First time home buyers, and those looking for a move-up home, may be moving to Norwood Young America due to available housing at lower costs than more proximal to the more urban areas of the Twin Cities.

Table 38: Age Cohort Breakdown – 2010-2016

2010		2016	
Age Cohort	Percent of Total Population	Age Cohort	Percent of Total Population
0 to 9	12.8%	0 to 9	15%
10 to 19	10.9%	10 to 19	14.4%
20 to 29	16.7%	20 to 29	9.8%
30 to 39	12.3%	30 to 39	13.5%
40 to 49	14.7%	40 to 49	14.1%
50 to 59	12.3%	50 to 59	14.9%
Over 60	20.4%	Over 60	18.3%
Total	100%	Total	100%

Source: U.S. Census Bureau, 2012-2016 American Community Survey five-year estimates

Future housing development is expected to occur primarily within existing and newly platted areas, with some housing occurring in infill areas. In order to maintain a balance of housing options in the city, the future land use plan includes designations for low, medium and high-density residential developments. The minimum densities allowed in each residential district should be reviewed to ensure the city's objectives are met.

Housing Resources

To achieve the desired housing mix and affordability levels, the City of Norwood Young America will explore various programs and resources to support housing development. The programs listed below are currently in use or are available and may be used in the city as market factors allow, assisting the city in implementing the aforementioned recommendations.

Federal Resources

- **Section 8 Certificates and Vouchers:** Rent assistance that recipients can take with them when they move, rather than being tied to specific housing. Tenants pay about thirty (30) percent of their income on rent.
- **HOME (the Home Investment Partnership Program):** Grant program for state and local governments to acquire, rehabilitate or construct affordable housing for low-income renters or owners.
- **Community Development Block Grants (CDBG):** Funds community development efforts, including housing. Local governments that receive funding have wide discretion in its use.
- **The Federal Housing Administration (FHA) and Department of Veterans Affairs (VA):**

Insures and guarantee loans, which increase housing market access for some families.

- **Rural Housing Service:** The United States Department of Agriculture provides rent assistance, direct loans and loan guarantees in rural areas.
- **Low-Income Housing Tax Credits:** Federal income tax credits for people or companies that invest in the construction or substantial rehabilitation of rental housing. Developers of rental housing sell the credits to investors. Proceeds from credit sales can cover some of a project's development and construction.
- **Tax Exempt Bonds:** Sold by state and local governments. Buyers accept a lower interest payment because it is not taxable income. State and local housing agencies use the bond proceeds to finance mortgages with below market interest rates.

State Resources

Home Mortgages

- **Minnesota Mortgage Program:** Provides mortgages with below-market interest rates to first-time homebuyers through the sale of mortgage revenue bonds.
- **Minnesota City Participation Program:** MCPP is part of the Minnesota Mortgage Program, in which MHFA sets aside funds from the sale of mortgage revenue bonds for cities to meet locally identified housing needs.
- **Community Activity Set-Aside:** Is a third part of the Minnesota Mortgage Program in which MHFA sets aside funds from the sale of mortgage revenue bonds for lenders, local governments or nonprofit housing providers to meet homeownership needs in their communities.
- **Minnesota Urban and Rural Homesteading:** Awards grants to organizations and public agencies that acquire, rehabilitate, and sell single-family homes that are vacant, condemned or blighted to at-risk first-time homebuyers.

Home Improvement Rehabilitation

- **Minnesota Fix-Up Fund:** Provides home improvement loans with below- market interest rates for low and moderate-income homeowners.
- **Rehabilitation Loan/Emergency and Accessibility Loan Program:** Assists low income homeowners in financing basic home improvements that directly affect the safety, habitability, energy efficiency or accessibility of their homes.
- **Community Rehabilitation Fund:** Provides grants to cities for acquisition, rehabilitation, demolition and new construction of single-family homes.

Rental Housing

- **Low and Moderate-Income Rental Program:** Provides mortgages and rehabilitation funds for either acquisition and rehabilitation of or new construction of rental housing for low and moderate-income families.
- **Affordable Rental Investment Fund (ARIF):** Provides low-interest first mortgages or deferred loans to help cover the costs of acquisition and rehabilitation or new construction of low-income rental housing.
- **Low Income Housing Tax Credits (LIHTC):** LIHTC are MHFA's share of the tax credits allocated to Minnesota.
- **HOME Rental Rehabilitation:** Provides grants to rehabilitate privately-owned rental property in order to support affordable, decent, safe and energy efficient housing for lower-income families.
- **Housing Trust Fund:** Provides deferred loans without interest for the development, construction,

CHAPTER 8 – HOUSING

acquisition, preservation, or rehabilitation of low-income rental housing.

- **Rental Rehabilitation Loans:** Provides property improvement loans to rental property owners.

Other Resources

Local Government Sources

- **Local Bonds:** May be used to assist with financing affordable housing and are available in two types. First, revenue bonds typically finance mortgages and are paid off with mortgage repayments. Second, general obligation bonds are paid off with local tax collections.
- **Tax Increment Financing:** Housing or redevelopment districts may be established by local governments to assist eligible housing projects. Local governments capture the property tax revenue generated by the new development and use the captured taxes to help finance the eligible project. Occupants must meet income restrictions for housing TIF districts.
- **Local tax levies:** May be used to directly finance affordable housing.
- **Local housing trust funds:** Are local revenues dedicated exclusively to housing activities.

Non-Profit Sources

- **Greater Minnesota Housing Fund:** is a nonprofit agency that provides capital funding grants and loans to affordable housing projects in greater Minnesota.

Chapter 9 – Implementation

In many ways, formal adoption of the Comprehensive Plan is the first step in the planning process, rather than the last, because it establishes the policy direction for the community, describing its objectives and methods to achieve them. Without continuing action to implement and update the plan, city efforts will have little lasting impact. The Goals and Objectives chapter establishes the policy direction for the city, while the other elements of the plan set forth maps and recommendations for the physical growth and development of the city. This Implementation chapter outlines further steps to put this plan into action. The following paragraphs describe regulations, programs and other tools to be employed to implement the Comprehensive Plan. Table 1 identifies specific implementation steps.

Zoning Ordinance

Zoning is a governmental unit's primary regulatory tool for implementing planning policies. It consists of the official zoning map and the supporting ordinance text. The official zoning map divides the community into a series of zoning districts, and the text describes regulations for the use of land within these districts including permitted uses, lot sizes, setbacks and density standards. It can also include design and property maintenance controls. The city may implement other elements of this Plan through its zoning regulations. For example, the city could include tree preservation standards within its zoning code. The existing zoning map and descriptions of the current zoning districts are provided in Appendix X.

Subdivision Regulations

The Subdivision Ordinance regulates the development of land and the provision of public facilities within the community. Properly enforced subdivision regulations, coupled with zoning, can ensure proper physical development and adequate public facilities within growth areas. They normally prescribe standards for street improvements, lot setbacks and layouts, and water and sewer facilities. Subdivision regulations can also ensure that the costs of public improvements within growth areas are borne by the developers and the new residents as appropriate rather than by the established community. Norwood Young America's subdivision regulations should be reviewed against the recommendations of the Comprehensive Plan update and revised as necessary.

Official Mapping

The city and affected roadway jurisdictions should "officially map" planned roadway (and other) improvements when possible. An official map delineates the right-of-way needed for widening existing roads or for new roads to a level of detail sufficient enough to locate future acquisition boundaries. The city may require that any new development conform to the official map. The official map does not give the city or other affected jurisdiction ownership of the needed future right of way, but it can limit development from occurring within it in the meantime.

Where it is not yet feasible to prepare an official map for needed future roadways and roadway improvements, the city should work with property owners to ensure new development is compatible with this plan.

Capital Improvement Program

Another tool for implementation is the Capital Improvement Program, which establishes schedules and priorities for public improvements, typically within a five to ten-year period. The city first prepares a list of all public improvements that will be required in the next five to ten years, including transportation and

community facilities projects. Once all projects are reviewed, priorities are assigned, cost estimates prepared, and potential funding sources identified. The city can determine which projects should be financed through annual tax receipts, which require public borrowing, and which may be eligible for outside sources of assistance.

The Capital Improvement Program allows the city to provide the most critical public improvements within budget constraints. The recommendations of this Comprehensive Plan are articulated in the capital improvements plan which is attached in Appendix X.

Growth Areas & Annexation

The City of Norwood Young America anticipates further residential, commercial and industrial development and, in order to accommodate growth, has designated areas outside of the current city limits as “planned growth areas”. The city will work with Carver County and Young America Township to ensure that the growth that occurs in these areas is compatible with the City’s policies and can eventually become part of the city and served by a full range of city services.

As previously referenced, the city has an existing Orderly Annexation Agreement in place for the entire future growth area. The agreement boundary should be reviewed regularly to ensure the appropriate boundary area is maintained. Additionally, the city should work with the county and township regarding development proposals outside of the agreement boundary to monitor developments that may impede future development.

Citizen Involvement

This comprehensive planning effort has begun to establish a healthy dialogue among local residents concerning the future of the community. The city has provided a range of public engagement opportunities throughout the plan development process to ensure input from the community is incorporated into the plan. Because this plan will affect everyone in the community, everyone should have the opportunity to contribute to planning decisions.

Review and Revision

Comprehensive planning is a continuous process; thus, the plan should be monitored and updated when necessary. The Planning Commission and City Council should carefully review proposed changes, monitor their implications and actively seek citizen comment on such proposals. If changes are found to be appropriate, they should be formally added to the plan by legal amendment. In addition, every five years, the entire Comprehensive Plan should be reviewed and modified to ensure that it is an up-to-date expression of community goals and intentions.

Implementation Actions

Specific actions have been identified for the city to act upon as efforts are made to achieve the community’s future vision. The following table details the action step, the general timeframe for completion and responsible agencies. This list is not intended to comprise all items that can be compiled or to identify all parties that should participate in implementation.

CHAPTER 9 – IMPLEMENTATION

Table 39: Implementation Plan

Implementation Step	Timeline	Responsible Agency/Department
<i>The action that will be taken over the next 20+ years.</i>	<i>When should the action be completed (on-going, short-term, or long-term)?</i>	<i>Who is primarily responsible for completing the action and who will assist (city departments, commissions, etc.)?</i>
Explore appropriate performance standards addressed in the Comprehensive Plan, such as architectural, design or other development standards within the City’s commercial and industrial districts; and buffering between incompatible land uses.	Ongoing	Planning
Examine zoning and other development standards to ensure they don’t unreasonably hinder the provision of affordable housing.	Ongoing	Planning
Review the City’s shoreland and wetland regulations, and any others as necessary, to comply with State and Federal standards.	Ongoing	Planning
Ensure the appropriate provisions of future public park lands, local and collector roadways, trails and other public improvements within new development through the implementation of dedication requirements.	Ongoing	Planning and Parks Commissions
Review appropriate stormwater facilities within new development, in accordance with the Stormwater Management Plan.	Ongoing	Planning and Engineering
Implement access management guidelines.	Short Term	Engineering and Planning
Provide for interconnected subdivisions by discouraging cul-de-sacs within new development and requiring proposed roadways to connect to existing and planned development where possible.	Ongoing	Planning
Require new development be consistent with the Comprehensive Plan, zoning ordinance and subdivision ordinance.	Ongoing	Planning and Commissions

CHAPTER 9 – IMPLEMENTATION

Implementation Step	Timeline	Responsible Agency/Department
Continue to maintain a capital improvement plan that includes elements of the Comprehensive Plan. Priorities may include an adequate transportation system in the growing areas of the community, adequate and up-to-date city buildings, parks and multi-use trail facilities.	Ongoing	Planning, City Council
Work with the County and Township to monitor and support very low agricultural densities (1 unit per 40 acres) within the City’s planned growth areas until such time as development is imminent.	Ongoing	Planning
Annex land within the planned growth areas as development is imminent and urban services can be made available.	Ongoing	Planning
When annexed, rezone land within the planned growth areas in conformance with the Future Land Use Plan map.	Ongoing	Planning
Review the Comprehensive Plan in five years and again in ten years to determine whether the plan recommendations are still current. The city planner will brief the Planning Commission and provide an annual report to the City Council to re-evaluate the accuracy of the Plan and identify steps to implement the Plan. The Plan should be revised as necessary.	Ongoing (annual basis)	Planning, Commission, Council Planning City
Promote economic development through the annual goals set by the Economic Development Commission (EDC).	Ongoing	EDC
Promote redevelopment of the city’s downtown districts and commercial centers.	Ongoing	EDC
Continue to market the industrial park and promote the expansion of the park to the east.	Ongoing	EDC
Review and maintain existing community facilities to ensure the needs of the public are met.	Ongoing	Parks Commission
Meet the park and recreation needs of the public through the goals of the Parks Commission.	Ongoing	Parks Commission
Support the development of a variety of life cycle housing types, sizes and values to accommodate residents within a wide-range of age and income groups.	Ongoing	Planning, Advisory, EDC Senior Committee,
Promote resource preservation through the implementation of Stormwater Management Plan.	Ongoing	Engineering

CHAPTER 9 – IMPLEMENTATION

Implementation Step	Timeline	Responsible Agency/Department
Initiate discussions with Carver County and Young America Township regarding changes to the orderly annexation boundary. Review the boundary on a regular basis	Ongoing	Planning, City Council
Maintain an open dialog with Carver County, Young America Township and other nearby jurisdictions regarding long range planning and development efforts.	Ongoing	All
Assess and development standards to support aesthetic updates to key commercial entities, particularly along the US TH 212 corridor. Identify funding sources to assist property owners with redevelopment efforts.	Short Term	EDC
Study the redevelopment of gateway sites within the community and maintain the current standards in place that identify Norwood Young America’s sense of place.	Ongoing	All
Develop a downtown reuse plan or subarea study	Short Term	City Council



To: Chairperson Heher
Members of the Planning Commission
Administrator Helget

From: Cynthia Smith Strack, Consulting Planner

Date: October 4, 2018

Re: Public Hearing: Fence Code Amendment – Front and Corner Street-Side Yard Requirements

BACKGROUND

At the August meeting the Planning Commission reviewed a draft ordinance pertaining to fencing requirements for front and corner side yards. The Commission requested an adjustment applicable to height and location of fences in front of dwellings. The Commission also called for a public hearing for the October meeting.

Attached please find the draft ordinance.

ACTION

The Commission is to hold a public hearing and provide a recommendation to the Council, if appropriate.

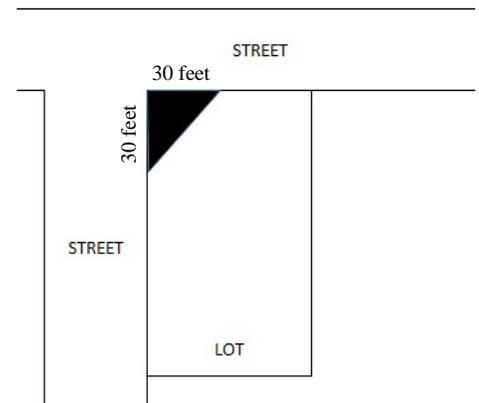
1245.05 Fences

Subd. 1 Building Permit Required. No fence, except temporary fencing, shall be constructed without a building permit. The application shall be accompanied by a plot plan clearly describing the type, location, and method of anchoring the fence.

Subd. 2 Setbacks. Boundary line fences shall be located at least one (1) foot from the property line, except as provided for in Subd. 4 and 5 of this Section. The persons, firms or corporations constructing or causing the construction of such fence shall be responsible for maintaining that part of their property between fence and property line. City staff shall require any applicant for a fence permit to establish the boundary lines of his property by a certificate of survey thereof to be made by any registered land surveyor or by showing the accurate stake markers of the surveyed lot.

Subd. 3 Fencing Conformity. Fencing in all districts shall conform to the following:

- A. Fences in all districts shall be maintained so that the exposed outer/inner surface shall be uniformly painted or stained in a neat and aesthetically acceptable condition.
- B. The side of the fence considered to be the face (finished side as opposed to structural supports) shall face abutting property.
- C. No fence shall be permitted on a public right-of-way or boulevard area.
- D. **No fence shall be erected on a corner lot that will obstruct or impede the clear view of an intersection by approaching traffic within a sight triangle defined by measuring thirty (30) feet from intersecting streets.**
- E. All snow-stop fencing may be used from November 1 to April 1. No permit shall be required for temporary fencing.
- F. All fencing shall be constructed straight, true, and plum
- G. Fences which are in need of repair or maintenance through type of construction or otherwise, or are otherwise dangerous to the public safety or general welfare and health are considered a public nuisance and the City may commence proceedings for the abatement thereof under Chapter 6, Nuisance Abatement of the City Ordinance. Electric fences may not be used. Material such as chicken, sheep, or hog wire fencing, barbed wire fencing, or snow fencing will not be allowed as permanent fencing, except as stated in paragraph c in this section.
- H. All fences shall have a gate or opening to allow access from the exterior of the lot.
- I. **All fences shall be constructed of durable materials such as treated or painted wood, cedar, chain link, aluminum, wrought iron, and similar materials intended to be used for fencing in urban areas. Agricultural fences, woven wire, electric wire, plastic, and fences made of flimsy or non-traditional materials/items are prohibited. Barbed wire is prohibited in residential districts but may be allowed on the top of fences in commercial and industrial districts as provided under Subd. 5 “Fencing in Commercial, Business, and Industrial Districts”.**



Subd. 4 Fencing in All Residential and Agricultural Districts.

- ~~A.~~ *Setback and design.* A fence may be located within the rear yard and side yard to a maximum height of six (6) feet up to the point where it is parallel with the front edge of the building. **Fences located in front of a dwelling shall not exceed three and one half feet in height and shall not be placed within two (2) feet of a property line. Fences may be placed in street side corner yards provided the fence is at least fifty (50) percent opaque and not more than four (4) feet in height. A clear sight triangle as defined in Section 1245.05, Subd. 3(D) is required. Fence height shall be measured from grade.** ~~within the front yard or side street yard to the right of way shall be ornamental in design and the height of the fence shall not exceed three and one half (3 ½) feet as measured from grade.~~
- B. Fences around dog kennels not exceeding one hundred (100) square feet in size, fences around garden fences will not require building permits but shall adhere to the other regulations of this subdivision.
- C. All garbage can areas in multi-family developments shall be protected by a privacy fence not less than six (6) feet in height. The privacy fence shall be constructed of wood, vinyl or similar, but shall not include chain link with slats. All gates shall have a self-closing and self-latching latch installed on the outside of the fence.

Subd. 5 Fencing in Commercial, Business and Industrial Districts.

- A. Business and industrial fences may be erected up to eight (8) feet in height as measured from grade. Fences in excess of eight (8) feet shall require a conditional use permit.
- B. Business and industrial fences with barbed **or razor** wire security arms shall be erected a minimum of six (6) feet in height as measured from grade (measured without the security arm) and shall require a Conditional Use Permit. The security arm shall be angled in such a manner that it extends only over the property of the permit holder and does not endanger the public.
- C. Single-family residential properties located in the Civic (C), Central Business District (CBD), and Commercial/Industrial (C-I) Districts shall conform to the provisions of Subd. 3 of this Section.



To: Chairperson Heher
Members of the Planning Commission
Administrator Helget

From: Cynthia Smith Strack, Consulting Planner

Date: October 4, 2018

Re: Public Hearing: Sign Code Amendment – Wall Signs

BACKGROUND

The City Council has directed the Planning Commission investigate the potential to update the sign code to pertaining to wall signs. The Council suggests allowing up to one wall sign per building face not to exceed three signs per building.

The Commission review sample language which would allow signs on up to three building faces in commercial and industrial districts. After considerable discussion, the Commission called for a public hearing on the draft amendment.

Commissioners requested photos of existing signage be provided. City Administrator Helget has pictures for the packet.

A draft ordinance is attached for consideration.

ACTION

The Commission is to hold a public hearing and make a recommendation to the Council, if appropriate.

**CITY OF NORWOOD YOUNG AMERICA
ORDINANCE NO. █**

**AN ORDINANCE AMENDING SECTION 1260.09, SUBD. 3(C) AND
SECTION 1260.09, SUBD. 4(C) OF THE CITY CODE RELATING TO WALL
SIGNS IN COMMERCIAL AND INDUSTRIAL DISTRICTS**

I. THE CITY COUNCIL OF THE CITY OF NORWOOD YOUNG AMERICA, MINNESOTA TO PROMOTE THE PUBLIC SAFETY, HEALTH, AND WELFARE, HEREBY ORDAINS SECTION 1260.09, SUBD. 3(C) OF THE CITY CODE SHALL BE AMENDED AS FOLLOWS:

- C. Wall Signs: One Wall Sign shall be permitted per Building Face, not to exceed ~~two~~ **three** Wall Signs per building. For multi-tenant buildings, one Wall Sign per tenant is allowed provided that the Building Face coverage limitation set forth below is met.
1. A maximum of 10% of the Building Face may be used for a Wall Sign.
 2. Signs shall not project above the roof level.

II. THE CITY COUNCIL OF THE CITY OF NORWOOD YOUNG AMERICA, MINNESOTA TO PROMOTE THE PUBLIC SAFETY, HEALTH, AND WELFARE, FURTHER ORDAINS SECTION 1260.09, SUBD. 4(C) OF THE CITY CODE SHALL BE AMENDED AS FOLLOWS

- C. Wall Signs: One Wall Sign shall be permitted per Building Face, not to exceed ~~two~~ **three** Wall Signs per building. For multi-tenant buildings, one Wall Sign per tenant is allowed provided that the Building Face coverage limitation set forth below is met.
1. A maximum of 10% of the Building Face may be used for a Wall Sign.
 2. Signs shall not project above the roof level.

III. EFFECTIVE DATE: THIS ORDINANCE IS EFFECTIVE UPON ITS ADOPTION AND PUBLICATION AS PRESCRIBED BY LAW.

Adopted by the City of Norwood Young America on the ___ day of _____, 2018.

Attest:

Carol Lagergren, Mayor

Kelly Hayes, City Clerk

Adopted:

Published:

NORWOOD YOUNG AMERICA COMPREHENSIVE PLAN UPDATE



Norwood Young America Planning Commissioners,

Over the past year, the City has been working with an Advisory Committee to update its currently adopted Comprehensive Plan. This process has included early public engagement and coordination with local stakeholders to gather information needed to create a draft plan. This plan is available for you to review. However, continued coordination with the transportation and water systems discussion is needed due to additional data sources. This information will be provided to you as soon as it is available.

Per the Metropolitan Council process, the City must submit the draft plan to affected and adjacent communities to allow for their review and comment on the plan. Following the completion of the updates to the transportation and water systems discussion, the plan may be ready for submittal to these jurisdictions, which include:

- Benton Township
- Young America Township
- Carver County
- School District 108; Central
- Carver County Watershed Management Organization
- Carver County Parks
- MnDOT
- MnDNR

This process allows each jurisdiction to provide comments on the draft plan, which the city can review and make updates as warranted. This process must be complete prior to the submission of the plan to the Metropolitan Council. The adjacent townships and Carver County must also submit their Comprehensive Plans to Norwood Young America for its review and comment.

At this time, we ask for your review and comment on the draft plan prior to the submission of the draft for review. The draft has been reviewed and updated per comments received by the Advisory Committee who guided the development of the plan. The following statement is a recommended motion to allow for continuation of the plan's process to affected and adjacent community review:

To allow staff to submit the Draft Norwood Young America Comprehensive Plan to the 8 affected and adjacent communities for review according to the Metropolitan Council Process, after the final edits are made to the Transportation and Natural Resources Chapters.