



Comprehensive Plan City of New Germany

Approved May 19, 2020



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Chapter 1: Introduction and Goals

Purpose

The purpose of this comprehensive plan is to provide the City of New Germany with policy direction for the future growth and development of the city. This is intended to ensure that growth is managed in a way that contributes to the city's livability, small town character, environmental quality, and long-term sustainability.

This plan provides an overview of existing conditions in New Germany, including historical context, existing land use, water and natural features, public facilities, transportation, population, housing, and employment trends and forecasts. It also provides goals and policies to guide anticipated future growth and proposes an implementation plan extending to 2040.

In addition to providing direction for the city, this plan satisfies the requirements of the Metropolitan Land Planning Act: Minnesota Statutes, Section 473.859. This requires that all seven-county metropolitan area cities complete a comprehensive plan update every ten years. The purpose is to ensure that growth is coordinated with the development of regional systems and policies, as overseen by the Metropolitan Council. This plan covers all the elements required under this guidance, to the extent they are applicable to New Germany.

This plan updates and replaces the City's previously adopted comprehensive plan, which was approved in mid-2008.

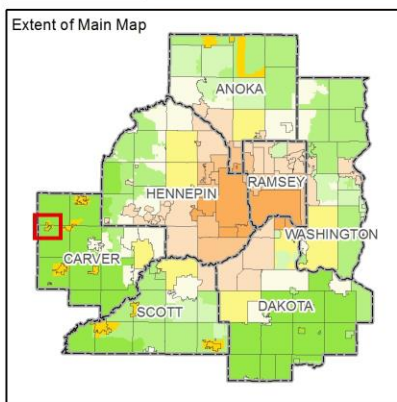
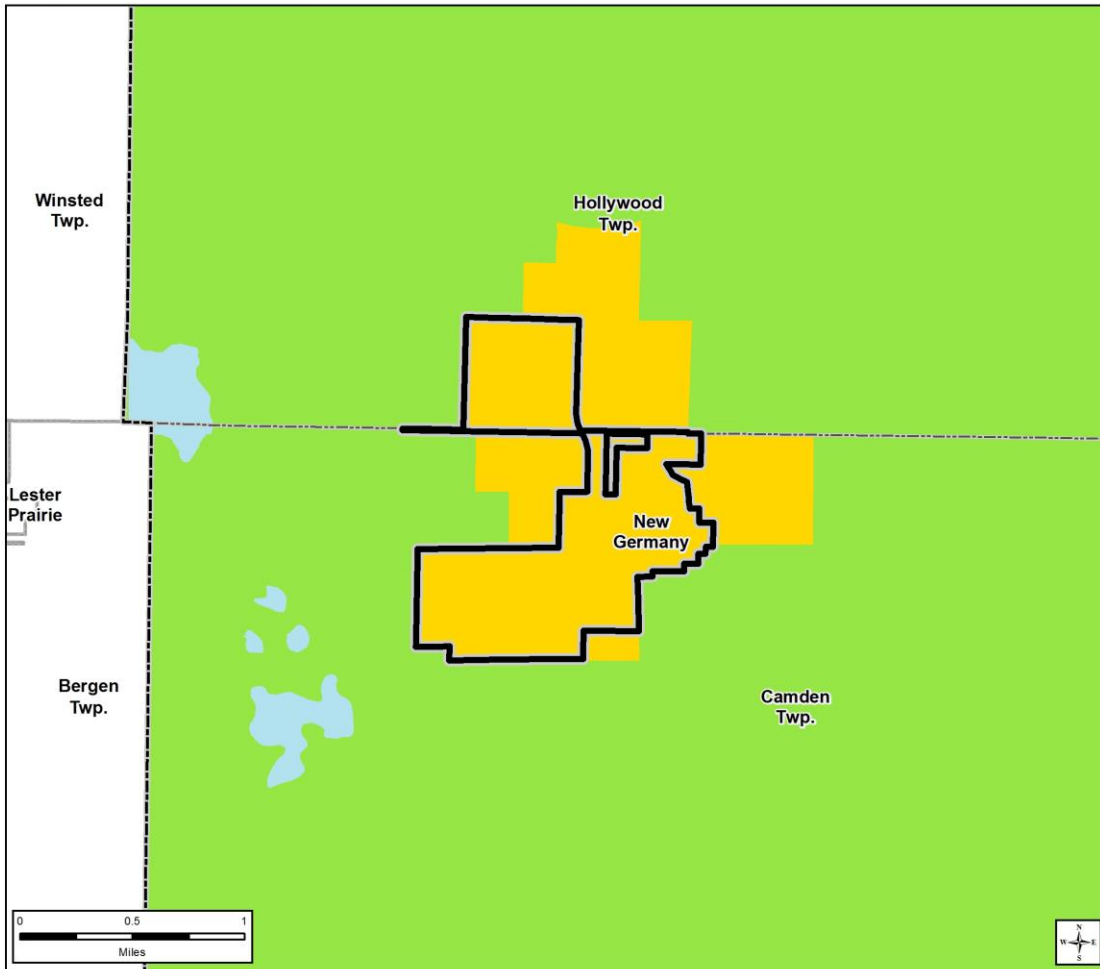
Regional Setting

New Germany is located on one square mile in the western third of Carver County, immediately south of TH 7. It is surrounded by Camden Township except to the north where it borders Hollywood Township. Camden and Hollywood Townships are primarily farming communities.

The Metropolitan Council classifies all communities in the region based on their location and function. According to this system, New Germany is designated as a Rural Center in the metropolitan area. Rural Centers are local commercial, employment, and residential activity centers serving rural areas in the region. These small towns are surrounded by agricultural lands and serve as centers of commerce to those surrounding farmlands and the accompanying population. Rural Center communities are expected to plan for forecasted population and household growth at average densities of at least 3-5 units per acre for new development and redevelopment. In addition, Rural Center communities should strive for higher-density commercial uses and compatible higher-density residential land uses in the commercial core of the community to ensure efficient uses of existing infrastructure investments.

Figure 1.1: Community Designation from Metropolitan Council

Community Designations
City of New Germany, Carver County



- Community Designations**
- Outside Council planning authority
 - Agricultural
 - Rural Residential
 - Diversified Rural
 - Rural Center
 - Emerging Suburban Edge
 - Suburban Edge
 - Suburban
 - Urban
 - Urban Center
- County Boundaries
 □ City and Township Boundaries
 ■ Lakes and Major Rivers

Background/History of the Community

The City of New Germany officially began in 1887 with the arrival of the St. Paul, Minneapolis, and Manitoba Railway Company rail line, connecting St. Paul to Hutchinson. The tracks ran past a settlement known as New Germany about one half mile north of where the St. John's Lutheran Church in Hollywood is now located.

A railroad loading facility was built (1887) at the city's present location, and as a result this new stopping place was named for the settlement center north of town, called New Germany, since many of the residents of the community were German. The primary bulk of shipping was meat, wood, wheat, and grain. Because of the influx of businesses and people, the town incorporated into a village that same year. The area was part of three farms. The land on the north side was owned by Amand Bury, the land on the south side of the tracks was owned by Christian Wolfrom, and the land on the west and south of the railroad was owned by Joseph Paul.

As the population of the village grew, the Purity Post office, which was located three miles south of town, was moved to New Germany but retained the name Purity. Not until 1902 was the name changed. In 1897, the first creamery was built by A.W. Schweppe. As a result of the big fire of 1899 and the fires of 1900, a fire department was organized in 1901. The sewer was built in 1905, and the following year the State Bank was organized with a capital stock of \$10,000. This bank was discontinued in 1925 and taken over by the First State Bank of New Germany (est. 1919).



Passenger travel by train became popular and as a result the first passenger train began in the spring of 1900. Many would travel to the Twin Cities for shopping tours or business. With the introduction of the motor vehicle, the rail passenger business began to wane until 1958 when it was discontinued altogether. In 1908, a new school district was organized, and a new school was built one mile south of town. This school provided education until the 1960's.

At the height of WWI with the hysteria over anti-German propaganda, anything connected to the name, culture or language of Germany was met with disdain and distrust. Consequently, the village officials changed the town's name to Motordale; this name remained until 1922.

The town of New Germany was part of the Camden Township (est. 1860). In 1928, the village elected to separate from the Camden, and the following year the town was replatted and incorporated. At the time the city was incorporated, there had been a general consensus that the village did not grow in leaps and bounds. The reason stated was that there was a lack of home industry. It could also be stated that it did not attract businesses. In fact, New Germany has been known for most of its history as a bedroom community where most of the working age residents commute daily by car to outside occupations and industrial centers.

New Germany's Golden Jubilee, celebrating the town's 50th birthday, was held on June 26 and 27, 1937. No expense was spared to make this event memorable and enjoyable. Two years later the village hall was built, mostly for the purpose of serving the needs of the Fire Department. Included within the structure was a hall for social and civic meetings and gatherings. This building stands today as a center for most of the town's events including weddings and civic obligations.

The reason for the village being more than a half mile long is partly due to the fact that what is now practically the center of town, was at that time of the community's founding (1887) a slough which contained water the greater part of the year. The east and west ends of the town were high, and it was on the high spots that the first business places were built, and each end of town vied for supremacy. The South Fork of the Crow River is south and east of the town and has in the past overflowed its banks causing much damage. Early on when houses were being built, basements in all parts of town filled with water because of the slough, and water springs were encountered in many places while digging basements.

A central water system was voted on in 1960 and completed by the spring of 1961. By 1971, the city government moved to construct the sanitary sewer system. This was followed by improvement to the streets with the development of curb and gutter, and storm sewers. In addition, in 1976 a new Fire Barn was built where the old Blacksmith shop stood.

New Germany has remained relatively steady in population, growing at a moderate rate from the 1960's onward. In more recent years, it has pursued more ambitious housing development options. To service the expected growth, city government has put in place plans a new 250,000 gallon water tower, a wastewater treatment facility, and 300 gpm well. New Germany also moved to annex some adjacent land for development. A moderate amount of growth happened. However, the Great Recession of the 2000's put a temporary halt to growth plans for the community. At present, there is an inventory of undeveloped sites within city limits, which are first priority for the next phase of development.

The City of New Germany is situated in an area of Carver County where alterations to the original water and vegetation resources occurred because of farming and settlement activities. An understanding of the existing natural environment is needed to guide new development, protect remaining significant resources, and comply with county and regional resource management requirements. Much greater community and statewide value has been placed on the need to preserve water resources and prevent activities that have the potential to negatively impact these resources.

Planning Process

The New Germany comprehensive plan update process began in early 2017. In March 2017, there was a kickoff meeting with the Planning Commission. At this meeting, the overall scope of the plan was discussed, as well as priorities for the plan update.

In October 2017, a public open house was held at the City Hall. The meeting covered existing conditions across the city, forecasted growth, proposed growth plan, and related topics. The public was invited to attend to provide comments, which were incorporated in the plan.

The draft plan was reviewed at a public hearing in May 2018, and subsequently approved by City Council for distribution for interjurisdictional review later that month. The plan was revised based on input from the review period and submitted to the Metropolitan Council in December 2018. See Appendix D and Appendix E for information on the review process.

Goals and Policies

Comprehensive plan goals and policies are statements which provide the official basis for future City actions related to growth and development. The goals identify various positions of the City in relation to desired outcomes for the community. Policies represent the how the City will proceed with achieving these goals. These goals and policies reflect input from community engagement efforts and City Council direction. Chapter 7 Implementation provides the next layer: implementation steps needed to move from high level direction to action.

Generally speaking, the overall goals of the city include protecting the health, safety and welfare of the public; protecting natural resources and water quality; providing adequate public services; providing appropriate housing options; and promoting economic development and employment opportunity consistent with the small-town character of the city. From the perspective of accommodating growth, this means ensuring that adequate public services and infrastructure are available in a timely fashion so that it can be appropriately and sustainability incorporated into the community without overloading any systems or causing environmental damage.

Many of these goals are similar to those in the 2008 plan. This is intentional: long term goals and policies may take years to achieve and providing consistent yet flexible direction helps to keep a community moving forward.

Growth Management

Goal #1: Encourage and manage future growth in the city, consistent with community values, small town character, and long term financial sustainability.

Policies:

- Allowing a reasonable level of new development and redevelopment in appropriate locations throughout the community.
- Provide opportunities for a range of housing types and businesses to meet existing and future needs for housing, jobs, and services.
- Support and maintain public and semi-public services in support of existing and future development, including parks, utilities, and other facilities and services.

Land Use

Goal #2: Support a balanced mix of land uses within the city that accommodates existing and future needs and enhances overall community character.

Policies:

- Direct growth to land that is suitable for development, accessible to existing and planned roadways, and compatible with existing and planned land uses.
- Ensure that transitions between different adjacent uses are managed to minimize conflicts between potentially incompatible uses.
- Support land use patterns that complement natural amenities and respect environmental constraints.
- Encourage responsible growth that preserves the rural, small town atmosphere and enhances overall community identity and values.

Goal #3: Manage the buildout of the community with responsible and efficient use of land and resources.

Policies:

- Encourage the phasing of growth and development staging consistent with contiguous, planned extensions of public facilities.
- Where applicable, promote orderly transition from agricultural to non-agricultural uses, consistent with city and township goals.
- Limit development to areas identified as capable of receiving utilities according to utility staging plans.
- Assist Camden and Hollywood Townships in their efforts to promote long-term agriculture in areas surrounding the city, preventing the premature demand for city services in these areas.
- Prohibit development served by private utilities unless there are agreements in place to guarantee connection to public utilities when they become available.
- Require all subdivisions to adhere to long-range plans for roads, trails, parks, and utility corridors to ensure continuity of development patterns and implementation of community priorities.
- Require all new developments to use low impact development techniques to minimize impacts on water quality and quantity and comply with the requirements of the city's stormwater management plan.

Natural Resources

Goal #4: Protect existing natural resources to ensure continued environment health and benefits to the community.

- Protect existing environmental systems from potential negative impacts of future growth and development activities, including native vegetation and woodlands.
- Protect surface waters and wetland areas of the city to promote recreation opportunities, aesthetic qualities, natural habitat areas, and groundwater recharge.
- Preserve open space to promote the rural atmosphere of the community.
- Manage new development to protect shorelands, floodplains, wetlands, wildlife habitat, and other environmentally sensitive areas in the New Germany area.
- Protect the quality and quantity of groundwater resources.
- Establish development densities and standards that will protect environmentally sensitive areas and encourage the use of conservation design principles in the review of new development.
- Encourage development in the city to conform to the natural limitations of the topography and soil to lessen the potential for soil erosion.
- Comply with the Minnesota Wetland Conservation Act (WCA) to avoid impact on wetlands whenever possible, limit the impact on wetlands when impact is unavoidable, and require mitigation of wetlands, where affected by growth, in accordance with state law.

- Establish a buffer around each wetland, as part of the development approval process, to help protect existing wetlands and improve the effectiveness of newly constructed wetlands.
- Require new development to comply with the requirements of the city's stormwater plan, as approved by Carver County, and the Carver County Water Plan.
- Encourage agricultural operators in the city to consult with the Carver County Soil and Water Conservation District.
- Review zoning and subdivision requirements to ensure reasonable protection of environmentally sensitive areas such as wetlands and woodland protection in compliance with state and county requirements.
- Require abandoned wells to be capped and grouted, in conformance with state requirements.

Community Facilities and Services

Goal #5: Provide a range of public services and facilities to enhance community safety, livability, and quality of life.

Policies:

- Provide efficient and responsive public services to residents and businesses.
- Maintain land uses and services that support accessibility of a quality education for residents.
- Provide areas for growth in community education, religious organizations, arts, and other similar organizations.
- Explore potential joint service initiatives through continued communication and cooperation between city, township, county, school, and community organizations.
- Expand efforts for effective communication and cooperation with Camden and Hollywood Townships and western Carver County communities on area growth issues and common concerns.
- Promote effective communication with residents, business owners, educators, and volunteer organizations to maintain cooperation and participation in community affairs.
- Establish priorities for basic services to ensure that the highest levels of safety and accessibility are provided in the city.
- Maintain adequate and efficient administrative, maintenance and emergency services as the city grows.

Economic Competitiveness

Goal #6: Support the development and maintenance of a variety of businesses to provide jobs, goods and services, and tax base to the community.

Policies:

- Prohibit businesses that require public services, transportation needs, or environmental controls in excess of local capabilities.

- Develop retail uses in a clustered concept rather than “strip” or scattered fashion.
- Designate adequate areas in the city to allow for commercial and industrial expansion.
- Promote New Germany’s downtown area as a location for retail shopping opportunities, including uses that complement the existing regional trail.
- Support the development of new highway oriented business and industrial development in locations with adequate access to TH 7.
- Require all commercial and industrial uses to connect to public utility systems.
- Establish regulations for adequate lot sizes and minimum buildable areas for business uses to provide for convenient and safe access, adequate parking, site buffering, and landscaping.
- Avoid incompatibilities between commercial/industrial uses and residential uses.
- Develop business sign regulations compatible with the rural character of the city.
- Evaluate various economic development programs (e.g., tax increment, CDBG) as potential sources of assistance for rehabilitation of the commercial area.

Housing

Goal #7: Support the development and maintenance of a range of housing options in the city to meet the existing and future needs of residents.

Policies:

- Encourage the development of a mix of housing that provides all income and age levels of households the opportunity to live in New Germany.
- Promote the orderly development of safe and efficient housing opportunities.
- Only allow residential development denser than one unit per 40 acres if adequate utilities are immediately available and are consistent with public utility staging plans.
- Identify appropriate locations in the community for multiple family and senior housing types.
- Encourage a variety of new housing types, styles, ownership types, and cost ranges to balance the overall housing stock.
- Protect residential neighborhoods from incompatible and offensive uses.
- Encourage the revitalization of the existing housing stock in the city as a source of affordable housing.
- Avoid adoption of regulations that create excessive obstacles to the development of affordable housing.
- Promote residential housing concepts that will maintain “small town” character of the city.

Park and Recreation

Goal #8: Provide a system of convenient active and passive recreation opportunities for residents.

Policies:

- Support the development and maintenance of facilities and programs to serve the varied recreational needs of all age groups in the city.
- Provide for adequate expansion of parks and recreation areas in proposed residential developments.
- Require dedication of developable parkland or cash in lieu of land in conjunction with the subdivision of all properties.
- Promote safe and convenient bicycle and pedestrian access to community and county recreational facilities.
- Develop a trail plan that provides interconnection of park and recreation areas and neighborhoods.
- Design and maintain parks with proper lighting, shelter, and landscaping to ensure public and property safety.
- Develop land use regulations compatible with adjacent parks, recreation areas, and natural features.
- Encourage and accept land gifts and forfeitures in areas with potential recreational development opportunities.
- Coordinate regional trail and park development potential with Carver County and adjacent communities.
- Encourage public and private activities that enhance the regional trail corridor.

Transportation

Goal #9: Maintain a safe, efficient, and convenient multimodal transportation system that accommodates all users and balances accessibility and mobility.

Policies:

- Adopt land use development standards that promote safe and efficient access to the transportation system.
- Develop land uses and access spacing guidelines compatible with the functional classification of the regional and county highway system.
- Maintain the city roadway system to provide access to local destinations and the regional roadway network.
- As needed, identify long-term transportation corridors to provide access to and within the New Germany area as development occurs.
- Coordinate transportation planning and system improvements with Carver County and the Minnesota Department of Transportation, as appropriate.

- Encourage the provision of sufficient off-street parking for all uses.
- Provide local bicycle and pedestrian connections to serve local destinations and connect to the regional trail network.
- Coordinate with the County on any future plans to expand transit service in the area.
- Accommodate freight traffic in a way that moves traffic safely and efficiently, while minimizing impacts on local land use.
- Comply with federal FAA standards regarding notifications related to airspace.

Public Utilities

Goal #10: Develop and maintain a system of public utilities to efficiently meet the level of existing and anticipated development.

Policies:

- Require that all public infrastructure systems (sanitary sewer, water, stormwater, and roadways) are designed and constructed according to applicable city, county, and state standards and specifications.
- Design public utility systems for 2040 development or beyond and establish cost effective staging of utility systems.
- Require new development to be consistent with planned extensions of public utilities and require connection to public facilities.
- Fund and maintain existing public utility systems through an ongoing maintenance and repair program.
- Require new development to pay reasonable costs for capacity, extension, and connection to public utility systems.
- Prohibit the establishment of any private wastewater treatment or water facilities in the city.
- Manage sanitary sewer installation and maintenance to minimize potential sources of inflow/infiltration in the sewer collection system.
- Continue monitoring of potential sources of inflow/infiltration to reduce inefficiencies in the wastewater treatment system.
- Enforce Ordinance 51.02 prohibiting unauthorized discharges to the sanitary sewer system.

Stormwater Management

Goal #11: Maintain or enhance the water quality of the New Germany area wetlands and watercourses.

Policies:

- Enhance pond design criteria and work with the County to achieve its goal of regional ponding whenever practical, including the implementation of infiltration/filtration (bioretention areas,

rain gardens, etc.) areas to aid in stormwater volume reduction (as required by Carver County).

- Work with developers to incorporate low-impact development and best management practices (BMPs) that are appropriate for the given site.
- Comply with the requirements in the Stormwater Management Plan for rate control, water quality treatment, erosion and sedimentation control, infiltration/filtration measures, and evaluation of new techniques and practices.

Goal #12: Preserve, maintain and expand (where possible) stormwater storage and detention systems to control excessive runoff volumes and rates, prevent flooding, protect public health and safety, and minimize public capital expenditures.

Policies:

- Inspect and maintain ponds and other drainage facilities on a regular basis and conduct maintenance activities, as required.
- Evaluate pond operations to ensure that best management practices are implemented, to the extent practical.
- Perform ongoing maintenance of the city stormwater management system as needed.
- Cooperate with the County to improve water quality around the New Germany area.

Goal #13: Review development plans for conformance with city, county and state requirements and confirm conformance through the construction site inspection process to minimize erosion and promote sediment control.

Policies:

- Utilize the policies, requirements and standards of the Stormwater Management Plan to regulate alteration of land to prevent erosion and sedimentation.
- Require the maintenance of all erosion and sedimentation devices on a continual basis by the responsible party, as set forth in the Stormwater Management Plan, and any applicable state or federal requirements.
- Require compliance of any development with the approved stormwater pollution prevention plan for the project as approved by the City in compliance with the Stormwater Management Plan and/or by the County.

Chapter 2: Land Use

Purpose

The land use element is a major focus of the comprehensive plan. This element shows where, when, and what type of development is expected to accommodate anticipated future growth of population, households, and jobs. Growth and development patterns, in turn, determine the need for new infrastructure, parks, and other public investment in services and facilities.

In addition to this, the land use plan demonstrates how the city will fit within overall regional planning requirements and guidelines. The City of New Germany is identified as a Rural Center in *Thrive MSP 2040*, the Metropolitan Council’s regional development plan. Rural Centers are local activity and commercial centers serving rural areas in the region. Rural Center communities are expected to plan for forecasted population and household growth at average densities of at least 3-5 units per acre for new development and redevelopment. In addition, these communities should strive for higher-density commercial uses and compatible higher-density residential land uses in the commercial core of the community to ensure efficient uses of existing infrastructure investments. This plan generally reflects these guidelines.

Forecasts

Future growth in the city is forecasted as part of the regional planning process, based past growth trends, ability of the city to accommodate growth, and future expectations in terms of overall growth patterns. These forecasts are used as a starting place to determine need for land to accommodate new development.

As of 2015 estimates from the Metropolitan Council, approximately 422 people lived in New Germany in 163 households, and there were around 57 jobs. From 2015 until 2040, it is forecasted that New Germany will see a growth of an additional 278 people, 167 households, and 33 jobs. **Table 2.1** shows estimated and forecasted growth. This growth represents a substantial increase over existing levels of population, households, and jobs. However, like many communities, overall growth expectations have been lowered since the 2030 plan, due to overall market factors.

Table 2.1 – Forecasted Population, Housing, & Employment						
	2010	2015	2020	2030	2040	% Chg ‘15-‘40
Population	372	422	440	590	700	65.9%
Households	146	163	190	270	330	102.5%
Employment	46	57	70	80	90	57.9%

Source: Metropolitan Council

Table 2.2 depicts recent population trends for the City of New Germany, western Carver County communities, and Carver County. The city’s population has grown since 1970, though more slowly than other communities and Carver County as a whole. Since 1970, the city has grown by 39%, while the county has grown by nearly 250%.

Carver County is rapidly becoming one of the fastest growing counties in the metropolitan area. Based upon the percentage increase in population between 2000 and 2015, it is the second fastest growing

county in the metropolitan area, after Scott County. Most of the growth has occurred in the eastern communities in the county. However, the growth is moving westward as evidenced by population gains in Mayer and Watertown.

Table 2.2 - Historical Populations of Western Carver County Communities								
	1970	1980	1990	2000	2010	2015	'70 -'15 % Change	'00 -'15 % Change
New Germany	303	347	353	340	372	422	39%	24%
Hamburg	405	475	492	538	513	493	22%	-8%
Mayer	325	388	471	554	1,749	1,960	503%	254%
Norwood Young America	1,784	2,456	2,705	3,108	3,549	3,782	112%	22%
Watertown	1,456	1,818	2,408	3,029	4,205	4,254	192%	40%
Carver County	28,331	37,046	47,915	70,205	91,042	98,798	249%	41%

Source: Metropolitan Council

Table 2.3 shows the age of the population in 2010 in New Germany, western Carver County communities and the county. New Germany has similar population distributions and proportions as the county and similar communities. In 2010, the median age in New Germany was 35.5 compared to the countywide median age of 35.9.

Table 2.3 – Ages of Populations of Western Carver County Communities, 2010

	Under 5	5-9	10-19	20-24	25-34	35-54	55-64	65-74	75+	Total
New Germany	33	30	53	10	64	111	33	26	12	372
<i>Percent Total</i>	9%	8%	14%	3%	17%	30%	9%	7%	3%	100%
Hamburg	34	30	70	32	77	147	54	34	35	513
<i>Percent Total</i>	7%	6%	14%	6%	15%	29%	11%	7%	7%	100%
Mayer	229	175	196	62	414	468	103	64	38	1,749
<i>Percent Total</i>	13%	10%	11%	4%	24%	27%	6%	4%	2%	100%
Norwood Young America	282	263	488	190	522	1026	371	174	233	3,549
<i>Percent Total</i>	8%	7%	14%	5%	15%	29%	10%	5%	7%	100%
Watertown	332	347	641	221	606	1,277	372	177	232	4,205
<i>Percent Total</i>	8%	8%	15%	5%	14%	30%	9%	4%	6%	100%
Carver County	6,725	7,902	14,540	3,931	10,830	30,297	9,110	4,160	3,547	91,042
<i>Percent Total</i>	7%	9%	16%	4%	12%	33%	10%	5%	4%	100%

Source: US Census, 2010

Table 2.4 shows a comparison of the occupations of New Germany and Carver County residents in 1990, 2000, and 2010. In 2010, the occupations of city residents were primarily in sales and office, production and transportation, and construction and maintenance. This is a shift from the statistics of previous censuses which showed higher proportions of residents employed by the construction and service industries. Carver County, as a whole, had a higher percentage of employed residents working in management operations, professional services and services but a lesser percentage in the production and transportation industries and sales/office than the city.

Table 2.4 – Occupation of Employed Population over Age 16

Occupation	New Germany						Carver County		
	1990		2000		2010		1990	2000	2010
	No.	Percent	No.	Percent	No.	Percent	Percent	Percent	Percent
Management, business & financial operations	8	5%	17	10%	33	13%	12%	20%	22%
Professional & related services	15	10%	22	13%	27	11%	16%	20%	21%
Other services	20	13%	40	23%	21	8%	12%	11%	13%
Sales & office	37	24%	34	20%	84	33%	28%	27%	26%
Farming, fishing & forestry	2	1%	0	0%	3	1%	4%	0%	0.3%
Construction, extraction & maintenance	61	40%	21	12%	37	14%	21%	8%	8%
Production, transportation & material moving	11	7%	39	23%	52	20%	7%	13%	10%
Total	154	100%	173	100%	257	100%	100%	100%	100%

Source: 1990, 2000, 2010 Census

The average travel time to places of employment is longer for New Germany workers than Carver County workers, as shown in **Table 2.5**. In 2015, 65% of New Germany workers traveled over 30 minutes to get to their jobs compared to 40% of Carver County workers. Additionally, the number of workers who lived relatively close to their jobs (within 15 minutes) was fewer in 2015 compared to 1990 in both New Germany and the county. In 2015, the mean travel time to work for New Germany workers was 32.2 minutes while the mean for county residents was 25.6 minutes. New Germany is in a predominantly rural area farther from major job centers than some other portions of the county.

Table 2.5 – Workers’ Travel Times								
	New Germany				Carver County			
	1990	2000	2010	2015	1990	2000	2010	2015
0-15 minutes	22%	16%	13%	10%	29%	24%	25%	25%
15-30 minutes	28%	30%	21%	25%	33%	32%	36%	35%
30-44 minutes	31%	27%	22%	36%	20%	25%	24%	25%
45-60 minutes	15%	16%	19%	21%	8%	10%	10%	10%
60+	3%	4%	25%	8%	3%	4%	5%	5%
Worked at Home	1%	7%	*	*	7%	6%	*	*
Total	100%	100%	100%	100%	100%	100%	100%	100%
Average travel time to work	27 minutes	27.3 minutes	39.7 minutes	32.2 minutes	23 minutes	25.6 minutes	25.4 minutes	25.6 minutes

Source: US Census; American Community Survey 2011-2015; Metropolitan Council

*Data included in 0-15 minutes of travel time

Most of New Germany workers traveled to work by motorized vehicle in 1990-2015, with most driving alone. Interestingly, **Table 2.6** shows the percentage of workers who carpooled decreased between 1990 and 2010 by a larger percentage in the city compared to the county. However, the percentage of New Germany workers that participated in carpooling still is higher than for Carver County workers.

Table 2.6 – Workers’ Means of Travel to Work								
	New Germany				Carver County			
	1990	2000	2010	2015	1990	2000	2010	2015
Car, truck, van:								
drove alone	66%	72%	81%	85%	77%	82.5%	83%	82%
carpooled	28%	14%	9%	10%	12%	9%	6%	7%
Public transit	0%	0%	1%	0%	0.5%	1%	2%	2%
Walk	5%	7%	4%	0%	3.5%	2%	1%	2%
Other	0%	0%	0%	3%	0.5%	0%	1%	1%
Worked at home	1%	7%	4%	2%	6.5%	5.5%	7%	7%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Source: Metropolitan Council Tabulations of 1990, 2000, 2010 Census and 2011-2015 American Community Survey

Summary

- Moderate population, household, and employment growth trends are expected to continue.
- New Germany’s age distribution is similar to other western Carver County communities, creating both opportunities to share age specific resources and programs and challenges as the population ages.
- From 1990-2010, the occupations of New Germany residents have shifted from predominantly construction, extraction and maintenance towards sales/office and production/transportation. The shift in skills in New Germany’s workforce creates opportunities to review businesses and employment opportunities in the city to identify and attract businesses suited to the community’s needs, skills, and interests.
- New Germany residents on average have longer commutes to work now than in 1990, which

could signal a lack of work opportunities in the city or more attractive employment options in other cities. Additionally, a greater proportion of New Germany residents commute alone, which may increase traffic in and around New Germany.

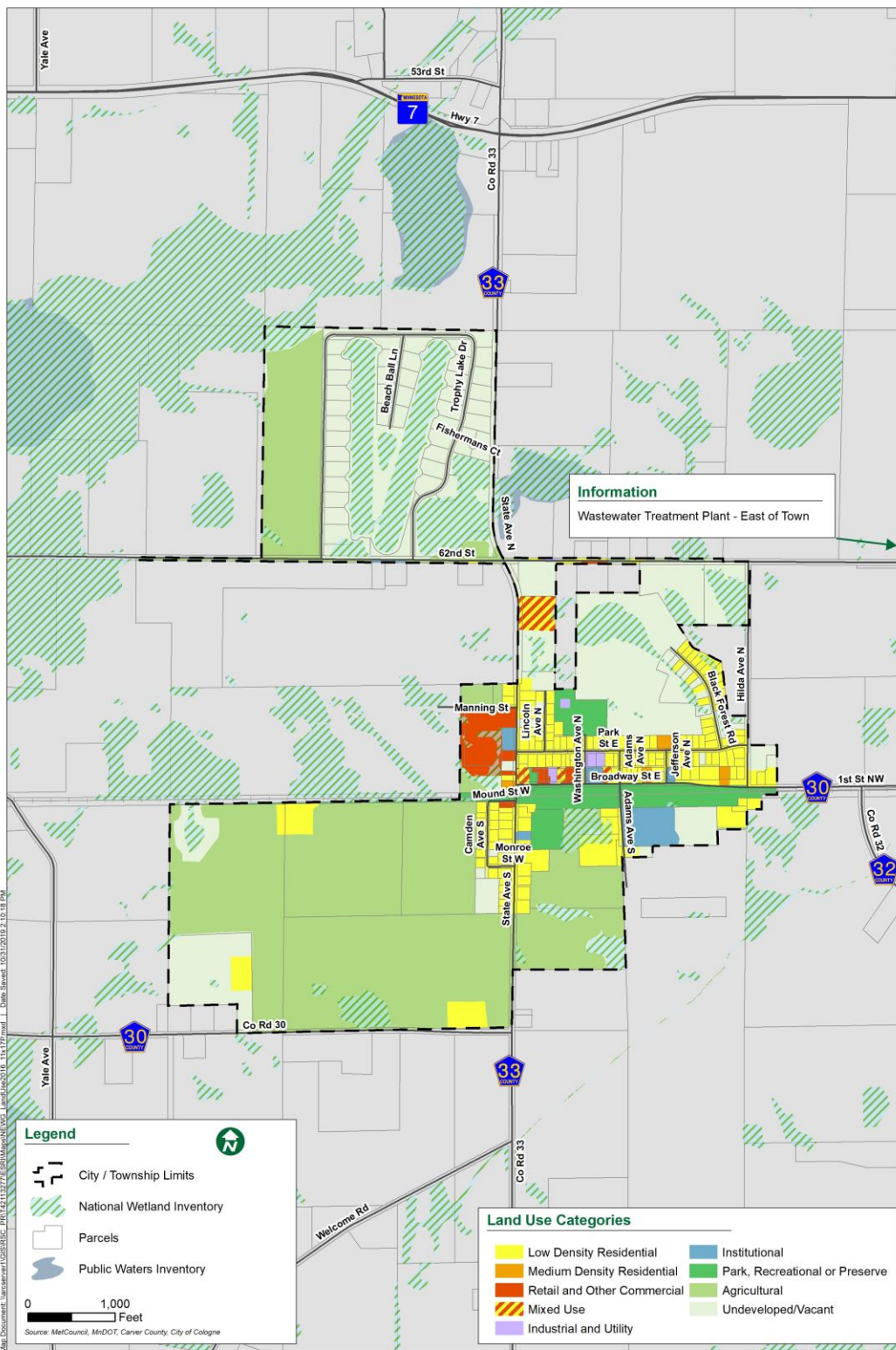
Existing Land Use

The city’s existing land use is the base for future growth and change. **Figure 2.1** shows the existing land use for the City of New Germany. **Table 2.7** summarizes acreages of land by type. Following is a summary and description of the land use categories within the city.

As of 2017, the City of New Germany covered around 651 acres. The largest of the land use categories are Agricultural and Undeveloped lands, which each account for 40% of the acreage. This large acreage of undeveloped land in city limits is a result of the decision to annex a substantial amount of land over ten years ago, in anticipation of planned development. To date, much of that development has not yet been realized. The land supply is more than enough to accommodate all planned future growth through 2040 within existing city limits.

Table 2.7 – Existing Land Use Characteristics		
Land Use	Acres	Percent of Total
Low Density Residential	69.3	10.8%
Medium Density Residential	2.3	0.4%
Retail and Other Commercial	11.7	1.8%
Mixed Use	5.4	0.8%
Industrial and Utility	1.7	0.3%
Institutional	9.5	1.5%
Park, Recreational, or Preserve	29.3	4.6%
Agricultural	267.6	41.8%
Undeveloped/Vacant	243.4	38.0%
Total	640.2	100%

Figure 2.1: Existing Land Use



Guidance for residential development is organized by density levels, typically measured in terms of allowed housing units per acre. This plan has three tiers of residential density, corresponding to the city’s existing zoning districts. Residential land uses in the City of New Germany are permitted in three zoning districts: low density (R-1 Single Family Residential District), medium density (R2 Multiple Family Residential District), and mixed use (residential is allowed in B - Business/Commercial District). Most of the city’s housing units are in the low-density areas, shown in **Table 2.8**. **Table 2.9** details the net density levels for existing residential development, considering a small amount of undevelopable land (primarily wetlands) within these areas.

Table 2.8 – Existing Residential Acres by Type		
Land Use	Acres	Percent of Total Residential Acres
Low Density	69.3	90%
Medium Density	2.3	3%
Mixed Use	5.4	7%
Total	77.0	100%

Table 2.9 – Existing Net Residential Density						
Land Use	Single Family Number of Units	Multi-Family Number of Units	Acres Gross Residential	Acres Undevelopable Land (wetlands and slopes)	Net Residential Acres	Net Density Units/Acre
Low Density Residential	147	0	69.3	2.5	66.8	2.2
Medium Density Residential	0	16	2.3	0	2.3	6.9
Mixed Use Residential	0	10	5.4	0.2	5.3	1.9
Total	147	26	74	2.7	74.4	2.3

Developable Land and Density Ranges

There is a significant amount of land available for development within the existing city limits. **Table 2.10** shows the number of vacant parcels in existing neighborhoods. The city has more than enough land within city limits to accommodate forecasted population, household, and employment growth through 2040. As a result, a portion of the land is anticipated to remain undeveloped through 2040 and will likely continue in agricultural use.

Table 2.10 – Vacant Parcels		
Neighborhood/Location	Zoning	Vacant Parcels
Trophy Lakes	R-1	60
Black Forest	R-1	165
South of town	R-1	176
Southwest of town	R-1	172

The City of New Germany has three Orderly Annexation Agreements (OAAs) in place with Hollywood and Camden Townships. These agreements expire at the end of 2030. Due to the surplus of available land in the current city limits, the City has no plans to move forward with annexations prior to 2040. However, if growth trends significantly exceed forecasts over the coming years, the City reserves the right to revisit this decision. Regardless, any potential annexation plans would be evaluated based on the availability and cost effectiveness of providing public services.

To allocate future residential growth, it is necessary to identify future growth potential based on planned housing units per acre. **Table 2.11** shows the range of units per acre that can be developed by residential density category. Densities reflect current and future plans to serve these areas with municipal utilities. Some of these values are different than currently permitted in the existing city zoning ordinance. It is the intention of the City of New Germany to amend this ordinance after comprehensive plan adoption to permit this range of densities.

Table 2.11 – Residential Planned Density Ranges		
	Units/Acre (Min)	Units/Acre (Max)
Low Density	3	4
Medium Density	4	10
Mixed Use	8	10

Allocation of commercial and industrial growth is typically done based on jobs per acre. The Metropolitan Council has provided estimates for the number of employees per square foot in various employment uses, and for typical floor area ratios for commercial and industrial development. Using this information and the city’s employment projections, an estimate of jobs per acre can be developed to project need for additional commercial, industrial, and institutional land. **Table 2.12** summarizes these ranges.

Table 2.12 – Commercial and Industrial Planned Density		
	Minimum Jobs/Acre	Maximum Jobs/Acre
Commercial	8	33
Mixed Use	8	33
Industrial	9	13
Institutional	6	10

Future Land Use

The future land use plan shows what land uses and intensities are expected to be in the city by the horizon year of 2040. To be efficient and cost effective in providing public services and utilities, the planned growth pattern is contiguous to existing development rather than leapfrogging to more distant areas. This plan also anticipates reinvestment in the core areas of the city, particularly in strengthening the downtown. The future land use plan is consistent with the forecasts of population, households, and employment shown in **Table 2.1**.

Figure 2.2 shows the planned future land use for all property in New Germany. **Table 2.13** summarizes the planned land uses by the categories shown on the map. The planned future land uses shown on this map reflect previous community planning efforts as well as desired updates identified as part of the 2018 Comprehensive Plan Update process. The largest category of land in the city is still anticipated to be Agricultural (48%), but an increased portion of land in the city (nearly 40%) is expected to be Low Density Residential. The expansion of the Mixed Use designation is to provide flexibility in both commercial/retail and residential development, particularly focused on strengthening and expanding the city’s downtown and central commercial district.

Compared with the 2030 plan, the future land use for the city shows a reduced footprint for development, based on scaled back forecasts. The largest change is the removal of future growth areas outside the existing city limits. There are also reductions in single family housing planned on the southern side of the city. On the other hand, the northeast area reflects the buildout of some residential development since the last plan was approved. As mentioned in the previous section, there is no longer a plan to annex additional land outside the city limits.

While the city encourages redevelopment, there are limited opportunities. The most significant is likely in the downtown area, where existing developed sites may be rehabilitated or replaced with mixed use development.

Table 2.13 – Planned Land Use Characteristics		
Land Use	Acres	Percent of Total
Agricultural	303.5	47.4%
Low Density Residential	252.1	39.4%
Medium Density Residential	3.4	0.5%
Commercial	1.2	0.2%
Industrial	11.2	1.7%
Institutional	21.5	3.4%
Mixed Use	21.9	3.4%
Park	25.4	4.0%
Total	640.2	100%

Figure 2.2: Future Land Use

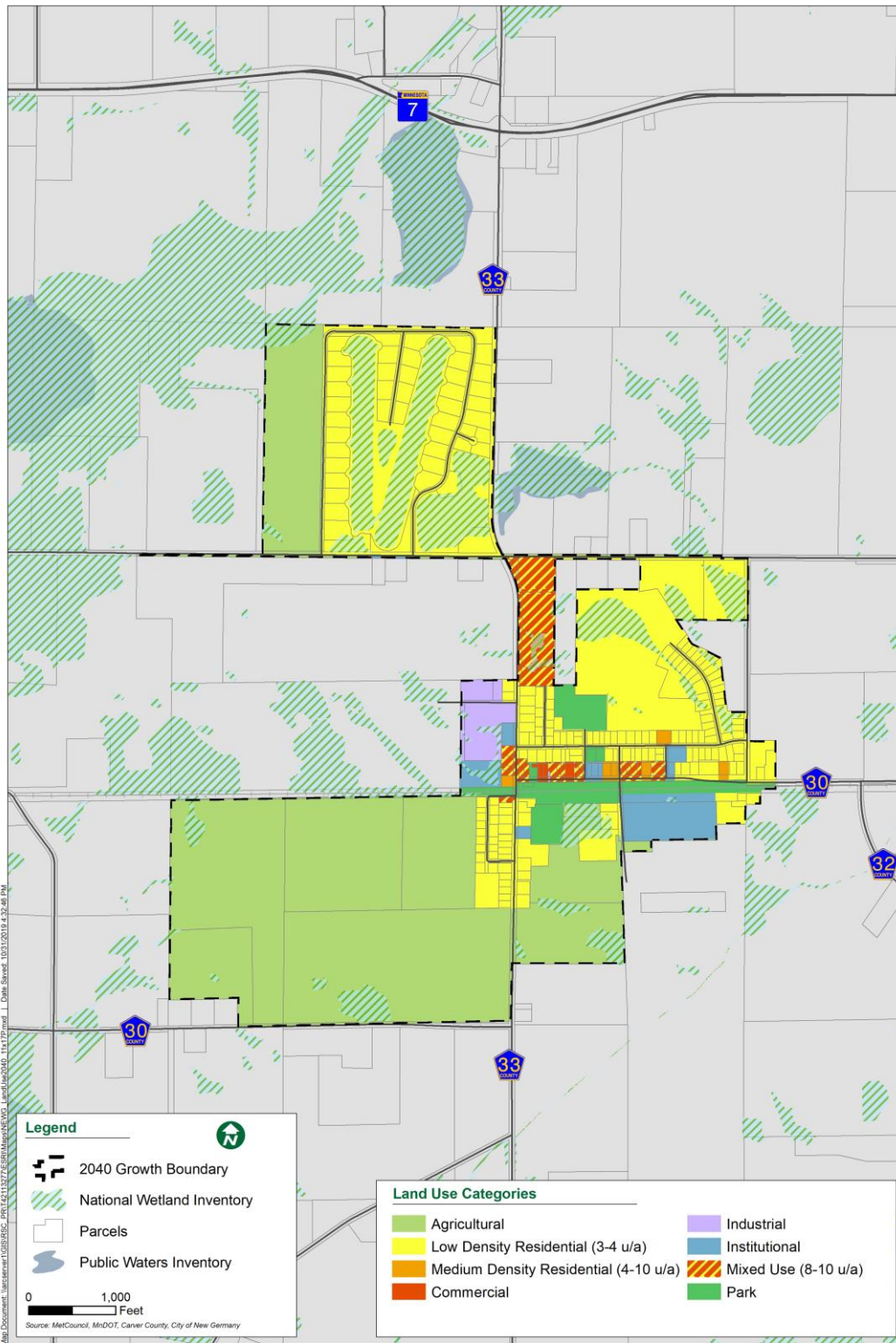


Table 2.14 provides further detail in terms of land availability for development. This shows what areas are developable versus non-developable at each growth stage through 2040 based on minimum development densities (non-developable land primarily being areas that are already developed, or which are set aside as undevelopable). In contrast, **Table 2.17** shows just land that is expected to be occupied by current or future development.

Table 2.14 – Developable Land Availability*								
Category	2015 (Current)		2016 – 2020		2021 - 2030		2031 - 2040	
	Developable (% of total acres)	Non- Developable (% of total acres)	Developable (% of total acres)	Non- Developable (% of total acres)	Developable (% of total acres)	Non- Developable (% of total acres)	Developable (% of total acres)	Non- Developable (% of total acres)
Agricultural	273.6 (42.7%)	30.0 (4.7%)	273.6 (42.7%)	30.0 (4.7%)	273.6 (42.7%)	30.0 (4.7%)	273.6 (42.7%)	30.0 (4.7%)
Low Density Residential	135.1 (21.1%)	117 (18.3%)	126.2 (19.7%)	125.9 (19.7%)	104.9 (16.4%)	147.2 (23.0%)	84.4 (13.2%)	167.7 (26.2%)
Medium Density Residential	0.0 (0.0%)	3.4 (0.5%)	0.0 (0.0%)	3.4 (0.5%)	0.0 (0.0%)	3.4 (0.5%)	0.0 (0.0%)	3.4 (0.5%)
Commercial	1.2 (0.2%)	0.0 (0.0%)	1.2 (0.2%)	0.0 (0.0%)	1.2 (0.2%)	0.0 (0.0%)	1.2 (0.2%)	0.0 (0.0%)
Industrial	2.9 (0.5%)	8.3 (1.3%)	1.9 (0.3%)	9.3 (1.5%)	1.1 (0.2%)	10.1 (1.6)	0.3 (0.05%)	10.9 (1.7%)
Institutional	6.5 (1.0%)	15.1 (2.4%)	6.3 (1.0%)	15.3 (2.4%)	6.1 (1.0%)	15.4 (2.4%)	5.9 (0.9%)	15.6 (2.6%)
Mixed Use	10.0 (1.6%)	11.8 (1.8%)	9.4 (1.5%)	12.4 (1.9%)	6.6 (1.0%)	15.3 (2.4%)	6.1 (0.9%)	15.8 (2.5%)
Park	0.0 (0.0%)	25.4 (4.0%)	0.0 (0.0%)	25.4 (4.0%)	0.0 (0.0%)	25.4 (4.0%)	0.0 (0.0%)	25.4 (4.0%)
Total	429.3	210.9	418.7	221.6	393.5	246.7	371.5	268.7

*Includes land that is expected to develop or redevelop. Timing of redevelopment estimated based on forecasted growth, housing needs, and current market factors. Mixed use expected to be 50% residential, 50% commercial.

The future land use categories on the map are further described below.

Agricultural

The Agricultural area allows agricultural land uses, except new feedlots or feedlot expansions, at a density of one home per forty acres (1:40), the same density as designated in the Carver County Comprehensive Plan for agricultural land uses. This corresponds to the city’s A - Agricultural District zoning. In the unincorporated county area, Rural Service District zoning designation applies to the Hollywood Station area located at the TH 7/County Road 33 intersection, although this is outside the planned growth area for the city. Land uses for this area are limited to the expansion of agriculture-related business, community service activities, and limited highway service activities.

A large part of the city is still in agricultural use. Most of this acreage is within the southwest quadrant of the city. Other areas of undeveloped land uses include the agricultural and vacant properties in the northeast quadrant of the city.

Low Density Residential

Most of the existing residential development in the city falls within the low density residential category,

guided for 3-4 units per acre. Generally, this land use category accommodates attached and detached single family homes at an overall minimum net density of three units per acre where public sanitary sewer and water service are available. The maximum net density within this land use designation is four units per acre.

A couple areas planned for low density residential development are in the south, northwest and northeast portions of the community. The Black Forest Estates development in the northeast can accommodate approximately 187 new single family homes, of which 18 have been built to date. The Trophy Lakes Estates IV development can accommodate 60 single family homes as currently laid out. Since there has been no recent activity on these developments, the actual configuration may change in the future.

The City encourages a mix of housing types and ownership options to provide housing choices for all age and income groups. This designation may allow for planned developments where neighborhood densities may vary, if the overall development meets the minimum three dwelling unit per acre threshold needed for public utility access. Generally, the existing zoning district that is applicable to the low density land use category is R-1 Single Family District that allows a minimum 10,000 square foot lot size and the PUD Planned Unit Development District, where densities vary based on the composition of uses contained within the PUD.

Medium Density Residential

The medium density residential areas accommodate developments at net densities that range from 4-10 units per acre. Up to 16 dwelling units per acre are permitted under the existing zoning ordinance (R-2 Multiple Family Residential District) with city council approval to meet life cycle and affordable housing goals. Current medium density developments include the Deutschland Apartments and several smaller apartment buildings located on the eastern half of Broadway Street. At present, there are no additional planned medium density residential areas. The intent is to accommodate future medium density and multifamily uses within Mixed Use districts, providing more flexibility for property owners and developers.

Commercial

The City has designated areas for continued business use in the downtown area. The City encourages new development and redevelopment within the downtown area to provide for revitalization and needed services to New Germany residents. It is anticipated that the Dakota Rail Regional Trail, completed in 2012 on an abandoned rail line running through downtown, has the potential to bring in visitors and customers for the downtown area.

There are limited areas planned for new commercial development within the current boundaries. This is because of the desire to encourage business uses in the downtown and core areas of the community along County Road 33/State Avenue. Other commercial or retail uses can be accommodated in Mixed Use designated areas. Both commercial and mixed use development are allowed within the city's B – Business/Commercial District.

Industrial

A limited area for light industrial uses is located at the west end of the downtown, adjacent to municipal uses and areas planned for medium density residential development. As industrial development expands, the active areas of the planned uses should be located, when possible, away from the planned residential areas to minimize impacts. Additionally, landscaping should be provided along the common

property boundaries to separate the uses. Industrial uses are allowed within the city's I – Industrial District.

Institutional

The Institutional planning area provides ongoing opportunities for government, religious, nonprofit, or other institutional facilities. The City Hall and municipal garage, fire station, the Camden Town Hall, St. Marks Church and school are located on properties designated for Institutional uses. Outside of the city limits, the St. Marks cemetery and the Lutheran Church located on 62nd Street, and the city's wastewater treatment plant are institutional uses. Institutional uses are allowed across multiple zoning districts, depending on the specific use.

Mixed Use

The Mixed Use designation applies to existing properties along County Road 30 (Broadway Street) and County Road 33 (State Avenue), in the downtown where apartments are located above businesses. In addition, planned mixed use areas are located in the northern portion of the city along County Road 33 (State Avenue). The City may permit new mixed use developments on properties where the developer demonstrates that the architectural and site designs of the uses are coordinated and that the uses are compatible with each other and the neighboring properties.

Planned residential density for new mixed use development is 8-10 units per acre, unless approved as a planned unit development, with the density specified by the City as part of the review process. For planning purposes, it is estimated that 50% of the developable land with the Mixed Use designation will allow for residential development and 50% will allow for commercial development at the stated densities. This may involve either vertical or horizontal mixed uses. The intent is to allow for a greater concentration of activity in the central area of the city, supporting community vitality and making most efficient use of existing land and infrastructure. To further support community vitality, all developed areas of the city located in Mixed Use areas in the Future Land Use plan have been identified for redevelopment potential.

Park

Areas designated for park and recreation are guided for public and private recreational, open space, and other similar uses. New park facilities should be planned as part of new residential development. However, the exact location and design will not be known until the development review process. Park and associated facilities should be easily accessible to residential neighborhoods and in an area where amenities exist or can be provided. Parks are allowed across multiple zoning districts.

Wetlands and Water

There are modest amounts of wetlands and open water located within the city limits. At present, these areas are contained within broader areas guided for other land uses, although they are netted out when calculating development capacity of these areas.

Density Calculations

Based on the above future land use plan and land use calculations, residential and commercial land use needs have been calculated to help New Germany plan for and accommodate Metropolitan Council

projections for population, households, and employment. Residential calculations are detailed in **Table 2.15**, and employment calculations are detailed in **Table 2.16**.

Residential

Based on Metropolitan Council estimates for 2015, there are about 163 households in 173 housing units in New Germany. Projections estimate an additional 167 households will be added to the City by 2040. To accommodate this growth in households and maintain a small vacancy rate, about 177 housing units are anticipated to be needed by 2040.

Table 2.15 – Projected Residential Land Requirements						
Land Use	Density Range (Units/Acre)		Units Needed	Minimum Acres	Maximum Acres	Developable Acres
	Minimum	Maximum				
Low Density	3	4	152	38.1	50.7	135.1
Medium Density	4	10	0	0	0	0
Mixed Use*	8	10	25	2.5	3.1	5.0*
Total			177	40.6	53.8	140.1

*Residential is anticipated to make up 50% of the Mixed Use land, meaning only half of the total developable acres are being considered for housing calculations.

The City of New Germany has more than sufficient acreage to meet projected residential need. The expansion of the Mixed Use designation is intended to accommodate multifamily and higher density residential development.

Commercial

Based on Metropolitan Council estimates for 2015, there are about 57 jobs in New Germany. Projections estimate an additional 33 jobs will be added to the city by 2040. Anticipated employment distribution based on existing industries in the city is shown in **Table 2.16**.

Table 2.16 – Projected Commercial/Industrial Land Requirements						
Land Use	Density Range (Jobs/Acre)		Jobs Needed	Minimum Acres	Maximum Acres	Developable Acres
	Minimum	Maximum				
Commercial	8	33	0	0	0	1.2
Mixed Use*	8	33	7	0.2	0.9	5.0*
Industrial	9	13	23	1.8	2.6	11.2
Institutional	6	10	3	0.3	0.5	6.5
Total			33	2.3	3.9	23.9

*Commercial is anticipated to make up 50% of the Mixed Use land, meaning only half of the total developable acres are being considered for calculations.

The City of New Germany has sufficient land planned for Retail/Commercial, Mixed Use, Industrial, and Institutional uses to meet forecasted needs.

Staged Development or Redevelopment

Rural Center communities must include a staging plan to show the sequence of growth and anticipated timing. The goal of the Staging Plan is to manage growth and guide the orderly and cost-effective provision of infrastructure at a rate that is consistent with forecasted growth, at the same time responding appropriately to market conditions.

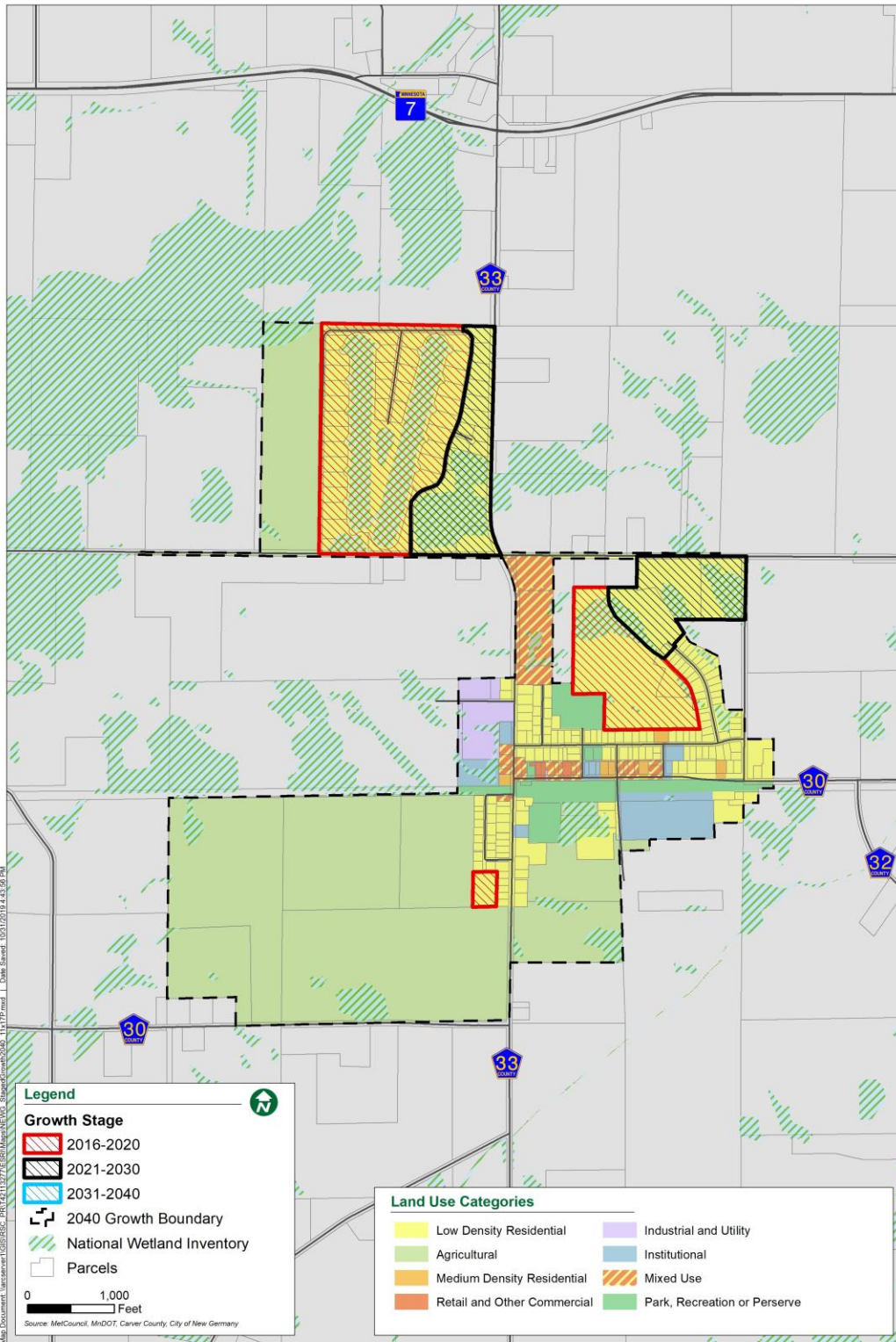
The earliest staging years are adjacent to existing development and then extend from this point in a logical sequence based on what the city believes is the most logical and efficient pattern of growth. Staging is limited to the areas within New Germany that are located within the MUSA. City services will need to be extended to accommodate planned development.

Figure 2.3 shows the staging plan for the city, divided by the horizon years: 2020, 2030, and 2040. Table 2.17 shows how housing units and jobs are allocated in terms of stage and acres.

Table 2.17 – Future Land Use Units/Jobs/Acres											
Within Urban Service Area	Housing Units or Jobs/Acre		Existing Developed (2015)		2016 - 2020		2021 - 2030		2031 - 2040		Change 2015-2040
	Min	Max	Units	Ac	Units	Ac	Units	Ac	Units	Ac	
Residential Land Uses											
Low Density	3	4	147	69.3	27	8.9	64	21.3	62	20.6	50.7
Medium Density	4	10	16	2.3	0	0.0	0	0.0	0	0.0	0.0
Mixed Use*	8	10	10	2.7	2	0.3	21	2.6	2	0.3	3.1
C/I Land Uses	Jobs/Acre		Jobs	Ac	Jobs	Ac	Jobs	Ac	Jobs	Ac	
Commercial	8	33	6	11.7	0	0.0	0	0.0	0	0.0	0.0
Mixed Use*	8	33	5	2.7	3	0.3	2	0.2	2	0.2	0.8
Industrial	9	13	40	1.7	9	1.0	7	0.8	7	0.8	2.6
Institutional	6	10	6	9.5	1	0.2	1	0.2	1	0.2	0.5
Parks and Open Space				25.4		0.0		0.0		0.0	0
Subtotal Sewered (Units/Jobs)			173/57	125.4	29/134	10.7	85/10	25.1	64/10	22.0	57.8
Existing Residential Density: 2.3 units/acre Average Density of New Units: 3.3 units/acre											
Outside Urban Service Area	Min	Max	Existing (2015)		2016 - 2020		2021 - 2030		2031 - 2040		Change 2015-2040
	Min	Max	Acres		Acres		Acres		Acres		
Agriculture 40+	0.025	-	267.6		267.6		267.6		267.6		0
Vacant Land (with Sewer Access)			247.4		236.7		211.6		189.6		-57.8
Total Area			640.3		640.3		640.3		640.3		

*Mixed Use is guided for 50% residential and 50% commercial.

Figure 2.3: Staging Plan Map



A summary of each stage of development is provided below, including the infrastructure needed to serve each phase. The staging plan prioritizes areas that are contiguous to existing development, particularly those where there has already been site preparation work and extension of infrastructure and utilities.

2020

The first stage of development, through 2020, includes the main area of the former Trophy Lakes development site, northwest of the intersection of County Road 33 and 62nd Street. This site already has local roads constructed to serve development parcels, with access off of 62nd Street. Utilities have been extended to near the entrance of the development. Individual development sites are already graded and ready for development. Additionally, stormwater management has already been completed with the construction of amenity lakes at the center of the site.

This stage also includes the western portion of the Black Forest development in the northeast quadrant of the city. This area has already been graded and prepared for construction of roads and development. Utilities have been extended to this area.

This stage also includes a small residential development area at the southwest corner of the developed portion of the city. This would require minimal extension of road and utilities from adjacent uses.

Commercial, industrial, and mixed use development will be accommodated through infill of existing developed areas within the city.

Currently, there is not enough capacity in the city's existing sewage treatment facility to meet demand for this phase of development. The sanitary sewer element of this plan describes the recommended approach to constructing an expansion to the existing facility to add needed capacity.

The water supply system currently has capacity to meet demand for this phase of development.

2030

The second stage of development, through 2030, will include the eastern portion of the Black Forest development in the northeast quadrant of the city. The site is adjacent to the first developed phase. Although not yet fully graded and prepared, it would require a minimal extension of a local road, and extension of utilities from adjacent sites.

This stage will also include parcels to the east of the former Trophy Lakes development site, with access off of County Road 33. Utilities are available nearby.

Commercial, industrial, and mixed use development will be accommodated through infill of existing developed areas within the city.

If the sewage treatment facility expansion is completed in the previous phase, it is anticipated that there will be sufficient capacity to meet demand in this phase as well.

The water supply system currently has capacity to meet demand for this phase of development.

2040

This stage allocates no new areas of the city for growth, as it is anticipated that forecasted growth can be accommodated through infill development of the areas initiated in earlier years.

Commercial, industrial, and mixed use development will be accommodated through infill of existing developed areas within the city.

If the sewage treatment facility expansion is completed in the previous phase, it is anticipated that there will be sufficient capacity to meet demand in this phase as well.

The water supply system currently has capacity to meet demand for this phase of development.

Natural Resources

Natural resources are beneficial to the social, environmental, and economic vitality of a community. To ensure their quality and benefits, it is essential to plan and manage natural resources and areas as is done for residential and commercial areas. New Germany residents value the natural resources in the area and prioritize their protection throughout anticipated growth.

This section describes these resources in more detail, including the implications for planning for future development. **Figure 2.4** provides an overview of these resources, with particular attention to those that impact which areas are developable.

Topography and Aquifer

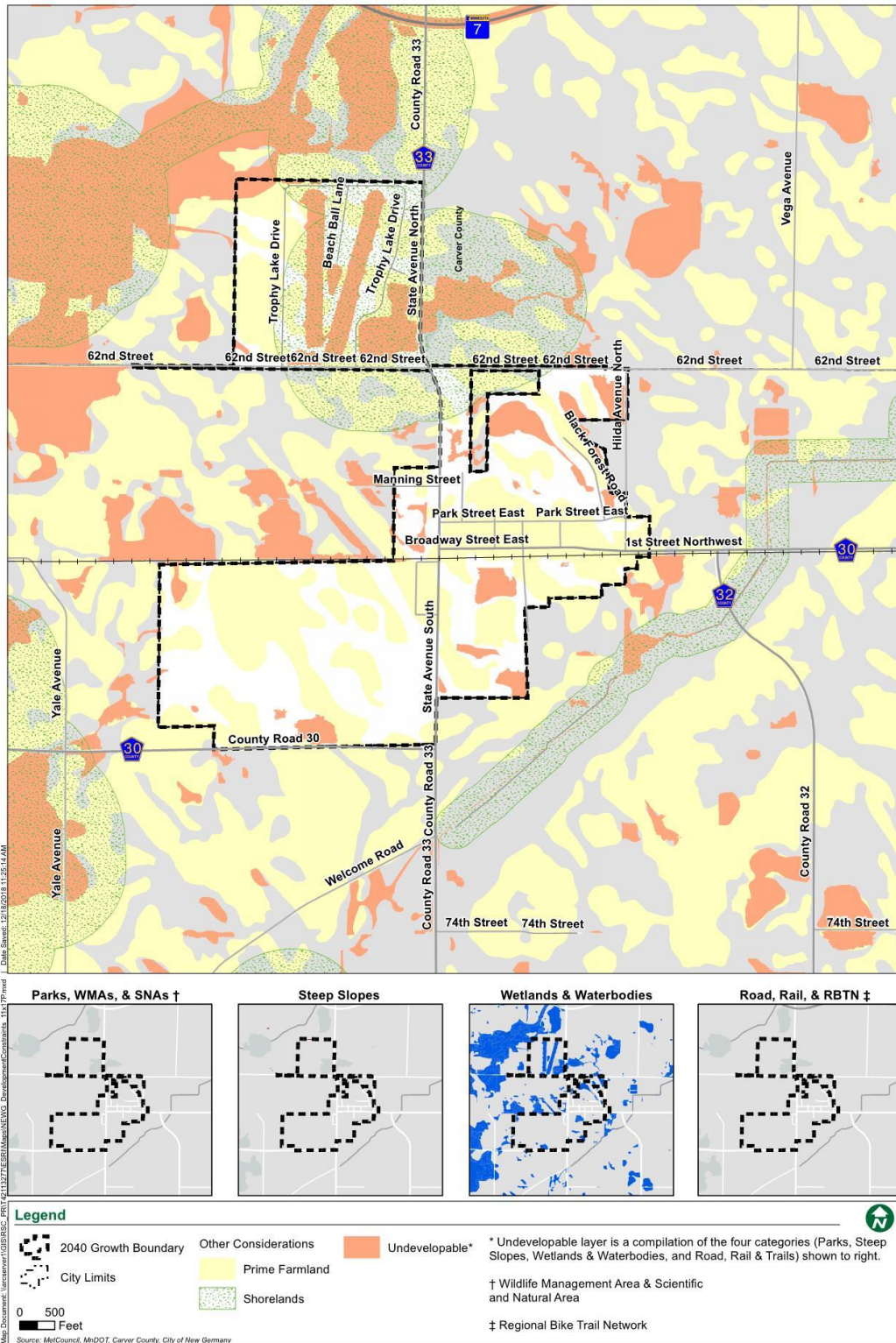
The topography and soils within the New Germany area were formed from the Des Moines Lobe outwash from the Wisconsinian glacial period. The New Germany area lies within the Hamburg Moraine that extends though the western portion of Carver County. The topography is characterized by gently rolling terrain with few areas of steep slopes.

The Franconian aquifer is the main source of water in New Germany, which is also open to the Iron-ton-Galesville aquifer. The geologic sensitivity rating of the aquifer is classified as “moderate,” as is the case in most of Carver County. The geologic sensitivity rating is a means of determining contamination of the uppermost aquifer and is directly proportional to the groundwater travel time. A “moderate” rating indicates that potential contamination of the uppermost aquifer may occur within “years to decades,” if proper environmental precautions are not observed.

Typically, aquifer contamination is not as much of a concern in areas that are served with public sewer and water, as opposed to areas that are dependent on private on-site sewage treatment systems and individual wells. Other activities, such as development, farming and effluent from wastewater treatment facilities may also deteriorate the aquifer, if not properly managed.

Susceptibility to contamination is based upon a combination of factors, including the ability of the soil to absorb contaminants, transform the contaminants into inert substances, dilute them to be inactive and release them into the aquifer. Typically, sandy soils aggravate aquifer contamination to a greater degree than loam or clay soils. It should be noted that high sensitivity does not indicate that water quality has or will be degraded, and low sensitivity does not guarantee that water is or will remain pristine.

Figure 2.4: Natural Resources and Development Constraints Map



Soils

There are five major soil series within the city and three minor soil associations located outside of the municipal boundaries. The major soil series are described as follows:

- Cordova and Webster Series - these soils are found primarily in the agricultural land in the western part of the New Germany area. They are characteristically poorly drained on end moraines, requiring drainage and some site and construction engineering.
- LeSueur-Lester Series - these soils are found primarily in the western agricultural area but are also scattered in the developed area of the city. They are, typically, moderately well-drained soils.
- Glencoe Series - these soils are found scattered in small areas around the city. They are very poorly drained, lying generally in shallow depressions and drainage ways. During wet periods the water table is often found near the surface.
- Canisteo Loam - These soils are found in the northeast portion of the city. They consist of poorly drained soils, found typically in rims of drainage ways and slight rises within wet depressions.
- Palms Series- These soils are found in small areas in the northwest corner of the city, in the undeveloped area west of Camden Street, and in the developed area in the north part of the city. They are poorly drained peats, requiring extensive drainage, removal, and fill prior to any consideration of development.

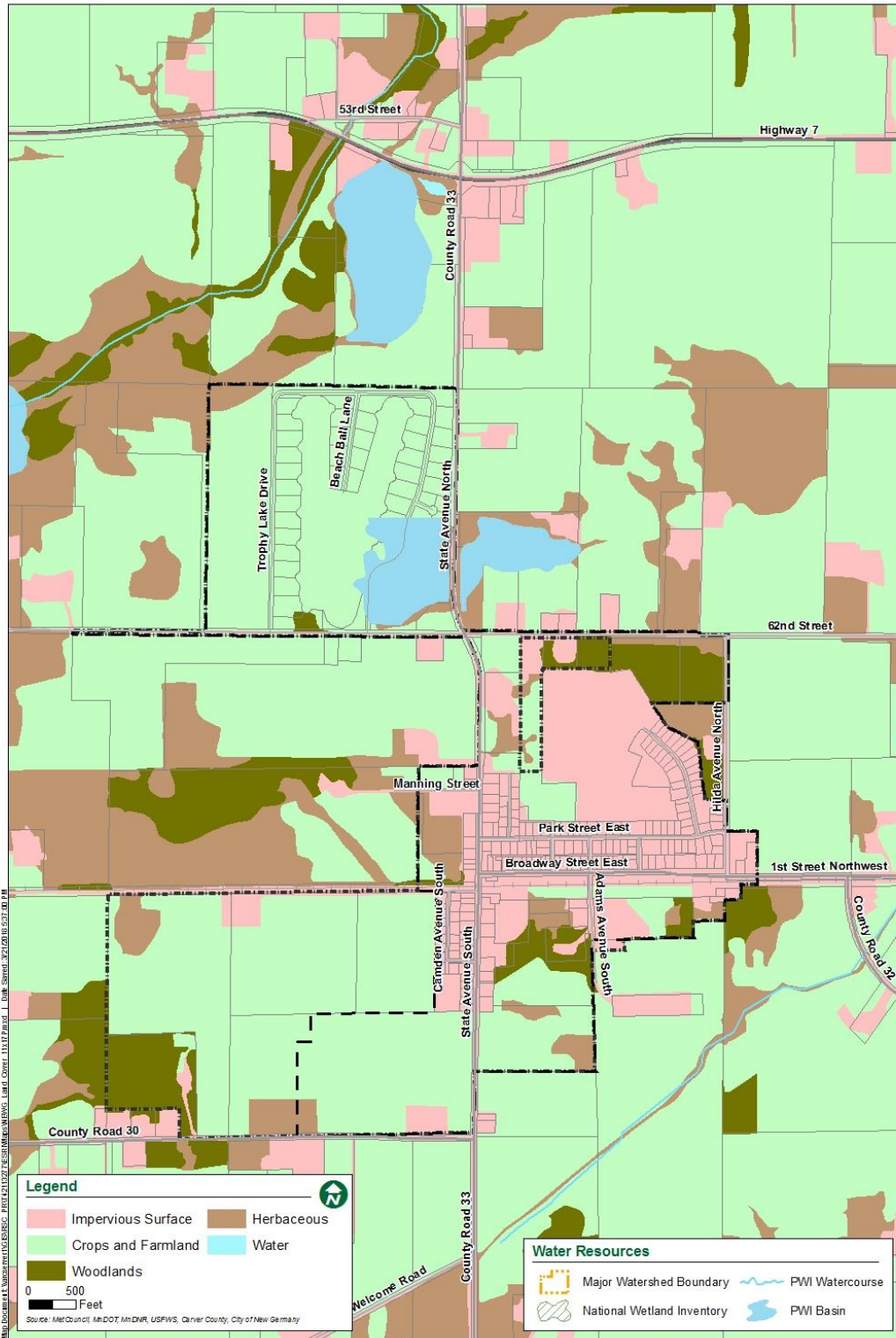
Vegetation

Much of the pre-settlement vegetation in the New Germany area has been altered as a result of the agricultural and settlement activities. This portion of Carver County was included in the “Big Woods” of the eastern broadleaf forest. Tree species within the “Big Woods” included hardwoods such as oak, maple, basswood, and hickory.

The remaining significant vegetation in the city is primarily located on residential properties and along road boulevards. Stands of hardwoods are located to the south and southeast of Lindstrom Park, east of St. Marks School, and in the northeastern area of the city.

Figure 2.5 shows the land coverage of areas in the New Germany area obtained from the DNR’s Minnesota Land Cover Classification System (MLCCS). To the northwest of the city, there are wooded and herbaceous areas associated with the stream (ditch) that connects to the South Fork of the Crow River.

Figure 2.5: Land Cover Classification



Water Resources

The New Germany area lies within the Crow River Watershed. The area drains into the South Fork of the Crow River located to the east of the city. The South Fork extends northward through Wright County and joins the Crow River near Rockford and discharges to the Mississippi River near Rogers. Drainage is facilitated to the river by County Ditch No. 9, as shown on Figure 4, located east of the city, which enters South Fork near Mayer. Drain tile exists along a portion of Hilda Avenue and connects to County Ditch No. 9 north of County Road 30.

The National Wetland Inventory (NWI) map indicates that there are several wetlands in the New Germany area. However, it is probable that some of these wetlands no longer remain in their natural state because of the historical agricultural activities that predate wetland conservation requirements. There are four types of the regulated wetlands in the city, as shown on **Figure 2.6** and described below:

Type 1 - Seasonally Flooded Basin or Flat

- Soil: Usually well-drained during much of the growing season
- Hydrology: Covered with water or waterlogged during variable seasonal periods
- Vegetation: Varies greatly according to season and duration of flooding from bottomland hardwoods to herbaceous plants
- Common sites: Upland depressions, bottomland hardwoods (floodplain forests)

Type 3 - Shallow Marsh

- Soil: Usually waterlogged early during growing season
- Hydrology: Often covered with 6 inches or more of water
- Vegetation: Grasses, bulrush, spikerush, and various other marsh plants such as cattail, arrowhead, pickerelweed, and smartweed
- Common sites: May nearly fill shallow lake basins or sloughs; may border deep marshes on landward side, commonly as seep areas near irrigated lands

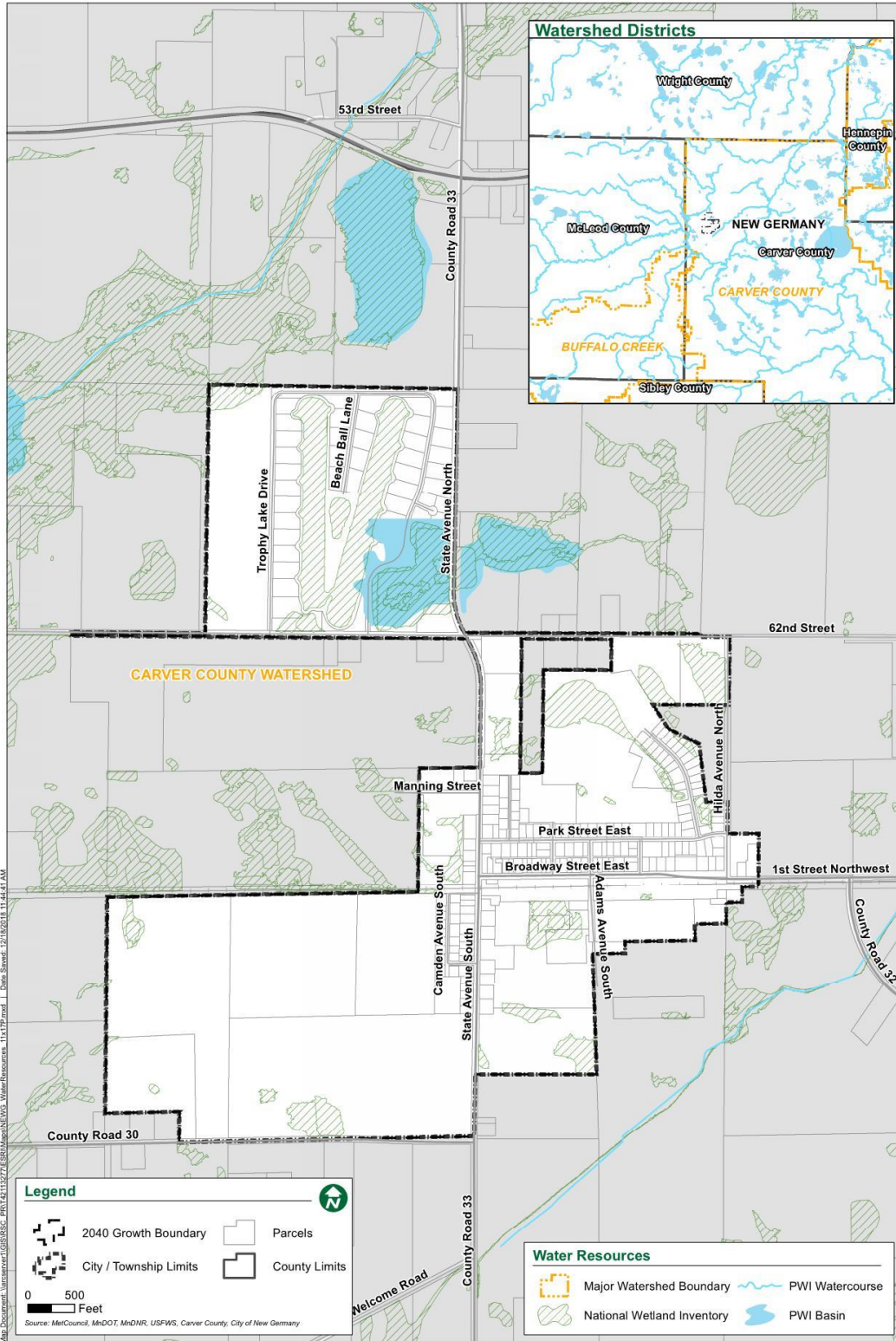
Type 6 - Shrub Swamp

- Soil: Usually waterlogged during growing season
- Hydrology: Often covered with as much as 6 inches of water; water table is at or near the surface
- Vegetation: Includes alder, willow, buttonbrush, dogwood, and swamp privet
- Common sites: Along sluggish streams, drainage depressions, and occasionally on floodplains

Type 7 - Wooded Swamp

- Soil: Waterlogged within a few inches of the surface during the growing season
- Hydrology: Often covered with as much as 1 foot of water; water table is at or near the surface
- Vegetation: Hardwood and coniferous swamps with tamarack, northern white cedar, black spruce, balsam fir, balsam poplar, red maple, and black ash; deciduous sites frequently support beds of duckweed and smartweed
- Common sites: Mostly in shallow ancient lake basins, old riverine oxbows, flat terrains, and along sluggish streams

Figure 2.6: Water Resources Map



Special Resource Protection

Agricultural Land

The state Agricultural Preserve program conveys tax benefits to properties that are maintained for agricultural production. This voluntary program requires that maximum density of residential structures in an agricultural preserve shall not exceed one unit per 40 acres. The Metropolitan Council also requires that these parcels be guided as agriculture on the future land use map. Once this status is entered into, there is a multi-year process necessary to remove it from the program.

At the time of the writing of this plan, no parcels in New Germany have this status. However, Camden and Hollywood Townships have a number of properties with this status outside the city limits.

The City of New Germany has implemented zoning restrictions to preserve land for agricultural purposes, and the city will work with both townships, Carver County, and the Metropolitan Council to ensure prime soils and farmlands are preserved as future development is considered.

Historic Resources

There are no properties or structures in New Germany that are on the National Register of Historic Places. Additionally, there are no properties that the Minnesota Historical Society has identified as eligible for national designation. The City is committed to preserving and commemorating its history, since it serves to reinforce the quality of life associated with a rural center in Carver County. The City will work with the State of Minnesota, Carver County Land and Water Services Division, and the Carver County Historical Society to identify and publicize any potential historic resources and to expand efforts to protect and preserve them.

Aggregate Resources

There are no aggregate resources in New Germany.

Community Facilities

The City of New Germany provides a full range of municipal services, at a level consistent with communities of its size and location. Municipal government services and the City Council chambers are situated within the City Hall located on Broadway Street (CSAH 30) in the center of town. The City Hall also serves as a senior citizen center and community meeting facility. The fire hall houses fire equipment and the administrative office for the volunteer fire department. The municipal garage is located on the west side of State Avenue (CSAH 33) north of Park Street East. The City contracts with the Carver County Sheriff's Department for police services.

New Germany is located within the Waconia Independent School District (ISD 110), although there are no public school buildings within the city. Children are bused to the elementary, middle, and high schools located within Waconia. There is one private elementary school in New Germany: the St. Marks-St. Johns Elementary School located south of Broadway Street.

The Camden Township Hall also is within the city limits. It is located on the on the east side of State Avenue South.

Resilience

Resiliency in planning and development helps to ensure the prosperity, livability, equity, and sustainability of a community for future generations. Resilience planning focuses on all aspects of community, ensuring the economy, the environment, and social/living conditions are vibrant and upheld through adversity. To foster and support resiliency and sustainability in New Germany, the mayor and city administrator signed a resolution in June 2016 to make New Germany a registered GreenStep City through the MPCA and League of Minnesota Cities' program. New Germany is currently a Step 2 City.

Currently, the City has completed 3 actions in the "Buildings and Lighting" Best Management Practice. New Germany has obtained 3 stars for efficient outdoor lighting by replacing streetlights with LEDs. This action was completed through a partnership with Xcel Energy. The City has obtained two stars for efficient public buildings using LED for security lights on two city buildings and upgrading all exit lights to LEDs. New Germany has also achieved one star in this category by upgrading two furnaces with energy efficient units and replacing one air conditioner. All these actions increase energy savings for the municipality.

New Germany also completed 2 actions in "Land Use" Best Management Practices, earning 1 star for each action. Specifically, New Germany plans to adopt Carver County's land use plan during this comprehensive plan update to engage in sustainable land use practices and management. Then, with the adoption of both this and Carver County's comprehensive plan, the City will update its zoning code to reflect these land management guidelines. New Germany has also earned 1 star in environmental management for adopting a stormwater management ordinance that limits the width of roads, requires runoff to be retained on site, and/or an erosion and sediment control provision.

As New Germany plans for the future, it will continue to consider GreenStep City Best Management Practices as they relate to the goals and objectives of this comprehensive plan. Currently, New Germany is working towards developing a sustainable purchasing plan that meets Best Practice criteria.

Solar Energy

Accommodating and using renewable energy sources is another element of planning for resilience. The Metropolitan Land Planning Act (Minnesota Statutes 473.859, Subd. 2) requires local comprehensive plans to include for the protection and development of access to direct sunlight for solar energy systems.

The City recognizes that the use of alternative energy sources is important to preserving natural resources. Currently, the structure setback and height standards within the Zoning and Subdivision Ordinances are sufficient to prevent potential interference to solar collectors from adjacent structures and vegetation. Solar collection and geothermal heating/cooling is permitted in all zoning districts in conjunction with permitted uses in each district.

According to the Metropolitan Council, New Germany has the following solar potential, detailed in **Table 2.18**. These calculations assume a 10% conversion efficiency and current (2016/17) solar technologies. The average home in Minnesota consumes between 9 and 10 Mwh/year (Solar Energy Industries Association; US Energy Information Administration). Using only New Germany's rooftop generation potential, between roughly 241 and 268 homes could be powered by solar energy annually, which is more than the city's current number of housing units. For most communities, the rooftop generation potential is equivalent to between 30% and 60% of the community's total electric energy consumption.

Table 2.18 – Solar Resource Calculations			
Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr ²)	Rooftop Generation Potential (Mwh/yr ²)
2,324,233	24,116	232,423	2,411

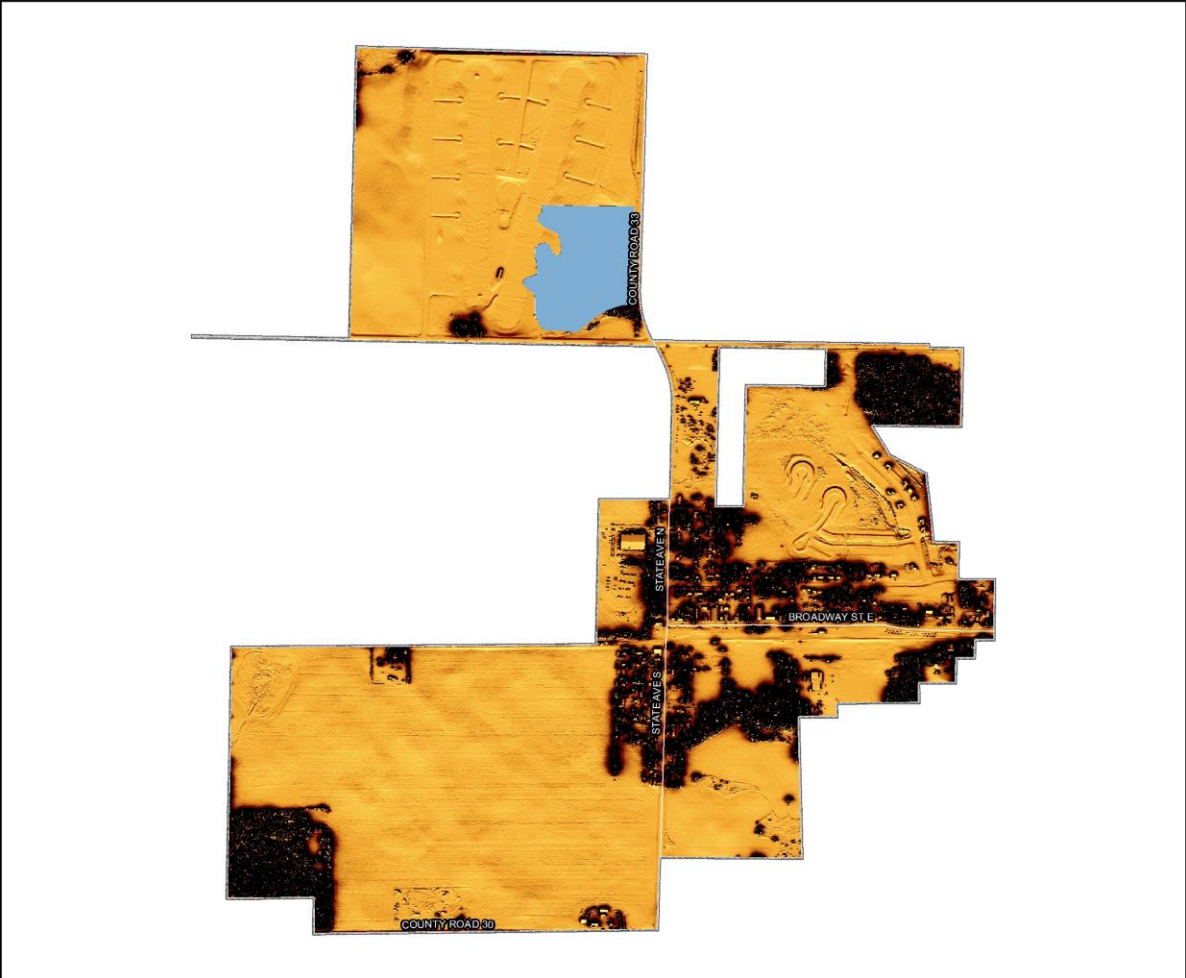
Source: Metropolitan Council

Figure 2.7 shows solar potential across the city. As expected, the areas with highest potential are open fields without structures or trees.

The City of New Germany's goal relative to solar resource development is meeting state standards regarding access to direct sunlight for solar energy systems. Its policy is to maintain zoning and subdivision standards which satisfy this requirement. Additionally, New Germany may consider participating in cost-free programs such as SolSmart and programs through local utilities if it is determined that additional assistance is needed to plan for solar implementation strategies.

Figure 2.7: Solar Potential Map

Gross Solar Potential
 City of New Germany, Carver County



1/3/2017



- Gross Solar Potential (Watt-hours per Year)**
- High : 1278424
 - Low : 900002
 - Solar Potential under 900,000 watt-hours per year
 - County Boundaries
 - City and Township Boundaries
 - Wetlands and Open Water Features

Source: University of Minnesota U-Spatial Statewide Solar Raster.

Economic Competitiveness

Pursuing economic competitiveness involves a range of strategies to strengthen the existing economy and business mix and plan for future employment growth. Carver County Community Development Agency (CDA) offers the following services and programs to promote community and economic development throughout the county, including in New Germany.

The City of New Germany supports the use of these programs and other tools and strategies to support development and redevelopment within the community.

Open to Business

The Carver County CDA has partnered with the Metropolitan Consortium of Community Developers (MCCD) to bring the Open to Business program to Carver County. The Open to Business program provides one-on-one business counseling to current and prospective entrepreneurs. Open to Business consultants work with entrepreneurs to develop a strong business plan, to identify challenges and opportunities, and to tailor solutions. The service is available free of charge to all county residents, and to any business located in Carver County.

In addition to consulting, Open to Business program can link entrepreneurs to financing for a variety of business purposes, including equipment financing, inventory, cash flow/working capital needs, and start-up costs. Open to Business has capital available to make loans directly to small businesses and can assist entrepreneurs in creating an attractive loan package to apply to banks and other lending institutions.

Community Growth Partnership Initiative

The Community Growth Partner Initiatives Grant Program was created and funded by the Carver County CDA in January of 2016, transitioning away from its old Business Loan Fund program. The goals of the program are to increase the tax base and improve the quality of life in Carver County through three specific strategies: affordable housing development, job creation, and redevelopment.

Chapter 3: Housing

Purpose

This chapter provides an overview of existing housing conditions in New Germany. It also includes a plan to accommodate affordable housing as required through the Metropolitan Council and a supporting implementation program for housing in general.

Existing Housing

As of 2015, New Germany contained 173 housing units, 85% of which are single family and 15% are multifamily. Most homes are owner occupied (74%). Nearly all homes in New Germany affordable to incomes below 80% AMI (97%). However, about 32% of households in New Germany experience cost-burden – meaning they are spending more than 30% of their monthly income on housing costs. This gap between affordable units and cost burdened households can indicate that there are not enough units affordable to households with lower incomes. These and other housing conditions are outlined in **Tables 3.1 and 3.2.**

Table 3.1 – Housing Conditions		
Housing Units	Number of Units	Percent of Total
Total Housing Units	173	100%
– Owner Occupied	128	74%
– Rental	45	26%
Single Family Homes	147	85%
Multi-family Homes	26	15%
Publicly Subsidized		
– Senior Housing	0	0%
– Housing for People with Disabilities	0	0%
– All Other Publicly Subsidized Units	8	5%
Affordable Housing		
Housing Units affordable to households with incomes at or below 30% Area Median Income (AMI)	10	6%
Housing Units affordable to households with incomes between 31 and 50% Area Median Income (AMI)	109	63%
Housing Units affordable to households with incomes between 51 and 80% Area Median Income (AMI)	49	28%

Source: Metropolitan Council

Table 3.2 - Households Experiencing Cost Burden	
Existing households experiencing housing cost burden with incomes below 30% AMI	19
Existing households experiencing housing cost burden with incomes between 31 and 50% AMI	23
Existing households experiencing housing cost burden with incomes between 51 and 80% AMI	14

Source: Metropolitan Council

Table 3.3 shows household characteristics in the city with comparisons to the county over the last three census periods and an estimate for 2015. The number of households (people living in one housing unit) and families (people living in one household and related to the householder) increased in the city and the county between 1990 and 2015. However, the percentage increase is substantially lower in New Germany than the county. As the numbers of households and families have grown, the average household size has decreased in the county, drawing closer to city proportions, which have remained fairly constant over the past 25 years.

Table 3.3 - Households and Families				
	1990	2000	2010	2015
New Germany				
Number of Households	138	143	146	163
Percent Increase		4%	2%	12%
Number of Families	92	95	99	98
Percent Increase		3%	4%	-1%
Carver County				
Number of Households	16,601	24,356	32,891	35,510
Percent Increase		47%	35%	8%
Number of Families	12,864	18,774	24,378	25,966
Percent Increase		46%	30%	7%

Source: 2010 U.S. Census and Metropolitan Council

New Germany has a smaller number of persons per household and persons per family than other western Carver County communities and the countywide average, as shown in **Table 3.4**. The number of persons per household and family decreased in New Germany, the cities, and the county between 1990 and 2000 but have deviated throughout the 2000s. New Germany, Mayer, and Norwood Young America have seen increases in persons per household while other communities and the county have continued to decline in average persons per household. Similar decreases between 1990 and 2000 and select increases since then can be seen in the average number of persons per family.

Table 3.4 - Historical Populations of Carver County Communities								
	Persons per Household				Persons per Family			
	1990	2000	2010	2015	1990	2000	2010	2015
New Germany	2.56	2.42	2.55	2.56	3.17	2.98	3.09	3.03
Hamburg	2.67	2.61	2.55	2.50	3.19	2.99	3.09	2.8
Mayer	2.84	2.78	2.96	3.04	3.39	3.26	3.30	3.37
Norwood Young America	2.78	2.65	2.55	2.61	3.31	3.19	3.05	3.16
Watertown	2.74	2.71	2.65	2.63	3.28	3.22	3.22	3.15
Carver County	2.84	2.84	2.74	2.75	3.26	3.26	3.22	3.21

Source: Decennial U.S. Census, 1990, 2000, 2010; Metropolitan Council Community Profiles/Estimates

Housing type and tenure for the city are shown in **Table 3.5**. The primary housing type in the city is single family homes, with the second highest being apartments in three to four unit buildings. In New Germany, over 80% of housing units were owned in 2010 rather than renter occupied.

Table 3.5 – Housing Tenure and Type, 2015							
	Single Family	Attached	Two Units	Three-Four Units	5+ Units	Mobile Homes	Total
Owner Occupied	119	0	0	2	0	0	121
Renter Occupied	13	0	6	5	21	0	45
Total	132	0	6	7	21	0	166

Source: 2011-2015 American Community Survey

About 67 percent of the residences in New Germany were built before 1970, as shown in **Table 3.6**. The majority of homes in New Germany were built before 1950. Only Hamburg has a similarly high percentage (55%) of older residences of the western Carver County communities. As a whole, over half of the new residences in Carver County have been built since 1970 with the vast majority constructed after 1990. Most of these new housing units have been constructed in the eastern communities of Chaska, Victoria, and Waconia.

Table 3.6 - Age of Housing in Carver County Communities									
	Pre 1950	1950-59	1960-69	1970-79	1980-89	1990-99	2000-09	Post 2010	Total
New Germany									
Number	72	18	23	28	9	6	10	1	167
Percent	43%	11%	14%	17%	5%	4%	6%	1%	100%
Hamburg	35%	7%	13%	16%	13%	8%	7%	0%	100%
Mayer	10%	2%	6%	4%	3%	8%	64%	4%	100%
Norwood Young America	20%	3%	10%	26%	5%	9%	24%	3%	100%
Watertown	11%	8%	2%	14%	15%	19%	29%	2%	100%
Carver County	11%	4%	5%	12%	14%	24%	28%	3%	100%

Source: 2011-2015 American Community Survey

Table 3.7 depicts the reported owner-occupied housing values in 2015. Nearly 90 percent of the homes in New Germany were valued less than \$200,000. The city has a higher percentage of lower cost homes and rental rates than the rest of the western Carver County communities. Also, the median value in New Germany in 2015 was the lowest compared to similar western communities and countywide.

Table 3.7 - Housing Values in Western Carver County Communities							
	Less than \$100,000	\$100,00 - \$199,999	\$200,00 - \$299,999	\$300,00 - \$499,999	Over \$500,000	Total	Median Value
New Germany	23%	66%	8%	2.5%	0%	100%	\$130,500
Hamburg	24%	63%	13%	1%	0%	100%	\$138,400
Mayer	3%	60%	33%	5%	0%	100%	\$188,900
Norwood Young America	13%	62%	22%	4%	0%	100%	\$163,500
Watertown	28%	43%	26%	3%	0%	100%	\$162,700
Carver County	8%	24%	28%	28%	13%	100%	\$267,000

Source: 2011-2015 American Community Survey

The median household income of New Germany residents in 2013 was \$64,131 compared to the median household income of \$80,049 for Carver County. While housing costs in New Germany are lower than average, this is somewhat offset by the lower incomes of resident households. **Table 3.8** shows median household incomes, sale values, and rental rates in New Germany and the county.

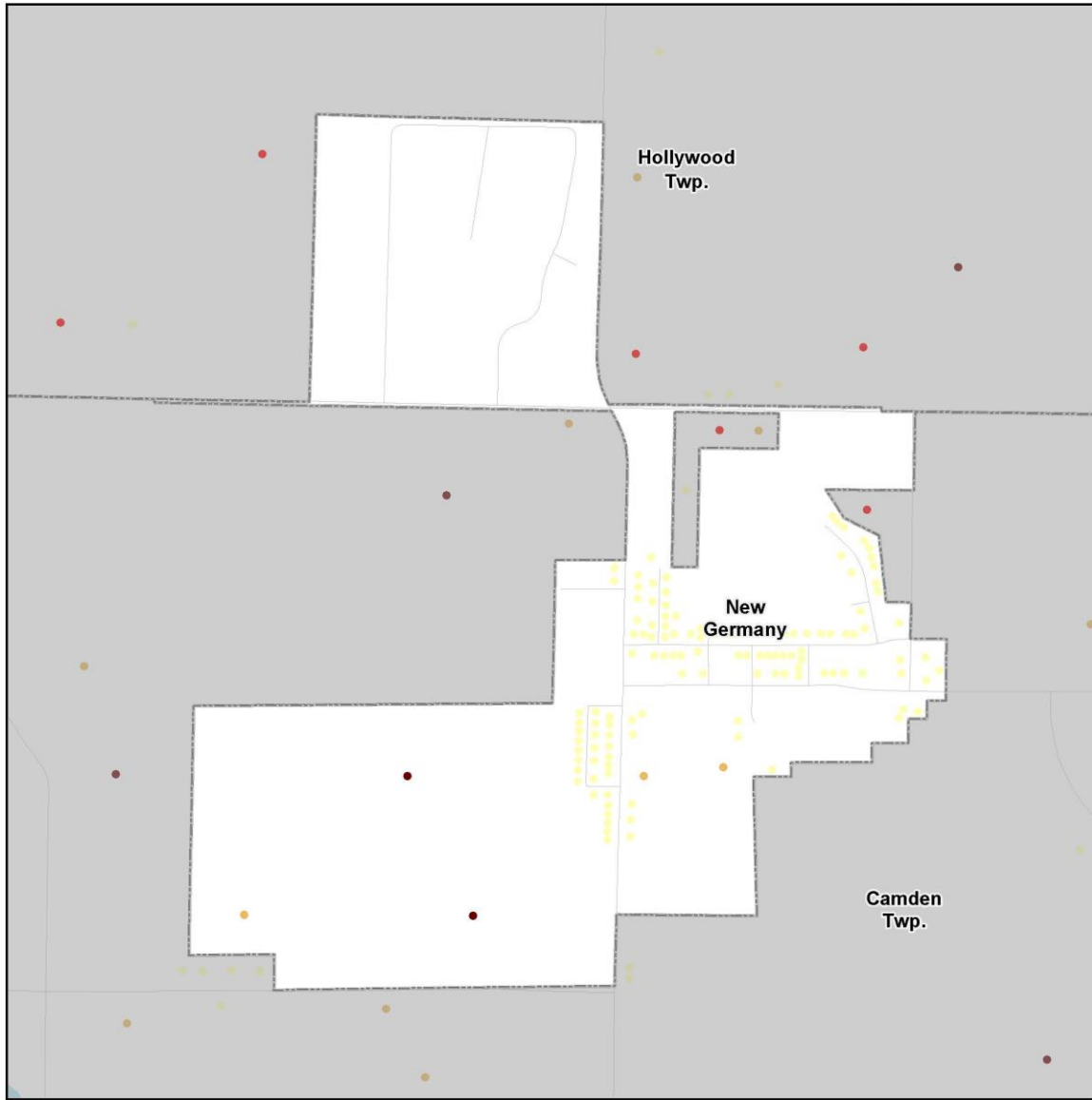
Table 3.8 - 2013 Income, Resale Values, and Rental Rates		
	New Germany	Carver County
Median Household Income	\$64,131	\$80,049
Average resale price of existing single family home	\$142,450	\$270,000
Average sales price of new construction single family home	\$220,000	\$310,804
Average Monthly Rental Rate		
- One-bedroom unit	\$540	\$763
- Two-bedroom units	\$650	\$973
Affordable/Subsidized rental Units	8	680

Source: Maxfield Research, Inc.

Figure 3.1 shows the location of owner occupied units in the city, by value. The vast majority are valued at less than \$238,000.

Figure 3.1: Owner Occupied Units by Value

Owner-Occupied Housing by Estimated Market Value
New Germany



- County Boundaries
- City and Township Boundaries
- Lakes and Major Rivers
- Street Centerlines

**Owner-Occupied Housing
Estimated Market Value, 2015**

- \$238,500 or Less
- \$238,501 to \$350,000
- \$300,001 to \$450,000
- Over \$450,000

1 inch = 0.2443 miles

Source: MetroGIS Regional Parcel Dataset, 2015 estimated market values for taxes payable in 2016.

Note: Estimated Market Value includes only homesteaded units with a building on the parcel.

Existing and Projected Housing Needs

Based on 2015 housing data, about 32% of households in New Germany currently are cost burdened, spending 30% or more of their income on housing expenses. Due to this reality, addressing housing affordability is a primary need in New Germany, and is expected to continue to be in the future.

The 2014 *Housing Needs Assessment for Carver County*, conducted by Maxfield Research, projects a housing demand of 450 units in New Germany from 2014 to 2040. It is notable that this is significantly higher than the Metropolitan Council forecast. Although the Metropolitan Council forecasts are being used in this plan, insights from the housing needs assessment are also being incorporated.

Of these units, it is projected that 60 units will be rental and 390 will be owner occupied. For rental units, it is anticipated all units will be general occupancy rentals. Most of New Germany's rental units are over 50 years old and will likely need renovations or replacement in the coming years, especially since there has been no multifamily housing development in New Germany in recent years.

For owner occupancy units, 25 of the 390 units are projected to be senior ownership options. There is no current demand for senior housing in New Germany, but demand will likely increase as the city's population ages. Approved and planned lots in the city should accommodate most single and multi-family housing demand through at least 2030.

Maxfield's assessment also projects New Germany, in combination with other Western Carver County communities (Cologne, Hamburg, Mayer, and Norwood Young America), will account for roughly 10% to 15% of Carver County's new housing development between 2020 and 2030. The majority of housing demand in New Germany is anticipated to be from residents seeking affordable single-family homes. Affordable rental demand is anticipated to increase after 2025.

Housing Market Study

The *Carver County Affordable Housing Update*, completed by Community Partners Research, Inc. in July 2017, looked into the housing market and stock within New Germany. The study found that the housing market in New Germany will be largely driven by anticipated household growth, which will demand a commensurate level of new housing unit creation. New Germany also has a notable amount of empty lots due to the fall in the housing market during the Great Recession, that will likely lead to an above normal level of development in the coming years for the city. The city is also planning on a waiver of outstanding assessments for the Trophy Lakes subdivision, and reduced sewer and water connection fees for new houses to stimulate growth. The study looked at growth in a five year period and assumed a projected growth of 3 to 5 households per year over the five year period. The study then assumed a tenure split of 20% renters and 80% owners, meaning the city would need to grow by 3 to 5 total rental units and 12 to 20 total owner units to meet growth-generated demand.

Home Ownership Recommendations

New Germany has seen an above-average level of growth and development in 2016 and 2017 as a result of the availability of deeply discounted lots that exist due to the housing market crash in the early 2010s. Two subdivisions, Black Forest and Trophy Lakes, are likely to be purchased and developed fully, and this will likely create enough housing to meet demand till 2021. The challenge that the city will likely face is creating a supply at market prices. The Black Forest subdivision will likely create affordable ownership units. The Trophy Lakes subdivision was designed to be a specialized community, and the values of the homes built there will likely be above market rate or developed into seasonal homes. It is possible that homes being built in the short term will meet the goal of affordable single family housing

for those between 50 and 80% AMI. To meet this goal for those at less than 30% AMI would likely require the construction of a small-scale subsidized rental project.

Rental Housing Recommendations

The rental market in New Germany is underserved, yet the city likely does not have the required elements to support much of a larger rental market. New Germany could be what is considered a “bedroom” community for a while. These communities generally have limited amenities, as they serve as people’s homes, but generally residents of these cities are actively engaged in other cities’ economies as well as having very little access for transportation to basic services. This has made it so that New Germany is a city with relatively few services and amenities and is therefore not an ideal location for rental or affordable housing. Still, the study recommends that New Germany plan to develop at least 3 to 5 units of rental housing in the next five years and notes that duplexes or four-plexes are the most likely form of rental housing to be supported in the city.

While the population in New Germany is older than the rest of the county, due to the extremely limited nature of the city’s rental market, there is realistically very little opportunity for housing units that are designed for a specific market, such as seniors. Instead, development should be built as accessible to seniors, but ultimately designed for general occupancy.

Affordable Housing Allocation

The Metropolitan Council prioritized housing affordability in the Thrive MSP 2040 Regional Policy and determined the allocation of affordable housing needed to meet the rising need of affordable housing across the region. Housing is considered “affordable” when no more than 30% of household income goes to housing, so households with different income levels have different thresholds of “affordable,” as outlined in **Table 3.9**. The Metropolitan Council selected the four-person household thresholds as the general measurement for affordable housing needs at each income level.

Table 3.9– Regional Household Income Levels, 2017			
Household Size	30% AMI	50% AMI	80% AMI
1-Person	\$19,000	\$31,650	\$47,600
2-Person	\$21,700	\$36,200	\$54,400
3-Person	\$24,400	\$40,700	\$61,200
4-Person	\$27,100	\$45,200	\$68,000
5-Person	\$29,300	\$48,850	\$73,450
6-Person	\$32,960	\$52,450	\$78,900
7-Person	\$37,140	\$56,050	\$84,350
8-Person	\$41,320	\$59,700	\$89,800

The allocation of affordable housing need is calculated based on a variety of factors:

- Projected growth of households experiencing housing cost burden
- Current supply of existing affordable housing, whether subsidized or naturally occurring
- Disparity of low-wage jobs and housing for low-wage households within a community

The Affordable Housing Allocation reflects the region’s forecasted population that will need affordable housing. According to the Metropolitan Council’s affordable housing allocation, New Germany’s share of affordable housing need is 21 new units between 2021 and 2030, as shown in **Table 3.10**.

Table 3.10 – Affordable Housing Allocation	
At or below 30 AMI	9
From 31 to 50 AMI	0
From 51 to 80 AMI	12
Total Number	21

Communities accomplish this affordable housing allocation by designating adequate vacant land or redevelopable land at minimum densities (units/acre) high enough to make affordable housing a viable option. The cost to build per unit decreases as the number of units per acre increases. Lower per unit costs make development an option for affordable housing developers as well as market-rate developers. The affordable housing allocation does not mean the city is forced to build this number of affordable units. However, the city must ensure the opportunity for affordable housing exists by guiding adequate vacant or redevelopable land for higher densities to meet the stated share.

To determine if the city can achieve the identified number of units, it is necessary to identify which future land use designations count towards the Affordable Housing Allocation need. According to the Metropolitan Council, any residential future land use designation that has a minimum density of eight units per acre or more will count towards affordable housing allocation calculations. **Table 3.11** features the future land use designations for New Germany and the minimum units per acre.

Table 3.11 – Future Residential Land Use Designations		
Land Use	Minimum Density (units/acre)	Qualify for Affordable Housing
Low Density	3	No
Medium Density	4	No
Mixed Use	8	Yes

Any vacant or redevelopable land designated as Mixed Use is counted in the affordable housing allocation calculations. In **Table 3.12** below, the net developable or redevelopable acres of each applicable land use have been multiplied by the minimum units per acre to determine the minimum number of units that could be developed. The Mixed Use designation is expected to be 50% residential, although it may also include commercial uses on the same parcels. Developable acreage does not include unbuildable areas, such as right-of-way, open water, and wetlands.

Table 3.12 – Development Potential for Affordable Housing Allocation				
Land Use	Net Acres	Min Units/Acre	% Residential	Units
Mixed Use	10	8.0	50%	40
Total	10	-	-	40
Planned/Staged for 2021-2030				
Mixed Use (Residential Use Only)	2.63	8.0	100%	21

With the potential for development in the Mixed Use designation, the City of New Germany has enough land to meet its allocation for affordable housing. This is intended to help address housing cost burden

within the city, for both owners and renters.

The City is committed to working with the Carver County Community Development Agency, Minnesota Housing Finance Agency and other organizations to maintain housing affordability in the community and to accommodate additional new affordable units. The implementation plan section of this chapter covers a range of programs available to assist with developing and maintaining affordable housing.

Affordable Housing Study

An affordable housing study done by Community Partners Research, Inc. estimates that the city would need to create one to two rental units in the next five years to serve demand. The allocation between these units would ideally be one that serves households under 30% AMI and one that is affordable to those that are between 50 and 80% AMI. The development of some of these units will likely be challenging.

For units that are affordable between 50 and 80% AMI, New Germany may have already met the demand with the construction of units in the Black Forest subdivision. The potential for achieving any level of production within the most affordable price ranges (below 50%) of median income is very unlikely. The City should attempt to encourage construction in a moderate price range, serving households up to 80% AMI.

Housing Implementation Plan

The City of New Germany is committed to encouraging the availability of affordable housing as a long-term community value. Today, many of the existing homes in New Germany are considered affordable for a family of four whose annual adjusted income is at or below 80 percent of the area median income.

The City will continue to participate and work with programs offered by the Carver County Community Development Agency (CDA) and the Minnesota Housing Finance Agency. Additionally, the City will continue to maintain the existing zoning ordinance standards that allow densities that are consistent with affordable housing objectives.

In recent years, New Germany and its residents have benefitted from the Carver County CDA's programs in the following ways:

- Four homebuyer counselees from 2008 to 2016
- 35 foreclosure prevention counselees from 2008 to 2016

Table 3.13 provides a range of local options for housing implementation, based on some general housing goals for the community. **Table 3.14** provides information on the Carver County programs that can be used to further housing goals. The City of New Germany will consider supporting and implementing CDA programs in partnership with the CDA, as development occurs, to meet identified housing needs and goals. The City will review the implementation plan with the Carver County CDA.

Table 3.13 – Housing Implementation

Housing Goal/Need	Implementation Opportunity/Available Tool	Circumstance and Sequence of Use
Affordable Housing (up to 80% AMI)	Planned Unit Development (PUD)	The City would consider a PUD application in the R2 and B zoning districts to accommodate affordable housing at or below 80% AMI.
	Tax Abatement	The City would consider tax abatement for development proposals including housing affordable at or below 80% AMI.
	Tax-Increment Financing (TIF)	The City would consider TIF for proposals of this housing type in locations guided at appropriate densities and land use categories as shown on the future land use map.
	Housing Bonds	It is unlikely the City will consider issuing housing bonds to support affordable housing development.
	Landlord Education for Inclusive Housing Policies	The City will partner with the CDA and other agencies to offer educational resources to landlords.
	Site Assembly	The City would consider assembling a site for this housing need. This could include acquiring and holding land as well as sub-allocating such monies to a qualified developer approved by the City Council.
	Super or Consolidated RFP	The City would consider supporting an application to RFP programs for housing affordable at or below 80% AMI in residential locations of the future land use map.
	Community Development Block Grant (CDBG)	The City is not planning on using allocated CDBG funds for this housing type.
	Inclusionary Zoning Policy	The City will consider the exploration and development of Inclusionary Zoning policy to incentivize the development of affordable housing in the city
	Preservation Strategies: 4d	The City will provide referrals to the CDA and other agencies who offer resources to owners of existing rental properties regarding 4d program tax breaks.
	Referrals	The City will work with Carver County CDA to provide information on potential resources to the best of its ability. Due to limited resources, it is unlikely the City will implement this strategy on their own.
Preserving Existing Rental Housing Stock	Rental Rehabilitation Grants and Loans	The City will partner with the CDA and other agencies to offer resources to landlords for rehabilitation grants/loans for existing rental properties.
	4d Tax Program	The City will partner with the CDA and other agencies to offer resources to owners of existing rental properties regarding 4d program tax breaks.
	Rental License and Inspection Program	Due to limited resources, it is unlikely the City will develop rental license and inspection programs.
	Landlord Education for Inclusive Housing Policies	The City will partner with the CDA and other agencies to offer educational resources to landlords of existing rental properties.

	Low Income Housing Tax Credit (LIHTC) Preservation	The City will track existing and future LIHTC properties to potentially coordinate protection of life-cycle housing, particularly for 60% AMI and below.
Supporting Young/First-time Homeowners	Single Family Rehabilitation Grants and Loans	The City will partner with the CDA and other agencies to offer resources to homeowners for home rehabilitation grants/loans.
	Start-Up Loan Program	Minnesota Housing program to assist first-time homebuyers with financing a home purchase and down payment through a dedicated loan program. The City may partner to offer education about this program.
Maintaining Homeownership	Single Family Rehabilitation Grants and Loans	The City will partner with the CDA and other agencies to offer resources to homeowners for home rehabilitation grants/loans.
	Foreclosure Prevention Counseling	The City will partner with the CDA and other agencies to offer foreclosure prevention resources to homeowners.
	Step-Up Loan Program	Minnesota Housing program to assist non first-time homebuyers to purchase or refinance a home through a dedicated loan program. The City may partner to offer education about this program.
Senior Housing	Planned Unit Development (PUD)	The City would consider a PUD application for senior housing in the R2 and B zoning districts.
	Expedited Pre-application Process	The City would consider creating a pre-application process to identify ways to minimize unnecessary delay for projects prior to formal application process.
	Site Assembly	The City would consider assembling a site for this housing type. This could include acquiring and holding land as well as sub-allocating such monies to a qualified developer approved by the City Council.
	Zoning Ordinance	The City will review the zoning ordinance and identify policies or regulations that may inhibit senior housing development.
	Tax Abatement	The City would consider tax abatement for a senior housing project affordable at or below 80% AMI.
	Tax-Increment Financing (TIF)	It is unlikely the City would support the use of TIF for this need/goal.
	Housing Bonds	It is unlikely the City will consider issuing housing bonds to support senior housing development.
	Super or Consolidated RFP	The City would consider supporting an application to RFP programs for senior housing affordable at or below 80% AMI in residential locations of the future land use map.
	Community Development Block Grant (CDBG)	The City is not planning on using allocated CDBG funds for this housing type.
Increasing the Livability of the City	Livable Communities Demonstration Account	The City would consider supporting/sponsoring an application to Livable Communities Account programs to address above housing needs/goals.
	Home Improvement Loans	Minnesota Housing program to assist to homeowners in financing home maintenance projects to accommodating a physical disability or select energy efficiency improvement

		projects. The City may partner to offer education about this program.
	ADU Ordinance	The City will consider developing an ordinance permitting the construction of accessory dwelling units or guest homes in specific zoning districts.
	Program or Framework	The City will consider working with stakeholders to develop guiding principles, frameworks, and action plans to consider and incorporate the needs of older residents into development decisions.
	Participation in Housing-Related Organizations	The City will participate in housing-related organizations where applicable to citywide housing priorities.
	Fair Housing Policy	The City will consider developing a Fair Housing Policy.

Table 3.14 – Carver County Community Development Agency Services

Tools	Purpose	Policy	City Implementation/ Partnership Opportunity
Community Land Trust (CLT)	Provide affordable housing to households below 80% AMI	CLT homes are sold to homebuyers below the market value and remain permanently affordable through a 99-year renewable ground lease.	Affordable housing up to 80% AMI, supporting first-time homeowners, maintaining homeownership
Affordable Mortgage Products/MCPP (Minnesota Cities Participation Program)	Provide mortgages to those on a median income limit with low interest rates	Affordable mortgages are available to Carver County residents through participating lenders in the Start Up and Step Up Loan programs. Borrowers must meet median income limits and interest rates are kept low by funding mortgages through a bonding allocation. First time homebuyers who are income qualified may also access down payment closing cost assistance. This service is accessed through the Homebuyer Services program.	Affordable housing up to 80% AMI, supporting first-time homeowners, maintaining homeownership
Homebuyer Education and Pre-Purchase Counseling	Provide educational workshops to better inform prospective homeowners	An eight hour in person workshop or an online interactive tool are available from the CDA to provide advice and guidance to prospective homebuyers through professionals that covers topics such as budgeting, credit scores, and home maintenance.	Supporting first-time homeowners
Homeowner Counseling	Provide post-purchase counseling to homeowners about issues relating to their homes	The CDA provides counseling to homeowners that may be considering options when faced with refinancing a mortgage or facing foreclosure due to missing mortgage payments. The program operates either in person or via phone.	Supporting first-time homeowners, maintaining homeownership
CDA Rental Housing	Provide affordable and/or subsidized housing across the county	The CDA operates 610 units of affordable and/or subsidized housing across the county, 297 senior housing units and 313 workforce housing units. 33% of the units are subsidized through federal programs that require income limits.	Affordable housing up to 80% AMI
Rental Assistance/ Vouchers	Provide affordable housing	The CDA provides access to a variety of housing assistance programs such as: Shelter Plus Care, Bridges/Bridges RTC/Bridges EHLIF, Housing Trust Fund, HTF Re-entry. Residents find housing in the private market and pay rent based on income, and the CDA makes up the difference. These are exclusively for households between 30-50% AMI,	Affordable housing between 30 and 50% AMI; since New Germany does not have an affordable housing allocation for this income bracket, this resource/program is unlikely to be utilized.

		depending on the program. Some programs also help secure housing for those with serious and persistent mental illness.	
Rental and Homeless Displacement Counseling	Provide counselors to work with clients to address particular needs to secure housing	The CDA is a HUD approved rental and homeless counseling agency. Counselors provide budget and financial analysis to ensure affordability, refer low-to-moderate income households to appropriate sources, and well as other counseling services.	Citywide
Coordinated Entry	Provide assistance for single adults and families that are homeless and connect them with housing options	The CDA acts as a conduit to the Coordinated Entry System, which is HUD mandated to connect the homeless with housing program resources. The Coordinated Entry system is required to be used with all programs through the CDA.	Citywide
Deposit Fund	Provide assistance in the form of funding for homeless individuals or families for housing	When homeless individuals or families have found stable housing but lack the funds needed to lease-up, this fund can be used to bridge the gap in the security deposit. The deposit is a no interest loan, and payments are structured so the previously homeless family can afford the payments.	Citywide

Housing Goals

The Carver County Community Development Authority (CDA) has indicated through its partnership with the Fair Housing Implementation Council (FHIC) that the following goals should be considered by municipalities throughout Carver County:

- 5G. Develop and deliver a fair housing education and training program for elected officials and municipal staff focused on concepts such as disparate impact and the impact of public infrastructure investments on fair housing choice.
- 6D. Consider development incentives such as density bonuses and expedited permitting processes or fee waivers for voluntary inclusion of affordable units or mandatory set asides in cases where local government funding or approvals are provided, should be adopted across all jurisdictions to encourage or require mixed-income, affordable units.

While New Germany will consider participation in fair housing education, this does not mean it is the City's role to manage or administer fair housing complaints.

Chapter 4: Parks and Trails

Purpose

The purpose of this chapter is to provide an overview of existing and planned parks and trails serving New Germany.

Parks are an important asset for a community, providing space for recreation, leisure, community gatherings, and preservation of natural resources. They also increase overall community livability, and may increase property values for nearby uses.

Trails likewise provide recreation and leisure options. They can connect parks and other community destinations. Longer trails, such as the Dakota Rail Regional Trail, can attract people from out of town who may bring activity and revenue to area businesses. Additionally, trails may serve a transportation function (further detailed in Chapter 5 Transportation).

Figure 4.1 shows existing and planned parks and trails in New Germany.

Regional Parks and Trails

Dakota Rail Regional Trail runs through New Germany, running parallel to Broadway Street East/County Road 30. This trail runs from Wayzata to Lester Prairie, and is paved up to the Carver/McLeod County line. The trail follows an old railroad alignment, with the most recent segment through New Germany completed as of 2013. It links New Germany to the cities of Mayer and St. Bonifacius.

The trail is managed by Carver County. Biking and hiking are allowed along the trail, and dogs are allowed if kept on leashes. Trail access and parking are located via a trailhead near the intersection of County Road 30 (Broadway Street East) and City Road 33 (State Avenue South). There is a modest amount of linear open space along the trail corridor, although with no active uses except the trail itself.

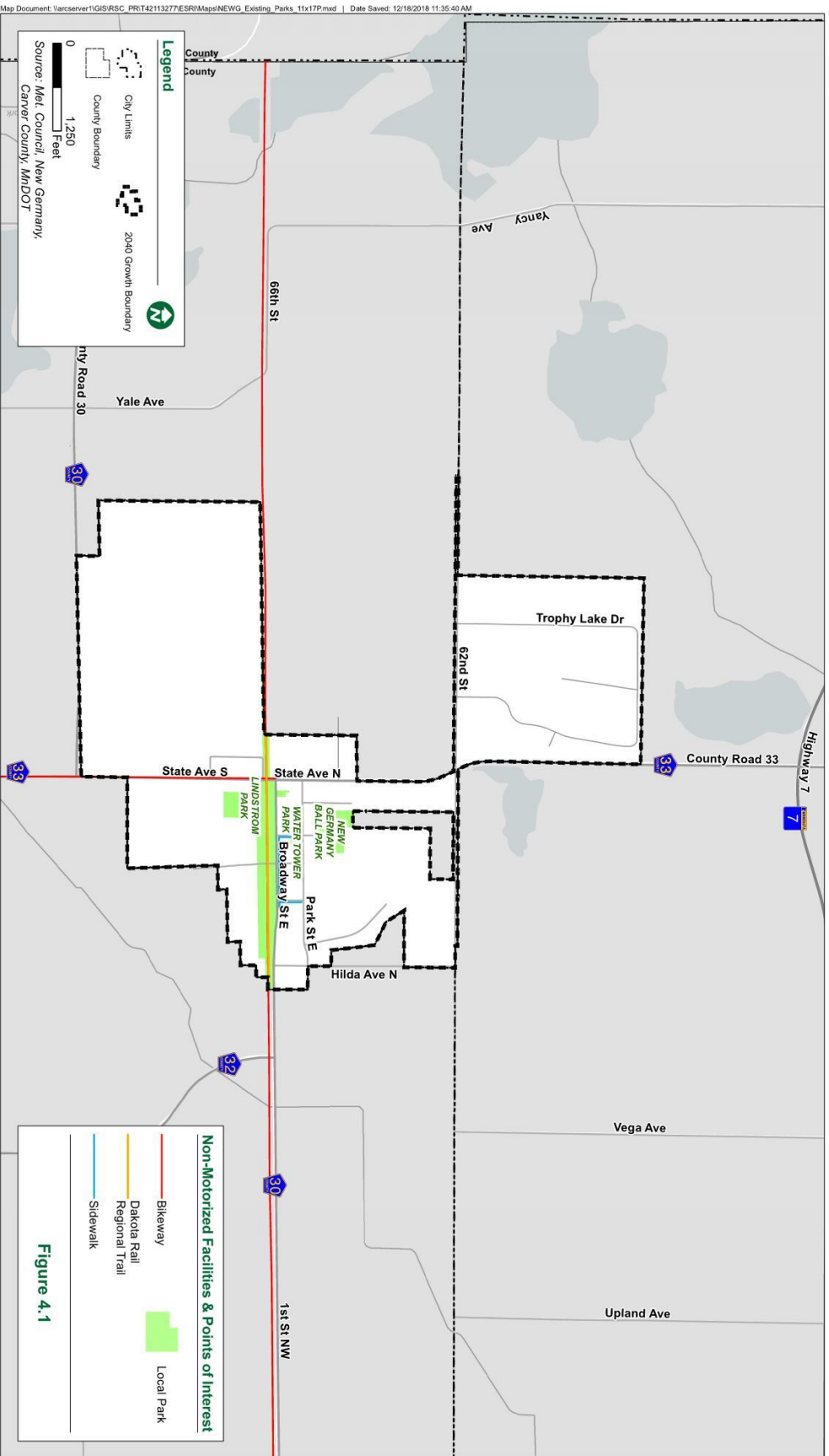
All planned projects with the Dakota Rail Regional Trail were completed by 2013, and any future connections to other planned regional trails are not expected to be located in or near New Germany.

A snowmobile trail runs through New Germany. The primarily north-south route roughly parallels CSAH 33, with an eastward jog running parallel to CSAH 30 within city limits. State-supported grant-in-aid snowmobile trails connect the community with an extensive network of trails throughout the state and provide recreational opportunities for residents.

At present, there are no regional parks in New Germany. The closest one to the city is Baylor Regional Park, located approximately six miles south of New Germany on Eagle Lake, near Norwood Young America. That 201-acre regional park features camping sites, picnic areas, showers, swimming beach, beach house, reservable picnic shelters, ball field, sand volleyball court, horseshoe pits, trails, a community room, the Eagle Lake Observatory, and an 18-hole disc golf course. Park hours are from 6:00 AM to 10:00 PM.

There are no state or federal recreational lands within New Germany.

Figure 4.1: Existing and Planned Parks and Trails



Local Parks and Trails

There currently are four local parks in New Germany, that provide a variety of recreational and leisure opportunities. Two parks have baseball/softball diamonds and one park has a playground. **Table 4.1** shows park amenities by location. Lindstrom Park, the city’s largest park, is adjacent to the Dakota Rail Regional Trail trailhead, providing additional recreational options.

Table 4.1 – Park Amenities By Location				
Amenities	Baseball Park	Tower Park	Lindstrom Park	Gazebo Park
Picnic Area/Shelter			X	
Playground		X		
Horseshoe Pits			X	
Concession Stand and Bathrooms			X	
Grandstand/Gazebo	X			X
Sport Courts	Baseball/ Softball	Basketball	Baseball/Softball, Tennis, Volleyball	

In addition to these city parks and amenities, St. Mark’s-St. John’s Lutheran School has a baseball diamond and playground facilities.

Planned Improvements

There is a wide shoulder along CSAH 33 south of CSAH 30 that is adequate to serve as a bicycle facility. The County has plans for additional road rehabilitation on CSAH 33 south of the city limits to Norwood Young America, creating the possibility of a connecting trail along this corridor. Since most of this corridor is outside New Germany city limits, any future project would need to be coordinated with Carver County and other cities and townships connected by the facility.

At present, there are no specific plans for park improvements, besides ongoing maintenance and upgrades to existing facilities and equipment through the City’s standard budgeting process. If the County was to pursue future improvements to the regional trail system and its amenities, the City would cooperate with any plans and implementation.

As residential neighborhoods are built out, it is anticipated that additional public parkland may be dedicated and trails constructed to accommodate growth in the population in accordance with City Ordinance(s). At the time of development review, the City will consider and guide the developer’s proposal to ensure the new park is complementary to the existing parks and trails system and expands recreational opportunities for residents.

Chapter 5: Transportation

Introduction

Overview

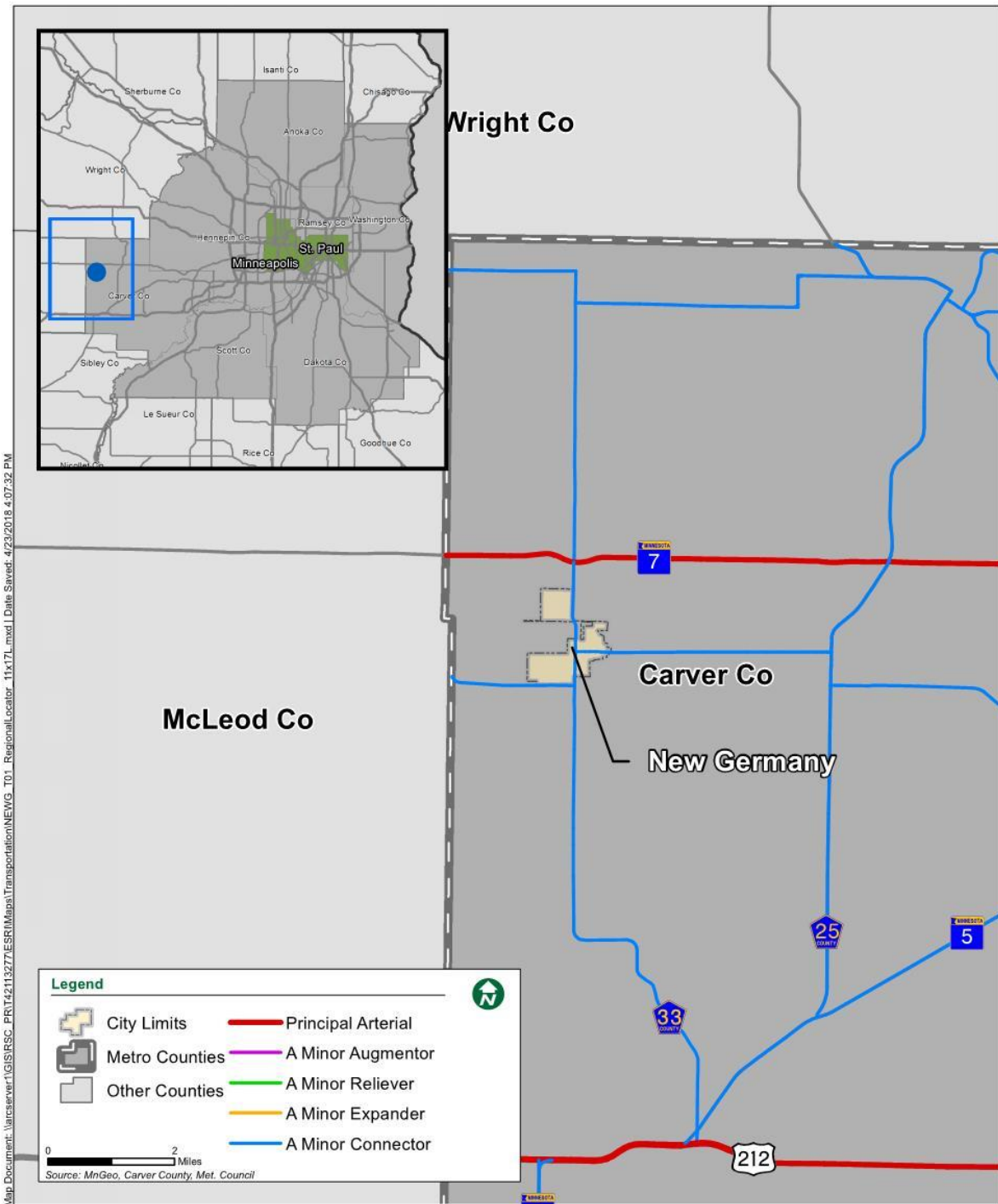
The City of New Germany is a growing community located in western Carver County (see **Figure 5.1**). New Germany has been identified by the Metropolitan Council as a Rural Center. Rural Centers are local commercial, employment, and residential activity centers serving rural areas in the region. It is expected this area will see growth in population and jobs by 2040. Accommodating this growth will involve improvements and expansions to the existing transportation network in and around the city. The timing of many of these improvements will be coordinated with future development plans.

The primary purpose of this chapter is to provide guidance to city staff and elected officials regarding the implementation of effective, integrated transportation facilities and programs through the 2040 planning timeframe. This chapter is consistent with regional requirements for transportation as captured in the Metropolitan Council's 2040 Local Planning Handbook.

This chapter is organized into the following sections:

- Roadway Existing Conditions
- Summary of Relevant Transportation Studies
- Roadway System Plan
- Non-Motorized Existing Conditions and System Plan
- Transit Existing Conditions and System Plan
- Freight Plan
- Aviation Plan
- Implementation Plan

Figure 5.1: Regional Location



Existing Roadway Conditions

Existing Traffic Volumes and Crash Data

The most basic characteristic of a given roadway is the volume of traffic that it carries. Existing traffic volumes on roadways within New Germany are presented on **Figure 5.2**. This is the most current MnDOT data available for traffic volumes on these roads.

The most recent crash data for roadways also are summarized on **Figure 5.2**. It can be seen that the highest volumes of crashes are at:

- CSAH 33 and 62nd Street
- Broadway Street East and Adams Avenue
- Broadway Street East and CSAH 32 (outside city limits)
- MN Highway 7 and CSAH 33 (outside city limits)

Jurisdictional Classification

Roadways are classified on the basis of which level of government owns and has jurisdiction over them. In the case of New Germany, roadways are under the jurisdiction of MnDOT, Carver County, or the City of New Germany. **Figure 5.3** depicts the existing roadway jurisdictional classification system in New Germany.

Functional Classification

The functional classification system is a roadway network that distributes traffic from neighborhood streets to collector roadways, then to minor arterials, and ultimately the Metropolitan Highway System. Roads are placed into categories based on the degree to which they provide **access** to adjacent land uses and lower level roadways versus providing higher-speed **mobility** for “through” traffic. Functional classification is a cornerstone of transportation planning. Within this approach, roads are located and designed to perform their designated function.

The current roadway functional classification map for New Germany as identified by the Metropolitan Council is presented on **Figure 5.4**. The roadway system presently consists of four roadway functional classifications:

- Principal arterial
- “A” minor arterial
- Major collector
- Local street

Figure 5.3: Existing Roadway Jurisdiction

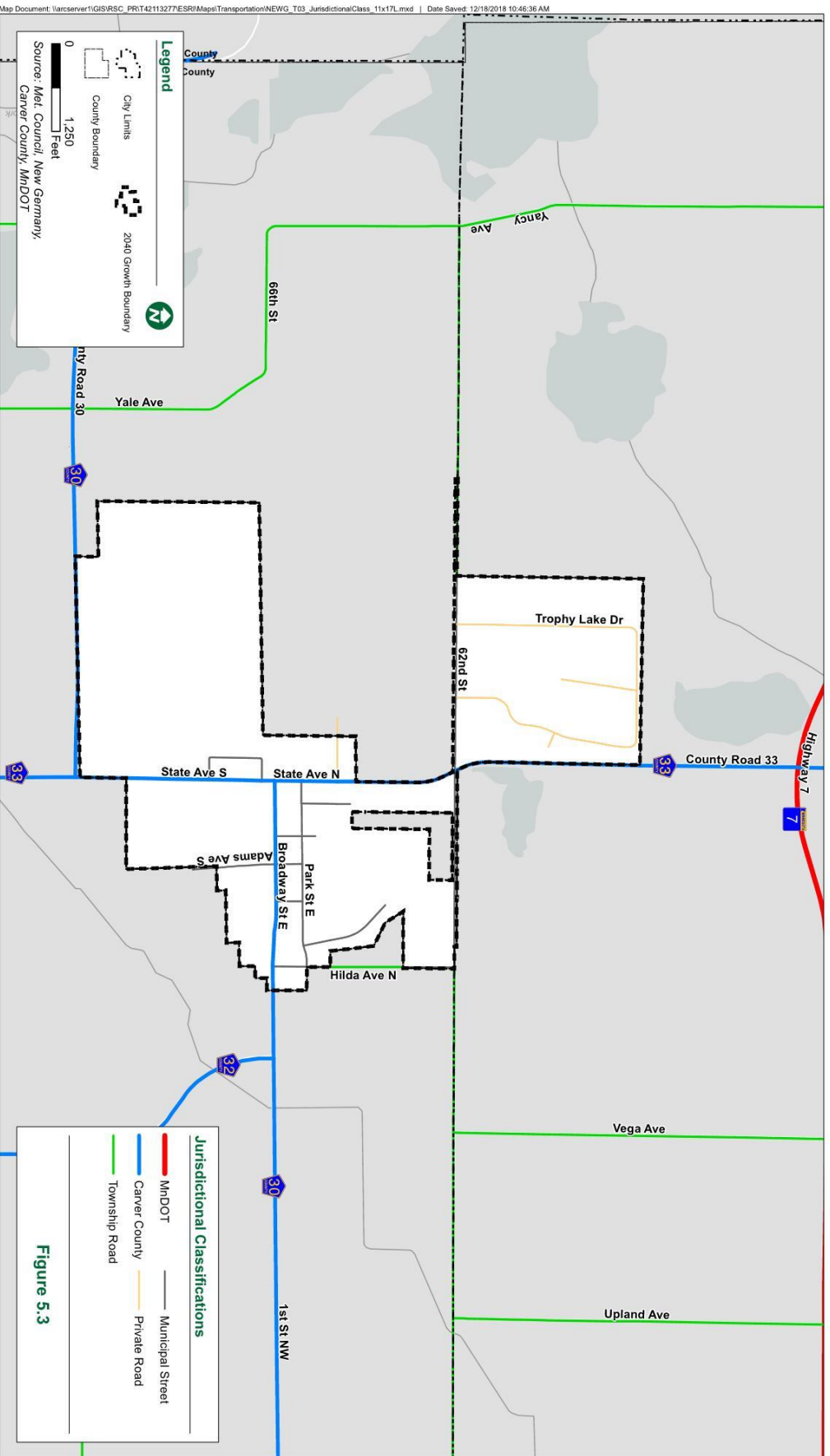
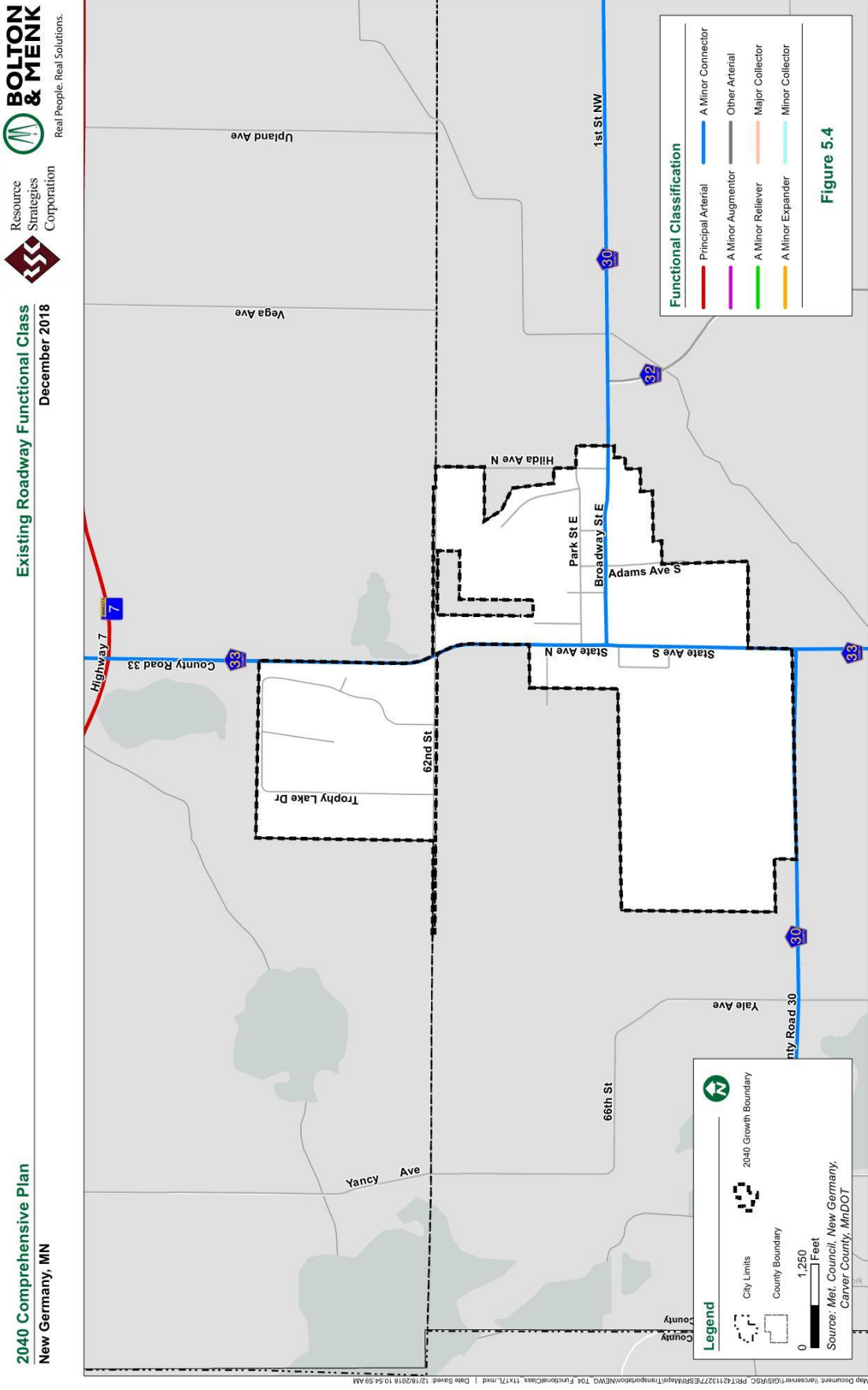


Figure 5.4: Existing Roadway Functional Class



For arterial roadways, the Metropolitan Council has designation authority. Local agencies may request that their roadways become arterials (or are downgraded from arterial to collector), but such designations or re-designations must be approved by the Metropolitan Council. The agency which has jurisdiction over a given roadway (e.g. Carver County or the City of New Germany) has the authority to designate collector status. Each functional class located in New Germany is described below.

Principal Arterials

Principal arterials are the highest roadway classification and make up the Metropolitan Highway System. The primary function of these roadways is to provide mobility for regional trips, and they do not provide a land access function. They are intended to interconnect regional business concentrations in the metropolitan area, including the central business districts of Minneapolis and St. Paul. These roads also connect the Twin Cities with important locations outside the metropolitan area. Principal arterials are generally constructed as limited access freeways but may also be multiple-lane divided highways.

The closest principal arterial to New Germany is MN Highway 7, located north of the city limits. There currently are none within the city's existing or planned boundary.

"A" Minor Arterials

These roads connect important locations within the City of New Germany with access points of the metropolitan highway system and with important locations outside the city. These arterials are also intended to carry short to medium trips that would otherwise use principal arterials. While "A" minor arterial roadways provide more access than principal arterials, their primary function is still to provide mobility rather than access to lower level roadways or adjacent land uses.

Metropolitan Council has defined four sub-categories of "A" minor arterials: reliever, expander, connector, and augmentor. These sub-categories are primarily used by the Metropolitan Council to allocate federal funding for roadway improvements. The different types do not have separate, specific design characteristics or requirements. However, they have somewhat different functions in the roadway network, and are typically found in certain areas within the region.

- **Relievers** provide supplementary capacity for congested parallel principal arterials. They are typically found in urban and suburban communities.
- **Augmentors** supplement the principal arterial system in more densely developed or redeveloping areas. They are typically found in urban communities.
- **Expanders** supplement the principal arterial system in less densely developed or redeveloping areas. They are typically found in urban and suburban communities.
- **Connectors** provide safe, direct connections between rural centers and to principal arterials in rural areas without adding continuous general purpose lane capacity. They are typically found in rural communities.

As shown on **Figure 5.4**, the "A" minor roads in New Germany are connectors, providing access to other "A" minor arterials and principal arterials for a rural center. The "A" minor arterial roadways in New Germany are identified in **Table 5.1**.

Table 5.1 – “A” Minor Arterial Roadways			
Roadway	From	To	Number of Travel Lanes (Total)
CSAH 30	Yale Avenue	CSAH 32	2
CSAH 33	MN Highway 7	CSAH 30	2

Major and Minor Collectors

Collector roadways provide a balance of the mobility and land-use access functions discussed above. They generally serve trips that are entirely within the city and connect neighborhoods and smaller commercial areas to the arterial network. Minor collectors generally are shorter in length, with lower volumes and lower speeds than major collectors. Current collector roadways are identified in **Table 5.2**, below.

Table 5.2 – Major and Minor Collector Roadways			
Roadway	From	To	Number of Travel Lanes (Total)
Major Collectors			
CR 32 (outside city limits)	CSAH 30	CSAH 135	2

Problem Issues and Locations

The planning process involved discussions with city staff, city leadership, and community stakeholders regarding transportation problems and their locations.

At present, there are few major concerns within the City of New Germany. Traffic on city roadways is relatively low volume, and there are few serious accidents. While there had been past discussion at the local and county level about creating a north-south bypass route for CSAH 33 to relieve pressure from increased traffic due to growth, the scaling back of existing and forecasted growth has led to lack of support for this alternative. In fact, there is an interest in maintaining as much traffic as possible on the existing CSAH 33 alignment to support New Germany’s downtown business district located along the corridor.

The shift to including fewer new roads in the long-range plan is a county-wide trend. Carver County has significantly scaled back the planned road network improvements shown in the 2030 plan, with the exception of eastern portions of the county experiencing high levels of growth and increasing congestion. This reflects scaled-back expectations of growth post-recession, as well as fiscally responsible planning for what is achievable given existing and potential funding sources. While a recent sales tax increase at the county level will fund transportation improvements, projects in the western portion of the county will predominantly be for maintenance and safety rather than capacity expansions.

There have been a few crashes along CSAH 33, including one involving a pedestrian, but not on a scale that indicates a major problem. It is recommended that the City and County continue to monitor crashes along that corridor, particularly as the relatively new Dakota Regional Rail Trail may lead to an increase in bicycle and pedestrian activity in the vicinity.

Some stakeholders did indicate that they had concerns about the intersection of CSAH 33 and Trunk

Highway 7, which is located north of New Germany, outside the city limits and the limits of planned growth. Concerns were raised about the intersection's location along a curved section of Highway 7 and other issues that contributed to problems with sight lines for people turning at that intersection. This concern is supported by crash data which show 21 incidents there over a five-year period, a far greater number than any other intersection in New Germany. While this intersection would be outside of the city's jurisdiction (being outside the city limits and on county and state roads), the City would support safety improvements at that location to mitigate the concerns raised.

Summary of Relevant Transportation Studies

A summary of transportation studies relevant to the City of New Germany's roadway system is provided below.

Carver County Roadway Safety Plan (2013)

The *Carver County Roadway Safety Plan* was commissioned by MnDOT as part of a statewide highway safety planning process. This study covers the entire Carver County roadway system and aims to reduce the number of fatal and serious injury crashes on county highway systems. The study analyzed safety data and recommended a number of improvements. The expectation of the plan was that it would be periodically updated to reflect additional safety needs.

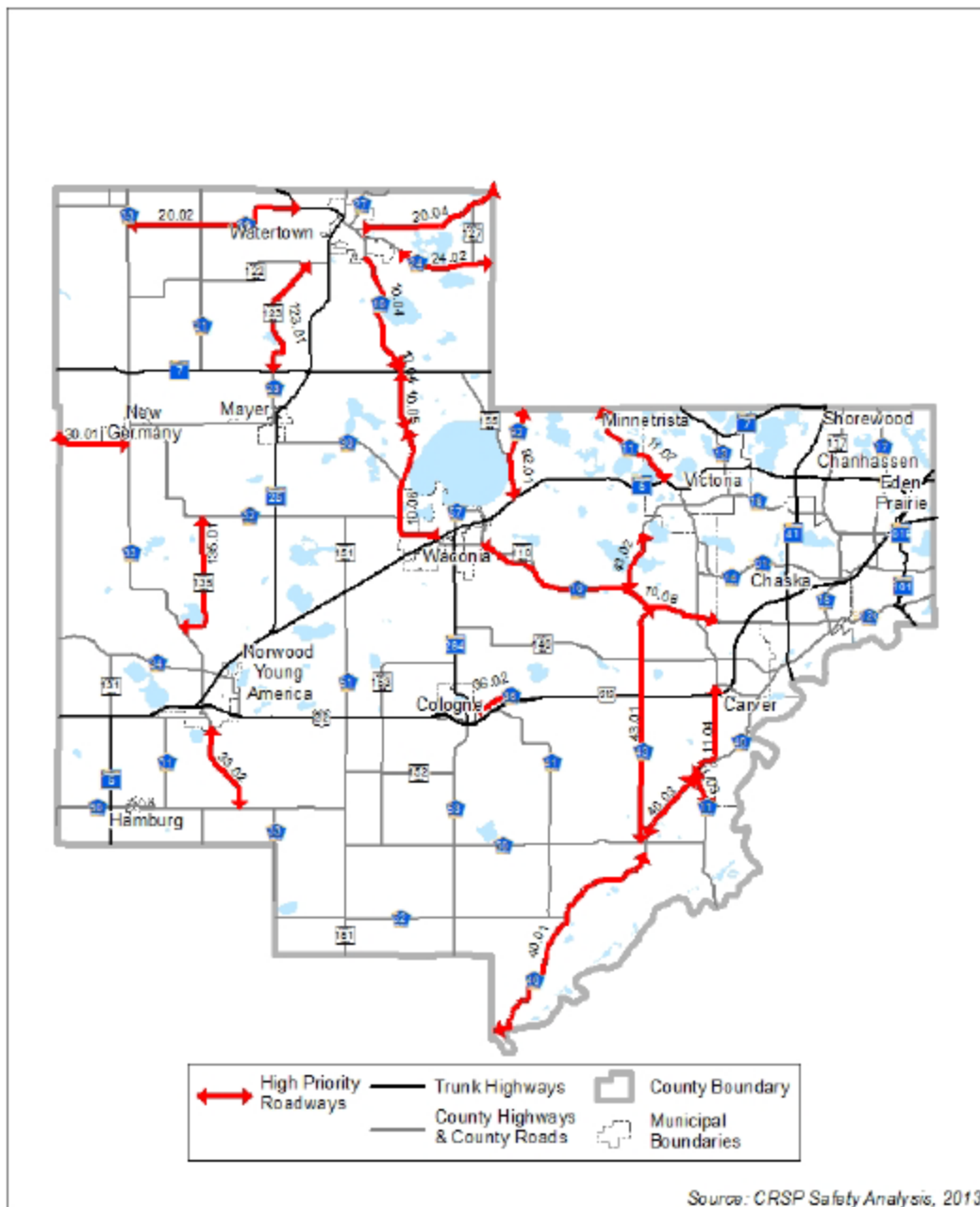
The study identified CSAH 30 between CSAH 33 and New Germany city limits (on the southwest side of the city) as a priority corridor for safety improvements. To address safety issues, the study recommended some lane reconfigurations and other adjustments. These recommendations were addressed in part through a 2013 reconstruction of a portion of CSAH 30 and related improvements.

The study also identified the intersection of CSAH 33 and TH 7 as the County's top priority for safety improvements. The study recommended consideration of a range of options that might be used to address concerns, including a roundabout, directional median, dynamic warning sign, upgraded lighting, and other upgraded signage and marking. A mainline dynamic warning sign was installed by MnDOT in 2013, which indicates to traffic on CSAH 33 when there is approaching traffic on TH 7. However, additional improvements to this intersection may be merited to further address safety issues.



Another priority intersection identified near New Germany is CSAH 30 and CSAH 32. Safety improvements to this intersection and the nearby roadway are being addressed through an upcoming reconstruction project of CSAH 30 between New Germany and Mayer.

Illustrations on the following pages show the location of priority intersections and corridors throughout the county.



Source: CRSP Safety Analysis, 2013

Figure 4-10
Rural Segment Projects

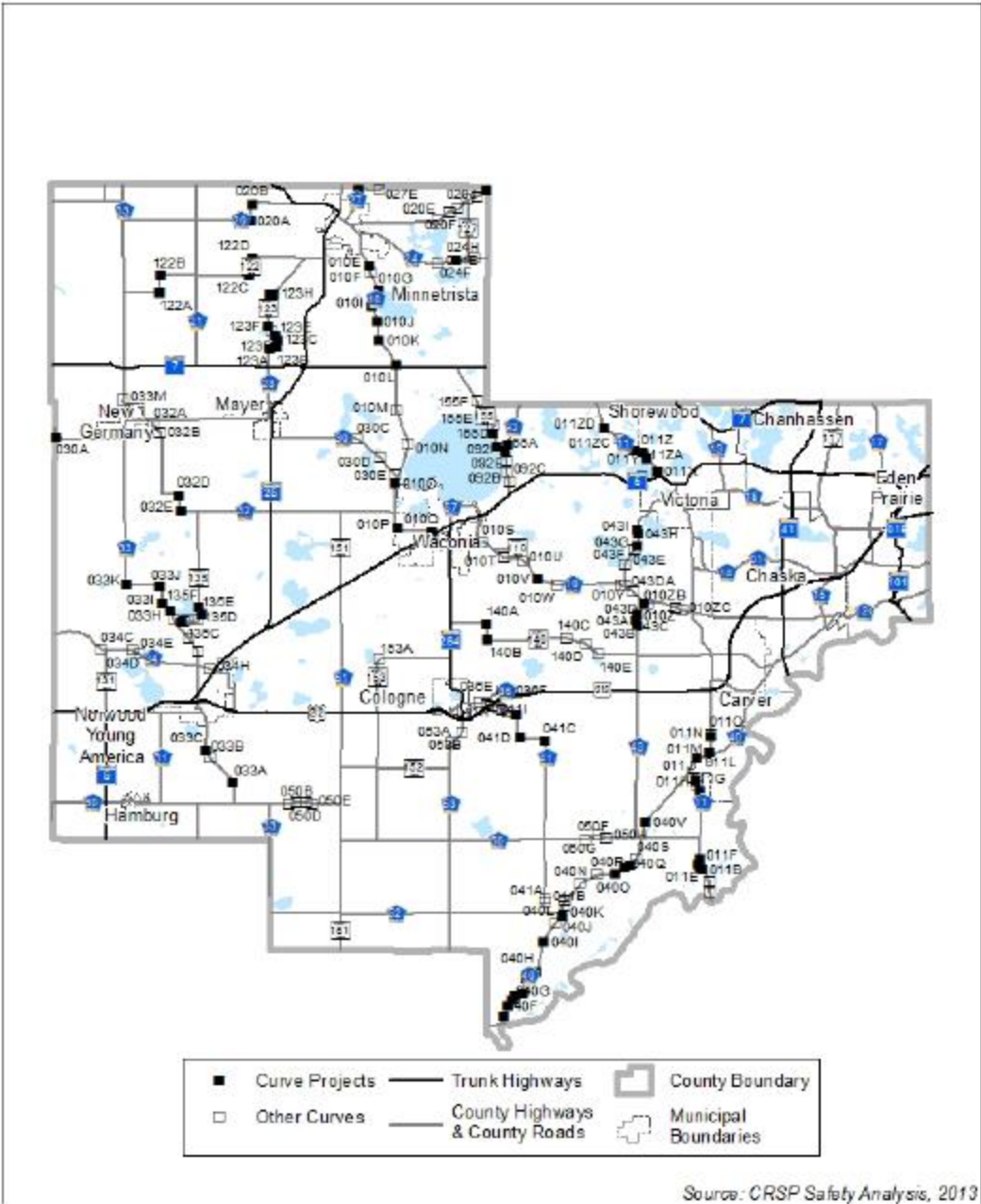


Figure 4-11
Rural Curve Projects

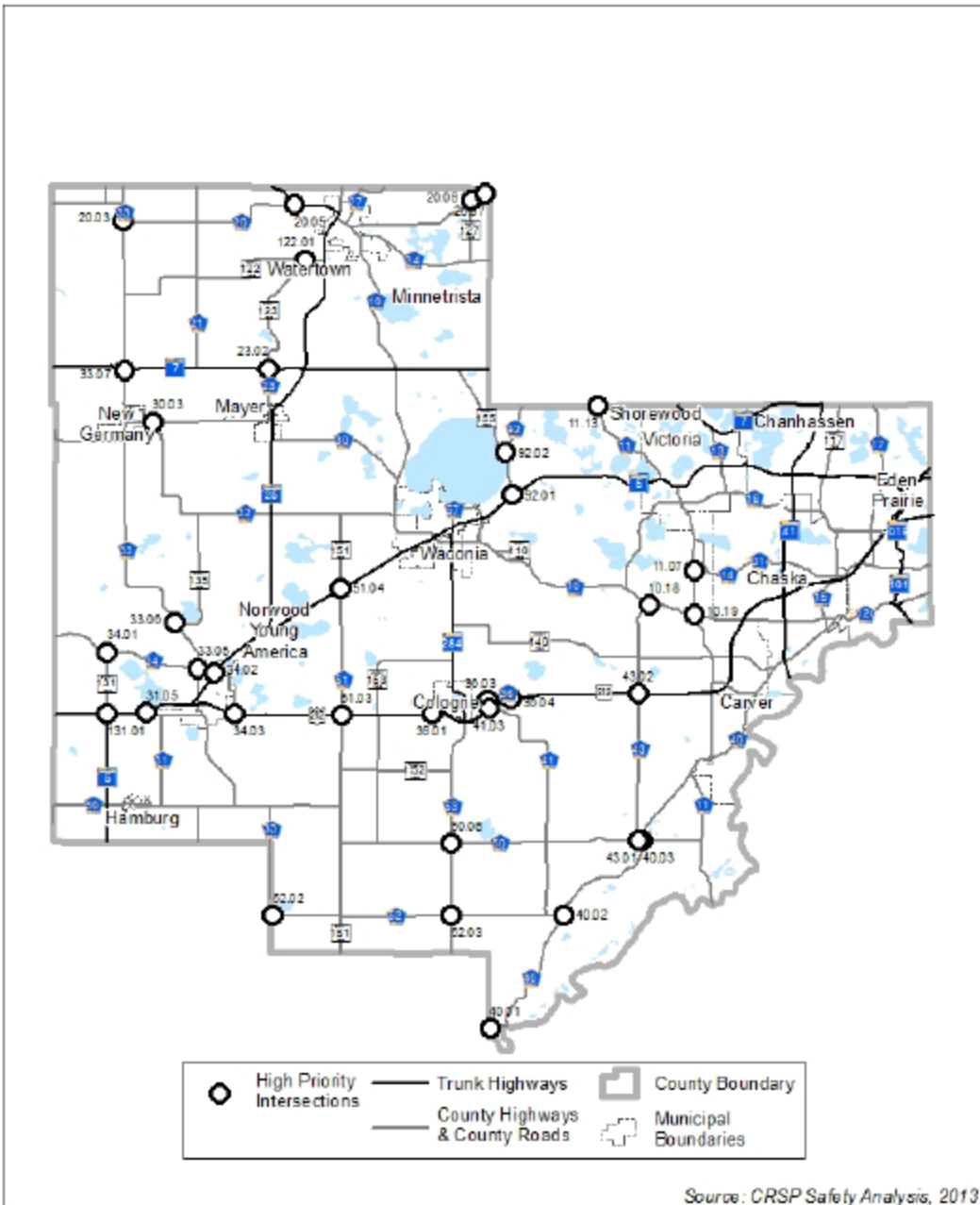


Figure 4-12
Rural Intersection Projects

Draft 2040 Carver County Comprehensive Plan – Transportation Section (2018)

The Transportation section of the Carver County 2040 Comprehensive Plan is intended to meet regional guidelines and promote a wide range of modern, responsive, safe, and cost-effective transportation resources to support the county's rural and urban economies and growing population. This section outlines plans for county transportation facilities including principal and minor arterial highways; transit facilities; pedestrian and bicycle facilities; aviation facilities; and county freight related systems. The following provides a summary of relevant information from the Transportation Section of the Draft 2040 Carver County Comprehensive Plan:

- *Principal and Minor Arterial Highways:*
 - The Comprehensive Plan contains the Carver County 2040 Roadway Systems Plan (RSP) which identifies the following 20-year Highway Rehabilitation Plan projects:
 - CSAH 30 along the city's southern border (2029-2033). This is a County Road Transportation Tax Project (Priority C).
 - CSAH 33 south of the city limits (2034-2037). This is a County Road Transportation Tax Project (Priority D).
 - The 20-year Highway Resurfacing Plan (2018-2037) in the RSP identifies the following projects:
 - CSAH 33 bordering and north of city limits (2018 -2023)
 - CSAH 30 within city limits, east for County Road 33 (2029 -2033)
 - CSAH 33 within city limits (2029 -2033)
 - CSAH 33 within New Germany's city limits is identified as a potential jurisdictional transfer from Carver County to the City. This is dependent on a future bypass of downtown New Germany via a new County or State road, to be located to the west of the current alignment. This bypass and jurisdictional transfer are not anticipated to occur within the 2040 planning timeframe.
 - CSAH 33 is also under consideration by MnDOT and Carver County for a jurisdictional swap. In this potential swap, CSAH 33 would transfer to MnDOT and TH 25 would transfer to Carver County. There is no timeline for this transfer.
 - CSAH 33 within New Germany's city limits is identified as a potential functional class re-designation from minor arterial to major collector. This is dependent on a future bypass of downtown New Germany via a new County or State road. This is not anticipated to occur within the 2040 planning timeframe.

Roadway System Plan

Future Roadway Network

At present, there are no plans to expand the overall major roadway network serving the New Germany area by 2040. The exception may be local roads added primarily to provide access to development sites, though these are unlikely to significantly change traffic circulation patterns in the area.

As such, the future roadway network for 2040 looks largely the same as it does today. There are no anticipated road widenings which would add lanes, so the number of existing lanes (two lanes on all roads in New Germany, with the exception of periodic turn lanes) will remain the same.

Improvements to the roadway network therefore will focus almost entirely on routine maintenance to existing facilities, and safety improvements – such as those outlined in the County’s safety plan.

If at some point in the future there is significant growth that triggers the need for roadways beyond local roads providing access to developments, this will likely merit a comprehensive plan amendment, as well as traffic impact analyses to determine the overall impact to the community.

There are no planned improvements to the principal arterials in the New Germany area shown in the Current Revenue section of the TPP.

Forecasting Future Traffic

As part of the support for regional, county, and local transportation planning, the Metropolitan Council has developed and maintained a regional travel demand model. This model forecasts 2040 traffic volumes on major roadways throughout the Twin Cities region, based on expected population and job growth, observed travel behavior, and other factors. Since the model is mainly designed to work at the regional level, Carver County has done additional work to refine the analysis and results to provide more locally relevant forecasts for the county and its cities. The model information included in this plan is derived from the Carver County modified version of the regional model.

Forecasts of population, households, and employment are incorporated into the model at the level of Transportation Analysis Zones (TAZs). The TAZs for the City of New Germany, as defined Carver County model, are presented on **Figure 5.5**. These are different than the Metropolitan Council’s TAZs, namely due to the fact that Carver County has split some of the larger TAZs in the regional model to improve their ability to forecast traffic at a smaller scale, particularly in rural areas where TAZs tend to be large. Where possible, they were also designed to align with city limits.

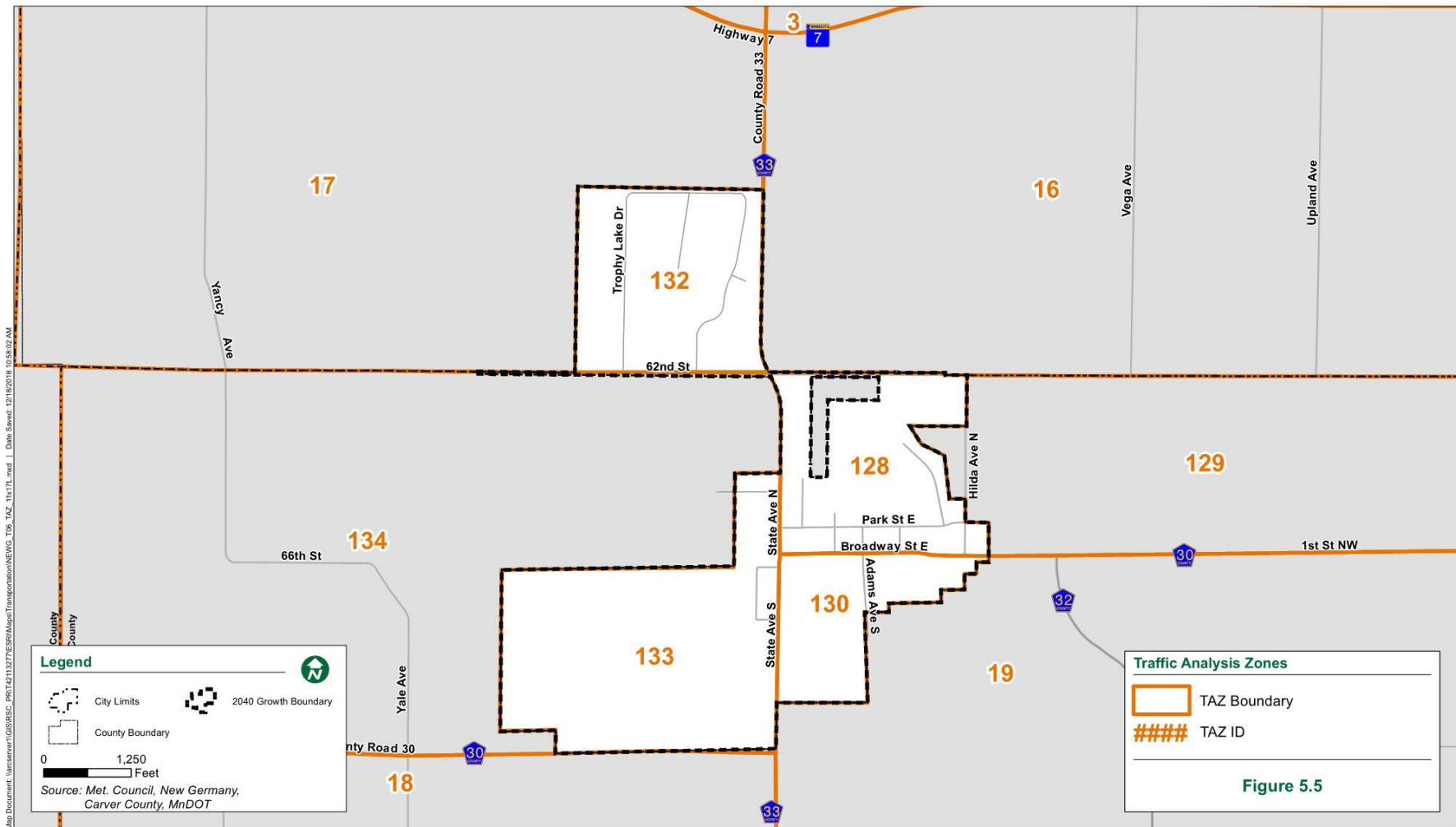
The anticipated land use patterns discussed in Chapter 2 of this Comprehensive Plan were assumed for the 2040 transportation projections. The 2040 land use map for New Germany is presented in **Figure 2.3** in that chapter. The TAZ socioeconomic data projected for 2040 conditions are presented in **Table 5.3**, indicating both the applicable Metropolitan Council and Carver County TAZs.

The socioeconomic data in **Table 5.3** were allocated through the Carver County travel demand model. As a result of how the model was created and calibrated (including splitting up some of the larger TAZs in the regional model to provide more accurate results at the local level), the socioeconomic data totals for the TAZs are slightly different than the community forecasts. However, the differences are minor enough that they do not significantly impact the overall travel model results.

Table 5.3 – 2040 New Germany TAZ Data – County Model							
Metropolitan Council TAZ	Carver County TAZ	<i>Year</i>	<i>Population</i>	<i>Households</i>	<i>Retail Jobs</i>	<i>Non-Retail Jobs</i>	<i>Total Jobs</i>
300	128	2014	283	109	2	7	9
		2020	289	124	5	17	22
		2030	315	155	6	20	25
		2040	365	183	10	21	31
303	130	2014	49	16	0	6	6
		2020	50	17	0	8	8
		2030	55	20	0	10	10
		2040	60	23	0	12	12
301	132	2014	0	0	0	0	0
		2020	16	9	0	0	0
		2030	120	50	0	0	0
		2040	175	79	0	0	0
301	133	2014	83	34	0	20	20
		2020	85	40	10	30	40
		2030	100	45	12	32	44
		2040	100	45	12	35	47
2014 Totals			415	159	2	33	35
2040 Totals			700	330	13	35	90
2014-2040 Change			285	171	11	2	55

Source: Metropolitan Council and Carver County

Figure 5.5: Transportation Analysis Zones – County Model



2040 Traffic Projections

Traffic volume projections for 2040 show the impact of growth on area roadways, particularly those with a functional classification of collector and above. This can be used to determine if additional roadway capacity improvements are needed to accommodate future growth.

Traffic projections for the year 2040 included in this plan are from the Carver County transportation model. Carver County modified the regional Metropolitan Council model to more accurately reflect existing and forecasted traffic on county and local roadways. Factors considered in developing the model included:

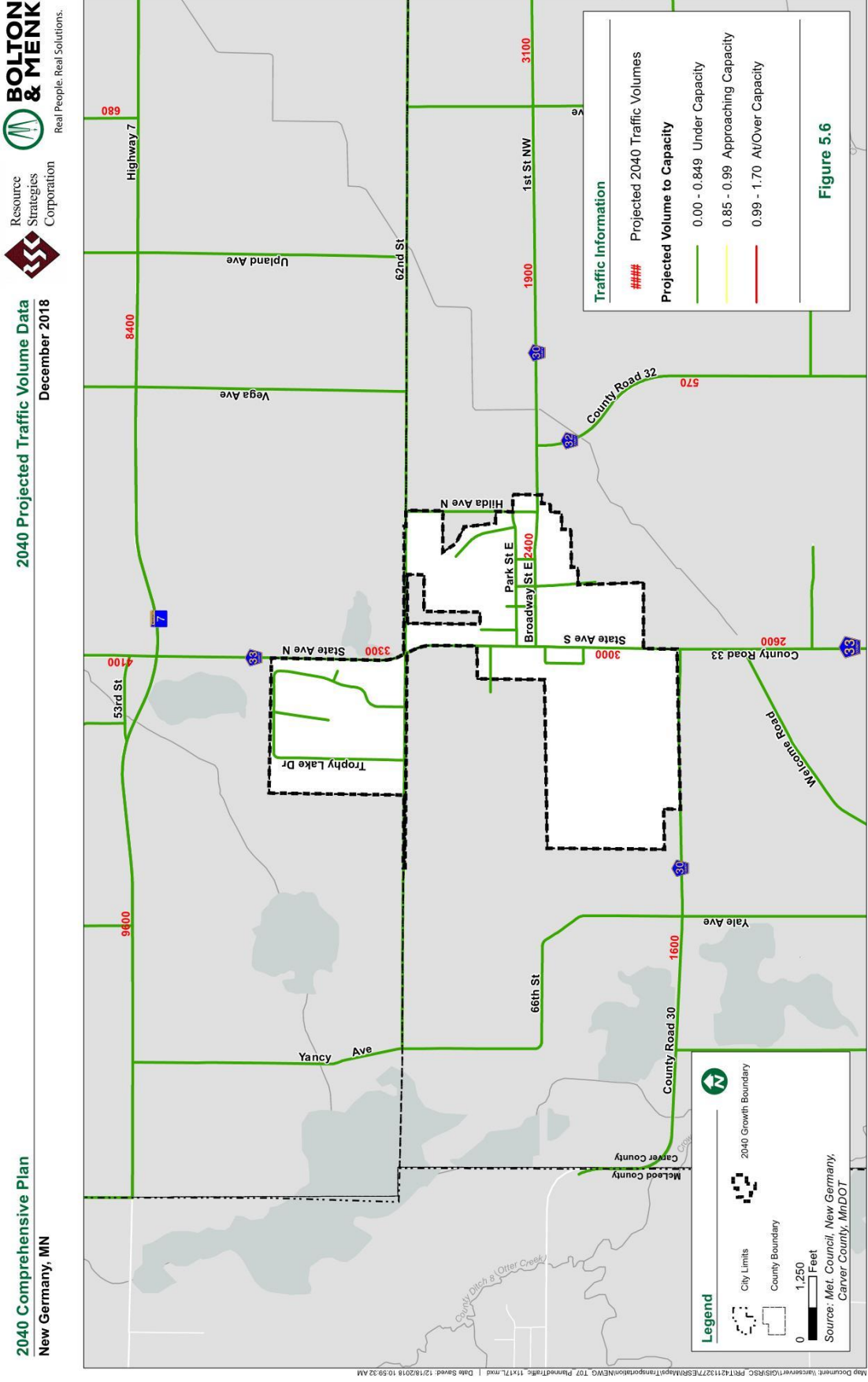
- Historic trend analysis for volumes
- Assessment of anticipated local and regional development patterns and associated TAZ information
- Discussion and coordination with local, county, and regional staff regarding future plans and the update the regional travel demand model
- Review of other studies and plans for consistency

While several 2040 traffic scenarios were run in the County model, the one used here is based on the existing network plus funded roadway projects. It does not include planned but unfunded projects.

The 2040 traffic projections are presented on **Figure 5.6**. Comparing this with existing volumes on **Figure 5.2**, it is apparent that these new volumes represent a moderate increase over existing levels.

The plan reflects the most recent version of the Carver County model and TAZ data. These may be amended in the future as needed.

Figure 5.6: 2040 Traffic Volume Projections



Future Capacity Deficiencies

All roads are designed to handle a defined level of traffic volume. Once the road begins to approach or exceed capacity, traffic movements become more difficult and there may be congestion. It is at that point when it is determined whether there needs to be a capacity increase in the transportation system – through the addition of new travel lanes, new roads, intersection or interchange redesign, or other capacity-increasing improvements.

A planning-level analysis was performed to identify roadway segments where capacity problems are anticipated to occur by 2040. Based on the projected 2040 traffic volumes and the assumed 2040 roadway network, an analysis of anticipated future congestion conditions was performed. This analysis used the volume-to-capacity method. The volumes were taken from the 2040 projections discussed under the previous heading. The capacity is based on typical capacity levels for different types and configurations of roadways as summarized in **Table 5.4**.

Table 5.4 – Typical Traffic Capacity by Roadway Type/Configuration	
Roadway Design	Planning Level Daily Capacity
Local	
Gravel Roadway	Up to 500
Local and Minor Collector 2-Lane	Up to 1,000
Collector and Arterial	
Urban 2-Lane	7,500 – 12,000
Urban 3-Lane or 2-Lane Divided	12,000 – 18,000
Urban 4-Lane Undivided	Up to 20,000
Urban 4-Lane Divided	28,000 to 40,000
4-Lane Freeway	Up to 70,000

Figure 5.6 shows the results of this capacity analysis. As is apparent from reviewing the map, all of the roads within New Germany are forecasted to still be below capacity in 2040. While there is definitely growth in traffic – from both local and regional sources – the volumes are still well below what the roads were designed to handle.

Recommended Roadway System Improvements and Studies

Roadway Segments

Based on the capacity analysis above and other supporting information, no capacity increasing projects are recommended for the major (collector and above) roadway network in New Germany within the planning period. The current network is anticipated to continue to have excess capacity to manage forecasted traffic.

Some additional local roads may be needed to provide access to development sites in New Germany. In particular, several local road extensions will be needed to serve properties in the Black Forest development, and in a developable area at the southwest corner of the city. The timing of construction and exact configuration of these local roads will be development-driven – with the developer playing a role constructing the streets in accordance with established city standards.

This recommendation is based on existing assumptions about growth and development in New Germany and the surrounding area. If there is a large-scale change to growth assumptions within the planning

horizon, there should be a reassessment to determine if additional capacity, connectivity, or other roadway improvements are needed. Any major new development project should also conduct a traffic impact analysis to determine what improvements (major or minor) are needed to accommodate the project's impact on the transportation system.

Intersections

It is beyond the scope of this 2040 transportation plan to perform intersection analyses with detailed recommendations. However, based on information gathered as part of this planning process, including previous studies, it is recommended that the City work with the County and MnDOT to continue to assess safety issues at the CSAH 33/TH 7 intersection, to determine if additional improvements are needed to address safety concerns there. As this has been identified as a high priority in the County's 2013 plan, the limited improvements made to date may not be sufficient to address safety issues.

Future Functional Classification

Re-designations of roadways involving the A-minor arterial functional classification (e.g. from collector to arterial, from arterial to collector, or changing designations within arterial) are under the authority of the Metropolitan Council. For collector roadways, the functional class designation is under the authority of the agency which owns the given road.

At present, the City of New Germany does not anticipate needing any changes to the functional classifications as shown on **Figure 5.4**. There are some discussions in the County 2040 plan of a CSAH 33 bypass of downtown that could result in a change in functional class. However, this is not anticipated to happen within the 2040 planning horizon considered in this plan.

Future Jurisdictional Classification

Jurisdictional changes are made when it is determined that a road is better maintained by another jurisdiction. Roads are sometimes turned back to local communities, and hence removed from a county or regional system. Likewise, local roads at times become county or regional routes, often in the context of new development which changes the function and usage of the roadway within the network.

CSAH 33 through New Germany could potentially transfer from Carver County to the City. There is no timeframe for this potential transfer, but it is not anticipated to occur within the 2040 planning timeframe. Additionally, there could be a transfer of CSAH 33 from Carver County to the State, if the bypass is constructed. There is no timeline for this transfer.

Access Management

Access management refers to balancing the need for connections to local land uses (access) with the need for network-level movement (mobility) on the overall roadway system. Arterials generally have limited access in the form of driveways and low volume side streets because their role in the network is to support relatively long, high speed traffic movements. Collectors allow a greater degree of access given their combined mobility/access function, and local streets have relatively few limits on access. Appropriate access control preserves the capacity on arterial and collector streets, and improves safety by separating local turning movements from higher-speed "through" traffic. Moreover, it concentrates higher volume traffic linkages at intersections controlled with traffic signals, roundabouts, or other measures.

MnDOT and Carver County Roadways in New Germany are identified on **Figure 5.3**. For MnDOT roadways, MnDOT access management guidelines apply. Similarly, for county roadways, Carver County's

access management guidelines apply. MnDOT and Carver County guidelines are included in **Appendix A**.

The City of New Germany Subdivision Ordinance provides basic guidelines for access management regarding the placement of access points along roads developed through a subdivision design process. According to the ordinance, subdivision road access spacing is as follows:

- No less than 500’ onto local roads
- No less than ¼ mile onto local collector roads
- As required by the County or MnDOT requirements on minor arterial or other arterial roads

The ordinance also requires that all developable properties have at least minimum frontage along a public roadway, unless certain defined circumstances apply. The following standards apply to lots that obtain access from a minor arterial or collector roadway:

- A maximum of one access per lot shall be permitted.
- The driveway shall have a turn-around area to prevent backing onto the roadway.
- An access permit shall be required from the County or MnDOT, as appropriate.

For double frontage or corner lots, access shall be obtained from the lower functional class roadway as defined in the Comprehensive Plan.

Commercial/industrial accesses shall also meet the following standards:

- The City Engineer shall determine the minimum spacing between accesses, or between an access and a public road. If lot frontage is inadequate to meet this requirement, access via a shared entrance or cross-access easement with adjacent property shall be required.
- Turn lanes shall be provided as required by the City Engineer to improve safety.

Geometric Design Standards

The city’s subdivision ordinance also provides requirements for the design of new roadways. These recommendations are summarized below in **Table 5.5** and accompanying narrative. For the full standards, see the subdivision ordinance. County and State roadways will follow requirements established by each agency.

Table 5.5 – City of New Germany Roadway Design Standards		
Type of Road	Right of Way Width	Pavement Width
Local Street	50’-66,’ as determined by the City	34’
Collector Street	80’ or as required by the County or State	40’ or as required by the County or State
Minor Arterial Road	80’ or as required by the County or State	52’ or as required by the County or State

The ordinance also covers the circumstances and parameters for the development of cul de sacs.

There are provisions to allow for either more limited right of way (where there are certain constraints) or to require the dedication of additional right of way (where there is anticipated future demand for capacity improvements).

In general, roadway design shall comply with the following:

- Road jogs with centerline offsets of less than 150' shall not be allowed.
- When connecting road lines deflect from each other at any one point by more than 10 degrees, they shall be connected by a curve with a radius of not less than 100'.
- Centerline gradients shall be at least 1/2 percent and but no greater than seven percent.
- Different connecting street gradients shall be connected with vertical curves. Minimum length, in feet, of these curves shall be 20 times the algebraic difference in the percent of grade of the two adjacent slopes.
- The angle formed by intersecting streets shall not be less than 60 degrees, with ninety degree intersections preferred.
- Intersections of more than four corners shall be prohibited.
- Roadways of street intersections shall be rounded by a radius of not less than 20'.

Future Right-of-Way Preservation

Due to a lack of major capacity increasing roadway projects, this plan does not recommend any future right of way preservation in New Germany.

Right of way will be needed for local access roads to serve future development, but the process for dedicating the right of way will be regulated and determined through the city's subdivision ordinance design standards, as summarized above.

Bicycling and Walking

A well-developed bicycle and pedestrian network provides a way for people of all ages and abilities to travel in a way that is safe, comfortable, accessible, and active. It connects people to community destinations, improves bicycle and pedestrian safety, increases multimodal opportunities, encourages active living, and provides a community amenity.

In rural centers such as New Germany, there may be less need for dedicated pedestrian and bicycle facilities on local roadways, compared to other community types. As traffic volumes are often very low, shared facilities may be sufficient. However, they still may be important when connecting key community destinations such as parks and schools or providing safe access on roadways with higher volumes or speeds. Additionally, they may provide a community amenity and an option for active transportation for residents.

Pedestrian Facilities

Pedestrian travel provides an alternative to driving for short distance trips, and safe connections between other modes and final destinations for longer ones. It also can serve as an amenity for residents and visitors who are looking for safe and active means of recreation, and for businesses districts looking for street life. Dedicated pedestrian facilities also help prevent fatalities resulting from pedestrians mixing with vehicle traffic.

The current sidewalk system serving New Germany is depicted on **Figure 5.7**. Currently, the City allocates park dedication fees as needed for sidewalk construction in subdivision applications with more than one lot, but there are no requirements for trail and sidewalk construction.

Bicycle Facilities

Bicycle facilities provide additional opportunities for non-motorized connectivity and travel. Bicycle trips can be longer than pedestrian trips, creating possibilities for both replacing auto trips and connecting to the regional network. As traffic volumes grow, having an alternative means of travel can ease pressure on roads with limited capacity. Additionally, bicycle tourism has become increasingly popular in many communities, as a low-impact way to enjoy area attractions and support local businesses.

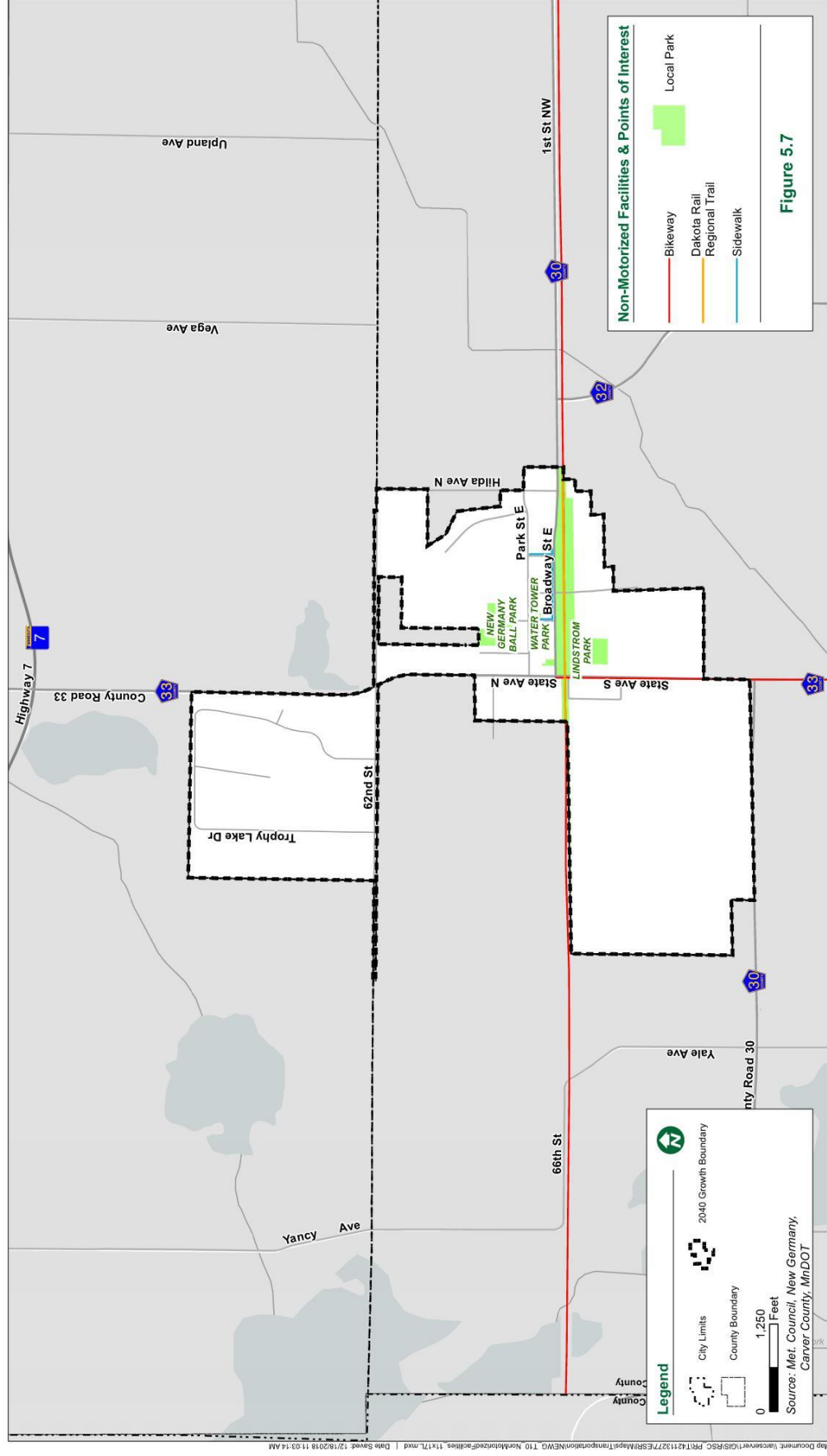
They can also be developed as a system that is similar to road functional class – with different facility types for different travel needs. Major categories of bicycle facilities which are either existing or potential options in New Germany include:

- **Off-street trails** – These trails link destinations and communities and may have a range of supporting amenities, including signage, parking, seating, and wayfinding. They may be located along major roadways, or in their own dedicated right-of-way (such as an abandoned rail corridor, as is the case with the Dakota Rail Trail). They are frequently located along higher volume and speed corridors where on-street bicycling would be less safe. Regional trails are developed and maintained at the county or regional level, and provide connections over longer distances and between cities. Local trails are maintained at the city level, and typically provide connectivity between local destinations and regional systems.
- **On-street bike lanes** – On-street bicycle facilities are typically developed by the county or municipality when funding or right-of-way constraints preclude off-street facilities – or where traffic volumes do not justify the additional investment. They can provide important local connections to the off-street system and local destinations.

Dakota Rail Regional Trail runs through New Germany, running parallel to Broadway Street East/County Road 30. This trail runs from Wayzata to Lester Prairie and is paved up to the Carver/McLeod County line. The western portion of the regional trail is not part of the Regional Bicycle Transportation Network (RBTN) designated by the Metropolitan Council. However, eastern portions near Lake Waconia and Lake Minnetonka are aligned with Tier 2 RBTN development and planning. While these improvements and alignments will not take place in New Germany, they will help connect New Germany to the regional bicycle network.

Existing and planned bicycle facilities are depicted on **Figure 5.7**.

Figure 5.7: Existing and Planned Non-Motorized Facilities



Facility Improvements

There is a wide shoulder along CSAH 33 south of CSAH 30 than is adequate to serve as a bicycle facility. The County has plans for additional road rehabilitation on CSAH 33 south of the city limits to Norwood Young America, creating the possibility of a connecting trail along this corridor. Since most of this corridor is outside New Germany city limits, any future project would need to be coordinated with Carver County and other cities and townships connected by the facility.

Otherwise, there are currently no planned new bicycle or pedestrian facilities in New Germany. There tends to be less need for dedicated bicycle/pedestrian facilities on low traffic volume roadways, such as many of those in New Germany. In such circumstances, accommodations can be made for pedestrians and bicyclists to share the roadway with vehicles.

Potential improvements to the existing network may include:

- Routine maintenance to existing pavement and pavement markings
- Improvements to pedestrian and bicycle roadway crossings to enhance safety, including lighting, signalization, signage, or other improvements
- Development of pedestrian and bicycle connections through developments or to community destinations, where the existing roadway network does not provide access
- Other improvements, as determined by the City Engineer

The City of New Germany will work with any new development that wishes to incorporate sidewalks or bicycle trails to ensure they are in compliance with city standards. The City will also work with the County on any planned improvements to county roads or the regional trail network.

Transit

Transit Market Area

The Metropolitan Council has defined Transit Market Areas based on the following primary factors:

- Density of population and jobs
- Interconnectedness of the local street system
- Number of autos owned by residents

In general, areas with high density of population and jobs, highly interconnected local streets, and relatively low auto ownership rates will have the greatest demand for transit services and facilities. Transit Market Areas are a tool used to guide transit planning decisions. They help ensure that the types and levels of transit service provided, particularly fixed-route bus service, match the anticipated demand for a given community or area.

Based on this analysis, the Metropolitan Council categorizes the City of New Germany as Transit Market Area V. As identified in Appendix G of the Metropolitan Council's 2040 Transportation Policy Plan (TPP), the characteristics of this category area are as follows:

Transit Market Area V has very low population and employment densities and tends to be primarily Rural communities and Agricultural uses. General public dial-a-ride service may be appropriate here, but due to the very low-intensity land uses these areas are not well-suited for fixed-route transit service. Transit Market Index Range (TMI) is less than 32.0.

Also, from Appendix G of the 2040 TPP (Table G-2), the typical transit service within this Market Area consists of the lowest potential ridership and is not well-suited for fixed route service. Primary emphasis is on general dial-a-ride service.

Current and Planned Service Facilities

Fixed Route Service

Due to its rural location, New Germany does not have any existing or planned regular route transit services. There are transit services available in Chaska, Chanhassen, and Eden Prairie, including park and ride facilities that could accommodate travelers from New Germany who wish to access metropolitan commuter bus routes.

Dial-a-Ride Service

New Germany is serviced by Transit Link, the dial-a-ride service provided through the Metropolitan Council at the county level. Transit Link provides metro-wide transit connections and access to qualifying rides, such as last mile service, connections between transit stations, or to and from an area not serviced by regular bus routes. Any member of the public may reserve a qualifying ride. Upon reservation, each trip is assessed to ensure it does not overlap with regular route bus services. Starting and ending destinations must be more than $\frac{1}{4}$ mile from regular route transit in winter months (November – March) and more than $\frac{1}{2}$ mile from regular route transit in summer months (April- October). Transit Link Service does not operate on Thanksgiving Day, Christmas Day, and New Year's Day.

Transit Link fares are determined by distance traveled. Trips less than 10 miles are \$2.25 one way, trips between 10 and 20 miles are \$4.50 one way, and trips more than \$20 miles are \$6.75 one way. ADA-certified riders pay a maximum of \$4.50 one way regardless of distance traveled. This fare includes transfer to a regular service route except for the Northstar Line or peak hour services.

Transit Link service offered jointly through Carver and Scott Counties, called SmartLink Transit, serves all cities and townships in Carver and Scott Counties. Service is available Monday-Friday from 6:00am – 7:00pm. Transfers between Transfer Link and regular service routes take place at one of the following transit hubs: Chanhassen Transit Station, Southwest Village, East Creek Station, Marschall Road Transit Station, Eagle Creek Park & Ride (Secondary), and Southbridge Crossing Park & Ride (Secondary Rush). The following stations in Dakota County are also available for transfer service: Burnsville Shopping Center and Burnsville Transit Station.

Metro Mobility is also available to qualified individuals with disabilities on an on-call basis throughout the seven-county metropolitan area.

Recommendations

Presently, there are no plans to extend fixed route transit service to the City of New Germany within the 2040 planning horizon.

The City will work with the County, Transit Link, and other stakeholders to ensure that the provision of dial-a-ride services is sufficient for area residents who need such as service, such as seniors and persons with disabilities.

Aviation

The Metropolitan Council states that each community has a responsibility to identify policies and ordinances that protect regional airspace from obstructions, including meeting any Federal Aviation Administration (FAA) notification requirements. The Transportation Policy Plan provides some guidance and resources to inform the development of ordinances and regulations. As appropriate, city ordinances to satisfy FAA requirements should be created.

There are no existing or planned airports located within or near New Germany, and no metropolitan airports pose any potential impacts on the city. As such, there are no airspace restrictions affecting development in the city. The City will notify the Metropolitan Airports Commission and MnDOT if any new structures are proposed in excess of 200 feet above ground level.

New Germany's zoning ordinance (Chapter 9, Section 2) prohibits telecommunication towers more than 150 feet in height without specific findings. Guidance to an applicant for a tower exceeding 200 feet should include notification requirements for the FAA. The City will evaluate whether additional amendments to the code are needed to satisfy requirements.

Freight

Freight travels through New Germany on trucks and semi-trailers on main arterial roads. **Figure 5.8** shows the major roadways in and near New Germany that handle freight traffic. On TH 7, the nearest arterial, there are approximately 500 heavy commercial vehicles per day out of above 7,000 vehicles total – or around 7%. TH 7 is a Tier 3 corridor in the *Regional Truck Freight Corridor Study (2017)*, providing connectivity to Tier 1 and 2 corridors.

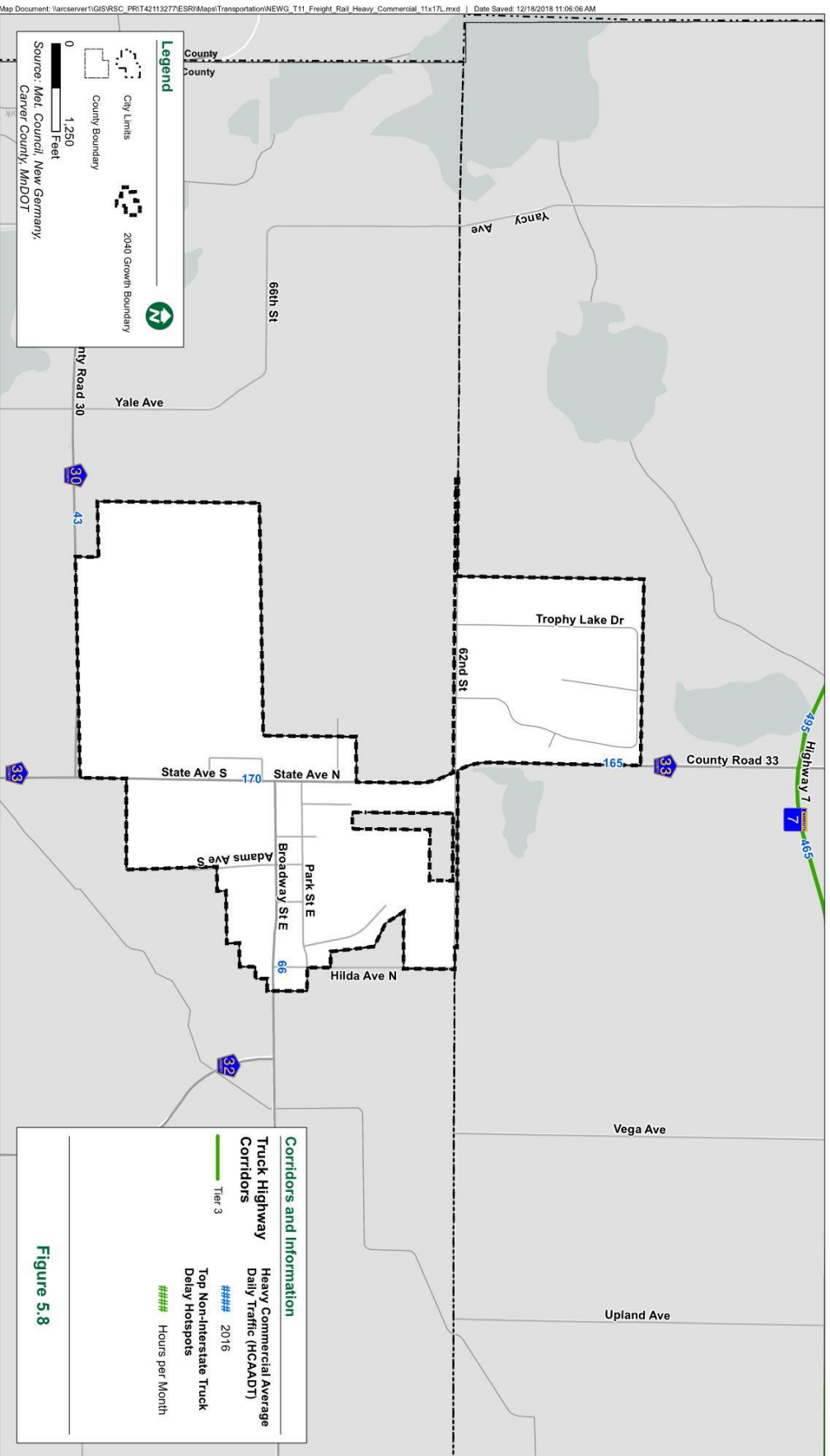
There are no active train tracks in New Germany. There was one since-abandoned rail line that used to run through the city that has been converted to the Dakota Rail Regional Trail.

There are several freight generators within the City of New Germany. Several industries are located along CSAH 30 and CSAH 33, with access to these designated truck routes. Planned freight generating growth will be located similarly.

At present, no significant issues have been identified in New Germany related to weight-restricted roads or bridges, bridges with insufficient height or width clearances, locations with unprotected road crossings of active rail lines, or intersections with inadequate turning radii.

The City will continue to work with the County and MnDOT to ensure that freight traffic is safely and efficiently accommodated on major roadways, while minimizing any negative impacts on local traffic and land uses.

Figure 5.8: Heavy Commercial Corridors



Corridors and Information

Truck Highway Corridors

Tier 3

Heavy Commercial Average Daily Traffic (HCADT)

2016

Top Non-Interstate Truck Delay Hotspots

Hours per Month

Figure 5.8

Chapter 6: Water Resources

Wastewater

Overview and Background

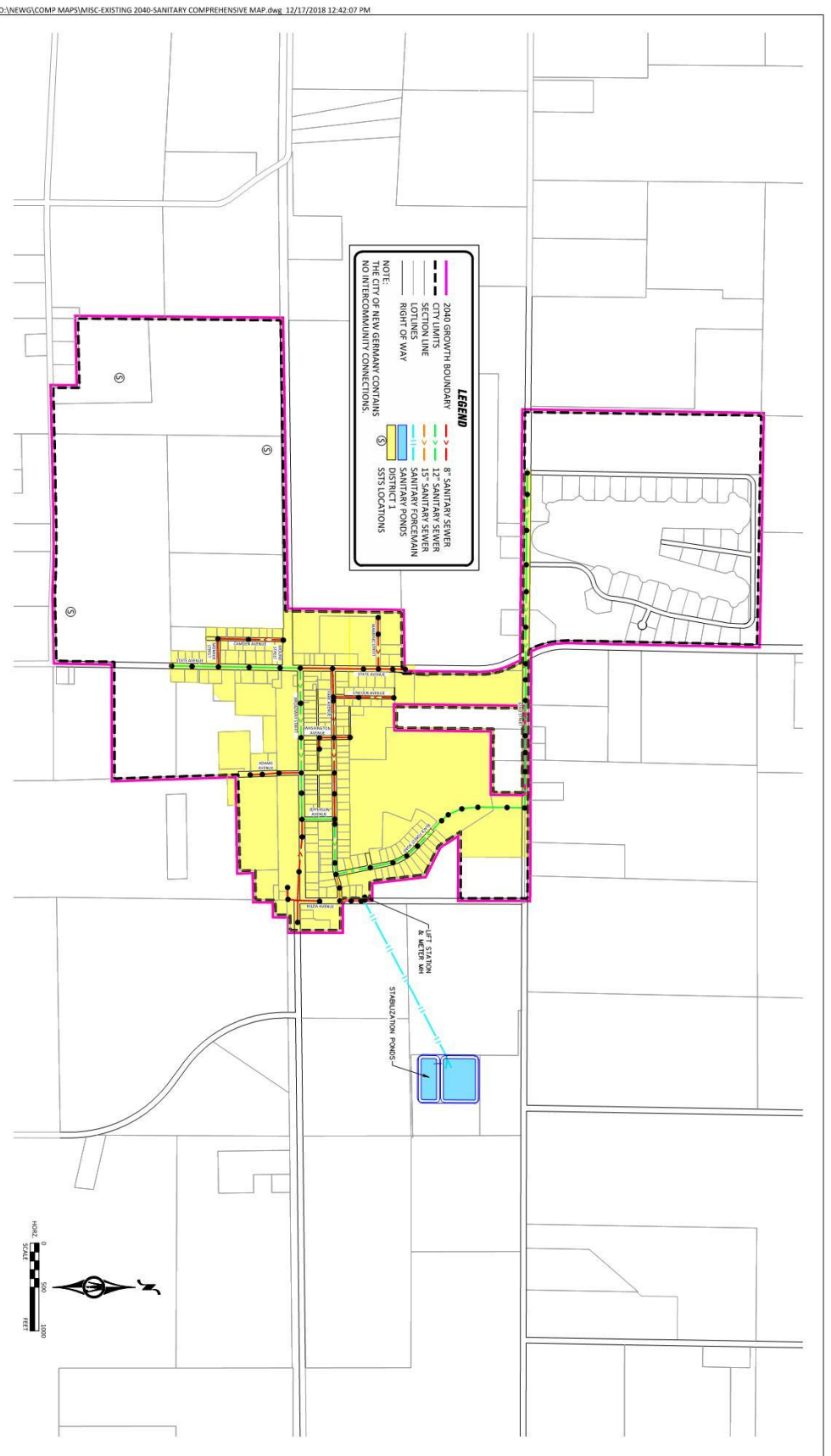
Growth of population and jobs in a community can present challenges to protecting ground and surface water resources, while ensuring the needs of residents and businesses are adequately met. One of the key elements in addressing this challenge is the planning, construction, and maintenance of adequate wastewater collection systems. A Wastewater and Comprehensive Sewer Plan is a useful tool for defining the strategies the City will use to accomplish planning, construction, and maintenance of the wastewater system. Under the state Metropolitan Planning Act, local governments are required to submit a Wastewater and Comprehensive Sewer Plan element as part of their overall Comprehensive Plan.

The previous Comprehensive Plan update was completed in 2007 and formally approved and adopted in 2008. Since this update, the City has completed an extension north to serve the Trophy Lakes development and a major infrastructure replacement project. The infrastructure replacement project was completed in an effort to reduce inflow, infiltration, and replace failing infrastructure.

Existing System

The existing wastewater collection and treatment system is shown on **Figure 6-1**. The City is not connected to the Metropolitan Council wastewater system, and it owns and operates its own treatment facility. The existing wastewater treatment system includes: 8", 12", and 15" diameter gravity sanitary sewer lines, a single lift station located on Hilda Avenue North, a 10" diameter force main, and a two-cell stabilization pond system with an outfall to Carver County Ditch No. 9, which flows to the South Fork Crow River. The Hilda Avenue lift station was installed in 2004 and is a duplex station with 740 gallons per minute capacity for each pump. The treatment facility has an average daily flow of 0.059 million gallons per day and is designed to treat an average wet weather design flow of 52,000 gallons per day based upon a 180 day storage capacity. The existing wastewater treatment plant is currently nearing capacity and further development cannot occur until the treatment capacity of the plant is expanded.

Figure 6.1: Existing Sanitary Sewer Plan



Subsurface Sewage Treatment Systems (SSTS)

There are no subsurface sewage treatment systems located within the current city sewer district, which is detailed in **Figures 6.1 and 6.2**. The City prohibits the construction of these systems (Ordinance No. 100 – Zoning Ordinance Section 6) within their jurisdiction and requires connection of all residences and businesses within proximity to the sewer system. All homes and businesses within proximity of the sewer system are connected; however, there are three farmsteads located in the southwest portion of the City that are served by private individual sewage treatment systems, shown in **Figure 6.2**, outside the current sewer district. These systems are governed by the Carver County, MN Code of Ordinances Chapter 52: Subsurface Sewage Treatment Systems. This program is managed and administered by the Carver County Environmental Services Department.

Inflow and Infiltration (I/I)

Historically, significant Inflow and Infiltration (I/I) has been present in the City's sanitary sewer system. The I/I has reduced the capacity of the City's sanitary sewer mains as well as the wastewater treatment facility. The excess flow in the system has caused sewer backups in homes and has required the City to utilize bypass pumping during large rain events. At the request of the Minnesota Pollution Control Agency (MPCA), the City has adopted an inflow/infiltration investigation and elimination program to reduce the amount of I/I that enters the sewer system to improve the performance of the system.

The City has made numerous efforts to locate the sources of I/I including the adoption of ordinances prohibiting the discharge of storm water, ground water, roof runoff, sump pumps, etc. to the sanitary sewer system. The ordinance provisions allow the City to enter the homes, at the point of sale, for inspection purposes, prescribe correction efforts and impose a surcharge for noncompliance. The City has inspected many properties since the ordinances were adopted by the City Council. The City then works with any property owners found to have a non-conforming sump pump discharge to assist them with correcting their system and coming into compliance. Approximately 80% of the private system has been inspected. The City also includes annual I&I facts and a narrative describing the consequences of I&I in their City-wide monthly newsletter as an educational outreach tool.

In 2012 the City, in conjunction with USDA Rural Development, completed a major infrastructure rehabilitation project which replaced 100% of the old clay sanitary sewer pipes within the city. In conjunction with this project approximately 99% of the public system was evaluated and appropriate actions taken where issues were encountered. Along with the replacement of the sewer mains, each service was televised and reviewed for possible tile connections. Each connection that was found was flagged and later disconnected. Several major sources of I/I were found and corrected as part of the project. Each year since the completion of the project an Inflow and Infiltration Investigation and Reduction Plan has been created and submitted to the MPCA. Based on average flow data recorded at the wastewater treatment facility, an approximate 20% average daily flow reduction was recorded after the project was complete. Reductions in I&I were recorded over the years that followed the 2012 project however, flow numbers have gone up slightly in recent years. The recent increase has been attributed to sump pump cross connections. In an effort to combat sump pump connections the City is trying to educate the public on the cost associated with pumping water into the sanitary sewer system as well as implementing an inspection program. Positive results have been achieved through those efforts however not much or very little future reduction in I&I, beyond what was achieved by the large infrastructure project, is anticipated to be realized through these efforts. On-going efforts revolve around education and maintaining sump pump connection compliance because 100% of the old clay sewer pipe was replaced as part of the 2012 project. Due to the comprehensiveness of the 2012 project,

future I&I reduction is expected to be minimal. Efforts to minimize I&I will be ongoing and a point of emphasis of the Council. The City plans to continue its educational efforts through the newsletter, complete inspections at point of sale and monitor existing infrastructure for maintenance needs. Capital improvement planning needs are limited due to the recent construction project which replaced all the aging infrastructure. Moving forward, the City plans to complete ongoing inspections and address the WWTF needs. Point of sale sump pump inspections are paid for as part of the home sale at no cost to the City and public outreach through the City newsletter is completed by the City Clerk as part of her normal duties which are paid as a general fund, general government expense. The City has budgeted \$8,000 for facility planning and are also applying for planning grants through Carver County Community Development. They also have approximately \$50,000 available for future wastewater planning efforts.

The municipally owned sanitary sewer system provides service to all residents and businesses in the City. According to the Metropolitan Council population, household, and employment forecasts, the City of New Germany will have the following sewer demands, as detailed in **Table 6.1**.

Table 6.1 – Forecasted Population, Housing, & Employment						
	Forecast Component	2010	2015	2020	2030	2040
Population	Municipal	362	412	432	583	694
	SSTS	10	10	8	7	6
Households	Municipal	143	160	187	270	330
	SSTS	3	3	3	3	3
Employment	Municipal	46	57	70	80	90
	SSTS	0	0	0	0	0

Source: Metropolitan Council

Figure 2.3 in the Land Use Chapter depicts the staging of development and planned expansion of municipal sewer and services.

Actual and Projected Wastewater Flow

Table 6.2 shows actual and projected flows for the City’s wastewater system, in millions of gallons per day (MGD).

Table 6.2 – Actual and Projected Treatment Plant MGD Flows			
2015	2020	2030	2040
0.042	0.044	0.060	0.070

The existing wastewater gravity conveyance system is set up to accommodate all of the staged growth through 2040. Adequate trunk mains are in place to accommodate future expansion into the Agricultural areas within the 2040 growth boundary. The existing lift station will also accommodate all of the forecasted 2040 growth. Assuming staged growth, only one service area is needed, and no additional permanent lift stations are required for the buildout of the city to the 2040 staged boundary.

The wastewater treatment facility has a current permitted flow of 0.052 MGD and therefore does not have the capacity for the projected growth.

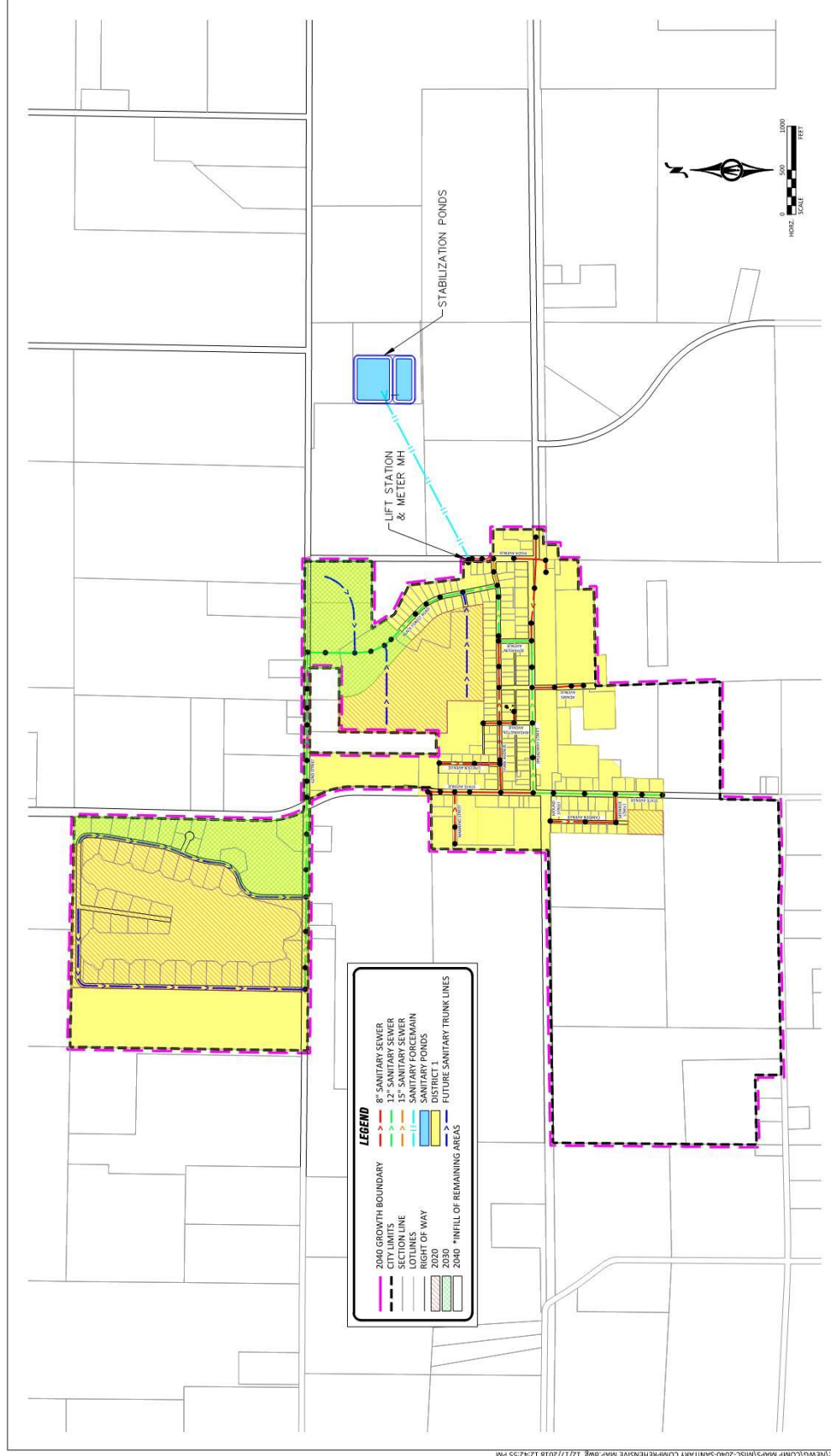
Wastewater Treatment Plant Upgrade

The MN Pollution Control Agency (MPCA) has issued a draft of the City's new National Pollutant Discharge Elimination System (NPDES)/State Disposal System (SDS) permit for the City's wastewater treatment facility, and the implications of new limits are under review. A finalized permit has not been issued at the time of this writing. The limits, in the draft permit, for CBOD5 and TSS remain the same, however, there are new limits for phosphorous. The phosphorous limits included a yearly limit of 143.7 kilograms per year and a concentration limit of 2.0 mg/l June through September. The permit also includes language about a long-term waste load allocation (WLA). The 2.0 mg/L, June through September, WQBEL is based on the long-term average WLA of 0.95 mg/L. The long-term average WLA of 0.95 mg/L is based on achieving eutrophication standards in the South Fork Crow River Watershed. If it is found that the long-term average WLA of 0.95 mg/L is not achieved with the assigned 2.0 mg/L monthly average effluent limit, the effluent limit may be adjusted down to ensure that the long-term average WLA is achieved. The city has submitted a compliance schedule to the MPCA outlining how the new discharge limits will be met over time.

The wastewater treatment facility has a capacity of 0.052 mgd and is currently sized to accommodate near term growth. However, the facility cannot accommodate the overall growth projections of the city and it may be difficult for the city to meet the June through September concentration limits for phosphorous if a discharge is required during this time period. In the near term, minor facility improvements and pond dredging are planned to improve biological removal efficiency and reinstate original pond capacity. A facility expansion or pumping to nearby facility will be necessary to accommodate additional development growth and as such, planning for the next phase of development must include expansion of this facility or pumping to nearby facility. Existing land is available at the wastewater treatment facility site to complete an expansion of the existing ponds. A pond expansion project to increase capacity is the preferred next step to add capacity for growth but all possibilities are being reviewed at this time. The feasibility and effectiveness of a pond expansion must be evaluated prior the next development expansion.

A facility plan is currently in process and over the next several years, as part of the proposed NPDES permit compliance schedule, a review and evaluation of options to meet discharge limits and capacity demand will be conducted. It is anticipated that planning and implementation will take place over the next three to five years. At this time, the City is considering four options; expansion of the stabilization pond system, conversion of the stabilization ponds to aerated ponds, mechanical facility (Operated by the City) and pumping to the City of Mayer. A copy of a memo outlining these options is included herein. It is assumed that any project would be financed through the Public Facilities Authority and the debt would be repaid primarily through user rates and possibly Point Source Implementation Grant proceeds.

Figure 6.2: 2040 Sanitary Sewer Plan



Local Surface Water Management Plan

The Surface Water Management Plan for the City of New Germany is included in **Appendix B**. Below is a summary of the plan's purpose and format, excerpted from its executive summary.

Purpose

This Surface Water Management Plan (SWMP) meets the requirements of Minnesota Statute 103B.235 and Minnesota Rule 8410. Minnesota Statute 103B.201 states that the purposes of the water management programs are to:

1. Protect, preserve, and use natural surface and groundwater storage and retention systems;
2. Minimize public capital expenditures needed to correct flooding and water quality problems;
3. Identify and plan for means to effectively protect and improve surface and groundwater quality;
4. Establish more uniform local policies and official controls for surface and groundwater management;
5. Prevent erosion of soil into surface water systems;
6. Promote groundwater recharge;
7. Protect and enhance fish and wildlife habitat and water recreational facilities; and
8. Secure the other benefits associated with the proper management of surface and groundwater.

This SWMP complies with Carver County Code – Section 153 – Water Resource Management Rules and the Carver County Watershed Management Organization Comprehensive Water Resources Management Plan (CWRMP).

General Plan Description

The City of New Germany's Surface Water Management Plan has been developed as a guide for the New Germany City Council in its future decision making for related matters. The plan thoughtfully considers surface water management, identifies water resource management and the City's partners therein, includes an inventory of land and water resources, raises major issues, goals, and policy objectives, begins to develop an assessment and implementation plan, and charts administrative procedures to enact the plan.

The Surface Water Management Plan, as adopted by the City of New Germany, is intended to provide context for the future decisions the City will face. It is not intended to be an absolute document – but rather a dynamic and flexible tool which considers the ever-changing pressures related to Surface Water Management. The plan will address mandated requirements as defined by other local, state, and federal agencies. The City will consider these mandates carefully to ensure that its implementation is in the best interest of the broader community.

Many of the action items within the Plan require additional study – including an in-depth investigation into alternative strategies, methods, and processes. This additional study will be completed when it is determined to be most efficient and effective by the City.

The standards outlined in this plan do not supersede those put forth by the Carver County Watershed Management Organization (CCWMO) or other Local, State, or Federal agencies. If a discrepancy exists between regulations contained in this plan and other agencies, the more restrictive requirement shall govern.

This plan is divided into eight sections as follows:

1. **Section 1.0. Executive Summary** provides background information and summarizes the plan contents.
2. **Section 2.0. Surface Water Management Plan Purpose** outlines the purpose of this plan.
3. **Section 3.0. Water Resources Management Responsibilities and Related Agreements** identifies resource management authority and any water resources related agreements existing between New Germany and nearby cities, state, or county.
4. **Section 4.0. Land and Water Resources Inventory** presents information about the topography, geology, groundwater, soils, land use, public utilities, surface waters, hydrologic system and data, as well as the existing drainage system.
5. **Section 5.0. Major Issues, Goals, and Policies** outlines New Germany's major issues, goals and policies, as well as implementation strategies, pertaining to water resources management.
6. **Section 6.0. Water Resources Assessment and Implementation Plan** presents information about existing water resources along with current and potential issues. This section provides solutions in the form of proposed restorations or stormwater treatment improvements, provides a general opinion of probable costs, discusses funding mechanisms, identifies project partners, provides prioritization and a potential schedule for surface water management capital improvement projects, and discusses educational opportunities.
7. **Section 7.0. Administration** describes potential methods of ensuring that this plan is maintained and identifies a procedure to keep the modeled data current as various developments occur. This section also includes an evaluation of the implementation of this plan.
8. **Section 8.0. Appendices** provide a general location for attachments, relative documentation and initial modeled system data sheets.

Water Supply Plan

Water supply plans are developed to ensure a sustainable water supply for the region's current and future generations. In Minnesota, public water suppliers serving more than 1,000 people, large private water suppliers in designated Groundwater Management Areas, and all water suppliers in the Twin Cities metropolitan area are required by state statute to prepare and submit a water supply plan.

The goal of the water supply plan is to help water suppliers implement long term water sustainability and conservation measures and develop critical emergency preparedness measures. Communities need to know what measures will be implemented in case of a water crisis. Many emergencies can be avoided or mitigated if long term sustainability measures are implemented. Integrating this planning with land and resource planning ensures that future growth is considered when planning for water needs.

The Water Supply Plan for the City of New Germany is included in **Appendix B**. This plan has been submitted to the Minnesota Department of Natural Resources for review, as required.

Chapter 7: Implementation

Overview

The implementation of this comprehensive plan will happen in multiple ways. As this plan provides overall guidance for the growth and development of the city, many official actions taken by the City can implement the plan – including determinations about proposed developments, enforcement of city ordinances, and decisions regarding funding and completing public projects.

The City of New Germany has directed its Planning Commission to review and make recommendations to the City Council on the Comprehensive Plan, zoning ordinances, requests for variances, ordinance amendments, and special use permits. The policy and action adopted by the City Council will guide day-to-day activities toward overarching community goals. A Capital Improvement Plan, adopted on an annual basis, will guide capital expenditures to meet growth needs and community goals.

While this chapter does not cover all the actions needed to implement the comprehensive plan, it does cover some of the major strategies and approaches for doing so.

Official Controls

The City's official controls are a key element of the implementation of Comprehensive Plan. Under state statute, the City is required to ensure that there is consistency between these official controls and this plan. The City will evaluate land use controls and consider amendments to eliminate inconsistencies with the Comprehensive Plan, conform to State and Federal regulations, and support the overarching community goals identified through this plan update.

The City has an adopted Zoning Map shown on **Figure 7.1** and a Zoning Ordinance and Subdivision Ordinance to implement the Comprehensive Plan. These controls are used to make determinations about the type, location, scale, intensity, and aesthetics of development located in the community. **Table 7.1** shows the zoning districts in the City with each respective primary use and minimum lot size/intensity of use. The Business/Commercial District is actually a mixed use district, which also allows residential in addition to commercial uses.

Table 7.1 – City of New Germany Zoning Districts		
District	Primary Use	Minimum Lot Area/Intensity
R-1	Single Family Residential	10,000 square feet
R-2	Multiple Family Residential	16 dwelling units/acre maximum
A	Agricultural	2 acres
B	Business/Commercial	Not applicable
I	Industrial	30,000 square feet
P	Parks/Open Space	Not applicable

In addition to the above, the City has adopted a Planned Unit Development subdivision process that allows variations of the dimensional requirements of the Zoning and Subdivision Ordinances for projects that meet other community goals and objectives.

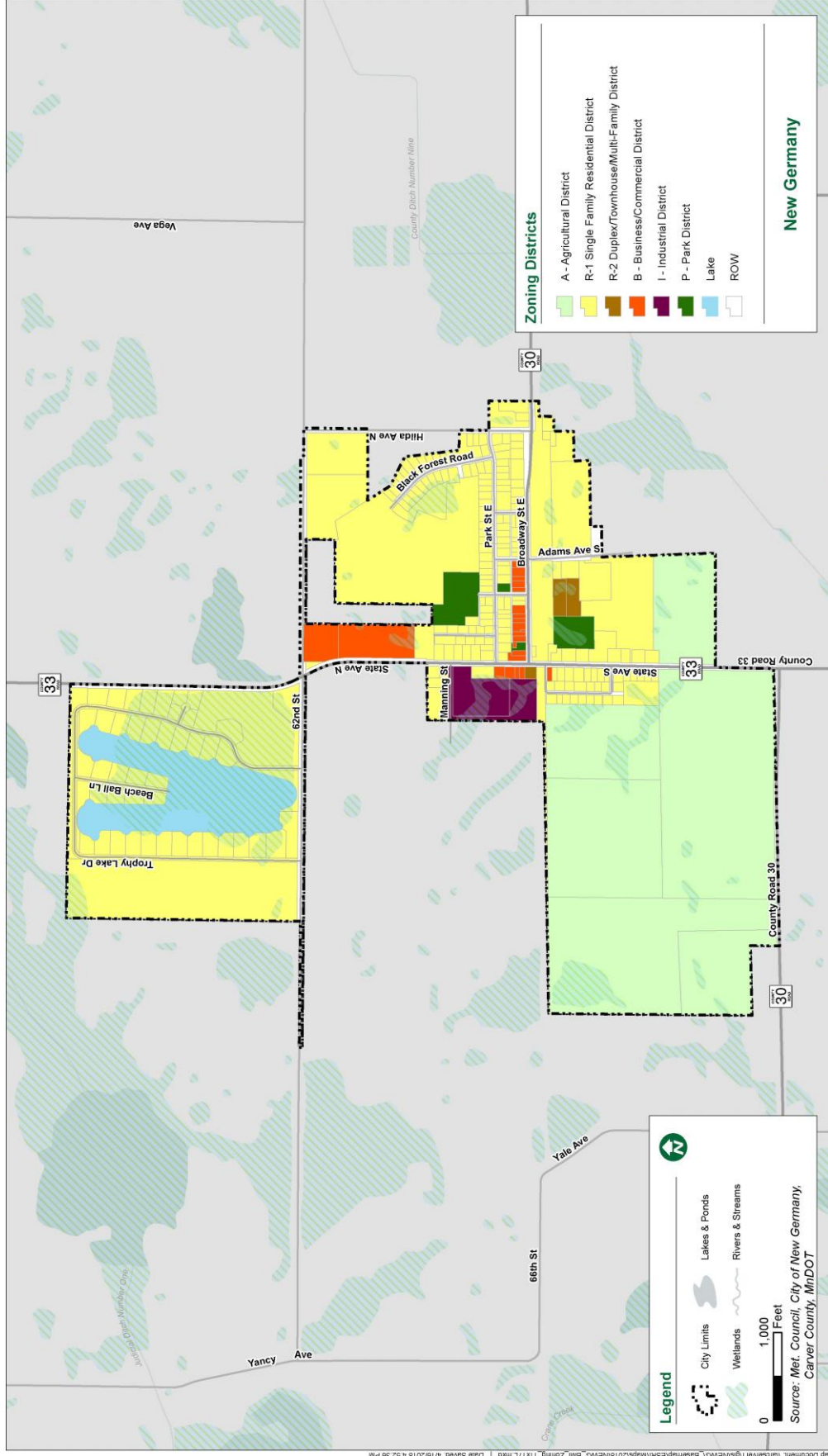
The Zoning and Subdivision Ordinances will allow the City to implement a number of the objectives in this plan, including the following:

1. An overall density of residential development that exceeds three dwelling units per acre.
2. Connection of all new development to municipal sanitary sewer and water systems.
3. Platting of property that allows for the dedication of right of way for public roadway and trail connections and improvements.
4. Compliance of all new development with stormwater management and erosion control requirements, including wetland buffer areas of the City Stormwater Management Plan and the Carver County Water Management requirements.
5. Protecting access for solar collectors and other renewable resource systems from potential interference by adjacent structures and vegetation. City decisions regarding development will be made to enhance the possible future development and use of solar energy and other renewable resource systems. Provisions within the City's official controls establish the regulatory basis for this protection including, but not be limited to, minimum structure separation and height restrictions.

As part of the planning process, the City will evaluate its land use controls and consider amendments to the existing Zoning and Subdivision Ordinances, after the adoption of this Comprehensive Plan. The purpose of the evaluation is to eliminate inconsistencies in the ordinances with the policies and objectives of new Comprehensive Plan, enhance performance standards, protect public and private investments, and conform to mandatory State and Federal regulations.

It is anticipated that the zoning ordinance may need to be updated to be consistent with the minimum densities for mixed use development, as shown in the land use chapter, to meet standards for affordable housing.

Figure 7.1: City of New Germany Zoning Map



Housing Implementation Program

The City of New Germany is committed to encouraging the availability of affordable housing as a long-term community value. See Chapter 3 for the comprehensive plan’s housing implementation program.

Other Planning Studies

The City has adopted the City of New Germany Surface Water Management Plan and Water Supply Plan. These documents have been made part of this comprehensive plan and are included in Appendix B. As growth occurs in the community, there will be a need to update or establish studies or plans for various functions.

Public Programs and Tools

Much of the plan will be implemented through the use of public programs, fiscal devices, and other related actions. **Table 7.2** outlines the overarching community goals for New Germany (as discussed in more detail in Chapter 1) and identifies the primary implementation tools to help the City obtain its goals. For the purposes of this table, short term is defined as within five years or less, significantly less in the case of zoning changes, as identified above.

Table 7.2 – Implementation Tools and Timeline		
Plan Goal	Primary Tools (Policy, Fiscal, and Programs)	Timeline for Implementation
Land Use		
1. <i>Growth management</i>	Zoning Ordinance; Subdivision Ordinance	<u>Short term</u> : zoning changes to be in conformance with comprehensive plan <u>Ongoing</u> : decisions in response to development applications
2. <i>Land uses to accommodate growth</i>	Zoning Ordinance; Subdivision Ordinance	<u>Short term</u> : zoning changes to be in conformance with comprehensive plan <u>Ongoing</u> : decisions in response to development applications
3. <i>Responsible and efficient land use</i>	Zoning Ordinance; Subdivision Ordinance	<u>Short term</u> : zoning changes to be in conformance with comprehensive plan <u>Ongoing</u> : decisions in response to development applications
Natural Resources		
4. <i>Protect and preserve natural resources</i>	State and Federal Environmental Regulations	<u>Ongoing</u> : City conformance with environmental standards
Community Facilities		
5. <i>Provide range of public services and facilities</i>	City Budget; Capital Improvement Plan; Cooperative agreements with other jurisdictions; Regional and state grant funding	<u>Annual</u> : City Budget, Capital Improvement Plan updates and approvals <u>Ongoing</u> : Provision of basic city services, such as police, fire, parks, administration, etc.

Economic Competitiveness		
<i>6. Business and job growth</i>	Partnership with Carver County; Tax abatements, TIF, and other fiscal incentives	<u>Ongoing</u> : Response to business investment opportunities
Housing		
<i>7. Range of housing options for all residents</i>	<i>See details in Housing Implementation Plan</i>	<u>Ongoing</u> : Response to housing development opportunity or request for assistance from residents
Parks and Trails		
<i>8. Active and passive recreational opportunities</i>	City Budget; Capital Improvement Plan; Partnership with Carver County; Regional and state grant funding	<u>Ongoing</u> : Maintenance and operations of park facilities
Transportation		
<i>9. Safe and efficient multimodal system</i>	Capital Improvement Plan; Partnerships with Carver County and MnDOT; Regional and state grant funding	<u>Annual</u> : Evaluate need for improvements to city roadways; cooperate with County and MnDOT on county, state, and federal improvements <u>Ongoing</u> : Respond to developer plans for extension of roads to new development
Public Utilities		
<i>10. Efficient meet needs of development</i>	Capital Improvement Plan; Partnerships with Carver County and MnDOT; Regional and state grant funding; State and federal regulations	<u>Annual</u> : Evaluate need for improvements to city utilities; cooperate with County and State on county and regional improvements <u>Ongoing</u> : Respond to developer request for extension of utilities to new development
Stormwater Management		
<i>11. Maintain or enhance water quality</i>	Capital Improvement Plan; Partnerships with Carver County and Carver County Watershed Management Organization; State and federal regulations	<u>Annual</u> : Evaluate need for improvements to city utilities; cooperate with County and State on county and regional improvements <u>Ongoing</u> : Respond to developer request for extension of utilities to new development
<i>12. Manage stormwater effectively</i>	Capital Improvement Plan; Partnerships with Carver County and Carver County Watershed Management Organization; State and federal regulations	<u>Annual</u> : Evaluate need for improvements to city utilities; cooperate with County and State on county and regional improvements <u>Ongoing</u> : Respond to developer plans for stormwater improvements to serve new development
<i>13. Compliance of development plans with standards</i>	Capital Improvement Plan; Partnerships with Carver County and Carver County Watershed Management Organization; State and federal regulations	<u>Annual</u> : Evaluate need for improvements to city utilities; cooperate with County and State on county and regional improvements <u>Ongoing</u> : Respond to developer plans for stormwater improvements to serve new development

Capital Improvement Plan (CIP)

The City annually reviews capital expenditure needs and will budget for improvements identified throughout the 2040 Comprehensive Plan Update accordingly. Capital needs include public and private investments in infrastructure, infrastructure repair and replacement, transportation, building maintenance and repair, water systems, equipment, and park expenditures. The CIP budget is continually assessed and is subject to modification as appropriate.

The Capital Improvement Plan will require review on an annual basis to determine the need for any adjustments as further development within the city occurs and other governmental decisions are made regarding sub-regional or county improvements. The City of New Germany's current capital improvement plan is located in **Appendix C**.

Schedule of Changes

To meet the goals of the 2040 Comprehensive Plan update and remove any potential inconsistencies in policy, changes and amendments to the city's zoning codes and ordinances will need to be made. These changes will be completed within nine months after the official adoption of the 2040 Comprehensive Plan update.

Plan Amendment Process

The Comprehensive Plan is intended to be general and flexible; however, formal amendments to the Plan will be required when land use elements, sewer staging areas or growth policies are revised. Periodically, the City should undertake a formal review of the plan to determine if amendments are needed to address changing factors or events in the New Germany area.

While a plan amendment can be initiated at any time, the City should carefully consider the implications of the proposed changes before its adoption. When considering amendments to this plan, the City will use procedures outlined in the City's ordinances. Landowners, land developers, organizations, individuals, the City Council and Planning Commission may initiate amendments to the Comprehensive Plan. All amendments to the Comprehensive Plan require a public hearing and must be submitted to the Metropolitan Council, the county, and townships for review prior to implementation.

When considering amendments to this plan, the City will use the following procedure:

1. Landowners, land developers, the Planning Commission or the City Council may initiate amendments.
2. The Planning Commission will direct staff or the planning consultant to prepare a thorough analysis of the proposed amendment.
3. Staff or the planning consultant will present to the Planning Commission a report analyzing the proposed changes, including their findings and recommendations regarding the proposed plan amendment.
4. The Planning Commission will decide whether or not to proceed with the proposed amendment. If a decision to proceed is made, a formal public hearing will be held on the proposed amendment.
5. Following the public hearing the Planning Commission will make a recommendation to the City Council.
6. The City Council will receive the recommendation from the Planning Commission and make a final

decision on whether to adopt the amendment.

7. All amendments must be submitted to area review jurisdictions and the Metropolitan Council for review prior to implementation.

Appendix A: Transportation

Appendix B: Water Resources

Appendix C: Capital Improvement Plan

Appendix D: Adjacent Community Comments and Responses

Appendix E: Reports and Resolutions