

Carver County Board of Commissioners  
 Regular Session  
 September 22, 2009  
 County Board Room  
 Carver County Government Center  
 Human Services Building  
 Chaska, Minnesota

PAGE

9:15 a.m.

1. a) **CONVENE**
- b) *Pledge of Allegiance*
- c) *Public participation (comments limited to five minutes)*
- d) *Introduction of New Employees*

2. Agenda review and adoption
3. Approve minutes of September 8, 2009 Regular Session ..... 1-5
4. Community announcements

9:15 a.m.

5. **CONSENT AGENDA**
- 5.1 Payment of emergency claim ..... 6
- 5.2 Out of state travel request-Signs of Safety presentation..... 7
- 5.3 2009 Single axle truck with box, hydraulics, scraper,  
Wing (CP 0915) ..... 8-10
- 5.4 Resolution supporting an application for the Governor's  
Fishing Opener ..... 11-12
- 5.5 Acceptance of Emergency Management Equipment on behalf  
of the Metropolitan Regional Homeland Security and  
Emergency Management Committee ..... 13
- 5.6 Hazardous Mitigation Assistance program  
grant application..... 14-16
- 5.7 Project SP 10-640-009-Feasibility of Rehabilitating Bridge  
L2783 Agreement..... 17-18
- 5.8 Community Social Services' warrants ..... NO ATT
- 5.9 Commissioners' warrants..... SEE ATT

9:20 a.m.

6. **ADMINISTRATION**
- 6.1 Census 2010 Presentation ..... 19
- 6.2 NACo Award-GoCarverGo..... 20

9:50 a.m.

**RECESS AS COUNTY BOARD AND CONVENE AS  
 CARVER COUNTY REGIONAL RAIL AUTHORITY**

9:50 a.m.

7. **PUBLIC WORKS**
- 7.1 Dakota Rail Regional Trail-permit for trail purposes ..... 21

10:10 a.m.		<b>ADJOURN AS REGIONAL RAIL AUTHORITY AND RECONVENE AS COUNTY BOARD</b>	
	7.2	Dakota Rail Regional Trail-permit for trail purposes .....	22
	7.3	Joint Powers Agreement with Laketown Township for Laketown Road and Klein Drive .....	23
	7.4	Award of bid for Laketown Road project .....	24-25
10:40 a.m.	<b>8.</b>	<b>LAND AND WATER SERVICES</b>	
	8.1	Authorization to submit revised Draft 2030 County Comprehensive Plan to the Metropolitan Council .....	26-94
11:15 a.m.	<b>9.</b>	<b>FINANCE</b>	
	9.1	Final approval for the Carver County Community Development Agency's Oak Grove Dairy Project .....	95-101
11:45 a.m.		<b>ADJOURN REGULAR SESSION</b>	
		<b>BOARD REPORTS</b>	
11:45 a.m.	1.	Chair	
	2.	Board Members	
	3.	Administrator	
12:15 p.m.	4.	Adjourn	

**UPCOMING MEETINGS**

- September 25, 2009**    **Carver County Day at the Arboretum**  
10:00 a.m. Bagels with the Board
- September 29, 2009**    **No Meeting**
- October 1, 2009**        **ACCEL Meeting - 7:00 p.m. Cologne Community Center**
- October 6, 2009**        **County Board Meeting**
- October 13, 2009**      **County Board Meeting**
- October 20, 2009**      **County Board Work Session**

David Hemze  
County Administrator

REGULAR SESSION  
September 8, 2009

A Regular Session of the Carver County Board of Commissioners was held in the County Government Center, Chaska, on September 8, 2009. Chair Gayle Degler convened the session at 9:16 a.m.

Members present: Gayle Degler, Chair, Randy Maluchnik, Vice Chair, James Ische and Tom Workman.

Members absent: Tim Lynch.

The following amendment was made to the agenda:

Add 5.16 – Minnesota Valley Regional Rail Authority Letter of Support.

Ische moved, Workman seconded, to approve the agenda as amended. Motion carried.

Maluchnik moved, Ische seconded, to approve the minutes of the September 1, 2009, Regular Session. Motion carried.

Community announcements were made by the Board.

Workman moved, Maluchnik seconded, to approve the following consent agenda items:

Authorized Emergency Management Specialist to attend the Hazardous Materials Incident Management training in Emmetsburg, MD.

Authorized Public Health Emergency Preparedness Planner to travel in state or out of state if deployed for a Type 3 Incident Management Team event.

Authorized the acceptance of grant funds in the amount of \$42,514 from the State of Minnesota, Department of Public Safety, Homeland Security & Emergency Management Division.

Approved the following abatements/additions:

30-558-0080	Srikarn Atiwong (2007, 2008, 2009)
25-554-0220	Ross Greischar
75-506-0310	Rebecca Rakos (2007, 2008, 2009)

Approved request for renewal of liquor license for Island View Golf Club, Inc.

Approved request for one day temporary on-sale liquor license for St. Peter Lutheran Church, Watertown.

Approved Road and Bridge CIP budget amendment increasing revenue accounts as follows: State Aid-Regular \$1,733,524; State Aid – Municipal \$210,846; Federal \$2,376,450, Municipal State Participation \$309,001 and increasing road construction projects expenditures \$4,629,821.



Renewed cooperative agreement by and among the metropolitan counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, Washington and the State of Minnesota.

Awarded bid for 2009 ARRA funded overlay project to Wm. Mueller & Sons in the amount of \$856,367.32 contingent upon the notice from Mn/DOT that EEO and DBE provisions have been met.

Awarded bid for 2009 County funded overlay projects to Wm. Mueller & Sons in the amount of \$1,079,075.95.

Resolution #61-09, Establishing a Portion of Pioneer Trail as a County Road.

Concurred in the award of the bid and contract for TH 284/CSAH 10 roundabout to Northwest Asphalt, Inc., in the amount of \$2,681,093.88.

Approved the Homeless Prevention and Rapid Re-Housing Program grant of \$453,000 from DHS. Community Social Services' actions.

Authorized Chair to sign Minnesota Valley Regional Rail letter of support.

Approved payment of the following Commissioners' warrants:

INSERT

Motion carried.

Gary Bork, Community Social Services, requested the Board approve a contract with HIRED to provide services for Seagate dislocated workers in Carver County. He indicated HIRED was subcontracting with the County to provide the service.

Ische moved, Workman seconded, to approve contract and related Social Services budget amendment increasing Federal dislocated worker revenue \$30,100 and increase client expenditures \$30,100. Motion carried.

Steve Taylor, Administrative Services, requested the Board approve capital upgrades for the Waconia Event Center. He indicated the financial dissertation would be coming prior to the end of the year and reviewed the Event Center attendance numbers to date. Taylor explained the County was responsible for capital improvements and Lancer was responsible for the ongoing upkeep and general preventative maintenance.

He reviewed the lease payments that would increase under the contract. Taylor indicated the Department of Health reviewed Lancer's operating plans and explained the costs for the required improvements. In addition, he stated a fence would be rebuilt around the drainfield and monitoring equipment would be installed to monitor the well and waste generation.

Taylor noted they are still looking at tying into municipal water and sewer service in the future, but they did not know when that would occur.

Taylor acknowledged the change of ownership triggered the code issues.

Maluchnik moved, Ische seconded, to approve construction management services agreement with Outland Builders for \$12,464 along with the capital upgrades totaling \$57,918 for the Waconia Event Center. Degler, Ische, Maluchnik voted aye. Workman voted nay. Motion carried.

Dave Drealan, Land and Water Services, requested the Board approve the Community Development Agency's 2010 budget. He clarified he was asking the Board to adopt the CDA's final levy.

Julie Frick, CDA, explained they were not requesting an increase and holding to the 2009 level. She clarified this is also under the maximum levy they are allowed to request.

Workman offered the following Resolution, seconded by Ische:

Resolution #62-09  
Approving the 2010 Proposed Budget and Payable 2010 Tax Levy of the  
Carver County Community Development Agency and Certifying said Levy  
To the County Auditor

On vote taken, all voted aye.

David Frischmon, Financial Services, requested the Board approve the 2010 preliminary property tax levy. He reviewed the 2010 operating budget and noted the loss of jail inmate revenue and the elimination of State aid from the operating budget. He stated they asked Divisions to flatline budgets and no new full time FTE's were included.

The Board recognized the budget hearings they already have had with Divisions and the work session related to the preliminary levy that had occurred.

Frischmon identified the proposed 2010 capital projects and funding sources. He indicated a bond sale would occur for the fiber optic and MnDot joint facility projects. He summarized anticipated 2010 State aid and the 2009 State aid unallotment. He stated they did not include the 2010 State aid in the 2010 proposed operating budget at this point. He indicated the 2010 State aid could be used for the pay as you go projects or could be used for any budget variances in 2010.

David Hemze, County Administrator, stressed policy choices could be made on the use of the 2010 State aid dollars.

Frischmon highlighted the preliminary levies of other metro counties. He explained the slight increase in tax capacity due to new construction, the decrease to existing residential parcels and the

tax burden shift from residential to commercial and agricultural. Frischmon pointed out the levy and tax impact to an average value home.

He noted the tax abatement levy that would be used for the 2008 bond sale to finance the County's Lyman Boulevard improvements. He clarified a truth in taxation hearing would not be held but a public hearing would be held on the proposed budget.

Ische moved, Maluchnik seconded, to approve a 2010 preliminary property tax levy of \$46,989,720 (net of \$1,455,284 State Aid), a tax abatement levy of \$104,000 and to set the 2010 budget public hearing date for Tuesday, December 1, 2009, at 6:00 p.m. Degler, Ische, Maluchnik voted aye. Workman voted nay. Motion carried.

Dave Drealan, Land and Water Services, requested the Board set the maximum 2010 watershed management organization levy. He clarified the County serves as the water manager for those areas in the County not covered by a watershed district. He indicated, as part of that, the County levies taxes over that area. Drealan stated they held the operating levy constant for next year and the capital levy increase was driven by a request to fund a specific project in the East Chaska Creek.

Ische moved, Maluchnik seconded, to set the 2010 preliminary maximum levy for the respective WMO taxing districts as follows:

Bevens Creek WS (555)	\$ 66,077
Carver Creek WS (556)	181,231
Crow River WS (557)	103,045
East Chaska Creek (558)	131,507
West Chaska Creek (559)	37,721
Pioneer Sarah Creek (560)	5,402

Motion carried.

Ische moved, Maluchnik seconded, to recess as the County Board and convene as the Carver County Regional Rail Authority. Motion carried.

Frischmon requested the Board set the 2010 preliminary Regional Rail Authority levy. He stated they levied \$120,000 in 2009 and they were asking for that same amount in 2010. He indicated this would be used for the required match for Phase I of the pedestrian trail project.

Maluchnik moved, Ische seconded, to set the 2010 preliminary Carver County Regional Rail Authority levy at \$120,000. Motion carried.

Ische moved, Workman seconded, to adjourn as the Carver County Regional Rail Authority and reconvene as the Carver County Board. Motion carried.



REGULAR SESSION  
September 8, 2009

Workman moved, Ische seconded, to go into closed session to discuss labor negotiation strategies. Motion carried.

The Board adjourned the closed and Regular Session and went into a work session to review comprehensive plan changes.

David Hemze  
County Administrator

(These proceedings contain summaries of resolutions. The full text of the resolutions are available for public inspection in the office of the county administrator.)

299946



**Office of Finance Director**  
Carver County Government Center  
Administration Building  
600 East Fourth Street  
Chaska, MN 55318-1202  
Phone: 952 361-1509  
Fax: 952 361-1308

**AUTHORIZATION**  
**PAYMENT OF EMERGENCY CLAIM**

Motion passed by the Board of County Commissioners at their February 24, 1987 meeting has authorized the issuance of a check upon the consensus of the Chairman of the Board, County Administrator and the County Attorney (with a minimum of two).

**VENDOR:** Super 8 Hotel (26-3634564) *V 8558*  
830 Yellow Brick Road  
Chaska, MN 55318

**ACCOUNT:** 01-0120-000-1112-6033 (Homelessness Grant Veterans Service)

**AMOUNT:** \$641.24

**REASON:** Request emergency rental assistance for veteran S.W. to assist with emergency housing assistance in the amount of \$641.24. Veteran is seeking more permanent housing.

**Department Head Signature:** *Jim P...*

**Chairman of County Board** Gayle Degler

**County Administrator** *David Hemze*  
David Hemze

**County Attorney** *Atty for Jk.*  
James W. Keeler, Jr.

**Date:** September 1, 2009





CARVER COUNTY

# REQUEST FOR BOARD ACTION

## AGENDA ITEM : Out-of-State Travel Request - Signs of Safety Presentation

Originating Division: Community Social Services

Meeting Date: 9/22/2009

Amount of Time Requested: NA

Attachments for packet:  Yes  No

Item Type:  Consent  Regular Session  Closed Session  Work Session  Ditch/Rail Authority

**BACKGROUND/EXPLANATION OF AGENDA ITEM:** The Division has been requested to make a presentation and provide training at Japan's annual Child Protection Conference on October 31 and November 1. They have requested a supervisor and three workers attend to provide Signs of Safety training that covers intake, assessment and on-going case management. Japan will pay for the flight, lodging, meals and related travel expenses.

**ACTION REQUESTED:** To approve the out-of state travel request for four staff from Community Social Services Division to make a presentation and provide training at Japan's annual Child Protection Conference on October 31 and November 1.

### FUNDING

County Dollars = \$

Other Sources & Amounts = \$

**TOTAL** = \$

### FISCAL IMPACT

None

Included in current budget

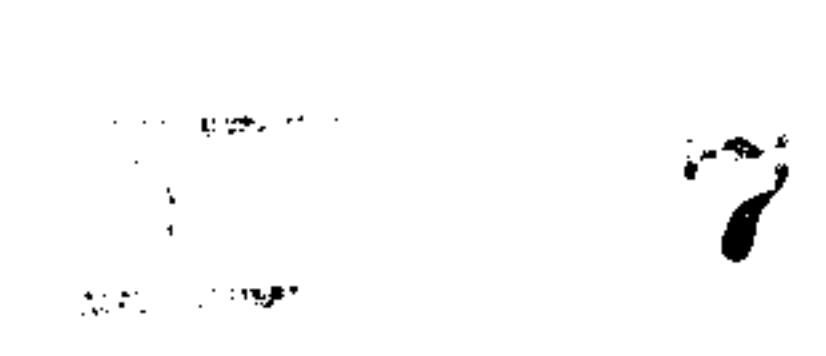
Budget amendment requested

Other:

*Related Financial Comments:* Japan will be paying for the flight, lodging, meals and travel expenses.

Reviewed by Division Director

Date: 9/10/2009





# REQUEST FOR BOARD ACTION

## AGENDA ITEM : 2009 SINGLE AXLE TRUCK with box, hydraulics, scraper, wing (CP 0915)

Originating Division: Public Works

Meeting Date: September 22, 2009

Amount of Time Requested: n/a

Attachments for packet:  Yes  No

Item Type:  Consent  Regular Session  Closed Session  Work Session  Ditch/Rail Authority

**BACKGROUND/EXPLANATION OF AGENDA ITEM:** Single Axle Plow Truck, complete with box, plow, rear mounted wing, sander, brine system, underblade, and hydraulics. State Contract pricing has been obtained and the approximate cost of this unit is \$167,000.00 complete. This price includes the trade-in of a 1995 single axle Freightliner with a vendor value of \$8,000.00. Core functions of this unit include snowplowing, road shouldering of radius' and other highway maintenance functions. Pricing is as follows: 2010 Mack Chassis from Twin City Mack = \$89,163.06, box and hydraulics, scraper, rear mounted wing, brine system, plow hitch, and installation of those items from Aspen Equipment = \$67,533.51. A reversible plow from Falls at \$ 5,243.00 and a Falls sander at \$4,992.00.

**ACTION REQUESTED:** Recommend the Board approve the purchase of this truck and related equipment.

### FUNDING

County Dollars = \$ 166,931.57

Other Sources & Amounts =  
=\$

**TOTAL** =\$ 166,931.57

*Related Financial Comments:*

### FISCAL IMPACT

None

Included in current budget

Budget amendment requested

Other:

Reviewed by Division Director 

Date: 9/15/09

S:\Seasonals\BAF-Award\2009\0915 - Single Axle Truck and Accessories

# CAPITAL PURCHASES EVALUATION 2009 GUIDELINES

The County has implemented a soft freeze on capital purchases over \$50,000\* which means these purchases must now be formally approved by the County Administrator. Please answer the questions below and submit the completed form to the Financial Services Director for all capital purchases over \$50,000\*. Any questions on the County's capital purchases soft freeze should be directed to the Financial Services Director.

## Capital Purchase Evaluation:

- Describe the capital purchase: include cost, funding source, core functions or services provided by this capital purchase and whether these functions/services are statutorily mandated, authorized by the county board or discretionary? Single Axle Plow truck, complete with box, plow, rear mounted wing, sander, brine system, underbody blade, and hydraulics. State contract bids have now been obtained for this unit and the approximate costs are \$ 166,180.24. This price includes the trade in of a 1995 Single Axle Freightliner that the vendor says has a value of \$ 8,000.00. Core functions for this unit include snowplowing, road shouldering of radius's, and other road maintenance functions. Snowplowing and road shouldering are required by statute. Breakdown of the unit and pricing are as follows:

2010 Mack Chassis	\$ 89,163.06		
Box/Hydraulics Aspen Equipment	<del>\$ 66,782.18</del>	67,533.51	revised price
Plow/ Falls – Reversible	\$ 5,243.00		because of
Sander/ Falls	\$ 4,992.00		reversible
Total	<del>\$ 166,180.24</del>	\$ 166,931.57	plow

The amount budgeted for this unit was \$ 163,000.00. There is also \$ 7,500.00 that was budgeted for a new equipment that we will not be getting, due to the fact the existing trailer was just updated and upgraded so a new trailer is not necessary. This money could be used for this purchase also.

- If you are required to delay making this capital purchase until next year, what specific challenges / risks does your division, office or the County face? And how would you adapt to these challenges/risks? We would have to get the work done with what we have including this 14 year old piece of equipment. We run the risk of potential for more breakdowns of older equipment, and thus added maintenance expenses.

3. Any other pertinent information that should be considered? We would have better idea of the actual cost once we have vendors bid on our specifications for this unit. We have the potential to save some money by making this purchase now. In 2010 there will be some additional expenses because of new exhaust emission standards. With a rear mount wing on this vehicle, we also get more road clearing done with less road passes thus helping save some time, and fuel costs. Plus with the brine system we hope to save some in salt costs also.

Thank you for your cooperation in helping the County respond to its fiscal challenges.

\* Please note that splitting a project into smaller payments to get under the \$50,000 limit is not allowed i.e. a \$55,000 building project made up of 11 \$5,000 contracts would be covered by this soft freeze.





# REQUEST FOR BOARD ACTION

## AGENDA ITEM : Resolution Supporting an Application for the Governor's Fishing Opener

Originating Division: Public Works/Parks

Meeting Date: September 22, 2009

Amount of Time Requested: None

Attachments for packet:  Yes  No

Item Type:  Consent  Regular Session  Closed Session  Work Session  Ditch/Rail Authority

**BACKGROUND/EXPLANATION OF AGENDA ITEM:** At the regular meeting of the County Park Commission on Wednesday, September 9, 2009, the Commission heard from Kellie Sites of the Waconia Chamber of Commerce. The Waconia Chamber of Commerce is planning to submit an application for the 2011 Governor's Fishing Opener. The application would indicate that Waconia Regional Park would be utilized for some of activities planned for the event. Possible activities that may occur in the park if the application is successful include: shore lunch picnic, kids fishing program, and staging for other activities. The Park Commission recommended that the County Board pass a resolution of support for the Waconia Chamber of Commerce to make application to host the 2011 Governor's Fishing Opener.

**ACTION REQUESTED:** It is requested that the Board pass the resolution of support for an application submitted by the Waconia Chamber of Commerce to host the 2011 Governor's Fishing Opener and for the Administrator to sign the resolution.

### FUNDING

County Dollars = \$

Other Sources & Amounts =  
=\$

**TOTAL** = \$

Related Financial Comments:

### FISCAL IMPACT

None

Included in current budget

Budget amendment requested

Other:

Reviewed by Division Director 

Date: 9/14/2009

S:\Parks\BA-RES\LWP\Governor's Fishing Opener

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

Date: 9/22/2009

Resolution No: \_\_\_\_\_

Motion by Commissioner: \_\_\_\_\_

Seconded by Commissioner: \_\_\_\_\_

**RESOLUTION SUPPORTING AN APPLICATION BY THE WACONIA CHAMBER OF  
COMMERCE TO HOST THE 2011 GOVERNOR'S FISHING OPENER**

**WHEREAS**, Carver County owns and operates Lake Waconia Regional Park for cultural, civic, recreational events and activities, and

**WHEREAS**, Lake Waconia Regional Park is a 100 + acre public space on the shores of Lake Waconia with picnic grounds, beach, event center, parking and other park amenities, and

**WHEREAS**, Lake Waconia Regional Park is available for activities associated with the 2011 Governor's Fishing Opener, and

**WHEREAS**, the County Board endeavors to support local organizations and their work to promote the communities of Carver County, and

**NOW, THEREFORE, BE IT RESOLVED**, by the Carver County Board, that they support an application by the Waconia Chamber of Commerce to host the 2011 Governor's Fishing Opener.

YES

ABSENT

NO

\_\_\_\_\_  
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STATE OF MINNESOTA  
COUNTY OF CARVER

I, David Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 22nd day of September, 2009, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 22nd day of September, 2009.

\_\_\_\_\_  
County Administrator



# REQUEST FOR BOARD ACTION

## AGENDA ITEM : Acceptance of Emergency Management Equipment on behalf of the Metropolitan Regional Homeland Security & Emergency Management Committee (MRHSEMC)

Originating Division: Public Health

Meeting Date: 9/22/09

Amount of Time Requested:

Attachments for packet:  Yes  No

Item Type:  Consent  Regular Session  Closed Session  Work Session  Ditch/Rail Authority

### BACKGROUND/EXPLANATION OF AGENDA ITEM:

The Metropolitan Regional Homeland Security & Emergency Management Committee (MRHSEMC) was formed by a Joint Powers Agreement between the County governments of the 10-county Metropolitan Emergency Management Region and the Cities of Minneapolis and Saint Paul to coordinate, plan and execute the procurement of regional planning, training and equipment to build the region's ability to prevent, prepare, respond, and recover from disasters and emergencies of all hazards.

MRHSEMC has received grant funds from the Federal Emergency Management Agency (FEMA) for 2009 purchases for planning, equipment and training for Chemical, Biological, Radiological, Nuclear, Explosive (CBRNE) and Hazmat responders. The intent of these purchases is to increase response effectiveness in the region. Anoka County is MRHSEMC's fiscal agent, authorized to disburse funds as contractually obliged. The equipment purchased for each County will be owned and maintained by the County it was purchased for.

Carver County Emergency Management department has requested that four CBRNE Response Equipment items be purchased from these funds, to be used in Carver County:

1. Mechanical chest compression devices (2) for the Carver County Hazmat Response Group; Carver County Emergency Management will be responsible for ongoing repairs, maintenance and supplies for the devices.
2. CBRNE response vehicle (2010 Ford Expedition) for the Carver County Sheriff's Office; Carver County Sheriff's Office will be responsible for insurance, ongoing repairs, maintenance and supplies for the vehicle.
3. N95 masks & fit-testing equipment for First Responders in Carver County; Carver County Emergency Management will be responsible for employee fit-testing and equipment maintenance.
4. Underwater sonar & video equipment for the Carver County Dive Team; Carver County Sheriff's Office will be responsible for maintenance and repairs of this equipment.

Although this equipment will be owned and maintained by Carver County, it is considered a regional response asset, available to the entire region if requested.

**ACTION REQUESTED:** Motion to accept equipment in the approximate amount of \$158,000, purchased by the Metropolitan Regional Homeland Security & Emergency Management Committee (MRHSEMC) with grant funds from the Federal Emergency Management Agency (FEMA) to be used for emergency management in Carver County.

### FUNDING

County Dollars = \$  
 Other Sources & Amounts =  
**TOTAL** =

### FISCAL IMPACT

- None  
 Included in current budget  
 Budget amendment requested  
 Other:

*Related Financial Comments: The respective divisions will be responsible for insurance, maintenance, repairs and supplies for the equipment they receive.*

Reviewed by Division Director

Date: 9/11/09





# REQUEST FOR BOARD ACTION

## AGENDA ITEM : Hazard Mitigation Assistance Programs Grant Application

Originating Division: Public Health

Meeting Date: 9/22/09

Amount of Time Requested:

Attachments for packet:  Yes  No

Item Type:  Consent  Regular Session  Closed Session  Work Session  Ditch/Rail Authority

### BACKGROUND/EXPLANATION OF AGENDA ITEM:

The Hazard Mitigation Assistance Programs are programs from the Federal Emergency Management Agency (FEMA) administered in the State of Minnesota by the Minnesota Division of Homeland Security and Emergency Management (HSEM). The program's objectives are to reduce repetitive losses from natural disasters by funding planning grants intended to identify possible mitigation projects which eliminate/reduce future disaster expenditures for the repair/replacement of public and private property, and for the relief of personal loss, hardship, and suffering. Federal funding for planning grants can be up to 75 percent of the total amount requested.

FEMA has given notice to Carver County that the Carver County Hazard Mitigation Plan is due for updating in 2012, that it will be a very complex project, and offers grant funding to hire consultants to assist with the process. Updating the Hazard Mitigation Plan is necessary to maintain the County's eligibility for certain grant funds from FEMA.

The State of Minnesota requires potential sub-grantees to pass a Resolution indicating their desire to participate in this program. The State of Minnesota also requires a Letter of Commitment of Funds for a 25% local match of in-kind services or cash. As the sub-grantee, Carver County Emergency Management will match 25% of the total amount awarded through in-kind services (staff time). If granted the requested \$56,700 to complete the project, the in-kind match from Carver County Emergency Management would be \$18,900 of staff time.

If the application is accepted and awarded, the grant period would begin in 2010.

**ACTION REQUESTED:** Motion to adopt Resolution Authorizing Participation in Planning Process and Execution of Sub-Grant Agreement and authorize a Letter of Commitment of Funds for the 25% local match of in-kind staff time.

### FUNDING

County Dollars = \$  
Other Sources & Amounts =

**TOTAL** =

### FISCAL IMPACT

- None
- Included in current budget
- Budget amendment requested
- Other:

*Related Financial Comments: The State Hazard Mitigation Officer and FEMA will review all applications. For each project that has been approved by the state and by FEMA and which the applicant will undertake, a State of Minnesota sub-grant contract will be prepared. If selected, the contract and grant budget will be brought to the County Board for acceptance of the funds at that time.*

Reviewed by Division Director

Date: 9/11/09



**State of Minnesota, Department of Public Safety  
Division of Homeland Security and Emergency Management (HSEM)  
Hazard Mitigation Assistance Programs**

**RESOLUTION AUTHORIZING PARTICIPATION IN PLANNING PROCESS  
AND EXECUTION OF SUB-GRANT AGREEMENT**

**WHEREAS**, the County of Carver is participating in a hazard mitigation planning process as established under the Hazard Mitigation Act of 2000; and

**WHEREAS**, the Act establishes a framework for the development of a county hazard mitigation plan; and

**WHEREAS**, the Act as part of the planning process requires public involvement and local coordination among neighboring local units of government and business; and

**WHEREAS**, the plan must include a risk assessment including past hazards, hazards that threaten the county. maps of hazards, an estimate of structures at risk, estimate of potential dollar losses for each hazard, a general description of land uses and development trends; and

**WHEREAS**, the plan must include a mitigation strategy including goals and objectives and an action plan identifying specific mitigation projects and costs; and

**WHEREAS**, the plan must include a maintenance or implementation process including plan updates, integration of plan into other planning documents and how the county will maintain public participation and coordination; and

**WHEREAS**, the draft plan will be shared with the State of Minnesota and the Federal Emergency Management Agency (FEMA) for coordination of state and federal review and comment on the draft; and

**WHEREAS**, approval of the all hazard mitigation will make the county eligible to receive Hazard Mitigation Assistance Program grants and other funding sources; and

**WHEREAS**, approval of the all hazard mitigation plan will make the county eligible to receive Hazard Mitigation Assistance Programs grants and other funding sources; and

**NOW THEREFORE**, Be it resolved that Carver County enter into a sub-  
(Name of Organization/Local Unit of Government)

grant agreement with the Division of Homeland Security and Emergency Management in the Minnesota

Department of Public Safety for the program entitled Hazard Mitigation Assistance Programs for Development or

update of the Carver county Mitigation plan. Carver County Board Chair, Gayle Degler is hereby  
(Name and Title of Authorized Official)

authorized to execute and sign such sub-grant agreements and any amendments hereto as are necessary to

implement the plan on behalf of Carver County.  
(Name of Organization/Local Unit of Government)

I certify that the above resolution was adopted by the Board of Commissioners of  
(Executive Body)  
Carver County on \_\_\_\_\_  
(Name of Organization/Local Unit of Government) (Date)

SIGNED:

WITNESSETH:

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
(Date)

\_\_\_\_\_  
(Date)



# REQUEST FOR BOARD ACTION

## AGENDA ITEM : Project SP 10-640-009 - Feasibility of Rehabilitating Bridge L2783 Agreement

Originating Division: Public Works

Meeting Date: September 22, 2009

Amount of Time Requested: n/a

Attachments for packet:  Yes  No

Item Type:  Consent  Regular Session  Closed Session  Work Session  Ditch/Rail Authority

**BACKGROUND/EXPLANATION OF AGENDA ITEM:** Project SP 10-640-009 includes the reconstruction of Bridge No. L2783 which is located on CSAH 40 (Main St. W.) in the City of Carver. The project has been awarded federal ARRA funding. The bridge is a historical bridge. This study will determine the feasibility of rehabilitating the bridge rather than replacing the bridge with a new structure. The study is required as part of the federal project review process. The study is funded 80% (\$25,264.11) by Mn/DOT and 20% (\$6,316.03) by Carver County; total contract amount of up to \$31,580.14. The study must be completed before the Environmental Assessment for this project can be completed.

**ACTION REQUESTED:** It is requested that the County Board Chair and the County Administrator to sign and submit the Mn/DOT contract No. 95397 and authorize payment for 20% of the "Feasibility of Rehabilitating Bridge L2783" study agreement.

### FUNDING

County Dollars = \$ 6,316.03

Other Sources & Amounts = \$25,264.11

= \$

**TOTAL** = \$31,580.14

*Related Financial Comments:*

### FISCAL IMPACT

None

Included in current budget

Budget amendment requested

Other:

Reviewed by Division Director 

Date: 9/16/09

S:\Projects\SP 10-640-009\Feasibility Agreement - baf

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

Date: September 22, 2009

Resolution No: \_\_\_\_\_

Motion by Commissioner: \_\_\_\_\_

Seconded by Commissioner: \_\_\_\_\_

**Professional Services Agreement  
Between  
Carver County and Minnesota Department of Transportation  
For  
Feasibility of Rehabilitating  
Bridge L2783  
Study  
Performed By  
Mead & Hunt, Inc.  
For  
S.P. 10-640-009**

BE IT RESOLVED, that the Carver County Board and the County Administrator are authorized to sign the Mn/DOT contract No. 95397 Professional and Technical Services Contract, made a part hereof, between the County of Carver and the Minnesota Department of Transportation for a study to determine the feasibility of rehabilitating Bridge L2783 to be completed by Mead & Hunt, Inc.

BE IT FURTHER RESOLVED, that the Carver County Board Chair and the County Administrator are authorized to execute such agreement and any amendments, and thereby assume for and on behalf of the County all of the contractual obligations contained therein.

YES	ABSENT	NO
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

STATE OF MINNESOTA  
COUNTY OF CARVER

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 22<sup>nd</sup> day of September, 2009, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 22<sup>nd</sup> day of September, 2009.

\_\_\_\_\_  
Dave Hemze

\_\_\_\_\_  
County Administrator





# REQUEST FOR BOARD ACTION

**AGENDA ITEM: Census 2010 Presentation**

Originating Division: Administration

Meeting Date: 9/22/09

Amount of Time Requested: 15 minutes

Attachments for packet:  Yes  No

Item Type:  Consent  Regular Session  Closed Session  Work Session  Ditch/Rail Authority

**BACKGROUND/EXPLANATION OF AGENDA ITEM:**

Ryan Dolan, with the State Demographic Center, will be in attendance to give a presentation on the 2010 Census. The presentation highlights their outreach strategy to ensure a full and accurate count for Minnesota.

**ACTION REQUESTED: No action requested, informational only.**

**FUNDING**

County Dollars = \$

Other Sources & Amounts = \$

= \$

**TOTAL** = \$

*Related Financial Comments:*

**FISCAL IMPACT**

None

Included in current budget

Budget amendment requested

Other:

Reviewed by Division Director

Date: 9/14/09



# REQUEST FOR BOARD ACTION

## AGENDA ITEM : NACo Award – GoCarverGo

Originating Division: Administration

Meeting Date: September 22, 2009

Amount of Time Requested: 5 minutes

Attachments for packet:  Yes  No

Item Type:  Consent  Regular Session  Closed Session  Work Session  Ditch/Rail Authority

### BACKGROUND/EXPLANATION OF AGENDA ITEM:

The National Association of Counties (NACo) awarded a 2009 Achievement Award to Carver County for the GoCarverGo Active Living Website. The award was presented at the 13<sup>th</sup> Annual Awards Ceremony on July 26 during NACo's annual conference in Nashville, Tenn.

The initiative is a joint effort between Carver County Land and Water Services, Geographic Information Systems (GIS), Parks, Public Health, the Community Development Agency and city planners. The GoCarverGo.org website went public last August. The site is designed to increase awareness and use of existing trails, paths, parks and facilities in the county and offers information on events and resources in all cities throughout the county that promote active living. It features a Carver County-specific mapping system that allows users to locate local parks and trails and map out their own personal walking, biking and running routes. Viewers are encouraged to check the website on a regular basis as the site continues to be updated with new features and upcoming events and resources.

**ACTION REQUESTED:** *No formal action needed*

#### FUNDING

County Dollars = \$

Other Sources & Amounts =

= \$

**TOTAL** = \$

*Related Financial Comments:*

#### FISCAL IMPACT

None

Included in current budget

Budget amendment requested

Other:

Reviewed by Division Director

Date: August 4, 2009



# REQUEST FOR BOARD ACTION

## AGENDA ITEM : Dakota Rail Regional Trail - Permit for Trail Purposes

Originating Division: Public Works/Parks

Meeting Date: September 22, 2009

Amount of Time Requested: 20

Attachments for packet:  Yes  No

Item Type:  Consent  Regular Session  Closed Session  Work Session  Ditch/Rail Authority

**BACKGROUND/EXPLANATION OF AGENDA ITEM:** Permit agreement has been created which would allow for the construction and ongoing operation of trail on Carver County Regional Railroad Authority property of the Dakota Rail Line. A permit is necessary to show that Carver County has authorization to construct a trail on CCRRA property as well as provide for the necessary conditions outlining the responsibilities of the parties. The permit is needed for submittal along with plans and specifications to MNDOT for the project and approved federal funding.

It is requested that the Carver County Regional Railroad Authority act first on the permit agreement to allow for the construction of a trail on CCRRA property. Without the approval of CCRRA to allow the activity on its property, approval by the County Board for the permit and project is moot.

**ACTION REQUESTED:** It is requested that the Carver County Regional Railroad Authority Board Chair sign the agreement.

### FUNDING

County Dollars =	\$
Federal Transportation Funds =	\$1,595,000
Carver County Regional	
Railroad Authority	=\$318,000
Metro. Council	
Parks and Trails Funds	=\$332,000

### FISCAL IMPACT

None  
 Included in current budget  
 Budget amendment requested  
 Other:

**TOTAL** = \$2,245,000

*Related Financial Comments:* Carver County is to receive reimbursement for expenses eligible for the approved Federal Transportation Funds. Carver County will also receive reimbursement for expenses eligible for Parks and Trails Funding through the Metropolitan Council. Carver County Regional Railroad Authority funding will also be used. *The above funding breakdown is currently based on estimates for the project. Actual amounts and necessary budget amendment will be determined upon an agreement with the contractor to construct the project. The above breakdown is provided for informational purposes.*

Reviewed by Division Director 

Date: 9/15/09

S: S:Parks/BA-Res/ Dakota Trail/ BA Permit Agreement CCRRA





# REQUEST FOR BOARD ACTION

## AGENDA ITEM : Dakota Rail Regional Trail - Permit for Trail Purposes

Originating Division: Public Works/Parks

Meeting Date: September 22, 2009

Amount of Time Requested: 5 Minutes

Attachments for packet:  Yes  No

Item Type:  Consent  Regular Session  Closed Session  Work Session  Ditch/Rail Authority

### BACKGROUND/EXPLANATION OF AGENDA ITEM:

Approval of the permit is required by both the Carver County Regional Railroad Authority as well as the Carver County Board since these governing bodies are separate entities. Carver County Regional Railroad Authority owns the land and Carver County would construct the trail.

**ACTION REQUESTED:** It is requested that the Carver County Board Chair sign the agreement and authorization be granted for the project to be advertised for bid.

### FUNDING

County Dollars =	\$
Federal Transportation Funds =	\$1,595,000
Carver County Regional Railroad Authority	=\$318,000
Metro. Council	
Parks and Trails Funds	=\$332,000
<b>TOTAL</b>	<b>=\$2,245,000</b>

### FISCAL IMPACT

None  
 Included in current budget  
 Budget amendment requested  
 Other:

Related Financial Comments:

Reviewed by Division Director 

Date: 9/15/09

S:Parks/BA-Res/ Dakota Trail/ BA Permit Agreement Carver County





# REQUEST FOR BOARD ACTION

## AGENDA ITEM : JOINT POWERS AGREEMENT WITH LAKETOWN TOWNSHIP FOR LAKETOWN DRIVE AND KLEIN DRIVE

Originating Division: Public Works

Meeting Date: September 22, 2009

Amount of Time Requested: 5 minutes

Attachments for packet:  Yes  No

Item Type:  Consent  Regular Session  Closed Session  Work Session  Ditch/Rail Authority

**BACKGROUND/EXPLANATION OF AGENDA ITEM:** This Joint Powers Agreement includes understanding and conditions for Carver County to complete a bituminous paving project on Laketown Road from CSAH 10 to TH 5; for Carver County to take over the jurisdiction and maintenance of Laketown Road from CSAH 10 to TH 5; and for Laketown Township to take over the jurisdiction and maintenance of Klein Drive (Co. Rd. 110) in Laketown Township.

**ACTION REQUESTED:** We would request that the County Board authorize the County Board Chair and County Administrator to sign the agreement.

### FUNDING

County Dollars = \$

Other Sources & Amounts =

= \$

**TOTAL**

= \$

*Related Financial Comments:*

### FISCAL IMPACT

None

Included in current budget

Budget amendment requested

Other:

Reviewed by Division Director

Date: September 14, 2009

S:\Projects\Laketown Road\JPA with Laketown Township - 9-11-09 - baf



# REQUEST FOR BOARD ACTION

## AGENDA ITEM : AWARD OF BID FOR LAKETOWN ROAD PROJECT

Originating Division: Public Works

Meeting Date: September 22, 2009

Amount of Time Requested: n/a

Attachments for packet:  Yes  No

Item Type:  Consent  Regular Session  Closed Session  Work Session  Ditch/Rail Authority

**BACKGROUND/EXPLANATION OF AGENDA ITEM:** Bids have been received for the Laketown Road Project. Bid specifications provided for bidding on two (2) alternates (Alternate No. 1 and Alternate No. 2). Based on bids received, it is recommended that the bid for the base bid plus Alternate No. 2 be awarded. The low bidder on the base bid and Alternate No. 2 for the project is Wm. Mueller & Sons. The bid amount is \$705,879.00. An abstract of bids is attached.

**ACTION REQUESTED:** It is recommended that the County Board award the bid to Wm. Mueller & Sons, Inc. in the amount of \$705,879.00 for the base bid plus alternate No. 2.

### FUNDING

County Dollars = \$705,879.00

Other Sources & Amounts =

= \$

**TOTAL** = \$705,879.00

*Related Financial Comments:*

### FISCAL IMPACT

None

Included in current budget

Budget amendment requested

Other:

Reviewed by Division Director

Date: September 11, 2009

S:\Projects\Laketown Road\BAF - Award Bid

# CARVER COUNTY - ABSTRACT LAKETOWN ROAD ROADWAY IMPROVEMENTS

BID OPENING: MONDAY, AUGUST 31, 2009 - 2:30PM

Item No.	Item Description	Unit	Quantity	Engineer's Estimate		Wm. Mueller & Sons Hamburg, MN		GMH Asphalt Chaska, MN		Valley Paving Shakopee, MN		Chard Tiling & Excavating Belle Plaine, MN		Bituminous Roadways Shakopee, MN	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
2021.501	Mobilization	L.S.	1.0	\$25,000.00	\$25,000.00	\$2,950.00	\$2,950.00	\$35,000.00	\$35,000.00	\$20,000.00	\$20,000.00	\$9,600.00	\$9,600.00	\$16,000.00	\$16,000.00
2104.505	Remove Bituminous Pavement	S.Y.	90.0	\$2.00	\$180.00	\$6.00	\$540.00	\$4.00	\$360.00	\$6.20	\$558.00	\$4.00	\$360.00	\$6.00	\$540.00
2104.513	Sawing Bituminous Pavement (full depth)	L.F.	350.0	\$3.00	\$1,050.00	\$5.00	\$1,750.00	\$2.50	\$875.00	\$2.55	\$892.50	\$3.00	\$1,050.00	\$3.00	\$1,050.00
2104.523	Salvage Mail Box Support	EA	36.0	\$41.00	\$1,476.00	\$35.00	\$1,260.00	\$42.00	\$1,512.00	\$50.00	\$1,800.00	\$40.00	\$1,440.00	\$50.00	\$1,800.00
2105.501	Common Excavation (P)	C.Y.	2,500.0	\$4.25	\$10,625.00	\$9.30	\$23,250.00	\$6.80	\$17,000.00	\$9.00	\$22,500.00	\$6.15	\$15,375.00	\$14.75	\$36,875.00
2105.507	Subgrade Excavation (P)	C.Y.	2,800.0	\$4.40	\$12,320.00	\$9.30	\$26,040.00	\$6.80	\$19,040.00	\$17.05	\$47,740.00	\$6.15	\$17,220.00	\$14.75	\$41,300.00
2105.522	Select Granular Borrow (CV) (P)	C.Y.	2,400.0	\$8.00	\$19,200.00	\$14.17	\$34,008.00	\$18.25	\$43,800.00	\$19.55	\$46,920.00	\$12.00	\$28,800.00	\$16.50	\$39,600.00
2105.604	Geotextile Fabric Type V	(M)	2,000.0	\$1.50	\$3,000.00	\$1.65	\$3,300.00	\$1.50	\$3,000.00	\$1.10	\$2,200.00	\$1.30	\$2,600.00	\$1.50	\$3,000.00
2130.501	Water	GAL	100.0	\$25.00	\$2,500.00	\$45.00	\$4,500.00	\$25.00	\$2,500.00	\$18.50	\$1,850.00	\$30.00	\$3,000.00	\$30.00	\$3,000.00
2211.501	Aggregate Base Class 5	TON	1,600.0	\$12.00	\$19,200.00	\$11.03	\$17,648.00	\$12.25	\$19,600.00	\$15.80	\$25,280.00	\$10.85	\$17,360.00	\$25.00	\$40,000.00
2211.503	Aggregate Shouldering (CV) Class 2 (P)	C.Y.	1,252.0	\$27.00	\$33,804.00	\$29.75	\$37,247.00	\$19.60	\$24,539.20	\$37.65	\$47,137.80	\$33.60	\$42,067.20	\$24.00	\$30,048.00
2350.501	Type LV 3 Wearing Course Mixture (B)	TON	5,600.0	\$48.00	\$268,800.00	\$40.25	\$225,400.00	\$42.45	\$237,720.00	\$41.75	\$233,800.00	\$52.10	\$291,760.00	\$50.00	\$280,000.00
2502.501	6" Precast Concrete Headwall	EA	2.0	\$400.00	\$800.00	\$175.00	\$350.00	\$375.00	\$750.00	\$220.00	\$440.00	\$85.00	\$170.00	\$260.00	\$520.00
2502.521	6" TP Pipe Drain	L.F.	36.0	\$5.00	\$180.00	\$9.50	\$342.00	\$8.00	\$288.00	\$8.60	\$309.60	\$7.50	\$270.00	\$12.00	\$432.00
2502.541	6" Perf. PE Pipe Drain	L.F.	600.0	\$5.50	\$3,300.00	\$9.12	\$5,472.00	\$6.25	\$3,750.00	\$7.60	\$4,560.00	\$4.90	\$2,940.00	\$14.00	\$8,400.00
2540.602	Install Mail Box Support	EA	36.0	\$150.00	\$5,400.00	\$95.00	\$3,420.00	\$158.00	\$5,688.00	\$50.00	\$1,800.00	\$90.00	\$3,240.00	\$160.00	\$5,760.00
2563.601	Traffic Control	L.S.	1.0	\$10,000.00	\$10,000.00	\$4,000.00	\$4,000.00	\$4,500.00	\$4,500.00	\$4,110.00	\$4,110.00	\$3,000.00	\$3,000.00	\$6,500.00	\$6,500.00
2564.531	Sign Panels Type C	EA	61.0	\$175.00	\$10,675.00	\$265.00	\$16,165.00	\$343.00	\$20,923.00	\$334.00	\$20,374.00	\$265.00	\$16,165.00	\$340.00	\$20,740.00
2572.501	Temporary Fence	L.F.	500.0	\$2.00	\$1,000.00	\$1.00	\$500.00	\$2.50	\$1,250.00	\$1.40	\$700.00	\$1.75	\$875.00	\$3.00	\$1,500.00
2573.502	Silt Fence, Type Machine Sliced	L.F.	1,000.0	\$1.50	\$1,500.00	\$1.40	\$1,400.00	\$1.80	\$1,800.00	\$1.60	\$1,600.00	\$1.60	\$1,600.00	\$2.50	\$2,500.00
2573.603	Bioroll	L.F.	100.0	\$3.20	\$320.00	\$2.50	\$250.00	\$3.00	\$300.00	\$3.05	\$305.00	\$4.00	\$400.00	\$6.00	\$600.00
2575.501	Seeding	ACRE	2.0	\$350.00	\$700.00	\$400.00	\$400.00	\$310.00	\$620.00	\$668.00	\$1,336.00	\$750.00	\$1,500.00	\$1,850.00	\$3,700.00
2575.511	Mulch Material Type 1	TON	3.2	\$115.00	\$368.00	\$640.00	\$640.00	\$122.00	\$390.40	\$360.00	\$1,152.00	\$160.00	\$512.00	\$275.00	\$880.00
2575.519	Disk Anchoring	ACRE	2.0	\$120.00	\$240.00	\$100.00	\$100.00	\$121.00	\$242.00	\$154.00	\$308.00	\$75.00	\$150.00	\$110.00	\$220.00
2575.532	Commercial Fertilizer Analysis 22-5-10	LB	100.0	\$75.00	\$7,500.00	\$50.00	\$5,000.00	\$0.70	\$70.00	\$1.10	\$110.00	\$0.60	\$60.00	\$1.00	\$100.00
2575.608	Seed Mixture 280	LB	100.0	\$0.30	\$30.00	\$2.00	\$200.00	\$3.00	\$300.00	\$2.80	\$280.00	\$2.40	\$240.00	\$10.00	\$1,000.00
2582.502	4" Solid Line White - Epoxy	L.F.	36,550.0	\$0.25	\$9,137.50	\$0.19	\$6,944.50	\$0.24	\$8,772.00	\$0.20	\$7,310.00	\$0.19	\$6,944.50	\$0.20	\$7,310.00
2582.502	4" Double Solid Line Yellow - Epoxy	L.F.	18,150.0	\$0.50	\$9,075.00	\$0.38	\$6,897.00	\$0.48	\$8,712.00	\$0.39	\$7,078.50	\$0.38	\$6,897.00	\$0.40	\$7,260.00
<b>TOTAL BASE BID</b>															
2350.609	Engineering Emulsion	TON	998.0	\$325.00	\$324,350.00	\$528.16	\$527,103.68	\$543.90	\$542,812.20	\$540.00	\$538,920.00	\$515.28	\$514,249.44	\$545.00	\$543,910.00
2355.502	Bituminous Material (CSS-1H) for Fog Seal Diluted	GAL	9,134.0	\$3.00	\$27,402.00	\$1.85	\$16,897.90	\$2.70	\$24,661.80	\$2.45	\$22,378.30	\$1.50	\$13,701.00	\$3.00	\$27,402.00
2360.604	Full Depth Reclamation with Emulsion	S.Y.	45,670.0	\$1.00	\$45,670.00	\$1.94	\$88,599.80	\$1.27	\$58,000.90	\$1.50	\$68,505.00	\$1.98	\$90,426.60	\$1.70	\$77,639.00
<b>TOTAL ALTERNATE #1</b>															
2211.501	Aggregate Base Class 5	TON	4,600.0	\$12.00	\$55,200.00	\$11.03	\$50,738.00	\$12.25	\$56,350.00	\$15.80	\$72,680.00	\$10.85	\$49,910.00	\$22.00	\$101,200.00
2350.501	Type LV 3 Wearing Course Mixture (B)	TON	5,600.0	\$48.00	\$268,800.00	\$40.25	\$225,400.00	\$42.45	\$237,720.00	\$41.75	\$233,800.00	\$52.10	\$291,760.00	\$50.00	\$280,000.00
2357.502	Bituminous Material for Tack Coat	GAL	2,550.0	\$0.80	\$2,040.00	\$1.85	\$4,717.50	\$2.35	\$5,992.50	\$2.50	\$6,375.00	\$2.00	\$5,100.00	\$3.00	\$7,650.00
<b>TOTAL ALTERNATE #2</b>															
<b>TOTAL BASE BID PLUS ALTERNATE #1</b>															
<b>TOTAL BASE BID PLUS ALTERNATE #2</b>															

\$1,093,972.74	\$1,132,254.70	\$1,088,776.50	\$1,057,624.88	\$854,439.30	\$1,209,586.00
\$822,365.70	\$815,306.40	\$763,364.10	\$705,879.00	\$650,390.00	\$949,485.00





# REQUEST FOR BOARD ACTION

**AGENDA ITEM:** Authorization to Submit Revised DRAFT2030 County Comprehensive Plan to the Metropolitan Council

Originating Division: Land & Water Services

Meeting Date: September 22, 2009

Amount of Time Requested: 30 Minutes

Attachments for packet:  Yes  No

Item Type:  Consent  Regular Session  Closed Session  Work Session  Ditch/Rail Authority

**BACKGROUND/EXPLANATION OF AGENDA ITEM:** The Comprehensive Plan was sent out for review at the end of July. Staff has had the opportunity to work with the townships to answer questions and receive comments. A public hearing was opened by the Planning Commission on August 18<sup>th</sup>. A variety of comments were submitted at the Planning Commission and were gathered by staff during meetings with local governments. These changes were addressed in the Sep 8 worksession with the Board. A variety of comments were submitted for inclusion in the hearing record on the 15<sup>th</sup> of September. The attached documents outline the comments received and recommended changes to the County Plan. The recommended changes should resolve any outstanding issues with the County Comprehensive Plan. The Planning Commission recommended approval of the County portion of the Comprehensive Plan to the County Board, allowing changes to the township chapters to come before the County Board, and meeting the September 30<sup>th</sup> submittal deadline.

A major point of discussion was the relationship of the Water Management Plan to the Comprehensive Plan. A memo addressing the issue is attached. The Planning Commission has recommended that the plan be submitted to the Metropolitan Council for final review. Staff is seeking authorization from the Board to submit the Revised DRAFT2030 County Comprehensive Plan to the Metropolitan Council for final review and approval. Following Met Council review, the plan will then be ready for adoption and implementation.

The staff will review the plan, summarize comments received on the plan since July 2008, and review the responses to the comments.

**ACTION REQUESTED:** Motion adopting a resolution authorizing submittal of the Revised DRAFT2030 County Comprehensive Plan along with the Township Plans to the Metropolitan Council for final review and approval.

**FUNDING**

County Dollars = \$  
Other Sources & Amounts = \$  
TOTAL = \$

**FISCAL IMPACT**

None  
 Included in current budget  
 Budget amendment requested  
 Other:

*Related Financial Comments:*

Reviewed by Division Director

Date: September 11, 2009



**COUNTY OF CARVER**

**BOARD OF COMMISSIONERS**

DATE September 22, 2009

RESOLUTION NO. \_\_\_\_\_

MOTION BY COMMISSIONER \_\_\_\_\_

SECONDED BY COMMISSIONER \_\_\_\_\_

**A RESOLUTION AUTHORIZING THE SUBMITTAL OF THE REVISED DRAFT CARVER COUNTY 2030 COMPREHENSIVE PLAN TO THE METROPOLITAN COUNCIL FOR FINAL REVIEW AND APPROVAL**

WHEREAS, Minnesota Statutes section 473.175-473.871 (1996) requires each local government unit to review and, if necessary, amend its entire comprehensive plan and its fiscal devices and official controls, and submit any amendments to the Metropolitan Council; and

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

WHEREAS, Carver County has prepared a DRAFT 2030 Comprehensive Plan, including goals and policies regarding Land Use, Transportation, Parks, Trails, Water Resources elements; and

WHEREAS, The plan has been significantly revised based on input from advisory committees, Township and Municipal representatives and other citizens; and

WHEREAS, Several public hearings and open houses have been held to consider the DRAFT 2030 Carver County Comprehensive Plan, a 6 month adjacent community review, and Metropolitan Council informal review has been held, and the Carver County Planning Commission recommended submittal of this DRAFT plan on September 15, 2009; and

THEREFORE, BE IT RESOLVED, THAT The Carver County Board of Commissioners hereby authorizes the submittal of the revised draft carver county 2030 comprehensive plan to the metropolitan council for final review and approval;

FURTHERMORE, The Carver County Board of Commissioners will review Metropolitan Council comments and seek further input from advisory committees, Township and Municipal representatives and other citizens, prior to final adoption of the plan;

YES	ABSENT	NO
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**STATE OF MINNESOTA  
COUNTY OF CARVER**

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 22<sup>nd</sup> day of September, 2009, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2009.

\_\_\_\_\_  
County Administrator



Land & Water Services Division  
Carver County Government Center  
600 East 4th Street  
Chaska, Minnesota  
(952) 361-1820 fax (952) 361-1828

Date: September 16, 2009

To: Carver County Board of Commissioners

From: Dave Drealan, Paul Moline

Subject: Recommended changes to DRAFT 2030 Comprehensive Plan

The Comprehensive Plan was sent out for review at the end of July. Staff has had the opportunity to work with the townships to answer questions and receive comments. A public hearing was opened by the Planning Commission on August 18<sup>th</sup> and closed on Sep 15. A variety of comments were submitted at the Planning Commission and were gathered by staff during meetings with local governments. The staff would like to review substantive recommended changes with the Board prior to seeking authorization to submitting the revised DRAFT 2030 County Comprehensive Plan with the changes to the metropolitan council.

## **CHANGES TO COUNTY PLAN (SINCE JULY 2009 DRAFT)**

### LAND USE PLAN

*Table showing acreages for existing and future land uses(from included maps) has been added based on Met Council request*

FIGURE 3 Future land use map (pg 4)

*Revise **with** note that future land use designations within the city comprehensive plans should be consulted for final determination.*

*Revise with clarification that open space areas are based on only those designated in City comp plans for future use. Those plans should be consulted.*





FIGURE 6 – CARVER COUNTY POLICY AREAS (pg 8)

- *Revise transition area boundary near City of Watertown to address below comment by city*

The Transition Area in Watertown Township shown on the map on page 8 of the Watertown Township Chapter should reflect the revised boundary from the Orderly Annexation Agreement in December 2008. (Attached data in CD format). There is one minor change on the east side. (this was noted in my previous comments to the County). The transfer of building eligibilities to non-adjacent parcels should be permitted only in agricultural policy areas.

**COUNTY POLICY LU-18 SERVICE DEVELOPMENT STANDARDS (pg 15)**

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

- Lakes, wetlands, streams, bluffs and other sensitive natural features shall be protected from the adverse impacts of construction and development. ~~All measures and standards contained in the County Water Plan and rules shall be met.~~

**COUNTY POLICY LU-19C ANIMAL AGRICULTURE (FEEDLOTS) (pg 17)**

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

- ~~Feedlot operations shall meet all standards and policies contained in the County Water Plan.~~

**COUNTY POLICY LU-20F RESIDENTIAL DENSITY OPTIONS (pg 19)**

Option 2: Development Standards:



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

- The building lots ~~are to~~ should be considered residential lots, not agricultural parcels. The minimum lot size shall be related to the minimum area needed to accommodate at least two on-site sewer systems, a house, garage, and storage structure, while observing all required setbacks. ~~A maximum buildable lot size shall also be established which will restrict lots to sizes no larger than that required for residential purposes.~~
- Each lot ~~shall~~ should contain the minimum practicable amount of LTA Prime ag land.
- Residential areas should be located so as to provide the most effective buffering from through roads, agricultural areas, and feedlots within the context of the other requirements and development standards.
- Property owners are encouraged to minimize impact on natural resource areas.

### Option 3: High Amenity Areas

1/40 base density with additional development in amenity areas based on a 1/10 density with no more than 4/40 (four homes on 40 acres). The purpose of this policy area is to provide for additional residential development in high amenity areas, while providing for the continuation of agriculture on viable parcels of LTA land. It is not the intent to provide for the development of the land generally at a 1/10 - 4/40 density; nor is it the intent of this provision to generate large lot subdivisions, such as dividing a 40-acre parcel into four 10-acre lots.

### Option 3: Eligibility Standards:

Standards for eligibility for additional density under Option 3:

- A township that adopts this option may further clarify the amenity areas in the township. For example, a township could adopt the option with the provision that only wooded areas are eligible.
- Wooded land, wooded pasture and similar areas not in agricultural production with soils suitable for on-site sewer (land that is not in production because of a state or Federal program is considered production land).
- Areas immediately adjacent to waterbodies (as designated in Table 2-5 of this Policy ) – 1/4 1/4 sections adjacent to a lake shall be considered amenity areas with potential for additional residential development.
- Bluff Areas (buildable areas on top of bluffs) and ravines closely associated with the Minnesota River, South Fork Crow River, Bevens/Silver Creek, Chaska Creek, Carver Creek. Townships that have land that may be eligible under this provision should further define bluff areas in their chapter of this plan.

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

- Building sites ~~s-shall~~ should be clustered in or immediately adjacent to the amenity area.
- The maximum ~~feasible~~ practicable amount of LTA land ~~shall~~ should be preserved for continued agricultural use. The viable LTA land should be retained in a large parcel(s) suitable for agricultural purposes. The LTA land ~~shall~~ should not be split up and attached to each residential parcel unless the amount of agricultural land is so small that it is not reasonably farmable. One of the residential sites and the agricultural land may be combined to form a farm.
- The building lots ~~are to~~ should be considered primarily residential lots, not agricultural parcels. The minimum lot size ~~shall~~ should be related to the minimum area needed to accommodate at least two on-site sewer systems, a house, garage, and storage structure, while observing all required setbacks. ~~A maximum buildable lot size shall also be established which will restrict lots to sizes no larger than that required for residential purposes.~~
- Each lot ~~shall~~ should contain the minimum practicable amount of LTA prime ag land.



- Residential areas shall should be located so as to provide the most effective buffering from through roads, agricultural areas, and feedlots within the context of the other requirements and development standards.
- Property owners are encouraged to minimize impact on natural resource areas.

Option 4: Eligibility Standards:

Standards for eligibility for additional density under Option 4:

- The following descriptions provide a general overview of the types of conservation or restoration activities that would be required to qualify for density incentives. A project may consist of a combination of ~~two~~ one or more of the following activities: ~~listed below. Specific activity guidelines and requirements are further explained in the County Code.~~ Permanent preservation, restoration, or enhancement of: Wetlands, Forest or Woodlands, Prairie, Bluffs, or Shoreline.

COUNTY POLICY LU-21B - LARGE SCALE ACTIVITIES WITH UNIQUE LAND OR LOCATION NEEDS (pg 24)

Uses must fall into one of the following categories:

- Activities that require a relatively large land area for low intensity land uses. The land uses are of a nature that substantial topographic changes are not required and structures are limited to clubhouses, maintenance buildings, and accessory structures. Examples include, but are not limited to: golf courses, shooting ranges, hunting preserves, ~~and recreational areas for motor vehicles or similar recreational areas,~~ agricultural activities with a retail component.

COUNTY POLICY LU-23A HAMPSHIRE ROAD OPPORTUNITY AREA (pg 29)

The area of southeast Laketown and northeast Dahlgren Township has a unique set of assets that make the area important to the long term development of the eastern ~~and southwestern~~ parts of the county. The area is served by an active rail line with interest in commuter rail, three major County highways, has a direct connection to US 212, and the transit plan shows a commuter rail station in this area. The area is centered in the growth areas of Carver, Chaska, and Victoria, and is within a few miles of Waconia. A multi-modal site is located just to the west and the bio-science center to the east. This area is identified in the plan to ensure that the unique set of assets in this area are recognized and planned. The area in Dahlgren Township is included in the orderly annexation area of the City of Carver. Future land use in the Hampshire Road opportunity area should be designed to take maximum advantage of the transportation network in the area.

*Below policy was commented on by cities of Mayer and Watertown. Watertown twp has agreed with revised language below:*

COUNTY POLICY LU-23B HIGHWAY 7 and CSAH 10 OPPORTUNITY AREA (pg 29)

Watertown Township, in concert with the County and the Cities of Watertown and Mayer, studied the concept of the designation of an economic development opportunity area near the State Hwy 7 and CSAH 10. Appropriate land uses in the area would be for the purposes of enhancing energy use, generation, transmission, and operations; public service operations, agricultural based activities which support area land uses, and other uses which would not require municipal services, and do not compete with municipal land uses or economic development. Actual development would need to be preceded by a comprehensive plan amendment which ~~would~~ may include, but is not limited to: land use change, development plan, environmental analysis, traffic studies, stormwater management, sewer and water needs, and development standards.

COUNTY POLICY LU-30 PROPERTY OWNERS – (pg 43)

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

TOWNSHIP POLICY CHAPTERS (pg 46)

Pursuant to Minnesota State Statute Sec. 473.862, Carver County has been the planning and zoning authority for the following townships since 1976- Benton, Camden, Chaska, Dahlgren, Hancock, Hollywood, Laketown, San Francisco, Waconia, Watertown, and Young America. All the policies contained in the Land Use Plan Element of the County Comprehensive Plan apply to the land under the jurisdiction of these townships. Options contained within the County plan allow for townships to choose a residential density options (~~COUNTY POLICY LU-20F~~) and certain other options. Townships can also choose to be more restrictive than the County Land Use Element. The intent of these chapters is to allow for township flexibility in choosing a density option and reacting to changing land use pressures in the rural area on an ongoing basis.

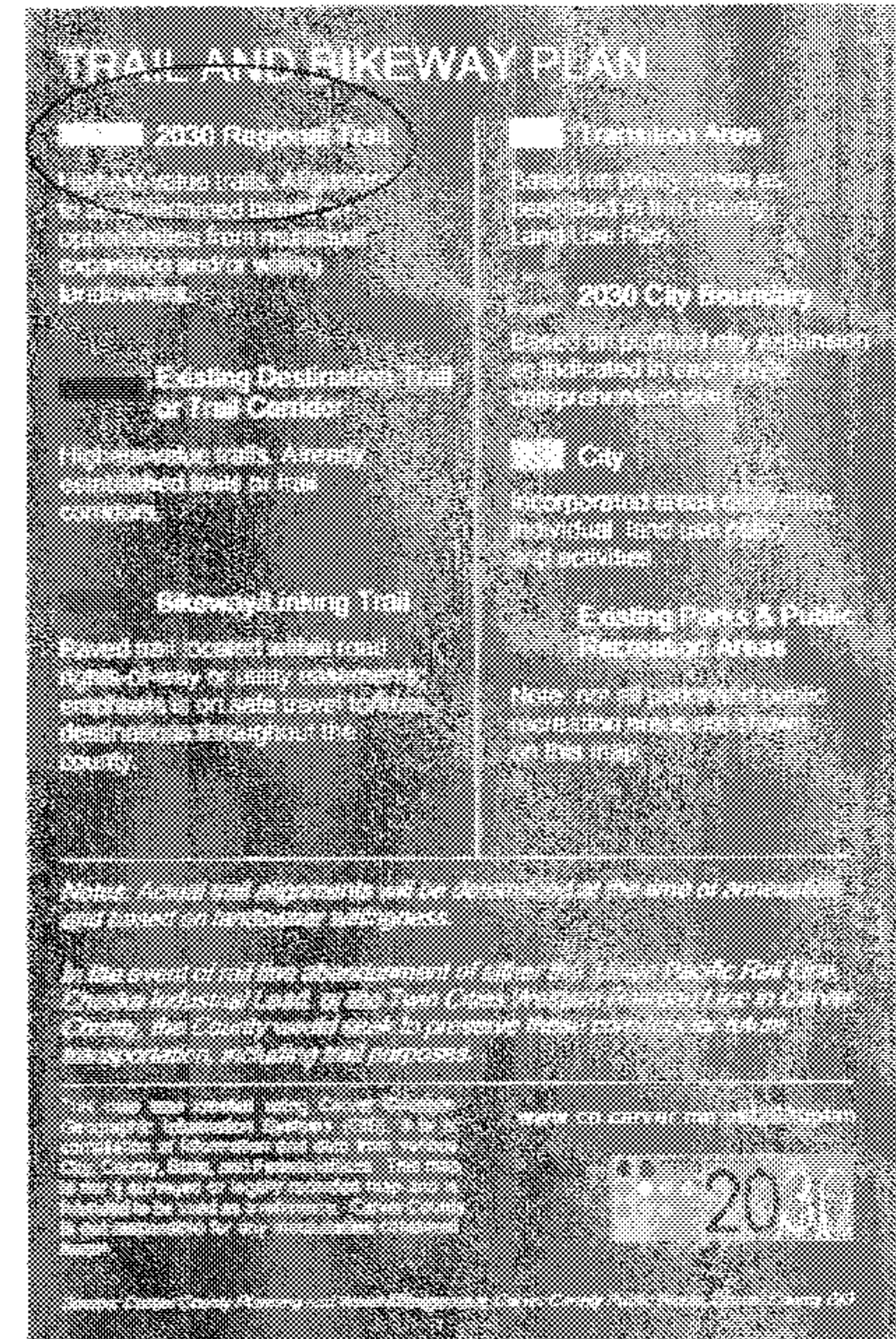
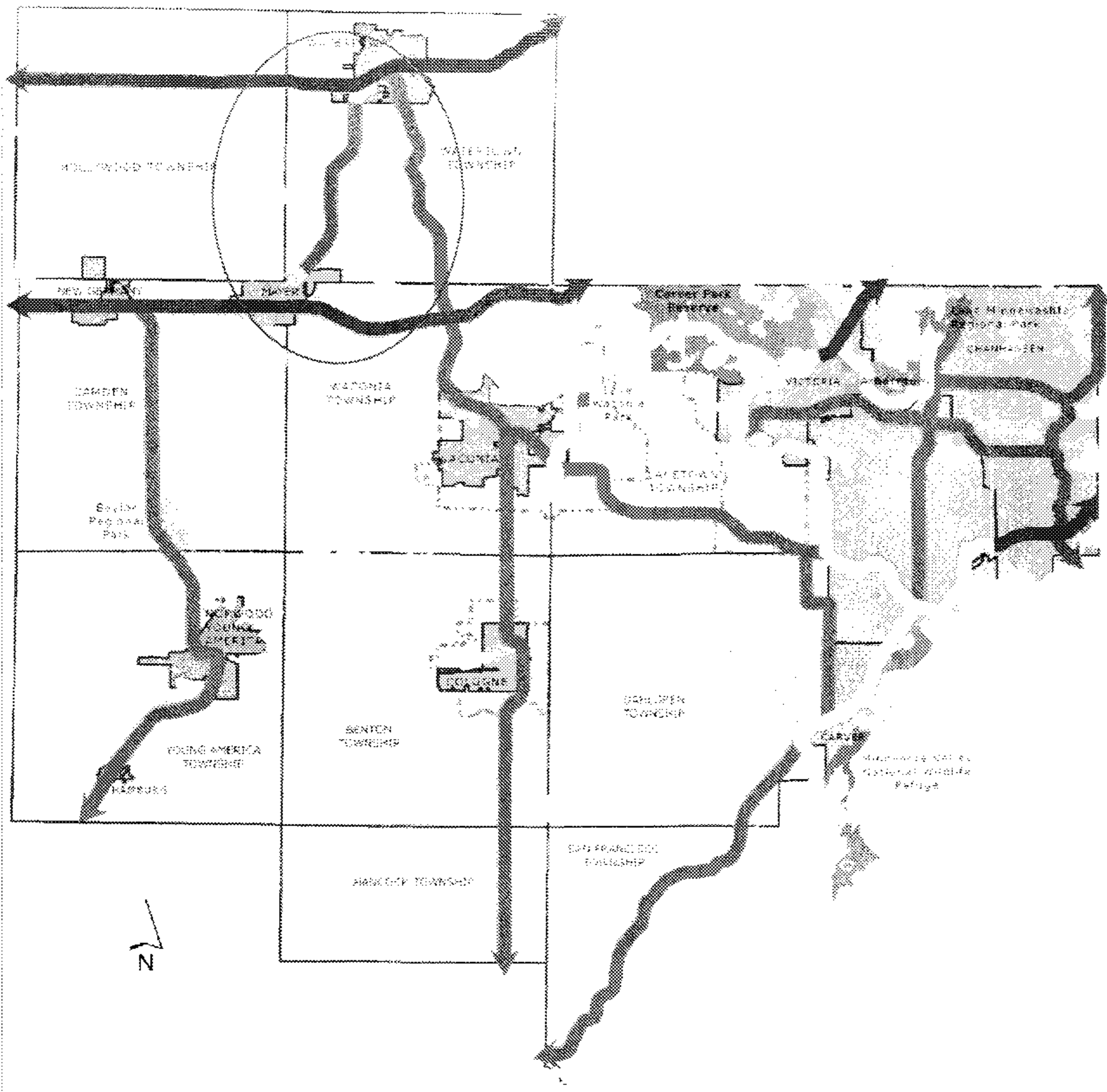
The township policy chapters contain the following information:

- Background and forecasts for each township.
- Policies, which adopt county plans, and choose a residential density option (based on COUNTY POLICY LU- 21F).
- Any policies which are more restrictive than County Policy (e.g. feedlots).
- Policies on annexation by adjacent communities.
- ~~Natural resources~~ Water Management and Transportation policies.
- A policy areas map of the township. ~~Official township maps are kept on file at the Carver County Records Office.~~









**Western Carver County Destination Regional Trail Corridor (pg 38)**

From south to north, this destination regional trail corridor will ultimately make a connection between the City of Norwood Young America, Baylor Regional park, the Dakota Rail Regional Trail in Mayer and north to the Luce Line State Trail in Watertown, In the 2030 time frame, the focus will be on establishing the trail corridor in the growth areas of the three cities.

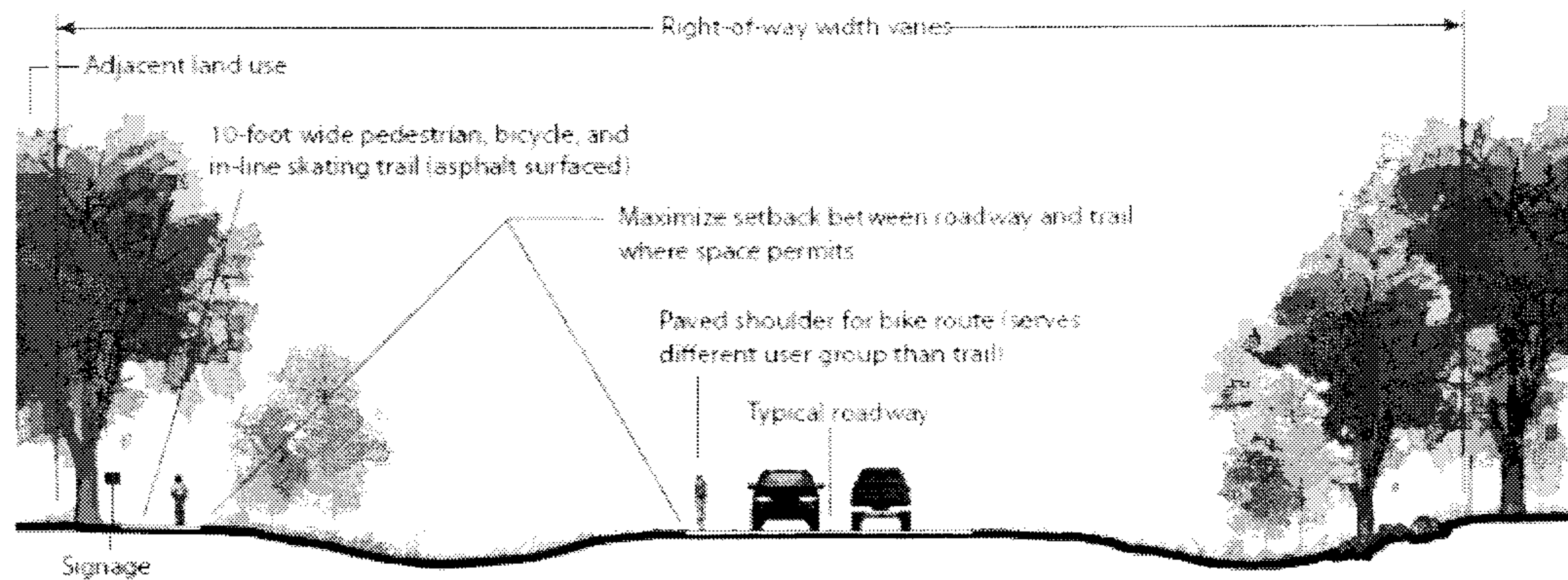
**Linking Trail and Bikeway System Graphic (pg 39)**

*The POST Plan contains a graphic on page 39 illustrating how a linking trail might be developed along a road. The visual effect of the graphic gives the impression that this type of trail would typically require a very wide right of way and use a lot of land. In practice, these trails are typically developed in close proximity to the roadway. A modified graphic has been developed that more closely represents the typical roadway – trail setting.*



**OLD GRAPHIC**

RIGHT-OF-WAY-BASED LINKING TRAILS



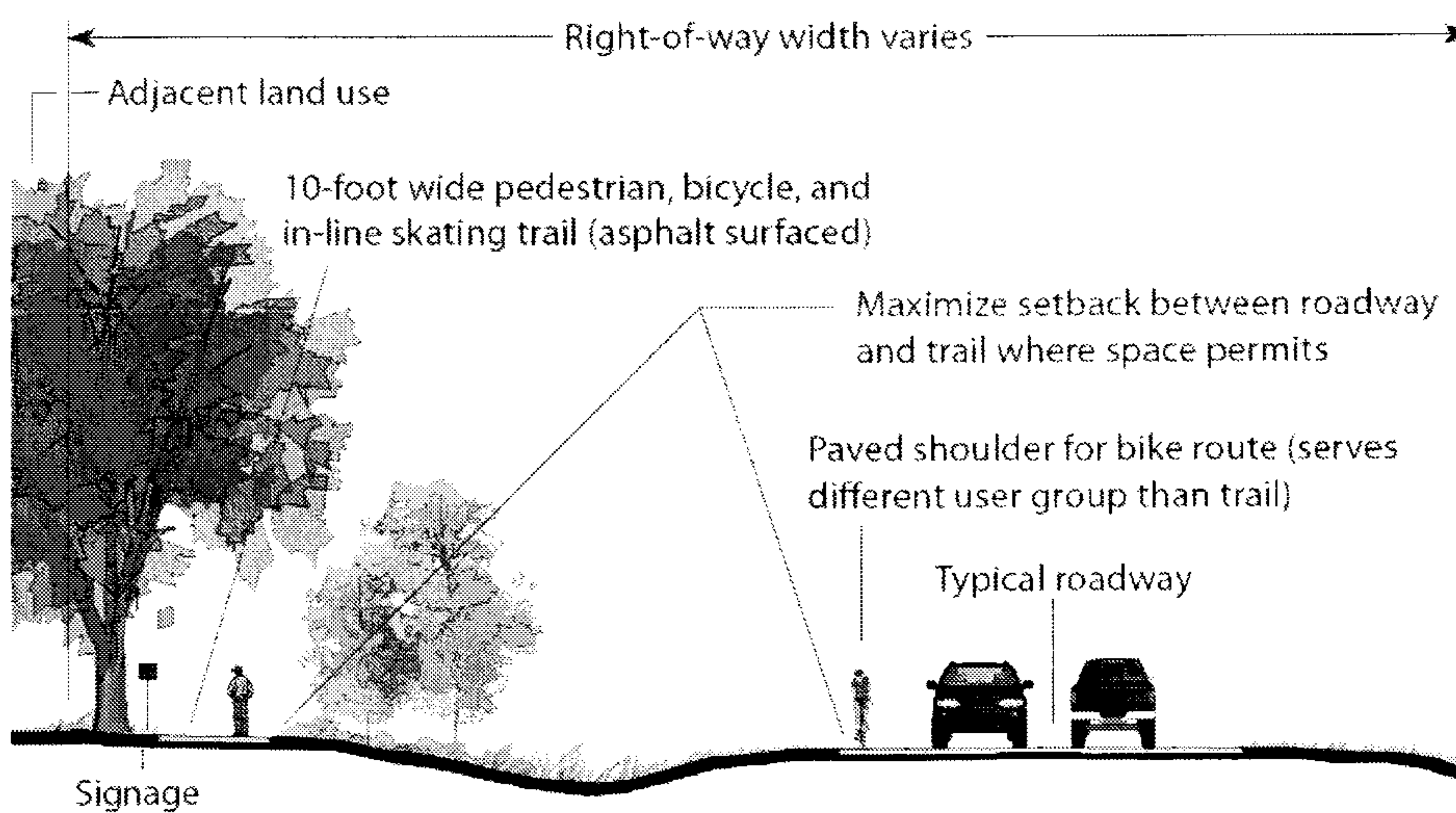
As the images illustrate, the setting for linking trails greatly affects their recreational value as judged by scenic quality, continuity, and separation from vehicular traffic.

Roadway Right of way widths are defined and determined in the Roadway System Plan

Carver County 2030 Parks, and Trail Plan (July 2009)

**REVISED NEW GRAPHIC**

RIGHT-OF-WAY-BASED LINKING TRAILS



As the images illustrate, the setting for linking trails greatly affects their recreational value as judged by scenic quality, continuity, and separation from vehicular traffic. Roadway

Right of way widths are defined and determined in the Roadway System Plan

**GLOSSARY**

*A glossary was developed to accompany the Plan to help define some of the terms used in it. Testimony at the public hearing indicated requested that it be included as part of the County Plan. The staff had a concern there might be significant inconsistencies between the definitions in the Glossary and the Zoning and Subdivision Codes. Staff has researched this issue and found that the potential for significant inconsistencies, while possible, is not significant. The staff did identify some changes that should be made to the Glossary to eliminate some potential inconsistencies. The recommended changes are shown below. There was also a request to add a list of common acronyms. An acronym list is shown below and the recommended changes and can be added to the Glossary. With these changes the Glossary can be adopted*



as part of the Plan.

**Agriculture.** - The principal use of a parcel of land of 20 acres or more for any one or combination of the following activities:

- (1) The production and storage of fruits, vegetables, grains, seeds, trees, forage, or other crops;
- (2) The keeping, raising, feeding, breeding, or production of animals whether on range, pasture, or feedlot; or
- (3) Dairying.

~~**Comprehensive Plan** - Plan for the development of an area, which recognizes the physical, economic, social, political, aesthetic, and related factors of the community involved. (Compare with local comprehensive plan.)~~

**Comprehensive plan** the comprehensive plan of a local governmental unit described in sections 473.858 to 473.862, and any amendments to the plan.

~~**Local Comprehensive Plan** - Plans prepared by cities, townships and, in some cases, counties, for local land use and infrastructure.~~

~~**Individual Sewage Treatment System (ISTS)** - System for disposing and treating human and domestic waste, such as a septic tank and soil absorption system or other system allowed by the state and city. This includes community drainfields, where a common on-site system serves several properties.~~

**Individual subsurface sewage treatment system or ISTS** - means an individual sewage treatment system or part thereof, as set forth in Minnesota Statutes, sections 115.03 and 115.55, that employs sewage tanks or other treatment devices with final discharge into the soil below the natural soil elevation or elevated final grade that are designed to receive a sewage design flow of 5,000 gallons per day or less. ISTS includes the holding tanks and privies that serve these same facilities. ISTS does not include building sewers or other components regulated under chapter 4715 or collection systems.

~~**Septic System** - (See individual on-site septic treatment systems) - A sewage treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria. Septic systems are often used for individual home waste disposal where an urban sewer system is not available. See Individual subsurface sewage treatment system or ISTS~~

## **ACRONYM LIST**

AA/DEIS Alternatives Analysis and Draft Environmental Impact Statement

AADT Average Annual Daily Traffic

ADT Average Daily Traffic

APTA American Public Transportation Association

AST Aboveground storage tanks

BMP Best Management Practice

BRT Bus Rapid Transit

BWSR Board of Water and Soil Resources

COE Corps of Engineers (Corps prefers USACE – United States Army Corps of

Engineers)  
CDA –Community Development Agency  
CCFDA – Carver County Community Development Agency  
CCWMO Carver County Watershed Management Organization  
CR County Road  
CSAH County State Aid Hwy  
CWA Clean Water Act  
DEIS Draft Environmental Impact Statement (or Draft EIS)  
DNR Department of Natural Resources  
EA Environmental Assessment  
EIS Environmental Impact Statement  
EPA Environmental Protection Agency  
EQB Environmental Quality Board  
ESA Endangered Species Act  
FEIS Final Environmental Impact Statement (or Final EIS)  
FEMA Federal Emergency Management Agency  
FHWA Federal Highway Administration  
FIRM Flood Insurance Rate Map  
FONSI Finding of No Significant Impact  
FPPA Farmland Protection Policy Act  
FRA Federal Railroad Administration  
FTA Federal Transit Administration  
CCRRA Carver County Regional Railroad Authority  
HOV High Occupancy Vehicle (lane)  
LGU Local Government Unit  
LOS Level of Service  
LRT Light Rail Transit  
LTA Long Term Ag Land  
LUST Leaking underground storage tank  
MCES Metropolitan Council Environmental Services  
Met Council Metropolitan Council  
MnDOT Minnesota Department of Transportation  
MOU Memorandum Of Understanding  
MPCA Minnesota Pollution Control Agency  
MCWD Minnehaha Creek Watershed Management Organization  
MS Minnesota Statute  
NPDES National Pollution Discharge Elimination System  
NRCS Natural Resources Conservation Service  
NRHP National Register of Historic Places  
NWI National Wetland Inventory  
ROW Right-of-way  
RSD Rural Service District  
SHPO State Historic Preservation Office  
SSTS Sub-Surface treatment system  
SWCD Soil & Water Conservation District  
SWPPP Stormwater Pollution Prevention Plan  
T&E Threatened And Endangered  
TAZ Traffic Analysis Zone  
TCW Twin Cities & Western Railroad  
TDM Travel Demand Management  
TEA-21 Transportation Equity Act for the 21st Century  
TH Trunk Highway  
TIP Transportation Improvement Program  
TOD Transit Oriented Development  
TOZ Transit Opportunity Zone



TSM Transportation Systems Management  
U.S. United States  
USDOT United States Department of Transportation  
USEPA United States Environmental Protection Agency  
USFWS United States Fish and Wildlife Service  
USGS United States Geological Survey  
VMT Vehicle Miles Traveled  
WCA Wetland Conservation Act  
WENR Water, Environment & Natural resource Committee  
WMO – Watershed management Organization

## **KNOWN OR PROPOSED CHANGES TO TOWNSHIP CHAPTERS (SINCE JULY 2009 DRAFTS) AND STATUS UPDATE**

### **Benton**

Benton Twp approved submittal of their chapter to the metropolitan council on Sep 10 with the following change

#### **TOWNSHIP POLICY WNR-1**

Benton Township hereby adopts the Carver County Water Management Organization (CCWMO) Watershed Management Plan; this plan serves as the Township's Local Surface Water Management Plan. The CCWMO Watershed Management Plan will likely be updated by 2010 and the Township will amend this plan chapter to adopt the final updated CCWMO Plan. acknowledges that it will need to address updates in its township chapter and will do so based on input into the CCWMO plan update process.

### **Camden**

Camden Twp approved submittal of their chapter to the metropolitan council on Sep 10.

### **Dahlgren**

Dahlgren Twp approved submittal of their chapter to the metropolitan council on Sep 14 with the following changes

**TOWNSHIP POLICY LU-6** - The Township contains a multi-modal opportunity area as identified in the Carver County Community Development Agency study. Prior to any development a plan amendment will be needed and additional study and analysis will be needed including but not limited to: environmental analysis, storm water management, sewer and water needs, and traffic studies. The township supports this economic development initiative with the understanding that any development or acquisition in this area be based on willing landowners, township input, and that no areas be developed or acquired through condemnation.

**TOWNSHIP POLICY LU-5** The County Plan provides for a number of land use options the township can choose to implement. Dahlgren Township chooses not to implement: additional feedlot regulations. Dahlgren Township chooses to implement: the transfer of 1 per 40 eligibilities to non-adjacent parcels and chooses to allow golf courses.

#### **TOWNSHIP POLICY WNR-1**

Dahlgren Township hereby adopts the Carver County Water Management Organization (CCWMO) Watershed Management Plan; this plan serves as the Township's Local Surface Water Management Plan. The CCWMO Watershed Management Plan will likely be updated by 2010 and the Township ~~will amend this plan chapter to adopt the final updated CCWMO Plan.~~ acknowledges that it will need to address updates in its township chapter and will do so based on input into the CCWMO plan update process.

### **Hancock**

Hancock Twp is meeting on Sep 28 to discuss approval for submittal of twp chapter to the metropolitan council. No changes have been suggested to date.

### **Hollywood**

Hollywood Twp is meeting on (Date TBD) to discuss approval for submittal of twp chapter. Changes to date are as follows:

#### ~~TOWNSHIP POLICY POST-1~~

~~Hollywood Township acknowledges that the Metropolitan Council's regional park policy plan identifies the Crow River Regional Trail (referred to as the Western Carver County Regional Trail in the 2030 County Plan) with a potential future alignment through the township. The establishment of any future trail alignment will result from a master plan process done in cooperation with Hollywood Township, Carver County, and others.~~

#### *PROPOSED*

TOWNSHIP POLICY WR-1 Hollywood Township hereby concurs with and adopts the Carver County Water Management Organization (CCWMO) Watershed Management Plan; this plan serves as the Township's Local Surface Water Management Plan. The CCWMO Watershed Management Plan will likely be updated in 2010 and the Township ~~will amend this plan to adopt the final CCWMO Plan.~~ acknowledges that it will need to address updates in its township chapter and will do so based on input into the CCWMO plan update process.

or other option for 2<sup>nd</sup> sentence in policy

The CCWMO Watershed Management Plan will likely be updated by 2010 and the Township ~~will amend this plan chapter to adopt the final updated CCWMO Plan.~~ acknowledges that it will need to address updates in its township chapter to meet the requirements of MN statute 103B.235 (Local water management plans).

### **Laketown**

Laketown Twp approved submittal of their chapter to the metropolitan council on Sep 14. The twp may discuss the following comments from the City of Victoria and Waconia at their Sep 21 meeting. If any changes are made, they will be made to County Land Sue Figure 6 as well.

#### City of Victoria



## **2. Land Use Element – Figure 6**

We request that you use the 2030 boundary as the extent of the transition area within Laketown Township. It is also consistent with the Plan's statement "Transition areas are shown as being urbanized in approximately the next 20 years in the cities' comprehensive plans."

We request that this transition area be changed in all of the appropriate maps including, Laketown Township Policy Map and POST element Figures 2 and 3.

### City of Waconia

The City of Waconia recently received approval of our 2030 Comprehensive Plan by the Metropolitan Council in June of this year. The City's plan anticipates household, commercial, industrial, recreational and medical growth to the year 2030 and has projected meeting the growth forecasts of the Metropolitan Council by allocating needed acreage to accommodate those uses.

The City respectfully requests that the Transition Area designations within the policy maps of Laketown Township and Waconia Township reflect the 2020 to 2030 development staging areas shown in the City Comprehensive Plan. It appears the proposed Township policy maps only reflect transition areas to the year 2020. The City was required to project land needs to the year 2030.

The three attachments show the City Staging Plan and then each of the respective Township Policy maps and how the transition areas from 2020 to 2030 would appear for consistency with the City / Metropolitan Council growth projections.

Carver County's Land Use policies have been an effective and valuable tool in managing growth in rural areas. The City believes in having the transition area maps of both the City of Waconia and Carver County match consistency with one another in order to avoid or minimize land use conflicts in these areas in the future.

### **San Francisco**

SF Twp is meeting on Sep 21 to discuss approval for submittal of twp chapter. Changes to date are as follows:

Page 6 –Land Use – "The limited residential development that is expected to occur will generally be located in the wooded, pasture areas, and along bluffs and ravines.

Page 6 LU-2 – Areas eligible for additional density under option 3 are: all areas designated bluffs and qualifying amenity areas adjacent to lakes in the township. We would like this to be changed to: Areas eligible for additional density under option 3 are: all areas designated bluffs, ravines, and wooded areas and qualifying amenity areas adjacent to lakes in the township.

### **Waconia**

Waconia Twp met on Sep 14 to discuss approving submittal of their chapter to the metropolitan council.

### **Watertown**

Watertown Twp is meeting on (Date TBD) to discuss approval for submittal of twp chapter.



Changes to date are as follows:

*PROPOSED*

TOWNSHIP POLICY WR-1 Watertown Township hereby concurs with and adopts the Carver County Water Management Organization (CCWMO) and Minnehaha Creek Watershed District (MCWD) Watershed Management Plans; these plans serve as the Township's Local Surface Water Management Plan. The CCWMO Watershed Management Plan will likely be updated in 2010 and the Township ~~will amend this plan to adopt the final CCWMO Plan.~~ acknowledges that it will need to address updates in its township chapter and will do so based on input into the CCWMO plan update process. The Township will work with the CCWMO and MCWD to have the land currently in the MCWD reassigned to the CCWMO.

or other option for 2<sup>nd</sup> sentence in policy

The CCWMO Watershed Management Plan will likely be updated by 2010 and the Township ~~will amend this plan chapter to adopt the final updated CCWMO Plan.~~ acknowledges that it will need to address updates in its township chapter to meet the requirements of MN statute 103B.235 (Local water management plans).

**Young America**

YA Twp approved submittal of their chapter to the metropolitan council on Sep 8.



Land & Water Services Division  
Carver County Government Center  
600 East 4th Street  
Chaska, Minnesota  
(952) 361-1820 fax (952) 361-1828

Date: 15 September 2009

To: Carver County Board of Commissioners

From: Dave Drealan, Paul Moline

Subject: Water Plan requirements of the Comprehensive Plan

The relationship between the Comprehensive Plan and the Water management Plan and what has to be submitted to the Metro Council as part of the Comprehensive Plan continues to be an issue. The question "Is the Carver County Water management plan Part of the Comprehensive Plan" continues to be raised.

The Land Planning Act requires that each local unit of government adopt as part of its land use plan a Local Water Management Plan that conforms to the Watershed Management Plan. For most of the county this means conforming with the Carver County Water management Plan. The Systems Statements of the Cities and Townships include a requirement to develop and adopt a Local Water Management Plan consistent with the Water Management Plan adopted by the County (or watershed district as appropriate). The system statement language for the County is significantly different. The County's language discusses the need to work with the Council in review and approval of local water plans. The County's System Statement does not include a requirement that it adopt a local water plan because the County is the water management authority and has adopted the Watershed Management Plan with which the Cities' and Townships' Local Water Management Plans must be consistent.

**The Carver County WMO Water Management Plan is not part of the Comprehensive Plan and does not need to be submitted along with the County Comprehensive Plan.**

**Pursuant to MS 473.859 Comprehensive Plan Content Subd 2 and MS 103B.235 Local Water Management Plans, and the Metropolitan Systems Statements the cities and townships are required to submit a local water management plan with their 2030 comprehensive plan.**

The County adopted the Water management Plan in 2001. Since that time the cities have all developed and adopted local water management plans consistent with the County WMO Plan. Each city typically had its engineer prepare the local water plan based on future development plans. The Townships were not planning for significant development that would warrant the development of their own local water plan so they adopted the County WMO plan as their local plan. For the Townships the option was to adopt the County plan as their local water management plan or hire someone to develop their local plan for them; the plan would still need to conform to the County plan and the state requirements for content. Since the townships have an extremely limited role in water management activities, it made sense for them to adopt the County Plan as their local water management plan. All of the current township plans include the following statement & policy or something quite similar:

**2020 Township Plan language - ENVIRONMENTAL POLICY**

XXXX Township is located in the XXX watershed. Carver County is the Water Authority for the XXX watershed and is required to prepare and implement a water plan which addresses surface water and groundwater issues. The Carver County Land Use plan also addresses standards, policies, and guidelines for protection of natural resources.

## **Township Policy 7**

**XXXX Township hereby concurs with and adopts the water and natural resource policies contained in the Carver County Water Plan, and the County Comprehensive Plan as part of the Township Plan.**

The staff, in working with the Townships in the development of their 2030 comprehensive plan updates developed language to address the local water plan requirement of the townships. The following language was what was originally proposed:

### **2030 Township Plan Language**

XXXX Township is located in the XXX Watershed. Carver County is the Water Authority for this watershed and is required to prepare and implement a water plan which addresses surface water and groundwater issues. The Township is required to adopt a Local Water management Plan that complies with the Watershed Plan.

**TOWNSHIP POLICY WNR-1 XXXX Township hereby adopts the Carver County Water Management Organization (CCWMO) Watershed Management Plan; as the Township's Local Surface Water Management Plan. The CCWMO Watershed Management Plan will be updated in 2010 and the Township will amend this plan to adopt the updated CCWMO Plan**

Some concerns were expressed that the language could be interpreted to mean that the Township would adopt the County WMO plan without question. In response to this concern the staff developed alternative language:

#### *TOWNSHIP POLICY WNR-1*

*XXX Township hereby adopts the Carver County Water Management Organization (CCWMO) Watershed Management Plan; this plan serves as the Township's Local Surface Water Management Plan. The CCWMO Watershed Management Plan will likely be updated by 2010 and the Township ~~will amend this plan chapter to adopt the final updated CCWMO Plan.~~ acknowledges that it will need to address updates in its township chapter and will do so based on input into the CCWMO plan update process.*

or other option:

*XXX Township hereby adopts the Carver County Water Management Organization (CCWMO) Watershed Management Plan; this plan serves as the Township's Local Surface Water Management Plan. The CCWMO Watershed Management Plan will likely be updated by 2010 and the Township ~~will amend this plan chapter to adopt the final updated CCWMO Plan.~~ acknowledges that it will need to address updates in its township chapter to meet the requirements of MN statute 103B.235 (Local water management plans).*

Some of the townships have adopted their plan with the original language. Others have adopted or are considering one of the alternatives.



## **473.859 COMPREHENSIVE PLAN CONTENT.**

### **Subd. 2. Land use plan.**

(a) A land use plan shall include the water management plan required by section 103B.235, and shall designate the existing and proposed location, intensity and extent of use of land and water, including lakes, wetlands, rivers, streams, natural drainage courses, and adjoining land areas that affect water natural resources, for agricultural, residential, commercial, industrial and other public and private purposes, or any combination of such purposes.

(b) A land use plan shall contain a protection element, as appropriate, for historic sites, the matters listed in the water management plan required by section 103B.235, and an element for protection and development of access to direct sunlight for solar energy systems.

(c) A land use plan shall also include a housing element containing standards, plans and programs for providing adequate housing opportunities to meet existing and projected local and regional housing needs, including but not limited to the use of official controls and land use planning to promote the availability of land for the development of low and moderate income housing.

(d) A land use plan shall also include the local government's goals, intentions, and priorities concerning aggregate and other natural resources, transportation infrastructure, land use compatibility, habitat, agricultural preservation, and other planning priorities, considering information regarding supply from the Minnesota Geological Survey Information Circular No. 46.

**473.859 COMPREHENSIVE PLAN CONTENT.** Subd. 2. Land use plan refers to MS 103B.235:

### **103B.235 LOCAL WATER MANAGEMENT PLANS.**

Subdivision 1. **Requirement.** (a) After the watershed plan is approved and adopted, or amended, pursuant to section 103B.231, the local government units having land use planning and regulatory responsibility for territory within the watershed shall prepare or cause to be prepared a local water management plan, capital improvement program, and official controls as necessary to bring local water management into conformance with the watershed plan within the time period prescribed in the implementation program of the watershed plan and, as necessary, shall prepare or cause to be prepared amendments to the local comprehensive plan.

(b) Each town within the counties of Anoka, Carver, Dakota, Scott, and Washington authorized by general or special law to plan and regulate the use of land under sections 462.351 to 462.364 shall by resolution determine whether to prepare the local water management plan itself or to delegate all or part of the preparation of the plan to the county.

(c) Towns within counties that have adopted comprehensive plans applicable to the town must use county preparation of their plan to the maximum extent possible.

Subd. 2. **Contents.** (a) Each local plan, in the degree of detail required in the watershed plan, shall:

(1) describe existing and proposed physical environment and land use;

(2) define drainage areas and the volumes, rates, and paths of stormwater runoff;

(3) identify areas and elevations for stormwater storage adequate to meet performance standards established in the watershed plan;



(4) define water quality and water quality protection methods adequate to meet performance standards established in the watershed plan;

(5) identify regulated areas; and

(6) set forth an implementation program, including a description of official controls and, as appropriate, a capital improvement program.

(b) The Board of Water and Soil Resources shall adopt rules establishing minimum local plan standards and a model environmental management ordinance for use by local government units in implementing local water plans. The standards apply to plan amendments made to conform to changes in the watershed plans that are adopted under the board rules required by section 103B.231, subdivision 6.

#### **SYSTEMS STATEMENT REQUIREMENTS REGARDING WATER MANAGEMENT PLANS**

The Metropolitan System Statements issued to each unit of government in the Metro Area state the requirements for each governmental unit's comprehensive plan.

#### **Carver County**

##### **3. Surface Water Management**

In 1995, Minnesota Statutes section 473.859, subd. 2, was amended to make the local surface water management plan required by Minnesota Statutes section 103B.235 a part of the land use plan of the local comprehensive plan. Section 103B.235 provides that a local surface water management plan should be prepared once a watershed plan for the area has been approved. Section 103B.235 also generally identifies the content requirements for the plan. The local surface water management plan must be submitted to both the watershed management organization(s) within whose watershed the community is located and to the Metropolitan Council for its review. For guidelines on the contents of local surface water management plans, please refer to Appendix B2-b of the Council's *Water Resources Management Policy Plan*.

Carver County is the watershed management organization for most of Carver County. Carver County needs to work with the Metropolitan Council when approving local water plans under its jurisdiction. Local water management plans in the county need to be submitted to the Council for its review concurrent with the review by the county. The county should be advised that failure to have an updated local surface water management plan consistent with the local surface water management plan content requirements found in Appendix B2-b of the *Water Resources Management Policy Plan* will result in a metropolitan system impact for the communities in the County.

#### **Typical Township**

##### **4. Surface Water Management**

In 1995, Minnesota Statutes section 473.859, subd. 2, was amended to make the local surface water management plan required by Minnesota Statutes section 103B.235 a part of the land use plan of the local comprehensive plan. Section 103B.235 provides that a local surface water management plan should be prepared once a watershed plan for the area has been approved. Section 103B.235 also generally identifies the content requirements for the plan. The local surface water management plan must be submitted to both the watershed management organization(s) within whose watershed the community is located and to the Metropolitan

Council for its review. For guidelines on the contents of local surface water management plans, please refer to Appendix B2-b of the Council's *Water Resources Management Policy Plan*.

Council records indicate that Hollywood Township is in the Carver County Watershed (see attached map). The Carver County watershed plan was approved by BWSR in 2001. Therefore, Hollywood Township was required to complete a local surface water management plan by 2003. The plan should be submitted to the Council for its review concurrent with the review by the watershed management organization. Failure to have an updated local surface water management plan consistent with the local surface water management plan content requirements found in Appendix B2-b of the *Water Resources Management Policy Plan* will result in a metropolitan system impact.

### **Typical City**

#### **2. Surface Water Management**

In 1995, Minnesota Statutes section 473.859, subd. 2, was amended to make the local surface water management plan required by Minnesota Statutes section 103B.235 a part of the land use plan of the local comprehensive plan. Section 103B.235 provides that a local surface water management plan should be prepared once a watershed plan for the area has been approved. Section 103B.235 also generally identifies the content requirements for the plan. The local surface water management plan must be submitted to both the watershed management organization(s) within whose watershed the community is located and to the Metropolitan Council for its review. For guidelines on the contents of local surface water management plans, please refer to Appendix B2-b of the Council's *Water Resources Management Policy Plan*.

Council records indicate that the city of Norwood Young America is in the Carver County Watershed (see attached map). The Carver County watershed plan was approved by BWSR in 2001. Norwood Young America completed a local surface water management plan in 2005. The city should be advised that they will need to review their current local surface water management plan against the policies and required elements of the *Water Resources Management Policy Plan*. If there are discrepancies, the city will need to revise its local surface water management plan. The plan should be submitted to the Council for its review concurrent with the review by the watershed management organization. Failure to have an updated local surface water management plan consistent with the local surface water management plan content requirements section in Appendix B2-2 of the *Water Resources Management Policy Plan* will result in a metropolitan system impact.





Land & Water Services Division  
Carver County Government Center  
600 East 4th Street  
Chaska, Minnesota  
(952) 361-1820 fax (952) 361-1828

Date: September 15, 2009

To: Planning Commission

From: Dave Drealan, Paul Moline

Subject: Additional comments & recommended changes to Draft County Comprehensive Plan

A public hearing on the revised DRAFT 2030 Comprehensive Plan was opened at the August planning commission. Comments received at the August meeting were compiled in a memo to the County Board along with recommended changes and discussed with the Board on Sep 8. This memo was included in your September packet.

Since the August meeting, staff has received the following additional comments:

#### COMMENTS ON COUNTY PLAN

##### City of Mayer

In reviewing the Commissioners' Council packet for September 8th, we noticed that a change was made to the County Comp plan that involved the City of Mayer. It is noted that under the County Policy LU-21B Large Scale Activities with Unique Land or Location needs - primarily dealing with County Policy LU-23B Highway 7 and CSAH 10 opportunity area in Watertown Township - the line "*and do not compete with municipal land uses or economic development*" was deleted.

The City of Mayer is not in favor of deleting that statement. We are wondering why the City did not have opportunity to review this change. Let us know what needs to be done to express this opinion so that it is heard at the Public Hearing on September 15th.

The City Council is not opposed to the change in the language but they are opposed to the manner in which the language being changed. The group met and decided on the language and now the change is being made outside of the group.

**Response:** Staff recommends deleting this proposed change and keeping the original language which resulted from several meetings and was agreed upon in 2007 by the Cities of Mayer and Watertown, Watertown Twp, and the County. Language would remain as follows.

*COUNTY POLICY LU-23B HIGHWAY 7 and CSAH 10 OPPORTUNITY AREA Watertown Township, in concert with the County and the Cities of Watertown and Mayer, studied the concept of the designation of an economic development opportunity area near the State Hwy 7 and CSAH 10. Appropriate land uses in the area would be for the purposes of enhancing energy use, generation, transmission, and operations; public service operations, agricultural based activities which support area land uses, and other uses which would not require municipal services, and do not compete with municipal land uses or economic development. Actual development would need to be preceded by a comprehensive plan amendment which ~~would~~ may include, but is not limited to: land use change, development plan, environmental analysis, traffic studies, stormwater management, sewer and water needs, and development standards.*



City of Watertown

The City does not support the elimination of the language "*and do not compete with municipal land uses or economic development*" from Policy LU-23B as this language was agreed upon by Mayer, Watertown, and Watertown Township when all parties met to look at the economic development opportunity at the intersection of Highway 7 and CSAH 10. The City of Watertown supports Watertown Township Policy LU-4 regarding the economic development opportunity near State Highway 7 and County State Aid Highway 10, however, it should be noted that smaller cities in western Carver County such as Watertown have business parks yet to be filled with types of businesses such as those considered to be more "rural" related, eg. contractors yards, etc. These types of businesses may not fit in eastern County cities in their business parks due to design standards and land costs. While Watertown is not discouraging businesses from locating here that are consistent with the surrounding land uses; where appropriate, economic development should be promoted in cities where money has been spent on infrastructure, stormwater management, traffic movement analysis, etc. in existing business parks and does not compete with municipal land uses and economic development.

**Response:** Staff recommends deleting this proposed change and keeping the original language which resulted from several meetings and was agreed upon in 2007 by the Cities of Mayer and Watertown, Watertown Twp, and the County.

*COUNTY POLICY LU-23B HIGHWAY 7 and CSAH 10 OPPORTUNITY AREA Watertown Township, in concert with the County and the Cities of Watertown and Mayer, studied the concept of the designation of an economic development opportunity area near the State Hwy 7 and CSAH 10. Appropriate land uses in the area would be for the purposes of enhancing energy use, generation, transmission, and operations; public service operations, agricultural based activities which support area land uses, and other uses which would not require municipal services, and do not compete with municipal land uses or economic development. Actual development would need to be preceded by a comprehensive plan amendment which ~~would~~ may include, but is not limited to: land use change, development plan, environmental analysis, traffic studies, stormwater management, sewer and water needs, and development standards.*

The Transition Area in Watertown Township shown on the map on page 8 of the Watertown Township Chapter should reflect the revised boundary from the Orderly Annexation Agreement in December 2008. (Attached data in CD format). There is one minor change on the east side. (this was noted in my previous comments to the County). The transfer of building eligibilities to non-adjacent parcels should be permitted only in agricultural policy areas.

**Response:** Staff recommends Revising transition area boundary to reflect change



The City of Watertown supports Watertown Township Policy POST-1 to undergo a master planning process completed through the public process for a future trail alignment. The City of Watertown intends to develop a recreational/nature trail along the river as development occurs. Research shows that it is important to provide both destination/nature trails and linking trails as they provide different values to users. The destination/nature trail offers recreational value in an appealing setting away from traffic and distractions while the linking trail still has value for fitness and transportation users getting from one place to the next, the recreational value diminishes. Both offer different values, but serve pedestrian and bicyclists equally well. The City encourages the County along with Watertown Township to look into the destination/nature trail for the Western Carver County Regional Trail during the master planning process. Although it is most likely that trail activity will occur in the growth areas of the cities, the sentence *"in the 2030 time frame, the focus will be on establishing the trail corridor in the growth area of the three cities"* precludes something outside the cities from happening along the highway if an opportunity would come up. Staff would suggest writing the text to leave that opportunity open for the Township and the County.

**Response:** Staff recommends Revising trail map to designate the trail as a "regional trail" within the orderly annexation areas of Mayer and Watertown, and as a "linking trail" in Watertown Twp.

With the new 40-acre community park on the east side of the city along County Road 20 and the Luce Line Trail, the City would like to encourage the County and the Township to look at the opportunity to establish a regional park search area in the northeast portion of the county with the lakes, Luce Line Trail, and other natural resources. The City would encourage this concept with any Metropolitan Council Regional Park Policy Plan update or County park policy updates. Although the community park does not meet the recommended regional park size, it would be unfortunate to not look at opportunities for future conservation corridors and interconnected trails to evaluate the regional opportunity and ways to achieve future funding.

**Response:** Comment Noted

The statement on page 41 "None of the other cities or any of the townships have a concentration of historic resources that will support an active program" isn't entirely accurate. The City's Comprehensive Plan provides for further research and investigation into opportunities to identify potential historical properties, site, building, etc. within the City and includes goals, policies and implementation strategies to determine the method to maintain the unique historical character and identify of the City of Watertown. The City supports the future collaborative opportunities with the County and the City would like to take an active role in identifying future implementation methods for preservation historic resources.

**Response:** Comment Noted

The City of Watertown has conducted a study for the east loop of the future county road corridor. The City and County have invested time and money into this study and the City has adopted the route as the "locally preferred route" in the 2030 Comprehensive Plan. As development occurs to the east surrounding this corridor, it is recommended that the County integrate this preferred route as well to preserve key corridor alignment in this area that is the City's first phase of development. Staff recommends that it be beneficial to have the County recognize the study in the comprehensive plan text even if the maps do not get changed.

**Response:** Comment Noted



Please change the future functional classification for the short segment of CSAH 10 in Watertown from TH 25 to the north county line from a "minor collector" to a "major collector" (2030 County Comprehensive Roadway System Plan) to be consistent with the Metropolitan Council Classification Map and Wright County's Transportation System. Correspondence between Roger Gustafson and Brian D Shorten from SRF Consulting in April 2008 indicated that would be changed, but the map does not reflect that.

**Response:** Staff recommends CR 13 (from CR 25 to the north border) will be changed from a minor collector to a major collector for consistency with Wright County.

#### City of Victoria

### **1. Land Use Element – Figure 3**

We recommend that you not show specific land use designations for each city, but instead shade in the 2030 boundary and refer to each city's comprehensive plan.

**Response:** Staff recommends Note will be added to the future land use map, that land use designations within the city comprehensive plans should be consulted for final determination.

### **2. Land Use Element – Figure 6**

We request that you use the 2030 boundary as the extent of the transition area within Laketown Township. It is also consistent with the Plan's statement "Transition areas are shown as being urbanized in approximately the next 20 years in the cities' comprehensive plans."

We request that this transition area be changed in all of the appropriate maps including, Laketown Township Policy Map and POST element Figures 2 and 3.

**Response:** Staff recommends that the policy maps be changed based on Laketown twp determination on above issue.

### **5. Transportation Element – Figure 9**

As noted in a comment letter sent in November of 2008, the City of Victoria shows TOD and a transit hub at the intersections of CSAH 11 and CSAH 10. We request that, at minimum, a potential park and ride be shown at this location.

The City of Victoria feels it is imperative that at a minimum one park and ride be planned in the area of County Roads 10 and 11 to complement the type of high density/commercial development that we have guided for this area.

**Response:** Staff recommends adding a Potential TOD at this location.

#### City of Waconia

The City of Waconia recently received approval of our 2030 Comprehensive Plan by the Metropolitan Council in June of this year. The City's plan anticipates household, commercial, industrial, recreational and medical growth to the year 2030 and has projected meeting the growth forecasts of the Metropolitan Council by allocating needed acreage to accommodate those uses.

The City respectfully requests that the Transition Area designations within the policy maps of Laketown Township and Waconia Township reflect the 2020 to 2030 development staging areas shown in the City Comprehensive Plan. It appears the proposed Township policy maps only reflect transition areas to the year 2020. The City was required to project land needs to the year 2030.



The three attachments show the City Staging Plan and then each of the respective Township Policy maps and how the transition areas from 2020 to 2030 would appear for consistency with the City / Metropolitan Council growth projections.

Carver County's Land Use policies have been an effective and valuable tool in managing growth in rural areas. The City believes in having the transition area maps of both the City of Waconia and Carver County match consistency with one another in order to avoid or minimize land use conflicts in these areas in the future.

**Response:** Staff recommends that the policy maps be changed based on Laketown and Waconia twp determination on above issue.

#### Watertown Twp

Trails & Bikeway Plan map – the map has been changed to show the trail on Hwy 25 instead of arrows from Mayer and Watertown. This is a change from Board direction from July. Concerns were raised about the designation of the type of trail in this corridor.

**Response:** Staff recommends revising trail map to designate the trail as a “regional trail” within the orderly annexation areas of Mayer and Watertown, and as a “linking trail” in Watertown Twp.

#### Additional changes

- Staff is recommending the following clarification based on review of the plan: This policy is contained in the historic preservation portion of the land use plan and in response to concerns expressed, was intended to focus on this issue only

*COUNTY POLICY LU-30 PROPERTY OWNERS - The County will not adopt or support any historic preservation policies, ordinances, or implementation programs that will adversely affect the rights of property owners*

- Staff recommends Updating language on pg 28 as follows:

*COUNTY POLICY LU-23A. Hampshire Road Opportunity Area*

*A large area in the eastern part of the County promises to have a high level of development interest in the next 25 years and beyond. This area is bordered by increasingly important transportation routes, ~~is currently not planned for future annexation by any municipality~~, and has excellent economic development and transit opportunity.*  
*Hampshire Road Opportunity Area. A large area in the eastern part of the County promises to have a high level of development interest in the next 25 years and beyond. This area is bordered by increasingly important transportation routes, is currently not planned for future annexation by any municipality, and has excellent economic development and transit opportunity.*

- Staff is recommending that the following policy in the County plan be changed as follows:

~~POLICY WR-9 The County intends for its current watershed management plan to be the local water management plan for the townships.~~ The County will accept adoption of the current watershed management plans (CCWMO plan and other watershed districts if applicable) by the townships as their local water management plan should they so choose. When a city annexes land from a township, the city must update its local surface water management plan to cover the annexed area within two years according to state, regional and CCWMO plan requirements.



City of Victoria

**2. Land Use Element – Figure 6**

We request that you use the 2030 boundary as the extent of the transition area within Laketown Township. It is also consistent with the Plan's statement "Transition areas are shown as being urbanized in approximately the next 20 years in the cities' comprehensive plans."

We request that this transition area be changed in all of the appropriate maps including, Laketown Township Policy Map and POST element Figures 2 and 3.

**Response:** Staff will relay to Laketown Twp and twp may choose to include Victoria 2030 boundary as transition area since the entire area is included in the city/twp orderly annexation area

**3. Laketown Township Policy LU-8**

A statement should be added that acknowledges the Orderly Annexation Agreement with Laketown Township and the cities of Victoria and Chaska for the area within Laketown Township.

**Response:** Staff will relay to Laketown Twp and twp may choose to revise twp language as follows per twp approval

*TOWNSHIP POLICY LU-8 HAMPSHIRE ROAD OPPORTUNITY AREA The area of southeast Laketown and northeast Dahlgren Township has a unique set of assets that make the area important to the long term development of the eastern and southwestern parts of the county. The area is served by an active rail line with interest in commuter rail, 3 major County highways, has a direct connection to US 212, and the transit plan shows a commuter rail station in this area. The area is centered in the growth areas of Carver, Chaska, and Victoria, and is within a few miles of Waconia. A multi-modal site is located just to the west and the bio-science center to the east. This area is identified in the plan to ensure that the unique set of assets in this area are recognized and planned. The area in Laketown Township is included in the orderly annexation areas of the Cities of Chaska and Victoria. ~~Dahlgren Township is included in the orderly annexation area of the City of Carver.~~ Future land use in the Hampshire Road opportunity area should be designed to take maximum advantage of the transportation network in the area.*

**4. Laketown Township Policy Map**

The City-owned property should not be shown as park. This is 94 acres located south of CSAH 10 and west of County Road 43. The City's approved 2030 Comprehensive Plan shows this as mixed use – residential and commercial.

**Response:** Staff will relay to Laketown Twp and twp may choose to remove to park designation and label area as Transition area.

City of Waconia

The City of Waconia recently received approval of our 2030 Comprehensive Plan by the Metropolitan Council in June of this year. The City's plan anticipates household, commercial, industrial, recreational and medical growth to the year 2030 and has projected meeting the growth forecasts of the Metropolitan Council by allocating needed acreage to accommodate those uses.

The City respectfully requests that the Transition Area designations within the policy maps of Laketown Township and Waconia Township reflect the 2020 to 2030 development staging areas shown in the City Comprehensive



Plan. It appears the proposed Township policy maps only reflect transition areas to the year 2020. The City was required to project land needs to the year 2030.

The three attachments show the City Staging Plan and then each of the respective Township Policy maps and how the transition areas from 2020 to 2030 would appear for consistency with the City / Metropolitan Council growth projections.

Carver County's Land Use policies have been an effective and valuable tool in managing growth in rural areas. The City believes in having the transition area maps of both the City of Waconia and Carver County match consistency with one another in order to avoid or minimize land use conflicts in these areas in the future.

**Response:** Staff will relay to Laketown and Waconia twp and they can determine changes to twp maps based on above issue.

#### Watertown Twp

Based on concerns brought up by twp, regarding language which adopts the updated CCWMO plan prior to that process being complete (i.e. adopting before there is even a draft to review).

**Response:** Staff has offered some potential language changes to twp policy as follows based on twp approval, and will relay to all twps:

*TOWNSHIP POLICY WR-1 Watertown Township hereby concurs with and adopts the Carver County Water Management Organization (CCWMO) and Minnehaha Creek Watershed District (MCWD) Watershed Management Plans; these plans serve as the Township's Local Surface Water Management Plan. The CCWMO Watershed Management Plan will likely be updated in 2010 and the Township will amend this plan to adopt the final CCWMO Plan. acknowledges that it will need to address updates in its township chapter and will do so based on input into the CCWMO plan update process. The Township will work with the CCWMO and MCWD to have the land currently in the MCWD reassigned to the CCWMO.*

*or other option for 2<sup>nd</sup> sentence in policy*

*The CCWMO Watershed Management Plan will likely be updated by 2010 and the Township will amend this plan chapter to adopt the final updated CCWMO Plan. acknowledges that it will need to address updates in its township chapter to meet the requirements of MN statute 103B.235 (Local water management plans).*

#### Hollywood Twp

Concern was raised about the parks & trail policy in the twp chapter which acknowledged the western carver county trail in the Regional park policy plan.

**Response:** Staff has offered to remove this policy entirely based on the previous acknowledgement by Watertown twp and the County Board, for a trail alignment which follows either hwy 25 in the twp or alternate alignments in city jurisdiction. Since both of these scenarios do not include Hollywood twp, the policy no longer applies.

Concern was also raised regarding local water plan language similar to above watertown twp concerns.

**Response:** Staff offers changing twp policy to similar language above.

#### Benton Twp.

Staff discussed the same issue regarding local water plan language similar to above watertown twp concerns.

**Response:** Staff offers changing twp policy to similar language above.

#### DahlgrenTwp

Dahlgren twp approved submittal of their chapter to the metropolitan council with the condition that changes be made to TOWNSHIP POLICY LU-6 which recognizes land owner willingness.

**Response:** Staff has offered revised changes to the township policy as follows

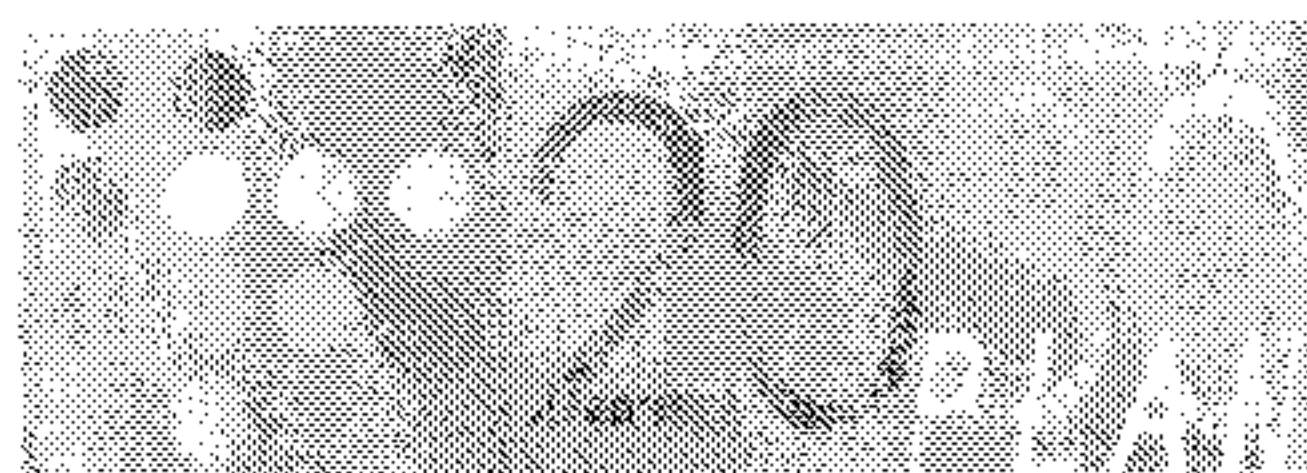
*TOWNSHIP POLICY LU-6 - The Township contains a multi-modal opportunity area as identified in the Carver County Community Development Agency study. Prior to any development a plan amendment will be needed and additional study and analysis will be needed including but not limited to: environmental analysis, storm water management, sewer and water needs, and traffic studies. The township supports this economic development*



initiative with the understanding that any development or acquisition in this area be based on willing landowners, township input, and that no areas be developed or acquired through condemnation.

The following additional clarification is also offered based on twp input:

*TOWNSHIP POLICY LU-5 The County Plan provides for a number of land use options the township can choose to implement. Dahlgren Township chooses not to implement: additional feedlot regulations. Dahlgren Township chooses to implement: the transfer of 1 per 40 eligibilities to non-adjacent parcels and chooses to allow golf courses.*



# public comments

(6-month review period)

## Randy & Charla Masica – E-mail & Written Comments

Paul, Thank you for taking my call this afternoon. Many Watertown citizens are concerned about the proposed location of the county road 122/24 extension. All but a few that signed this *unofficial petition* were unaware and surprised that a road would intrude so close to the new Riverpointe Park and Pond. With money being the driving factor these days, why not look harder at utilizing the new highway 25 bridge just south of Watertown for the river crossing. It would be so much better if we were able to build the roads **before** the developments, but once again money is the issue. Thank you for an acknowledgement of receiving this email and entering it into the 2030 comp plan comments.

Roger, The 2030 Carver County Comp Plan Open House was enjoyable and informative for us as attendees. It was brought to our attention that one of the reasons for the Open House was to get feedback from the public.

Brian Shorten from SRF Consulting made us aware that the proposed County Road 122 Extension to the east (scheduled for 2020) is still in the planning stages and nothing is “set in stone.” Our Riverpointe residence in Watertown is directly north of the proposed new road that would cut between the two ponds to cross the Crow River. If this is in fact still in the planning stages, we would like an alternate crossing to be considered.

We understand that a beltline around the city perimeter is the objective and also to add two additional river crossings. As the 2020 (date on plan) proposal stands, the river crossing at Riverpointe would not be beyond the southernmost boundary of the future city limits of Watertown. A more sensible long-term solution may be to plan for the beltline to extend beyond the existing city limits.

Another concern would be the environmental impact on the ponds. The ponds are a food source for many waterfowl and osprey. The great blue herons, green herons and egrets frequent the shores in search of a meal and the osprey can be seen “fishing” frequently. The DNR has initiated the FINS program (Fishing in Neighborhoods) in Riverpointe Pond. Many families take advantage of this rare, serene setting to throw in a line or just enjoy the trail. These two activities seem in conflict with a major county road.

There is now approximately 100 feet between the two ponds. This is certainly not sufficient area necessary for a county road without severely impacting the habitat and neighborhood. Please consider the long-term interests of the residents and the environment before dumping filling material in this spring-fed pond. Before this 2020 plan reaches the final phase, a concerted effort to find an alternate solution to accommodate traffic issues might prove to be most successful in long range thinking.

Thank you for your time, effort and dedication to our beautiful Carver County.

*RESPONSE: see roadway response matrix*



Peter Vickerman – E-mail & Carver County Rural Paradise Plan

I am writing to you today to provide you with an idea for the future growth of Carver County. This is a packet I had put together a couple years ago (obviously before I had children and had the time to do such things!) I thought I had lost the information when my computer crashed but I realize that I had a paper copy I could print out. I saw an article in the Star Tribune about a similar effort being undertaken in Scott County and it made me think of what I had put together for Carver County and so I dusted it off and sent it your way.

Essentially it is looking at an alternative growth pattern for the County as you work through the Comprehensive Plan process that would try to cluster growth in a more traditional pattern of development. I found it interesting that the greenspace corridors in the attached plan almost exactly mimic the Green Infrastructure map in the 2030 update information on your website. I would guess that some of the numbers are no longer up to date but the general idea seems worth discussing.

Again, as I state in the enclosed plan, I have no financial or other interest in this idea, and it is simply just an idea that you can take or discard as you wish. My background is as a city planner in Maple Grove and I live in Minnetonka, so I neither work nor live in Carver County. I look at planning as an art form in many ways and much of Carver County is a blank canvas right now, enclosed is one way to look at painting the map.

Thanks much, and please feel free if you do have any questions, to contact me.

RESPONSE: Comment noted

Randy & Brenda Wellman – E-mail

Paul, I called the planning and zoning office on Friday and was given your name. The reason for my inquiry is related to what I have read on the draft copy of the comprehensive plan, and more specifically related to parks, open space and trails.

My name is Randall Wendland and my property is located on the north side of Miller's Lake. While I have enjoyed living in a park like setting, the time is approaching for me to start planning for a transition to an easier to care for retirement home. But still I am reluctant to leave my location. Currently my property is zoned one dwelling per 40 acres so an additional building eligibility and subdividing is not available.

That brings me to the comp plan and some of the language pertaining to working with landowners to set aside lands for parks and corridors. This idea appeals to me. The idea of a Miller's Lake regional park at some future date is something I would support and be an advocate of. Then if I could build a home for myself and facilitate a park at the same time, I see this as a win-win situation.

I understand the plan is still not approved, so we are not into the execution phase, but I would appreciate a return response to continue discussion and fact finding of the possibilities.

RESPONSE: Comment noted

Penny Hatcher – E-mail

I'm writing to ask you to consider including dedicated horse trails/corridors in your Carver County "The Last Best Places" 2030 Master Plan. Although I'm a Hennepin County resident (Plymouth), I stable my horse in Carver County (Chanhassen). Over the years we've had fewer & fewer trails/corridors to ride. I remember many years ago we could ride from Chanhassen to Chaska – where we stopped for lunch at area businesses. Access to places, even one county park that allows horses and near Riley Lake via



horse trails in Chanhassen are also eliminated due to new housing, Highway 212, etc. – once we could ride into town (Chanhassen).

Now the only places we can ride in Carver County are either the MN River Valley or Three Rivers/Carver Park. However to get to those places we need to 'drive' with the truck & horse trailer so adding to traffic congestion and pollution! It would be great if we had trails/corridors throughout the county, especially ones that connected to the above mentioned horse approved parks/trails.

Yes I live in Plymouth, the #1 City in America, but I must admit that the town of Chaska & Carver County are competing with us. However by including designated horse trails/corridors in Carver County, you have the opportunity to show your commitment to reducing pollution and increasing opportunity for physical fitness (reduce obesity).

My sister is a member of the Carver County mounted posse & lives in Chanhassen. So having the opportunity to ride our horses along designated horse trails/corridors provides the horses and riders more training so they are comfortable around people, cars, etc. Riding in the Three River Parks and along the MN River Valley does not provide this type of critical sensitivity training. Remember these posse horses are who help search for lost persons, including children and help monitor crowd control at City & County events, e.g. Carver County fair, National Night Out, etc. This is another opportunity for Carver County to indicate how they are helping all county residents by providing horse riders, especially posse members, designated horse trails/corridors so they can 'train' their horses to better serve residents and guests.

Thank you for considering my request to include dedicated horse trails/corridors in your "The Last Best Places" 2030 Master Plan.

Fred Hawkins – E-mail

I support horse trails in Carver County. There are many private properties here that stable their horses. It seems to me that horse trails are needed as the county auto traffic and residential development grows.

Horse trails go hand-in-hand with 4H and the Carver County Fair.

The County's responsibility is to use taxpayer dollars to provide for all constituents and preserve unique cultural folkways of the County. It is unjust for taxpayers with horses to provide tax funding against their own interests.

Horseback riders may be smaller in number than cyclists, but they were here first, are demonstrably committed to their passion for horses, and add to the charm of the County. They should be accommodated in growth plans for public works projects.

RESPONSE: language added to plan as follows:

*Equestrian Trails*

*Currently, trails for horseback riding are provided in Carver Park Reserve, which is managed by Three Rivers Park District. At this time, there are no designated or anticipated locations for equestrian trails within any of the existing or planned regional parks within Carver County (since these land units are not likely to be large enough to develop long enough trail loops). The trail plan does, however, leave open the option to consider developing an equestrian trail within a select and limited number of corridors. It is desirable but not a requirement that future equestrian trails connect with Carver Park Reserve and/or state and federal lands where equestrian trails are provided. Final determination on developing equestrian trails in these corridors would be based on several key factors, including (at a minimum): 1) clearly documented demand; 2) adequate*



corridor width/condition to limit impact of trail development on natural systems; and 3) approval by administering agencies of lands that the equestrian trails would connect to (i.e., USFWS, MN DNR, and Three Rivers Park District, as appropriate).

Ken Hartung/Hartung Family Limited Partnership – Written Comments

Dear Dahlgren Town Board members, I am asking you to consider making a recommendation to Carver County's Land and Management Department to change its draft Comprehensive Plan County Policy LU-21D Transfer of Building Eligibilities.

Carver County is in the process of completing its 2030 Comprehensive Plan. As part of that process the County's has drafted a policy setting overall the criteria associated with permitting the transfer of building eligibilities from one parcel to another. Carver County's draft 2030 Comprehensive Plan document list its proposed Transfer of Building Eligibilities language in County Policy LU-21D which states:

"Building eligibilities deriving from the 1 per 40 density may be transferred from one parcel to another. The transfer should be only between adjacent parcels. Parcels separated by a public road, railroad, or similar right-of-way, or touching at a point would typically be considered to be adjacent."

We would respectfully suggest that language in the 2030 Comprehensive Plan related to building eligibilities be structured to allow for more flexibility for the transfer of building eligibilities. We would suggest language that would allow building eligibility transfers between parcels of land as long as the sending and receiving parcels are within the same taxing districts.

Changing the 2030 Comprehensive Plan language to allow the transfer of building eligibilities between parcels of land within tax district would preserve the tax base of the taxing districts while giving township landowners within the County the flexibility to permit the transfer of building eligibilities between non adjacent parcels as long as they are within the same taxing districts. This would help the County preserve prime agricultural land by giving more flexibility to transfer building eligibilities from prime agricultural land to non farmland/non prime agricultural land.

Some Board members may feel that changing the proposed 2030 Comprehensive Plan language to permit the transfer of a building eligibility to between parcels of land, as long as the parcels are within the same taxing districts, it too broad and may lead to abuse by some land owners. This concern can be addressed by setting some criteria within the language to limit the conditions of a building eligibility transfer.

For example language could be drafted that would allow building eligibility transfers between parcels of land within the same taxing districts provided the building eligibility transfer meets **one** of the following conditions:

1. The building eligibility is being transferred from a parcel which is used for cropland and is being received by a parcel which is not used for cropland.
2. The building eligibility is being transferred from a parcel on which the building eligibility cannot be used because of the physical characteristics of the parcel and is being transferred to a parcel which has physical characteristics that permit the use of the building eligibility.

We would appreciate a review and comment on the above suggestion language related to the proposed 2030 Carver County Comprehensive by the Dahlgren Town Board.

RESPONSE: language added to plan as follows:

**COUNTY POLICY LU-20D TRANSFER OF BUILDING ELIGIBILITIES**

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



*The transfer should be only between adjacent parcels. Parcels separated by a public road, railroad, or similar right-of-way, or touching at a point, would typically be considered to be adjacent parcels.*

*The transfer of eligibilities to non- adjacent parcels is permitted provided that*

- o The sending and receiving parcels are in the same township; and*
- o Both the sending and receiving parcels are in the same taxing district; and*
- o The township has provided for this option in its comprehensive plan chapter.*

### **Comments submitted to Carver County Website**

A total of 124 comments were received via the 2030 Comprehensive Plan Feedback page on the Carver County website.

Of these, 121 or 98% were regarding equestrian trails (lack there of) in the Comprehensive Plan. The comments requested the existing equestrian trails to remain and continue to be maintained; for a dedicated horse trail system to be developed throughout the County (at minimum, additional unpaved trails); and a general acknowledgment in the Comprehensive Plan related to the equestrian community and its important role in maintaining the rural character of Carver County.

### **RESPONSE: language added to plan as follows:**

#### *Equestrian Trails*

*Currently, trails for horseback riding are provided in Carver Park Reserve, which is managed by Three Rivers Park District. At this time, there are no designated or anticipated locations for equestrian trails within any of the existing or planned regional parks within Carver County (since these land units are not likely to be large enough to develop long enough trail loops). The trail plan does, however, leave open the option to consider developing an equestrian trail within a select and limited number of corridors. It is desirable but not a requirement that future equestrian trails connect with Carver Park Reserve and/or state and federal lands where equestrian trails are provided. Final determination on developing equestrian trails in these corridors would be based on several key factors, including (at a minimum): 1) clearly documented demand; 2) adequate corridor width/condition to limit impact of trail development on natural systems; and 3) approval by administering agencies of lands that the equestrian trails would connect to (i.e., USFWS, MN DNR, and Three Rivers Park District, as appropriate).*

The comments not related to horse trails are included below;

- I wish this had spell check and a larger box to work in but here it goes. Sorry for the length and repeat but I hope to get some items on the table that will have a long term effect on many in my area. \_\_\_\_\_ 2030 PLAN - LAKE WACONIA, TRAIL & NORTH SHORE ROAD == The entire lake and surrounding areas need to be addressed. Just a portion of the lake will not do. I would like to see a better long range projection for the development of all areas along and around all areas of Lake Waconia. You can't just address parts of the lake and forget the rest. The Carver County impact is much larger than is being planned for with the addition and development of a new trail a long Lake Waconia; increased public uses from all over, Environmental impacts not addressed or considered, North Shore Road has been overlooked and this roads uses, maintenance and repairs have not been addressed or considered in the life of this road that is directly related to the trail being considered for development. The entire Lake Waconia area and its shores needs to be considered in the comprehensive plan as this trail is planned and developed. Much is yet to be considered and



planned for along Lake Waconia before costly damages are done that the public will need to fix later. The entire surroundings of Lake Waconia, its residents and future development around the lake needs to be considered, planned for and addressed in current plans before the trail is built and the 2030 Comprehensive Plan is revised and approved. Addressing the entire lake now only makes sense when planning for the future.

RESPONSE: Comment Noted – long term planning for lake area is based on 2030 city growth plans and the current township/county zoning for remaining areas. Classification of north shore rd ins addressed in the Roadway System plan.

- Before a Major Trail Project is considered: The railroad trail that is to be developed calls for a complete lake shore and lakes area comprehensive study to consider uses, development, impact, damages to area properties, restricted uses based on the trails impact to neighborhoods and land owners. The construction of the limited use trail factors into the current and future uses of area properties and has not been studied and this trail many cause damages to area property owners and residents. Has a trail areas impact study been done that has considered all or any of the affects this trail will have on values, limited uses and restrictions that will be created and the loses of land use rights that will be affected. The trails impacts, damages, costs, environmental impacts, public use impacts, private property owners impacts, pollution, local road damages and over uses' runs fare beyond anything addressed or considered in the 2030 comprehensive plan as proposed in this area.

RESPONSE: Comment Noted – also “Converting railroad corridors to trails has and continues to be a widely supported approach to providing trails for recreation and transportation purposes throughout the state as well as nation. An example of this support is evidenced in Federal Transportation Enhancement Funding made available for the preservation of railroad corridors and conversion of use for trail and other transportation purposes. Concerning the use of Federal Transportation Enhancement Funds for trail projects, Environmental analysis is conducted before projects would be approved. Additional work to meet with area residents on particular issues concerning trail development is done through trail master planning process which provides opportunity for public review and comment on trails. The public process involves open houses, meetings with township and city officials, meetings of the park commission, meetings of the County board and meetings of the Metropolitan Council.

- The roads along the North shore of Lake Waconia are not designed to handle the impact, projected use, wear and tear of the added traffic that will impact this road that is not maintained by the county. North Shore Road needs to be addressed and considered and a plan of action put into place that has the county providing for the impact and damages to the road before the trail is developed and put into use by the general public. Major damages to North Shore Road will be caused directly and or indirectly because of this trail project and Carver County responsibilities need to be addressed now before the trail project is started. North Shore Road was not and is not designed to handle the added traffic. The added traffic will only destroy the road, cause great damages, and leave the area residents to pay for greatly increased maintenance and repair costs that have not been considered by Carver County or Waconia Township which is responsible for the protection of its Township residents. Waconia Township has lost sight of its responsibilities and looks the other way when it comes to the protection of its residents and responsibility of this road and its maintenance. I, for one, feel sold short by my



Township, its lack of maintenance and loss of sight in the protection of Waconia Township Residents in this area regarding this road and its current and future uses' has not been considered or is being ignored. Currently the North Shore Residents, on the asphalt portion, pay for 80% of the North Shore Roads maintenances, repairs, up keep and services on the asphalt part and the Waconia Township is only limited in its participation to a minor amount or 20%. This 20% is most likely no more than they would have paid if the road remained gravel. Much deferred maintenance is seen on the asphalt portion of road. The Waconia Township needs to step up and pay for a reasonable portion of the road and find out how to properly take care of a road of this type. In addition to the Waconia Township paying for a fare share of this road and learning how to provide proper maintenance Carver County needs to commit to its responsibility for North Shore Road if the trail is developed and completed as proposed. Carver County will now have a responsibility to North Shore Road and will need to be responsible for its maintenance, repairs and a share of all costs as they develop.

- The plans do not cover the entire Lake Waconia surrounding areas and do not take into consideration all or most of the environmental conditions that negatively impact the lake. On the North side, farm run off and animal waste runs directly into the lake from the carp trap creek and has for many years. Many other items seem to remain for further consideration in this area but this is enough for now. I would be interested in feedback and would be interested in helping address other areas that need further consideration and planning. Waconia North Shore Road Resident

RESPONSE: Comment Noted

- We are very concerned about the location of the river crossing for the proposed eastward extension of city rd 122. Having a busy road along side the new Riverpointe city park would destroy the natural, peaceful setting Watertown is promoting. In a time when state money may be difficult to get, why not use the existing river crossing on Hwy 25?
- The 2030 Carver County Comprehensive Plan Open House was enjoyable and informative for us as attendees. It was brought to our attention that one of the reasons for the Open House was to get feedback from the public. Brian Shorten from SRF Consulting made us aware that the proposed County Road 122 Extension to the east (scheduled for 2020) is still in the planning stages and nothing is "set in stone." Our Riverpointe residence in Watertown is directly north of the proposed new road that would cut between the two ponds to cross the Crow River. If this is in fact still in the planning stages, we would like an alternate crossing to be considered. We understand that a beltline around the city perimeter is the objective and also to add two additional river crossings. As the 2020 (date on plan) proposal stands, the river crossing at Riverpointe would not be beyond the southernmost boundary of the future city limits of Watertown. A more sensible long-term solution may be to plan for the beltline to extend beyond the existing city limits. Another concern would be the environmental impact on the ponds. The ponds are a food source for many waterfowl and osprey. The great blue herons, green herons and egrets frequent the shores in search of a meal and the osprey can be seen "fishing" frequently. The DNR has initiated the FINS program (Fishing In Neighborhoods) in Riverpointe Pond. Many families take advantage of this rare, serene setting to through in a line or just enjoy the trail. These two activities seem in conflict with a major county road. There is now approximately 100 feet between the two ponds. This is certainly not sufficient area necessary for a county road without severely impacting the habitat and neighborhood. Please consider the long-term interests of the residents and the environment before dumping filling material in this spring-fed pond. Before this 2020 plan reaches the final phase, a concerted effort to find an alternate solution to accommodate traffic issues might prove to be most successful in long range thinking. Thank you for your time, effort and dedication to our beautiful Carver County.



RESPONSE: Comment Noted

BCBS Design for Health – Written Comments

Overall thoughts: This comprehensive plan, while still in development, has a clear vision and a straightforward format that incorporates a significant amount of community based research. In some of the segments and most clearly in the public health chapter, health issues are clearly addressed and the language applies to public health goals surrounding accessibility, safety, physical activity, and water quality. Outside of the public health section, there is an opportunity to integrate health topics—such as housing, environmental quality, air quality, mental health, food, and social capital—into other elements. Overall, this plan features well defined implementation strategies and a strong focus on community participation throughout the planning process.

Looking at the specific segments, and the plan history given in the introduction, there appears to be a strong focus on natural resource conservation, preservation of agricultural and historical heritage, considerations for a growing aging population, and accessibility to healthy amenities, such as trails and watershed based recreational parks. Furthermore, this plan is very conscious of the connections between urban, transitional, and rural areas, as well as the challenges inherent in creating consistent policy between these different land uses.

**Strengths by Section:**

Introduction: This section provides a clear sense of the process and historical precedents for the plan. It was particularly interesting to see the discussion of the evolution of planning in the county. The discussion of how stakeholders (e.g. city and regional planners, senior citizen representative, public service providers, business leaders and regional, state, and federal partners) were involved was also useful.

Land Use: Overall, there is a good link to natural resource preservation, parks and trails with health outcomes (4.3-4.4 County Goal LU-2-LU3). County Policy LU-4 provides a good reference to the Livable Communities Act and acknowledges affordable housing needs. Furthermore, County Goal LU-10-12 provides a well thought out integration of physical activity and accessibility needs related to land use, applying safety aspects of physical activity and accessibility needs related to land use, applying safety aspects of complete streets with Pedestrian Master Plan and other urban design features. Organizing policies into city, transitional, and agricultural zoning issues provided a clear organizing framework, especially when considering issues like water management and development densities.

Transportation-Roadway Implementation: Safety was well prioritized in the implementation section by setting speed limit and mode separation guidelines (County Goal TR:R-1). In addition, the inclusion of a goal (TR:R-4) related to Land Use/Development illustrates an understanding of the connections between land use and transportation, which has benefits for safety, accessibility, air quality, and physical activity. Right-of-way requirements also point to the importance of providing bicycle and pedestrian facilities on various types of roadways. For additional information on how to incorporate the different aspects of safety-related transportation issues, please see the Safety Information Sheet and the Comprehensive Plan Checklist at the DFH website.

Transportation-Transit: Overall, this portion of the plan does a nice job of focusing on special populations (i.e. elderly) and transit needs met by the on-demand transit system and Southwest Transit. Assessment of future multi-modal transit option, including linking light rail with the current Southwest Transit Commission community bus service, and providing accessibility to work and amenities through transit oriented development and trail connectivity, were all highlighted in the goals, policies, and strategies noted in the plan.

Housing Plan: The inclusion of County Goals HS-2, HS-3, and HS-4 effectively connects housing with healthy lifestyles by referencing the role of transit oriented development, diverse housing types, and accessibility in promoting health. This section is also strong on its

accommodations for aging populations. County Policy HS 1-2 references the needs of the aging population through life cycle housing, active communities, and transit oriented development. Furthermore, the emphasis on development in Urban Growth Areas provides guidelines for creating affordable housing that is accessible to work, school, amenities and open spaces, and also contributes to social capital.

Parks, Open Space, and Trails: The presentation of research and survey findings in this section provides a nice overview of issues related to planning for parks, open space, and trails, and its connection to health. This introductory section provides important justification for the provisions included in later sections. The vision statement and policy plan provides very good coverage of numerous health issues including physical activity, accessibility, mental health, air quality, water quality, food access, and safety. Finally, this section does a nice job of laying out future goals, objectives, and policies that support the link between health and planning issues, particularly in the Parks and Open Space Acquisition and Development section. The specificity of the many of the policy statements provides clear direction for the County as it considers next steps in parks, open space, and trail planning.

Trail and Bikeway System Plan: This plan prioritizes safety and convenience (accessibility) of the system, leading to secondary goals of recreation, fitness, and transportation – all of which contribute to health. It provides a useful breakdown of trails and use types, acknowledging the needs of varied needs of user groups. The inclusion of the “Linking Trails” section is particularly applicable from a health perspective as it addresses numerous aspects of health including accessibility, safety, physical, and air quality.

Parks and Open Space System Plan: The discussion of corridors in this section does a good job of linking the recreation and natural resource values of open space corridors. From a human health perspective, both recreation (physical activity) and water quality are highlighted among the numerous values to be captured by protecting sensitive corridors.

Local Systems Connection Plan: This element does a nice job of setting forth a framework for an interconnected park, open space, and trail system throughout the county. The proposed trail classification helps to ensure consistency in planning between the county and the cities. In addition, providing specific implementation recommendations for each jurisdiction helps highlight the role that each plays in contributing to an interconnected system. The inclusion of the “active living by design” section provides a really strong basis for what is proposed in the plan, emphasizing how parks, open space, and trails contribute to numerous aspects of healthy and active communities. In addition, the discussion of “complete streets” makes it clear that accommodating multiple modes is a priority within the county. Finally, the “safe routes to schools” section emphasizes the special transportation needs of children.

Water and Natural Resources: This section addresses a number of water and natural resource issues, including many which relate to human health (e.g. groundwater, surface water, septic systems). The background (key issues) section is useful in setting the stage for the goals and policies provided later in the section.

Economic Development: In addition to content typically seen in economic development sections, the focus in the County’s goals and policies on accessibility as contributing to economic development works really well. Recognizing that transit and trail access, as well as affordable housing, can contribute to economic development shows a good understanding of the interconnectedness of transportation, housing; and economic policies and creates the potential to even more specifically emphasize the health benefits to be gained. County Policies ED-1.2, ED-1.3, and ED-1.4 related to affordable housing, transit, trails, schools, parks, health care and other amenities that improve health and quality of life for the workforce are of greatest interest to Design for Health. The “strategic development of land, transportation and infrastructure” also is effective in emphasizing the role that the County can plan in fostering development that has health and economic development benefits.

Aging: The inclusion of this section specifically related to the elderly helps highlight the needs of this special population. Plan language encouraging the development of life cycle housing



and integrating accessible community assets within walking and transit distance, such as retail, parks, services, open space, can have positive benefits for the health of this population, from a social capital, physical activity, safety, and accessibility perspective.

Overall Comments: This is a well integrated plan, with many health objectives identified in multiple sections. The use of consistent language, emphasizing accessibility in particular, helps provide a strong basis for understanding how planning for various systems (e.g. parks, open space, and trails, economic development, housing, aging) can all contribute to a healthier community.

**Opportunities by Section:**

When considering future drafts, there are some wonderful opportunities to create substantial and evidence-based relationships between health issues and the goals, strategies, policies, and implementation tools in comprehensive plans. Emphasizing the health benefits to be gained from various goals, policies, and strategies included in the plan could make the health focus of the plan even clearer.

Land Use: For implementation purposes, DFH recommends benchmarks of at least 50 percent of residential units affordable to persons at or below the median household income and/or a mix that contains at least a 20% ownership and 20% rental housing so that one tenure is not dominant. While the County may not want to be this specific relative to housing affordability goals, it may want to more clearly highlight how a diverse housing stock can contribute to social capital.

Another way to emphasize the health benefits of land use policies included in the plan is to organize several them under a heading such as Accessibility or Active Communities (as with policies 1-9). LU-10, 11, and 12 all relate to accessibility and/or physical activity. The connections among them could be further emphasized.

Transportation-Roadways:

The roadway section primarily focuses on automobile concerns. However, this would be a prime place to also discuss the needs of both bicyclists and pedestrians, where relevant. For example, referencing pedestrian and bicycle circulation, accommodations for transit, complete streets, and trail planning issues addressed in other sections would help to create greater continuity among sections and draw further attention to these issues.

In addition, goals, policies, and/or implementation strategies in this section might address roadway speed.

In planning for special or sensitive populations, it would help to have a goal or policy that addresses the importance of buffers from residential areas, daycare facilities, and schools to ameliorate noise and air quality issues. See DFH Air Quality and Noise Issue Sheets, as well as the DFH Checklist which recommends a 200 m between highly traveled roads and certain land uses.

Transportation-Transit Plan:

To increase transit ridership and service, it is helpful to have densities of a minimum of 4 units to 7 units per acre near TOD hubs or TOD planned hobs or distances of 1200 m maximum between residential areas and transit. For more information, see DFH Accessibility Issue Sheet or the DFH Checklist. While it is not necessary to specify particular densities in comprehensive plans, particularly at the county level, it may be useful to note more generally the important connection between development densities, the viability of transit service, and the associated health benefits.

Evidence and best practices also suggest that walkability of transit access routes is helpful in spurring new ridership. For example, the DFH Checklist asks the following questions, which might be helpful in informing plan language about streetscape amenities, traffic calming, and accessibility:

- Are there plans or policies to provide adequate street lighting along all major streets?
- Are complete street, shared street and traffic calming concepts incorporated into the future transportation plan?
- Is there a multimodal transportation plan that connects all residential areas to services (i.e. employment centers, grocery stores, hospitals, etc.)?
- Do the pedestrian overlay zones include policies that encourage walking and bicycling through streetscape amenities, such as benches, trash receptacles, planters, pole lights, kiosks, telephones, newsstands, drinking fountains and bike racks?
- Are there urban design guidelines that relate to sidewalk width and materials, lighting, signage, landscaping, way finding, crosswalks, curb ramps, refuge islands, corner radii, and signals?

Overall, the transportation sections are full of information that addresses various health issues. However, one concern is that the division of the transportation into various modes, including addressing trails in a separate section. It may be helpful to think of the transportation element using a multi modal lens. For more information, see the DFH Comprehensive Plan Checklists and associated Plan Information Sheets.

Housing:

The DFH checklists highlight a number of issues related to housing that County might consider addressing directly and indirectly in the housing element or across other elements that relate to housing, including land use, transportation, and economic development:

- Do planning policies for redevelopment include evaluation of lead-bearing substances in exposed surfaces of dwelling units, child care facilities, schools, or recreation facilities used by children?
- Are there plans to ensure that there are supermarkets/fruit and vegetable stores located throughout the municipality?
- Are there a variety of nearby destinations for residents (e.g., employment, healthcare, grocery stores, etc.) and can these destinations be reached by a variety of transportation modes (e.g., bicycling, walking, automobile, transit)?
- Are polluting sources regulated locally, in addition to state and federal government regulations (evaluating businesses that disproportionately pollute within neighborhoods like dry cleaners, automotive paint shops, manufacturing)?

The County might consider adding more detailed language about density thresholds that are likely to lead to resident concentrations that help support more public transit service and mixed use development. As noted earlier, specifying densities may be beyond the scope of county planning, but discussing how density contributes to accessibility might be an option.

In addition, as shown in the Housing and Environmental and Air Quality Information Sheets, there is a great deal of information about how to plan for indoor housing quality and healthy locations for housing since where people live, the quality of their housing, the places where their children play, and other factors may expose them to pollutants and significant health risks, such as lung disease, lead poisoning, cancer, reproductive impacts, birth defects, headaches, and more.

Parks, Trails and Open Space:

Overall, this section was well researched and applies many policies that DFH encourages. Some minor additions might be to address potential water quality impacts from trails, discussing the need for buffers when adjacent to waterways (DFH specifies a buffer of 25-50 m buffer near waterway trails to help address human-related health concerns for water quality). Open Space adjacent to trails might be integrated with such a buffer.



More specific language about proximity of trails to housing would help strengthen the section and make a clearer connection to health issues including physical activity and accessibility. This language might also make it clearer how trails function as part of the overall transportation system.

When discussing urban design characteristics for trails and local systems connections, there is an opportunity to include safety-related language. DFH recommends adequate lighting in parks where pedestrians on paths see other pedestrians at least 200 meters away. Please refer to the DFH Safety Information Sheet for more details.

In addressing open space in this section, a discussion of the role tree canopy in addressing air quality and mental health concerns, might be incorporated. As stated in the DFH documents, mental health benefits can be achieved by allowing people to see just a little bit of green. Thus, language about tree canopy here and possibly in other sections of the plan could be beneficial. The DFH Air Quality Key Questions and Information Sheets also address the air quality benefits that can be achieved through vegetative buffers.

#### Water and Natural Resources:

Human health and environmental health are related, but may require different strategies to achieve them. In general there is an opportunity to make stronger connection to health, highlighting mitigation measures that can be used to prevent or reduce contamination. While water-related human health concerns are addressed in the public health chapter, it may be helpful to add a sentence or two in this element as well or just refer to the public health chapter to help make the connection clearer.

More specific language could be included in this section to address particular issues related to water quality. In addition, the section could discuss opportunities to protect water quality associated with brownfields or using surface water protection overlay districts (as an addition to the existing discussion about the natural resources overlay zone). See the DFH Water Quality Information Sheet or the DFH Comprehensive Plan Checklist for additional insights.

Public Safety: There is an opportunity to include more detailed language examples about the CPTED measures that will be implemented. DFH has a number of images that could also enhance the CPTED portion of the plan.

Aging: It may be helpful to expand upon “intergenerational initiatives” and “creation of convenient and safe opportunities for physical activity” implementation strategies. There may be an opportunity to make a more explicit connection to health by providing additional details.

#### Overall Comments:

The major opportunities revolve around more specific language relating to DFH topic areas, as well as providing clearer connections and continuity across plan sections. Many of the elements address similar issues of safety, accessibility, physical activity, and air quality and use quite similar language to do so. Providing references from one element to another, where similar issues are being addressed, might be one way to make the connections more explicit and build awareness of the connections between planning for land use, transportation, housing, economic development, trails, etc.

We wish you the best of luck as your community moves forward with this comprehensive plan. If you are looking for additional information, please visit [www.designforhealth.net](http://www.designforhealth.net). There you will find plan and plan implementation examples, measurements tools (HIAs), and key findings from health research and planning. In addition, we have a number of resources that can be helpful in addressing a number of issues, such as planning for

specialized populations, identifying funding for implementation, and viewing progress reports from other partner communities.

RESPONSE: Comments Noted

**CARVER COUNTY**  
**Land and Water Services Division**  
**Planning and Water Management Department**  
Government Center, Administration Building  
600 East 4th Street  
Chaska, Minnesota 55318  
952.361.1825  
pmoline@co.carver.mn.us

The Carver County 2030 Comprehensive Plan  
**[www.co.carver.mn.us/2030plan](http://www.co.carver.mn.us/2030plan)**





# adjacent community/agency comments

6 month review

## Communities/Townships

City of Carver – Cynthia Nash, Collaborative Planning, LLC

- Land Use Element

- The Figure 3 Planning Land Use Map was not included and could not be reviewed.  
*Map included in revised DRAFT*
  - County Policy LU-15 refers to a Figure 5 that appears to be an incorrect reference. The Figure titled “Carver County Policy Areas” could not be located. *Map included in revised DRAFT*
  - County Policy LU-16 regarding agricultural preserves in transition areas may be too restrictive. Perhaps it would be better to consult with the affected City to determine if they have any objection to the enrollment or re-enrollment on a case-by-case basis.  
*Language now reads:*  
**COUNTY POLICY LU-16 AGRICULTURAL PRESERVES**  
*Entry of Transition Area land into the Agricultural Preserve Program will be discouraged.*
  - One of the multi-modal rail opportunity areas is next to and includes area that is the future northwest gateway to the City of Carver. The City encourages the County to work collaboratively with affected cities when development of these areas is proposed to determine compatibility of any proposed uses with City plans.  
*Comment noted*
  - County Policy LU-24A is not adequately defines and it is unclear as to what the County’s intension is for this area. The plan appears to encourage planning proposals in the Hampshire Road area, but acknowledges that municipal services will be necessary. Despite that this area is not shown in the Comprehensive Plans of any of the three neighboring cities, the City of Carver anticipates that this area will become a part of the planning area for at least one of the municipalities. As such, the City would discourage the County from proceeding with development plans for this area that may not be complementary to the city’s plans or that may hinder future extension of municipal services to this area.  
*Comment noted*
  - Page 36: Much of the available aggregate resources in the County are located in San Francisco Township. Changes to the San Francisco Township chapter that allows density greater than the 1 unit per 40 acre density standard would result in greater encumbrance by development, thereby affecting the feasibility of future extraction. A map of aggregate resources would be a helpful addition to this section.  
*Map has been added*
- Dahlgren Chapter
    - Page 2: The text states that Dahlgren Township is expected to grow significantly in population, while the table shows otherwise. In reality, although the Met Council’s forecasts show rapid population growth within Dahlgren Township, it is being planned

to be accommodated within the City of Carver following annexation. We suggest that the text be amended to reflect that this growth will actually be in Carver. The discussion on page 5 related to job growth may be an example of how this can be portrayed consistent with the County's policy of directing growth to cities.

*Comment noted- text will be changed to reflect Carver city growth*

- Page 4: This page contains a similar conflict as occurs on Page 2, but this time in its discussion of household growth.  
*Comment noted- text will be changed to reflect Carver city growth*
- Page 6: It is stated that there are currently 8 properties in Dahlgren Township listed on the National Register of Historic Place. Please verify the accuracy of that statement as the City is not aware of these listed properties.  
*Comment noted*
- Page 6: The City suggests that this map be changes to further break down the "historic sites" shown on the map into different categories such as "National Register" and "potential sites". In some cases, the previous survey data that identified the site may be old enough that either the site has subsequently lost its historic integrity, or possibly has even been demolished. There is also a difference between sites that have been formally listed on the National Register, and those that have been surveyed and denoted as potentially being eligible for listing. Further, the map should denote the boundaries of National Register Districts that exist in the County. Finally, not all of the "sites" shown on the map exist any longer.  
*Comment noted*
- Page 13: The City of Carver is concerned that the use of the "Option 2 --- Wooded Lot" may encourage development in the sensitive bluff areas that would be protected under the City's ordinances. In addition, development at a density greater than one unit per forty acres may result in a situation that makes it financially unfeasible for future development at urban densities.  
*County will defer to Carver/Dahlgren orderly annexation agreement if more restrictive than twp/county zoning.*
- Page 15: Township Policy TR-2 is an incomplete sentence.  
*Comment noted*
- Page 17: The Transportation Map does not show the access roads near TH 212 that were constructed by MN/DOT to serve several properties. These should be added to the map.  
*Comment noted*
- Page 17: Labels for new TH 212 are visible, but the linework is not.  
*Comment noted*
- Page 17: In the transition areas, the color coding of the road network does not correspond with the legend.  
*Comment noted*

- San Francisco Chapter

- The City of Carver has significant concerns with increasing development potential for residential development in San Francisco Township at densities of greater than 1 unit per 40 acres, and is of the opinion that this conflicts with the Regional Plan. The potential challenges with developing large-lot rural development are as follows:
  - Significant portions of the Township contain aggregate resources that will not be financially feasible or politically popular to mine if the Township is



- subdivided into additional residential units encumbering these resources or areas that are near those resources.
    - Although not included in the Carver Comprehensive Plan at this time, the City of Carver is aware of numerous property owners within San Francisco township that are interested in having future urban density development occur on their properties. Subdivision of the Township into 10-acre parcels as provided in the County's plan would result in expensive and inefficient use of future water and sewer utility development, and may preclude the occurrence of future development. The current "gain" from the sale of a few extra units/lots would then result in other Township property owners being unable to annex to the City if the City determined that it could not cost-effectively extend urban services due to past development practices.
  - Page 2 contains a different population forecast table than the Dahlgren Township chapter. All of the future urban Dahlgren Township growth should be shown as being in the City of Carver by virtue of the City's approved 2030 Comprehensive Plan. The same would apply to the household and employment forecasts shown on pages 4 and 5 respectively. The City did not review these tables for the other townships, but would maintain that the same table should be shown in all Township chapters.
  - Page 12: This section is incomplete as it alludes to information that was not included.
  - Page 15: Township Policy LU-3 suggests that the County and Township would allow for development to occur on the top of the bluff.
  - Page 15: The Township's Mineral Extraction Ordinance should be reviewed to determine whether it complies with the Regional Plan in terms of preservation of aggregate resources for future extraction. Township Policy LU-4 and the Ordinance may potentially preclude the fiscally feasible extraction of the resources in this area. *Comments on SF chapter noted.*
- Retail and Service Space and Land Demand 2030
  - **Given the concerns expressed below and the fact that the Economic Development portion of the plan is optional, the City of Carver requests that the County exclude this chapter from its adopted plan.**
  - The City is disappointed that the various changes that were discussed in detail with staff from the Carver County Community Development Agency (CDA) and its consultant and agreed upon were not made to the plan. Specifically, discussion related to the TH 212 development areas is extremely focused on the City of Chaska to the exclusion of Carver. The City of Carver has abundant ready-to-develop commercial and industrial land located at the interchange of TH 212 and CSAH 11 that is merely included into the City of Chaska's South New TH 212 section in a general manner. A reader of this plan who is looking for information supporting their decision-making process to pursue retail development in Carver would learn from the plan that only 142,000 square feet of retail space was needed through 2030. This plan may actually cause harm to the City of Carver's efforts to develop its prime commercial and industrial area located at TH 212 and CSAH 11.
  - Page 1-8: says that Carver is showing an expanded downtown. Please note that this is downtown in the historic sense, not the business sense. The City's 2020 plan also shows a larger downtown than what is contained within the actual CBD. The point in doing this is to recognize the history that needs to be preserved, and to allow for some expansion of commercial uses into neighboring residential areas to the extent that it is compatible with residential and is consistent with maintaining the history of the structures (i.e. conversion of homes into B&Bs, etc). This would be in keeping with the idea that downtown becomes more of a destination, rather than necessarily neighborhood commercial. There are not any plans to level and redevelop large segments of the downtown, which is constrained by the bluffs, floodplain, historical significance, and FEMA restrictions.
  - Page 1-9: The Future Land Use map has been updated since the version that was included in the plan.



- Population projections used in this plan are not consistent with the Metropolitan Council's projections.
- Map 2-1, Page 2-3: Please change the name to Historic Downtown Carver Trade Area.
- The South New TH 212 development area would appear to the reader to be completely within the City of Chaska. From a retail perspective, the first and primary retail area to develop will be within the City of Carver and to the west of CSAH 11.
- The South New TH 212 trade area appears to encompass 2 interchanges with TH 212 where the other interchanges to the east each warranted their own individual analysis in the plan. If analyzing these interchanges separately is not possible, then perhaps the maps in general could identify business districts by a polygon shape rather than a point. This may help some readers in understanding that, for instance, the South 212 retail area is not actually within a very small point in Chaska's greenbelt, but encompasses a much larger area in two cities.
- Maps throughout this document do not adequately show either CSAH 11 or CR 45. By 2030, this combination of roads is projected to carry approx 35,000-40,000 ADT. On the maps, these very important roads have the significance as a cartway in a township. The CSAH 11/CR 45 status as a river crossing location does not seem to be considered in this analysis.
- The City of Carver envisions the TH 212 and CSAH 11 area as a significant regional center, and present developer interest suggests that the trade area for this site is much larger than that projected in the County's plan. The trade area should include areas of Scott County from Jordan south since it will be faster for people from those areas to access this regional center than the one in Shakopee at Marschall Road. Similarly, would the residents from Norwood Young America and other similar locations skip over this area and drive into Eden Prairie or Chaska to shop at a regional center.
- It would be helpful to know how these estimations of future demand/support were made. For comparison to the South 212 area, a review of the Victoria Chapter was made. The report estimated that 1.2 million square feet of retail can be supported in the South 212 area, and that 848,000 square feet can be supported in Victoria. The City does not agree with the County's conclusion that there is inadequate support for significantly more development than is projected to be demanded inside the City of Victoria. Victoria is constrained by a strong market and potential in Waconia to the west, geographic barriers to the north that inhibit the trade area extending in that direction, strong development in Chanhassen/Chaska to the east, and strong development in the South 212 area along the freeway. By comparison, the CSAH 11/South 212 area contains an interregional corridor (TH 212) along with a county road that is one of the few that crosses the Minnesota River, along with Chaska's planned Bioscience Center.

*Comments above noted and The Economic Development Chapter Element and the McCombs Demand reports are no longer part of the Comp Plan to be submitted to the Met Council.*

- Draft Business Park Space and Land Demand
  - **Given the concerns expressed below and the fact that the Economic Development portion of the plan is options, the City of Carver requests that the County exclude this chapter from its adopted plan.**
  - What methodology was used to determine the market demand for these uses?
  - Since the Retail study looked at Carver's Downtown, was the same process used in the Business Park Space study in that the projections are for the historic downtown area rather than the TH 212/CSAH 11 area? Is the South 212 area contained completely within Chaska again?
  - Did the study give any consideration to CSAH 11/CR 45 being a river crossing? The City's potential employee base includes areas on the other side of the Minnesota



River, plus utilizing this road is a fairly convenient means of transporting products to the 169 corridor.

- There is an incredibly high difference in demand projected between Chaska and Carver. The City would like to see more detailed information on how this analysis was conducted, what inputs were used, etc. Existing Chaska in 2006 has just under 3 million square feet of office/warehouse/industrial before TH 212 was completed and the local transportation network is improved, and they are projected to add an additional 3 million square feet. According to the County's plan, Carver, which will have convenient access and visibility to TH 212, will only add 256,000 square feet including contingency through 2030 despite only a couple extra miles to drive and a savings in land acquisition costs versus developing in Chaska.

*Comments above noted and The Economic Development Chapter Element and the McCombs Demand reports are no longer part of the Comp Plan to be submitted to the Met Council.*

- Future Transit Strategies and Ridership

- The City of Carver disagrees with the projections made regarding transit usage in Carver and subsequent recommendations of the plan. Further, it is our understanding that Southwest Transit also has concerns regarding this plan. The City of Carver requests that the analysis for the transit section of the plan be re-evaluated and updated.
- The population projections in Figure 2-1 are not consistent with the Metropolitan Council's system statements or the Carver Comprehensive Plan.
- The City of Carver would like further information to determine how the estimated daily demand by park and ride lot was determined for Exhibit 3-6. It does not seem logical that under any scenario that less than 110 people would be utilizing the site at CSAH 11/TH 212 in 2030 given future population projections and the high ADT levels on TH 212 and CSAH 11.

*Comments above noted*

- Parks, Open Space, and Trail System Plan

- Map 4-2 identifies a large portion of the Carver growth area as a search area for a Carver Ravine acquisition. This acquisition is not identified in the City of Carver Comprehensive Plan. However, the City is open to discussion with the County and the Metropolitan Council regarding this topic. No further detail on this proposed unit or the Bevens Creek one could be located later in the chapter, so the City could not determine if there are any conflicts with the City's plans.
- The concepts in this chapter of preserving the high value resources (which are frequently wooded) is in conflict with the County's and township land use policy and zoning practice of allowing additional residential density in "amenity" areas.
- Figure 4-5 should show the Union Pacific rail to trail conversion with a future extension to Scott County, similar to how other corridors that link to the County border are shown with an arrow.
- Figure 6-9 is labeled as "City of Mayer".

*Comments above noted and the Parks System Plan is no longer part of the Comp Plan to be submitted to the Met Council. Union Pacific connection has been added.*

- Historic Preservation Chapter

- The City of Carver actively supports historic preservation efforts made by all levels of government and has made substantial investments itself in promoting and protecting historic resources. However, the City also recognizes that there are numerous other important goals that are not always completely compatible with historic preservation. IN addition, the necessary financial resources do not exist at the local, state or federal level to preserve all historic resources, necessitating that priorities should be made. Finally, the resources vary tremendously in their integrity and importance.



Given the practical and financial limitations, the County's plan is extremely ambitious and a number of the strategies and goals should be reconsidered. Further, the historic preservation efforts planned by the County are generally not compatible with the City of Carver's 2030 Comprehensive Plan.

- Section 3.1 states that the County has a goal of serving "as the primary historic preservation organization in the county." It further identifies a strategy of "enacting a heritage preservation ordinance". Additional strategies outline that if a local government is a CLG, that the County shall delegate its historic preservation responsibilities to that community's HPC. The City of Carver suggests that the County give further consideration to these items prior to adopting these policies and associated strategies into the Comprehensive Plan. If the County adopts regulations impacting upon historic preservation intending to apply those inside communities that have chosen not to do so themselves, then conflicts between those other communities' plans and the County preservation efforts may occur. On the other hand, in the interest of equity, the County shouldn't be providing historic preservation services and staff assistance to some communities without providing those same services to the Cities of Carver and Chaska (Certified Local Governments) if they would choose to receive them.
- The Plan states that historic preservation considerations shall be incorporated into all County development and environmental review processes, and that any potential adverse effects shall be avoided or mitigated. Holding all County projects, including private projects, to this standard would be extremely costly, inhibits development, and generally is not in the best interest of the taxpayers. In the event that the County chooses to enact and enforce this standard, the City of Carver would request to opt out. **This provision of the County's Draft Comprehensive Plan is not compatible and is in conflict with the City of Carver's 2030 Comprehensive Plan.**
- A set of related strategies is included that identifies and designates a County register of local landmarks, and then also states that if a city annexes a County designated landmark that an intergovernmental agreement shall be executed between the County and the City to ensure the preservation of the property. The County plan has already identified in Table 7 over 40 properties that are at least 50 years old and may potentially have some historic value within the Carver growth area. A historic property consists of not only the buildings but also the context of the landscape surrounding it, particularly important when the historic resource is a farmstead. Since it is unlikely that any of these properties would be annexed unless there was intent to develop the properties for urban density uses, then the mandated preservation of annexed historic resources is directly in conflict with the purpose for annexation. **This policy and strategy is not compatible with the City of Carver's 2030 Comprehensive Plan as it would require that the City preserve, rather than develop, properties that contain historic resources.** These provisions would make it more difficult to annex and develop in an economic and orderly manner, which has long been a key policy of the County's land use plan.
- The Plan states that undesignated properties that are eligible for local designation or for listing on the NRHP shall be protected from destruction or a substantial loss of historic character until the County has an opportunity to consider alternatives to adverse effects, or to pursue designation and find parties interested in acquiring it. **If applied to the City of Carver or the growth area, this strategy is not compatible with the City of Carver's 2030 Comprehensive Plan.** It is the City's opinion that there is unlikely to be enough funding resources to actually protect more than a couple of the rural properties, if even that many can be protected. It is an undue burden on the owners of the various potentially historic properties to be required to wait to do anything until such time as the County finds a way to protect it. In addition, not all of these resources are planned to be protected under the annexing City's Comprehensive Plans.
- Page 33 did not include the Figure 1 for review.



- Page 47 did not include the Figure 2 for review.
- Table 7 provides a vaguely identified list of properties that are 50 years of age or older in the growth areas of the various communities. However, beyond stating that these properties are at least 50 years of age, there is not sufficient documentation to determine if any of these properties are significant, retain their integrity, and may ultimately be eligible for the National Register.

*Comments above noted and the Historic Resources Element is no longer part of the Comp Plan to be submitted to the Met Council. A revised section in the land use plan addresses Historic Resources and the above issues are likely no longer applicable.*

City of Chanhassen – Kate Aanenson, Community Development Director

- Section 3 – Parks and Open Space System Plan

- Page 3.24 & 3.25: An existing pedestrian trail connection between a City property, Herman Field Park and Minnewashta Regional Park may be noted by inference, but in the best interest of the public, should be included in the County's master plan. Acknowledgement and improvement of this connection will lead to improved awareness of this convenient access from neighborhoods north of the park leading to increased park use. It is also the City's desire to see a future local trail connection to the expanding neighborhoods south of the park included in the parks master plan.
- Page 3.37 – Figure 3.11 MN DNR/USFWS Land Holdings and Future Collaborative Opportunities: Update to include acquisition of the Seminary Fen SNA.
- Page 3.4 – Figure 3.3 Natural Resources Inventory Map of Carver County: Data for a majority of Chanhassen is omitted.
- Page 3.4 – Equestrian Trails: Carver County boasts a sizable community of horse owners who are seeking expanded opportunities for trail riding within the area.
- Page 3.49 – Disc Golf Course: It is noted that typically only one disc golf course would be provided in each regional park district. The County already maintains a course at Baylor Regional Park. The City would welcome the opportunity to partner on a second course within the Carver County System at Minnewashta Regional Park. Through resident input and feedback we are aware of a significant interest in expanded disc golf opportunities in Eastern Carver County.

*Comments above noted and the Parks System Plan is no longer part of the Comp Plan to be submitted to the Met Council. The Sem Fen area has been added to a revised State and Federal lands map. The following had been added regarding equestrian issues:*

*Equestrian Trails*

*Currently, trails for horseback riding are provided in Carver Park Reserve, which is managed by Three Rivers Park District. At this time, there are no designated or anticipated locations for equestrian trails within any of the existing or planned regional parks within Carver County (since these land units are not likely to be large enough to develop long enough trail loops). The trail plan does, however, leave open the option to consider developing an equestrian trail within a select and limited number of corridors. It is desirable but not a requirement that future equestrian trails connect with Carver Park Reserve and/or state and federal lands where equestrian trails are provided. Final determination on developing equestrian trails in these corridors would be based on several key factors, including (at a minimum): 1) clearly documented demand; 2) adequate corridor width/condition to limit impact of trail development on natural systems; and 3) approval by administering agencies of lands that the equestrian trails would connect to (i.e., USFWS, MN DNR, and Three Rivers Park District, as appropriate).*



- Section 4 – Trail and Bikeway System Plan
  - Page 4.21: We do not concur that the Highway 101 North Trail in Chanhassen offers a less than compelling trail experience, which likely reduces the level of use it receives. This trail was the most widely sought-after section of trail in the community leading to its' construction in 2002, assisted by a \$500,000 grant from the State of Minnesota.
  - Page 4.22 Equestrian Trails: The City of Chanhassen receives numerous inquiries concerning the lack of equestrian trails in the area. On a county-wide basis horse ownership and interest in facilities associated with recreational riding compounds significantly. We encourage the inclusion of equestrian trails in the County's master planning efforts.

*See comments above.*

- Section 6 – Local Systems Connections
  - Page 6.14 – Figure 6.4 City of Chanhassen Trails Map with Regional Trail Corridors Overlaid: The map depicted is a “Future Possibilities” map describing park and recreation planning ideas expressed during our public open house sessions. This map needs to be replaced with a current park and trail master plan. A note recommending a regional trail connection through the Minnesota Landscape Arboretum should be reviewed with the University of Minnesota.
  - Page 6.14: Note concerning protection of the Seminary Fen needs updating to acknowledge recent partial acquisition by the State of Minnesota.
  - Page 6.15: It should be noted that the City is a partner in *GoCarverGo*, an active living program administered by Carver County.

*Comments noted and see comments above.*

City of Mayer – Luayn Murphy, City Administrator

- Land Use
  - Section 4 of the Carver County Comprehensive Plan Update (CCCPU) includes goal statements supporting healthy, sustainable cities and direction of most residential, industrial, commercial, and institutional growth to the municipalities. The statements compliment the basic goals contained in the Mayer Comprehensive Plan relating to urban development.
  - The Planning Areas identified in Land Use Map 1 (Sect. 4, Pg 7) accurately reflect the urban growth boundary (UGB) contained in the Mayer Comprehensive Plan. The area external to the corporate limits but within the Mayer UGB is represented in the CCCPU as a “transition area”. Under the goals of the CCCPU, transition areas will be managed to ensure that they are available for urban development when needed and that development can occur in an economic and orderly fashion.
  - Policies for land use in transition areas are contained in **County Policy LU-18A Management**. Under this policy set, land within the transition area remains in the County's “A” Agricultural Zoning District with a maximum density of 1 dwelling per forty acres. In addition, conditional use permits will not be issued unless the affected city certifies the use will conform to the city's comprehensive plan or the contemplated use is “easily removable or would have minimal impact on future land uses”. The City may wish to request the CCCPU cite examples which clarify this description. It is noted examples are used to clarify intent in other portions of the CCCPU. It is further noted the CCCPU contemplates maximum densities for residential units but does not allude to maximum density for commercial, industrial or institutional uses.
  - **County Policy LU-22 “Other Uses” (Non-Agricultural, Non-Residential)**. (Sect. 4, Pg 18) This policy provides for other uses in the agricultural use policy area which may be necessary or appropriate. The policy statement specifically states the intent



'is not to provide an alternate location for uses that belong in the urban area'. Non-agricultural, non-residential categories are:

- Essential services (i.e. public/quasi-public uses),
- Large scale land uses that require a location in the agricultural policy area because of a unique need for land or location (i.e. marina, gravel mine, ski slope, golf course, shooting range, motor vehicle recreation area, summer camps, retreats, hunting preserves), or
- Small scale business activities centered around a residential or residential/farmstead use of a property. These uses must be located on a site either with an existing residence, or residence/farmstead.

This policy is consistent with goals, objectives, and policies contained in the Mayer Comprehensive Plan.

- **County Policy LU-23 Rural Service District Overlay.** (Sect. 4, Pg 19) This policy area provides for rural small settlement clusters that have developed in previous years. Areas to be treated as rural service districts (RSD) under the CCCPU are limited to Bongards, Assumption, East Union, Gotha, Maple Hollywood Station, and Hollywood (Sports Complex). The **Watertown Township Policy Chapter, Township Policy LU-5** finds no Rural Service Districts (RSD's) lie within Watertown Township at this time. The same policy states: "*The Township supports future studies and planning for potential economic development along the Highway 7 corridor*". The City may wish to request the County clarify that this township policy relates to the 'transitional area' and is not applicable to the 'agricultural policy area' as represented in Land Use Map 1 as contained in the CCCPU.

*Comments above noted.*

- Transportation

- Figure 2 in Section 4 is inconsistent with the Mayer Comprehensive Plan. Both the City and County Transportation Plans illustrate westerly extension of West 70<sup>th</sup> Street to CR 33 with functional class re-designation of the new segment to 'A minor arterial' (CR 30). The County Plan (but not the City plan) calls for existing CR 30 to revert to a functional classification of 'Major Collector'. In addition, that segment of current CR 30 (like TH 25 in the downtown if a new alignment is constructed) would be turned back to city ownership. When appropriate, the City may want to seek a meeting with the County to further discuss turnback issues. The City may also wish to request the County adjust the legend of Figure 2 in Section 4 to illustrate the intent of dashed lines as opposed to solid lines.
- Figure 4 in Section 4 illustrates the future trunk highway system in Carver County. The City should be aware of the 'trunk highway' designation being moved from 25 to 33/133. The City may wish to work with the County to proactively inform property owners in the Central Business District of the anticipated change as a means of curbing the potential for misinformation in terms of impact on traffic volume and business sales potential. For example, some business owners may feel the re-designation of trunk highway status will mean less traffic which would lead to lower sales, when the actual reality may be quite different.
- Section 4, Map 1 on Page 44 of the CCCPU illustrates transit planning areas. The City of Mayer is designated as a community served by Carver County Transit (CART) 'feeder routes' or potential commuter rail. A potential commuter rail station is included in the City of Norwood Young America just south of Mayer. The Mayer Comprehensive Plan contemplates the development of a park and pool facility within the *Fieldstone* development. The park and pool location could also potentially serve as a stop for a commuter rail feeder route.

*Comment noted - County and City to coordinate on future turnback routes/issues. The legend of Figure 2 (Future Functional Classification) will be modified to define dashed lines as potential future roadways.*



- Economic Development
  - Policy ED-2.3 in Section 4 of the CCCPU (Page 87) provides an excellent opportunity for the City to partner with the County regarding downtown revitalization efforts.
  - The **Watertown Township Policy Chapter, Township Policy ED-1** states, “Watertown Township supports the county policy of directing commercial development to cities and Rural Service Districts. Watertown Township supports economic development along HWY 7 corridor”. The City may wish to seek clarification of the intent of this policy statement as the County does not appear to have a policy to direct commercial development to rural service districts. The intent of the statement regarding support for economic development along Highway 7 corridor should also be clarified as the CCCPU does not intend to allow for alternate locations for uses that belong in an urban area.
  - There appears to be a misprint in **Watertown Township Policy Chapter, Township Policy ED-2**. Clarification as to the correct verbiage should be requested by the City.

*Comments above noted and The Economic Development Chapter Element and the McCombs Demand reports are no longer part of the Comp Plan to be submitted to the Met Council.*

- Historic Preservation
  - The CCCPU makes a strong statement regarding historic preservation and cultural resource protection to the benefit of the entire County and the community of Mayer. Goal HP-2 on Page 93 of Section 4 offers the City an opportunity to partner with the County to both identify and evaluate historic and cultural resources. Policy HP-1 names the County as the primary historic preservation organization in the County and tasks the organization with identification and evaluation of all types of historic and cultural resources. The City has an excellent opportunity to partner with the County to identify and evaluate historic and cultural resources within the community.

*Comments above noted and The Historic Resource Chapter Element are no longer part of the Comp Plan to be submitted to the Met Council.*

City of Victoria – Holly Kreft, Community Development Director

- Transportation Element
  - The Transportation Element should acknowledge the TH 5 Corridor Study even though it isn't complete, but at least to include for future reference.
  - Although the proposed realignment for County 43 is in conceptual stage, the City strongly recommends that the road be placed as far east as possible to ensure developable area on the west side. The City owns approximately 94 acres in that area for future development and would like to be closely involved with the County as more detailed plans for the roadway move forward.

*Text acknowledging the TH 5 Corridor Study and its final recommendations will be added to the Plan.*

- Transit Element
  - The map on 4.44 does not include a planned park and ride in Victoria. The City has serious concerns with this. Both the 2020 Comprehensive Plan and the 2030 Comprehensive Plan update show the following:
    - A future park and ride at County Roads 10 and 11
    - A future park and ride along TH 5
    - The existing park and ride at the Victoria Field House



- The City of Victoria feels it is imperative that at a minimum one park and ride be planned in the area of County Roads 10 and 11 to complement the type of high density/commercial development that we have guided for this area.

*Potential TOD has been added to 10 & 11 intersection*

City of Watertown – Crystal Foust, Senior Planner

- Land Use
  - County Policy LU-3: Aren't transition areas shown as being urbanized until 2030? This policy conflicts with number 15

*Transition Area identified in the plan will defer to either the twp.city annexation agreements or if not in place, twp determination on transition areas.*

- County Policy LU-15: This policy states that areas receiving sewer service by 2030 will **typically** be placed in the Transition Policy Area. What does the word **typically** imply? What are examples of when the area covered in the 2030 plan would not be placed in the Transition Area?

*Transition Area identified in the plan will defer to either the twp.city annexation agreements or if not in place, twp determination on transition areas.*

- County Policy LU-16: How about existing acres enrolled in the Agricultural Preserve Program that are in the 2030 growth area? How does this affect property owners that are enrolled in the program?

*County policy revised*

**COUNTY POLICY LU-16 AGRICULTURAL PRESERVES**

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

- County Policy LU-18A, second bullet: What are examples of exceptions that will not be reviewed by the City?

*County policy revised*

**COUNTY POLICY LU-17A MANAGEMENT**

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

*The land in Transition Areas shall remain in the "A" Agriculture Zoning District (with a residential density not to exceed 1 dwelling per 1/4 1/4 section).*

*Conditional uses provided for in the Agriculture District should not be permitted in transition areas if they are a significant departure from the future land use in the City's Comprehensive Plan and the use is of a nature that it could not easily and economically be converted to the planned land use upon urbanization.*

*Specific circumstance may dictate that other areas be managed as Transition Areas or that other management tools be utilized in certain areas. The County, Cities, and Townships may enter into orderly annexation agreements, joint powers agreements or similar agreements in order to respond to specific urban/rural interface management needs.*

*Storm water planning and related water management planning shall be completed by the municipality in Transition Areas prior the beginning of development.*

*New feedlots of 30 animal units or larger are prohibited within transition areas and expanded feedlot operations may be severely restricted.*

- County Policy LU-24: Planning for the multi-modal rail opportunity area should include an analysis on the competition to nearby cities that may result with such development.

*Comment Noted*

- Transportation

- County Goal TR:R-1: The City of Watertown would support more integration of active living principles stated in the transportation section including pedestrian safety, integration of complete streets network, and the County supporting trail development along County Roads as well as other areas.
- Page 4.46: The strategy "Support a balanced transportation system that provides for the safety and mobility of pedestrians, bicyclists, those with strollers, and those in wheelchairs at least equal to that of auto driver" should be incorporated into the Roadways section.
- Page 4.33 Official Mapping: The City of Watertown has conducted a study for the east loop of the future county road corridor. The City and County have invested time and money into this study and the City will be adopting the route as the "locally preferred route" in the 2030 Comprehensive Plan. As development occurs to the east surrounding this corridor, it is recommended that the County integrate this preferred route as well to preserve key corridor alignment in this area with significant growth pressures.
- TR:R Map 1: County Road 13 in Wright County connecting to County Road 10 heading north out of the city is classified as a "Major Collector" according to the Wright County Engineers staff met with. Please check the classification of the segment. The Metropolitan Council has commented on the large number of changes to the roadway classifications around Watertown. The City of Watertown has integrated all the changes to the County system into their Transportation Chapter. The changes will need to be forwarded to the TAC-Planning Committee for approval before they can become "official" on the Council's map.
- TAZ information: With respect to population, household, and employment forecasts, the Metropolitan Development Framework of January, 2008 is not accurately reflected in the County TAZ allocation table. The City's numbers should total 7,700 for population, 3,000 for households, and 1,770 for employment. This was a comment made by the Metropolitan Council.

*Comments noted.*

*CR 13 (from CR 25 to the north border) will be changed from a minor collector to a major collector for consistency with Wright County.*

*A TAZ allocation table will be included in the Appendix of the Plan..*

- Transit

- CART: With the increasing demand on CART, the County in collaboration with the Office of Aging, cities and Senior Commissions may want to explore the opportunity for alternative transit for senior citizens and those unable to drive.
- County Goal TR:T-3: Encourage park-n-ride facility opportunities and other non-auto options in Western Carver County Highway 7 and 25 or County Road 20.
- County Policy TR:T-3: Redefining the CART system may be helpful. It is the number one issue that has come up in the open houses and forums is that CART has become ineffective.

*Comments Noted*

- Housing

- County Goal HS-1: Is this not the vision of Carver County as a whole?
- County Policy HS-4: This policy needs more detail to be clear about the message it is conveying.
- County Policy HS-8: The City of Watertown is interested in pursuing ways to provide and encourage affordable housing including Land Trust. Are there other methods to encourage affordable housing and partnership within the County?

*Housing section has been revised and included in Land use plan.*



- Parks, Open Space & Trails
  - Page 4.66: Direct Purchase/Fee Simple Acquisition should be put last on the list of strategies for projecting and managing natural resources because it is not the preferred method.
  - Page 4.69: Is Lake Minnewashta Regional Park on the priority list for acquisition of land or just for improvements as stated on page 4.71?
  - The City of Watertown is supportive of a Crow River-Northern Lake Regional Park Search Area. The City is currently seeking land for a community park with an array of facilities and amenities including off leash dog park, disc golf course, outdoor performance area, access drives and parking lots, restrooms, visitor/interpretive center, paved & Nature trails, multi-recreational fields, etc. Although the community park would not meet the recommended regional park size, conservation corridors and interconnected trails with the regional park will be important to consider and evaluate with searching for a Northern Lakes Regional Park.

*Comments above noted and the Parks System Plan is no longer part of the Comp Plan to be submitted to the Met Council. Crow River park search area has been removed.*

- Water & Natural Resources
  - No comments
- Watertown Township Policy Chapter
  - This chapter references San Francisco Township on page 5.
  - Township Policy LU-4: The City of Watertown supports the area guided under the 2030 Comprehensive Plan as described as Transition Area in the County Comprehensive Plan.
  - Township Policy WNR-1: Is Mapes Creek supposed to be referenced instead of Carver Creek watersheds?
  - Township Policy ED-2: Policy does not make sense and seems to be incomplete.
  - Township Policy TR-5: Is this standard to create private roads?
  - Map on page 17 references Waconia. Why is the golf course a brown color? It is not labeled on the map.

Comments noted

- Economic Development – Mark Kaltsas, Terramark
  - There are some discrepancies in the timing of construction for the new Watertown Industrial Park and when the CCCDA/McComb Business Park & Retail Study was completed which may have altered the findings and recommendations for Watertown in the plan. Comments and concerns have been addressed with Director of Economic Development, John Sullivan.
  - The McComb Group recommends that Watertown should consider identifying 15 to 20 additional acres for future business park development. This area will most likely be provided in the newly developing Watertown Industrial Park.
  - McComb's suggested additional retail development potential of 21-26 acres. Watertown's current (draft) 2030 Land Use Plan does have sufficient land area guided for commercial development. The three main areas where this will occur are Watertown Industrial Park, Downtown redevelopment area and neighborhood commercial in the Forest Hills development area.

*Comments above noted and The Economic Development Chapter Element and the McCombs Demand reports are no longer part of the Comp Plan to be submitted to the Met Council.*

- Historic Preservation – Karyn Islam, Assistant Planner
  - While the goals and policies section is quite thorough, some of the goals and policies seem to overlap. Examples:
    - County Goal/ HP-1: Integrate historic preservation planning into all aspects of planning, including comprehensive land use, zoning, housing, parks and trails,



- and transportation planning; and County *Policy* HP-2: Integrate Historic preservation planning into planning processes.
- County Goal HP-4: Develop incentives to encourage the preservation of historic and cultural resources; and County Policy HP-14: Offer financial to the owners of County designated landmarks and contributing properties in historic districts to encourage the retention and preservation of these historic... (incomplete)
- When reading the policies, they seem somewhat like variations of each other – conveying essentially the same message, only worded differently. (You may already be aware of this). Examples:
  - County Policy HP-15: Serve as a clearinghouse for technical information on how to preserve, rehabilitate and reuse historic resources, and County Policy (p. 4.96): Serve as a clearinghouse for information on federal, state, and county incentives for historic resources and promote them to owners of historic properties, and County Policy HP-14: Offer financial incentives to the owners of County designated landmarks and contributing properties in historic districts to encourage the retention and preservation of these historic... (incomplete)
- Regarding County Policy HP-1: The County will serve as the primary historic preservation organization in the County...
  - First, I understand the County's desire to have within it the capacity to offer the most comprehensive information on the area's historically significant buildings, properties, materials, etc., as well as its desire to hold the greatest amount of influence regarding historic preservation. However, I would suggest expounding a bit on the sentence to add more of a context behind the statement. Would the County's role as the primary historic preservation organization ever conflict with local interpretation of what is considered historically significant? Maybe the policy could say something like, *Draw from local historical and cultural resources to serve as the primary historic preservation organization at the County level.*
- County Policy HP-7: Create designation criteria and a methodology for determining the significance of historic and cultural resources for local significance within the County.
  - The sentence is a bit redundant and/or wordy. How about: *Create methodologies and criteria for designating historically and/or culturally significant resources within the County.*
- Incomplete Policies: HP-12 & HP-14
- Not sure what the 3<sup>rd</sup> County Policy on page 4.96 is actually trying to say. Consider rephrasing for clarity.
- Page 4.97, 8<sup>th</sup> strategy: If a municipality is a Certified Local Government, the County shall delegate many of its historic preservation responsibilities to the community's heritage preservation commission.
  - This strategy somewhat contradicts County Policy HP-1 (*The County will serve as the primary historic preservation organization in the county*).
- Page 4.98 5<sup>th</sup> strategy: Properties not currently 50 years of age shall be surveyed when they reach 50 years of age. Properties that are less than 50 years of age that are known to have special significance as soon as their significance is recognized
  - The meaning in the second sentence is a bit unclear to me.
- Page 4.98: I was able to pick out a *highest priority*, a *secondary priority* and a *lowest priority* from the strategies listed. I would suggest placing those strategies serially for a better flow/read.
- Some strategies are repeats, and again, some strategies appear to be variations of each other and seem to jump/skip around. I would suggest cleaning this up a bit. For example, group together the strategies that discuss the creation of a database, clearinghouse, information gathering, etc. in one section, then place the priorities in another section, place the strategies that discuss other agencies in another section, and etc.
- Page 4.100: Examples of historically significant historic resources that embody... shall be acquired by the County.



- Consider rephrasing this sentence so it doesn't sound like Carver County is out to seize someone's historic farm and turn it into a museum.
- Page 4.101 1<sup>st</sup> strategy:
  - Consider revising for clarity
- Page 4.103 3<sup>rd</sup> strategy: I appreciate the strategy pertaining to Native heritage. Even more strategies and/or policies – even a goal – would be nice.

*Comments above noted and the Historic Resources Element is no longer part of the Comp Plan to be submitted to the Met Council. A revised section in the land use plan addresses Historic Resources and the above issues are likely no longer applicable.*

- 
- Public Health – Karyn Islam, Assistant Planner
  - Very well done – neat, comprehensive yet concise, and easy-to-follow. Ideas presented are right on target with Active-Living concept – not just in the built environment, but also as those concepts pertain to overall societal well being.

*Comments above noted and the Public health Element is no longer part of the Comp Plan to be submitted to the Met Council.*

- 
- Aging – Karyn Islam, Assistant Planner
  - No comments

- Public Safety – Karyn Islam, Assistant Planner
  - Page 4.105 strategy 1, 5<sup>th</sup> bullet point: Perhaps replace the sentence, *Dragging for drowned bodies and searching and looking for lost persons* with *Locating lost persons and/or recovery of bodies* – for the purpose of avoiding dismal imagery.
  - Page 4.107 strategy 4: The meaning of the very last sentence in the Community Outreach paragraph is a bit unclear: *In this ever-changing world, new opportunities to victimize our citizens are immerging*. It sounds like this sentence means, *nowadays, opportunities to immerse victimized citizens are arising*. Perhaps the message this sentence is trying to convey is: *In this ever-changing world, new opportunities to empower our citizens are emerging*.
  - Page 4.108 strategy 6, 2<sup>nd</sup> bullet point:
    - Add the word, *protocol*, after the word, *Internet*: *...future forms of voiceover Internet protocol services (VOIP)...*

*Comments above noted and the Public Safety Element is no longer part of the Comp Plan to be submitted to the Met Council.*

#### Laketown Township –

- Page 2, 1<sup>st</sup> paragraph: Change from Benton Township to Laketown Township in last sentence.
- Page 3, 1<sup>st</sup> paragraph: Change comma to period to show 32.2 in 2<sup>nd</sup> sentence.
- Page 5, 3<sup>rd</sup> paragraph: District 276 (Minnetonka) is not part of Laketown Township.
- Page 5, chart: Questioning numbers in chart associated with Laketown Township.
- Page 9, last sentence: Last sentence is incomplete.
- Page 13, Policy LU-1: Replace reference to Dahlgren Township with Laketown Township in 2<sup>nd</sup> sentence.
- Page 15, Policy ED-1 & ED-2: The two policies conflict. Consider adding reference to multi-modal.
- Page 15, Policy TR-3: Replace reference to San Francisco Township with Laketown Township 4<sup>th</sup> sentence.

*Changes have been made*

## Adjacent Communities

### Scott County – Brad Davis, Planning Manager

- Transportation
  - Scott County's 2030 Transportation Plan (Chapter VI) identifies MN TH 41 as a Principal Arterial in the Future Functional Classification Map (Figure VI-17) due to the proposed river crossing, forecasted traffic needs, and the increasing regional importance of the connection between US TH 169 and US TH 212. Carver County's Future Functional Classification Map (page 4.38) identifies MN TH 41 as an A-Minor Arterial. Scott County staff recommend MN TH 41 be classified as a Principal Arterial from the county border to US TH 212 to acknowledge this corridor's importance to the growth of both counties.
  - Scott County looks forward to collaborating with Carver County on future transportation and transit planning efforts. There is an opportunity in the next round of plan updates to collaborate on a more synchronized process to take advantage of our common transportation issues in the southwest metropolitan area. Scott County staff is interested in partnering with Carver County staff to identify and prepare a work plan that meets both of our common objectives.

*TH 41 (south county border to TH 212) will be shown as a Principal Arterial on the Future Functional Classification Map. In addition, the preferred TH 41 river crossing alternative will be shown on this map as well.*

- Parks and Trails
  - The Scott County Regional Park and Trail System Map (Figure VII-2) identifies the Union Pacific Railroad "Chaska Spur" line (that is in the process of being abandoned) as a Proposed Trail Corridor Search Area. This corridor could serve as a trail crossing into the City of Carver, and Scott County believes this trail corridor would serve a regional purpose. Scott County staff recommend the Carver County's Trail and Bikeway System Plan on page 4.73 acknowledge this trail connection across the Minnesota River. Scott County looks forward to continue to work with Carver County, Metropolitan Council, and the cities of Carver and Chaska in acquiring the "Chaska Spur."

*Union Pacific connection has been added*

## School Districts

## Watershed Organizations

## Other

### Metropolitan Council – Phyllis Hanson, Manager

The informal review process found the following sections **complete for review** and did not identify any major system issues or policy conflicts although minor revisions are suggested. The following areas are listed in alphabetical order: Aviation, Forecasts, Historic Preservation, Housing, Solar Access Protection, and Wastewater.

- Aviation – Chauncey Case, 651-602-1724
  - The update is complete with respect to aviation.
- Forecasts – Todd Graham, 651-602-1322
  - The Update is complete for forecast-related content. The 2010, 2020, 2030 forecasts in the Update are consistent with Council's published forecasts, therefore consistent with regional policy.



- Advisory comment: The forecasts in the Update (pages 3.3, 3.5, and 3.7) are consistent with Council’s currently published forecasts. Community-level forecast revisions are likely in response to city Update requests. Community-level revisions would change the county-level totals. For example, Norwood Young America is planning a 2030 population of 11,900 (vs. 8,800 in the Update) and 5,400 households (vs. 3,800).

*Comment noted*

- Historic Preservation – Jim Uttley, 651-602-1361
  - The Update is complete for historic preservation.
- Housing – Linda Milashius, 612-602-1541
  - The Update is complete for Housing. The Update provides a County-wide assessment of the housing stock, identifies affordable and life-cycle housing issues and needs, provides goals and strategies to address those needs, as well as implementation tools and programs that the County will use or make available to assist its cities and townships in addressing local housing needs.

*Comment noted*

- Solar Access Protection – Jim Uttley, 612-602-1361
  - The Update is complete for solar access protection. The Update makes one reference to “solar access” on page 4.12 where it says “...undue restriction on solar access...needs to be avoided.”

*Comment noted*

- Advisory Comment: The following sample language may provide some ideas for how to address this subject in the Update.

**Solar Access Protection**

Metropolitan cities in Minnesota are required to include an element for protection and development of access to direct sunlight for solar energy systems in the Update. A solar access protection element is included in the Update to assure the availability of direct sunlight to solar energy systems. Solar energy is an alternative means to energy. It has much less impact on natural resources and the environment than the use of fossil fuels. Currently fossil fuels and nuclear power are needed to heat or cool our homes and businesses. Fossil fuels are also used for most modes of transportation. Increasing the use of solar energy would decrease reliance on fossil fuels and nuclear power. The purpose for including this section of the Update is to ensure that direct sunlight access to active and passive solar energy use is not subjected to shading from nearby trees, buildings, or other structures.

**Solar Access Protection Goal and Policies**

Goal: Encourage the use of solar energy systems for the purposes of space heating and cooling and hot water heating in new residential developments.

Policies:

1. The County will review its Zoning Ordinance and consider appropriate amendments to exempt active and passive solar energy systems from lot coverage and setback provisions.
2. The County will review its Code and consider appropriate amendments to require swimming pools and hot tubs to be heated using solar or some other form of renewable energy resource, where possible.
3. Within Planned Unit Developments, the County will consider varying setback requirements in residential zoning districts as a means of protecting solar access.

*Comment noted*



- Wastewater – Roger Janzig, 651-602-1119
  - The Update is complete for wastewater. The Update establishes transition areas adjacent to the rural centers for future growth through annexation. The delineation of these areas needs to be consistent with each of the city Updates.

*Comment noted*

NOTE: For all comments below, Parks System plan has been removed and new parks & trails chapter drafted.

- Parks – Jan Youngquist, 651-602-1029
  - The informal review process found the Parks section **complete for review** but **substantive issues** have been found with respect to conformance with regional systems.
  - The Update is complete for regional parks. However, the Update does not conform to the 2030 Regional Parks Policy Plan (RPPP). The RPPP identifies two regional park search areas—the Miller Lake Search Area and the Minnesota River Bluff and Ravines Search Area in Carver County. The Parks and Open Space System Plan Map (page 4.72) refers to these park search areas, but also includes the “Crow River-Northern Lakes Regional Park Search Area.” Although the Crow River Regional Park search area was part of the 2001 Regional Recreation Open Space Plan, it was not identified in the RPPP. Therefore, the potential acreage and land acquisition costs of this regional park search area were not part of the RPPP adopted by the Council in 2005. The RPPP sets the initial framework for the regional parks system elements the Council will help fund.

*Crow River Search area has been removed.*

- In order to conform to the current RPPP, the reference to a “regional” park search area in the Crow River-Northern Lakes area needs to be removed. The Council will be updating its RPPP in 2009-2010. Council staff recommends that the County seek regional status for the search area during the RPPP update. The County could label the area as the “Crow River-Northern Lakes Park Search Area (will seek regional status).” Additionally, page 4.69 refers to three regional park search areas, although the RPPP has identified two. This information needs to be included in the Update.

*Crow River Search area has been removed.*

- The regional trails identified in the RPPP include: the Dakota Rail Regional Trail, Highway 5 Regional Trail, Highway 101 Regional Trail, Waconia-St. Bonifacius Regional Trail, Twin Cities & Western Regional Trail, Chaska-Victoria Regional Trail (also known as the Southwest LRT Connection Regional Trail). Regional trail search corridors identified in the RPPP are the Crow River Regional Trail Search Area and the Carver County North-South Regional Trail Search Area. The Trail and Bikeway System Plan Map (page 4.73) includes these, and additional trails. To ensure conformance to the RPPP, a distinction of which trails are regional needs to be made.

*Change has been made on revised map*

- In addition to the Update, Council staff had the opportunity to review the County’s 2030 Parks, Open Space and Trail System Plan. The County has done an outstanding job of defining its vision for the system, including identifying partnership opportunities and potential local connections to the regional system. This Update has set a strong foundation for future master planning of regional parks and trails.
- Council staff offers the following comments on the 2030 Parks, Open Space and Trail System Plan:



- The comments given above with regard to the Crow River-Northern Lakes Search Area and labeling of regional trails apply to this Update, also.
- The Update states that Carver County is one of seven regional park implementing agencies (page 3.9). Actually, there are ten regional park implementing agencies—this information needs to be updated.
- The description for Carver Park Reserve (page 3.23) refers to the SW Regional LRT Trail. Three Rivers Park District has renamed this trail the Lake Minnetonka LRT Regional Trail. The trail name needs to be updated in this section.
- The description of the Council's Regional Parks Acquisition Opportunity Fund (page 8.19) includes outdated information. The Council revised the program to provide up to \$1.7 million per agency to finance up to 75 percent of the costs to acquire land. The remaining 25 percent is not eligible for reimbursement. The program description needs to be updated in this section.

*Comments noted*

The informal review process found the following sections **incomplete for review**. The following areas are listed in alphabetical order: Aggregate Resources Protection, Individual Sewage Treatment System (ISTS) Program, Land Use, Plan Implementation, Surface Water Management, and Transportation (including Aviation).

- Aggregate Resources Protection – Jim Larsen, 651-602-1159
  - The Update is incomplete for aggregate resources protection. The Update does not address the presence or absence of aggregate resources in the County. Minnesota Geological Survey Information Circular 46 indicates the presence of viable aggregate resource deposits within rural portions of the County. The final submission will need to be revised to recognize the potential for application for future aggregate mining in the County, and make revisions to the land use element of the Update to minimize the potential for future land use conflicts. The County is directed to Section 3, page 3-10 of the Council's Local Planning Handbook (<http://www.metrocouncil.org/planning/LPH/handbook.htm>) for specific components that need to be incorporated into the formal submission.

*Aggregate resource section in the land use plan has been amended. See pages 30-31*

- Individual Sewage Treatment System (ISTS) Program – Jim Larsen, 651-602-1159
  - The Update is incomplete for ISTS. The final submission will need to be revised to include a discussion of the County's ISTS program, including an approximate number of ISTS in operation in the County, a discussion of the County's tracking and notification database, its maintenance management program, and either a copy of the ordinance as an attachment to the Update or address to access the ordinance on the County's website. The Update needs to indicate what townships and cities for which the County provides ISTS oversight.

*SSTS section has been added to the Wastewater section of the Water Resources Chapter in the plan. See pages 1-2 of that section.*

- Land Use – Jim Uttley, 651-602-1361 or Lisa Barajas, 651-602-1895
  - The Update is incomplete for land use. The Update that was submitted to the Council for informal review did not include individual township chapters and it is not clear that it was intended to include all of the land use plan elements. The Update does not include the following or answer the questions noted, which are needed for the Update to be considered complete:
    - An existing or current land use map.

*Map is included in plan. See page 3 of Land use plan*



- A proposed 2030 land use map. The Update contains a development policy plan rather than demonstrating where and how the land will be used. The policy plan map is acceptable as a supplement but is not considered an acceptable “alternative” or substitute for a 2030 land use map.

*Map is included in plan. See page 4 of Land use plan*

- Tables showing the acreages of existing and future land uses by type for the County as a whole and for individual townships.

*Table added to land use plan and twp chapters*

- Rural Service District is an “overlay” district that implies higher density development yet the density is not specified. Are these areas 1 dwelling per 40 acres?

*For residential, yes.*

- Towns have the option to follow one of several Rural Residential Density options. These options state that the overall density is 1 dwelling per 40 acres but exceptions (i.e., clustering) can occur in suitable conditions but in no terms are specific locations designated. Hence, by definition, all non-city land is designated Agricultural (1 dwelling per 40 acres). Is this how the County wants this illustrated?

*Comment noted – see updated land use plan*

- How are County Policy LU-22 (“OTHER USES” - (NON-AGRICULTURAL, NON-RESIDENTIAL LAND USE)) designated/represented?

*Comment noted – see updated land use plan*

- How are County Policy LU-23 (ESSENTIAL SERVICES AND PUBLIC SERVICES)) designated/represented

*Comment noted – see updated land use plan*

- How will the Economic Development Opportunity sites be handled? In the past, the Council has tried to tie geography to specific parcels and designated them as “mixed use” or more specifically “multi-optional use.” Are they considered “overlay” districts with the future land use “agricultural” until further study and land use amendments take place?

*Comment noted – see updated land use plan – further specific designation fo these areas will require Comp Plan amendments*

- The Update identifies certain areas of the County as “transition areas.” The Update indicates that transition areas are expected to become urbanized within the next 10 years (page 4.6 of the Update). This is not consistent with some of the municipal Updates, which plan for urbanization to occur through 2030. Some cities have noted in their Updates that the County transition areas do not have the same boundaries as the city’s Updates. The County needs to assure that the transition areas shown around various cities in its Update (and in the township Updates) show the same geographic areas as those identified in the Updates for those cities.

*The County in general represents transition areas as those which complement either the 2030 city growth areas or boundaries covered by City/Twp orderly annexation agreements. In areas where there are no such agreements in place, the County has deferred to twp decisions on transition areas,*



and has also included the 2030 boundary has reference.

- The Update identifies five “opportunity areas” including three Multi-modal Rail Opportunity Areas, one Hampshire Road Opportunity Area, and one Hwy 7 and County Road 10 Opportunity Area. These areas are identified on the Carver County Planning Areas on page 4.7 of the Update. It appears from the text that “opportunity areas” are not land use designations but overlay districts within which future detailed planning is needed before any change in land use would be permitted, and that the actual land use designation is the same as that of the surrounding township. This needs to be explicit in both the County-wide land use plan and in the applicable individual township plans.

*Comment noted – see updated land use plan – further specific designation fo these areas will require Comp Plan amendments*

- The County is encouraged to use the Council’s Land Use Table in 5 Year Stages or a similar table modified for County and Township use for the County-wide and individual township plan updates. Please see [www.metrocouncil.org/planning/LPH/forms/LandUse5year.doc](http://www.metrocouncil.org/planning/LPH/forms/LandUse5year.doc).

*Comment noted*

- Plan Implementation – Jim Uttley, 651-602-1361
  - The Update is incomplete for plan implementation. The Update needs to include either within the document itself or as a separate appendix a complete 5-year Capital Improvements Program (CIP) that addresses capital improvements for at least parks, surface water management and transportation. Please see Metropolitan Land Planning Act (Minn. Stat. § 473.859, Subd. 4) for details.

*Adopted County CIP has been added to IP section*

- In addition, the Update needs to include a current zoning map and a copy of the current zoning ordinance (or at least that portion that contains the detailed zoning district uses and densities). The Update needs to include a copy of the current subdivision ordinance and other official controls used by the County to implement its Update.

*Zoning Map has been added to IP section*

- The Update appears to have adequately addressed the matter of future changes to local ordinances needed to help implement the County’s proposed Update.
- Surface Water Management – Judy Sventek, 651-602-1156
  - The Update is incomplete for Surface Water Management Plans. The County needs to revise its Update to address the concerns raised in the Council’s review of the surface water management issues as discussed below.
  - Carver County is responsible for watershed management planning for the Carver County Watershed Management Organization (WMO). The Board of Water and Soil Resources approved the County’s WMO watershed management plan in 2001. Carver County is in the process of updating this plan and hopes to have a new plan in 2009.
  - Carver County is responsible for planning for the townships. All cities and townships within the County’s WMO planning area are required to prepare local water management plans in response to the County’s watershed management plan. However County staff feels the current County WMO plan adequately addresses the need for local water plans for all of the townships.
  - In order to satisfy the local surface water management plan requirements as found in Appendix B2-b of the Council’s Water Resources Management Policy Plan, the



Update needs to be modified to include the following:

- A discussion of the impaired waters in the County and the County's role in preparing and implementing the total maximum daily loads (TMDL) required for those impaired waters. Since the County is the land use authority and local water plan authority for the townships, the discussion in the Update needs to also include information on what the County expects from the townships related to the TMDLs and the TMDL implementation plans as well.
- The comprehensive plan and chapters for the townships need to clearly state that the County's watershed management plan will serve as the local surface water management plan required of the townships and that the townships will follow policies and requirements of that plan.
- The comprehensive plan and chapters for the townships need to clearly identify that the County will update the watershed management plan by 2009. The updated watershed management plan must include adequate actions and directions to cover the requirements for watershed plans as well as local surface water management plans. Otherwise the Council may require local surface water plans by the townships once the new watershed management plan is adopted. For more information on specific expectations of the Council for local surface water management plans, please see the Appendix B2-b of the Council's Water Resources Management Policy Plan.
- The County intends for its current watershed management plan to be the local water management plan for the townships, therefore the comprehensive plan and township chapters as well as the updated watershed management plan need to include language that clearly states that when a city annexes land from a township, the city must update its local surface water management plan to cover the annexed area within two years. The County needs to have some clear direction to the cities on this matter and how the process will work.
- Laketown Township is a mandatory MS4 community and is required to submit to the Minnesota Pollution Control Agency a Stormwater Pollution Prevention Plan. The comprehensive plan and Laketown Township chapter need to incorporate the required Stormwater Pollution Prevention Plan for Laketown Township in order to satisfy the requirements for local surface water management plans as found in Appendix B2-b. In the future, this element can be in the County's watershed management plan.
- To be complete for review, the Update needs to be amended to include the items discussed above.

*The WR section and the twp chapters have been modified to address above concerns.*

- Transportation – Highway & Transit – Ann Braden, 651-602-1705

The Update is incomplete for the highway and transit portions of the transportation requirements.

- State that areas of Carver County lie within Transit Market Areas III and IV (Figure 4-3 of the Council's 2030 Transportation Policy Plan) and indicate the appropriate service options for these two market areas. (Service options for Market Area III include peak-only express, small vehicle circulators, midday circulators, special needs paratransit (ADA, seniors), and ridesharing. Service options for Market Area IV include dial-a-ride, volunteer driver programs, and ridesharing.) Market areas are mentioned in the Carver County System Statement for Transportation on page T-3 and the map can be found using the following link:  
[http://www.metrocouncil.org/planning/transportation/TPP/2004/TPP04Chapter4\\_Final.pdf](http://www.metrocouncil.org/planning/transportation/TPP/2004/TPP04Chapter4_Final.pdf)
- The Update needs to map and identify, in narrative form, existing transit routes and facilities and desired future transit service options consistent with the Transportation Policy Plan's transit system service areas (Table 4-1 and Appendix M). In addition to regular route transit service, dial-a-ride service is provided by Carver Area Rural



Transit (CART) and ADA paratransit service is provided in Chanhassen and Chaska by Metro Mobility.

In addition the following needs to be clarified:

- The discussion of commuter rail and LRT needs to make a clear distinction between approved regional plans and the County's desire to explore potential corridors with the Council. There are also references (pages 4.40 and 4.41) to what are outdated studies and ridership projections for commuter rail and LRT.
- The discussion of CART service needs to clearly state that the service is open to the general public.
- Finally, on page 3.6 it states that suburban employment growth in Carver County was "propelled by a good transit system...." Employment growth was likely propelled by "a good transportation system."
- Roadway Functional Classification - The "Complete Roadway Plan" contains a map of the existing Functional Classification that is clear, precise and accurate. The "Future" Classification map contains a number of roadway designations that depart from the Council's "official" Roadway Functional Classification Map. The County needs to request these changes through the TAC-TAB process.
- Advisory comment: While the "Complete Roadway Plan" describes the TAZ forecasting process and includes a map of the TAZ system, there is no TAZ-allocation table provided in the Update. Table 4 (Page 21 of the Roadway Systems Plan) identifies the community and County forecast totals. The numbers do not reflect the January, 2008 Regional Development Framework numbers. Council staff does not recommend that the numbers be updated as the difference in the 2030 forecasts overall, and the impact of a revised dataset would be negligible and would not alter the results.

*Changes have been made per above comments. Comment noted. A TAZ allocation table will be included in the Appendix of the Plan.*

Minnesota Department of Transportation – William Goff, Senior Planner

- Page 4.38, Figure 5, Carver County Future Trunk Highway System: at present, money has not been set aside for the jurisdictional transfer of TH 284 and the designation realignment of TH 25. As budgets allow, Mn/DOT Metro District will continue to consider any jurisdictional transfer proposals and attempt to seize all opportunities that advance the goal of improving the efficiency of managing the highway system.
- Page 4.39, Figure 5, Carver County Recommended Future Access Spacing: it appears that there are numerous inconsistencies with the proposed access spacing and the spacing identified in Mn/DOT's Access Management Manual <http://www.oim.dot.state.mn.us/access/>. Mn/DOT would welcome the opportunity to work with Carver County as Access Management Plans are refined.
- Page 4.32: Carver County places strong importance on right-of-way preservation and enhancement, to meet the future roadway capacity needs. As Mn/DOT is currently updating its 2030 Transportation System Plan (TSP), it is important for Carver County to continue to work with Mn/DOT to insure consistency between the Carver County Comprehensive Plan and the Mn/DOT TSP.

*Comments noted. The Carver County plan identifies guidelines that are more restrictive (exception/deviation) of private access along minor arterials in developing areas than in rural and/or urban core areas (subject to conditions). This is due to the fact that planning should be able to limit private access in these developing areas versus areas that have already been developed (core urban areas) and/or areas where there is no other supporting street system (rural). Mn/DOT was accepting of this approach but still welcomes the opportunity to coordinate in the future on access management, as needed.*

**CARVER COUNTY**  
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The Carver County 2030 Comprehensive Plan  
**[www.co.carver.mn.us/2030plan](http://www.co.carver.mn.us/2030plan)**



Roadway System Plan - Comments and Recommended Responses		
Source of Comment	Comment Received	SRF Recommended Response
Public Comments	Concern about the proposed location of CR 122/24 Extension - too close to Riverpointe Park and Pond and impact on existing development in this area as well as environmental concerns. Request alternate solution be considered before implementation.	Comment noted.
BCBS Design for Health	For additional information on how to incorporate the different aspects of safety-related transportation issues, please see the Safety Information Sheet and the Comprehensive Plan Checklist at the DFH website.	Comment noted.
City of Carver	Page 17: the Transportation map does not show the access roads near TH 212 that were constructed by Mn/DOT to serve several properties. These should be added to the map.	Figures will be revised as requested.
	Page 17: Labels for new TH 212 are visible but the linework is not.	Figures will be revised as requested.
	Page 17: In transition areas, the color coding of the road network does not correspond with the legend.	Figures will be revised as requested.
City of Mayer	Figure 2 in Section 4 is inconsistent with the Mayer Comprehensive Plan. Both the City and County Transportation Plans illustrate westerly extension of West 70th Street to CR 33 with functional class re-designation of the new segment to "A" Minor Arterial (CR 30). The County plan (but not the City plan) calls for existing CR 30 to revert to a functional classification of Major Collector. In addition, that segment of current CR 30 (like TH 25 in downtown if a new alignment is constructed) would be turned back to city ownership. When appropriate, the City may want to seek a meeting with the County to further discuss turnback issues. The City may also wish to request the County adjust the legend of Figure 2 in Section 4 to illustrate the intent of the dashed line as opposed to solid lines.	Comment noted - County and City to coordinate on future turnback routes/issues. The legend of Figure 2 (Future Functional Classification) will be modified to define dashed lines as potential future roadways.
	Figure 4 in Section 4 illustrates the future trunk highway system in Carver County. The City should be aware of the trunk highway designation begin moved from 25 to 33/133. The City may wish to work with the County to proactively inform property owners in the Central Business District of the anticipated changes as a means of curbing the potential for misinformation in terms of impact on traffic volumes and business sale potential.	Comment noted - County and City to coordinate on future turnback routes/issues.
Norwood Young America	Both city and county should revise their future system plans to show the preferred alignment of CSAH 34 as identified in the TH 5 Corridor Study.	The preferred alignment for CSAH 34 as identified in the TH 5 Corridor Study will be added to all applicable figures.
City of Victoria	The Transportation Element of the Plan should acknowledge the TH 5 Corridor Study. Although the proposed realignment for CR 43 is in conceptual stage, the City strongly recommends that the road be placed as far east as possible to ensure developable area on the west side. The City owns approximately 94 acres in that area for future development and would like to be closely involved with the County as more detailed plans for the roadway move forward.	Text acknowledging the TH 5 Corridor Study and its final recommendations will be added to the Plan.



	<p>The City of Watertown has conducted a study for the east loop of the future county road corridor. The City and County have invested time and money into this study and the City will be adopting the route as the "locally preferred route" in the 2030 Comprehensive Plan. As development occurs to the east surrounding this corridor, it is recommended that the County integrate this preferred route as well to preserve key corridor alignment in this area with significant growth pressures.</p>	<p>Comment noted.</p>
<p>City of Watertown</p>	<p>CR 13 in Wright County connecting to CR 10 heading north of the city is classified as major Collector according to Wright County. Please check the classification of the segment.</p> <p>Metropolitan Council has commented on the large number changes to the roadway classifications around Watertown. The City of Watertown has integrated all the changes to the County system into their Transportation Chapter. The changes will need to be forwarded to the TAC-Planning Committee for approval before they can become "official" on the Council's map.</p> <p>With respect to population, households, and employment forecasts, the Metropolitan Development Framework of January 2008 is not accurately reflected in the County TAZ allocation table. The City's numbers should total 7,700 for population, 3,000 for households, and 1,770 for employment. This was a comment made by the Metropolitan Council.</p>	<p>CR 13 (from CR 25 to the north border) will be changed from a minor collector to a major collector for consistency with Wright County.</p> <p>Comment noted.</p>
<p>Scott County</p>	<p>Scott County's 2030 Transportation Plan identified TH 41 as a Principal Arterial in the Future Functional Classification Map due to the proposed river crossing, forecasted traffic needs, and the increasing regional importance of the connection between TH 169 and TH 212. Carver County's Future Functional Classification Map identifies TH 41 as an "A" Minor Arterial. Scott County staff recommends TH 41 be classified as a Principal Arterial from the county border to TH 212 to acknowledge this corridor's importance to the growth of both counties.</p>	<p>See Metropolitan Council comment #2 and response below.</p> <p>TH 41 (south county border to TH 212) will be shown as a Principal Arterial on the Future Functional Classification Map. In addition, the preferred TH 41 river crossing alternative will be shown on this map as well.</p>
<p>Hennepin County</p>	<p>Functional Classification of CR 20 should be changed from a B Minor Arterial to an A Minor Arterial for consistency with Hennepin CR 6.</p>	<p>Future functional classification of CR 20 will be revised from a B Minor Arterial to an A Minor Arterial for consistency with the adjoining Hennepin CR 6.</p>
	<p>The complete Roadway Plan contains a map of the existing Functional Classification that is clear, precise and accurate. The "Future" Classification map contains a number of roadway designations that depart from the Council's official Roadway Functional Classification Map. The County needs to request these changes through the TAC-TAB process.</p>	<p>Comment noted.</p>



Metropolitan Council	<p>While the complete Roadway Plan describes the TAZ forecasting process and includes a map of the TAZ system, there is no TAZ-allocation table provided in the Update. Table 4 (page 21 of the Roadway System Plan) identifies the community and County forecast totals. The numbers do not reflect the January 2008 Regional Development Framework numbers. Council staff does not recommend that the number be updated as the difference in the 2030 forecasts overall, and the impact of a revised dataset would be negligible and would not alter the results.</p>	<p>Comment noted. A TAZ allocation table will be included in the Appendix of the Plan.</p>
	<p>Figure 5 of the Carver County Future Trunk Highway System: at present, money has not been set aside for the jurisdictional transfer of TH 284 and the designation realignment of TH 25. As budgets allow, Mn/DOT Metro District will continue to consider any jurisdictional transfer proposals and attempt to seize all opportunities that advance the goal of improving the efficiency of managing the highway system.</p>	<p>Comment noted.</p>
Mn/DOT	<p>Figure 5, Carver County Recommended Future Access Spacing: it appears that there are numerous inconsistencies with the proposed access spacing and the spacing identified in Mn/DOT's Access Management Manual. Mn/DOT would welcome the opportunity to work with Carver County as Access Management Plan are refined.</p>	<p>Comment noted. The Carver County plan identifies guidelines that are more restrictive (exception/deviation) of private access along minor arterials in developing areas than in rural and/or urban core areas (subject to conditions). This is due to the fact that planning should be able to limit private access in these developing areas versus areas that have already been developed (core urban areas) and/or areas where there is no other supporting street system (rural). Mn/DOT was accepting of this approach but still welcomes the opportunity to coordinate in the future on access management, as needed.</p>
	<p>Carver County places strong important on right of way preservation and enhancement to meet the future roadway capacity needs. As Mn/DOT is currently updating its 2030 Transportation System Plan, it is important for Carver County to continue to work with Mn/DOT to ensure consistency between the Carver County Comprehensive Plan and the Mn/DOT TSP.</p>	<p>Comment noted.</p>



# REQUEST FOR BOARD ACTION

**AGENDA ITEM:** Final approval for the Carver County Community Development Agency's (CCDA) Oak Grove Dairy Project

Originating Division: Financial Services/Administrative Services Meeting Date: 9/22/09  
Amount of Time Requested: 15 minutes Attachments for packet:  Yes  No  
Item Type:  Consent  Regular Session  Closed Session  Work Session  Ditch/Rail Authority

**BACKGROUND/EXPLANATION OF AGENDA ITEM:** The CCDA and the City of Norwood Young America have developed a Housing, City Hall and Library project referred to as the Oak Grove Dairy Project. The Carver County Board is being asked to approve the following related to this project:

1. The County's General Obligation pledge to the CDA's Housing Development Bonds

Minnesota Statutes, Section 469.034, Subd. 2, authorizes the CDA to issue bonds backed by the full faith and credit of Carver County, Minnesota, (the "County") to finance a housing development project following (a) a determination by the CDA that pledged revenues will equal or exceed 110% of the principal and interest due on such bonds for each year, and (b) approval by the County of the principal amount of the Bonds following a public hearing. The County Board held a public hearing on August 4<sup>th</sup>, 2009 after which a resolution giving preliminary approval was adopted. The County's legal authority to act should the CCDA call on the County's pledge to pay the debt service on the proposed bonds is governed by a trust indenture. This trust indenture has been reviewed by the County's Bond Counsel from Faegre & Benson.

2. Amended Joint Powers Agreement "JPA") with the City of NYA for the library portion of the Oak Grove Dairy Project

The City and County original JPA was signed on February 24, 1975. The proposed amendment has been deemed necessary to supplement the original JPA in order to address the parties' respective responsibilities regarding the Project. The operating costs for the library of \$51,628 will be incorporated into the County's 2010/11 Budget process. The one-time capital cost of \$414,000 for the opening day collection and computers will also be finance via the 2010 Budget process most likely from the State's County Program Aid.

3. County Allocation of a portion of its authority to issue Taxable Recovery Zone Economic Development Bonds under the American Recovery and Reinvest Act of 2009.

The City of Norwood Young America has requested this allocation to get a federal subsidy of the interest payments for the library and city hall portion of the project. County staff received no other requests after a survey was sent out to other Carver County local governments.

**ACTION REQUESTED:**

1. Adopt the attached resolution giving final approval to the County's general obligation pledge to the CDA's Housing Development Bonds.
2. Adopt the attached resolution giving approval of the amended City/County Library JPA.
3. Adopt the attached resolution allocating the County's authority to issue Taxable Recovery Zone Economic Development Bonds under the American Recovery and Reinvest Act of 2009.

**FUNDING**

County Dollars = \$  
 Other Sources & Amounts = \$  
 = \$  
**TOTAL** = \$

**FISCAL IMPACT**

- None  
 Included in current budget  
 Budget amendment requested  
 Other: See below

*Related Financial Comments: Library operating and capital one time project costs will be incorporated into the 2010/11 budget process.*

Reviewed by Division Director

Date: 9/14/09



# BOARD OF COUNTY COMMISSIONERS CARVER COUNTY, MINNESOTA

DATE September 22, 2009  
MOTION BY COMMISSIONER \_\_\_\_\_

RESOLUTION \_\_\_\_\_  
SECONDED BY COMMISSIONER \_\_\_\_\_

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RESOLUTION APPROVING THE ISSUANCE BY THE CARVER COUNTY COMMUNITY DEVELOPMENT AGENCY OF ITS HOUSING DEVELOPMENT REVENUE BONDS (CARVER COUNTY, MINNESOTA, UNLIMITED TAX GENERAL OBLIGATION-OAK GROVE DAIRY PROJECT), SERIES 2009, IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED \$6,500,000, TO WHICH BONDS THE GENERAL OBLIGATION OF CARVER COUNTY IS PLEDGED, AND AUTHORIZING EXECUTION OF DOCUMENTS

WHEREAS, pursuant to Minnesota Statutes, Section 469.017, Carver County Community Development Agency (the "CDA") is authorized to undertake housing development projects and to acquire and construct multifamily rental housing for the purposes of providing housing for low and moderate income persons and families, including elderly persons; and

WHEREAS, pursuant to Minnesota Statutes, Section 469.034, Subd. 2, CDA is authorized to issue bonds backed by the full faith and credit of Carver County, Minnesota (the "County"), to finance a housing development project following (a) a determination by the CDA that pledged revenues will equal or exceed 110% of the principal and interest due on such bonds for each year, and (b) approval by the County of the principal amount of the Bonds following a public hearing; and

WHEREAS, the CDA has approved the issuance of Bonds to finance the acquisition and construction of a 50-unit multifamily housing project for low and moderate income elderly tenants in the city of Norwood Young America (the "Project"); and

WHEREAS, the Project constitutes a "qualified housing development project", which is defined under Minnesota Statutes, Section 469.034, Subd. 2, to include a housing development project providing housing for the elderly;

WHEREAS, on August 4, 2009, after due publication of notice in the official newspaper of the County, the County Board conducted a public hearing pursuant to Minnesota Statutes, Section 469.034, subd. 2; and

WHEREAS, there has been presented to this Board proposed forms of (a) Indenture of Trust to be entered into by and between the CDA and U.S. Bank National Association and accepted by the County, the City of Norwood Young America and City of Norwood Young America Economic Development Authority (the "Indenture"), setting forth the terms of the Bonds and the rights and obligations of the County and CDA with respect to the Bonds and the Project and (b) a Continuing Disclosure Certificate to be executed by the County relating to the obligation of the County to provide an annual report and notices of certain material events related to the Bonds;

NOW, THEREFORE, BE IT RESOLVED, BY THE BOARD OF COMMISSIONERS OF CARVER COUNTY, MINNESOTA, AS FOLLOWS:

1. That the County hereby finds, determines, and declares that the construction and operation by the CDA of the Project in the County is in the best interests of the County and its residents.

2. That the County hereby approves the issuance by the CDA of up to \$6,500,000 aggregate principal amount of Housing Development Revenue Bonds (Carver County, Minnesota, Unlimited Tax General Obligation-Oak Grove Dairy Project), Series 2009 (the "Bonds"), to which Bonds, and the payment of principal of and interest thereon, the CDA will pledge the County's general obligation, being its full faith and credit and taxing power, as authorized by Minnesota Statutes, Section 469.034, subd.2.

3. That such approval is subject to the condition that the net interest cost of the Bonds shall not be greater than 5.00%, after giving effect to any payments to be received by the CDA with respect to any of the Bonds issued as Build America Bonds.

4. That the County hereby approves the use of the proceeds of the Bonds to acquire and construct the Project.

5. That in connection with the issuance of the Bonds by the CDA, the Chair and County Administrator are hereby authorized to execute and deliver on behalf of the County the Indenture and the Continuing Disclosure Certificate substantially in the forms on file with the County Administrator on the date hereof, with such variations as shall be approved by the Chair upon the advice of the County Attorney, and execution by the Chair and County Administrator shall be conclusive evidence of such approval.

6. That the Chair, County Administrator and other officers of the County are authorized to execute such other certificates and documents as may be necessary and appropriate in connection with the issuance of the Bonds.

YES	ABSENT	NO
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

STATE OF MINNESOTA  
COUNTY OF CARVER

I, David Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 22<sup>n</sup> day of September, 2009, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 22<sup>nd</sup> day of September, 2009.

\_\_\_\_\_  
County Administrator



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

DATE \_\_\_\_\_

RESOLUTION NO. \_\_\_\_\_

MOTION BY COMMISSIONER \_\_\_\_\_

SECONDED BY COMMISSIONER \_\_\_\_\_

**RESOLUTION APPROVING AGREEMENT WITH CITY OF NORWOOD  
YOUNG AMERICA FOR FINANCING OF NEW BRANCH LIBRARY**

**Section 1. Background.**

1.01. The Carver County Community Development Agency (the “CDA”), the Norwood Young America Economic Development Authority (the “EDA”), and the City of Norwood Young America (the “City”) have collectively decided to undertake the acquisition, construction, equipping, operating, and financing of a mixed-use facility located on the site of the former Oak Grove Dairy within the City and currently owned by the CDA (the “Oak Grove City Center”).

1.02. The Oak Grove City Center will include (among other elements) a new branch library to be owned by the City and operated by Carver County (the “Library”).

1.03. The City proposes to finance a portion of the costs of the construction and equipping of the Library through the issuance of the City’s approximately \$1,420,000 General Obligation Library Bonds, Series 2009A (the “City Bonds”), under Minnesota Statutes, Section 134.41 (the “Act”).

1.04. Under the Act, the City and the County are authorized to enter into agreements with each other as to the portion of the debt for construction of a library to be discharged by taxation in each unit.

1.05. The City and the County have proposed to enter into an agreement, entitled “Carver County Library System, Agreement with City of Norwood Young America for Financing of New Branch Library” (the “Library Agreement”), under which the City agrees to issue the City Bonds, and that such bonds will be discharged solely by taxes within the City.

1.06. The City Bonds will not constitute a general obligation of Carver County, and no portion of the debt service on the City Bonds will be discharged by an ad valorem tax on property in Carver County (other than property located within the City).

1.07. A copy of the Library Agreement has been provided to this Board of Commissioners for review.

Section 2. Library Agreement Approved.

2.01. The Library Agreement as presented to this Board of Commissioners is in all respects approved, subject to modifications that do not alter the substance of the Library Agreement and that are approved by the Chair and the County Administrator, provided that execution of the Library Agreement by such officials shall constitute conclusive evidence of approval.

2.02. The Chair and the County Administrator are authorized to execute the Library Agreement on behalf of Carver County and to carry out, on behalf of the County, the County's obligations thereunder, including without limitation the execution of all documents referenced in the Library Agreement or necessary to carry out the transactions described therein.

Adopted by the Board of Commissioners of Carver County, Minnesota, this \_\_\_ day of September, 2009.

\_\_\_\_\_  
Chair

ATTEST:

\_\_\_\_\_  
County Administrator



# BOARD OF COUNTY COMMISSIONERS CARVER COUNTY, MINNESOTA

DATE September 22, 2009  
MOTION BY COMMISSIONER \_\_\_\_\_

RESOLUTION \_\_\_\_\_  
SECONDED BY COMMISSIONER \_\_\_\_\_

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## RESOLUTION ALLOCATING RECOVERY ZONE ECONOMIC DEVELOPMENT BOND VOLUME CAP TO THE CITY OF NORWOOD YOUNG AMERICA AND NORWOOD YOUNG AMERICA ECONOMIC DEVELOPMENT AUTHORITY

### Section 1. Background.

1.01. The Carver County Community Development Agency (the "CDA"), the City of Norwood Young America Economic Development Authority (the "EDA"), and the City of Norwood Young America (the "City") have collectively decided to undertake the acquisition, construction, equipping, operating, and financing of a mixed-use facility located on the site of the former Oak Grove Dairy within the City and currently owned by the CDA (the "Oak Grove Facility").

1.02. The Oak Grove Facility will include the following developments: (i) a 50-unit senior housing facility and related underground parking to be owned by the CDA; (ii) a new City Hall and Carver County Sheriff's Facility (the "City Hall/Sheriff's Project") to be owned by the EDA and leased to the City pursuant to a lease-purchase agreement; (iii) two commercial pads; and (iv) a new branch library to be owned by the City and operated by Carver County (the "Library Project").

1.03. In connection with the development of the Oak Grove Facility, the EDA, the City and the CDA each intend to enter into a Joint Powers Agreement (Oak Grove Dairy Project) (the "Joint Powers Agreement"), pursuant to Minnesota Statutes, Section 471.59, as amended, describing each entity's respective responsibilities regarding the acquisition, construction, equipping, operating, and financing of the Oak Grove Facility.

1.04. The EDA proposes to finance a portion of the costs of the City Hall/Sheriff's Project through the issuance of the EDA's approximately \$2,450,000 Public Project Lease Revenue Bonds (City of Norwood Young America, Minnesota Lease Obligation) (the "EDA Bonds").

1.05. The City proposes to finance a portion of the costs of the Library Project through the issuance of the City's approximately \$1,320,000 general obligation library bonds (the "City Bonds").

1.06. The EDA and the City may issue the EDA Bonds and City Bonds or any portion of either thereof as Build America Bonds ("BABs") pursuant to the American Recovery and Reinvestment Act of 2009, Pub. L. No. 111-5, 123 Stat. 115 (2009) (enacted February 17, 2009, and referred to herein as "ARRA"), upon a proper election to have Section 54AA of the Internal Revenue Code of 1986, as amended, apply.

1.07. The EDA and City have requested that the County allocate to the EDA the ability to issue the EDA Bonds and the City Bonds, or portions thereof, respectively, as Recovery Zone Economic Development Bonds ("RZEDBs") pursuant to ARRA. The County has a RZEDB volume cap allocation of \$3,021,000. With the grant of such volume cap allocation by the County, upon designation of a recovery zone pursuant to ARRA by the City and the EDA which includes the site of the City Hall/Sheriff's Project and Library Project, the EDA and the City are authorized to issue the EDA Bonds and City Bonds or any portions thereof as RZEDBs.

Section 2. Allocation of RZEDB Authority.

2.01. As authorized by ARRA and Notice 2009-50 the County hereby allocates its entire RZEDB volume cap to the City and EDA in connection with the City Hall/Sheriff Project and Library Project, to be used for the City Bonds and EDA Bonds in such amounts as the City may direct, not to exceed an aggregate of \$3,021,000.

2.02. This allocation expires unless used prior to January 1, 2010.

2.03. In making this allocation the County makes no representations or warranties that the recovery zone to be designated by the City and the EDA will meet applicable requirements, that the City and the EDA will apply the proceeds of the City Bonds and EDA Bonds for a qualified economic development purpose as required by ARRA or that the City and EDA will satisfy the Davis-Bacon requirements applicable to projects financed with RZEDBs.

YES	ABSENT	NO
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

STATE OF MINNESOTA  
COUNTY OF CARVER

I, David Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 22<sup>n</sup> day of September, 2009, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 22<sup>nd</sup> day of September, 2009.

\_\_\_\_\_  
County Administrator