



Norwood Young America Comprehensive Plan

2008

Table of Figures

Chapter	Figure Number	Description	Page
Two	2-1	Population Growth Trends	2
Two	2-2	Household Growth Trends	2
Two	2-3	Age Distribution	5
Two	2-4	Map - Existing Land Use	Close of Chapter
Two	2-5	Map - Existing Zoning	Close of Chapter
Two	2-7	Map - Land Use Surrounding City	Close of Chapter
Two	2-8	New Comm/Indust Building	20
Two	2-9a	Map - Environmental Features	Close of Chapter
Two	2-9b	Wetland Functional Values	27
Two	2-9c	Watersheds	29
Two	2-9d	Feedlot Locations	31
Two	2-9e	Independent Sewage Treatment System Locations	31
Two	2-9f	Metro Wildlife Corridors	33
Two	2-10	Removed - Included in Transportation Plan - Appendix A	Appendix A
Two	2-11	Map - Community Facilities	Close of Chapter
Two	2-11a	Proposed County Trail	50
Two	2-11b	Proposed Regional Trail	51
Two	2-12a	Map - Existing Wastewater System	Close of Chapter
Two	2-12b	Map - Existing Drinking Water System	Close of Chapter
Two	2-13	Home Building Trends	60
Two	2-14	Housing Units Sold 2000	64
Two	2-15	Housing Units Sold 2001	64
Two	2-16	Housing Units Sold 2002	65
Two	2-17	Housing Units Sold 2003	65

Chapter	Figure Number	Description	Page
Four	4-0	Map - Potential Historic Sites	Close of Chapter
Four	4-1	Map - Future Land Use Plan	Close of Chapter
Four	4-2	Map - Staging Concept	Close of Chapter
Four	4-2a	Conceptual Land Use for "Study Area"	Page 19
Four	4-3	Map - Vacant Acreage Potentially Available for Development	Close of Chapter
Four	4-3b	Map - Future Sanitary Sewer System	Close of Chapter
Four	4-3c	Map - Future Drinking Water System	Close of Chapter
Four	4-4	Removed - included in Transportation Plan - Appendix A	Appendix A
Four	4-5a	Map - Park Service Areas	Close of Chapter
Four	4-5b	Map - Future Park & Trail Map	Close of Chapter

CHAPTER 1: INTRODUCTION

This Comprehensive Plan sets forth the basic guiding principles the City of Norwood Young America has embraced to shape its future. The community planning process began in the fall of 2004, and concluded in July of 2005.

The City of Norwood Young America retained the services of Municipal Development Group to coordinate the update the Comprehensive Plan to 2008 CPU requirements. Changes within the 2008 update respond to comments contained in a memo from Twin Cities Metropolitan Council reviewers comparing the 2006 update to the 2008 standards. The City's Engineering Consultant, Bolton-Menk, has updated sanitary sewer, water supply, surface water management and transportation plan components contained within the 2008 CPU.

While the *Table of Contents* presents a clear explanation of what is contained in this document, the reader may benefit from a brief overview of how it is organized. The *Introduction* chapter presents an abridged summary of the planning process and the setting in which this Plan was developed.

The *Inventory and Analysis* chapter describes the background information compiled for this Plan and is divided into six sections:

- Demographic Characteristics
- Land Use & Growth
- Economic Development
- Housing
- Transportation
- Community Facilities and Services

The chapter on *Goals and Policies* contains a detailed expression of the community's desire for the future. This chapter is truly the heart of the Comprehensive Plan. Everything that precedes it is background information and input used to provide a clear picture of the current state of conditions in the Norwood Young America area from which the issues, needs and opportunities facing the community were identified. Everything that follows it is a description of how the City has chosen to achieve and address those needs and to achieve the desired results expressed in the goals and policies.

The *Long Range Plan* chapter is divided into four sections:

- Future Land Use Plan
- Growth Management Plan
- Transportation Plan
- Parks and Trails Plan

These sections outline more specific recommendations and geographic representations related to the future growth and development of the city.

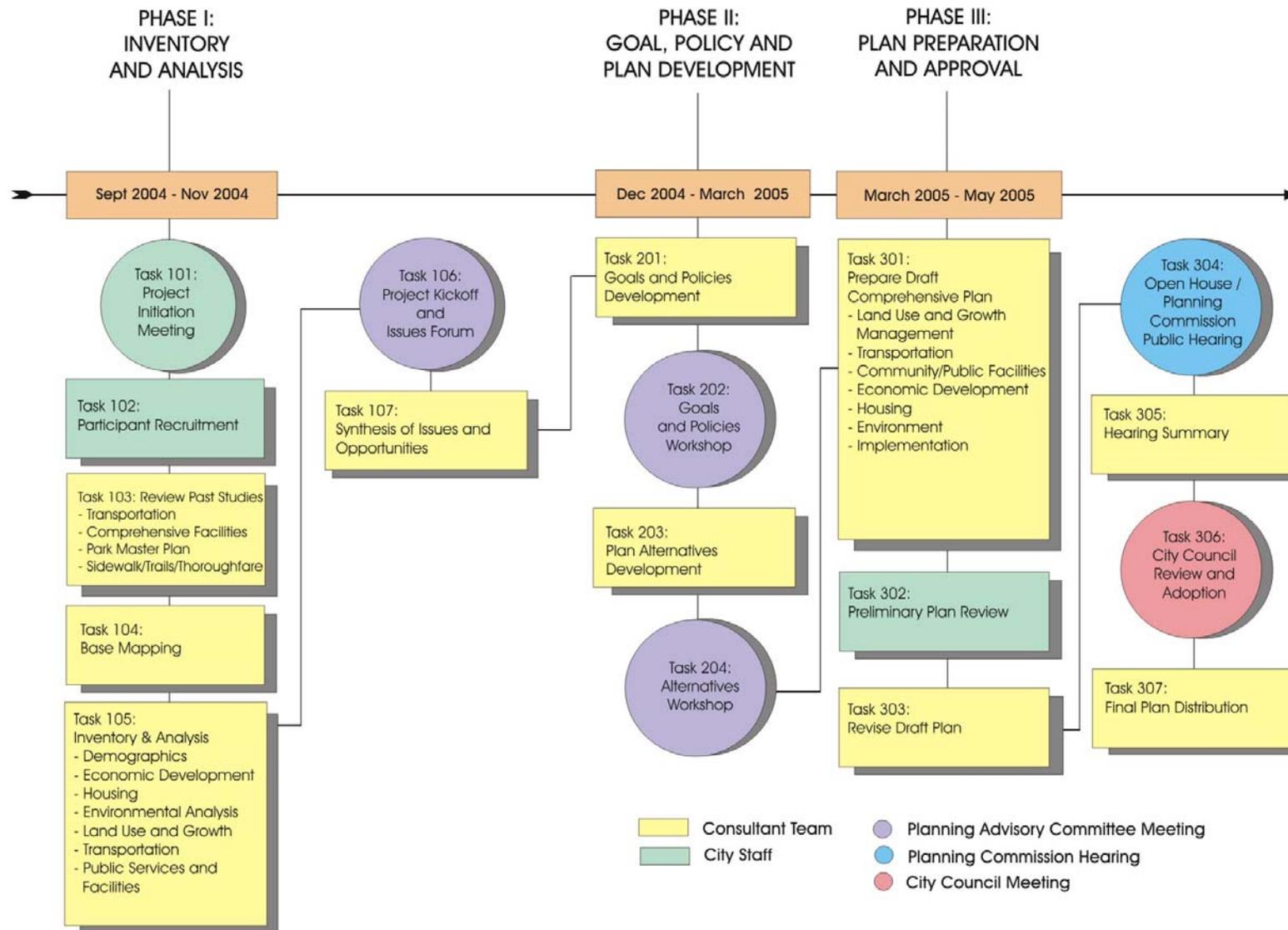
The *Implementation* chapter describes how the City intends to execute this Plan. It includes a description of the tools available to the City to implement the Plan, as well as strategies the City may use to ensure the Plan continues to reflect the aspirations of the community and the changing circumstances facing it.

PLANNING PROCESS

Comprehensive planning is a systematic, ongoing, forward-looking process of analyzing opportunities and constraints to accomplish a community's goals and objectives. Figure 1-1, *Planning Process*, illustrates the process Norwood Young America undertook to complete this Plan.

CHAPTER 1: INTRODUCTION

Figure 1-1, Planning Process



WORK PROGRAM AND SCHEDULE

Norwood Young America Comprehensive Plan

DAHLGREN, SHARDLOW, & UBAN, INC.

CHAPTER 1: INTRODUCTION

The planning process was divided into three Phases:

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

The organization of this document essentially follows the order of the planning process.

Phase I initiated the overall study, analyzed existing conditions, organized the local participation process, and identified needs and opportunities for Norwood Young America. Planning typically begins with the development of a vision for the community that the City seeks to achieve through the planning process. Thus a community Project Kickoff and Issues Forum was held to elicit public views on the issues facing Norwood Young America as well as their vision for the city's future. In addition to creating a vision for the city's future, it is also important at the outset of the project to assemble and evaluate objective facts about the community. Data related to demographics, land use and growth, economic development, housing, transportation and community facilities was collected, analyzed, mapped where appropriate and compiled into a background report. The background data comprises the Inventory and Analysis chapter of this Plan.

After the basic studies are completed, it is generally deemed useful to formulate goals and policies on how the City would like to reach its vision for the future. Phase II focused on the preparation, evaluation and refinement of issues, goals and policies. The ideas generated at the Project Kickoff and Issues Forum were analyzed in conjunction with the background data to refine the goals and policies contained in the City's 1998 Plan. These were presented to the public at the Goals and Policies workshop. The draft goals and policies were then modified based on the public's input and are presented in the Goals and Policies chapter of this Plan.

During Phase II, strategies for guiding and implementing the community's goals were also developed relating to land use, growth management, transportation and parks and trails. These comprise the Long Range Plan chapter of this document.

Phase III involved the preparation of the final Plan document and its review and adoption.

PLAN SETTING

Norwood Young America is a community 3,526 persons (2006 Metropolitan Council estimate) located in the southwest region of Carver County. The City is bordered by Young America Township. Located on Highways 212 and 5, it lies approximately 35 miles southwest of Minneapolis See Figure 1-2, *Regional Context*.

Norwood Young America is located within the seven-county Twin Cities Metropolitan Area (TCMA) and thus falls under the jurisdiction of the Metropolitan Council. The Metropolitan Council is the chief policy maker for regional systems such as highways, airports and parks, and coordinates these systems with the land use plans of the 189 local governments located in the seven-county area. In addition, the Council operates the region's transit system and wastewater system. Norwood Young America is not part of the Metropolitan Council's regional wastewater system, but rather operates its own facilities. Fundamental decisions regarding development and ways in which regional systems should support this growth are determined by the Council.

The Metropolitan Council classifies Norwood Young America as a Rural Center. It is surrounded by areas classified as Agricultural. Rural Centers are described in the Metropolitan Council's 2030 Regional Development Framework as the small towns located throughout the rural areas. The region's Rural Centers include residential neighborhoods surrounding a center that provides basic consumer services and community activities. There are older communities, many of them established more than a century ago to serve surrounding farms.

Figure 1-2, Regional Context



INTRODUCTION

The existing pattern of development and other conditions in the City of Norwood Young America and the surrounding area have a great influence on the community's future. Accurate, complete and up-to-date information on existing conditions is essential to a successful Comprehensive Plan. Background information for this report was gathered and analyzed for six key planning components including:

- Demographic Characteristics
- Land Use & Growth
- Economic Development
- Housing
- Transportation
- Community Facilities and Services

The information gathered during this phase of the planning process was combined with the issues articulated during the Project Kickoff and Issues Forum to develop the goals, policies and implementation strategies contained in the Comprehensive Plan.

A description of each of the Inventory and Analysis components is outlined in this chapter.

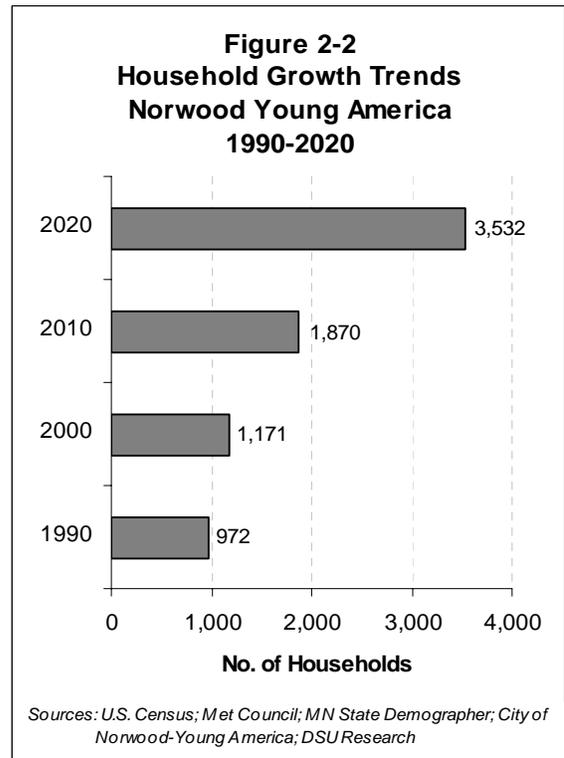
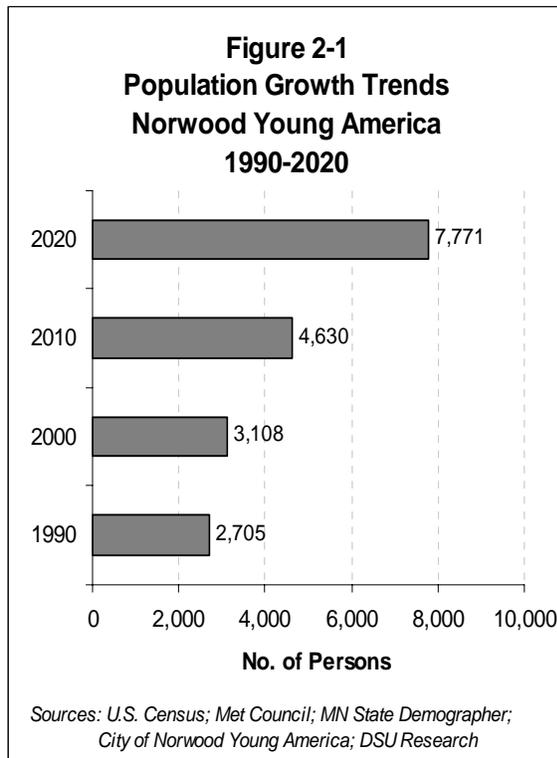
DEMOGRAPHIC CHARACTERISTICS

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

POPULATION AND HOUSEHOLDS

Norwood Young America has historically grown at a steady, but relatively slow pace. DSU Research prepared population and household projections for the city through 2030. To determine their forecast of new population and household growth, DSU Research reviewed a variety of sources, including building permit history, Minnesota State Demographer projections for Carver County, Metropolitan Council estimates and historic growth from the U.S. Census. Essentially, the population and household growth trends nearly mirror each other, as the two charts below indicate.

According to the Census, Norwood Young America's population grew from 2,705 to 3,108 persons between 1990 and 2000 representing a 15 percent increase. DSU Research projections reveal potential for the city to grow to 4,630 persons by 2010 (a 49 percent increase over the 2000 figure), and to 7,771 persons by 2020 (68 percent growth between 2010 and 2020).



CHAPTER 2: INVENTORY AND ANALYSIS

The number of households in the city increased by 20 percent between 1990 and 2000, from 972 to 1,171. By 2010, the number of households in Norwood Young America is projected to reach 1,870 (a 60 percent increase over the decade), nearly doubling the number found in the city in 1990. By 2020, DSU Research projects the city to contain over 3,500 households, a figure 89 percent higher than the number projected for 2010.

The population and household projections assume 65% of new housing units will be low density, 25% will be at medium densities and 10% will be at high densities with a steadily increasing rate of new construction. Much of this growth is anticipated in the older adult (45-64 years) and young adult (25-34 years) age groups. These two groups are the most likely to consider new housing in the city, with the older adults seeking more costly move-up and executive homes, and the young adults attracted to the lower cost of housing that can be achieved in exurban communities.

Table 2-1A shows population and household growth estimates projected out in five year increments to 2030. It is important to note that it is difficult to estimate growth trends into a long-term horizon. The projections in Table 2-1A assume the growth and construction trends upon which the 2010 and 2020 projections were made will continue into 2030. The City will need to monitor actual growth and update future projections regularly.

Table 2-1A
Estimated Population & Household Growth Forecasts

Year	Households	Population	Employment
2000	1,171	3,108	1,553
2005	1,473	3,629	1,827
2010	1,870	4,630	2,100
2015	2,534	6,068	2,275
2020	3,532	7,771	2,450
2025	4,482	9,821	2,560
2030	5,432	11,871	2,670

Source: US Census, Metropolitan Council, DSU Research

TCMC forecasts for Norwood Young America set forth within the City's 'System Statement' are identified in Table 2-1B below. The forecasts are included in this Plan to recognize a discrepancy with the forecasts included in Table 2-1A.

Table 2-1B
TCMC 2006 CPA Forecasts

Year	Households	Population	Employment
2010	1,800	4,500	2,100
2020	2,800	6,700	2,450
2030	3,800	8,800	2,670

Comments contained in a CPU content status memo from TCMC reviewers indicates the Council accepted the forecasts contained in Table 2-1A for 2010 and 2020 when it reviewed and approved the 2006 CPA on May 10, 2006 (Council action item 2006-91) and, that, according to the Council Research Manager the Metropolitan Council is 'okay' with the 2030

CHAPTER 2: INVENTORY AND ANALYSIS

forecasts contained in Table 2-1A above as well. The memo concludes “the City can use these forecasts in its 2008 CPU.”

Therefore, although a discrepancy exists between forecasts employed in this CPU and the Norwood Young America system statement the TCMC has authorized the City to base the CPU on the forecasts in Table 2-1A.

The City estimates in 2007 there are 1,400 households within Norwood Young America and 1,968 employment positions (Claritas estimate). As with national trends, significant slowing in the housing sector in Norwood Young America is noted.

AGE

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

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

Table 2-2 shows the median age in Norwood Young America and surrounding communities. The table shows that Norwood Young America’s median age was lower than most surrounding communities, the Township, the County, the Twin Cities and Minnesota as a whole.

Table 2-3 shows the age cohorts for Norwood Young America for 1990 and 2000. This is also illustrated in Figure 2-3.

**Table 2-2
Median Age of Population
City of Norwood Young America & Selected Communities**

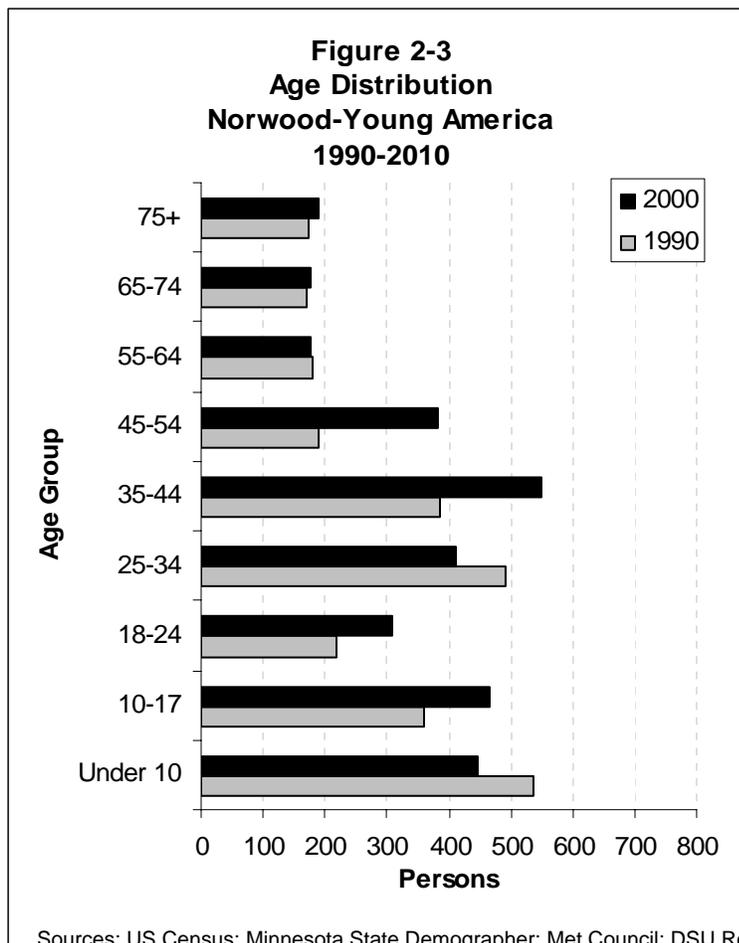
City of Norwood Young America	33.1
City of Cologne	31
City of Glencoe	35.5
Young America Township	36.5
Carver County	33.9
Minneapolis--St. Paul MSA	34.2
Minnesota	35.4

Source: US Census

**Table 2-3
Population by Age
City of Norwood Young America
1990 and 2000**

	1990		2000		1990 – 2000	
	Number	Percent	Number	Percent	Change	Percent Change
Under 10	538	20%	448	14%	-90	-16.7%
10-17	360	13%	465	15%	105	29.2%
18-24	217	8%	309	10%	92	42.4%
25-34	491	18%	412	13%	-79	-16.1%
35-44	385	14%	550	18%	165	42.9%
45-54	189	7%	382	12%	193	102.1%
55-64	180	7%	177	6%	-3	-1.7%
65-74	171	6%	177	6%	6	3.5%
75+	174	6%	188	6%	14	8.0%
Total	2,705	100%	3,108	100%	403	14.9%

Source: US Census



Sources: US Census; Minnesota State Demographer; Met Council; DSU Research

The largest age cohort in Norwood Young America is the 35 to 44 year-old group, followed by the 10 to 17 year-olds and those under 10. These groups, combined, comprise 47 percent of the city’s population. From 1990 to 2000, Norwood Young America saw its largest population gains in the 45 to 54, 35 to 44 and 10 to 17 year-old cohorts. These age groups, combined, grew from 729 persons in 1990 to 1,397 in 2000, which is a 92 percent increase. During the same time period, there was a decline in those under 10, the 25 to 34 year-olds and the 55 to 64 year-olds.

Table 2-4A shows households by age of the householders for Norwood Young America. As shown in the table, households with a householder between 35 and 44 are the largest group in Norwood Young America, while those with householders aged 15 to 24 are the smallest.

**Table 2-4A
Households by Age of Householder
City of Norwood Young America
1990 and 2000**

	1990		2000		1990 - 2000	
	Number	Percent	Number	Percent	Change	Percent Change
15 to 24	105	10%	61	5%	-44	-41.9%
25 to 34	265	25%	193	16%	-72	-27.2%
35 to 44	235	23%	321	27%	86	36.6%
45 to 54	97	9%	226	19%	129	133.0%
55 to 64	96	9%	109	9%	13	13.5%
65 to 74	113	11%	117	10%	4	3.5%
75+	130	12%	144	12%	14	10.8%
Total	1,041	100%	1,171	100%	130	12.5%

Source: US Census

AGE COHORT ANALYSIS

It is beneficial to examine age groupings within the community in terms of both the change of age group distribution over a comparative period (i.e. from Census 1990 to Census 2000) and of age cohorts over a comparative period (i.e. from Census 1990 to Census 2000). Age groupings can provide useful and thought provoking information regarding age ranges and changes, whereas, age cohort comparisons can help explain why age ranges have changed over time.

Table 2-4B on the following page compares age groupings in 2000 and 1990 for the City of Norwood Young America. As illustrated in the Table, those age 0 – 9 in 1990 (aged 10 – 19 in 2000) decreased significantly as an age cohort (decrease of 118 persons) as did those aged 30 – 39 in 1990 (40 – 49 in 2000) which decreased by 198 persons. Increases in those aged 10-29 in 1990 are noted. The age cohort comparison over time indicates the City has been experiencing a reduction in persons aged 30+ (age in 1990) but experiencing an influx of persons aged 10 – 29 (age in 1990).

The reduction and influx in various age cohorts is likely related to the type of housing and jobs available within Norwood Young America. For example, persons over age 30 may be leaving the community in search of move-up homes, empty nester options or elderly care. Younger persons may be moving into Norwood Young America as they migrate from rural counties toward the Twin Cities Metropolitan Area seeking employment opportunities post-graduation. First time home buyers may be moving to Norwood Young America due to available new housing at lower costs than those closer to the heart of the metro area.

**Table-2-4B
Age Cohort to Age Cohort Comparison (Age in 1990)**

Age in 1990	Change in Age Cohort	
	# in 1990	# in 2000
0-9	538	420
10-19	414	501
20-29	396	458
30-39	475	277
40-49	269	169
50-59	190	83
60-69	164	76
70-79	163	112

SCHOOL POPULATIONS

Table 2-5 on the following page shows the enrollment trends for both public and non-public schools within the School District #108 for 2003 through 2008. These figures show that despite a slight increase in enrollment from SY 05-06 to 06-07, the numbers have decreased slightly over the past five years. Public school enrollment has generally increased over this time period, whereas private school enrollment has generally decreased. It is not known whether the decrease in private enrollment accounts for the increase in public enrollment or whether these students have moved out of the district or open enrolled. The boundaries of the school district reach beyond the Norwood Young America municipal limits. Because of this, it is difficult to ascertain how much of the growth and decline fluctuations are attributable to demographic factors solely within Norwood Young America. In addition, the school district does not keep data on how many or what percent of students come from each community. However, because Norwood Young America is the largest community within the district, it is reasonable to expect that growth and development trends within this community will have the greatest impact on district enrollments.

CHAPTER 2: INVENTORY AND ANALYSIS

**Table 2-5
K-12 School Enrollment Trends
2003/2004 through 2007/2008 School Years
School District #108**

Grade	03-04		04-05		05-06		06-07		07-08	
	Public	Private								
K	67	51	57	51	78	30	87	46	76	36
1	55	43	61	49	62	41	78	30	80	37
2	65	42	64	34	65	43	67	33	80	29
3	64	35	74	53	62	31	71	42	66	29
4	66	40	62	30	76	53	57	30	73	43
5	74	38	66	39	68	25	85	45	59	24
6	71	37	77	36	69	36	70	22	84	43
7	75	25	78	28	80	33	80	30	71	22
8	80	28	73	23	80	26	84	34	83	29
9	86	0	86	0	87	0	95	0	93	0
10	84	0	90	0	90	0	89	0	100	0
11	103	0	82	0	81	0	92	0	86	0
12	93	0	99	0	81	0	73	0	94	0
Subtotal	983	339	969	343	979	318	1028	312	1045	292
Total	1,322		1312		1297		1340		1337	
% +/-	N/A		(0.76)		(1.14)		3.32		(0.22)	

Source: MN Department of Education, District #108 Enrollment Projections Study (2/07)

School District #108 does not have any expansion plans at the present time. Official enrollment projections have not been completed. However, an interview with the school superintendent reveals that over the next five years, enrollment is expected to remain flat (through 2009). From 2009-2010, the District anticipates a one to two percent increase, depending on growth in area. Because of recent development trends, from 2010 to 2014, the District anticipates enrollment will continue to increase, potentially significantly, depending on growth within the community. According to the superintendent, single-family housing development typically has a greater impact on school enrollment than townhome development.

LAND USE AND GROWTH

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

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

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

EXISTING LAND USE

Table 2-6 shows Norwood Young America’s existing land use as of February 2008. This table shows that Residential is the largest major land use category in the city with Agricultural being the next highest. At the close of this Chapter, Figure 2-4, *Existing Land Use*, maps the current land uses in Norwood Young America. This map shows that commercial businesses are largely located along the Highway 212 corridor and the north and south downtowns. Manufacturing is located along the railroad and Highway 212. Existing land use volumes were calculated by tax classification based on parcel information obtained from Carver County. The entire city is serviceable by the existing municipal sewer plant, thus all acreages shown are considered to be within the city’s urban service area.

**Table 2-6
Existing Land Use by Tax Classification - February 2008**

Land Use Category	Acres	Percent of Total City
Residential	584.98	43.24%
Rural Residential	0.16	0.01%
Single-Family Residential	402.57	29.75%
Multi-Family Residential	160.46	11.86%
Mobile Home	3.88	0.29%
Right-of-Way	180	13%
Parks/Open Space	85	6.28%
Public Parks	45	3.33%
Homeowner Assoc. Maintained Open Space	40	2.96%
Public/Semi-Public	120.28	8.89%
Industrial	22.61	1.67%
Commercial	86.93	6.42%
General Commercial	77.93	5.76%
Downtown Commercial	6	0.44%
Mixed Use	3	0.22%
Total Developed	1079.8	79.81%
Vacant	23.95	2%
Agricultural	243.48	18%
Total Land	1,347	100%
Open Water	6	0.44%
Total City	1,353	100%

CHAPTER 2: INVENTORY AND ANALYSIS

RESIDENTIAL

Comprising 43 percent of the city's total area, residential development (single-family homes, duplexes and townhomes, multi-family homes and pre-manufactured housing) is the largest developed land use type in the city. The city's 585 acres of residential land is primarily located in the central, northeast and southwest areas of the city.

Single-family homes consume the vast majority, 69 percent, of the city's residential land while multi-family housing, the second largest residential land use category, comprises just 27 percent. Manufactured homes make up less than one percent of the residential land in the city.

It is important to note that these percentages are in terms of *land area* as defined by existing tax classifications obtained with parcel data from Carver County.

RIGHT-OF-WAY

Street and railroad right-of-ways consume approximately 20 percent of the city. This percentage is due in part to the city's grid-like street pattern in the core areas that make up the bulk of the city, and is not unlike that found in other similarly sized communities. Although a grid network of streets occupies more land than a contemporary suburban pattern, it does distribute and handle traffic more efficiently. The presence of major highways and a rail line also contribute to the amount of right-of-way in the city.

PARKS

Norwood Young America has 85 acres of parks and open space areas, accounting for 6.28 percent of the city. There are a total of seven public parks scattered throughout the city. There are also two large open space and natural areas which are maintained within a homeowner's association for common use. The developed parks range from mini and neighborhood parks to community parks with the largest, the Sports Complex, being located in the southwest area of the city. Although not yet developed, the 2001 New Park Master Plan proposes an additional 24 acres of parkland to serve future development and population to the west of Barnes Lake.

A common method of determining whether a community has enough parkland to meet the needs of its residents is to calculate the acres of parkland per 1,000 residents. Although the recreational needs of a community vary depending on the city's role in the region, the demographic mix of its residents and other factors, a standard of 10 acres of parkland per 1,000 residents is typically considered adequate. Table 2-7 on the following page shows that Norwood Young America has an adequate supply of parkland with nearly 23 gross acres of parkland and open space per 1,000 residents, and 12 net acres of public park and open space per 1,000 residents.

Table 2-7
City of Norwood Young America
Parkland Ratio

Acres of Park and Open Space – Gross	85
Homeowner Association Maintained Open Space	40
Acres of Park and Open Space – Net	45
Homeowner Association Maintained Open Space – Net	12
2005 Population*	3,629
Park and Open Space Ratio (Per 1,000 Population) – Gross	23
Homeowner Association Maintained Open Space – Gross	11
Park and Open Space Ratio (Per 1,000 Population) – Net	12
Homeowner Association Maintained Open Space (Non-public)	3

* Source: Minnesota State Demographer

PUBLIC/SEMI-PUBLIC

Comprising nearly nine percent of the city's total area, public and semi-public land use makes up an important portion of the city's land. This category includes educational, religious, health care, cemetery, government and other public uses. A large area devoted to public land uses is located in the central area of the city and houses the school district offices, the high school, the middle school and the elementary school.

INDUSTRIAL

Industrial uses make up a relatively small portion of the city's land area. Approximately 1.7 percent of the total area of the city is used for industrial purposes including warehousing, transportation and manufacturing. Industry is located largely along the rail line and Highway 212.

A review by MDG, Inc. of Quarterly Census of Employment and Wages (QCEW) information available from the Department of Employment and Economic Development illustrates 1,546 employment positions within the City of Norwood Young America in the most recent reporting period available (second quarter 2006). Of the employment positions 873 (56%) were in NAICS Super-Sectors typically associated with industrial development (i.e. construction, manufacturing, transportation-warehousing and in this case professional/business services e.g. Young America Corporation).

COMMERCIAL

Commercial areas make up a relatively small portion of Norwood Young America's total land area. There are approximately 87 acres of commercial development (retail and wholesale trade, services and entertainment), which account for about three percent of the city's total area. Commercial uses are concentrated in three areas of the city, in the north and south downtowns and along Highway 212.

A review by MDG, Inc. of Quarterly Census of Employment and Wages (QCEW) information available from the Department of Employment and Economic Development illustrates 1,546 employment positions within the City of Norwood Young America in the most recent reporting period available (second quarter 2006). Of the employment positions 44% were in NAICS Super-Sectors typically associated with commercial development.

CHAPTER 2: INVENTORY AND ANALYSIS

MIXED USE

The Mixed Use land use classification is comprised primarily of business establishments that have residential living space above them. Most of the parcels identified as mixed use are located within the city's downtown areas. Mixed uses comprise a very small portion, less than one percent, of the city.

VACANT LAND AND AGRICULTURAL USES

There are 23.95 acres of vacant land in Norwood Young America. In addition, there are 244 acres of land used for agricultural purposes. The combined total of vacant and agricultural land accounts for approximately 20 percent of the total area of the city. However, an estimated 62 acres of the vacant/agricultural land is covered by wetlands leaving only 206 acres of it potentially available for development.

Norwood Young America has several large tracts of vacant land. Among the largest are several areas on the city's eastern-northeastern periphery and a 26-acre area north of the schools, which is owned by School District #108. The school district has no expansion plans at this time. Future needs are tied directly to community growth and a number of other factors (see discussion on pages 2-6 to 2-7). A detailed discussion of the city's vacant land, by *zoning district*, is included in the Zoning section starting on page 2-14.

WATER

Comprising just over six acres, water areas comprise less than one percent of the city's total area. However, there are three lakes just outside the city's boundary on the east-northeast, as well as a lake west of the city. These water bodies are some of the prime scenic and recreational features of the city's potential growth areas and efforts to preserve them should be continued and enhanced where appropriate.

WETLANDS

Wetland areas are identified by the National Wetlands Inventory. There are approximately 132 acres of wetlands within Norwood Young America, accounting for 11 percent of the city's total area. Some of the city's wetlands are within "developed" parcels, but 25 percent are inside parks while another 49 percent of them are within agricultural and vacant lands.

CHAPTER 2: INVENTORY AND ANALYSIS

EXISTING ZONING

Norwood Young America's current zoning ordinances establish eight primary categories of zoning districts to meet the City's planning, development and preservation needs. These zoning districts are shown on Figure 2-5, *Zoning Map* at the close of this Chapter, and are listed below.

RURAL / AGRICULTURAL DISTRICTS

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

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

RESIDENTIAL DISTRICTS

The City of Norwood Young America has established four (4) residential districts.

The R-1 Low Density Single Family Residential District provides for and preserves areas within the City currently established or primarily designated for low-density residential development by the Comprehensive Plan. Minimum density is not defined within the Zoning Ordinance.

The R-2 Medium Density Single Family Residential District provides and preserves areas within the City currently established for low-medium density residential development by the Comprehensive Plan at densities slightly higher than the R-1 District.

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

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

BUSINESS DISTRICTS

The city's commercial and industrial uses are located within one of three commercial zoning districts: the Civic Center District (north Downtown), the Central Business District (south Downtown) and the Commercial/Industrial District.

Norwood Young America's Civic Center District is intended to serve as the civic service district for the community. It also allows commercial uses. The specific intent of this district is: a) to be the focal point for all civic uses, b) to encourage all civic uses to remain and/or locate in this district, c) to allow commercial uses and existing industry to continue to exist and expand, and d) to allow multi-family residential opportunities since the district offers convenient access to services. The Civic District encompasses the north downtown

CHAPTER 2: INVENTORY AND ANALYSIS

Norwood Young America's specialized service, retail, employment, institutional and public businesses are located in the Central Business Districts (CBD). It is specifically intended: a) to be the focal point for specialty services and goods focusing on neighborhood service related businesses, b) to allow multi-family residential opportunities since the district offers convenient access to services, and c) to allow existing businesses and industries to expand. The CBD encompasses the south downtown.

The C/I, Commercial/Industrial District is intended to serve as the main district for a variety of commercial, public, institutional, residential and industrial uses focusing on convenience needs of the public. This district is specifically intended to: a) be the main employment center, and b) focus on the convenience type commercial uses that serve day-to-day convenience retail goods and service needs of all residents.

INDUSTRIAL DISTRICT

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

SHORELAND DISTRICT

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

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

PLANNED UNIT DEVELOPMENTS

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

VACANT LAND BY ZONING

There are 299 net acres of vacant and agricultural lands in the city, comprising slightly less than 25 percent of the total city acreage. It is useful to determine the zoning of this land to give City officials and residents a good idea of the supply of land potentially available for various types of development.

Table 2-8 shows the total amount of vacant land in Norwood Young America by its corresponding zoning classification. Approximately 72 percent of the net, vacant land is zoned for residential use.

Another 27.7 percent of Norwood Young America's net, vacant land is zoned for commercial and industrial development. Because industrial uses tend to require large tracts of land with many new industries desiring an industrial park location, the City may want to explore zoning additional lands for an industrial park.

It should also be noted that among the largest vacant tracts zoned for commercial use, is a 26-acre area north of the schools, which is owned by School District #108. Although the District has no expansion plans at this time, the land should not be considered available for development when projecting future land needs.

Table 2-8
Vacant Land by Zoning
City of Norwood Young America
December 2007

Land Use Type	Net Vacant Within City Limits	Percent of Vacant Acreage
Low-Medium Density Res.	192	64%
Medium-High Density Res.	23	7.7%
Commercial	14	4.7%
Industrial	70	23%
Total	299	100%

Source: City GIS Data

LAND USE SURROUNDING NORWOOD YOUNG AMERICA

Table 2-8 shown in the previous section indicates that there is land for additional development in Norwood Young America. The City will want to work with landowners, residential developers and others to find out what is needed to encourage subdivision of this land. In addition, the City anticipates further residential, commercial and industrial growth, and it may have to annex land in order to provide adequate space for that growth.

A joint resolution for orderly annexation has been signed by the City of Norwood Young America and Young America Township. The OAA area is illustrated in Figure 2-6, *Orderly Annexation Area*, at the close of this Chapter.

In 2006, the City annexed 200 acres (“Kloth Property”) from Young America Township. Sixty of those acres were used for an industrial park, the remaining 140 are undeveloped at this time.

In October of 2007 the City of Norwood Young America and Young America Township entered into discussion regarding an updated annexation agreement. The agreement has not yet been filed with the Municipal Boundary Adjustment Board. The updated agreement will replace the previous OA approved in February of 1982 between Young America Township and the cities of Norwood and Young America. The draft amendment includes additional acreage than the 1982 agreement and is illustrated in Figure 2-7b, *Orderly Annexation Area* which can be found at the close of this Chapter.

Land uses surrounding Norwood Young America are primarily a mix of existing residential parcels and agricultural lands as shown on Figure 2-7 at the close of this Chapter. There is an existing residential subdivision just outside the city. This subdivision does not currently receive City sewer or water.

Rural, non-farm development surrounding Norwood Young America will be an important issue for the city’s future growth and development.

Another important issue for the orderly growth and development of the city is the presence of a number of agricultural preserves. These lands are restricted for development until eight years after the landowner files to exit the program. Figure 2-7, *Land Use Surrounding the City* at the close of this Chapter shows agricultural preserves surrounding Norwood Young America. The map includes the expiration dates for those parcels that have exited the program.

FUTURE LAND NEEDS

RESIDENTIAL ACREAGE NEEDS

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

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

The demographic projections shown earlier in this chapter took into account growth in both single-family and multifamily housing in Norwood Young America. DSU Research then applied average household size rates to the projected household growth trends in the city to arrive at estimated population growth. By applying average lot sizes to the projected growth for both single-family and multifamily homes, DSU Research identified projected acreage needs for residential development through 2020. Table 2-9 reviews the calculations used to determine these figures.

The forecasts employed for the 2008 CPU have been approved by the Metropolitan Council. It is further noted the Metropolitan Council has directed the City to provide 194 affordable housing units by 2020. The forecasts and affordable housing allocation directly impact the volume of acreage needed to accommodate future growth.

For R-1 zoning, the City requires minimum lot sizes of 10,000 square feet. Examining the active residential developments in the city revealed that many new homes will be built on much larger lots than the minimum required. To account for fluctuations, a rate of closer to roughly 15,000 square feet per lot, or 3 lots per acre, was applied. Based on the projected growth of 2,138 new single-family homes in Norwood Young America between 2005 and 2030, this would translate to a need for approximately 713 additional acres for single-family development.

Multifamily housing in Norwood Young America will be built at considerably higher levels of density than single-family homes. While high-density zoning in the city allows for as much as 18 units per acre, the prevailing trends in most exurban communities in the Twin Cities is to provide for increasing levels of medium-density housing types such as townhomes. To account for the fluctuations in building types, a rate of 10 units per acre was used. Applying this rate to the forecasted growth of 1,821 multifamily housing units shows a need for roughly 182 acres to be set aside for multifamily development.

Combined, the projected needs total 895 acres needed to accommodate the projected household growth identified earlier in this chapter. Adding in 30% for roads, parks and open space preservation, a total need for 1,164 acres to be set aside for residential development is derived.

**Table 2-9
Residential Acreage Needs Through 2020
City of Norwood Young America**

	DSU Research Projections	
2005 Households	1,473	
2030 Households	5,432	
2005-2030 Household Growth	3,959	
Growth by Housing Type	2,138 (SF)	1,821 (MF)
Average Units/Acre	3	10
Projected Residential Demand (acres)	713	182
30% for Roads and Reserve (acres)	214	55
2030 Residential Ac. Demand, by Type	927	237
2030 Residential Acreage Demand Total	1,164	

Source: DSU Research

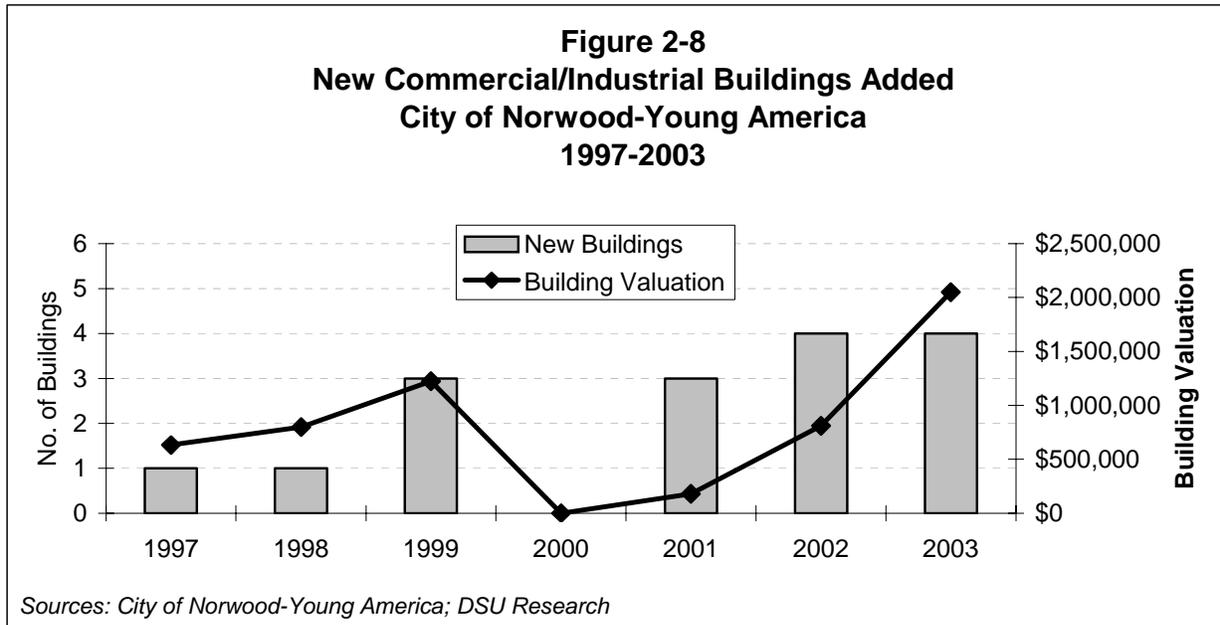
COMMERCIAL / INDUSTRIAL ACREAGE NEEDS

The bulk of Norwood Young America’s commercial space demand is generated through growth in the local residential spending potential and through growth in the local job base. Industrial space growth is more dependent on industry-wide trends and regional job growth. In growing, exurban communities, however, growth projections must be based in the realities of the local market, as growth in these use types is seldom likely to be consistent. Substantial “ebbs and flows” in new business growth can be expected.

To determine land needs to accommodate the projected growth in local commercial and industrial space, DSU Research reviewed development activity in Norwood Young America over recent years, compared it to other similarly positioned, growing exurban cities (Waconia, Delano and Jordan), and relied on their experience in the industry.

Between 1997 and 2005, Norwood Young America added 16 new commercial buildings, as shown in Figure 2-8. Recent construction has been limited to smaller-scale structures,

particularly newer commercial. A recently built strip center is among the largest new buildings, containing roughly 26,000 square feet of space.



Commercial Acreage Needs

An inventory conducted by DSU Research revealed that Norwood Young America contained roughly 270,000 square feet of commercial space in 2004. This space is located on roughly 40 acres in the city, according to the Existing Land Use inventory presented in Table 2-6. This translates to a penetration rate of 6,750 commercial square feet per acre. This rate is similar to those identified in DSU’s review of recent commercial development in comparable communities.

DSU Research also compared the existing commercial space totals in the community to the resident household count in 2004 (1,473 households), identifying an overall penetration rate of 183 square feet of space per household.

Looking ahead, DSU Research anticipates that new commercial space will be constructed at a somewhat less aggressive rate, both per household and per acre. As new commercial businesses enter the community, they will be located in new structures. Since little land exists to accommodate new commercial construction in either of the more densely-developed downtown districts, new commercial businesses will be located along the major highways (either U.S. 212 or MN 5) on highly-visible parcels, with room to provide ample parking. Overall, this will result in a lower penetration rate per acre than was exhibited in the city in 2004. DSU Research estimates it to be closer to 5,000 square feet per acre.

In contrast to Metro Area locations, where fully-developed and urban communities are forced to rely more on redevelopment and increased densities in new development, developing communities in rural or exurban locations are capable of accommodating more freestanding commercial spaces with ample adjacent parking space. Thus it is anticipated that the demand for commercial space in Norwood Young America will be increasingly for less-dense, auto oriented development.

CHAPTER 2: INVENTORY AND ANALYSIS

Consumer patterns also show that a sizable amount of local spending will leave the community on a regular basis, as residents travel to commercial centers in more centrally-located suburban districts. Commercial developers are conscious of this trend and will be reluctant to develop local commercial space at historic rates, despite the potential addition of a projected 2,059 households between 2005 and 2020. This will result in a lower penetration rate per household. DSU Research estimates it to be closer to 175 square feet of space per new household.

Table 2-10A shows the methodology used to project Norwood Young America's commercial space needs through 2020. Overall, DSU Research projects a need for about 72 acres to accommodate new commercial space, which they project to total roughly 360,000 square feet of space between 2005 and 2020.

	DSU Research Projections
2005 Households	1,473
2030 Households	3,532
2005-2030 Household Growth	2,059
	x
New Commercial Space per Household (sq. ft.)	175
	=
Total Projected Commercial Space in 2020	360,325
	/
Commercial Space per Acre	5,000
	=
Commercial Land Needed for Growth (acres)	72

Source: DSU Research

The data contained in Table 2-10A above forecast commercial forecasts through the year 2020. The data has been expanded to the year 2030 by MDG, Inc. as illustrated in Table 2-10B below.

	DSU Research Projections
2004 Households	1,473
2020 Households	3,532
2005-2020 Household Growth	2,059
	x
New Commercial Space per Household (sq. ft.)	175
	=

CHAPTER 2: INVENTORY AND ANALYSIS

Total Projected Commercial Space in 2020	360,325
	/
Commercial Space per Acre	5,000
	=
Commercial Land Needed for Growth (acres)	72
<i>2004 Households</i>	1,473
<i>2030 Households</i>	5,432
<i>2005-2030 Household Growth</i>	3,959
	X
<i>New Commercial Space per Household (sq. ft.)</i>	175
	=
<i>Total Projected Commercial Space in 2030</i>	692,825
	/
<i>Commercial Space per Acre</i>	5,000
	=
Commercial Land Needed for Growth (acres)	139

2030 projections by MDG based on DSU methodology contained in 2006 plan.

New commercial development should be focused in existing commercial districts, with the bulk on parcels that either front, or are visible from, Highway 212. The inventory revealed that some land exists to accommodate new development along the highway, particularly near the new strip center in the southeast corner of the city. As the community expands and the levels of traffic passing through the city increase, there will be potential to expand the commercial concentration along State Highway 5, particularly near its intersection with Highway 212. DSU Research recommends new commercial space not be supported on sites away from the major thoroughfares. Businesses operate most effectively and efficiently when concentrated near one another and they will need to attract spending from passing motorists to maintain their viability and establish a highly sustainable commercial market in Norwood Young America.

The City of Norwood Young America should examine the concept of commercial nodes at the intersection of major thoroughfares (i.e. Hwys. 5 and 212) rather than strip commercial development. Locating commercial nodes at the intersection of major thoroughfares helps improve traffic flow and enhance access to commercial facilities as traffic slows for signals. For example, the City could plan for ten acres of commercial development at each corner of the Hwy. 5/212 intersection. The City could then employ the concept of buffering to protect less intense land development from more intense land uses such as commercial. Apartments and townhomes are often used for such transitional development.

Industrial Acreage Needs

Industrial space development is difficult to project in communities such as Norwood Young America, as regional growth of traditional industrial jobs has leveled-off considerably in recent years. It is difficult to project future needs based on past land consumption trends because industrial development commonly ebbs and flows and was often constructed in a vastly different economy when manufacturing jobs were not in such sharp decline. In general, trending forward past building rates can be helpful by serving as a sign-post, but are not indicative of future development needs or opportunities. For example, if Business X decides to put a new distribution center in Norwood Young America because they identify the location of the intersection of Highways 212 and 5 as desirable, what happened 20 years ago in terms of industrial development has little bearing on that company's location decision; but available, serviceable raw land does.

CHAPTER 2: INVENTORY AND ANALYSIS

DSU Research reviewed job projections in the Minneapolis-St. Paul Metropolitan Area between 2000 and 2010, comparing them to job counts in Carver County and Norwood Young America. By applying the percent of the Metro Area's jobs, by industry, located in the county and the city, it was clearly evident that job growth in traditional industrial sectors (Construction, Manufacturing, & TTU) is projected to be somewhat limited (see Table 2-11A). The bulk of the growth in these three sectors will be in the Trade industries (Trade, Transportation and Utilities), where the vast majority of new job growth will be in retail and personal service businesses. Given the limited number of jobs projected over the remainder of the coming decade, DSU Research does not believe that demand for industrial space will be high in Norwood Young America.

Table 2-11A
Historic and Projected Job Growth, by Industry
Norwood Young America, Carver County and the Metro Area
2000, 2003 & 2010

	2000					
	NYA	Carver	MSP	NYA	Carver	MSP
Total, All Industries	1,531	28,726	1,600,349	0.10%	1.79%	100.00%
Construction	33	1,547	75,119	0.04%	2.06%	100.00%
Manufacturing	276	9,820	217,072	0.13%	4.52%	100.00%
Trade, Transportation and Utilities	219	4,043	341,043	0.06%	1.19%	100.00%
Financial Activities	72	938	126,960	0.06%	0.74%	100.00%
Professional and Business Services	761	2,821	263,815	0.29%	1.07%	100.00%
Education and Health Services	160	5,003	263,829	0.06%	1.90%	100.00%
Leisure and Hospitality	138	2,199	138,720	0.10%	1.59%	100.00%

	2003					
	NYA	Carver	MSP	NYA	Carver	MSP
Total, All Industries	1,901	30,769	1,558,860	0.12%	1.97%	100.00%
Construction	47	1,894	75,246	0.06%	2.52%	100.00%
Manufacturing	265	9,024	187,584	0.14%	4.81%	100.00%
Trade, Transportation and Utilities	258	4,288	323,904	0.08%	1.32%	100.00%
Financial Activities	95	1,244	132,869	0.07%	0.94%	100.00%
Professional and Business Services	761	2,992	236,168	0.32%	1.27%	100.00%
Education and Health Services	160	5,768	288,961	0.06%	2.00%	100.00%
Leisure and Hospitality	226	--	144,936	0.16%	--	100.00%

	2010					
	NYA	Carver	MSP	NYA	Carver	MSP
Total, All Industries	2,401	38,869	1,969,239	0.12%	1.97%	100.00%
Construction	50	2,014	79,997	0.06%	2.52%	100.00%
Manufacturing	344	11,708	243,375	0.14%	4.81%	100.00%
Trade, Transportation and Utilities	441	7,334	554,013	0.08%	1.32%	100.00%
Financial Activities	105	1,373	146,656	0.07%	0.94%	100.00%
Professional and Business Services	773	3,038	239,808	0.32%	1.27%	100.00%
Education and Health Services	151	5,449	272,991	0.06%	2.00%	100.00%
Leisure and Hospitality	249	--	159,440	0.16%	--	100.00%

Sources: Minnesota Workforce Center; DSU Research

CHAPTER 2: INVENTORY AND ANALYSIS

Trends in the industry also have shown that new industrial spaces in suburban and exurban communities are being built as smaller, freestanding buildings. For example, start-up businesses, or regional manufacturers looking to expand to other communities are finding it to be more sensible to build new facilities, rather than attempt to lease space in larger, multi-tenant industrial spaces in business parks. As a result, smaller spaces are translating to lower space-per-acre rates.

These trends are holding true in the comparative communities of Waconia, Delano and Jordan. Industrial development has tailed-off recently, though interest for smaller, stand alone facilities remains relatively constant. Each of these communities, however, has set aside industrial property to accommodate either expansion of existing industrial businesses or in the hope that they are able to attract a large-scale user. DSU Research believes that Norwood Young America should position itself in a similar fashion by setting aside adequate, serviceable land for industrial development, particularly for smaller to medium sized, freestanding industrial facilities.

With about 42 acres of industrial property developed in the city as of 2004, and keeping in mind the trends mentioned above, DSU Research projects a need for Norwood Young America to set aside approximately 73 acres for new industrial development between 2005 and 2020. This assumes a space-per-acre ratio of 8,000 square feet per acre, which translates to a projected addition of roughly 580,000 square feet of industrial space in Norwood Young America over the period. These figures are based on slow, but steady growth in industrial development, allowing for fluctuations in the industry. DSU Research anticipates that the bulk of new development will occur after 2010.

As provided for in the paragraph above, DSU Research (2006 CPU) projected a need for 73 acres of industrial land by the year 2020. This equates to 2 acres/year over the 15 year term of the 2006 CPU. To bring the 2006 CPU into compliance with the 2008 TCMC CPU guidelines, the term of the plan must be extended to 2030. For simplicity's sake MDG has simply continued the 2 acres/year ratio to 2030. To those ends the City will base planned land use on a need for 92 additional acres of industrial land by 2030.

As alluded to previously, the ability of a city such as Norwood Young America to attract industrial development will be largely dependent on the availability serviceable industrial land. The City needs to set aside land and position itself to be able to move quickly and affirmatively when an industrial deal becomes possible in order to compete with nearby communities.

New industrial space should be located on parcels providing relatively convenient access to Highway 212, and near existing rail lines. Property south of the railroad near the southeast corner of the city would provide the most sensible development location. Also, new industrial development could be focused between Highway 212 and the railroad in the southwest corner of the city.

CHAPTER 2: INVENTORY AND ANALYSIS

PLANNED LAND USE BY STAGING INCREMENT

Table 2-11B below illustrates planned land use in five year staging increments through 2030.

**Table 2-11B
Planned Land Use by Staging Increment January 2008**

Within Urban Service Area	Allowed Density Range Housing Units/Acre		Existing (2008)	2010	2015	2020	2025	2030	Change 2000-2030
	Minimum	Maximum							
Residential Land Uses									
Low Density Residential	3.00	4.36	406	492	636	852	1,058	1,264	858
Medium Density Residential	3.00	6.22	160	193	248	332	411	490	330
High Density Residential	10.89	18.50	0	4	10	19	27	36	36
Mixed Use Primarily Residential*	3.00	14.52	0	0	0	0	0		0
C/I Land Uses**									
	Est. Employees/Acre								
Commercial	3.4		84	129	158	187	205	223	139
Industrial	5		23	47	62	78	87	97	74
Office	0		0	0	0	0	0	0	0
Mixed Use Primarily C/I*	0		3	3	3	3	3	3	0
Extractive	0		0	0	0	0	0	0	0
Public/Semi Public Land Uses									
Institutional***			120	123	127	132	136	141	21
Parks and Recreation***			45	64	87	117	144	171	126
Open Space			40	40	40	40	40	40	0
Roadway Rights of Way***			180	218	264	324	378	432	252
Utility			0	0	0	0	0	0	0
Railroad			14	14	14	14	14	14	0
Airport			0	0	0	0	0	0	0
Subtotal Sewered			1,075	1,326	1,649	2,097	2,504	2,911	1,837
Outside Urban Service Area									
	Minimum lot size	Maximum lot size	Existing (2000)	2010	2015	2020	2025	2030	Change 2000-2030
Rural Residential 2.5 acres or less			0.16						-0.16
Rural Residential 2.5 -10 acres			0						0
Rural Residential 10-40 acres			0						0
Agricultural 40+ acres			243.48						-243.48
Subtotal Unsewered									
Undeveloped			24						
Wetlands	--	--							0
Open Water, Rivers and Streams	--	--	6	6	6	6	6	6	0
Total									

* For Mixed Use categories include information regarding the estimated minimum and maximum housing density ranges and acres/percentage of residential use.

** DSU Research in the 2006 CPA noted a projected need for 139 acres additional commercial (34.75/staging period) and 73 acres of industrial land (18.25/staging period). Total increase in employment over planning period is 843. Analysis of QCEW data reveals 56% of employment positions within commercial sector classifications, 44% within industrial sectors.

*** Assumes 1.67% of developed acreage will industrial (2008 percentage); assumes ROW at 20% and parks at 10%

CHAPTER 2: INVENTORY AND ANALYSIS

NATURAL FEATURES

The Norwood Young America area possesses a number of environmentally sensitive areas. Protection of environmentally sensitive areas not only allows them to be enjoyed for generations to come, but also contributes to the quality of life for Norwood Young America residents today. An inventory of the Norwood Young America area's environmentally sensitive resources is described below and illustrated on Figure 2-9a, *Environmental Features* at the close of this Chapter.

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

SHORELANDS

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

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

The Norwood Young America area has adopted shoreland regulations. The regulated waterbodies in the Norwood Young America area include:

Table 2-12
Shoreland Classification
City of Norwood Young America

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

CHAPTER 2: INVENTORY AND ANALYSIS

WATERCOURSES

There are three watercourse systems in the city and surrounding area that are classified as public waters. These include: 1) the stream connecting the 10-180W – Braunworth Lake – Young America Lake – Barnes Lake drainage system, 2) the stream that flows through Friendship Park flowing south through the school property then east to Bevens Creek, and 3) the stream flowing from Brand Lake northeast to the above mentioned stream. Unclassified watercourses include: 1) the stream that connects 10-181W wetland with Young America Lake.

WETLANDS

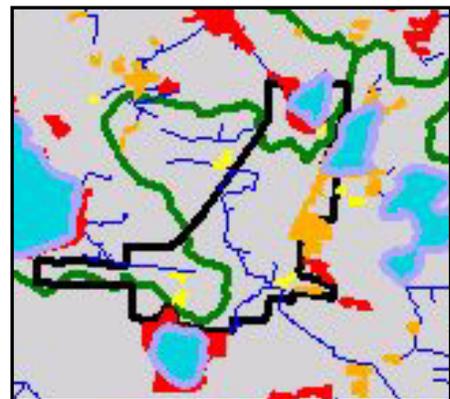
In the past, wetlands were generally regarded solely as obstacles to development. Only recently have public attitudes changed and brought the destruction of these productive areas to an end. Most wetlands are valuable for storing and stabilizing surface waters to alleviate the danger of droughts and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

The wetland areas within the Norwood Young America area are shown on Figure 2-9, *Environmental Features* at the close of this Chapter. Wetlands comprise approximately 11 percent of the city's area, covering about 132 acres.

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

Carver County created a map illustrating functional values for wetlands consisting on more than one acre. The map reflects data collected during a county wide survey in 2000. The map, a portion which is included here as Figure 2-9b, illustrates several high value (red shading), medium value (orange) and low value (yellow) wetlands within the corporate limits and orderly annexation area. Wetland type and functional value are important criteria when developing standards relating to surface water management.

Figure 2-9b
Wetland Functional Values



Map created by Carver County resulting from wetland assessment in 2000

GROUNDWATER

The City of Norwood Young America takes its municipal water from aquifers. According to the 1998 Comprehensive Plan, there is no danger of depleting the water supply in the aquifers (Jordan and Hinckley) from which the municipal water supply is drawn. Radium pollution of

CHAPTER 2: INVENTORY AND ANALYSIS

groundwater is the more critical issue, a condition for which the City Council is currently studying solutions. This is discussed under Water Supply later in this chapter.

ENVIRONMENTALLY SENSITIVE AREAS

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

The Endangered Species Act of 1973, which is regulated by the U.S. Department of the Interior, Fish and Wildlife Service, protects rare, endangered and threatened species, but there are currently no regulations pertaining to the natural communities identified by the DNR. However, any project funded in whole or part with federal dollars must be reviewed by the DNR, as do projects that require the preparation of an Environmental Assessment Worksheet (EAW) or Environmental Impact Statement (EIS). During this review process, the DNR may provide site-specific development recommendations if natural communities are present.

In the Norwood Young America area, the Survey identifies a colonial waterbird nesting site on Tiger Lake.

TOPOGRAPHY

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

SOILS

Soils highly impact urban development; generally the best sites for urban development are nearly level to gently sloping, deep, well drained soils that are fairly free of stones and boulders.

Two soil associations are present within the corporate limits and/or orderly annexation area:

Lester-LeSueur-Peat association: Gently rolling, deep, medium textured to moderately fine textured soils in uplands.

Hayden-Lester-Peat association: Strongly rolling to hilly, deep medium textured to moderately fine textured soils in uplands.

Hayden and Lester series and soils are generally loamy, deep, and well drained and not subject to flooding. These series and soils generally pose only slight limitations as locations for urban uses.

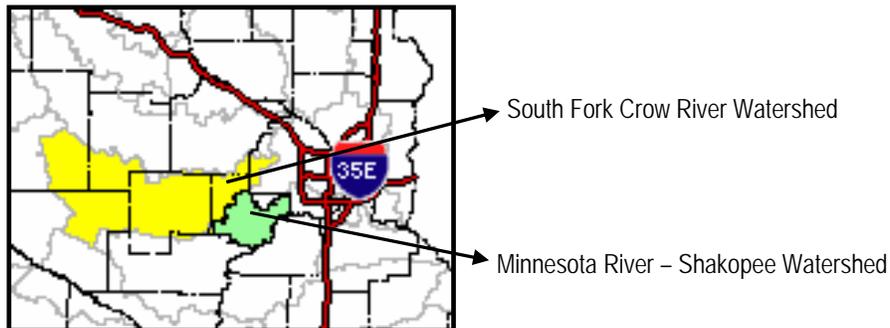
Peat soils have poorly to very poorly drained properties which result in severe limitations for urban development.

CHAPTER 2: INVENTORY AND ANALYSIS

WATERSHED

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

Figure 2-9c
Watersheds



Source: Minnesota Department of Natural Resources: Watershed Mapping Project

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

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

Carver County has implemented a Water Management Plan which states *“The overall purpose of this plan is to protect, preserve and manage natural surface and groundwater systems within Carver County in the face of rapid urban growth and intensive agricultural activity. The plan also presents sustainable and equitable means to effectively reach those goals by providing guidance and specific standards for decision-makers, residents, landowners, educators, and implementing staff at the local level. It is not the purpose of the Plan to fully explore all aspects of surface water and groundwater issues or to present all possible information on water issues. This plan is intended to be part of an ongoing process of water resource planning and implementation, and is to be integrated with the other planning occurring at city, county, township and state levels.”*

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

Regarding Independent Sewage Treatment Systems:

- Eliminate all non-conforming systems,
- Ensure that all new systems, repairs and replacements are properly designed and installed,
- Ensure all ISTS are properly operated, managed and maintained.

CHAPTER 2: INVENTORY AND ANALYSIS

Manage feedlots so that all surface water and groundwater is not impaired.

Manage construction sites to implement Best Management Erosion and Sediment Practices (BMESPs) and prevent on and off site erosion and sedimentation.

Provide stormwater attenuation and to minimize degradation of the county's water resources through a reduction in the amount and rate of surface water runoff from agricultural and urban land uses.

Promote water resource protection in the county and encourage public and private landowners to implement conservation practices on the piece of land for which they are responsible.

Maintain a comprehensive, accurate assessment of surface and ground water quality trends over the long term.

Manage and restore wetlands in the county to protect the values of wetland functions as determined from a wetland inventory, wetland functional values analysis, and hydrologic modeling.

Relating to groundwater:

- To protect water supplies by assisting in the implementation of the Minnesota Department of Health (MDH) Wellhead Protection rules.
- To prevent possible aquifer contamination by identifying and sealing all abandoned wells in the county.
- To ensure an adequate supply of water for residential, commercial and other needs in the county.
- Eliminate the risk of groundwater contamination from existing or future storage tanks.
- Prevent any contamination of groundwater from the disposal or handling of solid and hazardous waste.

Manage the county's water resources as a way to preserve, protect, and enhance the natural resources.

Provide those living, working, and recreating in Carver County with the knowledge and skills required to assure protection and improvement of the county's surface water and groundwater resources.

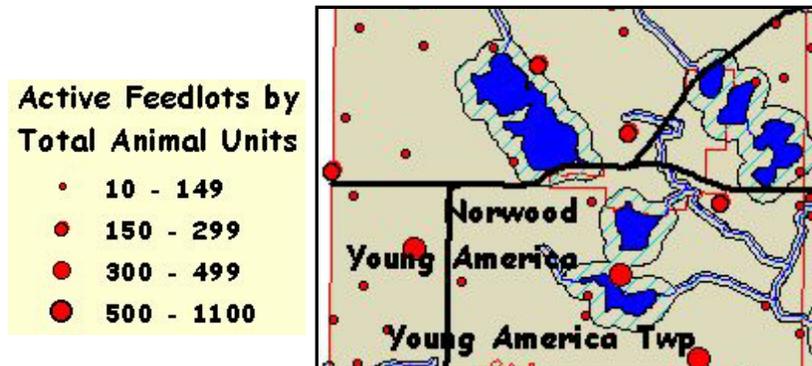
FEEDLOTS AND ISTS

Maps created for the Water Management Plan (WMP) by Carver County illustrate locations of feedlots and independent sewage treatment systems (ISTS). The WMP identifies steps for managing existing and future feedlots and the installation, repair and/or replacement of individual sewage treatment systems. Emphasis is placed on managing such facilities so as to

CHAPTER 2: INVENTORY AND ANALYSIS

protect surface water and groundwater from becoming impaired. Although the City of Norwood Young America may have limited exposure to feedlot issues it is important to be mindful of potential conflicts between agricultural operations and urban development and to retain the agricultural, small-town nature of the community that many have indicated is inherent to the identity of the City. The image in Figure 2-9d, below, illustrates feedlots within or in close proximity to the proposed urban growth boundary by the presence of animal units. The image also depicts feedlots in relation to shoreland/floodplain areas.

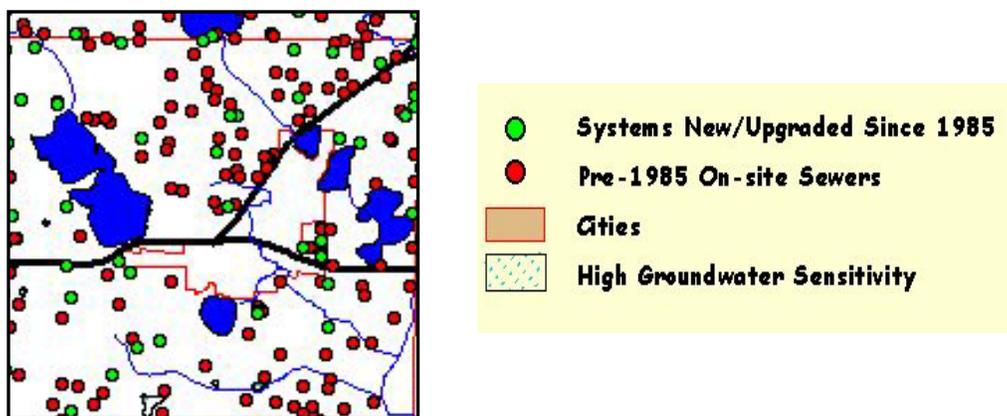
**Figure 2-9d
Feedlot Locations**



Source: Carver County WMP

A few ISTS remain within the City limits mostly in areas near the corporate boundary. Figure 2-9e above illustrates ISTS within or in close proximity to the City and/or annexation area. If properly designed, installed, maintained and operated they can be effective means of wastewater treatment, however, in urban areas it is typically more cost effective to provide centralized wastewater treatment. Since a few ISTS exist within the City of Norwood Young America and within the urban growth boundary, it is helpful to be aware of existing facilities so as to encourage/promote eventual connection to the centralized system. The illustration below provides guidance in establishing the location of existing ISTS within the City and areas immediately adjacent thereto.

**Figure 2-9e
Independent Sewage Treatment Systems**



Source: Carver County WMP

CHAPTER 2: INVENTORY AND ANALYSIS

AGGREGATE RESOURCES

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

SOLAR ACCESS PROTECTION

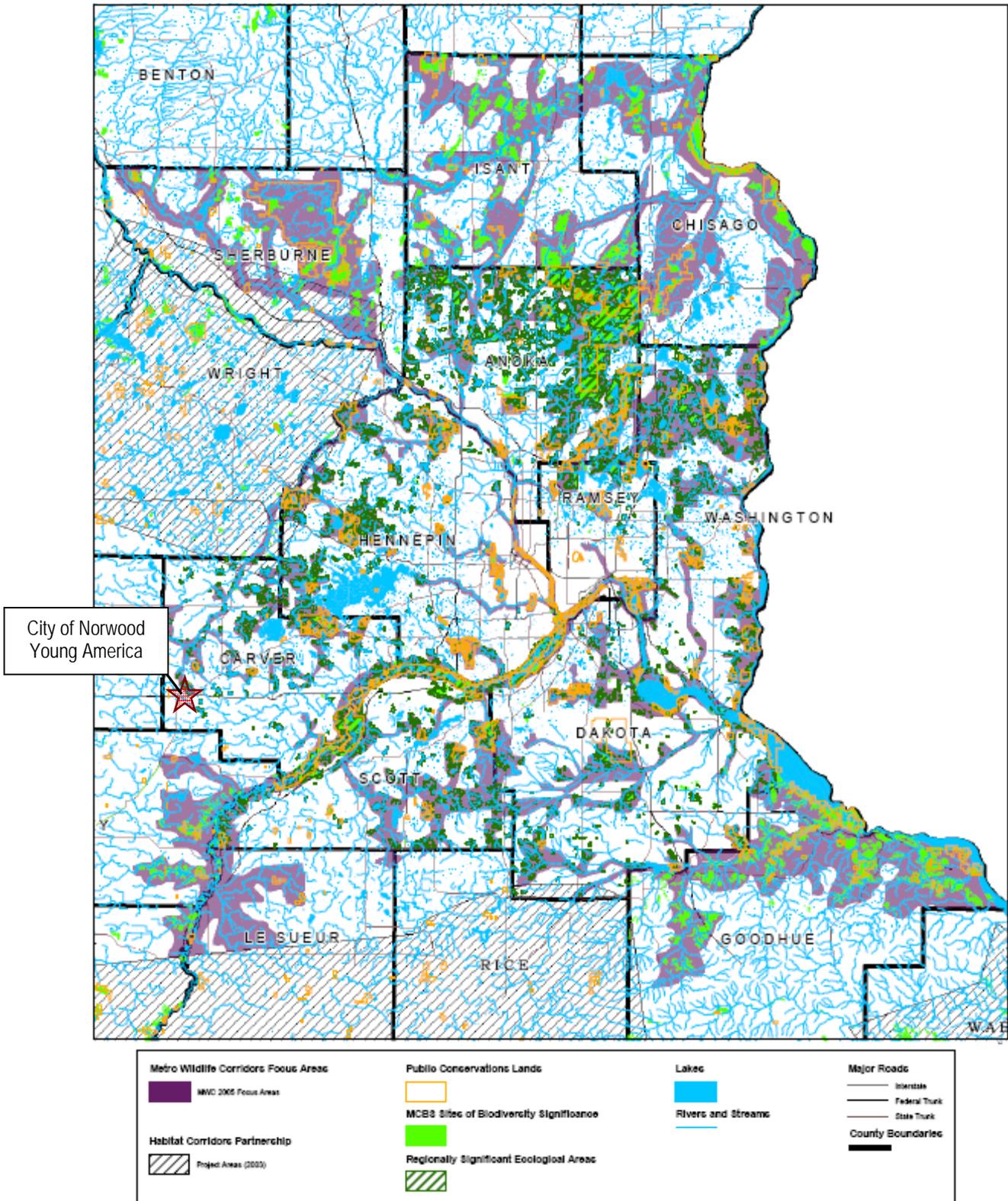
The City recognizes the importance of protecting access for solar collectors from potential interference by adjacent structures and vegetation. The existing zoning ordinance is consistent with state law and defined 'undue hardship (variance criteria) as including non-adequate access for solar collectors.

METRO WILDLIFE CORRIDORS

Metro Wildlife Corridor Focus Areas have been identified by the DNR and partner organizations/entities as reflected in Figure 2-9f on the following page. The Metro Wildlife Corridor Project is a partnership of several entities which will establish priorities, coordinate work by the partner organizations and focus on areas with greatest regional importance for habitat. Using natural resource assessments and regional prioritization, the Metro Wildlife Corridor program: works to protect and restore priority natural lands in core habitat areas; establish habitat corridors; create buffers for existing protected land; and, increase public access to nature-related recreation.

The focus areas shown on the map identify regionally significant upland and/or wetland habitat area and wildlife corridors that the DNR, along with public and private partners, are committed to preserving.

Figure 2-9f



TRANSPORTATION

The City of Norwood Young America's Transportation Plan is a free-standing document and attached hereto as "APPENDIX A".

As illustrated in APPENDIX A, a city's transportation system has a great influence on its future growth and development, as the network of streets in a community determines land use configurations. It is a challenging task for cities to provide access for shoppers and employees to local businesses and industries, provide efficient through transportation for regional travelers, and provide for recreational transportation opportunities. These challenges are further complicated by the need to balance the conflicting needs of pedestrians and the automobile.

Norwood Young America has a transportation system typically found in similar communities, which is a grid-like pattern of streets in the older core area of the city with some "suburban-type" street layouts in the newer subdivisions of the city consisting of cul-de-sacs and curvilinear designs. Highways 212 and 5 run through the city connecting Norwood Young America with the rest of the region. East-west through and into/out of the city is generally good; however, there are some barriers to north-south access. This is due to the presence of US Highway 212 and the railway corridor which run east-west through the city.

Transportation planning is a study of the cyclical relationships between land development and the needs for transportation facilities. The steps that frequently occur during the "development-improvement-development" cycle are:

- Land development generates vehicle trips
- Additional trips increase roadway needs
- Needs dictate roadway improvements
- Improvements modify access
- Modified access changes land values
- Changed land value attracts intensified development
- Intensified development generates more trips
- More trips lead back to the second step of the cycle

Within the development-transportation cycle, the objective of transportation planning is to provide the information necessary for making decisions on when, where and what type of improvements should be made in the transportation system to satisfy current and anticipated travel demands; and to promote land development patterns that are in keeping with community goals and objectives.

FUNCTIONAL CLASSIFICATION

A discussion of the functional classification system and the assigned classification of roadways within the City of Norwood Young America is included in APPENDIX A.

PEDESTRIAN & BICYCLE WAYS

Additional information regarding pedestrian and bicycle ways are found in within the discussion of “Parks and Recreation” throughout this document. Further discussion regarding bicycle ways and trails are included in APPENDIX A.

The City of Norwood Young America’s 2003 Sidewalk, Trails and Thoroughfare Plan identifies existing facilities within the city. The Plan:

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

RAILROADS

Additional information regarding this item can be found in the city’s transportation plan attached hereto as APPENDIX A.

AIR SERVICE

Additional information regarding this item can be found in the city’s transportation plan attached hereto as APPENDIX A.

PLANNED TRANSPORTATION IMPROVEMENTS

Additional information regarding this item can be found in the city’s transportation plan attached hereto as APPENDIX A.

COMMUNITY FACILITIES

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

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

Most of Norwood Young America's public facilities are in good condition. A Comprehensive Public Facilities Plan was prepared for the City by LHB Engineers & Architects in 2001. The 2001 Plan contains detailed, technical information on construction methods, mechanical systems and electrical systems that is not repeated in this plan. This Community Facilities section presents a summary of facilities from the 2001 Comprehensive Public Facilities Plan, as well as additional community facilities based on surveys sent to department/facility heads during the summer/fall of 2004. Where appropriate, the 2001 information was updated with new information derived from the surveys. Figure 2-11, *Community Facilities*, at the close of this Chapter shows the location of these facilities.

EXISTING FACILITY INVENTORY

GENERAL GOVERNMENT

City Hall

Location: 10 First Avenue NE

Condition: The City Hall and Library share one building. (The official Library address is 102 Main Street.) The building, originally built as a bank facility with drive-through lanes, is in relatively good condition and will continue to function well as a City Hall and Library in the near future. City staff suggests that the City budget approximately \$36,000 for a roof replacement in the next couple of years. In addition, lever handles should be installed on all of the doors to make the first floor public spaces ADA compliant. Automatic fire suppression and alarm systems should be installed and fresh air re-introduced into the building.

Function: The total building square footage is 10,665 sq. ft. (first and lower levels). A little over half of the first floor, or 3,300 sq. ft., is occupied by City offices. The remainder of the first floor is occupied by the Public Library. The basement is used for storage, the local food shelf and an office for law enforcement. Other than a small conference room in the basement, the only other meeting space for City Hall to use in the building is a small City Council chambers on the main floor. The City Council chambers accommodate approximately 15-25 people, dependent upon the type of meeting.

The City Hall portion of the building is home to the following departments and personnel (number of personnel is located in parentheses): City Administrator (1); Community Development Director and Intern (2); Finance Director/City Clerk/Treasurer (1); Receptionist/Utility Billing Clerk (1); and Office Support Representative (1).

Currently, the building signage suggests that the building is only a library. It is not apparent from Main Street that the building also functions as City Hall. A monument sign should be designed for the corner of Main Street and First Avenue, identifying the City Hall and Library uses.

As the city continues to grow in size and population, City staff will also need to grow. In addition, the Library will require more space to serve a larger community. As City staff grows, office cubicles will eventually be located in the area now used for City Council meetings. A short term solution would include holding City Council meetings in another location, such as the Clay Community Building. A medium term solution would include enabling some City functions to be located in the basement. A long-term solution includes moving the City Hall or Library to a new location within the Civic Center District. This would free up significant space on the first floor for other uses.

The City Hall/Library building may have some expansion potential on its north and east sides. On the north there appears to be space for expansion but it would result in the loss of off-street parking. Expansion to the east may be possible with the elimination of the original bank drive-through lanes and canopy.

CHAPTER 2: INVENTORY AND ANALYSIS

Library

Location: 102 East Main Street

Condition: The Library and City Hall share one building. (The official City Hall address is 10 First Avenue NE.) The Library space was remodeled in 1999. Prior to this, reinforcing pillars were installed in the basement area to add strength to the floor so that shelving for books could be extended. See additional comments on condition under "City Hall," above.

Function: The Library occupies 2,715 sq. ft. of the first floor space of the City Hall/Library building. The Library houses 20,364 items for both its Reference and Circulation collections. The circulating items include periodicals, hard and soft cover books, audio-visual materials such as music compact discs, DVD and VHS movies, books on tape and CD, and children's book-cassette combinations.

The Carver County Library System includes five Branch libraries and one Law library. All of the branch collections circulate between each library via a courier, with the exception of the Reference materials, which are to be used at each individual Branch. The NYA Library also has personal computers that are available for "check out" with a Library card.

The NYA Library does not have a meeting room separate from the library space, although it contains a Reading Room where most Book Clubs meet. There is an open area in front of the Circulation and Reference Desks that is used for performances, author talks, demonstrations, lectures and other special events. The space holds approximately 80 children comfortably and 35 adults seated in folding chairs.

The Library would like to expand its hours and staff within the near future and is also considering a larger facility. To this end, a Library Needs Assessment should be done. It is anticipated that Library use will increase because of an expected increase in population due to new housing and expanded highway construction. In Carver County, cities have historically provided the physical space, electricity and telephone lines for the Libraries and the Libraries have provided the staff, materials, interior amenities and data lines for automated systems.

North Public Works Garage

Location: 24 Third Avenue SE

Condition: The North Public Works building was constructed in 1992. The building is in good condition. The building is ADA accessible because it is a one-story building constructed at-grade. However, the threshold into the garage is not accessible.

Function: The building is a public works garage that is used for storage and light repair of municipal work vehicles. The building also contains the offices of the Public Works Department. The one story building contains approximately 4,800 sq. ft. plus a mezzanine area.

Behind the garage building is a salt and sand storage building. Built in 2003, the 680 sq. ft. building is used for salt storage and a salt and sand mixed storage area.

CHAPTER 2: INVENTORY AND ANALYSIS

South Shed Storage Facility

Location: 221 South Street West

Condition: Several structures make up this facility. Concrete slab floors are found in approximately one-third of the spaces and gravel floors exist in the remaining spaces. Large cracks exist in the concrete slab. Heating is not available in all spaces. The buildings are not ADA accessible. According to the 2001 Plan, the buildings are in rough condition, but there were no immediate structural concerns noted.

Function: The buildings in this facility are used for the storage of Public Works vehicles, park equipment, and other City equipment. The facility is comprised of a 3,200 sq. ft. building and a 1,800 sq. ft. building that are linked by an 80 sq. ft. structure. An adjacent 400 sq. ft. structure is used to store road salt.

Storage Building and Sign Shop

Location: 216 First Street.

Condition: Built in the 1940s, this 1,692 sq. ft. cement block building is in good condition.

Function: The Public Works Department uses this building for storage of trailers and as the sign shop for the Department.

Roy Clay Community Center

Location: 327 West Elm Street

Condition: The Roy Clay Community Center and the City's South Fire Hall share a two-story building with a common address. The Community Center is located on the second floor of the building.

Function: The South Fire Hall building contains two stories, the first floor of which contains the Fire Hall and the second floor of which contains the Roy Clay Community Center. Each level contains approximately 3,200 sq. ft.

A needs evaluation should be conducted to determine the adequacy of this building to serve as a community center into the future, along with a feasibility study of a new facility.

PARKS AND OPEN SPACE

Parks, trails, and recreational facilities are valuable community resources that contribute positively to the quality of life. Recreation is viewed as an integral part of life, providing a necessary and satisfying change from the things we usually do and the places where we spend most of our time.

Oftentimes parks and recreational areas change over time to keep up with changes in the demographic/social characteristics of the neighborhoods they serve. For example, a toddler play area may initially serve a new residential neighborhood; however, as the average age within the neighborhood changes the play area may be converted to recreational fields and then passive recreational facilities such as gardens, natural areas, etc.

Therefore, providing quality recreational opportunities begins with proper planning. To assure adequacy and maximum usability, recreation areas and facilities must be developed with regard for the needs of the people and the area they serve. Proper planning must take into consideration a number of factors, including but not limited to, location of existing recreational areas (i.e. proximity to the area served, separation from incompatible land uses), adequacy of existing facilities, site planning for the location of future facilities, access to current and future facilities, provisions for recreation programs, and financing, maintenance and management of existing and proposed parks, trails and recreational facilities.

Park Classifications

City planners used to and occasional still do evaluate adequacy of parks on an acreage to population ratio or scale (e.g. 10 acres of parkland for each 1,000 residents). Since parkland needs can vary greatly and change over time, the City of Norwood Young America has chosen to employ a systems approach to compare the supply of park and recreation facilities with the demand for these facilities on the part of residents and other users. This approach is set forth in *Parks, Recreation, Open Space and Greenway Guidelines*, published by the National Recreation and Park Association (NRPA).

Park classifications provide a systematic way of categorizing park land so decisions regarding design, capital improvements, and maintenance/operation are based on the types and functions of parks. This classification system allows the level of service for each park type to be determined by analyzing the service area and identifying any gaps or duplications throughout the District. It is understood that park classifications can change over time. The following terms and descriptions shall be used to classify existing and future park and recreational facilities within the City of Norwood Young America.

A. Neighborhood Parks/Playgrounds

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

CHAPTER 2: INVENTORY AND ANALYSIS

and play features for preschoolers. Neighborhood parks/playgrounds should connect with trails, which connect to other parks and neighborhoods.

B. Community/City Parks

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

C. Urban/Pocket Parks

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

D. Specialized Recreation Areas.

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

E. Greenspace/Open Space

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

F. Regional Parks

Regional parks provide visitors with access to unique features and attractions that will attract visitors from the entire City, adjacent townships and beyond. Regional parks often accommodate large group activities and have infrastructure to support special events and festivals. Promoting tourism and economic development, regional parks can

CHAPTER 2: INVENTORY AND ANALYSIS

enhance the economic vitality and identity of the entire region. To be considered a regional park, a park must be identified in the TCMC 2030 Regional Parks Policy Plan.

Park Inventory

The City of Norwood Young America contains approximately 53 acres of useable parkland including that at Prairie Dawn Park. Table 2-13 which follows inventories existing facilities at existing parks.

In addition to the parks listed below and shown on Figure 2-11, there exists a significant regional park (Baylor Park) approximately 3 miles outside the city limits on County Road 33. This park contains camp sites, a swimming beach, volleyball courts, softball areas, picnic shelters and an all-season shelter.

CHAPTER 2: INVENTORY AND ANALYSIS

TABLE 2 - 13 PARK INVENTORY

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

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

CHAPTER 2: INVENTORY AND ANALYSIS

Pathways

Pathways within communities and connecting to larger regional pathways are often classified by their purpose, type of improvement and location.

A. Pathway Classifications

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

**TABLE 2-14
PATHWAY CLASSIFICATIONS**

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

D. Sidewalks

Sidewalk locations, widths, and conditions vary widely throughout the City.

The City of Norwood Young America currently has a sidewalk maintenance policy in place but does not have a policy as to where sidewalks within new subdivisions shall be required (e.g. both sides of major collector roadways, one side of minor collector roadways). Rather, sidewalks are required if/when the City directs such action.

CHAPTER 2: INVENTORY & ANALYSIS

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

Existing sidewalks are located:

- E/W segment adjacent to CR 31/Elm Street W from intersection with CR 33 to near Emma Street.
- N/S segment adjacent to CR 33 from Lake Street to Legion Park and the municipal pool.
- N/S segments adjacent to Union Street in the Central Business District.
- E/W segment adjacent to West Railroad Street from a vacated street near city property east to CR 33.
- N/S segment adjacent to Morse Street/Central Avenue from Elm Street (CR 31) to Seventh Street; crosswalk at Hwy. 212.
- E/W segment adjacent to Seventh Street throughout the school district boundary.
- N/S segment adjacent to Faxon Road from Seventh Street to one-half block south of Hwy 212; crosswalk at 212.
- N/S segment adjacent to Central Avenue from south side of Willkommen Park to Main Street.
- E/W segment adjacent to Main Street from Central Avenue to Fourth Avenue NE.

E. Recreation Programs.

There are a number of coordinated and uncoordinated recreational opportunities in and around Norwood Young America. Recreation programs are coordinated by Independent School District 108's Community Education Program. Community education programs include t-ball, softball, baseball, open gym, weight training, yoga, walking, dance and gymnastics. Adult and family recreational opportunities include adult women's and men's softball, volleyball and activities associated with the municipal pool.

Activities for senior citizens include trips that cater to seniors, enrichment classes for seniors (e.g. 55 Alive), and provide information about services such as nursing care, making a will, and reverse mortgages, etc. Exercise classes and a walking program have been established. Seniors are invited to play cards at *'The Harbor'* each Monday; and, bingo each Thursday. Community wide events are also features such as a vintage bridal show or presentations from the Carver County Historical Society.

Hunting, fishing, and golfing opportunities are available in close proximity to Norwood Young America.

F. Americans With Disabilities Act (ADA).

The American with Disability Act (ADA) was signed into law on July 26, 1990. The law requires local and state governments, places of public accommodation and commercial facilities to be readily accessible to persons with disabilities. ADA statutes affect the City of Norwood Young America and other local and state park and recreation facilities in the following ways:

1. Newly constructed buildings (after January 26, 1993) must be constructed to be readily accessible.

CHAPTER 2: INVENTORY & ANALYSIS

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

Most community wide facilities including the main ballfield at the Sports Complex, the municipal pool, the pavilion at Willkommen Park, shelters at Legion Park, and trails at Friendship Park are handicap accessible. However, playgrounds and play features and connections to various facilities within existing parks are generally not handicap accessible.

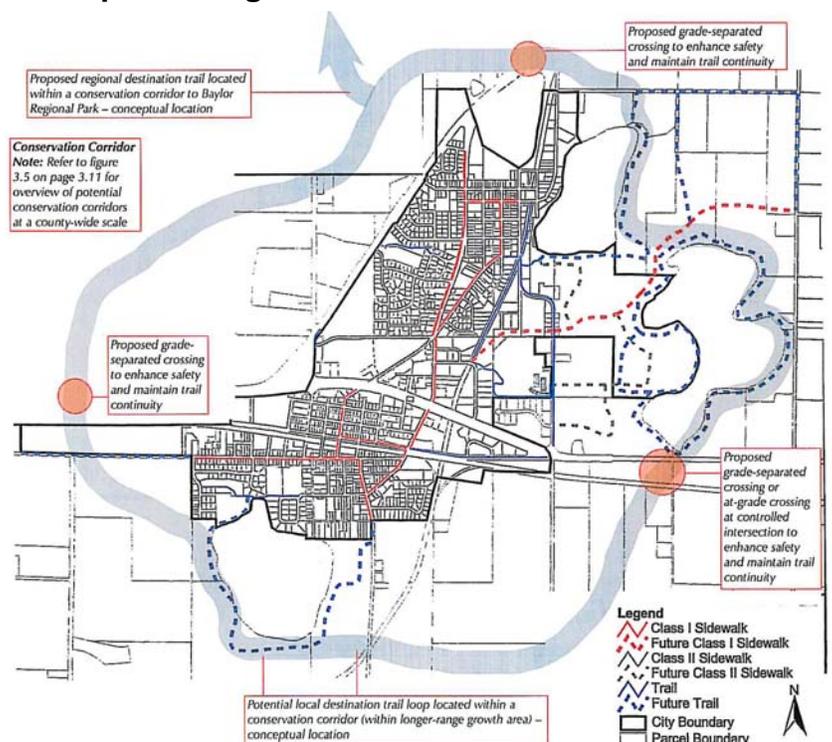
G. Regional Plans.

Carver County Parks is one of ten implementing regional park agencies of the Metropolitan Regional Parks System. In cooperation with Metropolitan Parks and Open Space Commission and Metropolitan Council, Carver County plans, acquires land and develops regional parks and trails. Funding for land acquisition park and trail development, a portion of operations and maintenance is financed by the Metropolitan Council and State Legislature. Carver County operates and maintains the parks of Baylor Regional Park, Lake Minnewashta Regional Park and Lake Waconia Regional Park. Baylor Regional Park is within ten (10) miles of the City of Norwood Young America.

Carver County has proposed a regional destination trail located within a conservation corridor to Baylor Regional Park as part of a draft Parks, Open Space, and Trail System Plan. Figure 2-11a illustrates the conceptual location of the trail in the vicinity of Norwood Young America. Three grade separated crossings are proposed so as to enhance safety and maintain trail continuity.

The City of Norwood Young America is included in the search area for the Crow River Regional Trail. The Crow River area has been proposed for a regional trail in the *2030 Regional Parks Policy Plan*. Figure 2-11b on the following page illustrates the trail is proposed to start in Norwood Young America

**Figure 2-11a
Proposed Regional Destination**

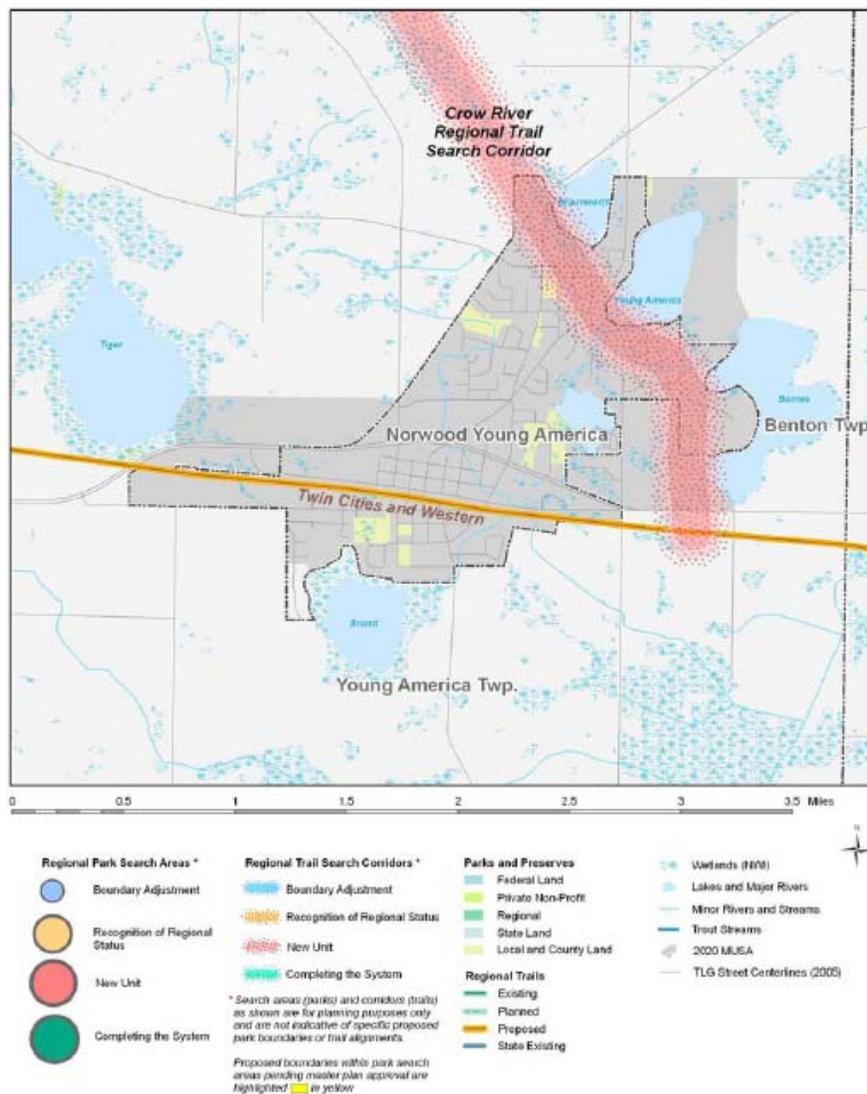


CHAPTER 2: INVENTORY & ANALYSIS

and continue north to the Wright County Line. Three Rivers Park District is exploring the extension of the Crow River Regional Trail in Hennepin County. The Crow River Regional Trail is not master planned at this time.

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

Figure 2-11b
Norwood Young America – TCMC Regional Trails



H. Parkland Dedication Required.

The City has adopted parkland dedication requirements within the Subdivision Ordinance. Standards pertaining to residential subdivisions require ten percent of the fair

CHAPTER 2: INVENTORY & ANALYSIS

market value or a donation of land for parks purposes in a volume equal to ten percent of the net developable area. The City may accept a combination of fee and land dedication if it finds such an arrangement is preferable.

For commercial/industrial subdivisions the amount is five percent of the fair market value at a time no later than final approval. Parkland/fee in-lieu of parkland dedication is in addition to the property dedicated for streets, alleys, drainage ways, pedestrian ways or other public ways.

I. Park and Recreation Commission.

The City has appointed a five member Park and Recreation Commission, which meets monthly to plan for the development and redevelopment of Norwood Young America's park and greenway system. The Park and Recreation Commission is a recommending body to the City Council that provides on-going public input on the system.

CHAPTER 2: INVENTORY & ANALYSIS

WATER AND WASTEWATER

Wastewater Treatment Plant

Location: 510 East Elm Street

Condition: The original building at this facility was constructed in 1965. Additions were made in 1985 and 2004. The one-story facility is in good condition and there are no immediate plans for remodeling, as it is anticipated to last for another 15 to 20 years. The building is not biologically near capacity. The facility is not ADA accessible.

Function: The City operates this Wastewater Treatment Plant that currently only serves Norwood Young America, although the City is considering adding the community of Hamburg to its system.

North Water Facility

Location: 102 3rd Avenue

Condition and Function: The City currently operates two separate water systems, a north and a south system. The north system consists of two wells and one elevated storage tank. The first well was drilled in 1978 and the second in 1991. The water treatment building is in good condition, although there are some capacity issues. The wells combined pump about 400 gpm. The elevated storage tank has a 200,000 gallon capacity.

South Water Facility

Location: 129 Park Place

Condition and Function: The City's south water system consists of two wells and one elevated storage tank. Well #3 Norwood, dug in 1989, is the main well and pumps about 400 gpm. Well #1 Norwood is the backup well and pumps about 250 gpm. The water treatment building, built around 1965, is in good condition.

CHAPTER 2: INVENTORY & ANALYSIS

PUBLIC SCHOOLS

ISD #108

Independent School District #108 operates an elementary school, middle school and high school. According to the School District, it has been losing about 3% enrollment a year. The District believes that over the next five years, enrollment will remain flat (through 2009), but dependent upon growth in the area, there may be a 1% increase from 2009-2010 with a greater increase in enrollment from 2010 to 2014.

Central Elementary School

Location: 446-499 7th Street SW

Central Middle School

Location: 531 N. Morse St.

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

Function: The school contains grades six through eighth with a current enrollment of 227 students.

Central High School

Location: 531 N. Morse St.

CHAPTER 2: INVENTORY & ANALYSIS

POLICE AND FIRE SERVICES

Policing in the City of Norwood Young America is provided by the Carver County Sheriff's Department in Chaska, MN. The County has developed a "Town Cop Policing Model" method to provide service to the City of Norwood Young America. This model is summarized in Appendix B.

Fire Stations

Staffed by 35 members, the City's volunteer Fire Department provides assistance during emergency situations for the City and the surrounding area. The Fire Department responds out of two stations, one on the north side of town (North Fire Hall) and the second located on the south side of town (South Fire Hall). The Department also maintains a storage facility in an old fire hall (the North Fire Hall Annex).

North Fire Hall

Location: 23 Third Avenue SE

Condition: The North Fire Hall is in good condition overall. It is comprised of a main building with approximately 4,800 sq. ft. and a mezzanine of approximately 900 sq. ft. that is open to the fire garage. The building is ADA accessible through the overhead doors.

Function: The building is very close to the street given the need for maneuvering emergency vehicles in and out. There is potentially room for the building to be expanded to the west if the old fire station (now used for storage purposes) were demolished. However, the existing floor plan is not conducive to expansion. The site may be a good redevelopment opportunity in the future because of its location near the Civic Center and other public facilities.

North Fire Hall Annex

Location: 216 First Street NE

Condition: The North Fire Hall Annex is a single-story storage shed containing 1,656 sq. ft.. There is no room on the site for expansion of the existing building. The building is not ADA accessible.

Function: The building was originally a fire hall but is now used as a storage facility.

South Fire Hall

Location: 327 West Elm Street

Condition: The South Fire Hall and the Roy Clay Community Center share one building with a common address. The second story of the building is ADA accessible via an elevator.

Function: The South Fire Hall building contains two stories, the first floor of which contains the Fire Hall and the second floor of which contains the Roy Clay Community Center. Each level contains approximately 3,200 sq. ft. The site of the South Fire Hall is located in the Central Business District and is very small, further restricted by the need for emergency vehicle access.

WASTEWATER MANAGEMENT

The City of Norwood Young America's wastewater system consists of a collection system and a treatment facility. The collection system is comprised of sewer lines ranging in size from 8 to 21 inches. The existing municipal sanitary sewer system is shown on Figure 2-12a at the close of this Chapter. The City of Norwood Young America's wastewater treatment is provided by a wastewater treatment plant located in the southeastern portion of the existing City.

The City is divided into seven districts as is shown on Figure 2-12a. All the lift stations, except the lift station in District 3, discharge into gravity sewers which flow to the lift station in District 2 which carries the flow to the wastewater treatment plant. The lift station in District 3 carries flow via forcemain directly to the wastewater treatment plant. The wastewater treatment facility consists of primary and secondary treatment processes and then discharges treated wastewater on a continuous basis to Carver County Ditch No. 4.

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

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

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

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

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

CHAPTER 2: INVENTORY & ANALYSIS

The entire city is serviceable by municipal sewer. There are presently five private residential septic systems operating in Norwood Young America. These are shown on Figure 2-12a, Existing *Sanitary System*. This figure also shows the areas currently being served by sanitary sewer within the city.

Inflow and Infiltration

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

The City has completed repairs to their collection system and has seen dramatic reductions in influent flow to the treatment facility. These recent repairs include over 3,000 feet of cured-in-place-pipe lining and over 50 service lateral linings. As part of the ongoing Infrastructure Management Plan, services have been evaluated as streets have been constructed. Those found to have problems have been replaced. Castings have been replaced with watertight castings on several sanitary sewer manholes located at street flooding areas. Sump pumps were inspected in the early 1990's for cross connections. An ordinance was passed to prohibit sump pumps connecting to the sanitary sewer system.

Plant Expansions

The City's existing waste water treatment facility currently operates at approximately 50% capacity. Therefore, no plant expansions are proposed for the next 15 to 20 years.

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

Independent Sewage Treatment System Program.

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

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

WATER SUPPLY

The City of Norwood Young America currently owns and operates, two water treatment facilities, four production facilities, two elevated storage facilities and an extensive distribution system to provide municipal water service to its residents and businesses. The City is currently has a two-zone pressure system. The two zone system is a remnant from before the cities merged. The north service area being the old Young America system and the south service area being the old Norwood system. Please see Figure 2-12b at the close of this Chapter for illustration of the existing service areas for the North and South systems.

Currently, the two systems are interconnected in approximately four locations to allow sharing of water during emergencies or maintenance activities. During normal operation, the interconnections are closed, since the systems are unable to operate together, due to the elevation difference between the North and South towers.

Both the North and South facilities provide iron and manganese removal treatment, along with chlorination and fluoridation, and have capacities of approximately 400 gpm. In the near future, the North facility will undergo expansion to increase the capacity to 1000 gpm. A 500,000 underground reservoir for additional storage will also be constructed at this site. This plant upgrade is expected to be operational in 2011.

Wells 2 and 3 supply the North facility, and are capable of producing approximately 400 gpm each. Wells 1NOR and 3NOR supply the South Water Facility, and are capable of producing 250 gpm and 400 gpm respectively. In 2011, Well 2 will be upgraded to supply 1000 gpm.

The total existing production capacity in the City is approximately 1,450 gpm. Upon completion of the upgrade of Well 2, the total capacity will be approximately 2,050 gpm.

The North water tower is located on Second Avenue SE and First Street SE, and has a storage capacity of 200,000 gallons. The South water tower is located on Wilson Street and Progress Street, and has a storage capacity of 300,000 gallons. The North water tower has an overflow elevation of 1154.3 while The South water tower has an overflow elevation of 1122.5. In 2009, a tower with a capacity of 750,000 gallons will be constructed and the 300,000 gallon tower will be eliminated. The new tower will be at the same overflow elevation as North water tower thus allowing the city to be a single zone system. Due to the higher elevation of the new tower, the pumps in the south Water Treatment Facility will also have to be upgraded. The new tower is also expected to be operational by the fall of 2009.

The existing elevated storage capacity of the City is 500,000 gallons. The total elevated storage capacity after completion of the new tower will be 950,000 gallons.

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

The City of Norwood Young America's Water Supply Plan was completed and submitted on October 15, 2006. Comments were received from the Department of Natural Resources on February 12, 2008 and are currently being addressed.

SURFACE WATER MANAGEMENT

Introduction

The City of Norwood Young America's Local Surface Water Management Plan (SWMP) has been developed to meet the surface water related needs of the community and address the management planning requirements of the Metropolitan Surface Water Management Act. The SWMP has been prepared in general accordance with Minnesota Rules Chapter 8410 and follows the plan outline identified in the rules. In meeting these requirements it is necessary to address the goals and objectives of the jurisdictional watershed district (the Carver County Water Management Organization, CCWMO). The goal of the plan is to maintain and improve surface water quality and minimize impacts of increased water quantity through appropriate planning, policy enforcement and capital improvement projects. This Comprehensive Plan Update references the City's current Surface Water Management Plan. The following chapters will summarize a few of the key points and key sections of this SWMP. The City's SWMP is currently being updated and is expected to be completed by the fall of 2008.

LAND AND WATER RESOURCES INVENTORY

This section includes a detailed summary of the land and water resources within and adjacent to the City. New to the section is inclusion of the Minnesota Land Cover Classification System (MLCCS) data completed by Carver County. Additional expansion of the wetland section has also been incorporated.

HOUSING

Housing styles in Norwood Young America are mixed, reflecting the era in which they were built. Much of the housing is in good shape, however as in most communities, there are a number of homes that are in need of maintenance or rehabilitation.

Table 2-14 describes the total number of occupied housing units in the city for years 1990 and 2000. During this time period the City of Norwood Young America increased by 201 units. Single-family homes dominate the landscape in Norwood Young America comprising nearly 71 percent of the total housing available in 2000.

Table 2-14
Housing Type (Total Units)
City of Norwood Young America
1990 and 2000

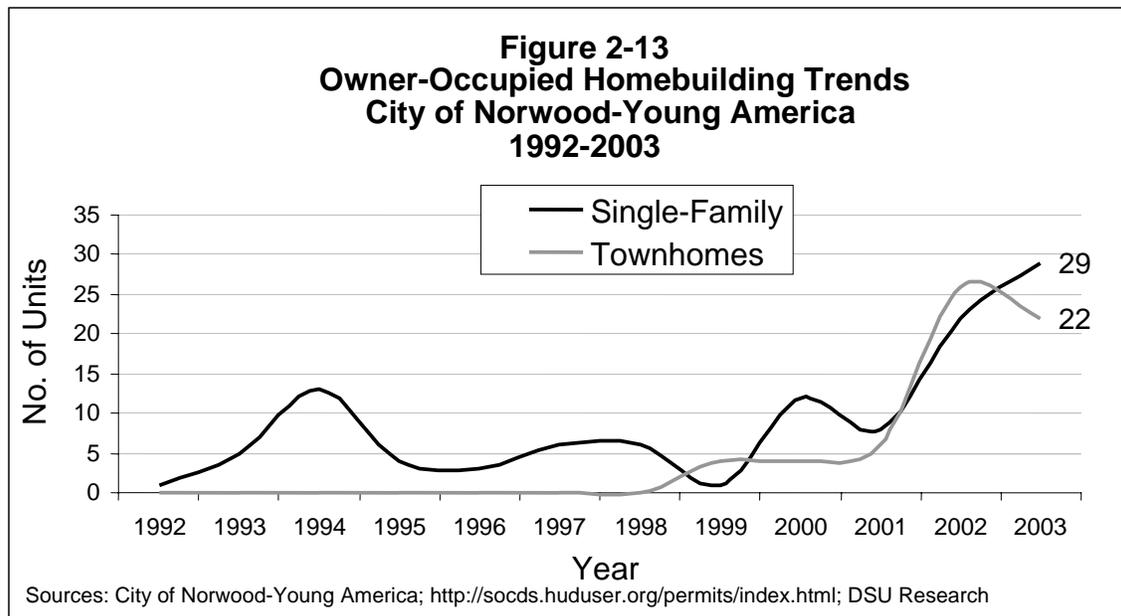
Structure Type	1990		2000		1990-2000	
	Number	Percent	Number	Percent	Change	Percent Change
Single-Family	725	72.6%	846	70.5%	121	16.7%
2-9 Units	159	15.9%	177	14.8%	18	11.3%
10-49 Units	83	8.3%	101	8.4%	18	21.7%
50+ Units	0	0.0%	51	4.3%	51	n/a
Mobile Homes	32	3.2%	25	2.1%	-7	-21.9%
Other	11	1.1%	0	0.0%	-11	-100.0%
Total	999	100%	1,200	100%	201	20.1%

Source: US Census

Table 2-15 and the Figure 2-13 show the growth in new home construction in Norwood Young America between 1992 and 2003. Residential construction in Norwood Young America has increased significantly in recent years. Throughout the 1990s, no more than 13 new homes were built in one calendar year, with fewer than ten units added in all but one year. However, the rapidly expanding reach of the Twin Cities Metro Area housing market began to reach the city in 2000, and building rates have escalated.

Given the pace of new housing development in recent years, the city is likely to see substantial growth in the coming years. The demographic projections presented in Population and Households section are based on the likelihood that new homes will be built at rates higher than ever before.

The total number of housing units in the city as of the end of 2003 can be estimated by adding the number of units built each year since 2000 to the 2000 Census figures. There are approximately 942 single-family and mobile home units and approximately 387 multi-family units.



**Table 2-15
Housing Units Built by Type
City of Norwood-Young America
1992-2003**

<u>Year</u>	<u>Single-Family</u>		<u>Condo/ Townhome</u>		<u>Total</u>
1992	1	100%	0	0%	1
1993	5	100%	0	0%	5
1994	13	100%	0	0%	13
1995	4	100%	0	0%	4
1996	3	100%	0	0%	3
1997	6	100%	0	0%	6
1998	6	100%	0	0%	6
1999	1	20%	4	80%	5
2000	12	75%	4	25%	16
2001	8	57%	6	43%	14
2002	22	46%	26	54%	48
2003	29	57%	22	43%	51
Total	110	64%	62	36%	172

Sources: City of Norwood-Young America
<http://socds.huduser.org/permits/index.html>
DSU Research

CHAPTER 2: INVENTORY & ANALYSIS

Table 2-16 shows the city's housing age and occupancy characteristics. Norwood Young America's housing stock was built across a number of decades. In 2000, about 25 percent of the city's housing was less than 20 years old. Nearly half was less than 30 years old. Approximately 25% of the housing stock was built before 1940. The median year built was 1969. A significant percentage of homes were built in the 1970's as well.

The table also shows that 71 percent of the homes in the city in 2000 were owner-occupied. The city had an overall vacancy rate of 2.6 percent.

Table 2-16
Housing Age and Occupancy
City of Norwood Young America
2000

Year Built	Owner-Occupied		Renter-Occupied		Vacant		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1990 - Mar 2000	108	9.0%	73	6.1%	3	0.3%	184	15.3%
1980 - 1989	72	6.0%	50	4.2%	4	0.3%	126	10.5%
1970 - 1979	197	16.4%	67	5.6%	17	1.4%	281	23.4%
1960 - 1969	85	7.1%	33	2.8%	4	0.3%	122	10.2%
1950 - 1959	103	8.6%	12	1.0%	3	0.3%	118	9.8%
1940 - 1949	61	5.1%	11	0.9%	0	0.0%	72	6.0%
1939 or earlier	231	19.3%	66	5.5%	0	0.0%	297	24.8%
Total	857	71.4%	312	26.0%	31	2.6%	1,200	100%

Median Year Structure Built: 1969

Source: US Census

Table 2-17 illustrates the housing values for the years 1990 and 2000 in the City of Norwood Young America. In 2000, the largest group of home values within the city fell within the \$100,000 to \$149,999 range.

As the number of new homes in the community has escalated in recent years, so has the value of housing in Norwood Young America. The median value of homes in 1990 was \$66,200 for Norwood and \$70,400 for Young America. In 2000 it rose to \$111,300 for the consolidated communities. This represents a 68 percent increase in housing values in the Norwood portion of Norwood Young America and a 58 percent increase in Young America.

The consumer price index (rate of inflation) for the same period rose 32 percent in the Midwest¹, indicating the cost of housing increased beyond just the average inflationary increase. Although the cost of housing in Norwood Young America has increased more than other goods, this is not unique to the city. Increasing housing prices have accompanied the significant surge in new housing construction that has occurred throughout the Twin Cities Metropolitan Area over the

¹ United States. Department of Labor, Bureau of Labor Statistics. 14 April 2004.
<<http://data.bls.gov/servlet/SurveyOutputServlet>>

CHAPTER 2: INVENTORY & ANALYSIS

past five to seven years. In addition, the housing price index in Minnesota rose 61 percent from 1990 to 2000².

Table 2-17
Owner Occupied Housing Values
City of Norwood Young America
1990 and 2000

Value	1990		2000	
	Number	Percent	Number	Percent
Less than \$50,000	82	12.8%	0	0.0%
\$50,000-\$99,000	525	82.2%	280	37.3%
\$100,000-\$149,000	26	4.1%	382	50.9%
\$150,000-\$199,000	6	0.9%	69	9.2%
\$200,000-\$299,000	0	0.0%	16	2.1%
\$300,000 or More	0	0.0%	3	0.4%
Total	639	100%	750	100%

	<u>1990</u>	<u>2000</u>
Median Value - Norwood Young America		\$111,300
Median Value - Norwood	\$66,200	
Median Value - Young America	\$70,400	

Source: US Census

To further understand the recent growth in housing values in Norwood Young America, DSU Research reviewed sales information from the Regional Multiple Listing Service (MLS), as shown in Table 2-18. While the MLS tracks the vast majority of housing sales, it does not account for a number of unlisted transactions likely to occur between individual buyers and sellers, including many directly from the builder to the buyer. However, the MLS represents the most readily available and accurate sample of sales for an analysis of housing values.

According to the sales history, housing values in Norwood Young America increased significantly between 2000 and 2004 (through third quarter). The median sales price in the city grew from \$115,500 in 2000 to nearly \$170,000 by September 2004. The graphic to the right shows the annual growth in median sales price in Norwood Young America.

Table 2-18
Median Home Sales Price
City of Norwood Young America
2000 - 2004

<u>Year</u>	<u>Median Sales Price</u>
2000	\$115,500
2001	\$155,000
2002	\$156,500
2003	\$164,000
2004*	\$169,950

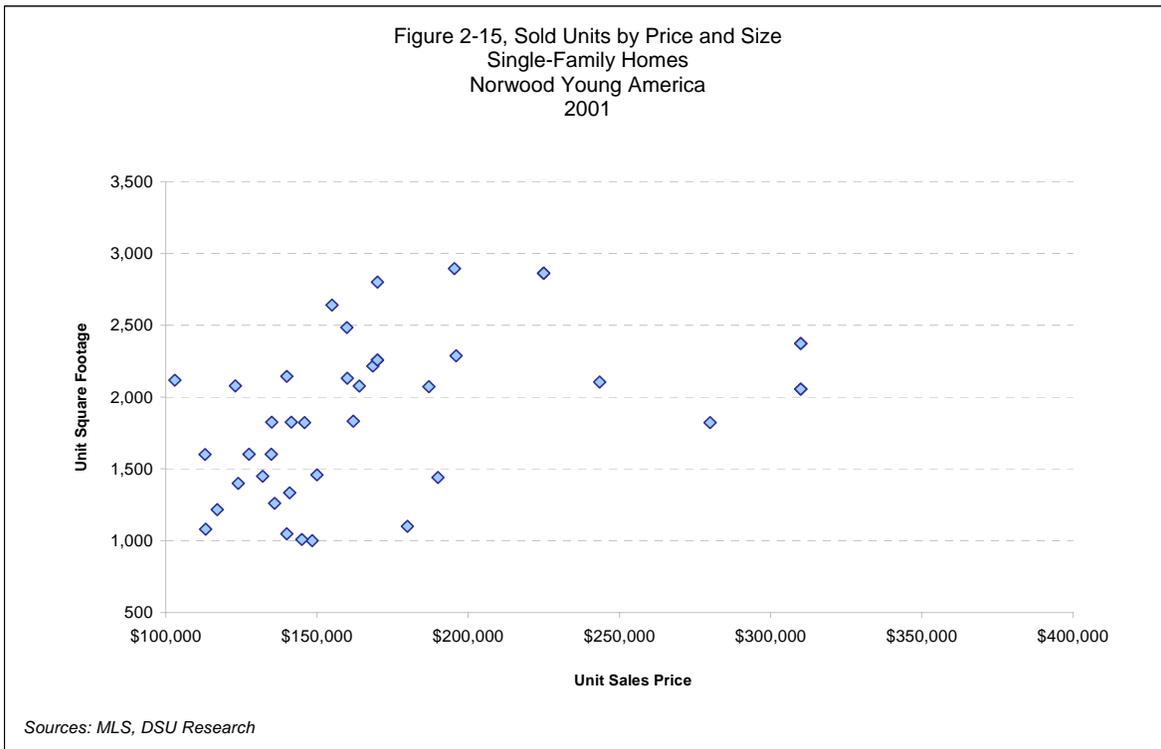
* 3rd Quarter

Sources: MLS, DSU Research

As housing values have increased in the city, so has the overall size of individual homes. The series of scatterplot diagrams on the next two pages provides a clear picture of the widening market of housing sizes that has accompanied the escalating prices.

² United States. Office of Federal Housing Oversight. 14 April 2004.
http://www.ofheo.gov/media/pdf/4q03_hpi_sts.xls

CHAPTER 2: INVENTORY & ANALYSIS



CHAPTER 2: INVENTORY & ANALYSIS



CHAPTER 2: INVENTORY & ANALYSIS

Housing affordability is an important component of the quality of life for a community's residents.

For the purposes of the Comprehensive Plan 'affordable housing' shall mean the availability of quality housing and dignified living conditions for people of all incomes and at all stages of life. Affordable housing is not a separate class or type of housing that makes it different from ordinary housing. As the plan illustrates the majority of home owners in Norwood Young America live in "affordable" housing most of the existing affordable housing is in previously developed portions of the City. In addition, there is credible evidence that the housing being produced in the market place is less and less affordable to typical homeowners.

Housing is often considered affordable if a household doesn't have to spend more than 30% of its income on housing. Table 2-19a shows that in 2000, about 24 percent of Norwood Young America's residents spent 30 percent or more on housing. This is up from 19 percent in 1990. In particular, those spending 35 percent or more on housing rose from 14 percent in 1990 to 16 percent in 2000.

The data also shows that renters within the city are more likely to spend over 30 percent of their income on housing than owners.

Table 2-19a
Percent of Income Spent on Housing
City of Norwood Young America
1990 and 2000

Percent of Income Spent on Housing	1990						2000					
	Owners		Renters		Total		Owners		Renters		Total	
	#	%	#	%	#	%	#	%	#	%	#	%
Less than 20	387	60.6%	87	34.0%	474	53.0%	434	57.9%	107	34.3%	541	50.9%
20 - 24	108	16.9%	40	15.6%	148	16.5%	102	13.6%	50	16.0%	152	14.3%
25 - 29	53	8.3%	35	13.7%	88	9.8%	62	8.3%	45	14.4%	107	10.1%
30 - 34	27	4.2%	14	5.5%	41	4.6%	52	6.9%	27	8.7%	79	7.4%
35 +	60	9.4%	69	27.0%	129	14.4%	96	12.8%	76	24.4%	172	16.2%
Not computed	4	0.6%	11	4.3%	15	1.7%	4	0.5%	7	2.2%	11	1.0%
Total	639	100%	256	100%	895	100%	750	100%	312	100%	1062	100%

Source: US Census

The City of Norwood Young America acknowledges the community's share of the region's need for low- and moderate-income housing units needed from 2011 – 2020 is 194 units. Chapter Three (Goals and Policies) of the Comprehensive Plan identifies programs, fiscal devices and official controls the City of Norwood Young America will investigate and/or use to address their housing needs. The City of Norwood Young America will use the following to define affordable housing units in 2007 as generated by the Metropolitan Council:

Owner occupied units:

Moderate income affordable unit: \$206,800

Low income affordable unit: \$152,000

Rental units:

Efficiency: \$ 687

One bedroom: \$ 736

CHAPTER 2: INVENTORY & ANALYSIS

Two bedrooms: \$ 883
 Three bedrooms: \$ 1,020
 Four bedrooms: \$ 1,138

It is beneficial to compare housing characteristics within Norwood Young America to other communities in close geographic proximity. Such comparison allows the City to determine whether or not significant variation within such characteristics exists. Table 2-19b below illustrates how Norwood Young America compares to several other communities in characteristics previously analyzed. As evident from Table 2-19 the City of Norwood Young America has a higher percentage of rental units (24.6%) when compared to other communities. It is noted the City's Livable Communities Act goal establishes the long term benchmark for rental units at a minimum of 15% of housing units in the City

**Table 2-19b
 Comparison of Selected Housing Statistics**

Characteristic/City	Norwood Y. Amer.	Cologne	Hamburg	Mayer	New Germany	Waconia	Watertown	Average
2000 Census Hsg Units	1,201	392	209	199	147	2,646	1,100	842
# Units Added thru 2003	152	74	15	252	0	861	329	240
Total Housing Units	1,323	459	221	451	143	3,497	1,407	1,072
Occupied Housing Units	1,170	385	206	199	143	2,568	1,078	821
% of Hsg. Units Occupied	97.42%	98.21%	98.56%	100.00%	97.28%	97.05%	98.00%	98.08%
Vacant Housing Units	30	7	3	0	4	78	22	21
% of Hsg. Units Vacant	2.27%	1.53%	1.36%	0.00%	2.80%	2.23%	1.56%	1.68%
2000 Census O/OHsg Units	853	334	168	170	111	1,960	863	637
# O/O Units Added thru 2003	113	49	10	174	0	718	259	189
# O/O Units Added 2004*	31	25	3	78	0	143	68	50
Total Owner Occupied Units	997	408	181	422	111	2,821	1,190	876
% Total Owner Occupied	75.36%	88.89%	81.90%	93.57%	77.62%	80.67%	84.58%	83.23%
2000 Census Rent. Hsg Units	318	51	38	29	32	608	215	184
# Rent Units Added thru 2003	0	0	0	0	0	68	0	10
# Rent Units Added 2004*	8	0	2	0	0	0	2	2
Total Renter Occupied Units	326	51	40	29	32	676	217	196
% Total Renter Occupied	24.64%	11.11%	18.10%	6.43%	22.38%	19.33%	15.42%	16.77%
Units in structure**								
one, detached	818	337	169	164	120	1790	695	585
one, attached	21	0	0	2	0	216	38	40
two	37	11	5	5	4	77	17	22
3 or 4	31	24	16	10	13	35	24	22
5 to 19	128	12	29	9	9	162	113	66
20 or more	127	0	0	2	0	208	20	51

CHAPTER 2: INVENTORY & ANALYSIS

Manufactured Homes	25	4	0	2	0	14	171	31
Median Gross Rent	\$515	\$430	\$371	\$442	\$425	\$652	\$478	473
Median Monthly Hsg Cost w/ Mortgage	\$963	\$1,102	\$974	\$969	\$800	\$1,272	\$1,018	1,014
Median Monthly Hsg Cost w/o Mortgage	\$296	\$283	\$320	\$313	\$264	\$345	\$292	302
% of households spending more than 30% on mortgage	19.7%	24.4%	5.7%	22.4%	23.2%	20.5%	15.1%	18.73%
Average SF Hsg Valuation***	\$189,499	\$194,640	\$169,427	\$163,772	N/A	\$182,959	\$152,984	175,547

Source: Metropolitan Council and 2000 US Census

* Preliminary

** Census 2000

*** Metro Council Estimate 2004

As mentioned above, the City of Norwood Young America participates in the Livable Communities Act (LCA). The LCA is a voluntary, incentive-based approach to help the Twin Cities metropolitan area address affordable and lifecycle housing needs while providing funds to communities to assist them in carrying out their development plans. LCA funds can assist cities with:

- The clean up polluted land for redevelopment, new jobs and affordable housing
- Creating development or redevelopment that demonstrates efficient use of land and infrastructure through connected development patterns
- Creating affordable housing opportunities.

Table 2-19c illustrates LCA benchmarks are applicable to the City of Norwood Young America as contained in the 2006 LGA report from the Metropolitan Council. City goals are illustrated in the column furthest to the right. It is noted the Zoning Ordinance needs to be amended to accommodate the City's goal for multiple family density.

**Table 2-19c
LCA Benchmarks**

		CITY INDEX (2000 CENSUS)	BENCHMARK	GOAL
AFFORDABILITY	Ownership	100%	63-70%	At least 63%
	Rental	88%	53-56%	53 – 88%
LIFE-CYCLE HSG	Type (Non-SF detach)	35%	14-17%	14 – 35%
	Owner/Renter Mix	65/35%	85/15%	No less than 15% rental
DENSITY	SF – Detached	2.9/acre	0.8 – 1.2/ac	.8 – 2.9 per acre
	Multiple Family	21.0/acre	18.00/21.8/ac	Maintain within benchmark

CHAPTER 2: INVENTORY & ANALYSIS

The City of Norwood Young America was included in a 2007 Housing Study by completed Maxfield Research initiated by the Carver County HRA. The Study includes recommendations for the City of Norwood Young America. Following is an excerpt from the 2007 Housing Study:

"Norwood Young America has a local employment base that will grow over the next decades creating housing demand. In addition, the new Highway 212 will shorten the drive time to jobs Chaska, Chanhassen, and Hennepin County – thereby creating additional housing demand.

Norwood Young America is projected to add about 1,200 households between 2005 and 2015. About 50% of the demand will be from families and others seeking single-family homes. As an employment and service center for the surrounding area, demand will also be created for rental and senior housing. Senior housing is projected to account for 15% of the housing demand through 2015, while rental housing is projected to account for about seven percent.

Single-family demand will increase when the new Highway 212 is completed. A supply of about 220 lots will be needed after the highway is completed to allow adequate consumer choice.

The community has a significant supply of older homes. As such, there is potential for housing rehab to enable lower-income households maintain/improve the quality of their existing homes.

By 2015, demand was calculated for up to 60 units of senior housing with support services and 100 units of adult rental housing. The Harbor at Peace Village opened in fall 2006 and will satisfy much of the senior housing with support services demand for the next several years. We also recommend an adult rental building with up to 60 units within the next few years to satisfy demand from active seniors. In addition to these developments, more senior housing will be needed after 2015 to satisfy growing demand.

Demand was projected for 80 general-occupancy rental units by 2015, and another 150 units between 2015 and 2030. Most of the demand to 2015 will not occur until about 2010 or later, as existing buildings are meeting current demand. In addition, a new adult rental building would likely draw some residents from existing apartments, thereby freeing up existing units for younger people moving to the area. A new rental building added in the future should have modest monthly rents that are below the payment standard for Housing Choice Vouchers."

ECONOMIC CHARACTERISTICS

Economic health is an important component of a healthy and thriving community. A strong commercial and industrial base provides jobs to community residents, contributes to a city's tax base, and can be a source of psychological strength to a community. This can best be explained when one compares a downtown area consisting of boarded up buildings with one that has a thriving business sector. The community with the vacant or boarded up buildings appears listless and drab, while the one with the strong downtown community is lively, busy and thriving.

The city's existing highway commercial area is thriving, with new development occurring along the Highway 212 corridor. The south downtown is relatively healthy. Although there are a number of businesses in the north downtown, activity is limited. The city's industrial base has declined in recent years with the closure of two large industries: Oak Grove Dairy and Tino's. Following is a summary of the commercial and industrial markets in Norwood Young America.

BREAKDOWN OF COMMERCIAL USES IN NORWOOD YOUNG AMERICA

Tables 2-20 and 2-21 show detailed information about the retail and service uses in Norwood Young America's commercial districts. By understanding the emerging business types in the community, the City can strengthen the market by supporting commercial development that does not negatively affect the current business base. DSU Research utilized the Urban Land Institute's model for categorizing businesses into broad business classes (BBC's) and more detailed business types (BT's). The table shows a detailed breakdown of users by ULI use category, number and square footage.

- DSU identified five distinct commercial districts within Norwood Young America, combining to contain 80 commercial business spaces. These are listed in the graphic to the right.
- The Highway 212/Faxon Road District is the largest in the community. Though it contains a number of users equal to that found in Downtown Norwood, it contains nearly-three times the space.

**Table 2-20
Commercial District Uses
City of Norwood Young America
2004**

<u>District</u>	<u>Number of Users</u>	<u>Square Feet</u>
Highway 212/Faxon Road	29	147,500
South Downtown	29	54,150
North Downtown	13	31,500
New Strip Center	6	26,200
Highways 212/5 Junction	3	10,300

- Combined, the five districts total 269,650 square feet of existing commercial space in Norwood Young America.
- Automobile businesses and restaurants (food service) comprise 27 of the 40 retail users in the city (67%). These businesses contain 54% of the total retail space.

CHAPTER 2: INVENTORY & ANALYSIS

- Restaurants can be found in districts throughout the city, but are concentrated primarily along the Highway 212 corridor. The developers behind the new strip center located on the southeast edge of town are working to attract a new restaurant to anchor to the project.
- The downtowns in Norwood Young America are no longer the city's retail core, but contain a significant number of the city's office and service businesses. Overall, service and office businesses comprise 46% of the users and 33% of the space inventoried in the city. Nineteen service and office businesses are located in the two downtowns, combining to fill 26,250 square feet of space.
- The inventory identified 13 businesses in the north downtown, with an estimated 31,000 square feet of commercial space. The north downtown is isolated from the bulk of the community's automobile traffic, putting it in a challenging business location. There is no large anchor to draw consistent traffic. In the long term, these factors will make it difficult to attract commercial tenants and consistent business. Its mix of businesses is eclectic, which makes it more of a local "destination" than a frequently-used business district.
- The south downtown has a greater concentration of commercial users (29 users and an estimated 54,150 square feet of space), and an identifiable anchor tenant, Hardware Hank, to draw customers.
- The increasing concentration of commercial businesses in the Highway 212/Faxon Road district which draw more local commercial traffic will increasingly make it difficult for the downtowns to compete for auto-oriented commercial businesses.
- Like much of Norwood Young America's growing commercial market, office and service businesses are being increasingly concentrated in the Highway 212/Faxon Road district.

While DSU Research was unable to identify all of the vacant spaces in Norwood Young America, their inventory revealed very few noticeable empty stores. The most visible vacant concentration in the city is located at the new strip center on the southeast edge of town. This project is still in its initial lease-up period, and is roughly one-half full.

COMMON GOODS AND SERVICES MISSING FROM THE LOCAL MARKET

Despite the growing amount of commercial space, Table 2-21 displays a number of commercial business categories not found in Norwood Young America. These uses include:

- Clothing and accessories
- Shoes
- Home furnishings
- Jewelry

It should be noted that many of these business types would not likely choose to operate in the city, given its current size and its considerable distance from sizable population centers. However, the city may receive interest from these types of businesses in the coming years. Most likely, current residents travel to commercial centers in Minnetonka, Eden Prairie, Chaska, Chanhassen and Shakopee to purchase goods and services at these types of businesses.

**Table 2-21
Breakdown of Retail, Service and Office/Office Service Users
City of Norwood-Young America
October 2004**

<u>Retail Categories</u>	Total Retailers			
	<u>Number</u>	<u>Pct.</u>	<u>Sq. Ft.</u>	<u>Pct.</u>
Automotive	13	16%	45,200	17%
Food Service	14	18%	44,500	17%
Food	2	3%	35,700	13%
Building Materials/Hardware	2	3%	12,000	4%
General Merchandise	1	1%	9,600	4%
Drugs	2	3%	7,000	3%
Gifts/Specialty	2	3%	4,200	2%
Other Retail	1	1%	3,500	1%
Hobby/Special Interest	1	1%	2,000	1%
Liquor	1	1%	2,000	1%
Home Appliances/Music	1	1%	1,500	1%
Clothing & Accessories	0	0%	0	0%
Shoes	0	0%	0	0%
Home Furnishings	0	0%	0	0%
Jewelry	0	0%	0	0%
	40	50%	167,200	62%

<u>Service Categories</u>	Total Service Users			
	<u>Number</u>	<u>Pct.</u>	<u>Sq. Ft.</u>	<u>Pct.</u>
Personal Services	15	19%	20,800	8%
Entertainment/Community	2	3%	13,200	5%
	17	21%	34,000	20%

<u>Office/Office Service Users</u>	Total Office Users			
	<u>Number</u>	<u>Pct.</u>	<u>Sq. Ft.</u>	<u>Pct.</u>
Financial	7	9%	27,950	10%
Offices (Other than Financial)	13	16%	25,700	10%
	20	25%	53,650	20%

Vacant Space	3	4%	14,800	5%
---------------------	----------	-----------	---------------	-----------

TOTALS	80	100%	269,650	100%
---------------	-----------	-------------	----------------	-------------

Source: DSU Research

CHAPTER 2: INVENTORY & ANALYSIS

It should also be noted that the Urban Land Institute's model for categorizing businesses was utilized for this inventory. While the ULI system provides the most comprehensive classification index, it does not always accommodate the retail offerings of some individual stores that may "cut-across" various BBC's or BT's.

Norwood Young America's commercial base will most likely develop through the extension of businesses providing basic goods and services required to sustain a growing exurban community. DSU's research has shown that the city should anticipate increasing demand for businesses that provide services to individual residents, such as personal grooming (stylists, salons, barbers, etc.), film processing, video rental, and other similar businesses. Much of the anticipated residential growth will emanate from persons who work in other parts of the Metro Area. These residents will likely have lengthy commutes, on a daily basis, and the limited amount of time available to them in the city will require reliance on service providers to meet the needs of their lifestyles.

CHAPTER 3: GOALS AND POLICIES

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

FORMULATION OF GOALS AND POLICIES

As part of the Comprehensive Planning process, the City hosted an issues workshop on October 28, 2004 to elicit community views on what they would like to accomplish, avoid and preserve as the community moves into the future.

To help guide the background studies and to formulate community goals and policies, participants listed up to five responses each to the following questions:

- *What would you like to accomplish through this process?*
- *What do you want to avoid as the community moves forward into the future?*
- *What do you want to preserve as the community moves forward into the future?*

A complete listing of the responses is included in Appendix C. Following are the broad categories of responses. It should be noted that the listed responses are only the opinions and perceptions of the residents who chose to participate in the workshop. Following are topics about which participants were concerned:

- The type and nature of new commercial development
- Economic development and redevelopment
- Maintaining and expanded city infrastructure, facilities and services
- Growth management
- Housing opportunities
- Small town character, community heritage and social connections
- City finances
- Planning for change

VISION STATEMENTS

Participants were also asked to prepare a letter in response to the following:

We want you to dream a little. Dream about how you would like to see Norwood Young America in 10 years. Dream about downtowns, the Hwy. 212 corridor, housing in town, housing on the outskirts, businesses, schools, people, etc. Imagine it is just as you would want it to be. Has it changed from today? Or has it stayed the same? Now, pretend that it is October 28, 2014. You are sitting in front of your computer and you are going to do an e-mail to an old friend that moved away on October 28, 2004. Describe Norwood Young America in 2014 to your friend who left. Remember, the city is just the way you wanted it to be.

These statements were summarized into general themes that are described below:

Planned, Sustainable Growth. Most of the workshop participants felt positively toward growth and development as long as it is managed, well planned and sustainable. Participants felt strongly that growth needs to be supported by adequate community facilities, particularly adequate transportation. Transportation facilities will balance the need to accommodate smooth-flowing through traffic, while maintaining adequate access to businesses, industries and neighborhoods.

Participants envisioned: Growth in Norwood Young America will allow the community to be a place where people can live, work and play. The city will be served by new roads, and old roads will be well maintained. There will be smooth traffic flow through town. Highway 212 will be a 4-lane through town. Frontage roads and interchanges/overpasses will improve traffic flow and safety on highways. Roads will be connected to businesses. The city will be able to support light rail transit, and build a transit station, perhaps with housing. The city will be served by bus transit or paratransit. There will be no private roads; neighborhoods will be well connected. One participant envisions the city will be served by sidewalks on both sides of the street.

The city will be served by a new City Hall, expanded library, community center, new and/or expanded schools and a history center. The City will financially plan for capital improvements in advance. The City will seek efficiencies in providing public services; it may share police and fire with Hamburg. One participant envisions regional planning cooperation in the form of a Metropolitan Council which has planning control, but to which every community has a representative.

One participant envisioned buildings going upwards so as not to consume as much land.

Strong Economy. It was generally felt that Norwood Young America needs to maintain a strong economic base, including strong commercial and industrial sectors.

Participants envisioned: Population growth will support business growth. People will come to Norwood Young America to shop. There will be no vacant businesses. The city will have jobs for youth. The city will have thriving, alive, healthy downtown(s). The downtown(s) will have unique shops. Heritage Point Shopping Center will be thriving. The north side of Main Street will be redeveloped. Both sides of 212 will be developed with businesses, particularly on the east side of town. The grocery store will expand. There will be new restaurants, motels, specialty shops and services, a movie theater and coffee shops. Redevelopment will make better use of some already developed lands within the city. Streetscaping will improve the downtown(s).

CHAPTER 3: GOALS AND POLICIES

The city will have a full industrial park. Industry will develop south and/or west of town. Industry will be able to take advantage of rail and highway access.

Quality Neighborhoods. Participants generally felt the City should continue to attract new residential development, as well as maintain existing neighborhoods. They desired a community with adequate and diverse housing options.

Participants envisioned: The city will have adequate housing that people can afford. Residential developments will take advantage of the natural resources, such as the lakes. Housing will be attractive. Older housing will be rehabilitated. There will be many housing options, including assisted living and senior townhomes.

Preservation of Natural Resources, Open Spaces and Recreational Opportunities. Participants generally envisioned a future in which natural resources are both protected and utilized for recreational and community facilities, as well as amenities for new development. There will be adequate parks and recreational opportunities in the city.

Participants envisioned: The city will have attractive open spaces and trees. There will be summer recreation programs for kids, adult enrichment programs, places to play basketball and softball, boat rentals and bike trails. The city's natural environment will be green and healthy.

High Quality of Life. Respondents expressed a desire to preserve and enhance Norwood Young America's high quality of life. Participants generally desired a balance between preserving the city's small town character and history and accommodating new growth and development.

Participants envisioned: Some envision Norwood Young America will be a quaint town with preserved and improved historic buildings and revitalized older neighborhoods. Others envision Norwood Young America becoming larger and more modern; a number of the existing older developments and sites will be redeveloped for newer uses. City festivals (existing and new) will continue, and bring people to town.

An expanded library, community center, new and/or expanded schools and facilities, a history center, an historic hands-on farm, and a nursery will improve the city's quality of life. Some envision existing schools will expand and/or redevelop in town. Others envision the elementary school going to Cologne, with the other existing school buildings being improved.

There will be jobs within walking distance to where people live. Neighborhood commercial nodes will allow people to be able to walk to businesses. Downtown aesthetics will be improved with streetscaping. Some would like to see businesses that are enough to meet community needs, while not becoming large. Others would like to see large, national retailers; and one or both downtown(s) gone/redeveloped.

The community will be a place where people know one another. Norwood Young America will be safe. The community will treasure the old along with the new. The population will be more diverse. City government will be responsive to residents. Taxes will not go up, or will not go up as much as other communities. Local faith institutions will thrive.

Norwood Young America will be safe. Streets will be well lit, clean and safe. Streetscaping/lighting will improve aesthetics, safety, preserve the past and revitalize some areas. Ideas for improving pedestrianism include sidewalks, bike trails and a pedestrian walkway across Highway 212.

CHAPTER 3: GOALS AND POLICIES

DEFINITIONS

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

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

POLICY: An officially adopted course of action to implement the community goals. Goals and policies assign various roles and responsibilities to the City of Norwood Young America. To better understand the City's role for each goal and policy, a number of the key terms are defined below, along with the City's corresponding responsibility:

Create: Bring about the desired goal, usually with City staff involved in all levels, from planning to implementation, and which may involve City financial assistance.

Continue: Follow past and present procedures to maintain desired goal, usually with City staff involved in all levels, from planning to implementation.

Encourage: Foster the desired goal through City policies, which may involve City financial assistance.

Endorse: Subscribe to the desired goal by adopting supportive City policies.

Enhance: Improve current goal through the use of policies, which may include financial support, and the involvement of City staff at all levels of planning.

Explore: Investigate the stated method of achieving the desired goal, which may involve City staff and financial resources to research and analyze such method.

Identify: Catalogue and confirm resource(s) or desired item(s) through the use of City staff and actions.

Maintain: Preserve the desired state of affairs through the use of City policies and staff. Financial assistance should be provided if needed.

Recognize: Acknowledge the identified state of affairs and take actions or implement policies to preserve or change them.

Prevent: Stop described event through the use of appropriate City policies, staff, action and, if needed, finances.

Promote: Advance the desired state through the use of City policies and staff activity at all levels of planning.

Protect: Guard against a deterioration of the desired state through the use of City policies, staff and, if needed, financial assistance.

Provide: Take the lead role in supplying the needed financial and staff support to achieve the desired goal. The City is typically involved in all aspects from planning to implementation to maintenance.

CHAPTER 3: GOALS AND POLICIES

Strengthen: Improve and reinforce the desired goal through the use of City policies, staff and financial assistance, if needed.

Support: Supply the needed staff support, policies and financial assistance at all levels to achieve the desired goal.

Sustain: Uphold the desired state through City policies, financial resources and staff action to achieve the goal.

Work: Cooperate and act in a manner to create the desired goal through the use of City staff, actions and policies.

GOAL AND POLICY STATEMENTS

GENERAL GOALS AND POLICIES

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

Policies:

1. Promote the development and implementation of a comprehensive plan that effectively and efficiently plans for land use, community facilities, transportation, housing, economic development and environmental protection for Norwood Young America and the immediately surrounding area.
2. Review and amend the Comprehensive Plan as necessary to ensure its usefulness as a practical guide for current and future development. Adhere to this Plan, which shall guide all zoning changes, as closely as possible to ensure consistent development policy.
3. Formulate and enforce City ordinances to ensure development in accordance with the Comprehensive Plan.
4. Protect both the general welfare and the individual choices of Norwood Young America residents.
5. Encourage a variety of experiences and opportunities in terms of living, working, recreation and social activities within the community.

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

Policies:

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

CHAPTER 3: GOALS AND POLICIES

ECONOMIC DEVELOPMENT

Economic Development Goal #1: Create jobs and increase tax base by ensuring commercial, service sector, educational and industrial growth and maintaining existing businesses.

Policies:

1. Make industrial expansion and retention the City's primary economic development priority.
2. Direct resources and programs to attract businesses that have an emphasis on job creation and businesses that meet or exceed livable wage requirements or address other public community needs.
3. Continue to support or expand local business retention and expansion initiatives.
4. Recognize the fundamental linkage between housing and economic development and work to match housing availability with community employment.
5. Encourage the telecommunications and energy industries to continue to provide the most current telecommunication infrastructure to support economic growth.
6. Work with the existing railroads to maintain adequate rail service and access to city business and industry.

Economic Development Goal #2: Promote efficient, planned commercial, service sector, educational and industrial expansion within the city's growth areas, accessible to public infrastructure and transportation.

Policies:

1. Identify key commercial and industrial development opportunities within the city's planned growth areas in locations with access to major transportation systems.
2. Encourage and facilitate infill development on remaining vacant parcels to ensure maximum efficiency of land use.
3. Encourage compact and mixed-use commercial developments that will make efficient use of infrastructure and resources.
4. Encourage and facilitate industrial and commercial development through master planned industrial parks or business parks.
5. Create connections to the city's commercial areas for pedestrian and other non-automobile traffic to make them easily accessible to the non-motorized public.
6. Encourage connections to the city's commercial areas for automobile traffic to make them easily accessible to residents and visitors.

CHAPTER 3: GOALS AND POLICIES

7. Support the expansion of Highway 212 to four lanes to Norwood Young America.

Economic Development Goal #3: Enhance the character of the city's commercial, service sector, educational and industrial development.

Policies:

1. Explore the use of architectural, design or other development standards such as landscaping, screening and other standards within the city's commercial and industrial districts.
2. Support the provision of open/green space within commercial and industrial development.
3. Promote the rehabilitation and redevelopment of older existing industrial commercial facilities by continuing to pursue and make available various financial programs and assistance.

CHAPTER 3: GOALS AND POLICIES

HOUSING GOALS AND POLICIES

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

Policies:

1. The City shall promote the development of 194 affordable housing units by the year 2020. Said housing units may include a variety of life-cycle units but shall be marketed to low and moderate income families.
2. Engage in a process that assesses the needs and opportunities for affordable housing and develop a customized strategy for building affordable housing.
3. The City should support the development of a variety of life-cycle housing types, sizes and values so as to sustain the community by preventing a polarization of residents in one age or income group and help to ensure that as one generation of residents moves through its life cycle it can move into the housing provided by the previous generation, just as the next generation will move into the housing being vacated.
4. The City should work with developers, Carver County HRA and/or the local EDA to assist in the development of senior dwelling options as recommended by the 2007 County HRA Housing Study update.
5. Engage residents in meaningful planning processes relating specifically to affordable housing.
6. Publicize the availability of Section 8 money and information about the program's new features and who benefits.
7. Consider instituting a program that encourages and supports the preservation of the City's older and therefore more affordable housing stock by establishing and maintaining a rehabilitation loan fund for homes in the downtown and surrounding, older area of the City.
8. The City should frequently review local/regional housing information and participate in local/regional housing studies specifically as it pertains to the following:
 - a. Researching the feasibility of a lease to purchase program. Older existing housing stock may provide an affordable ownership opportunity when compared with the costs of new construction, since housing costs continue to rise a lease to purchase program should be investigated. To make such a program function, a public or non-profit agency needs to implement the program and funding sources must be identified.
 - b. Actively reviewing and promoting potential areas of residential redevelopment and infill as a means of promoting energized, sustainable neighborhoods.
 - c. Awareness of diversity issues. The City should recognize, embrace and prepare for increased diversity in its population.

CHAPTER 3: GOALS AND POLICIES

- d. Addressing local and regional housing issues through cooperative efforts with neighboring communities.
9. Support the establishment of public-private partnerships to expand affordable housing opportunities.
10. Continue to participate in intergovernmental efforts to promote the expansion of affordable and other housing opportunities, including but not limited to working with Carver County to implement housing rehabilitation and homeownership programs to assist low and moderate income residents to meet the goals established by the Livable Communities Act.
11. Explore zoning methods, such as Planned Unit Developments, that allow neighborhoods with mixed housing types and/or other appropriate uses within residential areas.
12. Encourage the appropriate mix and dispersion of a variety of housing types throughout the city in accordance with the Future Land Use Plan.
13. Allow multi-family housing within or in close proximity to employment, commercial areas and public facilities as a means to promote pedestrian commuting and increase opportunities for low and moderate income persons to have access to such services.
14. Encourage an adequate and diverse supply of senior housing options, particularly in proximity to commercial areas and community facilities, to meet the needs of the city's aging population.
15. Examine zoning and other development standards to ensure they don't unreasonably hinder the provision of affordable housing.

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

Policies:

1. Enforce necessary codes to ensure the continued maintenance of the housing stock.
2. Identify or develop methods and funding options to encourage the rehabilitation or redevelopment of substandard housing.
3. Encourage infill housing where appropriate.
4. The City shall encourage the development of housing that respects the natural environment of the community as an amenity to be maintained. Land use and subdivision controls should be routinely reviewed to ensure said controls respect the natural environment.
5. The City, through its Subdivision Ordinance and/or Shoreland Ordinance, should restrict or prohibit residential development affecting public waters/watercourses, wetlands, and other natural features as they perform important protection functions in their natural state.
6. The City may wish to address maintenance problems and code violations as a means of improving and strengthening the character of individual neighborhoods and avoiding blighting conditions. Violations of property maintenance which infringe upon residential

CHAPTER 3: GOALS AND POLICIES

neighborhood quality, pose public health and safety problems and threaten neighboring property values should be aggressively eliminated.

7. The City should protect low-density residential neighborhoods from encroachment or intrusion of incompatible higher intensity use categories through adequate buffering and separation. Residential developments should be protected from and located away from sources of adverse environmental impacts including noise, air and visual pollution.

Housing Goal #3: Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.

Policies:

1. Pursue the development of safe, healthy and attractive residential environments offering a broad choice of housing options including sufficient life-cycle housing options, sizes and values conducive to a diverse population and various income levels.
2. Develop and implement comprehensive plans that provide land appropriate for a variety of affordable and life-cycle housing options.
3. Adopt local housing goals and implementation plans.
4. Use local official controls and resources to facilitate development of a range of housing densities, types and costs.
5. Approve and permit proposed housing developments in light of population forecasts, existing housing stock and current and future community and regional needs, as appropriate.

CHAPTER 3: GOALS AND POLICIES

TRANSPORTATION GOALS AND POLICIES

Additional information regarding this item can be found in the city's transportation plan attached hereto as APPENDIX A.

CHAPTER 3: GOALS AND POLICIES

COMMUNITY FACILITIES AND SERVICES GOALS AND POLICIES

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

Policies:

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

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

Policies:

1. Work with the County, Township and nearby cities to avoid the duplication of services and to provide more efficient and economical government services.
2. Acknowledge the Carver County policing mission in providing services to the City of Norwood Young America.
3. Guide new residential development within the city in an orderly, compact pattern so that new development can be efficiently and effectively served by public facilities, where available.
4. Work with the County and Township to prevent urban development that is located beyond the City's long-term ability to provide services in a cost effective manner.
5. Discourage the annexation of developed properties into the city prior to the ability of the City to provide services in a cost effective manner to those properties, except in those instances where the City finds annexation to be the best avenue to avoid future land use problems.
6. Require large development projects to be phased to reflect utility capacity and availability.
7. Review the direct and indirect fiscal impacts of growth and land development activities on community facilities and services and ensure that new developments pay the true costs for public services and capital improvements.

CHAPTER 3: GOALS AND POLICIES

8. Support the continued presence and expansion of school facilities in Norwood Young America.
9. Conduct a needs assessment to determine the adequacy of the community center and public pool; and the feasibility of expanding or building new facilities.
10. Continue to seek out funding for capital facility projects, such as a new fire station, park and trail improvements, etc.

Community Facilities and Services Goal #3: Provide adequate and appropriate recreational and park facilities, bikeways, sidewalk and walking trails.

Policies:

1. The City should provide for a full range of park and recreation activities consisting of both active and passive recreational facilities. Provide for a variety of activities within the park system, including various cultural and social activities, and active and passive recreation.
2. The City should establish and promote high quality design standards in the development of the park system.
3. The City should help ensure that all areas of the City have equal access to parks and open space areas by providing for equal distribution of parks and open spaces throughout all sections of the City relative to user population densities.
4. The City should maintain zoning and subdivision regulations allowing for parks and open space, and providing for the dedication of parkland.
5. The City should link all of the park systems via a trail system or secondary sidewalk system.
6. The City should consider opportunities to share facilities with Independent School District 108, perhaps through a joint powers agreement.
7. The City should provide pedestrian access to parks in those areas where new housing construction is steadily increasing.
8. The City should identify desired linkages of open space in environmentally sensitive areas to similar areas as a means of preserving a greenspace/wildlife corridor linking such features which abound in the City and township; prioritize such desired linkages; and, take action necessary to make desired linkage a reality.
9. The City should provide for recreational equipment and other amenities and routine maintenance thereof throughout the park system.
10. The City should locate parks in areas that are convenient to the populations being served; conversely continuously work to ensure parks meet the needs of those designed to serve (e.g. parks in neighborhoods with young children need tot lots & play features, as the children age active fields may be more appropriate, finally as children leave more passive opportunities may arise).

CHAPTER 3: GOALS AND POLICIES

11. The City should plan for parks that take maximum advantage of natural features, notable waterways, and other natural amenities.
12. The City should connect areas of interest such as commercial areas, parks and residential neighborhoods with an interconnected path/trail system.
13. The City should collaborate with Carver County to develop a trail link between the City's trail and sidewalk system and Baylor Regional Park which will provide direct access to a major destination for local residents.
14. The City should establish a local looped destination trail around the city within a conservation corridor as development occurs. This could provide a greenbelt around the city that could be used as a local recreational and open space amenity and as a means to connect local trails and sidewalks to the regional system.
15. The City should develop an "Active Living Education and Promotion Program" to encourage residents to be more active and healthy and take advantage of the park and trail opportunities both locally and regionally.
16. The City should pursue a "Safe Routes to School Program" to encourage students to walk or bike to school via a system of sidewalks, trails, and bikeways.
17. The City should develop strategies to achieve goals identified in the trail/pedestrianway plan, including project prioritization and identification of sources and uses of funds relative to future trail/pathway construction and reconstruction. The Park and Recreation Commission, Planning Commission and City Council should require developers to install identified portions of trails/pedestrian ways with subdivision construction, even if the trail/pedestrian ways temporarily dead-end.
18. As street/utility reconstruction occurs within the developed part of the City in areas designated for future trail and/or sidewalk development, steps should be taken to implement the City's Trail Plan.
19. The City should emphasize proper management of open space areas in order to preserve trees, wildlife, pre-settlement (native) landscape communities, floodplains, wetlands, water quality and similar environmentally sensitive features at the time of platting.
20. At the time of subdivision, the City should require the identification of sensitive natural resources (e.g. habitats, unique natural features, etc.) using existing ecological information including MN DNR County Biological Survey, Regionally Significant Ecological Area Map, Metro Wildlife Corridor Map, aerial photography, etc. and work with the Developer to integrate locations of identified sensitive natural resource information into land use, park and/or open space plans.
21. It is likely the majority of future local pathways will be provided as part of the subdivision process, therefore, whenever possible future pathways/trails and/or right-of-way for such facilities should be allotted for within the subdivision process. Regional pathways/trail right-of-way acquisition and construction will be coordinated by Carver County Parks, however, the City should coordinate future pathway/right-of-way dedication with the County when parcels contained in search areas are platted. In addition, the City may wish to approve a

CHAPTER 3: GOALS AND POLICIES

sidewalk policy which, among other items, dictates where/when sidewalks are required as part of the planning process (e.g. adjacent to collector roadways).

22. The City should frequently review the adequacy park dedication standards to ensure said standards meet the demands of the community and the area to which they are applicable. As the subdivision process is employed for individual developments, the City should request a recommendation from the Park and Recreation Commission as to the appropriateness of proposed parkland dedication and/or fee-in-lieu of parkland dedication. The City shall carefully review proposals from developers relative to parkland dedication requirements. The City shall, when feasible, ensure adequate parkland is available prior to considering a fee-in-lieu of parkland dedication.
23. The Park and Recreation Commission should further educate the public and promote the use of the parks by working with other local/regional governmental units, civic groups and schools to create information to be distributed to new residents and available to the public regarding City parks and activities at the parks. Such collaboration should also review common park signage elements as a means of linking the park system and notifying the public of where public parks (e.g. Casper Circle and Kehrer) are located and how to access.
24. The City through the Park and Recreation Commission should develop a five year Capital Improvement Program (CIP) for the existing and future park system. The Capital Improvement Program outlines the types of equipment and other amenities necessary to the Park System, the cost of such items, and the year in which the City is projecting to fund such improvements. This CIP should then be included in the overall Capital Improvement Program for the City.
25. Work to provide walking/bicycle and other recreational trails to link area parks, water bodies, community facilities and surrounding communities.
26. Work with local snowmobile clubs and/or other appropriate entities to identify snowmobile routes.
27. Apply official controls, such as park dedication requirements, to ensure that appropriate park land is provided with new development. Land dedication should correlate with park lands shown on the park and trail plan in this Comprehensive Plan where possible.
28. Require the dedication of lands, in addition to park land dedication, but at no loss of density, for a city-wide trail system where trails are shown on the park and trail plan in this Comprehensive Plan.
29. Acquire land shown on the park and trail plan for public recreational trails where and when feasible.
30. Explore federal and state grant opportunities for park acquisition, development and maintenance.

CHAPTER 3: GOALS AND POLICIES

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

Policies:

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

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

Policies:

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

RESOURCE PRESERVATION/PROTECTION GOALS AND POLICIES

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

Policies:

1. Identify natural resources such as woodlands, wetlands, floodplains, poor soils and other environmentally sensitive areas, and strongly support their incorporation into parks and open space areas as an alternative to the destruction of these resources.
2. Discourage development in those areas that are unsuitable or hazardous for urban uses due to topography, geology, soils, wetlands, flooding or other natural conditions.
3. Preserve the quality and quantity of surface water and groundwater resources by the appropriate regulation of all development activities that have the potential of impacting the water resources of the area, including requiring retention ponds and/or filtration systems in new development.
4. Prepare and implement a stormwater management plan.
5. Provide, when economically feasible, City sewer and water to existing developed parcels within the city, especially within shoreland or other environmentally sensitive areas.
6. Correct water inflow and infiltration problems in a phased fashion as money becomes available.
7. Provide on-going monitoring of the sewer treatment plant.
8. Establish a program and/or policies to identify and upgrade on-site sewer systems that do not comply with all applicable state and local standards.
9. Prohibit new on-site sewer systems and package treatment plants within the corporate limits.
10. Promote the application of Planned Unit Developments where appropriate, particularly in shoreland districts, as a means to achieve compact urban development on sewerred lots while providing open space and preserving the site's natural values.
11. Keep local ordinances and controls up to date and consistent with state and federal standards for shoreland, stormwater and erosion management. In particular, update the City's shoreland and wetland regulations.
12. Require compliance with the Bevens Creek Watershed Water Quality Implementation Program to encourage a sound environmental policy for Bevens Creek.
13. Work with the Crow River Watershed Management Organization to encourage a sound environmental policy for Crow River.

CHAPTER 3: GOALS AND POLICIES

14. Consider the orientation and relationship of buildings to protect solar access rights.
15. Prepare and implement a tree preservation program.
16. Explore options and funding sources for a tree planting program.
17. Develop strategies to preserve air quality.

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

Policies:

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

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

Policies:

1. Consider completing a local natural resource inventory. Give strong consideration to integrating natural resources, including aggregate, identified in regional and local natural resources inventories into local land use decision-making.
2. Adopt and enforce erosion control ordinances and other environmental preservation and conservation techniques and ordinances.
3. Implement local stormwater management plans consistent with Minnesota Rules Chapter 8410 and the MLPA.
4. Include as a part of local park systems natural resources that are identified as high quality or of local and regional importance.
5. Implement surface water management practices geared to protecting and maintaining the quality of local water resources.
6. Adopt and implement best management practices for abating, preventing and removing point and nonpoint source pollution; reducing soil erosion; protecting and improving water quality; and maximizing groundwater recharge through surface water infiltration.

CHAPTER 3: GOALS AND POLICIES

7. Collaborate with Carver County and Young America Township to promote best management practices for agricultural activities in order to protect the quality of the local and regional water resources.
8. Collaborate with Carver County and Young America Township to encourage the use of environmentally sensitive development techniques in farm-related construction, such as surface water management that includes using natural systems to drain, filter and retain stormwater.

Resource Protection/Preservation Goal #4: Identify historic community resources including districts, buildings, sites or events.

Policies:

1. Create and maintain an inventory of historic community resources.
2. Consider working with the State Historic Preservation Office (SHPO) to determining whether properties proposed for development contain historically significant resources which should be preserved.
3. Educate the public about historic structures within the community and historic preservation.

Resource Protection/Preservation Goal #5: Encourage the preservation and enhancement of historically significant areas, structures, and archaeological sites.

Policies:

1. Include consideration of historic, cultural and archaeological concerns and values in the development process.
2. Encourage the preservation of historic sites where practical and economically feasible.
3. Work with owners of historically significant structures to identify potential technical and financial resources for rehabilitating the buildings.
4. Promote public improvements which enhance the historic nature of the areas originally platted.
5. Develop and implement voluntary guidelines for preserving, rehabilitating, restoring, and reconstructing historic properties
6. Work to ensure that development activities undertaken in close proximity to archaeologically significant sites are done in the most unobtrusive manner possible.

CHAPTER 3: GOALS AND POLICIES

LAND USE AND DEVELOPMENT GOALS AND POLICIES

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

Policies:

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

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

Policies:

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

CHAPTER 3: GOALS AND POLICIES

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

Policies:

1. Work to strengthen and maintain the appearance of the city's gateways and key transportation corridors through design standards, trails, lighting, sidewalks, signage and other tools.
2. Develop and enforce development and site planning standards, incentives and resources to ensure quality development.
3. Continue to plan for land uses in order to support and enhance Norwood Young America's ability to attract quality development.

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

Policies:

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

Land Use and Development Goal #5: Identify historic community resources including districts, buildings, sites or events.

Policies:

1. Create and maintain an inventory of historic community resources.
2. Consider working with the State Historic Preservation Office (SHPO) to determining whether properties proposed for development contain historically significant resources which should be preserved.
3. Educate the public about historic structures within the community and historic preservation.

CHAPTER 3: GOALS AND POLICIES

Land Use and Development Goal #6: Encourage the preservation and enhancement of historically significant areas, structures, and archaeological sites.

Policies:

1. Include consideration of historic, cultural and archaeological concerns and values in the development process.
2. Encourage the preservation of historic sites where practical and economically feasible.
3. Work with owners of historically significant structures to identify potential technical and financial resources for rehabilitating the buildings.
4. Promote public improvements which enhance the historic nature of the areas originally platted.
5. Develop and implement voluntary guidelines for preserving, rehabilitating, restoring, and reconstructing historic properties
6. Work to ensure that development activities undertaken in close proximity to archaeologically significant sites are done in the most unobtrusive manner possible.

INTRODUCTION

The Comprehensive Plan provides a general framework for Norwood Young America's growth and development through the next 25 years. It establishes long-term targets for key components of the city, consistent with the community's goals and policies. Specific enough to guide day-to-day development decisions, the Plan provides the policies, standards and principles that serve as the basis for updating the Zoning Ordinance and other development controls that are enforceable under the City's police powers.

Specific recommendations that are flexible enough to allow modification and continued refinement are provided with regard to land use, transportation, parks and trails, and growth areas/annexation. The Long Range Plan illustrates general recommendations, but should always be taken in concert with the written Goals and Policies.

Policies and guidelines for the above elements are set forth in the following sections of the Long Range Plan:

- Historic Preservation Plan.
- Future Land Use Plan
- Growth Management Plan
- Transportation Plan
- Parks and Trails Plan

PHYSICAL CONSTRAINTS / ADVANTAGES TO GROWTH

Based upon the findings of Phase I and the work completed by the City's consulting engineers, a number of factors that will have an important effect in shaping future growth and development of the Norwood Young America area have been identified. These represent tangible and/or measurable factors that will shape the city's future growth potential, pattern and form:

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

CHAPTER 4: LONG RANGE PLAN

PLAN FRAMEWORK

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

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

It is the intent of this Plan to facilitate or create a community within which these elements exist:

- A variety of housing types
- Adequate parks and community facilities
- An efficient transportation system
- Orderly expansion of municipal utilities
- Ample business and commercial opportunities for residents and visitors alike.

CHAPTER 4: LONG RANGE PLAN

PRESERVING TRADITIONAL TOWN QUALITIES

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

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

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

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

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

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

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

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

DEVELOPMENT PATTERN

- Promote infill development in the built-up areas of the city.
- Maintain agricultural densities in areas outside of the city in its planned growth areas until such time as development is imminent and the lands are annexed.

CHAPTER 4: LONG RANGE PLAN

- Guide commercial expansion primarily to areas along Highway 212, at the intersection of Highways 5 and 212, and within the city's south downtown.
- Guide industrial expansion primarily to areas south of Highway 212 along the rail lines.
- Locate new multi-family residential areas in strategic areas of the city.

ROAD PATTERN

- Preserve the existing street pattern throughout residential infill areas.
- Establish collector streets through the city's planned growth areas.
- Maintain the grid-like street pattern in older parts of the city.

NEIGHBORHOOD FORM

- Promote a compact urban development pattern with one-quarter to one-third acre lots in new residential areas.
- Maintain low, rural densities within the city's planned growth areas until such time as urban development occurs.
- Encourage open or green space in new residential neighborhoods.

OPEN SPACE/COMMUNITY FACILITIES

- Strategically locate community and neighborhood sized parks/open space.
- Plan for bikeways and walkways connecting commercial areas, parks and other points of interest.
- Continue upgrading and maintaining streets, parks, water/sanitary sewer and other infrastructure.
- Provide sewer and water infrastructure to the city's planned growth areas as urban development occurs.

HISTORIC PRESERVATION PLAN

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

HISTORICAL DEVELOPMENT

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

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

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

Historic Landmarks and potential Historic Landmarks, as defined by DSU in the 2006 Norwood Young America CPU, are illustrated in a map entitled Figure 4-0, *Potential Historic Sites* at the close of this Chapter. Additional information regarding historic/potentially historic landmarks follows.

Historic Landmarks

Landmarks can be described as man-made buildings and structures that reflect the culture, history and/or significant architecture of an area and its people. Norwood Young America has a variety of important landmarks, some of which are on the National Register of Historic Places:

- Harms Bar (227 Elm Street West)
- United Methodist Church (224 Hill Street West)

CHAPTER 4: LONG RANGE PLAN

- Old Young America City Hall (102 SE Second Avenue)

Current historic preservation regulations do not prohibit the destruction or alteration of any buildings on the National Register. If the owner of a building conducts mitigation measures, he/she could, in fact, demolish or alter a historically significant building. Such mitigation measures may range from preserving the facade of the building to taking photographs of the historically significant features of the building to be catalogued at the local historical society.

Potential Historic Landmarks

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

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

There has been considerable community dialogue regarding the pavilion located within Willkommen Park, which is in need of significant repair. Many community members view the structure as historic and deserving of preservation, but others feel the cost of renovation could be applied toward building a new and possibly more functional structure. The City Council is currently working with a consultant to renovate the structure.

Goals and policies relating to historic preservation are included in Chapter Three of this document.

LAND USE PLAN

The City of Norwood Young America contains a full range of land uses including residential, commercial, industrial and institutional uses with single-family residential being the dominant land use within the city. This Plan identifies the future location of these land uses for both the existing city and the city's planned growth areas. See Figure 4-1, *Future Land Use Plan* at the close of this Chapter.

The Land Use Plan contains two components: text and a map. The Plan text provides the policies, standards and principles to guide future land uses within the city and its planned growth areas. The Land Use Plan map illustrates the land use categories for which the policies will apply.

Land use and growth alternatives are many and varied, but can be summarized into the following three general categories:

- Very Restrictive
- Completely Unrestrictive
- Balanced

Under a very restrictive growth and land use approach, tight city growth areas would be established and all non-farm development would be required to occur within the city, prohibiting these uses within the surrounding township areas. This option provides the highest degree of protection against rural development patterns that may hinder future urbanization, and protection of existing agricultural uses. It also provides for planned urban expansion in the most compact, orderly fashion, which lends itself to the greatest efficiencies in the delivery of water, sewer and other public services.

However, this approach also limits private property rights and doesn't provide communities, landowners, developers and others much flexibility. It may also hinder economic growth and opportunities within the city and surrounding townships. In addition, restrictive growth policies are often cited for inflated land values, which may contribute, among other things, to affordable housing problems.

Conversely, under a completely unrestrictive plan, no growth areas would need to be identified because all types of development would be allowed to occur throughout the area without restriction. While this approach may offer communities, landowners and developers the greatest flexibility and provide for the greatest short-term economic growth opportunities, it may result in long-term land use problems. This approach has the highest potential for land use conflicts as well. It may also result in development patterns outside the city that may hinder its orderly growth and that are difficult or costly to provide with water, sewer and other services in the future.

A balanced plan defines a modest, flexible growth area outside of the city. It would allow residential, commercial and industrial development to occur within planned growth areas, so long as it follows planned development patterns compatible with the City's future land use plans. Limits would be placed on residential densities and commercial and industrial growth would be directed to areas with adequate infrastructure and where the potential to cause land use conflicts are minimized. It may also identify environmentally sensitive areas to be protected or for which more careful consideration/review of development should be undertaken.

CHAPTER 4: LONG RANGE PLAN

A balanced approach provides simultaneously for planned urban expansion, rural preservation and orderly and efficient growth, while providing communities, landowners and developers flexibility in land use decisions. This approach also allows for broad economic growth opportunities, while directing it towards desired areas. Generally, a more balanced approach is preferred when planning for the long range.

FUTURE LAND USE CATEGORIES

The Future Land Use Plan describes the different future land use designations for the city and its growth areas. Seven unique land use categories have been identified to guide growth in Norwood Young America. Below, each land use designation category is described in detail; and they are illustrated on Figure 4-1, *Future Land Use Plan* at the close of this Chapter. It is recognized that not every parcel of land within each designation will be buildable due to wetlands, floodplains, soils, slopes and other natural site constraints.

Residential Categories

The purpose of this category is to identify portions of Norwood Young America and its growth areas that contain or should be developed for residential uses. There are two categories of residential land uses planned for Norwood Young America:

Low to Medium Density Residential

Low to Medium Density Residential areas should be maintained at overall densities approximately at or below four units per acre, recognizing that some older single-family areas of the city may have slightly higher densities. Low to Medium Density Residential areas include both the older, smaller lot, single-family subdivisions found within the city as well as the newer, larger lot subdivisions. Within these areas, it is anticipated that the predominant housing types will be single-family, including single-family detached housing. The existing City zoning districts appropriate for these areas include R-1 for the newer developing areas, and R-2 for the older, smaller-lot areas of the city. These districts currently accommodate a very wide range of housing types and densities. The City should consider restructuring these districts to narrow the types of housing allowed and overall densities permitted to be consistent with the standards for this land use category.

Medium to High Density Residential

Medium to High Density Residential areas should generally be maintained at densities between 5-18 units per acre. Within these areas, it is anticipated that the predominant housing types will be manufactured home parks, twinhomes, townhomes, apartments and other multi-family development. The existing City zoning districts appropriate for these areas include R-1 for the newer developing areas, and R-2 for the older, smaller-lot areas of the city. However, the City should consider developing a new R-3 zoning district in conjunction with the changes to the R-1 and R-2 Districts described above. The R-3 District should accommodate the types of housing allowed and overall densities permitted to be consistent with the standards for this land use category.

Planned Unit Developments

Norwood Young America promotes neighborhoods with a variety of housing types and densities within a single development. The City currently allows such development within its R-1 and R-2 Districts. Such developments can also occur throughout the residential areas of the city through a tool called the Planned Unit Development. In conjunction with the changes to the R-1 and R-2 Districts and the establishment of an R-3 District explained above, the City should utilize the PUD as the preferred method of achieving a mix of housing types and/or densities within a single development. PUD's may be considered within all of the residential categories identified on the Future Land Use Plan map.

CHAPTER 4: LONG RANGE PLAN

Other Uses

As discussed later, parks, trails, churches and other public/semi-public and park related uses are appropriate within residential areas as well.

Commercial Categories

The purpose of this category is to identify portions of Norwood Young America and its growth areas that contain or should be developed for commercial use. The commercial areas include two designations:

General Commercial

General Commercial areas could include typical retail and service oriented uses, which have a higher level of accessibility and visibility from adjoining roadways. Examples of these could include highway-oriented businesses such as fast food restaurants, convenience stores, gas stations and other auto-oriented businesses and large retailers. Limited office and service uses would be appropriate in these areas as well. The existing City zoning district appropriate for these areas is C/I, Commercial-Industrial. This District currently accommodates a very wide variety of commercial and industrial uses. The City should consider eliminating this district and replacing it with two distinctly different districts: one to accommodate general commercial uses, and one to accommodate industrial uses.

Downtown Commercial

Norwood Young America has two traditional “town center” areas. This Plan recommends that they serve as centers for specialty retail, civic/government, office and service establishments as well as community activity. Both areas could accommodate residential uses as well.

Both areas are intended provide for uses which are compatible with pedestrian movement and generate pedestrian activity in a compact, high-density environment. Both town center areas are characterized by a grid-like street pattern, alleys and sidewalks. This development pattern should be continued.

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

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

Both town centers currently serve a variety of markets and needs, not all of which are compatible with one another. Divergent or incompatible types of business can leave a downtown area with a lack of focus.

CHAPTER 4: LONG RANGE PLAN

Although this Plan recommends that the downtown areas serve as centers for office, retail and service establishments as well as community activity and housing, there exist a number of auto-oriented and industrial uses within both areas. These are not likely to be replaced by other uses through normal market forces in the immediate future. Currently, they are generally in scale and character with the other town center uses and support the local economy. The industrial uses also serve to support their surrounding town centers by supplying a base of employees for the retail and service businesses.

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

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

These areas should be zoned CBD, Central Business District. The City also has a C, Civic Center District, which it can eliminate.

Industrial Category

The purpose of this category is to identify portions of Norwood Young America and its growth areas that contain or should be developed for industrial use.

These could include both heavy and light industrial uses. Heavy uses include manufacturing, warehousing, assembly, truck terminals, mining, quarries, and other businesses that provide goods and services, but not directly to the public, and are generally higher intensity uses. Light industrial uses include warehouse uses and less intensive manufacturing, including facilities where offices are an integral part of the business, as well as free standing professional businesses and offices. They may also include limited retail and service uses in support of office uses and employees, such as convenience stations. The existing City zoning district appropriate for these areas is C/I, Commercial-Industrial. This District currently accommodates a very wide variety of commercial and industrial uses. The City should consider eliminating this district and replacing it with two distinctly different districts: one to accommodate general commercial uses, and one to accommodate industrial uses.

CHAPTER 4: LONG RANGE PLAN

Parks / Open Space Category

This category identifies existing municipal and other public parks and open spaces. Proposed future parks are discussed in the Park and Trail Plan portion of this chapter, and are shown on Figure 4-5, *Park and Trail Concept* at the close of this Chapter. Park and open space uses are appropriate within all of the other land use categories.

Public / Semi-Public Category

Public and semi-public uses are not shown on the Future Land Use Plan Map, except existing public buildings and already planned or known public land needs. Rather, these uses are allowed within the other land use categories. Generally, existing community facilities should continue to be maintained and preserved at their current location. If a public facility or institution ceases to exist or moves from its present site, that site should be designated as the same use or the predominate land use that surrounds it. For example, if a church surrounded by Low to Medium Density Residential relocates, the church property should either house a new church, or be designated for low-density residential development. In addition, new development should incorporate appropriate public/semi-public uses as they are developed.

Interim Development

The Future Land Use Plan identifies desired future land uses at full urbanization many years into the future. Many of these areas are currently undeveloped, and some are outside the existing city limits. Prior to urban development, such areas should be protected against development patterns that may hinder their ultimate transition to the intended urban use. Thus, areas not currently developed should be maintained at very low-density residential and agricultural uses until such time urban development occurs. The current City zoning district appropriate for this designation is the T/A, Transition-Agricultural District. More discussion on interim development, planned staging of the city's growth and annexation are included in the Growth Management Plan section of this chapter.

REDEVELOPMENT

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

GROWTH MANAGEMENT PLAN

The City of Norwood Young America anticipates further residential, commercial and industrial development in and adjacent to the city. In order to accommodate that growth, the City has designated areas outside of the current City limits as “planned growth areas.” See Figure 4-2, *Staging Concept* at the close of this Chapter. These areas are where the City plans to grow in the next 25+ years and wants to establish land use plans and policies so that adequate streets, water and sanitary sewer infrastructure and services can be planned for and provided in a cost effective manner.

In addition, the City wants to work with Carver County and Young America Township to ensure that the growth that occurs in these areas is compatible with the City’s policies and can eventually become part of the City and be served by a full range of urban services. The planned growth areas should be designated for agricultural or very low density residential uses of 1 per 40 acres or less until such time as development is imminent and services can be provided.

Some of these areas are currently within an established orderly annexation area. Where this is not the case, the City will work with the Township and County to include them within an orderly annexation area, or otherwise establish policies for their long-term protection against development patterns that may hinder future urbanization. The future use of land within the planned growth areas is shown on Figure 4-1, *Future Land Use Plan* at the close of this Chapter. Such land use designations would apply once the land has been approved for annexation

CHAPTER 4: LONG RANGE PLAN

FUTURE LAND NEEDS ANALYSIS

Following is a summary of the projected land use needs in gross acres for the city through 2030. These figures are based on market study projections prepared for 2020. More information can be found on pages 2-19 through 2-25 of the Inventory and Analysis chapter of this Plan. An average number of acres per year was calculated from the 2020 figure to estimate the 2010, 2015, 2025 and 2030 estimates.

**Table 4-1
Future Land Needs
City of Norwood Young America
2005 through 2030**

	Additional Gross Acres Needed by:					Average Acres/Year
	2010	2015	2020	2025	2030	
Residential	200	401	601	801	1,002	40.07
Single-family	159	317	476	635	793	31.73
Multiple-family	42	83	125	167	208	8.33
Commercial	24	48	72	96	120	4.80
Industrial	24	49	73	97	122	4.87
Total	249	497	746	995	1,243	50

Land Potentially Available for Development

Within the city limits, there exist a number of parcels that are currently vacant or in agricultural use. When planning future land uses, it is important to examine these lands for development, in addition to identifying new lands outside the city. However, a number of the vacant and agricultural parcels in Norwood Young America are not likely available for residential, commercial or industrial development due to the presence of wetlands, small size or other restrictions. These parcels, along with those that are potentially available for development, are shown on Figure 4-3, *Vacant and Agricultural Land Potentially Available for Development* at the close of this Chapter.

Outside the city limits, but within the potential growth path of the city, there also exist a number of limitations for development. These include wetlands, waterbodies and lands enrolled in the Agricultural Preserves program. Lands within Agricultural Preserves are restricted for development until eight years after the landowner files to exit the program. Figure 2-7, *Land Uses Surrounding City* at the close of Chapter Two in the Inventory and Analysis chapter of this document shows agricultural preserves surrounding Norwood Young America. The map includes the expiration dates for those parcels that have exited the program. Although much of the land within the city's planned growth areas is in Agricultural Preserves, most of it is scheduled to exit the program by 2011 or sooner.

Land Use Comparison

Table 4-2 on the following page compares the amount of land needed to accommodate future development, with the amount of land planned for on the Future Land Use Plan map.

**Table 4-2
Future Land Needs Comparison
City of Norwood Young America**

Land Use Type	Acres Needed by 2030*	Acres Potentially Available for Development *:			Over / Under
		Within the City that are Vacant	Additional Planned for on the Future Land Use Map	Total	
Residential	1,002	175	1,315	1,490	488
Single-family	793	166	1,224	1,390	597
Multi-family	208	10	90	100	-108
Commercial	120	14	21	35	-85
Industrial	122	13	167	177	55
Total	1,244	200	1,502	1,702	458

*Exclusive of wetlands or open water.

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

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

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

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

Conversely, the Future Land Use Plan provides less Medium to High Density residential and General Commercial land than is needed to accommodate the city's growth over the next 25 years. Portions of the Planned Growth Areas to the northwest of the city are designated for "Future Additional Study". The City will be conducting a transportation study of this area in 2005/2006. Because of the interrelationship between transportation, land use and growth, the land uses for this area will not be identified until the study is complete. However, this area is anticipated to accommodate additional Medium to High Density Residential and General Commercial land to fulfill the city's 2030 needs. More discussion of this is included within the Transportation portion of this chapter.

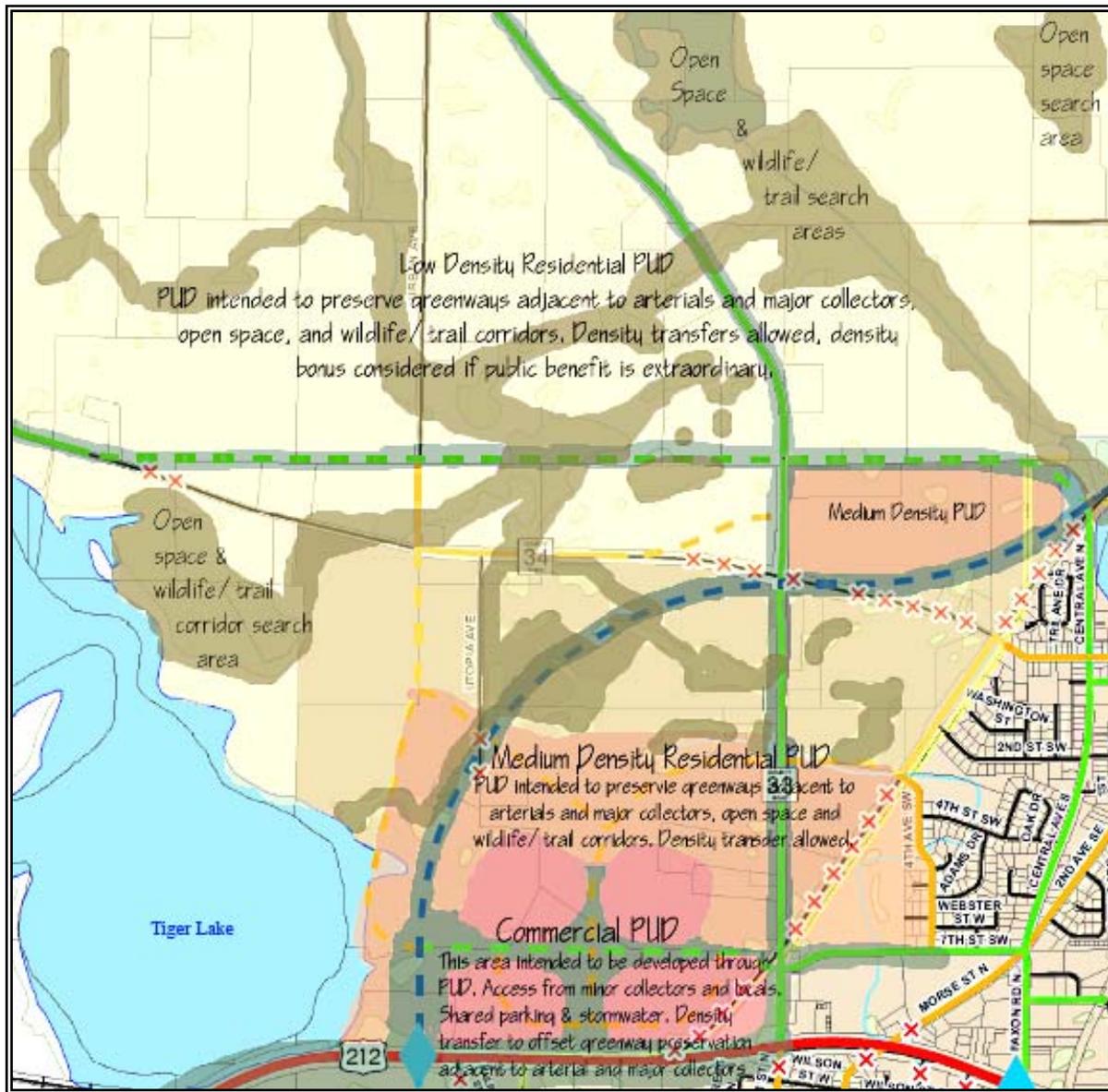
STAGING PLAN

Not all land within the city's planned growth areas will develop immediately or at the same time, but development in these areas should occur in an orderly, sequential and contiguous fashion to the extent possible. Figure 4-2, *Staging Concept* at the close of this Chapter, shows the planned staging of these areas. However, the city will need to remain flexible in the phasing of these areas if circumstances warrant, market opportunities allow and development can be provided with appropriate urban services.

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

Figure 4-2 also shows potential future residential growth areas beyond the 2030 horizon. These are shown as "very long term growth areas". Although this land is not expected to be used for urban development for a long time to come, this Plan identifies them now in order to protect them against large lot, unsewered development and other premature development use that will hinder their ultimate transition to urban residential development. Portions of the Planned Growth Areas to the northwest of the city are designated for "Future Additional Study". The City will be conducting a transportation study of this area in 2005/2006. Because of the interrelationship between transportation, land use and growth, Figure 4-2 may need to be modified once the study is complete. More discussion of this is included within the Transportation portion of this chapter. Figure 4-2a on the following page illustrates conceptual land use within the "Future Additional Study" area.

Figure 4-2a
Conceptual Land Use in “Study Area”



Planning for future growth is neither a linear nor a static process. Even the best growth projections are merely a prediction of the future, based on past trends and current conditions. Since changes in economic and social variables greatly affect projected outcomes, it will be important for the City to periodically measure actual progress against targeted growth projections and, if necessary, redirect its growth strategies.

CHAPTER 4: LONG RANGE PLAN

FUTURE SANITARY SEWER SYSTEM

The future municipal sanitary sewer system is shown on Figure 4-3B at the close of this Chapter. The City is not significantly restricted from growth in any direction from the existing city limits. This future system includes the addition of trunk sewer main extensions and one main lift station at the south end of Barnes Lake. Additional secondary lift stations will likely be necessary depending on the timing of development and final design grades, utility service, etc. of individual developments. All improvement schedules are dependent on development timing, size, and location.

Table 4-3 below shows the necessary improvements to the trunk sanitary system along with the estimated year of completion and the triggering event.

**Table 4-3
Trunk Sewer Improvement Schedule**

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

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

⁽²⁾ Schedule dependent on MPCA requirements.

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

Future Sanitary Sewer Flows

The forecasts of population, land area by use, and wastewater flows for Norwood Young America are listed below in Table 4-4 below. This table assumes that 70% of raw land is able to be developed. The remaining 30% is used for wetlands, ponding, public right-of-way, etc. The existing sewer flow assumptions are lower than the future sewer flow assumptions. This is due to the current limited commercial/industrial use as well as the smaller homes/lots. The older homes typically are smaller and do not have irrigation systems resulting in less usage per capita. These lower per capita uses is what is occurring in the existing condition and results in the City's actual existing flow of 0.40 mgd.

CHAPTER 4: LONG RANGE PLAN

**Table 4-4
Population, Land Area, and Wastewater Flow Forecasts**

Within Urban Service Area	Existing (2007)	2010	2020	2030	Ex. Sewer Flow Assumptions		Fut. Sewer Flow Assumptions		Existing (2007)	2010	2020	2030
	Pop.	Pop.	Pop.	Pop.	gpcd	units/ac	gpcd	units/ac	mgd	mgd	mgd	mgd
Residential Uses	3,500	4,630	7,771	11,871	80		100		0.28	0.46	0.78	1.19
Within Urban Service Area	Existing (2007)	2010	2020	2030	Ex. Sewer Flow Assumptions		Fut. Sewer Flow Assumptions		Existing (2007)	2010	2020	2030
	Acres	Acres	Acres	Acres	gpcd	units/ac	gpcd	units/ac	mgd	mgd	mgd	mgd
C/I Land Uses	77	125.3	187.6	226.1								
Commercial	58.8	90.3	130.9	156.1	822	3	1233	4.5	0.05	0.11	0.16	0.19
Industrial	16.1	32.9	54.6	67.9	1644	6	1644	6	0.03	0.05	0.09	0.11
Office	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Mixed Use	2.1	2.1	2.1	2.1	0	0	0	0	0.00	0.00	0.00	0.00
Extractive	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Other Land Uses	363	422.1	587.4	755.7								
Institutional	84	86.1	92.4	98.7	548	2	548	2	0.05	0.05	0.05	0.05
Parks and Rec	45	64	117	171	0	0	0	0	0.00	0.00	0.00	0.00
Open Space	40	40	40	40	0	0	0	0	0.00	0.00	0.00	0.00
Roadway ROW	180	218	324	432	0	0	0	0	0.00	0.00	0.00	0.00
Utility	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Railroad	14	14	14	14	0	0	0	0	0.00	0.00	0.00	0.00
Airport	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Totals	440	547.4	775	981.8					0.40	0.68	1.08	1.55

CHAPTER 4: LONG RANGE PLAN

FUTURE WATER SYSTEM

It is a priority of the City to provide safe, reliable, sustainable, and affordable water to its citizens. Due to the fact that the planning area provides for more growth than the current water system can withstand, various components of the system will need improvements. The future municipal watermain system is shown on Figure 4-3C at the close of this Chapter.

The City is currently undergoing several water system projects including Water Tower No. 3, and a trunk watermain installation. These projects are discussed in detail below and are expected to meet the City's water system needs for the next several years.

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

Table 4-5 summarizes the existing and projected average and peak day demands through 2030.

**Table 4-5
Water Demand Projections**

Year	Population	Average Day Demand (mgd)	Peak Factor	Peak Day Demand (mgd)
2008	4,229	0.423	1.8	0.761
2010	4,630	0.463	1.8	0.833
2015	6,068	0.607	1.8	1.093
2020	7,771	0.777	1.8	1.399
2025	9,821	0.982	1.8	1.768
2030	11,871	1.187	1.8	2.137

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

A 750,000 gallon water tower will be constructed and will be operational in 2009. This new tower will replace the existing 300,000 gallon water tower that currently operates the South system. The new tower will have an overflow elevation equal to that of the North 200,000 gallon water tower allowing the North and South systems to be combined into one system. The minimum elevated storage needs to equal the average day demand of water. Upon completion

CHAPTER 4: LONG RANGE PLAN

of the 750,000 gallon tower, the City will have 950,000 gallons of elevated storage. Therefore, no additional water tower will be required until the average day demand exceeds 0.95 MGD. Based on the current population and water usage projections, the elevated storage will be sufficient beyond 2030.

A 10-inch trunk watermain will be constructed from the North water facility south to the industrial park to provide a loop for the newly combined system. This should be completed in 2009.

Table 4-6 shows the necessary improvements to the trunk watermain system along with the estimated year of completion and the triggering event.

**Table 4-6
Trunk Water Improvements Schedule**

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

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

CHAPTER 4: LONG RANGE PLAN

FUTURE SURFACE WATER SYSTEM

A copy of the Norwood Young America Surface Water Management Plan is attached hereto as "APPENDIX B".

Watershed Assessment and Proposed Actions

This section contains an assessment of existing and potential water resource related issues presently known within the City, as well as a description of structural, non-structural, or programmatic solutions that are proposed to address or correct the issues. The section includes mention of any city waters on the State's 303(d) Impaired Waters list, along with the status of any known Total Maximum Daily Loads (TMDLs) established for the waters.

Costs and Funding Considerations

Section 7 of the plan discusses the assumptions used when determining the estimated costs of proposed retrofit options and regional treatment basins. In addition, potential funding issues and sources are discussed.

Implementation Prioritization & Capital Improvement Plan

This section includes a prioritized ranking of the specific surface water related improvements identified in the plan. City cooperation with the Carver County Water, Environment and Natural Resources Committee is key to maintaining the relevance of the City's prioritization plan. This section also includes identification of a Capital Improvement Plan, with approximate costs and funding sources for the noted improvements.

Amendments to the Plan

It is the City's intention to have this SWMP reviewed and approved by the CCWMO in accordance with Minnesota Statute and the requirements for acceptance of this Comprehensive Plan. The modeling and mapping portions of the plan will be revised on a biennial basis to ensure relevance and adequacy for use as a planning tool. Similarly, the plan will be revised within 18 months of new State or Watershed rule revisions to ensure City conformance with changing policy.

HOUSING PLAN

Balanced Supply of Housing – Variety of Housing Types

The City of Norwood Young America strives to provide life cycle housing for all market needs including (1) affordable basic units for young people just beginning to enter the workforce to (2) affordable single family units for first time home buyers and young families to (3) move up housing for people with growing families and/or incomes to (4) empty-nester dwellings for persons whose children have grown and left home (5) to low maintenance housing options for aging persons as their ability to maintain their property decreases; and finally to (6) assisted living environments to provide health and medical care to the elderly.

Of the higher growth cities within western Carver County, Norwood Young American has 21 townhome units. In comparison, Cologne didn't have any, Mayer had two units, Watertown had 38 townhome units and Waconia 216. The City of Norwood Young American can expect and should anticipate townhome units are likely to be proposed in the future.

Age cohort analysis reveal those age 0 – 9 in 1990 (aged 10 – 19 in 2000) decreased significantly as an age cohort (decrease of 118 persons) as did those aged 30 – 39 in 1990 (40 – 49 in 2000) which decreased by 198 persons. Increases in those aged 10-29 in 1990 are noted. The age cohort comparison over time indicates the City has been experiencing a reduction in persons aged 30+ (age in 1990) but experiencing an influx of persons aged 10 – 29 (age in 1990).

The reduction and influx in various age cohorts is likely related to the type of housing and jobs available within Norwood Young America. For example, persons over age 30 may be leaving the community in search of move-up homes, empty nester options or elderly care. Younger persons may be moving into Norwood Young America as they migrate from rural counties toward the Twin Cities Metropolitan Area seeking employment opportunities post-graduation. First time home buyers may be moving to Norwood Young America due to available new housing at lower costs than those closer to the heart of the metro area.

The City of Norwood Young America holds a higher percentage of its housing stock in the form of rental units (24.6%) when compared to other communities in western Carver County (average 16.7). The available rental units correlate with the influx in persons aged 10-29.

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

Well-Maintained Housing

Approximately one fourth (25%) of housing stock (297 units) were constructed in 1939 or prior to that year. Although structural age does not directly correlate to the condition of existing housing units, it lead to additional maintenance needs. Therefore, the City should continue to monitor structural maintenance as the dwellings age. Since the development of dwellings has increased rapidly within a narrow timeframe, the cumulative impact of eventual structural maintenance (re-roofing, new siding/windows) needs could be significant.

CHAPTER 4: LONG RANGE PLAN

Most of the existing housing stock has been well maintained however evidence of delayed maintenance is apparent in a few dwellings interspersed throughout the original townsite. To address future maintenance of both owner-occupied and rental housing the City should continue to address areas such as outdoor storage, landscaping requirements, parking requirements, etc in its Zoning Ordinance. In addition, a significant effort to assist home/apartment unit owners in providing normal maintenance such as re-roofing, re-siding, and installing new windows should be pursued. As the City the need and desire for a rental ordinance and implementation thereof may become increasingly evident.

Linkages between Housing, Recreation and Employment

One of the goals of the Comprehensive Plan is to improve linkages between housing, recreation and employment. This may be accomplished in part through subdivision design with collector streets, trail and sidewalk connections.

Employment statistics from the 2000 census indicate 2,300 people (74% of the population) are aged 16 and over. Of all persons over sixteen years of age, 1,710 persons or 74% are in the labor force. Of those 95% report commuting to work. The largest percent of these commuters (77%) drive to work alone, 14% reported they carpool in a car, van or truck, three percent reported they walk to work and five percent work from home. The mean travel time to work as reported in the Census was 25 minutes.

As the City grows additional industrial and commercial employment opportunities may be available for residents. Providing pedestrian routes for those walking or bicycling, especially along collector streets and arterials will assist in providing important links between residential neighborhoods and places of employment and retail/service.

As gas prices continue to rise and the population swells providing/maintaining/encouraging carpooling may become increasingly important. Park and ride or park and pool lots adjacent to Highway 212 could encourage carpooling.

RESOURCES

The programs listed below are currently in use or are available and may be used in the City as market factors allow, assisting the City in implementing the aforementioned recommendations.

Federal resources:

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

CHAPTER 4: LONG RANGE PLAN

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

State Resources

Home Mortgages:

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

Home Improvement and Rehabilitation:

1. The Great Minnesota Fix-Up Fund: Provides home improvement loans with below-market interest rates for low and moderate-income homeowners.
2. Community Rehabilitation Fund: Provides grants to cities for acquisition, rehabilitation, demolition and new construction of single-family homes.

Rental Housing:

1. Low and Moderate Income Rental Program: Provides mortgages and rehabilitation funds for either acquisition and rehabilitation of or new construction of rental housing for low and moderate-income families.
2. Affordable Rental Investment Fund (ARIF): Provides low-interest first mortgages or deferred loans to help cover the costs of acquisition and rehabilitation or new construction of low-income rental housing.

CHAPTER 4: LONG RANGE PLAN

3. Low Income Housing Tax Credits (LIHTC): LIHTC are MHFA's share of the tax credits allocated to Minnesota.
4. HOME Rental Rehabilitation: Provides grants to rehabilitate privately-owned rental property in order to support affordable, decent, safe and energy efficient housing for lower-income families.
5. Housing Trust Fund: Provides deferred loans without interest for the development, construction, acquisition, preservation, or rehabilitation of low-income rental housing.
6. Rental Rehabilitation Loans: Provides property improvement loans to rental property owners.

Other Resources

Local Government Sources:

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

Non-Profit Sources:

1. Greater Minnesota Housing Fund: is a nonprofit agency that provides capital funding grants and loans to affordable housing projects in greater Minnesota. Contributions from the McKnight and Blandin Foundations finance the fund.

TRANSPORTATION PLAN

Additional information regarding this item can be found in the city's transportation plan attached hereto as APPENDIX A.

PARK AND TRAIL PLAN

Parks, trails, and recreational facilities are valuable community resources that contribute positively to the quality of life. Recreation is viewed as an integral part of life, providing a necessary and satisfying change from the things we usually do and the places where we spend most of our time.

Oftentimes parks and recreational areas change over time to keep up with changes in the demographic/social characteristics of the neighborhoods they serve. For example, a toddler play area may initially serve a new residential neighborhood; however, as the average age within the neighborhood changes the play area may be converted to recreational fields and then passive recreational facilities such as gardens, natural areas, etc.

Therefore, providing quality recreational opportunities begins with proper planning. To assure adequacy and maximum usability, recreation areas and facilities must be developed with regard for the needs of the people and the area they serve. Proper planning must take into consideration a number of factors, including but not limited to, location of existing recreational areas (i.e. proximity to the area served, separation from incompatible land uses), adequacy of existing facilities, site planning for the location of future facilities, access to current and future facilities, provisions for recreation programs, and financing, maintenance and management of existing and proposed parks, trails and recreational facilities.

Chapter Two of this Plan illustrated existing park, trail, recreation, and park support systems. Chapter Three of this Plan lists goals and policies relating to parks, trails, and recreation. This Section applies the goals/policies to existing facilities as a means of analyzing the adequacy of existing facilities and planning for future needs and desires. In addition this Section will describe design guidelines the City can use to implement this Plan's vision.

Park and Recreational Service Areas and Facility Design Standards

The City's combination of parks, trails, recreational opportunities and open space provide residents and visitors with a variety of recreational opportunities. Most of the existing parks however are clustered together in areas adjacent to original townsites. Figure 4-5a, *Park Service Areas* at the close of this chapter represents areas served by existing parks based on the descriptions included in Chapter Two of this Plan. As indicated parks are located so as to serve the needs of most residential areas of the City at the present time; however as additional development occurs to the east, more neighborhood parks may be needed.

Although most of the City appears to be in close proximity to a park, several of the parks provide for community-wide single service items such as baseball fields, a swimming pool and skating rinks. While important community facilities, the City should review park and recreation standards to determine whether or not additional facilities are needed at the present time (2008) and over the term of this Plan (2030).

CHAPTER 4: LONG RANGE PLAN

As parkland is acquired either through dedications or purchase, it will be increasingly important to plan space according to the desired recreational contents. In existing and future parks, it is important for the Park and Recreation Commission, the Planning Commission, and the City Council to be aware of space requirements and orientation recommendations to determine if it is feasible to include the item(s) within the park.

Table 4-5 beginning on the following pages illustrates facility standards for a number of recreational activities. The table also includes an inventory of existing recreational facilities to determine whether a surplus or deficit of facilities exists currently within the City of Norwood Young America.

The surplus/deficit analysis is based on population estimates/forecasts of 4,000 people (2008) and 12,000 (2030).

The surplus/deficit analysis is indicative of data collected by MDG, Inc. in April of 2008. Said analysis finds:

- **Baseball Diamonds:** It appears the City of NYA has a surplus of ballfields at this time and through 2030.
- **Softball/Youth Diamond:** It appears the number of current facilities is adequate; four more units are forecast to be needed by 2030.
- **Tennis Court:** It appears additional public tennis courts may be needed; a forecast deficit of four courts (total) by 2030 is projected.
- **Basketball:** It appears additional basketball courts (outdoor, standard) are needed. A forecast deficit of four courts total exists for 2030. It is noted the current courts are not standard outdoor courts.
- **Volleyball:** Per standard an adequate number of volleyball courts currently exist; a demand for six total courts is forecast by 2030.
- **Football Field:** Per standard the City is approaching a deficit of one; by 2030 a demand for a total of four such fields is forecast.
- **Soccer Field:** Per standards the City is approaching a deficit of one; by 2030 a demand for a total of four such fields is forecast.
- **INDOOR Ice Arena:** Per standard the City's existing and 2030 forecast population is not likely to be able to sustain an ice arena.
- **OUTDOOR ice skating and hockey rink areas with warming houses:** City currently offers two hockey rinks and one free skating rink. All have warming houses nearby. This standard appears to be met at this time and through 2030.
- **Picnic Area:** Per standard existing facilities meet this requirement; two additional picnic shelters needed by 2030 to meet population forecasts.
- **Play Equipment:** Play equipment at several park facilities is aging and should be inspected frequently with a schedule for replacement developed.

CHAPTER 4: LONG RANGE PLAN

- Sliding Hill: As the City grows a sliding hill may be needed per standards.
- Archery Range: As the City grows an archery range may be needed per standards
- Community Center: As the City grows may be needed per standard; a pavilion currently exists at Willkommen Park.
- Horseshoe courts: Per standard existing facilities meet this requirement currently and for 2030 forecasts.
- Swimming Pool: The City meets the standards for current population and forecast 2030 population.
- Off-Street Parking: Off street parking is needed at Casper Circle, Kehrer, South and Willkommen Parks. There is no apparent public access point to Casper Circle Park.
- Toilet Facilities: The City may wish to upgrade from portable restrooms to full plumbed restrooms in all UP, NP, and CP.

CHAPTER 4: LONG RANGE PLAN

TABLE 4-5 RECREATIONAL FACILITY STANDARDS

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population(National standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
Baseball Diamond	3 to 3.85 acres	1. Official: Baselines-90' Pitching dist-60.5' Foul lines-min 320' Center field-400'+ 2. Little League: Baselines-60' Pitching Dist.-46' Foul lines-200' Center field-200'-250'	Locate home plate so the pitcher is not throwing across the sun, and batter is not facing sun. Line from home plate through pitchers mound to run east-northeast.	1/6,000	Service area up to one mile. Can be part of neighborhood park or athletic complex. Lighted fields are generally part of a community complex.	4 total Three lighted fields at Sports Complex and one lighted field at Willkommen Park.	It appears the City of NYA has a surplus of ballfields at this time and through 2030.
Softball/ Youth Diamond	1.5 to 2 acres	Baselines 60' Pitching dist- 45' men, women- 40', Fast pitch field radius from plate – 225' Slow pitch 275' men, 250' women	Locate home plate so the pitcher is not throwing across the sun, and the batter is not facing sun. Line from home plate through pitchers mound to run E/NE	1/ 1,500	Approximately ¼ to ½ mile radius	2 - 4 Total Two unlit fields at Friendship Park. Two of the three fields at the Sports Complex fit this definition as well.	It appears the number of facilities is adequate. Four more units are forecast to be needed by 2030.
Tennis Court	7,200 sq. ft. / court. 2 acres/ complex	36' x 78' with 12' clearance on both ends	Long axis north-south	1/2000	¼ to ½ mile radius. Best in batteries of 2 to 4. Typically located in neighborhood park, community park, or near a school.	Two courts exist at Friendship Park.	It appears additional public tennis courts may be needed. A forecast deficit of four courts (total) by 2030 is projected.
Basketball	0.25 to 0.59 acre Youth: 2400 to 3036 sq. ft High School: 5040 to 7280 sq. ft	Youth: 46' to 50' x 84' High School 50' x 84'	Long axis north-south	1/2000	¼ to ½ mile radius Outdoor courts are typically located in neighborhood parks, community parks, or indoors as part of schools.	Two Two hoops at South Park but not standard design. There are also two	It appears additional basketball courts (outdoor, standard) are needed. A forecast deficit of four courts total exists

CHAPTER 4: LONG RANGE PLAN

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population(National standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
						hoops at the tennis courts at Friendship Park.	for 2030. It is noted the current courts are not standard outdoor courts.
Volleyball	4,000 sq. ft	30' x 60' with a minimum clearance of 6' on all sides	Long axis north-south (outdoor)	1/2000	½ to 1 mile	There are two sand volleyball courts in NYA. One is located in Friendship Park. The other is located in Legion Park. This facility is not a standard size.	Per standard a adequate number of volleyball courts currently exist. A demand for six total courts is forecast by 2030.
Football Field	1.5 acres	160' x 300' with a minimum of 10' clearance on all sides.	Long axis northwest or southeast	1/3000	Approx. 2 mile radius	One field suitable for football is located at Friendship Park.	Per standard the City is approaching a deficit of one. By 2030 a demand for a total of four such fields is forecast.
Soccer Field	1.7 to 2.1 acres	195 to 225' x 330' to 360' with 10' clearance on all sides	Long axis northwest or southeast	1/3000	Approx. 1 to 2 mile radius	One soccer field is located at Friendship Park.	Per standards the City is approaching a deficit of one. By 2030 a demand for a total of four such fields is forecast.
INDOOR Ice Arena	2 acres	Rink 85' x 200' (min. 85' 185') Addt. 5000. 22,000 sq. ft to include support area	Long axis is north-south (outdoors)	1/20,000	15 to 30 minute travel	None.	Per standard the City's existing and 2030 forecast population is not likely to be able to sustain an ice arena.

CHAPTER 4: LONG RANGE PLAN

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population(National standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
Outdoor ice skating and hockey rink areas with warming houses	Variable	Variable	Variable	1/rink area	Variable	<p>One ice skating and one hockey rink outdoors at South Park. The rinks share a warming house.</p> <p>One outdoor hockey rink with warming house at Friendship Park.</p>	N/A.
Picnic Area	Variable	Variable	Variable	1/5000	2 mile radius	<p>Legion Park has covered gathering shelter.</p> <p>Friendship Park has rooftop over picnic tables (two).</p> <p>Wilkommen Park has a pavilion.</p> <p>Kehrer and South Parks and the Sports Complex have picnic tables only.</p>	<p>Per standard existing facilities meet this requirement.</p> <p>Two additional picnic shelters needed by 2030 to meet population forecasts.</p>
Play Equipment	0.5 acre	Variable	Variable	1 acre/park	2 to 3 mile radius	<p>Most parks including: Wildommen, Legion, South, Kehrer, Friendship and Casper Circle in addition to the Sports Complex have playground or 'tot lot' areas with playfeatures.</p>	<p>Play equipment at several park facilities is aging and should be inspected frequently with a schedule for replacement developed.</p>

CHAPTER 4: LONG RANGE PLAN

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population(National standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
Sliding Hill	2-4 acres	Variable	Variable	1/7,500	1 mile radius	None.	As City grows may be needed per standards.
Archery Range	0.65 acre	300' length x min. 10' between targets. Roped, clear area on side of range min. 30' . Clear space behind targets min. 90' x 45' with bunker	Archer facing north + or - 45 degrees	1/7,500	30 minute travel time.	None	As city grows may be needed per standards
Community Center	15-25 acres	Varies	Varies	1/20,000	--	Semi-community center	As the City grows may be needed per standard. Currently a pavilion exists at Willkommen Park.
Horseshoe courts	0.1 acre	Varies	Varies	1/2000	--	Six courts at Friendship Park.	Per standard existing facilities meet this requirement currently and for 2030 forecasts.
Swimming Pool	1 to 2 acres	Teaching- min. 25 yards x 45' even depth of 3-4 ft. Competitive- min. 25 m x 16m. Min. of 25 sq. ft water surface per swimmer. Ratio of 2 to 1 deck to water.	No recommended pool orientation but care must be taken in locating life stations in relation to afternoon sun	1/10,000	150 person capacity 15 minute travel	None.	The City meets the standards for current population and forecast 2030 population.
Off-Street Parking	300 S.F Per Car	Typically 9' x 20' with a 20' driving lane	Variable	UP & NP: 8-12 cars CP: 25-100 cars SR: 25-100 cars	NA	Paved off-street parking facilities exist at the Sports Complex (70 spaces), Legion Park (56 spaces) and Friendship Park (44 spaces).	Off street parking is needed at Casper Circle, Kehrer, South and Willkommen Parks. There is no apparent public access point to Casper Circle Park.

CHAPTER 4: LONG RANGE PLAN

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population(National standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
						<p>Each off-street parking facility contains two handicap parking stalls.</p> <p>Parking lot curbing has not been installed.</p>	
Toilet Facilities	Varies	Per building code	Variable	1 double unit per park	1 per park	<p>Permanent and portable restroom facilities exist at the Sports Complex, Willkommen Park, Legion Park and Friendship Park.</p> <p>Only portable restroom facilities exist at Kehrer Park and South Park.</p> <p>There are no restroom facilities at Casper Circle Park.</p>	The City may wish to upgrade from portable restrooms to full plumbed restrooms in all UP, NP, and CP.

* Derived from the National Recreation and Park Association and the American Academy for Park and Recreation Administration Standards with local standards applied. UP = Urban Park; NP = Neighborhood Park; CP = Community Park

CHAPTER 4: LONG RANGE PLAN

In addition to data collection and analysis by MDG, Inc., Norwood Young America Park and Recreation Commission members were asked to visit each park to assess existing park conditions and needed upgrades. The results are included in Table 4-6 below.

CHAPTER 4: LONG RANGE PLAN

**TABLE 4-6
PARK AND RECREATION COMMISSION INVENTORY**

NYA Park Inventory	Park Classification	Acres	Turf Condition	Irrigation Systems	Plantings/Trees	Drainage	Accessibility	Parking	Parking Availability	Sidewalks/Pathways	Courts (Basketball or Tennis)	Equipment	Other Comments
Wilkommen Park – 21 Main Street	NP	3.5	Good condition, no problems evident	System in good condition	Good condition	Good, but some standing water where minor improve. needed	Good	No off street parking	Poor, not enough parking most of the time	Good, no problem evident	N/A	Equipment is old but can still be used	Fence needs replacing (cost expected \$13,000)
Legion/Pool Park – 231 Park Place	CP	3.5	Good condition, no problems evident	N/A	Good condition	No problems	Entire park is accessible	No problems	Generally good, some shortage during peak periods	Good, no problem evident	N/A	Equipment is in good condition	There are weeds in mulched areas
Sports Complex – 417 West Elm St.	CP	12	Good condition, no problems evident	N/A	Good condition but some bare areas especially along south side by trail	No problems	Fair, portions of the park are accessible others are not	Good condition, routine mainten. Needed	Not enough parking during peak use periods	No problems	N/A	Equipment is old but can still be used	None
South Park – Reform & South St.	CP	1.4	Poor condition, needs renovation	N/A	Good condition	Very poor drainage, needs renovation	Poor – Park is not accessible	No off street parking	Poor, not enough during peak use periods	N/A	Very poor condition – Cracked, potholes, needs resurfacing	Equipment is old but can still be used	None
Kehrer Park – SW Quad 212 & Union St.	UP	1.9	Good condition, no problems evident	N/A	Good condition	Good, but some standing water where	Poor – Park is not accessible	No off street parking marked	Poor, not enough parking most of the	N/A	N/A	Equipment is old but can still be used	Needs rock or mulch under play equipment

CHAPTER 4: LONG RANGE PLAN

**TABLE 4-6
PARK AND RECREATION COMMISSION INVENTORY**

NYA Park Inventory	Park Classification	Acres	Turf Condition	Irrigation Systems	Plantings/Trees	Drainage	Accessibility	Parking	Parking Availability	Sidewalks/Pathways	Courts (Basketball or Tennis)	Equipment	Other Comments
						minor improve. needed			time				
Friendship Park – 300 Fourth Ave SW	CP	11	Good condition, no problems evident	N/A	Good condition but some bare areas	Good, but some standing water where minor improvements are needed	Good	Good, needs regular routine mainten.	Good, no problem evident	Good, no problem evident	Good, but need minor repairs and routine mainten.	Equipment is old but can still be used	Need new sign (\$7,000) Warming house needs mainten.
Casper Circle Park – No address, access	NP	< 1 ac	Good condition, no problems evident	N/A	N/A	No problems	Poor, none of the park is accessible	No off street parking	N/A	N/A	N/A	Playground equipment is in good condition	Swing set needs painting

CHAPTER 4: LONG RANGE PLAN

Pathway Design Guidelines

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

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

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

1. Park Trails

Type I: These separate or single purpose trails are typically ten feet wide and hard surfaced for pedestrians, bicyclists and/or in-line skaters.

Type II: These multi-purpose trails typically include a natural buffer; such as shrubs, trees or changes in topography, from adjacent uses on either side of the trail. Right of way width can be up to 50-feet in order to accommodate buffers. These trails commonly include a ten foot paved surface.

Type III: Nature trails are generally six to eight feet wide and soft surfaced. Trail grades vary depending on the topography of the area in which they are located. Interpretive signage is common along nature trails.

2. Connector Trails

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

3. On-Street Bikeways

On Street Bike Lane: Bike lanes are typically designed as a five-foot striped, bituminous lane adjacent to the driving lane. On-street parking may occur between the on-street bike lane and the curb or edge of the road. In essence each side of the roadway is divided into three sections (1) driving lane, (2) on-street bikeway, and (3) on-street parking.

On Street Bike Route: This bicycle route is typically designated so with signage and are typically comprised of paved shoulders along roadways.

CHAPTER 4: LONG RANGE PLAN

4. All Terrain Bike Trails
Design and length vary depending on the topography in the area. These trails are generally a part of a larger park or natural resource area.
5. Cross Country Ski Trails
The design of the cross-country ski trail is dependent upon its intended use. The traditional diagonal skiing typically includes a packed groomed trail with set tracks. Skate-skiing designs include a wider packed and groomed surface. The length of the trails may vary. Cross-country ski trails may be designed to be used as equestrian trails during summer months.
6. Equestrian Trails
These trails, designed for horseback riding, typically are designed with woodchips or grass as a surface. They are located in larger parks and natural resource areas where conflict with other trail users may be avoided. The length of an equestrian trail varies but is generally looped.

ADA Requirements

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

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

Future Park and Trail Plan

Figure 4-5b, *Future Park and Trail Plan* at the close of this chapter illustrates potential future park, trail, and open space locations. As the City develops and/or park planning is implemented Figure 4-5b should be implemented.

CHAPTER 5: IMPLEMENTATION

In many ways, formal adoption of the Comprehensive Plan is the first step in the planning process, rather than the last, because it establishes the policy direction for the community, describing its objectives and methods to achieve them. Without continuing action to implement and update the Plan, City efforts will have little lasting impact. The Goals and Policies chapter establishes the policy direction for the city, while the Long Range Plan chapter sets forth maps and recommendations for the physical growth and development of the city. This Implementation chapter outlines further steps to put this Plan into action.

To effectively implement the Comprehensive Plan, Norwood Young America should:

- Review and revise several of its regulatory measures that can enforce the Plan's policies and recommendations, such as the Zoning Ordinance and subdivision regulations;
- Utilize official mapping to ensure new development is consistent with roadway and other public improvements identified in this Plan;
- Continue to utilize its Capital Improvements Program, implementing the most important public improvements on a priority system, while staying within budgetary constraints;
- Continue to work with the county and affected townships to eventually annex those areas identified as growth areas;
- Actively involve local residents in ongoing planning discussions and decisions;
- Review and update the Plan itself as needed to reflect local aspirations and changing opportunities.

Each of these requirements is briefly discussed below.

ZONING ORDINANCE

Zoning is a governmental unit's primary regulatory tool for implementing planning policies. It consists of the official zoning map and the supporting ordinance text. The official zoning map divides the community into a series of zoning districts, and the text describes regulations for the use of land within these districts including permitted uses, lot sizes, setbacks and density standards. It can also include design and property maintenance controls.

Implementation Steps:

- During the Comprehensive Plan implementation, the current zoning map should be compared to the adopted Future Land Use Plan map in order to clearly document valid discrepancies between the two.
- The second step is to review, update and refine the Zoning Ordinance to implement and enforce the guidelines of the updated Comprehensive Plan. For instance, the Plan identified the following:
 - Revise the City's residential districts to differentiate between low-medium density areas, vs. medium-high density areas.

CHAPTER 5: IMPLEMENTATION

- Revise the City's commercial and industrial districts to separate industrial uses from commercial uses. This would require creating one or more new zoning districts.
- Eliminate the C, Civic Center District and zone those areas CBD, Central Business District
- Explore appropriate performance standards addressed in the Comprehensive Plan, such as architectural, design or other development standards within the city's commercial, CBD and industrial districts; and buffering between incompatible land uses.
- Examine zoning and other development standards to ensure they don't unreasonably hinder the provision of affordable housing.
- Update the City's shoreland and wetland regulations, and any others as necessary, to comply with State and Federal standards.

The City may implement other elements of this Plan through its zoning regulations. For example, the City could include tree preservation standards within its zoning code.

SUBDIVISION REGULATIONS

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

Implementation Steps

Review and update the subdivision ordinance to implement and enforce the guidelines of the updated Comprehensive Plan. Some examples include:

- Ensure the appropriate provisions of future public park lands, local and collector roadways, trails and other public improvements within new development through the implementation of dedication requirements.
- Require new development to be consistent with the roadways, parks, trails and other public improvements shown in this Plan.
- Implement access management guidelines.
- Provide for interconnected subdivisions by discouraging cul-de-sacs within new development and requiring roadways within new developments to connect to existing and future development where possible.

CHAPTER 5: IMPLEMENTATION

- Require appropriate stormwater facilities within new development, in accordance with the Stormwater Management Plan when adopted.

OFFICIAL MAPPING

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

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

Implementation Steps

- Prepare an “official map” of planned transportation (and other as appropriate) improvements when feasible.
- Require new development be consistent with the official map through the City’s subdivision or other ordinances.

CAPITAL IMPROVEMENT PROGRAM

Another tool for implementation is the Capital Improvement Program, which establishes schedules and priorities for public improvements, typically within a five to ten year period. The City first prepares a list of all public improvements that will be required in the next five to ten years, including transportation and community facilities projects. Once all projects are reviewed, priorities are assigned, cost estimates prepared, and potential funding sources identified. The City can determine which projects should be financed through annual tax receipts, which require public borrowing, and which may be eligible for outside sources of assistance.

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

Implementation Steps

- Continue to maintain a capital improvement plan that includes elements of the Comprehensive Plan. Priorities may include an adequate transportation system in the growing areas of the community, adequate and up-to-date city buildings, parks and multi-use trail facilities.

CHAPTER 5: IMPLEMENTATION

GROWTH AREAS & ANNEXATION

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

As previously referenced, the City has an existing Orderly Annexation Agreement in place for the entire future growth area.

Implementation Steps

- Work with the County and Township to maintain very low agricultural densities within the City’s planned growth areas until such time as development is imminent.
- Annex land within the planned growth areas as development is imminent and urban services can be made available.
- When annexed, rezone land within the planned growth areas in conformance with the Future Land Use Plan map.

CITIZEN INVOLVEMENT

This comprehensive planning effort has begun to establish a healthy dialogue among local residents concerning the future of the community. Wide publicity has been given to this Comprehensive Plan with resident involvement in the planning discussions. Because this Plan will affect everyone in the community, everyone should have the opportunity to contribute to its planning decisions.

Implementation Steps

- Make available copies of this Plan for the public to review and discuss. This may include making copies available for review at City Hall, the County Courthouse and the public library or on an appropriate Internet web site. Individual sections of the Plan may be suitable for dispersal to those interested in moving to or doing business in the city.

REVIEW AND REVISION

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

CHAPTER 5: IMPLEMENTATION

Implementation Steps

- Each year, the city planner will brief the Planning Commission and provide a report to the City Council on the “state of the Comprehensive Plan.” This briefing should acquaint the Planning Commission and City Council with the content of the Plan, discuss emerging facts that have a bearing on the accuracy of the Plan projections, discuss land use and development activities within the last year and those on the docket for the upcoming year, and suggest an annual agenda of planning activities to assist in the implementation of the Plan.
- Review the Plan in five years and again in ten years to determine whether the Plan recommendations are still current. Revise those sections that are determined to be in need of an update.

CITY OF NORWOOD YOUNG AMERICA
5 YEAR CAPITAL IMPROVEMENT PLAN SUMMARY (2008)
Updated Reserve Balance (January 1, 2008)

Buildings 275-41940-520						
Purchase Year	Item Description & Estimated Cost		Available 2007	Anticipated Reserve Balance 1/1/2008	08 Budget Request	Available 2008
	General Building Maintenance Reserves		2,500	540		540
	(Check re: Norwood Hall Funds)		55,986	46,117		46,117
Total:			58,486	56,288	0	56,288

Office Equipment 275-41400-540						
Purchase Year	Item Description & Estimated Cost		Available 2007	Anticipated Reserve Balance 1/1/2008	08 Budget Request	Available 2008
All Years	Office Furniture & Shelving		3,869	3,869		3,869
All Years	Computer Hardware		2,146	2,146		2,146
All Years	1000	Computer Software	3,604	(1,046)		(1,046)
All Years	Misc. New Equipment		7,678	7,678		7,678
Total:			17,297	12,647	0	12,647

Fire Department Equipment 275-42200-542						
Purchase Year	Item Description & Estimated Cost		Available 2007	Anticipated Reserve Balance 1/1/2008	08 Budget Request	Available 2008
All Years	Hose & Nozzles		5,913	5,913	1,500	7,413
2007	Access Control System & So Station		7,000	7,000		7,000
All Years		Protective Clothing \$1,800/set	19,283	11,939	6,000	17,939
All Years	Computer Equipment		3,080	3,080	500	3,580
	Fire Equipment Reserves		16,488	16,488	6,500	22,988
Total:			51,764	44,420	14,500	58,920

Fire Department Vehicles 275-42200-552						
Purchase Year	Item Description & Estimated Cost		Available 2007	Anticipated Reserve Balance 1/1/2008	08 Budget Request	Available 2008
2008	Pumper # 2 (Replace 1984)(22 years)		320,000	125,000	45,000	170,000
2015	Grass Rig (1990)		38,000	14,168	6,000	20,168
2016	Tanker (1995 & 1996)		60,000	25,974	8,000	33,974
	Vehicle Reserves		100,151	100,151		100,151
Total:			265,293	265,293	59,000	324,293

Public Safety/Neighborhood Watch 275-42000-541						
Purchase Year	Item Description & Estimated Cost		Available 2007	Anticipated Reserve Balance 1/1/2008	08 Budget Request	Available 2008
All Years	Civil Defense Equipment		20,000	9,000	1,500	10,500
Total:			9,000	9,000	1,500	10,500

Streets 275-43100-543						
Purchase Year	Item Description & Estimated Cost		Available 2007	Anticipated Reserve Balance 1/1/2008	08 Budget Request	Available 2008
2007	Access Control System		\$ 3,200	3,200	3,200	3,200
All Years	Sidewalks/Trails Program		\$5,000/yr	63,762	49,719	54,719
All Years	Seal Coating/Overlay (1/4 City per year)		\$70,000/yr	113,491	13,788	88,788
All Years	Trees (Boulevard - possible fund source: grants)		\$ 2,500	4,890	4,890	4,890
2023	Loader		\$ 110,000	9,200	9,200	15,500
2008	Replace Dump Truck (1990)		\$ 134,000	80,000	80,000	134,000
2010	Bobcat (shared w/PU)		\$ 28,000	4,204	4,204	13,404
2015	Replace Bucket Truck		\$ 80,000	5,000	5,000	15,000
2007	Replace 1997 Pickup		\$ 30,000	35,000	12,567	12,567
2012	Replace 2003 Pickup				6,000	6,000
	Sidewalk Snow Removal Equipment			12,175	6,654	10,654
2007	Dump Truck (Replace 1988)		\$ 120,510	120,700	(1,393)	(1,393)
2011	Chipper		\$ 32,000	13,354	13,354	18,054
2008	Club Car/w Parks		\$ 7,000	1,554	1,554	4,304
	Land Accusition P/St/W/WWTP			40,000	40,000	60,000
2007	Boss Plow Pickup - front end plow		\$ 5,000	5,000	1,017	1,017
	Vehicle and Equipment Reserves			11,847	11,847	20,847
All Years	615 Bush Hog Mower		\$ 18,500	20,125	6,140	10,640
Total:			543,502	261,741	210,450	472,191

CITY OF NORWOOD YOUNG AMERICA
5 YEAR CAPITAL IMPROVEMENT PLAN SUMMARY (2008)
Updated Reserve Balance (January 1, 2008)

Parks 275-45200-530					
Purchase Year	Item Description & Estimated Cost	Available 2007	Anticipated Reserve Balance 1/1/2008	08 Budget Request	Available 2008
	Willkommen Park		-		
	General Improvements	20,000	9,371	2,000	11,371
	South Park		-		
	General Improvements	5,000	5,000	2,500	7,500
	Lights	1,789	1,789		1,789
	Legion Park		-		
	Pool Expansion Study	-	-	10,000	10,000
	Kehrer Park		-	2,500	2,500
	Friendship Park		-	7,500	7,500
	Playground Equipment	15,000	3		3
	Casper Park		-		
	Prairie Dawn Park (51,000 from park dedication fees)	-	(8,011)		(8,011)
	General Improvements	-	-	124,000	124,000
	Playground Equipment				-
	Norwood Sports Complex		-	2,500	2,500
	General Improvements	25,000	(4,560)		(4,560)
	Lions Building - Shades	1,300	1,300		1,300
	Lights	1,789	1,789		1,789
		69,878	(13,217)	151,000	137,783
			-		

General Parks 275-45200-530					
Purchase Year	Item Description & Estimated Cost	Available 2007	Anticipated Reserve Balance 1/1/2008	08 Budget Request	Available 2008
All Years	Lawn Mowers	\$ 12,000	18,240	8,251	13,251
	Land Accusition P/St/W/WWTP		20,000	20,000	30,000
2010	Club Car (share with Streets)	\$ 6,450	1,554	1,554	3,754
All Years	General Park Improvements		87,677	79,508	89,508
	Total:		127,471	127,471	154,671
	Total General Fund Capital Items:	\$ 1,142,692	754,014	463,650	1,217,664

CITY OF NORWOOD YOUNG AMERICA
5 YEAR CAPITAL IMPROVEMENT PLAN SUMMARY (2008)
Updated Reserve Balance (January 1, 2008)

Water Fund - Enterprise 601-49400-500			Available	Anticipated Reserve	08 Budget	Available
Purchase Year	Item Description & Estimated Cost		2007	Balance 1/1/2008	Request	2008
				-		
All Years	Water Capacity Expansion/Maint.		351,455	351,455		351,455
2010	GIS For Water/Sewer/StormWater/Streets	\$ 35,000	-	-	12,000	12,000
2010	Pickup - Water/Sewer	\$ 20,000	13,250	13,250	2,000	15,250
2005+	Filter Plant Expansion	\$ 500,000	26,200	26,200		26,200
2011	Storage Shed	\$ 150,000	62,000	62,000	25,000	87,000
All Years	Computer Software & Equipment		5,400	5,400		5,400
2003-2007	Water Meter Replacement (Radio Reads)	\$ 67,500	51,227	(30,021)		(30,021)
	Land Accusition P/St/W/WWTP		40,000	40,000		40,000
2006	Pump Station Between North & South	\$ 50,000	50,000	50,000		50,000
	General Water Improvements		67,017	65,845		65,845
Total:			666,549	577,968	39,000	616,968

WWTP Fund - Enterprise 602-49450-500			Available	Anticipated Reserve	08 Budget	Available
Purchase Year	Item Description & Estimated Cost		2007	Balance 1/1/2008	Request	2008
All Years	Manholes (Waterseal) / Emer. Line Repair (R&M)		116,462	73,556		73,556
All Years	Computer Software & Equipment		2,432	2,432		2,432
2010	GIS For Water/Sewer/StormWater/Streets	\$ 35,000	-	-	12,000	12,000
2010	Pickup - Water/Sewer	\$ 20,000	13,791	13,791	2,000	15,791
2008	Grit Recycling Tank	\$ 20,000	250	-	20,000	20,000
2011	Replace Jetter	\$ 150,000	74,713	74,713	25,000	99,713
2006	Land Accusition P/St/W/WWTP		40,000	40,000		40,000
2011	Replace Vac Trailer	\$ 75,000	30,000	30,000	15,000	45,000
2011	Storage Shed	\$ 150,000	32,000	32,000	25,000	57,000
	Mower/Snow Removal Equip (w/Streets)		12,079	12,079		12,079
2009	Portable Generator	\$ 27,000	-	-	27,000	27,000
2008	Pump Trailer	\$ 30,000	-	-	30,000	30,000
2008	Upgrade #1 & #2 Lift Stations	\$ 25,000	-	-	25,000	25,000
2007	Generator for #1 Lift Station	\$ 25,000	25,000	7,321		7,321
	Capital Outlay - General		16,367	4,426		4,426
Total:			363,094	290,568	181,000	471,568

Storm Water - Enterprise 603-49500-500			Available	Anticipated Reserve	08 Budget	Available
Purchase Year	Item Description & Estimated Cost		2007	Balance 1/1/2008	Request	2008
						-
	Computer Software and Equipment		1,000	1,000	500	1,500
2006	Slip Lining - Storm Sewer		50,000	50,000	50,000	100,000
			-	-		-
	Capital Outlay - General		2,000	2,000		2,000
Total:			53,000	53,000	50,500	103,500

	Total Capital Outlay	\$ 2,225,334.78	1,675,550	734,150	2,409,700
--	----------------------	-----------------	-----------	---------	-----------