2040 COMPREHENSIVE PLAN

Adopted: June 18, 2019
Scott County, MN

BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA

Date:	June 18, 2019
Resolution No.:	2019-088
Motion by Commissioner:	Wolf
Seconded by Commissioner:	Ulrich

RESOLUTION NO. 2019-088; ADOPTING THE SCOTT COUNTY 2040 COMPREHENSIVE PLAN

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

WHEREAS, Minn. Stat. §§ 473.858 and 473.864 require Scott County to complete its "decennial" plan update by December 31, 2018; and

WHEREAS, the *Scott County 2040 Comprehensive Plan* is a planning tool intended to guide the future growth and development of the County in a manner that conforms with metropolitan system plans and complies with the Metropolitan Land Planning Act and other applicable planning statutes; and

WHEREAS, the County Planning Advisory Commission has the authority to recommend that the Board of County Commissioners adopt a comprehensive plan under Minn. Stat. § 394.30, and the County Parks Commission and Watershed Management Organization Planning Commission has the role of shaping and recommending certain goals and policies in a comprehensive plan; and

WHEREAS, Scott County duly noticed and conducted a public hearing on the *2040 Comprehensive Plan* on April 9, 2018; and

WHEREAS, pursuant to Minn. Stat. §§ 473.858 the draft *2040 Comprehensive Plan* was submitted to adjacent governmental units and affected special districts and school districts for review and comment on May 1, 2018, and the statutory six-month review and comment period has elapsed; and

WHEREAS, the Scott County Planning Advisory Commission has reviewed the *2040 Comprehensive Plan* and those recommendations, public comments, and comments from adjacent jurisdictions and affected districts; and

WHEREAS, on December 18, 2018, the County Board adopted is Local Water Plan – a separate but required component of the *2040 Comprehensive Plan* – and approved Resolution 2018-088 authorizing the *2040 Comprehensive Plan* be submitted to the Metropolitan Council for review; and

WHEREAS, at its regular meeting on June 12, 2019, the Metropolitan Council completed its review of the *Scott County 2040 Comprehensive Plan* and found that the Plan meets the requirements of the Metropolitan Land Planning Act; conforms to the metropolitan system plans for transportation (including aviation), water resources, and parks; is consistent with Thrive MSP 2040; and is compatible with the plans of adjacent jurisdictions and affected special districts and school districts; and

WHEREAS, the *Scott County 2040 Comprehensive Plan* includes all revisions made during the review process and responds to additional advisory comments that are part of the Metropolitan Council's actions authorizing the County to place its 2040 Comprehensive Plan into effect.

BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA

Date:	June 18, 2019
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NOW THEREFORE, BE IT RESOLVED by the Board of Commissioners in and for the County of Scott, Minnesota, that the *Scott County 2040 Comprehensive Plan* is adopted and is effective as of the date of this resolution.

BE IT FURTHER RESOLVED that, pursuant to sections 473.864 and 473.865 of the Metropolitan Land Planning Act, Scott County will:

(1) review its fiscal devices and official controls; and
(2) if necessary, amend its fiscal devices and official controls to ensure they do not conflict with the *2040 Comprehensive Plan* or permit activity in conflict with metropolitan system plans; and
(3) submit amendments to fiscal devices or official controls to the Metropolitan Council for "information purposes."

COMMISSIONERS	VOTE			
Weckman Brekke	☑ Yes	☐ No	☐ Absent	☐ Abstain
Wolf	☑ Yes	☐ No	☐ Absent	☐ Abstain
Beard	☐ Yes	☐ No	☑ Absent	☐ Abstain
Beer	☑ Yes	☐ No	☐ Absent	☐ Abstain
Ulrich	☑ Yes	☐ No	☐ Absent	☐ Abstain

State of Minnesota)
County of Scott)

I, Lezlie A. Vermillion, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on the 18th day of June, 2019 now on file in my office, and have found the same to be a true and correct copy thereof.
Witness my hand and official seal at Shakopee, Minnesota, this 18th day of June, 2019.

County Administrator

Administrator's Designee

TABLE OF CONTENTS

Chapter I: Introduction..... I-1
Plan Purpose..... I-1
Plan Elements..... I-2
Plan Process..... I-3
Plan Framework..... I-5
A. State of Minnesota..... I-5
B. Metropolitan Council..... I-6
C. Cities and Townships..... I-6
D. Shakopee Mdewakanton Sioux Community..... I-7
E. Neighboring Counties and Cities..... I-7
F. Soil and Water Conservation District..... I-8
G. School Districts..... I-8
H. Watershed Management Organizations/Watershed Districts..... I-8
Plan Design..... I-8

Chapter II: Community Engagement..... II-1
A. Resident Survey..... II-1
B. Student Surveys..... II-2
C. Conversations with the Community..... II-2
D. 2040 Visioning Process..... II-4
E. Open House..... II-4
Community Engagement Themes..... II-5
A. Active Living..... II-5
B. Transportation and Mobility..... II-6
C. Housing..... II-7
D. Parks and Trails..... II-8
E. Early Childhood Development..... II-8
F. Workforce and Career Development..... II-9
G. Healthy Eating..... II-11

Chapter III: Community Background..... III-1
History..... III-1
Population..... III-3
A. Historical Population Characteristics..... III-3
B. Racial and Ethnic Characteristics..... III-5
C. Age Characteristics..... III-6
D. Education and Income Levels..... III-7
E. Poverty..... III-8
Housing..... III-9
A. Household Types..... III-9
B. Household Tenure..... III-10
C. Affordable Housing..... III-11
D. Housing Stock Characteristics..... III-11
Employment..... III-14

A. Current Labor Characteristics....III-14
B. Employment Rates....III-14
Population, Household and Employment Forecasts....III-16
A. Population Forecasts....III-16
B. Household Forecasts....III-18
C. Employment Forecasts....III-18
D. Place of Work/Place of Residence....III-20
Community Background Summary....III-23

Chapter IV: County Vision.... IV-1
Process....IV-1
County Board Guiding Principles.... IV-5
2040 Vision.... IV-6
Strategic Challenges....IV-11

Chapter V: Land Use & Growth Management....V-1
History of County Land Use Planning.... V-1
A. Historical Sites....V-3
B. Existing Land Use....V-4
THRIVE MSP 2040 Community Designations....V-7
A. Rural Residential Development Trends....V-9
B. Growth Management Trends....V-11
C. Commercial/Industrial/Home Based Business Trends....V-13
D. Land Market Trends....V-15
Ultimate Build-Out Development Scenarios.... V-16
A. Baseline Build-Out Analysis.... V-17
B. Future Build-Out Analysis.... V-17
Land Use and Growth Management Goals and Policies....V-20
A. Process and Collaboration....V-20
B. Growth Management....V-25
C. Land Use Compatibility.... V-31
D. Residential Development Design.... V-34
E. Commercial/Industrial/Extraction Land Uses....V-35
F. Agricultural Uses.... V-37
Planned Land Use....V-40
A. Agricultural Planning Designation....V-40
B. Urban Planning Designation....V-41
C. Rural Planning Designation.... V-42
D. Commercial & Industrial Planning Designation....V-43
E. Park/Open Space Planning Designation....V-45
Consistency with Official Controls.... V-48
Projected Demand/Comparison with 2030 Land Use Plan.... V-48
Relationship with Adjacent and Overlapping Plans: Conformity, Consistency and Compatibility with Regional Framework.... V-50
Land Use and Growth Management Implementation Strategies.... V-51
A. Development Fee Study.... V-51
B. Cost of Services Study....V-52
C. Heavy Industrial Zoning District....V-52
D. Hamlet Mixed Use Zoning Overlay District....V-53
E. Rural Business Reserve District....V-53
F. Closed Landfill Restricted District....V-54

Chapter VI: Transportation..... VI-1
Introduction..... VI-1
Transportation Plan and Approach..... VI-1
A. Goals..... VI-1
B. Relationship of this Plan to the Metropolitan System..... VI-2
C. County Highway System and Funding Resources..... VI-4
Goal 1: Preserve..... VI-11
A. Maintaining Existing Infrastructure..... VI-11
Preserve Goal, Policies, and Strategies..... VI-15
Goal 2: Manage..... VI-17
A. Highway System Overview..... VI-17
B. Functional Classification System..... VI-17
C. Access Management..... VI-20
D. Existing Traffic Volumes..... VI-21
E. Existing Capacity Issues..... VI-21
F. Planned and Programmed Improvements..... VI-24
G. Traffic Operation..... VI-24
H. Traffic Safety..... VI-25
I. Roadway Jurisdiction..... VI-26
Manage Goal, Policies and Strategies..... VI-29
Goal 3: Improve and Expand..... VI-33
A. 2040 Transportation Model..... VI-33
B. 2040 Congestion Map..... VI-33
C. New Alignments and System Continuity..... VI-33
D. Access and Mobility to Regional Roadways..... VI-36
E. Future Functional Classification Map..... VI-36
F. Future Land Use/Access and Future Functional Classification.... VI-38
G. Right-Of-Way Preservation..... VI-38
Improve and Expand Goal, Policies, and Strategies..... VI-40
Goal 4: Alternative Modes of Transportation..... VI-42
A. Transit..... VI-42
B. Trails and Non-Motorized Facilities..... VI-53
C. Snowmobiles/ATV's..... VI-57
D. Aviation..... VI-58
E. Freight Transportation..... VI-61
F. Travel Demand Management..... VI-66
Alt. Modes of Transportation Goal, Policies, and Strategies..... VI-67
Goal 5: Transportation Planning..... VI-71
A. Completed Studies..... VI-71
B. Future Studies..... VI-73
Transportation Planning Goal, Policies, and Strategies..... VI-76

Chapter VII: Parks & Trails..... VII-1
Introduction..... VII-1
A. Plan Purpose..... VII-1
B. A Decade of Progress..... VII-2
C. Plan Framework..... VII-3
D. Plan Structure..... VII-7
E. Plan Development Process and Acknowledgements..... VII-8
F. Plan Outcomes and Strategies..... VII-8

The System....VII-13
A. History....VII-13
B. Governance/Organizational Structure.... VII-16
C Building the Regional System....VII-18
D. System Inventory – Existing and Planned....VII-28
People and Services....VII-67
A. Recreational Use....VII-68
B. Inclusion....VII-68
C. Active Living/Connecting with Nature.... VII-70
D. No Entrance Fee.... VII-70
E. Equipment Rental....VII-70
F. Outdoor Recreation and Environmental Education....VII-70
G. Representation and Public Involvement.... VII-71
H. Outreach and Communications.... VII-71
I. Volunteerism.... VII-71
J. Public Safety, Ordinances and Use Policies....VII-72
K. Alternative Outdoor Recreation Activities....VII-72
Relationships and Partners.... VII-74
A. System Users....VII-74
B. County Divisions and Departments.... VII-74
C. Interface Agencies....VII-75
D. Intergovernmental Relations.... VII-75
E. Non-Profit Organizations....VII-76
Natural Resources.... VII-77
A. Delivering Natural Resource Management....VII-78
Maintenance....VII-83
A. Maintenance Practices....VII-83
B. Preventative Maintenance.... VII-83
C. Maintenance and Stewardship....VII-84
D. Maintenance Partnerships....VII-84
Sustainability....VII-85
A. Sustainability in our System....VII-85
System Costs and Funding.... VII-87
A. Regional Park System Financing and Trends.... VII-87
B. System Costs.... VII-89
C. Financing Sources....VII-93
D. Finance Management Strategies....VII-96
Parks and Trails Plan Goals and Policies....VII-97
A. The System.... VII-97
B. People and Services....VII-98
C. Relationships and Partners....VII-101
D. Natural Resources....VII-102
E. Maintenance....VII-104
F. Sustainability....VII-104
G. System Costs and Funding....VII-105

Chapter VIII: Water, Natural & Agricultural Resources....VIII-1
Water Resources Plan Executive Summary.... VIII-1
Resource Inventory....VIII-3
A. Water Resource Management....VIII-3
B. Groundwater/Drinking Water Supply.... VIII-7

C. Land Cover....VIII-11
D. Geology....VIII-11
E. Bluffs....VIII-11
F. Aggregate Deposits....VIII-12
Natural Area Corridors.... VIII-14
A. County Defined Natural Area Corridors.... VIII-14
B. Implementation.... VIII-16
Agricultural Resources....VIII-20
A. Prime Farmland and Soils of Statewide Significance....VIII-20
B. Farmland and Crop Production....VIII-20
C. Organic Farming....VIII-23
D. Agricultural Property Tax Programs....VIII-24
Water Resource Goals and Policies....VIII-28
Natural Area Corridor Goals and Policies....VIII-33
Agricultural Resource Goals and Policies....VIII-35
Aggregate Resource Goals and Policies....VIII-37

Chapter IX: Housing.... IX-1
Existing Housing Conditions.... IX-1
Housing Needs....IX-13
Lifecycle Housing and Affordability....IX-15
A. Scott County Community Development Agency....IX-17
B. SCALE 50x30 Housing Work Group....IX-19
Housing Goals and Policies....IX-19
Housing Recommendations....IX-21

Chapter X: Economic Competitiveness....X-1
Key Industries and Centers of Employment....X-1
Redevelopment Opportunities....X-8
Workforce and Education.... X-9
A. Commuting Patterns....X-10
B. Educational Attainment.... X-14
Business Development....X-14
A. Future Business Development....X-16
B. Retail Market Analysis....X-18
C. Office Space....X-18
D. Industrial Market....X-18
E. Destination Entertainment....X-21
Economic Information, Monitoring and Strategic Initiatives....X-22
A. First Stop Shop....X-22
B. SCALE 50x30 Workforce Readiness Work Group....X-23
C. Local Government Role in Economic Development....X-23
Economic Competitiveness Goals and Policies....X-25
Economic Competitiveness Recommendations....X-28

Chapter XI: Utilities & Local Government Facilities....XI-1
Sewage Treatment Systems.... XI-1
A. Individual Sewage Treatment Systems (ISTS).... XI-1
B. Community Sewage Treatment Systems (CSTS)....XI-4

C. Municipal or Regional Sanitary Sewer Service..... XI-6
Water Supply.....XI-11
A. Groundwater Protection.....XI-11
B. Well Protection.....XI-12
Solid Waste & Recycling.....XI-14
Gas and Electric.....XI-14
Telecommunications.....XI-15
Renewable and Alternative Energy Sources.....XI-16
County Facilities.....XI-20
Broadband Services XI-21
Township Facilities and Services.....XI-23
Utility & Local Government Facility Goals and Policies.....XI-24

Chapter IX: Safe, Healthy & Livable Communities.....XII-1
Public Health Plan.....XII-1
A. Scott County Health and Human Services.....XII-1
B. Scott County Public Health.....XII-4
C. Scott County Workforce Development Center..... XII-4
D. CAP Agency.....XII-4
E. Hospitals, Clinics, Health Service Providers.....XII-4
Healthy Communities.....XII-6
A. Healthy Eating.....XII-6
B. Active Living.....XII-8
C. Social Cohesion and Mental Health.....XII-9
Public Health Goals and Policies.....XII-10
Public Safety Plan.....XII-12
Crime Rates.....XII-12
Public Safety Service Providers.....XII-13
A. Sherriff's Office.....XII-13
B. Police Departments.....XII-15
C. Fire Departments.....XII-15
D. Emergency Medical Response.....XII-16
E. Addressing.....XII-16
F. Emergency Management/Hazard Mitigation.....XII-17
Public Safety Goals and Policies.....XII-18
Education Plan.....XII-19
A. School – Community Partnerships.....XII-21
B. SCALE 50x30 Educational Preparedness Work Group.....XII-22
C. Public Library Facilities.....XII-23
Education Goals and Policies.....XII-23

Chapter XIII: Implementation & Metrics.....XIII-1
Implementation Goals and Policies.....XIII-1
Collaboration.....XIII-4
A. Local and Regional Collaboration.....XIII-4
B. Types of Collaborative Ventures.....XIII-5
Implementation Strategies.....XIII-8
A. Plan Amendments.....XIII-8
B. Regulatory Controls.....XIII-8

B. Fiscal Analysis.....XIII-11
C. Capital Improvement Planning.....XIII-12
D. Ongoing Public Participation Program.....XIII-12
Implementation Timetable.....XIII-13
Key Metrics.....XIII-19

Appendix A: Transportation Appendices

A1 2040 Traffic Modeling Report, SRF Consulting Group
A2 Cost Participation Policy
A3 Minimum Access Spacing Guidelines
A4 Road Jurisdiction Transfer

Appendix B: Water, Natural & Agricultural Resources Appendices

Scott County 2018-2028 Water Resources Plan

Appendix C: Utilities & Local Government Facilities Appendices

Scott County Subsurface Sewage Treatment Ordinance No. 4

Appendix D: Implementation & Metrics Appendices

Scott County Capital Improvement Program (CIP)

TABLE OF FIGURES AND MAPS

Figure #	Figure or Map Title	Page
Map I-1	**Scott County Location and Jurisdictional Map**	**I-5**
Figure II-1	(KPI) Residents Survey – Overall Quality of Life	II-1
Figure III-1	Historic City & Township Population, 1960 to 2040	III-3
Map III-2	**Municipal Boundary Exp. and Pop. Growth, 1955 to 2005**	**III-4**
Figure III-3	Metropolitan County Growth Rates, 1990 to 2015	III-5
Figure III-4	County Population by Race, 2015 to 2035	III-5
Figure III-5	Age Distribution of Adults, 2000 to 2040	III-6
Figure III-6	Age Cohort Forecasts, 2015 to 2040	III-7
Figure III-7	Median Household Income by Submarket, 2015 and 2020	III-8
Figure III-8	Metropolitan County Poverty Rates, 1999 and 2014	III-9
Figure III-9	Tenure by Age of Householder, 2016	III-10
Figure III-10	(KPI) Proportion of Households Paying 30%+ of Income for Housing	III-11
Figure III-11	Age of Housing by Decade	III-12
Figure III-12	Residential Building Permits, 2000 to 2015	III-13
Figure III-13	Labor Force Characteristics by Industry, 2000 and 2014	III-14
Figure III-14	Resident Employment Rates, 2000 to 2015	III-15
Figure III-15	Met Council Forecasts Over Time	III-16
Figure III-16	Population Forecasts, 2000 to 2040	III-17
Figure III-17	Household Forecasts, 2000 to 2040	III-18
Figure III-18	Employment Forecasts, 2010 to 2040	III-19
Figure III-19	Employment Growth Projections by Industry, 2014 to 2024	III-20
Figure III-20	(KPI) Percent of Local Labor Force Who Live and Work in County	III-21
Figure III-21	Commuting Inflow/Outflow Characteristics, 2014	III-22
Figure III-22	Bedroom Community – Jobs to Household Balance, 1990 to 2040	III-22
Figure IV-1	Most Important Strategic Challenges to Achieve 2030 Vision	IV-2
Figure IV-2	Progress Made on 2030 Strategic Challenges	IV-3
Figure IV-3	Biggest Challenges Facing Scott County	IV-3
Figure IV-4	Biggest Opportunities Facing Scott County	IV-4
Figure V-1	Historic Sites, Scott County	V-3
Figure V-2	Generalized Land Use Totals, 2016	V-5
Map V-3	**Generalized Land Use Map, 2016**	**V-6**
Map V-4	**Met Council Community Designations Map**	**V-8**
Figure V-5	Single Family Home Permits in Townships, 2000 to 2015	V-10
Figure V-6	(KPI) New Housing Starts in Townships, 2001 to 2014	V-11
Figure V-7	New Township Lots, 2001 to 2014	V-12
Figure V-8	Land Annexed by City, 2000 to 2015	V-13
Figure V-9	Commercial and Industrial Permits, 2010 to 2015	V-14
Figure V-10	Top Ten Conditional/Interim Use Permit Categories, 2006 to 2017	V-14
Figure V-11	Recent Land Sales, 2007 to 2016	V-15

Figure #	Figure or Map Title	Page
Map V-12	**Future Urban Growth Areas Map**	**V-19**
Figure V-14	Residential Land Use Category Densities and Lot Sizes	V-46
Map V-15	**2040 Planned Land Use Map**	**V-41**
Figure V-16	2040 Gross and Developable Acres	V-48
Figure V-17	Comparison of 2030 and 2040 Land Use	V-49
Figure VI-1	County Highway Maintenance Revenues	VI-5
Figure VI-2	Transportation Capital Program	VI-6
Figure VI-3	Total Highway User Tax Distribution Fund	VI-7
Figure VI-4	Map of Transportation Tax Programs	VI-10
Map VI-5	**Roadway Jurisdictions Map**	**VI-12**
Figure VI-6	Average County Pavement Quality Index (PQI)	VI-13
Map VI-7	**Functional Classification Map**	**VI-18**
Figure VI-8	Relationship Between Functional Classification, Mobility, and Access	VI-20
Figure VI-9	Four Levels of Functional Classification	VI-20
Figure VI-10	Improper Land Use Example	VI-20
Figure VI-11	Roadway Design Capacities	VI-21
Map VI-12	**Existing ADT and Congestion Map**	**VI-23**
Figure VI-13	(KPI) Number of Crashes on System/Million VMT	VI-25
Map VI-14	**Jurisdictional Issues County to Local Map**	**VI-27**
Map VI-15	**Jurisdictional Issues County to State Map**	**VI-28**
Map VI-16	**Congested Roadway Segments Map**	**VI-34**
Map VI-17	**Unprogrammed Roadway System Needs for Continuity Map**	**VI-35**
Map VI-18	**Future Functional Classification Map**	**VI-37**
Figure VI-19	Fun. Classification by Lane Miles	VI-38
Map VI-20	**Future Right of Way Needs Map**	**VI-39**
Figure VI-21	Recommended Sight Triangles	VI-40
Figure VI-22	Transit Market Areas	VI-42
Map VI-23	**Transit Park & Rides, Park & Pools, & Transit Centers Map**	**VI-44**
Figure VI-24	Bus-Only Ramps and Shoulders	VI-45
Map VI-25	**Fixed and Express Transit Routes Serving Scott County Map**	**VI-46**
Figure VI-26	MVTA Future Growth Concepts	VI-47
Figure VI-27	Inter-City Bus Service Stops	VI-48
Figure VI-28	SmartLink Denial Rate, 2013 to 2017	VI-49
Figure VI-29	Regional Transit Link On-Time Performance, 2013 to 2017	VI-49
Figure VI-30	Bus Rapid Transit (BRT) Study Locations	VI-49
Figure VI-31	Increased Revenue Scenario Transitways	VI-50
Figure VI-32	2015 Minnesota State Rail Plan: Identified Passenger Rail Projects	VI-51
Figure VI-33	Dan Patch Corridor Study Location	VI-52
Figure VI-34	(KPI) Scott County Transit Ridership: All Providers	VI-53
Map VI-35	**Regional Bicycle Transportation Network Map**	**VI-56**
Figure VI-36	Bicycle and Pedestrian Facility Types	VI-57
Map VI-37	**Air Transportation Map**	**VI-60**
Map VI-38	**Freight Map**	**VI-62**
Figure VI-39	Ports of Savage Location	VI-63
Figure VI-40	River Port Annual Tonnages, 2012 to 2016	VI-63
Map VI-41	**Freight Issues Map**	**VI-65**
Map VI-42	**Future Study Needs Map**	**VI-75**

Figure #	Figure or Map Title	Page
Figure VII-1	Parks and Trails Plan Structure	VII-7
Map VII-2	**Scott County Regional Park and Trail System Map**	**VII-12**
Figure VII-3	Governance/Organizational Structure Diagram	VII-17
Figure VII-4	Classification System for Local and Regional Park Facilities	VII-19
Figure VII-5	Parcel Function Analysis	VII-26
Map VII-6	**Regional Park Inventory Map**	**VII-29**
Figure VII-7	Murphy-Hanrehan Park Reserve Summer Use Map	VII-32
Figure VII-8	Murphy-Hanrehan Park Reserve (Zoning Map)	VII-33
Figure VII-9	Cleary Lake Regional Park Summer Use Map	VII-36
Figure VII-10	Clearly Lake Regional Park Master Plan	VII-37
Figure VII-11	Spring Lake Regional Park Summer Use Map	VII-41
Figure VII-12	Spring Lake Regional Park Master Plan	VII-42
Figure VII-13	Spring Lake Regional Park: Lakefront Development	VII-43
Figure VII-14	Cedar Lake Farm Regional Park Summer Use Map	VII-46
Figure VII-15	Cedar Lake Farm Regional Park Master Plan	VII-47
Figure VII-16	Cedar Lake Farm Regional Park: Lakeside Recreation Area	VII-48
Figure VII-17	Doyle-Kennefick Regional Park Master Plan	VII-50
Figure VII-18	Doyle-Kennefick Regional Park: Main Trailhead Area	VII-51
Figure VII-19	Blakeley Bluffs Regional Park Reserve Acquisition Master Plan	VII-53
Map VII-20	**Regional Park System Plan Map**	**VII-54**
Map VII-21	**Existing Trail Inventory Map**	**VII-55**
Figure VII-22	Scott County West Regional Trail Location, 2018	VII-56
Figure VII-23	Metro-wide Regional Trail Search Corridors	VII-59
Map VII-24	**Regional Trail System Plan Map**	**VII-61**
Figure VII-25	Minnesota Valley National Wildlife Refuge	VII-64
Figure VII-26	Cost Estimates for Park Land Acquisition	VII-89
Figure VII-27	Cost Estimates for Park Development	VII-90
Figure VII-28	Cost Estimates for Regional Trail Development	VII-91
Figure VII-29	Regional Park Financing Sources and Eligible Functions	VII-94
Figure VII-30	Parks and Trails System Financing Plan	VII-97
Figure VIII-1	How Strategies Relate to SWMO Goals	VIII-2
Map VIII-2	**Local Watershed Management Boundaries**	**VIII-4**
Figure VIII-3	Watershed Jurisdictions: Incorporated vs Unincorporated	VIII-5
Figure VIII-4	Impaired Waters of Scott County	VIII-6
Figure VIII-5	Scott County Observation Wells	VIII-8
Figure VIII-6	Surface Infiltration	VIII-9
Figure VIII-7	Drinking Water Supply Management Areas	VIII-10
Map VIII-8	**Aggregate Deposits**	**VIII-13**
Figure VIII-9	Restorable Wetlands	VIII-18
Map VIII-10	**County Defined Natural Area Corridors**	**VIII-19**
Map VIII-11	**Prime Farmland and Soils of Statewide Significance**	**VIII-21**
Figure VIII-12	(KPI) Farming Profile, 1992 to 2012	VIII-22
Figure VIII-13	Notable Crops and Commodities, 2012	VIII-22
Figure VIII-14	USDA Certified Organic Farms in Scott and Surrounding Counties	VIII-23
Figure VIII-15	Land Enrolled in Metropolitan Ag Preserves, 2010 to 2016	VIII-25
Map VIII-16	**Metropolitan Ag Preserves Enrollment Map**	**VIII-26**
Map VIII-17	**Green Acres Enrollment Map**	**VIII-27**
Figure VIII-18	Potential Regional Stormwater Pond Locations	VIII-32
Map VIII-19	**2040 Planned Land Use with Aggregate Deposit Overlay**	**VIII-38**

Figure #	Figure or Map Title	Page
Figure IX-1	Existing Housing Conditions, Countywide and by Township	IX-1
Figure IX-2	Type of Housing Structures in the County, 2015	IX-3
Figure IX-3	Age of Housing Stock, 1950 - 2010	IX-3
Figure IX-4	Year Householder Moved into Unit	IX-4
Figure IX-5	Homeownership Rates in Scott County, 1990 to 2015	IX-4
Figure IX-6	Homeownership Rates in Submarkets, 2016	IX-5
Figure IX-7	Median Housing Values, 1990 to 2015	IX-5
Figure IX-8	Existing Home Sales in 2015	IX-6
Figure IX-9	Median Home Sale Price in 2016	IX-6
Figure IX-10	New Housing Units in Scott County, 2000 to 2015	IX-7
Figure IX-11	Residential Building Trends by Submarket, 2000 to 2015	IX-7
Figure IX-12	New Affordable Housing Units, 2003 - 2015	IX-8
Figure IX-13	Housing Cost Burden, 1990 to 2015	IX-8
Figure IX-14	Levels of Affordability in Twin Cities Region, 2016	IX-9
Figure IX-15	Median Gross Rent, 1990 to 2015	IX-10
Figure IX-16	Market Value of Owner-Occupied Housing Units, 2015	IX-11
Map IX-17	**Owner-Occupied Housing by Estimated Market Value**	**IX-12**
Figure IX-19	General Occupancy and Senior Housing Demand, 2017 to 2040	IX-13
Figure IX-20	Owner and Renter Housing Demand, 2017 to 2040	IX-14
Figure IX-21	General Occupancy Housing Demand Summary, 2017 to 2040	IX-14
Figure IX-22	Senior Housing Demand Summary, 2017 to 2040	IX-14
Figure IX-23	Housing Demand by Service Level, 2017	IX-15
Figure IX-24	Housing Demand by Service Level, 2040	IX-15
Figure IX-25	Affordable Housing Need Allocation, Countywide, 2021 to 2030	IX-16
Figure IX-26	Affordable Housing Need Allocation, by City, 2021 to 2030	IX-17
Figure IX-27	CDA Owned Housing Units	IX-18
Figure X-1	Employment Growth in Scott County, 1970 to 2015	X-2
Figure X-2	Types of Jobs in Scott County, 2016	X-2
Figure X-3	Major Employers in Each of Scott County's Cities, 2016	X-3
Figure X-4	Establishments by Industry, 2000 and 2015	X-5
Figure X-5	Highest Paying Industries & Average Annual Wages, 2016	X-6
Figure X-6	Average Annual Wages, Scott County and Twin Cities Region	X-6
Figure X-7	(KPI) Average Annual Unemployment Rate, 1990 to 2017	X-7
Figure X-8	Projected Growth in the State Labor Force to 2045	X-7
Figure X-9	County Projected Labor Force Growth, by Age Group	X-8
Figure X-10	Industries County Residents are Employed In, 2015	X-9
Figure X-11	Gap Between Local Labor Force Skills and Local Jobs	X-10
Figure X-12	Commuting Patterns, 2014	X-11
Figure X-13	Inflow/Outflow Job Counts, 2014	X-12
Figure X-14	Means of Transportation to Work, 1990 to 2015	X-13
Figure X-15	Travel Time to Work, 2015	X-13
Figure X-16	Highest Level of Education Attained	X-14
Figure X-17	Commercial/Industrial Permits Issued, 2010 to 2015	X-15
Figure X-18	Square Footage of Commercial/Industrial Permits Issued, 2010 to 2015	X-16
Figure X-19	High Growth Industries in Twin Cities, 2014 - 2024	X-17
Figure X-20	Employment Forecasts by Submarket, 2020 to 2040	X-18
Figure X-21	Commercial/Industrial Demand, 2015 to 2040	X-19
Figure X-22	Commercial/Industrial Demand, by City, 2015 to 2040	X-19
Figure X-23	Commercial/Industrial Demand, by Class I & II, 2015 to 2040	X-21

Figure #	Figure or Map Title	Page
Map XI-1	**Large Private Sewage Treatment Systems**	**XI-4**
Map XI-2	**Regional Sanitary Sewer Service Areas in Scott County**	**XI-5**
Map XI-3	**Private Wells and Wellhead Protection Areas**	**XI-10**
Map XI-4	**Community Solar Gardens**	**XI-14**
Map XI-5	**Gross Solar Potential Scott County**	**XI-16**
Figure XI-6	County Government Center Campus Expansion	XI-18
Figure XI-7	Broadband Service in Scott County (2018)	XI-21
Map XII-1	**Health Care Facilities Location Map**	**XII-1**
Map XII-2	**Food Access (Countywide) Map**	**XII-7**
Figure XII-3	Part 1 Crimes in Unincorporated Area, 2004 and 2015	XII-12
Map XII-4	**Public Safety Service Areas Map**	**XII-13**
Map XII-5	**Fire Service Areas Map**	**XII-15**
Map XII-6	**Ambulance Service Areas Map**	**XII-16**
Map XII-7	**Public Independent School District (ISD) Map**	**XII-19**
Figure XII-8	Public School District Enrollment Trends and Forecasts	XII-20
Figure XII-9	Private Schools Enrollment	XII-20
Figure XII-10	(KPI) Percent of 3rd Graders Reading at Grade Level, 2016	XII-22
Figure XII-11	Scott County Library System (Buildings)	XII-23
Map XIII-1	**Orderly Annexation Areas**	**XIII-7**
Map XIII-2	**Zoning Map (2010, Amended 2017)**	**XIII-9**
Figure XIII-3	Zoning Districts (2018)	XIII-10
Figure XIII-4	Implementation Recommendations Table	XIII-14

CHAPTER I - INTRODUCTION

This planning document is intended to manage the pace, location, and impacts of growth and development and reflects a basic philosophy of Scott County: the cross-jurisdictional nature of population growth issues (e.g., land use, transportation, natural resource preservation, parks and trails, and community services) can be guided and shaped to everyone's benefit through cooperative working relationships among the County's stakeholders and decision makers.

Scott County is one of seven counties in the Twin Cities Metropolitan Area as defined by the Metropolitan Land Planning Act. This Land Planning Act of 1976 requires all units of government within the seven-county metro area to prepare development plans for review by the Metropolitan Council. This document builds upon the County's 40+ years of long range planning and serves as an update to the 1981, 1996, 2001, and 2009 Scott County Comprehensive Plans prepared in response to the Land Planning Act.

PLAN PURPOSE

The Scott County 2040 Comprehensive Plan Update (the 2040 Plan) is a document that serves several purposes:

- guides county residents and decision-makers to plan for future growth and development through 2040 and beyond;
- represents the goals and values of Scott County and a vision for maintaining a high quality of life;
- serves as a communication device between decision-makers, units of government, and property owners;
- fulfills a state-mandated requirement to prepare a plan that conforms to the regional growth plan developed by the Metropolitan Council; and
- provides the legal basis of the establishment of ordinances to carry out this 2040 Plan.

> "The Comprehensive Plan shall contain objectives, policies, standards and programs to guide public and private land use, development, redevelopment and preservation for all lands and waters within the jurisdiction of the local government unit…"
>
> - MN Statute (section 473.859, sub 1)

The 2040 Plan guides land use planning in ten townships: Belle Plaine, Blakeley, Cedar Lake, Helena, Jackson, Louisville, New Market, St. Lawrence, Sand Creek and Spring Lake (Credit River Township has undertaken its own planning authority). Scott County is the planning and zoning authority for these ten townships. A partnership decision-making process with township boards has been in place since 1969 when the Scott County Board adopted the first County zoning ordinance. The 2040 Plan coordinates regional land use, transportation, natural resource, and community facility planning with the Shakopee Mdewakanton Sioux Community and seven cities: Belle Plaine, Elko New Market, Jordan, New Prague, Prior Lake, Savage, and Shakopee – all of which have their own planning and zoning authority. Ensuring a degree of consistency among all of these plans is a major goal for this 2040 Plan.

PLAN ELEMENTS

The content of the 2040 Plan is somewhat dictated by state statute and the Metropolitan Council. This Plan meets and surpasses these state mandates and reflects the range of issues important to Scott County residents. This planning document focuses on nine main elements:

Land Use & Growth Management – This required element guides residential density, commercial and industrial activity, and zoning within the ten townships. This element also addresses the rapid pace of urbanization occurring in the county. This 2040 Plan was developed utilizing a comprehensive methodology to analyze land use from an area-wide perspective, with consideration to both public and private utility systems. This approach considers the cross-jurisdictional needs of transportation, storm water management, and public infrastructure thus transcending both township and municipal boundaries. A high degree of communication and joint/shared decision-making allows this approach to be successful.

Transportation – This required element provides the basic framework for development of the Scott County transportation system through the year 2040. It provides an extensive update to the County's *2030 Transportation Plan*, which was adopted in 2009. There is a strong inter-relationship between the transportation element and other plan elements.

Water, Natural & Agricultural Resources – This required element provides goals, polices and implementation efforts that are directed at water, natural and agricultural resources. It provides updates to the County's *Water Resources Plan*, which is a "stand-alone" policy document, but adopted as part of this 2040 Plan.

Parks & Trails – This required element provides a framework for development and long-range planning efforts in the area of Scott County regional parks and trails system. It provides an update to the County's 2030 *Parks & Trails Pla*n, which was adopted in 2009. There is a strong inter-relationship between the parks and trails element and other plan elements, particularly transportation, water and natural resources, and safe, healthy and livable communities.

Housing – This required element – a brand new chapter in the 2040 Plan – focuses on providing a variety of housing choices that accommodate both rural and urban lifestyles.

Economic Competitiveness– This optional element focuses on goals, policies and strategies to ensure that Scott County develops in an economically sustainable manner and to ensure that growth is matched with the County's ability to provide infrastructure and services.

Safe, Healthy & Livable Communities – This optional element identifies the county's "human infrastructure" needs and provides workable goals and objectives which reflect those needs. It is based on detailed data analysis regarding demographic and social factors in the county. Due to the integration of both physical and social planning that occurred as part of this 2040 planning process, there is a high-degree of interaction between this and the other plan elements.

Utilities & Local Government Facilities – This optional element focuses on goals, policies and strategies to ensure adequate public and private utilities and supporting infrastructure to serve Scott County's urban and rural land uses. The chapter covers sanitary sewer, drinking water, solid waste, gas, alternative energy, and electric utilities and services that support many of the other plan elements.

Implementation & Metrics – This optional element focuses what follow-up actions will be required to advance this Plan's recommendations and bring our 2040 Vision closer to reality. It also includes a list of key performance indicators (KPIs) by which the public can track the progress this Plan is making toward achieving desired 2040 Plan outcomes. (Throughout the plan document, these key metrics are symbolized with a logo).

PLAN PROCESS

The process to prepare the 2040 Plan involved an ongoing exchange of information, analysis, and response between public officials, citizens, County staff, technical work teams, and consultants. Preparation of this Plan, which began in 2016, was organized into seven phases:

Phase 1: Planning Strategy & Tactics – The initial phase involved organizing the overall direction of the 2040 planning process, and informing participants of the purpose, content and scope of the planning effort. The County Board reviewed and endorsed the overall strategy, approach and timelines to update the plan and engage the public on April 19, 2016.

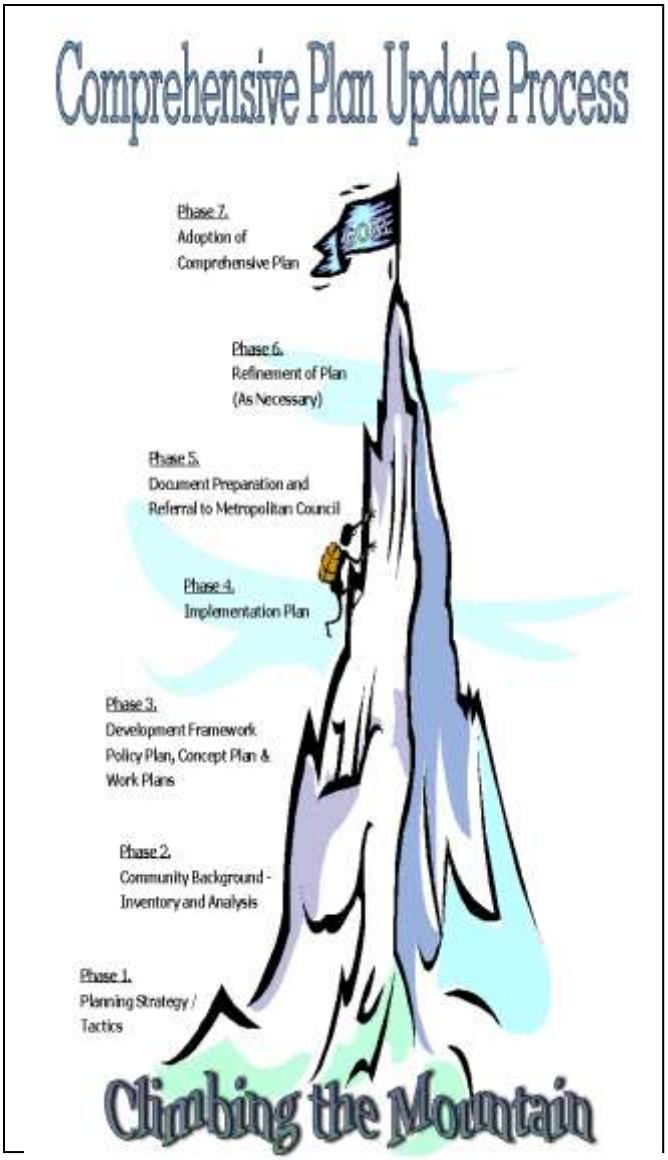
Phase 2: Inventory and Analysis –
This second phase involved assembling the technical data needed to address the issues identified in Phase 1, and analyzing this data to establish a base from which to generate the Development Framework.

Phase 3: Development Framework – The third phase constituted actual plan formulation. This phase involved four rounds of meetings with Township groups, monthly presentations to the Planning Advisory Commission, regular work sessions with the Parks Advisory Commission and WMO Planning Commission, meetings with stakeholder groups such as developers and realtors, and regular meetings with city and tribal officials.

Phase 4: Implementation Strategies The fourth phase of the planning process involved programming implementation efforts. Based upon discussions with county, city and townships officials, projects and actions were prioritized as a means to organize and focus work to make the plan a reality. A detailed list and timeline was generated to identify the major actions Scott County should complete to implement the 2040 Plan.

Phase 5: Document Preparation & Referral to Met Council – The process of writing this 2040 Plan began in the fall of 2016 with members of advisory commissions providing review assistance on the various chapters. All thirteen chapters of this planning document were written by County staff. Consultants were retained only to provide expertise in the visioning and traffic modeling processes.

Phase 6: Refinement of Plan – In March 2018, the County hosted two open houses to invite the public the opportunity to review and provide input on the draft plan. About 70 people attended these sessions. In April 2018, a public hearing on the draft 2040 Plan was held by the Planning Advisory Commission. After the hearing, the draft plan was distributed to 65 neighboring communities and overlapping jurisdictions for a mandatory six-month review period. A total of 28 jurisdictions or agencies responded, with 22 providing written comments on the draft Plan. County staff recommended and the Planning Commission incorporated many of these comments into the document before sending the 2040 Plan to the County Board for approval on December 10, 2018.



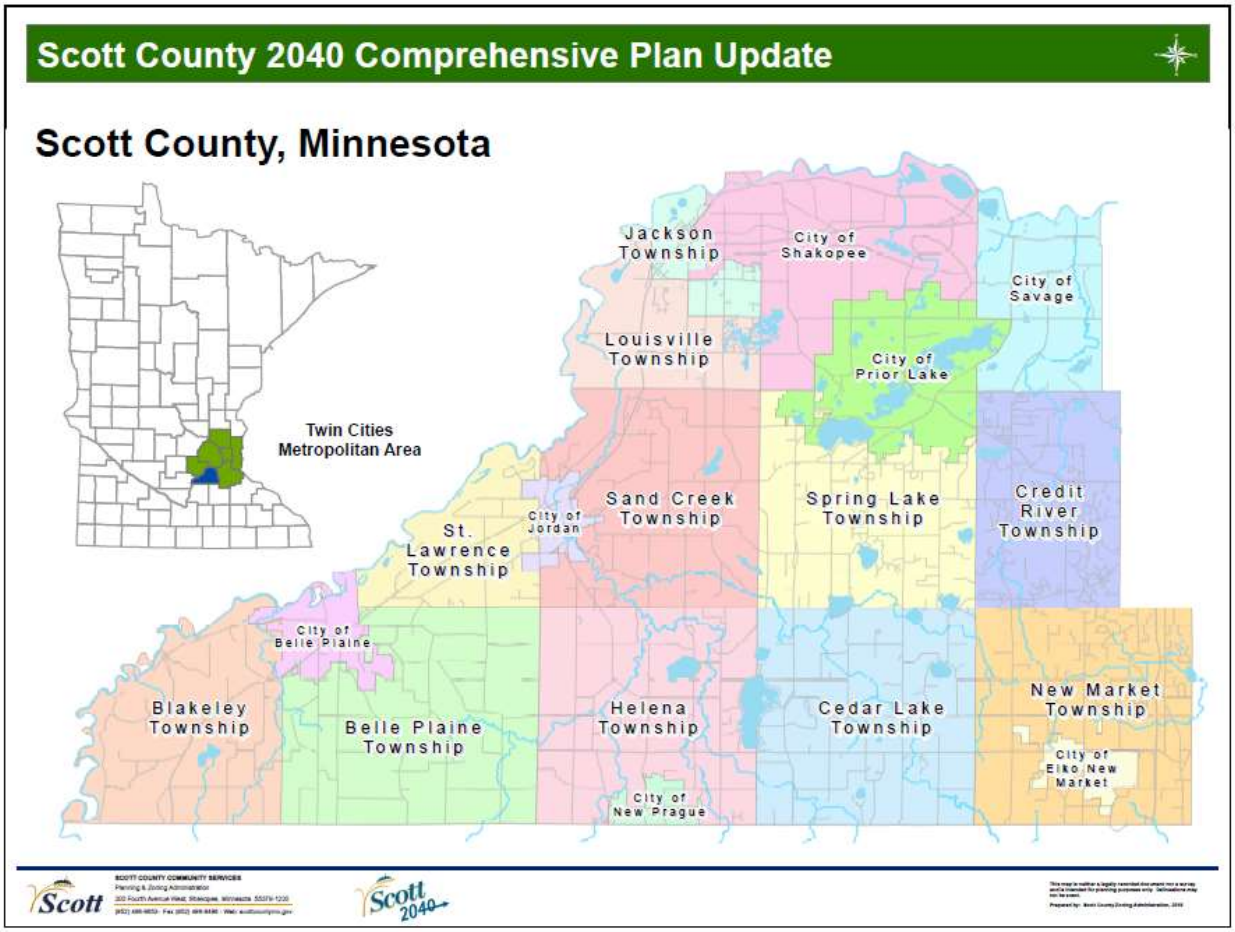
Phase 7: Adoption of Comprehensive Plan – The County Board approved this plan on December 18, 2018. The plan was submitted to the Metropolitan Council before the December 31 deadline. The Met Council staff and subcommittees reviewed the plan for **conformance** with metropolitan system plans, **consistency** with adopted policy plans, and **compatibility** with plans of affected and adjacent jurisdictions.

On May 20, 2019, the Met Council Community Development Committee recommended action on this plan. The full Council took action on this plan and determined that it can be put into effect on June 12, 2019. The County Board formally adopted this plan by resolution on June 18, 2019.

PLAN FRAMEWORK

This 2040 Plan was not prepared in a vacuum; rather, the Plan takes into account the overall framework for planning at the state, regional, and local levels. Below are the key jurisdictions that influence long-range planning in Scott County:

Map I-1
Scott County Location and Jurisdictional Map



A. State of Minnesota

Minnesota's estimated 2016 population of 5.52 million is projected to grow to 6.8 million by 2070. This growth will be fueled by natural increase (more births than deaths) and by in-migration from other states and foreign countries. Population growth is expected to be greatest in the Twin Cities' suburban counties. Statewide, the aging baby boomer generation will produce an explosion in the senior population.

Minnesota has 87 counties and 853 cities. In Minnesota, counties perform state-mandated duties such as property assessment, recordkeeping, road maintenance, administration of election and judicial functions, and police protection. In addition to these administrative duties, many counties provide other support duties like social services, corrections, child protection, library services, public health services, planning and zoning, economic development, parks and recreation, water quality, and solid waste management.

Several key state agencies participated in the preparation of this document by allowing staff attendance at work team meetings, and providing and reviewing planning documents. These agencies included the Department of Transportation (Metro District), Department of Natural Resources (Central Region), Department of Health and Human Services, and Department of Agriculture.

B. Metropolitan Council

The Metropolitan Council is the regional planning agency serving the Twin Cities seven-county metropolitan area (Hennepin, Ramsey, Dakota, Anoka, Carter, Washington, and Scott). The Metropolitan Council works with 272 separate units of government—counties, cities, and townships—to provide: the region's largest bus system and only light-rail transit system; wastewater collection and treatment; population and household forecasts; affordable housing opportunities; and planning, acquisitions, and funding for regional parks and trails.

In 2009, the Metropolitan Council found Scott County's *2030 Comprehensive Plan Update* met all Metropolitan Land Planning Act requirements, conformed to the regional system plans including transportation, aviation, water resources management, and parks, was consistent with the *2030 Regional Development Framework,* and was compatible with the plans of adjacent jurisdictions. The Met Council authorized the County to put its comprehensive plan into effect without any plan modifications.

On May 28, 2014, the Metropolitan Council adopted *THRIVE MSP 2040* under the authority of state statues. *THRIVE MSP 2040* is the vision for our region over the next 30 years. It reflects our concerns and aspirations, anticipates future needs in the region, and addresses our responsibility to future generations. *THRIVE MSP 2040* sets the policy foundations for systems and policy plans developed by the Council: Transportation Policy Plan; Water Resources Policy Plan; Regional Parks Policy Plan; and Housing Policy Plan.

Under state law, each city, township and county in the region is required at least every 10 years to prepare and submit a local comprehensive plan that is consistent with the Council's system plans. All updated plans are due at the end of 2018. Scott County's relationship to the Council's policies, goals, strategies and investments are provided in the different elements of this 2040 Plan document.

C. Cities and Townships

Scott County was established and organized by an Act passed in the legislature on March 5, 1853. Scott County has an area of 375 square miles. The eleven townships are: Belle Plaine, Blakeley, Cedar Lake, Credit River, Helena, Jackson, Louisville, New Market, St. Lawrence, Sand Creek, and Spring Lake. The seven cities are:

- Belle Plaine (founded in 1854, incorporated as a borough in 1873, incorporated as a city in 1974);

- Elko New Market (merged in January 1, 2007. New Market was organized as Jackson Township in May 1858, renamed New Market on October 12, 1858. Elko was platted in 1902, incorporated as a city in 1949);
- Jordan (platted in 1854, incorporated as a village in 1872, and as a city in 1891);
- New Prague (partly in Le Sueur County, founded in 1856, incorporated as a village in 1877, and as a city in 1891);
- Prior Lake (platted in 1875, incorporated as a city in 1891);
- Savage (platted in 1857, incorporated as a City in 1858);
- Shakopee (platted in 1854, incorporated as a city in 1857, reincorporated as a city in 1870);

Each city and township was provided a copy of this 2040 Plan in 2018 for the required 6-month review period.

D. Shakopee Mdewakanton Sioux Community

The Shakopee Mdewakanton Sioux Community (SMSC) is a federally recognized Indian Tribe exercising inherent powers of self-governance to protect that health, welfare, and safety of SMSC residents and members. The SMSC has a federally approved Tribal Constitution that establishes the form of government and the rights, powers, and duties of the Tribal Government. All land held by the SMSC (located in north-central Scott County) is held communally by all members. No individual members hold fee title to any land controlled by SMSC. Residential parcels are assigned to individuals and held on a leasehold basis. SMSC owns and operates Mystic Lake Casino, the largest Indian-gaming facility in Minnesota. With more than 4,000 employees, the SMSC is the largest employer in Scott County. The tribe has contributed more than $86 million to local governments, including Scott County, since 1992 in taxes and support of law enforcement, infrastructure, and other essential services. Recent transportation projects funded by the SMSC include an additional lane on TH 169, upgrades to CR 83, and the interchange at Belle Plaine.

The Tribe is an active member of SCALE and the Intergovernmental Working Group (IWG), a group that consists of the Tribe, County and local cities. SMSC completed its last comprehensive plan in 2008 to establish a basis for development planning, provide data to allow the protection of natural resources, and to set a foundation for zoning ordinance revisions. The SMSC updated its comprehensive plan in 2018. The SMSC was provided a copy of this 2040 Plan in 2018 for the required 6-month review period.

E. Neighboring Counties and Cities

Scott County shares boundaries with six counties: Hennepin, Dakota, Rice, Le Sueur, Sibley, and Carver. The following plans or maps from these six counties were reviewed and consulted during the preparation of this 2040 Plan:

- *Dakota County 2030 and draft 2040 Comprehensive Plans;*
- *Rice County 2040 Comprehensive Plan;*
- *Carver County 2030 and draft 2040 Comprehensive Plan;*
- *Le Sueur County Land Use Plan (2007) and most current Zoning Map; and*
- *Sibley County Zoning Map.*

During the planning process, County staff had discussions and meetings with staff from neighboring Dakota and Carver Counties to discuss issues of mutual interest or concern. Because growth and development in the neighboring cities of Chaska and Lakeville have certain

impacts on the County's land use, transportation, parks and trails systems, these community's plans were also reviewed and consulted during the planning process. Each adjacent county and city was provided a copy of this 2040 Plan in 2018 for the required 6-month review period.

F. Soil and Water Conservation District

The Scott Soil and Water Conservation District is a political subdivision of the state of Minnesota established to carry out a program for the conservation, use, and development of soil, water and related resources. Five locally elected Scott Soil and Water Conservation District Supervisors provide leadership and governance. The role of the Elected District Supervisors is to develop policy, long-range plans, and budgets. It is the objective of the Scott Soil and Water Conservation District to carry out a well-rounded program of conservation. Assistance to land occupiers in applying proper practices to control soil erosion, reduce water pollution and aid in land resource planning will be made available on all lands within the District.

G. School Districts

Nine public school districts have jurisdiction over portions of Scott County. Chapter XII includes a map and more descriptions of these school districts. Each district was provided a copy of this 2040 Plan for review and comment in 2018 for the required 6-month review period.

H. Watershed Management Organizations / Watershed Districts

There are five watershed jurisdictions in Scott County: Scott WMO, Black Dog WMO, Scott County Vermillion Joint Powers Organization, Lower Minnesota River Watershed District, and Prior Lake–Spring Lake Watershed District. The boundaries of these watershed jurisdictions are shown on a map in Chapter VIII. Most of the county is within the Scott WMO. In 2018, Scott WMO prepared and adopted its *Comprehensive Water Resources Management Plan* for the purpose of managing surface and groundwater within the boundaries of the Scott WMO. The other watershed jurisdictions in Scott County have adopted similar water resource management plans. Each watershed district was provided a copy of this 2040 Plan in 2018 for the required 6-month review period

PLAN DESIGN

In 2016 Scott County invited students in grades K-8 from area schools and communities to help develop several designs and drawings for this 2040 plan document. The winning submissions are proudly featured on the cover page of this document, as well as on the cover page to certain elements.

The designs represent the unique aspects of the County from a youth perspective, from our lakes and farms, our parks and trails, our walkable neighborhoods, our winter streetscapes, to our place in the state and world. These images emphasize the importance of creating safe, healthy and livable communities for generations to come.

CHAPTER II - COMMUNITY ENGAGEMENT

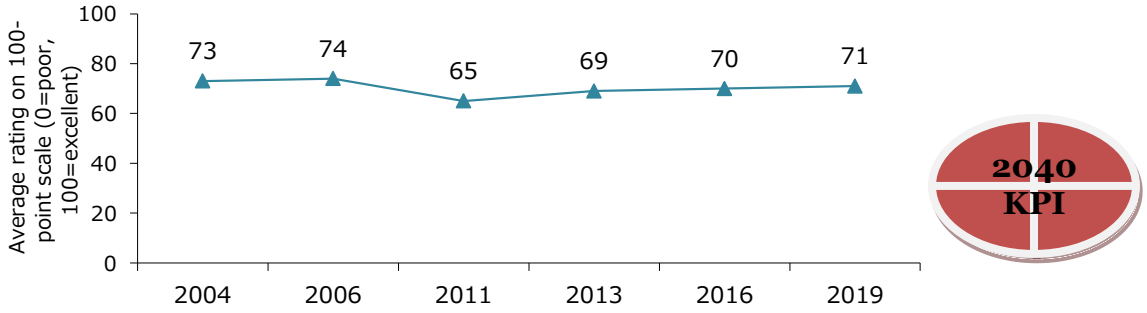
Scott County conducted a wide range of community engagement, education and outreach techniques throughout every stage of the planning process to stimulate thought and gain input into the 2040 Plan. Public participation using a variety of platforms, venues, forms and techniques were undertaken to ensure that the County's long-range plan accurately reflects the vision, goals and values of its residents and businesses. The County intentionally engaged groups typically under-represented in the planning process: lower income residents, the elderly, the youth, those with physical limitations, and diverse populations. This chapter summarizes the major public participation efforts held during the 2040 planning process. Five broad engagement efforts were performed to gather input and comments from residents and stakeholders in preparation of the 2040 Plan: 2016 Resident Survey; student surveys, Conversations with the Community, 2040 Vision Workshop, and 2040 Open House.

A. Resident Survey (Spring 2019)

Since the previous comprehensive plan was adopted in 2009, the County has contracted with the National Research Center (NRC) to conduct four surveys of randomly selected residents – in 2011, 2013, 2016 and the most recent one in the spring of 2019. These four surveys ask a variety of questions that gauge resident attitudes on quality of life issues, critical problems facing the community, and evaluation of county government services and fiscal management. The 2019 survey was administered by mail to 2,500 randomly selected households distributed equally among the five County Commissioner Districts. Of the approximately 2,437 households that received a survey in the mail, 691 surveys were completed providing a response rate of 28%. Below are results from the 2019survey that informs this 2040 Plan's overall approach to quality-of-life issues:

- Residents awarded the overall quality of life in Scott County a rating of 71 on the 100-point scale, which was higher than ratings given by residents in other counties across the U.S. The graph below shows this key performance indicator since 2004.

Figure II-1 Resident Survey – Overall Quality of Life



- Ratings for the county as a place to live and as a place to raise children (76 and 75 on the 100- point scale) were at or above "good." Scott County as a place to retire and as a place to work were rated less positively, falling between "good," and "fair" on the 100-point scale. Scott County as a place to live, a place to raise children, and as a place to work all received ratings that were higher than comparison communities.

- The location and small town feel were the two things residents liked most about living in Scott County, with about one-quarter citing these characteristics. Respondents also valued the convenience/access to the metro region (19%) and suburban lifestyle (17%).

- Similar to previous iterations of the survey, residents in Scott County indicated that taxes (67 on the 100-point scale) was the biggest problem for the community followed by traffic congestion (55) and affordability of housing (53).

Other key results from the Residents Survey will be included in the themes section later in this chapter and referenced in other chapters throughout this planning document.

B. Student Surveys (2016)

It is important to hear the youth's perspective when thinking about future planning for Scott County. Results from two student surveys – one conducted as part of a statewide assessment and the other targeted specifically to students in Shakopee – were used to inform this 2040 Plan.

The 2016 Minnesota Student Survey (MSS) was administered in the first half of 2016 to students in grades 5, 8, 9, and 11 statewide. Of the 330 public school districts, 282 agreed to participate (85% of public districts). In Scott County, all the public school districts serving the county participated. Here is the total number of responses from each grade (1,631 survey responses from county 5th graders; 1,572 from county 8th graders; 1,661 from county 9th graders, and 1,305 from county 11th graders). Public school student participation was voluntary and surveys were anonymous. Across the state, approximately 66% of fifth graders, 73% of eighth s, 71% of ninth, and 61% of eleventh graders participated in the 2016 Minnesota Student Survey. Overall participation across the four grades was approximately 68% of total enrollment).

In addition to this statewide student survey, County staff also worked to engage students from both Shakopee and Prior Lake Center for Advanced Professional Studies (CAPS). Shakopee CAPS students conducted focus groups and online surveys with both staff and students at the Shakopee High School focused on desires for the county over the next two decades. Over 1,200 responded to the Shakopee High School survey. The results of the survey and focus groups mirrored many of the findings from the larger population, such as a desire for better trail connections, more local job opportunities, and expanded mobility options. Prior Lake CAPS students focused on why residents age 16-24 are leaving and not working in the county. Nearly 380 responded to the Prior Lake survey.

C. Conversations with the Community (Winter 2016/17)

The most extensive community engagement effort undertaken to inform this 2040 Plan was a series of events County staff called "Conversations with the Community". The purpose of "Conversations" was to engage with more diverse demographic groups than who typically respond to resident surveys or attend planning meetings. County staff representing public health, parks, land use and transportation teamed up to engage people directly, from on-line

surveys promoted through social media, to pop-up booths at community events, to facilitating small focus groups with targeted populations. The goal of these efforts was to better understand the unique opportunities and barriers residents are experiencing living in Scott County as well as provide suggestions to advance safe, healthy, and livable communities through citizen-focused services. Residents had the opportunity to provide feedback through short surveys, dot prioritization, and focus group conversation on seven topic areas represented in the 2040 plan, some of which are promoted through the Statewide Health Improvement Partnership (SHIP): active living, transportation, parks & trails, early childhood, healthy eating, career development, and housing. Here is a brief methodology of each "Conversations" event:

- **On-Line Survey**: Over 640 people responded to an online survey posted on the County's Facebook and Nextdoor platforms. Participants varied geographically, by age, and income. Ethnicity generally matched the County's total population break down; however, it is worth noting that this survey was provided in an English-only format.

- **Pop-Up Booths**: Pop-up meetings consisted of one or two county staff attending a public event. With survey forms in hand, staff engaged with residents, offering an incentive for participation. Scott County partnered with Wagner Brothers Orchard and Thompsons' Hillcrest Orchard to provide respondents with locally grown apples. The County held "Ideas for an Apple" pop up booths at the following locations: Project Community Connect and Senior Expo in Shakopee, Fall Community Fest in Savage, Farmers Market in Shakopee, Public Health's Mobile Clinics in Savage and Shakopee, Autumn Fare at the county fairgrounds near Jordan, Fall Frenzy in Prior Lake, the Halloween Bash in Savage, Shakopee Diversity Alliance events, and events at the Government Center, Spring Lake Regional Park and Scott West Regional Trail. In all, more than 150 people completed surveys at these various events.

- **Focus Groups**: To dive deeper into select topics with targeted population groups – those who have been historically underrepresented in previous efforts. Staff facilitated six focus groups throughout the county: Esparanza (a Latina group based in Shakopee), Scott County Historical Society, the Savage Buddhist Temple, CAPS (Center for

Advanced Professional Studies) students, senior citizens in Belle Plaine, and 4H leaders. Focus groups provide a unique opportunity for a small group (typically six to ten people) to discuss topics that impact their lives most. Through these focus groups, staff was able to capture rich information not typically gleaned from traditional survey methods.

D. 2040 Visioning Process (Spring 2017)

Over a decade ago, the County undertook its first-ever visioning process to garner input and help "paint a picture" of what Scott County should look like in the future. The visioning process included a series of workshops with residents and community leaders to elicit their opinions about the way Scott County should look, feel, and function in the year 2030. At each workshop, participants exchanged opinions on a series of questions (through an interactive electronic voting system) on topics such as rural densities, hamlets, transportation, natural resource protection, and parks and open space. A 40-member Vision Advisory Committee reviewed the public input and, in 2007, developed the 2030 Vision and Strategic Challenges.

Ten years later, in April 2017, the County invited the same 40 Vision Advisory Committee members back - along with county commissioners, planning commission members, mayors and town chairs - to a workshop to revisit and reboot the original vision. The workshop was facilitated by Future IQ. The 2040 Visioning Process included:

- Pre-Vision Update Workshop Surveys – A survey was sent to invited participants of the vision update workshop, and this input, along with assistance from County staff helped to create framework for discussion at the 2040 Vision Update workshop.

- Scott County 2040 Vision Update Workshop – The vision update workshop held on April 24, 2017, provided an important opportunity to engage county stakeholders in a critical dialogue about the future and changing dynamics of Scott County. Future iQ presented global, national and regional mega-trends in the fields of population, demographics, finance, environmental, technology, energy and agriculture to consider for Scott County. Participants were asked to consider these mega-trends while evaluating the original vision and strategic challenges identified for the county a decade ago.

To learn more on the results of the 2040 visioning process and to read the 2040 Vision and Strategic Challenges that guide this plan, see Chapter IV - County Vision.

E. Open House (Winter 2018)

The County hosted two open houses to invite the public an opportunity to review the draft 2040 Comprehensive Plan and provide comment. An open house was held on March 13, 2018 at the New Prague High School and on March 19, 2018 at the Jordan High School. In total, approximately 70 people attended these open houses and provided valuable written feedback and insight. Overall, attendees were generally supportive of the draft land use, transportation, parks and trails, and natural resource plans. All written comments were shared with the townships, advisory commissions and County Board during the public hearing phase of the process.

COMMUNITY ENGAGEMENT THEMES

These broad engagement activities resulted in a wide variety of opinions from a wide variety of interests and perspectives. The 2040 Plan Update does not attempt to list each issue and opportunity, as such an effort would be beyond the scope and purpose of this Chapter. Taken cumulatively, however, some common themes emerged from these engagement efforts that warranted further consideration. These are themes that the County has direct influence over as the land use and zoning authority in the eleven townships. The County also wields influence over these themes through its cooperative partnerships and funding arrangements with local governments on transportation, natural resource, and public health and safety issues.

- **Active Living**
- **Transportation & Mobility**
- **Housing**
- **Parks & Trails**
- **Early Childhood Development**
- **Workforce and Career Development**
- **Healthy Eating**

The remaining portion of this chapter identifies and elaborates on the identified themes. These themes guided the 2040 planning process, which builds and improves upon previous County planning efforts. As such, the staff and work teams assigned to this process focused their energies on studying, analyzing, and tackling the questions tied to these themes. The result of this work effort is reflected in the chapters, text, and goals and policies of the 2040 Plan.

A. Active Living

Active Living is a term used to describe a comprehensive approach to incorporating physical activity into daily routines. An important focus of active living is environmental, systems, and policy change – which are all key components of this 2040 Plan.

In terms of active living, 2019 Resident Survey respondents felt generally safe in the County's parks and on the trails (76 on a 100-point scale where 0 was very unsafe and 100 was safe), felt bike and pedestrian safety is a minor problem, and rated trail and bikeway connectivity as good to fair. Respondents felt the lack of physical activity and exercise is a moderate to minor health concern in the County.

According to the 2016 Minnesota Student Survey of Scott County students, as kids age the number of days a week they get physical activity decreases, particularly among girls. About 23% of 5th grade girls reported having at least an hour of physical activity a day each week, while 19% of 8th graders, and 7% of 11th grade girls reported this amount of activity. For boys the rate starts at 34% for 5th graders dropping to 24% for 11th graders.

As part of "Conversations" staff sought to dive deeper into resident's opinions around this topic and - in particular - identify the key barriers to active living. Staff asked the following questions:

- *When you think about transportation and its relationship to physical activity, what barriers exist to being physically active?*
- *Is there an adequate system of trails and paths that allow for alternative modes of transportation (walking, bicycling, etc.) to occur throughout the city? How accessible are these options?*
- *When you think about active living in Scott County, what are the strong points? What could be improved upon?*

Nearly 100 residents responded to these questions via online surveys and 30 people responded at Pop-Up events (n=130). Below is a summary of key takeaways:

- **Lack of parks and trails/poor trail connectivity** – 25% of respondents felt the biggest barrier to active living in Scott County is a lack of trails. Another 12% of respondents felt that the trails that exist are not well connected.
- **Safety** – 15% of respondents generally expressed two safety concerns around active living: personal safety in parks and on trails (particularly at night), and biking or walking along fast-moving vehicle traffic.
- **Lack of Transit** – 13% said the lack of a transit system in Scotty County is a barrier to active living.
- **Lack of Time** – 12% of respondents indicated that a barrier was simply a lack of time to be active. Several respondents mentioned their long commute as a contributing factor.
- **Urban Design Challenges/Sprawl** – 12% of respondents touched on the idea that Scott County development is spread out making travel and mobility difficult, particularly without a vehicle.

More detailed results from community engagement around active living can be found in the Parks & Trails chapter.

B. Transportation and Mobility

According to the Resident Survey, respondents' rating of the regional public transit or bus system has gone up and down over the past four survey periods, from "fair" to "good" to "fair" (44, 50, 54 back down to 46 in 2019). In the 2019 survey, traffic congestion was the second most serious issue facing Scott County, behind taxes.

As part of "Conversations" staff sought to dive deeper into resident's opinions around this topic and - in particular - identify the key barriers to transportation and mobility. Staff asked the following questions:

- *If you could design your perfect city, how would you like to get around and travel from place to place?*
- *What aspects of the transportation system work well for you?*
- *Describe current challenges you face with the transportation system*?

Nearly 150 residents responded to these questions via online surveys and 30 people responded at Pop-Up events (n=180). Below is a summary of key takeaways:

- **Lack of Public Transit Options** – When asked to identify the biggest challenge facing the local transportation system, a vast majority (40%) of respondents said the lack of public transit options. 29% of respondents felt public transit would be the ideal option to get around and travel from place to place if they could design the perfect city, which was the top response. Drilling deeper, another 18% of respondents felt trains, light rail, and street cars would be the most ideal forms of public transportation.
- **Congestion** – The second biggest challenge facing the local transportation system, according to 24% of the respondents, was congestion. Most noted was the traffic back-ups at the major river crossings during rush hour.
- **Good Roads, Good Circulation**– When asked which aspects of the local transportation system are working well, 21% of respondents said the overall quality of the roads, which was the top response. 16% of respondents felt roadway mobility or

access to regional connections, improvements to circulation, and the network in general were all positive aspects.

- **Walkable/Bikeable** – 16% of respondents felt walking or biking would be the ideal approach to mobility and travel if they could design the perfect city. Another 15% indicated a multi-modal approach would be ideal.
- **Focus on cars** – 13% of respondents felt that the car is the ideal mode of transportation.

More detailed results from community engagement around transportation can be found in the Transportation chapter.

C. Housing

According to the 2019 Resident Survey, respondents have rated the availability of affordable housing for young families, singles, seniors and people with disabilities between "fair" and "good". The lack of affordable housing was ranked in the 2016 survey as the third most serious issue facing Scott County, behind taxes and traffic congestion. Homelessness is not viewed by survey respondents as a major problem, ranked last in the past four survey periods.

As part of "Conversations" staff sought to dive deeper into resident's opinions around this topic and - in particular - identify the key barriers to housing. Staff asked the following questions:

- *What do you see as the greatest housing need in Scott County?*
- *What does affordable housing mean to you?*
- *What makes a good neighborhood?*

Approximately 95 residents responded to these questions via online surveys and 25 people responded at Pop-Up events (n=120). Below is a summary of key takeaways:

- **Affordable Housing is Greatest Need**: 37% of respondents said the greatest housing need in the county is affordable housing. When asked to define what "affordable housing" meant to them, most said it meant having money left over each month after paying rent or mortgage. Other respondents said it meant having a variety of price ranges and types to choose from in a community - mostly under $225,000 for a house or under $1,000 a month for rent.
- **Senior Housing**: 13% of respondents felt senior housing is the greatest housing need.
- **Single Family Housing**: A sizeable number of respondents (8%) said the greatest need is single family homes on larger lots.
- **Interaction Makes Good Neighborhoods**: 24% of respondents said how people interact with each other was a strong component of making a good neighborhood.
- **Safety Matters**: 18% of respondents said that a good neighborhood is a place where you could feel safe, especially at night.
- **Pride of Ownership**: 7% of respondents felt that good neighborhoods are places when people took care of their property.

More detailed results from community engagement around housing can be found in the Housing chapter.

D. Parks and Trails

As a regional park implementing agency for the Twin Cities metropolitan area, Scott County is creating a park, trail, and open space system that enhances the health and spirit of our residents and our guests by connecting people to the natural world.

When rating various characteristics of the County, respondents to the 2019 Resident Survey gave the highest ratings to outdoor recreational opportunities, which were considered "good" (71 on the 100-point scale). Respondents also gave favorable feedback on the regional parks and trails system in the survey (70). Trail and bikeway connectivity were rated as good to fair.

As part of "Conversations" staff sought to dive deeper into resident's opinions around this topic and - in particular - identify the key barriers to utilizing County parks and trails. Staff asked the following questions:

- *What prevents you from visiting regional, more natural resources based parks?*
- *Do you have concerns about visiting regional county parks?*
- *What changes would you like to see made to make visiting regional county parks easier?*

Nearly 80 residents responded to these questions via online surveys and 35 people responded at Pop-Up events (n=115). Below is a summary of key takeaways:

- **Lack of Time** – 21% of respondents said a barrier to utilizing County parks and trails was simply a lack of time. Several respondents mentioned their long commute as a contributing factor.
- **Proximity** –15% of respondents said the distance from a park or trail from their place of work or home was a barrier.
- **Lack of Connectivity** – 10% of respondents expressed a desire for better trail connections with other trails, community centers, businesses, and transit opportunities. Several people called out the need for more consistent sidewalks within neighborhoods.
- **Lack of Awareness** – Another 10% felt that there wasn't much information available to help them understand the trail systems that they could access. Some suggested marketing efforts, better signage, or maps to help connect people with amenities.
- **Safety** – 9% generally expressed two safety concerns related to barriers to visiting regional parks: fear of crime and concerns about crossing busy roads.
- **General Concerns** – 59% of respondents said they have no concerns visiting a County park or trail.

More detailed results from community engagement around this topic can be found in the Parks & Trails chapter.

E. Early Childhood Development

The County recognizes that investment in children early can have a positive influence in our future population. Respondents to the 2019 Resident Survey hold generally favorable views of the local education system. Respondents identified "education" as their ninth most pressing problem facing the County; and placed high value in the County "as a place to raise children". According to the 2016 Minnesota Student Survey, the majority (75 – 85%) of 5th graders agree or strongly agree that adults at their school treat students fairly, listen to students, care about

students, and are interested in them as a person. A majority (80 – 90%) of 5th graders feel safe going to, from and inside their school, as well as feel safe in their neighborhood and home.

As part of "Conversations" staff sought to dive deeper into resident's opinions around this topic and - in particular - identify the key barriers to quality early childhood development. Staff asked the following questions:

- *What kinds of support do families of young children need?*
- *Thinking about supporting children and families, what are your community's strengths?*
- *What are the barriers to educational success?*

Nearly 50 residents responded to these questions via online surveys and 35 people responded at Pop-Up events (n=85). Below is a summary of key takeaways:

- **School improvements** – 24% of respondents said the barrier to educational success is the local education system itself: lack of funding, transportation, student to teacher ratios, special education, early intervention, and lack of secondary education options within the County.
- **Cost** – 17% of respondents said the cost of education, both out of pocket and taxes, was a barrier to educational success. Some touched on the idea that for many, it is critical that both parents work to afford quality education.
- **No Barriers** – 13% of respondents felt they did not face any barriers to educational success.
- **Child Care** – 24% of respondents said child care - particularly affordable child care – was the most important support families with young children need. Many people specified that they would like child care for all ages, not just school age. Also mentioned was a care option for parents with sick kids or kids with special needs.
- **Early Education** – An equal proportion of respondents (23%) said early education support was a key need for families. Included in the responses were support for preschools, ECFE, parenting classes, early development, and libraries.
- **Activities/Community Ed/Active Living** – 18% of respondents touched on the idea that children need activities as well as classroom education. Some of the responses were more focused on getting out and participating in group activities.
- **Community Support** – 11% said providing community support through increased awareness initiatives, providing mentoring, parental support, and access to services was an important need for families.
- **Flexibility** – 4% of respondents said families need assistance outside of the "standard" 9-5 work day.
- **Nutrition/Food Support** – Another 4% indicated support dealing with food insecurity, healthy eating, and kids getting a balanced diet.

More detailed results from community engagement around early childhood education can be found in the Safe, Healthy and Livable Communities chapter.

F. Workforce and Career Development

Since the adoption of the *2030 Comprehensive Plan*, the County has worked with SCALE to achieve a goal where 50% of the county's labor force can live and work within Scott County by the year 2030. Currently the proportion stands at 24%.

According to the 2019 Resident Survey, respondents said the County is a "fair" place to work (63 on a 100-point scale) and retire (57). Over the past four surveys, respondents were presented with a list of nine aspects of Scott County and asked to evaluate the quality of each. "Employment opportunities" as an aspect rises in quality each survey, from 35 in 2011 to 45 in 2016 to 54 in 2019. For the first time in 2016, respondents were given a choice to rate "higher education opportunities" on the survey; and the result was a 43 – much lower than in other comparable counties. The 2019 survey had the same result at 43. Finally, the survey included a list of eight potential problems in Scott County and asked respondents to indicate the extent to which each was, in fact, a problem (zero equals "not a problem" and 100 equals a "major problem"). Residents believed the most problematic were taxes (67) and the availability of livable wage jobs (46).

As part of "Conversations" staff sought to dive deeper into resident's opinions around this topic and - in particular - identify the key barriers to workforce and career development. Staff asked the following questions:

- *Within Scott County, what do you think about the balance between good career opportunities and being a good place to live?*
- *Do you feel there are professional growth opportunities where you work?*
- *Is there anything else you would like to tell us about finding or keeping work in Scott County? Is additional professional training in your future?*

Nearly 100 residents responded to these questions via online surveys. Below is a summary of key takeaways:

- **Lack of Good Career Opportunities** – Only 26% of the respondents felt that Scott County had the right balance between good career opportunities and a good place to live. The remaining 74% felt the County was not well balanced.
- **Lack of Job Opportunity** – Of the 74% who felt the county was not well balanced, many said there simply weren't enough good jobs available here.
- **Lack of High End Jobs**– Of the 74% who felt the county was not well balanced, many said there simply weren't enough high-paying jobs available here. Responses frequently touched on the idea that there are not enough high paying, office office-based, careers in the County. A few of these respondents felt that, despite this, this is still a good place to live.
- **Need Competitive Wages** – Of the 74% who felt the county was not well balanced, there seemed to be a sentiment that wages here in Scott County don't compare to the wages offered outside the county. There seemed to be a strong correlation of people who talked about this who also talked about the lack of high end jobs.

One question posed during the Shakopee High School student focus groups was "*Can you see yourself staying or coming back and working Scott County after graduation*?" Of the 25-30 students who participated in the focus group, all said "no" due to the lack of career training or lack of job growth in their fields of interest. In the Prior Lake CAPs survey focused on why 16-24 year olds are leaving and not working in the county, the primary reasons cited were lack of transportation options, lack of time due to other activities, lack of local jobs with good flexibility. While only a snapshot of a small segment of the youth population, a result like this provides important insight on how the county and cities need to think about creating attractive places for the future generations to live, work and play.

More detailed results from community engagement around workforce and career development can be found in the Economic Competitiveness chapter.

G. Healthy Eating

Respondents were asked for the first time in the 2016 Resident Survey to rank the "availability of fresh fruits and vegetables" in the county. Respondents ranked this availability a 59 on a 100-point scale. In 2019, the ranking increased to 69.

Similar to active living, results from the 2016 Minnesota Student Survey found that as kids age the amount of fresh fruit and vegetable consumption decreases. About 14-17% of 5th graders reported eating fruit 4 or more times per day in the previous week, while 6-9% of 9th graders, and 5% of 11th graders reported this frequency of fruit consumption. A similar result shows up on a question asking about daily vegetable consumption.

As part of "Conversations" staff sought to dive deeper into resident's opinions around this topic and - in particular - identify the key barriers to healthy eating. Staff asked the following questions:

- *Do you feel like the food you eat is healthy?*
- *When you think about healthy eating in Scott County, what are the strong points?*
- *What could be improved upon?*

Nearly 120 residents responded to these questions via online surveys and 30 people responded at Pop-Up events (n=150). Below is a summary of key takeaways:

- **Healthy Eating is Prevalent**: Nearly 72% of the respondents felt they generally ate healthy foods. Some respondents provided further insight to what contributed to eating, or not eating, a healthy diet. Those responses included the following: controlling what you eat by cooking for yourself, eating what you grow, using motivation to stay healthy to encourage consumption of healthy foods, eating organic foods, and eating fruits and vegetables.
- **Barriers to Healthy Eating**: When asked to identify barriers to healthy eating in Scott County, responses included: food options, particularly restaurants, are limited in Scott County, fast food is too prevalent, higher cost to eat healthy foods, and needing more education regarding what constitutes healthy eating.
- **Farmers markets**– 31% of respondents felt local farmers markets are strong assets to healthy eating in Scott County.
- **Grocery options**– 28% felt having a good variety grocery markets to purchase healthy foods is a strong asset.
- **Organic or Locally grown produce**– 12% of respondents said the availability of organic or locally grown produce is a strong asset.
- **Restaurant options** – Expanding restaurants in Scott County was the number one thing respondents would like to see improved upon to advance healthy eating.

More detailed results from community engagement around healthy eating can be found in the Safe, Healthy and Livable Communities chapter.

CHAPTER III - COMMUNITY BACKGROUND

This chapter provides a comprehensive inventory of Scott County with relation to growth and development. It details historic and current baseline information regarding population changes and other demographic data. This chapter also presents population, household, and employment projections for anticipated growth and future needs to the year 2040.

HISTORY

Scott County, with an area of 375 square miles, is located southwest of Minneapolis/St. Paul, bordering the Minnesota River. It was named for General Winfield Scott, an officer of the War of 1812, Commander of the United States Army during the Mexican War, and an unsuccessful Whig candidate for the presidency in 1852. General Scott never visited Scott County, but in 1824 he made an official inspection of nearby Fort Snelling.

The Minnesota River forms the northern border of Scott County. The broad river valley cuts through glacial sediment into some of the oldest rock known. Now primarily farm land, an oak savanna, a mixture of grass and clusters of trees grew parallel to the river valley. The savanna bordered the "big woods," a hard wood forest that covered a majority of the state before it was logged in the mid-nineteen century. Native American people occupied this area for 10,000 years before European settlement began. Physical evidence of these inhabitants includes a number of burial mounds scattered throughout the county.

The Dakota Indians inhabited southern Minnesota at the time Europeans began to enter the area to explore and later engage in fur trade. Scott County was inhabited by two bands of the Dakota-Sentee tribe: the Mdewakanton and Wahpeton. The Dakota people lived semi-nomadic lives following a seasonal cycle. Dakota villages were occupied in the summer, but in winter the bands dispersed for hunting. The Dakota bands of the Shakopee, Eagle Head, and Sand Creek had permanent villages in the area along the Minnesota River. Numerous trails linked these settlements and the Red River Valley in the north and Prairie Du Chein to the southeast. These trails were used by fur traders and settlers, and came to be known as the "ox cart trails."

The area of Scott County, and much of southern Minnesota, was opened for settlement by two treaties signed at Mendota and Traverse des Sioux, in 1851 and 1853 respectively. These treaties officially removed the Dakota to a reservation on the upper Minnesota, though many returned to their traditional hunting grounds in the summer. Scott County was established and organized by an Act passed in the legislature on March 5, 1853.

Beginning in 1854, the influx of settlement increased rapidly. Many of the early settlers, as may be seen by their characteristic Yankee names, were typical Americans from the older states. Later German, Irish, Bohemian, and Scandinavian immigration was to be an important factor in the progress of the county. The county seat was established in Shakopee in 1854 and has since remained there, although several attempts have been made to move it to Jordan or Lydia.

Transportation routes have been the primary reasons for growth spurts in Scott County. A stage line was established between St. Paul and Shakopee in 1853, and a ferry across the river at Shakopee opened the same year. Rail transportation reached the county with the arrival of the Root River Valley and Southern Minnesota Railroad Company (later renamed to the St. Paul and Sioux City Railroad Company) in 1865. The railroad route was from the Twin Cities to Shakopee, up the valley, crossing the Minnesota River at St. Peter, on to Mankato and south to the Iowa line. A connection was made at Le Mars, Iowa, with the Iowa Falls and Sioux City railroad. The line is now a part of the Chicago, St. Paul, Minneapolis, and Omaha system operated by Union Pacific Railroad.

Scott County has relied heavily on its agricultural roots. The early settlers first raised food for their own families and fodder for their stock with a little surplus to sell or barter for clothing and supplies they could not produce. Soon wheat was the principal crop, although the acreage of corn and potatoes increased and there was a growing interest in dairy cattle, oxen, and swine. In 1879, Scott County led the state in the production of flax. About that time, coincident with a diminishing yield per acre of wheat, attention was turned to diversified farming, a trend which was particularly marked after the introduction of cooperative creameries in the 1890s.

In the 1900s, Scott County remained an agricultural based community. Population growth occurred primarily due to increases in the number of births, resulting in 14,116 people in the 1930 US Census. By 1970, the population reached 34,393 as suburbanization began to spread into the cities of Savage, Shakopee, and Prior Lake. Suburbanization, slowly but steadily, began to cover the northern portion of the county. However, the most significant growth began after the Bloomington Ferry Bridge opened in 1995, creating a major transportation crossing connecting Scott County residents with employment opportunities in the southwest Twin Cities metropolitan area. As a result of this transportation route, the population increased 55 percent between 1990 and 2000. The County was one of the fastest growing places in the U.S. during the 2000s and 2010s, growing to an estimated population of 147,381 in 2018.

The municipalities within Scott County are:

- **Belle Plaine** (founded in 1854, incorporated as a city in 1974);

- **Elko New Market** (merged cities of Elko [platted in 1902, incorporated as a city in 1949] and New Market [1858], renamed Elko New Market on January 1, 2007);
- **Jordan** (platted in 1854, incorporated as a village in 1872 and as a city in 1891);
- **New Prague** (partly in Le Sueur County, founded in 1856, incorporated as a city in 1891);
- **Prior Lake** (platted in 1875, incorporated as a city in 1891);
- **Savage** (platted in 1857, incorporated as a city in 1858); and
- **Shakopee** (platted in 1854, incorporated as a city in 1857, reincorporated as a city in 1870).

There are eleven townships in Scott County: **Belle Plaine, Blakeley**, **Cedar Lake**, **Credit River**, **Helena**, **Jackson**, **Louisville**, **New Market**, **St. Lawrence**, **Sand Creek**, and **Spring Lake**. Former townships include Eagle Creek (now part of Shakopee and Prior Lake) and Glendale (Savage). Hamlets or former railroad points include: Blakeley, Lydia, Marystown, Merriam Junction, St. Lawrence, Union Hill and St. Patrick.

The Shakopee Mdewakanton Sioux Community (SMSC) is a federally recognized sovereign tribal nation. The SMSC is governed by the General Council (consisting of all adult members of the SMSC) and the Business Council, which is responsible for enacting the vision, values, goals and direction of its people. The SMSC has a longstanding nation-to-nation relationship with the US enacted through treaties of 1851 and 1853.

Today Scott County enjoys a growing mix of commercial, industrial, and housing development, yet maintains a diversified rural flavor. Scott County is home to several historical, scenic, and entertainment destinations including Canterbury Park, Murphy's Landing, Elko Speedway, Mystic Lake Casino, Renaissance Festival, and Valleyfair. In 2015, a marketing effort began to formally brand the county's entertainment destinations as "*River South: Land of Big Fun*."

POPULATION

A. Historical Population Characteristics

Scott County has experienced considerable population growth and has become more urbanized over the past 50 years. Figure III-1 shows the county's census population from 1960 to 2010 along with the proportion of those residents who resided in the unincorporated areas (townships) and those in the cities. Overall, the proportion of "township" and "city" residents remained steady during the 1960s and 70s, with roughly 40 percent of the total population living in townships and 60 percent in cities. During the 1980s, the county experienced accelerated growth in the cities, a trend that continued into the 2000s. By 2010, less than 20 percent of the county's population lived in a township and 83 percent lived in one of the cities. The gap between township and city residents is forecasted to widen even further by 2040.

Figure III-1
Historic City & Township Population, 1960 to 2040

	1960	1970	1980	1990	2000	2010	2040 Forecast
Scott County	21,909	34,393	43,784	57,846	89,498	129,928	199,520
Township	7,756 *(35%)*	13,711 *(40%)*	14,730 *(34%)*	15,855 *(27%)*	20,315 *(23%)*	22,624 *(17%)*	*24,470 (12%)*
City	14,153 *(65%)*	20,682 *(60%)*	29,054 *(66%)*	41,991 *(73%)*	69,183 *(77%)*	107,304 (83%)	*175,050 (88%)*

Source: US Census Bureau, Metropolitan Council 2040 Forecasts

Scott County's gradual shift from a rural to more urban county is reflected in map III-2, which depicts the municipal boundary changes over the past 50 years. As shown in the map originally prepared for the county's 2030 plan, the population is skewed towards the north and eastern portions of the county, leaving the south and west comparatively more sparsely populated. This map was used throughout the 2030 planning process to demonstrate the historic growth patterns and trends occurring in the county. It remains relevant to the 2040 planning process.

Map III-2
Municipal Boundary Expansion and Population Growth, 1955 to 2005

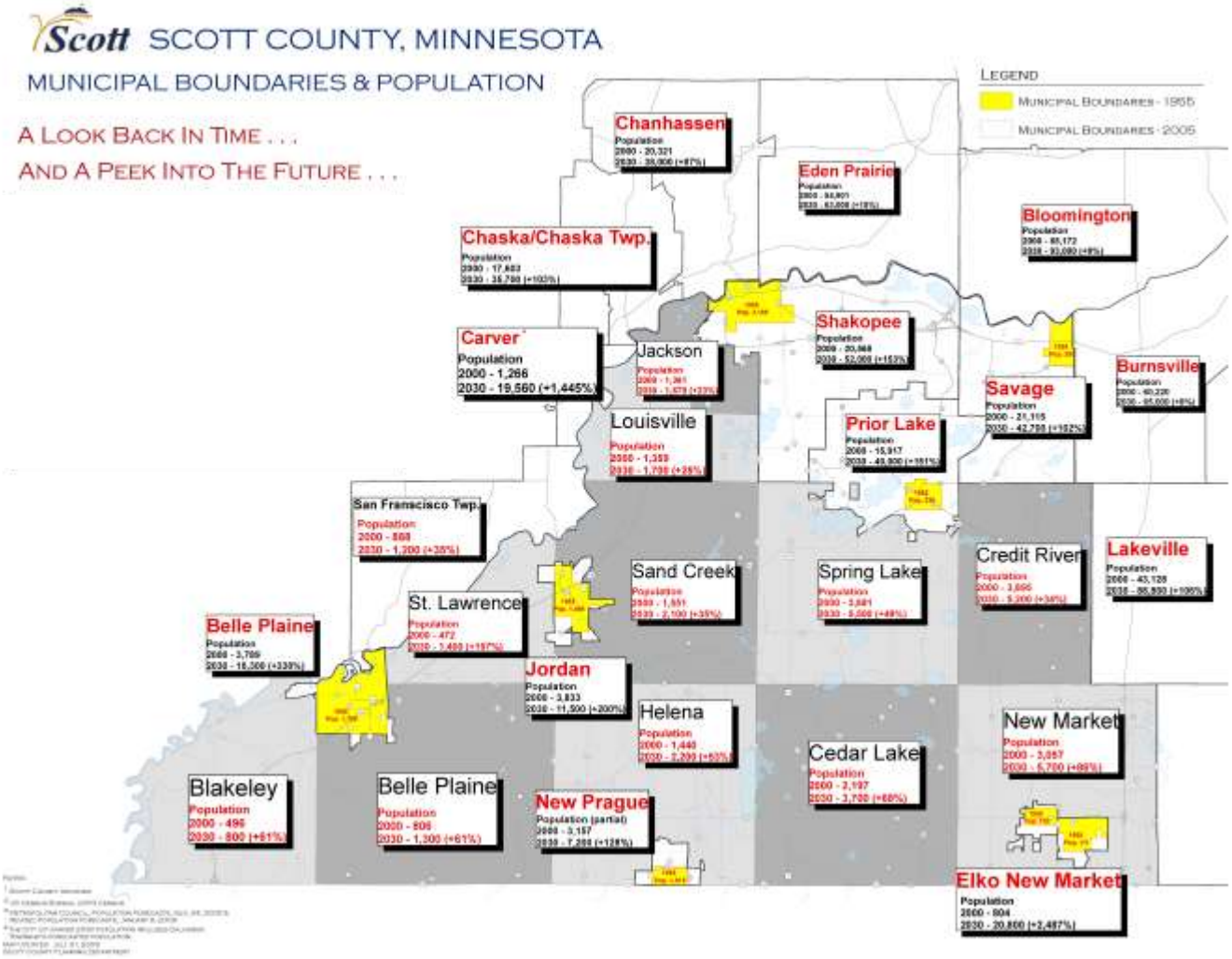


Figure III-3 compares Scott County's population trends over the past 25 years to trends in other metropolitan and neighboring counties. From 2010 to 2015, Scott County's growth rate of 9 percent was the highest in the metropolitan and neighboring areas. Carver County was the second fastest growing county (8.5 percent) in the region. The core counties of Hennepin and Ramsey experienced moderate but rebounding growth rates (6.1 percent and 5.8 percent respectively). Neighboring Le Sueur and Sibley counties have lost population since 2010.

Figure III-3 Metropolitan County Growth Rates, 1990 to 2015						
Counties	**1990**	**2000**	**2010**	**2015 est. (as of July 1, 2015)**	**# Change 2010 - 2015**	**% Change 2010 - 2015**
Scott	**57,846**	**89,498**	**129,928**	**141,660**	**+11,732**	**+9.0**
Le Sueur	23,239	25,426	27,703	27,663	-40	- 0.1
Rice	49,183	56,665	64,142	65,400	+1,258	+2.0
Sibley	14,366	15,356	15,226	14,875	-351	- 2.3
Carver	47,915	70,205	91,042	98,741	+7,699	+8.5
Dakota	275,227	355,904	398,552	414,686	+16,134	+4.0
Hennepin	1,032,431	1,116,200	1,152,425	1,223,149	+70,724	+6.1
Anoka	243,641	298,084	330,844	344,151	+13,307	+4.0
Ramsey	485,765	511,035	508,640	538,133	+29,493	+5.8
Washington	145,896	201,130	238,136	251,597	+13,461	+5.7

Source: US Census Bureau

B. Racial and Ethnic Characteristics

Historically, Scott County's population was primarily white, but since the turn of the century the county's population of color has tripled. (In the 1990 census, 99.5% of residents identified themselves as "white"; in the 2000 census when respondents could choose more than one race the figure was 93.6%; and in 2010 the figure dropped to 86.4%). People from Mexico, India, and Somalia are three of Minnesota's fastest-growing immigrant groups in the past decade. In 2015, nearly 17% of the county's population identified themselves as non-white. By 2035, that number will increase to 27% of the county population (see Figure III-4). The state demographer projects that Scott County's minority population will experience the largest percent change than any other metro county from 2005 to 2035.

Shakopee had the 6th fastest growth of minority populations in the entire metropolitan area, from 2000 to 2013. According to data from the Minnesota Department of Education on race and ethnicity of students by district, Shakopee has the most diverse student population followed by Prior Lake and Savage.

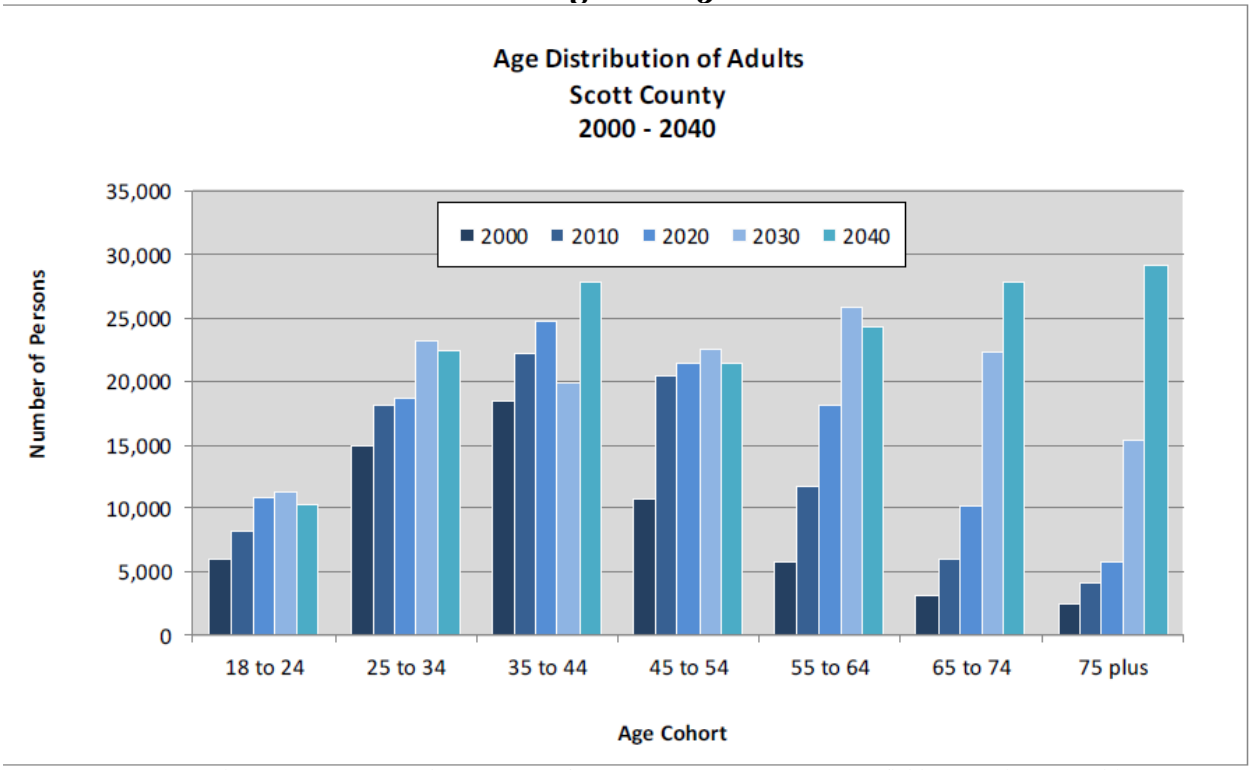
Figure III-4 County Population by Race, 2015 to 2035					
Race	**2015 Pop.**	% of County 2015	% of Metro 2015	% of County 2035	% of Metro 2035
White/Caucasian	153,770	82%	74%	73%	65%
Hispanic or Latino	10,800	6%	7%	9%	11%
Asian and Hawaiian	12,950	7%	7%	11%	10%
American Indian/Alaskan Native	1,300	<1%	<1%	<1%	<1%
Black/African American	4,980	3%	9%	4%	11%
Two or more races	3,770	2%	2%	2%	3%

Source: Minnesota Demographic Center, 2009

C. Age Characteristics

With an average age of 35.3 and a place where less than 9% of the population is older than 65, Scott County is the "youngest" county in Minnesota. The County's age structure has important implications for education, social service, housing and transportation needs. Even with a strong cohort of young people and families, the county's population is aging with the rest of the state and nation due to the impact of the Baby Boomer generation. In 2015, about 9% of the county population was age 65 or older. By 2020, this age cohort will make up about 10.1% of the population, and by 2040 this age group is projected to swell to about 28% of the total population. Figure III-5 shows the dramatic change projected for the County's adult population.

Figure III-5



Source: *2016 Comprehensive Housing Needs Assessment for Scott County, Minnesota*, Maxfield Research & Consulting, LLC.

The aging Baby Boomer population will have an impact on services and goods provided in Scott County. As people age, they become less mobile and more reliant on public transportation, family, friends, and public and private long-term care health systems. This will require more public resources to be provided for senior assistance programs. This will also provide the opportunity for the creation or expansion of a number of services, such as home delivery of everything from medication to groceries.

Along with the major changes in the senior population, the county will also be impacted by growth in the toddler (0-5), school-age children (6-17), and adult (18-64) populations (see Figure III-6. According to the Metropolitan Council forecasters, the county's working age population (18 - 64) will grow over the next three decades - creating a noticeable local labor force shortage. The the number of school-age children (0 - 17) will also increase over the next two decades.

Each age cohort has different needs and demands that must be accommodated. An increase in the toddler population requires expansion in the number of child-care services provided and neighborhood playground equipment. School-age children bring the need for new schools and recreational activities for teenagers. School-age children also account for the largest at-risk population for behavioral disorders. An increasing younger population proportionately strains the demand for social workers and human service programs, resulting in the need for additional public funding. The Twin Cities has recently and will continue to attract more college graduates than any other metropolitan area in the Midwest. As a result, the influx of young adults will necessitate more employment and entertainment choices. The significant growth of all population categories expected in the next 25 years will likely lead to major changes in services (public and private), education, retail, and employment offered for Scott County residents. The population's impact on the local economy will be discussed in greater detail in Chapter X.

Figure III-6
Age Cohort Forecasts, 2014 to 2040

Age Cohort	2014	2020	2030	2040
0 – 5 Age	12,672	12,860	13,961	15,489
6 – 17 Age	27,507	29,316	31,241	33,684
18 – 64 Age	85,530	93,417	103,050	116,596
65+ Age	11,583	16,594	26,406	32,077

Source: Metropolitan Council

D. Education and Income Levels

Educational attainment is the highest degree or level of school completed, and is a variable used when assessing a community or region's labor force potential. Educational attainment differs by ethnicity, access to higher education, employer expectations and socioeconomic status. According to 2010 – 2014 Census data, of the county's population age 25 and older, 94 percent attained at least a high school level education. For comparison, the high school graduation rate statewide was 72 percent and 88 percent nationally. Scott County has one of the lowest bachelor's degree or higher completion rates in the seven-county metro area at 38%, despite having some of the highest graduation rates. This could reflect the lack of post-secondary options within the County.

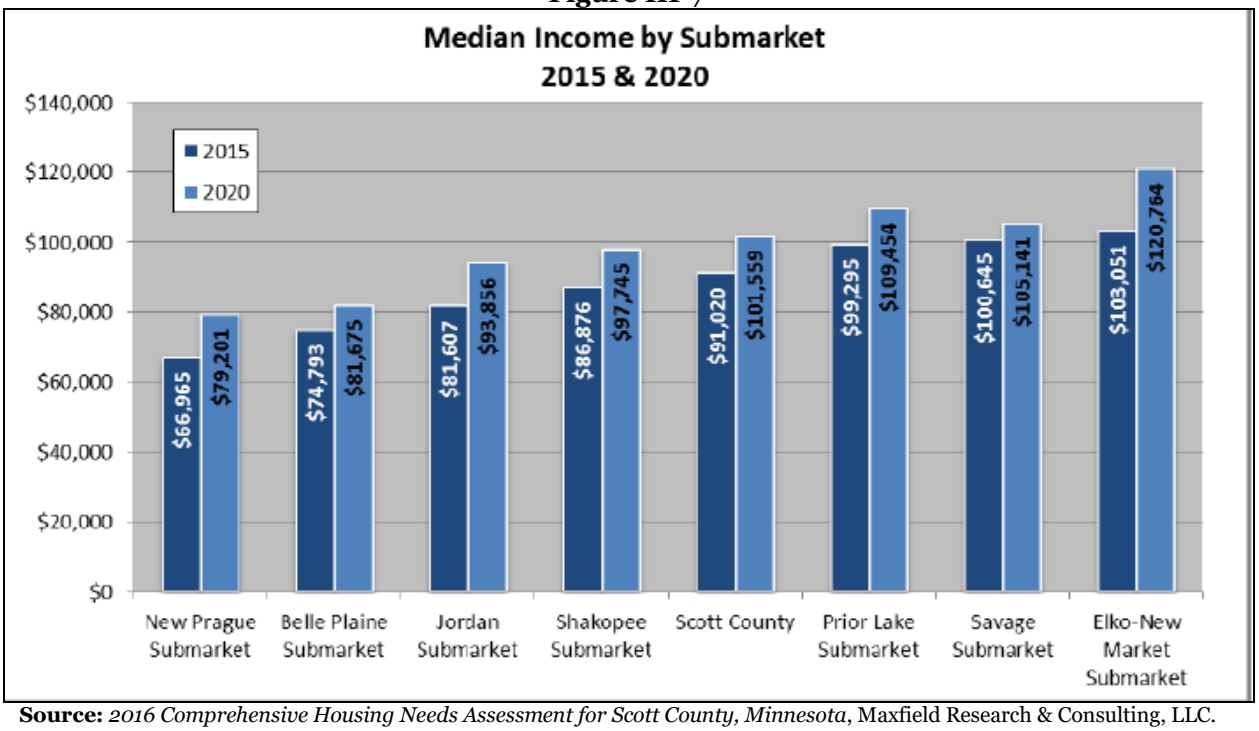
Early education is an important variable to consider in a community background section. In 2015, nearly 1/3 of all 3rd graders (700 students) in the county were not reading at grade level. Studies have shown that missing this reading milestone is correlated to poor future outcomes for students.

Scott County is a very affluent county, relative to other counties in the region. Scott County has the second highest median household income ($91,688 reported in 2016) of any county in Minnesota (ranked just below neighboring Carver County), relatively low unemployment (<3%), and low poverty rate (5.5%). The County's median household income is significantly higher than the Twin Cities metro area ($67,795). In 2016, Scott County had the third highest median

household income in the Upper Midwest (Minnesota, Wisconsin, Illinois, Iowa, North Dakota, South Dakota) - behind Carver County and Williams County, ND in the Bakken oil fields.
By 2020, the county's median household income is projected to jump to $106,548. The percentage of county households earning more than $100,000 annually is projected to increase from 43% in 2015 to 54% by 2020. While these statistics do not reflect the amount of economic activity produced within the county, it does show the residents, on average, maintain a healthy economic lifestyle, which may positively influence their overall quality of life.

Within the county, median household income is unevenly distributed. Figure III-7 provides the median household income in 2015 and projected 2020 for Scott County and its sub-markets as defined by Maxfield Research and Consulting. (*The New Prague submarket includes the city and Helena Township. The Belle Plain submarket includes the city, plus surrounding Blakeley, Belle Plaine and St Lawrence Townships. Jordan includes the city and Sand Creek Township. Shakopee submarket includes the city plus Jackson and Louisville Townships. Prior Lake includes the city plus Spring Lake and Credit River Townships. Elko New Market includes the city plus Cedar Lake and New Market Townships. Savage submarket includes only the city*).

Figure III-7



Source: *2016 Comprehensive Housing Needs Assessment for Scott County, Minnesota*, Maxfield Research & Consulting, LLC.

E. Poverty

The number of people living in poverty has increased in Scott County over the past 16 years, from 3.4% to 5.5% of the population. Figure III-8 compares Scott County's poverty rates with other metropolitan and neighboring counties and the state over this time period. The County's poverty rate has generally been half of the rate at the state level, significantly lower than the core counties of Hennepin and Ramsey and neighboring rural counties of Le Sueur, Rice and Sibley, and comparable to the other outlying metro counties.

Figure III-8 Metropolitan County Poverty Rates, 1999 and 2014				
County	% of Population in Poverty - 1999		% of Population in Poverty - 2014	
	All People	Children Age 0 to 17	All People	Children Age 0 to 17
Scott	**3.4%**	**3.4%**	**5.5%**	**6.9%**
Le Sueur	5.8%	NA	8.9%	10.9%
Rice	6.6%	NA	13.0%	16.9%
Sibley	7.2%	NA	9.2%	19.2%
Carver	3.5%	3.6%	4.8%	5.5%
Anoka	4.2%	4.9%	7.6%	10.7%
Washington	2.9%	3.5%	6.0%	6.8%
Dakota	3.6%	3.9%	7.3%	9.6%
Ramsey	10.6%	15.7%	16.5%	24.1%
Hennepin	8.3%	10.5%	13.0%	17.1%
Minnesota	**7.9%**	**9.2%**	**11.4%**	**14.8%**

Source: US Census Bureau, Small Area Income and Poverty Estimates, 2000, 2014

HOUSING

Scott County is one of the fastest growing counties in the state and country, which requires an increase in the number of household units to accommodate all of the new residents. Scott County has a relatively younger population that requires an expanding array of housing needs and lifestyles. But the aging Baby Boomer population will also require new housing options over the next thirty years that may not currently be satisfied by today's housing market. This section discusses past and present housing figures for Scott County to help identify future housing needs for current and future residents. This includes analysis of household characteristics, housing types, and housing values within the county.

A. Household Types

The 2016 *Comprehensive Housing Needs Assessment for Scott County* study included data and trends on household types in Scott County for 2000 and 2016. This data is useful in assessing housing demand since the household composition often dictates the type of housing needed and preferred.

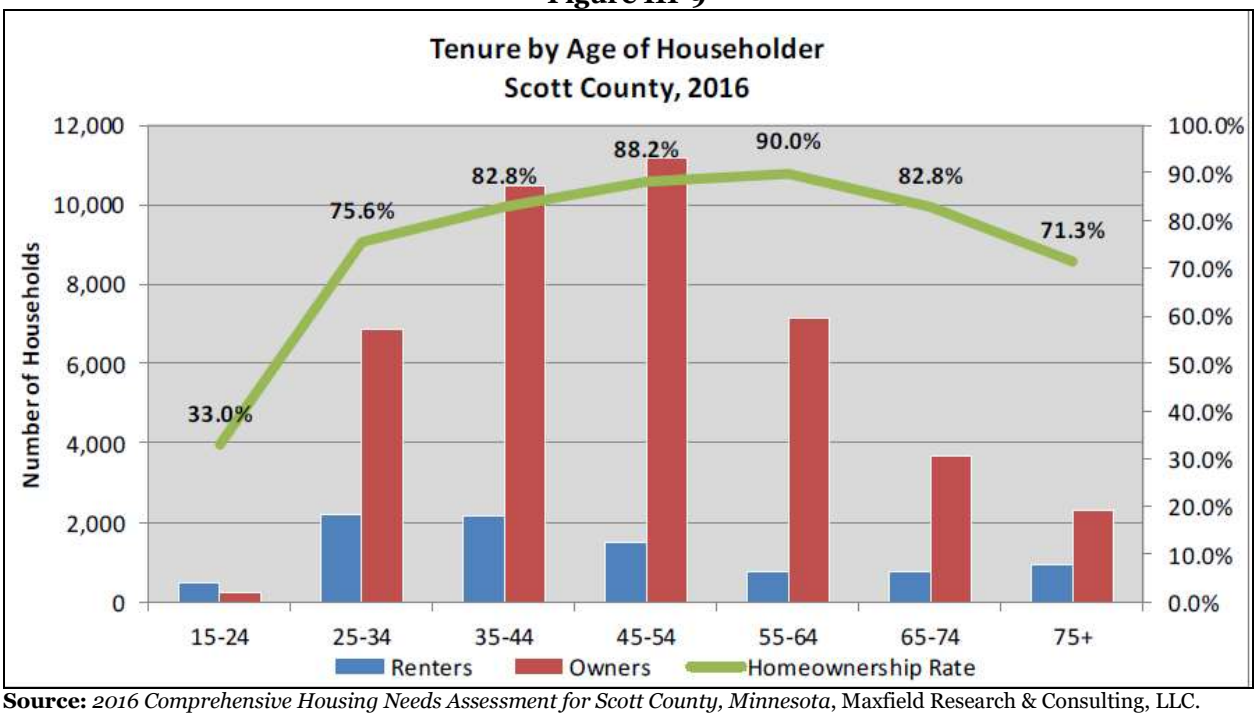
Between 2000 and 2010, the County experienced an increase in all types of households due to its strong growth. Between 2010 and 2016, married households increased, as did householders living alone. Households living alone increased between 2010 and 2016 from 17.9% to 18.5% of County households, while roommate households decreased during this period from 5.8% to 4.8%. In 2016, 64.5% of Scott County's households were married couples, compared to 48.9% of households in the Metro Area. This disparity is largely the result of suburban counties (Anoka, Scott, Carver, and Washington) having more than 55% of married couples compared to Hennepin and Ramsey Counties, at 44% and 41% respectively.

The County's "Other" family households grew by 63% during the 2000s. Other families include single-parents and unmarried couples with children. With only one income, many of these single-parent families are likely to need affordable housing, both rental and for-sale.

B. Household Tenure

Homeownership is dropping in Scott County. In 2000, 86.5% of all households in the county owned their housing. By 2016, that percentage decreased to 80.5%. As households progress through their life cycle, housing needs change. According to the Maxfield study, the proportion of renter households generally decreases as households age out of their young-adult years. However, the proportion of renter households starts to reverse again by the time households reach age 65. At that time, rental housing may become a more desirable option than homeownership, reducing the responsibility of maintenance and a financial commitment.

Figure III-9



Source: *2016 Comprehensive Housing Needs Assessment for Scott County, Minnesota*, Maxfield Research & Consulting, LLC.

While economic and lifestyle trends are anticipated to decrease homeownership rates at least to 2020, demographic trends are anticipated to start to place some upward pressure again on homeownership rates as a portion of Millennials may purchase homes and start families. Homeownership rates in Scott County are forecast to decline slightly during each successive decade, 2020s to 2040s.

The Maxfield study found that renter growth in Scott County from 2010 to 2016 was concentrated in the Jordan, Prior Lake and Shakopee submarkets. These communities have a higher proportion of renter households because most multifamily housing developed in the County has been concentrated in these communities. According to the *2016 Comprehensive Housing Needs Assessment for Scott County* study, the average monthly rent for suburban Scott County (Shakopee, Savage, and Prior Lake) was $$1,053. This was about 2% lower than the metropolitan area average of $1,072.

Vacancy rates in the Shakopee/Savage/Prior Lake area have decreased since 2012, from 4.3% to a low of 1.6% in 2014 and 2015. The vacancy rate rose to slightly to 2.0% as of 1st Quarter 2016. A vacancy rate below 5% indicate that pent-up demand exists for additional rental units in the market. The average rent increase in the Shakopee/Savage/Prior Lake apartments has increased

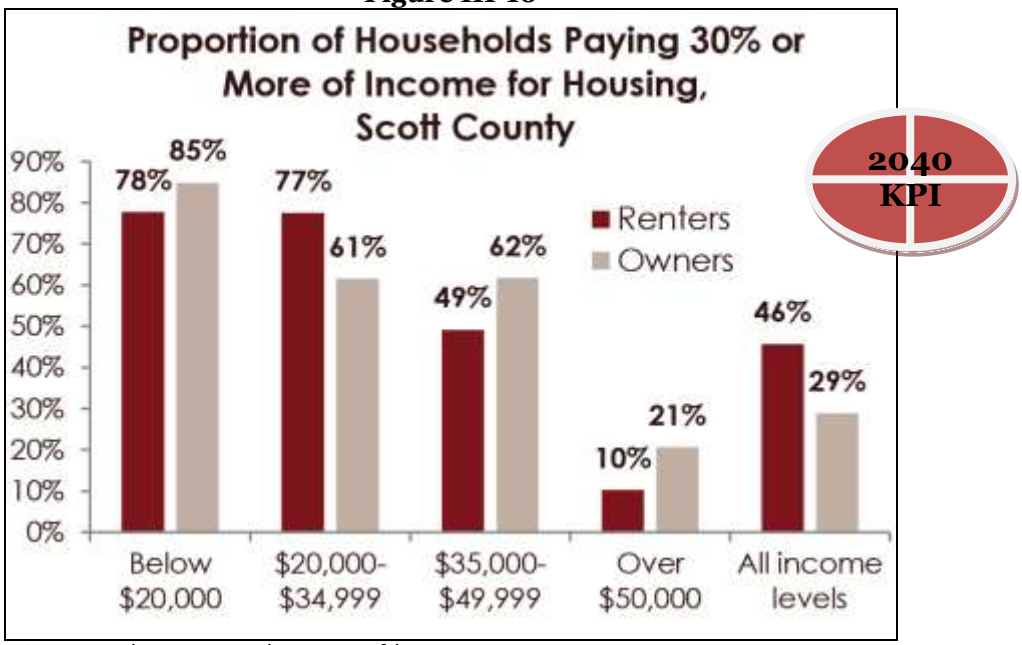
in correlation to decreasing vacancy rates. The average rent by 3.3% in 2012 and by 4.1% in 2013, but only increased by 1.0% in 2014 and decreased by -2.4% in 2015 before increasing by a substantial 6.6% in 2016.

C. Affordable Housing

Another measure of the county's housing stock is the availability of affordable housing. A housing unit is considered affordable when households pay 30 percent or less of its total income for housing costs. According to data analyzed by the Minnesota Housing Partnership, for 29% of owners and 46% of renters in Scott County, housing consumes 30% or more of their household income. Some people pay half or more of their income for housing, a situation known as "severe cost burden". In Scott County, 9% of owner and 21% of renter households fall under this severe category, according to the Minnesota Housing Partnership.

In most Minnesota counties, renter incomes have fallen as rents have risen. According to recent data for Scott County, real renter incomes have risen by 2%, while rents have risen by 12% since 2000. In 2014, there were 39 units affordable and available for every 100 extremely low-income renters in Scott County. The county ranks 69 out of the state's 87 counties for the most units affordable and available to this income group.

Figure III-10

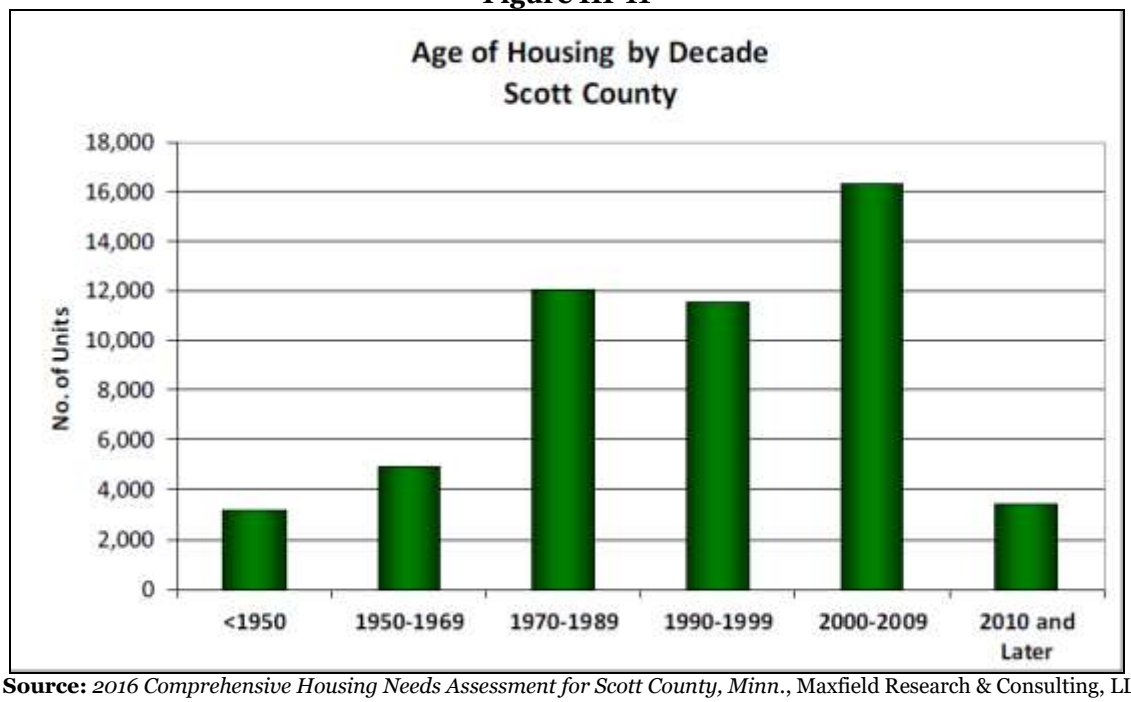


Source: Minnesota Housing Partnership, 2014

D. Housing Stock Characteristics

Another way to assess the housing stock is through the age of the homes. A housing stock with a majority of older homes may have many dilapidated buildings and require the need for major renovations or tear-downs. Newer housing stock will have fewer issues and often provide more housing choices for its residents. As a whole, Scott County has a relatively new housing stock, with a large majority (90 percent) of homes constructed over the past 50 years. This has resulted in a stable and attractive housing stock for residents and homebuyers.

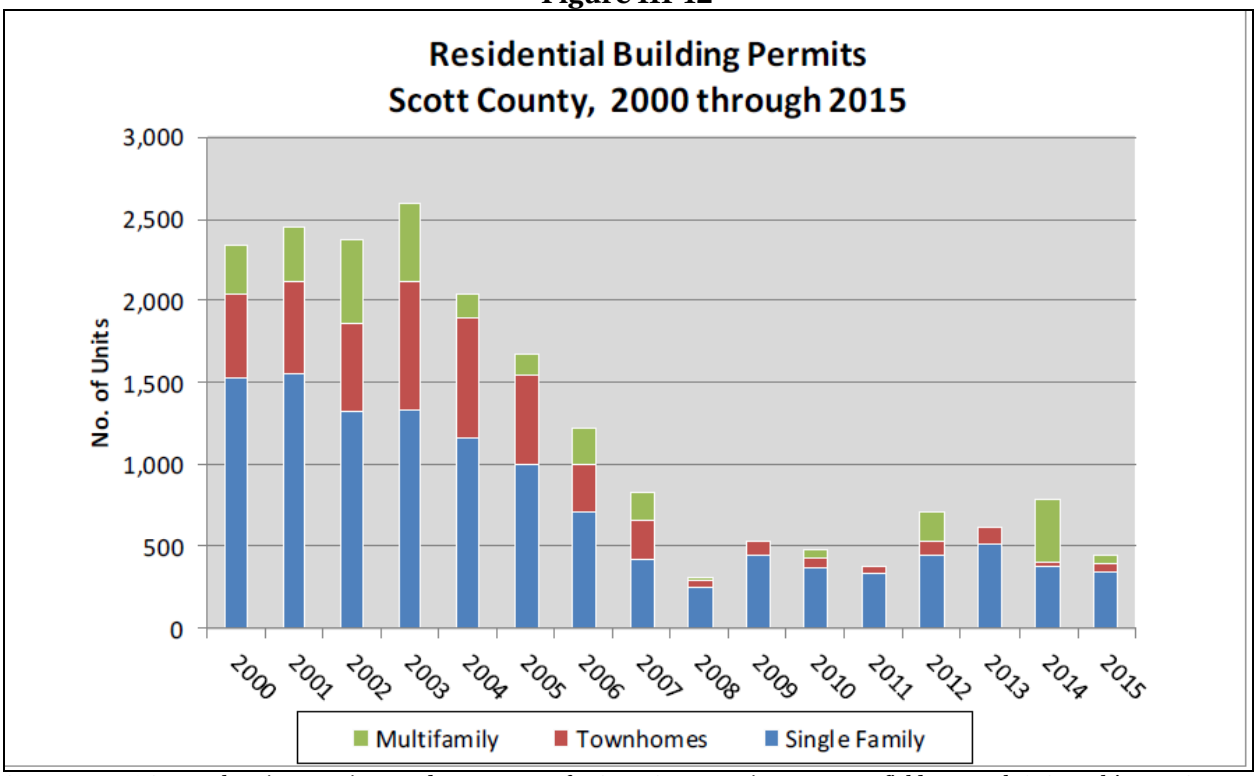
Figure III-11



Source: *2016 Comprehensive Housing Needs Assessment for Scott County, Minn.*, Maxfield Research & Consulting, LLC.

Along with the rest of the state and nation, Scott County experienced a dramatic downturn in new residential development during the Great Recession period. Figure III-12 shows the number of building permits issued for new residential units (single-family, townhome and multi-family) in the County from 2000 to 2015. Over 20,000 units were constructed in this time period (61% single family, 24% townhomes, 15% multifamily). The cities of Prior Lake, Savage, and Shakopee accumulated the most new units. The townships experienced a combination of nearly 1,900 single family home permits, with the largest consolidation of new homes occurring in the eastern townships of Credit River (603), Cedar Lake (328), Spring Lake (208) and New Market (271).

Figure III-12



Source: *2016 Comprehensive Housing Needs Assessment for Scott County, Minnesota*, Maxfield Research & Consulting, LLC.

The result of over 20,000 new homes in 15 years has significant impacts on the county's housing stock. Lifecycle housing benefits from new home construction. As move-up housing occurs (i.e., moving into a larger, higher-valued home), modest-priced housing becomes available for younger couples and families. Senior citizens also may be moving into new townhomes or senior housing, which opens up existing single-family units for young families and new residents. Residents also have more options as housing types have increased throughout the county. Recent developments have supplied an increase in the number of townhome and apartment units, as well as an increase in the number of single-family homes. This offers a diversified lifestyle that accommodates to more Scott County residents.

EMPLOYMENT

This section includes current labor force characteristics. Scott County residents have historically benefited from low unemployment rates and high paying jobs, on average. This trend is expected to continue as the number of jobs within Scott County increase.

A. Current Labor Characteristics

Over the past 15 years, the number of Scott County residents 16 and older employed in the manufacturing sector declined, while the number employed in education, health and social services and professional, scientific, management and administrative jobs increased. The percent of the labor force working in the other major industry sectors has remained steady since 2000. The occupations of residents provide insight on the types of positions currently held by county residents and give an indication of the potential skills of the local labor force in various industry sectors. The percentage of the county's labor force employed by industry in 2000 compared to 2014 is shown below. Chapter X covers labor characteristics in more detail.

Figure III-13
Labor Force Characteristics by Industry, 2000 and 2014

Industry	2000	2014 (# of employed)
Manufacturing	18.3%	15.9% (11,583)
Educational, health and social services	14.8%	18.3% (13,369)
Retail trade	11.8%	11.8% (8,606)
Professional, scientific, management, administrative, and waste management services	10.2%	12.0% (8,746)
Finance, insurance, real estate, and rental and leasing	8.4%	8.5% (6,163)
Construction	7.9%	5.4% (3,927)
Arts, entertainment, recreation, accommodation and food services	7.4%	9.9% (7,203)
Transportation and warehousing, and utilities	6.3%	5.1% (3,728)
Wholesale trade	4.5%	3.7% (2,666)
Other services (except public administration)	4.3%	3.9% (2,862)
Information	2.7%	2.0% (1,448)
Public administration	2.5%	2.4% (1,758)
Agriculture, forestry, fishing and hunting, and mining	0.9%	1.1% (824)

Source: US Census Bureau, American Community Survey, 2010 - 2014

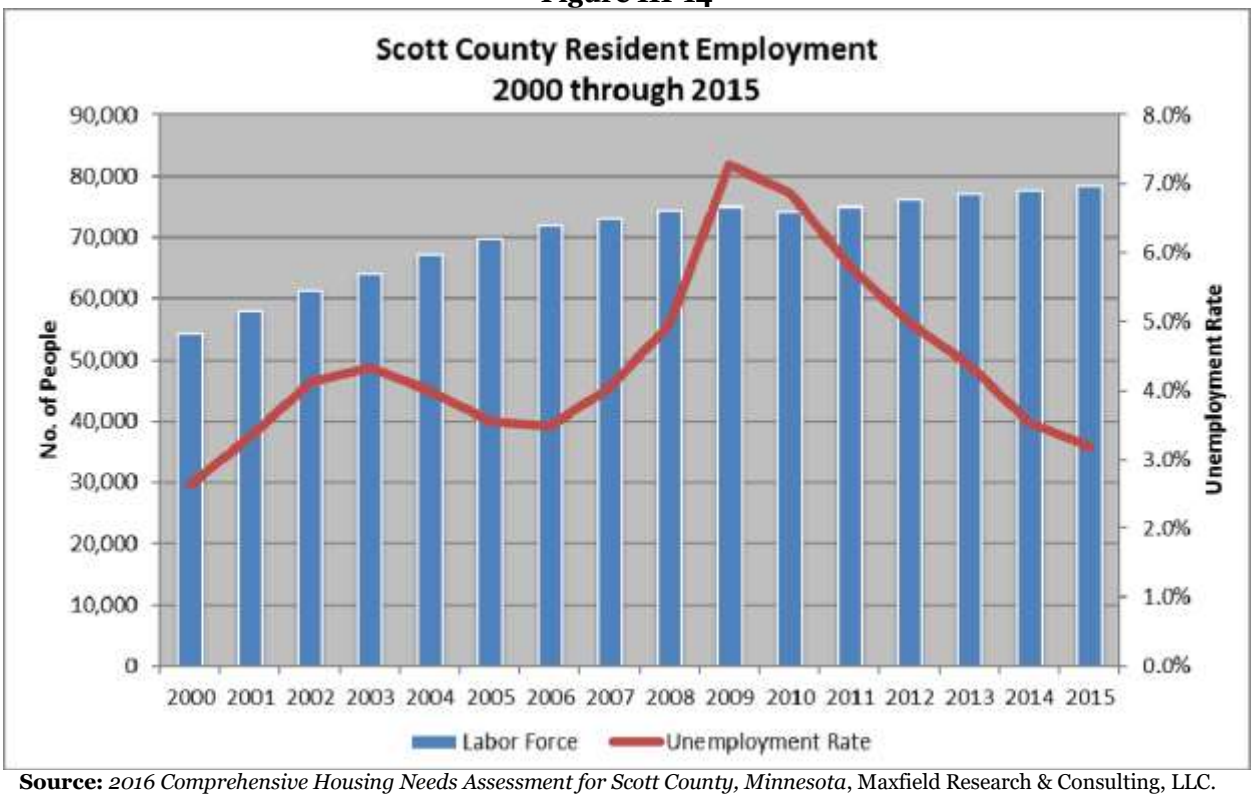
B. Employment Rates

Unemployment rates in Scott County have consistently remained below state and national levels over the past 15 years (see Figure III-14). The entire nation felt the impact of the Great Recession. In 2009, Scott County reached a ten-year high of 7.3 percent. In 2011, the economy began to rebound and by 2016 the unemployment rate decreased to 2.8 percent. For comparison, the 2016 unemployment rate for the state was 3.2 percent.

Full unemployment is approximately 5 percent; when unemployment dips below this mark, employers often experience shortages of workers with certain skills to fill vacant positions. Firms may be constrained to expand and may also experience pressure to increase wages. Scott County has a larger labor force than in pre-Recession years and the unemployment rate is the

lowest is has been since 2000. The low unemployment rates can be factored to the strong economy of the Twin Cities region and high education levels of Scott County residents.

Figure III-14



Source: *2016 Comprehensive Housing Needs Assessment for Scott County, Minnesota*, Maxfield Research & Consulting, LLC.

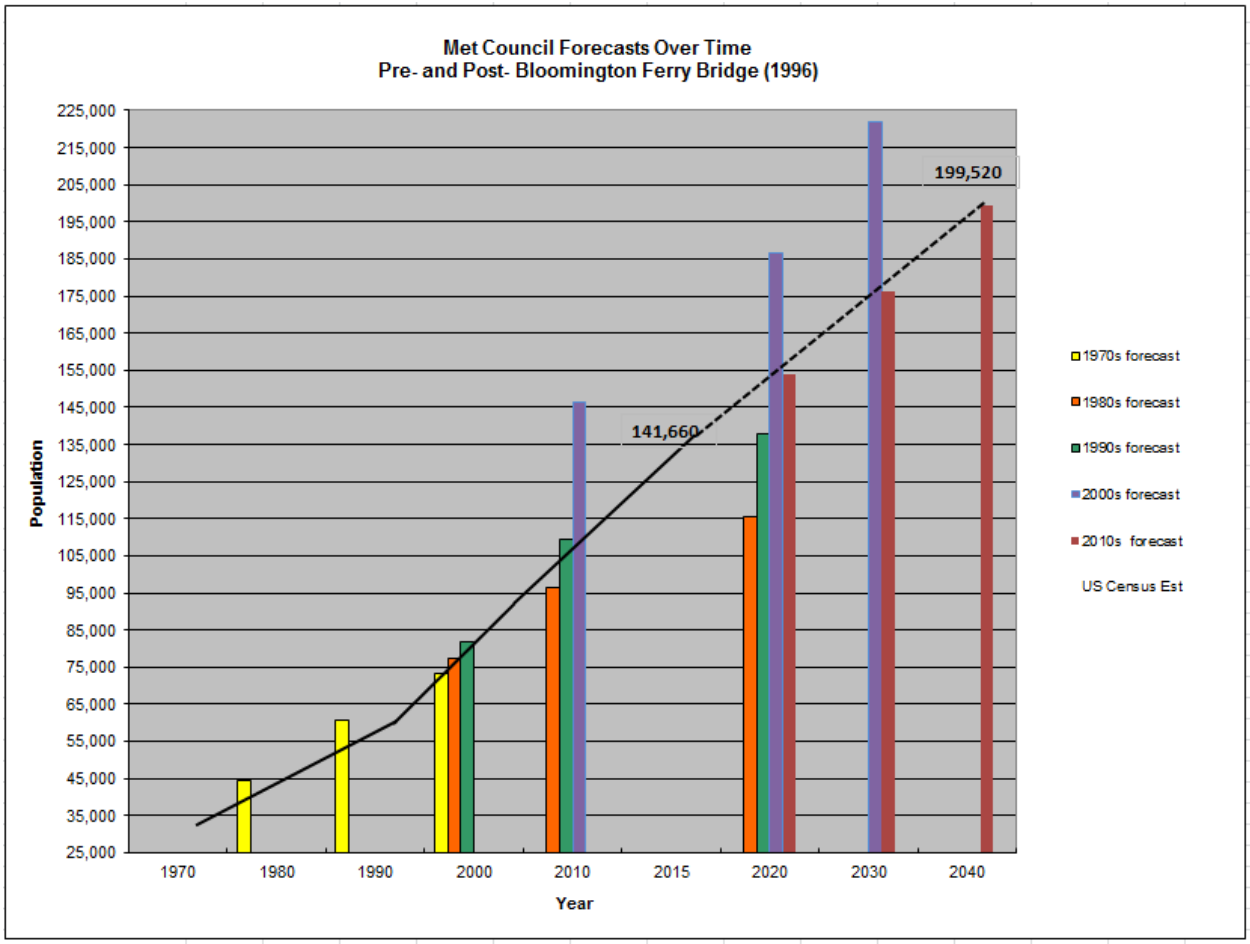
POPULATION, HOUSEHOLD AND EMPLOYMENT FORECASTS

This section includes population, household and employment forecasts for Scott County to the year 2040. It includes an analysis of these forecasts and ties them to the County's overarching goals and visions for the future.

A. Population Forecasts

The Metropolitan Council has been forecasting population growth for Scott County and the region since the 1970s. Historically, the Council's forecasts have been fairly accurate, with one notable exception (see Figure III-15). As shown in the graph, the Council's forecasts prepared for the 1981 plan were generally on target, while the forecasts prepared for the 1996 and 2001 plans ended up slightly lower than what actually occurred. The forecasts prepared last decade for the 2008 plan (or the *2030 Comprehensive Plan Update*) showed growth significantly higher than what has occurred – a result of the Great Recession and slowdown across the Twin Cities region. As such, the forecasts used for this 2040 plan have been adjusted downward, but still predicting a population of nearly 200,000 by 2040.

Figure III-15



Source: US Census Bureau, Metropolitan Council

This 2040 plan will continue to be a growth-oriented planning document. Scott County is projected to add another 70,000 residents since the 2010 census count. Based on these projections, most of this new growth is expected to occur in the cities. The rural centers of Belle Plaine, Elko New Market and Jordan are forecasted to see the greatest population change over the next two decades, with continued steady growth in the three northern cities (Savage, Prior Lake and Shakopee). The townships are projected to have smaller growth rates; with a handful projected to loose population by 2040. Scott County is projected to become even more urbanized by 2040, with nearly 88 percent of the population residing in the cities and 12 percent in the townships.

These forecasts will be useful for long-term land use, transportation, housing, and community facility planning, but the limitations of these projections should be recognized. Metropolitan Council bases projections on historical growth patterns and the composition of the current population. The reliability of these projections depends on the continuation of past growth trends. Projecting populations for the rural areas are subject to error, as minor changes in birth, death or migration rates can significantly impact growth rates. Actual future population will depend on market conditions, attitudes toward growth, and development regulations. Local policies and plans can certainly affect these rates of growth.

The two components of population change are natural increase (total births minus total deaths) and net migration (number of people leaving an area subtracted from number of people moving into an area). Over the past 50 years, natural increase has played a larger role in population change in the Twin Cities region than net migration. This trend is expected to continue.

Figure III-16
Population Forecasts, 2000 to 2040

City/Township/ Tribal	Census 2000	Census 2010	2020	2030	2040	% Change 2010 – 2040
Belle Plaine	3,789	6,661	7,800	10,100	12,600	89%
Elko New Market	804	4,110	6,100	8,600	11,900	190%
Jordan	3,833	5,470	6,900	8,300	9,900	81%
New Prague (pt)	3,157	4,280	4,960	6,100	7,200	68%
Prior Lake	15,917	22,206	27,500	32,500	37,600	69%
Savage	21,115	26,911	33,400	37,400	41,100	53%
Shakopee	20,568	36,946	43,000	48,100	53,100	44%
Belle Plaine TWP	806	878	860	820	800	-9%
Blakeley TWP	496	418	400	390	390	-7%
Cedar Lake TWP	2,197	2,779	3,070	3,340	3,610	30%
Credit River TWP	3,895	5,096	5,200	5,500	5,600	10%
Helena TWP	1,440	1,648	1,720	1,710	1,690	3%
Jackson TWP	1,361	1,464	1,490	1,440	1,420	-3%
Louisville TWP	1,359	1,266	1,270	1,270	1,280	1%
New Market TWP	3,057	3,440	3,420	3,350	3,340	-3%
St. Lawrence TWP	472	483	510	530	530	10%
Sand Creek TWP	1,551	1,521	1,440	1,390	1,360	-11%
Spring Lake TWP	3,681	3,631	3,790	4,130	4,180	15%
Scott County	**89,498**	**129,928**	**153,750**	**176,260**	**199,520**	**53%**

Source: Metropolitan Council (adopted May 28, 2014 and updated May 2016). *Note: These forecasts were prepared in partnership with SMSC for planning purposes only. These forecasts do not reflect any expectations of the SMSC. The SMSC completed its own projections out to 2067: 2017 pop. (558); 2027 (723), 2037 (968), 2047 (1,302).*

B. Household Forecasts

Figure III-17 lists the Metropolitan Council's household forecasts for Scott County's cities and townships out to 2040. From 2010 to 2040, the County is forecasted to see an additional 29,000 new households. Along with the population growth, the majority of these new households will occur within the cities in the form of single family and multi-family units. The townships will see an increase of approximately 1,167 new households by 2040 – most all of these new households in the townships will be in the form of a single family unit. Population and household forecasts for St Lawrence Township were adjusted in 2019 due to a detachment and annexation of property into the City of Jordan since the forecasts were originally released.

Figure III-17
Household Forecasts, 2000 to 2040

City/Township/ Tribal	Census 2000	Census 2010	2020	2030	2040	# Change 2010 – 2040
Belle Plaine	1,396	2,362	2,900	3,860	4,900	+2,538
Elko New Market	286	1,259	2,000	3,030	4,400	+3,141
Jordan	1,349	1,871	2,500	3,160	3,900	+2,029
New Prague (pt)	1,160	1,618	2,000	2,570	3,100	+1,482
Prior Lake	5,645	8,210	10,500	12,600	14,700	+6490
Savage	6,807	9,116	11,600	13,000	14,300	+5,184
Shakopee	7,540	12,772	15,000	16,900	18,800	+6,028
SMSC	NA	287	360	480	700	+413
City/Tribal total	**24,183**	**37,445**	**46,860**	**55,600**	**64,800**	**+27,355**
Belle Plaine TWP	266	310	320	320	320	+10
Blakeley TWP	166	165	170	170	170	+5
Cedar Lake TWP	719	939	1,100	1,250	1,400	+461
Credit River TWP	1,242	1,662	1,800	1,960	2,100	+438
Helena TWP	450	548	610	670	700	+152
Jackson TWP	461	486	500	510	510	+24
Louisville TWP	410	425	440	450	450	+25
New Market TWP	956	1,146	1,200	1,200	1,200	+54
St. Lawrence TWP	144	161	170	180	180	+19
Sand Creek TWP	478	554	560	560	560	+6
Spring Lake TWP	1,217	1,267	1,400	1,560	1,600	+333
Township total	**6,509**	**7,663**	**8,300**	**8,910**	**9,330**	**+1,667**
Scott County	**30,692**	**45,108**	**55,160**	**64,510**	**74,130**	**+29,022**

Source: Metropolitan Council (adopted May 28, 2014 and updated May 2016). *Note: These forecasts were prepared in partnership with SMSC for planning purposes only. These forecasts do not reflect any expectations of the SMSC.*

C. Employment Forecasts

In 2016, there were about 42,214 jobs in Scott County. Figure III-18 lists the Metropolitan Council's employment projections for Scott County cities and townships out to 2040. The County is forecasted to add about 26,000 new jobs by 2040. Statewide, there is expected to be 500,000 job openings by 2020 (75% of these openings will come from people retiring).

New jobs will continue to be concentrated primarily in the suburban cities of Shakopee, Savage, and Prior Lake (where 82% of the new job growth is projected to occur). New jobs in the 11 townships will account for less than 1% of the forecasted employment growth.

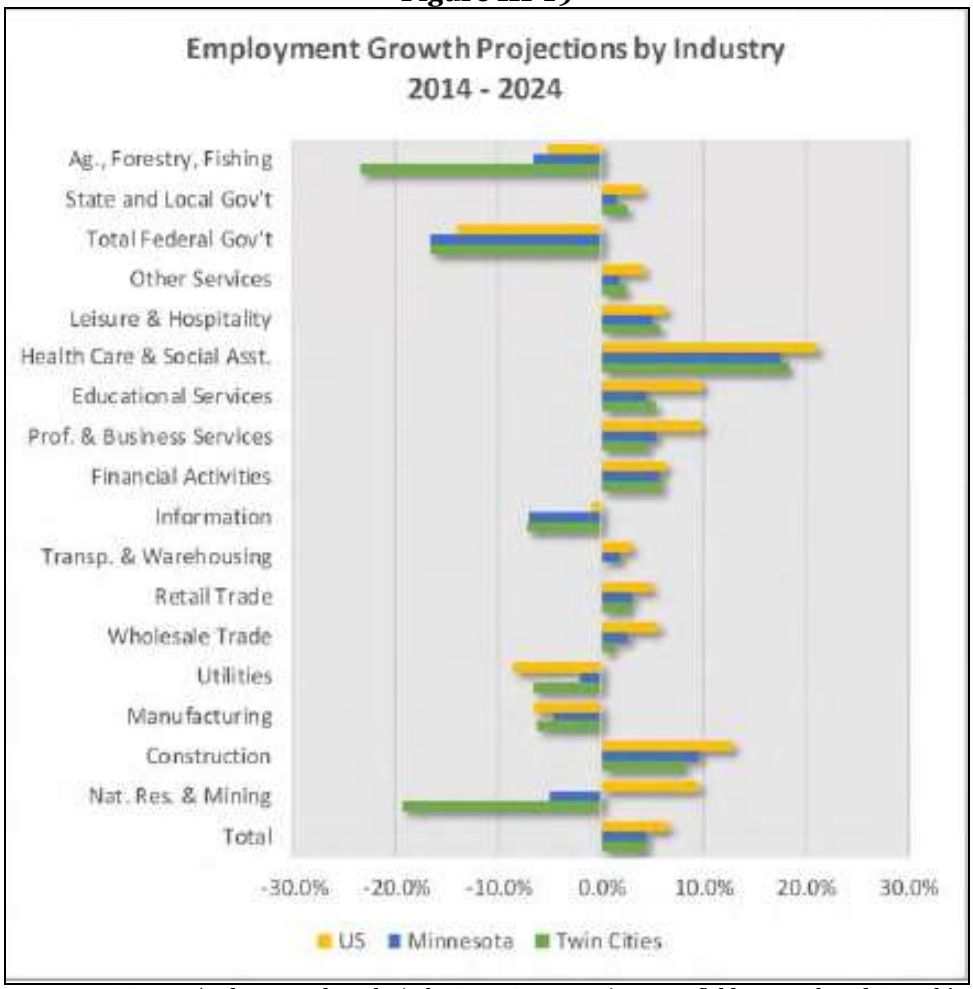
Figure III-18
Employment Forecasts, 2010 to 2040

City/Township/ Tribal	2010	2020	2030	2040	# of New Jobs 2010 – 2040
Belle Plaine	1,847	2,600	2,950	3,300	1,453
Elko New Market	317	630	780	940	623
Jordan	1,587	2,200	2,500	2,800	1,213
New Prague (pt)	2,142	2,700	3,010	3,300	1,158
Prior Lake	3,766	5,000	7,000	8,100	4,334
Savage	6,753	8,100	8,800	9,400	2,647
Shakopee	18,831	25,500	28,500	31,900	13,069
SMSC	4,000	4,000	4,000	4,000	0
City/Tribal total	**39,243**	**50,730**	**57,540**	**63,740**	**24,497**
Belle Plaine TWP	69	70	70	70	1
Blakeley TWP	69	80	90	100	31
Cedar Lake TWP	82	200	260	320	238
Credit River TWP	397	410	420	420	23
Helena TWP	147	210	230	250	103
Jackson TWP	168	340	430	530	362
Louisville TWP	298	420	450	460	162
New Market TWP	325	560	580	600	275
St. Lawrence TWP	48	80	80	80	32
Sand Creek TWP	298	340	360	380	82
Spring Lake TWP	390	460	480	490	100
Township total	**2,291**	**3,170**	**3,450**	**3,700**	**1,409**
Scott County	**41,534**	**55,100**	**62,190**	**68,640**	**25,906**

Source: Metropolitan Council (adopted May 28, 2014 and updated May 2016). *These forecasts were prepared in partnership with SMSC for planning purposes only. These forecasts do not reflect any expectations of the SMSC.*

Figure III-19 depicts employment growth projections by industry sector from 2014 to 2024 in the Twin Cities compared to projected growth rates in Minnesota and the nation. Job growth in the Twin Cities is projected to mirror the rate of growth in the state during this time period (4.4%), but lag behind projected growth at the national level (6.5%). The metro area is projected to experience steady job growth through 2020, but the pace slows as the region faces potential labor force shortages and a surge in retirements. In the Twin Cities, employment is projected to grow in the health care and social assistance sectors, as well as the professional and business service, leisure and hospitality, and financial activities sectors. Industry segments projected to contract in the region include agriculture, forestry and fishing, federal government, mining, and natural resource related jobs.

Figure III-19

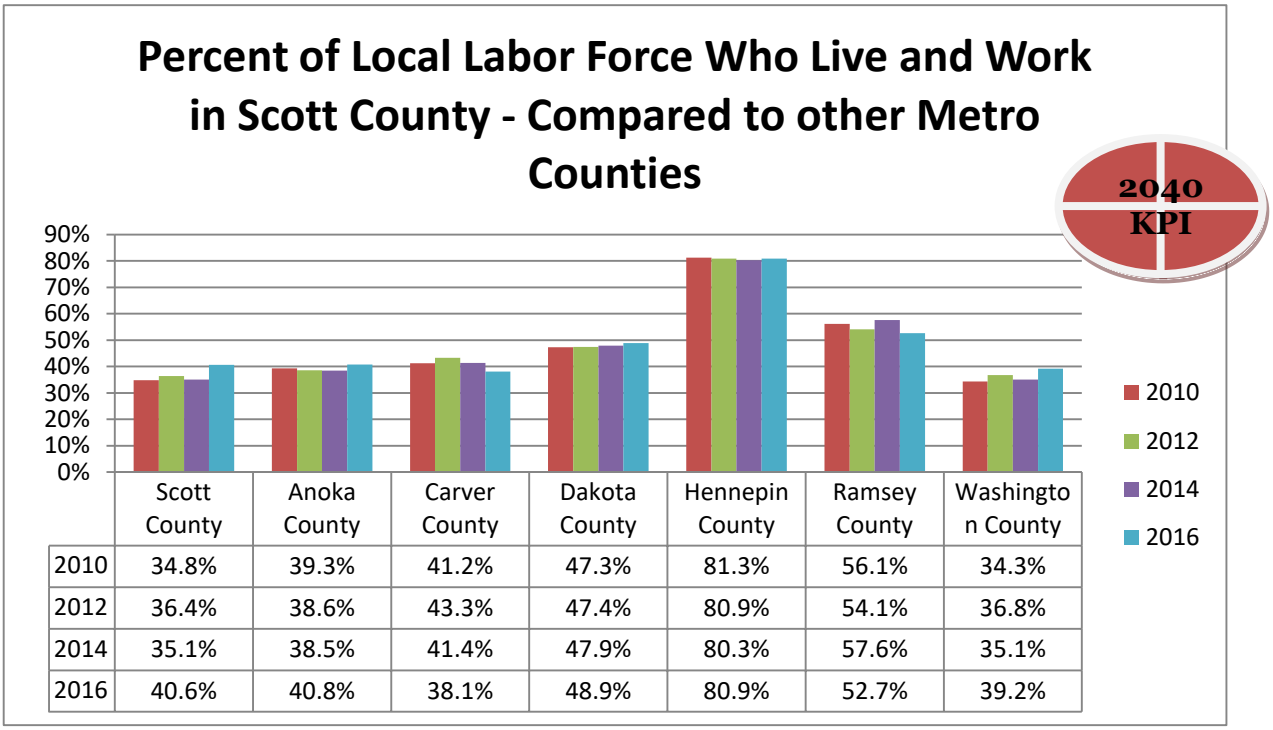


Source: *2016 Comm./Ind. Demand Analysis for Scott County, Minn.*, Maxfield Research and Consulting, LLC.

D. Place of Work/Place of Residence

The County's *2030 Comprehensive Plan Update* set a future goal whereby 50 percent of its employed labor force lives and works in Scott County by the year 2030 (coined "50 by 30"). The reasons this goal was set to bring more jobs into the county that match the local labor force was to a.) improve the quality of life for many residents commuting long distance to work, and b.) reduce traffic congestion over major river bridges connecting residents to regional employment centers. In 2010, only 34.8% of the labor force lived and worked in the county. By 2016, this percentage grew to 40.6%. (see Figure III-20 to see how Scott County compares in this data point to other metro counties).

Figure III-20



	Scott County	Anoka County	Carver County	Dakota County	Hennepin County	Ramsey County	Washington County
2010	34.8%	39.3%	41.2%	47.3%	81.3%	56.1%	34.3%
2012	36.4%	38.6%	43.3%	47.4%	80.9%	54.1%	36.8%
2014	35.1%	38.5%	41.4%	47.9%	80.3%	57.6%	35.1%
2016	40.6%	40.8%	38.1%	48.9%	80.9%	52.7%	39.2%

Source: US Census Bureau

There are data points the County tracks to evaluate its progress toward this "50 by 30" goal.

- Average commute times for county residents have increased from 22.8 minutes in 2000 to 26.3 minutes in 2014 (compared to 24.2 minutes in metro region).
- Among outflow workers, 57.5% earn more than $3,333, compared to 47.5% of inflow workers and 37.8% of interior flow workers. Outflow workers are more likely to be aged 30 to 54. Approximately 25% of inflow workers were employed in the Goods Producing industry class, compared to 17.3% of outflow workers and 15.4% of interior flow workers

Figure III-21

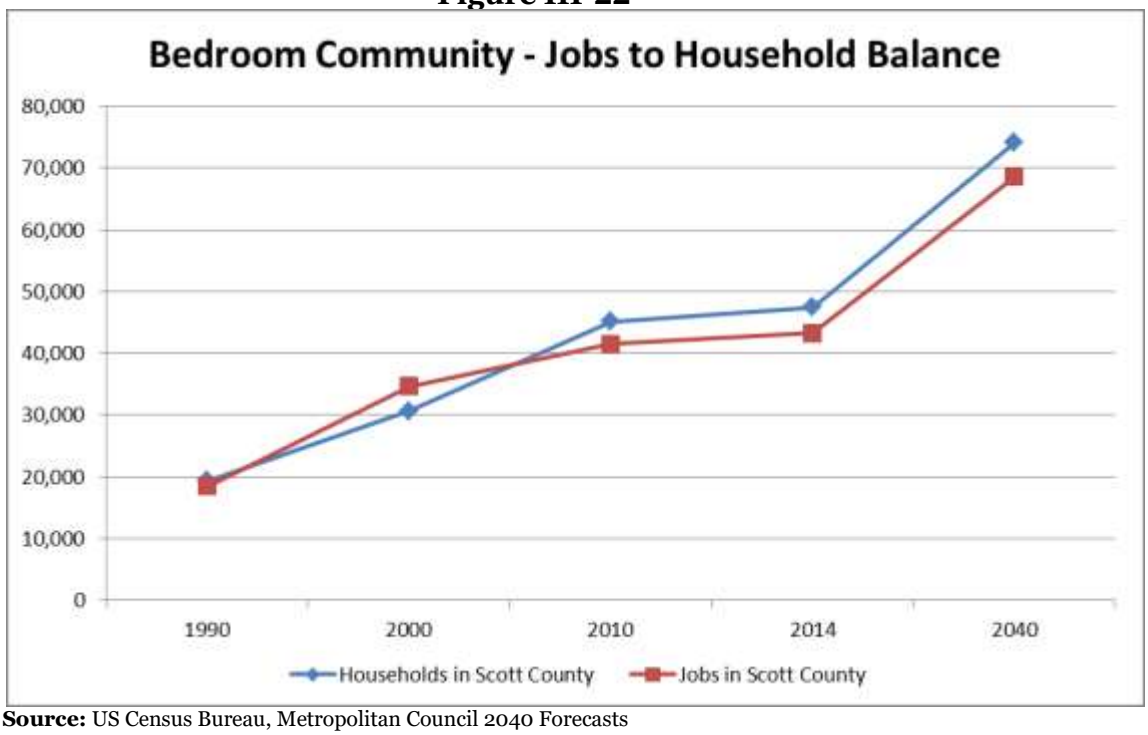
COMMUTTING INFLOW/OUTFLOW CHARACTERISTICS
SCOTT COUNTY
2014

	Outflow		Inflow		Interior Flow	
City Total	**55,479**	**100.0%**	**22,434**	**100.0%**	**17,935**	**100.0%**
By Age						
Workers Age 29 or younger	11,411	20.6%	5,071	22.6%	4,491	25.0%
Workers Age 30 to 54	34,861	62.8%	12,756	56.9%	9,956	55.5%
Workers Age 55 or older	9,207	16.6%	4,607	20.5%	3,488	19.4%
By Monthly Wage						
Workers Earning $1,250 per month or less	10,778	19.4%	4,889	21.8%	5,758	32.1%
Workers Earning $1,251 to $3,333 per month	12,812	23.1%	6,896	30.7%	5,390	30.1%
Workers Earning More than $3,333 per month	31,889	57.5%	10,649	47.5%	6,787	37.8%
By Industry						
Workers in the "Goods Producing" Industry Class	9,582	17.3%	5,694	25.4%	2,756	15.4%
Workers in the "Trade, Transportation, and Utilities" Industry Class	11,040	19.9%	4,490	20.0%	3,382	18.9%
Workers in the "All Other Services" Industry Class	34,857	62.8%	12,250	54.6%	11,797	65.8%

Source: *2016 Comm./Ind. Demand Analysis for Scott County, Minn.*, Maxfield Research and Consulting, LLC.

- In 1990, there was about the same number of jobs as households in Scott County. By 2000, the US Census reported Scott County having more jobs (34,931) than households (30,692). In 2010, the balance shifted to more households than jobs, a shift that is projected to continue out over the next two decades and require many residents to work outside of the community. By 2040, the county is projected to have 5,500 more households than jobs.

Figure III-22



Source: US Census Bureau, Metropolitan Council 2040 Forecasts

COMMUNITY BACKGROUND SUMMARY

- This 2040 plan will continue to be a growth-oriented planning document. Scott County is projected to add another 70,000 residents since the 2010 census count.
- From 2010 to 2015, Scott County's growth rate of 9 percent was the highest in the metropolitan and neighboring areas.
- The gap between township and city residents is forecasted to widen even further by 2040 (88% living in the cities, 12% in the townships).
- Historically, Scott County's population was primarily white, but since the turn of the century the county's population of color has tripled.
- Scott County is the "youngest" county in Minnesota.
- In 2015, about 9% of the county population was age 65 or older. By 2040 this age group is projected to swell to about 28%.
- Scott County has one of the lowest bachelor's degree or higher completion rates in the seven-county metro area at 38%, despite having some of the highest graduation rates.
- In 2015, nearly 1/3 of all 3rd graders (700 students) in the county were not reading at grade level.
- Scott County has the second highest median household income ($91,688 reported in 2016) of any county in Minnesota, relatively low unemployment (<3%), and low poverty rate (5.5%).
- Homeownership is dropping in Scott County. In 2000, 86.5% of all households in the county owned their housing. By 2016, that percentage decreased to 80.5%.
- For 29% of owners and 46% of renters in Scott County, housing consumes 30% or more of their household income.
- Over the past 15 years, the number of Scott County residents 16 and older employed in the manufacturing sector declined, while the number employed in education, health and social services and professional jobs increased.
- In 2010, only 34.8% of the labor force lived and worked in the county; but by 2016 this percentage grew to 40.6% of the labor force.
- Average commute times for county residents have increased from 22.8 minutes in 2000 to 26.3 minutes in 2014 (compared to 24.2 minutes in metro region)
- In 1990, there was about the same number of jobs as households in Scott County. By 2010, the balance shifted to more households than jobs. By 2040, the county is projected to have 5,500 more households than jobs.

CHAPTER IV - COUNTY VISION

Scott County's 2040 Vision is a long-range, big picture description of our desired future. It communicates core values, legacies, and aspirations for both current residents and future generations. The 2040 Vision is the core of this 2040 Plan Update, providing a framework for each element's goals, policies, and recommendations. Steps to achieve the 2040 Vision and address the 2040 Strategic Challenges are discussed in Chapter XII.

2040 VISIONING PROCESS

Over a decade ago, the County undertook its first-ever visioning process to garner input and help "paint a picture" of what Scott County should look like in the future. The visioning process included a series of workshops with residents and community leaders to elicit their opinions about the way Scott County should look, feel, and function in the year 2030. At each workshop, participants exchanged opinions on a series of questions (through an interactive electronic voting system) on topics such as rural densities, hamlets, transportation, natural resource protection, and parks and open space. A 40-member Vision Advisory Committee reviewed the public input and, in 2007, developed the 2030 Vision and Strategic Challenges. (A complete description of the original visioning process is documented in the 2030 Comprehensive Plan Update)

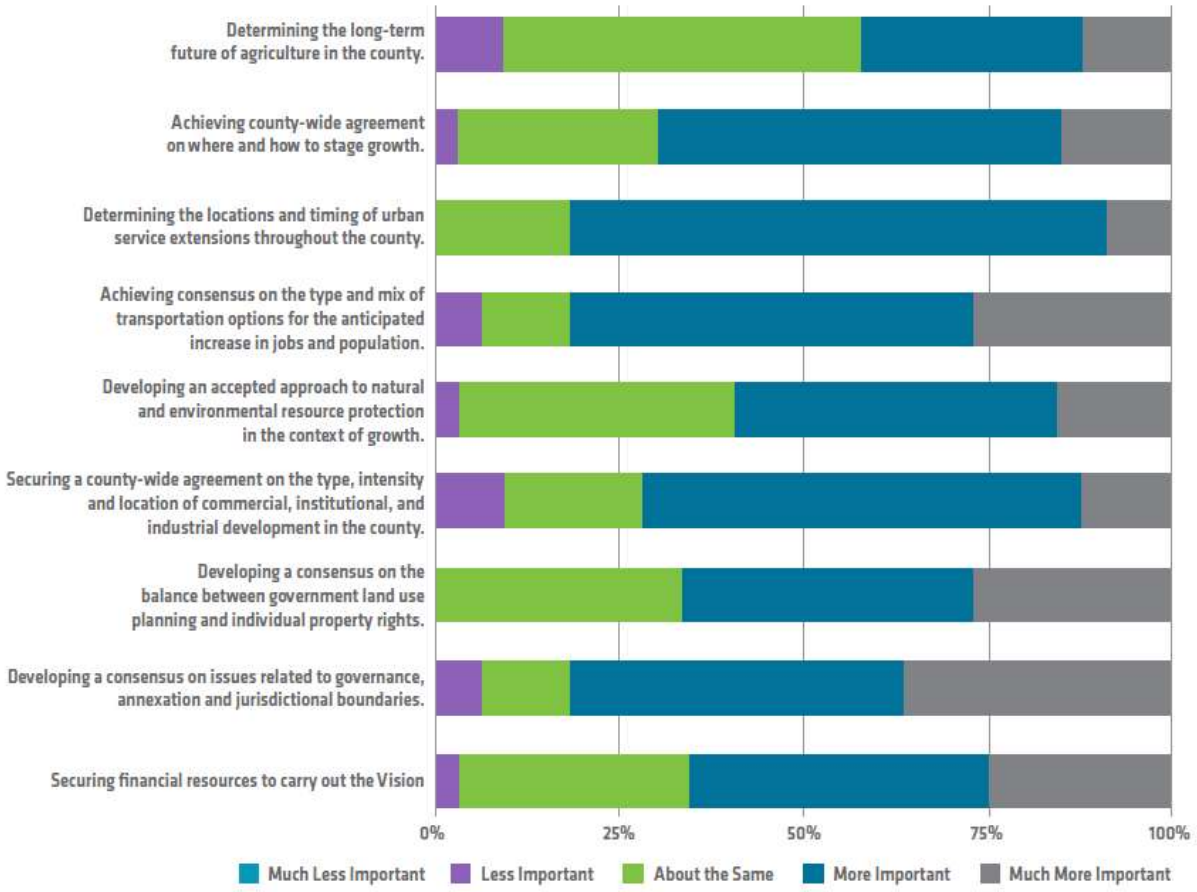
Ten years later, in April 2017, the County invited the same Vision Advisory Committee members back - along with county commissioners, planning commission members, mayors and town chairs - to a workshop to revisit and reboot the original vision. This dinner event provided an opportunity for 60+ stakeholders to explore the future of Scott County. The event gathered the group's collective intelligence on the formation of the 2030 Vision to evaluate, reflect and consider new perspectives for 2040, beginning with an examination of emergent trends in technology, transportation, energy, economic development, land use, and other influential agents. The workshop helped stakeholders understand and assimilate the complex and interrelated forces that come together to shape the future of Scott County. The workshop was facilitated and moderated by Future iQ, an international consulting firm specializing in future planning.

Pre-Vision Update Workshop Survey

A survey was sent to invited participants of the vision update workshop, and this input, along with assistance from County staff helped to create framework for discussion at the 2040 Vision Update workshop. Workshop participants were asked about their views on having a shared community vision for Scott County. Twenty three (70%) of the thirty three respondents indicated having previously been involved in a future planning process with Scott County. In terms of demographics, 79% of the respondents were male and 21% were female. The majority of respondents were in the 51-70 age range, with 15% in the 31-10 age range. About 50% percent indicated they had lived in Scott for more than 40 years. Most respondents felt optimistic of highly optimistic about the future prospects of Scott County.

Survey respondents were asked two questions referencing the 2006 Scott County Visioning Process. The first identified the Strategic Challenges that must be addressed if Scott County is to be successful in achieving its 2030 Vision and asked if respondents thought these issues are now more or less important than they were in 2006/2007 when the original vision was drafted (see Figure IV-1).

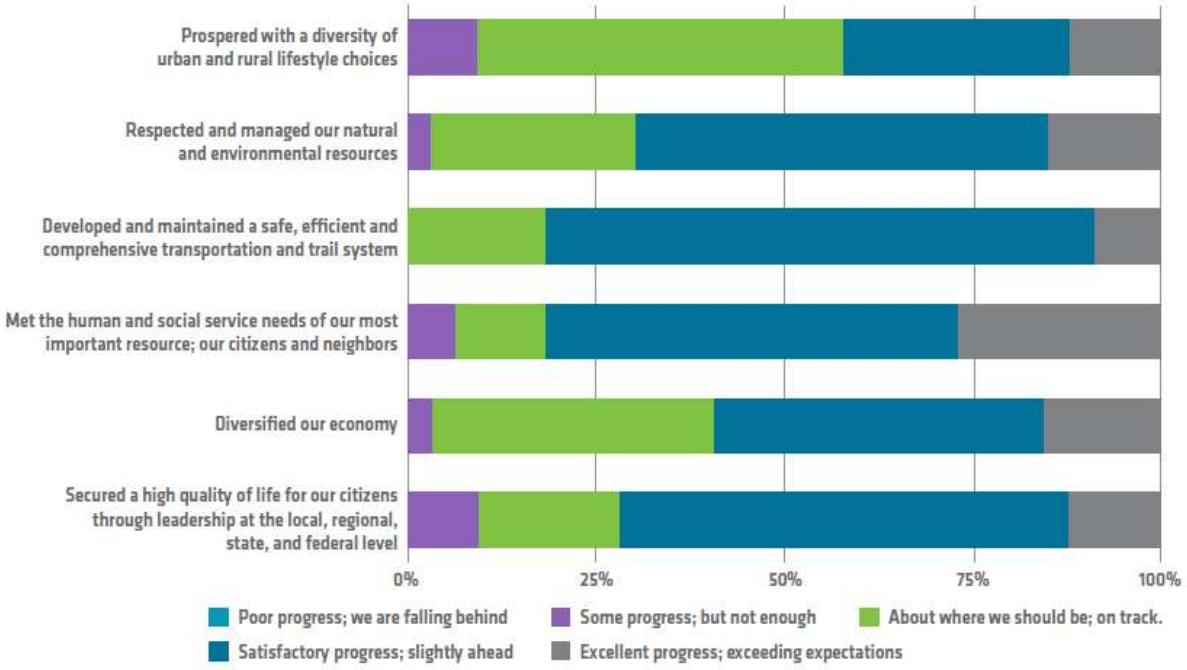
Figure IV-1: Most Important Strategic Challenges to Achieve 2030 Vision



Challenges a decade ago that seem to be much more important today to the group included issues around governance, annexation and jurisdictional boundaries; balancing government land use planning and individual property rights, and getting consensus on the type of mix of transportation options to serve job and population growth. Challenges a decade ago that seem to be much less important today included issues around securing countywide agreement on the type, intensity and location of commercial and industrial development.

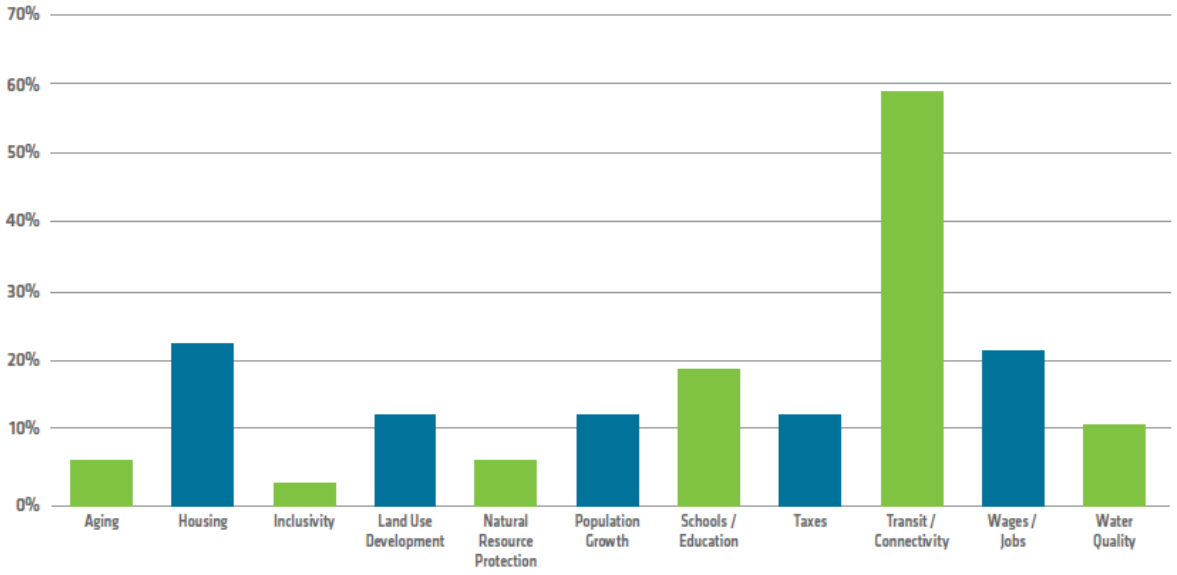
The second question asked respondents how satisfied they are with the progress that has been made on the six key pillars defined in the original Vision statement (see Figure IV-2). The group felt that the County has made excellent progress in "meeting the human and social needs of our most important resources; our citizens and neighbors." Areas where the group felt there has been some progress, but not enough over the past decade, include "prospering with a diversity of urban and rural lifestyle choices" and "securing a high quality of life for our citizens" through leadership at local, regional, state and federal levels.

Figure IV-2: Progress Made on 2030 Strategic Challenges



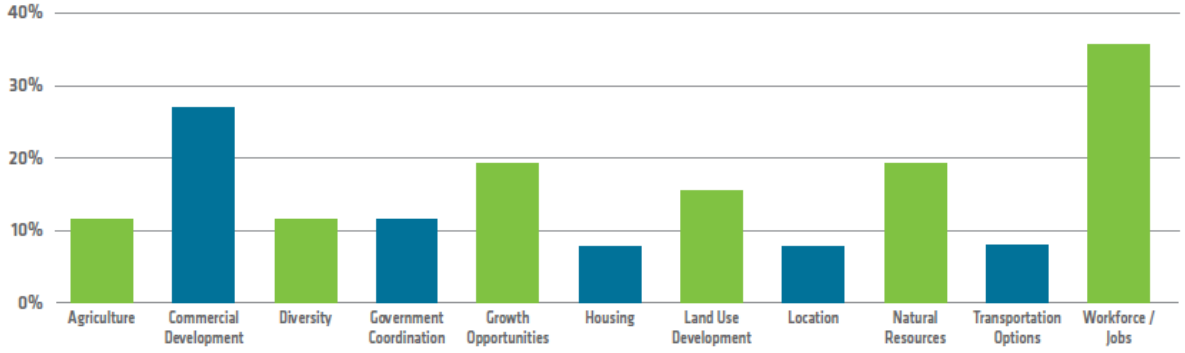
Finally, survey respondents were asked to describe what they thought were the biggest problems and challenges facing Scott County in the medium and long term (15-20 years), as well as the biggest opportunities facing Scott County in the next 15-20 years (see Figures IV-3 and 4).

Figure IV-3: Biggest Challenges Facing Scott County



In the next 15 to 20 years, a large majority of respondents (nearly 60%) felt transit and connectivity was the biggest problem or challenge facing the County. Housing and jobs were the next biggest problems or challenges facing the county according to respondents. As for opportunities, many respondents felt "workforce development and jobs" and "commercial development" were areas to capitalize on over the next two decades.

Figure IV-4: Biggest Opportunities Facing Scott County



2040 Vision Update Workshop

The half-day vision update workshop was conducted on April 24, 2017, and attended by approximately 40 participants. The workshop was intended to assist in the understanding of future drivers that affect Scott County and look ahead at what is wanted for the County. Outcomes were intended to include recommendations for vision updates that will be used to inform the upcoming comprehensive planning process. In order to begin considering recommendations for the 2040 Vision initiative, Scott County visioning stakeholders and staff reviewed the priorities of the 2030 Vision and were presented with future local and global trends that will affect Scott County in the next 5-20 years. Stakeholders were asked to explore the future by answering the series of questions in table groups. After each question was answered, groups were asked to select one priority issue and present it to the workshop group. A compilation of all responses and priorities are described below.

Workshop participants discussed the ramifications and implications of failing to address Scott County's future challenges and opportunities head on. It was recognized that some of the existing work in the county is already significantly shaping the future directions and actions. As an effort to prioritize potential recommendations for the County's 2040 Vision, participants at the workshop were asked by group to identify what they saw as the most important emerging areas of focus that needed to be added 2040 Vision. Each group reported out and arrived at the following recommendations to guide the County in its vision update

- **Create a sustainable local economy** that supports livable wage jobs; focus on diversifying job opportunities. Locate new business in smaller cities (Belle Plaine, Jordan, New Prague, Elko New Market). Help existing businesses grow or adapt rather than only focusing on new business development. Attract CEOs/executives to live here and subsequently move their business here. Accommodate corporate campus development. Plan for and maintain amenities in the community to attract businesses. Better integrate SMSC into County's economic development plan. Invest in and capitalize on the Minnesota River ports. Expand commercial and residential development in the hamlets. Capture the value of the County's fiber infrastructure.

- **Embrace technology but be brave in slowing the pace of utilization** to ensure new technology is helping build community and not dividing or isolating it. Plan and prepare for automation of vehicles, drones, and the workplace. Consider advances in wastewater management to allow development of hamlets. Explore how technology can enhance secondary education and vocational training. Plan for and respond to security

threats (terrorism, cyber, ID theft). Plan for and accommodate growth in renewable and alternate energy development.

- **Provide a vision for long-term farmland preservation** (commodity agriculture vs. providing local foods to feed the Twin Cities region). Preserve agricultural land and micro farming. Support farming best practices and policies (particularly as it relates to chemicals and runoff). Preserve water quality and pollinators. Plan for and maintain infrastructure that supports farming.

- **Maintain the County's unique identity in the region**. Recognize the sense of individuality that is prevalent in the county. Remain competitive in the region in "quality of life" metrics. Create and elevate a sense of community. Pay special attention to providing services (transit, trails, social) to the older population in the rural areas. Avoid becoming just like another urbanized county in the Twin Cities region. Connect children to a "slower" environment (parks, trails). Create and maintain diverse ways to connect people. Be nimble in policy and policy making. Set a vision of becoming a "premier community."

COUNTY BOARD GUIDING PRINCIPLES

The Scott County Board of Commissioners has established guiding principles to direct County personnel and its actions. These guiding principles are intended to facilitate the transaction of business by the County Board, County staff and established citizen advisory committees. The following Scott County Board of Commissioners guiding principles (goal, vision, mission and values) are important considerations when updating the 2040 Vision.

Scott County Goal, Vision, Mission, and Values

Goal
Safe, Healthy and Livable Communities

Vision
Scott County: Where individuals, families, and businesses thrive.

Mission
To advance safe, healthy, and livable communities through citizen-focused services

Values
- Stewardship: Ensuring the responsible and stable investment of taxpayer dollars and communicating its value to the public.
- Partnership: Aligning existing resources, volunteers and programs to achieve shared goals
- Leadership: Anticipating changes and managing challenges based on reliable information and citizen input.
- Commitment: Developing a high quality workforce that is dedicated to advancing a safe, healthy and livable community
- Customer Service: Creating a customer experience that is respectful, responsive and solution-oriented.
- Innovation: Exploring and adopting new technologies and processes with the goal of improving service and reducing the long term cost of service delivery.

2040 VISION

The following is the 2040 Vision for Scott County based on a culmination of input received during the 2040 community engagement and visioning processes. Taken together, some common "word clouds" (a graphical representation of word frequency) emerged that informs the 2040 Vision update: *identity, sustainability, mobility, technology, connectivity,* and *time.*

2040 Vision

In 2040, Scott County is a well-planned, safe, prosperous and fiscally responsible community built by citizens and businesses who value neighborhoods, education, families, health, and public safety, and who enjoy its natural beauty, rural character, and location in the region. In 2040, Scott County is recognized metro-wide as one of the best places to live, work, shop, and play in the Twin Cities because we have:

- prospered with a diversity of urban and rural lifestyle choices while maintaining a unique identity in the region;
- respected and managed our natural, aggregate, agricultural and environmental resources;
- developed and maintained a safe, efficient, and comprehensive transportation, mobility and trail system;
- met the human and social service needs of our most important resource…our citizens and neighbors, who are stable, connected, educated and contributing;
- expanded our sustainable, local economy that supports livable wage and diversified job opportunities; and
- secured a high quality of life for our citizens through leadership and partnership at the local, regional, state, and federal level; and.
- created a place where our citizens have time; time to socially interact, time to adapt, time to learn and innovate, and time to enjoy active, healthy lifestyles.

The following is the 2040 Vision for Scott County expanded with more description:

2040 Vision (with supplemental description)

In 2040, Scott County is a well-planned, safe, prosperous and fiscally responsible community built by citizens and businesses who value neighborhoods, education, families, health, and public safety, and who enjoy its natural beauty, rural character, and location in the region. In 2040, Scott County is recognized metro-wide as one of the best places to live, work, shop, and play in the Twin Cities because we have:

Prospered with a diversity of urban and rural lifestyle choices while maintaining a unique identity in the region – We have accomplished this balance through fair, proactive, broad-based, regional collaboration and cooperation in both meeting the day-to-day needs of the citizens of Scott County and preparing for the challenges and opportunities of the future.

- Our cities have ample room for growth and expansion, diverse job opportunities, abundant goods and services, vibrant downtowns, a range of housing choices within close proximity to local and regional infrastructure investments, quality community services and amenities, and convenient access to transportation corridors.
- Our hamlets continue to serve as compact, convenient places for gathering and commerce in the rural areas.

- Our rural areas offer a living environment with a range of lot sizes for single-family homes, hobby farms, productive farmland, natural areas, scenic landscapes, and recreational opportunities. As a result of proactive planning, many of our rural neighborhoods have developed as clusters utilizing evolving technologies for community sewer and water service, and providing open space and conservation corridors while preserving for essential infrastructure.
- Our expansive agricultural areas, with large tracts of farmland and dispersed housing options, provide open space and rural lifestyles while preserving our heritage and history.

Respected and managed our natural, aggregate, agricultural and environmental resources – Our rivers and streams, lakes and wetlands, bluffs and river bottoms, wildlife habitats and significant natural and agricultural areas are preserved for current and future generations to enjoy.

- Our undeveloped landscape is made up of rolling farmland, woodlots and open fields.
- Our 2040 developed landscape includes parks, greenways, and conservation corridors based on natural resource inventories.
- We have managed a plentiful supply of quality drinking water for all residents.
- We have managed our surface and groundwater systems in face of rapid growth and intensive farming activity.
- When opportunities were presented, we worked with landowners to restore wetlands and re-establish historic drainage patterns.
- Through careful planning, orderly development, and land stewardship, we have protected our natural resources through both public and private means to ensure a high quality of life.
- Natural open spaces and conservation corridors have been provided through the use of cluster development, density options, innovative site design, and through public-private partnerships.
- We recognize the importance of preserving our natural resource base as a way to foster and retain economic and tourism development and to support healthy, active lifestyles.
- We have encouraged development that promotes active, healthy lifestyles. We have turned our attention back to one of our most treasured natural assets, the Minnesota River, as a place to recreate, learn, live and enjoy.
- We have promoted development patterns aimed at reducing air and water pollution and encouraged development practices that maintains the health of our environment.
- Our public is educated on the importance of resource and energy conservation to reduce the amount of waste and preserve the environment for future generations.
- We continuously build on our vision by actively engaging residents in further planning for our natural resources.

Developed and maintained a safe, efficient and comprehensive transportation, mobility, and trail system – Our countywide transportation network is a safe, efficient, and multi-modal (highways, transit, and trails) system that supports and promotes expansion of the county's economic base. We have focused on maintaining and optimizing safety of our existing roadways and trails. We have participated in regional transportation projects aimed at reducing traffic congestion and travel times for our residents. This has led to a more efficient and integrated transportation system within the wider metropolitan region.

- Future road and trail corridors have been established and reserved in planned growth areas before development occurs.
- A countywide trail system has been developed along road corridors and cross country to link our cities, parks, hamlets, and other points of interest as well as provide a safe alternative for pedestrians and cyclists to move about the county supporting an active lifestyle.
- This system has provided active outdoor recreational opportunities. Transit has met the needs of our diverse population.
- By 2040, our transportation and trail system enhances the quality of life for our citizens, and minimizes the system's overall capital and annual operating costs.
- We continue to explore new ways to move people, goods and services to, from, and within our community and build upon this vision by actively engaging our residents and businesses in further transportation and trail planning.

Met the human and social service needs of our most important resource . . . our citizens and neighbors, who are stable, connected, educated and contributing – We have worked collaboratively with our partners to provide the critical human infrastructure needed to serve the well-being of our long-term residents and businesses, and our welcomed newcomers.

- Health care, transportation, security and social services for our aging population are being met locally.
- Volunteers share with professionals the responsibility for providing public safety skills and services.
- All levels of high-quality education are available; we have life-long learning opportunities.
- Cultural diversity is celebrated.
- For the safety of our residents, we have anticipated major challenges caused by humans or nature.
- Our parks, trails, community and cultural centers, libraries, schools, and places of worship serve all generations as places to gather, connect with the community, and support an active lifestyle.
- Services have been extended, in a planned and orderly manner, to meet population demands and changing demographics.

Expanded our sustainable, local economy that supports livable wage and diversified job opportunities – We have a majority of our workforce working inside the county. We have planned and marketed land along our major transportation corridors for commercial and industrial development.

- The appearance of these corridors have been enhanced to promote quality development and site design, and to promote long-term investments.
- Our cities' historic downtowns are vibrant; and the commercial nodes in our communities provide goods and services to our residents.
- We have developed the necessary "information infrastructure" in both our urban and rural areas to foster economic development and enhance communication.
- We continue to attract visitors to our full range of tourism destinations – both public and private. We recognize the importance the tourism industry has on our local economy.

- Our success in economic development has been driven by our high quality of life (safe communities, quality schools and parks, abundant natural resources, and convenient access to the region) and dedication to serving the needs of our residents.

Secured a high quality of life for our citizens through leadership <u>and partnership</u> at the local, regional, state, and federal level – We have taken the lead in the region in finding new and innovative ways to look beyond our political boundaries for solutions to challenges of the twenty-first century. Our residents recognize that community prosperity will continue well beyond 2040. We also recognize the balance between economic growth and prosperity and the preservation of the ways of life that is cherished by many.

- Our cities, rural communities, and tribal community work together, share resources, exchange information, and tackle tough issues in a collaborative effort to save taxpayer dollars and build leadership in public service.
- We have maintained an open line of communication with the public and our partners on important issues facing our community.
- We have planned for urban expansion to meet the needs of projected future growth and development for the second half of this century.
- We recognize that, in some places, our abundant farmland is an interim use that will eventually, in the long term, become more profitable as developed land in an urban setting.
- We have adapted to and taken advantage of evolving technologies to meet the challenges of the future.
- We have worked with local, regional and state agencies to plan for this future growth so that development can continue to be managed in a way that enhances our overall quality of life.
- We continuously build on our vision by actively engaging landowners, residents, businesses, local governments, and regional and state agencies in proactive growth management planning in Scott County.
- We have taken the position that initial growth and development should pay for itself as much as possible and not fall on the backs of our current residents.
- We have taken steps to manage growth in a positive way, to act fiscally responsible and with deliberation when making decisions that affect our high quality of life and that of our children's children.

Created a place where our citizens have time; time to socially interact, time to adapt, time to learn and innovate, and time to enjoy active, healthy lifestyles – Time is a critical resource for many of our citizens, and the lack of it was expressed in many surveys and focus groups as the key barrier to civic involvement, social interaction, active living, healthy eating, and park and trail usage. Home to a large number of families where both parents are working and ever-increasing average commute times (26 minutes in 2014 – longer than the average in the entire region), it is no wonder many Scott County residents just don't have time. By 2040, we have taken steps to reverse this trend - to the greatest extent possible - and given back a little of this precious resource.

- We have promoted land development patterns aimed at reducing long car trips for daily errands. We have created more walkable, bikable neighborhoods in close proximity to employment areas, shopping, schools, hospitals, and offices.
- We have grown or attracted more job opportunities that match the skills of our labor force,

resulting in more people living and working within the County and fewer people making long commutes every day outside the county for employment.

- We have grown or attracted more shopping, eating, marketplace, recreation and entertainment uses within our own communities - resulting in more people staying or buying "local".
- Our residents have access to high-speed Internet services (as well as next-generation gigabit speeds). Our cities, townships, schools and large employment centers are all connected to the County's fiber ring; creating more and more opportunities for our residents to work, collaborate, study or (re-)train for a career right from their home or business.
- We have developed a wider array of housing choices for our residents. Not only are single-family homes in all price ranges available, but townhomes, apartment buildings, and senior living complexes are all located within the same community. Our residents have ample opportunities to remain in their community while moving throughout different stages of life. Our young adults and seniors have housing choices to remain close to their families.
- We have employed technology to allow more people to access local government services on-line or 24-hour access to provide more convenience to the customers.
- We have expanded transit and mobility services to allow more residents to travel within the county without driving a car. We have started laying the infrastructure and policy groundwork to accommodate autonomous vehicles and deliveries, and ride shares. This has allowed our residents to use transport time for more productive use or social interaction.

STRATEGIC CHALLENGES

Strategic Challenges are those issues or conditions that must be addressed if Scott County is to be successful in achieving its 2040 Vision. Because the Vision covers a twenty-five year period, the challenges may not become problematic for a few years, but nonetheless, will impede progress. The following are Strategic Challenges identified by the Vision Advisory Committee back in 2006, and updated to reflect the outcomes of the 2040 visioning process:

1. Determining the long-term future of agriculture in the county.
2. Achieving county-wide agreement on the location and pace of growth, while preserving the County's unique identity in the region.
3. Adapt to new technologies and innovation in the fields of transportation, energy, workforce development, education, communication, and delivery of public services in a way that will strengthen the community, and not separate or isolate it.
4. Achieving consensus on the type and mix of transportation and mobility options for the anticipated increase in jobs and population, and in response to emerging technologies.
5. Developing an accepted approach to natural and environmental resource protection (especially water quality and prime farmland) in the context of growth.
6. Securing a county-wide agreement on the type, location, density and affordability of workforce and lifecycle housing to meet the needs of a growing, aging and more diverse population.
7. Developing a consensus on the balance between government land use planning and individual property rights.
8. Developing a consensus on issues related to governance, annexation and jurisdictional boundaries.
9. Securing financial resources to carry out the Vision.

CHAPTER V - LAND USE & GROWTH MANAGEMENT

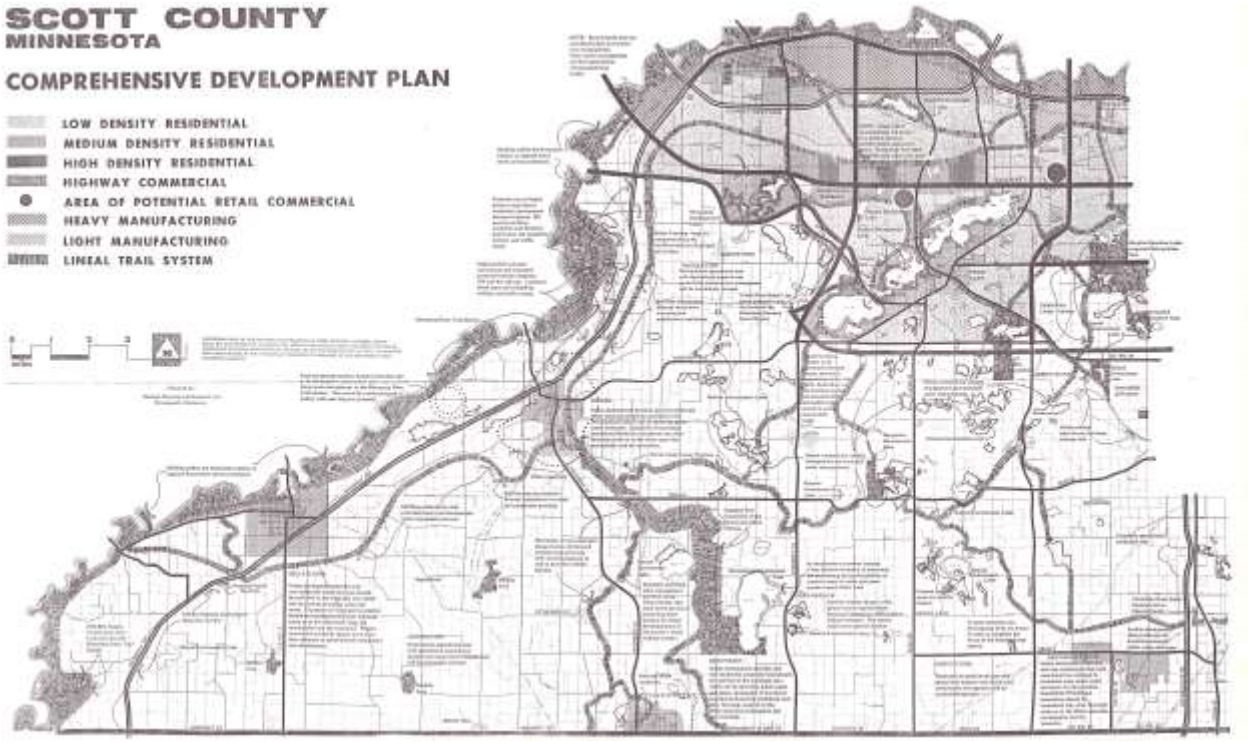
To manage growth and guide land use decision-making in Scott County over the 25-year planning horizon, this chapter contains background information on historic planning practices, existing land use patterns, and recent development trends. The purpose of this inventory is to identify areas, intensities, and timing for potential future development as well as areas for long-term preservation. This chapter reflects forecasted population, household and employment growth (see Chapter III) and countywide build-out scenarios based on existing and anticipated future urban service capacities. It concludes with goals, policies, a 2040 Planned Land Use map with accompanying descriptions, and growth management strategy recommendations.

HISTORY OF COUNTY LAND USE PLANNING

Scott County has a long history of land use planning, dating back to the 1960s:

- 1969: Scott County Board of Commissioners entered into a partnership with the eleven townships to become the planning and zoning authority for all of the unincorporated area. The two-year interim zoning ordinance required a minimum lot size of 2½ acres, but developers were able to rezone and plat lots of 15,000 square feet.

- 1971: The County Board adopted the first Comprehensive Plan, Zoning Ordinance, and related ordinances. Lots could be platted anywhere in the unincorporated area to 2½ acres.



County's First Planned Land Use Map (1971)

- 1981: The *1981 Scott County Comprehensive Plan* (the first plan adopted in response to the Metropolitan Land Planning Act of 1976) identified many areas, including all of Spring Lake, Cedar Lake, and Credit River townships as "General Rural Use," a category that allowed 2½-acre minimum lot sizes. This planning designation and policy resulted in many small-lot rural residential subdivisions platted in eastern townships.

- 1995: The Bloomington Ferry Bridge opened, creating a major transportation crossing connecting Scott County with the southwest Twin Cities metropolitan area. The bridge drastically reduced travel times to the I-494 freeway loop and downtown Minneapolis. This started a major housing boom in Scott County.

- 1996: The *1996 Scott County Comprehensive Plan Update* recognized some of the difficulties in achieving orderly urban growth into areas with existing small-lot rural subdivisions and changed course by promoting "Urban Transition" areas. These "Urban Transition" areas were designated around or along the edge of the cities. The recommended density in these urban transition areas was one unit per 10 acres. The 1996 Comprehensive Plan recommended rural residential development at "one unit per 10 acre" densities for southern Spring Lake, eastern Helena, and all of Cedar Lake townships; and "one unit per 40 acre" densities from Blakeley, Belle Plaine, western Helena and western Sand Creek townships. "Official maps" were prepared for each township that had various degrees of consistency with the County plan. Inconsistency between the 1996 Comprehensive Plan and the County's Zoning Ordinance at the time resulted in 2½-acre density in much of the eastern portion of the county.

- 2001: The next update occurred in 2001 (following a fourteen month subdivision moratorium) with the 2020 Comprehensive Plan. Building from policies established in the previous plans, the 2020 Plan established "Urban Expansion Areas" around the cities. These areas anticipated municipal services within the next 40 years. As such, the 2020 Plan recommended low-density "one unit per 40 acre" residential development in these areas to facilitate logical, orderly, and efficient urban expansion in the future. For the first time, the 2020 Plan recommended various options to cluster residential development in the urban expansion and rural residential areas.

- 2009: The *2030 Comprehensive Plan Update* for the first time included a shared vision for the future based on an extensive community visioning process. One of the hallmarks of the 2030 plan was establishing the "ultimate build-out" of the county – setting the framework for which portions of the county should be planned for urban-type development on public sewer and water, and which portions should be planned for rural-type development as the end land use. This plan once and for all established the 73-square mile Rural Residential Area (portions of Spring Lake, Credit River, Cedar Lake and New Market Townships) guided for ultimate rural development and recommended detailed road, storm water, ground water and public service impact analysis prior to rezoning this area for development. The plan continued to support clustering at 2½-acre densities in this area through a new flexible Planned Unit Development (PUD) approach. The 2030 plan also established for the first time a "green print" for future generations through mapping and setting policy for Natural Area Corridors.

A. Historical Sites

Scott County supports the preservation and maintenance of structures of historic or architectural significance. Figure V-1 provides a list and description of historic sites in Scott County that have been placed on the National Register of Historic Places. Despite the fact that these buildings or sites are on the National Register, they may still be in danger of being lost to demolition or altered beyond recognition (as current historic preservation regulations do not prohibit the destruction or alteration of buildings on the Register). There are other architecturally interesting or historic structures in Scott County. Although they may not warrant inclusion on the National Register, the County may want to examine ways to keep these buildings structurally sound so that future generations may be exposed to Scott County's past.

Figure V-1
Historic Sites, Scott County

Property Name	Address	City/Town	Year of Construction	Listing Date
Episcopal Church of the Transfiguration	Walnut and Church Sts.	Belle Plaine	1869	4/17/1980
Hooper-Bowler-Hilstrom House	Court and Cedar Sts.	Belle Plaine	Ca. 1871	4/17/1980
Strunk-Nyssen House	Off Hwy. 169	Jackson	Ca. 1856, Ca. 1880	4/17/1980
Foss and Wells House	613 S. Broadway St.	Jordan	1858	4/17/1980
Jordan Brewery Ruins	S. Broadway St.	Jordan	1864	4/17/1980
Jordan Historic District	Water St. and S. Broadway	Jordan	1860-1917	4/17/1980
St. Mary's Church of the Purification	County Road 15	Louisville (Marystown)	1882, 1893, 1920	4/17/1980
Inyan Ceyaka Otonwe		Louisville	1800-1850	2/12/1999
New Market Hotel and Store	Main St.	Elko New Market	1897	4/17/1980
Kajer, Wencl, Farmstead	County Road 2	New Market Twp.	1918-1920	4/17/1980
Church of Saint Wenceslaus	W. Main St.	New Prague	1907-1908, 1914	2/19/1982
Mudbaden Sulphur Springs	County Road 63	Sand Creek	1915	4/17/1980
Coller, Julius A., House	434 S. Lewis St.	Shakopee	1887	4/17/1980
Early Shakopee Residences	411, 419 E. 2nd Ave.	Shakopee	Ca. 1865	4/17/1980
Shakopee Historic District	1st Ave.	Shakopee		4/17/1980
Bisson, Abraham, House	County Road 57	St. Lawrence	1884	4/17/1980
Maka Yusota (Boiling Springs)		Savage		1/16/2003
Holmes Street Bridge	Holmes Street	Shakopee	1927	7/6/2010

Source: Minnesota Historical Society

B. Existing Land Uses

An accurate depiction of Scott County's existing land use pattern is an important step in planning for a desired future land use pattern. To illustrate the distribution of land uses throughout the unincorporated area, this plan includes the Metropolitan Council's 2016 Generalized Land Use map (see Figure V-2) , which divides the cities and townships into several categories (see sidebar).

The land use pattern in the unincorporated area is primarily agricultural or undeveloped. Roughly 72% of the county's total land base is mapped in the *Agriculture, Farmstead or Undeveloped* designations. Most of the larger farm holdings are located in the county's southwestern corner. There are also expansive agricultural areas in Helena, Sand Creek, Louisville and St. Lawrence townships.

As depicted on Map V-3, much of the townships' *Single Family Detached* residential uses are located in the eastern townships (Spring Lake, Credit River, New Market and Cedar Lake) with most development in the 2-15 acre lot size range. There is also significant rural *Single Family Detached* residential development in Jackson, Louisville, Sand Creek, and Helena townships. There are very few areas of *Multi-Family* uses in the unincorporated areas, and three *Manufactured Home* parks (Buena Vista, Jackson Heights, and Mobile Manor).

Mapped *Institutional* uses include churches, utilities, fairgrounds, and government buildings, which represents about one percent of the countywide land base. There are approximately 18,000 acres of *Park, Recreational or Preserve* owned or managed by local, regional, state, or federal public agencies. Most of the *Retail Commercial, Mixed Use Commercial* and *Industrial and Utility* land uses are concentrated along the Highway 169 corridor or the County Road 2 interchange along Interstate 35 and make up less than two percent of the total land base. Commercial and industrial areas generally include warehouse distribution facilities, contractor shops, manufacturing plants, highway-oriented retail businesses, and showrooms. *Extraction* uses are located along the Minnesota River and Highway 169 corridors.

Generalized Land Use Categories

Residential:
- *Single Family Detached*
- *Single Family Attached*
- *Seasonal/Vacation*
- *Manufactured Housing*
- *Multi-Family Residential*
- *Mixed Use Residential*

Agricultural/Undeveloped:
- *Agriculture*
- *Farmstead*
- *Undeveloped Land*

Park & Open Space:
- *Park, Recreation, Preserve*
- *Golf Course*

Non-Residential:
- *Retail Commercial*
- *Office*
- *Mixed Use Commercial*
- *Industrial & Utility*
- *Mixed Use Industrial*
- *Extraction – Mining*

Public/Institutional:
- *Institutional*
- *Major highway*
- *Railway, Airport*

Overall, the existing land use pattern reflects the continued direction of growth of the Twin Cities metropolitan area to the south and west of its core. Scott County has experienced the strongest growth to the north and east where there is close proximity to major highways that access the Twin Cities region (TH 169, TH 13, and Interstate 35). Major growth followed the Bloomington Ferry Bridge in 1995; future major roadway intersection improvements, such as the completed TH 169/CR 69 intersection and pending TH 169/TH 41 intersection will also likely drive new development and growth patterns in the next 10 years.

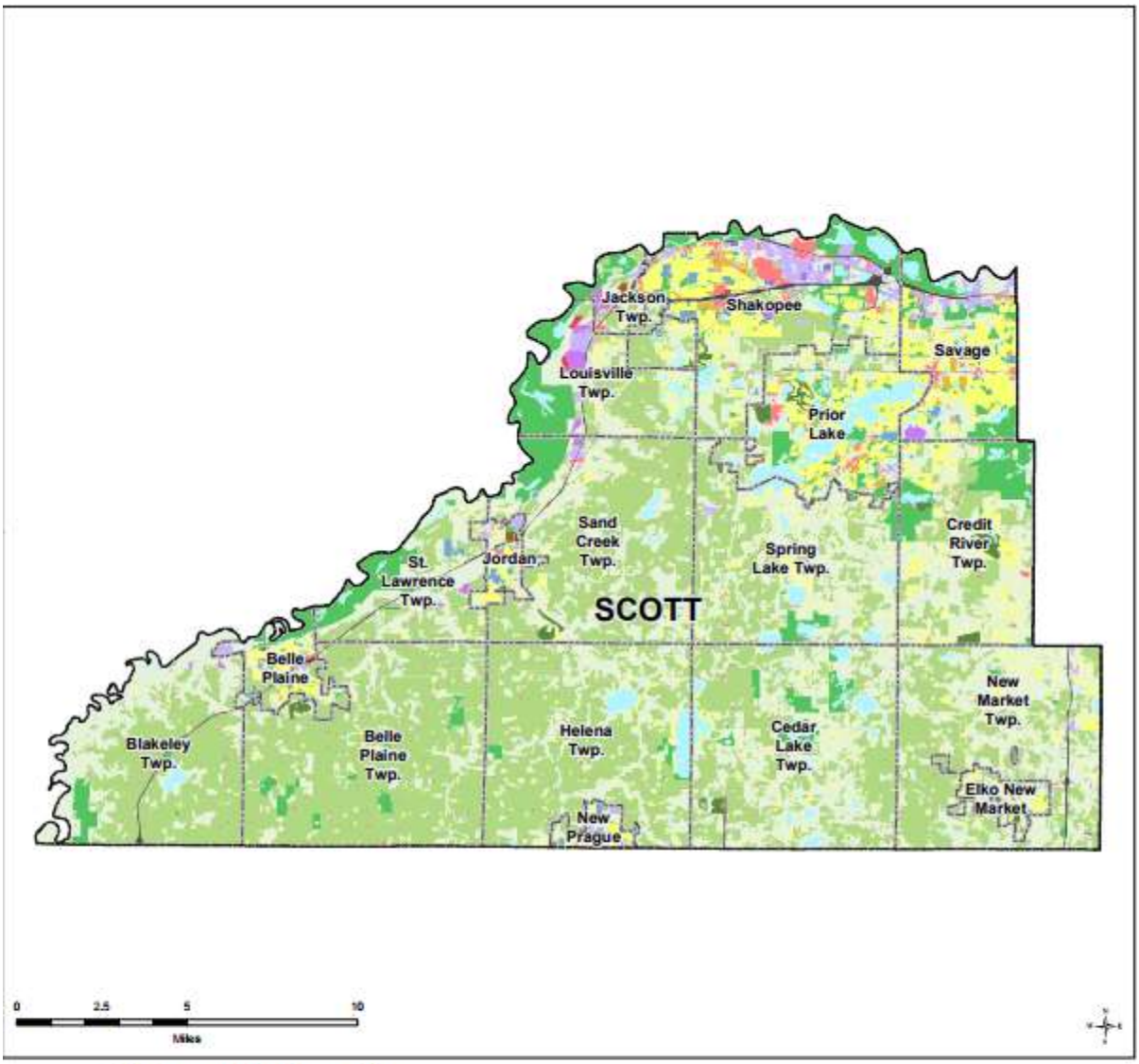
It should be noted that all SMSC trust/reservation lands are not technically within any Metropolitan Council growth areas depicted on plan maps throughout this chapter.

Figure V-2
Generalized Land Use Totals, 2016

Land Use Category	Number of Acres	% of Total Area[1]
Agriculture/Undeveloped		
Agriculture	102,694	44%
Farmstead	2,880	1%
Undeveloped Land	63,990	27%
Residential		
Single-Family Detached	22,640	10%
Single Family Attached	1,500	1%
Seasonal/Vacation	30	0%
Multi-Family Residential	254	0%
Manufactured Housing	140	05
Mixed Use Residential	45	0%
Non-Residential		
Retail and Other Commercial	2,279	1%
Office	57	0%
Mixed Use Industrial	125	0%
Mixed Use Commercial	148	0%
Extraction - Mining	1,087	0%
Industrial and Utilities	2,843	1%
Public/Institutional		
Institutional	1,820	1%
Parks, Recreation, Preserve	18,195	8%
Infrastructure		
Major Highway	2,258	1%
Railway	105	0%
Airport	22	0%
Total	**236,010**	**100%**

Source: Metropolitan Council

Map V-3
GENERALIZED LAND USE MAP, 2016



2016 Generalized Land Use

- Farmstead
- Seasonal/Vacation
- Single Family Detached
- Manufactured Housing Park
- Single Family Attached
- Multifamily
- Retail and Other Commercial
- Office
- Mixed Use Residential
- Mixed Use Industrial
- Mixed Use Commercial and Other
- Industrial and Utility
- Extractive
- Institutional
- Park, Recreational or Preserve
- Golf Course
- Major Highway
- Railway
- Airport
- Agricultural
- Undeveloped
- Water
- County Boundaries
- City and Township Boundaries

THRIVE MSP 2040 COMMUNITY DESIGNATIONS

The Metropolitan Council's THRIVE MSP 2040 regional development guide established Community Designations (grouping of jurisdictions with similar characteristics) for the application of regional policies. Map V-4 shows the cities grouped in the following categories (with prescribed overall density and key growth management, transportation and economic development expectations):

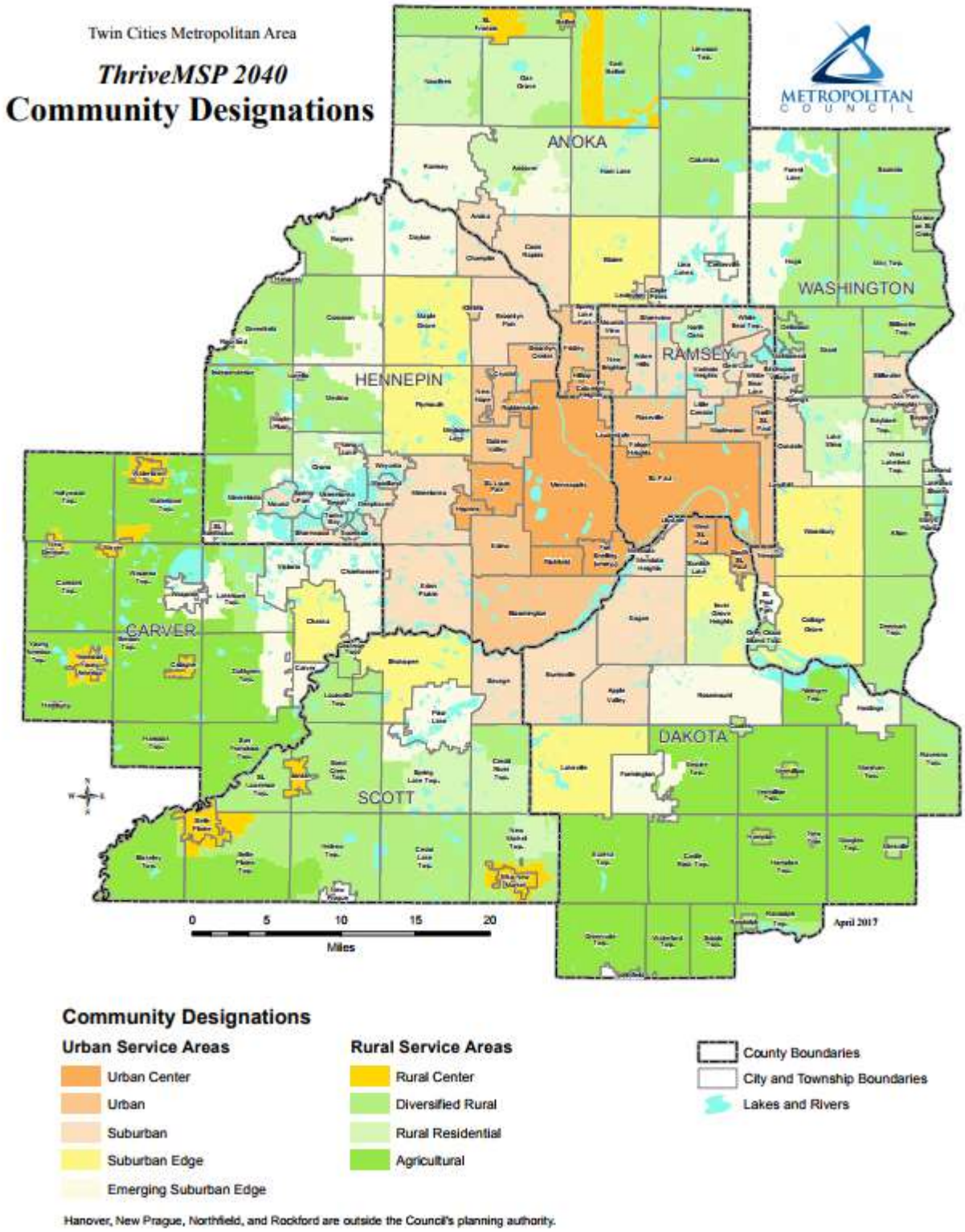
- **Suburban - Savage** (5 units/acre): Communities in this designation are generally "built out", but expected to plan for forecasted growth at higher densities (relative to Suburban Edge and Rural Centers) that efficiently uses transit and transportation infrastructure. These communities should improve local street and pedestrian connections and direct new development or redevelopment at nodes or along corridors. Economic development should be focused around key intersections and sites should be protected for river- and rail-oriented development. Workforce housing should be supported and multi-modal intersections should be identified.

- **Suburban Edge - Shakopee** (3-5 units/acre): Communities in this designation are expected to plan for growth that efficiently uses transit and transportation infrastructure and demarks a clear distinction between urban and rural areas. These communities should plan for park-and-ride facilities, improve local street and pedestrian connections, and direct new development or redevelopment at nodes or along corridors. These communities are encouraged to develop at densities and in ways that could eventually support local transit service. Economic development should be focused around key intersections and sites should be protected for highway-, river- and rail-oriented development. Workforce housing should be supported and multi-modal intersections should be identified.

- **Emerging Suburban Edge** - **Prior Lake** (3-5 units per acre): Communities in this designation are expected to plan for orderly and staged growth that efficiently uses local infrastructure and demarks a clear distinction between urban and rural areas. Communities should identify and protect an adequate supply of land to support growth beyond 2040. These communities should plan for park-and-ride facilities, improve local street and pedestrian connections, and direct new development or redevelopment at nodes or along corridors. These communities are encouraged to develop at densities and in ways that could eventually support local transit service. Economic development should be focused around key intersections and sites should be protected for highway-, river- and rail-oriented development. Workforce housing should be supported.

- **Rural Centers – Jordan, Belle Plaine, Elko New Market** (3-5 units per acre) Communities in this designation are expected to plan for orderly and staged growth that efficiently uses local infrastructure. Communities work with adjacent jurisdictions to execute orderly annexation agreements where forecasted growth exceeds land capacity within the city boundaries. Higher density commercial and residential uses should be guided in the commercial core of the community. Economic development should be focused around key intersections and sites should be protected for highway-, river- and rail-dependent manufacturing, warehousing and freight uses.

Map V-4: Met Council Community Designations



Map V-4 shows the 11 townships grouped in the following categories (with prescribed overall density and key growth management, transportation and economic development expectations):

- **Diversified Rural** (4 units/40 acres): This is the most prominent designation in the unincorporated area. Includes all or portions of Jackson, Louisville, Sand Creek, St Lawrence, Belle Plaine, Helena, Cedar Lake, Spring Lake, and New Market. These communities should preserve areas where post-2040 growth can occur with cost-effective and efficient urban infrastructure. New development at relatively low densities should not outpace rural service levels (such as on-site septic, private well, gravel roads, or paved local roads). Communities should plan for an interconnected system of local streets and trails sufficient to meet local needs. Communities in this designation should also plan for the further development of and intensification of existing and emerging job concentrations.

- **Agricultural** (1 unit/40 acres): Includes Blakeley, Belle Plaine and Helena. These communities should preserve prime farmland and maintain agricultural uses through at least 2040. New development at relatively low densities should not outpace rural service levels (such as on-site septic, private well, gravel roads, or paved local roads). Communities should plan for an interconnected system of local streets. Economic development should be focused on agriculture and agricultural-supportive land uses.

- **Rural Residential** (1 unit/2.5 – 10 acres): Includes Spring Lake and New Market. These communities should plan for a mix of development patterns and densities, ranging from 1 home per 2.5 acres to 1 home per 10 acres. Clustered development that protects farmland, water quality, natural features and environmental corridors are encouraged. New development should not outpace rural service levels (such as on-site septic, community septic systems, private wells, gravel roads, or paved local roads). Communities should plan for an interconnected system of local streets and trails sufficient to meet local needs.

A. Rural Residential Development Trends

Scott County's 11 townships experienced a dramatic housing boom in the 2000s, followed by a downward plunge during the Great Recession. From 2000 through 2006, the County approved nearly 1,000 lots and issued 1,400 building permits for new homes in the unincorporated area (see Figure V-5) – an average of about 200 new homes per year. During and since the Great

Recession (2007 to 2015), the County issued 478 building permits for new homes – an average of about 50 per year.

As shown on Figure V-5, most of the new housing starts since 2007 have occurred in the eastern portion of the county in Credit River, Cedar Lake, Spring Lake and Helena townships. This is an area that has been guided and zoned for smaller-lot residential development under previous land use plans and development codes.

In 2010 the County adopted a brand new collaborative approach to land development under the Planned Unit Development (PUD) ordinance. This new approach offers density bonuses or design flexibility in exchange for defined public values. Since the adoption of this new approach, the County has approved two PUDs. A 19-lot residential PUD in New Market Township, approved in 2016, was awarded 4 bonus lots in exchange for dedicating 30 acres of high quality woodland adjacent to Goose Lake as a public value to the Township for future Township recreational use. A 3-lot residential PUD in Cedar Lake Township, approved in 2015, was awarded lot width and frontage flexibility in exchange for additional dedicated right-a-way for a County highway.

Figure V-5

SINGLE-FAMILY CONSTRUCTION FROM PERMITS ISSUED
SCOTT COUNTY TOWNSHIPS
(2000 through 2006) and (2007 through 2015)

	2000 through 2006		2007 through 2015	
Township	No. of Homes	Average	No. of Homes	Average
Belle Plaine Township	66	9	18	2
Blakely Township	10	1	9	1
Cedar Lake Township	246	35	82	9
Credit River Township	427	61	176	20
Helena Township	119	17	45	5
Jackson Township	23	3	11	1
Louisville Township	58	8	29	3
New Market Township	232	33	39	4
Saint Lawrence Township	23	3	4	0.4
Sand Creek Township	74	11	17	2
Spring Lake Township	160	23	48	5
Total	1,438	204	478	52.4

Source: Maxfield Research & Consulting, Inc., 2016

B. Growth Management Trends

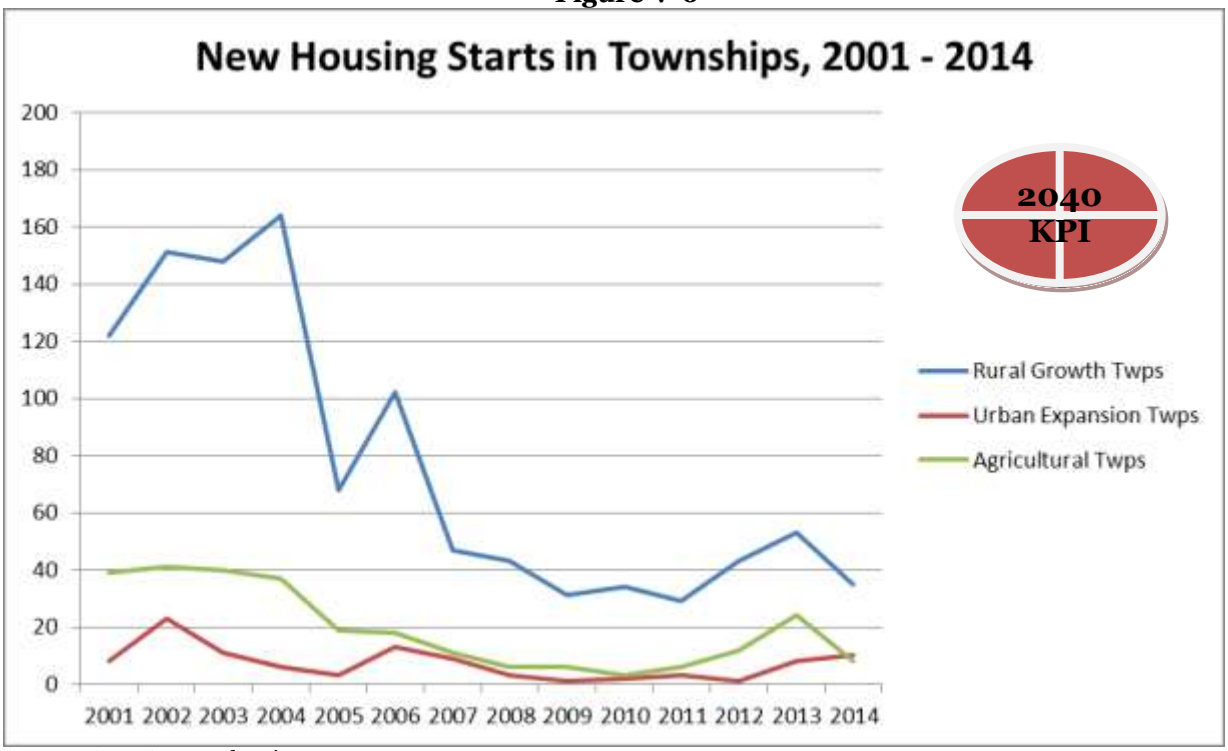
As stated earlier in this chapter, for several planning cycles the County has encouraged clustered residential development in designated rural areas; and limited development in the agricultural areas to preserve farmland and in the urban expansion areas to preserve land for future development that can be efficiently served by municipal services. Ensuring orderly development patterns that can be supported by local infrastructure and not impede logical extension of city sewer and water is an overarching principle of Scott County's long range planning philosophy. By guiding most rural platting activity to those townships with the resources and capacity to serve development - and away from those townships that don't - is a critical component of the County's mission of safe, healthy and livable communities.

Figures V-6 and V-7 shows the County's track record in accomplishing this overarching philosophy. Both graphs group the 11 townships into three types:

- "Rural Growth Townships" which include Spring Lake, Credit River, Cedar Lake and New Market townships;
- "Urban Expansion Townships" which include Jackson and Louisville Townships; and
- "Agricultural Townships" which include Blakeley, Belle Plaine, St. Lawrence, Sand Creek and Helena Townships.

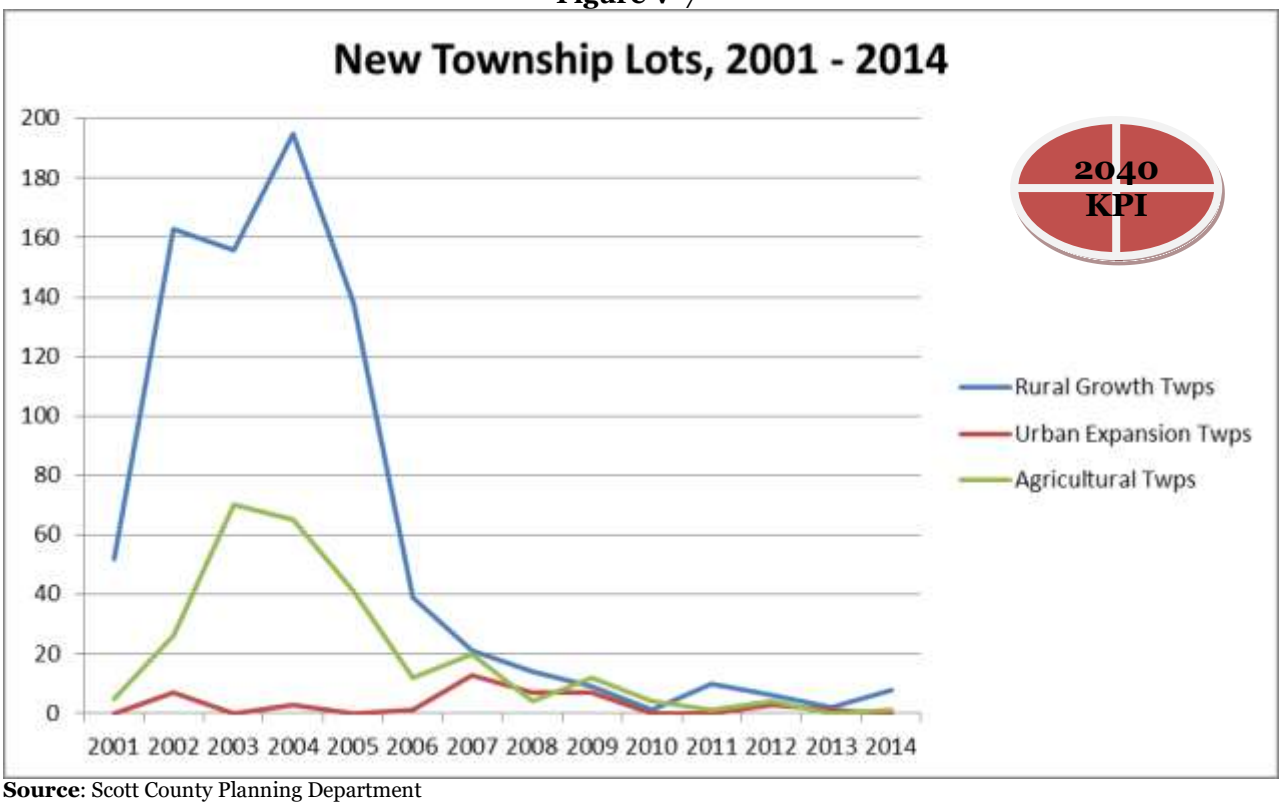
Over the past 15 years, most of the new housing starts and the vast majority of new lots platted in the County's unincorporated area have occurred in the Rural Growth Townships. The number of new lots platted in the Agricultural Townships spiked in the mid-2000s, but dropped to less than 10 lots per year in the past decade. The number of new homes and lots permitted in the Urban Expansion Townships has been minimal, keeping with the land use guidance and zoning which limits development to one home site per 40 acres.

Figure V-6



Source: Scott County Planning Department

Figure V-7



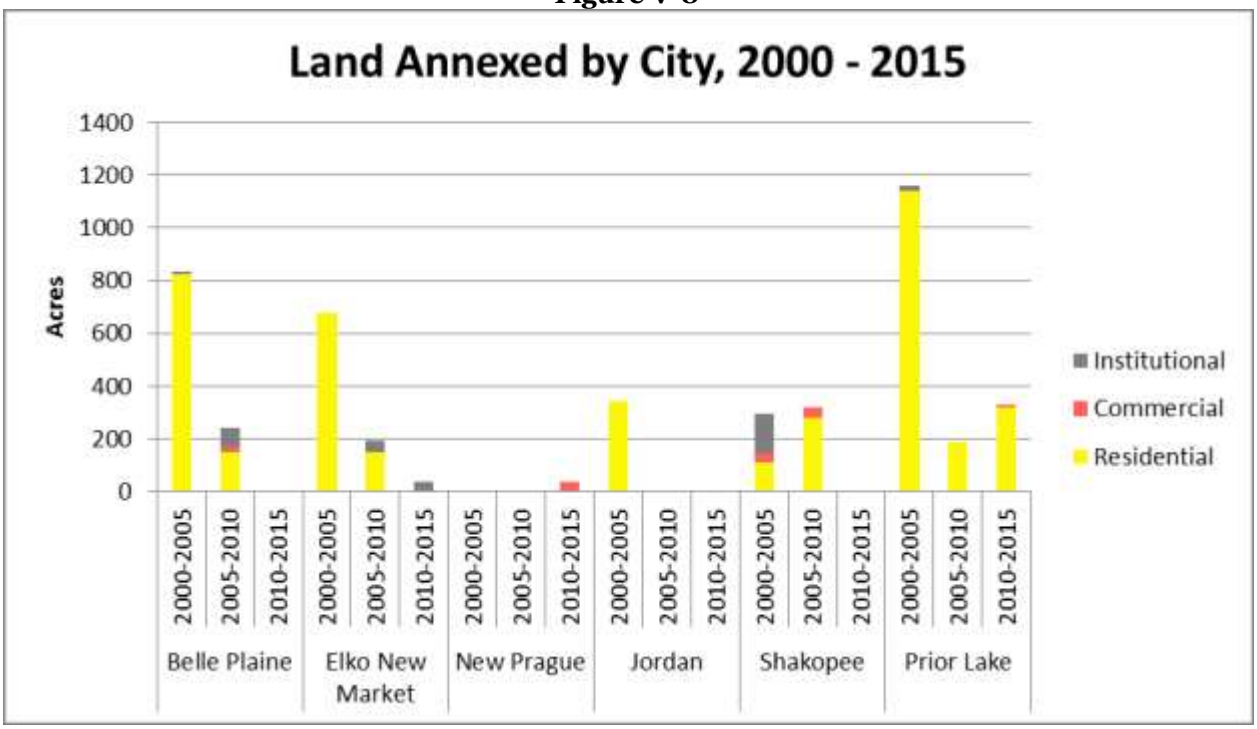
Source: Scott County Planning Department

One of the County's most impactful land use approaches is preserving large tracts of land around municipalities for eventual annexation and extension of public sewer, water and utilities. Within these future municipal urban growth areas, the County seeks to preserve land in very low rural development densities to reduce the possibility of urban/rural land use conflicts and allow the orderly extension of public utilities and other infrastructure. As an outcome of this land use approach, the County Planning Department tracks the amount of land annexed into each city (in 5-year periods) and how the land was converted to residential, commercial or institutional uses (see Figure V-8).

Freestanding, rural growth centers like Belle Plaine, Elko New Market and Jordan annexed a lot of acreage in the early 2000s to accommodate residential development and their rising population base. From 2010 to 2015, these rural growth centers did not annex any properties – again reflecting the post-Great Recession period. Some annexations started occurring again in 2017/18.

The growing suburban cities like Prior Lake and Shakopee were annexing a lot of acreage in the 2000s, mostly for residential development, but in the past five years there have been no annexations. Given the pent-up demand for housing, commercial and industrial development reported in recent reports released by Maxfield Research & Consulting, Inc., these two cities and their surrounding townships will likely see increased annexation activity in the coming years.

Figure V-8



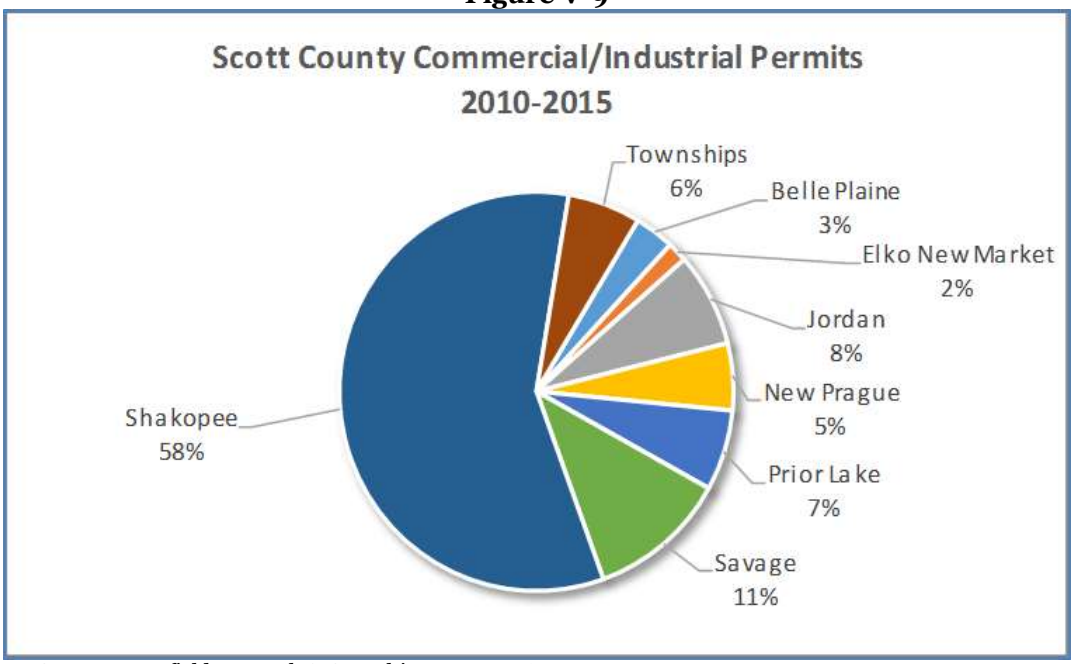
Source: *Minnesota Office of Administrative Hearings, Municipal Boundary Adjustments, 2000 - 2016*

C. Commercial/Industrial/Home Based Business Trends

Figure V-9 presents information on commercial, industrial, and public building permits issued in Scott County cities and townships from 2010 to 2015. Permit data includes new buildings and additions to buildings if the permit valuation is $100,000 or more. Shakopee was the most active community during this time period with 96 permits issued (out of 168 total), followed by Savage with 21 permits. However, collectively the eleven permits issued for the 11 townships (7%) held steady or outpaced permitting activity in the other cities. The townships that saw most of this permitting activity were Spring Lake, Louisville, Jackson and Sand Creek. The total construction value across these four townships in this five-year period was $9.3 million (compared to the nearly $540.8 million countywide)

By the Yard, Sand Creek Township

Figure V-9



Source: Maxfield Research & Consulting, Inc., 2016

Over the past decade (2006 to mid-2017), the County issued 91conditional use permits (CUPs) and 52 interim use permits (IUPs), primarily for non-residential land uses. Of the 91 CUPs, 46 permits were issued for home extended businesses for such uses as cabinet shops, machine shops, lawn and snow service, masonry, and small engine repair. Most of the IUPs were issued for gravel mining operations. There were a growing number of community solar gardens issued CUP or IUP permits in recent years. Figure V-10 lists the ten most common categories of non-residential uses issued CUP/IUPs over the past decade.

Figure V-10
Top Ten Conditional/Interim Use Permit (CUP/IUP) Categories, 2006 to 2017

General CUP Type	Number
Home Extended Business	46
Essential Services/Towers/Govt. Buildings	17
Mining	10
Contractor Yards	8
Kennels	8
Community Solar Gardens	5
Commercial Nursery/Greenhouse	4
Concrete Mixing Plants	4
Leasing Structure	4
Sales Lot - Motor Vehicles	3

Source: Scott County Planning Department, 2017

A 2016 study titled "*Commercial/Industrial Land Supply Analysis for Scott County, Minnesota*" conducted by Maxfield Research and Consulting, Inc., found that Scott County has sufficient land for commercial and industrial development to meet projected through the year 2040, however much of that land supply is in townships adjacent to cities. The cities of Shakopee and Prior Lake are expected to see the greatest demand for commercial land development during this time frame. The report notes there is a demand for commercial and industrial development in the submarkets along TH 169 (Jackson and Louisville) and Interstate 35 (New Market), due to the lower cost of land and limited infrastructure costs in the unincorporated areas.

The primary sector of the county's industrial market (including all cities) is warehouse/bulk distribution/showroom space. The office market in Scott County is not particularly established compared to other metro counties. The 2016 Maxfield study found the county's retail market relatively healthy due to increased population growth. Future retail development will generally follow "rooftops" as they spread further and deeper into Scott County.

D. Land Market Trends

Real estate transaction data from the Scott County Taxation Department provides some insight into the county's land market. The Department compiled all land sales of vacant or raw property one acre or greater from 2007 through 2016. This data provides the use, zoning classification, price, and acreage of each land sale that occurred over this time period. Figure V-11 shows a summary of recent land sales data by township and broad zoning classification.

Figure V-11
Recent Land Sales, 2007 to 2016

Location/Type	Number of Land Sales	Average Price/Acre
Belle Plaine TWP	14	$16,328
Blakeley TWP	9	$7,513
Cedar Lake TWP	25	$29,844
Credit River TWP	23	$76,575
Helena TWP	11	$18,135
Jackson TWP	5	$49,748
Louisville TWP	4	$57,817
New Market TWP	14	$24,591
Sand Creek TWP	16	$27,118
St. Lawrence TWP	5	$15,928
Spring Lake TWP	13	$22,898
Land Zoned A-1 and A-3 Ag. Preservation Districts	24	$9,122
Land Zoned RR-1, RR-1C, RR-2 and RR-3 Rural Residential Districts	57	$40,095
Land Zoned UER, UER-C, UTR, UTR-C, UBR Urban Expansion and Transition Districts	54	$32,454

Source: Scott County Taxation Department, 2017

Based on 24 land sales, an acre of land zoned primarily for farming (Agricultural Preservation District, A-1 or A-3) sold for $9,122 on average over this time period. An acre of land zoned primarily for rural residential development (RR-1, RR-1C, RR-2 and RR-3) sold for $40,095 on average, based on 57 land sales. Land located close to one of the cities and zoned for future urban development (UER, UER-C, UTR, or UTR-C) sold for $32,454 on average, based on 54 land sales over the past decade.

ULTIMATE BUILD-OUT DEVELOPMENT SCENARIOS

This section appeared in the 2030 Comprehensive Plan Update, but remains relevant for this 2040 update. While this section focuses on planning issues beyond the 2040 planning horizon and, therefore, beyond the required time frame set by the Metropolitan Council, it is important to document as it sets the context and framework for the goals and policies reflected in this chapter.

In 2006, the Scott County Planning Department completed a comprehensive build-out analysis for Scott County. A build-out analysis estimates the maximum number of lots and/or homes allowed in a community at time of full build-out given certain development limitations (e.g., zoning, natural constraints, or other development constraints). This type of analysis requires certain parameters, assumptions, and criteria. This analysis is not 100 percent accurate because some assumptions must go into the model and some things just cannot be predicted with certainty. However, this type of analysis can be a useful tool to:

- Show whether or not current land use plans and policies will result in the type of future that residents want for Scott County;
- Demonstrate the range of possibilities and impacts if different land use policies were implemented; and
- Demonstrate what regional systems (transportation, wastewater treatment, stormwater, parks, and trails) will need to be in place to serve Scott County at full build-out.

Scott County previously completed a build-out analysis, albeit on a smaller scale, as part of the Southeast Scott County Comprehensive Plan prepared from 2003 to 2005. County staff felt it was necessary to identify land uses for the planning area (New Market Township, City of Elko New Market, and portions of Rice County) at time of full build-out to provide these communities foresight beyond the commonly used 20-year planning horizon. This analysis was fueled in large part by the Metropolitan Council's decision in 2002 to extend sewer interceptor service to Elko New Market to serve this rapidly expanding rural growth center.

This analysis was seen as a way for these communities to: a) plan for expensive infrastructure long term; b) calculate the costs of growth; and c) utilize available resources. As part of this analysis, the city and townships began identifying which areas would likely anticipate urban densities and which areas would likely remain rural. From this ultimate build-out effort, the city and townships developed a joint plan for an interconnected road system to serve the area; as well as a natural resource corridor map and a designation of ultimate urban expansion areas.

The 2006 countywide build-out analysis focused on two sets of conditions: baseline and future. The baseline conditions analysis is an "as is" approach based on currently adopted land use plans. The future conditions analysis is a "what if" approach based on projected land use changes and expected development trends. Both approaches were built using the same and most current GIS parcel database for Scott County and assume the same natural resources and development constraints.

A. Baseline Build-Out Analysis

The baseline analysis looked at how parcels of land are guided for today and what development potential remains given density restrictions and environmental constraints. This analysis used the County's 2020 planned land use map (as amended in 2005) as the baseline condition. It assumed that areas guided for Agricultural would build out at an overall density of 1 home per 40 acres; Rural Residential would build out at an overall density of 1 home per 10 acres; and Rural Residential Growth would build out at an overall density of 1 home per 2.5 acres. Results from this baseline analysis found that the current plan of Scott County includes enough developable land to more than double the population in the unincorporated area at full build-out. The current population of 23,700 residents in the eleven townships could swell to around 37,000 to 41,000 residents.

The baseline analysis assumed that areas guided for Urban Expansion would build out at an overall density of 3 units per acre. When total build-out for the seven cities and surrounding Urban Expansion Areas are included, this baseline condition model suggests a total Scott County population of 400,000 to 500,000 residents at time of full build-out.

B. Future Build-Out Analysis

The future "what if" conditions build-out analysis employs two models based on long-range sanitary sewer service plans: Model #1 is based on the *known* capacity limits for each of the regional or local wastewater treatment plants (WWTPs) serving Scott County (Blue Lake WWTP, Seneca WWTP, Empire WWTP, Belle Plaine WWTP, Jordan WWTP, and New Prague WWTP). These known capacity limits are as reported in long-range sanitary sewer service plans and studies prepared by the Met Council or local communities. Model #2 assumes a new regional wastewater treatment plant will be sited somewhere along the Minnesota River. This new WWTP will increase sanitary sewer service capacity for Scott County beyond 2030 and, therefore, allow more land area for urban-type development.

Model #1 – Based on Known Sanitary Sewer Service Capacities

Question: "*What if all of the cities in Scott County develop to the fullest capacity of their wastewater treatment plant designs and sanitary sewer service infrastructure and the remaining portions of the county develop at rural densities as guided by the regional wastewater collection and treatment authority (Met Council)?*

Model #1 is based on the *known* capacity limits for each of the local or regional wastewater treatment plants serving Scott County (see Map V-12). Each city has prepared or is in the process of preparing updated long-range sanitary sewer service plans. These plans include an ultimate sanitary sewer service area boundary based on the known capacity of the plant and sewer line infrastructure system serving the area. Map V-12 shows the ultimate sanitary sewer service areas for each local or regional treatment service provider. Each community's long-range sanitary sewer service plan also estimates how many people can be served within the ultimate sanitary sewer service area based on future land use maps and projected household sizes. Below is the reported population that each city can serve when their respective ultimate sanitary sewer service area is fully developed:

- Elko New Market: 80,000 residents (Source: *Southeast Scott County Comp Plan*)
- New Prague: 70,000 residents (40,000 residents estimated portion within Scott County) (Source: *Comprehensive Sanitary Sewer Plan for 2026 Service Area)*
- Belle Plaine: 23,000 residents (Source: Draft *City of Belle Plaine 2030 Comp Plan*)

- Jordan: 92,000 residents (Source: *May 2006 City of Jordan Wastewater Plan*)
- Prior Lake: 46,000 residents (Source: City of Prior Lake Engineering Department)
- Savage: 42,700 residents (Source: City of Savage Planning Department)
- Shakopee: 75,000 residents (*Estimated by the Scott County Planning Department. City's long-range sanitary sewer service plan currently being prepared)*

Cities Estimated Total: 399,200 residents

Model #1 assumes the county's land area *outside* of these ultimate sanitary sewer service areas will be built out in accordance to the densities guided by the Metropolitan Council's *2030 Framework Planning Areas Map* (1/40 for Agricultural Areas, 1/10 for Diversified Rural Areas, and 2½-acre lot densities for Rural Residential Areas).

If all remaining eligible, developable parcels in Scott County *outside* of the mapped ultimate sanitary sewer service areas were built-out in conventional large-acre plats (40-acre, 10-acre, 2.5-acre lots) as guided by the Met Council's *2030 Framework Planning Areas Map*, the County's unincorporated area could add 5,600 to 5,700 new homes. With an estimated 6,500 homes existing today outside the mapped service areas, this means the total population in the unincorporated area would total approximately 37,000 to 41,000 residents. When adding the urban population under Model #1, Scott County's total population at full build-out would total approximately 430,000 residents.

Model #2 – Based on a New Regional WWTP

Question: "*What if a new regional WWTP is built and brought on-line to serve urban development beyond the current ultimate sanitary sewer service areas?"*

Model #2 assumes that a new regional WWTP will be sited somewhere along the Minnesota River to serve Scott County. This new treatment plant will increase sanitary sewer service capacity for Scott County beyond 2030. Figure V-12 shows, very generally, the ultimate sanitary sewer service area boundary for the new regional treatment plant (labeled as "Scott Co. Urban Expansion"). The boundary line was determined by examining existing lot patterns, topography, wetlands and water bodies, and sub-watershed boundaries. Model #2 assumes build-out densities of 3 units per gross acre for the expanded urbanized areas that would be served by this new regional WWTP. Model #2 assumes 2.5-acre lot densities for the remaining portions of the county that would not be served by any regional WWTP.

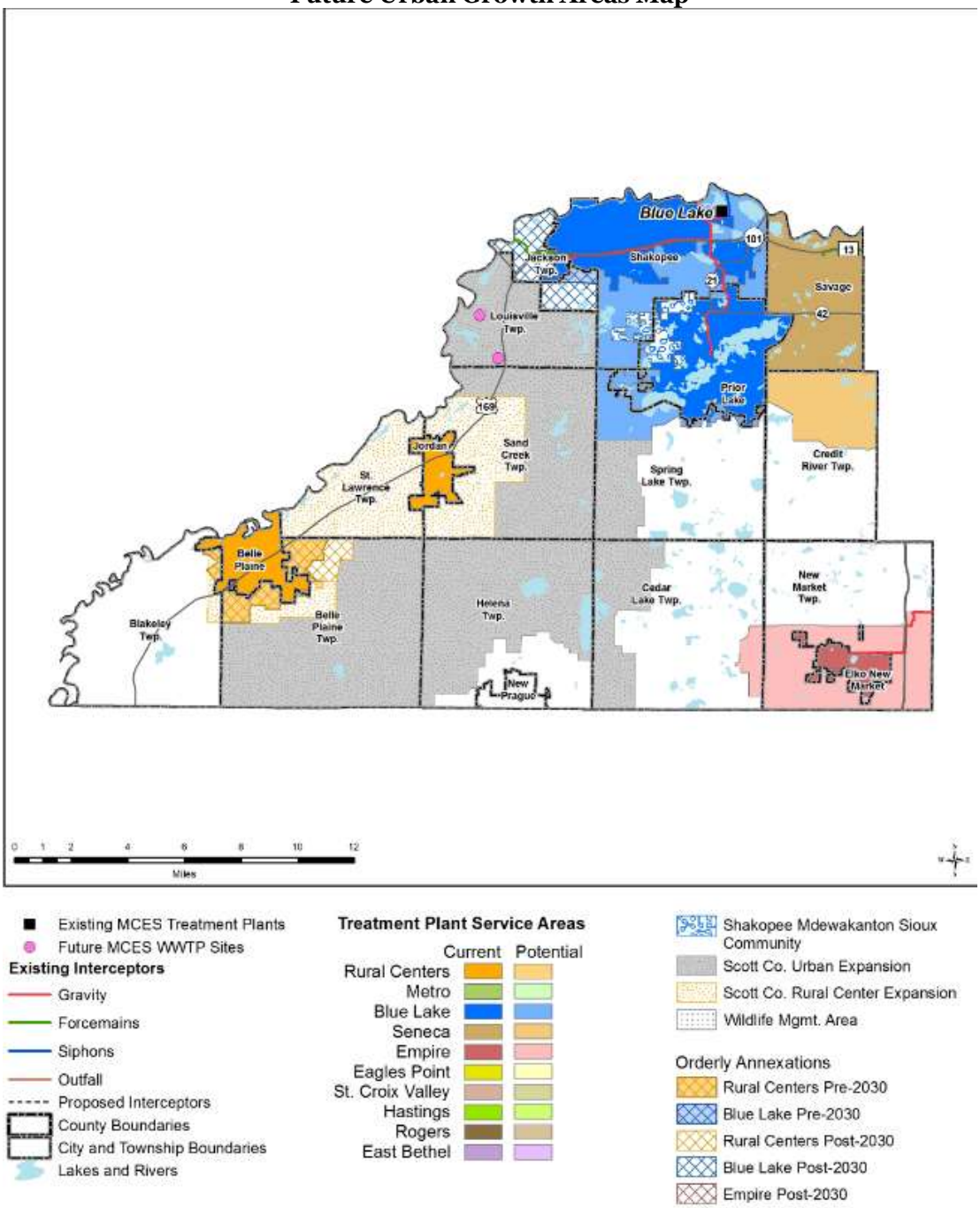
Under Model #2, if all remaining eligible, developable parcels in the new regional WWTP service area were developed at urban density development (3 units per acre; mix of single family, two-family, and multi-family homes), there is enough developable land area to add 586,000 residents. There is enough developable land in the remaining portion of the county that would not be served by a regional WWTP to accommodate roughly 31,500 residents. When adding the total urban population from Model #1 (399,200), Scott County's total population at full build-out under Model #2 would total approximately one million residents at some point in the future.

Build-Out Models Summary

In summary, under Model #1, Scott County could reach a population of about 400,000 residents at full build-out if each city develops to the fullest capacity of their sanitary sewer service capabilities and the rural areas outside the ultimate sanitary sewer service areas are allowed to develop into 40-, 10-, or 2.5-acre lots with on-site septic systems as guided by the regional wastewater collection and treatment authority. If a new regional WWTP is built to serve Scott

County post-2030 and increase capacity for urban development, the county could reach a population of over one million residents at some point in the future. (*Note: In context, the Twin Cities Metropolitan Area is projected to reach 3.6 million people by 2040. Should Scott County reach one million residents, the Twin Cities will likely have a population of over 7 million - similar to today's Chicago metropolitan area population. There would be many other challenging growth issues the County and metropolitan area would need to address at that time, i.e. transportation, social services, crime, etc.*)

Map V-12
Future Urban Growth Areas Map



LAND USE AND GROWTH MANAGEMENT GOALS AND POLICIES

The unprecedented rate of growth in Scott County during the 1990s and 2000s has raised issues with regards to its impact on public services, including transportation and parks, stormwater management, natural environment, ground water and compatibility of land uses. The Scott County Board of Commissioners, recognizing these issues, has identified the need for a growth management strategy. Goals and policies, based on the Scott County 2040 Vision, are provided to define and guide Scott County's growth management efforts, focusing on the unincorporated areas. Goals and policies are defined below:

Goals: These are broad statements that express general public priorities about how the County should approach growth and development over the next 25 years. These goals are driven by the 2040 Vision as defined in Chapter IV.

Policies: These are rules or courses of action used to ensure plan implementation and to accomplish the goals. These policies are intended to be used by decision-makers to implement this 2040 Plan Update through ordinances and other official controls.

A. Process and Collaboration

Goal #V-1 Develop a cohesive countywide land use pattern that insures compatibility and functional relationships among activities and between jurisdictions.

a. Build on Scott County's strengths—such as environmental quality, open space, strong industrial and commercial areas, prime farm land, recreation and entertainment facilities, quality local government, and excellent school and park amenities—to realize the County's 2040 Vision.
Reason: This policy reflects an overarching theme in the 2040 Vision. Scott County has many valuable resources. New development should be designed to coexist with existing development, and be compatible with the environment.

b. Working with the cities and townships, plan for a range of lot sizes, densities, land use types, and residential lifestyle choices for rural and urban residents.
Reason: This policy reflects the 2040 Vision. Offering a range of development options to meet different housing markets and individual preferences will result in a more diverse, well-balanced, and prosperous community.

c. Prepare and adopt a land use plan for the unincorporated portions of Scott County that designates land use areas and guides development to appropriate areas in order to ensure desirable land use patterns that provide for public infrastructure, protect the natural environment, preserves farmland, and minimize conflicts.
Reason: The County has been the planning authority for the unincorporated areas since 1969. Rapid growth requires planning for adequate and sufficient infrastructure while preserving natural resources and farmland.

d. Provide for and encourage on-going opportunities for public participation—including township officials, cities, stakeholders, property owners, and employers—in the planning and development review process.

e. **Public Value Incentive Policy**: Use flexible zoning tools, such as Planned Unit Developments (PUDs) or clustering, and leverage traditional development controls (i.e., zoning, land subdivision regulations) where appropriate, to encourage the private sector into a collaborative development track that could include density bonuses in exchange for public values that promote varied housing options, improve public infrastructure systems, and encourage natural resource protection. Public values, depending on the land use category and specific site conditions, could include but are not limited to the following:

- **Publicly Managed Utilities**: Providing publicly managed sewer and water utilities, such as a community sewage treatment system (CSTS–and/or a community water supply system, with an operating, financial, and management plan that is controlled by a public entity with taxing authority to insure proper maintenance, management, and financing that is approved by the Township and County. Developments with publicly managed systems in the urban expansion and urban transition areas should be designed for compatibility with and connections to future urban services and include a plan for legal and financial conversion to urban services.
- **Public Roadway/Transitway**: Providing any additional new dedicated public road right-of-way, above and beyond 60 feet from the road centerline, for an existing or new collector or arterial roadway as identified in County or Township long-range transportation plans, as amended, or as identified in an approved Alternative Urban Areawide Review (AUAR) or Detailed Area Plan (DAP) if required for the subject area. Or, providing right-of-way for supportive local roads along major arterials or public transit facilities as identified in County or Regional long-range transportation corridor or transit plans, as amended, or as identified in an approved AUAR or DAP if required for the subject area. Or, providing turn- and/or bypass lanes at the public road intersection of a state or county highway that serve not only the PUD development but also adjoining phases or parcels at time of future development.
- **Public Parkland**: Providing any additional dedicated public parkland, above and beyond the County's dedication requirement, for a regional, county, or town park if the subject parcel is located in or adjacent to a regional, county, or town park search area or proposed park boundary as identified and mapped in Scott County's Parks & Trails Plan, as amended.
- **Public Trailway**: Providing any additional dedicated public trail right-of-way, easements, or trail construction, above and beyond the County's dedication requirement, for a regional, county, or town trailway if the subject parcel is within a regional, county, or town trail search corridor as identified and mapped in Scott County's Parks & Trails Plan, as amended, or as identified in an approved AUAR or DAP if required for the subject area.
- **Regional Stormwater Management**: Providing any additional land, above and beyond 3 percent of the land area reserved for on-site stormwater management if regional stormwater management is considered feasible for the site by the County, the Township, or the applicable Watershed Management Organizations, or as identified in an approved AUAR or (DAP) if required for the subject area.
- **Natural Resource Conservation**: Conserving critical natural resource areas as identified and mapped in the County's natural resource management plans, as amended, the Natural Areas Corridor Map included in this plan as

Figure VIII-4, or as identified in an approved AUAR or DAP for the subject areas. A long-term stewardship management program involving a combination of stewardship, endowment funds, and/or contract for long-term maintenance is required.

- **Wetland Restoration**: Restoring the hydrology and native plant communities of five or more acres of drained, altered or disturbed wetlands not including restorations for the purposes of mitigation and banking. A long-term management program involving a combination of stewardship, endowment funds, and/or contract for long-term maintenance is required. Public value density bonuses may be granted, even if restoring the wetland is not possible at the time of development because the restoration spans and affects additional properties, for the dedication of easements and endowment that would enable restoration and long-term management in the future when similar rights are obtained from other affected properties.
- **Livable and Sustainable Neighborhoods**: Providing a variety of housing types such as lifecycle and senior housing, utilizing environmentally friendly building designs, utilizing on-site alternative energy sources and water and energy conservation practices, and/or implementing other sustainable development and active living design practices as defined in the Scott County Zoning Ordinance.

Reason: Providing a more collaborative and public values-driven approach allows for more creativity in the development process, holds greater promise for win-win outcomes for the public and the developer, and works toward achieving the County's 2040 Vision.

f. To the maximum extent possible, development policies and regulations shall be applied consistently and uniformly on similarly sited parcels.
Reason: Inconsistently applied policies and regulations are not fair, result in inconsistencies with adopted policies, and open the door to legal challenges that question the entire system.

g. Geographic land use designations and related zoning classifications shall be changed only when it can be demonstrated that such modifications are in the best long-term interest of the County. Other than special procedures for rezonings, such land use and zoning changes shall occur only when they will promote land use compatibility, meet the goals and policies of the County's Comprehensive Plan, and be based on a) changes in conditions, b) errors/inconsistencies with the Comprehensive Plan, or c) when needed to allow the clustering of density to preserve land for agricultural use, open space, or future development
Reason: Land use zoning should not be changed simply to accommodate a proposed use, but should be established and maintained to the extent necessary to assure compatibility of adjacent land uses.

h. The County will not approve a development or subdivision that includes, but is not limited to, any of the following:
- is inconsistent with Scott County's adopted Comprehensive Plan, Detailed Area Plans, or long-range transportation corridor plans or studies;
- the proposed local road or lot access location is inconsistent with the County's adopted Minimum Access Spacing Guidelines as established in the County's Land Division Ordinance;

- lacks necessary adequate local paved roads (or plans for future paved roads)to serve the subdivision or development;
- lacks adequate sanitary sewer and potable water capabilities;
- lacks adequate storm water drainage, storm water treatment facilities, or storm water management either within the development site or downstream;
- is inconsistent with Scott County's environmental protection regulations.

Reason: The County has clear standards for approval of developments and subdivisions.

Goal #V-2 Coordinate growth management and land use planning between the County, townships, and cities.

a. County staff shall be proactive – individually or through SCALE – in collaborating and communicating with city, tribal and township staff on mutual planning issues such as urban expansion, annexation, land use, transportation, natural resources, farmland preservation, sanitary service and inspection, and parks, trails, and recreation.
Reason: Joint planning studies and collaboration between cities, townships, and the County leads to better, more efficient planning.

b. In advance of formal plan submittals, encourage cities to share, coordinate and communicate planning issues of mutual concern with the County during the preparation of comprehensive plans or system plans. Continue to share draft plans and plan amendments as required by the Metropolitan Land Planning Act and the Metropolitan Council.
Reason: The exchange of information between local jurisdictions leads to better, more efficient planning and provides enhanced customer service to residents.

c. Coordinate the following township responsibilities with the Development Review Team (DRT) process:
- Storm water management system maintenance;
- Township road planning for supportive roadway systems and continuity;
- Local parks and trails planning;
- Weed control management;
- Wetland Conservation Act enforcement;
- Subordinate Service District establishment; and
- Community Sewage Treatment Systems (CSTS)

d. Coordinate long range transportation and other infrastructure plans that will support and direct future growth and allow for planned road right-of-way and infrastructure improvements.
Reason: Planning for road needs to accommodate planned development is the most efficient way to meet transportation needs for a region and ensure public safety.

e. Continue to require three-way agreements between the County, townships, and developers to address responsibilities for project implementation. Explore the feasibility of adding cities to these agreements for development within urban expansion areas.

Reason: This will improve coordination between responsible parties, provide technical and enforcement support to townships, and ensure that projects are developed as approved.

Goal #V-3 Support forms of government capable of planning and providing public utilities and services for urban development within the urban expansion area.

a. Encourage townships that have land within the urban expansion area to consider, with appropriate administrative support, incorporation, consolidation with adjacent cities, joint powers agreements, meaningful orderly annexation agreements, or contractual agreements for extension/provision of urban services and renegotiation of existing outdated agreements that do not currently function.
Reason: Determining the timing and location of where and how to stage urban service extensions throughout the County is a key 2040 growth management goal. Agreement by the local governments on plans for ultimate development of the land within the urban expansion area allows land owners to realize the full potential value of their land and plan for development.

b. In evaluating the appropriate governmental options for Metropolitan Urban Service Area (MUSA) expansion, as well as local municipal service area expansions, affected cities and townships must consider physical and financial viability of providing public utilities and services to urban expansion areas.
Reason: This is needed to reasonably determine the location of future urban expansion areas.

c. Proactively coordinate and facilitate a process to assist townships and cities in establishing orderly annexation agreements (OAA) and identify outside resources to address infrastructure extension costs in areas where there are existing needs. For all existing OAA agreements, identify the local government unit responsible for preparing staff reports, administering mileage and per diems for board members, coordinating meeting agendas and minutes, and providing legal defense resources and funding for board actions.
Reason: There are statutory provisions to enable land use planning within orderly annexation areas to best address future city growth plans. The County is in a unique position as the third party to engage the parties in productive problem solving.

d. Promote cooperation between the County, cities, and townships for planning and implementing strategies for extending utilities within future urban areas where some of the costs of extending public services may be a partial responsibility of the local government jurisdiction.
Reason: There are existing subdivisions adjacent to cities that have well and septic problems that should be connected to municipal services for public health reasons. However, the cost to bring services to these older subdivisions may exceed the assessable costs resulting in an overall cost to existing utility customers for providing this service to these homes. The County should work with the cities and townships to find ways to recover costs for extension of municipal services by ensuring the availability of additional developable land that could be served by municipal services in conjunction with extending the service to existing homes to help recover the high cost for extending the trunk

lines. Conversely, there are areas where vacant, developable land is adjacent to existing subdivisions with well and septic problems. Extension of sewer service to some vacant areas should also include the provision of service to nearby problematic areas.

e. Promote cooperative efforts to solve public health hazards when a hazard can be corrected or controlled by public resources (sewer/water service, code enforcement, inspection, sharing infrastructure costs, etc.).
Reason: Failing sewers and contaminated wells that cannot be economically repaired or replaced without municipal services lead to public health threats. Lack of aggressive code enforcement can lead to blighted neighborhoods. It is in the public interest to work toward correction and prevention of these conditions.

B. Growth Management

Goal #V-4 Manage growth and land use development in a historically balanced manner that distributes the opportunity for growth and development throughout Scott County, is fiscally responsible, and will result in the staging of infrastructure investments to support growth.

a. Recognize and plan for Scott County's share of the projected metropolitan growth for the Twin Cities region over the next two decades.
Reason: Met Council projects another 800,000 residents will be added to the Twin Cities regional population by 2040. Scott County's share of this regional growth is approximately 70,000 additional residents. Met Council is projecting that, by 2040, roughly 88 percent of the County's population will reside in a city; and the remaining 12 percent residing in the unincorporated area.

b. Support MUSA expansion and compact growth patterns that stimulate development within cities and take advantage of in-place municipal infrastructure for most of the growth in the county.
Reason: This policy provides for utilization of existing city services rather than costly duplication by the County or townships. It also results in better utilization of land and more tax value per acre to pay for services, while sustaining the township areas.

c. Support the preservation, dedication, and acquisition of right-of-way along existing and planned major transportation corridors prior to anticipated road improvements.
Reason: Increased populations lead to congested roads if transportation corridors are not improved and expanded to meet demand. Preserving future right-of-way prior to development reduces acquisition costs and allows for better design and integration with the surrounding area.

d. Developers, not existing taxpayers, shall pay for their proportionate share of initial and incremental costs for needed and planned infrastructure related to or resulting from new development.
Reason: Development should pay its fair share for required initial and incremental improvements. This is especially applicable to residential development that provides a relatively low tax return to cover the increased demand for services, such as roads and storm water management systems.

e. Annually review County development and infrastructure fees and funding programs, and periodically undertake a comprehensive analysis of County development fees and review underlying studies and plans that set the foundation for those fees

f. Continue to maintain and implement a Capital Improvement Program (CIP), to properly finance public improvements, including transportation, parks and trails, and other public facilities, to adequately support growth.
Reason: An orderly CIP eliminates drastic swings in taxation levels and provides a systematic and planned way of providing these services.

g. Encourage cities and townships to develop Capital Improvement Programs to address their needs for future and improved infrastructure.

h. New development shall provide sufficient land area to accommodate a protected backup location for replacement of the proposed sewage treatment system.
Reason: This is consistent with State standards and allows for a backup location should the primary location be damaged or should the system fail.

i. Support efforts that serve to implement the urban development goals for the urban expansion area.
Reason: The concept of concentrating people near their place of work and providing convenient access to needed services to reduce time and cost of travel for society and improve public safety and health is the core purpose of urban development. Improved roads and transportation has made it possible for improved accessibility for township residents to those services that are available within cities. However, dispersal of residents who are employed in cities into the unincorporated areas increases public cost for road construction and maintenance as well as for emergency and police services.

j. Consider the feasibility of establishing a Transfer of Development Rights (TDR) program that would allow development rights to be transferred from "sending areas" where land preservation is desired to "receiving areas" where development is planned.
Reason: This type of land use implementation tool could help achieve some of this Plan's goals related to agricultural preservation, reserving land for future urban development, and protecting important natural resources. In 2009, county staff worked with developers and townships to develop a draft TDR ordinance. This ordinance should serve as the basis for TDR implementation when a viable development project is proposed by a developer or landowner.

Goal #V-5 Promote higher-intensity, higher-density urban growth and development within Scott County's cities.

a. Support infill urban development within existing city boundaries to maximize the use of existing infrastructure.
Reason: The cost for existing infrastructure has already been paid by local developers, residents, and taxpayers. Using this value before opening other areas to development is the most efficient use of tax revenue and service fees.

b. Support and encourage the expansion of the Metropolitan Urban Service Area (MUSA) and/or locally provided service areas within the remaining undeveloped portions of Scott County's cities that capitalizes on in-place utility and service investment.
Reason: The most cost efficient method of accommodating the majority of higher-density residential growth is within urban service areas.

c. Encourage the provision of public utilities in a planned, orderly fashion that encompasses larger areas–rather than in a piece-meal, parcel-by-parcel fashion–so jurisdictions can plan for parks and trail links, school sites, utilities, street interconnections, local collectors, and minor arterial roadways.
Reason: Larger area planning allows for better and a more efficient extension of services and utilities.

Goal #V-6 Plan for and reserve areas beyond existing city boundaries for both short-term and long-term (post-2040) urban expansion.

a. Establish an urban expansion area (Tier I) sized to accommodate urban growth based on each cities' 2040 urban service capacity. The configuration of the urban expansion area will be reflective of the service capacity of available and planned services, including public sewer, water, roadways, and storm water management.
Reason: Expansion of existing urban development is more efficient than duplicating services. Preserving the ability for expansion of urban services into undeveloped land allows for recovery of costs for the extension of urban services to be paid for by the developer and not taxpayers or existing utility customers.

b. Establish an transition area (Tier II) sized to accommodate long-term (post-2040) urban growth based on the anticipated urban service area for a future regional wastewater treatment plant. The future regional wastewater treatment plant will provide additional urban sewer capacity for post-2040 growth.
Reason: In order to meet the long-range (post 2040) needs of the growing population of the southwest metro area in Scott County, the Metropolitan Council is considering construction of a future treatment plant to serve the western portion of the county. The siting of a new treatment plant will greatly increase the amount of land available for urbanization; therefore it is important to preserve this land for future urban development while providing land owners limited near-term development opportunities that are consistent with future urban uses.

c. The boundaries for the urban expansion and transition areas (Tiers I and II) shall be reviewed periodically and adjusted if new conditions warrant modifications.
Reason: New technologies or treatment plant expansions could add additional sanitary sewer service capacities.

d. Develop standards for interim development uses to allow for future conversion to sewered development when urban services become available.

Reason: Once urban services are provided to an area, homes and businesses are generally required to connect to these services and abandon their private septic systems and wells. Planning for these future connections makes the transition to

urban services more efficient and cost effective to both property owners and the public.

e. Promote compatible land use patterns on shared boundaries between urban and rural uses as a means of protecting future urban expansion and transition areas.
Reason: Some land use development is reasonable where it will be compatible with future urban services growth.

f. Within the urban expansion areas, the County and townships shall discourage premature development, subdivisions or land use patterns that may obstruct the logical future extension of utilities.
Reason: Premature development is essentially development that is allowed to occur in the absence of a plan for the ultimate optimum development of an area. Unplanned premature development can thwart future planned optimum development of an area. Since cities do not yet have "build out plans" for areas adjacent to their current boundaries, it is prudent to preserve the opportunity for optimum utilization of a reasonable amount of land around cities for future urban development. This will greatly improve the long-term economics of the County and region.

g. New development and land use changes in urban expansion areas and orderly annexation areas shall be reviewed by the corresponding city for compatibility with their comprehensive infrastructure plans.
Reason: As cities and townships continue to grow in Scott County, infrastructure compatibility becomes a major issue in the urban expansion areas where annexation is expected to occur. Any land use change or development that occurs within urban expansion areas should be reviewed for consistency with the comprehensive infrastructure plan of the city that will be annexing the land in the future.

h. Perform the "community role" in accommodating growth and development in Diversified Rural community designations as identified in the Metropolitan Council's *Thrive MSP 2040*.

i. The developer and/or benefiting property owners shall assume all or the significant majority of improvement/service costs, and agree to pay costs associated with extending services to serve their property.
Reason: Development of land is a business controlled by market influences. Cities require developers to pay for the costs of public infrastructure needed to accommodate their developments. Developers are attracted to the unincorporated areas in part to avoid these costs. There is a market for these rural properties, which attracts some city residents into the country. As more and more people disperse into areas outside of cities where public services investments have been made and into rural areas which lack those services, new rural residents begin demanding these public services. Provision for public services to a dispersed community is more costly than it is in established higher-density cities. The result is an increased need for public revenue (taxes) from all residents to accommodate this growth.

Goal #V-7 Foster a low-density, rural land use pattern in limited areas that are planned for long-term unsewered development to preserve open space and natural resources.

a. Continue working with the Met Council to preserve long-range sanitary sewer service areas and continue implementing land use strategies for the balance of the county's land area that will likely never be served by public sewer service.
Reason: As part of the 2030 planning process, the County and Met Council identified areas that will remain in rural residential development without urban services. The County recognizes that where urban expansion can occur, it should occur as it is the most cost-effective use of land to accommodate residential needs. Therefore, it will be necessary to identify the realistic expansion capabilities of existing utilities, especially municipal sewer, in defining the urban expansion areas. At this time, it is believed to be unrealistic to anticipate total upsizing of trunk sewers to accommodate future growth. It is also recognized that, because of preexisting development and physical barriers, portions of Scott County will remain in a permanent non-sewered condition (assuming current technology). This policy reflects the need to define those likely boundaries to preserve the ability for future expansion of urban services in a cost-effective manner.

b. Generally limit development to residential and complimentary uses that can be serviced by individual or community sewage treatment systems and private or community water supply systems.
Reason: The areas proposed for rural residential development have been selected because of the improbability of the extension of urban services into these areas in the long term. Development should, therefore, be limited to uses compatible with the existing low-density housing in the area and uses which can sustain these basic services indefinitely.

Goal #V-8 Support the staging of long-term, unsewered residential development through a phased basis, following a logical, planned sequence for road upgrades, storm water management, park, trails and open space planning, etc., to serve each staged area in a coherent, fiscally-responsible manner.

a. The Planning Commission will periodically evaluate land supply to assess the overall staging of development in the planned rural areas, taking into consideration the following criteria:
- infrastructure needed to support growth;
- availability of land for development; and
- local township road planning and storm water management system maintenance capabilities.

b. Prior to rezoning parcels in staged growth areas, review and reference the recommendations in the adopted 2009 *Rural Residential Service Area Detailed Area Plan* (DAP) that included:
- A build-out analysis of the study area given planned densities;
- Locations for regional surface water ponds and drainage system;
- Locations for township collector roads;

- Township road access to County highways and interconnections;
- Need and location of turn-lanes and by-pass lanes;
- Condition of existing roads and bridges and identification of where improvements are needed;
- Available water supply for drinking water and fire safety;
- Well locations, water tower sites, and other water supply needs;
- Locations for parks and trails;
- Identification of areas where necessary public infrastructure such as storm water management plans and systems, roads, and utilities are in place;
- Opportunities for connectivity of local roads and reduction of cul-de-sacs;
- Focusing traffic onto a completed local road system and allowing for safer traffic exchanges on County roads; and
- Providing for sustainable and desirable long-term development to maintain and preserve the natural and cultural character of the staged growth area.

c. Perform the "community role" in accommodating growth and development in Rural Residential community designations as identified in the Metropolitan Council's *Thrive MSP 2040*.

Reason: Staging growth allows for immediate interconnection of roads rather than long term cul-de-sacs. Staging significantly reduces the conflicts of land uses that currently exist between residential and agricultural uses. Staging allows for upgrades of township roads by developers and reduces the cost burden on existing residents whom otherwise would not need the road improvements. Townships under State law are responsible for maintenance of storm water management systems in platted subdivisions and must maintain the storm water systems constructed by developers so that residents can be assured that storm water will continue to be managed as originally engineered.

Goal #V-9 Support development concepts that maximize wise use of land and, outside of the rural residential growth areas, preserve options for future development.

a. Provide a flexible development option with incentives (including densities based on gross acreage) for developers to build communities that preserve buildable land for the future while enhancing the sense of a neighborhood.
Reason: This development option provides for higher density rural residential developments while preserving buildable land for the future when infrastructure and services are able to accommodate increased housing density.

b. Promote flexible development opportunities that include:
- Protection of natural resources;
- Neighborhoods that preserve permanent open space for environmental, recreational and leisure purposes, and fosters a sense of community;
- Efficient use of land;
- Potential for reduced infrastructure costs without compromising road connectivity;
- Preserves land for future density when infrastructure is available; and
- Opportunities for affordable and lifecycle housing (i.e., accessory dwelling units).

Reason: This provides development alternatives and preserves future options. This policy is consistent with the Metropolitan Council's promotion of flexible residential development ordinances to guide development in long-term sanitary service areas, as established in 2008.

Goal #V-10 Encourage large parcel or multi-parcel development (rather than small, piece-meal development) that is accompanied by a sufficient level of supportive site design, services, and facilities (i.e., roads, stormwater management systems, parks, trails, sewer, water, access).

a. Encourage large parcel or multi-parcel development to efficiently provide corresponding public infrastructure and support facilities including, but not limited to, roads, storm water management systems, sewer, water supply, parks, trails, fire, medical, police protection, etc.
Reason: Typically, small scale developments by individual land owners or developers completed in a piece-meal fashion are less likely to provide regional infrastructure, such as roads, sewer systems, storm water management systems, parks, and trails. Assembling this type of regional infrastructure can be more efficient and cost effective in larger-scale developments.

b. Limit direct access to principal arterial, major collector, and arterial roadways.
Reason: Provide safe access to higher speed traffic conditions on roadways, which are designed to move traffic efficiently.

c. In accordance with the adopted 2009 *Rural Residential Service Area Detailed Area Plan* (DAP), work with townships to establish a funding mechanism to cover the costs of turn-lane improvements necessitated by "first one in" land development but could benefit a larger geographic area

C. Land Use Compatibility

Goal #V-11 Promote a compatible land use pattern that limits existing and potential conflicts and respects private property rights.

a. When considering growth in the unincorporated area, guide new land uses to areas where similar uses are located and plan for transitional areas along natural or physical barriers (i.e., topography, drainageways, transportation routes, etc.) to minimize potential impacts.
Reason: Not all land uses are compatible and issues between abutting uses may create conflicts, such as noise, odor, lighting, and traffic. As a result, existing land uses may pre-commit the land use of surrounding properties to maintain compatibility and reduce conflicts.

b. Assure that incompatible land uses are not located close to one another, and that appropriate measures–such as larger lot size requirements while maintaining large setbacks, requiring additional landscape screening, and/or orientating lots and buildings, equipment, vehicle parking, and exterior storage away from surrounding land uses–are used in instances where incompatibilities may otherwise occur.
Reason: This can minimize the potential number of complaints about noise, odor, lighting, and traffic often associated with incompatible uses.

c. Guide the location and overall site design, including landscaping and screening, of utility facilities and structures (substations, water towers, lift stations, pole structures, solar gardens, etc.) in a way that they are compatible with surrounding land uses.
Reason: An example of incompatible land uses is a utility facility, such as an electric substation or architecturally plain public water well, within a residential development. Even though these facilities are necessary in order to supply services to homes, they tend to be received negatively by neighboring residential property owners due to the appearance and design of taller complex infrastructure, lack of landscaping, construction noise, and traffic generation. Some of these issues may be perceived rather than based on actual facts. Regardless, these facilities should be located in areas with more compatible land uses, such as commercial, industrial, or agricultural areas that do not impact as many residents.

d. Residential lots abutting larger residential lots, hobby farms, or farms shall not be considered incompatible land uses. The County encourages best management practices for farming operations.

e. Adequate lot sizes and soundly constructed buildings of sufficient size shall be required for all types of development.
Reason: Lots which require on-site sewage systems, individual wells, and storm water management facilities must be larger than those served by municipal services. Larger size lots also provide more flexibility and options for the changing needs of the owners which otherwise would encroach and jeopardize the areas needed for these basic facilities. Poorly constructed buildings require premature replacement, lead to blight conditions, and adversely impact surrounding property market values.

f. Allow institutional uses such as churches, government facilities or other uses in the unincorporated areas provided that **all** traffic, access spacing, infrastructure, utility setbacks, storm water management, and compatibility issues are sufficiently addressed.
Reason: Institutional uses tend to generate large amounts of traffic, impervious surfaces, and sanitary service needs. As a result, these uses should be responsible for the impacts they create.

Goal #V-12 Ensure that land use and development is compatible and harmonious with the natural environment.

a. Identify and evaluate all critical and sensitive environmental features in Scott County.
Reason: It is important to identify and map all environmental features that should be protected before any land use changes occur.

b. The preservation, restoration, and enhancement of shoreland and wetland environments in their natural state shall be encouraged. Where desirable and practical, development which complements these features and that which is in conformance with federal, state, and local regulations shall be promoted.
Reason: This is a federal and state policy supported by regulations. This

reduces erosion caused by excessive storm water runoff, enhances the natural features of the environment, contributes to ground water recharge, and improves air quality.

c. Instead of the County's traditional development controls (i.e., zoning, land subdivision regulations), encourage a planned unit development (PUD) track that could include density bonuses in exchange for public values such as preserving, protecting, or enhancing natural features.
Reason: Providing a more collaborative and public values-driven approach allows for more creativity in the development process and holds greater promise for win-win outcomes for the public and the developer.

Goals #V-13 Maintain, protect, and where necessary upgrade the character of established neighborhoods, which includes elimination of non-conforming and incompatible uses.

a. Encourage the redevelopment of substandard, obsolete, or blighted properties including the removal of unsafe or hazardous structures inconsistent with the proposed land use changes.
Reason: Unless integrated into the neighborhood design, leaving old farm buildings that were designed for agricultural uses in a residential development that consists of more expensive construction often results in citizen complaints, potential locations for illegal uses, attractive nuisances, and property devaluation.

b. Provide land use transitions and/or proper buffering or screening between distinctly different types of land uses.
Reason: This can minimize the potential number of complaints about noise, odor, lighting, and traffic often associated with incompatible uses.

c. Property values can be protected through the harmonious relationship of land uses, roads, natural features, and the maintenance of properties.
Reason: Property values and taxable valuations are driven by market influences. Properties with good access, adjacent natural amenities, and compatible land uses have higher market values.

d. Encourage nonconforming uses and structures to be brought into conformity with current standards over time.

Goal#V-14 Allow reasonable access to solar energy by controlling artificial blockage of solar radiation through reasonable zoning and building codes.

a. Continue to follow, and update as necessary, zoning regulations such as building setbacks and height requirements to ensure reasonable access to solar energy.
Reason: Scott County recognizes the need to regulate structures and vegetation on individual properties, to the extent necessary to provide access to solar energy, by reasonably regulating the interests of neighboring property holders. The use of solar energy collectors is subject to natural constraints imposed by the diversity of topography and natural features within the County.

b. Continue to ensure solar access protection rights are maintained and find new ways to allow for the use of alternative energy systems.

Goal #V-15 Encourage the local production of solar photovoltaic energy to the extent feasible, while minimizing potential biological, agricultural, visual, and other environmental impacts.

a. Establish clear guidelines and siting criteria for community solar garden (CSG) development in those zoning districts where community solar is a permitted interim or conditional use.

Goal #V-16 Encourage protection of valuable historical sites to preserve the County's sense of history.

a. Development proposals should be reviewed carefully for impacts to valuable historical sites.

b. Federal laws protecting Native American historical sites shall be adhered to.

c. Coordinate review of any developments that may have a potential to impact historical sites with affected communities and with the Scott County Historical Society, State Historical Society, and Shakopee Mdewakanton Sioux Community.

d. Encourage preservation and maintenance of structures and surrounding properties of historic or architectural significance.

e. Support efforts that preserve and protect historic structures and neighborhoods within the cities.

D. Residential Development Design

Goal #V-16 Support and encourage clustered developments that respect the overall planned density for the area and that minimize the impact of development on the environment and significant natural features.

a. Encourage the placement of housing units in a manner that preserves significant natural resources.
Reason: Natural resources enhance the quality of life in residential areas and improve market values. Natural areas also help improve storm water runoff conditions.

b. Encourage innovation in subdivision design and housing development through the use of devices such as the cluster unit development concept, sustainable development practices (low impact development, best management practices, etc.), environmentally friendly building (green roofs, energy efficient materials, LEED certified construction, etc.), and development techniques that conserve land and increase value, provided desired densities can be maintained.

Reason: This policy reflects the 2040 Vision. Innovation can improve marketability and thus value as well as provide for living feature enhancements for residents.

c. Continue to ensure that accessory uses and structures are compatible with the overall land use in the area.
Reason: Residential living in the unincorporated areas affords opportunities not often allowed in city residential communities and is one of the reasons people seek this living option. However, accessory uses and structures should be consistent with the surrounding and planned land uses so as not to present incompatible land uses or decreased surrounding market values.

Goal #V-17 Support the development of subdivisions that provide opportunities for residents to maintain active lifestyles in order to promote healthy living and help reduce the costs of preventative health care.

a. Parks, trails, walking paths, and open space should be encouraged in the design of new residential developments, and connected to adjoining developments and regional systems if possible, to provide opportunities for residents to maintain active lifestyles near their homes.
Reason: The results of an inactive population and its potential health-related problems can lead to major increases in health care costs and lower quality of life standards for a community. The development of trails in residential areas can help promote exercise.

E. Commercial/Industrial/Extraction Land Uses

Goal #V-18 Guide higher intensive commercial and industrial development into areas where urban services and infrastructure are available.

a. The majority of new, high intensive commercial and industrial growth should occur in the seven cities.
Reason: Commercial and industrial development is accompanied with relatively intensive demands best provided by municipal services. These include: storm water management, treatment of industrial/commercial wastewater not compatible with individual sewage treatment systems, fire protection, traffic, and water supply.

Goal #V-19 To promote building durability and expand the local tax base, encourage commercial and industrial development of high architectural and aesthetic quality in the unincorporated areas.

a. Identify specific planned areas where low intensity commercial and industrial uses (i.e., small businesses with outside storage) can locate in the unincorporated area under appropriate standards for infrastructure and aesthetics.
Reason: There is an unmet need for industrial and commercial areas where outside storage is allowed within the county. However, these types of businesses are not often aesthetically desirable to surrounding uses without well-designed and maintained sites with extensive landscaping.

b. In the initial DRT process, inform new business prospects of the initiatives,

objectives, and regulations that may assist them in the construction, maintenance, or renovation of their properties.
Reason: Education is far less expensive than enforcement. Acceptance of policies and regulations by an informed public is easier to achieve than by a skeptical, uninformed public.

c. Encourage preservation and maintenance of commercial and industrial structures and surrounding properties of historic or architectural significance.

Goal #V-20 To enhance Scott County's image, encourage commercial and industrial development of high architectural and aesthetic quality along TH 169, STH 13, and I-35 corridors

a. Review standards that encourage businesses to construct aesthetically pleasing buildings and sites that enhance, rather than detract from, the visual appeal of the County's major transportation corridors.
Reason: Higher architectural and more aesthetic buildings hold their value longer, improve the tax base, and attract other higher value businesses.

b. Support private redevelopment of commercial and industrial properties which contain deteriorated building conditions, obsolete site design, blighted signs and billboards, incompatible land use arrangements, and/or under-utilization of the site, especially in the highly visible TH 169 and I-35 corridors.
Reason: Land valuation is driven by market demand. Investments in properties and new developments are less likely to occur in areas appearing to be blighted.

Goal #V-21 Identify and reserve land along arterial transportation routes for future commercial or industrial development that will be served by urban services, or by rural services and accessed from planned frontage/backroads.

a. Commercial and Industrial areas should only be identified and reserved where compatible with existing and planned land uses and infrastructure.
Reason: This type of land use often presents incompatibility problems such as noise, dust, traffic, odor, lighting, etc.

b. Hold land in urban business reserve areas until either: a) urban services are extended to the area; b) annexation of the land into a city occurs; or c) supplies of existing vacant commercial and industrial land are substantially depleted.
Reason: Areas that have been generally guided toward commercial/industrial development which are anticipated to receive urban services that will significantly improve the value of the land and tax base should be protected from being developed with land uses which would conflict with the future development to commercial/industrial.

c. Hold land in rural business reserve areas until a.) supportive frontage or backage roads are built to serve the rural development or b.) proper stormwater management practices can be achieved on-site.
Reason: *Areas generally guided toward rural commercial/industrial development should not directly access a Principal Arterial, but instead be accessed from a planned frontage or backage road.*

d. Work with the cities to preserve future commercial and industrial land in future urban and orderly annexation areas. For proposed rural commercial or industrial development in orderly annexation agreement areas, apply the same site design (landscaping, screening, lighting, building materials, etc.) and performance standards as required by the municipality and comply with any future infrastructure plans for the OAA.
Reason: This will reduce premature development and provide an efficient extension of services, and ensure compatibility with neighboring properties.

Goal #V-22 Preserve and protect non-metallic mineral deposits.

a. Identify significant deposits of aggregate materials (includes sand, gravel, silica sand, crushed rock and limestone), and where appropriate, consider preservation and protection for future access and resource-based activities that provide for a diverse, regional, and sustainable economy and environment.

b. Aggregate mining shall be allowed as an interim land use as appropriate within the zoning districts established in the County Zoning Ordinance. Extraction shall follow strict standards for operations and end use reclamation that provides compatibility with nearby land uses and leaves at least 25% to 50% of the net developable acreage of the property under mining permit in a condition that allows for future extension of roads and/or utilities to develop the aggregate mining site for tax-generating land uses typical of those within the zoning district in which the site is located. Not all properties have the same potential for development prior to issuance of an Interim Use Permit due to environmental, natural resource, soil and bedrock conditions for each particular site, so an analysis of the potential for development for each property prior to any Interim Use Permit being prepared is necessary to determine the amount of acreage that should be reclaimed for future development.
Reason: Aggregate resources are needed by society. Gravel removal operations are generally compatible land uses in industrial and rural areas. However, mining should be looked at as an interim use rather than an end use of the land. End uses should be compatible with surrounding land uses and in conformance with the comprehensive plan.

c. The siting and operation of aggregate mining operations shall consider compatibility with adjoining and planned land uses and mitigation measures to reduce nuisance concerns such as noise, dust, hours of operation, and traffic.

e. Restrict portable concrete/asphalt plants to permitted aggregate mining operations.
Reason: Temporary concrete and asphalt plants present land use concerns similar to aggregate mining operations and are associated with aggregate mining in areas where road construction is occurring sufficiently to sustain their viability.

f. Encourage aggregate resources to be extracted prior to development of an aggregate-rich site.

Reason: Due to increasing demand and shrinking supply of construction grade resources, aggregates should be removed from a site before development occurs.

g. If the proposed end land use of the aggregate mining site is for natural area conservation of wildlife protection or if it is determined that a proposed end use for development is unlikely for a given property, requirements in the mining permit should be put in place to ensure ecological enhancement and long-term financial stewardship of the land to sustain the environmental value of the property.

F. Agricultural Uses

Goal #V-23 Protect and preserve agricultural uses and the economic viability of farming operations.

a. The preservation of agricultural uses and operating farms within the agricultural areas shall be a priority in all planning and development decisions.
Reason: Maintaining expansive farming areas is an important element of the County's 2040 Vision. Prime agricultural land is a resource that should be protected at a priority reflective of its relative benefit to society.

b. Limit residential development in the areas planned for long-term agriculture to very low densities that preserve the majority of the land for agricultural purposes.
Reason: Residential development in long-term agricultural areas should be limited due to the importance of agriculture on the local economy and the lack of necessary infrastructure to handle new growth.

c. Support local, state, and federal programs designed to assist farming operations, support conservation and natural resource management programs, and provide educational and public informational services. These programs include enrollment in the Agricultural Preserves and Green Acres programs.
Reason: Agriculture is a local industry that provides jobs and taxes for residents. Conservation programs protect natural and water resources that enable agriculture to be sustainable.

d. Promote a locally-based food production system by preserving small lot farms used for fruit and vegetable production; supporting public institutions in purchasing food grown within the County; assisting in improving connections between local food producers and consumers; and assisting local governments in developing strategies that will promote a locally-based food production system.

e. Periodically engage a farmer advisory group to form recommendations regarding maintaining the viability of farming and preserving farmland in Scott County. The group should consist of farmers from a variety of farming operations within Scott County.
Reason: Receiving input from the farmer advisory group will help position the County to develop and implement policies that support farmers and their farming operations to ensure agriculture remains a viable industry.

Goal #V-24 Encourage agricultural land uses to operate in a manner that is consistent with this Plan's goals and policies for water and natural resources and parks, trails, and open space.

a. Agricultural land uses should be encouraged to utilize best management practices and observe conservation practices that prevent erosion and preserve natural resources.
Reason: Agriculture is an intensive land use because it has the potential for significant impacts on storm water conveyance systems, ground water resources and air quality. Agriculture is a necessary land use for society but can be accomplished with reduced adverse impacts by adhering to recognized best management practices. Failure to do so can destroy the long-term productivity of the land and contaminate ground water resources for future generations, resulting in flooding, erosion problems, and air pollution.

b. New or expanding feedlots resulting in over 500 animal units or more shall be regulated to minimize impacts on existing residences and the environment.
Reason: Large feedlots present the potential for greater impacts to the environment than traditional smaller labor intensive operations. Feedlots and resulting manure management present increased concerns for ground water protection, air quality, storm water runoff, insect control, and public health. These intensive land uses should be controlled to prevent adverse impacts that are detrimental to society and the long-term economy of the area.

Goal #V-25 Protect active farming operations from the encroachment of conflicting residential land uses through the use of clustering.

a. Clustering of residential development shall be limited to areas where it can be demonstrated that it does not conflict with agricultural uses.
Reason: Clustering of residential uses into areas, which are less productive and which do not conflict with the primary land use, provides for some economic support to farmers who have land less suitable for farming. It also provides a residential living option to satisfy this relatively small market need.

Goal #V-26 Support the protection of farming from nuisance violations when conflicts between agricultural uses and residential development occur.

a. When nuisance complaints and conflicts occur between agricultural practices and land uses, agriculture—because of its long and vital economic benefits and historical roots—will be considered to be the prevailing land use.
Reason: Farming remains a vital industry in parts of central and southwestern Scott County. While growth continues in the unincorporated areas, responses from previous planning surveys indicated residents support the longevity of agricultural practices and protection of farmers' rights from new developments.

b. Encourage townships to adopt Right-to-Farm ordinances based on state regulations. Nuisance violations related to non-agricultural operations shall not be protected by Right-to-Farm ordinances.
Reason: To protect farmers from nuisance complaints and help sustain agricultural uses, Right-to-Farm ordinances have been established throughout the state and nation. These ordinances prevent neighboring property owners from filing nuisance complaints based on conventional agricultural operations.

PLANNED LAND USE

To guide future land use development, this chapter includes a 2040 Planned Land Use map (Map V-15). The 2040 Planned Land Use map guides areas for farming, housing, business and industry in the unincorporated area with a range of densities and intensities based on the 2040 Vision and goals for land use and growth management. It is intended to guide day-to-day development decisions, as well as provide the standards and principles for updating the County's zoning ordinance and other official development controls.

The 2040 Planned Land Use map guides a sufficient amount of land to support the forecasted population, household and employment growth in the unincorporated area for 2020, 2030 and 2040 as outlined in Chapter I. The map reflects and is coordinated with the THRIVE MSP 2040 Community Designations as outlined earlier in this chapter. The 2040 Planned Land Use map shows five broad designations—agricultural, urban reserve, rural reserve, commercial/industrial, and park/open space—with ten planned land use sub-categories along with lakes, rivers and streams, roads, hamlet mixed use, and cities/tribal jurisdictions. The following is a definition of each major planned land use category and a description of the corresponding zoning district(s) that implement each category. Also included is a description of how the planned land use category corresponds with the land use policies for Community Designations in THRIVE MSP 2040. Figure V-14 defines different residential development opportunities and guided densities and lot sizes for each land use category.

Agricultural Planning Designation

The agricultural designation identifies areas for long-term farming and agricultural uses. The 2040 Planned Land Use Map shows approximately 29,000 acres in this designation – or about 13% of the county's total area. This designation allows for low density residential development, but requires the majority of land be preserved for long-term farmland or future urban development.

Agricultural Preservation

The purpose of this planning category is to protect and preserve agricultural uses and the economic viability of farming operations by limiting residential development to very low densities. Agriculture is recognized in the 2040 Vision as an important part of the economy, history, and quality of life. As a result, and due to the limited infrastructure in this area, development at densities higher than one unit per 40 acres shall be determined to be premature. This planning category most closely corresponds with the **Met Council's Agricultural** community designation in *Thrive MSP 2040*. Farmland within this category zoned at a density of one unit per 40 acres and meeting all other eligibility requirements shall be considered "certified" eligible for the Metropolitan Agricultural Preserves Program.

- Residential Density: 1 dwelling unit per 40 acres, or quarter-quarter section. Lot sizes for single family detached homes can range from 40 acres down to 1 acre of non-hydric land if the plat preserves 70% or more of non-hydric land for open space or farming use.
- Typical Uses: Larger-scale farms and related agricultural uses including feedlots and livestock raising; small-parcel farms for local food production; single-family detached dwellings; institutional uses; and limited recreational open space uses (golf courses, public parks, conservation areas, natural preserves, stables and riding academies)
- Corresponding Zoning: County zoning districts most compatible with this plan category include Agricultural Preservation (A-1) and Agricultural Preservation Density (A-3).

Urban Reserve Planning Designation

The 2040 map shows a two-tiered approach to mapping and identifying future urban growth areas. Tier 1 (*Urban Expansion*) is guided for eventual urban densities and mapped consistent with each city's long-range sanitary sewer service area. Tier 2 (*Transition Area)* is guided for interim agricultural and rural uses prior to urban densities beyond the 2040 planning horizon and mapped within the potential Long-Term Service Area for a future regional wastewater treatment plant to serve western and central Scott County. Both tiers allow for interim residential development prior to urbanization, but require the majority of land be preserved for future urban development.

Urban Expansion

The purpose of this planning category is to preserve areas around cities for future urban expansion and development. The boundaries of the urban expansion areas reflect each city's long-range sanitary sewer service plans based on known capacities of existing regional or local treatment facilities. This planning category most closely corresponds with the **Met Council's Diversified Rural** community designation in *Thrive MSP 2040*. Farmland within this category zoned at a density of one unit per 40 acres and meeting all other eligibility requirements shall be considered "certified" eligible for the Metropolitan Agricultural Preserves Program. The County shall also consider support from the adjacent city in its review of enrollment applications.

- Residential Density: 1 dwelling unit per 40 acres, or quarter-quarter section. Lot sizes for single family detached homes can range from 40 acres down to 1 acre of non-hydric land if the plat preserves 70% or more of non-hydric land for open space, farming or future development. Clustered development in this category shall be set by a zoning district that is consistent with the Met Council's Flexible Residential Development Ordinance Guidelines.
- Typical Uses: Larger-scale farms and related agricultural uses; small-parcel farms for local food production; single-family detached dwellings; cluster residential developments with buildable land area preserved for future sewered development; institutional uses; and limited recreational open space uses (golf courses, public parks, conservation areas, natural preserves, stables and riding academies)
- Corresponding Zoning: County zoning districts most compatible with this plan category include Urban Expansion Reserve (UER), Urban Expansion Reserve Cluster (UER-C), Agricultural Preservation (A-1), and Agricultural Preservation Density (A-3). Other zoning districts, such as Rural Residential Single Family (RR-2) and Rural Residential Suburban Single Family (RR-3), could be applied on a limited basis in this plan category but only for existing conditions.

Transition Area

The purpose of this planning category is to reserve areas for future urban development beyond the 2040 planning horizon when planned regional sanitary sewer service capacity is increased to serve western and central Scott County. The boundaries of the Transition Area reflect the potential Long-Term Service Area for the future regional wastewater treatment plant. This planning category most closely corresponds with the **Met Council's Diversified Rural** community designation in *Thrive MSP 2040*. The maximum density guided in this category is one unit per 10 acres with set-aside preservation requirements; however, farmland within this category zoned at a density of one unit per 40 acres and meeting all other eligibility requirements shall be considered "certified" eligible for the Metropolitan Agricultural Preserves

Program. Existing parcels enrolled in this program should not be rezoned to allow densities greater than 1 home per 40 acres.

- Maximum Residential Density: 1 dwelling unit per 10 acres clustered, with 70% or more of non-hydric land preserved for open space, farming, or future development. Lot sizes for single family detached homes can range from 1 to 3 acres. Clustered development in this category shall be set by a zoning district that is consistent with the Met Council's Flexible Residential Development Ordinance Guidelines.
- Typical Uses: Larger-scale farms and related agricultural uses; small-parcel farms for local food production; single-family detached dwellings; cluster residential developments with buildable land area preserved for future sewered development; institutional uses; and limited recreational open space uses (golf courses, public parks, conservation areas, natural preserves, stables and riding academies)
- Corresponding Zoning: County zoning districts most compatible with this plan category include Urban Transition Reserve (UTR) and Urban Transition Reserve Cluster (UTR-C). Agricultural Preservation (A-1) zoning can be retained for existing conditions and could be applied to support on-going farm operations. Other zoning districts, such as Agricultural Woodlands (A-2), Agricultural Preservation Density (A-3), Rural Residential Single Family (RR-2), and Rural Residential Suburban Single Family (RR-3) could be applied on a limited basis in this area but only for existing conditions.

Rural Reserve Planning Designation

The 2040 map shows a two-tiered approach to mapping and identifying areas for rural uses that are not planned to be served by regional or municipal public sanitary sewer service. Tier 1 (*Rural Residential Growth)* is guided for long-term rural residential densities and lot sizes ranging from 2½-acres to 10 acres. Tier 2 (*Rural Residential Reserve)* is guided for long-term rural residential densities and lot sizes generally 10 acres in size.

Rural Residential Reserve

The purpose of this planning category is to reserve land for additional rural residential development when the necessary infrastructure has been planned and, in some cases, developed. This planning category most closely corresponds with the **Met Council's Diversified Rural** community designation in *Thrive MSP 2040*. Farmland within this category zoned at a density of one unit per 40 acres and meeting all other eligibility requirements shall be considered "certified" eligible for the Metropolitan Agricultural Preserves Program.

- Maximum Residential Density: In Cedar Lake Township, 1 dwelling unit per 10 acres on 10-acre lots. Outside of Cedar Lake Township, 1 dwelling unit per 8 acres clustered, with 50% or more of non-hydric land preserved for open space, farming, or future development. Lot sizes for single family detached homes can range from 2.5 to 10 acres.
- Typical Uses: Single-family detached dwellings; small-parcel farms for local food production; cluster residential developments; institutional uses; limited recreational open space uses (golf courses, public parks, conservation areas, natural preserves, stables and riding academies); and smaller-scale agricultural and related uses
- Corresponding Zoning: County zoning districts most compatible with this plan category are Rural Residential Reserve (RR-1) and Rural Residential Reserve Cluster (RR-1C). Other

zoning districts, such as Agricultural Preservation (A-1), Rural Residential Single Family (RR-2) and Rural Residential Suburban Single Family (RR-3), could be applied on a limited basis in this plan category but only for existing conditions.

Rural Residential Growth

The purpose of this planning category is to promote reasonable residential growth in those areas where infrastructure and similar growth patterns exist. This area will likely never be served by a regional or municipal sanitary sewer system. Therefore, policies in this category encourage the use of individual or community sewer and water supply systems and the tight cluster concept to encourage the sense of rural community. This planning category most closely corresponds with **Met Council's Rural Residential** community designation in *Thrive MSP 2040*.

- Maximum Residential Density: 1 dwelling unit per 2.5 acres to 1 unit per 10 acres, where possible. Lot sizes for single family detached homes are 2.5 acres or greater.
- Typical Uses: Single-family detached dwellings; cluster residential developments; institutional uses; limited recreational open space uses (golf courses, public parks, conservation areas, natural preserves, stables and riding academies)
- Corresponding Zoning: The County zoning district most compatible with this plan category is Rural Residential Single Family (RR-2). Other zoning districts, such as Rural Residential Suburban Single Family (RR-3), could be applied on a limited basis in this plan category but only for existing conditions.

Commercial & Industrial Planning Designations

The 2040 map includes land use categories for rural commercial and industrial development, small-scale business development in the hamlets, as well as areas to be reserved for future urban or rural business development. Many of these land use categories will require new zoning districts to implement the desired goals. This planning category most closely corresponds with **Met Council's Diversified Rural** community designation in *Thrive MSP 2040*

Commercial

The purpose of this planning category is to provide areas for commercial development in the unincorporated areas to expand the local tax base and allow for economic development. This category is intended to provide land for uses with limited traffic and water usage, outdoor storage, and other uses that may not be appropriate in the urbanized areas. New development will be allowed provided all necessary infrastructure (septic, storm water treatment, interconnected road system, public safety, etc.) is available.

- Lot Size : 2.5 acres (minimum); lot size could be less than 2.5 acres as part of a Planned Unit Development (PUD) provided all septic and storm water requirements are satisfied
- Typical Uses: General commercial and retail uses; offices; outdoor sales and display uses; agricultural and related uses
- Corresponding Zoning: County zoning districts most compatible with this plan category is the General Commercial (C-1) district.

Industrial

The purpose of this planning category is to provide areas for industrial development in the unincorporated areas to expand the local tax base and allow for economic development. This category is intended to provide land for uses with limited traffic and water usage, outdoor storage, and other uses that may not be appropriate in the urbanized areas. New development will be allowed provided all necessary infrastructure (septic, storm water treatment, interconnected road system, public safety, etc.) is available.

- Lot Size : 2.5 acres (minimum); lot size could be less than 2.5 acres as part of a Planned Unit Development (PUD) provided all septic and storm water requirements are satisfied
- Typical Uses: contractor yards; warehousing; manufacturing and processing; outdoor storage uses; agricultural and related uses
- Corresponding Zoning: County zoning districts most compatible with this plan category is the Rural Industrial (I-1) district. A brand new zoning district and performance standards for heavier industrial uses should be evaluated to implement this category after the adoption of this Plan update. Based on a recommendation from the Minnesota Pollution Control Agency, a new zoning district for the closed Louisville Landfill should also be evaluated after the adoption of this Plan.

Hamlet Mixed Use

The purpose of this planned land use overlay category is to provide an opportunity for mixed use residential and commercial development in and around the hamlets of Scott County (Lydia, St Patrick, Union Hill, Marystown, Blakeley) when deemed appropriate. Properties within this overlay boundary may be eligible to develop for small-scale commercial land uses without requiring a comprehensive plan amendment. Eligibility and performance standards will be established in a brand new zoning overlay district. This Plan recommends that once a draft zoning district is established, the County will initiate a Comprehensive Plan Amendment (CPA) for Met Council review prior to adopting and implementing this new zoning district. Until this CPA is approved, this category as shown on the 2040 Planned Lane Use map is intended for visual reference only.

- Maximum Residential Density: Maximum densities for each parcel in this land use category will be set by the underlying planned land use. The underlying properties in the historic hamlets of Blakeley and Union Hill are guided Agricultural Preservation - which sets a maximum density of 1 unit per 40 acres. The underlying properties in the historic hamlets of Marystown, Lydia, and St Patrick are guided Transition Area - which sets a maximum density of 1 unit per 10 acres clustered.
- Typical Uses: Small-scale neighborhood commercial uses such as convenience retail, gas stations, local service-oriented businesses and offices; single family detached dwellings; store-top residential units; and churches. The expected share of individual uses in the land use category is 90% single family residential, 10% commercial or institutional.
- Corresponding Zoning: A new overlay zoning district that reflects the recommended mix, scale and intensity of uses with appropriate traffic, septic and stormwater management performance standards is needed to implement this plan category.

Urban Business Reserve

The purpose of this planning category is to reserve land for future commercial and/or industrial development with urban services. The land will be limited to residential development at a very low density until urban services are provided.

- Maximum Residential Density: 1 dwelling unit per 40 acres, or quarter-quarter section. Lot sizes for single family detached homes is 40 acres.
- Typical Uses: Agricultural and related uses; single family detached dwellings
- Corresponding Zoning: The County zoning district most compatible with this plan category is Urban Business Reserve (UBR).

Rural Business Reserve

The purpose of this planning category is to reserve land for future rural commercial and/or industrial development served with on-site utilities and appropriate road access. The land will be limited to residential development at a very low density until frontage or backage roads and suitable on-site well and septic utilities can be provided.

- Maximum Residential Density: 1 dwelling unit per 40 acres, or quarter-quarter section. Lot sizes for single family detached homes is 40 acres.
- Typical Uses: Contractor yards, lumber yards, landscape supply businesses, commercial trucking companies, indoor storage or rental uses, leased commercial buildings, light manufacturing, warehousing, wholesaling, home extended business, agricultural and related uses; single family detached dwellings
- Corresponding Zoning: A brand new zoning district and performance standards for rural business reserve should be evaluated to implement this category after the adoption of this Plan update.

Park/Open Space Planning Designation

The park/open space designation provides a land use category for both recreation and natural and wildlife habitat areas. Land areas within this category are publicly owned or privately owned inholdings within an approved regional park boundary.

Park/Open Space

The purpose of this planning category is to protect significant natural resource and wildlife habitat areas and provide recreational opportunities for residents.

- Typical Uses: Parkland and related uses; natural and wildlife habitat areas
- Corresponding Zoning: County zoning districts most compatible with this plan category are Agricultural Preservation (A-1), Agricultural Woodlands (A-2), Agricultural Preservation Density (A-3), Urban Expansion Reserve (UER), Urban Expansion Reserve Cluster (UER-C), Rural Residential Reserve (RR-1), Rural Residential Reserve Cluster (RR-1C), Rural Residential Single Family (RR-2), Rural Residential Suburban Single Family (RR-3), and Urban Business Reserve (UBR). Applied zoning districts should be consistent with the surrounding area.

Figure V-14 Residential Land Use Category Densities (Units/Gross Acre) and Lot Sizes			
Land Use Category	**Base Density**	**Cluster Density with smaller lots**	**Cluster Density (w/PUD and Public Value Incentives)[1]**
Agricultural Preservation	1/40[2] (40-acre lot min.)	1/40 (2.5-acre lot max.)	Up to 4/40 Not applicable in Blakeley Twp
Urban Expansion	1/40 (40-acre lot min.)	1/40 (2.5 acre lot max.)	Up to 1/10 Up to 1/5 w/publicly managed utilities[3] (with developable land reserved for future urban development)
Transition Area	1/40 (40-acre lot min.)	1/10 (1- to 2-acre lot sizes) (with developable land reserved for future urban development)	Up to 1/8 Up to 1/4 w/publicly managed utilities[3] (with developable land reserved for future urban development)
Rural Residential Reserve	1/10 (10-acre lot min.)	1/8 (2.5-acre lot) (with developable land reserved for open space or future development) Not applicable in Cedar Lake Twp.	Up to 1/5 Up to 1/2.5 w/publicly managed utilities (with developable land reserved for open space or future development) Not applicable in Cedar Lake Twp.
Rural Residential Growth	1/2.5 (1- to 2-acre lot sizes)	Not applicable	No maximum density
Urban Business Reserve	1/40 (40-acre lot min.)	Not applicable	Not applicable
Rural Business Reserve	1/40 (40-acre lot min.)	Not applicable	Not applicable

[1] Density to be negotiated as part of the public values incentive program.
[2] Existing heavily wooded parcels zoned Agricultural Woodlands (A-2 District) are eligible for a gross density of 1 unit per 10 acres.
[3] Planned Unit Developments on publicly managed sewer and water are eligible for additional density, such as PUDs with planned future urban lots with interim individual sewage treatment systems (ISTS), or lots served by a community sewage treatment system (CSTS), and community well under a Subordinate Sewer District. Lots and interim rural neighborhood shall be designed for future urban service standards.

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PLACEHOLDER FOR MAP V-15
2040 PLANNED LAND USE MAP

CONSISTENCY WITH OFFICIAL CONTROLS

According to Minnesota state laws §§473.858 and 473.865, a local governmental unit shall not adopt any official control or permit activity which is in conflict with its comprehensive plan. Upon completion of the 2040 Plan Update, the County will review its official controls, including the Zoning Ordinance and Zoning Map, to identify possible inconsistencies between the adopted plan and official controls. An inconsistency would be any official control that is in direct conflict with the goals and policies of this 2040 Plan.

The County will not approve any development applications or rezonings that are inconsistent with the densities defined in the 2040 Planned Land Use map and its planned land use categories. The 2040 Plan Update identifies which zoning districts are generally consistent with each of the land use classifications. Zoning districts not specifically identified under each land use classification may also be allowed if the resulting density and type of development are consistent with the Comprehensive Plan. Should an inconsistency between the 2040 Planned Land Use map and Zoning Map occur, the densities and general uses described in the 2040 Plan Update shall supersede the rules in the Zoning Ordinance.

PROJECTED DEMAND/COMPARISON WITH 2030 LAND USE PLAN

Figure V-16 shows gross and developable acreages for each 2040 land use planning category that calls for development. For the purposes of the table, twenty-five percent of the gross acreage was estimated to be undevelopable due to wetlands and wetland buffers, floodplain, natural water bodies, public parks and open space, steep slopes, arterial road right-of-way, and other building constraints.

Figure V-16
2040 Gross and Developable Acres, Scott County

Land Use Category	Gross Acres	Developable Acres*
Agricultural	**29,038**	**21,778**
Agricultural Preservation	*29,038*	*21,778*
Urban Reserve	**76,628**	**57,471**
Urban Expansion	*27,863*	*20,897*
Transition Area	*48,765*	*36,573*
Rural Reserve	**34,312**	**25,734**
Rural Residential Reserve	*19,537*	*14,652*
Rural Residential Growth	*14,775*	*11,081*
Commercial & Industrial	**8,367**	**6,275**
Commercial	*325*	*244*
Industrial	*2,501*	*1,876*
Urban Business Reserve	*4,512*	*3,384*
Rural Business Reserve	*725*	*543*
Hamlet Mixed Use	*304*	*228*

* **Note:** Developable Acres assumes 75 percent of gross acreage is developable per Met Council guidance

The 2040 map and Figure V-16 shows enough developable land guided for a range of rural densities to accommodate the Met Council's 2040 population and household projections for the unincorporated area. As discussed in Chapter III, an additional 1,667 households in the eleven townships are anticipated between 2010 and 2040. Assuming these projected households were built on a range of 40-, 10-, 5- and 2.5-acre lots (or an average of 10 acres per projected household), there is a need for at least 16,000 to 18,000 acres of platted, developable land to accommodate this growth. However, this 2040 Plan promotes strategies such as clustering, planned unit developments, and public value density bonuses that could absorb this number of projected households using half the land area (8,000 to 9,000 acres of platted, developable land). It is important to note that only a portion of total platted acreage is actually developed when cluster techniques are utilized. Scott County advocates cluster plats with outlots preserved for further subdivision opportunities in future land use plans or once urban services are provided. Figure V-17 compares the 2040 map with the previous 2030 map. The general philosophy of preserving land around the cities for future urban development is maintained. The two-tier system of urban expansion and transition acknowledges the future added capacity in regional wastewater treatment to serve urban development post 2040. The total land area guided for commercial and industrial uses has also increased since the last plan, primarily in response to the County working with the townships to guide areas for rural business reserve and hamlet mixed uses.

Figure V-17
Comparison of 2030 and 2040 Land Use, Scott County

Land Use Category	2030 Plan		2040 Plan	
	Acres	% Total	Acres	% Total
Agricultural	**31,868**	**14.2%**	**29,038**	**12.9%**
Agricultural Preservation	*15,958*	*7.1%*	*29,038*	*12.9%*
Agricultural Transition	*15,910*	*7.1%*	*NA*	*NA*
Urban Reserve	**82,059**	**36.5%**	**76,628**	**34.1%**
Urban Expansion	*43,571*	*19.4%*	*27,863*	*12.4%*
Transition Area	*38,488*	*17.1%*	*48,765*	*21.7%*
Rural Reserve	**42,995**	**19.1%**	**34,312**	**15.2%**
Rural Residential Reserve	*20,161*	*8.9%*	*19,537*	*8.6%*
Rural Residential Growth	*8,092*	*3.6%*	*14,775*	*6.6%*
Rural Res. Growth - Staged	*14,742*	*6.6%*	*NA*	*NA*
Commercial & Industrial	**7,852**	**3.4%**	**8,364**	**3.6%**
Commercial	*2,623*	*1.1%*	*345*	*<1%*
Industrial			*2,501*	*1.1%*
Urban Business Reserve	*5,229*	*2.3%*	*4,491*	*1.9%*
Rural Business Reserve	*NA*	*NA*	*725*	*<1%*
Hamlet Mixed Use	*NA*	*NA*	*302*	*<1%*
Not Under County Planning	**39,116**	**17.4%**	**57,845**	**25.1%**
Park/Open Space	**12,283**	**5.5%**	**9,985**	**4.4%**
Lakes	**8,526**	**3.8%**	**8,526**	**3.8%**
Total	**224,699**	**100%**	**224,699**	**100%**

RELATIONSHIP WITH ADJACENT AND OVERLAPPING PLANS: CONFORMITY, CONSISTENCY AND COMPATIBILITY WITH REGIONAL FRAMEWORK

The 2040 Plan's land use and growth management goals, policies, and accompanying 2040 Planned Land Use map is consistent with the policies of the Metropolitan Council as expressed through THRIVE MSP 2040. This Plan Update clearly recognizes the importance of staging urban service areas in a rapidly developing county, and most of its policies revolve around this overarching principle.

Developing communities within the Metropolitan Urban Service Area (Prior Lake, Savage, Shakopee) are encouraged to plan for compact growth and mixed- or multiple- use development and redevelopment. The 2040 Plan Update recognizes that growth in the serviced cities reduces demand in un-serviced, rural, and semi-rural locations. Rural Centers (Belle Plaine, Elko New Market, Jordan) and New Prague are all encouraged to grow in a manner that respects their established character and the limitations of their urban service systems. While Scott County does not have land use and planning authority in the municipalities, the land use plans adopted by these seven cities were evaluated and helped shape the County's 2040Planned Land Use map. All seven cities are encouraged to expand their urban service area in a gradual manner based on analyses of available land, forecasted growth, and the capacity of local and regional systems. The 2040 Planned Land Use map states a preference for where these expansions should occur in the townships (within mapped Urban Expansion Areas and Urban Business Reserve Areas in the short-term and Transition Areas in the long-term).

In the unincorporated service area, housing densities are proposed to be kept relatively low. Density policies range from 1 unit per Quarter-Quarter section (or 40 acres) in areas guided for agricultural use to generally 4 units per Quarter-Quarter section in the transitional farming and urban expansion areas. For areas within a potential Long-Term Service Area of a future regional wastewater treatment plant, this plan promotes clustering residential development at densities greater than one unit per 10 acres (with guided density ranging from 1 per 8 to 1 per 4 acres) but in a manner that will preserve buildable land for future sewered development (see Chapter XI for more discussion on specific guidelines for this Flexible Development approach). Densities of 10 to 16 units per Quarter-Quarter section are guided in areas that are not planned for long-term urban services. These rural areas have undergone more detailed planning and analysis to assess impacts on local and regional transportation, storm water management, and parks and trails systems.

Also consistent with regional policy, commercial and industrial development is directed to the cities where there are adequate urban services and infrastructure. Commercial and industrial growth in unsewered areas continues to be limited, but opportunities remain (through commercial and industrial guided land, small scale neighborhood commercial uses in historic hamlets, farm-related businesses, and home extended businesses in residential areas) to meet the Metropolitan Council's employment forecasts for each of the townships. The total land area guided for commercial and industrial uses provides a sufficient supply of developable land that satisfies the ten-year commercially-zoned land market demand projected in the *2016 Commercial/Industrial Land Supply Analysis for Scott County, Minnesota*.

The 2040 Planned Land Use map supports the Council's policies regarding regional transportation, parks and trails, and sewers. The County's updated transportation plan was based on the 2040 land use plan. Its modeling assumptions reflect the growth expectations in both the urban and rural areas. In addition, the map was shaped by the joint study between the County and Metropolitan Council in the late 2000s to identify a site and ultimate service area for a future regional wastewater treatment plant.

The policies in this 2040 Plan are designed to protect the quality of the County's groundwater, surface water and other sensitive natural features such as wetlands and steep slopes.

The 2040 Plan continues to advance innovative techniques to accomplish regional goals. In the unincorporated service areas, this Plan Update encourages developers and land owners to utilize the PUD/public value incentive program, when possible. This option requires clustering to preserve open space with additional density in exchange for "public values" such as: additional dedicated right-of-way for County highways earmarked for needed expansion or extension to serve the regional system; additional dedicated land or easements for regional parks and regional trails; or dedicated or permanently preserved land identified as a regional natural corridor.

LAND USE AND GROWTH MANAGEMENT IMPLEMENTATION STRATEGIES

This 2040 Plan recommends six broad implementation strategies to help achieve the desired rural land use vision for Scott County:

- Undertake a development fee study
- Conduct a Cost of Services Study for Agricultural, Commercial and Rural Areas
- Adopt a new Heavy Industrial (I-2) zoning district
- Adopt a new Hamlet Mixed Use (HMU) zoning overlay district
- Adopt a new Rural Business Reserve (RBR) zoning district
- Adopt a new Closed Landfill Restricted (CLR) zoning district

These broad strategies should be further researched and eventually acted upon after the adoption of the 2040 Plan. The following sections describe these broad strategies in more detail.

A. Development Fee Study

As in most growing communities, Scott County has imposed development fees as part of the platting process to finance the capital costs associated with growth. Such fees are required for all residential, commercial and industrial subdivisions, and include fees for addressing, fees in-lieu of parkland dedication, storm water planning, and ground water planning. The basis for these fees were established in various plans and studies prepared in the 2000s. The fees are evaluated and adopted each year by the County Board.

As part of implementation, this Plan recommends that Scott County Zoning Administration undertake a Development Fee Study to review, assess and provide recommendations regarding the level and structure of existing development fees. This would include a comprehensive review of the various plans and studies that serve as the basis for the fees.

B. Cost of Service Study – Agricultural, Rural, Commercial

This Plan recommends the county undertake a Cost of Community Services Study for the County's three broad land use categories guided in the 2040 Comprehensive Plan: *Agricultural Preservation* (1/40 density), *Rural Residential* (1/2.5 density), and *Rural Commercial/Industrial*.

Cost of Community Services (COCS) studies help people understand the fiscal impacts associated with different types of land use. These studies show that the fiscal consequences of different land uses vary significantly, in terms of both tax revenues received and local government services expenses incurred. The results of a COCS study are in the form of an easy to understand ratio that compares how many dollars of local government services are required for every dollar in taxes collected. Common services include road repair, sewer maintenance, and public schools (schools constitute an especially large portion of government spending in residential areas). A ratio greater than 1.0 means that for every dollar of revenue collected from a given category of land, more than one dollar is spent on services for that land. A ratio below 1.0 means the government spends less in services for the land than it receives in tax revenue, resulting in a net gain. COCS studies also dispel common misconceptions about the fiscal impacts of land use.

C. Heavy Industrial Zoning District

The County's zoning ordinance adopted in the 1970s and updated through the 1990s had two industrial zoning districts: a light industrial (or manufacturing) district and a heavy industrial district. The light industrial zoning district was intended for uses that did not create off-site nuisances such as odor, vibration, dust, or heavy equipment traffic. The heavy industrial district was intended for uses that could pose potential nuisances for adjacent land uses. Despite having two separate zoning districts, the list of uses permitted by right and allowed through a conditional use were very similar, as was the two district's lot size requirements and performance standards. Because of this close similarity, when the County's zoning ordinance was updated in the 2000s, the two districts were combined into today's *I-1 Rural Industrial District*.

As part of implementation, this Plan recommends that Scott County Zoning Administration undertake a study with the townships, industrially-zoned land owners, and industrial users to determine if bringing back a heavy industrial zoning district is warranted This study should review the location of all I-1 zoned properties and those properties guided for *Industrial* use and determine if some permitted, conditional or interim uses in the I-1 district could pose potential nuisances to adjacent neighborhoods or properties.

The study should consult with local and region economic development agencies, such as First Stop Shop and Greater MSP, to assess if there is a demand for heavier industrial uses wanting to locate in the rural areas. It should determine if there is a need to separate out the types of industrial uses between the "rural" and "heavy" classification. Different lot size requirements and site performance standards should be evaluated. Any recommendation coming out of this study will inform the comprehensive revision and update to Scott County's Zoning Ordinance, which is required to be completed nine months after the Metropolitan Council's acceptance of this 2040 plan.

D. Hamlet Mixed Use (HMU) Zoning Overlay District

Hamlets are generally small, but distinct areas of five to twenty-five modestly-sized lots surrounded by a rural landscape of open space preserved for agriculture, park land, or the conservation of environmental features. Lydia, Marystown, Blakeley and St. Patrick are examples of existing hamlets in Scott County. These hamlets were established prior to the current zoning standards and consist of a number of small residential lots with a couple buildings maintained for retail or office space and local churches. The hamlets are surrounded by large tracts of agricultural land, bluff land or woodland, creating well-defined boundaries and unique communities. In Scott County, hamlet lots are serviced by individual septic systems.

Hamlets could accommodate the rural lifestyle for individuals that cannot afford 2.5- or 10-acre lots but want to live in the countryside. They also allow for densities that are more conducive to supporting a convenience center or small retail store in the rural areas.

The 2040 Planned Land Use Map has identified a new category – called *Hamlet Mixed Use* –for those areas that could be rezoned into an overlay district. This Plan recommends the Scott County Zoning Administration work with the townships, hamlet property owners, and the Planning Commission to develop a mixed use zoning district for these areas identified on the map. This type of overlay zoning district would allow a mix of residential, public and commercial land uses to co-exist within the same zone district. This new zoning district would recognize the mix of land uses that have historically co-existed in hamlets throughout the County. It will need to be determined the types uses allowed in this district by right, and by conditional or interim use. Lot size, dimension, setback, and coverage standards will need to be set. Site performance standards will also need to be determined to allow development on smaller lots while still retaining the historic character of the hamlets. This Plan recommends that once a draft zoning district is established, the County will initiate a Comprehensive Plan Amendment (CPA) for Met Council review prior to adopting and implementing this new zoning district. Until this CPA is approved, this category as shown on the 2040 Planned Lane Use map is intended for visual reference only.

E. Rural Business Reserve (RBR) District

The 2040 Planned Land Use map has a new category – called Rural Business Reserve – for those areas along major highway and interstate corridors guided for rural commercial or light industrial uses if the development can meet appropriate traffic, septic and storm water management performance standards. This Plan recommends the Scott County Zoning Administration work with the townships where this category is mapped and the Planning Commission to develop a new RBR zoning district. This new zoning district should be separate and distinct from the C-1 and I-1 zoning districts and include the following general standards:

- Existing residential, farmstead and agricultural uses on the property should remain a permitted use by right.
- Home extended businesses should be permitted as an interim or conditional use and allowed to expand the size of the accessory structure if the structure is set back at least 100 feet from all residentially zoned property lines. All equipment, vehicles and materials associated with the business should be stored within an enclosed structure.
- Uses allowed by right or interim/conditional permit should be more limited than those allowed in the C-1 and I-1 zoning districts, and only include light industrial and commercial uses that may have outdoor storage of supplies or equipment, such as contractor yards, lumber yards, landscape supply and services, nurseries or greenhouses,

commercial trucking companies, indoor storage space or garage rental, manufacturing, warehousing, wholesaling, and leased space commercial buildings.

- The density of new residential development should be one (1) dwelling per 40 acres.
- Platting should be required for the construction of any new commercial or light industrial building or structure.
- Lot size, width, setback dimensions, and coverage should match standards in the I-1 and C-1 zoning districts.
- For areas located within a city's long-range sanitary sewer service area, any plats creating five (5) or more lots with an average lots size of five (5) acres or less should be evaluated for possible development under a centralized sewage treatment system. Development pads, building orientation, site layout, and ghost platting should be evaluated to ensure efficient conversation to urban utilities and infrastructure in the future.
- Commercial or light industrial properties adjacent to a future Collector, Minor Arterial, or Principal Arterial roadway should be accessed from a paved local street (which could be a frontage or backage road) which can connect to the Collector, Minor Arterial or Principal Arterial at specified intersections that meet minimum access spacing guidelines. If a single user is proposed for a large parcel in this district, the developer should be required to submit a ghost-plat concept showing how the remainder of the parcel could be subdivided into buildable lots along an internal local road system that would intersect the Collector, Minor Arterial or Principal Arterial in a manner to meet minimum access spacing guidelines. The proposed building for the single use should be oriented toward the future internal local road system, which would temporarily be a private driveway. In some situations, the driveway location for the single use may become the future local road location if it meets proper access spacing.
- Right-turn and/or bypass lanes should be required for all local road connections to state or county highways.
- Storm water management should be adequately addressed at time of platting.

F. Closed Landfill Restricted (CLR) District

The Minnesota Pollution Control Agency (MPCA) is responsible for the cleanup and long term care of 112 qualified, closed, municipal, solid waste landfills throughout the state once a binding agreement has been written and a notice of compliance has been issued for the landfill. One of those 112 landfills is the Louisville Landfill located in section 21, Louisville Township.

The MPCA's closed landfill program mission is to manage the risk to public health and the environment that is associated with these landfills. Landfill gas migration and groundwater contamination can be serious issues at some landfills. These problems can pose a threat to the health and safety of those living or occupying land nearby. Under the 1994 legislation that created the closed landfill program, local governments with land use authority – such as Scott County – must make their land use plans and zoning maps for a closed landfill consistent with the MPCA's plan for the future use of the landfill site. In May 2013, the County was notified that the MPCA finalized a land use plan for the closed Louisville Landfill.

The *2013 Closed Landfill Use Plan for Louisville Landfill* identifies "areas of concern" for potential groundwater contamination and methane gas at and around the site. These areas of concern are shown on a series of maps. The 2013 plan recommends two land uses for the site: closed landfill management (essentially covering the types of activities the MPCA would need to do to monitor or take responsive action) and a solar energy farm. The 2013 plan evaluated the County's current zoning classification for the Louisville Landfill site (I-1 Rural Industrial) and determined that "the current zoning for the [site] is not compatible with MPCA's future

responsibilities and desired uses for the site." The 2013 plan recommended that the County adopt a new zoning district called Closed Landfill Restricted that would specify allowed permitted, accessory and conditional uses for Louisville Landfill, as well as prohibited uses and structures and general regulations. In response, this 2040 Plan a.) identifies the closed landfill site on the 2040 Planned Land Use Map, b.)recommends the Scott County Zoning Administration work with Louisville Township and the MPCA to draft a new zoning district called Closed Landfill Restricted and c.) recommends partnering with Louisville Township in studying the feasibility of siting a solar energy system on the landfill site.

CHAPTER VI - TRANSPORTATION

INTRODUCTION

Scott County operates and maintains a highway system. The County also partners to provide transit options both in and outside of the County to other destinations, in conjunction with local, regional and state agencies. Both highways and transit help to serve the transportation needs of its residents, businesses and visitors to the County. The County plans for and funds future County highway system improvements and transit operations. In addition, the County contributes to, or makes decisions which impact all other transportation modes and systems.

TRANSPORTATION PLAN AND APPROACH

The Scott County Transportation Plan (Plan) provides the basic framework for development of the Scott County Transportation System through the year 2040. The Plan describes existing county transportation systems, provides forecasts of future travel demand, and identifies highway improvement needs and investments needed to meet this vision. It provides a functional classification system to assist decision-makers in planning future highway improvements. It also suggests potential jurisdictional changes that could increase the effectiveness of maintaining and improving the highway system. The Plan provides decision-makers with information needed to plan for appropriate land use adjacent land use while considering the future of transportation systems in the county including highways, transit, and travel demand management. Information is also provided on air transportation facilities, railroads, and commercial navigation. The Plan was developed to be consistent with Metropolitan Council policies and to meet the requirements of the 1976 Land Use Planning Act. Its components support the regional transportation systems. The 2040 Scott County Transportation Plan is an update of the 2030 Scott County Transportation Plan.

A. Goals

To effectively develop a safe and efficient transportation system in Scott County, this Plan identifies five goals and a number of policies. The goals consider transportation policy directions of the Metropolitan Council and the Minnesota Department of Transportation (MnDOT) and align under the 2040 Vision defined in the County Vision section of the 2040 Plan. All policies and strategies, contained within this section, revolve around five Transportation goals:

Goal #VI-1 **Preserve the existing transportation infrastructure in order to protect the significant investment.**
Goal #VI-2 **Manage the existing transportation system to maximize safety and efficiency.**
Goal #VI-3 **Improve and expand the existing transportation system to meet current and future transportation needs.**
Goal #VI-4 **Provide alternative modes of transportation.**
Goal #VI-5 **Provide transportation planning that supports a comprehensive transportation system.**

B. Relationship of this Plan to the Metropolitan System

The Metropolitan Council is responsible for planning activities in the seven-county Twin Cities metropolitan area. The Council issued the 2040 Transportation Policy Plan (TPP), adopted January 14, 2015, to present its policies and plans to guide the development of the region's transportation system. It carries forward the vision of Thrive MSP 2040 for growth and development of the Twin Cities region. The primary transportation policy directions within the TPP are to invest to preserve, maintain, and operate the existing transportation system; ensure a safe and secure transportation system; provide effective, reliable, and affordable transportation connections within the region; strengthen the performance of the transportation system; protect the natural, cultural, and built environment and contribute to livable and sustainable communities; use transit investments to shape development; and to advance prosperity by balancing transportation investment across the region. Cities and counties in the metropolitan area are required to develop transportation plans in coordination with these policy directions. The Metropolitan Council reviews the plans to ensure that they are consistent with the Metropolitan Council TPP.

The Metropolitan Council recently adopted the 2040 TPP update on October 24, 2018. The 2018 updated TPP also includes two future scenarios for highway investments and transit service in the region, the Current Revenue Scenario and the Increased Revenue Scenario. The Current Revenue Scenario, is fiscally constrained to currently projected future revenues. The Increased Revenue Scenario is not fiscally constrained, but includes a reasonable assumption for potential increased future revenues.

<u>Current Revenue (Fiscally Constrained) Scenario</u>

a. Highway
   - Scott County Highway 83 – US 169 to north of Valley Industrial Boulevard, Adding Turn lanes and median
   - Scott County Highway 27 – 2 to 4 lane expansion from Scott County 21 to Scott County 44
   - Scott County Highway 42 – 2 to 4 lane expansion from Scott County 17 to Scott County 83
   - US 169 (& US 41) and Scott County Highway 78 – Construct Interchange
   - US 169 & Scott County 14 - Interchange
   - MN 13 & Dakota - Port Access and Mobility Project

b. Transit
   - METRO Orange Line (I-35W South Highway Bus Rapid Transit): under construction with some elements already completed, planned to open around 2021

<u>Increased Revenue Scenario</u>

a. Highway
   - US 169 MnPASS Lanes – Scott County 21 to I 494
   - I 35 MnPASS Lane – Dakota County 50 to Crystal lake Road

b. Transit
   - Highway 169 Bus Rapid Transit
   - METRO Orange Line Extension

The purpose of this section is to identify how the Scott County Transportation Plan supports the TPP. As the region continues to grow, the level of congestion on the highway system is expected to increase. Because of the regional function of the metropolitan highway system, factors impacting segments within the County are often outside the County's jurisdiction. The County supports efforts to resolve

transportation issues by coordinating with local communities, adjacent counties, MnDOT, and the Metropolitan Council.

The County takes a comprehensive approach to support metropolitan-wide transportation goals and to address transportation issues. This approach considers several methods for addressing current and future transportation concerns: an updated Transportation Plan, a unified transit plan, and support of regional programs and activities. The County's approach to each of these is described in the following:

1. The County's update of the Transportation Plan recognizes the need to support the metropolitan highway system. The major elements of the Transportation Plan are:

    a. An arterial and collector system spaced in accordance with Metropolitan Council guidelines contained in its Transportation Development Guide/Policy Plan. This system is intended to support the metropolitan highway system.

    b. An arterial system that provides both east-west and north-south continuity between Scott County and adjacent Counties and between communities within Scott County, thus providing alternatives to the metropolitan system for medium and long distance inter-community trips.

    c. A Collector system that parallels in close proximity to the metropolitan system and arterial system, thus providing alternate routes for short and medium length trips, and removing them from the metropolitan system.

    d. Land use and corridor studies that promote appropriate access and interchange spacing on the metropolitan highway system.

    e. Jurisdictional planning that promotes appropriate ownership of the metropolitan highway system.

2. Within the Metropolitan Transit Taxing district, cities in Scott County including Shakopee, Prior Lake, and Savage and several cities in Dakota County have opted out of the Metro Transit Service area.

    a. The County's multi-service transit system includes:
        - Minnesota Valley Transit Authority – Express commuter service to downtown Minneapolis and St. Paul and fixed route service within Shakopee and connecting to Burnsville and Mall of America; and
        - Park and Ride Facilities; and
        - Smartlink Mobility Management - Scott County provides ADA eligible and dial-a-ride transit service; and
        - Service to Mystic Lake (reverse commute)
        - Metro Mobility

3. The County supports Metropolitan Council policies intending to minimize the negative environmental impacts of design and construction of road projects.

    a. All County projects follow appropriate environmental review processes.

    b. The County supports the Metropolitan Council strategy to reduce non-point source pollution to the Minnesota River. The County has adopted "best management practices" for stormwater management.

4. The County will continue to be involved with the Metropolitan Council's Transportation Advisory Board (TAB), Technical Advisory Committee (TAC), and other committees involving policy and funding implementation in the region.

C. County Highway System and Funding Resources

County Highway System

There are 323 centerline miles (767 lane miles) under the jurisdiction of Scott County. The County Road System includes 92 centerline miles (186 Lane miles) of County highways that typically accommodate lower volumes of traffic and provide a lower transportation function such as collector or local roads. The County's State Aid Highway (CSAH) system has 231 centerline miles (580 lane miles). County highways, designated as CSAH, are eligible for funding from Minnesota's state-aid highway fund for construction, improvement and maintenance. County Highways designated on County state aid system are generally the higher functioning roadways supporting longer trips and greater countywide connectivity.

The primary sources of funding for the maintenance, replacement and improvement of County Roads are the County levy, the wheelage tax and the gravel tax. These funding sources are particularly important because the County Road system is not eligible for State Aid funding. This means expected increases in State Aid revenues will not be able to address maintenance, pavement preservation, replacement, and improvement needs along County Roads.

Because Scott County and Carver County are more rural compared to the other Counties in the twin cities metropolitan area, County Highways (County Roads and CSAH) provide about one quarter of the total lane miles of roadways servicing residents, farms and businesses in the County. In more urbanized metro area counties, local roads comprise a greater share of the lane miles of roadway. The County Road (CR) system makes up ¼ of the total county system lane miles and County State Aid Highway's (CSAH) comprise the remaining ¾ of the county system. The CSAH system carries about 33 percent of the total vehicle miles travel (VMT) in the County and the County Road system only carries about 2 percent of the county wide VMT. By comparison, the state highway system in Scott County comprises about 7 percent of the total lane miles but by far carries the highest number percent of the traffic, with slightly less than 50 percent of County's VMT recorded on the state highways in 2017.

Maintenance and Operations Funding

In 2016, Scott County spent $6 million on Maintenance and Operations activities on the County highways. Maintenance activities include snow and ice control, shouldering, pot hole patching, gravel road grading, ditching, mowing/weed control, seal coats, striping, signal maintenance and sign replacement. These activities were funded through $3.876 million in State Aid, $1.564 Million in property tax levy, $103,000 in gravel tax and the remainder in reimbursements/fees.

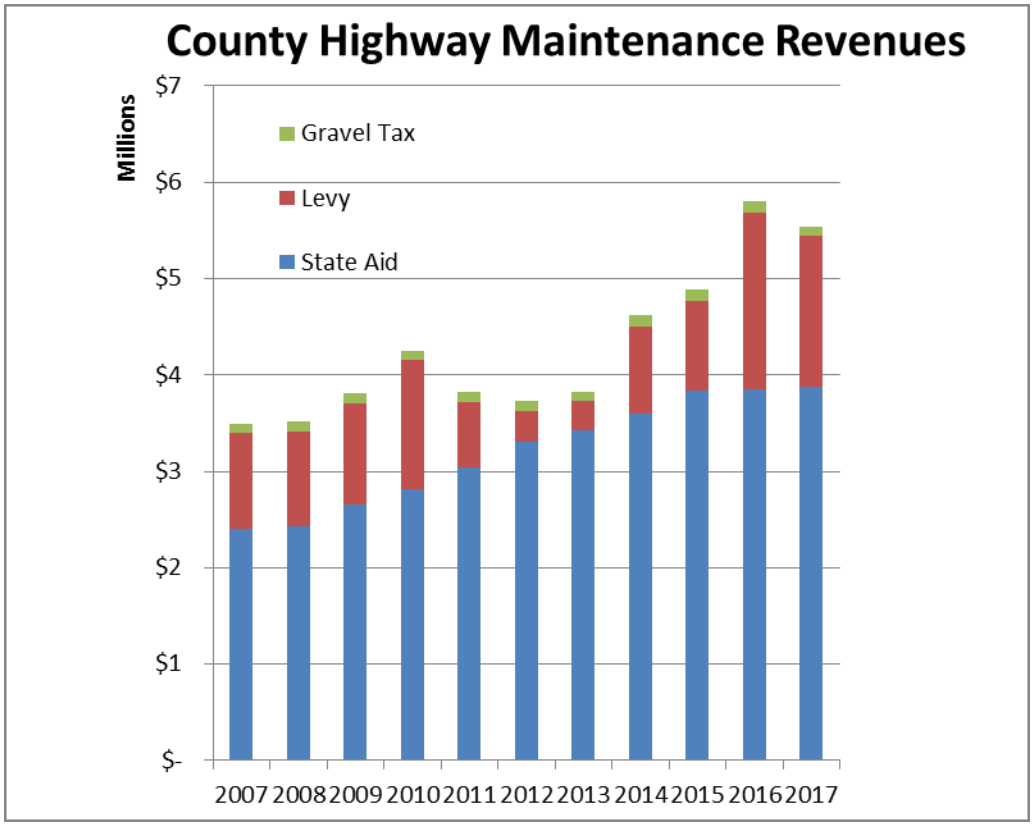
Minnesota statute (MS 298.75 Subd. 7) mandate that Scott County collect a production tax on aggregate material produced within the county or imported into the county. Sixty percent of this revenue goes to the county; 30 percent to cities and townships, and 10 percent goes into a special reserve fund. This tax raises approximately $100,000 per year and these funds are directed into the road maintenance budget for the county.

State Aid expenditures for maintenance was 65 percent of the funding and property tax levy accounting for 26 percent of the revenue used to pay for county highway maintenance activities. State Aid roadways comprise 75 percent of the lane miles of the County system. Since 2010, the state aid maintenance funding revenue has increased an average of 4 percent per year. Scott County has shifted on a short term basis, capital funding (levy funds) to catch up on pavement preservation needs especially to bolster the seal coating program.

Figure VI-1
Maintenance Revenues

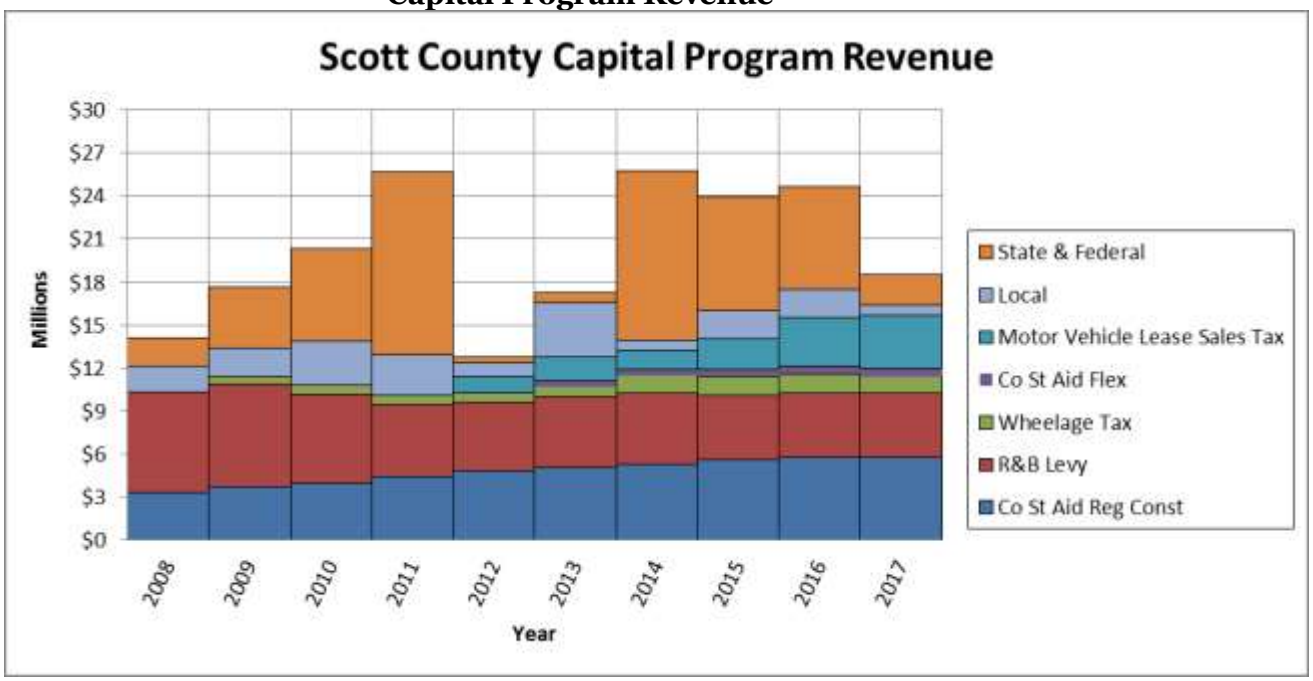
Capital Projects

The County has a 10 year capital program, Transportation Improvement Program (TIP),



updated on an annual basis. All improvement projects including the pavement program (overlays, reclamations & reconstruction), bridge reconstruction/rehabilitation, safety projects such as turn lanes and intersection improvements, and capacity projects (lane additions and interchanges) are including in the TIP. Since 2008 the County's capital investments in transportation has averaged $19 million per year, excluding the one-time 2014 federal flood disaster funding (approximately $10 million over 2 years: 2014 and 2015).

Figure IV-2
Capital Program Revenue



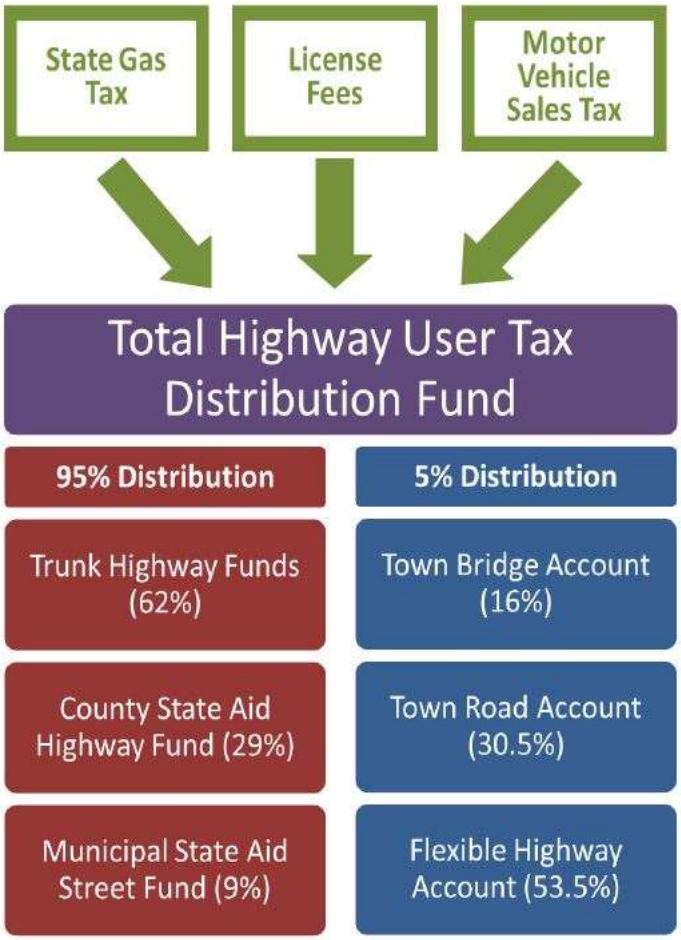
Property Tax Levy A primary source for capital funding the County Road (CR) System is property taxes (levy). Since the last Transportation Plan in 2008, the property tax levy put towards road and bridge investments peaked in 2009 with a total of of $7.2 million. In 2010 and 2011, to address County Program Aid (CPA) cuts in other areas, the County reduced the levy portion of going towards highway investments. Since 2013 County levy funding has remained constant at $4.49 Million.

Wheelage Tax Beginning in 2007, a new revenue source brought funding for counties. Minnesota statute (MS 163.051 Subd. 1) allowed the counties to collect a $5 tax on each motor vehicle housed in its jurisdiction, which vehicle owners pay with the annual renewal of state license tabs. The statute requires that revenues from the tax be used for road and bridge projects and doesn't limit what road system it can be used on (state or local). Originally when approving the wheelage tax in 2007, the Scott County Board approved this tax starting in 2007 as a way to fund projects of regional significance.

Since 2007, several regional projects were leveraged with the wheelage tax: 1) the TH13 and TH101 interchange project in 2011 ($2 million of wheelage funds leveraged a total investment of $19.2 million), 2) the TH169 and CH69 Interchange project ($2 million leveraged a total investment of $12 million) and 3) the TH169/CSAH 3 overpass project ($800,000 leveraged an investment of nearly $4 million). In 2013, the legislature provided the option for the County wheelage tax to increase from $5 to $10 dollars per vehicle. Scott County exercised that option. There was also an opportunity in 2017 to increase the wheelage tax up to $20 but the County did not exercise that option. With passage of the Transportation Sales Tax in 2015, wheelage tax revenues have been refocused by the County to address growing pavement preservation needs. The wheelage tax at $10 per vehicle raises approximately $1.2 million per year for improvements on the County System and has helped to lessen the need to raise property tax levy for transportation purposes.

County State Aid Highway (CSAH) Funds The state constitution directs, through the Minnesota Highway User Tax Distribution Fund (HUTDF), that Minnesota's 87 counties shall receive CSAH funds from state-collected motor fuel taxes, motor vehicle sales taxes, and motor vehicle license fees. The total HUTDF is distributed as shown in Figure VI-3. These CSAH funds can only be used for eligible road and bridge construction and maintenance on County State Aid Highways.

Figure VI-3
Minnesota Highway User Tax Distribution



Money in the County State Aid Highway Fund is then allocated to the 87 Minnesota counties by a combination of two formulas provided in statute:

For revenues collected prior to 2008, called the Apportionment sum:

- 10 percent is divided equally among all counties;
- 10 percent is divided according to total registered motor vehicles in each county;
- 30 percent is divided based on total lane miles on the County State Aid Highway system (compared to the total for all counties ; and
- 50 percent is divided based on the needs of the state aid highway system. This is defined as the total amount each county needs to improve all of their state aid highways to state aid standards.

For revenues collected after 2008 due to increased gas and license fees, called the Excess sum:

- 40 percent proportional, based on motor vehicle registration in each county
- 60 percent proportional, based on each county's construction needs.

The allocation of the excess sum is:

- in fiscal year 2010, 100 percent to metropolitan counties
- in fiscal year 2011 and after, 50 percent to metropolitan counties

The second change to the flexible highway account modifies the allowable uses to (1) eliminate funding for the trunk highway system, (2) allow funds to be used for –safety improvements on county highways, municipal highways, streets, or town roads, and (3) allow funds to go to routes of regional significance.

These changes have increased the construction funds available to state aid roadways in Scott County by approximately $6.14 million which is $2.8 million more than the annual state aid construction allocation in 2008.

Flexible Highway Account As shown in Figure VI-3, Minnesota's constitutional framework for transportation finance includes a 5-percent set-aside from the highway user tax distribution fund (HUTD). Of the set-aside, 53.5 percent is allocated by statute to a Flexible Highway Account (FHA). The Commissioner of Transportation has discretion in distributing flexible highway account funds, but its use in recent years has been limited to trunk highway expenditures and the turnbacks of trunk highways to counties or cities. The 2008 legislation made two basic changes to the FHA. First, it reallocates a portion of the funds to seven metropolitan counties. That portion, termed the excess sum, which essentially refers to recent increases in transportation revenue from the fuel tax, registration tax, and the motor vehicle sales tax.

Leased Motor Vehicle Sales Tax Minnesota imposes a sales tax on motor vehicle leases at the rate of 6.5 percent, which is the same as the statewide sales tax for other goods and services. The 2008 legislation utilizes lease sales tax revenue from the general fund, phased in over several years. Starting in fiscal year 2010 (for taxable year 2009), there is an allocation to lower the income motor fuels tax credit created in the act. The amount allocated is necessary to cover the tax credit, which accounts for about two-thirds of available lease sales tax revenue. After the phase in, the remainder of the allocation is divided 50 percent to the county state-aid highway fund for roads in the metropolitan area and 50 percent to greater Minnesota transit. The funds distributed to metropolitan counties via the county state-aid highway fund are allocated separately from most state-aid dollars. Originally the revenue did not go to Hennepin or Ramsey counties and was distributed proportionally based on the population of each of the other five metropolitan counties. During the last 3 legislative sessions this revenue has been the subject of debate. In 2016 the funding was extended to Hennepin and Ramsey County, excluding the population or Minneapolis and St. Paul, from the proportion distribution. For Scott County, this is estimated to add about $4.485 M/year in CSAH construction account revenue once fully in effect in 2018.

City Cost Participation Historically cities have participated in approximately 15 percent of the cost of most county highway improvement projects. Since 2008, the local cost participation revenue has averaged about $1.9 million per year. The cost of city utilities is typically 100 percent city cost. City cost participation percentages vary in some instances because of aesthetics, right-of-way acquisition, traffic signals, storm sewer system maintenance, future city road segments and street lighting.

The County has recently reevaluated its cost participation policy and has established a new tiered system based on the function classification of the roadway. The old cost participation policy was approved by the County in 1985 and last updated in 1988. The old policy was difficult to calculate and hard for elected officials and administration to articulate. A goal of the new policy is to simplify the calculation, based on using a straight percentage for the basic project rather than each element. It is also based on the function of the highway, with the county's share being more on higher functioning roadways. The County is also now requiring cost participation in right-of-way. This will benefit those

communities that partner during the platting and development process to obtain right-of-way dedication from developers, as their right-of-way cost share should be lower. The County anticipates under this new policy city cost participation will increase as a percentage of project cost.

The specific of the cost participation policy is identified in Appendix A2.

Local Bridge Bond Funds The state legislature authorizes state general obligation bonds for funding local bridge repair and replacement needs. Funds are received for eligible bridges on a project-by-project basis as a funding grant. The County anticipates approximately $300,000 per year through 2019 for Scott County local bridge and replacements.

State Trunk Highway Funds MnDOT's planned investment in state highways in Scott County is extremely limited over the planning period. Even if available additional funding is received it would be limited because of distribution formulas. The state Constitution directs 62 percent of the Highway User Tax Distribution Fund (HUTDF) to MnDOT for trunk highway purposes. These funds can only be used for highway and bridge work on trunk highways. The County works with MnDOT on cooperative projects where County and trunk highways intersect. Trunk highway funding is determined in accordance with MnDOT policy and priorities. Currently MnDOT has no expansion funding planned for Scott County and its investment will be focus almost exclusively on pavement rehabilitation over the next 20 years on the trunk highways within Scott County.

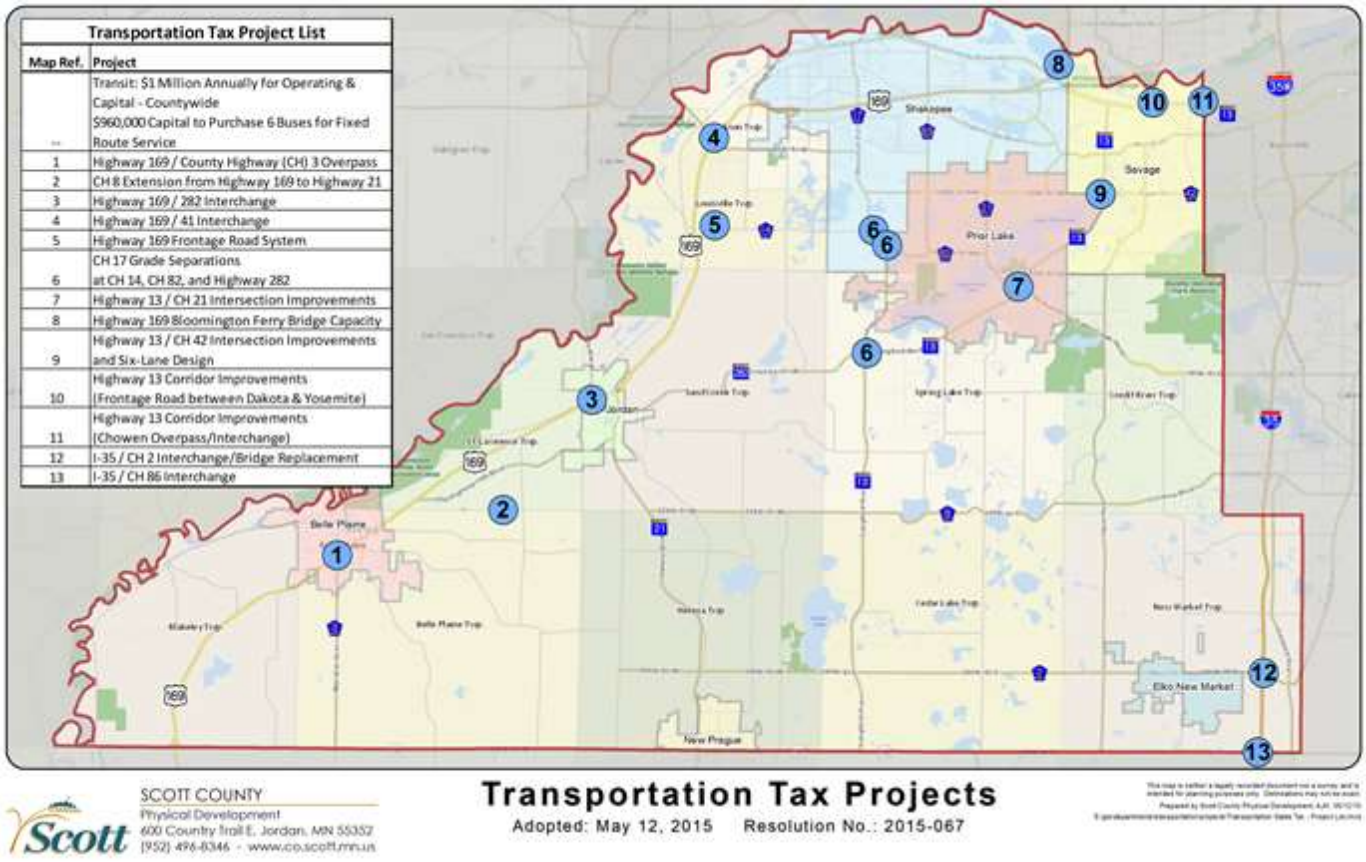
Federal Aid On December 4, 2015, the President signed into law the Fixing America's Surface Transportation Act (FAST Act). With guaranteed funding for highways, highway safety, and public transportation totaling $305 billion through 2020, the FAST Act represents the largest surface transportation investment in our nation's history. This authorization provides revenue from the federal motor fuel tax for various types of transportation improvements. The County benefits from FAST Act funds in the following ways:

1. Federal funds through competitive grant programs like TIGER, Fastline, and the recent state led Minnesota Highway Freight Program (MHFP). Since 2009, the TIGER (Transportation Investment Generating Economic Recovery) program has been a popular competitive grant program for funding innovative multimodal and multijurisdictional projects that don't fit neatly into traditional funding streams. The program has been recently rebranded as BUILD. Scott County has been the recipient of a $17.7 million TIGER grant and a $15 million MHFP.
2. Projects are selected through the Regional Solicitation process administered by the Metropolitan Council. Federal aid funds can be available for up to $7 million per project through a competitive process. The solicitation process typically occurs biannually. Federal funds received vary depending on selection process results. During the last two solicitations the County received an average of $5 million per year through 2020. In the future, due to changes in the project selection process criteria by Transportation Advisory Board and Council to focus on THRIVE objectives, the County anticipates it will be difficult to sustain federal funding at this historic level.

Transportation Tax In 2015, The Scott County Board approved a Transportation Sales Tax (½ percent sales tax and $20 excise tax on vehicles purchased for road use) to help fund road, bridge, and transit projects within the County. Approximately $8.25 million is expected to be raised annually to be used for transportation projects identified to improve safety, reduce commute times, and support economic development throughout the County. The local sales tax will be collected for seven years, from October 1, 2015 to December 31, 2022. The Transportation Tax highway funding must be focused on Interregional Corridors (TH169 & I35) and/or Principal Arterials as identified on Figure VI-4. The Transportation Tax transit funding must be focused on improved transit service and connections (up to $1 million annually).

The first two major highway projects to be funded with the Transportation Sales Tax will get underway in 2018: 1) CH42 and TH 13 Improvement project and 2) TH 169/CH78/TH41 interchange project. Federal funding has also been secured for the TH13 & Dakota interchange in 2022, with the remaining funding coming from the Transportation Tax.

Figure VI-4
TRANSPORATION TAX PROJECT MAP



GOAL 1: PRESERVE

Preserve the existing transportation infrastructure in order to protect the significant investment.

Within Scott County, there are local, state, tribal, and county roadway jurisdictions. The roadway jurisdictions are shown on Map VI-5. Scott County Public Works is responsible for maintaining over 767 lane miles of county highways. The County maintains both paved and gravel roads. This portion of the Transportation Plan will discuss the preservation activities the County engages in, and what it will strive to do by 2040.

A. Maintaining Existing Infrastructure

The County is responsible for the maintenance of the existing infrastructure of highways and bridges on the county highway system. Due to rapid growth of the county between 1990 and 2010, a large portion of yearly budget expenditures went towards the safety improvements or expansion of the roadway system. However, growth in the County has slowed and by 2040 more of the future expenditures are expected on preserving the current transportation system. The maintenance of the county system has to be balanced, along with the other system needs, against the resources that are available.

Highways

Bituminous: Of the 767 lane miles in the county there are 699.4 lane miles that are bituminous. Providing a high level transportation system requires a considerable maintenance investment in the paved road system. There are a number of methods that are used to maintain the existing pavement condition at an acceptable level. They are as follows:

1. Crack Fill:
   Crack filling is routing and sealing longitudinal cracks to prevent moisture intrusion and subsequent degradation of the gravel road base. It is recommended that crack filling be completed the year prior to every overlay and every 6 years after.
2. Seal Coat:
   Seal Coat (commonly called a chip seal) is placed to counteract the ultraviolet deterioration of the pavement which leads to breakdown of the asphalt. It is recommended every seven years or longer on lower volume highways. If seal coats are not in place, overlays would likely be needed more frequently.
3. Overlays:
   Overlays are placement of 1.5 inches or more of hot mix asphalt to restore the roadway surface or increase load carrying capacity. It is recommended all roads are overlaid on a 25 to 30 year cycle provided chip and crack seals are provided within the recommended timeframe.

The condition of the existing pavement is continually reviewed by County staff. Additionally, each segment is rated by MnDOT every two years (previously every four years) and given a PQI (Pavement Quality Index) rating. PQI is a pavement condition rating composed of both a review of the road's roughness or ride and general distresses like cracks and color fading. The result of the analysis is a numerical value between 0 and 100, with 100 representing the best possible condition and 0 representing the worst possible condition. The PQI gives the County a snapshot in time of the pavement condition. From this information, a determination can be made on what highways should be improved and when. The Scott County Board has approved a policy of maintaining a network weighted average of 72. Figure VI-6 tracks the performance over time of this measure.

Map VI-5
ROADWAY JURISDICTIONS

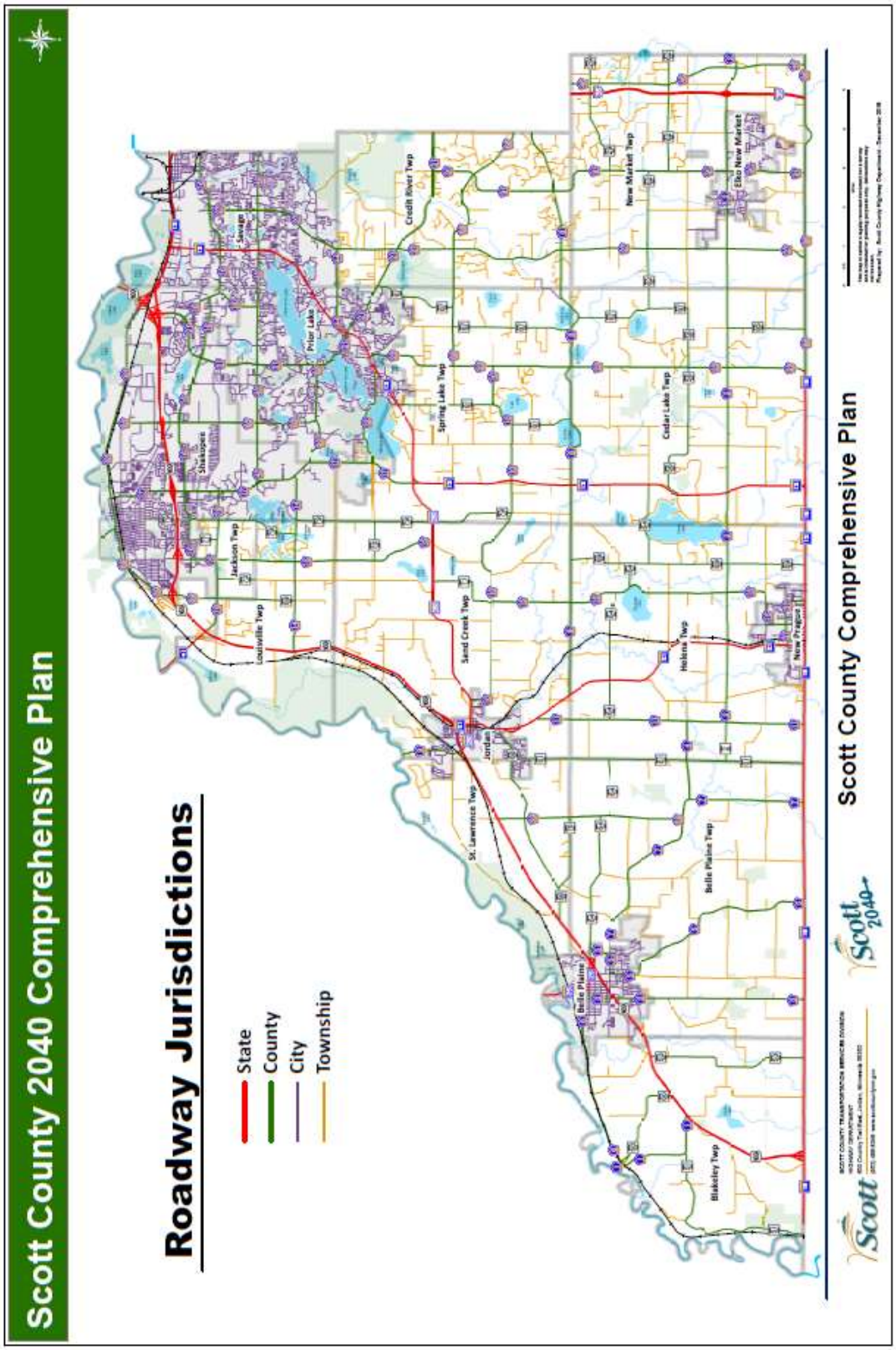
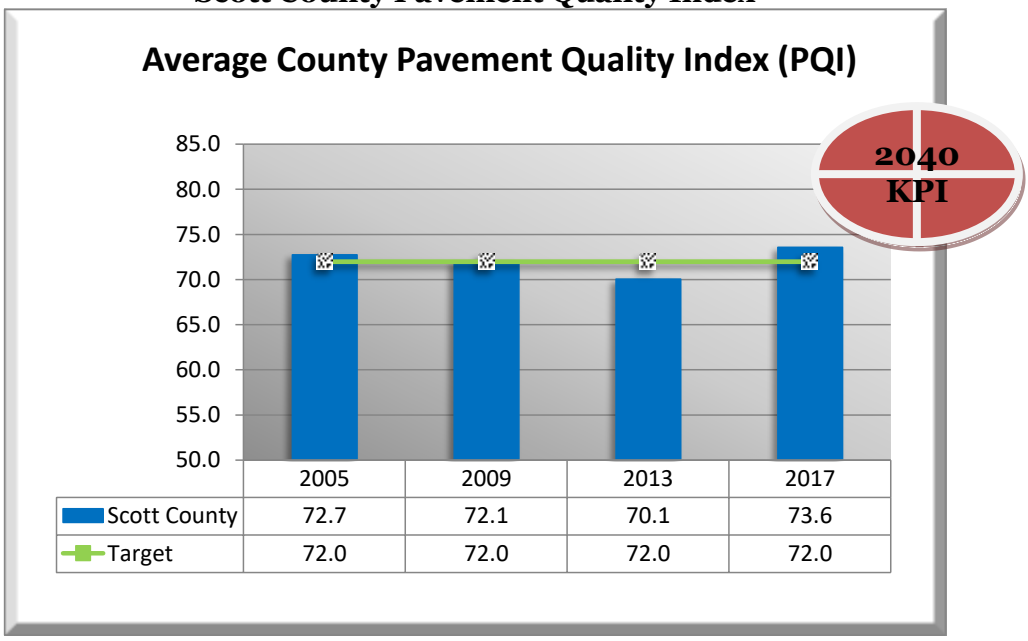


Figure VI-6
Scott County Pavement Quality Index



	2005	2009	2013	2017
Scott County	72.7	72.1	70.1	73.6
Target	72.0	72.0	72.0	72.0

Since 2000, the County has consistently increased the amount of investment into improving and maintaining pavement conditions. By 2013 it was determined the County was not maintaining the County's condition goals and an additional level of investment occurred. Due to this increase the County achieved in 2017 a weighted network average condition exceeding the 72 target. It is the County's goal moving forward to find a sustainable level of investment to consistently meet or exceed expectations.

The County utilizes pavement management software that calculates the decline of a road based on the current condition. This system will help determine appropriate levels of funding to meet the County's pavement condition goal and help determine appropriate timing of crack filling, seal coat, and overlays. The resulting program will help extend the life of the pavement investment.

Concrete: The County currently has 27.6 lane miles of concrete pavement. Most of these miles are County Highway 21 in Shakopee. Other concrete roadways include County Highway 66 extending between US 169 and Jordan (MN 21) and on County Highway 18 from CH 21 to Crossings Boulevard in Shakopee. Most concrete pavements in Scott County have been constructed since 2010. The current concrete maintenance practice is to prevent the intrusion of water into and under the concrete. County staff monitors for cracks and potholes and fills with similar products and techniques as utilized on bituminous roadways.

Gravel Roads and Shoulders: There are 40 lane miles of existing gravel roads within the County. Most of gravel roadways have the lowest traffic volumes in the County with a few roads seeing as few as 70 vehicles per day. Gravel roads require a unique maintenance expenditure that involves grading, dust treatment, and regraveling. If gravel roads are removed from the County's system, the County would then be able to allocate resources to other roads. Until this is accomplished, the County will conduct spot improvements to all gravel roadways on the County system annually. This includes reshaping and replacement of gravel to the existing driving lanes.

Current national studies have shown that the conversion of low volume existing paved roads may experience reduced maintenance cost if they are reverted to gravel. The studies state that the initial public reaction is negative but over time, the public experiences a better driving surface. Reversion

could be a future County financial strategy. If so, it should only be considered for some of the County's lowest traffic volume gravel roadways.

On the County's paved roads with unpaved shoulders, it is recommended that when overlays occur, that the existing shoulders be paved for safety benefits, multi-modal activities, and reduction of annual maintenance costs.

Stormwater Infrastructure: Over time the culverts, storm sewers, ponds, ditches, etc., along the County highways can fill with sediment or debris, and at times erode. It is important to maintain the flow of water through the stormwater infrastructure to reduce the chance of future flooding or erosion. The County has a five-year inspection cycle of all culverts, ditches, ponds and drainage structures, as required by the NPDES MS4 Stormwater Permit program. Currently, the County is proactively replacing culvert structures in advance of future overlays to improve the stormwater infrastructure in the County and to minimize the replacements and resulting pavement gap's impact on the driving public. The County will also review conditions of its infrastructure when there are reported problems. Other actions taken may include cleanout of structures, regrading of ditches, and installing additional erosion control protection.

The County has agreements with some municipalities for maintenance of existing stormwater ponds. Due to variations between the numerous stormwater agreements over the years, the County worked with Shakopee, Prior Lake, and Savage to develop a consistent Global Maintenance Agreement that covers most all drainage facilities within these municipalities that will also be in compliance with the requirements of the NPDES MS4 permit program.

Mowing/Weed Control: It is expected that all mowing and weed control activities will be performed with animal habitat and agricultural practices in mind. Urbanized boulevard areas will be maintained by the city or property owners. In rural areas, it is recommended to mow the top seven feet of grassy areas and ditches two times per year, with a full right-of-way mowing on a three-year cycle. Mowing sight triangles at intersections is done as needed for safety purposes. Spraying of weeds is conducted as needed. The Global Maintenance Agreement addresses county highway mowing and weeds control with Shakopee, Prior Lake and Savage.

Snow Plowing: Snow events can significantly hinder both the safety and operational mobility of the transportation system. Scott County bears the responsibility for clearing of snow on the County highway system. With the unpredictability of snowfall amounts from year to year, the expense of clearing the highways can be unpredictable for budget purposes. Therefore, maximizing operational efficiency in snow and ice control is critical. The County has developed partnerships with municipalities and Dakota County to maximize efficiency in clearing highways during a snow event. The County is committed to keeping all County highways in good driving condition and achieving bare driving lanes as soon as practical.

Trails: The county has over 70 miles of trails along county roadways. Most of these trails are located in Savage, Shakopee and Prior Lake. As the size of the trail system has grown residents have begun to ask for more regular and long term maintenance of trails. Historically, the Global Maintenance Agreement has recommended periodic inspection and future maintenance activities in partnership with other agencies. The current and future size of the system will require for the County to work closely with cities to develop thorough and preventive maintenance programs. In addition to the reconstruction of trails approximately 30 years after their construction, future bituminous surface maintenance shall include seal coats along with crack sealing and pothole filling.

Bridges

Any structure or combination of structures over a ten-foot span length is considered a bridge. Most of the 145 bridges in the county are multiple box culvert structures. It is the responsibility of the County

Engineer to maintain the bridge conditions of all County and township bridges. The County owns and maintains 69 bridges and is responsible for the inspection of an additional 31 bridges owned by the townships. Through agreements with the Cities, the County has also taken on the responsibility of inspecting 38 bridges on municipal roadways. Despite conducting the inspections for all township and city bridges the responsibility of repairing and replacing the structures is still with the township or city. There are also several privately owned bridges in Scott County; the majority of which are owned by a railroad company.

Current federal regulations require a 2 year inspection interval for bridges 20 feet in length and longer. All bridges within the county are inspected every two years with some, dependent on type and current condition rating, inspected annually. More information on current bridge ratings and on how bridges are rated can be seen in the most recent version of the County Highway Operations Plan.

There are currently two bridges rated as "structurally deficient" programmed for replacement within the next few years. When a bridge under County jurisdiction is rated as structurally deficient, it is the County's policy to replace or rehabilitate the structure within five years.

PRESERVE SECTION: GOAL, POLICIES, AND STRATEGIES

Goal #VI-1: PRESERVE the existing transportation infrastructure in order to protect the significant investment.

a. Partner with the state, cities, tribes, adjacent counties, and townships to evaluate maintenance responsibilities based on effectiveness and efficiency versus jurisdiction.

   1) Pursue opportunities to partner with the state, tribe, other counties, cities and townships to maximize efficiency of maintenance operations through agreements, such as snow removal, mowing, sweeping, stormwater and trail maintenance that are performed by another agency.

   2) For the smaller communities in the County continue to ensure a dialogue resulting in fair and balanced maintenance agreements which cover the short- and long-term maintenance responsibilities of each member when appropriate.

   3) Utilize the Global Maintenance Agreement to ensure fair and balanced cost shares for long term maintenance responsibilities with the larger communities in Scott County.

b. Comply with MnDOT and federal inspection requirements for bridges.

   1) The federal inspection requirement is every two years for bridges with spans and every 4 years for culverts (10 ft. or greater).

   2) Perform routine maintenance of bridges as needed.

   3) Program the replacement of bridges as they near structural deficiency.

c. Preserve the life and vitality of the existing County highway system by implementing timely and consistent roadway management practices.

   1) Work with pavement management technology to determine future needs and investment levels annually based on adopted Pavement Condition Index (PCI) for County roads.

a. Employ practices to maintain an average PCI of 72 on the County Roadway system.

2) Pot-hole patching shall occur in a timely fashion to prevent significant damage to the existing infrastructure.

3) Pave gravel shoulders with scheduled overlay projects when possible.

d. Maintain drainage ways to ensure a proper functioning system and reduce long-term costs and replacements.

1) Perform street sweeping on urban roadways, typically twice per year.

2) Perform stormwater pond maintenance and pipe cleaning as necessary. Stormwater ponds within the urban area are maintained through agreement by the cities.

e. Maintain vegetation in County right-of-way and County owned land periodically to maintain proper visibility on roadways and prevent the spreading of noxious weeds in a habitat sensitive manner.

f. Plan to maintain roadways at a sufficient level of service during winter weather events requiring snow plowing and de-icing.

g. Require permitting for oversized loads to protect the integrity of the County highway system from oversized loads consistent with the County Right-of-Way Ordinance. Overweight vehicles on the County highway system are not allowed.

h. Encourage participation in the Adopt-a-Highway program to ensure clean and safe roadways for the County highway system.

1) Require participants clean their adopted segments semi-annually.

i. The Global Maintenance Agreement governs bikeway/trails between the County and three local municipalities: Shakopee, Prior Lake, and Savage.

1) Routine maintenance, such as patching, snow plowing, signing, trash removal, mowing, shall be the responsibility of the City.

2) The City, with the assistance of the County, shall prepare a pavement preservation plan for the trails and sidewalks along County highways within the city. The County and City should reach an agreement on surface maintenance activities at least two (2) years in advance to be able to incorporate each agency's cost share into funding plans, including the TIP solicitation process. If agreement on a pavement management plan is reached, the cost share for such activities as overlay, sealcoats, and crack sealing will be 50/50.

GOAL 2: MANAGE

Manage the existing transportation system to maximize safety and efficiency.

Proper management of the highway system creates a safety benefit for residents and financial benefit to the County. Highway system capacity can be maximized through proper management of the highway system. Management of the transportation system is impacted by characteristics such as adjacent land use, traffic volumes, functional classification, access management, and roadway jurisdiction. The following will provide background and direction for managing the transportation system to maximize safety and efficiency.

A. Highway System Overview

The existing roadway system reflects existing land use such as the concentration of urban development in the northern three cities. This area contains the greatest concentration of roads and highest traffic volumes. TH 169 frames the western and northern border of the county and I-35 borders a portion of the eastern part of the county. The County highways resemble a grid pattern throughout the county connecting cities to one another. The Minnesota River is a barrier between neighboring counties with limited crossings. River crossings are a significant focus of the highway system for Scott County because of the transportation constraints caused by the Minnesota River.

B. Functional Classification System

The existing functional classification system for Scott County is shown on Map VI-7. This system was developed using the criteria from the Metropolitan Council's Transportation Policy Plan Appendix D: Functional Classification Criteria and Characteristics, and MnDOT Access Guidance. The purpose of this section is to outline how the Scott County functional classification system is consistent with these guidelines. A future functional classification system is presented later in this document to establish a long range view of transportation and right-of-way needs.

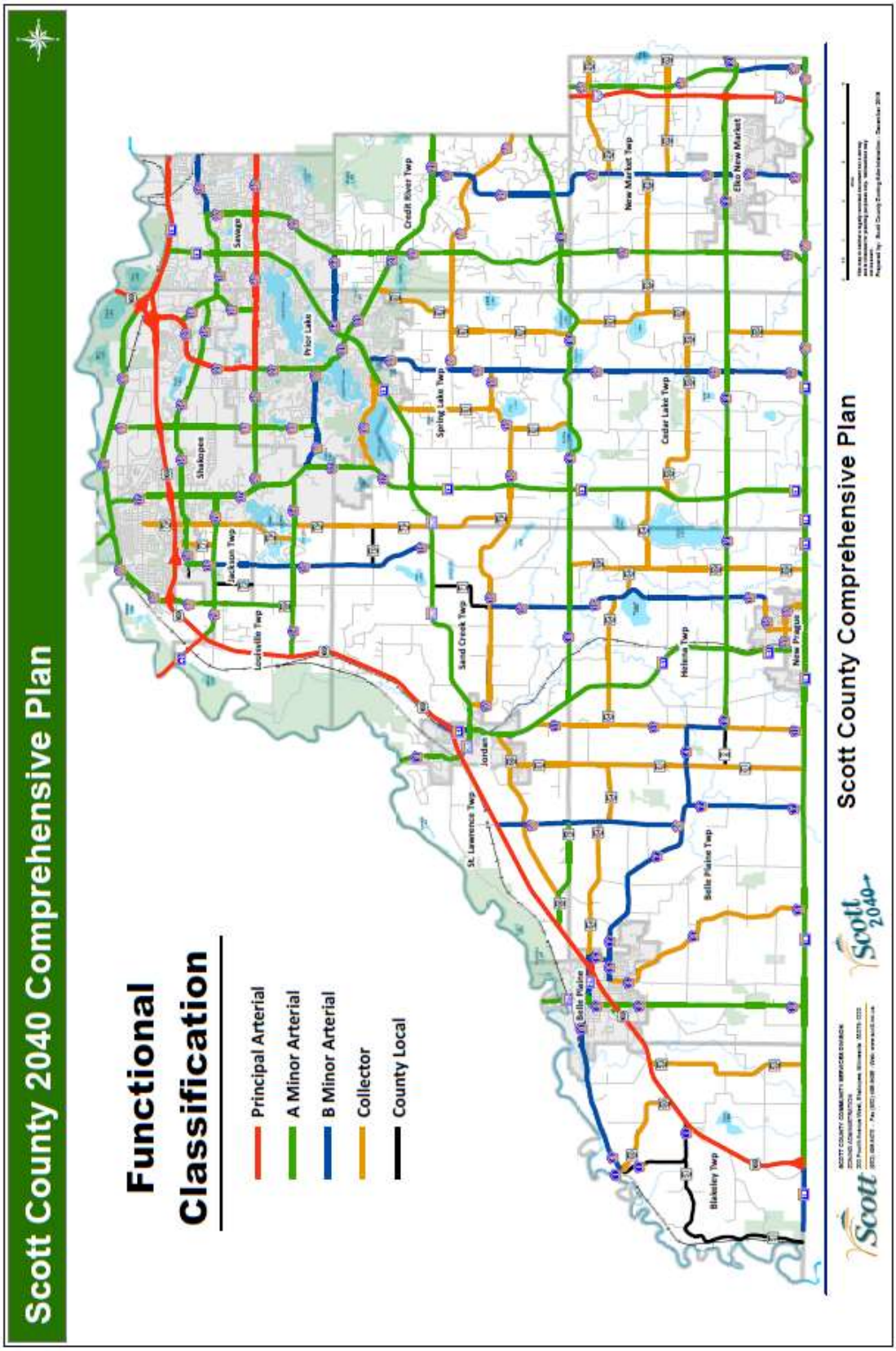
The functional classification categories are:

1. Principal Arterial
2. Minor Arterial (A Minor or B Minor)
3. Collector
4. Local

The functional classification of roadways depends primarily on the roadway's ability to serve the two competing functions of land access and mobility.

The physical design required for each functional classification depends primarily on the traffic volume carried by the roadway. Since principal and minor arterials carry the highest traffic volumes, higher roadway designs are necessary. Collector and local streets, which carry lower traffic volumes, may require lesser design standards. This relationship is flexible and functional classifications may overlap specific design types. Supportive road systems are also a key component/tactic to be considered in County and local transportation plans to ensure road designs are cost effective and efficient. Through the future functional classification system, the County establishes guidance to reserve the right-of-way and access control to enable highways to provide mobility as traffic volumes increase.

Map VI-7
FUNCTIONAL CLASSIFICATION



1. Principal Arterials

In general, principal arterials are mobility corridors accommodating the longest trips on the roadway system.

- Interstate freeways connect the Twin Cities metropolitan area with other urban areas both within the State of Minnesota and in neighboring states.
- Interstate highways are also designed to interconnect the metropolitan centers.
- Non-freeway principal arterials are similar in function connecting communities within the Twin Cities and connecting the Twin Cities with other population centers.
- It is important for principal arterials to serve a mobility function within suburban environments.

2. Minor Arterials

The minor arterial system is intended to provide movement between regional business concentrations, freestanding growth centers and other significant concentrations of activity where the demand is not significant enough to warrant a principal arterial connection. Medium to short trips can be served by minor arterials with spacing in the Urban Service Area ranging from ¼ mile to 2 miles and providing adequate interconnection of places in the rural area. Minor arterials are expected to carry from 5,000 to 30,000 vehicles per day in the urban area and from 1,000 to 10,000 vehicles per day in the rural area.

In Scott County, where the principal arterial system is not as fully developed as in more centrally located areas within the region, the minor arterial system becomes the primary circulation system. As the population of the county grows and becomes more urban, it is critical that the transportation system be planned to meet future needs for development and mobility. The existing network of minor arterials for Scott County interconnects all cities and provides access to the principal arterial system from all parts of the county by creating a grid of north-south and east-west routes spaced from three to five miles apart.

Existing minor arterials need to be studied and preserved for accommodating future traffic needs as the county fully develops, along with planning for new minor arterials that meet spacing in a future urbanized area. Environmental factors such as Prior Lake, Cedar Lake, regional parks, and numerous wetland complexes throughout the county are barriers to a properly spaced arterial system.

There are two categories of minor arterials in the Twin Cities Metropolitan Area, the Metropolitan Council "A-Minor" Arterial System and other minor arterials (noted as "B-Minor" Arterials in Figure VI-7). Figure VI-7 identifies which category the Scott County minor arterials fall into. The Metropolitan Council defines A-Minor arterials as roadways, not on the Metropolitan Highway System, that are more regionally significant than other roadways. A-Minor arterials are eligible for federal funding when available through the Metropolitan Council solicitation process while B-Minor arterials are not eligible.

3. Collectors

Collector roadways connect neighborhoods and minor business concentrations with each other and with the minor and principal arterial systems. Arterials serve long trips with emphasis on mobility and restricted land access; local roads primarily function to provide access to property. Collectors provide the interconnection between local roads and arterials, capturing traffic from an area and focusing it on a limited number of access points on the arterial system. Areas between arterial roadways should be served with collectors to provide the function of collecting and distributing traffic.

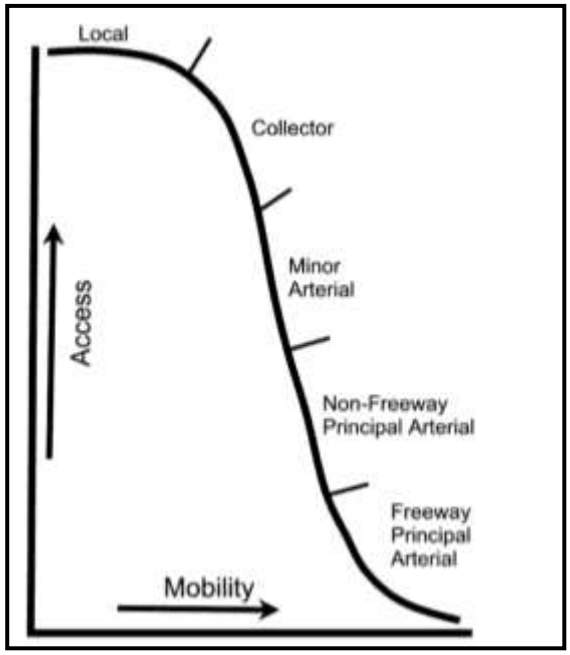
In the Urban Service Area, the spacing of collectors should range from 1/8 to one mile depending on the community designation (See Metropolitan Council's 2040 TPP Appendix D: Functional Classification Criteria and Characteristics for guidance). Direct access to adjacent property from major generators should be limited where possible. Trips taken on collector or local streets should be short, from one to four miles. Collectors in urban areas should be expected to carry between 1,000 to 15,000 vehicles per day. Rural collectors should carry between 250 to 2,500 vehicles per day. Most of the Scott County

jurisdictional collectors fall into the rural classification. Urban collectors in Scott County are generally city streets. Issues and plans for urban systems of collector streets should be covered in the respective transportation plan for each city. The planned growth management strategy for the permanent rural area of the county will encourage each township to plan for a future collector system to support the arterial road system.

C. Access Management

A key challenge facing Scott County is adequately balancing access and mobility on the County Highway system. In the absence of a high-mobility freeway system in all areas of the County, the County Highway system must adequately serve long range mobility needs while balanced with the need for appropriate access for adjacent land uses (see Figure VI-8). Access management of the County Highway system is critical to efficiently meet this mobility need.

Figure VI-8
Relationship between Functional Classification and Mobility and Access



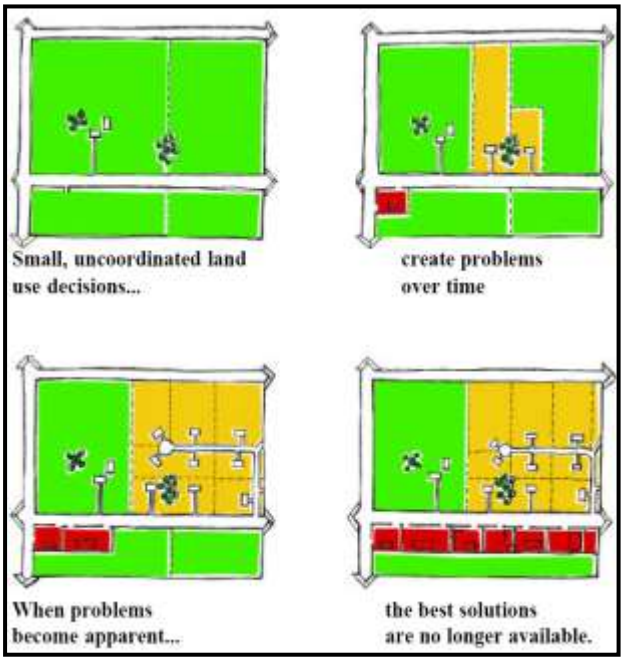
Most roadways serve both access and mobility functions to varying degrees, and this planned degree of access and mobility is tied to the road's functional classification (see Figure VI-9). The four levels of functional classification are:

Figure VI-9
Four Levels of Functional Classification

	Mobility	Access
Principal Arterials	Highest Mobility	No Direct Land Access
Minor Arterials	High Mobility	Limited Land Access
Collector Streets	Moderate Mobility	Moderate Land Access
Local Streets	Low Mobility	Unrestricted Land Access

In an efficient roadway network, these four types of roadways function together in a supportive and complementary fashion to serve the needs of the traveling public. The proportion of arterials, collectors and local streets must be of a proper balance to achieve a roadway system that operates effectively. Modifications made to a roadway's function without consideration of the complete roadway system will tend to undermine the operations of the system. For example, a system comprised of all local streets would not move traffic very well. Conversely, a system of too many arterials would not provide adequate land access.

Figure VI-10: Improper Land Use Example



The County, cities, and townships must work together to manage access as development occurs. Access management is a shared responsibility to preserve mobility and protect the safety of residents who use the roadways. Land use decisions must consider the transportation system and future impacts to the system. Figure VI-10 shows an example how a corridor can be impacted throughout time by development decisions that take place without consideration of the impact to the transportation system.

Proper spacing of access is critical to achieving improved corridor safety, increased roadway capacity, reduced delay, proper turn lane design, and coordination of traffic signals. Multiple national and statewide studies show a strong correlation of highway access density to higher crash rates. Accesses which are improperly aligned or spaced too closely hinder or negate the ability of turn lanes to safely accommodate deceleration and storage of traffic, thereby creating unnecessary obstruction of the lanes available for through traffic. Numerous access points also create increased distraction and decision demands for drivers. Proper spacing of access allows for the construction of appropriate turn lanes, consolidated decision points for drivers, and an improved ability for highway agencies to address intersection safety needs. Therefore, Scott County will continue to manage access through the methods referenced in the Access Management Appendix and in the Goals, Strategies, and Policy Section.

D. Existing Traffic Volumes

Existing traffic volumes are shown on Figure VI-12. These volumes were obtained from Scott County and from MnDOT. County and MnDOT volumes represent the most recent annual average daily traffic counts available. The most heavily traveled routes in the County are I-35, TH 169 between Belle Plaine and the Bloomington Ferry Bridge, TH 13 from Prior Lake north and east-west through Savage, CH 42 in Savage, and CH 17 in Shakopee.

E. Existing Capacity Issues

Roadway Design Capacities: Site-specific roadway characteristics and traffic-peaking characteristics are the best measure of congestion or capacity. Elements such as intersection design or access spacing are critical to capacity measurements. In addition, the definition of "capacity" is subject to interpretation: small urban or rural areas frequently plan for a level of service "C," whereas larger urban areas are more accepting of peak congestion and plan for a level of service "D." Scott County designs for LOS D or better operations based on 20-year traffic projections.

The need for roadway improvements can be considered at a general planning level by comparing the roadway design against the daily traffic. Generally, improvements to a congested segment result in a safety benefit to that segment.

Figure VI-11
Roadway Design Capacities

Roadway Design	Capacity (Average Daily Traffic - ADT)
2-Lane Urban Highway	8,000 - 10,000 ADT
2-Lane Rural Highway	14,000 - 15,000 ADT
3-Lane Urban Highway	14,000 - 17,000 ADT
4-Lane Undivided Highway	18,000 - 22,000 ADT
4-Lane Divided Highway	28,000 - 32,000 ADT
6-Lane Divided Highway	48,000 - 60,000 ADT
4-Lane Freeway	60,000 - 80,000 ADT

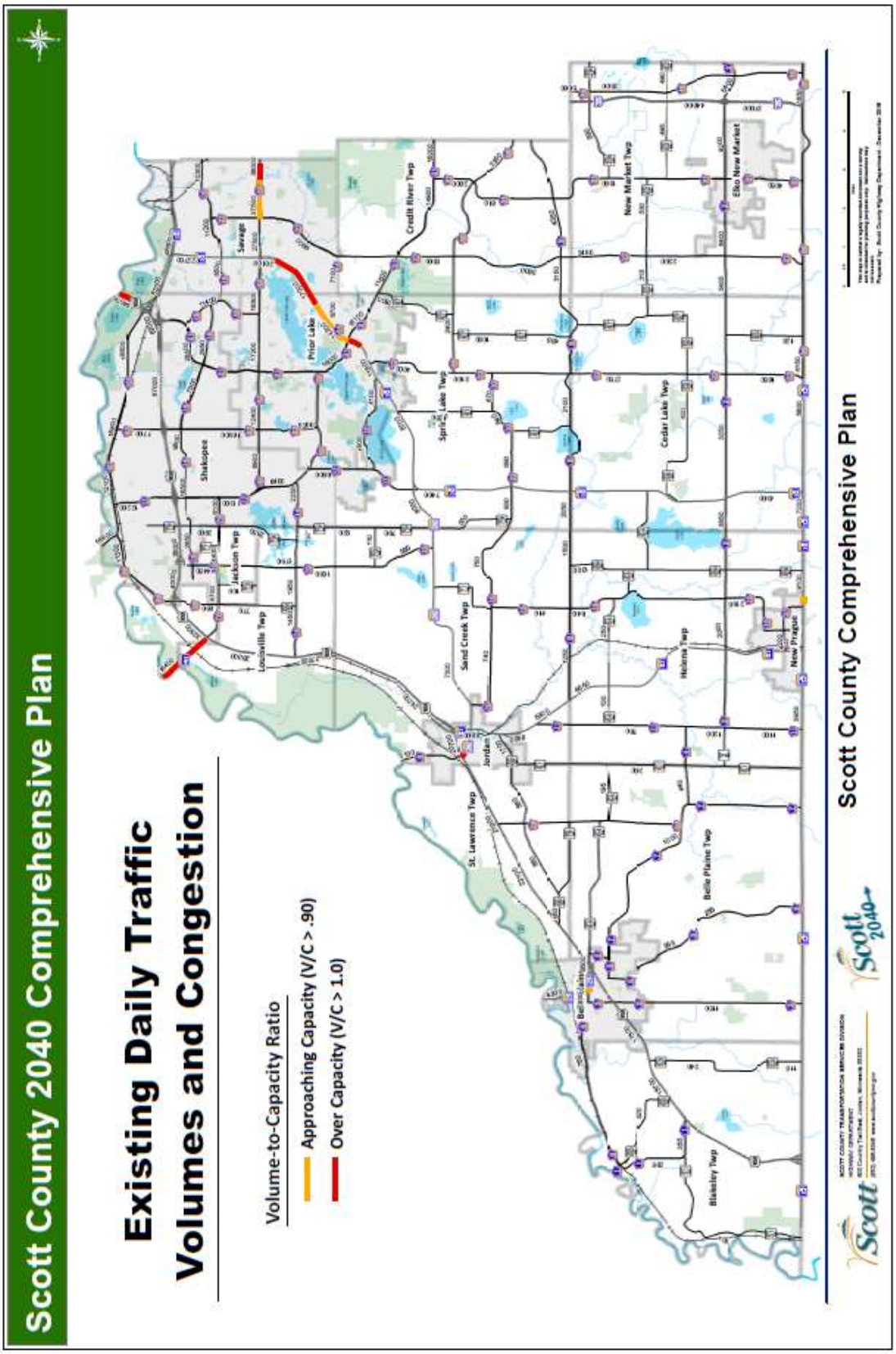
Source: Highway Capacity Manual 2000, Transportation Research Board

County highways with volumes at the higher end of the capacity ranges shown in Figure VI-11 likely exhibit signs of congestion and improvements may be warranted. The segments identified as congested in Figure VI-11 fall above the average daily traffic volume capacity ranges for the existing roadway design as shown in Map VI-12.

Highway System Capacity Issues: In Scott County, the following segments of the highway system were over capacity or approaching over capacity in 2017, according to the criteria shown in Figure VI-11:

- TH 169 north of TH 101/TH 13 interchange to Minnesota River bridge crossing.
- TH 13 in Prior Lake from Franklin Trail SE north to 150th St W
- CH 42 from Dakota Ave east to County border
- TH 41 Minnesota River bridge
- TH 169/TH 282 intersection in Jordan

Map VI-12
EXISTING TRAFFIC VOLUMES AND COGNESTION



F. Planned and Programmed Improvements

State Highways: The Metro District of the Minnesota Department of Transportation (MnDOT) oversees the maintenance and construction of state-owned roadways in Scott County, with the exception of TH 19, which is managed by MnDOT Districts 6 and 7. Upcoming construction projects on State Highways within Scott County are identified in MnDOT's 2018-2021 State Transportation Improvement Program. One project of regional significance to the state highway system is programmed for 2018: TH 169/TH 41/CH 78/CH 14 Interchange and Overpass. TH 13/Dakota Ave grade separation project received Minnesota Highway Freight Program funding and is expected to be included with the upcoming version of the STIP.

County Highways: Every year, the Scott County Board of Commissioners approves a ten year Transportation Improvement Program (TIP) for the construction of new roadways and the improvement of existing roads on the County system.

G. Traffic Operation

In order for the public investment in the County Highway infrastructure to be most effectively used, proper traffic operation measures are essential. Traffic operations include measures such as signing, striping, traffic signal timing and maintenance, traffic signal interconnect and coordination, and Intelligent Transportation Systems (ITS). Traffic operations considerations must also be taken into account with highway design, access management, and approval and construction of intersection traffic controls, including traffic signals and roundabouts. Advanced Traffic Management System (ATMS) technology is being implemented by the County for optimized traffic operations.

Issues related to traffic operations facing Scott County include:

- Increasing needs for signal and sign maintenance as urban development expands;
- Increasing need for traffic signal coordination and re-timing to meet growing demands;
- Challenges of meeting current access, mobility, and safety needs without precluding future improvements;
- Limited financial resources to expand roadways or construct new alignments to address congestion;
- Increasing federal and state regulation related to roadway accessibility (e.g. special needs users) and associated safety and operational consequences;
- Challenges and opportunities of improved technology (e.g. Real-Time traffic monitoring); and
- Local interests of safety and access competing with county-wide or regional interests of safety and mobility.

Roundabouts must be carefully considered against other intersection control options prior to approval. Situations where roundabouts may not be appropriate include locations with unbalanced flows (high mainline volumes compared to light side-street volumes), locations within coordinated traffic signal systems, or expressway facilities where roundabouts may be inconsistent with mobility needs. Roundabouts are not appropriate for urban principal arterial roadways. Furthermore, Scott County considers roundabouts to be a full access with respect to access management guidelines, and as such, roundabouts should not be spaced more closely than any other type of full access intersections for a given functional classification.

H. Traffic Safety

Public safety is a high priority for all agencies responsible for improving, managing, and maintaining roadway systems. Scott County is committed to monitoring the safety of the highway system by studying specific problem locations as safety concerns arise. Scott County Highway Safety Plan was completed in 2013, will be updated in 2018, and identifies proactive safety emphasis areas.

It is the County's mission to maximize the safe and effective operation of its highways. Vehicle crashes and fatalities are tracked statewide according to a number of variables, including seatbelt usage, vehicle type, road conditions, time of day, and driver impairment. When a fatal crash occurs on the county system, county staff review the nature of the crash and develop any necessary safety recommendations to reduce the chance of similar crashes occurring in the future. The following performance measure in Figure VI-13 tracks the number of crashes on the system per million vehicle miles traveled (MVMT). The county's average is below the State and Metro averages at 0.95 for 2014.

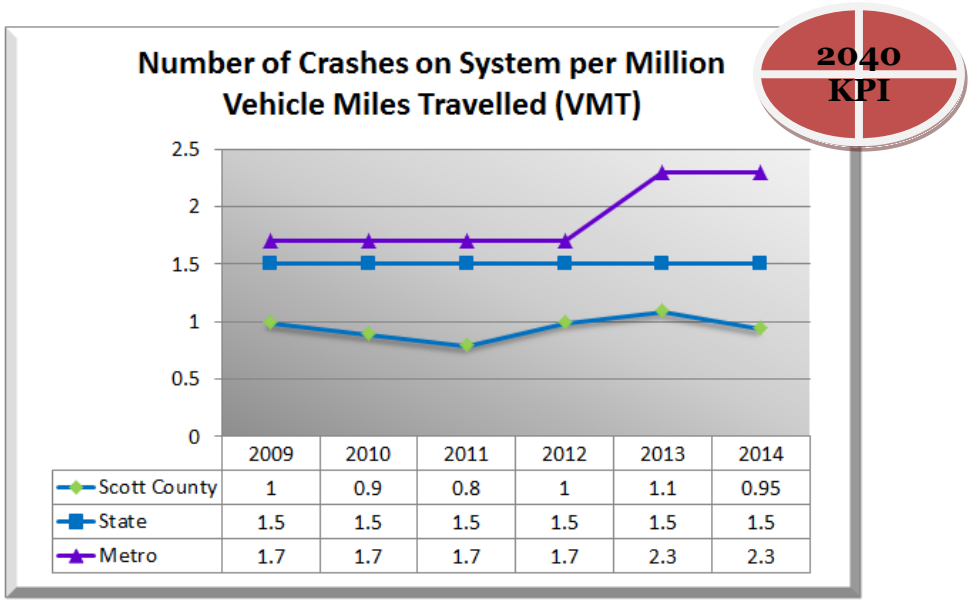
Figure VI-13
Number of Crashes on System per Million Vehicle Miles Traveled

About this measure:

This measure is an industry standard measure that provides an indication of the safety of a highway system.

The raw data used are:

Year	Total Crashes	Total VMT
2009	431	431,032,515
2010	405	428,088,425
2011	351	437,815,310
2012	438	444,665,844
2013	481	449,416,470
2014	433	455,231,417



Source: Mn/DOT Transportation Information System (TIS); Minnesota Crash Mapping Analysis Tool (MnCMAT)

Turn lanes are also an important safety mitigation strategy implemented by the County. The County's policy for turn lane requirements is listed in the Policies & Strategies section under c.4) & c.5). Language governing specific implementation of the turn lane policies identified in this Plan is located in the Subdivision Ordinance.

Scott County is in process of finalizing an Americans with Disabilities Act (ADA) Transition Plan. The Americans with Disabilities Act, enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. The Act consists of five titles; Title II outlines protections in State and Local Government Services. This title and its responsibilities pertain to the Scott County Highway Department.

I. Roadway Jurisdiction

As part of this Plan update, a comprehensive evaluation of jurisdictional alignment (or roadway system ownership) was completed to ensure the appropriate level of government is managing each roadway. In general, the higher mobility function of a roadway, the higher level of government should manage and own it. A roadway jurisdiction can be considered for transfer to another agency either larger or smaller: to the County (from Local), from the County (to State), from the County (to Local), or to the County (from State). Roadway jurisdictional transfers occur for three reasons:

1. Transfer of a roadway segment from a lower to a higher level of government because the roadway serves a higher mobility function than that jurisdiction typically provides;
2. Turnback of a roadway segment from a higher to a lower level of government as a result of the construction of a replacement roadway; or
3. Turnback of a roadway segment from a higher to lower level of government for other reasons.

The correct level of government managing a roadway is important for access management and funding resource availability. The Plan does not bind the County to taking specific action on a future jurisdictional transfer item; rather, it provides a guide for future discussion and implementation.

The County State Aid Highway (CH) definition from MN State Statute provides guidance for the selection of a CH. These principles were used as a basis for developing an analysis approach for the updated analysis in this Plan related to jurisdictional transfers or "turnbacks" from County to Township or City. Specific concepts used in the evaluation approach to identify roadways for potential turnback include: a roadway providing a connection of five miles or less, a roadway only connecting to one community, low traffic volumes, local functional class, and proper spacing of Minor Arterials to support Principal Arterials. Overall concepts used to evaluate jurisdictional transfers between all levels follow four main factors: Roadway function; Length of trips served; Volume of traffic served; and Spacing between roadways serving similar functions.

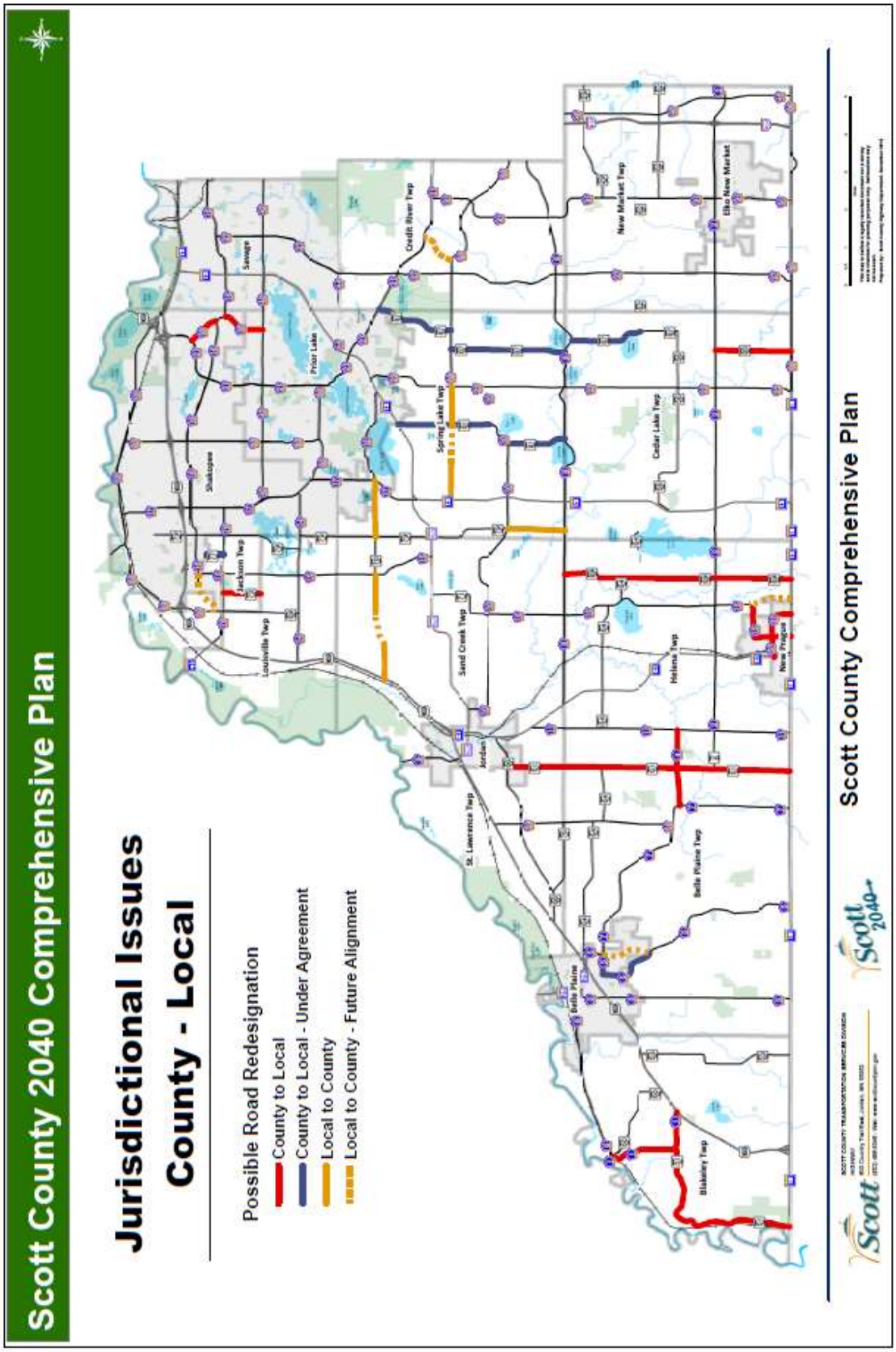
Current jurisdiction of all roads in Scott County is shown on Map VI-5. This section discusses the potential for jurisdictional transfers between the County and the township/city levels of government and between the state and the County. See Appendix A4 for a list of potential jurisdictional transfers. The purpose of this Appendix is to guide future discussion and implementation of jurisdictional transfers in Scott County.

1. Potential Transfers between State and County

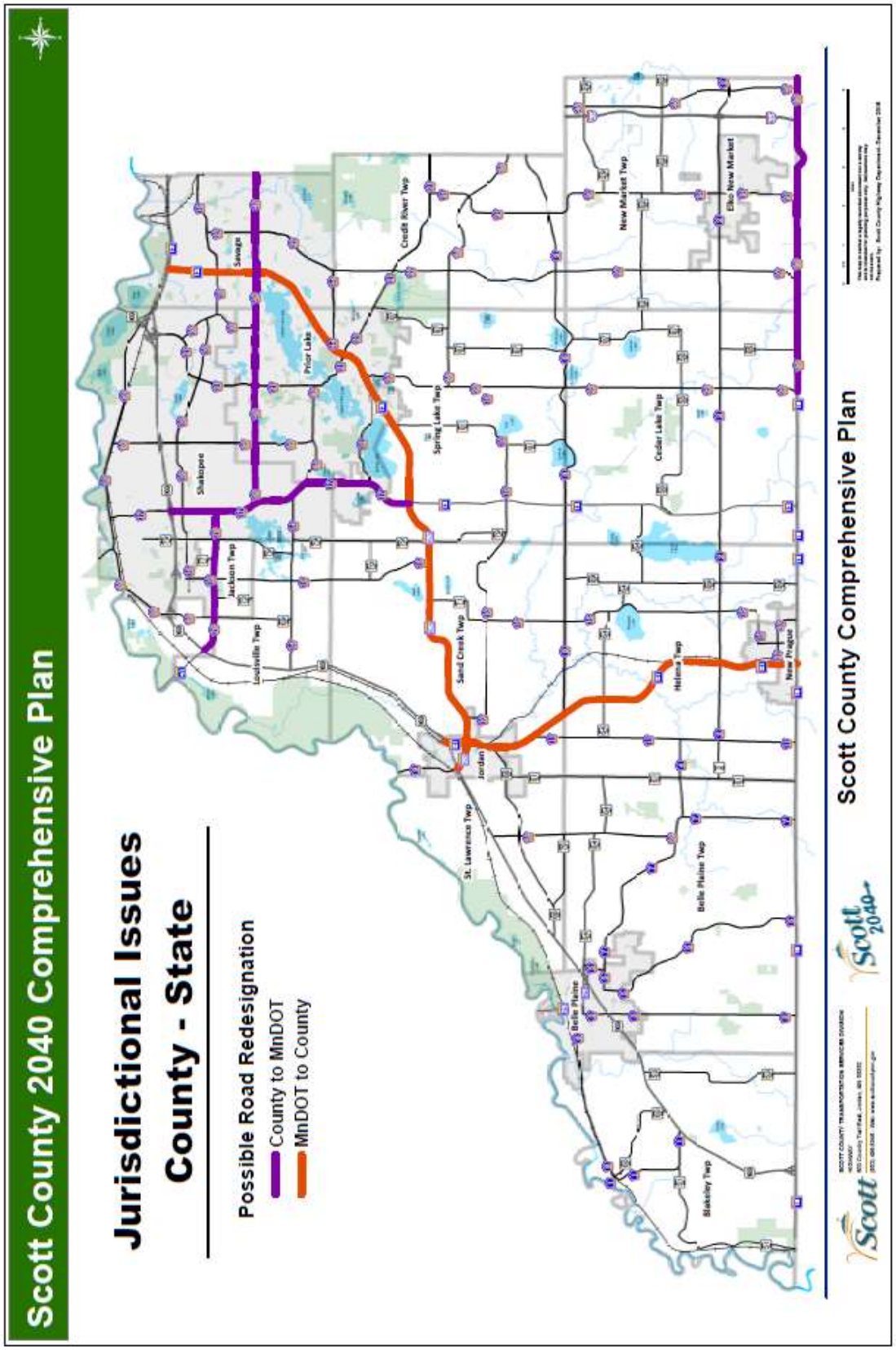
MnDOT's Minnesota Jurisdictional Realignment Project Final Report, July 2014, was conducted to ensure that Minnesota roads are owned and operated at the right jurisdictional level. This report identifies potential jurisdictional transfers from MnDOT to Scott County of TH 21, TH 282, and TH 13 from TH 282 to CH 101/TH 13 interchange and potential jurisdictional transfers from Scott County to MnDOT of CH 17 north of TH 13/TH 282 intersection, the CH 42/CH 78 corridor, and CH 86 from TH 19 to the County border.

If and when segments are officially proposed by MnDOT for jurisdictional transfer to Scott County, the County will carefully study the merits of each proposal. Scott County will then work with MnDOT to develop agreements for appropriate jurisdictional changes. If such jurisdictional transfers are proposed by MnDOT, a major concern for Scott County will be maintenance funding for these additional roads.

Map VI-14
JURISDICTIONAL ISSUES COUNTY - LOCAL



Map VI-15
JURISDICTIONAL ISSUES COUNTY - STATE



2. Potential Transfers between County and Cities or Townships

A list of segments, see Appendix A-4 for further discussion and study; was created to document long-term planning in addition to short-term implementation potential of the turnback or turn-up of segments. Statutory requirements direct the implementation of jurisdictional transfers. For example, if a county road is turned back to a city or township, it will be in an appropriate condition, as required by law at the time the turnback is made. The full list of all potential jurisdictional transfers between the County and cities or townships is in Appendix A4.

MANAGE SECTION: GOAL, POLICIES, AND STRATEGIES

Goal #VI-2: MANAGE the existing transportation system to maximize safety and efficiency.

a. It is the responsibility of each jurisdiction to plan for a comprehensive roadway system that implements the design, safety, and location standards consistent with the Scott County 2040 Comprehensive Plan and regional plans.

1) Promote local and collector roadway networks to properly direct traffic to and support arterial roadways. Create interconnected neighborhoods to reduce the need for local traffic on arterial and collector roadways for local trips.

2) Require adequate clear zones, site triangles, and turn lane implementation and control of all intersections to promote safety and efficiency.

3) Ensure that the County highway system compliments and facilitates local movements provided by local streets, bicycle trails, pedestrian facilities and other transportation modes by implementing County bicycle facilities and encouraging cities to implement bicycle facilities on and connecting to the Regional Bicycle Transportation Network..

b. Work with local agencies to coordinate land use decisions and development plans that are compatible with the County highway system and regional transportation system.

1) Encourage cities in Scott County to plan new subdivisions and zoning changes with adequate existing or proposed transportation network facilities to support the new development.

2) Review and comment, pursuant to State law, on all proposed plats on land adjacent to existing and proposed County roadways and corridors. Encourage cities to involve the County early in the planning process on plats and related road projects adjacent to or which impact County roads.

3) Take an active role in City and County development review committees to support the coordination of transportation and land use decision making.

c. Manage the functional capacity of the transportation system in order to carry traffic in a safe and efficient manner by the following:

1) Require intersection improvements along County Roadways such that additional traffic (at new or existing intersections) generated by development (i.e. subdivisions, CUP's, commercial/industrial) is safely and effectively accommodated and funded by the development.

2) Design for an appropriate Level of Service (LOS) based on 20-year traffic projections, typically LOS D or better.

3) Implement intersection traffic control in a responsible manner. Consider feasible options against each other prior to approval. An Intersection Control Evaluation shall be completed at each intersection where a traffic control change is recommended. For urban principal arterial roadways or expressways, roundabouts are not recommended and Reduced Conflict Intersections should be considered as part of an Intersection Control Evaluation.

4) For any development requiring direct public local road access onto a County Principal Arterial or Minor Arterial (A&B) future functional classification designated roadway, plats that are of four (4) or more lots or have the ability to create more than four lots shall require a public road be dedicated and that turn lanes be constructed on the County road intersection at time of development.

5) For any development requiring direct public local road access onto a County Collector or Local future functional classification designated roadway and within a township with an adopted turn lane fee ordinance, plats that are of ten (10) or more lots or have the ability to create more than ten lots shall require a public road be dedicated and turn lanes be constructed on the County road intersection, phased in over time. Turn lanes shall be constructed within 12 months of the issuance of the tenth building permit for new home construction in the development. This phased timing of turn lane installation can be modified by the County Engineer at any time if safety or traffic issues warrant.

6) Continue to manage access through the following methods:

    a. Continued application of the Scott County Minimum Access and Intersection Area Spacing Guidelines. The recommended guidelines are applied to the future functional classification map (see Map in Improve and Expand section), and reflect the type of access requested.

    b. Requirement of a County approved access permit for all new driveways to County highways per the County's adopted Right-Of-Way Ordinance No. 22: Management of the Public Right-Of-Way.

    c. Review city and County development plans and require mitigation to maintain roadway system level of service, intersection safety and operations, and roadway capacity thresholds as they pertain to safety and mobility of the County highway system.

    d. Improve existing access and plan for long-term access through the reconstruction of County highways. Roadway reconstruction provides an opportunity to: 1) improve the safety of existing access; and 2) work with local jurisdictions in properly planning for future access.

e. Work with cities to implement a supportive local road network, which extends the capacity of principal and minor arterials by allowing short local trips to be taken on the local roads and to link access connections.

f. Conduct corridor studies to identify the long-term vision for access and key planning purposes.

g. Encourage cities and townships to include Scott County's Access Spacing Guidelines in official controls.

7) Routinely evaluate interconnected traffic signal system operations. Ensure system controls are optimized for maximum county highway efficiency.

8) Require frontage, backage, and/or other supporting roadways to be implemented or planned along all principal arterials (County and State). Promote similar supporting roadways to be implemented or planned along all minor arterials (County and State).

9) Encourage an interchange area access management plan be developed collaboratively with the local land use authority and the road authorities at new or reconstructed interchanges.

10) Update or complete corridor studies for all existing and planned principal arterials as needed. These studies should address access management of the corridor and transition steps necessary for the road to function as a principal arterial.

d. Evaluate County highways identified for potential jurisdictional changes, including highways not on the County system according to the following criteria:

- Route connectivity;
- Connections to major activity centers;
- Connectivity to the metropolitan transportation system;
- Goods movement function;
- Mobility versus land access (Functional classification);
- Spacing between County highways;
- Traffic volumes.

e. Work with cities and townships to identify and mitigate the impacts caused by development.

1) Development pays for the appropriate cost to manage existing roadways impacted by their development.

2) When there are opportunities for improvement to the system outside the scope of the developments impacts, the County will consider cost sharing where appropriate.

f. The County shall consider any development or subdivision premature if:

1) The development or subdivision is inconsistent with Scott County's adopted Comprehensive Plan, Detailed Area Plans, or long-range transportation corridor plans or studies;

2) The proposed local road or lot access is inconsistent with the County's adopted Minimum Access Spacing Guidelines along current or future Principal and A-

Minor Arterials as mapped and identified in the County's Transportation Plan or in long-range transportation corridor plans or studies;

3) The development or subdivision lacks necessary adequate local paved roads (or plans for future paved roads).

GOAL 3: IMPROVE AND EXPAND

Improve and expand the existing transportation system to meet current and future transportation needs.

The future improvements to the County system are needed due to growth or increased safety design. By planning ahead for the anticipated increased traffic levels, it can be determined where to plan for future investments.

A. 2040 Transportation Model

A 2040 Transportation Model was developed to predict the adequacy and appropriateness of the highway system to accommodate the forecasted level of household and employment growth in Scott County. The 2040 Transportation Model assumes the 2040 projected level of employment, household, and population growth and the completion of projects within the County's current Transportation Improvement Plan. The regional growth allocations, approved by the Metropolitan Council as of 2014, are included for adjacent counties' 2040 growth and incorporated into the model assumptions. Regional transportation system improvements are included if they are programmed in the STIP or in the approved 2040 Transportation Policy Plan. See the Appendix for 2040 employment, household, and population growth by Traffic Analysis Zone and details on roadway projects included in the constrained transportation model scenario.

B. 2040 Congestion Map

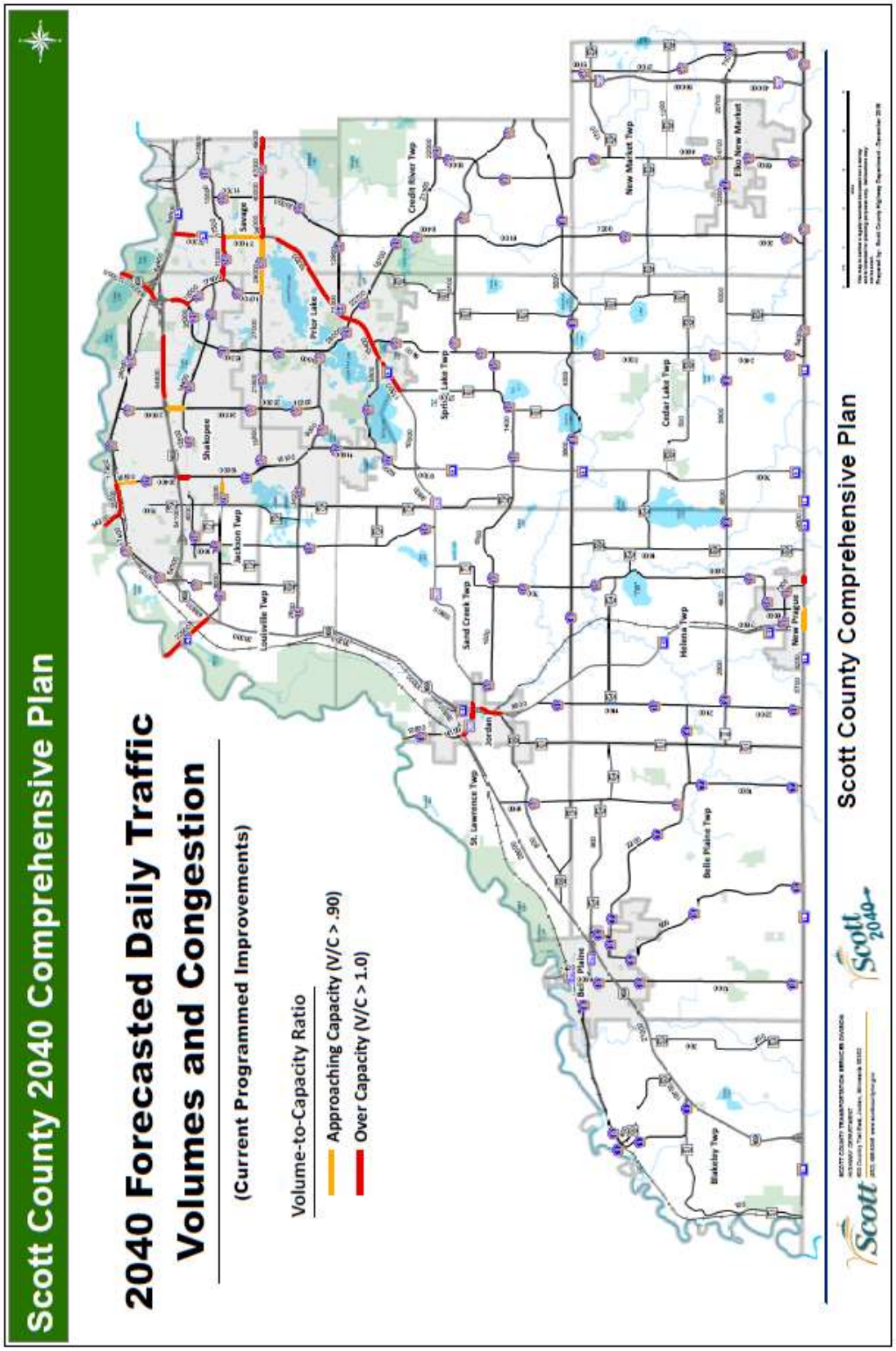
The County seeks to provide a transportation system that enhances mobility by meeting travel demands. Planning for mobility on the highway system is based on 2040 projected traffic volumes. The transportation model shows where congestion is predicted to occur by the year 2040 based on constrained growth and roadway project assumptions. Segments where projected traffic volumes are above the typical capacity ranges for that roadway design, based on the Highway Capacity Manual depicted in Figure VI-11, are shown as congested segments on Map VI-16. Traffic volumes are included on this map for roadways with a functional class of Minor Arterial and above.

C. . New Alignments and System Continuity

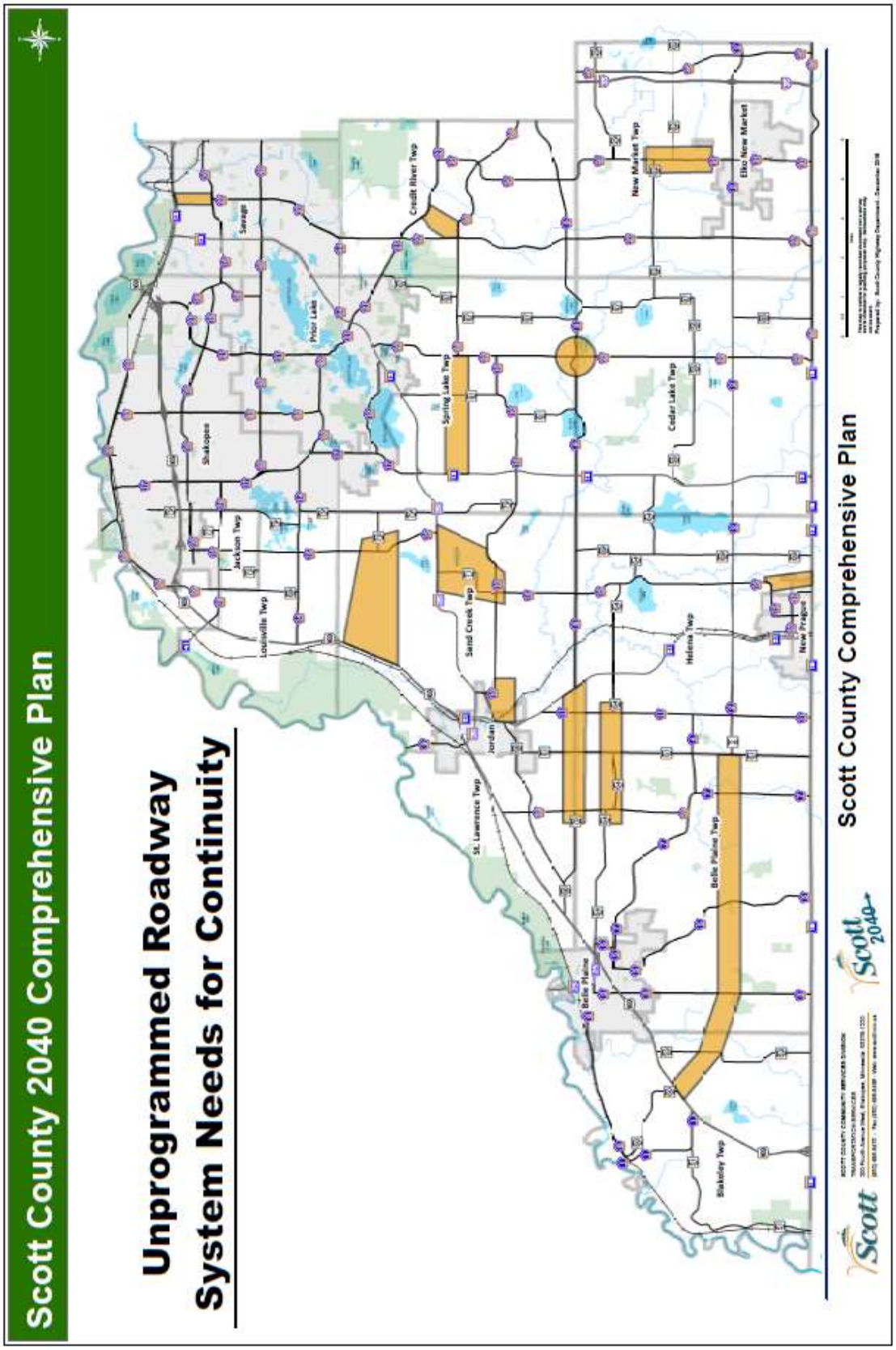
There are several locations where county highways are indirect and non-continuous. This causes residents to travel farther than necessary to reach their destinations. The most critical segments for completion of the County system and for realigning indirect segments of the system were identified through development of the functional classification plan. The following list of continuity issues are shown on Map VI-17:

- Extending CH 2 between TH 169 and County Road 61;
- Extending CH 8 west of TH 21 to TH 169;
- Extending and realigning CR 64 between CH 59 and CH 11;
- Extending CH 15 south of 270th Street to align with Alton Avenue;
- Improving the continuity of CH 15 from CH 10 north to TH 282;
- Extending CH 27 north of CH 16 to TH 13;
- Extending County Road 68 from CH 23 to TH 13;
- East-west connection from TH 21 to CH 10;
- Extending CH 16 west from CH 15 to connect to CH 69;
- North-east connection of CH 68 from CH 27 to CH 21;
- Extending County Road 70 between TH 169 and CH 15;
- Improving the continuity of CH 62 along CH 91; and

Map VI-16
CONGESTED ROADWAY SEGMENTS MAP



Map VI-17
UNPROGRAMMED ROADWAY SYSTEM NEEDS FOR CONTINUITY



D. Access and Mobility to Regional Roadways

Mobility on the arterial highway system is of critical importance to economic development and traffic safety. When mobility is reduced on the arterial highway system due to congestion, trips are diverted to roadways of lower functional classifications. For the County system, diversion to local roadways often means that collector roadways begin to carry a higher percentage of longer trips.

In addition to meeting capacity and continuity needs, the County must also plan for and preserve the regional mobility of some roadways. This includes high mobility corridors such as TH 169 and I-35. For example, TH 169 is transitioning from an expressway to a freeway with the addition of interchanges in the Shakopee area accompanied by access closures and frontage roads. In the TH 169 Interregional Corridor (IRC) Study, TH 169 is planned to be a future freeway design in Scott County. In a freeway design, existing at-grade intersections are closed or replaced with interchanges or overpasses and access is provided via frontage roads.

CH 42 is an important regional roadway and is classified as a principal arterial; however, corridor speeds are currently around 40 mph and are expected to deteriorate as growth continues, even if capacity needs are met. TH 169, by comparison, has fewer access points and corridor speeds average closer to 60 mph.

Access from the northern half of Scott County to interchanges along I-35 is limited due to the low number of east-west routes. This leads to increased demand placed on the east-west access points available: TH 13, CH 42, and CH 21. There are few opportunities to add east-west corridors that connect with I-35 due to environmental and economic considerations.

In the southern part of Scott County, access to I-35 must also be evaluated. Currently, access exists at CH 8 (via Dakota CH 70) and at CH 2, at a spacing of five miles. As southern Scott County experiences growth and development, expansion of the interchange at CH 2 will be evaluated. Also, the feasibility of a new interchange at CH 86 should be evaluated in order to provide access to I-35 between these CH 2 and CH 8. CH 86 is a future Principal Arterial, providing a direct route to I-35 from the New Prague area and serving as a bypass of the Elko New Market downtown area.

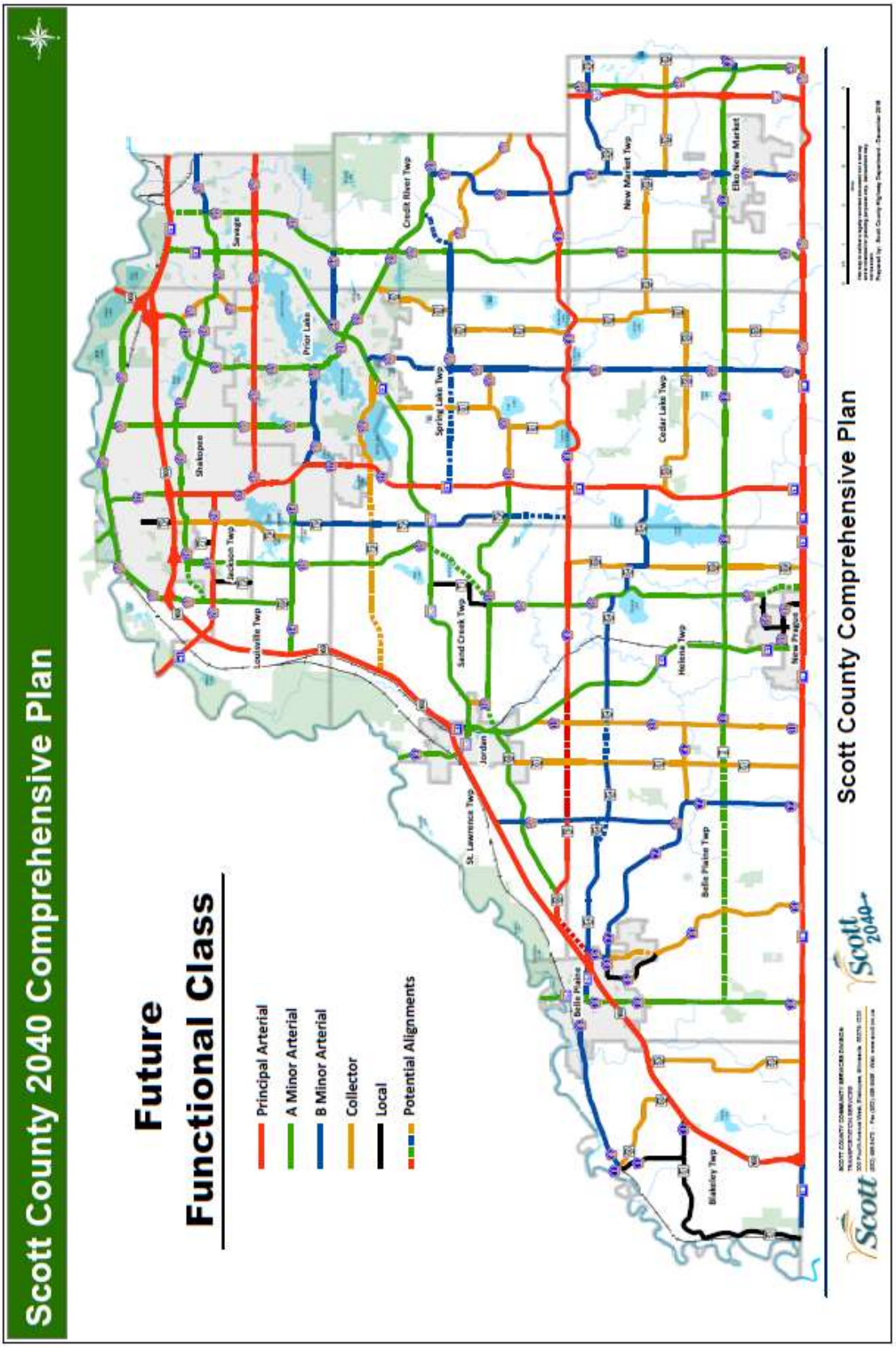
TH 169 - the freeway crossing of the Minnesota River - is at capacity. The county supports added capacity to mitigate this congested section of TH 169 including the addition of MnPASS lanes from Marschall Rd. north across the Minnesota River.

E. Future Functional Classification Map

The 2040 Forecast Map shows a need to preserve the function of the transportation system in the county and region to accommodate future system demand. The County's Future Functional Classification Map is shown on Map VI-18.

The purpose of the Future Functional Classification Map is to plan for and preserve the function of a roadway. The time to preserve the function of the roadways and transportation system is prior to development precluding options. It is difficult or expensive to retrofit existing development when roadways are upgraded. In the past, access was granted to roadways in relation to existing traffic volumes and existing functional classification. The future functional classification map is a tool to use when determining access and long term land use.

Map VI-18
FUTURE FUNCTIONAL CLASSIFICATION MAP



Principal arterials are the highest functioning roadway for mobility. The County recommends the following minor arterial roadways, or corridors, are preserved as future principal arterials:

- TH 13 from TH 19 to TH 282;
- CH 17 from TH 282 to TH 169;
- CH 42 from CH 21 to CH 17;
- CH 86 from TH 19 to the Dakota County border;
- CH 78 from TH 169 to CH 17; and
- CH 8 from TH 169 to Dakota County border/CH 70.

Figure VI-19
Functional Classification by Lane Miles in Scott County

	Principal Arterial	A Minor Arterial	B Minor Arterial	Collector	Local Roads
Existing	44.86	334.00	146.11	221.46	21.39
Future (with Expansion Alignments)	109.42	332.06	163.18	164.90	36.07

The existing number of vehicle lanes for all roadways currently classified as Principal and A Minor Arterials can be seen map figure VI-19a. Additionally, the map displays both planned and programed future lane expansions, on Principal and A Minor Arterials, expected to be completed by 2040.

F. Future Land Use/Access, and Future Functional Classification

Planning for the future or ultimate functional classification of roads creates the need for the access and land issues to be revisited throughout the county, especially in the urban area. The County's access spacing guidelines will utilize the future functional classification map as a basis for access control along the corridors. While access type and spacing may have been permitted under a previous minor arterial/collector, upgrading the functional class to a principal/minor arterial respectively would create greater spacing needs or elimination of a type of access altogether. Frontage or backage roads may need to be planned so accesses could be consolidated, or land use designations may need to be changed entirely to avoid conflicting traffic patterns due to land use. Land use along roadways should be evaluated in each jurisdiction to make sure that the proposed land use can match the future function of the roadways for spacing. The County is willing to partner with each jurisdiction on any land use corridor analysis.

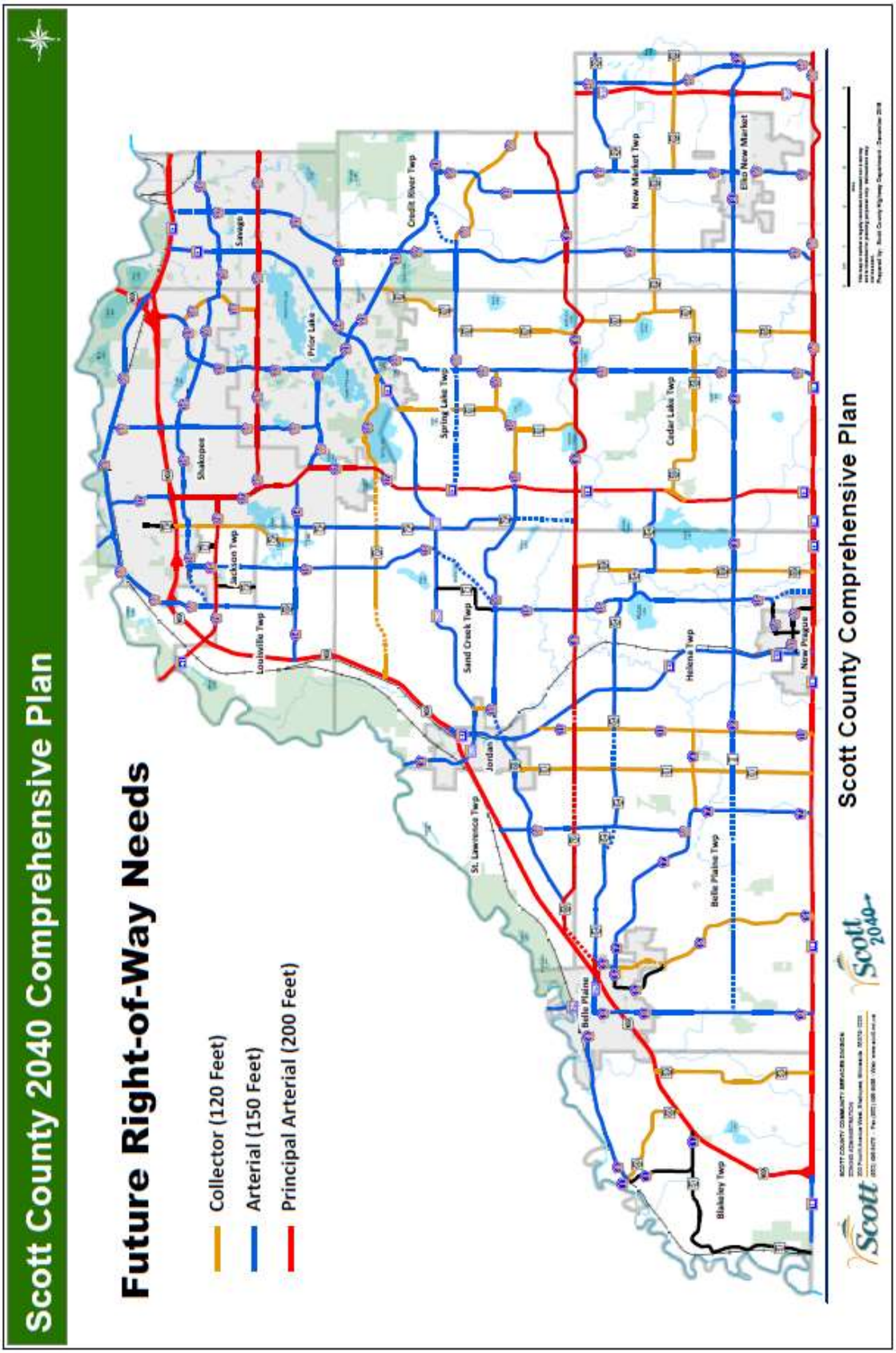
G. Right-Of-Way Preservation

Corridors

Right-of-Way (ROW) Preservation on existing and new corridors is a key element in planning for the preservation of the future functional classification system. It is anticipated that ROW preservation will take place as development occurs or there is an opportunity to protect a future alignment. In 2016 the County adopted an Official Mapping ordinance as a tool to preserve ROW.

Map VI-20 shows the general recommended ROW that will be required to fully develop the functional classification system. When developments occur within city limits the County will work with the city and developer to preserve ROW at the desired requirement shown on Map VI-20. When development occurs in the rural area where the County has zoning and platting authority, the County shall require ROW dedication based on this Map as part of the plat approval process. Providing additional dedicated public road ROW for an existing or new roadway is identified in this 2040 Plan as "public value incentives" for private development (see Chapter V for more details on the Public Value Incentive Program).

Map VI-20
FUTURE RIGHT-OF-WAY NEEDS MAP



Sight Triangles and Easements

The County standard for ROW sight triangles is to be located at every new road connection to a county road. The sight triangles allow for the County to maintain sight lines at intersections free of obstruction. It also allows flexibility in locating utilities at intersections. Figure VI-21 shows the recommended sight triangle at intersections to be dedicated with development. The measurements are taken from the corner of intersecting dedicated ROW.

In addition to sight triangles, additional sight lines may be obstructed outside of the ROW due to curves or topography. Sight line easements would need to be obtained by development facing sight line issues identified by the County.

Figure VI-21
Recommended Sight Triangles

Functional Classification Intersection	Sight Triangle
Arterial and Arterial	75x75
Arterial and Collector	50x50
Arterial and Local	30x30
Collector and Collector/Local	25x25

Supporting Road Network

Preservation of a collector or local road system along minor and principal arterials is also recommended as development occurs or opportunities arise. It is anticipated the County will work with local jurisdictions to promote the planning, preservation, and construction of interconnected streets that parallel minor and principal arterials.

IMPROVE AND EXPAND SECTION: GOAL, POLICIES, AND STRATEGIES

Goal #VI-3: IMPROVE AND EXPAND the existing transportation system to meet current and future transportation needs.

a. Preserve highway transportation corridors based on the transportation needs of the County, as identified in this Plan.

   1) Coordinate with the cities in requiring right-of-way dedication consistent with the future Right-of-Way Needs Map for plats adjoining county roads in order to minimize right-of-way acquisition for future roadway construction.

   2) Periodically review and update the County's future functional classification system and recognize the future functional classification Map as the starting point for future system needs.

   3) When appropriate, develop and adopt Official Maps or use other appropriate preservation tools at future interchange and corridor locations in coordination with MnDOT, cities, and townships for preservation of future right-of-way.

b. Identify, analyze and plan for improvement of the County highway system at appropriate locations to improve traffic flow and safety.

    1) Safety issues, mobility, level of service, system connectivity, and economic development opportunities are evaluation criteria for investment.

    2) Consider transit amenities and accommodations as part of highway projects.

c. Work with cities and townships to identify and mitigate the impacts caused by development.

    1) Development pays for the appropriate cost to expand existing roadways impacted by the development.

    2) When there are opportunities for improvement to the system outside scope of the development's impacts, the County will consider cost sharing where appropriate.

d. Prioritize the expansion of the Principal Arterial system for the movement of freight and overall regional mobility and safety.

    1) Strategically make investments on the regional transportation system consistent with the Principal Arterial Conversion Study and Regional Freight Study.

    2) Include consideration of grade separations, supporting roadway network, interchanges, and high capacity intersections.

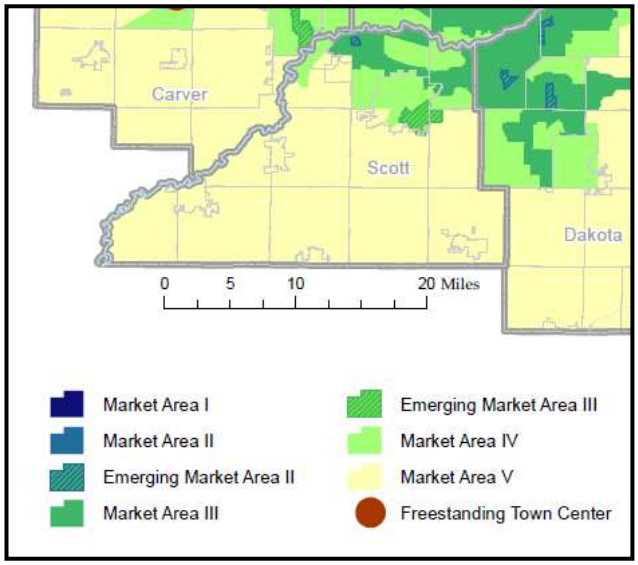
GOAL 4: ALTERNATIVE MODES OF TRANSPORTATION

Provide alternative modes of transportation.

The alternative modes of transportation section includes transit, bicycle and pedestrian facilities, aviation, freight movement, and travel demand management strategies. This section provides a focus on transportation alternatives to single occupancy vehicular travel and incorporates the impact of freight to the transportation system.

A. Transit

Figure VI-22
Identified Transit Market Areas



Transit Market Areas: The Metropolitan Council established Transit Market Areas as part of the 2040 Transportation Policy Plan. Transit Market Areas guide the types and level of service that are appropriate for efficient and effective transit services and are generated based on demographic and urban design factors. There are 5 Market Areas in Scott County and they include (See Figure VI-22):

- Emerging Transit Market Area II -Downtown Shakopee
  - A small pocket of high to moderately high population and employment densities and typically has a traditional street grid. Categorized as an Urban Center and it can support fixed-route transit, although usually at lower frequencies or shorter service spans. This area is currently too small or non-contiguous to support a higher level of transit service. Growth in and around this area is suggested to connect to other areas of higher potential transit use will present good opportunities for future transit improvement.
- Transit Market Area III – Shakopee and Savage
  - Moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit. It's typically Urban with large portions of Suburban and Suburban Edge communities. Transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable.
- Emerging Transit Market Area III – Downton Prior Lake
  - A small pocket of Moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit. It is typically Urban with large portions of Suburban and Suburban Edge communities. Transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable. This area is currently too small or non-contiguous to support a higher level of transit service. Growth in and around this area is suggested to connect to other areas of higher potential transit use will present good opportunities for future transit improvement.
- Transit Market Area IV – Prior Lake and western Shakopee
  - Have lower concentrations of population and employment and a higher rate of auto ownership. It is primarily composed of Suburban Edge and Emerging Suburban Edge communities. This market can support peak-period express bus services if a sufficient concentration of commuters likely to use transit service is located along a corridor. The

low density development and suburban form of development presents challenges to fixed-route transit. General public dial-a-ride services are appropriate Area.

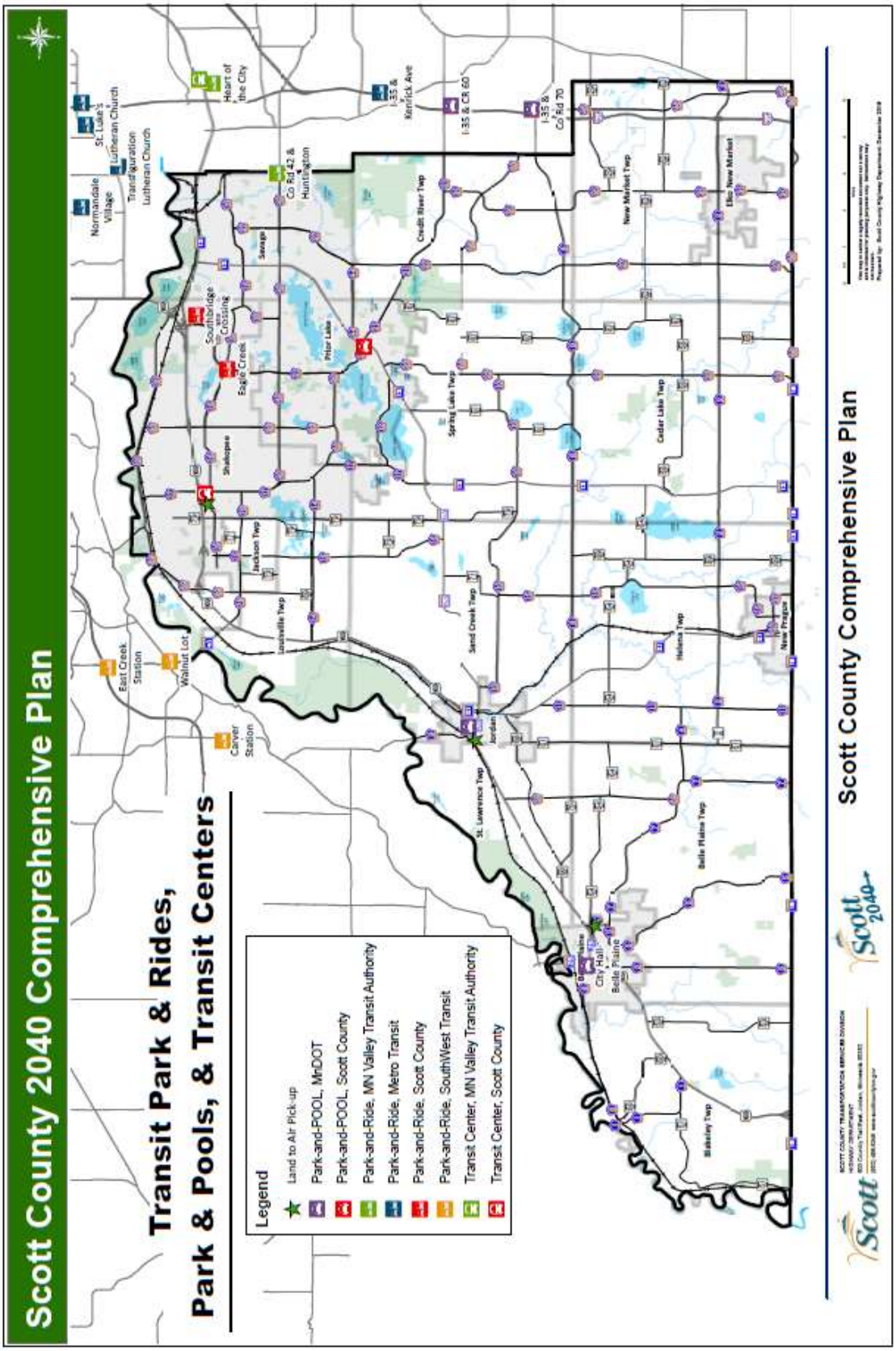
- Transit Market Area V – Belle Plaine, Jordan, New Prague, Elko New Market and Unincorporated Scott County
    - Has very low population and employment densities and tends to be primarily Rural communities and Agricultural uses. General public dial-a-ride service may be appropriate here, but due to the very low-intensity land uses these areas are not well-suited for fixed-route transit service.

Transit Stations and Park & Rides: Scott County has three Park & Rides (Southbridge, Eagle Creek, and Savage), and one Transit Center (Marschall Road Transit Station). In addition, there are Park & Rides and Transit Stations in proximity to, but outside of Scott County, that serve Scott County residents.

Southbridge Crossing Park & Ride in Shakopee opened in 2007 and contains 515 parking spaces. The facility is owned by Scott County and is served by MVTA routes 490, 491, and 493. Eagle Creek Park & Ride in Shakopee opened in 2012 and contains 535 parking spaces. The facility is owned by the Shakopee Mdewakanton Sioux Community (SMSC) and is under a long-term and renewable lease by Scott County. MVTA operates routes 490, 491, and 492 out of Eagle Creek Park & Ride. The Savage Park & Ride is located at 14121 Huntington Ave. in Savage and opened in 2012. The facility contains 195 parking spaces. MVTA owns the Park & Ride and operates routes 421, 444, 464 through the facility. Marschall Road Transit Station is located at 1615 Weston Ct. in Shakopee and opened in 2014. Scott County owns the facility, which contains 405 parking spaces. MVTA operates local fixed route service and express service out of the facility including routes 490, 493, 495, 497, 499. SmartLink Transit (Dial a Ride, Medical Assistance), Land to Air (Intercity Bus Service), and SMSC (fixed transit connection to Mystic Lake Casino Hotel) also operate transit services from Marschall Road Transit Station. The Transit Station includes an indoor climate controlled waiting area and the ability to purchase electronic fare media like Go-To and TAP cards.

Park & Pool lots, where people can park personal vehicles and carpool, are located within Scott County in the cities of Belle Plaine (20 spaces), Jordan (15 spaces), and Prior Lake (approximately 30 spaces). Two additional Park & Pool lots serve Scott County residents in Lakeville at I-35 & CH 60 (64 spaces) and at I-35 & CH 70 (80 spaces). The locations of existing Transit Centers, Park & Rides, and Park & Pool facilities are shown on Map VI-23. The locations of existing Transit Centers, Park & Rides, and Park & Pool facilities are shown on Map VI-23.

Map VI-23
TRANSIT PARK & RIDES, PARK & POOLS and TRANSIT CENTERS



The utilization rates illustrate the available capacity at existing Park & Ride facilities within Scott County. According to the 2016 Annual Regional Park & Ride System Report from Metropolitan Council utilization rates for Park & Rides in Scott County are as follows: MRTS (24%), Southbridge Crossing (36%), Eagle Creek (5%), and Savage (31%). Due to the existing capacity at Park & Ride facilities, no additional Park & Ride facilities are planned before 2040. Beyond 2040, potential Park & Ride facility locations for further study include TH 282 and CH 17 area and I-35 and CH 2 area.

Transit Advantages: Existing transit advantages within Scott County include bus-only ramps and bus-only shoulders. Marschall Road Transit Station and Southbridge Park & Ride both contain bus-only ramps for buses to entering US 169, adding an advantage by bypassing congestion and circuitous routing. Selected State and County highways include bus-only shoulders to allow a transit advantage in congestion. Between 2010 and 2016, 14.4 miles of bus-only shoulders were added in Scott County mostly on US 169, CH 21, and CH 17. See Figure VI-24 below for locations of existing bus-only ramps and bus-only shoulders.

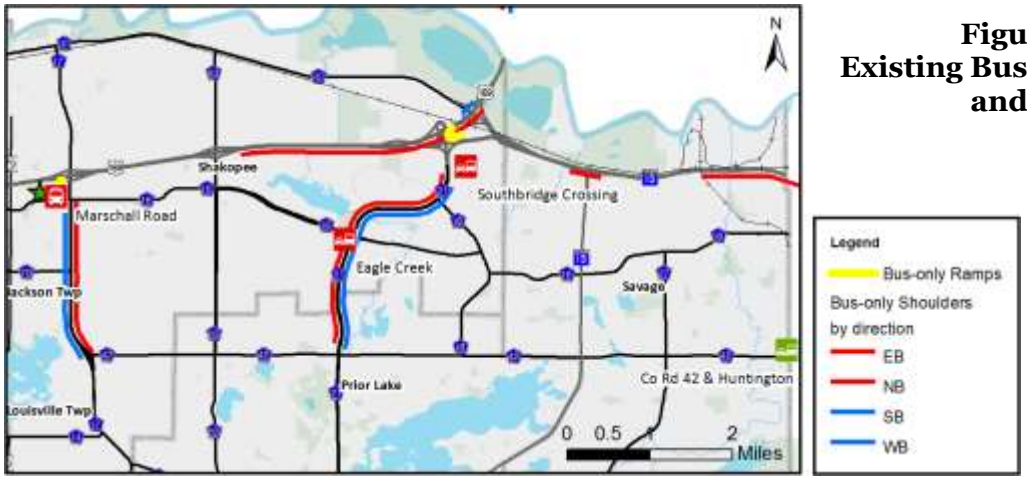


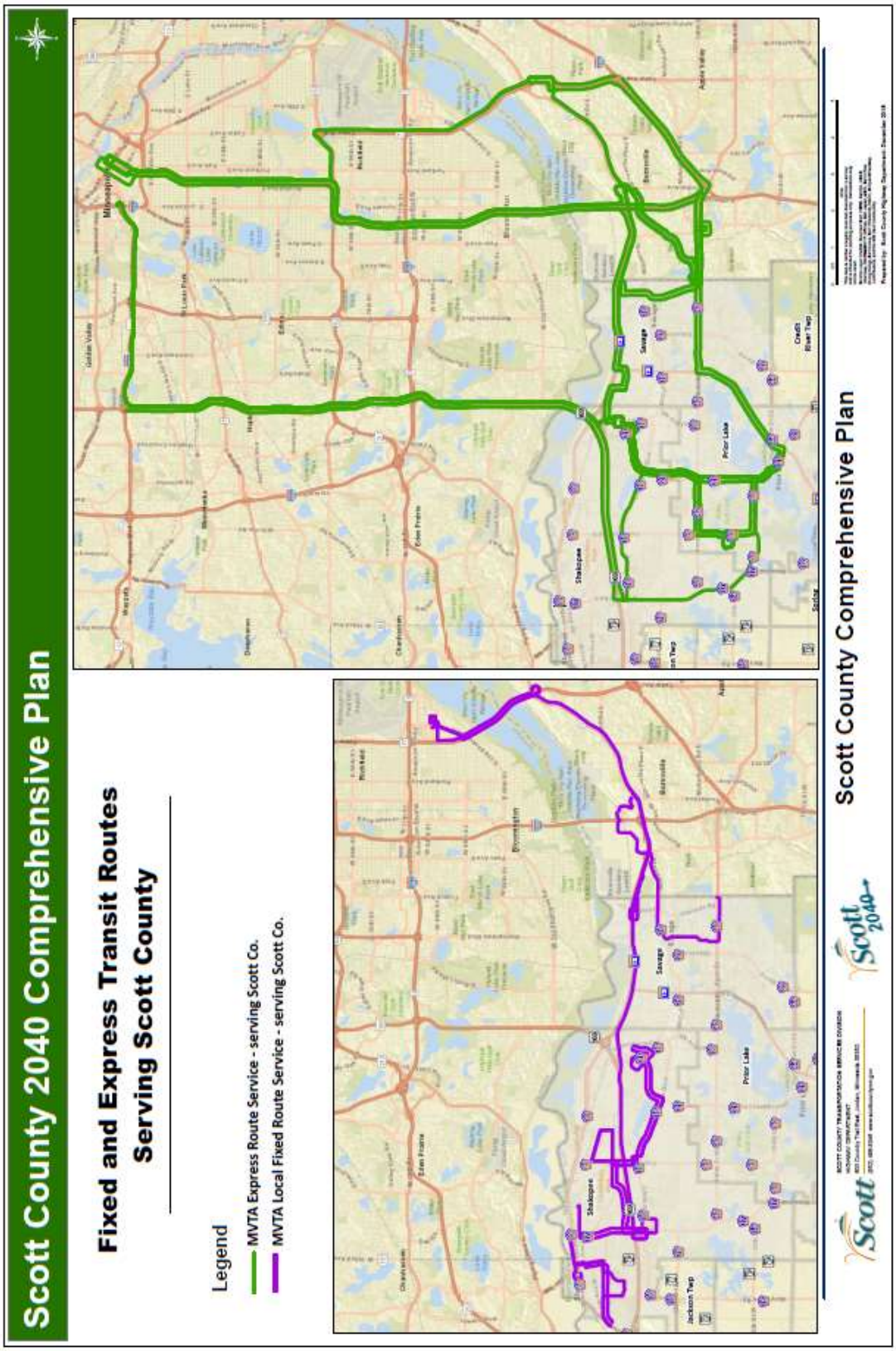
Figure VI-24
Existing Bus-Only Shoulders and Ramps

The addition of future transit advantages will focus on key transit corridors such as US 169, TH 13, CASH 17, CH 42, and CH 21. For example, the addition of bus-only shoulders is a priority on US 169 on the Bloomington Ferry Bridge and between CH 17 and CH 83 and on TH 13. Transit priority signals are an important transit advantage to implement for the efficiency of transit service. Further planning efforts will identify specific locations for transit priority signals.

Fixed Route Transit Service

Minnesota Valley Transit Authority (MVTA): MVTA is a suburban transit provider with fixed and express route transit service in Prior Lake, Shakopee and Savage. MVTA service expanded to include Prior Lake and Shakopee in 2015. Local fixed route service includes routes 421, 495, 497, and 499. Route 421 provides service between Savage and Burnsville and operates Monday through Friday with six daily trips. Route 495 began operating in 2016 and provides service seven days a week between Mall of America, Burnsville Transit Station, and Marschall Road Transit Station with 39 trips per day (18 southbound and 21 northbound) between 4:00 AM and Midnight. Routes 497 and 499 provide hourly local fixed route from 5:40 AM to 8:40 PM service within Shakopee Monday through Friday. MVTA express routes within the county include routes 464, 491/492, 490, and 493. Route 464 is express service to downtown Minneapolis with intermediate stops in Savage, Burnsville Parkway, and I-35W Lake Street Station. This route operates Monday through Friday with eight round trips per day. Route 491 and 492 are express reverse commute routes from downtown Minneapolis to Scott County. Route 490 and 493 are express routes to downtown Minneapolis from Scott County. Route 490 stops at Eagle Creek and Southbridge, and route 493 operates from Marschall Road Transit Station. See Map VI-25 for fixed and express route transit corridors directly serving Scott County.

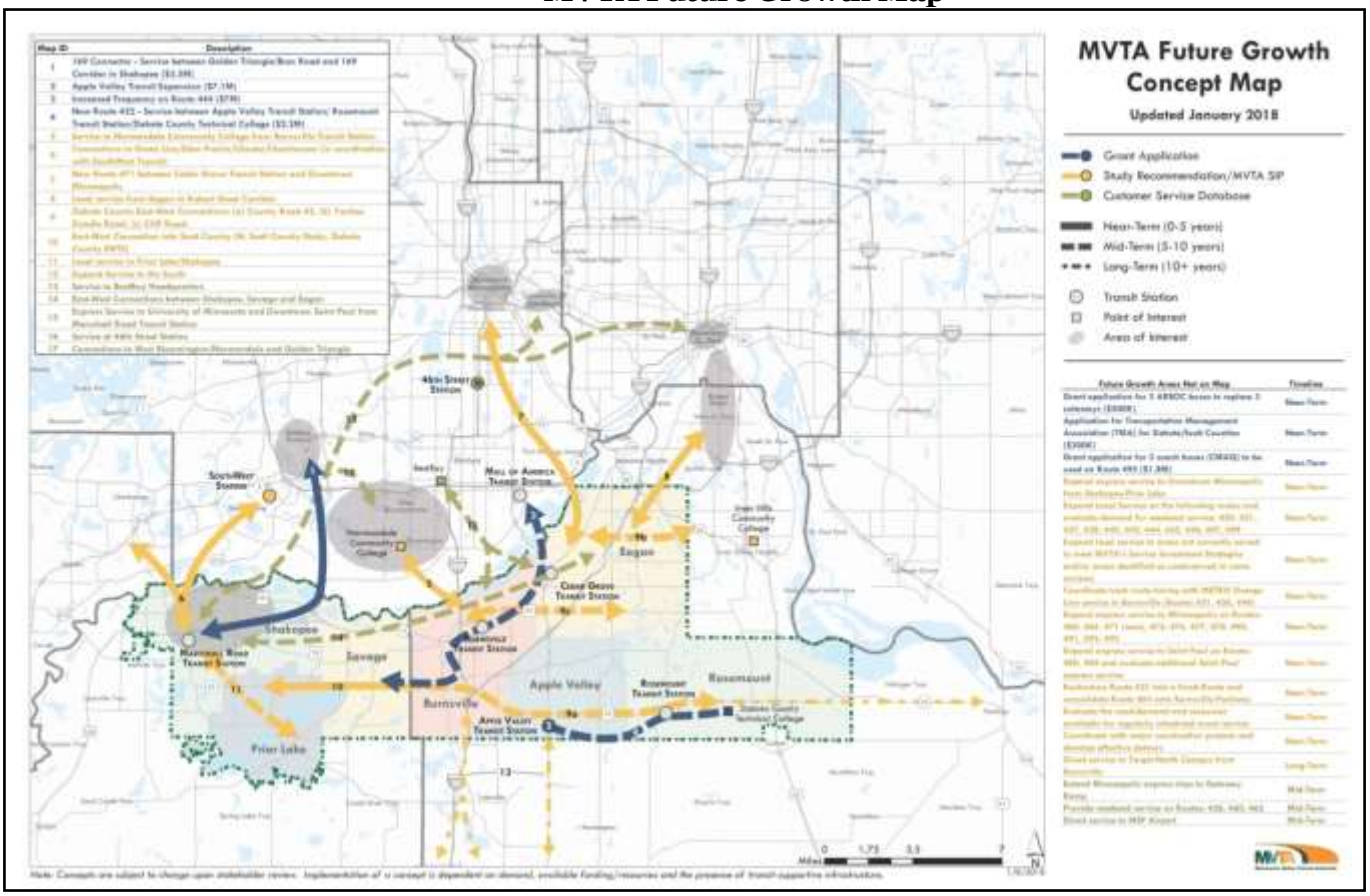
Map VI-25
FIXED AND EXPRESS TRANSIT ROUTES SERVING SCOTT COUNTY



MVTA's fixed routes in Scott County provide residents transit options to connect to destinations where Metro Transit operates including downtown Minneapolis and Mall of America. A new fixed route service will begin in 2019, dubbed 169 Connector service; it will connect Scott County to Eden Prairie via US 169.

MVTA's Future Growth Concept Map outlines near-term (0-5 years), mid-term (5-10 years), and long-term (10+ years) concepts for expanded fixed route transit service. Near-term concepts connecting to Scott County include the 169 Connector service between Golden Triangle, Bren Road and 169 Corridor in Shakopee, connection to future Green Line extension from Shakopee to Eden Prairie via coordination with SouthWest Transit, and East West Connections on County Road 42 between Scott and Dakota Counties. See the Figure VI-26: MVTA Future Growth Concept Map below for mid and long term growth concepts.

Figure VI-26
MVTA Future Growth Map



Connections to Other Transit Options: Marschall Road Transit Station (MRTS) operates as a hub for other transit providers serving Scott County. Land to Air, a subsidiary of Jefferson Lines, operates an inter-city bus service from Mankato to downtown Minneapolis. The inter-city transit service operated by Land to Air is subsidized by a MnDOT 5311(f) grant, which is a funding source dedicated for inter-city transit options. Known as the "169 Connection," the inter-city bus service includes two round trips daily from Mankato to downtown Minneapolis with stops at MNSU-Mankato, Gustavus Adolphus College, St. Peter, Le Sueur, Belle Plaine, Jordan, and Shakopee (MRTS). This service connects to MVTA route 495 at MRTS, which connects to transit options at Burnsville Transit Station and Mall of America. The connection in downtown Minneapolis is the Hawthorne Transportation Center where there are statewide and national inter-city transit options.

Figure VI-27: Inter-City Bus Service Stops

Mobility Management: SmartLink is the Mobility Manager for Scott and Carver Counties and consists of four transit services:

- Transit Link: Contracted Dial-a-Ride service through the Metropolitan Council and is a shared-ride, reservation-only transit service. Customer service hours are from 7:00 AM to 3:30 PM Monday through Friday. Transit Link hours are 6:00 AM to 7:00 PM Monday through Friday. Bus operations within Scott County were expanded in 2017 for hours of service from 6:00 AM to 9:00 PM Monday through Friday and 7:30 AM to 4:30 PM on Saturday and Sunday. Fares are established by the region.
- Volunteer Driver Program: Supplemental service for trips that are denied on the Transit Link system. Volunteers drive their own vehicles and donate their time to provide transportation for residents that could not be scheduled on the bus systems.
- Shared Vehicle Program: Coordinating the use of a vehicle that allows multiple partners to use a small bus for a wide range of services and transportation options.
- Non-Emergency Medical Transportation: SmartLink is contracted through Carver and Scott Counties to coordinate non-emergency medical transportation in the safest, most appropriate and cost-effective way to get to or from non-emergency medical service appointments.

SmartLink Transit
Your Leader in Mobility Management
Serving Carver and Scott Counties

Two performance measures below in Figures VI-28 & VI-29 illustrate SmartLink's level of service: denial percentage and on-time performance. The denial percentage tracks the percentage of requests unable to be served. The raw denial number is one of the highest in the region, but SmartLink also provides the most trips. This means the percentage of denials is low and is under the threshold

established by the Metropolitan Council of 5%. On-time performance is a measure of service dependability. "On-time" is defined in the system as picking up the client within a 30 minute window. SmartLink's on-time performance is consistently above 95 percent, and was high as 99 percent in 2016.

Figure VI-28
SmartLink Denials

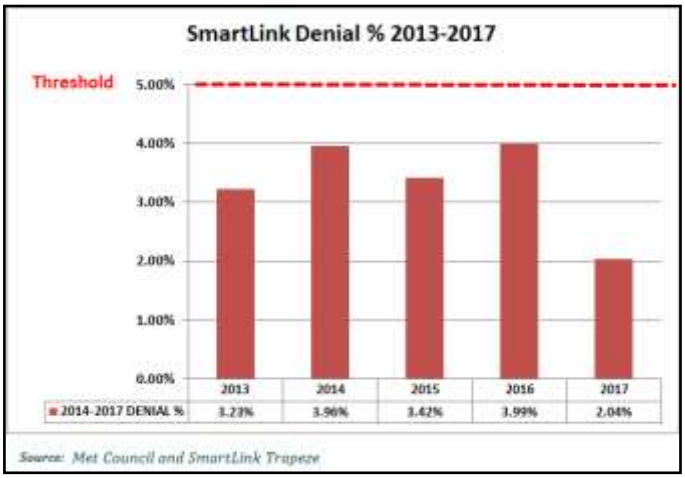
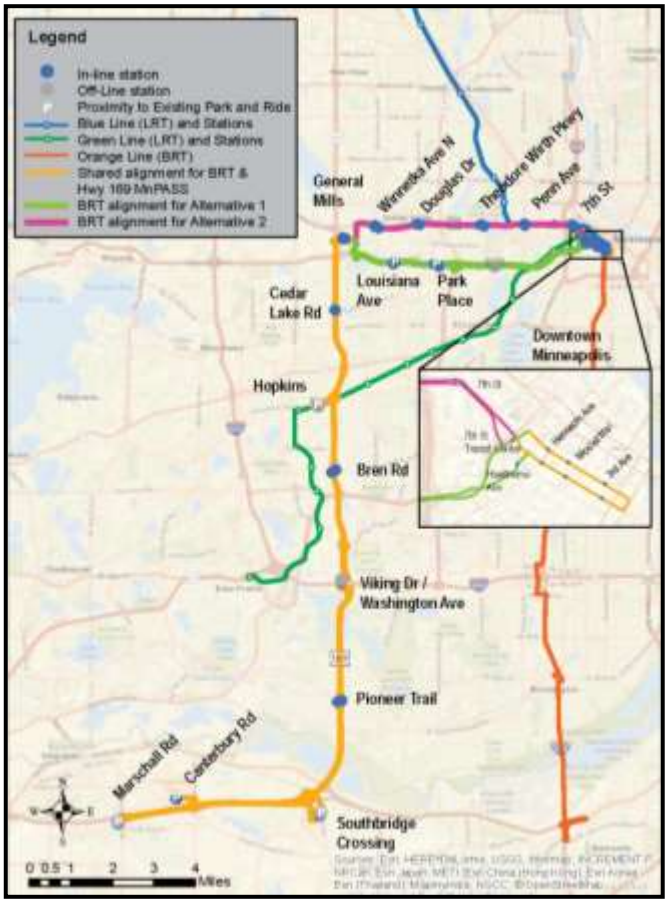


Figure VI-29
SmartLink's On-time Performance

SmartLink Mobility Management is a comprehensive approach to meeting the mobility needs of residents. It includes an advisory committee and a needs group committee where transportation stakeholders work together to identify and fill mobility needs. The Mobility Management approach incorporates all mobility solutions as options for residents including volunteer drivers, taxis, medical vans, school bus providers, veteran's programs, employer transportation, on-demand service providers, programs such as New Options, and neighborhood and social connections such as churches and other organizations. SmartLink Mobility Management also incorporates the Shared Vehicle Program and marketing staff in order to assist residents in learning how to utilize transportation resources in Scott and Carver Counties.

Figure VI-30
Future BRT Alternatives



Transit Planning

Regional Transitways: Metropolitan Council's 2040 Transportation Policy Plan (TPP) identifies US 169 from Marschall Road (CH 17) in Shakopee to downtown Minneapolis via I-394 as an "Accelerated Transitway under study – mode and alignment not yet specified" in the Transitway Increased Revenue Scenario.

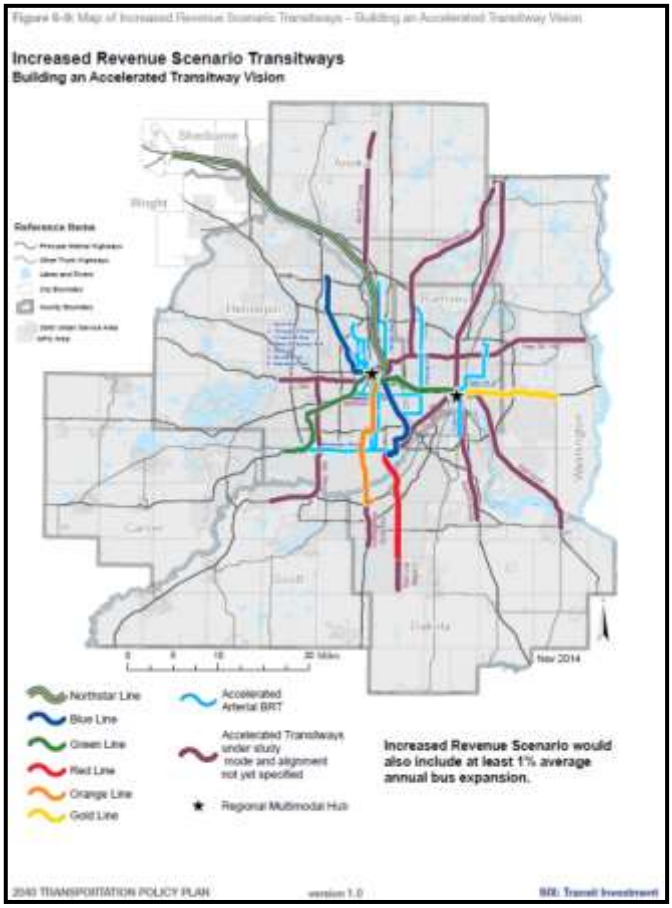
This is the only transitway corridor identified in the 2040 TPP located in Scott County. Beginning in 2015, Scott County, MnDOT, and the Metropolitan Council funded and participated in partnership with cities and counties along the US 169 study corridor in the US Highway 169 Mobility Study to

evaluate the potential for Bus Rapid Transit (BRT) and MnPASS Express Lanes in the southwest metro area on US 169 from Shakopee north to TH 55 and connecting to downtown Minneapolis. The purpose of the project was identified as increasing access to jobs and destinations, providing transportation choices, and improving safety and travel time for Highway 169 travelers.

Two BRT alternatives were identified and studied including (See Figure VI-30): US 169 from Marschall Road north to Betty Crocker Drive and east to downtown Minneapolis via I-394 (Alternative 1) or via TH 55 (Alternative 2). Six project goals for evaluation of alternatives were established through the study process and both alternatives satisfy each project goal area including: Improve Access, Mobility, Ridership, Return on Investment, Supportive Conditions, and Preservation of Environment. Both transitway alternatives provide connections to the planned regional transit system with connections to the Green Line LRT extension and the American Blvd Arterial BRT, thereby enhancing the system available to potential riders of the BRT. The evaluation of alternatives showed strategic differences between the two alternatives: Alternative 1 serves a higher number of jobs along the corridor and has a higher total projected ridership number, Alternative 2 serves a higher number of people living along the corridor, has higher projected ridership numbers of transit-dependent and reverse commute riders, and connects to the future Blue Line Extension.

The study concluded in 2018 with the identification of an Optimized Scenario. This scenario incorporated low cost and high benefit trade-offs for consideration in future study and planning efforts. Both alternatives included in the study contained three future BRT transit stops in Shakopee: Marschall Road Transit Station, Canterbury Rd. stop, and Southbridge Park & Ride. In the Optimized Scenario, Southbridge Park & Ride was removed from the BRT route due to the circuitous routing required, time penalty associated with an off-line station, and low projected ridership. Further study and agency coordination would be required to finalize BRT transit stop locations.

Figure VI-31
Increased Revenue Scenario Transitways



MnPASS feasibility was studied as part of the TH 169 Mobility Study. MnPASS was looked at on TH 169 from CH 17/Marschall Rd in Shakopee to two potential northern termini, I-394 and I-494. The MnPASS alternatives were effective at improving throughput and reducing delay along TH 169. The study concluded that both MnPASS alternatives perform sufficiently to merit consideration for implementation. An implementation plan was prepared as part of the study.

According to Chapter almost 6,000 Scott County residents work in Minneapolis; combined with the cities of Bloomington, Eden Prairie and Minnetonka over 16,000 residents work north of the Minnesota River. Because of this trend it has been common in past Annual Regional Park & Ride System Report from Metropolitan Council to see a large number of Scott County residents utilizing park and ride facilities outside of County boundaries. As a result, any new transit routes near Scott County boundaries can be expected to serve Scott County residents as well.

The planned METRO Orange Line (Bus Rapid Transit) in Dakota County is no different. The 17 mile Interstate 35W transitway will extend from the Burnsville Heart of the City Park and Ride north to downtown Minneapolis. The METRO Orange Line will provide high frequency all-day service to downtown Minneapolis, as well as, intermediate stations and connecting services. A proposed extension, known as the Orange Line Extension, has considered additional stations as far south as the Kenrick Park and Ride in Lakeville. Elements of the transitway, including new transit only lanes and stations in both the shoulders and median of I-35W, are complete or expected to be constructed in the coming years.

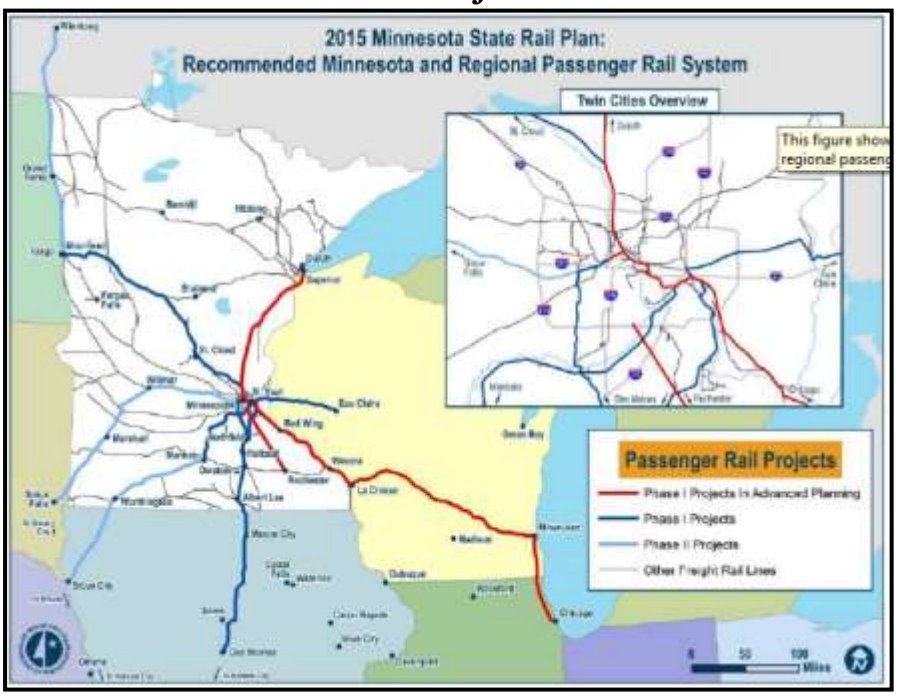
Other transitways in close proximity to Scott County include the Green Line LRT Extension, Red Line BRT, and American Blvd Arterial BRT. The Orange Line Extension, American Boulevard and Highway 169 corridors are potential BRT projects that could happen in the long term. See Figure VI-31 for location of these planned Transitways.

Transit Planning and Studies

In 2015, MVTA conducted the Northern Scott County Service Analysis and Evaluation study, which reviewed existing local service, unmet needs, and opportunities for additional service and improved connections in Shakopee and Savage. A recommendation implemented from the study was replacing route 496 with new routes 497 and 499, which occurred in May 2016. This study serves as an analysis tool for future transit planning and implementation.

The Dakota County East West Transit Study was adopted by Dakota County in 2017 and identifies priority East-West corridors for future transit service implementation. CH 42, from Mystic Lake Casino Hotel in Prior Lake (Scott County) to Dakota County Technical College in Rosemount, was recommended as one of five corridors for further consideration and study. Mystic Lake was just one of several potential western termini identified in the study. The study notes that CH 42 does not have the sufficient infrastructure to support transit at this time. Stops, sidewalks and pedestrian infrastructure were the biggest needs identified. The recommendations were based on the results of technical analysis, public input, and policymaker feedback. Local stakeholders and transit service providers (MVTA) are responsible for further implementation efforts related to future fixed route transit service on the CH 42 corridor.

Figure VI-32
2015 Minnesota State Rail Plan: Identified Passenger Rail Projects



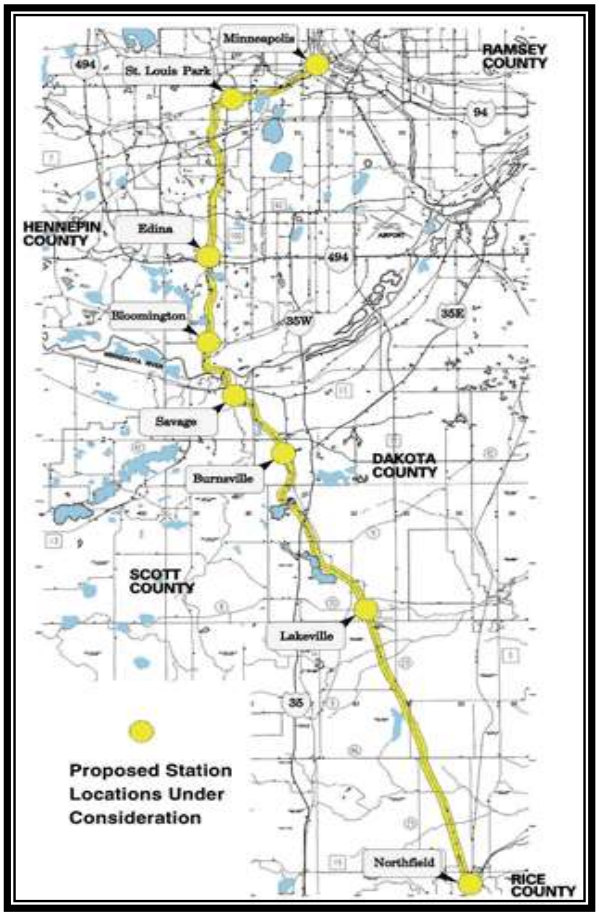
MnDOT's 2015 State Rail Plan identifies two intercity passenger rail corridors in Scott County as Phase I projects within a 0-20 year implementation horizon (See Figure VI-32). Intercity passenger rail from the Twin Cities to Albert Lea (I-35 Corridor) includes segments from downtown Minneapolis and/or downtown St. Paul to Northfield, Northfield to Albert Lea and

Albert Lea to Des Moines. The segment from Minneapolis to Northfield would use the CP MN&S subdivision, while all other service would use the UP "Spine Line" from St. Paul to Des Moines. Intercity passenger rail from the Twin Cities to Mankato is also identified as a Phase I corridor. The proposed Minnesota Valley Line would host four daily round trips of standard (79 mph) passenger rail service.

MnDOT's State Rail Plan builds on work completed in the 1990's on the Dan Patch Commuter Rail project, which was identified in the Twin Cities Metropolitan Commuter Rail System Plan as a Tier 1 Corridor (see Figure VI-33). The Dan Patch corridor is the corridor from the Twin Cities to Northfield identified in the State Rail Plan. It is a 40-mile corridor from downtown Minneapolis in Hennepin County, through the west and south suburbs of Hennepin, Scott and Dakota Counties, to the city of Northfield in northern Rice County. The proposed Dan Patch Corridor Commuter Rail line would operate on existing tracks owned by the Canadian Pacific Railway within Scott County.

The city of Savage conducted the Dan Patch River Crossing study in 2015. The study identified the potential vehicle demand for a new river crossing at the location and made recommendations about possible reasonable options moving forward including: a two-lane arterial bridge across the river, re-establishment of a one-lane bridge, and explored alternative modes such as bicycle and pedestrian or commuter rail bridge. Due to limited river crossings and forecasted congestion in the future, it is believed that the corridor could be a viable transportation choice south of the Minnesota River.

Figure VI-33
Dan Patch Corridor

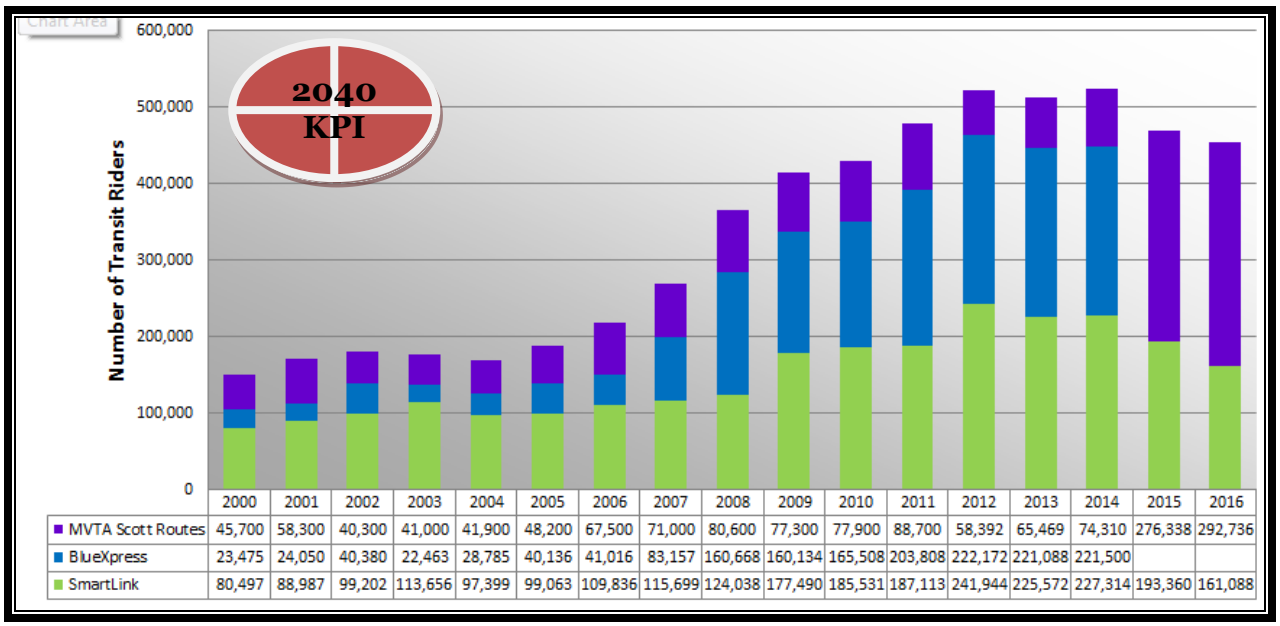


Performance Measure

This performance measure (See Figure VI-34) shows the transit ridership trend in Scott County over time. Numerous factors contribute to the trend in ridership growth. In 2015, Metropolitan Council changed the ADA service model. MVTA began providing the BlueXpress and other integrated services in 2015. The Shakopee circulator route (previously route 496) evolved into two MVTA routes (497 & 499) in 2016 and a new fixed route service began in late 2016 (495).

Expanded transit service provides transportation options to Scott County residents and helps reduce single occupancy vehicles on congested corridors in Scott County and other parts of the region. Transit services assist in expanding the labor force for Scott County businesses and assists transit dependent citizens with access to employment, shopping, education, and services.

Figure VI-34
Scott County Transit Ridership: All Providers



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
MVTA Scott Routes	45,700	58,300	40,300	41,000	41,900	48,200	67,500	71,000	80,600	77,300	77,900	88,700	58,392	65,469	74,310	276,338	292,736
BlueXpress	23,475	24,050	40,380	22,463	28,785	40,136	41,016	83,157	160,668	160,134	165,508	203,808	222,172	221,088	221,500		
SmartLink	80,497	88,987	99,202	113,656	97,399	99,063	109,836	115,699	124,038	177,490	185,531	187,113	241,944	225,572	227,314	193,360	161,088

Funding

Capital Investments

Scott County will continue to plan, design, develop and reserve land for future capital and operating investments including but not limited to, bus shoulders along transit corridors, park and rides, transit advantage ramps, and other regional concepts as related to capital investments. Scott County will continue to work with MnDOT Team Transit to provide bus shoulders on TH 169 including the Bloomington Ferry Bridge.

Funding Initiatives

Currently Shakopee, Prior Lake and Savage are within the transit taxing district and thus eligible for regional service investments. Scott County will continue to support the region's efforts to find and implement revenue streams that will improve transportation alternatives. This includes dialogue with the Metropolitan Council and legislature to look at different revenue mechanisms.

B. Trails and Non-Motorized Facilities

Scott County recognizes the important role of bicycle and pedestrian facilities for transportation, recreation, and fitness. There is a high demand within the county and local communities for connected and accessible bicycle and pedestrian facilities.

In general, the County's highways are high volume, high-speed facilities, so separated bicycle and pedestrian facilities are an important element of a safe, multi-modal, and efficient transportation system. Scott County also recognizes the importance of providing continuous facilities across physical and jurisdictional boundaries. Within the County, Highway and Parks Department staff work together to coordinate planning and implementation efforts for the purpose of achieving a county-wide trail system which serves recreational and transportation functions, is constructed efficiently, and is complimentary to the trail facilities of local communities and regional neighbors.

Each township or city may define a sidewalk and/or trail system that includes County roads within its jurisdiction. It is important to coordinate these systems between jurisdictions. When roadway

improvements are programmed for County Highways, the County's policy is to construct a trail or sidewalk facility on both sides in the urban areas wherever feasible. The County policy for trail construction calls for 50 percent of the funding to be provided by the cities. The County works with cities and townships on coordinating facility type. Scott County works within the Metropolitan Council's 2040 Regional Parks Policy Plan for regional needs. The County also works with cities to include trails as part of development adjacent to the County Highway system.

The standard approach to expanding County Highway trail facilities is done in conjunction with County Highway projects or developer installed projects, with the exact design, extent, and phasing of the trail facility dependent on the unique situation of each project. Partnering with the local jurisdictions is key for the development of trail facilities, including securing right-of-way and construction cost-sharing.

Within city boundaries, trails along County roads are plowed and mowed by the city. The County cost-shares on the preventive maintenance of the pavement surface and will participate in major rehabilitation or reconstruction if the city works in partnership on the preventive maintenance program. Currently individual and facility specific agreements with cities are established based on these policies. Trails along County roads in rural areas are operated and maintained by the County.

In 2014 the Metropolitan Council conducted the Regional Bicycle and System Study to analyze and prioritize potential regional bicycle corridors based on such factors as bicycle trip demand and network connectivity. The result of the study was the creation of the Regional Bicycle Transportation Network (RBTN). The RBTN was established to create an integrated and seamless network of on-street bikeways and off-road trails in the metro area. Additionally, the RBTN has become the "backbone" arterial network to accommodate daily bicycle trips by connecting regional destinations and local bicycle networks. The RBTN consists of a series of corridors and general alignments. The corridors are established where there is existing or potentially high bicycle trip demand between regional destinations and activity centers and also connecting to moderate-to-higher density local neighborhoods or commercial areas. Corridors reflect where alignments have not yet been identified; the presence of corridors allow for local planning processes to determine the most appropriate alignment that follows the orientation of the corridor and combines on-street bikeways with off-road trails where appropriate. Corridors and alignments are classified as Tier 1 or Tier 2 priorities, with Tier 1 representing the region's highest priorities for bikeway planning and investment.

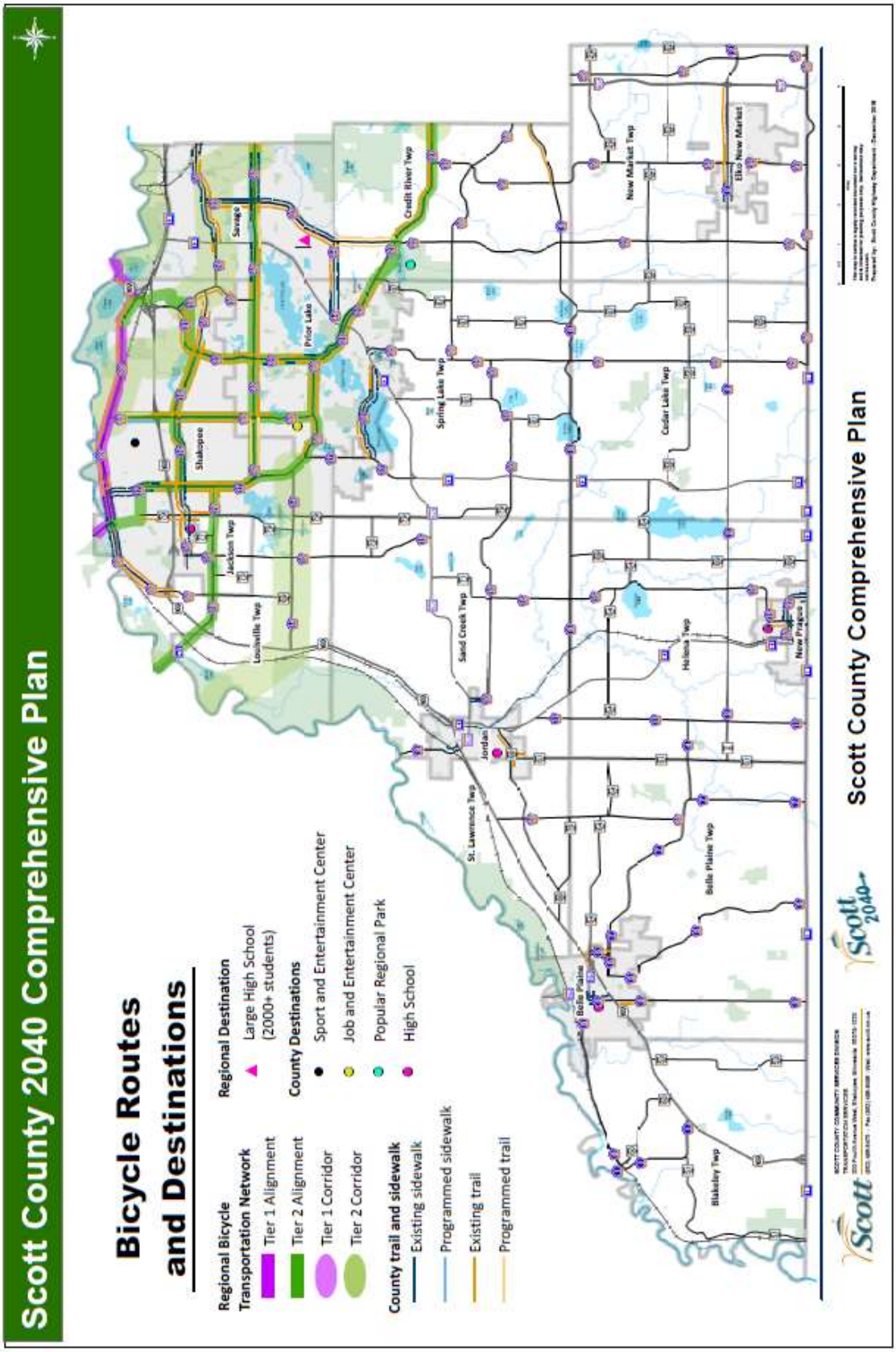
Map VI-35 shows the current Metropolitan Council adopted Regional Bicycle Transportation Network. There are 13 miles of off-road Regional Bicycle Trail Network in Scott County. Most alignments and corridors are classified as Tier 2. The only Tier 1 trail segment within Scott County is the trail located on the north side of County Highway 101 between the CH 101 bridge into Carver County and the Minnesota River Valley Bloomington Ferry Bridge that extends across the river valley into Hennepin County. Most of the existing identified RBTN alignments follow County Highways 17, 21, 42, and 78. The only section of the RBTN that is designated as an on-road alignment is a north/south segment located in Shakopee along Holmes Street.

The Metropolitan Council has also identified an additional bicycle network known as the Regional Trails. Regional Trails are identified in the Regional Parks Policy Plan and are designed as multi-use facilities to serve both recreation and transportation trips. Regional trails were an important input in the original RBTN and while there is significant overlap between the two networks, there are also some distinct differences. For example, the RBTN is planned to facilitate bicycling for transportation, including commute trips to work and school, shopping trips, entertainment and social trips, while regional trails are planned and designed primarily for recreation. Chapter VII: Parks and Trails identify and discusses these facilities.

In 2017, the Council conducted a Regional Bicycle Barriers Study to begin addressing the need for bikeway improvements across the region's physical barriers. The study defined physical barriers to

bicycle travel to include secondary rivers and streams, rail line corridors, and freeways and expressways. In addition to defining regional bicycle barriers, the study analyzed a series of potential barrier crossing improvement locations based on four analysis factors that included safety and existing conditions, bicycle trip demand, local and regional bike network connectivity, and social equity. The study identified several barriers crossings located in northern Scott County with the majority of the crossings along US 169. In addition, the study identified barrier crossings along CH 17, CH 21 and CH 42. The County will look to crossing locations identified in the study along with the County's single largest barrier to connected bicycle travel, which the study did not include, the Minnesota River.

Map VI-35
BICYCLE AND PEDESTRIAN ROUTES WITH DESTINATIONS



County Trails and Trail Classification

The County uses the trail classifications identified in Figure VI-36 to define trail facility types, which are a subset of the categories identified in Chapter VII: Parks and Trails. These classifications are modified from *Trail Planning, Design, and Development Guidelines,* a MN DNR Trails and Waterways resource. Categories and classifications shown are those pertinent to Scott County bicycle and pedestrian transportation facilities. See Figure VI-35 for all trails and sidewalks along County Highways.

Figure VI-36:
Bicycle and Pedestrian Facility Types

Category	Classification
Shared Use/Separated Paved Trails	Bituminous or aggregate trails separated from the roadway; shared use. Sub-categories: -Linking Trail: typically parallel to roads -Destination Trail: emphasize the landscape setting and recreational value. Typically not associated with roads.
On-Road Bikeways	These are associated with the road surface. Typically are local and do not serve as a regional route. Sub-categories: Bike Routes – road shoulders 5' + Bike Lanes- designated striped lane for bicycles

Source: *Trail Planning, Design, and Development Guidelines,* MN DNR Trails and Waterways

C. Snowmobiles/ATV's

Scott County manages snowmobile trails throughout the county by serving as the Grant-In-Aid local sponsor. As the local sponsor, the County works with local snowmobile clubs to identify trail routes, evaluate routes for safe travel, and monitor trail routes for maintenance concerns caused by snowmobile use. Local snowmobile clubs are responsible for negotiating easements, marking trails, grooming trails, monitoring use, providing educational and training opportunities, and assisting with resolving issues throughout the snowmobile season through agreement with the County.

State law permits snowmobiling on the bottom or outside of ditches on rural sections of County roads. Snowmobiling is only allowed by special permit issued by the Highway Department on urban sections of County roads through the Grant-In-Aid program. In issuing permits, the County works with the local snowmobile clubs to review the proposed route for safety, maintenance concerns, and other issues. If a trail route permit is denied by the County, the County will work with the local snowmobile clubs to determine if another route is feasible.

The County supports this flexible approach, with the understanding that as urbanization continues and city limits expand, the County has concerns regarding future pedestrian, vehicle, and snowmobile conflicts in the incorporated cities. The County believes that working with snowmobile groups to identify future snowmobile corridors and trail issues will create proactive solutions that may prevent future conflicts. Where feasible and when funding is available, additional right-of-way may be acquired with road projects to accommodate designated long-term sustainable trails to provide access from urban areas to rural areas and other recreation destinations. In addition, parking sites may be identified to provide trail access to rural areas.

Due to the damage ATV's cause to vegetation and infrastructure, ordinances will be developed to prohibit ATV use on County roads or in County right-of-way in both incorporated and unincorporated areas. Chapter VII: Parks and Trails further discusses the County's intention to work with snowmobile and ATV clubs in exploring long-term opportunities.

D. Aviation

There is no existing or proposed regional system airports located in Scott County. Commercial flights are directed to the Minneapolis-St. Paul International (MSP) Airport, which is approximately 15 miles northeast of the county, south of Minneapolis. Two of MSP's four runways are aligned in a parallel northwest/southeast direction. One runway is aligned in a north/south direction and the other in southwest/northeast direction. At times aircraft operating on these runways fly over parts of Savage and the rest of Scott County, but are flying at elevations a few thousand feet above ground, which prevents noise disturbances from reaching the surface and impacting residents. Scott County is outside the noise exposure zones and airport safety zones of MSP Airport.

Flying Cloud Airport is a reliever airport for the MSP International Airport. It is located in Eden Prairie, approximately one mile north of Shakopee. Flying Cloud has three runways; two positioned in an east/west fashion, with little impact on Scott County, and the smallest runway positioned in a north/south direction. The 2,690 foot north/south runway generates the least amount of air traffic. Flying Cloud's noise contours and safety zones do not extend into Scott County.

Airlake Airport is another reliever airport located in Lakeville, approximately two miles east of New Market Township. Airlake has one runway positioned in a northwest/southeast direction. The airport has limited influence zones due to its small size, direction of runway, and low usage; as a result, it does not have a major impact on any portion of Scott County. The Metropolitan Airports Commission has adopted a new 2035 Long-Term Comprehensive Plan (LTCP) for Airlake Airport. The goals of the plan include better accommodating business aircraft need by extending the runway to a length of 4,850 feet from the existing length of 4,099 feet; maintaining or improving the Runway Protection Zone (RPZ) land use compatibility; mitigating existing issues with airspace penetrations to the extent practical; and updating the taxiway layout to reflect current industry best practices and enhance safety. The aircraft anticipated to use Airlake Airport will continue to range from small single-engine piston airplanes used primarily for personal, recreational, and flight training purposes up to mid-size corporate jets used primarily for business purposes. The proposed 2035 plan does not recommend changing the airport's role to accommodate larger aircraft or scheduled passenger or cargo flights.

Belle Plaine Airport is located in Sibley County, approximately one mile north of the city of Belle Plaine. This is a private airport open to the public with one 2,505 foot north/south runway. It is not a part of the regional airport system and is primarily used for small personal planes. Influence areas and noise exposure zones have not been identified for this airport.

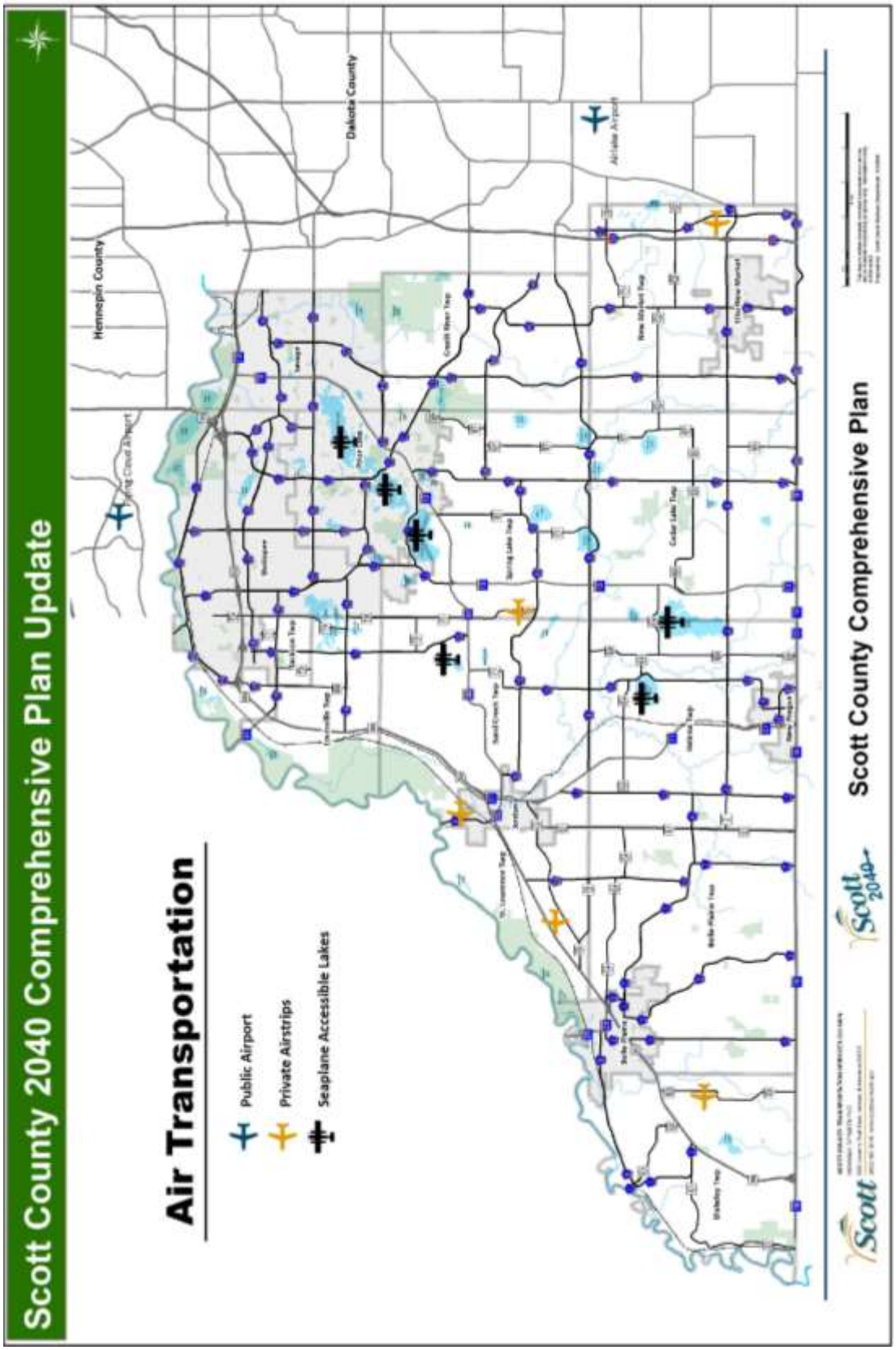
Since all of these airports discussed above have minimal impacts on the County, airport safety zones have not been established in the Scott County Zoning Ordinance, which covers the unincorporated areas. However, the County recognizes the need for airspace protection from potential electronic interference and obstructions where regular flight patterns have been established. Any proposed structure over 200 feet shall require notification to the Federal Aviation Administration (FAA) at least 30 days prior to construction, using FAA Form 7460-1 "Notice of Proposed Construction or Alteration," as defined under code of federal regulations CFR - Part 77.

For purposes of safe use of surface waters and compatible land use, certain public waters within the seven-county metropolitan area have been designated by the Minnesota Department of Transportation (MnDOT) Aeronautics for permitted seaplane use. Six lakes located in Scott County are designated as seaplane accessible: Cedar Lake, Geis Lake, Pleasant Lake, Prior Lake, and Spring Lake. Two regional parks, Cedar Lake Farms Regional Park and Spring Lake Regional Park, abut seaplane accessible lakes of the same name. Scott County acknowledges MnDOT regulations regarding the use of the lakes for seaplane purposes and will work to mitigate conflicts with the development and use of these parks.

Five private airstrips are located in Scott County. New private airstrips are limited to agricultural and low-density, rural residential areas. A conditional use permit is required for operation to ensure clear approach zones are provided and flight operations will not present a hazard or nuisance to surrounding land uses. Any private airfields/airstrips permitted in the County should meet minimum safety requirements as defined by MnDOT Aeronautics. Map VI-37 identifies locations of the existing private airstrips and seaplane accessible lakes.

One heliport is located within Scott County at St. Francis Regional Hospital in Shakopee. Heliports allow airborne access in confined or developed areas. This allows for faster emergency response times in critical medical situations. If the development of heliports is determined as an appropriate measure in Scott County, regulations and guidelines should be established based on FAA regulations and designed to prevent land use conflicts and noise disturbance.

Map VI-37
AIR TRANSPORTATION MAP



E. Freight Transportation

Freight transportation is the movement of goods and products from one point in the production process to another. This includes raw commodities such as corn and soybeans and finished products such as clothing and televisions. Freight transportation in itself is not a mode of transportation, but includes several modes that focus on the movement of goods instead of people. The most significant transportation modes utilized by freight haulers in Scott County include trucks on highways, followed by waterways and rail.

Regional Truck Highway Corridor Study

The Metropolitan Council's Regional Truck Highway Corridor Study, completed in 2017, identified and prioritized the improvement of the most significant regional truck highway corridors. The study identified TH 13 from US 169 to I35W as a Tier 1 regional truck corridor. The study notes that while the Interstate Highway System is the region's freight backbone, it is supported by a critical network of principal and minor arterials that serve as relievers to the Interstate system, as well as providing door-to-door access to manufacturing facilities, distribution centers, intermodal freight hubs, and ultimately retailers and customers. In the analysis, the TH 13 corridor was ranked second in the top thirty truck delay hotspots on non-Interstate Tier 1 corridors, with 60 hours of delay eastbound and 48 hours of delay westbound on average per day. This averaged 2.4 minutes of delay per truck. The worst times for delay on TH 13 were from 4 to 5 PM in both directions, with eastbound experiencing a slightly longer total delay.

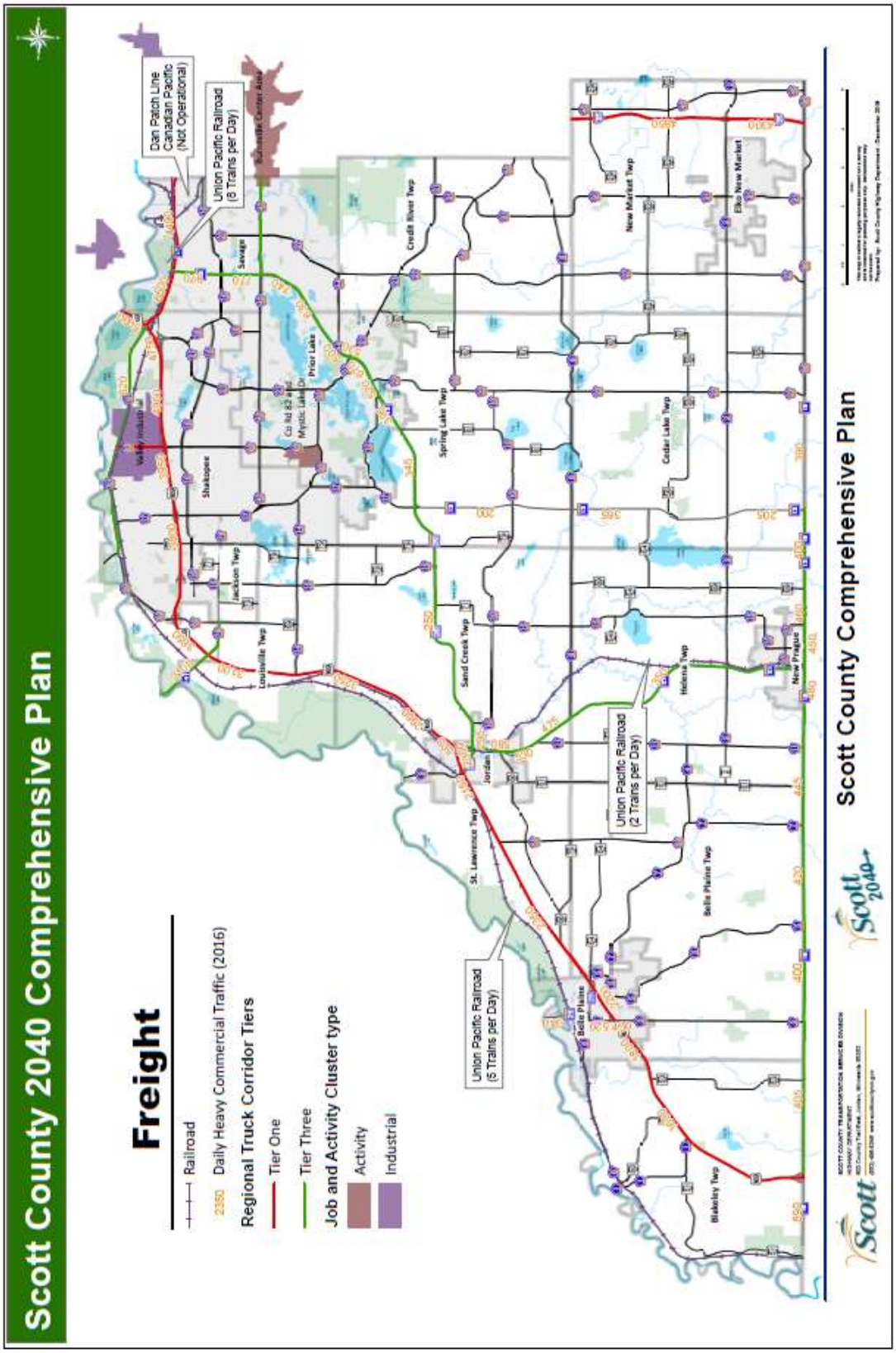
In addition to TH 13, Tier 1 Corridors in Scott County include TH 169 and I-35 and CH 83 from TH 169 to CH 101 in Shakopee. Tier 3 Corridors include TH 13 from the 101 connection to TH 282, along with TH 19, TH 21 and TH 282 and CH 101, and CH 42 from TH 13 to the Dakota County Line. Figure VI-38 shows these regional truck corridors as well as additional freight infrastructure and information.

Railroads

Railroads in Scott County serve regional agriculture and industrial uses. Two carriers currently operate in Scott County: the Union Pacific Railroad, owner of two lines and 60 miles, and the Canadian Pacific Railroad, with two miles of track. The railroad lines are shown on Map VI-38, along with the number of trips generated per track.

Canadian Pacific owns the north-south railroad line that crosses over TH 13, just east of Yosemite Ave. This line is commonly known as the Dan Patch Corridor and runs between Northfield and Minneapolis. The Dan Patch Corridor is a potential commuter rail corridor and/or vehicle or bicycle trail corridor utilizing the existing swing bridge crossing location over the Minnesota River, which has been out of service for a decade. The Dan Patch Corridor is currently classified as an inactive rail line south of TH 13. North of TH 13 the line is leased by Twin Cities & Western Railroad and is used for storing and switching train cars in the Ports of Savage Area.

Map VI-38
FREIGHT TRANSPORTATION MAP

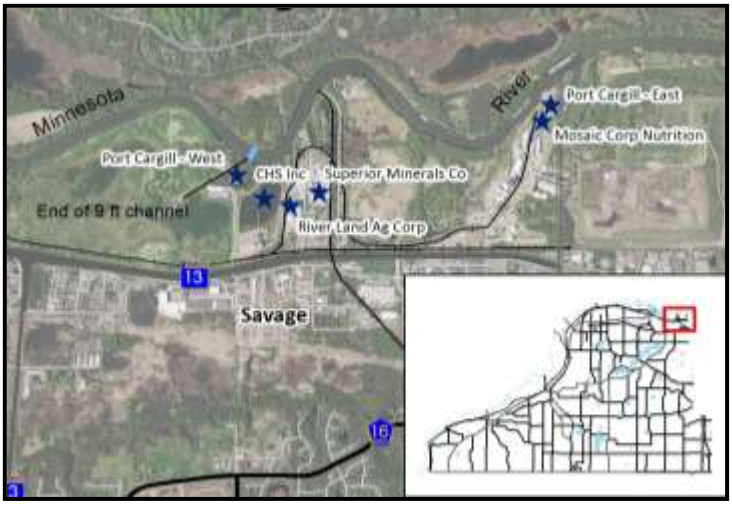


In the event that any railroad line is up for abandonment, the County will evaluate preservation of the corridor for multiple transportation needs. For example, the Union Pacific spur line that connects Scott and Carver County was abandoned and subsequently acquired by the County for a future utility, transportation, and trail corridor.

Commercial Navigation

The Ports of Savage is a nationally prominent port for the shipment of grain and other commodities and provides the only commercial navigation access to the Minnesota River in the metropolitan area. The Ports of Savage includes five private terminals, including Cargill, CHS, Bunge, and Superior Minerals. Their locations on the Minnesota River are identified on Figure VI-39.

Figure VI-39
Ports of Savage



As shown in Figure VI-40, one to three million tons of product was handled annually through the Ports of Savage between 2012 and 2016. The peak shipping season generally begins in mid-March and runs until the end of November. About 75 percent of the tonnage to and from the terminals is distributed by truck. This amounts to an estimated 128,000 truck trips in an 8.5 month season.

Figure VI-40
River Port Annual Tonnages*, 2012 to 2016

Port	2012	2013	2014	2015	2016
Minneapolis	671,691	715,599	573,168	223,871	Unknown
St. Paul	5,551,737	5,273,301	6,315,039	6,887,022	8,129,481
Savage	**1,921,603**	**1,405,947**	**1,704,930**	**2,123,201**	**3,199,988**
Red Wing	836,497	532,891	433,840	684,935	1,057,372
Winona	1,697,955	1,258,783	1,700,883	1,707,910	2,356,351
Total	**10,679,483**	**9,186,521**	**10,727,859**	**11,626,940**	**14,743,192**

*Annual tonnages have varied due to seasonal flooding, ocean freight rates, and commodity demand.
Source: Minnesota Department of Transportation, 2017.

The nearby confluence of the Minnesota and Mississippi Rivers means the Ports of Savage has access to the Mississippi River shipping system. The river system supports five port areas in Minnesota with a combined 2016 transported tonnage of 11.6 million tons. The Ports of Savage is the second busiest port in the system. Minnesota's largest river tonnage commodities are agricultural products, namely corn, soybeans, and wheat. Minnesota agriculture ships over 60 percent of its total agricultural exports down the Mississippi River. River ports also handle dry cargo products such as coal, fertilizer, minerals, salt, cement, steel products, scrap, and liquid products including petroleum, caustic soda, vegetable oils, and molasses.

The Lower Minnesota River Watershed District (LMRWD), in conjunction with other agencies such as the Army Corps of Engineers, periodically conducts dredging operations on the Minnesota River up to the Ports of Savage to maintain a 9-foot deep shipping channel. The LMRWD works to obtain locations for the dredging spoils and assists in finding end users for the dredged materials.

The TH 13 Corridor at the Ports of Savage is a high funding priority for SCALE. This corridor is considered the highest transportation priority for SCALE and is considered a multi-modal corridor serving regional and global markets. The productivity of the Ports will be limited if TH 13 cannot efficiently serve them.

Freight Issues

Knowing where freight needs and issues exist on significant highway corridors can inform policy and investment decision-making. The success of the County and the State's economic engine relates to the ability of the multimodal freight system to convey goods safely and efficiently.

Major freight issues in Scott County include bottlenecks or congestion, highway design and characteristics, and rail crossings. As identified in the Metropolitan Council's Regional Truck Highway Corridor Study in 2017, TH 13 from TH 169 to I-35W, was identified as the second ranked congested freight corridor in the Twin Cities metropolitan area. The study also identified TH 169, particularly at the intersections of TH 41 and TH 282 as locations on critical freight corridors experiencing significant congestion. The study also contains references to traffic delays on TH 169 over the Minnesota River on the Bloomington Ferry Bridge. The Study highlighted the following freight issues in Scott County:

- Important corridors include TH 169 and TH 13
- High truck volume entry points on TH 169 between CH 14 and CH 69 at unsignalized intersections or driveways present safety concerns.
- TH 169 interchanges at CH 21 and CH 101 are geometrically problematic.

The way the highway is designed or operates can also be a freight movement issue. Since 2000 Scott County and MnDOT have invested in roundabouts as a traffic safety solution in the growing and developing rural and residential areas. These safety features are perceived as difficult to maneuver by operators of heavy commercial vehicles. Increased prevalence of roundabouts and driver training have combined to reduce some concerns related to roundabouts. However, concerns with roundabouts remain for oversized vehicles such as those coming from Chart Industries in New Prague, Minnesota and non-professional drivers transporting raw agricultural products through roundabouts. The County will continue to consider the installation of roundabouts as a highway safety solution and will include the freight community as part of outreach efforts. Previous freight studies in Minnesota have identified the lack of significant shoulders on rural roadways as a potential safety concern. The County will consider increased paved shoulder widths as part of pavement improvement projects and consider increased paved shoulder widths as a proactive safety project.

Scott County contains 62 miles of rail. Conflicts between trains and vehicles at unprotected rail crossings are a concern. Unprotected railroad crossing are roadway crossings without both gates and lights. Many crossings in Scott County have stop signs with additional signs advising drivers to look both ways before continuing travel. See Map VI-42 for locations of unprotected rail crossings.

Map VI-41
FREIGHT ISSUES MAP

The Union Pacific Railroad along the north side of Trunk Highway 13 in the Ports of Savage area also provides an additional concern for freight. The limited vehicle stacking distance ranges from 70 feet at Yosemite Ave to 110 feet at Dakota Avenue between the Union Pacific mainline track and TH 13. The congestion and the lack of gaps in traffic on TH 13 also encourages trucks to take additional risk such as to sit on tracks or proceed through gates. A 2012, MnDOT Rail Office summary identified a high number of gate arm replacements occurred at Dakota Ave. and Lynn Ave. In the three years leading up to March of 2010, 42 gates were replaced at Dakota Ave. and 13 gates were replaced at Lynn Ave. Based on the report, commercial vehicles entering the ports most commonly crashed into the gates as they exit off of TH 13, typically eastbound traffic making a left across the highway. It was also found that at Dakota Ave. a portion of the broken gates were attributed to train switching operations taking place near the crossings with gates dropping on the trailers as the truck moved across the grade crossing. The Union Pacific Railroad also conducted their own safety study of the crossings and has initiated an ongoing active campaign to warn vehicles crossing the rail line to take precautions and not to be caught sitting on the tracks. Scott County will seek to improve and upgrade rail crossing safety when possible.

F. Travel Demand Management

Travel Demand Management (TDM) refers to strategies and actions for increasing vehicle-occupancy rates and reducing vehicle miles of travel and is a critical tool for implementing congestion management. TDM includes management of congested routes by coordinating transit operations on routes with major lane closures due to crashes, construction, or planned maintenance activities. For Scott County, TDM can be a tool for mitigating congestion in particular corridors and locations such as at river crossings and approach highways as well as on highways leading to regional job centers. The County encourages TDM efforts that include public private partnerships.

TDM Strategies

Travel demand management strategies include both incentives and disincentives to reduce trip-making activity, shift travel away from congested locations, increase high occupancy vehicle travel, and decrease peak hour travel. TDM strategies are typically targeted toward peak hour work trips in highly congested areas and incorporate multiple strategies aimed at changing travel behavior. Select TDM strategies considered for implementation are included in the list below; additional TDM strategies not listed may also be considered.

- Ridesharing: Ridesharing can be especially attractive for longer trips on congested corridors such as work trips from Scott County to the metropolitan centers and the I-494 employment strip.

- Transit/Ridesharing Incentives: Employers can encourage employees to rideshare or use public transit if available.

- Parking Management: In low density suburban areas, restrictions on parking or adoption of fees may be difficult to implement. Parking management is more feasible in the metropolitan centers.

- Alternative Work Schedules: Variable work hours, flex time, and other alternative work schedules can help facilitate ridesharing and shift travel from the peak hour or period. Telecommuting is another alternative that has been increasing in use as technology improves.

- High Occupancy Vehicle Lanes: High Occupancy Vehicle (HOV) facilities provide incentives for people to carpool or use transit. The occupancy restriction typically applies during peak periods in the peak direction.

- MnPASS Lanes: MnPASS facilities provide an option for vehicles to pay for use of a lane at times of congestion.

- TDM Organizational Alternatives: A travel demand management program can be initiated by any level of government operating singly or together or by the private sector. One organizational approach to TDM is the formation of a Transportation Management Organization or Association (TMO or TMA). A TMO is commonly a voluntary group of businesses that use TDM measures to address transportation problems.

The County will coordinate with local communities in the implementation of TDM programs, the formation of new TMOs, or the initiation of specific TDM activities.

While employment has increased within Scott County over the past decade, 2014 Longitudinal Employer-Household Dynamics data reported 76 percent of the working population commutes outside of the county on a daily basis, creating a major dependency on County and regional transportation systems. This outward migration results in congestion during peak periods on major roadways that connect to the rest of the metropolitan area, especially in the I-35, TH 169, TH 13, and CH 42, CH 21 and CH 101 corridors. The Scott County Park & Ride facilities provide an alternative mode of transportation for commuters working in downtown Minneapolis; however, commuter shed patterns illustrate the county's workforce is spread throughout the metropolitan area.

The 2040 Vision promotes a change in commuter trends over the next two decades; envisioning a time when half of county residents work within Scott County. Achieving this component of the 2040 Vision will not only diversify the local economy, but it will also help alleviate congestion on these regional corridors. By creating a more diversified local job base, the number of miles traveled per worker may decrease, especially by reducing the need to travel outside of the county for employment. This will move traffic from existing congested corridors and disperse it throughout local job centers. In addition, new residents will have an increased opportunity to find a job close to their home, reducing the number of miles traveled for future residents as well.

It is important to continue to find ways to invest in job growth within Scott County to strengthen the local economy and create a more balanced flow of traffic. Scott County can continue to do this by providing investments in County and local infrastructure systems. Major road investments can spur commercial, industrial, and office development within Scott County. Other methods to create job growth include business retention, marketing and promotional efforts, workforce training, and continued economic development efforts by SCALE. A SCALE Collective Impact planning effort began in 2016 and promotes a community based, multi-discipline approach to addressing these issues. As part of this effort, a Transportation Workgroup meets monthly to explore and discuss transportation needs and solutions in the county.

ALTERNATIVE MODES GOALS, POLICIES, AND STRATEGIES

Goal #VI-4 Provide ALTERNATIVE MODES OF TRANSPORTATION.

a. Support the development of transit to make it possible to connect to employment, shopping, recreation and leisure, and educational destinations without the need for individual automobile travel.

   1) Continue the support of fixed route service including express bus service.

2) Continue to plan, design, develop and reserve land for future capital investments including bus shoulders along transit corridors, park and rides, transit advantage ramps, and other regional concepts including bus rapid transit infrastructure.

3) Support private ride-sharing and private transportation options to increase mobility for residents.

4) Continue to support the region to find and identify a long-term stable source of transit operating dollars.

5) Utilize sales tax dollars dedicated to transit to expand transit service to new markets and increase ridership. Fund transit amenities to improve access and transit service reliability.

6) Seek funding from regional and state agencies to plan and deliver alternative modes of transportation.

b. Explore ways to improve and increase efficiency of transit systems in Scott County.

1) Work with transit providers, cities, and the state to evaluate the use of priority timing of signal systems for transit vehicles along specific corridors and other transit advantages and implement when feasible.

2) Work with MnDOT to increase the capacity on the US 169 Bloomington Ferry Bridge and provide transit advantages.

3) Explore new and existing technology and information relating to transportation alternatives including autonomous vehicles and car-share programs. Support electric vehicles by implementing supporting infrastructure.

4) Encourage employers and communities to promote the implementation of travel demand management initiatives such as:
   a. Staggering work hours;
   b. Employer incentives;
   c. Explore potential of transportation management organizations with adjacent counties or transit providers
   d. Telecommuting-friendly employer policies

5) Continue to collaborate on opportunities with other counties/providers for additional transit service and efficiencies.

c. Collaborate in and support efforts to reinstate in the Dan Patch commuter rail line for future evaluation.

d. Move forward the US 169 Bus Rapid Transit concept from Marschall Road Transit Station to Downtown Minneapolis.

1) Support the Southwest Light Rail Transit line (Green Line Extension) implementation.

2) Evaluate connecting bus service to future Green Line Extension and US 169 BRT service.

3) Implement and support the expansion of the connector service on the TH 169 corridor to Eden Prairie and Minnetonka.

e. Continue to deliver and support local service, express service, dial-a-ride service, and inter-city bus service.

f. Continue to partner with others through coordination with MVTA staff and Board, and the SmartLink team and Mobility Management Board.

g. Review developments for pedestrian connections and transit facility opportunities as a part of the standard County and City development review and highway projects during project scoping.

h. Create a trail system to serve countywide healthy/active living needs (i.e., access to Regional Parks, activity centers, schools), and transportation needs that provide convenient, compatible connections between municipalities and to adjacent counties.

1) Include trails on County Highways as part of the Transportation Improvement Program (TIP).

2) Coordinate development of trails with counties, cities, townships, Three Rivers Park District and State when opportunities arise through development or highway projects.

3) Work with cities to identify county trail corridor gaps, prioritize implementation, and programming in the TIP.

4) Conduct a system-wide County roadway study on bicycle and pedestrian needs to identify priority projects for studies, phasing, and implementation and to examine finance opportunities and gaps.

5) Include separated trails as a regular component of highway improvements and development on both sides of the highway in the urban area. Cities may elect to have a sidewalk on one side as an alternative.

6) Include paved shoulders to serve bicycle and pedestrian modes on rural reconstruction and pavement preservation projects. Include separated trail facilities on targeted County roads in rural areas in coordination with construction projects.

7) Include separated trail facility phasing considerations (additional ROW, grading, proximity to Regional Parks) on County identified future separated trail corridors where current needs do not warrant a full facility with a project on the trail corridor.

8) Ensure pertinent stakeholders are involved in the early scoping of bicycle and pedestrian facilities. Review roadway projects for pedestrian and bicycle issues as part of standard County and City development reviews and as a part of highway projects during project scoping.

9) Design County road trails consistent with MnDOT and AASHTO guidelines.

10) When rail corridors become available through abandonment, pursue options of alternate uses including trails and other forms of transit or recreation uses..

i. The County's long term vision is that snowmobile trails shall not be allowed within County right-of-way in the incorporated areas, except for some limited long-term sustainable corridors that have not yet been identified. The County shall continue to work with local clubs to determine the sustainability of State Grant-In-Aid trails in incorporated areas as land use developments or road projects occur.

j. Evaluate long-term ATV use within the County right-of-way in both incorporated and unincorporated areas.

GOAL 5: TRANSPORTATION PLANNING

Provide transportation planning that supports a comprehensive transportation system.

Transportation planning involves assessing the current state of the County and region's transportation issues, managing development to mitigate impacts to the transportation system, and developing plans to address issues that are projected to arise in the future. Growth and development in Scott County places pressure on transportation providers to plan for and preserve the necessary corridors and right-of-way for transportation purposes. It is critical to identify and preserve needed right-of-way and plan for needed improvements with the limited transportation resources available. Scott County can identify the needed projects and corridors to achieve its transportation vision through the use of corridor studies that coordinate transportation, land use, and environmental factors.

A. Completed Studies

The following studies are officially incorporated and made part of this 2040 Comprehensive Plan:

US 169 Mobility Study (2018)

The purpose of the study was to identify and evaluate cost-effective options for improving transit and reducing congestion on Hwy 169 between Hwy 41 in Shakopee and Hwy 55 in Golden Valley. The study focuses on: 1. Highway Bus Rapid Transit (BRT) 2. MnPASS Express Lanes 3. Lower cost/high benefit improvements along the highway such as adding auxiliary lanes, turn lanes, modifying interchanges, and creating ways for buses to get through traffic more efficiently 4. Evaluating the potential for expanding bus service on Hwy 169 between Mankato and the Twin Cities Metro area. The study concluded that both MnPASS alternatives could perform sufficiently to merit consideration for implementation.

US 169 Corridor Study in Sand Creek Township (2018)

This study evaluated the feasibility and identified priority access improvement projects along the corridor from the city of Jordan north to the Louisville-Sand Creek township line.

TH 13 & Dakota Study (2017)

Focuses on roadway concepts for an interchange or grade separation on TH 13 at Dakota Ave. and Yosemite Ave.

CH 2 and I-35 Interchange Design (2016)

Preliminary design and environmental review work has been conducted to determine the proposed design for a new interchange at County Highway (CH) 2 and Interstate (I-) 35.

TH 41 Minnesota River Crossing Tier I FEIS (2014)

MnDOT, along with Chanhassen, Carver, Chaska, Shakopee, and both Carver and Scott Counties partnered to study a future freeway connection over the Minnesota River between TH 169 and TH 212 with a Tier 1 Final Environmental Impact Study (FEIS).

CH 27 Corridor Study (2014)

The CH 27 Corridor Study evaluated the short-term needs and a long-term vision as an important Minor-Arterial roadway serving eastern Scott County.

CH 8 Corridor Study (2013)

The purpose of the CH 8 Corridor Study is to define a long-term plan for preserving rights-of-way, managing access, and providing guidance for future road improvements. Scott County envisions CH 8 ultimately connecting US Highway 169 and I-35 to serve as an important east-west arterial for regional and local users.

TH 13 Corridor Study (MnDOT, 2013)

MnDOT, in cooperation with Dakota County, Scott County, Burnsville and Savage, conducted a study to provide updated guidance for transportation improvements along Trunk Highway 13 through Savage and western Burnsville.

US 169 & CH 69 Interchange Feasibility Study (2010)

Planning, design, and construction of an Interchange at CH 69 on US 169 including geometric layout and access management project near the interchange area.

TH 169 at CH 3 Grade Separation (2010)

Study looked at concepts for a grade separation at TH 169 and CH 3 including environmental issues, land use scenarios, traffic impacts, cost estimates, and a recommended alternative. As part of the study, an analysis of CH 2 extension from TH 169 to CR 61 to determine feasibility of CH 2 extension was completed.

CH 101 Corridor Plan (2010)

This study guided the infrastructure replacement and road reconstruction project for CH 101 in downtown Shakopee. The road reconstruction project was completed in 2011.

TH 169 Frontage Road Study (2010)

The purpose of this study is to identify an alignment, land acquisition, and easement needs for a future frontage road along TH 169, between CH 78 and CH 14 in Louisville Township.

CH 17 / TH 13 Corridor Study (2009)

Scott County and MnDOT, along with the Cities of Shakopee and Prior Lake, and Spring Lake and Cedar Lake Townships, identified a long term vision for preserving the function and mobility of County Highway 17 (CH 17) and Minnesota Trunk Highway 13 (TH 13).

CH 66 / CH 64 Corridor Preservation Study (2009)

This study was initiated to take a more focused look at CH 66 and CH 64 near TH 169. This study evaluates long-term roadway connections as a guide for future development.

CH 42 Vision & Implementation Plan (2008)

The Highway 42 Plan provides guidance for planning the future of this important regional roadway—how it should be designed, what areas should be preserved for expansion, and what projects should be implemented in the future.

CH 21 Extension EIS (2006)

Environmental review documents for the CH 21 corridor extension project in Shakopee and Prior Lake. Study of this corridor began in the 1990s and included an Environmental Impact Statement (EIS).

CH 15 Study in New Prague (2005)

The CH 15 Study in New Prague looked at the realignment of CH 15 from 270th Street to TH 19. This one-mile segment utilizes a portion of the current Alton Avenue alignment. The future project is intended to be development driven and there is a Memorandum of Understanding that was entered into by the City and County for this corridor.

CH 8 Corridor Preservation Study (2005)

The purpose of this study was to identify a corridor for future right-of-way preservation for the extension of CH 8 between TH 21 and TH 169.

CH 21 Corridor Study (2005)

The purpose of this study was to address existing and future deficiencies along CH 21 between CH 82 and CH 87 in the City of Prior Lake.

Elko Speedway Area Traffic Study (2004)

The purpose of the study was to gather information to assist in planning and design of roadways in the City of Elko.

CH 5 / CH 7 Realignment Study (2003)

The purpose of this study was to evaluate the continuity and functionality of the County Highway System as a result of the planned changes in TH 169 intersection locations.

CH 12 Alignment Study (2003)

The purpose of this study was to identify an alignment through the Spring Lake Regional Park area in order to accommodate the desire to provide a future picnic area between the shoreline and CH 12. This road segment was constructed in 2006

TH 169 Belle Plaine Area Plan (2003)

The TH 169 - Belle Plaine Area Plan, produced in 2003 subsequent to the TH 169 Inter-Regional Corridor Study, provides detailed guidance for access, improvements, and frontage roads along TH 169 in the City of Belle Plaine.

CH 16 Corridor Study (2002)

This planning study was completed to define the future design and right-of-way needs along the CH 16 corridor, from CH 83 in Shakopee to TH 13 in Savage.

TH 169 Inter-Regional Corridor Study (MnDOT, 2002)

This document guides access and future improvements to TH 169 from I-494 to Mankato, including concept interchange designs, access locations, and corridor vision.

CH 42 Corridor Study (1999)

The purpose of the study was to gather information, define issues, and suggest possible improvement options. Scott County partnered with Dakota County and affected cities along the route for this study.

B. Proposed Interchange Improvements

The County has identified a number of intersections across the county that may be developed into an interchange sometime in the future. The list below includes interchanges at various levels of discussion and study. Most of the proposed interchanges have not been previously studied or have engineer layouts developed. Interchanges are not listed in order of priority.

- TH 169 and Bluff Drive and/or 173rd (Sand Creek Township)
- TH 169 & 282 and CH 9 (Jordan)
- TH 282, 13 and CH 17 (Spring Lake Township)
- I 35 and CH 86 (New Market Township)
- I 35 and CH 2 Improvements (Elko New Market)
- TH 13 and Chowen Avenue (Savage)
- TH 169 and CH 66 (St. Lawrence Township)
- TH 169 and CH 59 (St Lawrence Township)

C. Future Studies

The County has identified a number of transportation system issues that require further study. They are included in the list below. Future studies are identified annually in the TIP process and programmed for funding accordingly. Studies can also be identified as development issues arise or at the request of other agencies. The current TIP should be referred to for upcoming, programmed studies. See Map VI-42 for location of future study needs.

1. CR 70 from TH 169 to CH 17 corridor preservation study to determine an alignment of a future connection of CH 12 to TH 169.

2. CH 15 from CH 10 to CH 70 including TH 282 corridor preservation study to determine a future alignment of CH 15 connection. This connection would complete an arterial roadway segment from TH 169 in Shakopee to TH 19 in New Prague.

3. CH 68 from TH 13 to CH 23 corridor preservation study to determine an alignment of CH 68 to TH 13 to provide an east west reliever road to TH 13 in Prior Lake.

4. CH 86 and I-35 Intersection Interchange study for the long range right-of-way preservation needs for constructing a new interchange at the existing overpass. The study should consider

interchange design and right-of-way preservation pending recommendations from Dakota County's Principal Arterial Study.

5. TH 169/Bluff Dr. to CH 59 Corridor Study. This is in follow up to Metropolitan Council's Principal Arterial Conversion Study to identify intersection and frontage road alternatives along this portion of TH 169.

6. CH 17 from CH 42 to TH 282 principal arterial grade separation and access study to identify preferred access locations and grade separation concepts.

7. CH 17 from Vierling to CH 101 capacity needs study to identify future corridor needs and concepts.

8. TH 13/ Quentin Ave to Chowen Ave. grade separation study to identify intersection interchange and grade separation concepts.

9. TH 169/CH 21/CH 101 Interchange Area Operations Study to look at operational issues and identify near and long term implementation steps.

10. CH 78 from US 169 to CH 17 Intersection and Operational Analysis

11. CH 14 Trail Feasibility Study to look at factors such as implementation issues, alignment concepts, and cost.

12. Countywide Trail Gap Study to identify gaps in the existing and planned trail system and recommend short and long term implementation strategies.

13. Transit Accessibility and Pedestrian Infrastructure Gap Analysis Study to identify infrastructure gaps and work with cities to look at implementation on County and city roadways to improve transit access.

14. TH 13 / Chowen Avenue Interchange Study in Burnsville to remove the existing signalized intersection to increase mobility and safety along the TH 13 corridor.

15. TH 13 / Dakota Avenue Interchange Study in Savage to improve access to several port facilities in the Ports of Savage area.

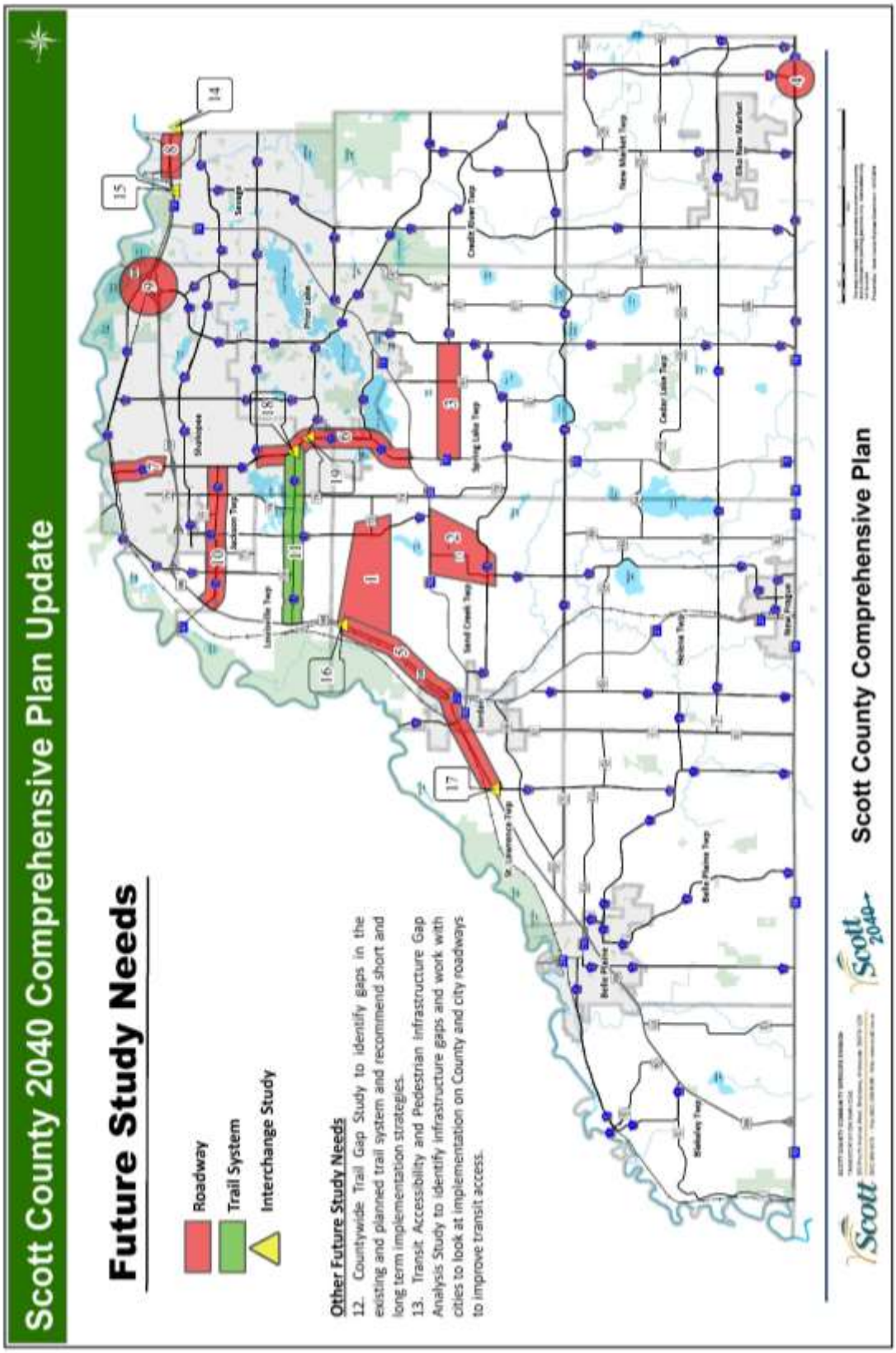
16. TH 169 / Bluff Overpass Interchange Study in Sand Creek Township to improve safety and access to TH 169 north of Jordan.

17. TH 169 / CH 59 Interchange Study in St. Lawrence Township to improve safety and access to TH 169 south of Jordan.

18. CH 17 / CH 14 Interchange Feasibility Study to determine the long-term solution for the existing signalized intersection.

19. CH 17 / CH 82 Interchange Feasibility Study to determine the long-term solution for the reduction of safety concerns at the existing intersection.

Map VI-42
FUTURE STUDY NEEDS MAP



TRANSPORTATION PLANNING GOAL, POLICIES, AND STRATEGIES

Goal #VI-5: Provide TRANSPORTATION PLANNING that supports a comprehensive transportation system.

a. Implement the approved County Transportation Plan to sustain and enhance a transportation system that effectively moves traffic within and through the county.

b. Provide leadership in the State and region on planning for future regional roadways and on regional transportation issues.

c. Implement a countywide cost participation policy that is comprehensive in nature.

d. Support and implement findings of existing studies and conduct future planning efforts to address existing and future transportation issues/corridors which are anticipated to address future traffic needs.

   1) Work with local jurisdictions to maintain up-to-date data for implementation into the Scott County traffic model.

   2) Continue to gather data on goods and commodities in and out of the Ports.

   3) Private ride share/owner share concepts and impact of autonomous vehicles

e. Promote the ongoing development of a comprehensive roadway system at the County, city, and township levels that implements the design, safety, and location standards consistent with this Plan. Work with state, regional, city and township agencies to develop local and regional measures to address transportation system concerns including traffic congestion and safety on transportation corridors in Scott County.

   1) Coordinate transportation planning and implementation with MnDOT, Scott County cities, townships, and neighboring jurisdictions.

   2) Encourage coordinated investment in transportation facilities to support development.

   3) Review and comment on the transportation plans and transportation plan amendments of the cities within Scott County and adjoining jurisdictions for consistency with Scott County's Transportation Plan.

   4) Review MnDOT and Metropolitan Council's regional plans for consistency with Scott County's Transportation Plan.

   5) Plan for and reserve roadway rights-of-way and corridors based on the transportation needs of the County, as identified in the Manage Section.

      a. Utilize the Official Mapping ordinance for right-of-way preservation.

   6) Encourage the design of local supportive roadway networks to be interconnected to discourage or minimize direct access to major collector or arterial roadways.

f. Work with townships to leverage the County's traditional development controls to encourage the private sector into a collaborative track that could include density bonuses in exchange for public values that are above and beyond the County's standards, such as providing turn and/or bypass lanes and preserving, protecting, or dedicating right-of-way for an existing or new collector or arterial roadway, as identified in County or township long-range transportation plans.

g. Continue to support the following strategies which are codified in the County's subdivision and zoning regulations in planning for transportation facilities in the townships:

1) Require all developments to provide transportation improvements to serve the development.

2) Work with townships to develop or regularly update their future local street, collector street plans, and turn lane implementation plans, ordinances, and funding strategies.

3) Requiring the staging of platted right-of-way and ghost platting of all property to encourage a vision for a local interconnected street network.

4) Permanent cul-de-sacs will only be allowed in cases where proper interconnectivity of local streets will be provided or where topography or environmental constraints preclude interconnection of local streets.

5) To meet access spacing requirements along County Minor Arterial (A&B), Collector and Local future functional classification designated roadways, allow shared driveways for plats of two (2) or three (3) lots at a location that meets access spacing or at a location that is planned for a future local road intersection, and that include plans for the future removal of those direct shared driveway accesses from a County road and onto a local street at some time in the future.

CHAPTER VII - PARKS AND TRAILS

INTRODUCTION

The first Scott County regional park and trail system plan was established with the 2004 Interim Parks, Trails, and Open Space Plan and formally approved as a part of the regional recreation open space system in the 2005 Regional Parks Policy Plan update by the Metropolitan Council. With this approval, Scott County became the tenth implementing agency within the Metropolitan Regional Park System. The Scott County portion of the system, which includes the regional parks, park reserves and regional trails in Scott County was created from a vision and values of the Scott County community and guided by the high-level policy framework of the Metro Regional Park System. While the County system is still young in terms of development, the system as planned (including trail search corridors) is considered to be sufficient for well beyond the year 2040. The 2040 planning process identified many outcomes and strategies on which to focus over the next ten years and makes an addition to the regional trail search corridors, connecting the City of New Prague to Cedar Lake Farm.

A. Plan Purpose

The primary intent of the 2040 Parks and Trails Plan is to fulfill the requirements for the County's park and open space comprehensive plan chapter. However, the 2040 Parks and Trails Plan also incorporates system and management planning principles and priorities, intended to serve as a guide, along with master plans, for making decisions regarding investment and operational priorities over the course of the next decade and beyond.

This Plan continues to:

- Provide the County and its residents and guests with an inventory of existing and planned regional recreational opportunities and anticipated needs for future generations.
- Guide County priorities for a system of parks and trails within the county including location, development, operations, and connectivity.
- Serve as a resource in reviewing plans, land use applications, environmental review documents, and other matters referred to the County to encourage their compatibility with the overall parks and trails system.
- Proposes strategies to be successful at meeting the mission.

B. A Decade of Progress

In the ten years since the 2030 comprehensive planning process was completed in 2008, substantial progress has been made towards the regional parks and trail goals and strategies set forth in the plan. The Scott County 2040 Parks and Trails Plan reports on these accomplishments and presents updated and refined goals, policies, strategies and outcomes that reflect this progress. Emphasis on outcomes has shifted from the last plan and the order and broad timing of priorities has been updated. These adjustments are a reflection of community feedback in the planning process, progress made since 2008, and in consideration of recent trends and data. This plan confirms the system as defined in the 2004 Interim Park and Trails Plan, the major policies and priorities set forth in 2008 and with the help of the community, it has been updated from the perspective of 2018 and with an eye looking forward to 2040.

Regional outdoor recreation opportunities have significantly expanded for the residents of Scott County in the last decade. Hundreds of acres of land have been preserved for future generations. Natural resources and significant wildlife habitat have been stewarded and conserved. Many, many community partners were a part of creating the progress. Together the community, County leadership, and partners set to work down the path guided by the plan and towards a regional park system that would serve the County far into the future.

Supporting these efforts, were two critical events that occurred soon after the completion of the 2030 plan – the passing of the Clean Water, Land and Legacy amendment and a new operational partnership with Three Rivers Park District. The passing of the Clean Water, Land, and Legacy amendment, approved by voters in 2008, provides approximately $1 million dollars biannually for the regional park system in Scott County, providing much needed funding. And, without question, the reimagining of the County's relationship with its operating partner, Three Rivers Park District, identified as a priority in the 2030 plan has propelled the regional park system in the County forward in offering high quality outdoor recreation services today. Both of these continue to be foundational to the success of the County's regional park system.

Accomplishments of the past decade include:

- New parks - opened two new regional parks (Cedar Lake Farm and Spring Lake)
- Trails - added three miles of regional trail along the Scott West Regional Trail, 12 miles of multi-use paved trails within regional parks, and 7 miles of hiking trails.
- Off Leash Pet Areas – added two off leash pet areas (Murphy-Hanrehan and Spring Lake)
- Improved Accessibility and Enhanced Existing Facilities
    - ADA Accessible Beaches
    - Remodeled buildings for improved customer service (Cleary Lake and Cedar Lake Farm)

    - Upgrading a golf range and practice greens (Cleary Lake)
- Took Care of Existing Infrastructure
    - Reconstructing park entrance roads
    - Preventative maintenance on all asphalt infrastructure
    - Creating a pavement management plan
- Planning - Master planning three regional trails (Spring Lake, Scott West, and Minnesota River Bluffs Extension Regional Trails) , two regional parks (Doyle-Kennefick and Cedar Lake Farm) and one park reserve (Blakeley Bluffs)
- Protected Land and Future Recreation - Acquired 738 acres of land
- Partnered - Worked through partnerships to move forward with acquisition, development, maintenance, and operations.
- Developed a new operating partnership with Three Rivers Park District

Findings from the 2040 Comp Plan community engagement process and planning and analysis confirm the achievements of the last ten years have been a success and provide a solid foundation for future progress. Importantly, the findings also indicate gaps and areas of concern to address in order to continue meeting community expectations and demands over the next decade and beyond to 2040.

C. Plan Framework

Guiding Principles

County Role

The role of the county is to provide a diversity of natural resource based outdoor recreational opportunities and open space protection as part of the regional system, to identify gaps in recreation services, while not duplicating the efforts of other outdoor recreation providers in the county**.** It is the intent of Scott County to work closely with a multitude of partners to ensure that public resources needed to provide a quality regional system are maximized. As such the county and other entities often partner to carry out acquisition, development, operation, and maintenance of the park and trail system within Scott County and adjacent jurisdictions.

Murphy-Hanrehan Park Reserve

County Board Guiding Principles

The Scott County Board of Commissioners has established guiding principles to direct County personnel and its actions. These guiding principles are intended to facilitate the transaction of business by the County Board, County staff and established citizen advisory committees. The following Scott County Board of Commissioners guiding principles (goal, vision, mission and values) are important considerations when updating the 2040 Vision for the entire 2040 plan. These principles and the 2040 Vision are included here in the Parks and Trails Chapter to help illustrate the broader vision within which the Parks and Trails system fits.

Scott County Goal, Vision, Mission, and Values

Goal
Safe, Healthy, and Livable Communities

Vision
Scott County: Where individuals, families, and businesses thrive.

Mission
To advance safe, healthy, and livable communities through citizen-focused services

Values

- Stewardship: Ensuring the responsible and stable investment of taxpayer dollars and communicating its value to the public.
- Partnership: Aligning existing resources, volunteers and programs to achieve shared goals
- Leadership: Anticipating changes and managing challenges based on reliable information and citizen input.
- Commitment: Developing a high quality workforce that is dedicated to advancing a safe, healthy and livable community
- Customer Service: Creating a customer experience that is respectful, responsive, and solution-oriented.
- Innovation: Exploring and adopting new technologies and processes with the goal of improving service and reducing the long term cost of service delivery.

2040 Vision

The following is the 2040 Vision for Scott County based on a culmination of input received during the 2040 community engagement and visioning processes. Taken together, some common "word clouds" (a graphical representation of word frequency) emerged that informs the 2040 Vision update: *identity, sustainability, mobility, technology, connectivity,* and *time*.

2040 Vision

In 2040, Scott County is a well-planned, safe, prosperous, and fiscally responsible community built by citizens and businesses who value neighborhoods, education, families, health, and public safety, and who enjoy its natural beauty, rural character, and location in the region. In 2040, Scott County is recognized metro-wide as one of the best places to live, work, shop, and play in the Twin Cities because we have:

- prospered with a diversity of urban and rural lifestyle choices while maintaining a unique identity in the region;
- respected and managed our natural, aggregate, agricultural and environmental resources;
- developed and maintained a safe, efficient, and comprehensive transportation, mobility and trail system;
- met the human and social service needs of our most important resource…our citizens and neighbors, who are stable, connected, educated and contributing;
- expanded our sustainable, local economy that supports livable wage and diversified job opportunities
- secured a high quality of life for our citizens through leadership and partnership at the local, regional, state, and federal level; and.
- created a place where our citizens have time; time to socially interact, time to adapt, time to learn and innovate, and time to enjoy active, healthy lifestyles.

Parks and Trails Program Mission

The mission statement developed during the previous comprehensive plan continues to represent the core principles of health, sustainability, and nature that are fundamental elements of this Plan:

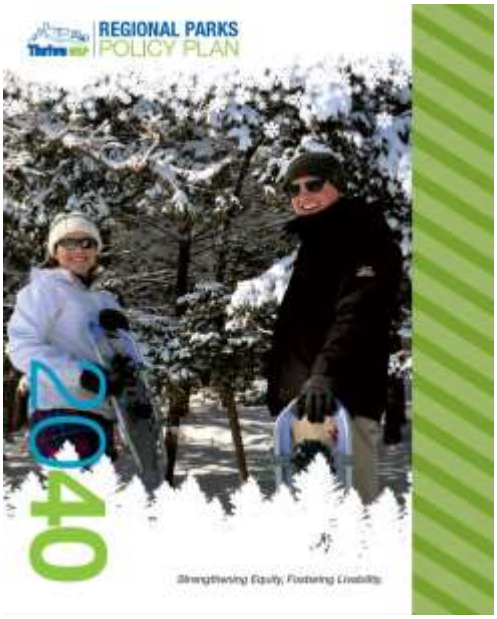
The mission for Scott County parks and trails is to enhance the health and spirit of our residents and guests by creating a sustainable system that connects people to the natural world.

Through collaboration with our partner organization, planning and organizational decisions also consider the mission of the Three Rivers Park District:

To promote environmental stewardship through recreation and education in a natural resources-based park system.

Metropolitan Regional Park System

The County's park and trail system is a part of the Regional Recreation Open Space System. This system (now commonly referred to as the Metropolitan Regional Park System or simply the Regional Park System) was created by the State Legislature in 1975 by State Statute 473.147. This statute identifies Metropolitan Council's role in establishing and updating a policy plan for a metropolitan park system, while placing ownership and operations of the system in local city and county control by creating regional park "Implementing Agencies". Scott County is one of 10 regional park implementing agencies.



As of 2018, the Regional Park System is comprised of:
- 55,000 acres of land
- 54 regional parks and park reserves
- Eight special recreation features
- 40 Regional Trails with approximately 350 miles open to the public
- 47.8 million visitors (2016 estimate)

Other Implementing Agencies include:
- Anoka County
- Carver County
- Dakota County
- Ramsey County
- Three Rivers Park District
- Washington County
- Minneapolis Park and Recreation Board
- City of St. Paul
- City of Bloomington

Metropolitan Regional Parks System Policies

As a part of the Metro Regional Park System, the County regional system falls within the policy framework guided by the Metropolitan Council's Regional Parks Policy Plan. The regional policies established by the Metropolitan Council set planning, protection, recreation and finance polices for the metro-wide regional outdoor recreation system.

1. **Recreation Activities and Facilities Policy**
   Provide a regional system of recreational opportunities for all residents, while maintaining the integrity of the natural resource base within the regional parks system.

2. **Siting and Acquisition Policy**
   Identify lands with high-quality natural resources that are desirable for regional parks system activities and put these lands in a protected status so they will be available for recreational uses and conservation purposes in perpetuity.

3. **Planning Policy**
   Promote master planning and help provide integrated resource planning across jurisdictions.

4. **Finance Policy**
   Provide adequate and equitable funding for the regional parks system units and facilities in a manner that provides the greatest possible benefits to the people of the region.

5. **System Protection Policy**
   Protect public investment in acquisition and development by assuring that every component in the system is able to fully carry out its designated role as long as a need for it can be demonstrated.

D. Plan Structure

The 2040 Parks and Trails Plan is structured around the following themes:

Figure VII-1 Parks and Trails Plan Structure

E. Plan Development Process and Acknowledgements

The 2040 Parks and Trails Plan was developed internally by Scott County staff under the guidance of a Trails Technical Advisory Committee and the Parks Advisory Commission. Members included:

Mark Ewert	Scott County Parks Advisory Commission
Kathy Gerlach	Scott County Parks Advisory Commission
Kristin French	Scott County Parks Advisory Commission
Eric Spieler	Scott County Parks Advisory Commission
Jerry Hennen	Scott County Parks Advisory Commission
Barb Hedstrom	Scott County Parks Advisory Commission
Pat Stieg	Scott County Parks Advisory Commission
Jon Ulrich	Scott County Board of Commissioners
Brad Davis	Scott County Planning Department
Craig Jenson	Scott County Highway Department
Angie Stenson	Scott County Highway Department
Jarrod Hubbard	Scott County Highway Department

Staff authors/administrative included:

Nathan Moe	Scott County and Three Rivers Park District
Scott Fuhrman	Scott County and Three Rivers Park District
Patricia Freeman	Scott County and Three Rivers Park District

Work on the update started in July 2016:

Date	Activity
July, 2016	Kick Off Meeting with Community Engagement
September, 2016	Began planning meetings with cities and townships
September, 2016	Community Engagement efforts began
August - November, 2017	Trails Technical Advisory Committee Meetings
September 2017 –April, 2018	Parks Advisory Commission Review
March, 2018	2040 Public Open Houses

Final plan adoption was granted by the Scott County Board of Commissioners on December 18 2018, following Metropolitan Council approval on June 12, 2019.

F. Plan Outcomes and Strategies

The 2040 Parks and Trails Plan continues the primary objectives and system plan established in the 2004 Interim Parks, Trails, and Open Space Plan and the 2030 Parks and Trails plan. It also establishes new outcomes and emphasizes priorities based on the public feedback and planning processes undertaken as a part of the planning process. Inputs and feedback came from several sources, including formal surveys of Scott County residents and regional park and trail visitors, focus groups, informal surveys, meetings with cities and townships, feedback from County leadership and policy makers.

The 2016 Scott County Resident Survey and the Three Rivers Park District Resident and Visitor Surveys provided insights into how residents and regional park users perceive the County is doing at providing regional parks and trails services. These formal surveys are each conducted by professional survey companies and are random-samples and statistically sound methodology, giving us results that can be extrapolated across the County. Another source of resident feedback

came from the 2040 Community Engagement process, "Community Conversations." This engagement included finding feedback in a less structured manner, through focus groups, social media surveys, and at 'pop-up' events where people were asked to answer open ended questions about parks and trails.

This feedback is considered, along with the changing demographics of the community to help ensure the park system continues to offer relevant opportunities to all, most notably that the County continues to grow and continues to get more diverse. For example, the county is currently 82% White/Caucasian while estimates for 2035 predict that it will be 65% White/Caucasian. An aging baby boomer population will have to be considered. Age 65 and up now making up 9% of the county, by 2040 this age group will be close to 30%. For more information about what the future of Scott County may look like, see Chapter 3.

The outcomes presented here are inclusive of the findings and synthesis of all of these inputs. New outcomes established in this Plan are built around five themes generated from the planning process including Build Awareness, Understand our Demographics, Be a Compelling Choice, Use Balance in making Investments, Understand Safety Concerns. These themes and several key strategies are framed below as outcomes to focus and achieve in the next decade.

Outcomes to Achieve

System Wide

- Increased awareness
- Higher participation in active living lifestyle
- A more inclusive park and trail system
- Increased understanding of demographics and interests of both existing and non-users
- Be a compelling choice in people's lives
- Be balanced in prioritizing and making investments across the system
- Protect outdoor recreation opportunities for the future
  Provide capacity and support needed to care for the growing park and trail system.
- Protect public investments by prioritizing preventative maintenance planning and appropriate funding
- Recognize federal, state, regional, and local facilities that serve residents and guests as a compliment to the County's regional system
- Continue to recognize and value potential to partner with other agencies in all aspects of the operation and planning of the system.
- Be prepared to acquire remaining park in-holdings from willing sellers to protect recreational opportunities for future generations
- Stable bonding support from State and Metropolitan Council
- Conserve and protect natural resources and critical habitat

Trail Specific Outcomes

- Improved trail connectivity within the County and with regionally
- Improve and protect opportunities to create connections
- Protect opportunity for trails for future generations
- Continue to focus on regional trails being developed through the development process
- Work to define and better understand safety concerns expressed related to trails associated with busy roads.

10 Year Plan of Strategies

As a result of the input into the Plan and the outcomes listed above, the following strategies were developed to guide the program over the next decade and beyond:

- (A) Develop lake shore area at Spring Lake Regional Park—fishing pier, trail, picnicking
- (B) Prepare Master Plan for Regional Trail Connection from River to Scott West Regional Trail
- (C) Replace obsolete maintenance facility
- (D) Propose additions to the policy plan for regional trail search corridors connecting New Prague to planned regional trail network and adding segment along the western border of Murphy-Hanrehan
- (E) Prepare Master Plan for regional trail connection from New Prague to the Minnesota River
- (F) Open hiking trails in Doyle-Kennefick Regional Park for public use
- (G) Prepare development master plan for Blakeley Bluffs Regional Park Reserve
- Build awareness and use of our regional parks and trails for all residents
- Make the parks a compelling choice for busy lives
- Increase opportunities for active lifestyles
- Improve trail connectivity within our network and with other agencies and systems
- Continue collaboration and partnership with Cities, County Highway, and park stewards
- Develop a replacement plan for directional signs to park and trail locations
- Develop wayfinding for Scott West Regional Trail
- Research opportunities for and cost/benefit of using digital message signs in the Scott County regional park system
- Improve effectiveness in reaching different audiences and groups

- Social media
  - Increase presence and coordination across platforms and partner sites
  - Encourage grassroots networking
- Improve use and diversify traditional marketing and communications and coordinate with social media
- Technology and Apps – work through SCALE to review opportunity for county-wide trail map that is hard copy and web and/or mobile based
- Increase volunteer opportunities, particularly natural resources stewardship based
- Address economic barriers
  - Improve general awareness of and ease of use of cost-offsetting programs
  - Continue partnership with Public Health
  - Study opportunity to refine partnership with County Health and Human Services into formal initiative
  - Engage with FISH

2040 Parks and Trails Plan Map

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PLACEHOLDER FOR MAP VII-2
SCOTT COUNTY REGIONAL PARK AND TRAIL SYSTEM MAP

THE SYSTEM

Goal #VII-1: Develop and protect existing parklands and acquire lands identified for future parks to create a parks system that meets the natural resource based parks and trails needs of current and future residents.

Goal #VII-2: Provide a combination of regional and county trails that connect population centers to parks and provide a variety of user experiences.

Scott County's park and trail system consists of three regional parks (Cedar Lake Farm, Cleary Lake and Spring Lake), a park reserve (Murphy-Hanrehan) and a regional trail (Scott West). Two other regional facilities are in the acquisition and stewardship phase – Blakeley Bluffs Park Reserve and Doyle-Kennefick Regional Park. These future park units are being acquired as lands become available, and they will be stewarded until they are established as operational facilities.

Scott County is unique as a regional park implementing agency in that the County provides funding for Three Rivers' operations within Scott County through a collaborative partnership. The two agencies have a formal arrangement to collectively deliver regional park services in the County.

The history and evolution of the Scott County – Three Rivers relationship as well as the role of the community, County Board, and citizen advisory commissions in the early protection of outdoor recreation opportunities and subsequent ebb and flow of progress towards a comprehensive regional parks system had an indelible impact on the status of the system today.

A. History

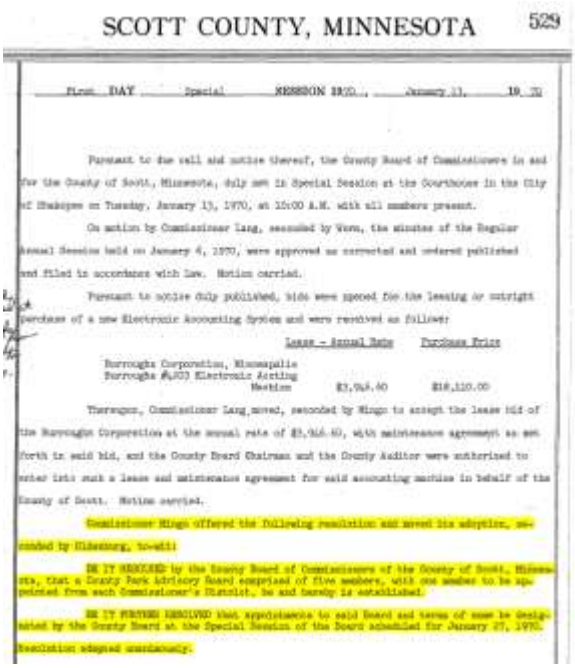
Initial Efforts

Scott County park planning efforts began as early as the 1960's. In 1967, the County Board asked the Planning Commission to conduct a tour of the county to study sites for potential use as parks. The Planning Commission identified 12 locations:

1. O'Dowd Lake Area
2. Sand Creek
3. Pleasant Lake
4. Cedar Lake
5. Pexa Lake
6. St. Catherine's Lake
7. McMahon Lake
8. Cynthia Lake
9. Fish Lake
10. Mud Bay on Prior Lake
11. Boiling Springs
12. Eagle Creek

In 1968, the County Board formed a Parks and Recreation sub-committee and viewed the sites that the Planning Commission recommended. The Board ultimately selected the Greenwald Property, a 143-acre parcel in the Spring Lake-Prior Lake Area that had lakeshore on both lakes, as a priority site and negotiated a five-year purchase option at a price of $1,000 per acre. (This site is now Spring Lake Regional Park.)

Continuing with the successful acquisition of the Greenwald property, the County Board established the Scott County Parks Advisory Board on January 13, 1970 to help guide future planning, acquisition, development, maintenance, and operation of a county parks and recreation system. Founding members of the advisory board included Donald Busse, Donovan Streed, George Muenchow (Chair), Philip Bradley, and Fred Keup.


SCOTT COUNTY, MINNESOTA 529

First DAY Special SESSION 1970., January 13, 19 70

Pursuant to the call and notice thereof, the County Board of Commissioners in and for the County of Scott, Minnesota, duly met in Special Session at the Courthouse in the City of Shakopee on Tuesday, January 13, 1970, at 10:00 A.M. with all members present.

On motion by Commissioner Lang, seconded by Voss, the minutes of the Regular Annual Session held on January 6, 1970, were approved as corrected and ordered published and filed in accordance with law. Motion carried.

Pursuant to notice duly published, bids were opened for the leasing or outright purchase of a new Electronic Accounting System and were received as follows:

	Lease - Annual Rate	Purchase Price
Burroughs Corporation, Minneapolis Burroughs B3500 Electronic Accting Machine	$3,944.40	$18,120.00

Thereupon, Commissioner Lang moved, seconded by Mingo to accept the lease bid of the Burroughs Corporation at the annual rate of $3,944.40, with maintenance agreement as set forth in said bid, and the County Board Chairman and the County Auditor were authorized to enter into such a lease and maintenance agreement for said accounting machine in behalf of the County of Scott. Motion carried.

Commissioner Mingo offered the following resolution and moved its adoption, seconded by Hidemann, to-wit:

BE IT RESOLVED by the County Board of Commissioners of the County of Scott, Minnesota, that a County Park Advisory Board comprised of five members, with one member to be appointed from each Commissioner's District, be and hereby is established.

BE IT FURTHER RESOLVED that applicants to said Board and terms of same be designated by the County Board at the Special Session of the Board scheduled for January 27, 1970.

Resolution adopted unanimously.

In 1971, Scott County requested the assistance of the Hennepin County Park Reserve District (subsequently known as Suburban Hennepin Regional Park District and now known as Three Rivers Park District) in the acquisition and preservation of the Murphy Lake and Hanrehan Lake area. In 1973, Scott County and Hennepin County Park Reserve District established a Joint Powers Agreement (JPA) for the purpose of preserving the Murphy-Hanrehan Lakes area. In conjunction with the 1973 JPA, Scott County and Hennepin County Park Reserve District governing boards created the Murphy-Hanrehan Park Board to acquire, develop, and maintain the Murphy-Hanrehan Park Reserve.

The Scott County Parks Advisory Board continued work on planning for Scott County's parks and trail system. In 1975 the Advisory Board developed the County's first park system master plan and negotiated purchase agreement for a major park in the Blakeley Bluff's area. (The County's acquisition of land in the Blakeley area was ultimately defeated by a local referendum, but the purchase was transferred to The Nature Conservancy for acquisition, and ultimately transferred to the DNR.) Also in 1975, the Parks Advisory Board and the County Board explored an expanded role for the Suburban Hennepin Park District in Scott County.

By 1976, Scott County park issues had expanded beyond Murphy-Hanrehan Park Reserve. The County subsequently requested assistance from the Hennepin County Park Reserve District to add 1,185 acres known as Comanche Park (now known as Cleary Lake Regional Park) to the regional recreational open space system. In order to do so, the 1973 JPA and Murphy-Hanrehan Park Board were expanded to encompass the entire Scott County park system, and the County's own Park Board was dissolved.

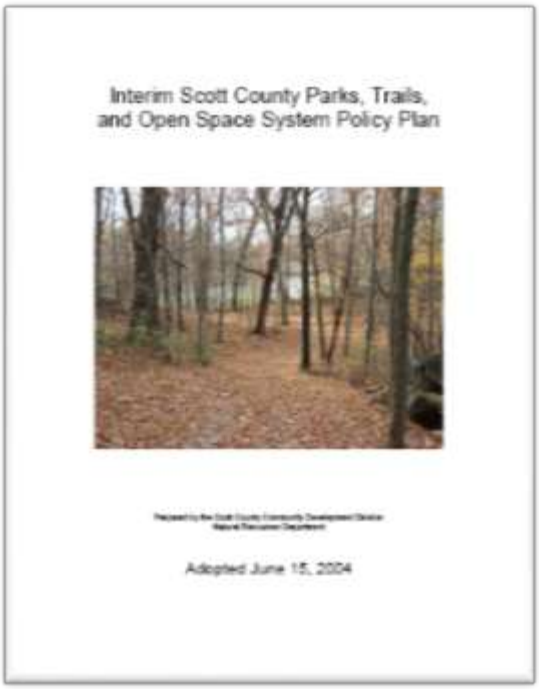
Spring Lake Regional Park

The Scott-Hennepin Parks Advisory Board was composed of six members, three members from Scott County and three members were from the Park District. The purpose of this Board was to develop recommendations for joint projects in the acquisition, development, operations, and maintenance of parks and open space in Scott County.

The JPA was updated again in 1991 and outlined a commitment to intergovernmental cooperation for the planning and acquisition of regional parks, park reserves, and regional trails in Scott County. The updated JPA defined the duties of both the Suburban Hennepin Regional Park District and Scott County in achieving these objectives. The 1991 JPA continued the Scott-Hennepin Parks Advisory Board.

Throughout its history, Scott County's JPA with the Suburban Hennepin Regional Park District was successful in facilitating the acquisition, development, operations, and maintenance of regional parks and park reserves within Scott County. This cooperative arrangement provided high quality facilities in a fiscally responsible manner through shared costs and effective management.

County Growth Initiates Change in Relationship with Three Rivers Park District


Interim Scott County Parks, Trails, and Open Space System Policy Plan

Adopted June 15, 2004

In 2004, Scott County was ranked as the fifteenth fastest growing county in the Unites States, the fastest in the nation's northern tier, with a rate of increase that was not expected to abate over the next few decades. With this population change in both size and diversity, the demand for once abundant (but increasingly limited) regional assets such as parks, trails, and open spaces rose commensurately.
A 2001 Scott County Citizens' Survey statistically documented significant support – 74 percent of the sampled respondents -- for the acquisition and maintenance of such natural resources and recreational amenities, and indicated that many residents feel that the existence of such are the "best things" about living in the area. This response rate was repeated in the 2004 Scott County Citizens Survey when 76 percent of those sampled responded favorably to a similar set of questions.

The rapid growth and an increasing demand for park services provided the impetus for the County Board to make a larger commitment to parks, trails and open space within the County. In 2004, the County Board commissioned the 2004 Interim Parks, Trails, and Open Space Plan. This plan established the importance of providing parks, trails, and open spaces for current and future residents and guests.

Doyle Homestead (constructed circa 1850)

The County Board and Three Rivers Park District Board agreed to initiate a process to amend the JPA that would reflect the County's desire to plan for the future, as well as reflect Three Rivers' concerns about funding the system. However, as a result of both political and practical issues, the JPA was formally dissolved in 2005 and replaced with an annual memorandum of understanding

outlining services that Three Rivers would provide in Scott County, and what Scott County would pay for those services.

With the adoption of the 2004 Interim Parks, Trails, and Open Space Plan and the dissolution of the JPA, the County Board moved forward, on its own, in aggressive acquisition of lands that would be lost forever to development. From 2004-2007, the County Board authorized $9.5 million in acquisitions for approximately 700 acres of land that would form Doyle-Kennefick Regional Park and Cedar Lake Farm Regional Park. Of the $9.5 million invested, approximately $7.1 million was direct County funding, with the remainder coming from grants provided by the Minnesota Department of Natural Resources and the Metropolitan Council.

Reestablishment of the Three Rivers – Scott County – Three Rivers Partnership

When the 2030 Plan was drafted in late 2007, Scott County had initiated a process to further define its relationship with Three Rivers Park District. After studying potential organizational structure models, both Scott County and Three Rivers Park District agreed to pursue a modified partnership model. Developed in 2010, a new Joint Powers Agreement calls for Scott County and Three Rivers Park District combine resources to collectively operate regional facilities within Scott County. This new JPA has guided the operations of the regional parks within Scott County since 2011.

The commitment from both organizations and sharing of resources has resulted in substantial growth in the park and trail facilities available for residents of Scott County since the completion of the last Comprehensive Plan.

B. Governance/Organizational Structure

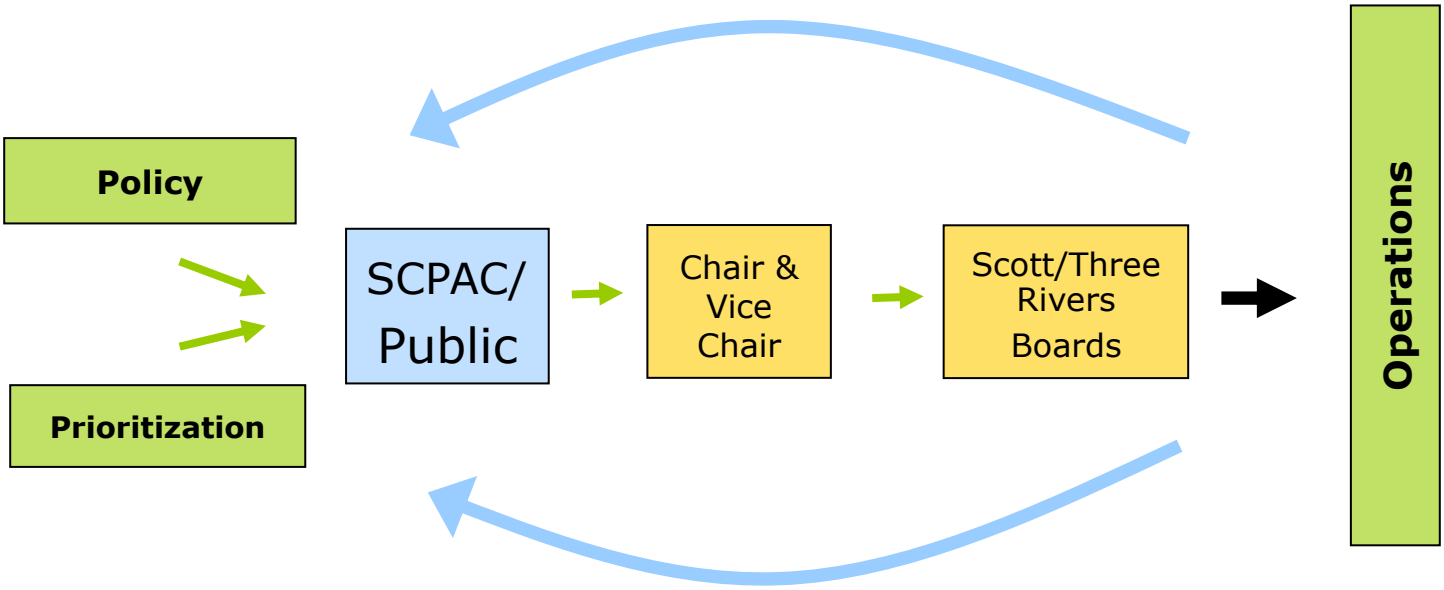
Scott County has had a long-term relationship with Three Rivers Park District to operate and maintain regional facilities in Scott County. The 2010 Joint Powers Agreement between Scott County and Three Rivers Park District allows for the combining of resources to collectively operate regional facilities within Scott County.

The agreement encompasses all regional park and trail operations in Scott County, excluding The Landing, with Three Rivers acting as coordinating agency for operations and maintenance for all parks. Three Rivers also provides central services, such as marketing coordination and point-of-sale infrastructure for all parks. Three Rivers retains final decision making authority for Murphy-Hanrehan and Cleary Lake parks while Scott County retains final decision making authority for Cedar Lake Farm, Spring Lake, Doyle Kennefick, Blakeley Bluffs, and the Scott West Regional Trail. Scott County makes available existing operating resources (staff, equipment, etc.) and also makes available SCALE partnership resources.

Each organization is ultimately governed by their respective Board and coordinates through the partnership Policy Committee, consisting of Chair and Vice Chair (or designee) of each board. The Scott County Parks Advisory Commission (SCPAC) advises both Boards, through the policy committee. An annual joint board meeting is held in December of each year to approve the respective budgets and to discuss partnership matters.

Fundamental to the new collaborative partnership is strong County involvement at the policy and operational level as well as a strong funding commitment from the County, which is now approximately $1.5 million per year covering all direct operating expenses, including over 18 full time staff.

Figure VII-3 Governance/Organizational Structure Diagram



C. Building the Regional System

Regional parks, park reserves, and trails play a distinct role in the recreation landscape of the county. While a city or neighborhood park may focus on sports fields or playgrounds, Regional facilities place an emphasis on natural resources and water based recreation.

Regional parks are typically 100+ acres in size, can feature amenities like trails for hiking, biking, walking, running, or cross country skiing, and often offer water access for canoeing, kayaking, paddleboarding, swimming, and fishing. Regional park reserves (such as Murphy-Hanrehan) are similar to Regional Parks in offering nature based recreation with a focus on natural resources but are typically much larger (1,000+ acres in size), and are unique in that they are sited based on the presence of historical landscapes and they limit development to a maximum of 20%. The remaining 80% of park reserve land is required to remain in a natural state.

Regional trails, such as the Scott West Regional Trail, serve as a compliment to local and non-regional county trails by crossing municipal boundaries and acting as a means to connect cities, townships, and other regional destinations. Regional trails can follow county road right-of-way (transportation trails) or follow a more scenic path away from roads (destination trail). For example, the Scott West Regional Trail (transportation trail) currently connects Cleary Lake Regional Park to Spring Lake Regional Park, and once completed, will create a connection between the State Trail in downtown Shakopee to Prior Lake and Murphy-Hanrehan Park Reserve.

Prairie at Murphy-Hanrehan Park Reserve

Figure VII-4 Classification System for Local and Regional Park Facilities – Adopted From 2040 Regional Parks Policy Plan					
Regional Facilities					
Component	**Use**	**Service Area**	**Size**	**Site Attributes**	**Site Location**
Regional park	Area of natural or ornamental quality for nature-oriented outdoor recreation such as picnicking, boating, fishing, swimming, camping and trail uses.	3 - 5 communities	200 - 500 acres (100 minimum)	Complete natural setting contiguous to water bodies or watercourses where possible.	Where natural resource occurs particularly water.
Regional park reserve	Area of natural quality for nature-oriented outdoor recreation such as viewing and studying nature, wildlife habitat, conservation, swimming, picnicking, hiking, boating, camping and trail uses.	County, multicounty area	1000+ acres; sufficient area to encompass the resource envisioned for preservation	Diversity of unique resources, such as topography, lakes, streams, marshes, flora, fauna.	Where natural resource occurs
Regional destination trail	Area developed for one or more varying modes of nonmotorized recreational travel such as hiking, biking, horseback riding, cross-country skiing, and canoeing.	The entire metropolitan region	Sufficient corridor width to protect natural resources and can safely accommodate trail use. Sufficient length to be a destination itself, or to serve as a link between regional parks system units.	When feasible, off-road trails that utilize human made and/or natural linear resources such as utility corridors, railroad and highway rights of way, stream / river valleys, or at the edges of forest or prairie. On-road trails are acceptable when off-road trails are not feasible.	Preferably adjacent to high-quality natural areas. The trail treadway should be placed where it has no adverse impact on the natural resource base.
Regional linking trail	Area developed for one or more varying modes of nonmotorized recreational travel such as hiking, biking, horseback riding, cross-country skiing, and canoeing.	The entire metropolitan region	Sufficient corridor width to protect natural resources and can safely accommodate trail use. Sufficient length to link regional parks system units.	When feasible, off-road trails that utilize human made and/or natural linear resources such as utility corridors, railroad and highway rights of way, stream / river valleys, or at the edges of forest or prairie. On-road trails are acceptable when off-road trails are not feasible.	Linkages between components of the regional parks system. When feasible, linking trails should attempt to connect to population, economic and social centers along its route. The trail treadway should be placed where it has no adverse impact on the natural resource base.

System Planning and Acquisition

Building the regional system includes: siting facilities, master planning, and acquiring lands or easements. All of which are guided by regional and county policies.

Regional Park System Policies:

The Regional Parks Policy Plan is the primary policy framework that guides the building of the metro regional park system, including in Scott County. The Siting, Acquisition, and Planning policies in the 2040 Regional Parks Policy Plan are integral to the building of the system. Siting considerations are especially important, as it is the process through which locations for new regional facilities are identified.

Siting policy from the 2040 Regional Parks Policy Plan:

Siting and Acquisition Policy
Identify lands with high-quality natural resources that are desirable for regional parks system activities and put these lands in a protected status so they will be available for recreational uses and conservation purposes in perpetuity.

- *Strategy 1: Lands with natural resource features and/or access to water will have priority over other proposed park land*
- *Strategy 2: Priorities for land acquisition are set by Regional Park implementing agencies in Council-approved master plans.*
- *Strategy 3: New regional trails must serve a regional audience and provide connections between regional parks, park reserves, and regional trails without duplicating an existing trail.*
- *Strategy 4: Special recreation features* must enhance services and facilities already offered, not compete with or duplicate them.*

* Special recreation features are park-like facilities offering opportunities generally not found in regional parks, park reserves or trails such as The Landing in Shakopee.

County Guidelines – Siting Regional Parks

In addition to the Regional Parks Policy Plan, several county-level guidelines have been established to further guide the process for siting, acquisition, and development of Regional Park facilities. Siting has been completed for the vast majority of Scott County's regional facilities, with geographic distribution and determination of critical nature helping to guide this process.

In Scott County the following guidelines were used to guide regional park site selection:

1. Park facilities should serve the needs of current and future Scott County residents and consider changing demographics
2. Park should be at least 100 acres in size, however 250+ is seen as being desirable. There are instances when smaller parks may be acceptable, for example parks which are small in size but provide public access to lakeshore or facilitate for some special use which would not be available otherwise.
3. Parks should have a diversity of resources, either natural or man-made that contribute to the outdoor recreation experience. Access to a recreation-quality water body is desirable.
4. The siting of parks will consider the proximity of similar federal, state or locally owned facilities to avoid duplication.

5. The critical nature of the parcel is an important factor. Whether a parcel or area of land contains significant natural resources or is a "must have" parcel due to location of function. Determining if another parcel of land can meet the same needs or provide the same function helps determine critical nature. Parcels that make vital connections (e.g. the last section of a trail) or contain very high quality natural resources that cannot be found elsewhere may be the factors that determine if a parcel is of a critical nature or not.
6. Trails should provide connections between regional facilities, population centers, unique natural features, and outdoor recreation opportunities.

Regional Trail System Policies

The Regional Parks Policy Plan is the primary policy framework that guides the building of the metro regional park system, including the regional trail system in Scott County. Specifically, Strategy 3 of the Siting and Acquisition Policy from the 2040 Regional Parks Policy Plan deals with regional trails:

New regional trails must serve a regional audience and provide connections between regional parks, park reserves, and regional trails without duplicating an existing trail.

To qualify for regional trail status, an existing or proposed trail:

- *Must serve a regional audience, based on visitor origin and service-area research on regional trails*
- *Should not duplicate an existing trail, and*
- *Should connect two or more units of the Regional Parks System*

Further rationale in the Regional Parks Policy Plan helps explain the distinct role of regional trails:

The trail may include part of an existing county or local trail if it is a destination itself, providing a high-quality recreation experience that traverses significant natural resource areas where the trail treadway will have no adverse impact on the natural resource base, and/or it links two or more units of the Regional Parks System.

Destination Regional Trails or Greenways should be located to reasonably maximize the amount of high-quality natural resources within the trail corridor boundaries. For destination regional trails or greenways, there should be no spacing minimums or maximums between them; instead, the decision to locate the trail should be based on the availability of existing high-quality natural resources or the opportunity to restore, enhance, protect, or re-create natural resources.

Linking Regional Trails should be located within the Metropolitan Urban Service Area and may be located in the Rural Service Area of the region, as defined in Chapter 1. For linking regional trails, any two trails running parallel to each other, and not separated by natural or human-built barriers, should be at least 1.5 miles apart so as not to overlap the localized service area of those trails. Whenever possible, linking regional trails should be located to reasonably maximize inclusion of high-quality natural resources and connections to local trails, areas of lifecycle and affordable housing, the transit network, and areas of infill and redevelopment.

County Guidelines – Siting Regional Trails

In addition to the Regional Parks Policy Plan, several county-level guidelines have been established to further guide the process for siting, acquisition, and development of Regional Trail facilities.

1. Whenever possible, trails should serve multiple functions such as providing combined transportation and recreational corridors. Likewise, wider corridors which create

ecological links can be matched with recreational trails to maintain ecological integrity as well as improve the recreational experience.

2. Current trail opportunities within the county consist primarily of constructing trails within county road right-of-way (e.g. the Scott West Regional Trail) at the time of roadway upgrade or reconstruction. This can adequately serve transportation and recreational needs but does not (in most cases) provide ecological corridors or an aesthetically pleasing experience.

3. The County has explored options for locating off-roadway trails. These include along railroad rights-of-way that have been abandoned or may be abandoned in the future (e.g. the master planned UP Rail Line Trail), large utility rights-of-way (major transmission lines and pipelines), or overland with the corridor obtained by park dedication/ acquisition at the time of development (e.g. the master planned Spring Lake Regional Trail).

4. The cities in Scott County have trail plans that are in various stages of implementation. Scott County will work with the Cities and Townships to facilitate connections to County trails and parks.

5. Trails, like roads or any other hard infrastructure, can have significant environmental impacts. Efforts should be made to avoid these impacts whenever possible and mitigate the effects when avoidance is not possible.

6. Priority should be given to trails that connect the most frequently used destinations and trails that connect existing federal, state, regional, or county parks and park reserves. Efforts should be made to connect county trails with city/township trails where appropriate. Close coordination and cooperation with the cities will be required. Economic efficiencies may be obtained by constructing trails associated with roads at the time of roadway construction or upgrades.

The corridors shown in this plan are conceptual in nature and show desired connections rather than specific alignments. For instance a need to connect Jordan to New Prague has been identified and is shown. However, the exact alignment will not be determined until the master planning process for these corridors are complete and opportunities to begin making the connection emerge. These opportunities could be linked to road improvements, subdivision of large parcels, abandonment of the rail line or interested parties who wish to sell a corridor through their property.

While not identified as a formal guideline, the concept of providing the majority of the population a regional park, trail or park reserve within a 20 minute drive is often referenced as long-term target of the system.

Master Planning

Once a County's park or trail search corridor is recognized by the Metropolitan Council as a component of the Metro Regional Parks System, master planning processes may be completed to determine precise boundaries for parks or alignments for trails, including identification of land parcels to acquire. Once an approved master plan is in place, acquisition or development of land can proceed with the assistance of regional and state funding.

There are two types of master plans. An *acquisition master plan* identifies the need for a park or trail, suggests a recreation and natural resource protection theme, and identifies a park boundary and the land parcels to acquire for the park, park reserve or trail. A *development master plan* goes one step further than an acquisition master plan. It specifies the infrastructure and amenities, and programming needed and their costs, determined through a needs analysis and community engagement and feedback process. Master plans must address a series of requirements set forth in the Regional Parks Policy Plan, and also typically include additional information as guided by the local agency leadership and policy makers, for instance the Scott County Board of Commissioners. Master plans have been completed for 5 of the County's regional parks/reserves and two regional trails.

Regional Parks and Trails Units in Scott County	Acquisition Master Plan	Development Master Plan
PARKS		
Blakeley Bluffs Park Reserve	X	
Cedar Lake Farm Regional Park	X	X
Cleary Lake Regional Park	X	X
Doyle-Kennefick Regional Park	X	X
Spring Lake Regional Park	X	X
Murphy-Hanrehan Park Reserve	X	X
TRAILS		
Scott West Regional Trail	X	X
Spring Lake Regional Trail	X	X

Park and Trail Acquisition

Land remains to be acquired within all of the county's regional parks and trails, despite substantial progress being made in acquiring lands. Lands that remain to be acquired within a regional park and trail are referred as "in-holdings". It is the County's practice to acquire lands for park and trail purposes from willing sellers and as funding permits. While the County has legal authority to utilize eminent domain and has chosen to use it related to road projects, it has been the County's practice to purchase parkland only from willing sellers and this practice is expected to continue. To achieve success for the park system and at the same time optimize opportunities for private land owners, the following park acquisition program strategies are implemented by the County:

<u>Acquisition Strategies</u>

- *Land Use Changes and Parcel Availability Status* – Staying appraised of potential land use changes and land sales, is an important element of a successful acquisition program. Primary means of doing so include; having consistent communication and dialog and building relationships with landowners and residents of the area and with Township officials; tracking development applications and building permits through the County's Planning and Zoning process and; and monitoring real-estate listings.

- *Resident and Landowner Involvement* – Involvement of residents and landowners brings valuable insights to planning, acquisitions, and operations. It adds creativity and a ground-level level awareness to these processes and decisions. Periodic up-date mailings, public meetings, updates to Township officials and informal discussions are all activities that will be used to maintain open dialog with the community and individual residents.

- *Parcel Prioritization* – An evaluation system has been established to prioritize parcels for potential park purposes. As acquisition opportunities arise this system will be used to help determine the County's response.

- *Level of Threat* – Assessing the level of threat is an important part of prioritizing acquisitions and allocation of financial resources. If a parcel that has been identified for is in imminent threat of having its land use changed to be incompatible with future park or trail needs (e.g. from agricultural to residential), the parcel may need to be moved up in the acquisition priority list. Areas that have been identified for future park lands but have a low level of threat, due to remoteness from development pressures or a landowner who is simply not willing to sell, can be placed further down the priority list.

- *Maximize Opportunities of County's Land Use Growth Plan* With a well-planned and targeted growth plan landowners can be approached early on by the County and be made aware of the future opportunity to sell (or donate) their land for park purposes. Landowners should view being located in a future park or corridor as a potential asset since there is one more potential buyer (the County) when they are ready to sell.

- *Leveraging* - There are multiple ways in which the County can leverage resources. Acquisitions grants, cost sharing, donations and multiple partners should be explored.

- *Partnerships* – Options to work with other agencies on will be regularly explored.

- *Donations* – Donations of property and financial donations can be an effective element of a park land acquisition program.

<u>Acquisition Strategies Specific to Trail Corridors</u>
Because Scott County Parks & Trails will pursue land acquisition with willing sellers, acquisition will occur when landowners plan to sell or are considering development of their property. In working with landowners and developers, parcel acquisition alternatives to discuss with owners include the following:

- Routing of the trail to utilize portions of the property with marginal development potential. This could include land adjacent to wetland or flood fringes.

- Acquire easements for the trail that may allow the owner/developer to count some or all of the acreage toward development densities.

- Work with the LGU and owner/developer to secure park dedication lands for the trail in advance of the actual development.

- Acquisition of the entire property/parcel, with the intent to resell the property subject to easements for the trail.

- Acquisition of the development rights to the property. The areas of development would then be negotiated with the developer.

- Acquisition of entire property to provide trail and other function (i.e., natural resource value, parking, trail head, scenic views).

Acquisition Mechanisms

Scott County Parks & Trails will only pursue land acquisition with willing sellers. Privately owned parcels where land acquisition or trail dedication will be needed to establish the trail corridor or park will be identified in the master planning process.

Regional park and trail acquisition mechanisms include the following:

1. **Subdivision Process**: As part of a proposed development, the dedication of land that has been identified to serve a public purpose in local and county planning documents. Park dedication, right-of-way dedication, planned unit development (PUD), and public values incentive program (rural development only) will all be explored with the developer through the subdivision process. This can be a primary method for establishing the Regional Trail corridors where the corridor aligns with development projects. This can also be utilized for park acquisition where the park boundary and a development project align.
2. **Fee Simple Acquisition**: A complete transfer of land ownership from one landowner to another party, usually by purchase. Land donation would also be encouraged. This method may be most appropriate for small parcels with limited development opportunities or larger parcels containing a significant natural resource feature that could be protected or enhanced as part of the trail corridor.
3. **Easement**: Grants the right to use a specific portion of land for a specific purpose or purposes. Easements may be granted in perpetuity and survive transfer of landownership. Easements may be most appropriate for completing trail "gaps," in instances with limited space, and when fee title of land is not an option.
4. **License/Lease Agreement**: The temporary grant of an interest in land upon payment of a determined fee. The fee does not have to be monetary, but some consideration must be given for the right to use the land, or the lease will not be legally binding.
5. **Joint Powers Agreement**: A contract between a township, city, county, and/or a special district in which the organization agrees to perform services, cooperate with, or lend its powers to, the other party. This will involve coordination of other public projects to help implement the trail corridor while also meeting other public needs.
6. **Eminent Domain**: The power of a governmental body to acquire private property that has been identified for a public purpose. The property owner must be compensated fair market value for the acquired land. Eminent domain is only used when all other opportunities to purchase the land have been rejected. Scott County has not used eminent domain for any park or trail related projects and this is expected to continue.

Prioritizing Acquisitions

At times the County may need to prioritize among available parcels of land, due to limited resources or funds to acquire. Many potential considerations factor into prioritizing one parcel over another and is case specific. In instances where there are funding or other constraints, there is a framework to aid the review and discussion of potential acquisitions and priorities. The framework guides the review based on the anticipated function of a parcel of land and provides terminology and definitions for understanding how a parcel of land may benefit the system or park or trail unit.

Figure VII - 5 Parcel Function Analysis	
Parcel Function Themes	
Function	**Examples/Description**
A. Development and Circulation	-Park entrances -Park roads -Trail connections and trailheads -Parking -Hardscape infrastructure
B. Natural Resource Value	-Habitat and native plant community (NPC) -Unique or Rare Natural Features & Threatened or Endangered Species -Natural Area Corridors (ecological/wildlife purposes) -Water resources -Restoration potential
C. Culturally Important Features	-Old Structures -Rare or interesting architecture -Way of life; rural feel
D. Open Space	-Passive open space, non-programmed, no structures, open views -Lands that provide feeling of space
E. Cultural Buffering (noise, sightlines)	-Between private property and park -Between roadways and park -Between residential/commercial and park -Between park activities
F. Viewshed and Scenic View Preservation	-Preservation of view sheds from surrounding areas and within park -Scenic -Historic landscape -Natural
G. Recreation: Passive	-Natural resource based -Light footprint -Minor landscape modification/degradation -Birding/animal watching, lake fishing, walking/hiking/skiing/biking on natural surfaces
H. Recreation: Active	-Based on hardscapes and major land manipulation -Interpretive/visitor center, pavilion, picnic shelter, playgrounds, walking/running/biking/rollerblading on paved surface.
I. Ease of Development by Landowner for Residential Housing	-Considered a cursory review of zoning, access and adjacent lands

Development

Development of park and trail facilities –type, location, timing and scope - is guided by master plans, needs assessments, demand, funding, community feedback and the input of County policy makers and County leadership. Projects within approved master plans are eligible for regional and state funding, and often these funds are used along with local funds to complete park and trail development projects.

The development of the park system has taken significant strides since the 2030 plan was adopted. Currently, the priority for the system will focus on taking care of what we have.

As the planned Doyle-Kennefick Regional Park and Blakeley Bluffs Regional Park Reserve are not yet fully acquired, a secondary development priority will be the acquisition of parcels within these parks as willing sellers make properties available for acquisition. Other acquisition

opportunities within operational parks may present themselves and will be considered as they become available.

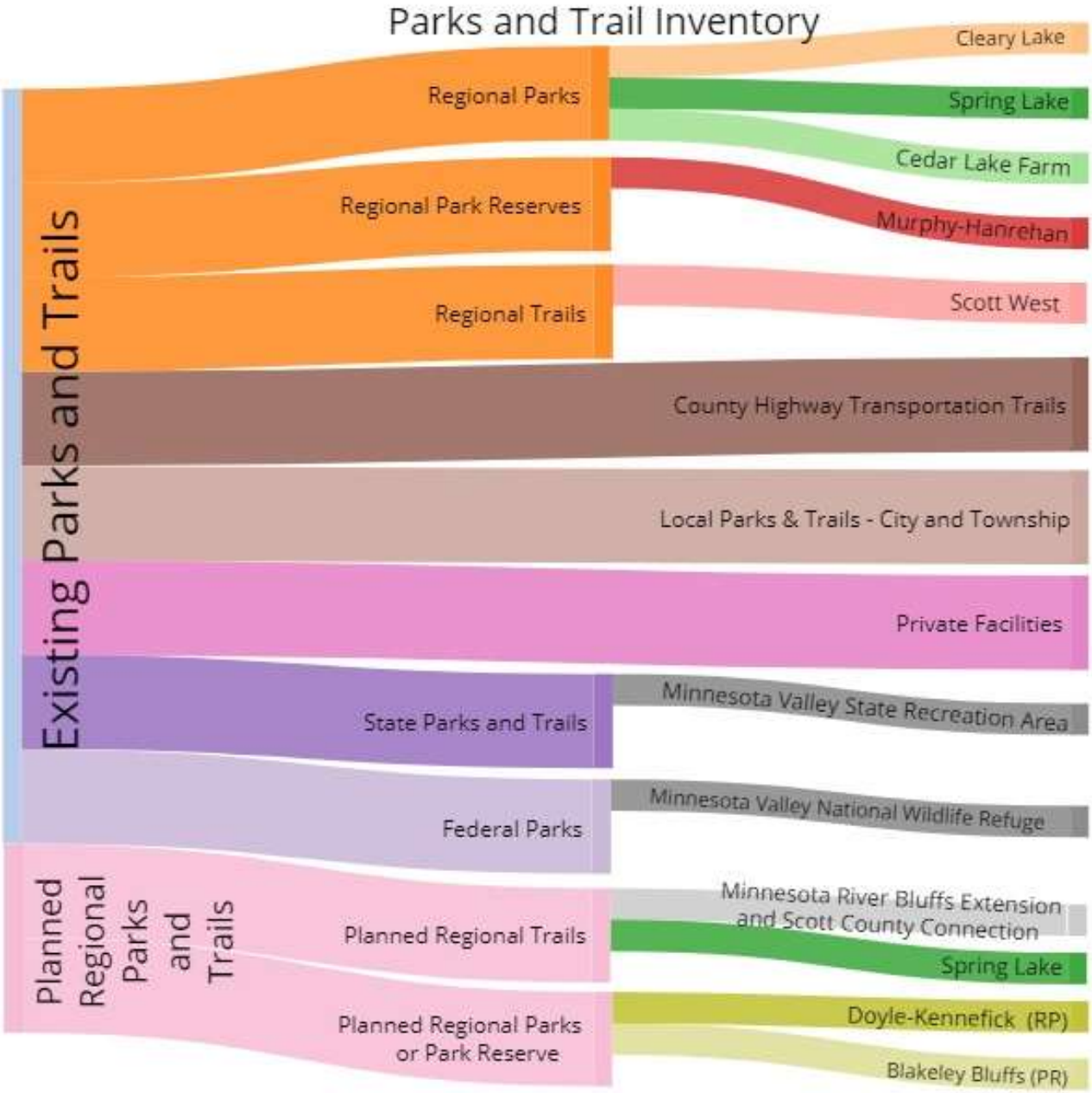
Other funding sources may allow for the parks program to develop other amenities of the regional parks. Current priorities include the construction of a new maintenance facility at Cleary Lake Regional Park and the development of the southern lakeside parcel of Spring Lake Regional Park.

Major development priorities over the next 10 years include the following projects:

- Cleary maintenance facility replacement
- Spring Lake Regional Park development: Lake shore phase
- Hiking trail at Doyle-Kennefick Regional Park
- Scott West Regional Trail: CSAH 17 Gap

D. System Inventory – Existing and Planned

This system inventory reflects existing regional parks and trails located within Scott County that provide service to county residents and guests. It also reflects planned regional facilities and search corridors that will serve the county in the future as it grows. Although the inventory primarily focuses on regional parks and trails, other agencies provide complementary recreation services within the county, including US Fish and Wildlife, Minnesota DNR, Cities and Townships, the Shakopee Mdewakanton Sioux Community, and others in the private sector.



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PLACEHOLDER FOR MAP VII-6
EXISTING PARK INVENTORY MAP

Existing Regional Parks

With the County's role defined as providing natural resource based parks, the following inventory focuses on park reserves and regional parks currently established in Scott County:

- Murphy-Hanrehan Park Reserve (Owned by Three Rivers Park District)
- Cleary Lake Regional Park (Owned by Three Rivers Park District)
- Cedar Lake Farm Regional Park
- Spring Lake Regional Park

Murphy-Hanrehan Park Reserve

Background and Amenities

Murphy-Hanrehan Park Reserve was opened by Three Rivers Park District in 1975 and is currently the only park reserve in Scott County. The park reserve contains 2,482-acres and is located along the eastern county line in Savage, Credit River Township, and Burnsville.

Regional park reserves are large blocks of land that have the primary purpose of protecting and preserving native plant communities, and they are the largest units in the park system. Like regional parks, park reserves provide diverse outdoor recreation opportunities that are both compatible with and sensitive to natural landscapes. By Regional Park System policy, park reserves are generally over 1000 acres and are to remain 80 percent undeveloped.

Existing amenities at Murphy-Hanrehan include an extensive 18 mile natural surface trail network used for horseback riding, hiking, cross country skiing, and dog-walking. The park is also home to a popular single-track mountain bike trail, featuring over 10 miles of trails ranging from beginner to advanced levels. Additionally, the park features a 3 acre dog park, a boat launch on Murphy Lake, horse trailer parking lot, group camp, and a small trailhead building. The natural areas within the park reserve remain one of the marquee features of the park and no paved trails are envisioned that would negatively impact these features. The park reserve is also an important birding area that attracts visitors from throughout the region.

Murphy-Hanrehan is the planned eastern terminus of the Scott West Regional Trail, which currently ends just to the west of the Cleary Lake Regional Park. The park also connects to nearby neighborhoods via the local trail on 154th street. Dakota County is in the process of connecting to the northern portion of the park via the Lake Marion Greenway Regional Trail and also has long term plans to connect that same greenway with the southern end of the park. A search corridor has been identified that would provide a trail connection to the Minnesota River corridor. The Master Plan calls for future paved trails to be located on the park reserve's periphery to protect large blocks of habitat from development.

Acquisition and *Development*

Total Planned Size: 2,614 acres
To Be Acquired: 128 acres

The Murphy-Hanrehan master plan identifies an additional 28.7 acres in four "critical benefit" parcels to be acquired for the park reserve. An additional "significant benefit" 100 acre parcel has been identified with a strategy to acquire as much as possible. If successful, Murphy-Hanrehan would contain 2,614 acres when fully acquired.

Since the adoption of the 2030 plan, the following improvements have been completed at Murphy-Hanrehan Park Reserve:

- Small trailhead for parking adjacent to Minnregs Lake
- Small dock at Murphy Lake boat launch
- Dog park opened in 2014 in partnership with the city of Savage

The 2008 master plan calls for the park to remain semi-primitive. Components remaining to be developed include:
- Four backpacking campsites and two canoe campsites
- Improved fishing opportunities
    - New fishing pier on the northeast portion of Murphy Lake
    - New ADA accessible fishing pier with access route on Minnregs Lake
- Aeration system on Minnregs Lake
- Vault latrines, potable water, and small picnic area at the Minnregs Lake trailhead
- Expanded main trail head building and related improvements (50 space parking lot, indoor restrooms, education staging classroom)
- New trailhead for equestrian parking in the southwestern corner of the park

Horseback Riding at Murphy-Hanrehan Park Reserve

Figure VII-7
Murphy-Hanrehan Park Reserve Summer Use Map

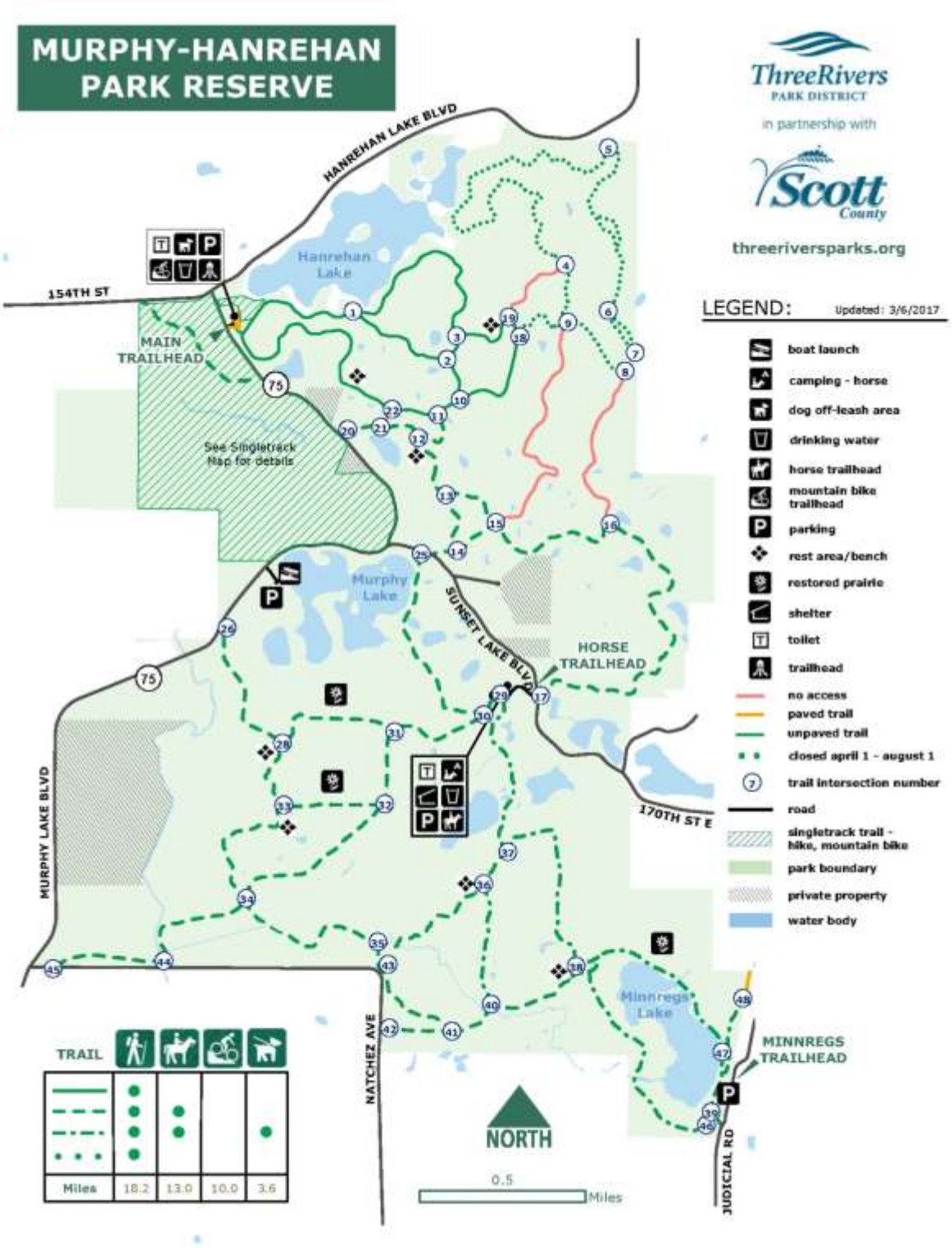
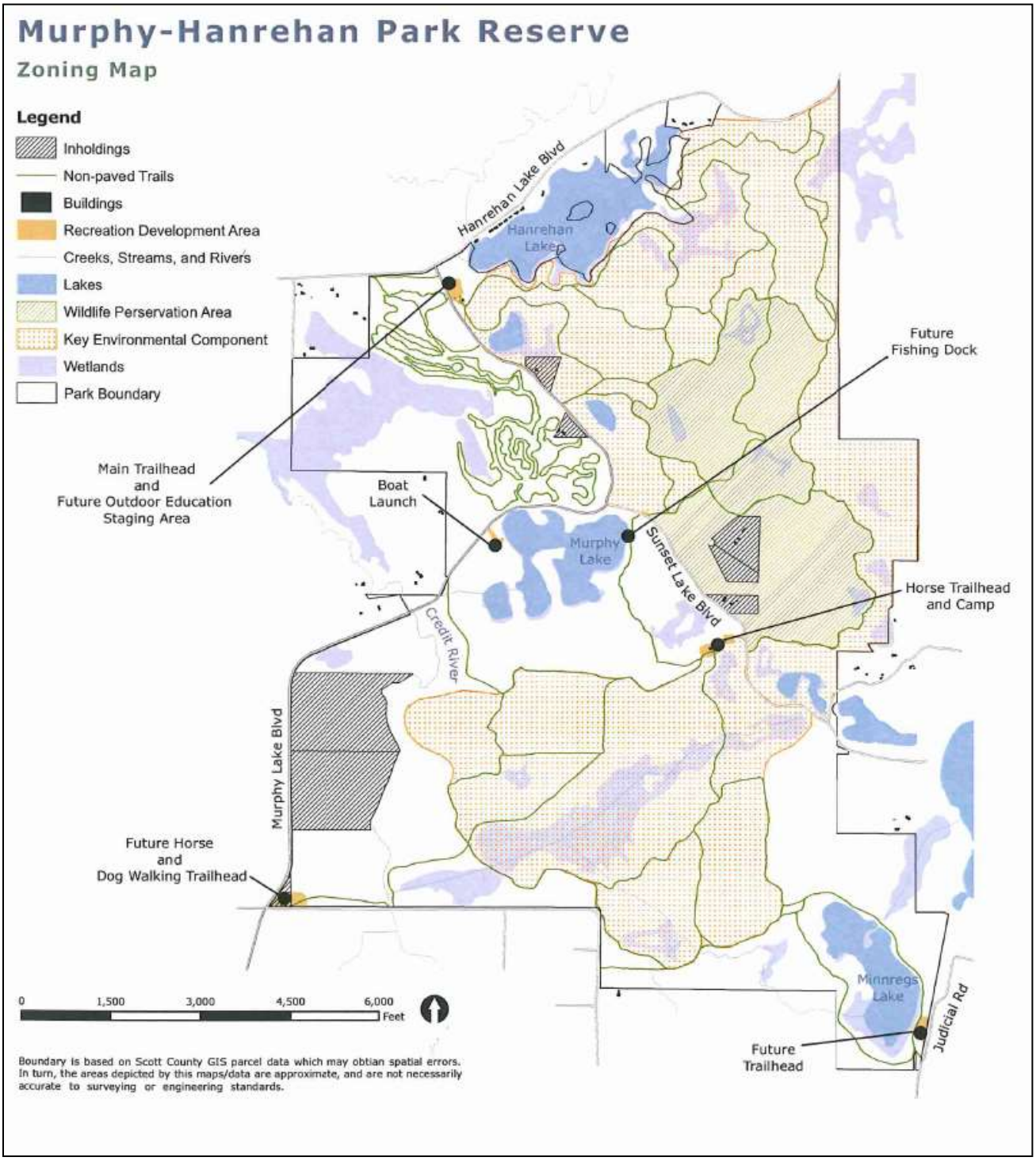


Figure VII-8
Zoning Map from Murphy-Hanrehan Park Reserve Master Plan



Cleary Lake Regional Park

Background *and Amenities*

Cleary Lake Regional Park consists of 1,046 acres surrounding Cleary Lake and is owned by Three Rivers Park District. The park has the size and suitability to accommodate a substantial amount of outdoor recreation.

Current recreation amenities include the 9-hole executive golf course, 28 acre dog off leash area, swimming beach, picnic areas, boat rental operation, and a boat launch for non-motorized boats. Cleary also has a popular network of trails including a 3.5 mile paved trail loop around the lake and several miles of natural surface hiking trail which serve as cross-country ski trails in the winter (along with an additional loop through the golf course). 2.8 miles of the ski trail are lit in the winter to accommodate early morning and evening skiing. Campers can utilize one of Cleary's four group campsites, two RV sites, or 19 hike-in camp sites from late April through late October.

The Cleary Lake Visitor center serves a variety of roles. It provides visitor information year round, serves as the golf clubhouse and campground check in during the summer, and houses equipment rental operations in the winter. It also contains office and support space for the facilities, recreation, and public safety staff that serve all of the regional facilities in Scott County. The Cleary Maintenance Facility also serves as the maintenance hub for the entire Scott County parks system, with staff working out of a 1930s era farmhouse and several outbuildings.

Cleary Lake Park Visitor Center after 2014-2016 remodel and accessibility improvements

Cleary Lake is connected to downtown Prior Lake, the Mdewakanton Sioux Community, and Spring Lake Regional Park via the Scott West Regional Trail. Once fully developed, the SWRT will also connect Cleary to nearby Murphy-Hanrehan Park Reserve and Downtown Shakopee/Minnesota River. A future trail connection with Doyle-Kennefick Regional Park and Cedar Lake Farm Regional Park is envisioned and is currently designated as a search corridor. The segment of the Scott Regional Trail that will connect Cleary Lake and Murphy-Hanrehan is in the planning stages.

Acquisition and Development
Total Planned Size: 1,186 acres
To Be Acquired: 3 acres

One three acre parcel, in the southwestern corner of the park is an inholding within the master planned boundary of the park. It is not considered a critical parcel, but may be considered for inclusion in the park in the future.

Since the adoption of the 2030 plan, the following improvements have been completed at Cleary Lake Regional Park:

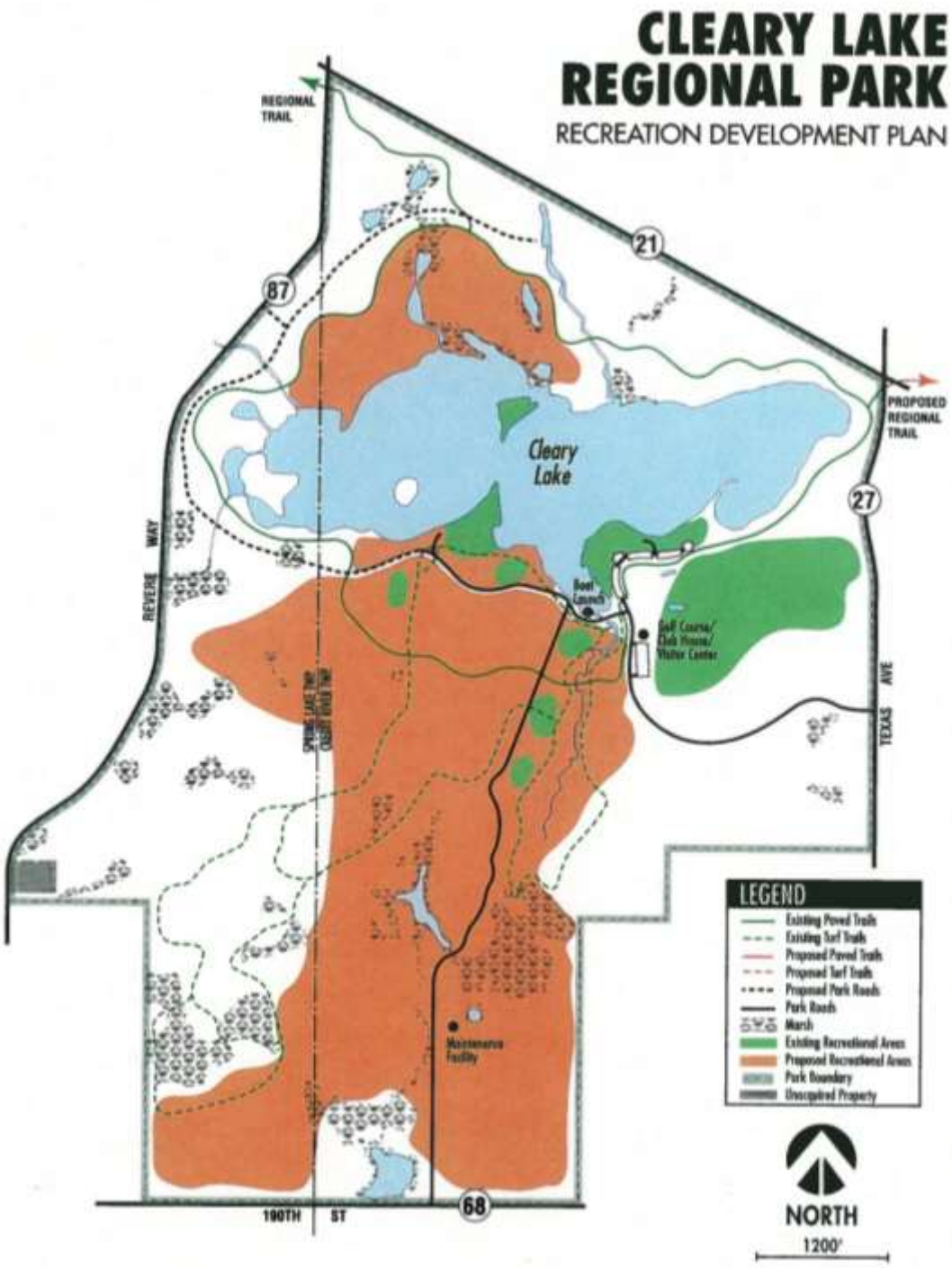
- Accessibility improvements
  - Accessible entrance plaza for the Visitor Center
  - Accessible restroom at the Visitor Center
  - Remodeling of existing Visitor Center restrooms to meet ADA requirements
- Golf practice facility amenities have been improved:
  - Driving range reconstruction and expansion
  - Putting green reconstruction
- New golf course irrigation system
- Entrance road reconstruction
- Improved storm water management with the inclusion of several rain gardens along entrance road and parking lots
- Lake water quality improvements
- Expanded paddling offerings including paddle boarding
- Remodeled visitor center
- Additional hiking trails
- Expanded cross country ski trails
- RV camping pads
- Expanded tent camping
- Bike fixit station
- Dog park improvements

The current master plan for Cleary Lake was approved in 1998. Given the age of the plan, the County will complete a master plan update prior to making any significant investments into new amenities. A master plan update is in the works and is expected to be completed 2018-2019. This will also address potential impacts from nearby road projects such as the expansion of CSAH 27. Any impacts will be mitigated to conform with the Park District and Met Council's system protection policies.

Driving range at Cleary Lake after 2014 renovation

Figure VII-9
Cleary Lake Regional Park Summer Use Map

Figure VII-10
Development Plan from Cleary Lake Regional Park Master Plan (1998)



Spring Lake Regional Park

Background *and Amenities*

Spring Lake Regional Park is located in Prior Lake and features lake shore on both Spring Lake and Prior Lake. The park was acquired by Scott County in 1968 and was officially opened for public use in 2012. The park currently features 4.4 miles of paved trail and a popular 10 acre dog park. The park's internal trail loops have several spurs which make connections to the surrounding neighborhoods.

A new ¾ mile trail segment was opened in 2017 connecting two existing portions of trail within Spring Lake Regional Park and creating an additional loop in the park's trail system. This project was completed in in conjunction with a water quality improvement initiative being led by the Shakopee Mdewakanton Sioux Community (SMSC) for nearby Arctic Lake. The new trail segment exists partially outside of the park's boundary and was built upon a restored berm on SMSC land. By working in partnership, the SMSC, Scott County, Three Rivers Park District, the Prior Lake-Spring Lake Watershed District and City of Prior Lake were able to accomplish their goals with a cost savings.

The park currently offers seven different points of entry and connects to the Scott West Regional Trail. When fully developed, the SWRT will connect Spring Lake Regional Park to Cleary Lake and Murphy-Hanrehan in the east and will also connect to downtown Shakopee in the north. The master planned Spring Lake Regional Trail will connect to the park in the south and provide a connection to Downtown Jordan and across the Minnesota River into Carver County once developed.

Acquisition and Development
Total Planned Size: 392 acres
To Be Acquired: 25 acres

The park's planned boundary was adjusted in 2005 following an agreement with the county to sell land to the City of Prior Lake for a future city park in exchange for cash that was used to acquire land at Doyle-Kennefick. Additional wetland areas adjacent to Spring Lake Regional Park were to be acquired by the City as part of development and transferred to the County. Approximately 25 acres remain to be acquired within the adjusted planned boundary. However, since 2005 this land has been acquired by the SMSC and is held in trust. It is not likely that the county will acquire this land but should explore opportunities for future shared use with the SMSC.

The overall concept plan for the park is to create recreational facilities with access to both Spring and Prior Lakes. Proposed future improvements include nature trails, trailheads, and overlooks–each requiring a certain natural setting to be successful. Larger scale features such as the 4-season pavilion, play area, fishing piers, and picnic areas are proposed for development in the land south of CR 12 on the edges of the park where fragmentation of the nature systems is less of an issue or in less sensitive natural areas of the park.

Since the initial development and opening of the park in 2012, the following improvements have been completed:

- Arctic Lake trail loop expansion project (in partnership with the Shakopee Mdewakaton Sioux Community)
- Shoreline restoration

- Forest enhancement/invasive species management on 170 acres
- Dog park
- Parking lot (in partnership with the City of Prior Lake)
- Vault latrines

The following components from the 2006 master plan remain to be completed:

Lakefront Development

- 4 season pavilion and restrooms
- Play area
- Observation deck/canoe and kayak dock
- Canoe/kayak racks
- Fishing pier
- Outdoor plaza and gathering space
    - Sitting areas
    - Fire pit
    - Arbor
    - Picnic tables
- Group camping
- Paved trail loop
- Entrance road/parking lot
- Grade separated pedestrian bridge

Main Park

- *Archery practice range*
- *Outdoor classroom and performance area*
- *Outdoor skills area*
- *Nature trail/Observation points/Interpretive features*
- *Trailheads with kiosk*
- *Vault toilets along trail (3)*
- *Family and small group picnicking areas*

Paved trail at Spring Lake Regional Park

Figure VII-11
Spring Lake Regional Park Summer Use Map

Figure VII-12
Spring Lake Regional Park Master Plan

Figure VII-13
Spring Lake Regional Park Master Plan

Cedar Lake Farm Regional Park

Background *and Amenities*

Cedar Lake Farm Regional Park is located in south central Scott County and has 4,300 feet of shoreline on Cedar Lake, the largest lake in the county and a popular local fishery. The former Cedar Lake Farm and Day Resort property on the southern portion of the lake was acquired by the County in 2006 and was opened for seasonal public use in 2009. Since then, the lakeside area has offered public recreation opportunities including a swimming beach, fishing pier, picnicking, boat rental, and group camping. The park has also hosted the annual Mid-Summer Festival event since 2012 in conjunction with the Credit River Antique Tractor Club's annual show. Beginning in 2016, Cedar Lake Farm has transitioned from seasonal to year round operations.

A network of natural surface trails in the north and west portions of Cedar Lake Farm connect to the active use area and provide several connections to the surrounding neighborhoods. Eventual connections will exist to the future Doyle-Kennefick Regional Park, Elko New Market, Jordan, and Blakeley. A new trail search corridor from New Prague to Cedar Lake farm is proposed as part of this plan update.

Acquisition and Development

Total Planned Size: 251 acres
To Be Acquired: 15 acres

The park's first 173 acres on the western side of Cedar Lake were dedicated in 2004 as part of an adjacent residential subdivision, with an additional 56 acres acquired from the former Cedar Lake Farm and Day Resort property in 2006. An eight acre parcel, adjoining the former day resort property along CR 2 was acquired in 2008. In 2017 the County purchased the former site of the Silver Maple Bay community septic system from Helena Township, adding 8.6 acres to the park.

The park's development master plan was adopted in 2011 with an updated planned park boundary and replaced the previous acquisition master plan. The vision for Cedar Lake Farm Regional Park builds on the site's successful history as a large group picnic and event venue, its picturesque lakeside setting with farm structures, and an undeveloped, mature stand of Maple-Basswood forest. The vision also reflects the area's history as a farming community which continues to have strong ties to food production and an interest in locally and sustainably grown food. The master plan guides the development of the park as a destination for:

- Family, lakeside, picnicking and play;
- Group and community programs and events; and
- Reconnecting with local food production from the soil to the table through hand's on gardening, cooking, and programming activities.

The Cedar Lake Farm Phase 1 Development during 2015 and 2016 resulted in significant improvements to the park and amenities. The project saw the addition of paved trails in the park's core, an upgraded swimming beach with a new play feature, renovated pavilion and bathrooms, and a new satellite maintenance facility. Accessibility improvements were also a focus of the project. Accessible parking stalls were added and the accessible path through the core of the park connects to most of the park's amenities. The park's 1913 barn was also painted,

repaired, and weather-sealed as part of the project, preserving it for future renovation into a multi-function rental space, as indicated in the master plan.

Following the opening of the park in 2009, the following improvements have been completed at Cedar Lake Regional Park:

- Paved trail connections throughout the beach and picnic area
- Beach expansion and improvements
- A play feature
- Moved the group camping site
- Satellite Maintenance facility
- Bathroom and pavilion renovations
- Shoreline planting and restoration
- Boat rental operations
- Recreation programming
- Natural surface trail loop

The following components from the 2011 master plan remain to be completed:

Lakeside Recreation Area

- Horseshoes
- Volleyball Courts
- Water Play Feature
- Pavilion Renovation
- Concessions
- Showers/Restrooms
- Changing Rooms
- Patio
- Boat Slips
- 18 Hole Disc Golf Course
- Large Group Picnic Shelter
- Group Camp
- 30 car lot
- Restroom (shared with picnic shelter)
- Fishing Pier
- Barn Renovation
- Potential Seasonal Facility

Market Learning Center

- Orchards/Edible Landscape elements
- 4-Season Classroom
- Outdoor Classroom
- Sustainable Ag Demonstration Fields
- Picnic Space
- Paved Multi-Purpose Trail Loop
- Wetland Restoration
- 50 car parking lot

North Woods

- Dog Off Leash Area
- Woodland Restoration
- Invasive Species Management

Midsummer Festival at Cedar Lake Farm Regional Park

Figure VII-14
Cedar Lake Farm Regional Park Summer Use Map

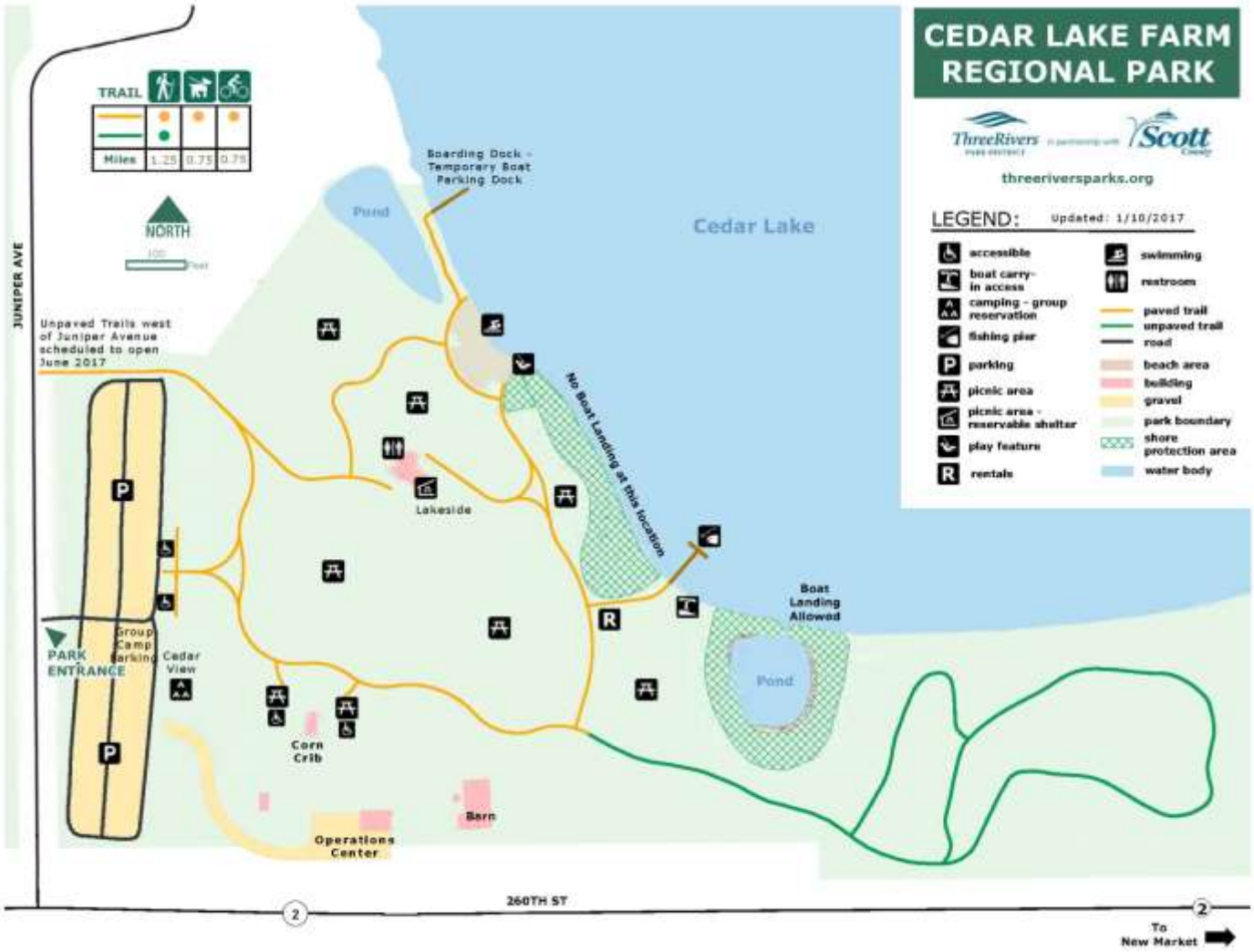


Figure VII-15
Cedar Lake Farm Regional Park Master Plan Map

Master Plan
Cedar Lake Farm Regional Park
Scott SRF

Maps – Cedar Lake Farm Regional Park Master Plan

Figure VII-16
Cedar Lake Farm Regional Park Master Plan Map (Lakeside Recreation Area Detail)

Planned Regional Parks

The following inventory section focuses on planned but undeveloped regional parks, and park reserves that will serve Scott County in the future. These facilities are in the land acquisition and stewardship phase and will require additional land acquisition and development before they can be fully opened:

- Doyle-Kennefick Regional Park (undeveloped)
- Blakeley Bluffs Park Reserve (undeveloped)

Doyle-Kennefick Regional Park (Undeveloped)

Background

Doyle-Kennefick Regional Park is located in rural central Scott County, four miles south of the City of Prior Lake. The park's mix of high quality native forests and wetlands offer quality habitat recognized as having regional ecological significance, beautiful scenery, and outstanding opportunities for outdoor recreation. The park became a component of the Regional Park System in 2004, when an acquisition master plan was completed.

Acquisition *and Development*

Total Planned Size: 1,139 acres
To Be Acquired: 419 acres

The development master plan presents a vision for the park and builds on the site's striking landscape of native forests and wetlands, beautiful rolling topography, and its link to the American pioneer past through a 1860s homestead. The vision reflects the history of the site and the community heritage of living off the land and a joy and passion for outdoor recreation, conservation, and nature exploration. Amenities include a nature center/outdoors discovery center, 13 miles of hiking and nature trails, eight miles of bike trails, a picnic shelter, trail head and room rental, and renovation and re-use of farmstead structures.

As a result of the master planning process and detailed analysis of landscapes and resources, the planned park boundary is expanded from 915 to 1,139 acres. 419 acres remain to be acquired. 38 acres are owned by the MN DNR and are anticipated to be acquired at no cost to the county.

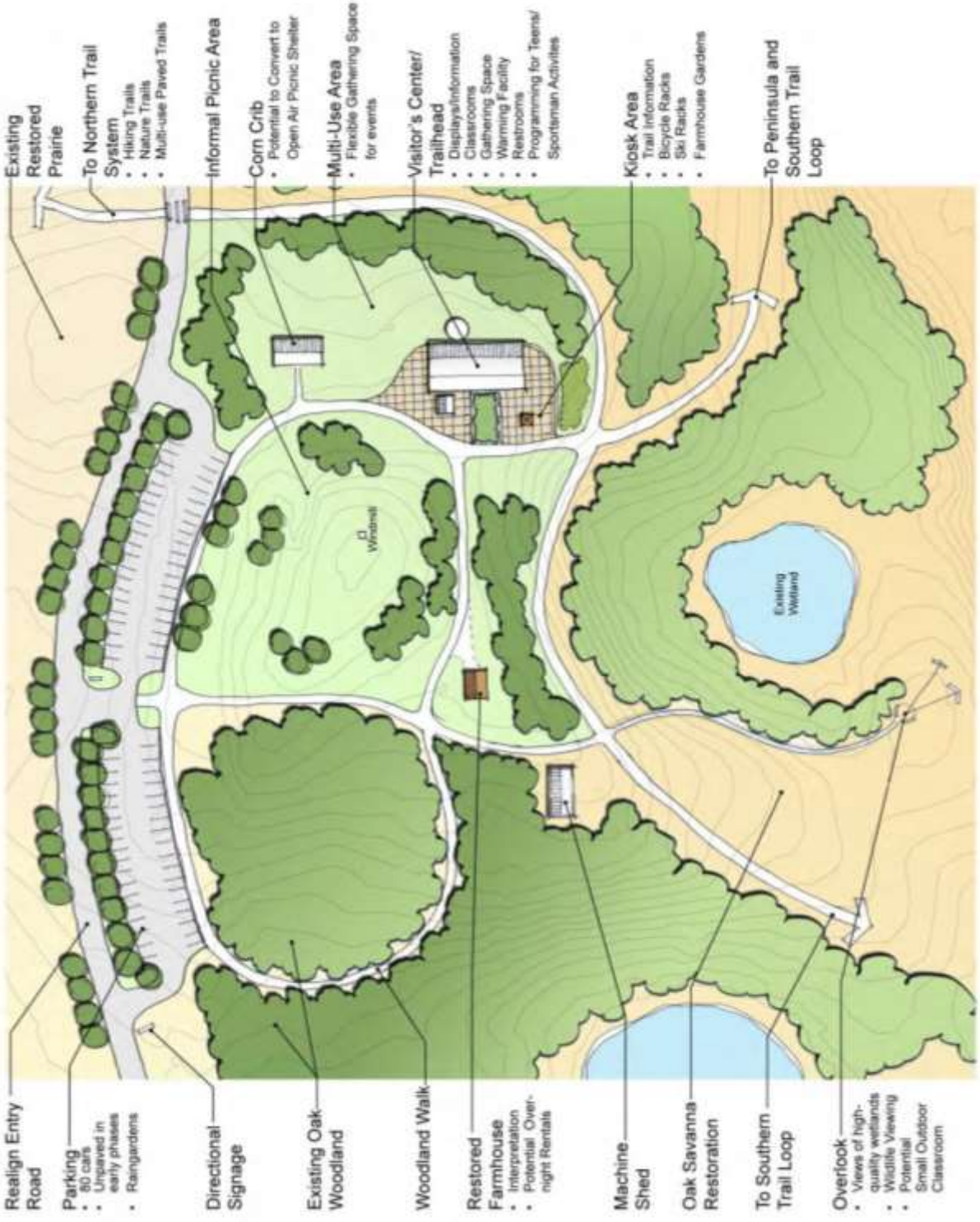
Currently, long range plans envision trail connections from Doyle-Kennefick to Cleary Lake and Cedar Lake Farm as well as a spur that would provide easier access to Elko New Market. These trail connections are considered search corridors currently.

Following the adoption of the 2030 plan, the following improvements have been completed at the site of the future regional park:

- Prairie restoration
- A protective pole barn around the historical Doyle homestead
- Natural resources enhancements in partnership with the Great River Greening

Figure VII-17
Doyle-Kennefick Regional Park Master Plan Map

Figure VII-18
Doyle-Kennefick Regional Park Master Plan Map (Main Trailhead Detail)



Blakeley Bluffs Park Reserve (Undeveloped)

Background

Blakeley Bluffs Park Reserve is a unique and extensive natural resource and recreational asset in the southwest metropolitan area. Located along the Minnesota River in the bluff lands of Scott County, the park reserve is characterized by large areas of continuous forest, stunning viewsheds with western sunsets, dramatic topographic changes, and high quality habitats of note on a regional scale. Given its location overlooking the Minnesota River and the presence of numerous cultural resource sites, the park reserve also represents an important link to the indigenous populations living in the area before settlement. The site's extensive ecological value, rich Native American history, and potential for unique recreational opportunities set it apart as a special place to preserve for future generations to enjoy.

Local and regional efforts to conserve the area as a park reserve date back to the early 1960s. While early preservation efforts waned, interest in the park reserve concept renewed as rapid development occurred in the late 1990s and early 2000s. This renewed interest culminated in 2005 with the addition of a 6,000 acre park search area in the 2030 Regional Parks Policy Plan to fill a recreational service area gap in the southwest metro and to preserve an exemplary model of historic Minnesota River Valley landscape.

Acquisition and Development:

Total Planned Size: 2,440 acres
To Be Acquired: 1,855 acres

The Blakeley Bluffs Park Reserve Acquisition Master Plan (2011) refined the 6,000 acre search area to an approximately 2,440 acre park reserve planned boundary. Goals identified in the master plan include:

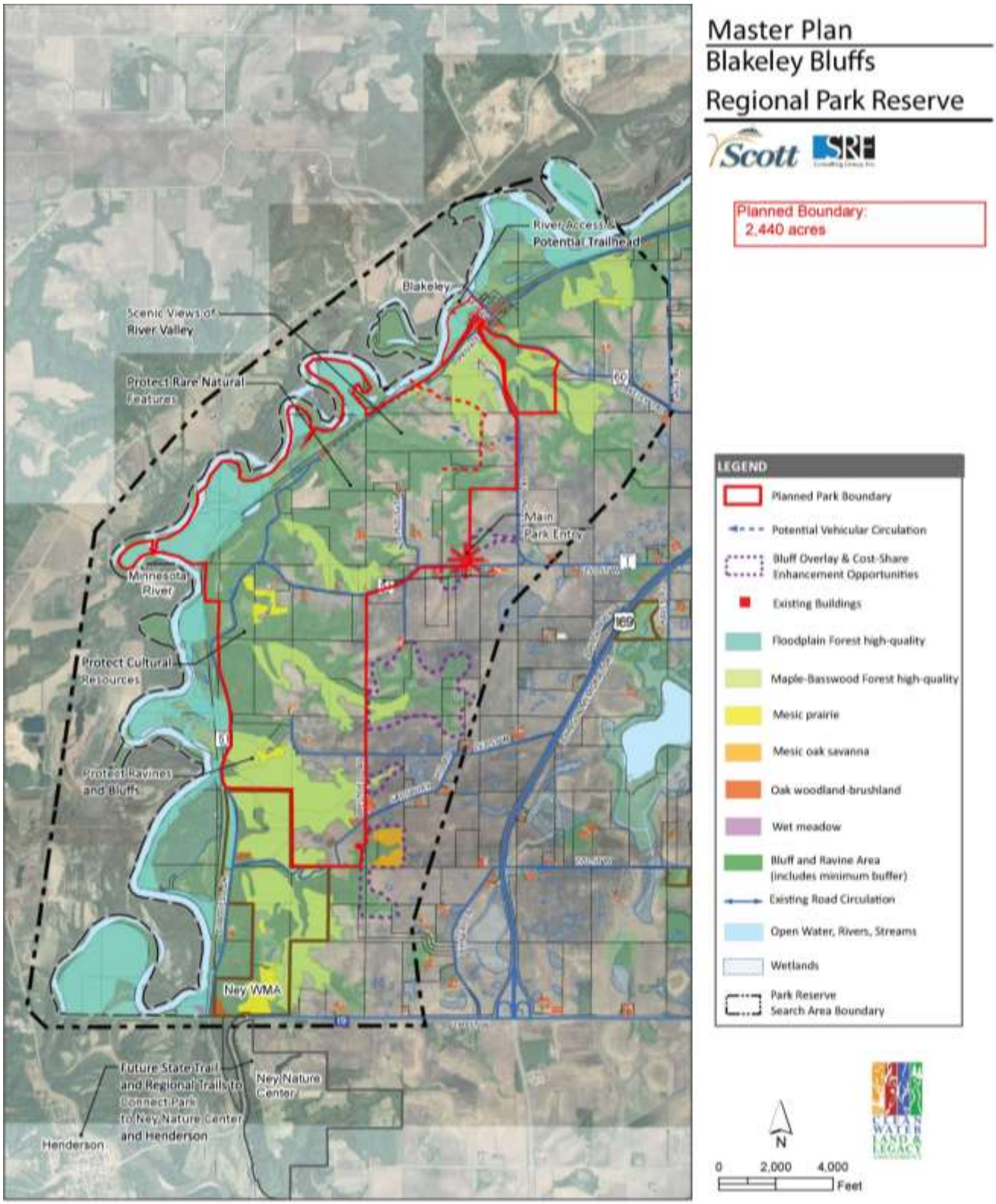
- Preservation of the scenic, natural and cultural qualities of the Blakeley Bluffs and Minnesota River Valley area;
- Opportunities for regional outdoor recreation activities such as hiking, canoeing/kayaking, cross country skiing, and camping;
- Wildlife habitat enhancement and water quality improvement projects;
- Developing partnerships to offer environmental and cultural resource education programs and activities; and
- Creating economic growth opportunities through outdoor recreation and tourism that could mirror a "Little Lanesboro" in Blakeley.

The master plan also identifies a potential collaboration concept with the Minnesota Department of Natural Resources to acquire land and deliver recreation services. The acquisition of the Blakeley Bluffs Park Reserve is planned to span the next 50+ years.

Blakeley Bluffs is seen as an important connection along the scenic Minnesota River valley that could provide connections to Belle Plaine, the Ney Nature Center, and Henderson in Le Sueur County. The southern search corridor would provide connections to the New Prague and Cedar Lake Farm and beyond.

Following the adoption of the parks plan update in 2012, the focus has been on acquisition. Some of the lands that have been acquired operate as agricultural fields. To help preserve natural resources, some of the plantings have been converted to native cover.

Figure VII-19
Blakeley Bluffs Regional Park Reserve Acquisition Master Plan Map



County Study Areas

Two areas in the county have been identified as future "study areas". Whether or not there is adequate park land to serve the projected population of Scott County needs further study in subsequent updates to this Plan. See the following figures for details on their location and how they may fit into the greater park system.

These study areas may also serve alternative recreation uses, such as OHV, or if provided by the cities, sports complexes. At this point, they remain placeholders that will trigger further review in future updates.

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PLACEHOLDER FOR MAP VII-20
REGIONAL PARK SYSTEM MAP

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PLACEHOLDER FOR MAP VII-21
EXISTING TRAIL INVENTORY MAP

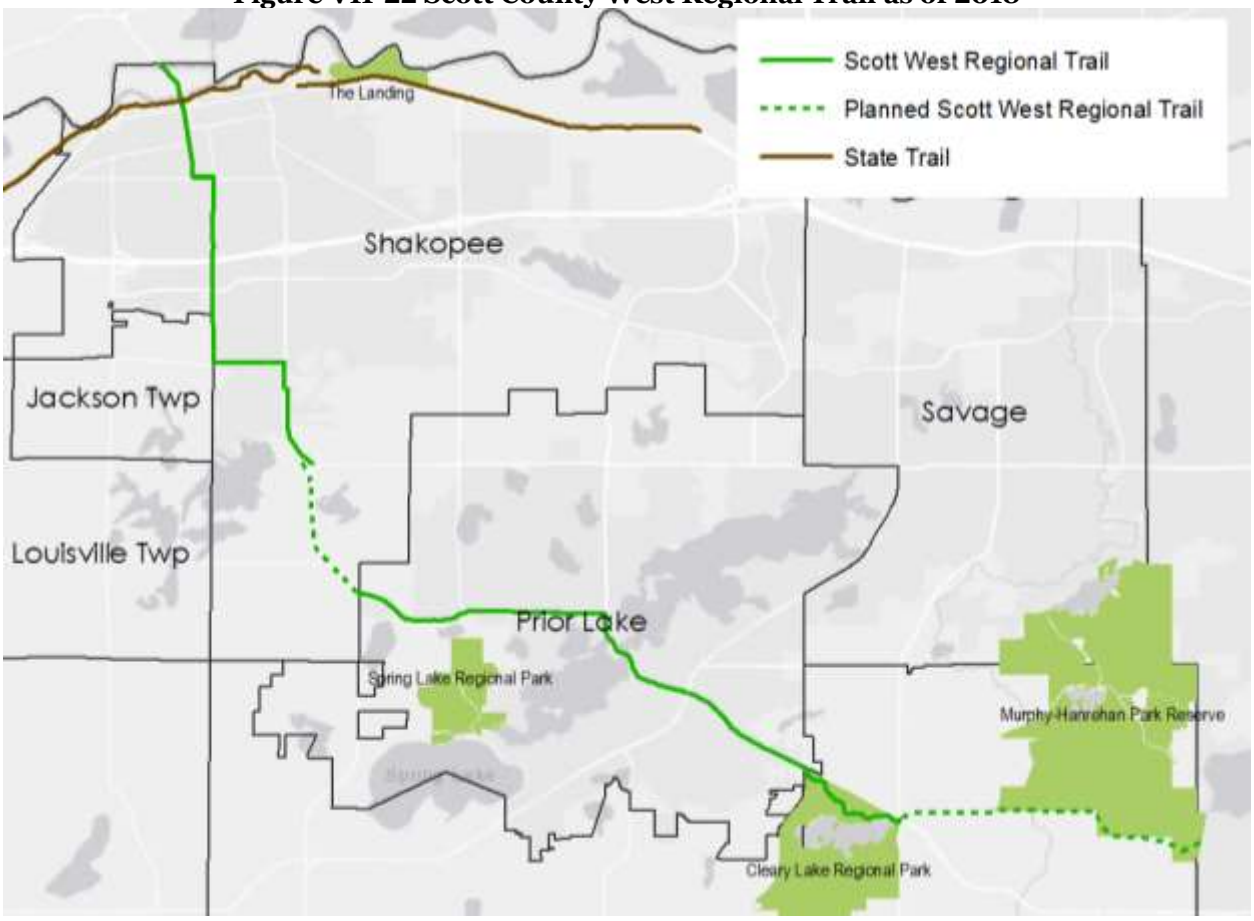
Existing Regional Trails

Scott County West Regional Trail (substantially developed)

Early Metropolitan Parks and Open Space System plans designated a 12-mile corridor for a regional trail running from Murphy-Hanrehan to Cleary Lake then to Prior Lake and finally connecting to the Minnesota Valley State Trail in Shakopee. The trail alignment outlined in earlier master plans for what is now known as the Scott West Regional Trail identified the trail as primarily following roadways, including CR 21, CR 17, CR 79, and the continuing into downtown Shakopee, generally following Holmes St.

An updated master plan was completed in 2011 and details specific alignments and trail segments that will realize a complete Scott County West Regional Trail. Approximately 12.5 miles of the trail are completed; 8 miles along CR21 and CR82 in Prior Lake and Credit River Township and 4.5 miles completed from the intersection of Co Rd 42 and 17 continuing through downtown Shakopee. The trail utilizes the historic Holmes Street bridge, connects to the Highway 101 bridge, traverses the Minnesota River, and connects with local trail segments in Carver County. From there, the Minnesota River Bluffs Regional Trail is a short on-road connection away. The existing gap between Co Rd 78 and the intersection of CR 82 and Marschall Road (Co Rd 17) is due to be completed in the early 2020's. To date, the majority of this trail's construction was completed with nearby roadway construction or improvements; the transportation policy that considers trail development along county roads during reconstruction projects has been integral to the development of the Scott West Regional Trail.

Figure VII-22 Scott County West Regional Trail as of 2018



Planned Regional Trails

Minnesota River Bluffs Extension Regional Trail/UP Regional Trail

The *Minnesota River Bluffs Regional Trail and the Scott County Connection Master Plan* provides a vision for the Union Pacific Railroad Chaska Industrial Lead corridor as a multi-use trail that provides a major connection to the Carver County and Scott County regional trail systems. The master plan outlines an approximately 4.2 mile long regional trail, extending from Athletic Park in Chaska over the Minnesota River at the City of Carver and ending at Merriam Junction in Louisville Township.

In 2007 Union Pacific Railroad (UP) filed to abandon 5.3 miles of railroad following the collapse of a bridge structure in the spring of 2007. Scott County Regional Railroad Authority Board (SCRRA), Carver County Regional Railroad Authority (CCRRA), Metropolitan Council, and the cities of Carver and Chaska entered into a joint powers agreement to discuss UP corridor reuse opportunities and develop a negotiating position for acquisition of the corridor. The JPA purchased the corridor from UP under the federal rail banking "Interim Trail Use" program. Scott and Carver Counties prepared the master plan collaboratively to outline the planned reuse of the rail corridor for a regional trail.

Scott County had on-going dialogue with local officials, affected agencies, and landowners along the existing railroad corridor starting when the discussions for abandonment of the corridor began. Since the corridor is already well defined and the trail will be utilizing the existing rail bed there were no major concerns that were identified amongst those groups. The US Fish &Wildlife Service, a major landowner along the rail corridor, has stated support of the use of the corridor as a regional trail. Louisville Township has also stated support for the trail and has incorporated it into recent trail planning documents. The Scott County Parks Advisory Commission recommended approval of this master plan at their November 3, 2010, meeting. The Scott County Board of Commissioners approved the master plan at their December 21, 2010 meeting.

Spring Lake Regional Trail

The 2030 Comprehensive Plan confirmed a regional trail corridor connecting Prior Lake to Jordan and called for master planning to identify a specific route. The master planning process for the Spring Lake Regional Trail was completed in 2011 and envisioned a "destination trail" connecting Spring Lake Regional Park in Prior Lake to Lagoon Park in Jordan (a future hub of regional trails), the Minnesota Valley State Trail, and a future Carver County regional park along the Minnesota River bluffs. Through Spring Lake Regional Park, a connection will be made to the Scott West Trail. Along the way, this 13.5-mile corridor is proposed to journey along a number of natural landscapes and unique features, including lakes and wetlands, drainage ways, forests, prairies, and the Minnesota River bluffs. This is expected to be a long-term corridor with trail sections developing incrementally as the cities of Jordan and Prior Lake continue to grow outward and land uses change.

Public input was integral to the master planning process. A Citizen Design Team (CDT), consisting of over forty Scott County residents, volunteered their time to provide direction and input on this trail and other proposed regional facilities. The CDT met monthly, from July 2010 to March 2011, to evaluate park and trail system needs, identify unique features of each site, and refine the design concepts.

Trail concepts developed by the Citizen Design Team were shared with local parks commissions and township boards in November 2010 through February 2011. Input was given based on consistency with local plans, current and projected needs, and coordination with other projects.

A public open house was held on February 26, 2011, to review the trail concepts. Thirty residents attended the open house. In general, public response was positive for the Spring Lake Regional Trail and comments were consistent with those received from local officials. No major changes to the proposed trail route were made as a result of the public comments from the open house.

Throughout the master planning process, the Scott County Parks Advisory Commission and Scott County Board of Commissioners were updated with results of the public input and Citizen Design Team's site concepts. The Parks Advisory Commission and Board of Commissioners provided direction based on existing plans and park policies. The Parks Advisory Commission recommended approval of the master plan at their July 6, 2011, meeting. On September 13, 2011, the Scott County Board of Commissioners approved the master plan. A short segment of the trail along CSAH 12 is open to the public.

Approved Regional Trail Search Corridors

Several trail corridor needs were identified and approved in the Scott County 2030 Comprehensive Plan process and the subsequent update to the plan in 2012. If completed, these trails would provide a regional trail network connecting all of the regional parks, cities, and state recreation facilities in the County as well as provide 6 connections to neighboring counties (Fig. VII-17). These search corridors provide a general idea of trail location, but detailed alignment and route decisions will not be made until the master planning process is undertaken.

Southern Scott Regional Trail Search Corridor (31)
This regional trail corridor would run generally from Cleary Lake Regional Park southwest to Cedar Lake Farm, northwest to the City of Jordan, and southwest again through Belle Plaine to the Blakeley Regional Park Reserve search area.

Minnesota River Extension Regional Trail Search Corridor (26)
This corridor would connect with the Minnesota River Greenway (a portion of which is the Big Rivers Regional Trail) in Dakota County and follow the Minnesota River to The Landing near Shakopee.

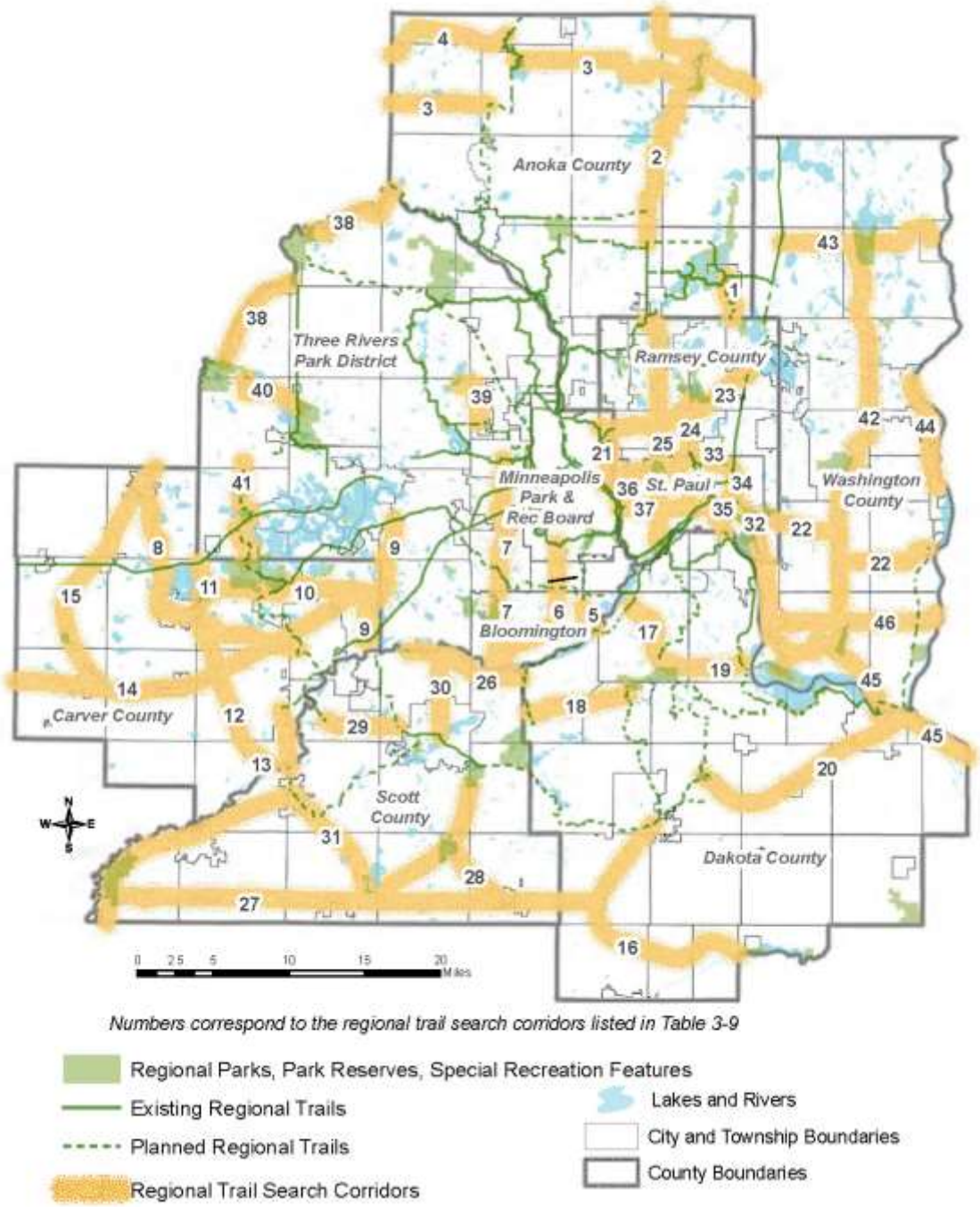
Elko New Market-Blakeley-Doyle Kennefick Regional Trail Search Corridor (27)
Extending along the southern portion of Scott County, this connection would link the future Blakeley Bluffs Regional Park Reserve with the city of Elko-New Market as well as Cedar Lake Farm.

Elko New Market-Doyle Kennefick Regional Trail Search Corridor (28)
This relatively short segment would connect the city of Elko-New Market with the future Doyle-Kennefick Regional Park.

Louisville Regional Trail Search Corridor (29)
Connecting the master planned UP Trail corridor with the existing Scott West Regional Trail, this segment would provide increased access to the Minnesota Valley State Recreation Area and expand the connected segments of regional trail in Scott County.

Prior Lake Outlet Regional Trail Search Corridor (30)
This segment of trail would provide a north/south connection between the State Trail/Big Rivers Extension Trail with the heart of Prior Lake and the existing Scott West Regional Trail.

Figure VII-23



Proposed Regional Trail Search Corridors (not currently adopted in Regional Parks Policy Plan)

In addition to the trail corridors identified and approved by the Metropolitan Council, Scott County has identified an additional trail corridor search area as part of this 2040 Comprehensive Plan process. The County will seek regional status for this corridor as part of the next update of the *Regional Parks Policy Plan*.

Lake Marion Regional Trail Search Corridor

During the Dakota County led master planning process for the Lake Marion Greenway Regional Trail, a connection through, or around, Murphy-Hanrehan Park Reserve was identified. This connection through Scott County was not thoroughly planned at that time and more discussion would be needed to better identify a route to connect the two connections created by the Lake Marion Greenway segments in Dakota County.

New Prague Spur Regional Trail Search Corridor

Previously, the search corridor network connected all cities in Scott County leaving New Prague a short distance from being connected. As master planned it may be incorporated into the segment of the Southern Scott County Regional Trail Corridor connecting New Prague, Cedar Lake Farm Regional Park, the future Doyle-Kennefick Regional Park, Cleary Lake Regional Park and the Scott West Regional Trail.

Future Additional Trail Connections

The 2040 Plan Update identifies a significant number of potential trail connections that would require further study. Along the Minnesota River, recent and proposed bridge constructions incorporated trail river crossings at:

- Blakeley to Sibley County (CR 1)
- Belle Plaine to Sibley County (Hwy 25)
- Jordan to Carver County (CR 9)
- Jackson Township to Chaska (Hwy 41)
- Shakopee to Chanhassen (CR 101)
- Savage to Bloomington (Minnesota Valley State Trail)

Non-river trail connections that would warrant additional study include transportation and regional trail connections to Dakota County, and transportation trail connections to Rice and Le Sueur Counties.

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PLACEHOLDER FOR MAP VII-24
EXISTING TRAIL SYSTEM MAP

Recreation Study Areas

One area in the western part of the county and one area in the eastern part of the county were identified as future "study areas" in the 2030 Comprehensive Plan due to expected growth in this part of the County. Whether or not there is adequate park land to serve this future population needs further study in subsequent updates to this Plan. These facilities would not necessarily be regional or county facilities, but the county could facilitate planning and coordination. These study areas could serve city, county, or regional services or may also serve alternative recreation uses, such as OHV, sports complexes as previously discussed in the 2030 Comprehensive Plan process. At this point, these study areas are simply placeholders that could trigger further review and need assessment in future updates.

Non-Regional Facilities

While the main focus of this inventory is the regional system within Scott County, non-regional facilities play a significant role in Scott County's recreation landscape. Local, federal, and private facilities complement the regional facilities in the county, in many instances offer amenities and activities not found in the regional system.

County Transportation Trails

In addition to the regional trail system, the 2040 Comprehensive Plan Update makes a significant emphasis on providing other County trails. These transportation trails would consist of:

- Detached trails or trail/sidewalk on each side of all County highways in urban areas, when feasible to construct.
- Detached trails following designated County highways in rural areas, when feasible to construct.
- On-road bikeways and paved shoulders on all other County highways in rural areas, when feasible to construct.

The 2040 Transportation Plan continues the emphasis established in the 2030 Transportation Plan highlighting trails as an integral part of the transportation system and complementing state, regional, and local trail systems for transportation, recreation, and active living. For more information on non-regional county trails see the transportation chapter of the 2040 comprehensive plan.

City and Township Parks and Trails

There are over 200 city and township parks in Scott County. These facilities provide recreational opportunities that are primarily of city/township importance, and include athletic complexes, team sports facilities, neighborhood parks, play equipment, and special use facilities such as skate parks and an environmental learning center. Township parks generally have only minimal development of facilities such as picnic areas and small play structures. Cities generally have an established recreation and transportation trail system that consists of sidewalks and trails.

Scott County will work pro-actively to plan with the cities and townships to integrate the County's Parks and Trails Plan with those of the cities and townships. The County will plan and collaborate with the cities and townships for additional park development opportunities that may fall outside the bounds of the County's parks plan. It is the intention of the County to develop partnerships with interested cities and townships for the operations and maintenance of County and Regional trails and work towards tying together municipal facilities into an integrated county-wide network of recreational opportunities. System integration will be

accomplished, in part, through implementation of the 2040 Comprehensive Plan Update process where all parties will continue to discuss common issues and identify opportunities to work together.

State Facilities

- Minnesota Valley State Recreation Area
- Minnesota Valley State Trail
- Bradshaw Lake Wildlife Management Area
- Clark Lake Wildlife Management Area
- Karnitz Wildlife Management Area
- Mahoney's Marsh Wildlife Management Area
- Marsh Wildlife Management Area
- Michel Marsh Wildlife Management Area
- Ney Wildlife Management Area
- O'Brien Wildlife Management Area
- PF – Module #1 Wildlife Management Area
- Pheasants Forever #3 Wildlife Management Area
- Raguet Wildlife Management Area
- Raven Wildlife Management Area
- Savage Fen Scientific and Natural Area
- Spartina Wildlife Management Area
- St. Patrick's Wildlife Management Area

The Minnesota Department of Natural Resources provides facilities through its Minnesota Valley State Recreation Area state park unit. This facility is located along the Minnesota River and consists of nine units totaling 4805 acres in Scott County. The park is primarily located in the floodplain forest of the river and features an extensive trail system which, when taken together with the Minnesota Valley National Wildlife Refuge lands, provides trail access along approximately 80 percent of the Minnesota River valley in Scott County. In the past, several camping opportunities existed within the park, but reoccurring flooding events have limited some of the access to amenities in the park including several of the camp sites and some of the trails. As of 2017, there were 6 equestrian sites available for use. There are 47 miles of hiking trails, 35 miles of mountain biking trails, 9 miles of paved trails, and 30 miles of equestrian trails.

There are 13 state Wildlife Management Areas totaling approximately 2,182 acres scattered across the southern third of the county. These areas are managed by the DNR primarily for hunting.

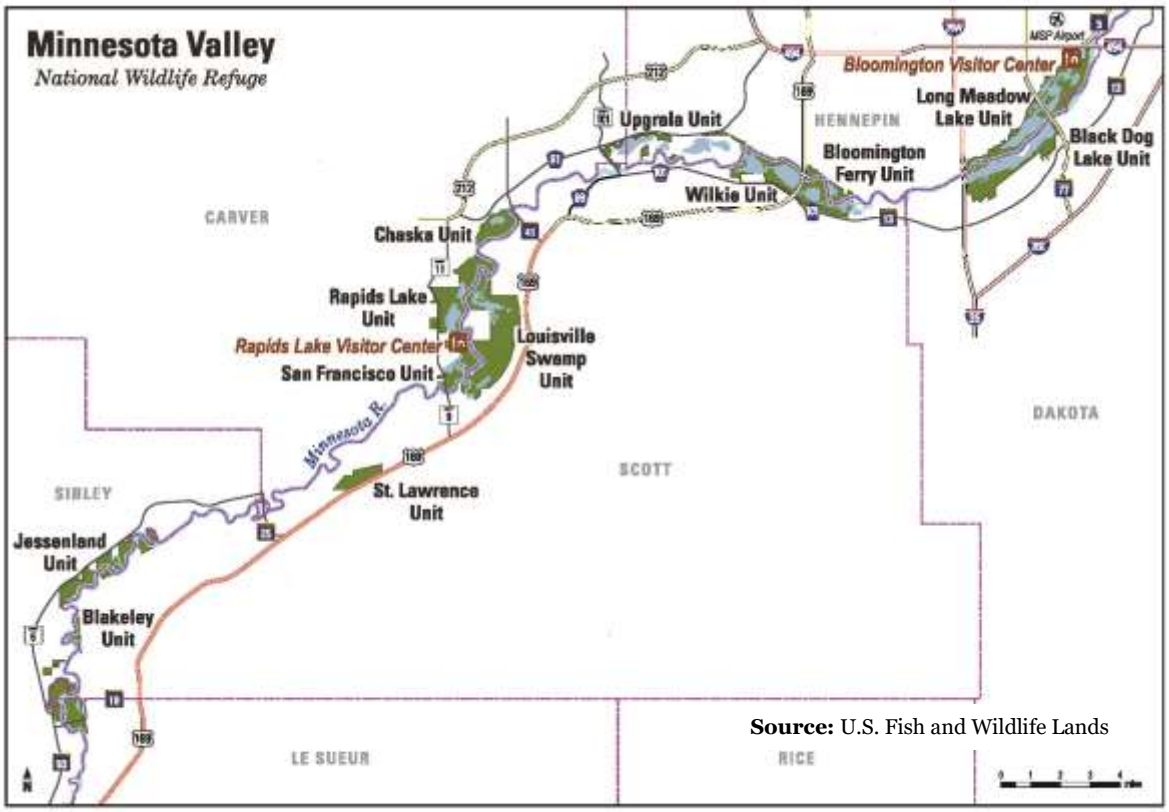
The Savage Fen Scientific and Natural Area is composed of two parcels totaling approximately 288 acres. Scientific and Natural Areas are managed as preserves and have limited public use. The Eagle Creek Aquatic Management Area, approximately 100 acres in size, runs along both the east and west branches of Eagle Creek and protects the Boiling Springs as well as provides hiking and fishing opportunities along one of the last naturally reproducing trout streams in the metropolitan area.

Federal Facilities

The Minnesota Valley National Wildlife Refuge was established in 1976 to provide habitat for a large number of migratory waterfowl, fish, and other wildlife species threatened by commercial and industrial development. Today, the Refuge comprises 14,000 authorized acres, stretching for 34 miles from Fort Snelling State Park to Jordan. Approximately 4700 acres of the Refuge lies within Scott County. The Refuge has eight units, four of which have trails and interpretive signs. The Minnesota Valley National Wildlife Refuge is well known for bird watching. Annual migrations funnel hundreds of thousands of waterfowl, songbirds, and raptors through the valley. Other wildlife-dependent recreation uses on the Refuge include: wildlife observation, wildlife photography, hunting, fishing, environmental education, and interpretation.

There is one Waterfowl Production Area (WPA) in Scott County located on the Scott-Dakota County line in Credit River Township. The Soberg WPA is 113 acres and open to public hunting.

Figure VII-25
Minnesota Valley National Wildlife Refuge



Source: U.S. Fish and Wildlife Lands

Private Facilities

In addition to public recreational facilities there are also a number of private outdoor-based recreational providers within the county. As part of the implementation of this Plan, it is the intent of the County to include these facilities in the overall assessment of recreational opportunities and be compatible with services provided by private enterprise. Private facilities include:

<u>Campgrounds and RV Parks</u>

- Dakotah Meadows Campground (Mystic Lake)
- Fish Lake Acres (Spring Lake Township)
- Jordan KOA (Louisville Township)
- Town and Country Campground (Savage)
- Will's Riverview RV Park (Jackson Township)

<u>Golf Courses</u>

- Boulder Pointe (Elko New Market)
- Creeks Bend (Cedar Lake Township)
- Heritage Links (Credit River Township)
- Legends (Credit River Township)
- The Meadows (Mystic Lake)

- Ridges at Sand Creek (Jordan)
- Stonebrooke (Shakopee)
- The Wilds (Prior Lake)

Valley Fair Amusement Park (Shakopee)

Valley Fair is a 90-acre amusement park bordering the Minnesota River. It is the Upper Midwest's largest family amusement park, featuring more than 75 rides and attractions.

Renaissance Festival (Jackson Township)

The Renaissance Festival is a seasonal private theme park which recreates the scenery, crafts, foods, and entertainment of 16th century Europe. The festival runs on weekends from mid-August through the end of September.

Canterbury Park Horse Track (Shakopee)

Canterbury Park is located in the City of Shakopee. With live horse racing as its centerpiece from May through August, races are held Thursdays, Fridays, Saturdays, Sundays and Holidays. Canterbury also simulcasts racing from other racetracks around the country 364 days a year. Total racing attendance is over 400,000annually.

Elko Speedway (Elko New Market)

Beginning in 1985, the Elko Speedway has been affiliated with the National Association for Stock Car Auto Racing or NASCAR. Since 1991 the speedway has seen spectator counts almost triple and competitor car count increase 5 times. The Elko Speedway is one of only a handful of 3/8 mile NASCAR tracks in the country.

Minnesota Horse and Hunt Club (Spring Lake Township)

The Minnesota Horse and Hunt Club is a private shooting preserve. The Horse and Hunt Club also has facilities for shooting sports.

Minneapolis Gun Club (Credit River Township)

The Minneapolis Gun Club located in Credit River Township has trap, skeet, and 5 stand facilities that are open to the public.

Special Use Facilities

Scott County Fairground

In addition to the annual fair the Scott County Fairground hosts various events throughout the year including Supercross, organized picnics, animal shows, etc. The Scott County Fairground is located in St. Lawrence Township.

Boat Launches

There are 13 public boat launches in Scott County, 2 each on Prior Lake, O'Dowd Lake, and Cedar Lake. Cleary Lake, Murphy Lake, Spring Lake, Fish Lake, and McMahon Lake each have one. Most of these facilities are owned and operated by the Department of Natural Resources, though Cleary Lake and Murphy Lake are owned and operated by Three Rivers Park District. There are four boat launches onto the Minnesota River between Shakopee and Jordan and one canoe access near Belle Plaine.

The Landing Special Recreation Feature (Three Rivers)
Located on the scenic Minnesota River, the Landing (formerly known as Historic Murphy's Landing) depicts Minnesota life as it was from 1840 to 1890. This era of profound change and challenge was marked by numerous historic events including European settlement, the displacement of Native Americans, Minnesota's statehood in 1858, the Civil War, and the 1862 Dakota War.

During a visit, visitors can explore real historical homes gathered from the Minnesota River Valley and meet face-to-face with interpreters who portray the folks who might have lived in them during this volatile period. The interpreters dress in period clothing and speak about their daily lives, fears, and aspirations in first-person modified speech, coming out of character only to answer questions.

This facility is a special recreation feature and is part of the metro regional park network owned and operated by Three Rivers Park District, though it is not part of the Joint Powers Agreement for regional parks in Scott County.

Civil War Camp at The Landing

PEOPLE AND SERVICES

Goal #VII-3: Promote awareness and use of all park and trail facilities in the county, including County-owned facilities and those of other jurisdictions (city, regional, state, federal).

Goal #VII-4: Promote a safe, healthy, and livable lifestyle in Scott County.

Goal #VII-5: Be progressive, responsive, and welcoming to all in the provision of parks, trails, and open space recreational opportunities.

Goal #VII-6: Provide a diversity of natural resource based outdoor education and recreational opportunities that are accessible and affordable to all residents.

Although the Regional Park System is built around natural resources, the system exists in order to serve people. The regional system in Scott County strives to provide recreational opportunities for everyone, regardless of income, ability, ethnicity, or gender and does this through providing opportunities for a variety of natural resources based activities. In addition to more passive or independent activities, such as hiking, biking, or picnicking, the regional facilities in Scott County also offer guided activities and programs such as archery, geocaching, and kayaking. Through community feedback, new trends and recreation ideas can be identified to help ensure that the regional system in the county is meeting the active lifestyle needs of all residents and regional system users.

A. Recreational Use

Regional Park Policies

As a natural resource based system, Metropolitan Council has adopted policies that guide the recreation services that can ultimately be offered within the regional system, including in Scott County:

1. Be strongly tied to high-quality natural resources and to the distribution of these resources around the area.
2. Require a land supply and acquisition effort generally found at the regional level.
3. Be reasonably, feasibly, and safely accommodated without detriment to existing uses as determined through master plans for facility improvements to accommodate the use, or through Regional Park Implementing Agency policy board decisions on park/trail use management issues.
4. Be protective of the environment/ecology of the site and not negatively impact its natural resources.

Early in the regional recreation and open space planning effort, Metropolitan Council defined picnicking, camping, swimming, conservation, nature interpretation, fishing, boating and trail uses such as ski touring, hiking/walking, bicycling, equestrian, and in some cases, snowmobiling as prime candidates for recreation in the regional system. Land is acquired at the regional level for inclusion in the system with the intent that it may eventually be developed in a way that provides for the recreational activities listed above. Adherence to this basic list of activities has helped to fend off efforts to acquire and develop regional parks system lands for other ventures.

Relatively new activities have been incorporated into the regional park system, where appropriate. These include mountain biking, inline skating, night trail use (particularly for cross country skiing), off-leash dog areas, archery, paddleboarding, and challenge courses. As new activities evolve over time, the appropriateness within the regional system should be reviewed.

B. Inclusion

Improving accessibility and equity have been ongoing strategies to make regional parks and trails more inclusive. Specific strategies include a focus on accessible infrastructure, adaptive programming equipment, and staff trained to offer adapted programs, research and community engagement, understanding our community and their interests and barriers to participate, scholarships, and partnering. Scott County's system should remove or reduce the barriers to use of the system by special populations – that is, perceived safety problems, use costs, transportation barriers, and inadequate dissemination of information.

Since the 2030 plan, significant barriers have been removed for persons with disabilities in Regional Parks in Scott County. Facility upgrades at Cedar

Lake Farm Regional Park includes paving the network of trails in the active use area, ADA bathroom improvements, and water access improvements. The water access improvements were critical to bringing over 1,000 seniors, veterans, and those with special needs onto Cedar Lake for the Let's Go Fishing program each year. The main entrance to the visitor center at Cleary Lake was made to be more wheelchair accessible, bathrooms were improved to be ADA accessible, and accessible parking was improved.

All new projects and updated master plans for the regional system require extensive ADA review. Consequently, barriers to persons with disabilities have been reduced. Additionally, implementing agencies are encouraged to provide physically challenged participants with similar park/trail experiences through adaptive programs. Three Rivers Park District is able accommodate adaptive equipment requests as needed. This equipment is also available for rental.

Research plays an important role in understanding resident and park users concerns. Scott County coordinates with Three Rivers Park District researchers for park user information, participates in the Scott County residents survey to compare year to year ratings of parks and trails, facilitates community engagement, and coordinates with other regional park agencies to understand current trends and barriers.

Park and Trail staff continues its engagement by making connections within the community through schools, community centers, the county public health department, and the Anchor Center, an adult mental health support center in Shakopee.

Scott County also participates in the Wonder Fund Scholarship program. 5% of group education and programming revenue supports scholarships for those in need.

With an ever changing demographic and continued growth, both in sheer numbers and in diversity, efforts to make sure Scott County Regional Parks and Trails are relevant to all in the community will become even more important.

C. Active Living/Connecting with Nature

Obesity and inactive lifestyles can contribute to significant long-term health issues. Parks and trails can play an integral role in developing an active lifestyle, improving health, and lowering long-term health care related costs for individuals.

In 2017, there were several initiatives underway to connect active living concepts with parks and trails through partnership with the State Health Improvement Partnership (SHIP). SHIP has funded several initiatives to make active living easier for residents and park users including the purchase of bike racks for Murphy-Hanrehan, bike fixit stations for Murphy-Hanrehan and Cleary Lake, planning assistance for master plans, wayfinding plans for the Scott-West Regional Trail, and community engagement to better understand challenges people have with active living. Promotion of active living principals also presents opportunities to reconnect youth and adults with nature through the regional system. The County is and will continue to be a part of these initiatives.

D. No Entrance Fee

There has been no entrance fee to the regional facilities in Scott County since 2005. This means that there is no fee for parking or any fees for general use, such as paved and unpaved trails, mountain bike trail, beaches, or picnic areas. Use fees are collected for specialized activities, such as the off-leash dog area or horseback riding.

E. Equipment Rental

Recognizing that access to equipment can be a barrier, a variety of recreation equipment is available for rent at our facilities. Both Cleary Lake and Cedar Lake Farm offer watercraft rentals in the summer, including canoes, kayaks, and paddleboards. Cleary Lake Visitor Center offers cross country ski and snowshoe equipment rental during the winter season and also has GPS units for geocaching available year round. Special requests for adapted equipment can be made to accommodate those with disabilities.

F. Outdoor Recreation and Environmental Education

Environmental education provides a unique means for individuals and families to explore a park system and can open the door to experiencing the natural world. Early childhood experiences with wildlife and nature are thought to reduce attention deficit problems and hyperactivity in children and time spent outdoors, especially observing wildlife, may reduce aggressiveness and risky behavior in teens.

Through the Three Rivers partnership, Richardson Nature Center in Bloomington delivers environmental education to residents and students in Scott County through their nature programs-on-the-go outreach. Programming from Richardson focuses on environmental themes and often features live raptors, reptiles, and amphibians.

Three Rivers Outdoor Recreation School (ORS) complements Richardson's programming, providing adventure-based activities that promote and enhance active outdoor lifestyles and foster a greater appreciation for the natural environment through recreation. ORS offers a wide variety of activities, including archery, fishing, kayaking, canoeing, rock climbing, and

geocaching through one time programs, multi session series, or themed weeklong summer camps. Recreation School staff coordinates with local cities and schools to bring programming to residents of all seven cities within the County. Wonder Fund scholarships are available and can be used to help remove financial barriers associated with program fees.

G. Representation and Public Involvement

Public representation is important to ensure that policies and decisions reflect the needs of the people that the regional system in Scott County serves. In 2006, the County Board created the Parks Advisory Commission (PAC), a team of citizen commissioners who provide recommendations to the County Board on park and trail programs, policies, and development. Although the County Board has the ultimate responsibility for representing the public, the PAC plays an important role in providing recommendations and remains an important voice in the decision making process since the adoption of the Scott County/Three Rivers Joint Powers Agreement in 2010.

In addition, the public involvement process is critical to ensure that issues and opportunities are fully explored during any acquisition, development, or major programming process. The County will always use a public process for developing acquisition and development master plans. In addition, the County will look for input on major programmatic changes.

H. Outreach and Communications

Informing, educating, and promoting the parks and trails system is an integral part of ongoing operations. The internet, social media, County and Park District publications, and newspapers all provide outlets for disseminating information. These tools should be utilized in ongoing marketing efforts to fully capitalize the use of the regional system.

As a starting point, consistent branding is essential in developing recognition of the system in Scott County. The Scott County-Three Rivers partnership logo should serve as focal point of branding, and all signage, publications, and materials should carry the appropriate version of that logo.

It is also important to gather community feedback to help understand the barriers and draws impacting use in our park system. Partnership staff collaborates with researchers and coordinates use counts and user surveys within the regional system in Scott County. The analysis and subsequent results are important factors in determining where future funding is allocated and helps to ensure the parks and trails system is relevant to all potential park users, regardless of age, ability, or income.

To support the 2040 Comprehensive Plan, parks program staff led a community engagement effort to better understand the experiences of residents with the parks and trail system in Scott County. When asked about parks and trails, several themes emerged that provide insight into usage barriers preventing people from using the system. Barriers identified include a lack of time, distance to travel to a facility, and lack of trail connectivity. Please see chapter 2 of this plan for more detailed information about community engagement efforts.

I. Volunteerism

Scott County employs a full time Volunteer Coordinator to manage volunteer requests and helps pair potential volunteers with opportunities and events. In addition to Scott County's volunteer

program, the Scott County- Three Rivers partnership provides access to the Three Rivers Park District volunteer program and resources. In 2015, Three Rivers volunteers provided over 2,000 hours of service to regional facilities within the county. Parks and Trails program staff will continue to work together with both organizations to explore and develop volunteer opportunities.

J. Public Safety, Ordinances, and Use Policies

The Park Service Program is responsible for safety and ordinance enforcement at all regional facilities within the county. Park Service Program staff work on behalf of the partnership and focus on ordinance education, compliance, and incident response for the regional facilities in Scott County.

The Park Service Program Supervisor and Park Service Officers are integrated into Scott County's dispatch system, and work closely with the Sheriff's Office and local police departments to provide coverage to the regional system. Local emergency service providers respond to facilities within their respective jurisdiction in order to ensure timely emergency response. For example, Burnsville Police, Savage Police, Lakeville Police, or the Scott County Sherriff will respond to an incident within Murphy-Hanrehan, depending on where that incident occurred within the park. The on duty Park Service Program Supervisor or Park Service Officer provides their specific knowledge of the regional facilities to help coordinate local agency responses.

Scott County has developed park ordinances and policies to govern use, in cooperation with the Sherriff's Office and local law enforcement authorities. In 2014, the County Board revised Scott County park ordinances to better align with established Three Rivers Park District ordinance. This has allowed for more consistent enforcement across all regional facilities within the county as Three Rivers Park District Ordinance is enforced at Park District owned facilities and Scott County Parks Ordinance is enforced at County owned facilities.

Park Service Truck and Scott County Sheriff Squad at Cleary Lake

K. Alternative Outdoor Recreation Activities

While the outdoor recreation activities identified by Metropolitan Council serve as useful guide for the entire system, Scott County's rural character provides opportunities to consider other alternative activities that could be incorporated into the overall County system. Although some activities may not be permissible within regional park and trail lands, opportunities to plan, assist with planning, and/or and provide alternative outdoor recreation may exist. These

opportunities could benefit users by providing and promoting their activity while gaining support for the overall park system.

Snowmobiling

Given the use policies for the regional park system, creating significant snowmobiling opportunities within regional parks is not proposed in this Plan. However, perimeter trails that provide connections to other trails can be considered within the regional system.

Scott County serves as the grant-in-aid sponsor for the Minnesota DNR's Minnesota Snowmobile Trails Assistance Program. This grant program is funded by snowmobile registration fees and helps to cover the costs of grooming and maintenance of the snowmobile trail system within the county. The trail system itself is implemented and maintained by snowmobile clubs on private lands and within public right-of-way. In 2017, there were an estimated 3,875 snowmobiles registered to Scott County residents, 4,256 snowmobiles registered to people who identified as riding primarily in Scott County, and 350 miles of trail within the county managed through the Trails Assistance Program. The long-term rural character of Scott County and the interest to preserve snowmobiling by some municipalities in Scott County provides indication that snowmobiling is likely to remain strong in Scott County through 2040 and beyond.

Like many alternative outdoor recreation activities, snowmobiling does, at times, create conflicts. However, the County can help to prevent these conflicts by taking an active role in long-term planning of routes, anticipating potential conflicts, and incorporating information on snowmobile routes in public infrastructure projects such as road and bridge planning.

ATV/OHV

All-Terrain Vehicles (ATV) and Off Highway Vehicles (OHV) create a unique set of circumstances that need to be addressed. OHVs are popular in Scott County but opportunities to legally ride them are virtually non-existent. Scott County may have the unique opportunity to facilitate a public/ private partnership that proactively addresses the emerging issues but has little to no cost for the County.

While it is not likely that the County would undertake ownership of a facility, the County's role in land use planning and environmental oversight offers opportunities to look at long-term ATV/OHV use potentials. For example, end use plans for gravel quarry operations could consider OHV/ATV opportunities through a public/private partnership. In addition, the County can serve as the grant-in-aid sponsor for designated trails, similar to its role with snowmobiles.

Hunting

Hunting is also a popular outdoor recreation activity in Scott County. A significant number of wildlife management areas, refuges, and farm land provide vast opportunities. Controlled hunts are utilized in the regional park lands within the County as a management tool. Providing safe hunting opportunities on regional park lands, even if in a controlled setting, offers the opportunity to build relationships with the hunting enthusiasts and offers the opportunity for volunteers to aide in the park systems' wildlife management goals.

RELATIONSHIPS AND PARTNERS

Goal #VII-7: Continue to build and provide a regional park and trail system which is coordinated with and complimentary to the facilities of other park providers in Scott County and the region and which optimizes cost sharing, partnerships and collaboration and avoids duplication.

Partnerships have been integral to the development of the regional system in Scott County. Maintaining relationships with partners and other members of the community is important for the continued progress of the system. These partnerships and relationships cross political, geographic, generational, and socio-economic lines, and involve funding, political decision making, and public support.

A. System Users

Scott County Residents

Scott County Parks and Trail system's primary stakeholders are County residents. Although it is part of a regional system, the primary focus and reason to invest in the system are the County residents.

Non-Scott County Resident System Users

Being part of a regional system the system also exists for residents of the region, including those outside of Scott County.

Outdoor Recreation Advocacy Groups

Natural resource and recreation based outdoor advocacy groups have been integral Regional Park System users, and have also been partners in the management of land within Scott County regional facilities. The Wild Turkey Federation, New Market Sportsmen's Club, and the Minnesota Waterfowl Association Le Sueur Chapter have all been partners in land restoration efforts within the parks. Since Scott County will remain relatively rural for the 2040 Planning Period, hunters, anglers, snowmobilers, and OHV/ATV users will likely continue a strong presence in the County and present an opportunity for continued engagement, relationships, and progress towards mutually beneficial natural resource goals.

B. County Divisions and Departments

The success of operating and developing the system is contingent on maintaining relationships with other Scott County divisions and departments. Public Works, Facilities, Planning, Natural Resources, Public Health, and Administration all play a significant role in maintaining and building the system. County Highway provided significant assistance with reconstruction of road and parking facilities at Cleary Lake Regional Park and continue to play a significant role in the planning, implementation, and maintenance of the regional trail system within Scott County.

C. Interface Agencies

Interface agencies are those agencies that the County interacts and coordinates with in the provision of a regional park system. Sharing planning, development, and operations are opportunities that are and should continue be explored with:

- Three Rivers Park District
- Scott County Cities
- Minnesota Department of Natural Resources
- U.S, Fish and Wildlife
- Adjoining counties of Sibley, Carver, Hennepin, Dakota, Rice, and Le Seurer
- Ney Nature Center

D. Intergovernmental Relations

SMSC, Scott County, and Three Rivers Park District Staff Collaborating at Doyle-Kennefick

As a Regional Park Implementing Agency, Scott County maintains relations with a variety of governmental agencies and officials:

Three Rivers Park District

The 2010 Joint Powers Agreement between Scott County and Three Rivers Park District established a new operational partnership allowing for the combining of resources to collectively operate regional facilities within Scott County. Both organizations make their resources available to each other to facilitate the operation and development of these facilities. Major projects at Cleary Lake Regional Park and Cedar Lake Farm Regional Park have been completed through collaboration between County Highway, County Parks and Three Rivers Park District Design and Construction groups.

Shakopee Mdewankanton Sioux Community

The Shakopee Mdewankanton Sioux Community (SMSC) has been an important partner in natural resource management and development of the system. The SMSC has aided the stewardship of natural landscapes through cooperative burning and was a critical partner in the development of the Arctic Lake trail loop within Spring Lake Regional Park.

County Elected and Appointed Officials

The County's Board of Commissioners provides the ultimate authority for Scott County's Parks and Trails system. The County Board will provide vision, establish strategies, and implement planning, development, and operation of the system.

Implementing Agencies

Other Regional Park Implementing Agencies are important partners and serve as information resources, allies in the legislative process, and collaborators in planning for the Regional System.

Metropolitan Council

Metropolitan Council's role is to prepare and update long-range system policy plans for the Metropolitan Regional Park System, which Implementing Agencies are required to follow. Metropolitan Council is also responsible for seeking funding for development and operation of the system.

Legislature

The State Legislature is a critical source of funding for development of the system, and to a lesser extent, operations. Funding through the legislative process comes by way of bonding proceeds to Metropolitan Council, direct bond proceeds for targeted projects, and general fund appropriations for operations and maintenance.

E. Non-Profit Organizations

Relationships with non-profit organizations have been vital to the stewardship of natural lands within the regional system in Scott County. Both Great River Greening and Conservation Corps of Minnesota have made significant progress in savannah restoration and forest enhancement efforts at Doyle-Kennefick and Spring Lake Regional Park.

Scott County's relationship with Let's Go Fishing is especially impactful. In 2017, the Scott County Chapter of Let's Go Fishing (LGF) served over 1,000 seniors, persons with disabilities, and other members of vulnerable populations in the region, and provided an opportunity for participants to enjoy to parks, fishing, and boating. Through an annual use agreement, Cedar Lake Farm Regional Park has served as a home-base for the Scott County Chapter of LGF since 2015, housing their boat and providing training space and facility use for guests and volunteers.

Scott County Chapter of Let's Go Fishing

NATURAL RESOURCES

Goal #VII-8: Protect and conserve natural resources and preserve and maintain ecological integrity in creating, developing, and maintaining the system of parks and trails.

Goal #VII-9: Preserve and interpret the culturally significant resources within our parks to help connect visitors with our collective history and to enhance placemaking within the park.

Natural resources are the foundation of the Scott County Regional Park and Trail system – with historic natural landscapes, quality wildlife habitat, mature forests, lakes, and wetland complexes offering a magnificent setting for people to enjoy. It isn't by accident that the system offers quality natural features, but rather is the result of choices made by the citizens and leaders residing in Scott County over the past five decades. The decisions to acquire Murphy-Hanrehan, Cleary Lake, and Spring Lake Regional Parks in the 1960's and 1970's were made largely based on the presence of the sites exquisite natural features. The 2040 Plan affirms the role of natural landscapes to the park and trail system and the County's commitment to protect and steward the landscapes and significant natural features for the enjoyment of generations to come and for the inherent ecological value they contribute to the community.

A key challenge with operating a system of natural resource based parks and trails is to balance the dual role of caretaker of sensitive landscapes with provider of quality recreation based on those resources. Being effective and responsible in this role requires a commitment and adeptness in management of the system and the County has several strategies guiding it in its stewardship and protection of natural resources.

First and foremost is adherence to the concept that the system be planned in response to or built around natural features in order to provide recreational opportunities and enjoyment based on and immersed in these resources and at the same time does not adversely impact the resources. To this end, the County has established natural resources as the core starting place from which planning of the system stems, requiring a natural resources inventory and management plan as a part of development master plans. At the development stage, the County requires an ecological review in conjunction with the development project, with the design of park facilities starting with an understanding of the natural resource character and significant natural features of the site. Natural resource enhancement needs are also considered as potential elements in the scope of development projects, to continue to recognize the value of the resources and to emphasize the need to provide resources for their protection and management.

Incorporating natural resources information as a baseline consideration for planning and development depends on having up-to-date ecological information. The County maintains access to the Minnesota Department of Natural Resources Natural Heritage Information Database, tracking the occurrences of rare species and natural resource features and maintains a Minnesota Landcover Classification System database of the County. Site specific natural resource inventories are prepared with master plans, and other surveys are conducted internally and via partners. These and other sources of information about the terrestrial, wildlife and water

resources are used to monitor and evaluate the need for stewardship and enhancement or restoration.

Delivering natural resource management in Scott County's regional park and trail system through partnerships is a specific focus of the parks and trails department. Partnerships across jurisdictional lines and organizational departments encourage ingenuity and can leverage capacity through the sharing of resources and securing new resources, such as grants, to achieve common goals.

Some groups and organizations that are regular partners include the Scott Soil and Water Conservation District, Scott Watershed Management Organization, New Market Sportsmen's Club, and the Shakopee Mdewankanton Sioux Community.

A. Delivering Natural Resource Management

Ongoing natural resources management programs and activities are carried out by the Three Rivers Park District maintenance team with oversight by the Scott County – Three Rivers partnership team and collaboration with the Park District Natural Resources Department. Natural resource activities at Murphy-Hanrehan are primarily directed and carried out by the Three Rivers Park District Natural Resources Department.

System Wide Natural Resources Activities and Programs

Invasive and Noxious Weeds Management
Management of invasive and noxious weeds includes monitoring, surveys and control. Control is done using several techniques including manual control (mowing and cutting), chemical (herbicide spray), and the use of prescribed burns. In instances where noxious weeds occur in County or local road rights-of-way, the parks team collaborates with the County Highway department and local township staff. Weeds that can pose a threat to park users, such as Poison Ivy and Wild Parsnip are targeted for priority control. Invasive weeds that pose a threat to natural areas, such as Buckthorn spp., are also targeted for monitoring and control.

Wildlife Management
White-tailed Deer populations are controlled at Spring Lake and Cleary Lake Regional Parks and Murphy-Hanrehan Park Reserve, through a hunt program in partnership with the Metro Bowhunters Resource Base. Control of white-tail deer is a standard practice in areas where high concentration of deer results in over browsing of natural lands, deer-car collisions, and damage to private landscaping. Wildlife nesting structures are provided for Blue Birds and Purple Martins. This requires monitoring and maintenance and volunteers play a big role in helping the maintenance and natural resources teams in these efforts. Surveys for wildlife, including reptiles, amphibians, birds and mammals presents an opportunity for growth beyond Murphy-Hanrehan Park Reserve. As the County expands operations to Doyle-Kennefick and Blakeley Bluffs, surveys that document the species present and will be completed and will inform a study of the need and opportunity to enhance or protect wildlife.

Natural Area Stewardship, Enhancement and Restoration
Management of natural areas is guided by natural resource management plans that have been prepared for each of the parks, baseline ecological information, site reviews, and core ecological

management principals. Areas of focus include woody invasive plant management at Spring Lake Regional Park and prairie and oak savanna restoration and enhancement at Doyle-Kennefick Regional Park.

Natural Resource Features, Restoration, and Stewardship

Cedar Lake Farm Regional Park

The Park contains a variety of land cover types, including a variety of forests, woodlands, grasslands, wetlands, and agricultural lands. The majority of the park is located in an area that at the time of European settlement, was dominated by "Aspen-Oak Land", according to MNDNR data and previous research by F. J. Marschner (1974) and the park's northern- and eastern-most portion were formerly dominated by "Big Woods hardwood forest (oak, maple, basswood and hickory)". Remnants of this landscape remain today with the north end of the park characterized by a Maple-Basswood forest and a smaller patch of Maple-Basswood on the south east end. The large open-grown oaks scattered throughout the active use areas of the park are likely remnant oaks from what was oak savanna landscape several hundred years ago. An additional natural resource feature of note is the 3500 feet of shoreland on Cedar Lake.

In the context of the region or the state, Cedar Lake Farm does not contain significant natural resources (aside from Cedar Lake). The MNDNR County Biological Survey (completed for Scott County in 1998) did not identify any sites of biological significance nor native plant communities within the park, primarily because of the small size of the remnant native plant communities in the park. However, during MLCCS mapping in the 2000s, native plant communities were identified, including Maple-Basswood Forest. While these features do not meet the criteria for the County Biological Survey, they are valued as important recreational and ecological components of the park, offering wildlife habitat, local genotypes for native plants, and impressive examples of historic landscapes that can be enjoyed by park guests.

The park's native wetlands, including Cattail Marsh – Seasonally Flooded, are generally degraded (quality ranks C/D and D). Poorer quality native wetlands received their rank due to a combination of low native species diversity and the presence of invasive vegetation (primarily reed canary grass and hybrid cattail). Invasive plants present in the park's wetlands (often along the edges) include hybrid cattail, reed canary grass, Canada thistle, common buckthorn, and glossy buckthorn. The remaining park wetlands are dominated by altered/non-native species.

Cedar Lake is impaired due to high nutrient loading and toxins (mercury). The Scott Watershed Management Organization and the Minnesota Department of Natural Resources coordinate to complete aquatic plant surveys annually on the lake and is involved in efforts to control curly-leaf pondweed, an aquatic invasive species. Efforts to control curly-leaf pondweed started in 2012 with some portion of the lake being treated and improvements are starting to show. In 2017, seven native aquatic plant species were found, whereas, two species were found during the first year of treatment, and only one in the years prior to treatment.

Water quality improvements are starting to show as well, there is a noticeable trend in phosphorus reduction and residents around the lake have expressed positive feedback from the results treatment efforts have had on the lake. Although Cedar Lake remains on the State list of Impaired Waters, the negative trend in its water quality appears to be turning around.

Natural resources management at Cedar Lake has focused on restoring more than 1,000 feet of shoreland from a degraded condition devoid of native herbaceous and shrub layers, to a naturalized cover; conversion of an inlet to the lake to a small wetland with native aquatic

emergent plant species and an upland prairie buffer; and conversion of crop field to a basic prairie cover.

Future areas of attention and growth include invasive plant control on the periphery of the forested natural areas, conversion of agricultural lands to natural community cover as the park is developed, and wildlife surveys.

Doyle-Kennefick Regional Park

The park contains several large, high quality, native forests, and wetlands. The northern and southern areas of the park are located in an area that, at the time of European settlement, was dominated by "Big Woods hardwood forest (oak, maple, basswood, and hickory)", according to MNDNR data and previous research by F. J. Marschner (1974), and the central portion of the park was dominated by "Oak Openings and Barrens". Remnants of this historical vegetation remain in the park today, including Maple-Basswood at the northwest corner of the park, Oak Forest in the central areas, a small stand of Aspen in the eastern portion of the park, and scattered patches of Oak Woodland Brushland. The remaining wooded areas within the park consist of altered/non-native deciduous forest.

Doyle-Kennefick has significant wildlife habitat value with 650 acres of natural lands, 300 of which are native plant communities. This wildlife habitat hub is adjacent to or buffers, three Regionally Significant Ecological Areas (RSEA) and is near to five RSEA's and a Wildlife Management Area. A Regionally Significant Terrestrial Species route traverses the park area, connecting two of the RSEA's. Several significant features are documented by the Minnesota Department of Natural Resources as occurring within or near the park, including Minnesota County Biological Survey sites (mesic oak forest), Blanding's Turtles, Sand Hill Cranes, and Bald Eagles. Preliminary breeding and migratory bird surveys, waterfowl surveys and casual observations conducted by the County indicate a minimum of 104 bird species using the park, with highlights including Cerulean Warblers, Sand Hill Cranes, and Bald Eagles.

Natural resources management at Doyle-Kennefick has focused on restoring close to 125 acres of croplands to prairie, enhancing approximately 25 acres of remnant oak woodland-brushland, and restoring two drained wetlands. Some work has begun controlling Buckthorn and other invasive plants on the periphery of the higher quality forested areas.

Future areas of attention include expanding general control of invasive plants, in particular shrubs, and on-going stewardship of the ~200 acres of restored prairie and oak savanna landscapes.

Spring Lake Regional Park

The park contains a diversity of natural habitats from lakeshore to maple-basswood forests. There is a small creek that winds through the park's diverse wetland complex that includes open water wetlands, cattail marshes and even a tamarack swamp. Prior to European settlement, the parks uplands were dominated by "Big Woods hardwood forest (oak, maple, basswood, and hickory)", and the parks lowlands contained open water lakes, according to MNDNR data and previous research by F. J. Marschner (1974). Some of the park's wetlands likely contained more open water than present, and the current tamarack swamp probably occupied a larger portion of that basin.

Spring Lake Regional Park has natural resource features of regional note. The MNDNR County Biological Survey (completed for Scott County in 1998) identified the two major forest blocks within the park to be of "moderate biological significance." Two patches of native plant

community "Southern Mesic Maple-Basswood Forest" were identified in this central portion of the park, generally corresponding with the park's higher quality forests. Outside of the Minnesota River Valley, mapped sites of biological significance are relatively uncommon in Scott County, and native plant communities are even rarer.

The park contains a significant diversity of wetland types, and some of these wetlands contain uncommon plant species. The Willow Swamp in the east-central portion of the park contains a stand of tamarack (Larix larcina). The park's large southern wetland has several distinct native plant communities. Some of this wetlands Open Water Wetland contains wild rice (Zizania aquatica), an uncommon and culturally significant plant in the region. This wetland also contains Wet Meadow. Several additional wetlands exist throughout the park, including a large degraded wetland that surrounds the Willow Swamp, several Open Water wetlands, ephemeral ponds in the parks forests, and degraded depressional wetlands that are either open herbaceous or wooded.

Poorer quality native wetlands in the park have a combination of low native species diversity and the presence of invasive vegetation (primarily reed canary grass and hybrid cattail). Invasive plants present in the park's wetlands (often along the edges) include hybrid cattail, reed canary grass, Canada thistle, common buckthorn, and glossy buckthorn. The remaining park wetlands are dominated by altered/non-native vegetation.

Shoreland areas at Spring Lake Regional Park, approximately 800 feet of shoreland on Prior Lake and 1400 on Spring Lake, add to the significant wildlife habitat value offered by the diversity of natural lands within the park. Other rare features include Big Tick-trefoil, as a species of special concern, within the park and a Blanding's Turtle nearby, both documented in the MnDNR's Natural Heritage Database.

Breeding, migratory, and waterfowl surveys confirmed at least 95 bird species, including grassland species such as Grasshopper Sparrow and Clay-colored Sparrow and a forest species such as Wood Thrush, Pileated Woodpecker and Broad-winged Hawk.

Stewardship and restoration efforts at the park have included invasive woody plant control since 2006, herbaceous weed monitoring and control since 2010, forest enhancement and restoration projects and shoreline restoration. Woody invasives control is carried out with a combination of staff, Sentence to Serve crews, partnerships with Great River Greening. In 2015, the County received Legacy funds through the Conservation Partners Grant program to focus on woody invasive plant control and three forest restoration sites. Currently the County is restoring portions of the Spring Lake shoreland in partnership with Great River Greening and the Prior Lake-Spring Lake Watershed District.

Future focus for natural resources management efforts will be to steward the forest and shoreland planting sites and to continue monitoring for woody invasive plants and controlling as necessary.

Murphy- Hanrehan Park Reserve

Today, over 1,200 acres of the park reserve are dominated by high-quality mesic oak forest, with a continuous block of over 800 acres, and is among the largest such stands remaining in the metropolitan area. A large prairie/wetland complex, restored over many decades lies in the central and southern areas of the park. One of the most distinctive elements of the park reserve is the transition across the landscape between those two plant communities. Prior to European settlement, the parks uplands were dominated by "Big Woods hardwood forest (oak, maple,

basswood, and hickory)" and "Oak Openings and Barrens" to MNDNR data and previous research by F. J. Marschner (1974). Remnants of this landscape remain, as a result of the acquisition of the park reserve by Scott County and Three Rivers Park Reserve in the early 1970's, before it was broken up into smaller parcels for development, and stewardship of the park reserve by the Park District in the ensuing years.

Natural resource management focus areas include regeneration of existing high-quality oak forests, enhancement of woods, Oak wilt management, restoration of old fields to prairie, and improvements to prairie/wetland complexes. This work is planned and directed by the Park District natural resources management department, with support from parks maintenance.

In addition to the above activities, future focus for natural resource management at the park reserve include continuing control of invasive and noxious weeds and stewardship of restored prairie.

Cleary Lake Regional Park

The park contains a diversity of landscapes from forest, woodland, wetlands, Cleary Lake, and extensive old field areas which are undergoing successional changes towards woods. Of note is an area of 80 acres of Oak Woodland-Brushland woods, identified by the MNDNR County Biological Survey (completed for Scott County in 1998).

Cleary Lake is hypereutrophic and has poor water quality for recreational use; furthermore, the lake is choked with aquatic vegetation, particularly curly leaf pondweed. As a result of these conditions an outlet channel was constructed during the winter of 2002 (and will be replaced in 2018). During the winter of 2003 and fall of 2004 the lake was completely drawn down in an attempt to control aquatic vegetation and consolidate the muck bottom. Continual monitoring of the lake is completed throughout the warm seasons including two point-intercept surveys (spring and fall), and bi-weekly sampling from May through September. The Park District does weekly checks at the swimming beach checking to that e-coli levels are safe for swimming.

Beginning in 2019, whole lake treatments are proposed to control the prevalence of curly leaf pondweed. This will continue for the next five years, at which point control measures will be reassessed.

MAINTENANCE

Goal #VII-10: Endeavor to provide efficient maintenance and operation of clean, orderly, controlled, safe, attractive, and welcoming parks and trails.

Goal #VII-11: Ensure protection of the public's investment into capital infrastructure

A cornerstone of a successful parks and trails system is the implementation of an effective maintenance program. Patrons expect a safe and aesthetically pleasing environment and protection of the public infrastructure. A poorly operated and maintained system deters use, degrades the public investment, and justifiably causes a lack of promotion and support from citizens and patrons.

The maintenance hub for the regional facilities in Scott County is located at Cleary Lake Regional Park from which maintenance services for Cleary, Murphy-Hanrehan, Spring Lake, and future Doyle-Kennefick Regional Park are provided. A satellite maintenance facility was constructed at Cedar Lake Farm Regional Park in 2015, serving that location and future Blakeley Bluffs Regional Park Reserve.

The existing facility at Cleary Lake is comprised of a 1960s era farmhouse and several outbuildings, providing equipment storage and limited office and meeting space for staff. Though it has served the Scott County system well for several decades, the facility is no longer adequate for the maintenance needs of the system, and a replacement facility has been proposed to be developed on the same site.

A. Maintenance Practices

The maintenance team provides well maintained park and trail facilities - grounds, pavement, buildings, and special use areas, by planning, prioritizing, and carrying out:

1. Routine daily, monthly, seasonal, and annual maintenance activities such as mowing, snow plowing, trash pickup, public and staff building spaces cleaning and upkeep, beach cleaning, trail sweeping, etc...;
2. Routine daily, seasonal, and annual small equipment repair and maintenance;
3. Small enhancement and maintenance projects, such as culvert repair or replacement, constructing a stone fire ring, installing a new shower tower for a beach, replacing a bathroom stall door, etc...; and
4. The ordering and stocking of supplies.

While staff conducts small equipment maintenance on-site, larger equipment maintenance services are provided by Three Rivers mechanics at Hyland Park Reserve in Bloomington. Staff should use meaningful and measurable maintenance standards to ensure practices are realizing the desired results.

B. Preventative Maintenance

The maintenance of a park and trail system should ensure its long term protection and sustainability. It takes a substantial amount of effort and financial resources to create a park and

trail system, and Scott County ensures that the investment is protected through preventative maintenance practices.

Three Rivers Park District and Scott County work collaboratively to deliver the regional park and trail system and in Scott County, including collaborating on preventative pavement maintenance through the Pavement Preservation Program. This program identifies pavement maintenance practices to be used, standards, a maintenance schedule, roles, and guides the process of the two agencies working together. It includes a pavement inventory, a 30-year pavement preservation schedule, and a 5-year capital plan.

A similar Facilities Inventory and Preservation Plan is currently under development and would guide the preventative maintenance of buildings and structures within the regional system in Scott County.

C. Maintenance and Stewardship

The regional system in Scott County includes significant areas of natural resources. These high quality areas should be protected into perpetuity as they can never be reclaimed once lost. Much of the natural resources work on regional system lands within the county is completed through the partnership. Three Rivers Natural Resources Management staff oversees and conducts management work within the Park District owned facilities at Cleary and Murphy-Hanrehan. Natural resources work within the Scott County owned facilities is conducted predominately by the maintenance staff based out of Cleary Lake and Cedar Lake Farm.

D. Maintenance Partnerships

Several partners and outside organizations assist with the maintenance of recreation features and stewardship of natural areas within the regional system in Scott County, including:

- Minnesota Off-Road Cyclists (MORC) – Mountain Bike Trail Maintenance at MHRPR
- Conservation Corps. Of Minnesota (CCM) – Natural area restoration and maintenance
- Tree Trust – Trail maintenance
- Shakopee Mdewakanton Sioux Community (SMSC)– Prairie burns and management

SUSTAINABILITY

Goal #VII-12 Be leaders in sustainable management practices to protect the public investment and ensure the safety, quality and sustainable operations of parklands, facilities and infrastructure through long-term management.

Sustainability is a concept that recognizes that the needs of current residents do not outweigh the needs of future generations. Regional parks are rooted in ensuring that we conserve land and protect trail corridors for future generations. As a regional park agency, it is important that development projects are viewed through the lens of the sustainability of the ecological impact, economic impact, and social impact of the facilities owned and/or operated by Scott County. Scott County Parks and Trails will strive to protect and improve air and water quality so future generations can enjoy the regional parks and trails in Scott County.

A. Sustainability in our System

Through the partnership with Three Rivers Park District, Scott County can build on their experiences and formulate strategies that resonate with the parks and trails in Scott County. The plan focuses on the domains of development, operation and use of park buildings, vehicle and equipment, and in waste management and water use. While their 2016 Sustainability Plan is not official policy for our parks, it does serve as a guide for implementing best practices.

Key areas of implementation include:
- Facility Systems
- Vehicles and Equipment Fuel Use
- Waste Management
- Water Conservation
- Education and Advocacy
- System Planning and Development

Facility Systems
Buildings are a primary source of consumption and production of waste. When upgrading or developing new facilities, design with the following principles:
- Low-impact materials
- Energy efficient processes and products
- Quality and durability
- Design for reuse and recycling
- Service substitution
- Renewability
- Healthy buildings

Vehicles and Equipment Fuel Use
Park operations, particularly maintenance, rely on trucks, ATVs, mowers, and other tools to care for our parks. Investment in efficient vehicles and equipment can reduce fuel consumption, lower costs and can reduce pollutants such including greenhouse gas emissions.

Waste Management
Reduction of the waste produced and organized waste management can reduce the impact of created by parks and trails. By offering composting and recycling services at our facilities the

amount of material that ends up in a landfill or incinerator is reduced. It is recognized that the ability offer these services are limited to service providers as currently, Cedar Lake Farm has no facility to collect composting. Neither of the two approaches are as important as the primary goal – reduction of materials generated within the system. Prevention of materials that could become waste is the first step, followed by developing a system that encourages reuse, recycling, or composting.

Water Conservation
As stewards of the natural resources, the Parks Department recognizes the importance of water. Water is critical to golf operations, recreational opportunities, education, and building operations (bathrooms and drinking water). Consumption of water for operations is largely driven by natural cycles. In a dry year, significantly more water will be required to maintain the parks vegetation. LEED building principles, turf management practices, recycling of groundwater, landscaping choices, can all lead to lessening the need for water use in the parks system.

Education and Advocacy
Through building design, implementation of waste management, marketing, and educational programs, we can communicate sustainability efforts to the park visitor and encourage their stewardship of the environment.

Partnership opportunities are available for demonstration projects. The Scott WMO, other WMO's in Scott County, the Scott County Soil and Water Conservation District, and other agencies have funding available for demonstration projects. These opportunities should be explored further when opportunities arise.

System Planning and Development
Better connectivity, connections to population centers and places of employment, collaboration with cities and townships can all result in a system that is less reliant on motorized vehicle traffic and allow for the production of fewer air pollutants including greenhouse gas emissions.

SYSTEM COSTS AND FUNDING

Goal #VII-13: Provide adequate and equitable funding for the acquisition, development, operation, and maintenance of the Regional parks and trails in a manner that provides the greatest possible benefits to the citizens.

A. Regional Park System Financing and Trends

Regional park systems are funded through a combination of State, Metropolitan Council and local government sources; user fees, and donations from the private sector, and since 2009, the Parks and Trails Legacy Fund. Cost off-sets are often accomplished through resource sharing with other organizations or partners.

In some cases funding has decreased significantly over the past 50 years and in others stagnated as the Metro Regional Park System has grown, greatly diminishing the "purchasing power" of the regional park implementing agencies.

The primary sources of funding to Scott County's regional park and trail system are shown below.

Funding Source*	Eligible Expense		
	Operations	Capital	
User Fees	x	x	
Scott County Levy	x	x	
State Bonds		x	
Metropolitan Council Bonds		x	
Parks and Trails Legacy Fund	x	x	
State Operations and Maintenance Funding	x	x	
Environment and Natural Resources Trust Fund Grants	x	x	

*A comprehensive list of potential funding sources and eligible expenses is proved in Table VII-29

Capital Funding

State and Federal funding for capital expenses in the regional park system has declined over the past several decades. In the 1960s and 1970s, significant Federal contributions, primarily through the Land and Water Conservation Fund, commonly referred to as LAWCON, were matched with state and local funding to acquire and develop much of the regional system. In 1980, LAWCON became unavailable to the regional park system.

More recent declines are being seen in State bond funding. State bond contributions have been a critical source of funding for the regional park systems' capital needs since the 1970s. The justification for State bond funding is based on the premise that Metro regional parks and trails function as the state parks within the metro area, with visitors outside the metro area visiting and using metro area regional parks and trails. Since the 1980s state bond funding for regional parks has steadily declined, and since 2014 has dramatically decreased.

Because the Metropolitan Council matches $2 of Council bonds for every $3 dollars of state bond, any decline in state contributions is significant. To illustrate what this means for Scott County; if the state legislature approves a bonding bill that includes $11 million for metro regional parks ($11 million is the amount commonly proposed over the last decade), the Metropolitan Council will provide a match of approximately $7 million in Council bonds. Under this scenario, Scott County receives approximately $500,000. Since 2014 though, state bond funding of the regional park system has declined significantly.

County Capital Funding

Capital improvement and acquisition projects are budgeted within the County's capital improvement program, in the Parks Improvement Chapter, or 'PIP'. The 2018 – 2023 Parks Improvement Chapter identifies $6,703,300 in development, stewardship, and acquisition projects financed through the general tax levy and bond proceeds totaling $1,863,300 and the remaining $4,840,000 anticipated from the state, metro council, Parks and Trails Legacy, and local partners. State and metropolitan council contributions identified in the PIP are dependent on legislative approval of metro parks bonding bills in the years 2018 through 2023.

Legacy – Parks and Trails Legacy Fund

The call for passage of a constitutional amendment in 2008 to create a new 3/8ths cent sales tax to be collected and apportioned to the environment, arts and culture was in large part a response to the trend of decline in state funding in the 1980s and 1990s as a percent of its overall budget and recognition of the loss of federal funding to the regional system decades ago. The amendment commonly referred to as Clean Water, Land, and Legacy, or just "Legacy" will collect the sales tax through 2034. The sales tax is placed into four dedicated accounts, one of which is the Parks and Trails Legacy Fund. The Legacy amendment has brought a greatly needed new funding source for the regional system. Scott County receives on average $500,000 every two years from the Parks and Trails Legacy Fund. This amount can vary by approximately $100,000 based on sales tax revenue across the state.

State Bonding Declines after Legacy Amendment Passage

From 2009 to 2014 State bond contributions to the regional park system remained at the levels they had been from the late 1990s to late 2000s, with about $500,000 going to Scott County every two years in state and metro council bond funding. With these two funding sources (Legacy and State bond /Council funding) providing that level of funding, along with local contributions, during the period between 2008 and 2014 substantial progress was made expanding regional park and trail services in Scott County, such as opening and developing Cedar Lake Farm and Spring Lake Regional Parks), acquiring hundreds of acres of land for the future, and building a successful recreation and education programing service.

Importantly, since 2014 state bond funding approved for the regional park system by the Legislature and Governor has decreased dramatically. If this trend continues, the substantial support for regional outdoor recreation envisioned with passage of the Legacy amendment will not be realized.

Non Local Operations and Maintenance Funding Trends

Prior to 1985 the state provided no operations and maintenance funding for the regional park system. In 1985, Minn. Stat. 473.351 was enacted, calling for state appropriations to finance 40 percent of the costs to operate and maintain the Metropolitan Regional Parks System. What has actually been provided by the state on average since 1985 is approximately 9.29 percent of the annual operations and maintenance costs for the entire regional system. The majority of

operations and maintenance funding is contributed by local governments through local property taxes and park user fees.

B. System Costs

Park Land Acquisition Cost Estimates

Land acquisition cost estimates have been prepared for each of the existing and planned parks and are intended to be used for planning purposes only. The estimates are based on the 2016 Estimated Tax Market Value (from County tax database) and have not been reviewed by a professional appraiser, nor has an appraiser completed reviews of the properties. As part of any purchase consideration the County Board may make in the future, a professional appraisal will be sought. These numbers are intended to allow the County to do long-term planning, provide a general sense of cost, and facilitate meaningful discussion regarding financing strategies. Estimated total costs for acquiring the remaining private property within the existing and planned park areas is $19,545,212.

25 acres of land identified for future acquisition in the Spring Lake master plan have since been acquired by the SMSC (Shakopee Mdewankanton Sioux Community) and are held in trust. It is not likely that the county will acquire this land but should explore opportunities for future shared use with the SMSC.

Table VII-26
Cost Estimates for Park Land Acquisition

Park Name	Estimated Local Contribution	Estimated Grant* Contribution	Estimated Remaining Acquisition Costs (total)
Cedar Lake Farm Regional Park	$138,941	$416,824	$555,765
Doyle-Kennefick Regional Park	$818,838	$2,456,513	$3,275,350
Blakeley Bluffs Regional Park Reserve	$3,342,574	$10,027,723	$13,370,297
Cleary Lake Regional Park (TRPD)	$51,775	$155,325	$207,100
Murphy-Hanrehan Regional Park Reserve	$534,175	$1,602,525	$2,136,700
Total	**$4,886,303**	**$14,658,909**	**$19,545,212**

**Acquisition Opportunity Fund Grant Program, Metropolitan Council*

The County's regional park and trail system is eligible for funding assistance from the Metropolitan Council through its Parks Acquisition Opportunity Fund grant program, and this has been and likely will continue to be the primary acquisition funding source for the County.
All properties to be acquired with the PAOF grant program must be within a Council-approved master plan boundary. This grant program may finance up to 75% of the costs to acquire land and related costs, and up to $1.7 million per acquisition account, for each agency for each state fiscal year (July 1 to June 30). With a 25% local match requirement, the County's contributions to the planned park acquisitions over the course of the next several decades would be $4,886,303 of the estimated $19,545,212 cost of acquisition.

The PAOF is a critical grant program for Scott County's park and trail system. It consists of two accounts; one funded by a combination of Environment and Natural Resources Trust Fund

dollars and Metropolitan Council Bonds and one funded by a combination of the Parks and Trails Legacy Fund and Council Bonds.

Park Development Cost Estimates

The County has no intention of building the entire park system at one time. However, having an idea of build out costs is useful for long-range planning and financing policy discussions. As such, costs were prepared for the development of Scott County's regional facilities and are based on the development master plans that have been completed for each facility. These master plans determine the amenities and infrastructure for each park and provide an estimated cost to implement those features. The master plan for Spring Lake Regional Park was completed in 2005 and since then development master plans were completed for Doyle-Kennefick (2011), Cedar Lake Farm (2011), and Murphy-Hanrehan (2008 update). A master plan update for Cleary Lake is anticipated to be completed 2018- 2019 to replace the 1998 master plan. As such, no development costs for Cleary are referenced in Table VII-4 below.

Table VII-27
Cost Estimates for Park Development

Park Name	Estimated Remaining Development Costs (Master Plan Year)	Estimated Remaining Development Cost in 2018 dollars[1]	Estimated 20% Contingency (2018)	Estimated Total for Development & Contingency (2018)
Cedar Lake Farm Regional Park	$5,240,000 (2011)	$6,444,539	$1,288,908	$7,733,447
Doyle-Kennefick Regional Park	$9,519,000 (2011)	$11,707,169	$2,341,434	$14,048,603
Spring Lake Regional Park	$4,252,000 (2005)	$6,244,205	$1,248,841	$7,493,046
Murphy-Hanrehan Regional Park Reserve	$3,395,000 (2008)	$4,562,596	$912,519	$5,475,115
Total	**$22,406,000**	**$28,958,510**	**$5,791,702**	**$34,750,212**

[1] A 3% annual inflation multiplier was used to extrapolate development cost from the master plan year dollars to the estimated 2018 dollar equivalent

Total estimated cost for development of all master planned components at all regional park facilities in Scott County (excluding those at Cleary Lake) total $34,750,212 when adjusted for inflation.

An acquisition master plan was completed for Blakeley Bluffs Regional Park Reserve in 2011, identifying land for acquisition and a park boundary, but it does not provide specifics on development for the future park. A development master plan is anticipated to be completed in the 8-10 year time frame and costs will be available at that time.

Regional Trail Acquisition and Development Cost Estimates

Generalized per mile construction costs for various types of trails range from $120,000/mile for grade-separated trails developed as a part of a road project, and up to $500,000 - 600,000/mile for destination trails cutting through "raw" land.

A development master plan was completed for the Spring Lake Regional Trail in 2011 with an update to the Scott West Regional Trail master plan also completed in the same year. Both plans provide estimated costs for development of their respective trails. In 2018, WSB & Associates

completed a cost estimate for the Scott County Extension of the Minnesota River Bluffs Regional Trail, replacing cost estimates from the trail's master plan.

Table VII-28
Cost Estimates for Regional Trail Development

Trail Name	Estimated Remaining Development Cost[2]	Estimated Contingency Cost[3]	Estimated Total for Development & Contingency
Scott West Regional Trail	$4,307,141	$861,428	$5,168,570
Spring Lake Regional Trail	$9,776,267	$1,955,253	$11,731,521
Minnesota River Bluffs Extension and Scott County Connection Regional Trail[1]	$8,065,032	$2,419,510	$10,484,542
Total	**$22,148,440**	**$5,236,191**	**$27,384,631**

[1]The 2018 WSB & Associates cost estimate for the Scott County Extension of the Minnesota River Bluffs Regional Trail is used in place of adjusted 2011 development master plan estimates.
[2] A 3% annual inflation multiplier was used to extrapolate development costs from 2011 master plan cost estimates for the Scott West Regional Trail ($3,502,100 estimate in 2011) and Spring Lake Regional Trail ($7,949,000 in 2011)
[3] The WSB estimate for the Scott County Extension of the Minnesota River Bluffs Regional Trail assumes 30% contingency while the Scott West and Spring Lake Regional Trails estimates assume 20% contingency.

When adjusted for inflation, the estimated total for development and contingency for the remainder of the Scott West Regional Trail is $5,168,570 and $11,731,521 for the entirety of the Spring Lake Regional Trail. The 2018 WSB & Associates cost estimate for the Scott County Extension of the Minnesota River Bluffs Regional Trail is $10,484,542.50, including a new Minnesota River crossing into Carver County. The estimate for the river-spanning bridge itself is $2,854,120.00. It is anticipated that there would be some form of cost sharing between Scott and Carver counties for the river-bridge component but that assumption is not reflected in the cost estimate.

The master plans for the Scott West and Spring Lake Regional Trails also discuss various design alternatives which would impact the estimated cost for development. The cost estimates shown in Figure VII-35 represent the sum of the lowest cost options presented within each of those plans. For example, the Scott West master plan offers an overpass solution as well as an underpass option for solving the needed trail crossing the intersection at CR 42 and CR 17. If the overpass option was pursued instead of an underpass, the estimated development cost of the trail increases $900,000 to $4,402,100 in 2011 dollars, or $5,414,028 in 2018 dollars (assuming a 3% annual inflation). Similarly, implementing overpasses to cross intersections along the Spring Lake Regional Trail corridor and increasing the trail easement width from 20 to 100 feet would bring the estimated development cost to $12,364,000 in 2011 dollars or $15,206,160 in 2018 dollars (assuming a 3% annual inflation). Additional detail regarding these costs can be found in their respective master plans.

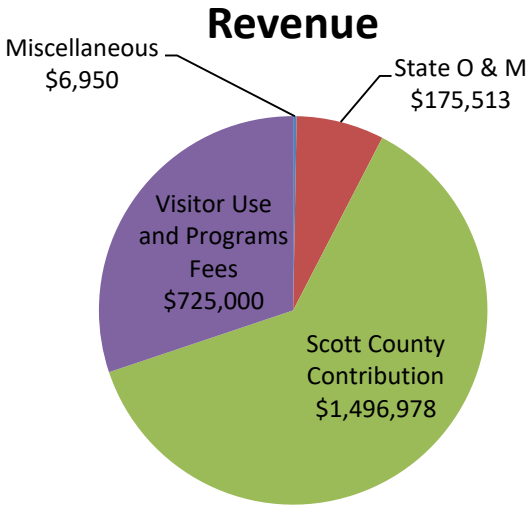
Total System Acquisition and Development Cost Estimate

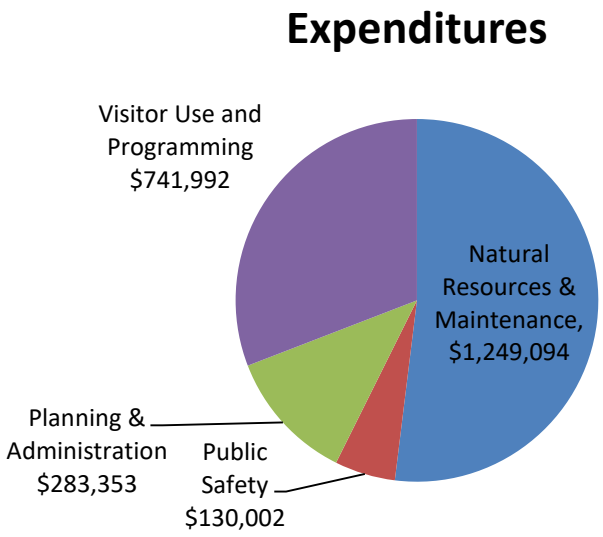
Using the numbers detailed in the previous section, the total estimated cost for acquiring and developing the system as currently master planned would be $67,021,146 with assistance from the Parks Acquisition Opportunity Fund grant program for land acquisition.

Component	Estimated Cost
Land Acquisition	$4,886,303 (local contribution to PAOF grant)
Park Development	$34,750,212
Trail Development	$27,384,631
Total	$67,021,146

Operating Budget

The 2018 operating budget for the Scott County regional parks and trails system is $2,404,101. This is financed by visitor use fees (i.e. ski passes, golf rounds, summer camps, off-leash dog area passes), the Scott County levy (property taxes), Operations and Maintenance funding from the State, and other miscellaneous grants and revenues. All of the direct operating expenses of the regional system in Scott County, with exception of The Landing, which is not included in the parks partnership, are paid by these sources of funding. Operating expenses include natural resources and maintenance, facility operations, recreation and education programming, and planning and administration.





The Scott County-Three Rivers operating budget is prepared and reviewed annually by leadership of each agency and ultimately approved at a joint meeting of the Scott County Board of Commissioners and the Three Rivers Board of Commissioners. The budget is held and managed within the Three Rivers organizational and financial structure.

Expanding the system (for example building new trails, adding recreation and education programs, and acquiring land) commonly requires an increase in operating budget funding. As such, an analysis of costs and financing accompanies proposals and demands for increased service and expansion of the system.

In addition to the partnership budget, there is a small parks operating budget held within the County budget to cover expenses for the County's Parks Advisory Commission and incidental costs. The County's regional park and trail system also benefits from what are termed value added support activities provided by other County departments, such as the Highway Department (e.g. gravel road maintenance on park entrance road at Spring Lake Regional Park and culvert replacement at Cleary Lake Regional Park) as well as Three Rivers Park District staff outside of the formal partnership (e.g. Project management assistance and architecture expertise on development of Cedar Lake Farm).

C. Financing Sources

There are several potential financing sources available to the County for the acquisition, development, operations and maintenance of parks and trails. Most sources have both benefits and limitations and no single source will provide adequate resources to entirely fund the parks and trails system in Scott County. Below is an identification of known and potential funding sources along with an identification of the type of activities (maintenance, land acquisition, and development) typically eligible under those sources.

Table VII-29 Regional Park Financing Sources and Eligible Functions			
Financing Source	**Maintenance**	**Acquisition**	**Development**
General Levy The County Board has legal authority to collect property taxes and may choose to fund county parks, trails acquisition, development, operations and maintenance through this mechanism.	√	√	√
Municipal Bonds Municipal bonds are bonds issued by any municipal organization including cities, counties, states, and school districts. The purpose of these bonds is for general expenditures or to fund specific projects such as highways, new schools, or new park facilities. There are two types of municipal bonds – Revenue and General Obligation Bonds. **Revenue Bonds** These bonds are used to fund projects that will eventually create revenue directly, such as a water park or golf course. The revenues from the projects are used to pay off the bonds. The County Board may choose to bond for individual acquisition and capital improvement projects for facilities that generate income (i.e. a water park). This is a straightforward process but is generally used only for special projects and not for operations and maintenance. **General Obligation Bond** These bonds are unsecured municipal bonds that are simply backed by the full faith and credit of the municipality. Generally, these bonds have maturities of at least 10 years and are paid off with funds from taxes or other fees.		√	√
User Fees User fees are collected for select park activities. Fees are charged for more specialized activities, such as cross country skiing, use of the off-leash dog area, and use of the horse trails. Day use or annual passes are available for these activities. Fees are also charged for recreation programming. General use of the park, including the trails, beach, and picnicking areas do not require a fee.	√	√	√
Parks and Trails Legacy Fund In 2008, Minnesota Voters approved a constitutional amendment, commonly called the Clean Water, Land, and Legacy Amendment. The amendment created a 3/8ths cent sales tax to be collected from July 2009-June 2034. Revenue is placed in four dedicated accounts, one of those is the Parks and Trails Legacy Fund. Reginal Park agencies are eligible for these funds.	√	√	√
Metropolitan Council Parks Acquisition Opportunity Fund Program This grant program is open to regional park implementing agencies, provides 75% of the cost of an acquisition, and requires a 25% local match. The primary eligibility criteria are that the park or trail facility identified must be identified as an element of the regional system and must have an acquisition master plan approved by the Metropolitan Council. The funds provided through this fund originate from Met Council bonds, the Minnesota Environment and Natural Resources Trust Fund and the Parks and Trails Legacy Fund.		√	
Regional Park CIP (Metropolitan Council) The Metropolitan Council secures State bonds through the Legislative process for the metro-wide regional park system, which is matched with Council bonds. These are allocated to the implementing agencies for acquisition, development, and reimbursement for prior projects. These are only available if the Legislature passes a bonding bill and includes Metro Parks in the bill. The amount varies depending on the Legislature's bonding amount and can vary drastically.		√	√

Table VII-29 Regional Park Financing Sources and Eligible Functions			
Financing Source	**Maintenance**	**Acquisition**	**Development**
Non-profit Partnerships There are various non-profit organizations that assist in acquiring land for parks, trails, and open space. These organizations can bring expertise in fund raising, negotiations, and sometimes revolving loan accounts. The Trust For Public Land, Conservation Fund, and Parks and Trails Council of Minnesota are examples of organizations active in Minnesota. At times this is a source of direct dollars, but this is quite rare, especially in the case of local and regional parks.		√	√
Private Donations/Partnerships The county could seek donations from private individuals and corporations or develop partnerships with private enterprise which generates revenue for parks, trails and open space. These potentially can be used for operations and maintenance; however, typically individuals and organizations limit the use to capital expenditures.	√	√	√
Partnerships and Resource Sharing with Park Providers/Private Business/other governmental units/Non Profits The County seeks partnerships through which County costs are reduced in the area of operations and maintenance or capital projects and expenditure by sharing facilities and equipment, coordinating management activities, .and otherwise collaborating for mutual benefit.	√	√	√
Metropolitan Council's Operations and Maintenance Funding Minnesota Statutes 473.351 requires that the Metropolitan Council distribute operation and maintenance grants to the regional park implementing agencies according to the following formula: 40% based on each agencies proportion of total regional system use or visits; 40% based on each agency's proportion of total regional system operation and maintenance expenditures in the previous calendar year; and 20% based on each agency's proportion of total regional system acreage, with park reserve management land divided by four. 'O & M' Funding has averaged 9.5% of eligible expenses from 1985 to today.	√		
Revenue from Revenue Generating Enterprises Revenue generating enterprises create revenue above and beyond what is required to operate and maintain the enterprise. Profit is reinvested back into other parts of the parks, trails and open space system. Many park agencies use facilities such as golf courses for these purposes. This option may sometimes be controversial due to philosophical opposition to government competing with private enterprise. There also is doubt that these are truly sources of revenue for other parts of a system, but rather a means to fund re-development of the enterprise.	√	√	√
Grants The County may seek grants from various sources. Generally grant programs cover acquisition and development only. There are virtually no grant programs which provide money for operations and maintenance. Most grants come with a restriction or long term obligations intended to prevent future conversion to non-park or trail uses.		√	√
Federal Grants There are opportunities at the federal level for trail projects related to transportation that have regional impact. The Scott County Transportation Department targets Federal funding opportunities for both regional and county trails. Federal funding for metro regional parks is non-existent at this time.		√	√

D. Finance Management Strategies

Several key management strategies are emphasized and used on a regular basis to achieve a sustainable system, one that has adequate and equitable funding and provides the greatest possible benefit to residents:

Explore new partnerships and nurture existing partnerships. Specific actions include exploring cost-sharing by co-locating facilities, sharing programs and working together on areas of overlapping need. Examples of this type of collaboration include the first phase of development at Spring Lake Regional Park, in which the City of Prior Lake allowed the County to construct a restroom and parking facilities to serve the new regional park amenities and to someday serve adjacent City park amenities. A second example is coordinating a park trail project with a Shakopee Mdewankanton Sioux Community water quality project which resulted in the County gaining a trail easement from the SMSC to fill a trail gap and the SMSC being able to implement a phosphorus treatment facility. By implementing these projects incoordination, there was a reduced overall construction and design cost.

Complete long-term planning for all elements of the parks and trails system, and regularly update, such as park and trail master plans. Having long-term plans in place facilitates thorough review and dialog and supports opportunities to partner and reduce conflicts. Regularly updating long-term plans helps ensure new investments are made based on updated information.

Work with partners, specifically the County Transportation group, and long-term plans to pursue large-scale, multi-jurisdictional grant proposals for federal transportation funding, and for other funding opportunities. There are grant opportunities for trail development related to transportation projects that help achieve Scott County's goals as well as those of multiple counties, cities, and townships. Early dialog is needed amongst a suite of partners to develop solid projects for the future.

Explore opportunities with Scott County cities to **collect park dedication fees** for regional facilities within the cities.

Leverage every county dollar spent and increase levels and sources of non-local capital funds. In order to leverage, non-county funding streams need to be increased from existing levels or newly created. Specific actions include supporting an increase in state bond funding of capital projects; supporting an increase in funding for regional parks through the Legislative Citizen Commission on Minnesota Resources (LCCMR).

Explore increasing local county dollars for parks and trails capital projects. Local capacity to cost share on projects enables the County to be more competitive in its pursuit of state bonding appropriations.

Transition from maintaining an annual 5 year to a 10 year parks and trails capital plan that is a chapter of the County wide capital plan. This helps ensure systematic review of the merits, capacity and funding of individual projects. Additionally it provides guidance for upcoming projects in the later years helping to prepare and plan for operational need and to support coordination of projects and partnerships.

PARKS AND TRAILS PLAN GOALS AND POLICIES

Goals: These are broad statements that express general public priorities about how the County should approach growth and development over the next 25 years.

Policies: These are rules or courses of action used to ensure plan implementation and to accomplish the goals.

A. The System

Goal #VII-1: Develop and protect existing parklands and acquire lands identified for future parks to create a parks system that meets the natural resource based parks and trails needs of current and future residents.

a. Emphasize regional park development and acquisition that meets the needs of present day residents, growth in the county, and the increasingly diverse residents of the future.

b. Park development shall minimize impacts upon adjoining properties by working cooperatively with landowners and considering the following provisions:
   - Appropriate roadway access;
   - Adequate supply of parking;
   - Internal and external trail connections;
   - Appropriate setback, orientation and location to activity areas and structures from adjoining properties; and
   - Screening, buffering, and landscaping.

c. Acquisitions will be prioritized based upon a number of factors including: availability (willing seller), parcel size (larger is better), connectivity, level of threat of imminent development, quality of natural resources, available financial resources, opportunities to leverage financial resources, and geographic distribution.

d. Due to the nature of various funding sources there may be instances when development of certain parks and trails occurs before acquisition of the entire system is complete.

e. Policies identified in the Scott County 2040 Plan, the Scott Watershed Management Organization Comprehensive Water Resource Management Plan, and other federal, state, and local plans should be used as guide and a tool for park land acquisition and development.

f. The Metropolitan Council's 2040 Regional Park Policy Plan, ecological information, distribution of natural resources, land availability, and threat of loss, shall be the guiding criteria for siting new regional parks.

g. Utilize park dedication and the County's Public Value Incentive program to acquire and develop planned regional and county trails in the unincorporated area through the development process.

Goal #VII-2: Provide a combination of regional and county trails that connect population centers to parks and provide a variety of user experiences.

a. Regional trails shall provide a natural resource-based destination experience or connect significant regional facilities including recreational destinations, urban areas, job centers, transit connections, and make additional connections with regional or state trail networks or significant local trails.

b. The County's Transportation Plan provides recreation and transportation trails that connect city and township trails, major destinations within the County, and each of the seven cities and adjacent counties. Both the Regional Trail and the County Trail plans shall work together to maximize efficiency and effectiveness.

c. Policies identified in The Scott County 2040 Plan, the Scott Watershed Management Organization Comprehensive Water Resource Management Plan, and other federal, state, and local plans should be used as guide and a tool for trail acquisition and implementation.

d. Include regional trails as part of the Parks Improvement Program.

e. Develop trail design guidelines which determine trail locations (one or both sides of the road or cross country), type (paved, crushed limestone, etc.), trail standards, typical cross sections, and typical right-of-way widths.

f. Strive for new developments to connect to existing or future public trail systems.

g. Utilize the Scott County Rural Regional Trail Development and Design Guidelines in planning and developing the regional trail system, as well as other County infrastructure improvements such as highways, bridges, and utility projects.

h. Utilize park dedication and the County's Public Value Incentive program to acquire and develop planned regional and county trails in the unincorporated area through the development process.

i. Pursue the acquisition of abandoned railroad right-of-way for future overland trails as opportunities arise.

j. In instances where it is appropriate or necessary to locate a regional trail within or along road right-of-way, design the trail based on anticipated uses and providing an appropriate separation between the trail and road traffic.

k. Develop a cost share approach for trail system development and seek partnerships with the cities.

B. People and Services

Goal #VII-3: Promote awareness and use of all park and trail facilities in the county, including County-owned facilities and those of other jurisdictions (city, regional, state, federal).

a. Develop and implement a diverse marketing program, utilizing the website, print media, signage, maps, customer service, etc. The Three Rivers Park District marketing department is an important partner in delivering this service.

c. Partner with other agencies in promoting awareness and community interest in regional parks and trails.

b. Look for opportunities to market and collaborate with Cities, Townships, Federal, State, and other Regional Park and Trail providers to coordinate the use of systems.

d. Embrace new ways of connecting with residents and/or potential park visitors through social media outlets or other emerging technologies.

Goal #VII-4: Promote a safe, healthy, and livable lifestyle in Scott County.

a. Provide a safe and inclusive setting in our parks and trails.

b. Support the ecology of natural systems by protecting and enhancing clean water, air, and soil in regional parks.

c. Provide active living opportunities and education for all within our system of trails and parks. This includes both recreational opportunities and transportation throughout the county on our trail network.

d. Support Scott County Public Health initiatives to promote active living in the County

e. In partnership with the Scott County Sherriff's Office and local police, ensure safety for park and trail users through regular patrolling and ordinance enforcement.

Goal #VII-5: Be progressive, responsive, and welcoming to all in the provision of parks, trails, and open space recreational opportunities.

a. Ensure that people of all abilities, ages, and cultural backgrounds have opportunities that are accessible to them.

b. Maintain a permanent County Parks Advisory Commission operated under the County's standard procedures for maintaining commissions.

c. Conduct periodic surveys and stakeholder or interest group discussions to understand the needs and expectation of residents in a comprehensive County and Regional parks, trails, and open space system. The County recognizes that engagement may look different for different communities in the County, and

will benefit from feedback from residents by striving to hear from a diverse group of people.

d. Evaluate the ability of the system to support desired programs and services.

e. Coordinate with the Metropolitan Council as a means of bringing additional Regional Park and open space investment in Scott County.

f. Provide the opportunity for city, township, and citizen input during the planning process for the development of the regional facilities.

g. In considering enterprise facilities, the County will seek input from existing private service providers where there is a potential conflict or opportunity.

h. Strive to understand what makes a park or trail welcoming and inclusive to people of all ethnicities, income levels, ages, and abilities.

i. The county will recognize its role as a regional provider and consider neighboring communities amenities and services when considering changes to what is offered within the County's regional park and trail system.

Goal #VII-6: Provide a diversity of natural resource based outdoor education and recreational opportunities that are accessible and affordable to all residents.

a. In the creation of a comprehensive park and trail system, provide quality natural resources, interpretive, and recreational programming.

b. Strive to keep regional parks and trails affordable for all residents of Scott County.

c. Ensure regional park facilities are in compliance with the Americans with Disabilities Act as well as any other applicable local, state, and federal laws.

d. Appropriate recreational activities for Regional parks and trails will be determined through the master planning process.

e. Consider multi-use and multi-seasonal concepts and practices in the development of regional parks.

f. Prioritize water based recreation (swimming, fishing, boating).

g. Cross-country ORV trails are in general not encouraged in the County because of the ecological impacts and potential for conflicts between riders and landowners and they are not allowed in the County's regional park and trail system. Snowmobile trails that make connections to other trails are supported in the regional system through the grant-in-aid program.

h. If determined a benefit to the community, Scott County will explore the possibility of facilitating the creation of an off-road park facility jointly with private enterprise and other governmental units as a means to reduce OHV

impacts in inappropriate locations. Minimizing environmental impacts, social impacts and financial impacts will be guiding principles.

C. Relationships and Partners

Goal #VII-7: Continue to build a regional park and trail system in coordination with and complimentary to facilities of other providers in Scott County or the region and which optimizes cost sharing, partnerships, and collaboration while avoiding duplication.

a. Deliver the County's regional system in partnership with Three Rivers Park District according to the Joint Powers Agreement governing our operational partnership.

b. Seek opportunities to share physical and financial resources with other governmental units and special districts (cities, townships, law enforcement, Three Rivers, school districts, adjacent counties, Metropolitan Council, State, and Federal) to provide and maintain an integrated parks and trails system with linkages between neighboring communities and publicly owned parkland.

c. Active recreational facilities (e.g. pools, athletic complexes) are generally recognized as local needs that should be provided by the cities and townships, and therefore, will not be included as part of the County and Regional parks system.

d. The provision of neighborhood and community parks and recreational facilities shall be the responsibility of the cities and townships. Where appropriate, encourage cities and townships to collaborate in ownership or cost sharing of park facilities and/or services.

e. Investigate cooperative efforts with Federal and State agencies to promote the greater utilization of existing Federal and State parks, trails, and open space facilities within the County.

f. Encourage the private sector to partner with the County in the provision of parks and trails and seek solutions.

g. Coordinate with various federal, state, city, and township agencies regarding land use planning in proximity to regional parks and trails and trail connections.

h. Support partners through collaboration and facilitation to develop new local trails in the cities and townships in the County.

i. Support natural resource stewardship in our parks through partnerships with organizations such as Great River Greening, Tree Trust, Conservation Corps of Minnesota, and Shakopee Mdewakaton Sioux Community.

j. Support the extension of the Minnesota River Scenic Byway designation through Scott County from Belle Plaine to Fort Snelling.

D. Natural Resources

Goal #VII-8: Protect and conserve natural resources while preserving and maintaining ecological integrity in the creation, development, and maintenance of the system of parks and trails.

a. The planning and implementation of park and trail facilities, recreation programs, and maintenance activities, will begin with an understanding of natural resource character and the presence of rare or significant features and will focus on the long term sustainability of each site's natural resources, avoiding immediate impact and long-term degradation of native plant communities and rare or significant features.

b. Partner with professional and technical natural resource experts from local and regional governmental units, such as the Minnesota Department of Natural Resources, the Scott Soil and Water Conservation District the Scott Watershed Management Organization and together organizations to achieve mutual resource preservation and restoration goals through grant partnerships, resource sharing and innovative collaborations.

c. The natural resource character of the park system, including landcover type, occurrence of important wildlife habitat, occurrence of rare species and features, will be documented, monitored, and evaluated on a regular basis, utilizing accurate, up to date, and accepted measurement tools, i.e. the Minnesota Land Cover Classification, MnDNR Natural Heritage Database, standardized inventories and ecological evaluations.

d. Natural resource inventories will be completed for each park unit and when appropriate each trail unit for the purpose of informing basic natural resource stewardship, such as management of noxious and invasive plant control and diseased trees and habitat enhancement.

e. As part of each master planning process, conduct an ecological review including an identification of landcover types, significant natural features, an identification of target plant communities, a preliminary review of ecological condition, and an overview of management and restoration opportunities and challenges.

f. In conjunction with park development a site level ecological evaluation will be completed.

g. The system of parks and trails will protect and enhance biological diversity, particularly rare and unique plants, and animals. When possible it will be planned and designed to incorporate and showcase examples of important natural communities and wildlife populations.

h. Policies identified in The Scott Watershed Management Organization *Comprehensive Water Resource Management Plan* to protect and preserve surface and groundwater resources will be considered during park and trail planning and development activities.

i. An effort will be made to co-locate ecological and recreational corridors whenever possible, in particular within or adjacent to the Natural Area Corridors. However, not all ecological corridors can accommodate recreation, especially when corridor opportunities are very narrow or the natural resources are very sensitive to disturbance.

j. Development activities within parks will be designed to avoid completely or minimize, to the greatest extent possible, impacts on natural communities.

k. Restore, enhance, and maintain natural lands for their intrinsic ecological qualities, according to the principles of conservation and ecological restoration and using best management practices.

l. Utilize knowledge of pre-settlement (circa 1855) landscape communities as a guide when preserving, enhancing, and recreating natural communities.

m. Consider our changing climate in the planning and design of landscape restorations and in managing natural landscapes and native plant communities.

n. Preserve and enhance native wildlife populations through wildlife management programs. Management techniques may be used for the purpose of restoring, maintaining and in some cases controlling selected wildlife populations, such as white-tailed deer.

o. Involve and partner with volunteers and community groups to implement natural resource management activities, to promote awareness and education and to build connections to the natural world.

p. In the management and restoration of natural lands and sensitive habitats, include changing climate and weather patterns as factors to consider in the planning, design, and implementation process.

Goal #VII-9: Preserve and interpret the culturally significant resources within our parks to help connect visitors with our collective history and to enhance placemaking within the park.

a. Require as a part of the development master planning process an analysis for significant historical and archaeological sites.

b. Consult with the SMSC or other appropriate Native American tribal communities when we encounter Native American history to authentically preserve and respect their heritage through interpretation or appropriate mitigation of resources.

c. Avoid the disturbance of Native American burial sites and protect known sites from active use.

d. Work with Scott Historical Society and other groups to preserve non-park related sites.

E. Maintenance

Goal #VII-10: Endeavor to provide efficient maintenance and operation of clean, orderly, controlled, safe, attractive, and welcoming parks and trails.

a. Leverage shared resources through partnership with Three Rivers Park District to operate and manage a quality regional park and trail system. Supplement partnership resources with vendors, as needed, in a cost effective manner.

b. Develop and utilize design criteria for parks and trails that facilitate the maintenance goal.

c. Park and trail maintenance and operation shall safeguard the physical condition of infrastructure and natural systems from deterioration or damage due to weather, vandalism, or other natural or human causes.

Goal #VII-11: Ensure protection of the public's investment into capital infrastructure.

a. Sustain preventative maintenance programs

b. Carry out proactive maintenance by performing routine repairs and periodic renovations and upgrades.

F. Sustainability

Goal #VII-12: Be leaders in sustainable management practices to protect the public investment and ensure the safety, quality, and sustainable operations of parklands, facilities, and infrastructure through long-term management.

a. Implement maintenance programs that facilitate, as much as feasible, the recycling, re-use, and reduction of materials generated through the development and operation of the park system.

b. Integrate responsible energy use in operations, maintenance, and new development.

c. Strive to utilize "green building" and energy/resource conservation techniques in park development.

d. Complete the Scott County/Three Rivers Park District coordinated pavement preventative maintenance system with the goal of maximizing the life of pavement in our parks and on our trails.

e. Develop natural lands management programs that provides for stewardship and the best chance for sustained preservation.

G. System Costs and Funding

Goal #VII-13: Provide adequate and equitable funding for the acquisition, development, operation, and maintenance of the regional parks and trails in a manner that provides the greatest possible benefits to the citizens.

a. Annually update and incorporate the five-year parks capital improvement plan into the County capital program.

b. Support the partnership with Three Rivers Park District and the 2010 Joint Powers Agreement by fully funding the direct operating expenses for delivering the regional parks and trails operations in Scott County.

c. Continue to develop stable long-term funding programs for acquisition, development, natural resource management, and operations and maintenance.

d. Aggressively pursue regional, state, and federal funding for the acquisition, development, operations, and maintenance of the regional parks, trails, and recreational facilities.

e. Leverage county capital contributions by supporting increases in and new sources of state capital funding.

f. Invest based on planning processes and include feedback from communities and a demonstrated need.

g. Create new and sustain existing partnerships based on cost-sharing and resource sharing, working with partners to identify overlapping needs and goals.

h. Allocate appropriate funding for natural resources stewardship.

i. Evaluate and plan for the financial impact on the operation and maintenance budget before undertaking park development and acquisition projects.

j. Work with the cities and townships to partner on the collection and equitable distribution of park dedication fees.

k. Continue utilizing revenue generating programs to help offset parks, trails, and open space acquisition, development, operations, and maintenance costs.

l. Continue to charge user fees for special facilities, activities, and rental equipment to offset parks, trails, and open space acquisition, development, operations and maintenance costs.

m. Explore opportunities with Scott County cities to collect park dedication fees for regional facilities within the cities.

n. Consider the following options on an ongoing basis for funding the development and operation of the parks and trails system:

- Cost off-sets through sharing of resources or facilities;
- Aggressively pursue regional, state, and federal funding;
- Increase in the general levy (one time or gradual increase over time);
- Bond referendum;
- Increase park dedication fees (funds park and trail development only);
- Create revenue generating programs (e.g., water park, golf course); and
- Charge user fees for specific uses or programs.

CHAPTER VIII – WATER, NATURAL & AGRICULTURAL RESOURCES

Scott County contains a diverse array of water, natural and agricultural resources that play an important role in shaping the County's quality of life, local economy, and environmental health. Public participation results gathered throughout the past decade suggest that the County's water, natural and agricultural resource base is highly valued by residents. This chapter provides summary background information, goals, policies, and key recommendations to preserve and enhance the County's important resources.

This chapter is not intended to replace more detailed planning efforts and documents covering the County's natural and water resources, such as the 2019 *Scott County Water Resources Plan* and the 2019 – 2026 *Scott Watershed Management Organization (SWMO) Comprehensive Water Resources Management Plan*. These recently updated and detailed planning efforts and documents, and subsequent updates, are incorporated into this 2040 Plan by reference.

The County's 2019 *Water Resources Plan*, which meets all of the requirements set in Minnesota statutes, has been reviewed by the Metropolitan Council and approved or adopted by all of the Watershed Organizations in the plan area. It is incorporated into this 2040 Plan as Appendix B. The following is an executive summary of the County's *Water Resources Plan*:

COUNTY WATER RESOURCES PLAN – EXECUTIVE SUMMARY

Scott County's Water Resources Plan describes the County's goals, policies and strategies for addressing its water resources management responsibility for the unincorporated areas of the county. The unincorporated area covered by the Water Resources Plan is overwhelmingly located in the Scott WMO. For this reason, the goals, policies and priorities of the *Scott WMO 2019 – 2026 Comprehensive Water Resources Management Plan* are adopted as the County Water Resources Plan supplemented by:

- Strategies that follow the framework used by the SWMO, but are modified to better fit the roles and functions of a county.
- Sections that acknowledge the issues and local water plan expectations of each of the other WMOs (i.e., the Lower Minnesota River Watershed District, the Prior Lake – Spring Lake Watershed District, and the Vermillion River Watershed Joint Powers Organization).
- Implementation and Administration Sections that detail how the County will administer and implement the plan.

The Scott WMO Plan includes seven goals (Figure VIII - 1) that are incorporated in the County Water Plan.

Figure VIII -1. Water Plan Goals

GOALS
Goal 1: Wetland Management. To protect and enhance wetland ecosystems and ensure/encourage a measurable net gain of wetland functions and acreage.
Goal 2: Surface Water Quality. To protect and improve surface water quality.
Goal 3: Groundwater Management. To protect groundwater quality and supply.
Goal 4: Flood Management. To protect human life, property, and surface water systems that could be damaged by flood events.
Goal 5: Collective Action. To engage the public in ways that inspires them to be willing partners.
Goal 6: Public Investment. To minimize public expenditures and promote efficiency.
Goal 7: Resiliency. To build a resilient landscape.
Goal 8: Public Drainage. To create and enable a long term vision for county ditches.

The Scott WMO is not a separate unit of government from Scott County, and the County Board serves as the Board for the WMO. The Vermillion River Watershed Joint Powers Organization (VRWJPO) operates under a joint powers agreement with Dakota County dated September 5, 2002. Under this agreement Dakota County appoints two Commissioners to the Joint Powers Board and Scott County one Commissioner. All five members of the Prior Lake – Spring Lake Watershed District (PLSLWD) Board are appointed by the County Board. One of the five Managers of the Lower Minnesota River Watershed District (LMRWD) Board is appointed by the Scott County Board.

In addition to the Joint Powers agreement with Dakota County, Scott County also has an annual contract with the Scott Soil and Water Conservation District (Scott SWCD) to provide water and natural resources related services, and has a Memorandum of Understanding with the PLSLWD for local water planning and regulation dated January 24, 2008. The Memorandum of Understanding between Scott County and the Prior Lake – Spring Lake Watershed District has expired and needs to be updated. It expired in 2013, when the District amended its Water Resources Management Plan.

Future amendments of the County Plan will follow the process in MN Rule 8410, as well as that in each of the current WMO plans.

For a complete description and inventory of the County's land and water resource base, including geology, topography, groundwater, soils, surface water, watersheds, wetlands,

floodplains, vegetation, habitat, climate, and environmentally sensitive areas, see the 2019 *Water Resources Plan,* (Appendix B).

RESOURCE INVENTORY

Understanding Scott County's water and natural resource base provides a framework for analysis and suggests possible locational advantages for particular land uses. It is also essential to understand the location of environmentally sensitive areas to make responsible land use-, transportation-, and utility-related decisions. This will prevent severe developmental and environmental problems that may be difficult and costly to correct in the future. Maintenance of sensitive natural features is also important for the visual attractiveness of the county and for the functions they perform as natural communities.

A. Water Resource Management

The Twin Cities Metropolitan Area is mandated by state statute to be covered by Watershed Management Organizations (WMOs) for the purpose of enabling local water management. There are three types of WMOs: a Watershed District, a municipal/city based joint powers WMO, or a county based WMO. Scott County has Watershed Districts and County based WMOs. They are all similar government units that work with local governments, like cities, to satisfy state surface water planning standards. They also help local governments to sort out surface water issues. However, they do not replace state or federal water management authorities. Map VIII–2 shows the jurisdictional boundaries of the four watershed management organizations in Scott County overlaid with the unincorporated areas of the County. Figure VIII-3 shows the amount of unincorporated area located in each WMO.

This Plan and the County Water Resources Plan apply only to the unincorporated areas. As shown in this figure, roughly 84% of the unincorporated area is in the Scott WMO with each of the other WMOs having less than 10% and LMRWD compiling only about 1.5%. For this reason, the Scott WMO Comprehensive Water Resources Management Plan is adopted by reference as the County Water Resources Plan supplemented by a section that acknowledges the issues and local water plan expectations of each of the other WMOs.

Map VIII – 2

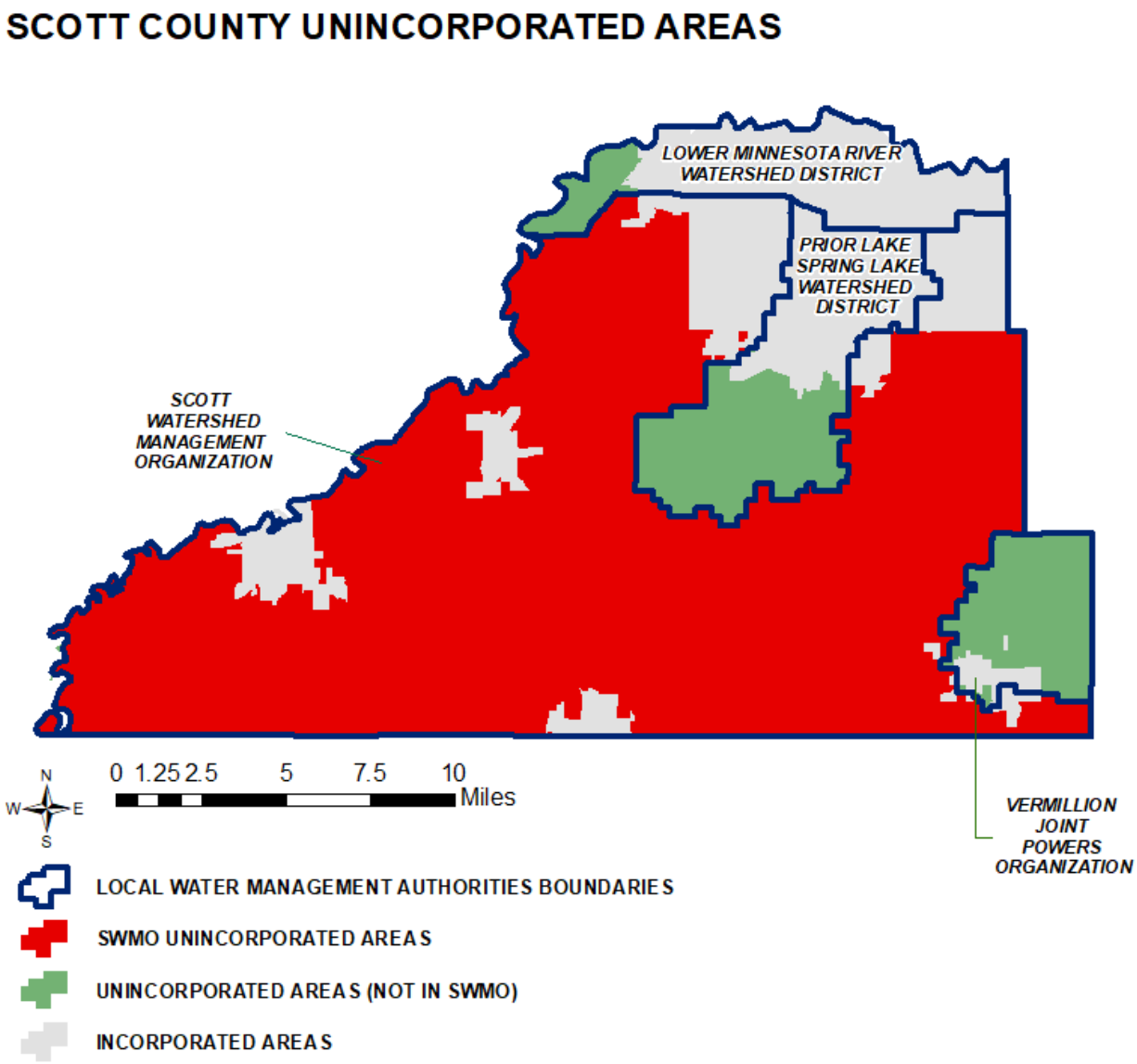

SCOTT COUNTY UNINCORPORATED AREAS
LOWER MINNESOTA RIVER WATERSHED DISTRICT
PRIOR LAKE SPRING LAKE WATERSHED DISTRICT
SCOTT WATERSHED MANAGEMENT ORGANIZATION
VERMILLION JOINT POWERS ORGANIZATION
N
W
E
S
0 1.25 2.5 5 7.5 10
Miles
LOCAL WATER MANAGEMENT AUTHORITIES BOUNDARIES
SWMO UNINCORPORATED AREAS
UNINCORPORATED AREAS (NOT IN SWMO)
INCORPORATED AREAS

Figure VIII-3 Incorporated vs Unincorporated Areas of the Watershed Jurisdictions

Government	SWMO**	PLSLWD	VRWJPO	LMRWD	Totals**
Unincorporated Areas (Acres)	142,759.4	13,237.2	10,449.0	2,783.3	169,229
Incorporated Areas (Acres)	38,611	11,561.8	1,345.3	15,328.2	66,846
Total Acres	181,370.7	24,799.0	11,794.3	18,111.6	236,075.6
** Acres were calculated based upon GIS shapefiles, not surveyed.* *** Numbers were adjusted to include the Credit River Township in the incorporated areas.*					
% Unincorporated area**	84%	7.8%	6.2%	1.6%	

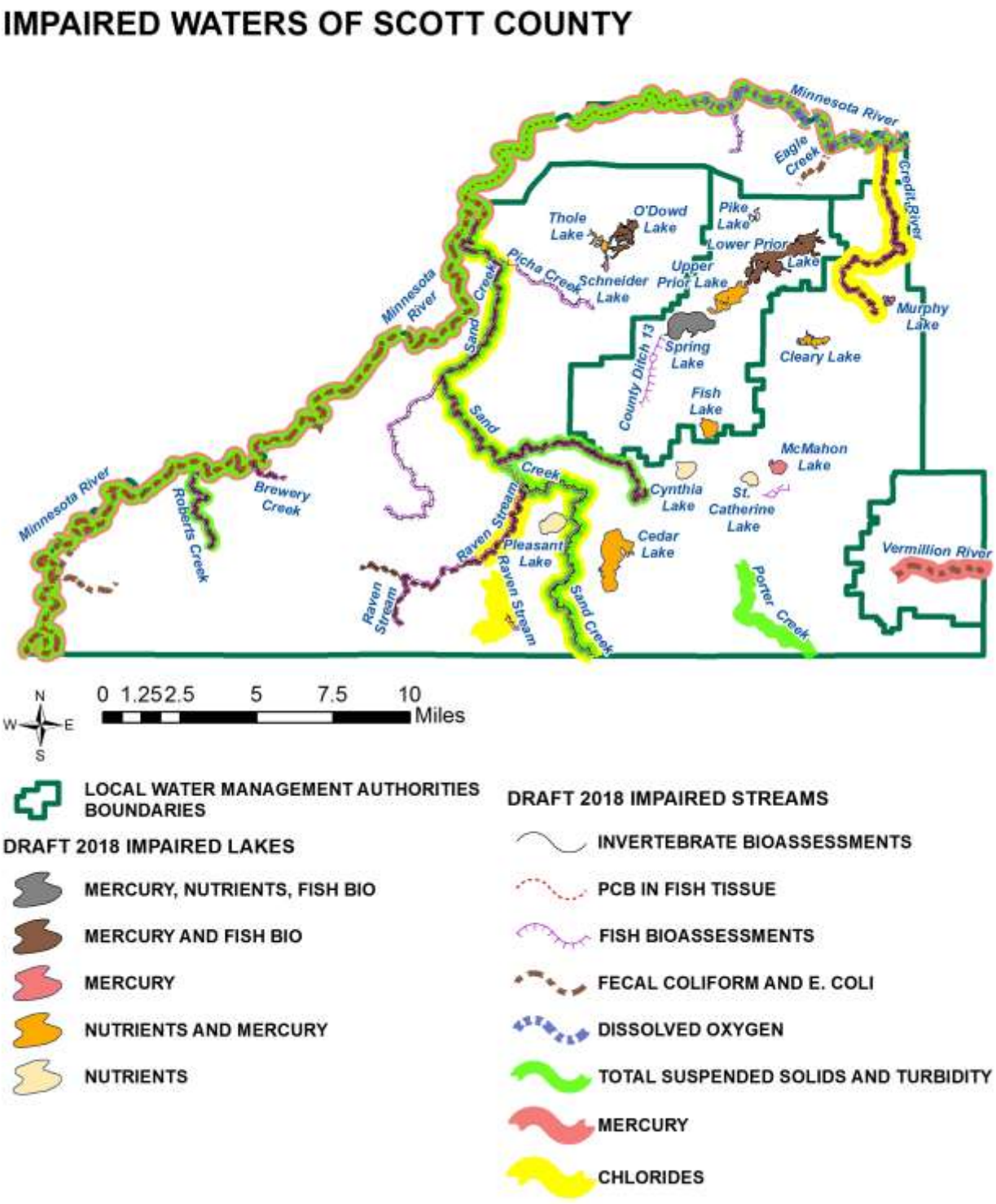
Map VIII–4 shows impaired lakes, rivers and streams in Scott County according to 2018 listing by the Minnesota Pollution Control Agency. A body of water is considered "impaired" if it fails to meet one or more water quality standards. Minnesota water quality standards protect lakes, rivers, streams, and wetlands by defining how much of a pollutant such as bacteria or nutrients can be in water before it is no longer drinkable, swimmable, fishable, or useable in other, designated ways (called "beneficial uses"). Waters that do not meet their designated uses because of water quality standard violations are impaired. Monitoring suggests that about 40% of Minnesota's lakes and streams are impaired, which is comparable to impairment rates in other states.

The Metropolitan Council performs a variety of specific roles in the management of the region's water resources, in partnership with watershed management organizations, local units of government, state and federal agencies, and other partners. Given that there are 950 lakes in the Twin Cities metro area, the Council developed a Priority Lakes List in 2003 to focus its limited resources toward managing the sustainability of the region's lakes. The lakes on the Priority Lakes List (Scott County Priority Lakes are shown on Map VIII–4) were chosen if they met at least one of the following criteria:

- **High regional recreational value**, the surface area of the lake must be at least 100 acres, has a public boat access, and is adjacent to a park.
- **Water supply lake**
- **Good water quality**, if the annual summer trophic status indicators are relatively low
- **Special significance for wildlife habitat**

In 2014, state legislation was passed that provides funds to counties for AIS prevention. Biannually the county receives funding for activities such as education, lake monitoring, and boat ramp inspections detailed in the Scott County Aquatic Invasive Species Prevention Plan (AIS Plan). The AIS Plan is also incorporated into the County Water Resources Plan by reference and the county will work with other partners to implement the AIS Prevention Plan.

Map VIII – 4


IMPAIRED WATERS OF SCOTT COUNTY
Minnesota River
Eagle Creek
Credit River
Thole Lake
O'Dowd Lake
Pike Lake
Lower Prior Lake
Upper Prior Lake
Picha Creek
Schneider Lake
Sand Creek
Minnesota River
Murphy Lake
Spring Lake
Cleary Lake
County Ditch 13
Fish Lake
Sand Creek
McMahon Lake
Cynthia Lake
St. Catherine Lake
Minnesota River
Roberts Creek
Brewery Creek
Raven Stream
Pleasant Lake
Cedar Lake
Vermillion River
Raven Stream
Raven Stream
Sand Creek
Porter Creek
N
W
E
S
0 1.252.5 5 7.5 10
Miles
LOCAL WATER MANAGEMENT AUTHORITIES BOUNDARIES
DRAFT 2018 IMPAIRED LAKES
MERCURY, NUTRIENTS, FISH BIO
MERCURY AND FISH BIO
MERCURY
NUTRIENTS AND MERCURY
NUTRIENTS
DRAFT 2018 IMPAIRED STREAMS
INVERTEBRATE BIOASSESSMENTS
PCB IN FISH TISSUE
FISH BIOASSESSMENTS
FECAL COLIFORM AND E. COLI
DISSOLVED OXYGEN
TOTAL SUSPENDED SOLIDS AND TURBIDITY
MERCURY
CHLORIDES

B. Groundwater/Drinking Water Supply

Map VII-5 shows the location of groundwater level monitoring wells in the county based on data from the Minnesota Department of Natural Resources. Scott SWCD monitors 13 MDNR observation wells within the county, plus several wells within the Savage Fen and surrounding area. Water level trends in general are stable or are increasing. The other seven MDNR wells were omitted because they either connect with multiple aquifers or have a short or incomplete data record.

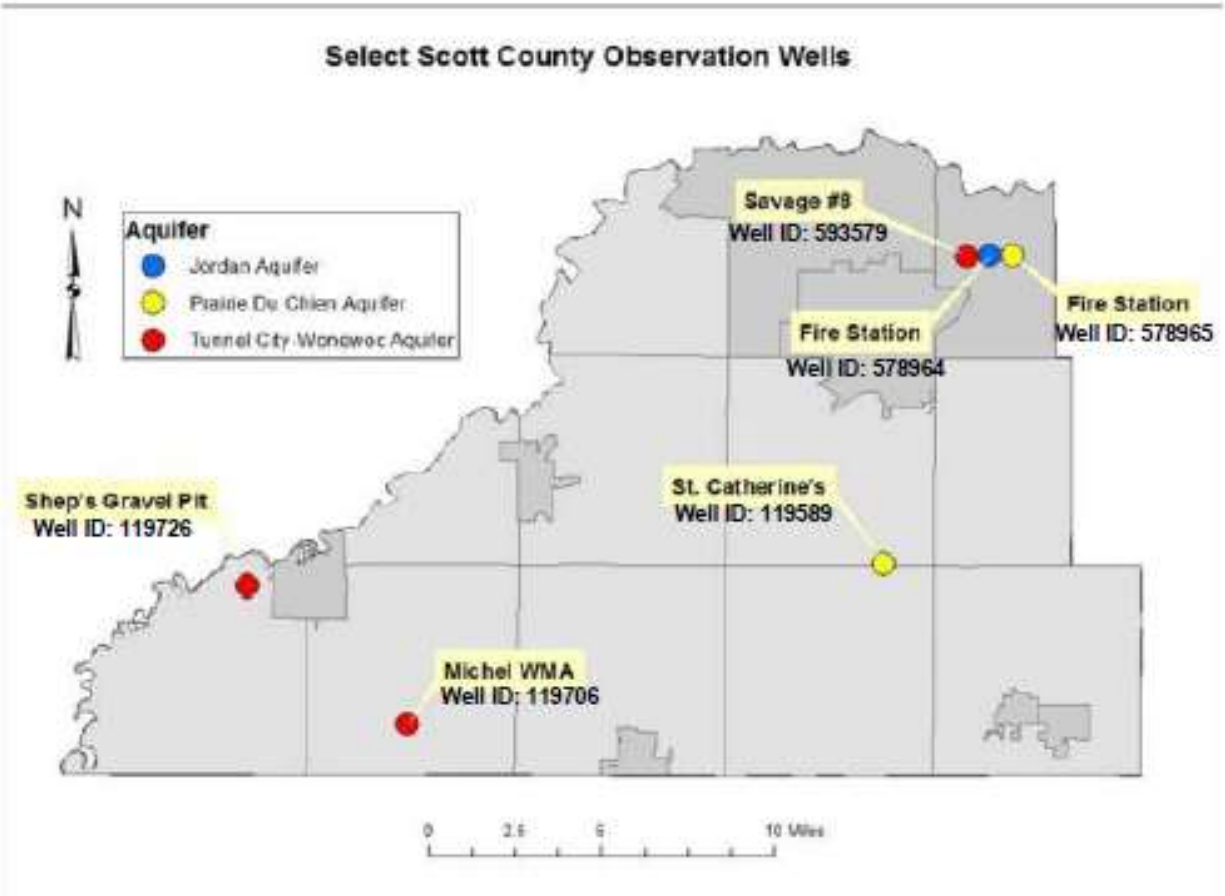
According to the 2014 Minnesota Drinking Water Annual Report, no Scott County community water systems exceeded the 10 mg/L nitrate standard (SWCD, 2016). Nitrates are a common groundwater pollutant and can cause "Blue Baby Syndrome". Shakopee community public water supply systems have tested above 3 mg/L, and they are working with MDH to slow or reverse nitrate pollution in their source water. There was also a recent report of elevated nitrate levels in water at the Brookhaven development southwest of Shakopee (Davy-Sandvold, 2017).

The 2011 SWMO sampling of 67 private wells detected nitrates in some wells, but none exceeding the drinking water standard. Atrazine was not detected in any of the wells. Results from county test kits sold to home owners and analyzed by Minnesota Valley testing laboratory show very few results exceeding the drinking water standard. The average result for nitrates from the test kits is less than 1 mg/L. Only 11 results exceeded the standard in 19 years of testing, representing eight properties. In general, staff observations at the county are that the small number of wells with elevated nitrates are found in areas where the groundwater is moderately to highly susceptible to contamination (Map VIII–6) (Scott County, 2017b), and where the wells are in a shallow aquifer. Most of these wells are in the Minnesota River Valley (i.e., below or along the toe of the bluff). There also is a cluster along the western border of the City of Savage and Credit River Township where there is a 100 foot or so layer of sand/gravel beginning at or just below the surface.

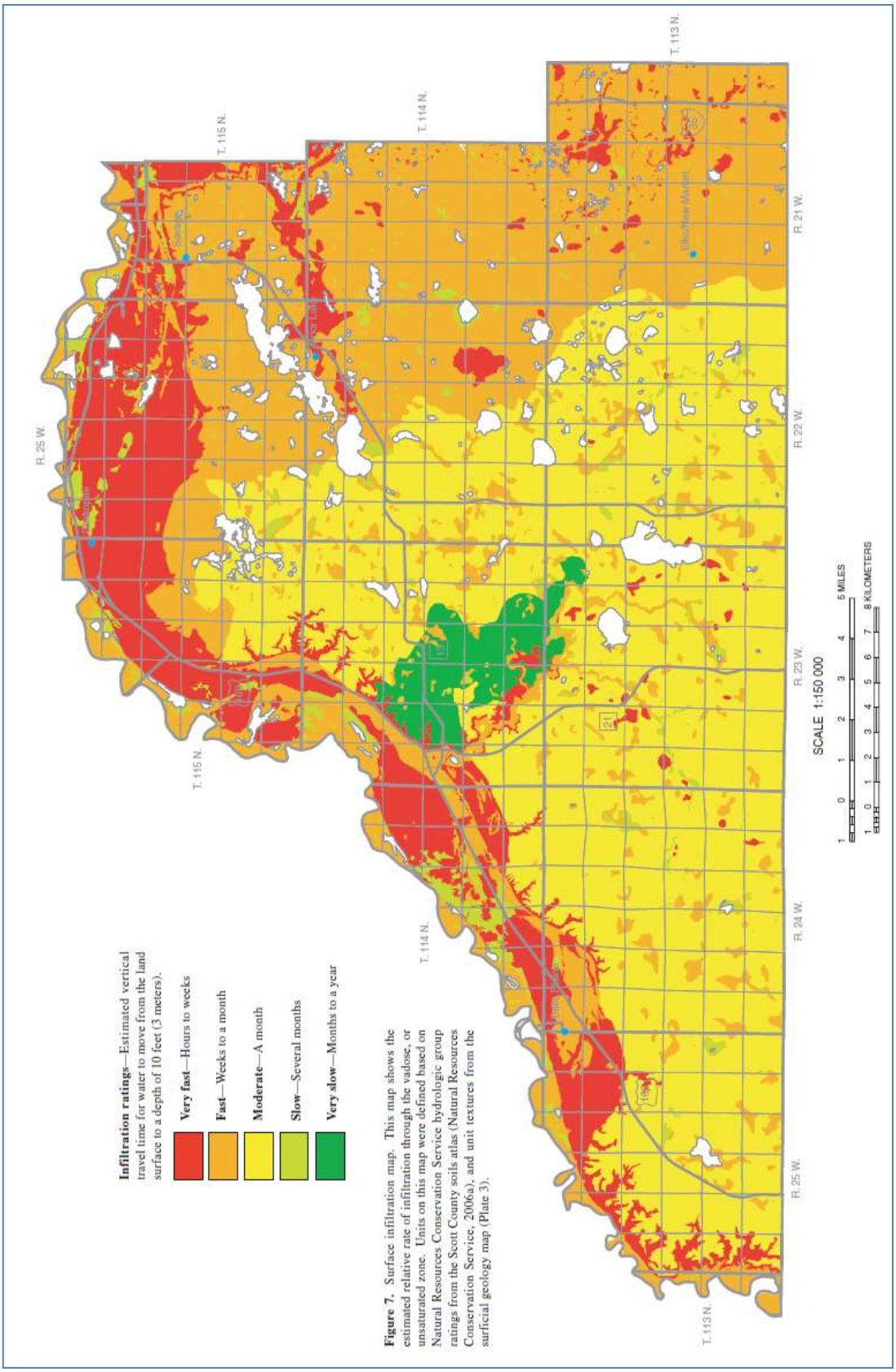
Map VIII–6 Surface Infiltration map, categorizes the length of time water takes to penetrate the unsaturated zone and reach groundwater. These estimates are generated from infiltration rates and hydrologic groupings and soil texture. The infiltration rate, or time it takes water to move from the surface to the aquifer, is a proxy for groundwater contaminant susceptibility. This map was taken from the Scott County Geologic Atlas.

Map VIII-7 shows drinking water supply management areas within or near municipalities and areas deemed low to highly vulnerable drinking water supply management areas in the county based on data from the Minnesota Department of Health.

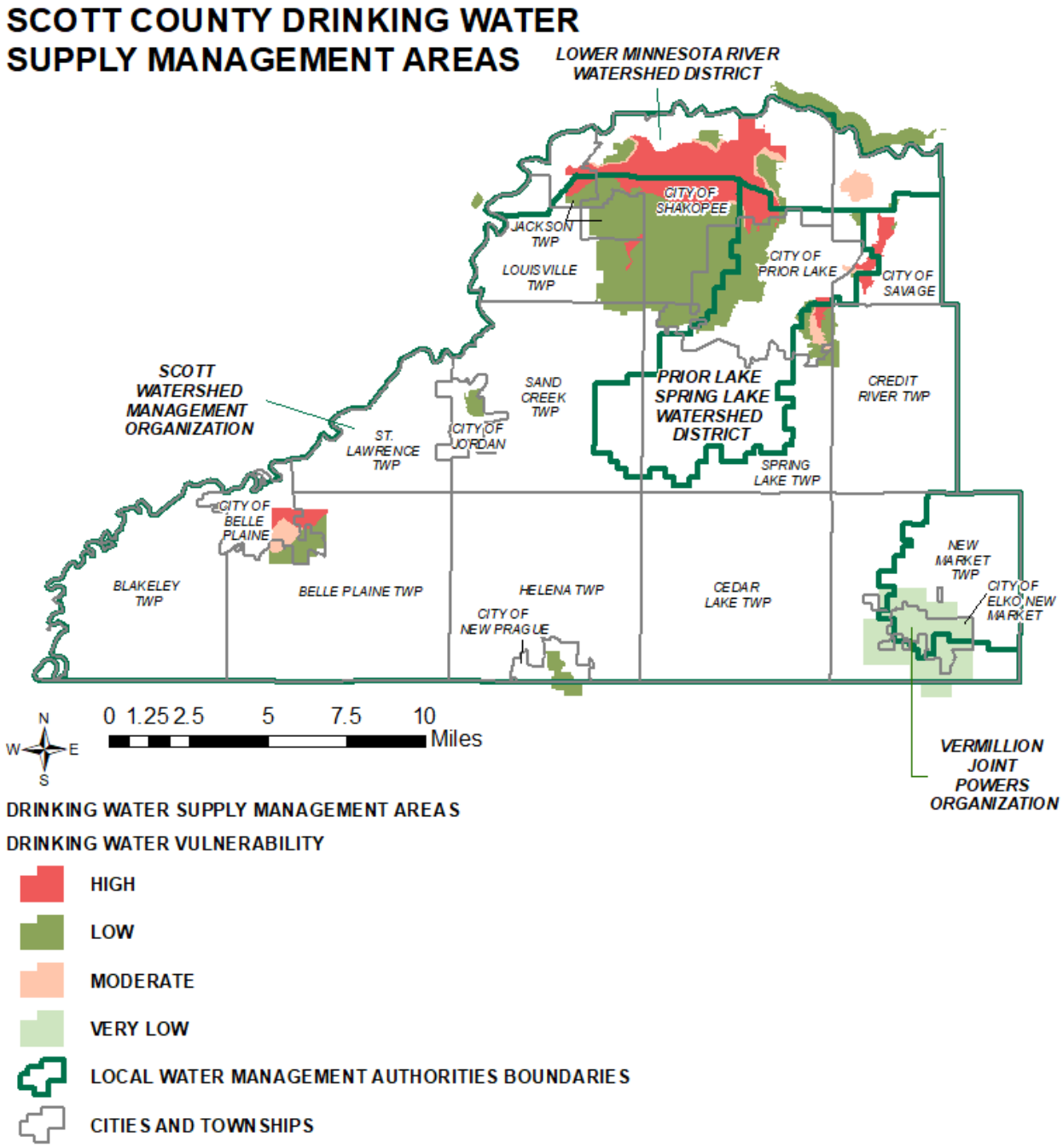
Map VIII – 5


Select Scott County Observation Wells
N
Aquifer
Jordan Aquifer
Prairie Du Chien Aquifer
Tunnel City-Wonewoc Aquifer
Savage #8
Well ID: 593579
Fire Station
Well ID: 578965
Fire Station
Well ID: 578964
St. Catherine's
Well ID: 119589
Shep's Gravel Pit
Well ID: 119726
Michel WMA
Well ID: 119706
0
2.5
5
10 Miles

Map VIII–6: Surface Infiltration



Map VIII–7:


SCOTT COUNTY DRINKING WATER SUPPLY MANAGEMENT AREAS
LOWER MINNESOTA RIVER WATERSHED DISTRICT
CITY OF SHAKOPEE
JACKSON TWP
LOUISVILLE TWP
CITY OF PRIOR LAKE
CITY OF SAVAGE
SCOTT WATERSHED MANAGEMENT ORGANIZATION
SAND CREEK TWP
PRIOR LAKE SPRING LAKE WATERSHED DISTRICT
CREDIT RIVER TWP
ST. LAWRENCE TWP
CITY OF JORDAN
SPRING LAKE TWP
CITY OF BELLE PLAINE
NEW MARKET TWP
BLAKELEY TWP
BELLE PLAINE TWP
HELENA TWP
CEDAR LAKE TWP
CITY OF ELKO NEW MARKET
CITY OF NEW PRAGUE
N
W
E
S
0 1.25 2.5 5 7.5 10
Miles
VERMILLION JOINT POWERS ORGANIZATION
DRINKING WATER SUPPLY MANAGEMENT AREAS
DRINKING WATER VULNERABILITY
HIGH
LOW
MODERATE
VERY LOW
LOCAL WATER MANAGEMENT AUTHORITIES BOUNDARIES
CITIES AND TOWNSHIPS

C. Land Cover

The County completed the Minnesota Land Cover Classification System (MLCCS) inventory in the 2000s. For much of the County the MLCCS included quality rankings for the natural community cover types. The MLCCS is in GIS format and is available on the County website. The MLCCS and the data from the DNR Natural Heritage database formed the bulk of the information used to develop the Natural Areas Corridors Map (Map VIII-10). County staff reviewed sections of townships throughout the county in 2017 in GIS comparing with aerial photos from 2017 and concluded that land cover has not changed greatly since the MLCCS inventory was done, and this remains reasonably accurate.

D. Geology

Scott County is dominated by glacial till, except along the Minnesota River, which is composed of alluvium and terrace deposits. There are also areas near the river where the bedrock is at or near the surface. The abundance of glacial till, a material with low permeability because of the silts and clays that fill in the spaces between larger grains, provides a layer of protection for the county's aquifers that lie in the sedimentary rock below except near the river where bedrock is near the surface. Groundwater is susceptible to contamination in these areas. This is important as all Scott County drinking water comes from groundwater supplies. Additional geologic information can be obtained from the *Geologic Atlas of Scott County, Minnesota* (Minnesota Geological Survey, 2006) available on the County website.

E. Bluffs

Centuries of erosive actions by the Minnesota River and its tributaries have left unique bluff features across areas of Scott County, most notably in Blakely Township. Bluff areas offer unique views and contain the majority of the natural communities and rare species identified by Minnesota Department of Natural Resources (DNR) natural resource inventories. Bluff features present many challenges for stormwater management and erosion control as the areas around them become developed. It is important that these areas are managed appropriately to preserve the unique features including the natural communities and rare species. In addition, incorporating the preservation of bluffs into development provides aesthetic views while maintaining the area's unique history and sense of place.

The erosion and instability of bluff areas are of concern within the unincorporated areas, and as a result requirements are in place to facilitate management of these areas. Standards for land disturbing activities in bluff areas are identified in the *2019 Water Resources Plan, Scott WMO Comprehensive Water Resource Plan*, and the County's Zoning Ordinance. Standards include a defined bluff overlay zone and bluff impact zone, runoff management, and setbacks for structures, stormwater ponds, infiltration systems, soil saturation-type features, and ISTS. These standards help facilitate stability of the bluff areas within the county, thereby reducing

erosion/sedimentation and reduce future costs to provide clean-up of areas, culverts, and bridges where deposition takes place.

F. Aggregate Deposits

Map VIII–8 shows a map of bedrock and sand and gravel deposits in Scott County. The following text from the Minnesota Geological Survey *Aggregate Resources of the Seven-County Metropolitan Area* study (1999) briefly describes Scott County's aggregate deposits. The entire study is available for review on the Minnesota Department of Natural Resources (DNR) website.

Sand and Gravel: Most of the sand and gravel resources of Scott County lie within the broad terraces of the Minnesota River valley, along the northwest county boundary. Less voluminous deposits of ice-contact sands and gravels extend from the Minnesota River valley southeast into the interior of Scott County.

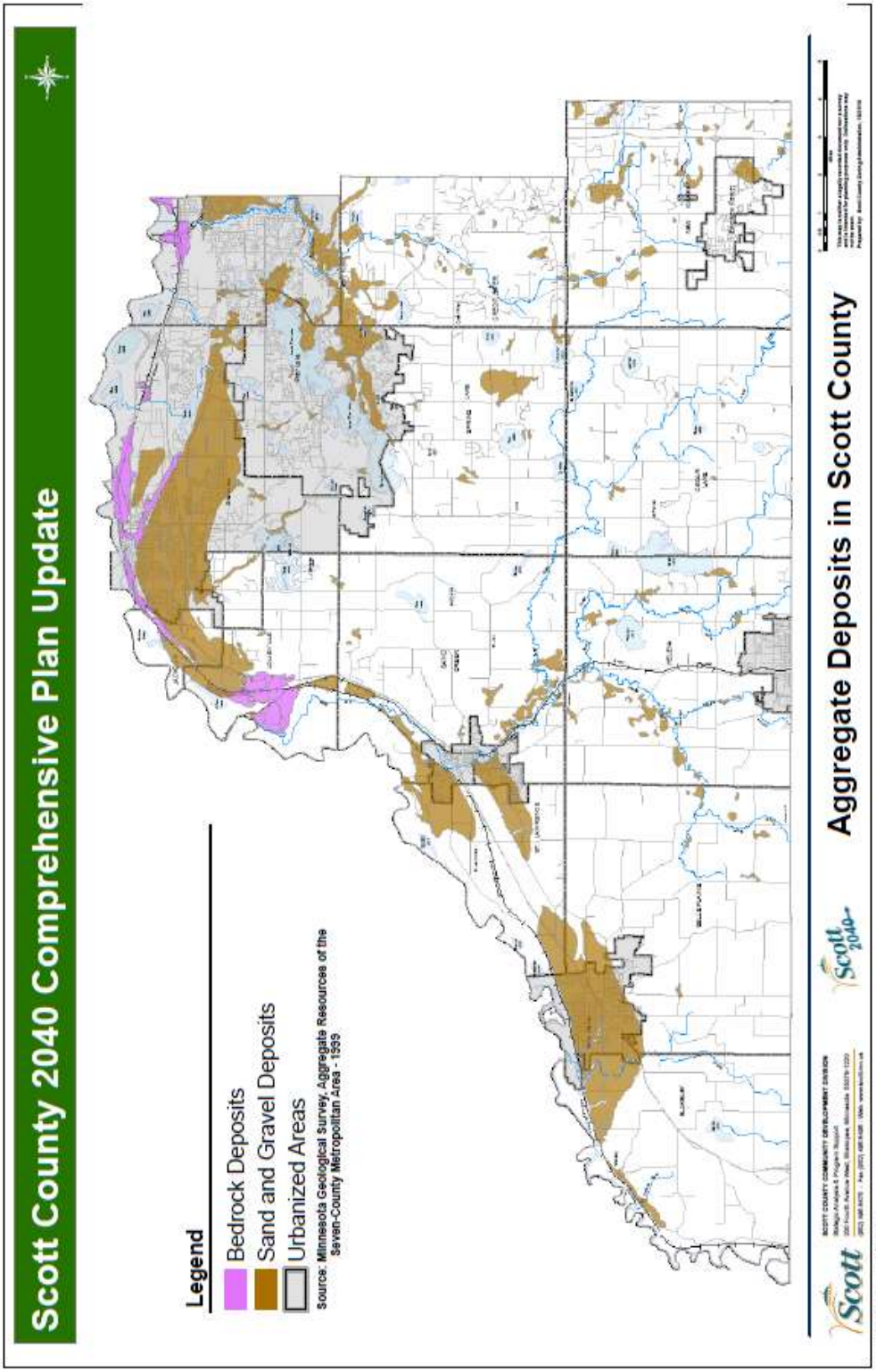
Bedrock: Prairie du Chien dolostone is close to the present land surface along the Minnesota River terrace in the northern part of Scott County. Along much of this terrace, bedrock is covered by 20-30-foot thick deposits of sand and gravel. Therefore, more bedrock resources might become available if the sand and gravel were removed. Much of the area is urbanized. Bedrock aggregate resources in Scott County can be divided into the three sub regions:

Scott northwest - Prairie du Chien dolostone underlies the Minnesota River terrace in northwestern Scott County. In this sub region, the dolostone is comparatively thin (50 to 85 feet), and is underlain at shallow depths by the Jordan Sandstone. Several large quarries have operated or are currently operating in the Prairie du Chien in this sub region, and much of the resource is already mined.

Scott north-central - Prairie du Chien dolostone underlies the terrace south of the Minnesota River and ranges from 70 to 90 feet thick. Most of the area has not been quarried because it is an area of urban development (Shakopee). There are, however, active or former quarries in the less developed areas at either end of the sub region.

Scott northeast - Prairie du Chien bedrock in this sub region in northeastern Scott County also underlies a terrace of the Minnesota River. Most of the remaining resource is present at the margins of two quarries that have been stripped free of overburden. The overburden was apparently thicker than 10 feet over most of the area prior to mining. These quarries are being encroached upon by urban development.

Map VIII- 8 Aggregate Deposits



NATURAL AREA CORRIDORS

Identifying opportunities for linear connections of natural features is a subject that has evolved in Scott County plans over the years. The County's interim *Parks, Trails and Open Space System Policy Plan* (2004) recommended how the various federal, state, regional, and local agencies could work together to provide parkways, linear parks, and greenway corridors. In 2005, the *Southeast Scott County Comprehensive Plan Update* took the subject further by establishing mapping criteria, goals, policies, and possible implementation tools to achieve these linear natural resource corridors. A map showing natural resource corridors in the southeastern portion of the county was included in the 2005 plan.

The 2030 Plan built upon these previous planning efforts and is bolstered by an extensive public participation process that identified a growing interest in a comprehensive approach to preserving natural areas. In 2005, a public opinion survey conducted in conjunction with the 2030 planning process found that about three-quarters of respondents supported or strongly supported additional regulations to protect environmentally sensitive areas. Facing mounting growth and development, these survey respondents indicated that protecting the county's woodlands, wetlands, habitat areas, and ground water were priority environmental issues to address in the County's long-range plans.

In 2006, the County held an extensive visioning process which included seven forums held across the county. Participants responded to a series of questions, and when asked whether the County should work now to preserve open space, in light of rising land costs and development pressures, almost three-quarters of participants agreed, and half strongly agreed. These forums also confirmed that water quality protection was one of the most critical issues (behind traffic) facing the County over the next two decades. As a result of this public input, the 2040 Vision sees a future when the County's "developed landscape includes parks, greenways, and conservation corridors based on natural resource inventories."

A. County Defined Natural Area Corridors

In response to public input, a process began in late 2006 to undertake the natural resource inventory and to ultimately identify Natural Area Corridors. This process included technical analysis and research conducted by County staff, as well as policy input from three advisory commissions (Parks, Planning, and Scott WMO Watershed), the Scott Soil and Water Conservation District Board, and township officials. This group held six workshops over the course of 2006 and 2007 to compile inventory data, identify draft corridors, and discuss various implementation policies.

Under this 2040 Plan, a Natural Area Corridor is defined as a linear connection of natural features as indicated on Map VIII – 10, which may include: areas with known sensitive species or communities, unique natural communities, and high and medium quality natural communities. Designating Natural Area Corridors is not intended to prohibit development. Rather, the intent is to guide development-related decisions as outlined within in the following corridor purpose statements, and involves a combination of efforts to protect high priority natural areas under private ownership as well as public ownership in combination with parks planning:

- Guide where resources can be enhanced and/or restored (e.g. types of vegetation to be planted, where stormwater ponds should be located);
- Allow for movement of wildlife in order to meet their basic habitat requirements for feeding, breeding, and resting;
- Provide connectivity between larger preservation areas;
- Guide where trailways (e.g. bituminous, woodchip, & vegetative paths) may be located and compatible–decision is necessary as to whether use will be consistent/suitable for natural resource protection–mitigation efforts may be required;
- Create viewsheds to help maintain rural "feel" of the community and the landscape that attracts many residents to the area;
- Buffer a resource from the impact of development;
- Guide where high priority areas may be targeted for public acquisition and regional or local parks;
- Guide transportation corridor planning; and
- Protect and buffer water resources.

When a property within a mapped Natural Area Corridor is proposed for development, the County must evaluate the proposal alongside the following statements and make decisions related to implementing corridor purposes to shape the pattern of development desired:

- Determine if the property (or a portion of the property) proposed for development is within or adjacent to a Natural Area Corridor;
- Identify what types of resources are present within the corridor (e.g. wetland, woodland);
- Identify the purpose of the corridor (as outlined above);
- Determine whether preservation of the resource(s) within the corridor is appropriate;
- Determine what levels of resource protection already exist for the area in question (for example: if the area is a wetland in a corridor, then there is already some existing protection through the State of Minnesota Wetland Conservation Act).

Through a private land development in New Market Township, the County and Township preserved 30 acres of the Natural Area Corridor on the south side of Goose Lake in 2016 (the mapped corridor is shown in green on the aerial map above). The preserved open space could eventually become a town park site.

B. Implementation

Implementation will vary depending on the specific resources present and the choices of the local government unit. Examples of five possible implementation tools may include:

1. Guide development (e.g. re-configure lots or road alignment or shift area of density to less significant area) such that the area is not impacted or impact is limited to the resources present (see Chapter V for more discussion on this possible implementation tool).

2. Provide incentives such as:
   - Allow higher density in an area for clustering development away from the resource and protecting the resource through conservation easements, land dedication, or other means (see Chapter V for more discussion on this tool);
   - Transfer of development rights: transferring (selling) density opportunities for development in areas where there is less of an impact on natural resources (see Chapter V for more discussion on this tool); and/or
   - Set aside (Reinvest in Minnesota–RIM/Conservation Reserve Enhancement Program–CREP) type programs.

3. Developer dedicated conservation easements.

4. Acquisition by local government (e.g. park dedication vs. fee per lot, public easements).

5. Acquisition by conservation organizations for recreational and/or preservation purposes (may be outright acquisition or easements).

6. The construction of publicly owned, operated, and maintained regional stormwater ponds shall be encouraged, where feasible, to promote storage through the construction of an integrated regional retention area, as opposed to multiple smaller areas of on-site ponding, to reduce public long-term maintenance and efficiency.

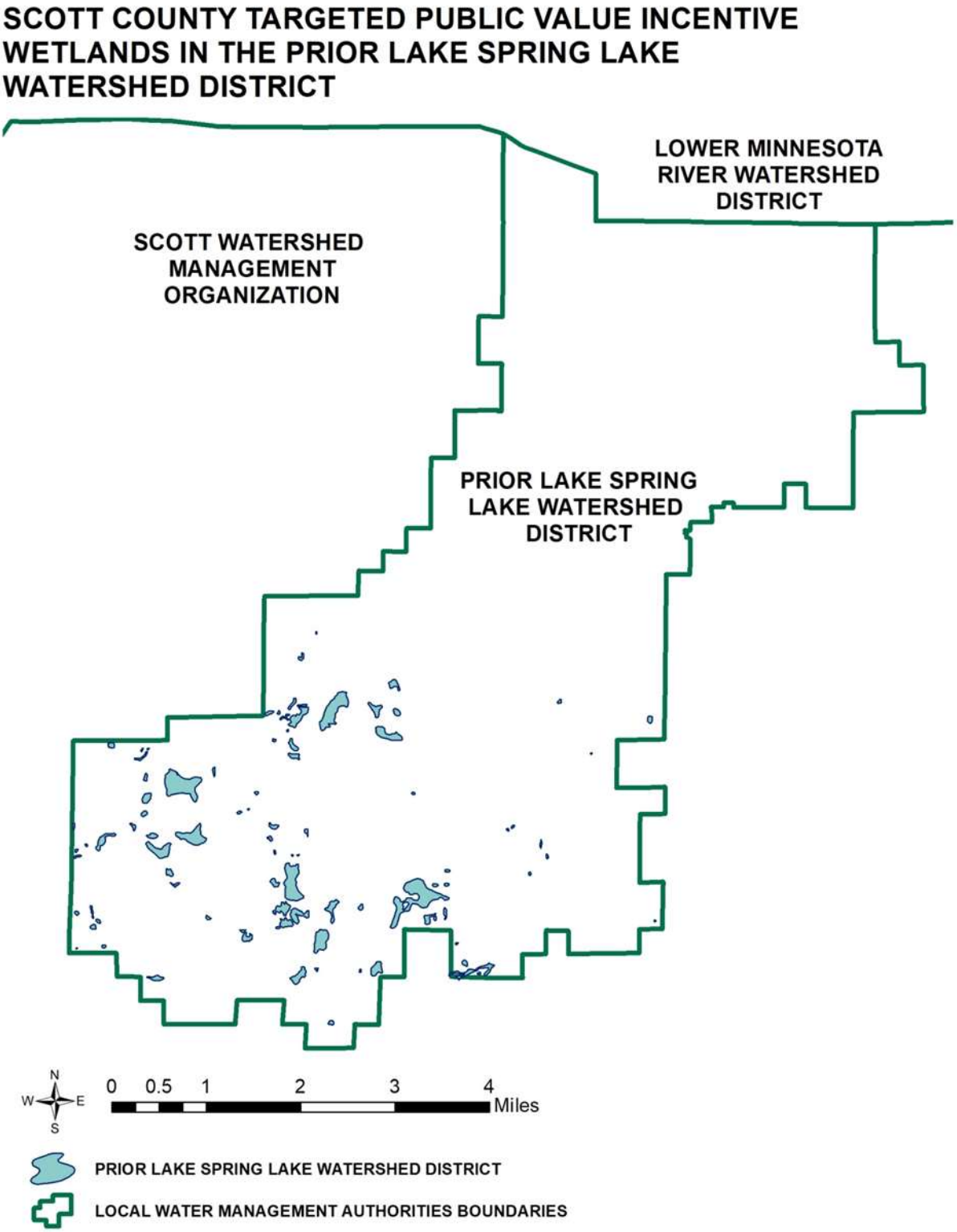
In addition to the development and acquisition strategies above, the SWMO adopted goals and strategies to improve riparian corridors and improve buffering adjacent to water resources. Since 2006, these efforts have resulted in 194 filter strips, 475 acres of native grasses, six riparian buffers, 23 shoreland stabilization and restoration type practices completed. The SWMO's new Plan continues these efforts. The other WMOs have similar efforts, and the PLSLWD has prioritized specific drained wetland restoration locations (Map VIII–9) if willing landowners can be found.

Protecting and preserving wetlands fared better than restoring them under the previous Plan. Kloiber and Norris (2017) found a small net gain of wetland acreage statewide from 2006 to 2014. There is not an estimate for just the unincorporated area of the County. However, experience from local development reviews and permitting is consistent with the findings of Kloiber and Norris. Estimates for Scott County are that for non-exempt impacts, the number of acres impacted in Scott County are being offset by a similar volume of acres being mitigated using bank credits within the County. "Exempt" impacts, however, are resulting in a loss of a little over one acre per year (Personal Communication, Troy Kuphal, District Manager, Scott SWCD February 7, 2018). "Exempt" means they do not need to be replaced. This stemming of wetland loss is due in large part to the Wetland Conservation Act (WCA) and efforts by the Scott SWCD and local LGUs responsible for implementing WCA. The County does not serve as the

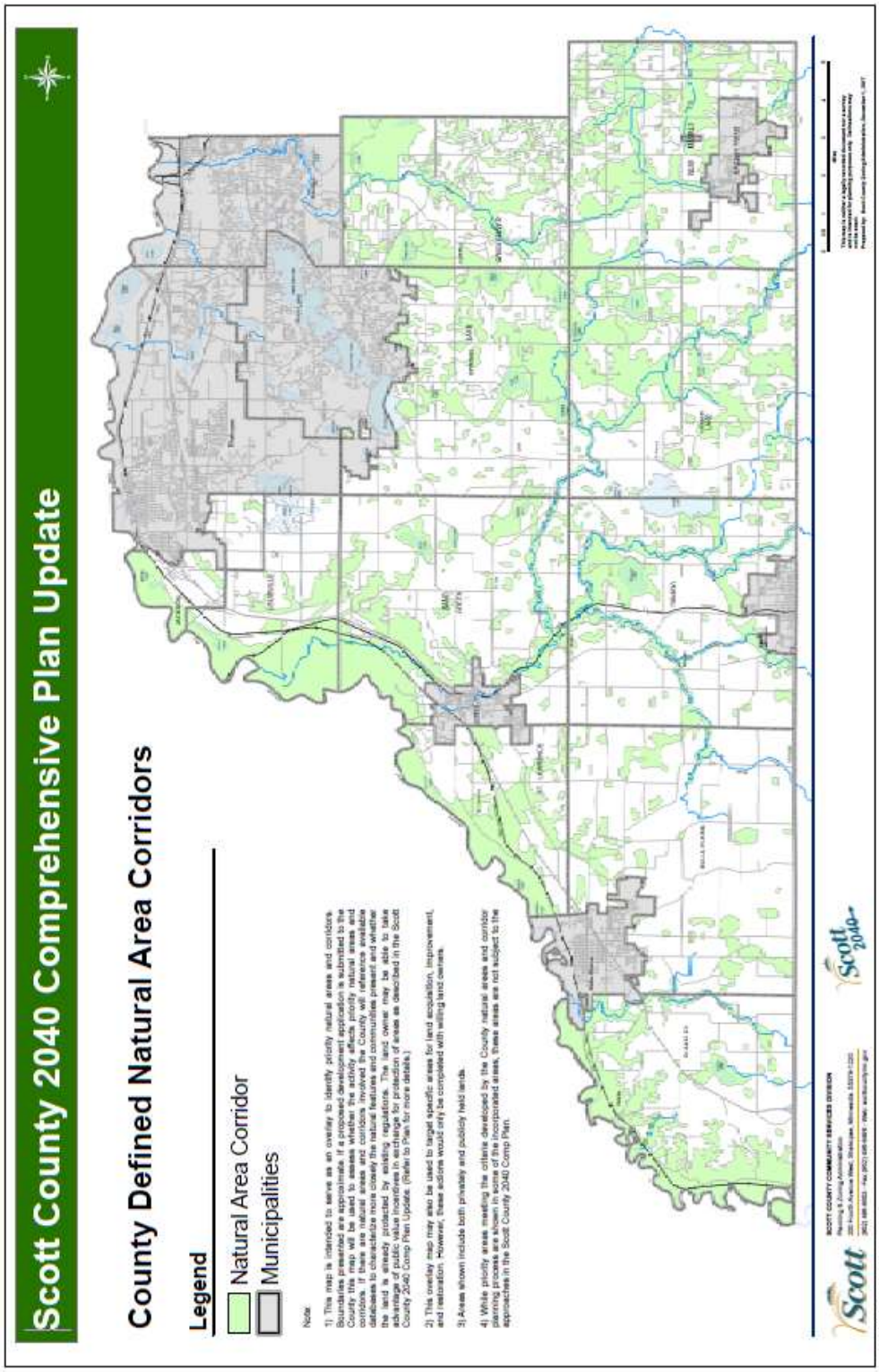
LGU for implementing WCA because other units of government in the county (cities, townships and the Scott SWCD) have accepted responsibility. In addition, all of the local units of government responsible for implementing Local Water Plans completed them with the inclusion of the SWMO standards for protecting wetlands from impacts caused by stormwater runoff. The one acre annual loss is likely being offset by restorations completed by the WMOs.

Map VIII – 18 shows areas identified as having potential for regional storm water management facilities in the Sand Creek, Prior Lake-Spring Lake, and western areas of the county. This map was based on studies completed by the Scott Watershed Management Organization and the Prior Lake- Spring Lake and Vermillion River watersheds.

Map VIII – 9


SCOTT COUNTY TARGETED PUBLIC VALUE INCENTIVE WETLANDS IN THE PRIOR LAKE SPRING LAKE WATERSHED DISTRICT
LOWER MINNESOTA RIVER WATERSHED DISTRICT
SCOTT WATERSHED MANAGEMENT ORGANIZATION
PRIOR LAKE SPRING LAKE WATERSHED DISTRICT
N
W
E
S
0 0.5 1 2 3 4
Miles
PRIOR LAKE SPRING LAKE WATERSHED DISTRICT
LOCAL WATER MANAGEMENT AUTHORITIES BOUNDARIES

Map VIII- 10 COUNTY DEFINED NATURAL AREA CORRIDORS



AGRICULTURAL RESOURCES

Even with all of the residential growth occurring in the rural portions of Scott County, agriculture remains a vital component of the local economy. Many landowners continue to utilize land for agricultural purposes. Agricultural uses are promoted in nearly all of the land use categories described and mapped in Chapter V (Land Use & Growth Management). A number of agriculturally related businesses, such as dairies, nurseries, wineries, and orchards are found in the township areas. The western townships, particularly Blakeley, Belle Plaine, St. Lawrence, Helena, and Sand Creek, contain the majority of larger-scale farming operations. This is in part due to these townships' long standing history of agriculture and farming activities. The remaining townships also contain a number of farming operations, but have seen a loss of farmland as land values increased and farmers decided to sell their land for other uses.

A. Prime Farmland and Soils of Statewide Significance

Prime farmland, as defined by the U.S. Department of Agriculture (USDA), is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops. Soils of statewide significance also have strong characteristics for crop production, but are classified by state and local agencies. Map VIII-11 shows prime farmland and soils of statewide significance for the unincorporated areas of Scott County. A large concentration of these soil types is found in the western portion of the county. This is also the area with a strong agricultural history.

B. Farmland and Crop Production

Figure VIII – 12 provides farming-related statistics for Scott County from 1992 to 2017, using data from the U.S. Department of Agriculture (USDA). The total number of farms and the land used in farming decreased over this 25-year time period, but the average farm size in the county remained relatively stable over this time period, from 157 acres in 1992 to 156 acres in 2017. The primary crops were corn, soybeans, and hay, while cattle and hogs were the top livestock inventoried. Other important commodities included milk, poultry, eggs and grains.

Together, agricultural businesses generated $75.6 million for the county's economy in 2017 – down from a high mark of $112.2 million in 2012. The average age of the principal farm operator in the county is 57 years old; half of the operators farm as their principal occupation while the other half rely on a secondary occupation.

MAP VIII – 11
PRIME FARMLAND AND SOILS OF STATEWIDE SIGNIFICANCE

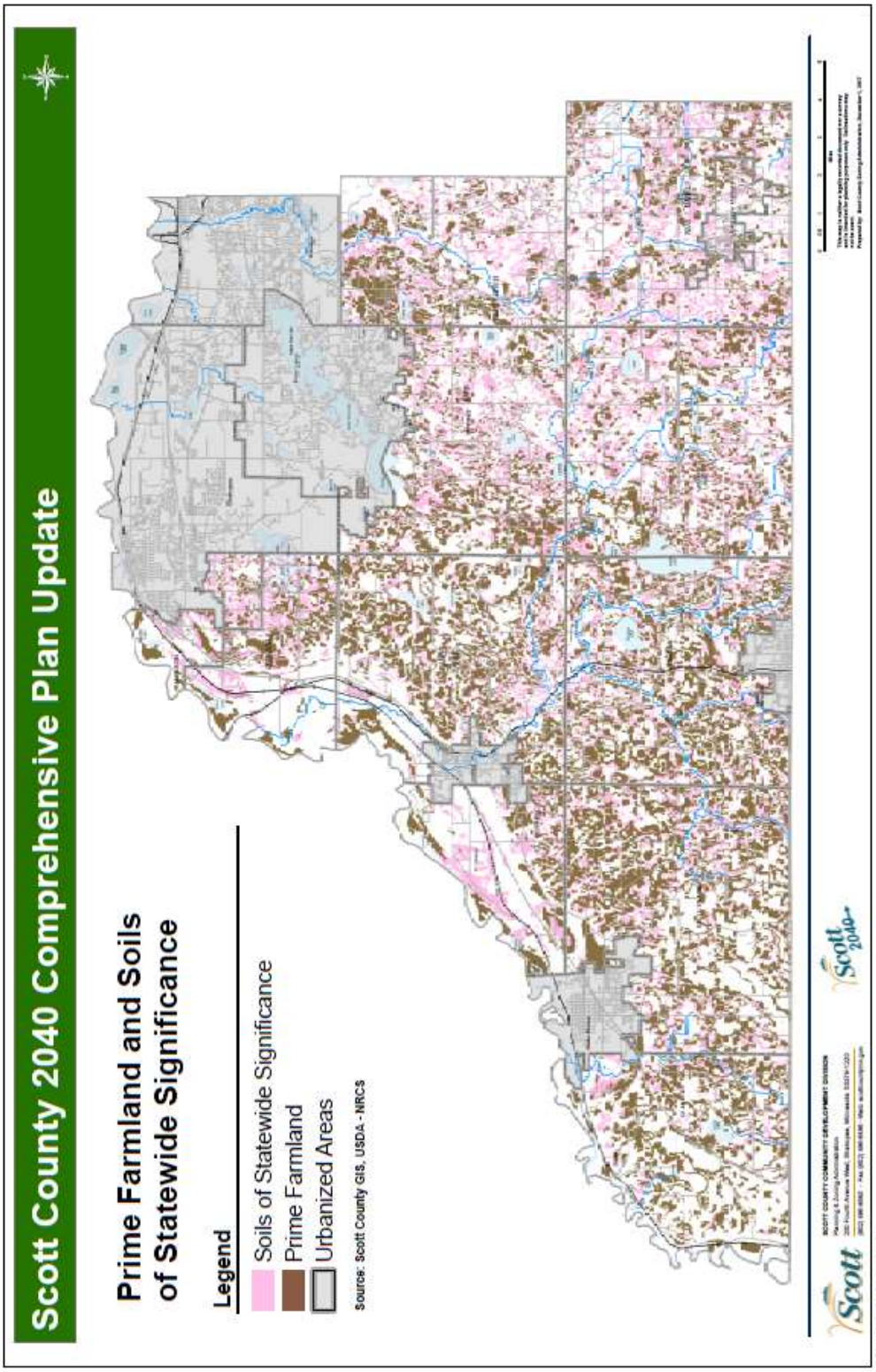


Figure VIII – 12

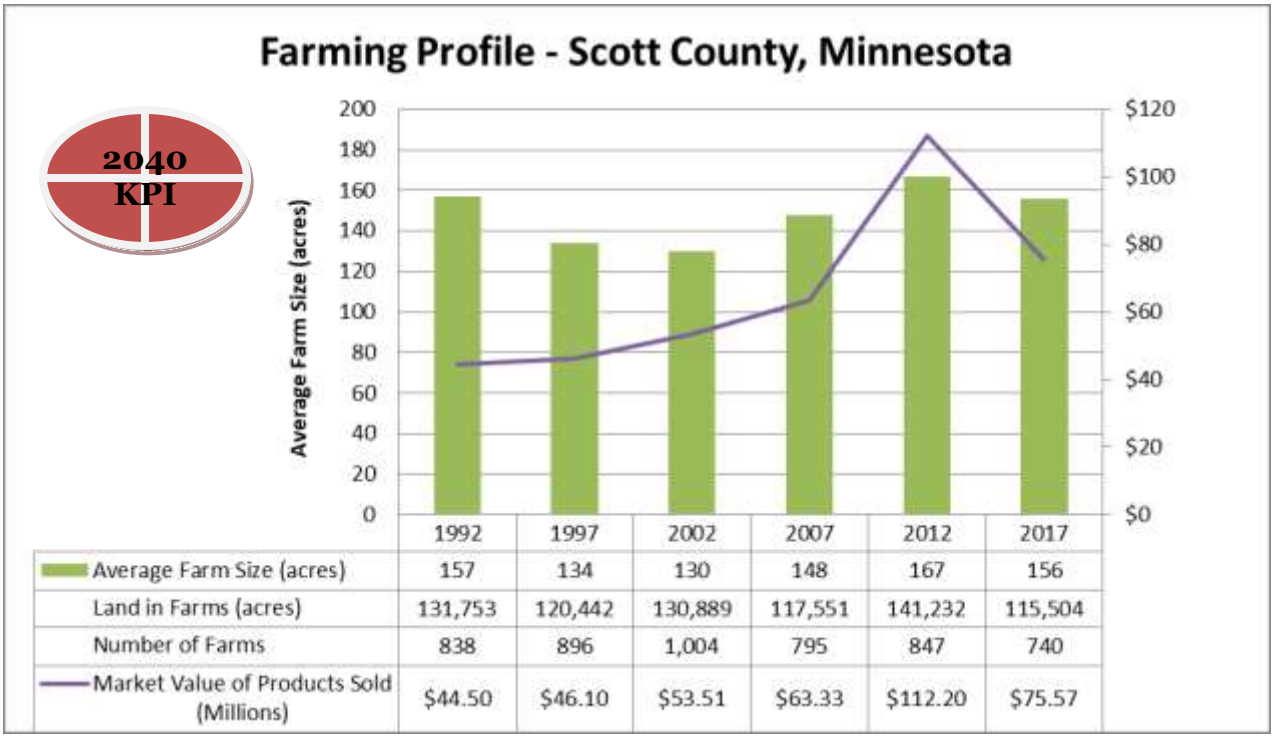


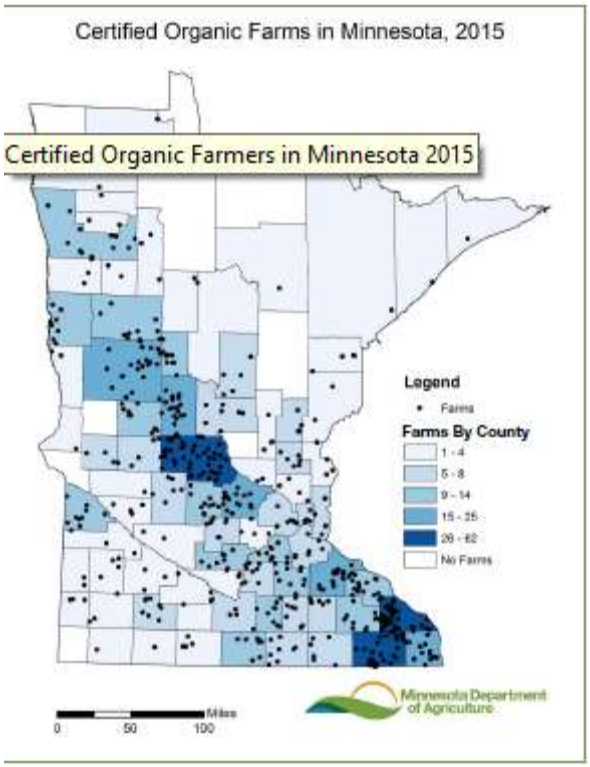
Figure VIII-13 shows the quantity of selected crops and commodities (reported as either total acreage or value of sales) produced in Scott County and how the county ranks with the other 87 counties in the state in production of those commodities. The county's ranking has remained fairly steady from 2002 to 2012 in these select categories, with the notable exception in the drop in sales of nursery, greenhouse and sod products relative to other counties in the state.

Figure VIII – 13
Scott County Notable Crops and Commodities, 2012

Crop or Commodity	Quantify	State Rank – '12	State Rank – '02
Grains, dry beans/peas	$65,460,000	62	58
Corn for grain	47,769 acres	58	53
Soybeans	37,522 acres	59	57
Hay and grass silage	12,744 acres	41	38
Fruits, tree nuts, berries	$1,107,000	4	4
Nursery, greenhouse, sod	$1,311,000	23	8
Milk from cows	$18,494,000	27	24

Source: United States Department of Agriculture (USDA) Agricultural Statistics Service

C. Organic Farming



Organic farming is a growing trend in agriculture production in Minnesota and across the nation. It uses natural-based farming practices that exclude the use of synthetic fertilizers and pesticides, livestock feed additives, and genetically modified organisms. As much as possible, organic farmers rely on crop rotation, organic manure management, crop residue, compost, and mechanical cultivation to maintain soil productivity and control pests. Organic farming practices are being used in the production of crops, meat, and dairy products and have been promoted as a way to provide a healthy, sustainable local food source.

According to the Minnesota Department of Agriculture, the number of certified organic farms in the state grew by 13% between 2011 and 2015 to an estimated 627. Nationwide, the number of organic farms grew by nearly 22% during this time period. The distribution and concentration of certified organic farms typically mirror their non-organic counterparts (see map above). Generally, there tends to be more organic dairies in the state's "dairy belt" of Sterns and neighboring counties in central Minnesota, as well as in the southeastern part of the state. Organic farms specializing in grains and oilseeds are found in the Red River valley. Near the Twin Cities – where land prices are higher – there tends to be more organic fruit and vegetable farms.

At a more local level, Figure VIII–14 lists the number of certified organic farms in Scott County and neighboring counties, as of 2017. It should be noted that there may be a number of organic or natural food farms in Scott County and neighboring that have not received USDA certification or are in the process of transitioning to organic (a process that takes three years for crop production).

Figure VIII – 14
USDA Certified Organic Farms in Scott and Surrounding Counties

County	Number of Farms (Total Acreage)
Scott	**5 (718)**
Carver	1 (62)
Dakota	3 (452)
Hennepin	1 (86)
Le Sueur	2 (350)
Rice	7 (1,720)
Sibley	2 (490)

Source: Minnesota Dept. of Ag., Organic Farm Directory, 2017

Farmland Protection Toolbox

The American Farmland Trust advocates many approaches to supporting agriculture. Scott County has adopted or promoted the approaches checked below from the ATF's farmland preservation toolbox.

- [ ] Permanent Conservation Easements
- [x] Agricultural Preservation Zoning
- [x] Cluster Zoning
- [x] Comprehensive Planning
- [ ] Purchase of Conservation Easements (PACE)
- [x] Right-To-Farm Laws
- [x] Agricultural Districts/Differential Assessment
- [x] Transfer of Development Rights (TDR)
- [ ] Urban Growth Boundaries (UGB)

According to the Minnesota Department of Agriculture's 2015 status report of organic agriculture in the state, consumer demand for organic food has grown strong in recent years due to several factors, including changing consumer attitudes about food and health, concerns about food safety, increasing availability of organic products, improvements in taste and quality, more competitive pricing for consumers, and the ability of organic and natural companies to secure investment capital. Due to this growing consumer demand, organic farming is increasingly being seen as a way to promote rural economic development and support the local economy.

A 2001 study by the Minneapolis-based Crossroads Resource Center entitled "Finding Food in Farm Country" found that the regional economy in southeastern Minnesota loses $400 million to outside sources annually through traditional farming production practices. In addition, $500 million leaves the economy through consumer purchases of non-local food products. That results in $900 million annually that could remain in the local economy through the production and purchasing of a local food supply. While similar studies have not been completed for Scott County or other metropolitan counties, a number of other Midwestern regions have been studied showing comparable results.

In addition to guiding areas for larger scale agricultural uses, Chapter V also promotes "small-parcel farms for local food production" as an appropriate use in the Agricultural Preservation Area, Urban Expansion Area, Transition Area, and Rural Residential Reserve Area land use categories. This 2040 Plan promotes these smaller scale farming operations to help provide a local food source for nearby communities and to help enrich the local economy.

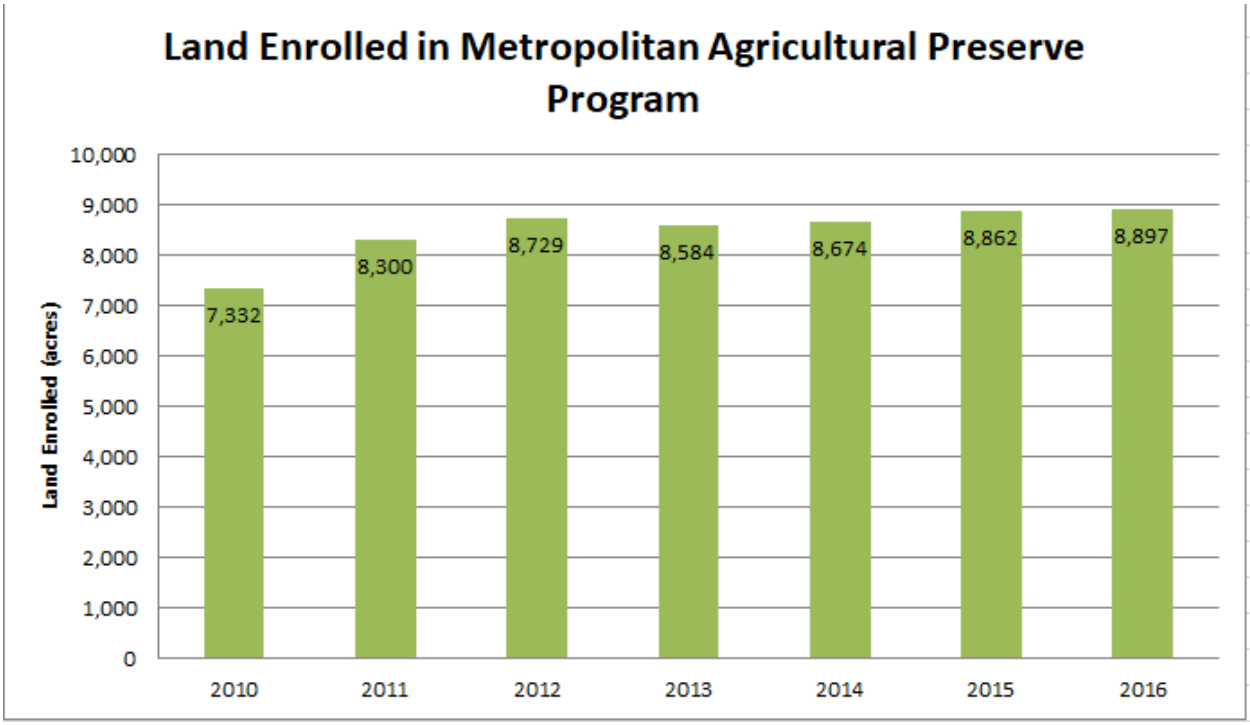
D. Agricultural Property Tax Programs

Land values in the County's unincorporated areas have increased significantly over the past decade due to regional growth pressure and housing development. This means many farmland owners have seen substantial increases in local property taxes. To help alleviate the impact of population growth, tax rate hikes, and associated property value increases, the state has established two tax break programs for farmland owners: the Metropolitan Agricultural Preserve Program and Green Acres.

In 1982, the state enacted the Metropolitan Agricultural Preserve Act. The Act is intended to: 1) preserve land for long-term agricultural use; 2) conserve soil and water resources; and 3) encourage the orderly development of rural and urban land uses. A landowner enters the program by

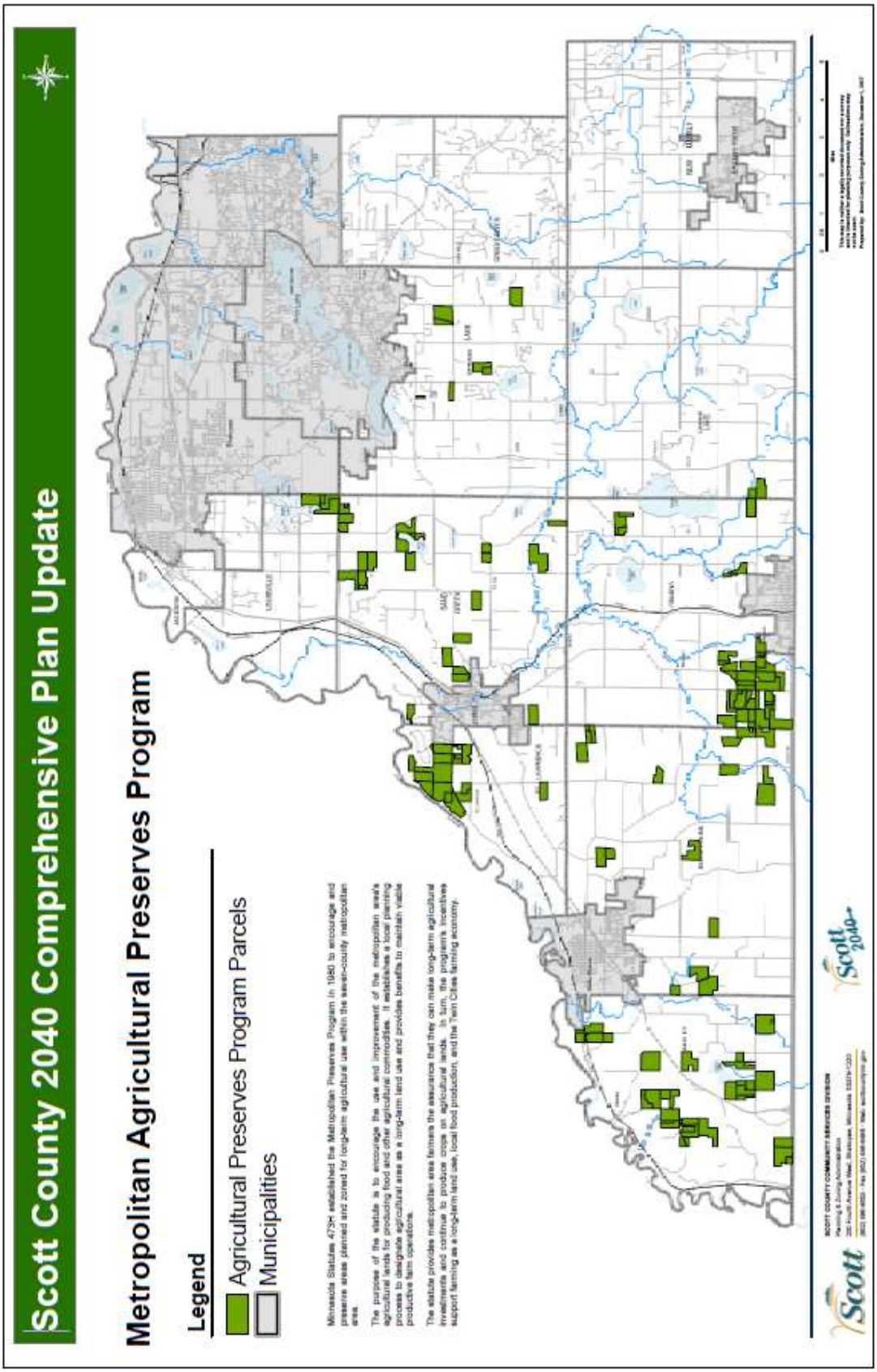
placing a restrictive covenant on the land prohibiting development. In return, the landowner gets certain benefits, including a real estate tax benefit and an agricultural based tax value of the land. Participation in the program is voluntary; however the land must remain in the program for a minimum of eight years before the restrictive covenant can be rescinded. In 2016, roughly 8,900 acres were enrolled in the Metropolitan Agricultural Preserve Program in Scott County (see map for location and Figure VIII – 15 for enrollment trends since 2000).

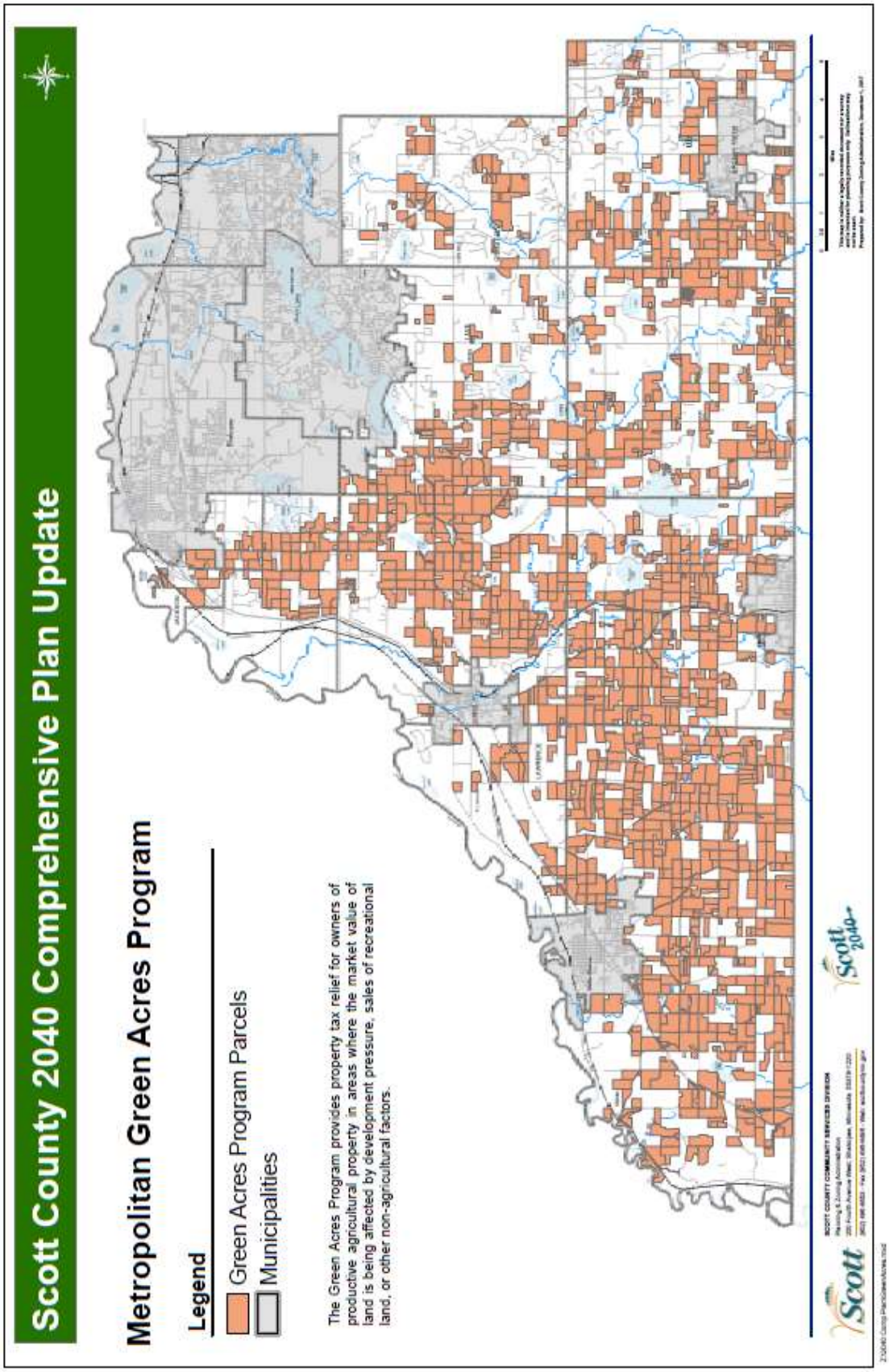
Figure VIII – 15



The Agricultural Property Tax law, commonly referred to as "Green Acres," was established by the Legislature in 1967 to help preserve farmland in areas experiencing increasing land values (due to nearby land development) by allowing qualified farmers to pay real estate taxes based upon the *agricultural* value of their land rather than the *potential* market value. Taxes are calculated on both values, but paid on the lower, agricultural value each year. The difference between the tax calculated on agricultural market value and the potential market value is deferred until the property is sold or no longer qualifies for the Green Acres program. When the property is sold or no longer qualifies, the deferred tax must be paid for a maximum of three years. In 2017, roughly 71,837 acres in Scott County were enrolled in Green Acres; down roughly 8,000 acres from a decade ago. See map for location of enrolled parcels.

In 2008, a Legislative Audit Commission reported its evaluation of the two agricultural protection programs offered by the state. Included in the report was a finding that both programs can help the shape and pace of development, but are not adequate to preserve farmland for the long-term. Agriculture is expected to remain an important part of Scott County's economy and lifestyle into 2040 and beyond. The 2040 Vision recognizes the value farming has on shaping the county's character but also identifies the need to define the long-term future of agriculture as a strategic challenge. Changing economic factors may encourage farmers to continue or expand their current operations as the demand for corn-, soy-, and grass-based fuels and natural food choices become more profitable.


Scott County 2040 Comprehensive Plan Update
Metropolitan Agricultural Preserves Program
Legend
Agricultural Preserves Program Parcels
Municipalities
Minnesota Statutes 473H established the Metropolitan Preserves Program in 1980 to encourage and preserve areas planned and zoned for long-term agricultural use within the seven-county metropolitan area.
The purpose of the statute is to encourage the use and improvement of the metropolitan area's agricultural lands for producing food and other agricultural commodities. It establishes a local planning process to designate agricultural areas as a long-term land use and provides benefits to maintain viable productive farm operations.
The statute provides metropolitan area farmers the assurance that they can make long-term agricultural investments and continue to produce crops on agricultural lands. In turn, the program's incentives support farming as a long-term land use, local food production, and the Twin Cities farming economy.
Scott
SCOTT COUNTY COMMUNITY SERVICES DIVISION
Planning & Zoning Administration
Scott 2040


Scott County 2040 Comprehensive Plan Update
Metropolitan Green Acres Program
Legend
Green Acres Program Parcels
Municipalities
The Green Acres Program provides property tax relief for owners of productive agricultural property in areas where the market value of land is being affected by development pressure, sales of recreational land, or other non-agricultural factors.
Scott
Scott 2040

WATER RESOURCE GOALS AND POLICIES

The following goals and policies are those of the Scott County Water Resources Plan which are incorporated by reference from the 2019 – 2026 Scott Watershed Management Organization Comprehensive Water Resources Management Plan. A more detailed description of each goal can be found in the 2019-2026 Scott Watershed Management Organization Comprehensive Water Resources Management Plan under Section 3 – Goals and Policies on page 3-6. How each of the goals and policies will be implemented can be found under Section 4 – Strategies, starting on page 4-1. In addition, Table 4.1 on page 4-2, provides a quick reference on which Strategies relate to each goal of the Scott Watershed Management Organization. The process for implementing is provided for in more detail in Section 5. (https://www.scottcountymn.gov/1488/Comprehensive-Water-Resource-Plan)

Goal VIII – 1: Wetland Management. To Protect and Enhance Wetland Ecosystems, and To Ensure/Encourage a Measureable Net Gain Of Wetland Functions And Acreage

Policies with respect to goal 1 include:

- Policy 1.1: Preserve Wetlands (no net loss) For Water Retention, Recharge, Soil Conservation, Wildlife Habitat, Aesthetics, and Natural Enhancement of Water Quality.
- Policy 1.2: Protect Wetlands from Impacts Caused by Stormwater Runoff
- Policy 1.3: Enhance and Restore Wetlands

Goal VIII – 2: Surface Water Quality. To Protect and Improve Surface Water Quality

Policies with respect to goal 2 include:

- Policy 2.1: Promote a Sustainable Systems of Buffers and Green Infrastructure
- Policy 2.2: Prevent Further Degradation
- Policy 2.3: Address Impaired Waters and Improve Water Quality
- Policy 2.4: Improve Understanding of Water Quality
- Policy 2.5: Coordinate with other agencies and water quality programs
- Policy 2.6: Promote Source Protection

Goal VIII – 3: To Protect Groundwater Quality and Supplies

Policies with respect to groundwater protection include:

- Policy 3.1: Preserve and protect groundwater quality and quantity
- Policy 3.2: Improve Understanding of Groundwater Resources

Goal VIII – 4: Flood Management. To protect human life, property, and surface water systems from damage caused by flood events.

Policies with respect to flood management include:

- Policy 4.1: Minimize flooding risk for and from, new and re-development, by regulating: 1) activities in the floodplain, 2) placement of structures in flood prone areas, and 3) the loss of floodplain capacity
- Policy 4.2: Manage new development and drainage alterations to prevent increases in flood flows and downstream impacts
- Policy 4.3: Promote and ensure maintenance of drainage and stormwater systems
- Policy 4.4: Minimize the risk of flooding by promoting a regional approach to stormwater management and maximizing upstream storage
- Policy 4.5: Address known regional flooding concerns and problems that have cross jurisdictional implications and /or origin
- Policy 4.6: Address local flooding concerns in Local Water Plans
- Policy 4.7: Improve understanding of flooding risks

Goal VIII – 5: Collective Action. Increase Adoption of Actions and Practices that Protect and Improve Water Resources

Policies with respect to collective action include:

- Policy 5.1: Improve understanding of both the social and biophysical systems at play locally
- Policy 5.2: Make programs locally relevant
- Policy 5.3: Engage locally
- Policy 5.4: Building strong relationship and enduring partnerships
- Policy 5.5: Learn by doing and adapt quickly

Goal VIII – 6: Optimize Public Expenditure

Specific policies related to this goal include:

- Policy 6.1: Foster on-going communication and coordination with other agencies and jurisdictions
- Policy 6.2: Promote collaborative decision making
-
- Policy 6.3: Note SWMO policy 6.3 was not adopted as it is specific to the SWMO levy

- Policy 6.4: Maintain Consistency of the county's official controls related to water resources
- Policy 6.5: Minimize Redundancy
- Policy 6.6: Use County and SWCD staff unless:
    - Partnering or contracting is more economical,
    - The needed expertise does not exist with County or SWCD staff,
    - County or SWCD staff do not have the time,
    - The effort does not involve building relationships,
    - It is a one-time effort and not a routine effort,
    - The effort does not depend on existing relationships or contracting and does not conflict with statutory responsibilities, or
    - Additional resources that would not otherwise be brought to the effort are compromised.
- Policy 6.7: Regularly Assess Programs and Progress
- Policy 6.8: Pool and share resources
- Policy 6.9: Engage Volunteers

Goal VIII – 7: Build a Resilient Landscape

Resiliency is the ability to recover from an impact or disaster. It is important for the County given the 2014 Presidential Disaster declaration, and increasing rainfall amounts and intensities. Resiliency can be built in a number of ways. Regulations can be used to make sure that homes, businesses and infrastructure are built in areas out of harm's way, or that prevent stormwater runoff from increasing and adding to problems. County policies related to this means of building resiliency are already covered under Goal 4: Flood Management, specially:

- Policy 4.1: Minimize flooding risk for and from, new and re-development, by regulating: 1) activities in the floodplain, 2) placement of structures in flood prone areas, and 3) the loss of floodplain capacity
- Policy 4.2: Manage new development and drainage alterations to prevent increases in flood flows and downstream impacts

Resiliency can also be built by managing healthy soils and diverse plant communities, and protecting and enhancing natural system functions that help moderate impacts. Goal 1: Wetland Management and Goal 2: Surface Water Quality include some policies along these lines, specifically:

- Policy 1.1: Preserve Wetlands (no net loss) For Water Retention, Recharge, Soil Conservation, Wildlife Habitat, Aesthetics, and Natural Enhancement of Water Quality.
- Policy 1.3: Enhance and Restore Wetlands

- Policy 2.1: Promote a Sustainable Systems of Buffers and Green Infrastructure

Additional policies added with this goal include:

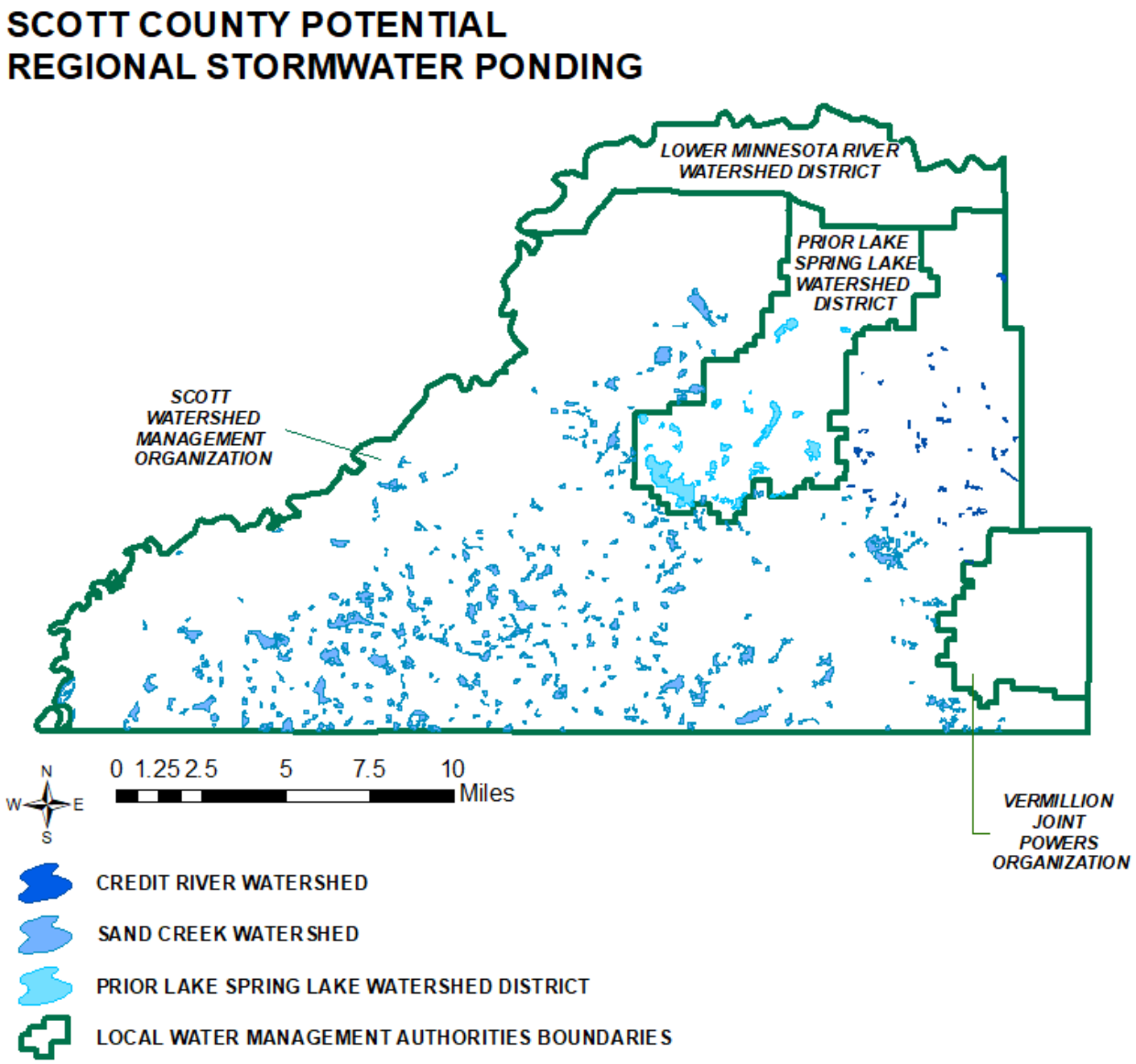
- Policy 7.1: Prioritizing the protection and improvement of soil health
- Policy 7.2: Prioritizing the establishment of year round living vegetative cover
- Policy 7.3: Maximizing vegetative diversity

Goal VIII – 8: Public Drainage. Maximize the public value of the public drainage systems

Policies related to this goal include:

- Policy 8.1: Facilitate a vision for management of selected public ditches as agricultural drainage benefits decline.

Map VIII – 18:


SCOTT COUNTY POTENTIAL
REGIONAL STORMWATER PONDING
LOWER MINNESOTA RIVER WATERSHED DISTRICT
PRIOR LAKE SPRING LAKE WATERSHED DISTRICT
SCOTT WATERSHED MANAGEMENT ORGANIZATION
VERMILLION JOINT POWERS ORGANIZATION
N
W
E
S
0 1.25 2.5 5 7.5 10
Miles
CREDIT RIVER WATERSHED
SAND CREEK WATERSHED
PRIOR LAKE SPRING LAKE WATERSHED DISTRICT
LOCAL WATER MANAGEMENT AUTHORITIES BOUNDARIES

NATURAL AREA CORRIDORS GOALS AND POLICIES

Goal #VIII-9 Encourage developments to fit the natural landscape through appropriate design and ensure the protection and enhancement of natural physical features such as floodplains, lakes, wetlands, vegetation, hydric soils, and steep slopes.

a. Encourage artificially drained hydric soils to revert to natural conditions and the restoration of wetlands using the Public Value Incentive Program.

b. Development on slopes identified as potential problem areas due to erosion or slope stability concerns shall be restricted or prohibited. Methods of controlling erosion or unstable slopes shall be indicated on all development requests.

c. Promote the use of native grasses, forbes, shrubs, and trees in development site restoration.

d. Establish compatible land use patterns that relate to the county's environmental features.

e. Promote the preservation of natural vegetation including prairies, woodlands, and wetlands as a design consideration for new subdivisions and developments and encourage preservation of high quality natural areas using the Public Value Incentive Program.

f. Require that all building permits and subdivisions comply with Minnesota Department of Natural Resources floodplain standards and shoreland statutes.

g. Promote restoration and utilization of natural storm water storage areas for wildlife, aesthetics, and storm water management.

h. Require natural vegetative buffer areas along all bluffs, lakes, wetlands, creeks, and drainageways.

a. Promote restoration of upland and wetland areas (see also Goal #VIII-2 for wetland restoration and protection.

Goal#VIII-10 Protect environmentally sensitive areas characterized by hydric soils, steep slopes, tree massing, wetlands, lakes, floodplains, and shorelands from degradation.

a. Use the Natural Area Corridors map of high and medium priority natural resource areas for guiding land use development decisions.

b. Require developers to identify environmentally sensitive natural resources, which may be impacted by their development.

c. Promote the use of concentrated and cluster development concepts to encourage protection of natural features and prime agricultural land.

d. Ensure the proper protection and preserve high priority environmentally sensitive areas to ensure long-term protection using a suite of tools, from the Public Value Incentive Program to acquisition of conservation easements from willing landowners.

e. Promote the protection and management of woodland resources.

f. Coordinate with and promote programs by the Scott SWCD and watershed organizations that protect environmentally sensitive areas.

g. Follow the bluff protection standards established by the SWMO and the LMRWD.

Goal#VIII-11 Establish natural resource corridors that link and protect natural open spaces and environmentally sensitive areas, to retain the rural character of Scott County and provide for wildlife corridors.

a. Provide incentives through the Public Value Incentive Program for developments to preserve natural resource areas (common areas, conservation easements, or part of lots) to serve as open space, natural environment areas, and to define rural residential areas.

b. Coordinate with townships, cities, Three Rivers Park District, Watershed Management Organizations, Scott SWCD and DNR to acquire and manage high value natural resources that serve as open space, natural environment areas, and help define rural residential areas.

Goal#VIII-12 Increase the awareness of the value and importance of natural resources, their protection, restoration, and stewardship.

a. Inform landowners on the proper application and rates of herbicides, pesticides, and phosphorous fertilizers on lawns to prevent runoff to wetland areas and to prevent contamination of ground water and surface water resources.

b. Inform landowners on the control of invasive/exotic plant species in lakes, greenways, and natural areas and open spaces.

c. Implement a volunteer program for open space maintenance and citizen stewardship activities.

d. Inform landowners on the importance of habitat and natural communities management (e.g., lakescaping for wildlife and water quality, stream riparian vegetation management, woodland management, and prairie management).

e. To reduce public cost, support natural resource protection alternatives available through conservation organizations and natural environment programs.

f. Provide technical assistance for landowners interested in natural resources stewardship.

g. Support the Scott Clean Water Education Program (SCWEP) by the Scott SWCD.

Goal#VIII-13 Work to establish a regionally-focused land use and transportation planning process that will ensure the preservation and management of both "green infrastructure" (i.e., Natural Area Corridors) and "gray infrastructure" (i.e., highways, bridges).

a. Promote a seamless transportation and greenway system encompassing trails, transitways, and all functional classes of roadways.

b. Consider Natural Area Corridors in the placement, design, and construction of transportation infrastructure.

c. Coordinate with the Scott SWCD and SWMO to create wetland banks and prioritize local replacement.

AGRICULTURAL RESOURCE GOALS AND POLICIES

Goal #VIII-14 Protect and preserve agricultural uses and the economic viability of farming operations.

a. The preservation of agricultural uses and operating farms within the agricultural areas shall be a priority in all planning and development decisions. Coordinate with the U of M Extension Service where appropriate.
Reason: Maintaining expansive farming areas is an important element of the County's 2040 Vision. Prime agricultural land is a resource that should be protected at a priority reflective of its relative benefit to society.

b. Limit residential development in the areas planned for long-term agriculture to very low densities that preserve the majority of the land for agricultural purposes.
Reason: Residential development in long-term agricultural areas should be limited due to the importance of agriculture on the local economy and the lack of necessary infrastructure to handle new growth.

c. Support local, state, and federal programs designed to assist farming operations, support conservation and natural resource management programs, and provide educational and public informational services. These programs include enrollment in the Agricultural Preserves and Green Acres programs.
Reason: Agriculture is a local industry that provides jobs and taxes for residents. Conservation programs protect natural and water resources that enable agriculture to be sustainable.

d. Promote a locally-based food production system by preserving small lot farms used for fruit and vegetable production; supporting public institutions in purchasing food grown within the County; assisting in improving connections between local food producers and consumers; and assisting local governments in developing strategies that will promote a locally-based food production system.

e. Periodically engage a farmer advisory group to form recommendations regarding maintaining the viability of farming and preserving farmland in Scott County. The group should consist of farmers from a variety of farming operations within Scott County.
Reason: Receiving input from the farmer advisory group will help position the County to develop and implement policies that support farmers and their farming operations to ensure agriculture remains a viable industry.

Goal #VIII-15 Encourage agricultural land uses to operate in a manner that is consistent with this Plan's goals and policies for water and natural resources and parks, trails, and open space.

a. Agricultural land uses should be encouraged to utilize best management practices and observe conservation practices that prevent erosion and preserve natural resources.
Reason: Agriculture is an intensive land use because it has the potential for significant impacts on storm water conveyance systems, ground water resources and air quality. Agriculture is a necessary land use for society but can be accomplished with reduced adverse impacts by adhering to recognized best management practices. Failure to do so can destroy the long-term productivity of the land and contaminate ground water resources for future generations, resulting in flooding, erosion problems, and air pollution.

b. New or expanding feedlots resulting in over 500 animal units or more shall be regulated to minimize impacts on existing residences and the environment.
Reason: Large feedlots present the potential for greater impacts to the environment than traditional smaller labor intensive operations. Feedlots and resulting manure management present increased concerns for ground water protection, air quality, storm water runoff, insect control, and public health. These intensive land uses should be controlled to prevent adverse impacts that are detrimental to society and the long-term economy of the area.

c. Explore opportunities through the University of Minnesota's Resilient Communities Program or similar student-led research programs to address items such as identifying methods to diversifying agricultural land with perennial crops.

d. Coordinate with Scott SWCD and the watershed management organizations to provide technical and financial assistance to assist landowners and farmers with protecting and improving the health of their soils, and protect their land from excessive erosion.

Goal #VIII-16 Protect active farming operations from the encroachment of conflicting residential land uses through the use of clustering.

a. Clustering of residential development shall be limited to areas where it can be demonstrated that it does not conflict with agricultural uses.
Reason: Clustering of residential uses into areas, which are less productive and which do not conflict with the primary land use, provides for some economic support to farmers who have land less suitable for farming. It also provides a residential living option to satisfy this relatively small market need.

Goal #VIII-17 Support the protection of farming from nuisance violations when conflicts between agricultural uses and residential development occur.

a. When nuisance complaints and conflicts occur between agricultural practices and land uses, agriculture—because of its long and vital economic benefits and historical roots—will be considered to be the prevailing land use.
Reason: Farming remains a vital industry in parts of central and southwestern Scott County. While growth continues in the unincorporated areas, responses from previous planning surveys indicated residents support the longevity of agricultural practices and protection of farmers' rights from new developments.

b. Encourage townships to adopt Right-to-Farm ordinances based on state regulations. Nuisance violations related to non-agricultural operations shall not be protected by Right-to-Farm ordinances.
Reason: To protect farmers from nuisance complaints and help sustain agricultural uses, Right-to-Farm ordinances have been established throughout the state and nation. These ordinances prevent neighboring property owners from filing nuisance complaints based on conventional agricultural operations.

AGGREGATE RESOURCE GOALS AND POLICIES

Goal #VIII-18 Preserve and protect non-metallic mineral deposits.

a. Identify significant deposits of aggregate materials (includes sand, gravel, silica sand, crushed rock and limestone), and where appropriate, consider preservation and protection for future access and resource-based activities that provide for a diverse, regional, and sustainable economy and environment.

b. Aggregate mining shall be allowed as an interim land use as appropriate within the zoning districts established in the County Zoning Ordinance. Extraction shall follow strict standards for operations and end use reclamation that provides compatibility with nearby land uses and leaves at least 25% to 50% of the net developable acreage of the property under mining permit in a condition that allows for future extension of roads and/or utilities to develop the aggregate mining site for tax-generating land uses typical of those within the zoning district in which the site is located. Not all properties have the same potential for development prior to issuance of an Interim Use Permit due to environmental, natural resource, soil and bedrock conditions for each particular site, so an analysis of the potential for development for each property prior to any Interim Use Permit being prepared is necessary to determine the amount of acreage that should be reclaimed for future development.
Reason: Aggregate resources are needed by society. Gravel removal operations are generally compatible land uses in industrial and rural areas. However, mining should be looked at as an interim use rather than an end use of the land. End uses should be compatible with surrounding land uses and in conformance with the comprehensive plan.

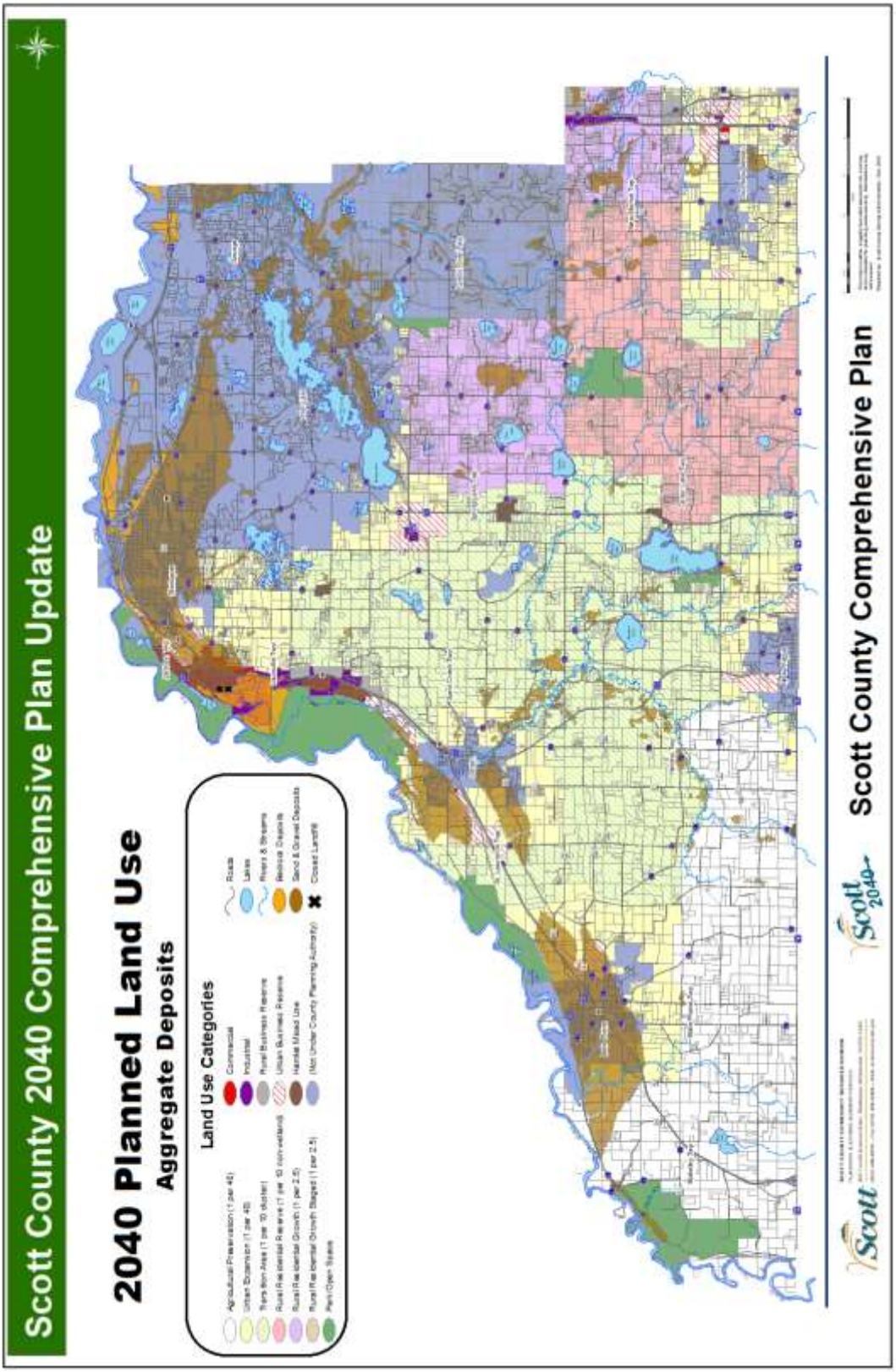
c. The siting and operation of aggregate mining operations shall consider compatibility with adjoining and planned land uses and mitigation measures to reduce nuisance concerns such as noise, dust, hours of operation, and traffic.

e. Restrict portable concrete/asphalt plants to permitted aggregate mining operations.
Reason: Temporary concrete and asphalt plants present land use concerns similar to aggregate mining operations and are associated with aggregate mining in areas where road construction is occurring sufficiently to sustain their viability.

f. Encourage aggregate resources to be extracted prior to development of an aggregate-rich site.
Reason: Due to increasing demand and shrinking supply of construction grade resources, aggregates should be removed from a site before development occurs.

g. If the proposed end land use of the aggregate mining site is for natural area conservation of wildlife protection or if it is determined that a proposed end use for development is unlikely for a given property, requirements in the mining permit should be put in place to ensure ecological enhancement and long-term financial stewardship of the land to sustain the environmental value of the property.

Map VIII – 19: Planned Land Use with Aggregate Deposit Overlay



CHAPTER IX - HOUSING

Scott County has a direct influence on shelter and housing policy and planning by: administering the state building code in the townships; guiding and zoning housing types, densities and living arrangements in the townships; and partnering with the Scott County CDA, cities and townships on housing advocacy and planning. This section focuses on providing a variety of housing choices that accommodate both rural and urban lifestyles. In Scott County, the cities provide a range of housing types, from single-family small lot homes to mixed-use residential units. The townships offer rural living, incorporating cluster developments and agricultural backdrops with spacious natural resource areas. The range of housing types within Scott County creates a large spectrum of affordability for its residents. This Plan analyzes the existing housing stock, projects housing needs, and outlines resources and strategies to support residents to the year 2040.

EXISTING HOUSING CONDITIONS

To plan for future housing needs, this Plan starts with an overview of some key housing conditions in the county – as a whole and in the 11 townships (see Figures IX-1A and 1B).

Figure IX-1A: Existing Housing Conditions (2016)

Category	Countywide
Total number of housing units (2016)	50,678
Total number of households (2016)	48,789
Affordability	
# of HU affordable to households with incomes at or below 30% AMI	1,944
# of HU affordable to households with incomes between 31% - 50% AMI	6,486
#of HU affordable to households with incomes between 51% - 80% AMI	18,779
Tenure	
Number of owner-occupied units	40,819
Number of renter-occupied units	9,859
Type of Housing Structure	
Number of single-family homes	43,552
Number of multi-family homes	6,381
Number of Manufactured Homes	726
Publicly Subsidized Units	
All publicly subsidized units	1,195
Publicly subsidized senior units	97
Publicly subsidized units for people with disabilities	66
Publicly subsidized units: all others	1,032

Housing Cost Burdened Households	**Countywide**
Income at or below 30% of AMI	3,964
Income 31% to 50% AMI	2,077
Income 51% to 80% AMI	3,533

Source: Metropolitan Council, March 2018

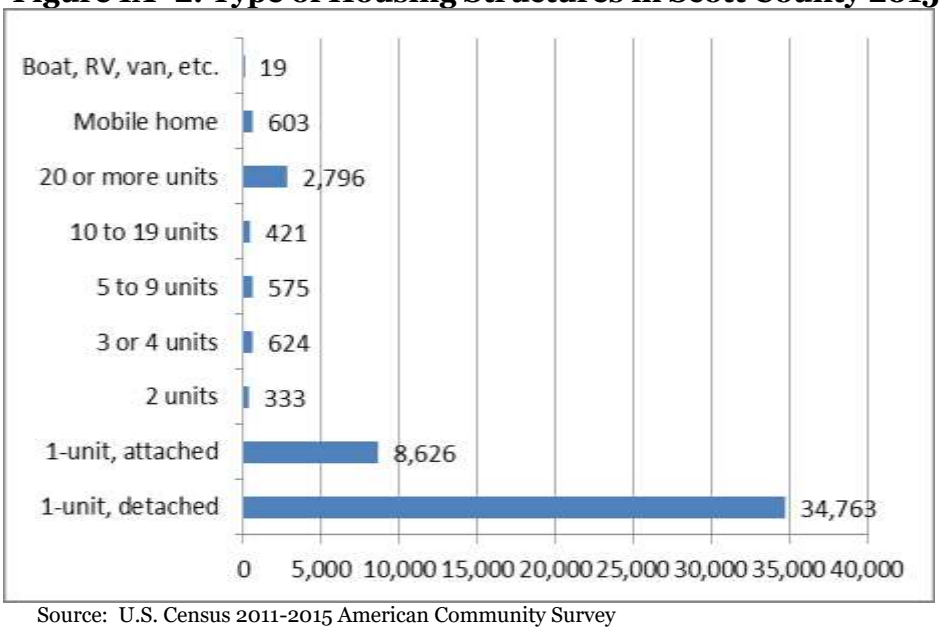
Figure IX-1B: Existing Housing Conditions, By Township

Category	Total number of housing units (2015)	# of HU affordable to households with incomes at or below 30% AMI	# of HU affordable to households with incomes between 31% - 50% AMI	#of HU affordable to households with incomes between 51% - 80% AMI	Number of owner-occupied units	Number of renter-occupied units	Number of single-family homes	Number of multi-family homes	Number of Manufactured Homes	Housing Cost Burdended , Income at or below 30% of AMI	Housing Cost Burdened Income 31-50% of AMI	Housing Cost Burdened, Income 51-80% of AMI
Blakely Township	180	20	24	28	159	21	180	-	-	11	18	8
Belle Plaine Township	331	3	35	41	298	33	328	3	-	21	17	22
Cedar Lake Township	1,014	31	24	82	951	63	1,014	-	-	34	26	51
Credit River Township	1,795	4	34	379	1,729	66	1,760	35	-	-	9	37
Helena Township	606	6	25	143	552	54	601	5	-	19	17	22
Jackson township	511	257	27	54	437	74	218	8	285	28	24	25
Louisville Township	462	34	19	104	421	41	424	6	32	25	22	36
New Market Township	1,220	9	3	154	1,136	84	1,215	5	-	41	64	70
Sand Creek Township	583	17	52	94	482	101	565	18	-	40	13	18
Spring Lake Township	1,305	14	6	93	1,291	14	1,305	-	-	47	14	56
St. Lawrence Township	170	7	1	26	163	7	167	3	-	4	7	17
Total	8,177	402	250	1,198	7,619	558	7,777	83	317	270	231	362

Source: Metropolitan Council, 2017

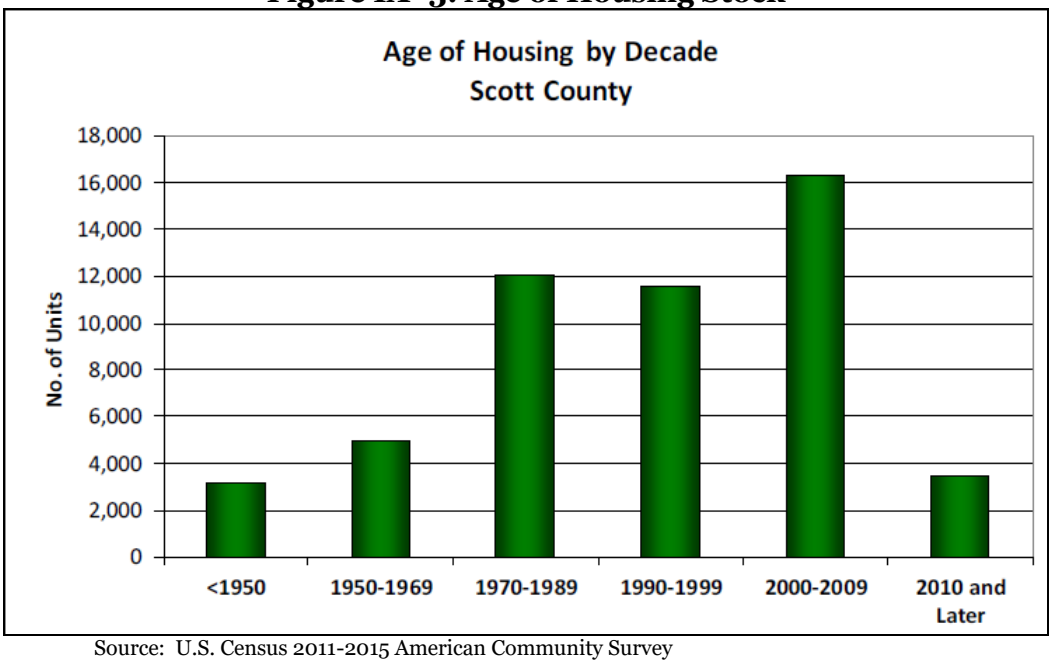
A vast majority (89%) of Scott County's housing stock is comprised of one-unit attached and detached units (see Figure IX-2). As depicted in Figure IX-3, Scott County's housing stock is relatively new with over 1/3 of the housing stock constructed since 2000.

Figure IX- 2: Type of Housing Structures in Scott County 2015



Source: U.S. Census 2011-2015 American Community Survey

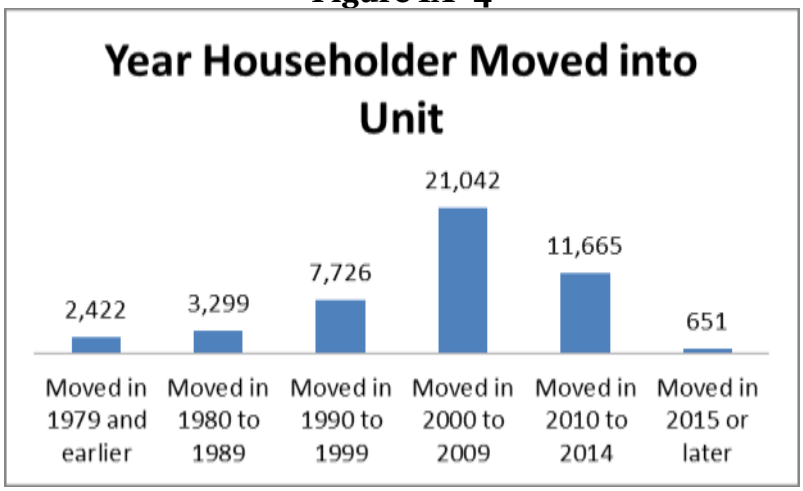
Figure IX- 3: Age of Housing Stock



Source: U.S. Census 2011-2015 American Community Survey

Nearly one-fourth of Scott County residents reported moving into their housing unit since 2010. The majority of residents moved into their units from 2000 to 2009, which coincides with the timeframe in which most new housing units were constructed.

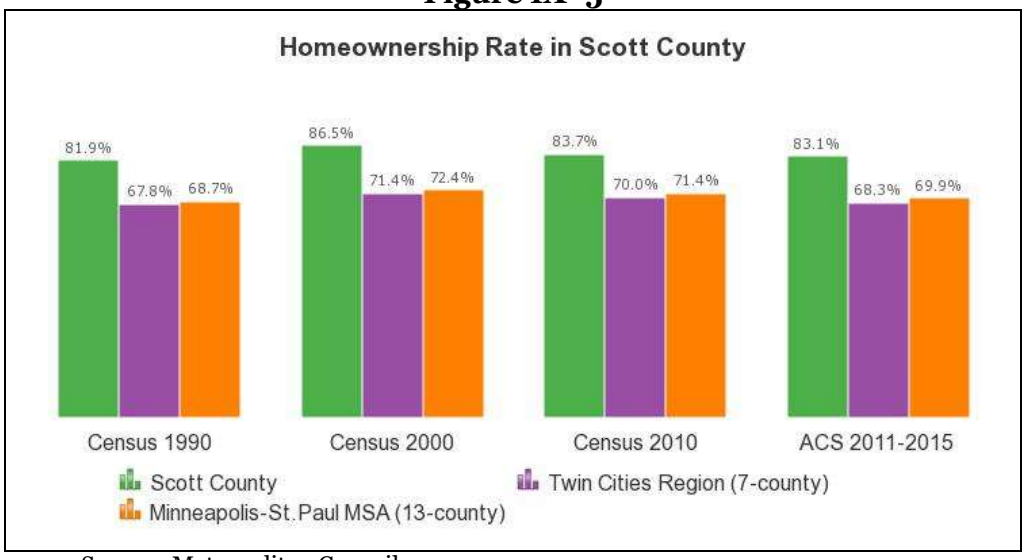
Figure IX- 4



Source: U.S. Census 2011-2015 American Community Survey

Scott County's homeownership rate is high when compared to the Twin Cities (7-county) area and the Minneapolis-St. Paul MSA (13-county) area. While homeownership rates have declined approximately 3% to 4% over the past 15 years, it still remains nearly 15% higher than the Twin Cities region. See Figure IX-5 for homeownership rate comparisons over the past 25 years.

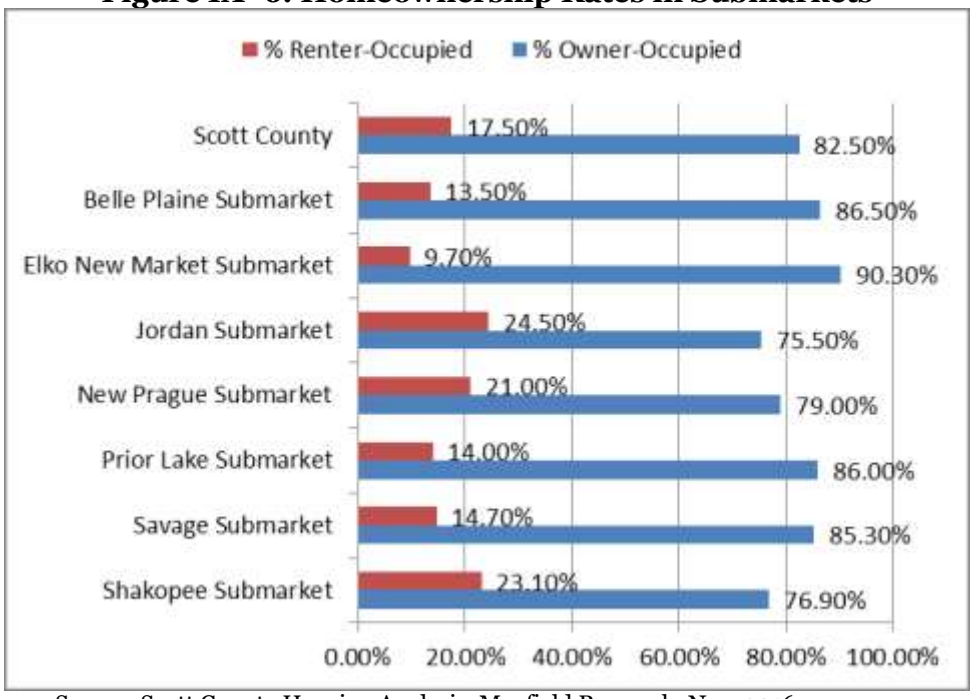
Figure IX- 5



Source: Metropolitan Council

Within Scott County, the highest home-ownership rates exist within the Elko New Market, Belle Plaine and Prior Lake submarkets (see Figure IX-6). The highest renter-occupied households are within the cities of Jordan, Shakopee and New Prague, in which over 20% of their households are rental units.

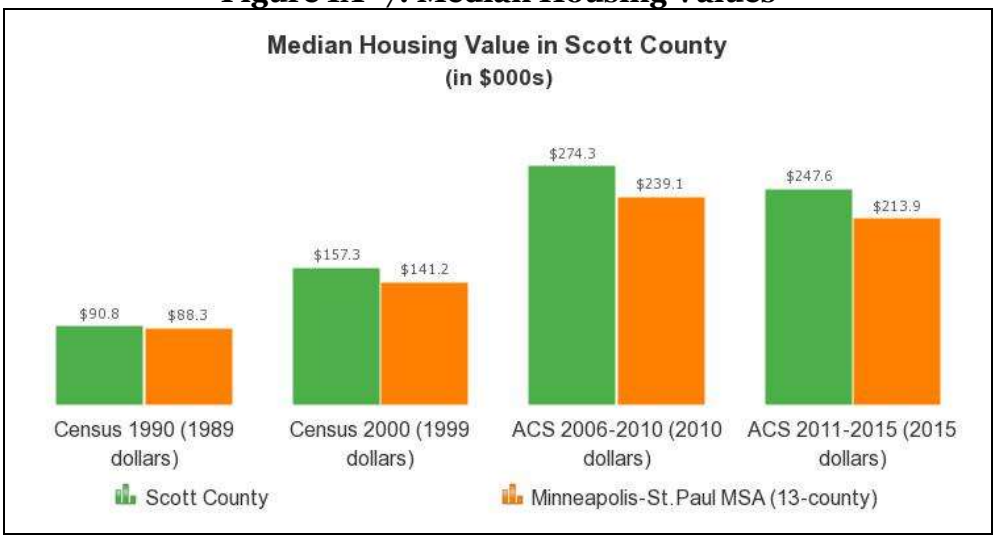
Figure IX- 6: Homeownership Rates in Submarkets



Source: Scott County Housing Analysis, Maxfield Research. Nov. 2016

The median value of owner-occupied housing units in 2015 in Scott County was $247,600 or 33% higher than the State median housing value of $186,200 and 16% higher than the median value in the Minneapolis-St. Paul MSA (13-county area). The higher value of housing corresponds with a higher median income. Figure IX-7 below illustrates the change in the median value of homes over the past 25 years in Scott County and the Minneapolis-St. Paul MSA (13-county area). Values increased significantly from 2000 to 2010, with a decline over the past five years due to the recession.

Figure IX- 7: Median Housing Values



Source: Metropolitan Council

Recent home sales in Scott County indicate the most homes sold were in the $300,000 to $499,999 range. Figure IX-8 below indicates 46% or 1,121 of the 2,448 homes sold were over

$250,000, while 54% or 1,327 homes were sold for under $250,000, providing options in all market value categories.

Figure IX- 8: Existing Homes Sales in 2015

Source: Metropolitan Council, 2016

According to the Minneapolis Area Association of Realtors, the median sales price for homes in Scott County was $257,000 or 10.8% higher than the Twin Cities home sales, in 2016. The information below illustrates the locations of sales, within Scott County municipalities, with their median sales price and number of home sold.

Figure IX-9

Median Home Sale Price (12/31/16)

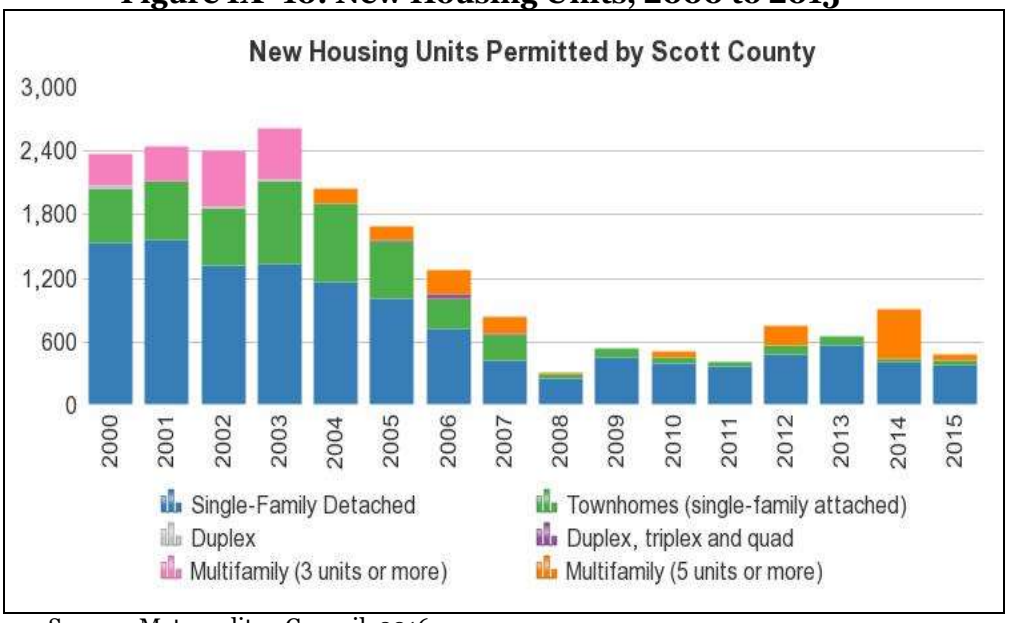
- **Scott County** **$257,000**
- Prior Lake $294,500 (639 sales)
- Savage $265,000 (645 sales)
- Shakopee $222,000 (817 sales)
- Belle Plaine $207,050 (180 sales)
- Elko New Market $305,000 (101 sales)
- Jordan $255,000 (115 sales)
- New Prague $250,000 (185 sales)
- **Twin Cities** **$232,000**

Source: Minneapolis Area Association of Realtors, Local Market Updates, Dec. 2016

New housing starts were strong between 2000 and 2003, but then declined from 2004 to 2008 due to the recession (see Figure IX-10). In 2014, more multi-family units were

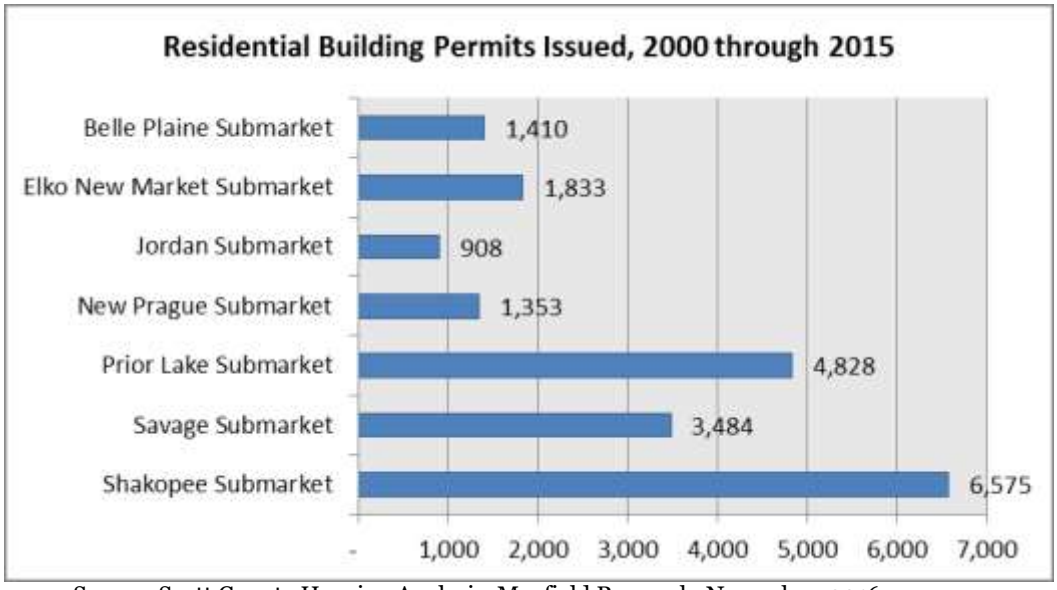
constructed than single-family detached units for the first time in over 15 years. Communities in Scott County are experiencing increased housing starts in 2017 as the economy recovers and new lots are platted. Most new residential growth, between 2000 and 2015, occurred in the Shakopee, Prior Lake and Savage submarkets (see Figure IX-11).

Figure IX- 10: New Housing Units, 2000 to 2015



Source: Metropolitan Council, 2016

Figure IX- 11: Residential Building Trends by Submarket

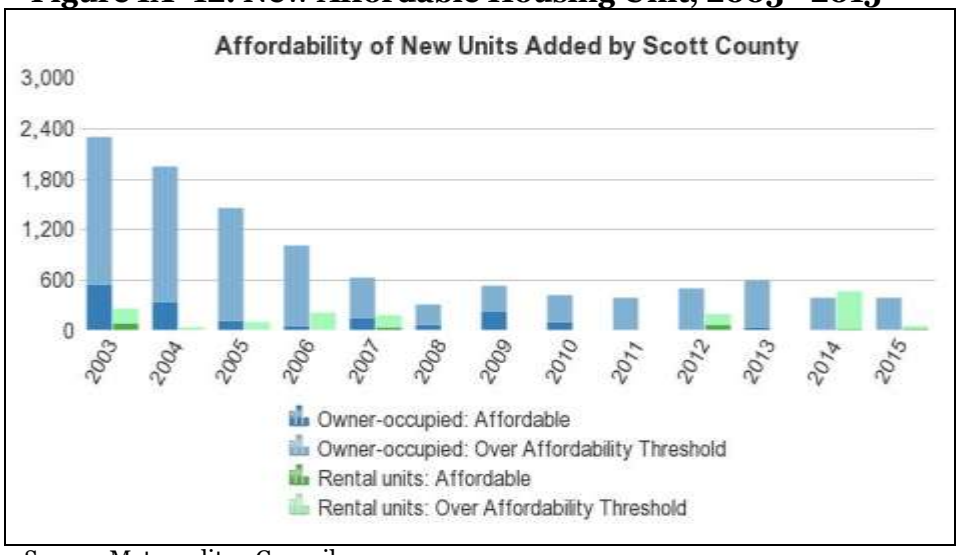


Source: Scott County Housing Analysis, Maxfield Research, November, 2016

According to Metropolitan Council reports, a majority of the new units which are being constructed are over the affordability threshold, or require over 30% of the householder's

income for housing costs (see Figure IX-12). This includes both owner-occupied and renter-occupied housing units.

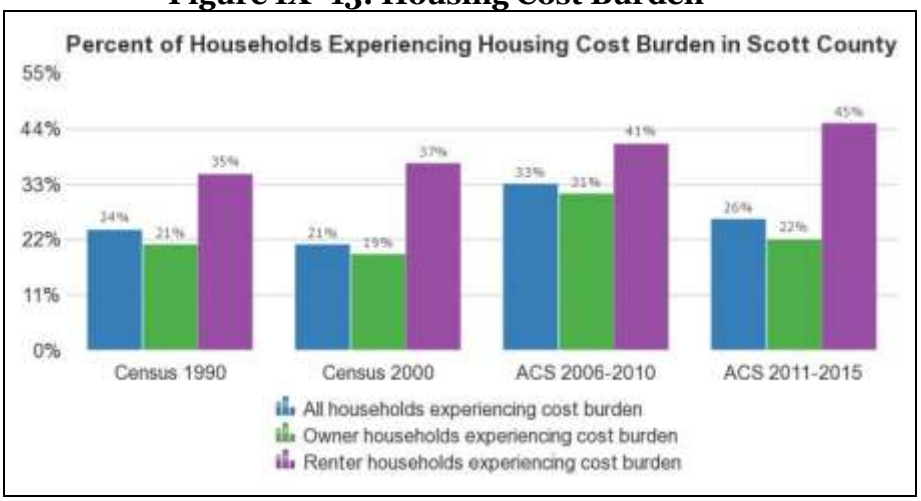
Figure IX- 12: New Affordable Housing Unit, 2003 - 2015



Source: Metropolitan Council

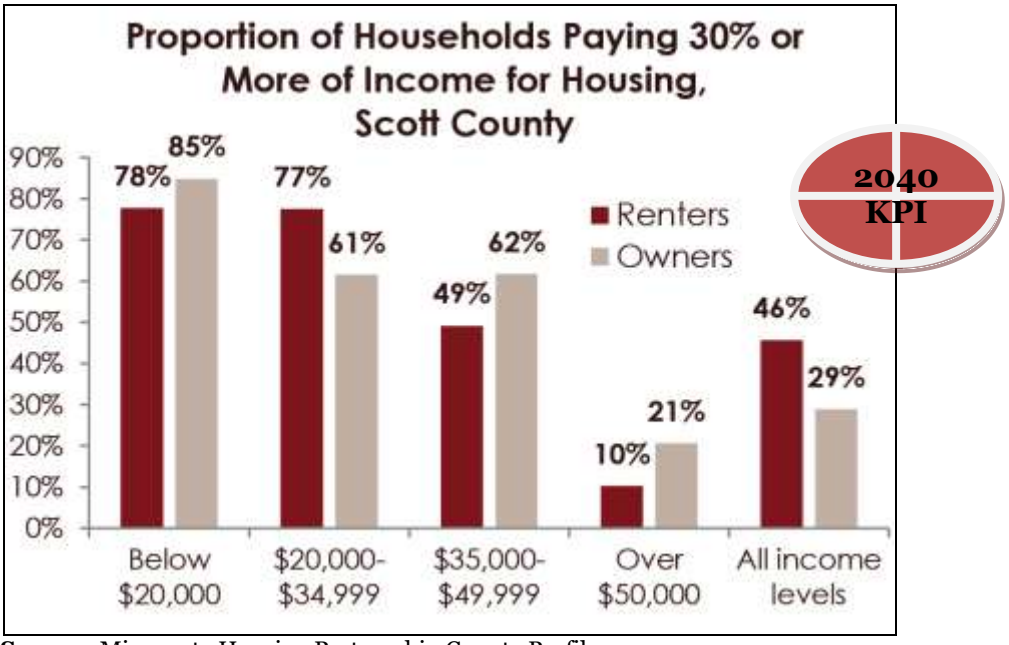
The median household income in Scott County in 2015 was $87,794. The median monthly housing costs for Scott County were $1,494. Monthly housing cost for homeowners with a mortgage was $1,829. Homeowners without a mortgage had a median monthly housing cost of $530 and renters had a median monthly housing cost of $1,024. As illustrated in Figure IX-13, 45.5% of renters were spending 30% or more of their household income on housing costs, indicating a Housing Cost Burden. The percent of renter households experiencing a cost burden has been steadily increasing over the past 25 years. Of homeowners, nearly one-fourth of those with a mortgage, in 2015, were experiencing a Housing Cost Burden. The percent of owner households experiencing cost burdens for housing costs remained fairly steady over the past 25 years, with the exception of 2006-2010, during the recession, when rates rose to 31%.

Figure IX- 13: Housing Cost Burden



Source: Metropolitan Council, 2016

The following graph identifies the cost burden for housing costs in Scott County, by householder's income. As expected, a significantly higher percent of households with annual incomes under $50,000 experienced cost burdens for housing than those with incomes over $50,000. The percent of renter and owner-occupied households, at various income levels, that are paying over 30% of their income on housing is illustrated below.



Source: Minnesota Housing Partnership County Profile.

The Department of Housing and Urban Development provides income guidelines from households of various sizes and incomes. Figure IX-14 shows the "Levels of Affordability" for the Twin Cities Region, 2016. The median sales price for homes in Scott County, in 2016, was $257,000. This would not be considered "affordable" for households below 80% of the Twin Cities Area Median Income.

Figure IX-14
Levels of Affordability Twin Cities Region, 2016, HUD

Household Size:	Extremely Low Income (30% of AMI)	Very Low Income (50% of AMI)	Low Income (80% of AMI)
One-person	$18,050	$30,050	$46,000
Two-person	$20,600	$34,350	$52,600
Three-person	$23,200	$38,650	$59,150
Four-person	$25,750	$42,900	$65,700
Five-person	$28,440	$46,350	$71,000
Six-person	$32,580	$49,800	$76,250
Seven-person	$36,730	$53,200	$81,500
Eight-person	$40,890	$56,650	$86,750

Affordable Purchase Prices

	30% of AMI	50% of AMI	80% of AMI
Affordable purchase price (2016)	$82,500	$148,000	$235,000
Affordable purchase price (2015)	$84,500	$151,500	$238,500
Affordable purchase price (2014)	$73,500	$132,000	$211,500

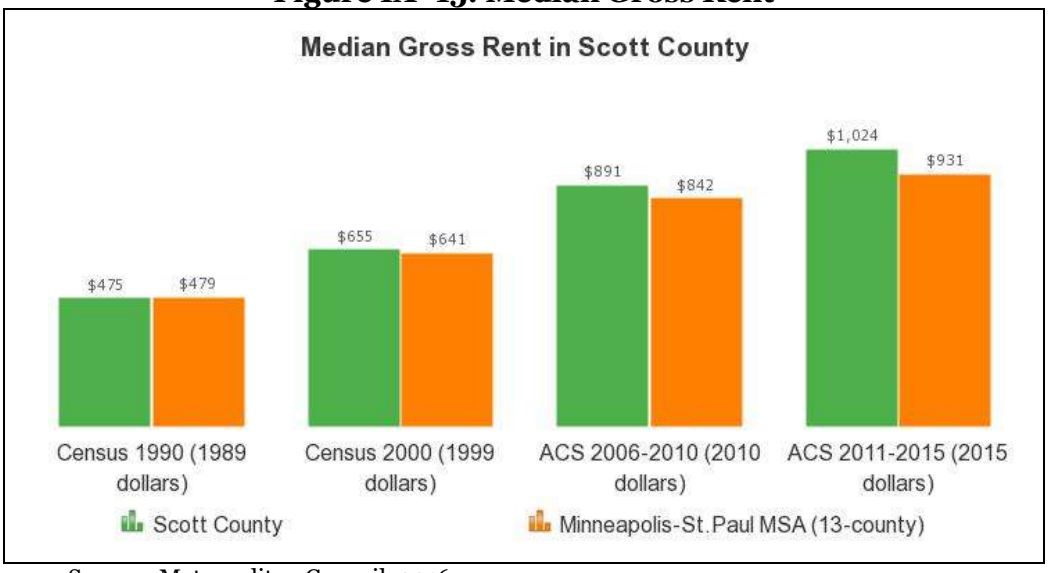
Affordable Rent

Number of bedrooms:	Affordable rent (including utilities) at 30% of AMI	Affordable rent (including utilities) at 50% of AMI	Affordable rent (including utilities) at 80% of AMI
Studio	$450	$751	$1,201
1-BR	$483	$805	$1,288
2-BR	$579	$966	$1,545
3-BR	$669	$1,115	$1,784
4-BR	$747	$1,245	$1,992

Source: Department of Housing and Urban Development, 2016

As depicted on Figure IX-15, the median gross rent within Scott County is approximately 10% higher than the 13-County Metropolitan Area. The median rent of $1,024 is considered "affordable" for households at or above 80% of the Area Median Income (AMI) but non-affordable for families at or below 50% of the AMI.

Figure IX- 15: Median Gross Rent



Source: Metropolitan Council, 2016

According to the U.S. Census, owner-occupied housing is available in all market value categories for Scott County residents. The data indicates 31.9% of the housing units are valued under $200,000, 33.6% are valued between $200,000 and $299,999 and 34.5% are valued over $300,000. Figure IX-16 below illustrates the market value of housing by community. Housing values vary by community, with generally a higher percent of housing valued over $300,000 in the townships than in the cities.

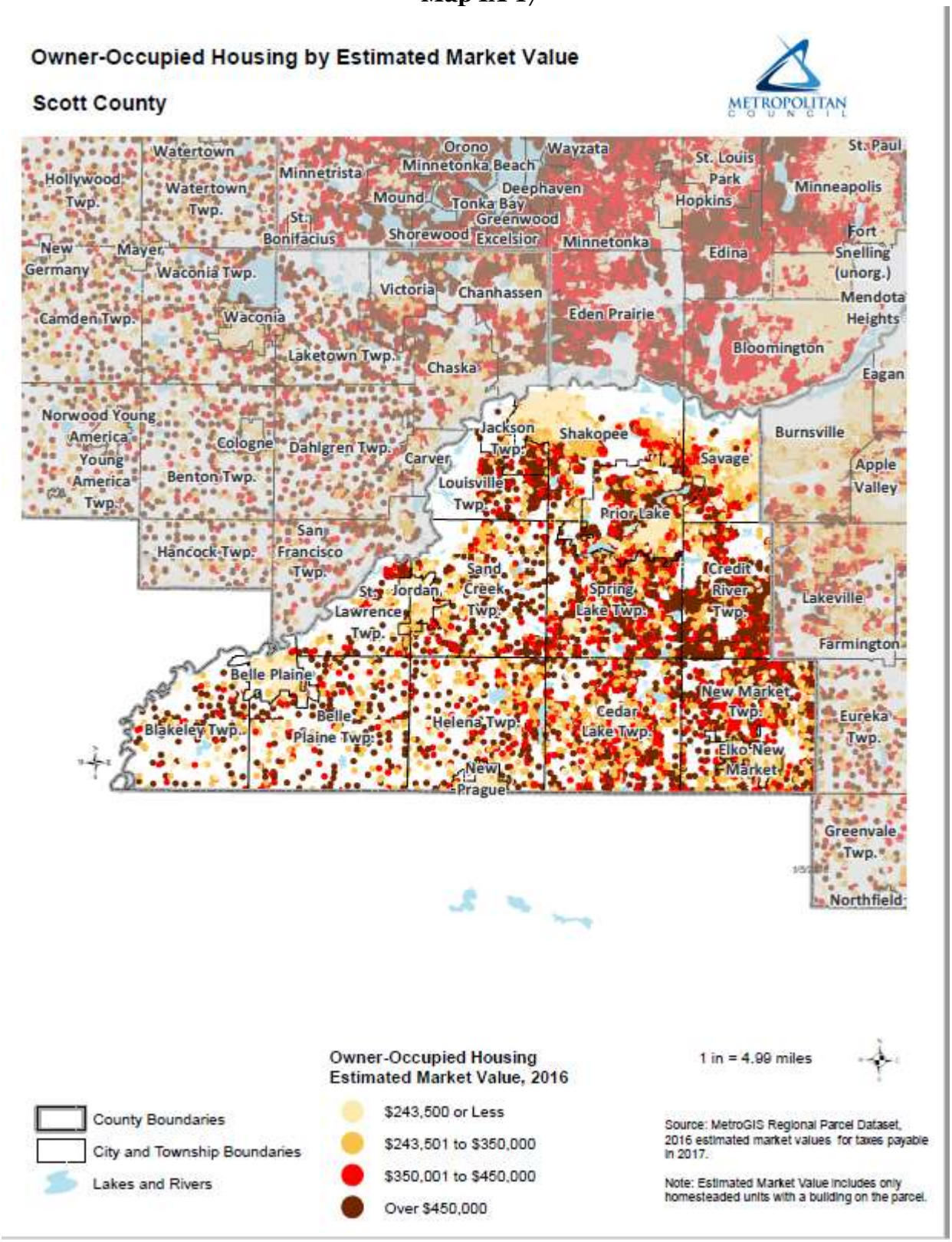
Figure IX-16
Market Values of Owner-Occupied Housing Units in Scott County, 2015

City/Township	Less than $200,000	$200,000-$299,999	Over $300,000
Belle Plaine	65.4%	30.7%	3.9%
Elko New Market	22.3%	53.4%	24.2%
Jordan	88.8%	8.7%	2.4%
New Prague	50.8%	40.7%	8.4%
Prior Lake	26.0%	33.4%	40.5%
Savage	23.9%	45.0%	31.2%
Shakopee	45.8%	33.0%	21.2%
Belle Plaine Township	14.1%	21.3%	64.6%
Blakeley Township	24.7%	30.8%	44.5%
Cedar Lake Township	4.7%	13.9%	81.4%
Credit River Township	8.9%	22.8%	68.3%
Helena Township	15.7%	22.3%	61.9%
Jackson Township	58.6%	13.7%	27.6%
Louisville Township	19.7%	21.3%	59.2%
New Market Township	6.7%	17.5%	75.8%
Spring Lake Township	12.5%	11.5%	75.9%
St. Lawrence Township	12.3%	16.9%	70.8%
Scott County	**31.9%**	**33.6%**	**34.5%**

Source: U.S. Census American Community Survey, 2011-2015

The following map (Map IX-17) illustrates the location of housing of various market values. Homes valued over $450,000 are predominantly located in the townships where larger lots are platted, and around lakes or other natural features.

Map IX-17


Owner-Occupied Housing by Estimated Market Value
Scott County
METROPOLITAN COUNCIL
Watertown
Hollywood Twp.
Watertown Twp.
Minnetrista
Orono
Minnetonka Beach
Wayzata
St. Louis Park
St. Paul
Minneapolis
Mound
Tonka Bay
Deephaven
Hopkins
St. Bonifacius
Shorewood
Greenwood
Excelsior
Minnetonka
Edina
Fort Snelling (unorg.)
New Germany
Mayer
Waconia Twp.
Victoria
Chanhassen
Mendota Heights
Camden Twp.
Waconia
Eden Prairie
Laketown Twp.
Chaska
Bloomington
Eagan
Norwood Young America
Young America Twp.
Cologne
Dahlgren Twp.
Jackson Twp.
Shakopee
Burnsville
Carver
Savage
Apple Valley
Benton Twp.
Louisville Twp.
Prior Lake
Hancock Twp.
San Francisco Twp.
Sand Creek Twp.
Credit River Twp.
St. Lawrence Twp.
Jordan
Spring Lake Twp.
Lakeville
Farmington
Belle Plaine
New Market Twp.
Belle Plaine Twp.
Helena Twp.
Cedar Lake Twp.
Eureka Twp.
Blakeley Twp.
Elko New Market
New Prague
Greenvale Twp.
Northfield
Owner-Occupied Housing
Estimated Market Value, 2016
$243,500 or Less
$243,501 to $350,000
$350,001 to $450,000
Over $450,000
County Boundaries
City and Township Boundaries
Lakes and Rivers
1 in = 4.99 miles
Source: MetroGIS Regional Parcel Dataset, 2016 estimated market values for taxes payable in 2017.
Note: Estimated Market Value includes only homesteaded units with a building on the parcel.

HOUSING NEEDS

Future housing needs expand beyond filling current gaps in the housing market and addressing affordability needs. It looks at the changing demographics of the county. As previously noted, the population of Scott County is projected to increase from a 2010 population of 129,928 to a 2040 population of 199,520. The number of households is projected to increase from the 45,108 in 2010 to 74,130 in 2040. Along with the increase in numbers, the age and diversity of residents is also projected to change. As illustrated below, Scott County's older population (65+ years) is anticipated to more than quadruple by 2045. In addition, the diversity of Scott County is projected to continue to increase.

A study prepared for the Scott County CDA titled the *2016 Comprehensive Housing Needs Update for Scott County* identified housing needs by 2040 to meet forecasted growth. Approximately 26,559 new general occupancy (non-senior) housing units are needed by 2040. Of this total, 75% to 80% is projected for owner-occupied housing and the remaining 20% to 25% percent for rental housing (excluding senior rental). Figures IX-19 and 20 contain the projected number of owner-occupied and rental units needed by 2040 within each community. Approximately 26,559 modestly-priced units (single-family detached and multi-family totals combined) will be needed, along with about 3,697 senior housing units.

Figure IX-19
General Occupancy and Senior Housing Demand (2017-2040)

Jurisdiction	General Occupancy	% of City Total	Senior Housing	% of City total	Total Demand	% of County Total
Belle Plaine	2,063	84.8%	371	15.2%	2,434	8.0%
Elko New Market	2,548	92.1%	220	7.9%	2,768	9.1%
Jordan	1,823	89.1%	223	10.9%	2,046	6.8%
New Prague	2,949	83.5%	583	16.5%	3,532	11.7%
Prior Lake	5,583	84.6%	1,017	15.4%	6,600	21.8%
Savage	4,038	88.3%	535	11.7%	4,573	15.1%
Shakopee	6,242	89.3%	748	10.7%	6,990	23.1%
Townships	1,313	100.0%	0	0.0%	1,313	4.3%
Total	**26,559**	**87.8%**	**3,697**	**12.2%**	**30,256**	**100.0%**

Source: Scott County Housing Analysis, November, 2016, Maxfield Research

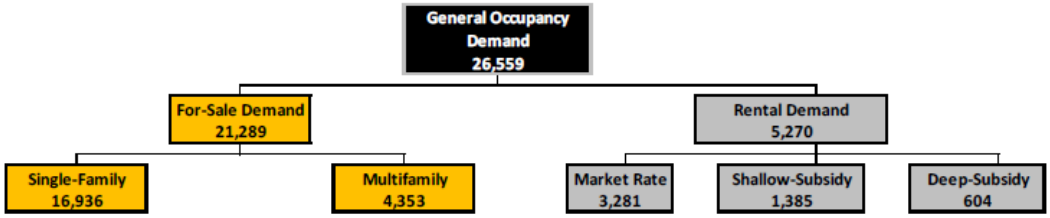
Breaking the demand further, the Maxfield study recommends a mix of 72% owner-occupied to 28% renter-occupied housing. The demand for a higher percent of owner-occupied housing is identified in the townships as well as the City of Elko New Market and City of Jordan.

Figure IX-20
Owner and Renter Housing Demand (2017-2040)

Jurisdiction	Owner Demand	% of City Total	Renter Demand	% of City total	Total Demand	% of County Total
Belle Plaine	1,661	68.2%	773	31.8%	2,434	8%
Elko New Market	2,276	82.2%	492	17.8%	2,768	9.1%
Jordan	1,498	73.2%	548	26.8%	2,046	6.8%
New Prague	2,399	67.9%	1,133	32.1%	3,532	11.7%
Prior Lake	4,597	69.7%	2,009	30.4%	6,600	21.8%
Savage	3,069	67.1%	1,504	32.9%	4,573	15.1%
Shakopee	4,946	70.8%	2,044	29.2%	6,990	23.1%
Townships	1,313	100.0%	-	0.0%	1,313	4.3%
Total	**21,759**	**71.9%**	**8,503**	**28.1%**	**30,256**	**100.0%**

Source: Scott County Housing Analysis, November, 2016, Maxfield Research

Figure IX-21
Scott/Le Sueur County (part) General Occupancy Housing Demand Summary – 2017 to 2040



Source: 2016 Comprehensive Housing Needs Assessment for Scott County, Minnesota, Claritas Inc., Maxfield Research Inc.

With the projected increase in the number of seniors living in Scott County, the Maxfield study further identified the types of Senior Housing by service level. Housing Demands for 2017 and 2040 are illustrated in Figures IX-21 and 22, respectively. The greatest demand in both time periods is projected to be for Assisted Living Units with deep subsidy.

Figure IX-22
Scott County/Le Sueur County (part) Senior Housing Demand Summary – 2017 to 2040

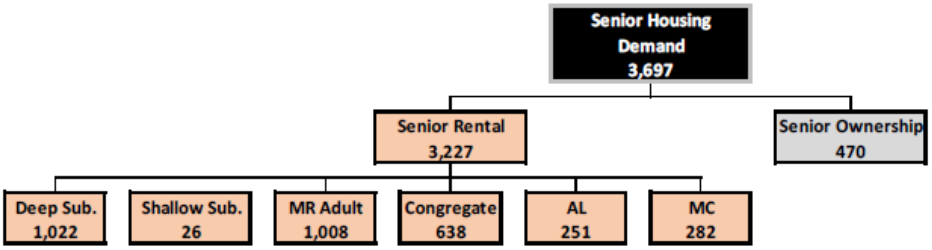


Figure IX-23
Housing Demand by Service Level – Scott County, 2017

Jurisdiction	Active Adult Ownership	Active Adult Rental	Congregate	Assisted Living	Memory Care	Assisted Shallow	Assisted Deep
Belle Plaine	21	40	0	16	14	8	32
Elko New Market	17	2	34	9	10	0	9
Jordan	22	14	185	37	7	5	37
New Prague	32	27	10	18	29	19	2
Prior Lake	57	246	11	1	40	-134	206
Savage	65	3	65	10	21	9	65
Shakopee	23	1	94	4	2	39	80
Townships	0	0	0	0	0	0	0
Total	237	333	399	95	123	-54	431

Source: Scott County Housing Analysis, November, 2016, Maxfield Research & Consulting, LLC.

Figure IX-24
Housing Demand by Service Level – Scott County, 2040

Jurisdiction	Active Adult Ownership	Active Adult Rental	Congregate	Assisted Living	Memory Care	Assisted Shallow	Assisted Deep
Belle Plaine	56	111	28	39	17	21	99
Elko New Market	41	50	41	24	28	1	35
Jordan	29	40	16	19	24	11	84
New Prague	58	137	54	36	35	42	221
Prior Lake	110	399	191	46	88	-131	314
Savage	103	73	133	48	60	18	100
Shakopee	73	198	175	39	30	64	169
Townships	0	0	0	0	0	0	0
Total	470	1,008	638	251	282	26	1,022

Source: Scott County Housing Analysis, November, 2016, Maxfield Research

LIFECYCLE HOUSING AND AFFORDABILITY

A major component of a healthy housing market is the availability of life-cycle and affordable housing. Life-cycle housing provides an array of housing choices for a community's residents. Not only are single-family homes in all price ranges available, but townhomes, apartment buildings, and senior living complexes are all located within the same community. This provides residents the opportunity to remain a part of the community while moving throughout different stages of life. It also offers housing options for young adults and seniors that want to remain close to their families. Affordable housing is a vital part of life-cycle housing as it allows for these family members to afford living in different housing choices that the community offers. Maxfield Research defines the housing lifecycle categories as follows:

1. *Entry-level householders*
   - ☐ Often prefer to rent basic, inexpensive apartments

- ☐ May need low or moderate income rental housing if incomes are low;
- ☐ Usually singles or couples without children in their early 20's
- ☐ Will often "double-up" with roommates in apartment setting

2. *First-time homebuyers and move-up renters*
   - ☐ May purchase modestly-priced single-family and townhomes or rent more upscale apartments
   - ☐ Usually married or cohabiting couples, some with children, in their mid-20's to mid-30s, growing group that prefers to rent

3. *Move-up homebuyers*
   - ☐ Typically prefer to purchase newer, larger, and therefore more expensive single-family homes
   - ☐ Typically families with children where householders are in their late 30's to late 40's or early 50s

4. *Empty-nesters (persons whose children have grown and left home) and never-nesters (persons who never have children)*
   - ☐ Prefer owning, but an increasing proportion seek lower-maintenance housing products, ownership and rental
   - ☐ Generally couples in their late 50s to late 60s

5. *Younger independent seniors*
   - ☐ Had preferred owning, but growing group that wants to rent
   - ☐ Increasing proportion moving to lower-maintenance housing
   - ☐ Will often move (at least part of the year) to retirement havens in the Sunbelt and desire to reduce their responsibilities for upkeep and maintenance
   - ☐ Generally in their early 70s to early 80s

6. *Older seniors*
   - ☐ May need to move out of their single-family home due to physical and/or health constraints or a desire to reduce their responsibilities for upkeep and maintenance
   - ☐ Generally single females (widows) in their early 80s or older

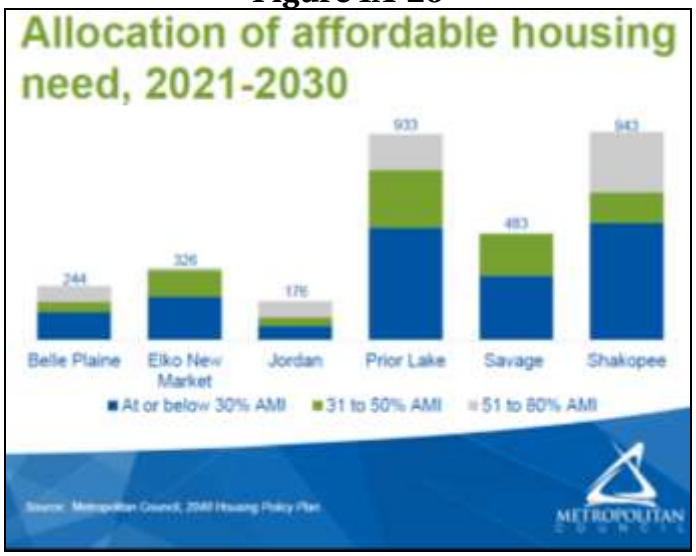
In order to address "Affordable Housing" needs in the region, the Metropolitan Council has identified a need for 37,900 affordable housing units between 2021 and 2030. Scott County's allocation of need is 2,581 units. The Affordable Housing Need Allocation breakdown for Scott County is depicted in Figure IX-25, along with a chart illustrating the allocation of units per city in Scott County (see Figure IX-26).

Figure IX-25
Affordable Housing Need Allocation –Scott County, 2021-2030

Income Level	Number of Units Allocated
At or Below 30% of Area Median Income	1,423
From 31% to 50% of Area Median Income	696
From 50% to 80% of Area Median Income	462
Total Units	**2,581**

Source: Metropolitan Council, Scott County Community Page, 2017

Figure IX-26



In order to provide assistance for the creation of life-cycle and affordable housing, the Metropolitan Council administers the Livable Communities Act. This program offers potential funding opportunities for participating communities to develop affordable and diverse housing choices that expand the availability of housing for more individuals in the community. Six cities in Scott County (Belle Plaine, Elko New Market, Jordan, Prior Lake, Shakopee and Savage) participate in the Livable Communities Act. Scott County continues to support the use of this program, when available, and encourages communities to find new ways to offer life-cycle and affordable housing for its residents.

Scott County promotes life-cycle housing in the rural areas by implementing the public value incentive program (see Chapter V) in return for additional housing types in new subdivisions. Due to current zoning standards, the creation of new housing is currently limited to detached single-family homes in the townships. An incentive program could allow a developer to produce a percentage of attached or detached townhome units (or other housing styles) in return for additional density. This could benefit seniors or young families that would like to live in a rural community, but prefer to live in a smaller home.

A. Scott County Community Development Agency (CDA)

The Scott County Community Development Agency (CDA)–formerly known as the Housing and Redevelopment Authority (HRA)–offers a number of services to assist in the creation and preservation of affordable housing. The Scott County CDA partners with local communities to develop and manage housing choices for seniors, low- and moderate-income families, and minorities. Single-family homes, townhomes, senior facilities, and rental units have all been established throughout the seven cities by the CDA. Additional programs, such as Section 8 Housing Vouchers, are also utilized to maintain affordability in the existing housing stock. Scott County encourages CDA projects and partnerships with local communities to provide lifecycle and affordable housing in its communities. The Scott County CDA provides the following housing and economic development services to fulfill its mission which is to "strengthen the communities of Scott County by providing affordable housing opportunities to low and moderate income families, promoting economic development, and fostering coordination of public and private resources:

- **Tax Exempt Bonds** The CDA is authorized to issue tax-exempt and taxable revenue bonds for multi-family and facilities projects. Tax exempt bonds offer lower debt service to borrowers. Eligible projects include affordable rental housing, assisted living and long term care facilities, public infrastructure projects, municipal projects and 501(c) 3 nonprofit real estate and equipment.

- **Affordable Mortgage Products**. Affordable mortgages are available to Scott County residents through participating lenders in the Start Up Loan program. First time homebuyers must meet median income limits and interest rates are kept low by funding mortgages through a bonding allocation. CDA staff can help connect residents to this program through its Homebuyer Services program.

- **Homebuyer Counseling/Education.** The CDA offers a 16-hour first-time Homebuyer Workshop, Homebuyers' Club, featuring Home Stretch for prospective homeowners. It also provides one on one professional homebuyer counseling by appointment. The CDA is a HUD-Approved housing counseling agency. Services address a variety of homebuying topics from budgeting and credit scores to home maintenance and mortgages to create savvy, smart, well prepared homeowners.

- **Homeowner Counseling/Education**. The CDA provides post-purchase counseling and informational sessions to homeowners struggling with their mortgage payments. The CDA is a HUD-Approved housing counseling agency that works with homeowners to discuss options and create a plan over the phone or through in person sessions.

- **CDA Rental Housing**. The CDA owns 654 housing units across the county – 418 senior housing units, 204 subsidized through federal programs that set rents based on a tenant's income and 32 workforce units. The restricted rents allow all CDA units to be counted toward local and regional housing goals.

Figure IX-27
CDA Owned Housing Units, Scott County

City	55+	Workforce	Deep subsidy	Total/City	Percentage/City
Shakopee	160	14	56	230	35%
Savage	104	6	27	137	21%
Jordan	50	9	24	83	13%
Prior Lake	0	3	65	68	10%
New Prague	55	0	0	55	8%
Elko New Market	49	0	0	49	7%
Belle Plaine	0	0	32	32	5%
Total	**418**	**32**	**204**	**654**	**100%**

- **Rental Assistance/Vouchers**. Affordable housing is put within reach for 662 households through a variety of state and federal rental assistance programs: Housing Choice Vouchers (Section 8), and Bridges and Housing Trust Fund. Residents find housing in the private market and pay rent based on income, with the CDA administering subsidy dollars to fill in the gap. These programs serve households with

income less than 50% of the Area Median Income (AMI). The CDA administers a Family Self-Sufficiency Program that enables HUD-assisted families to increase their earned income and reduce their dependency on welfare assistance and rental subsidy

B. SCALE 50 x 30 Housing Work Group

In April 2016, SCALE established four work groups and a steering committee to accomplish a "50 by 30" initiative. The goal of the work groups is to advance a "Collective Impact Approach" to achieving 50% of the County's labor force living and working in the County by 2030. The four workforce groups established to help accomplish this goal were Housing, Workforce Readiness, Transportation and Educational Preparedness.

The Housing Work Group's vision is to, "Create housing options that give people in all stages of life and of all economic means viable choices for safe, stable and affordable homes." This vision was taken from 2040 Thrive MSP Housing Policy Plan. The group has been working to develop shared understandings of terms such as "affordable", "workforce housing", "executive", "senior", "subsidized", "market rate" and "homelessness". The Housing Work Group is studying ways to better integrate housing and employment concentrations to provide options for non-car ownership households, provide a wide range of housing options for a resident's entire life within the County as well as find ways to ensure residents are not spending more than 30% of their income on housing.

HOUSING GOALS AND POLICIES

As stated earlier in this chapter, Scott County has a direct influence on housing policy and planning by: administering the state building code in the townships; guiding and zoning housing types, densities and living arrangements in the townships; and partnering with the Scott County CDA, cities and townships on housing advocacy and planning. The following are goals and policies to guide housing policy and planning in Scott County over the next 20 years.

Goal #IX-1. Plan for and encourage high-quality, sustainable residential living environments.

a. Plan and zone for a sufficient supply of developable land in the 11 townships for a range of different housing types and densities consistent with service requirements.
Reason: This will allow for a range of housing to be produced. Varying rural lot sizes allows for a mixture of agricultural and residential uses in the townships.

b. Continue promoting flexible zoning rules in the 11 townships to entice developers into a collaborative development track that could include density bonuses in exchange for public values that promote varied housing options in the rural areas.
Reason: Development incentives allow for more creative neighborhood designs that could benefit the public by providing life-cycle housing choices within a community.

c. Promote opportunities for the development of executive homes in the 11 townships by allowing larger lot sizes, larger accessory buildings, and the keeping of horses – features not typically allowed in urban areas.

Reason: There is a continuing demand for executive homes in Scott County, particularly where many large-lot neighborhoods already exist. Scott County has a high median family income, compared to the region and state. Executive homes also attract business owners and managers, which may encourage business locations/expansions in Scott County.

d. In partnership with SCALE, Scott County CDA and the 7 cities, encourage cities to plan for and site multi-family residential development within areas guided for urban services to help meet life-cycle and affordable housing needs.
Reason: High density housing is most economical in cities where public utilities exist. Residents also benefit by locating housing near major employment centers and transportation systems.

e. In partnership with SCALE, Scott County CDA and the 7 cities, support the development of senior housing in appropriate areas to accommodate the projected increase in the elderly population.
Reason: Locating senior housing near amenities and services (parks, libraries, transit stations, shopping, etc.) reduces automobile dependency for seniors.

Goal #IX-2. Encourage maintenance and improvements of existing housing stock.

a. Continue administering building codes in the 11 townships that promote the safety and sanitary condition of the current housing stock, including owner occupied and rental housing.
Reason: Maintaining the existing housing stock is the best way to provide an affordable housing supply. Existing housing also helps in providing life-cycle housing. As the baby boomers retire and move into senior units, young families will be able to move-up into the older, larger homes.

b. Improve the customer service experience and workflow of the County building permitting process serving the 11 townships.
Reason: Offering more building permit services on-line will improve customer experience and streamline the process.

c. Continue code enforcement activities in the 11 townships to maintain and improve property values.
Reason: Code Enforcement investigates violations of housing, septic, zoning and vehicle abatement laws in the 11 townships. The County works to achieve voluntary compliance through notification and education. When necessary, the County uses legal procedures including boarding structures, removing junk and rubbish and junk vehicles, civil citations, criminal citations and demolition of dangerous buildings. The purpose of code enforcement is to maintain and improve property values and the quality of life for residents, visitors and business owners.

d. Support cities and townships that have adopted rental licensing and/or inspection programs and encourage communities that have not to implement rental licensing and/or inspection programs.

Reason: A larger number of rental units are projected in the future. It is recommended the County explore options to protect renters and research resources to assist landlords in maintaining their rental properties.

Goal #IX-3. Promote housing goals and policies that sustain livable community design, encourage affordable housing, and promote accessibility to multi-modal transportation systems and means of staying active.

a. Continue to allow by ordinance single dwelling units with a finished floor area as small as 960 square feet.

b. Undertake a comprehensive review and assessment of County fees applied to new development in the 11 townships to ensure fees are up-to-date, commensurate with infrastructure cost studies, and not placing undue burden on affordable housing development.

c. In partnership with SCALE, Scott County CDA and the 7 cities, encourage the expansion of the supply of affordable rental housing. Support federal, state, and local programs that provide financing for the development of new affordable housing.

d. Support the Scott County CDA in its efforts to develop affordable rental and owner-occupied housing for families and seniors.

e. In partnership with SCALE, Scott County CDA and the 7 cities, support housing that addresses the special needs of persons with physical or developmental disabilities, or mental illness.

f. Encourage the 7 cities to integrate livable community design and transit opportunities in new developments. Support communities that apply for Livable Communities grants and other programs that promote new urbanism, active lifestyles, and transit oriented development.

g. Explore opportunities through the University of Minnesota's Resilient Communities Program or similar student-led research programs to address items such as identifying barriers to affordable and emergency housing, creating a community land trust, and evaluating landlord assistance programs.

HOUSING RECOMMENDATIONS

Following are excerpts of key housing recommendations from the *2017 Comprehensive Housing Needs Assessment for Scott County* relevant to Scott County and the 11 Townships (by Maxfield Research and Consulting, LLC. in November, 2016):

- *As employment increases in the County, there will be a greater need for rental housing across all income categories, but in particular, for households with moderate incomes and transferees. Current rental vacancy rates in Scott County are exceptionally low and additional rental housing is needed to support continued job growth. While most rental demand will be concentrated in the larger cities, smaller communities too, need*

additional rental housing as evidenced by the very low vacancy rates and generally older age of most of the rental housing in the smaller cities.

2040 Plan Recommendation: The County should work with SCALE, SMSC, cities and townships to understand the strong link between economic development growth and rental housing demand. This understanding should occur through Scott County CDA educational sessions, active participation in SCALE's 50x30 collaborate impact initiative, and considering housing impacts when confronted with County economic development incentive requests.

- *Based on current tenure rates, between 75% and 80% of the housing demand in Scott County between 2017 and 2040 will be for ownership housing, although this proportion is estimated to decrease modestly over time as higher proportions of the youngest and oldest households elect to rent their housing. From 2017 to 2040, we anticipate that tenure rates will decrease modestly for ownership housing to 78% of housing in the larger and smaller cities, with demand for rental increasing to 22%. The townships will continue to remain predominantly owner-occupied with some non-traditional units (single-family and townhomes) rented in those areas.*

  2040 Plan Recommendation: The County should guide and zone for owner-occupied single family homes in the 11 townships.

- *Considering the new construction single-family market, we classify this product into three general price categories: modest/entry-level homes, which include housing at $350,000 or below; move-up homes ($350,001 to $600,000) and executive homes ($600,000+). Builder/developers may classify homes differently based on the range of product that they develop or their past experience in the market. Based on a review of household incomes and trends among actively marketing subdivisions, percentages are assigned to each price category for each community. Total demand is calculated for 16,936 single-family homes with a breakdown of 3,387 modest single-family homes (20%), 10,162 move-up single-family homes (60%), and 3,387 executive single-family homes (20%) to 2040. Between 2017 and 2025, demand is calculated for a total of 6,345 homes with 1,269 modest homes (30%), 3,807 move-up homes (60%) and 1,269 (20%) executive homes.*

  2040 Plan Recommendation: The County should guide and zone for owner-occupied single family homes in the 11 townships and encourage development at a range of price categories.

- *Demand for multifamily units in the townships is limited due to infrastructure availability and to some degree due to the lifestyle characteristics of multifamily buyers. There is demand however, for single-level living for independent seniors that still prefer the rural environment, but would desire a low-maintenance housing product, such as a detached villa or twin home.*

  2040 Plan Recommendation: The County should evaluate its permitted housing types in its UER, UER-C, UTR, UTR-C, RR-1, RR-1C, and RR-2 zoning districts and work with the townships and Planning Commission on possible amendments that would allow single-level, low-maintenance townhome housing products.

- *In each of the townships, there is little or no owned multifamily housing and we do not anticipate significant development of this product type in the townships due to their rural configuration and lower level of infrastructure. Each of the townships has a small percentage of units that are rented. Most often these are single-family homes that have converted over to rental due to various types of circumstances. Because most townships do not have the type of infrastructure that will support owned multifamily development, the amount of rental demand is assumed to either be satisfied through rental single-family homes from conversion or rental demand that will be captured by the municipality that is in closest proximity to the township and where an orderly annexation agreement is in place.*

  2040 Plan Recommendation: The County should monitor the tenure of allowed specialty housing, such as mobile homes for full time farm employment, mobile homes for infirmed family members, and accessory dwelling units to determine if rentals are occurring in these situations due to rising demand. The County should research possible ordinance amendments if demand increases for caretaker units at non-residential uses, and short-term rentals in the townships.

CHAPTER X - ECONOMIC COMPETITIVENESS

This chapter has intentionally been renamed to reflect the emphasis of positioning Scott County in the global economy in the 21st century. *Economic competitiveness* in the context of comprehensive planning refers to examining and strengthening the ability of the County to compete effectively and prosper in the global economy. *Economic development* (the former name for this chapter) typically refers to the core activities that directly aim to retain, attract, and grow businesses that bring wealth into a community or region.

This chapter provides a comprehensive inventory of Scott County's economic and employment base and position in the region and state. It reveals trends in jobs and industries found in Scott County, describes the evolving economic base over the past 15 years and provides outlooks for the next two decades. This chapter looks at economic competitiveness of the County as a whole, but also specifically calls out strategies for the 11 townships. It concludes with goals and policies for business development in the county and strategic initiatives for implementation of the goals.

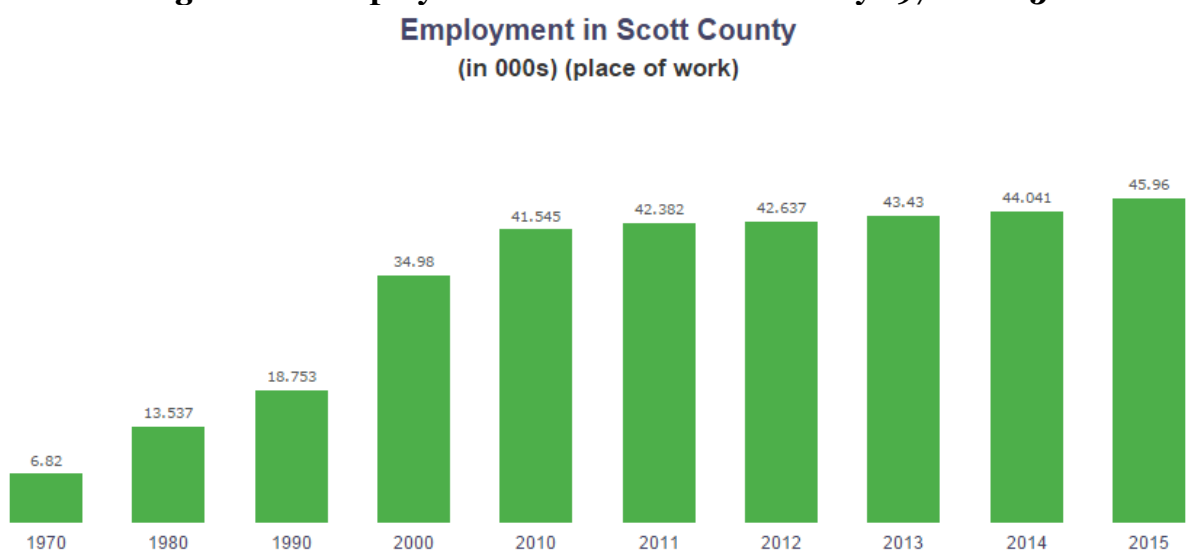
KEY INDUSTRIES AND CENTERS OF EMPLOYMENT

In 2015, there were roughly 45,273 jobs in Scott County - approximately 80 percent were located in the three northern cities of Shakopee (46%), Savage (16%) and Prior Lake (17%), with the remaining 20 percent located in the rural centers of Belle Plaine, Elko New Market, Jordan, New Prague and the 11 townships. In 2016, the number of jobs reported in Scott County increased to 48,020.

Most of the centers of employment in the County follow the major highway arterials of TH 169, TH 13, and Interstate 35. Large concentrations of jobs in the entertainment industry are located along the CSAH 83 corridor in Shakopee and Prior Lake. In recent years, jobs in warehousing and distribution – such as the 820,000 square foot Amazon Fulfillment Center employing 1,000 full time jobs - have landed along the THs 13/101 corridors in Savage and Shakopee.

Since 2010, Scott County's economy has performed well with the addition of 4,680 jobs (11.5 % growth) – outpacing the seven-county Minneapolis-St. Paul area which experienced a 9% growth during this time frame. Figure X-1 illustrates the growth in employment in Scott County since 1970. The most significant increases occurred between 1990 and 2000 – a period of rapid growth, development and municipal expansion in the county due to the opening of the Bloomington Ferry Bridge. By 2020, the County is forecasted to have 53,900 jobs; by 2040 67,440 jobs.

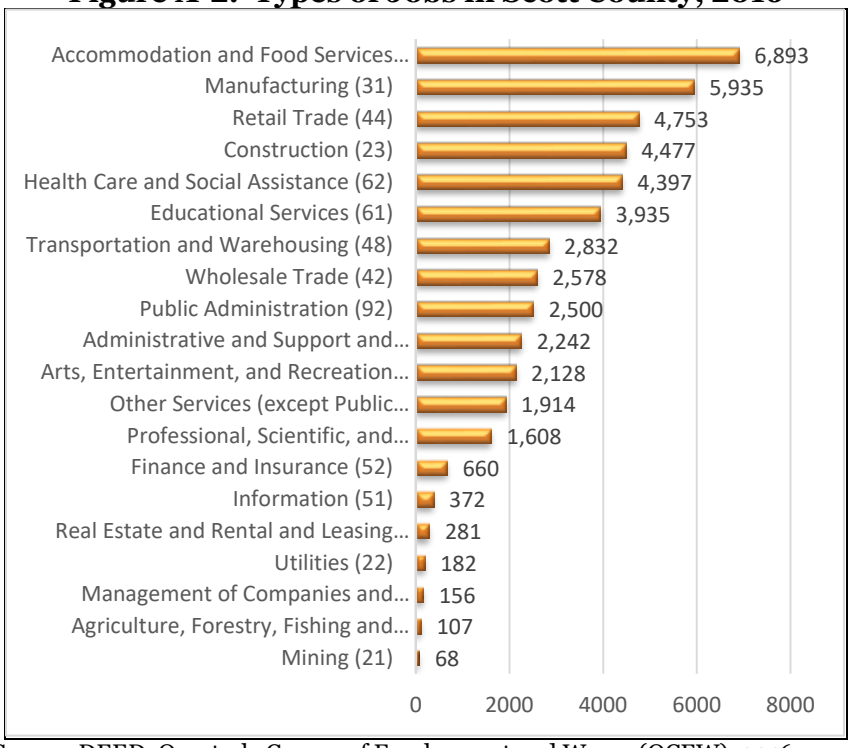
Figure X-1: Employment Growth in Scott County 1970 - 2015



Source: Quarterly Census of Employment and Wages, Minnesota Department of Employment and Economic Development, 2nd quarter data; Metropolitan Council staff have estimated some data points.

Scott County offers diverse employment opportunities. As of 2016, the top six employment opportunities were in "Accommodations and food services", "manufacturing", "retail trade", "construction", "health care and social assistance", and "education" industries. Figure X-2 illustrates the mix of employment options in the County in 2016.

Figure X-2: Types of Jobs in Scott County, 2016



Source: DEED, Quarterly Census of Employment and Wages (QCEW), 2016

Figure X-3 identifies the top 15 employers in each of the Scott County cities in 2016. While there are numerous other important employers, this table identifies the businesses with the highest employment in each community.

Figure X-3: Top 15 Major Employers in Each of Scott County's Cities, 2016

Employer	Products/Services	Estimated # Employees
Shakopee		
Goodwill Industries	Vocational Rehabilitation Services	2,240
Valleyfair Amusement Park**	Amusement Park & Arcades	1,670
Shakopee Public Schools	Elementary & Secondary Schools	1,303
Te Connectivity Networks Inc.	Telephone Apparatus Manufacture	1,300
Cyberpower Systems Inc.	Electrical Component Manufacture	1,160
Shutterfly	On-line photo sharing and data storage	1,145
Scott County	County Government	950
Minnesota River Landing-Heritage Pk	Recreation and Theme Parks	881
St. Francis Regional Medical Ctr.	General Medical & Surgical Hospitals	840
Entrust Data Card Corporation	Other Commercial and Service Businesses	800
Canterbury Park Concessions	Restaurants	657
Imagine Print Solutions	Commercial Printing	600
Vertis Communications	Advertising Agencies	300
Anchor Glass Corporation	Glass Manufacture	287
Certainteed	Asphalt Shingle and Coating Manufacturer	275
Subtotal Shakopee		**13,369**
Savage		
Fabcon Precast	Cement & Concrete Product Manufacturing	750
HyVee Grocery	Grocers	700
Independent School District #191	Elementary & Secondary Schools	451
Continental Machines Inc.	Other General Purpose Machinery Manufacturing	249
Target Stores	General Merchandise Stores	200
Silgan Container Corp.	Metal Can Manufacturing	180
Eflow Inc.	Mobile Food Services	150
City of Savage	City Government	131
Lifetime Fitness	Fitness Centers	130
Associated Partnership Ltd.	Automotive Body Paint	120
Continental Hydraulic Inc.	Fluid Power Pumps	106
B. F. Nelson Co.	Corrugated Box Mfg.	100
Soo-Line	Railroads	100
STS Operating Inc.	Industrial Machinery and Equipment	100
Road Machinery and Supplies	Construction and Mining	80
Subtotal Savage		**3,547**
Prior Lake		
SMSC Gaming Enterprises	Gaming Establishment	5,008
Prior Lake Ind. School Dist. #719	Elementary & Secondary Schools	772
YMCA	Youth Center	500
Little Six Casino	Gaming Establishment	400
Wild Golf Club	Golf Courses and Clubs	150
Indian Health Services	Public Health Services Administration	122
SMSC Gaming Enterprises	Other Family Services	75
Phillips and Temro Industries	Motor Vehicle Metal Stamping	65
Husson's Concessions	Restaurants	60
Insurance Paramedical Services	Insurance Agencies and Brokers	60
Miratech Prior Lake	Air and Gas Compressor Manufacture	59
Tentroy Inc.	Site Preparation Contractors	58
Jen Wocelka	Real Estate Agents	50
MN Credit Card Processing, Inc.	Greeting Cards	50
Norex Inc.	Computer Processing Services	50
Taylor Made Construction of MN	Finish and trim carpentry	50
Subtotal Prior Lake		**7,529**

Employer	Products/Services	Estimated # Employees
New Prague		
New Prague ISD 721	Elementary & Secondary Schools	626
Chart Industries	Liquified Natural Gas and Industrial Gas Systems	500
Mayo Clinic Health Systems	General Medical & Surgical Hospitals	203
Mala Strana Health Care Center	Nursing Care Facilities	150
Coborn's Supercenter	Grocery Stores	86
Scott Equipment	Machinery, Equipment, & Supplies Merchant Wholesalers	80
Mala Strana Assisted Living	Assisted Living Facilities	67
State Bank of New Prague	State Banks	65
Electromed Inc.	Electro	60
Great River Energy	Electrical Power Generation	58
New Prague Ford Chrysler Dodge	Automotive Dealers	55
City of New Prague	City Government	50
St. Wenceslaus School	Religious Organization	45
Shopko Hometown	General Merchandise	42
McDonald's	Restaurant	42
Subtotal New Prague		**2,119**
Belle Plaine		
Emma Krumbee's General Store	Apple Orchard, Store and Restaurant	200
Cambria	Manufacture of Quarts Countertops & Accessories	200
Lutheran Home of Belle Plaine	Nursing Care Facilities	143
Belle Plaine Public Schools – ISD #716	Elementary and Secondary Schools	108
Coborn's Superstore	Grocery Store	100
City of Belle Plaine	City Offices	76
Kingsway Retirement Living	Retirement Communities & Homes	50
Kingsway Ministries LLC	Religious Organization	50
McDonald's	Restaurant	43
Subway	Restaurant	43
Bell Pharmaceutical	Pharmaceutical Preparation	40
Dairy Queen	Restaurant	26
Stier Bus Co.	Transportation Services	25
Belle Plaine Cooperative	Farm Supplies	25
State Bank of Belle Plaine	Depository Credit Intermediation	25
Subtotal Belle Plaine		**1,154**
Jordan		
Jordan Public Schools District 717	Elementary & Secondary Schools	240
Minnesota River Valley Special Ed. Coop	Specialty Education	150
S.M. Hentges and Sons	Excavation and Concrete Contractor	150
Minger Construction	Contractors	80
City of Jordan	City Government	77
Oak Terrace	Senior Housing Facilities	75
Engel Diversified Industries	Metal Stamping	70
Jordan Transformer	Feeder Voltage Boosters	67
Wolf Motor Co.	Automobile Dealers	54
Rademacher's Foods	Grocery Stores	50
McDonald's	Restaurants	40
Benjamin Bus	Transportation Services	40
Elite Waste	Refuse Removal and Processing	33
Dynotech	Wholesale Distribution of Transmissions	26
Clancy's Bar and Pizza Restaurant	Restaurant	25
Siwek Lumber and Milling	Lumber Supplies	25
Subtotal Jordan		**1,202**

Employer	Products/Services	Estimated # Employees
Elko New Market		
New Prague Public Schools	Elementary & Secondary Schools	76
Friedges Drywall	Drywall and Insulation Contractor	50
Ryan Contracting Co.	Construction Contractor	40
Domino's Pizza	Pizza Restaurant	17
Elko Speedway	Construction Contractor	17
Subtotal Elko New Market		**200**

** The 2016 figure for Little Six Inc. was estimated by Maxfield Research Inc.
Source: July 2016 Commercial/Industrial Land Supply Analysis for Scott County, Minnesota, Claritas Inc., Maxfield Research Inc.

Figure X-4 illustrates the number of business establishments, in 2000 and in 2015, by industry. Overall, the number of Scott County's business establishments grew by 26% during that timeframe. Most of the 595 new establishments started over this time frame conducted business in the "health care and social assistance", "waste management and remediation services", "professional/scientific and technical services industries", "transportation and warehousing" and "accommodations and food services" categories. The only industries experiencing a decline in the number of establishments were "public administration", "agriculture, forestry, fishing and hunting" and "mining".

Figure X-4: Scott County Business Establishments, 2000 & 2015

	2000 Establishments		2015 Establishments		2000-2015 Change	
	No.	Pct.	No.	Pct.	No.	Pct.
Agriculture, Forestry, Fishing & Hunting	27	1.2%	23	0.8%	-4	-15%
Mining	9	0.4%	8	0.3%	-1	-11%
Utilities	3	0.1%	6	0.2%	3	100%
Construction	395	17.2%	435	15.1%	40	10%
Manufacturing	168	7.3%	172	6.0%	4	2%
Wholesale Trade	170	7.4%	178	6.2%	8	5%
Retail Trade	243	10.6%	299	10.3%	56	23%
Transportation & Warehousing	91	4.0%	112	3.9%	21	23%
Information	18	0.8%	35	1.2%	17	94%
Finance and Insurance	112	4.9%	124	4.3%	12	11%
Real Estate and Rental and Leasing	97	4.2%	117	4.0%	20	21%
Professional, Scientific, & Technical Services	219	9.5%	278	9.6%	59	27%
Management of Companies & Enterprises	9	0.4%	25	0.9%	16	178%
Waste Management & Remediation Services	139	6.1%	205	7.1%	66	47%
Educational Services	15	0.7%	56	1.9%	41	273%
Health Care and Social Assistance	120	5.2%	206	7.1%	86	72%
Arts, Entertainment & Recreation	41	1.8%	73	2.5%	32	78%
Accommodation & Food Services	145	6.3%	197	6.8%	52	36%
Other Services (except Public Administration)	202	8.8%	309	10.7%	107	53%
Public Administration	72	3.1%	32	1.1%	-40	-56%
Total	**2,295**	**100.0%**	**2,890**	**100.0%**	**595**	**26%**

Source: July 2016 Commercial/Industrial Land Supply Analysis for Scott County, Minnesota, Claritas Inc., Maxfield Research Inc. and MN Department of Employment and Economic Development QCEW Labor Market Data, Business Employment Dynamics, 2015.

Figure X-5 includes the average wages by industry group in Scott County, as reported for 2016. As previously noted, Scott County's top five employment industries are "accommodations and food service", "manufacturing", "retail", "construction" and "health care and social assistance". The average annual wages for these industries range from $28,600 per year to $73,892 per year. As noted in the Housing chapter, it is important to proactively plan for housing to accommodate employees in these types of industries and wage levels.

Figure X-5: Scott County Industries & Average Annual Wages, 2016

Industry	Average Wages
Arts, Entertainment, and Recreation	$25,844
Accommodation and Food Services	$28,444
Retail Trade	$28,600
Other Services (except Public Administration)	$29,276
Transportation and Warehousing	$35,464
Administrative and Support and Waste Management and Remediation Services	$35,776
Agriculture, Forestry, Fishing and Hunting	$36,140
Real Estate and Rental and Leasing	$43,368
Educational Services	$45,344
Health Care and Social Assistance	$46,280
Information	$51,324
Public Administration	$52,156
Finance and Insurance	$59,176
Wholesale Trade	$63,648
Professional, Scientific, and Technical Services	$65,884
Construction	$69,316
Manufacturing	$73,892
Mining	$74,412
Management of Companies and Enterprises	$83,564
Utilities	$91,000
Total, All Industries	**$47,112**

Source: DEED, Quarterly Census of Employment and Wages (QCEW), 2016.
(Weekly wages converted to annual wages based on 52 weeks per year)

When compared to the Twin Cities region, Scott County's average annual wages are lower (see Figure X-6). According to the Metropolitan Council, even though the average annual wage in Scott County increased by $14,346 between 2000 and 2015, it is still nearly 24% lower than the Twin Cities region. This combination of comparatively lower wages for local jobs, coupled with higher household incomes of county residents, is often cited as evidence on why the outflow of the local labor force is so high compared to other metro counties.

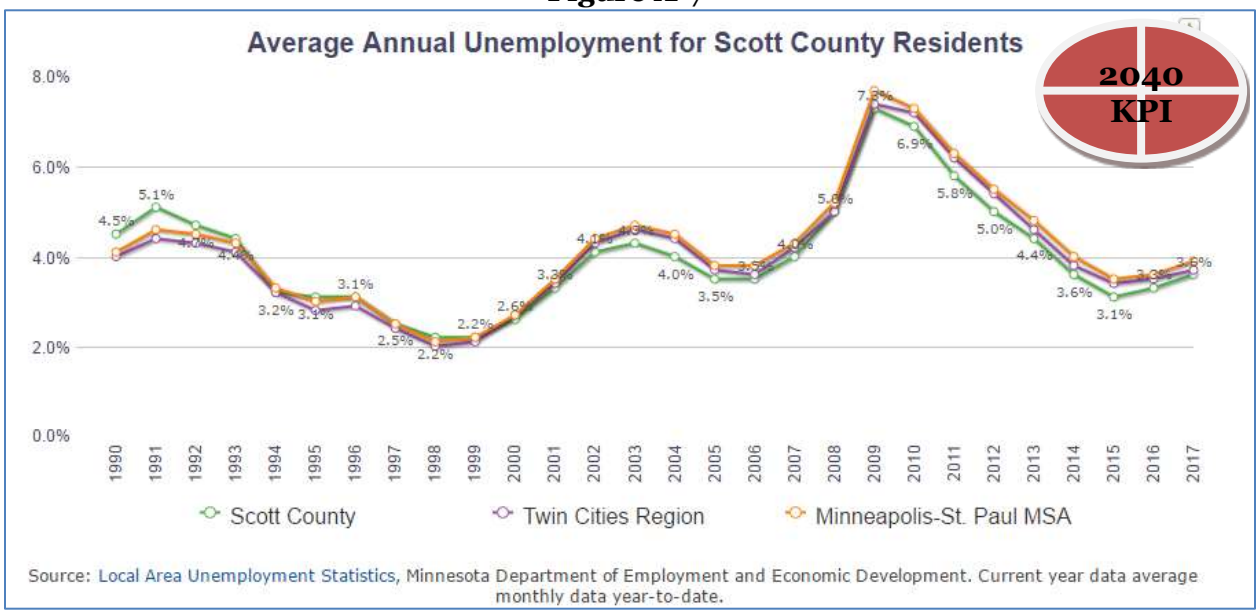
Figure X-6: Average Annual Wages

Area	Year	Average Annual Wages
Scott County	2000	$31,706
Scott County	2015	$46,052
Twin Cities Region (7-county)	2000	$39,062
Twin Cities Region (7-county)	2015	$57,120

Source: Metropolitan Council, Community Profile Scott Co. 2015

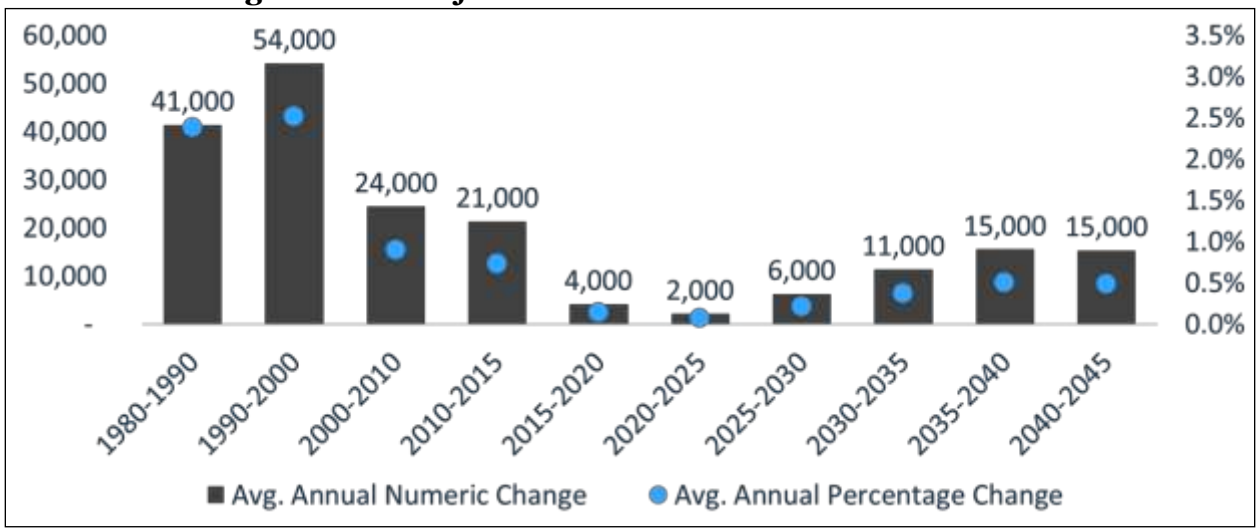
Scott County's unemployment rate historically mirrors the unemployment rate at the Twin Cities regional level (see Figure X-7) – but is typically lower than the statewide unemployment rate. As of 2017, unemployment rates were at 3.5%. The unemployment rate for the County's younger population has been running three to four times higher (13.4% for workers age 16-19; 10.7% for workers age 20-24).

Figure X-7



Within the State of Minnesota, the growth of people in the labor force has slowed. This has contributed to the low unemployment rates. The Minnesota State Demographer's Office has projected a significant decline in growth rates in the labor force, primarily between 2015 and 2030. During this timeframe, the number of individuals 65+ years of age is expected to surpass the number of youth aged 18 and under (see Figure X-8).

Figure X-8: Projected Growth in the State Labor Force



Source: Minnesota State Demographic Center, Source: Tabulated from the Integrated Public Use Microdata Series

As the population continues to age, Scott County is projected to see decreases in the labor force for those 25 to 54 years of age; however, there are increases in the percent of resident workers ages 20-24 years, 55 to 64 years and 65+ years (see Figuire X-9). As growth in the labor force slows, it will be important to retain the local workforce to fill jobs within Scott County.

Figure X-9: Scott County's Projected Labor Force

Table 7. Labor Force Projections, 2015-2025				
Scott Co.	2015	2025	*2015-2025 Change*	
	Labor Force Projection	Labor Force Projection	*Numeric*	*Percent*
16 to 19 years	4,681	4,789	*109*	*2.3%*
20 to 24 years	5,704	8,338	*2,635*	*46.2%*
25 to 44 years	37,311	35,930	*-1,380*	*-3.7%*
45 to 54 years	22,774	21,277	*-1,497*	*-6.6%*
55 to 64 years	12,126	17,910	*5,784*	*47.7%*
65 to 74 years	2,629	4,810	*2,181*	*83.0%*
75 years & over	422	788	*366*	*86.7%*
Total Labor Force	**85,647**	**93,843**	***8,197***	***9.6%***

Source: DEED, Calculated from Minnesota State Demographic Center population projections and 2011-2015 American Community Survey 5-Year Estimates

REDEVELOPMENT OPPORTUNITIES

Land that is underutilized and potentially contaminated contributes to blight, loss of property values and may adversely affect public health. There are vacant or underutilized commercial and industrial sites within Scott County, both in the cities and townships. Each city identifies potential redevelopment opportunities within their respective 2040 comprehensive plans. The County supports the redevelopment of under-utilized or vacant sites within city limits to relieve pressure on the development of "greenfields" beyond the city limits, thereby increasing connectivity for active transportation, reducing vehicle miles traveled, and preserving agricultural land and open space for local food production, ecosystem management or flood protection.

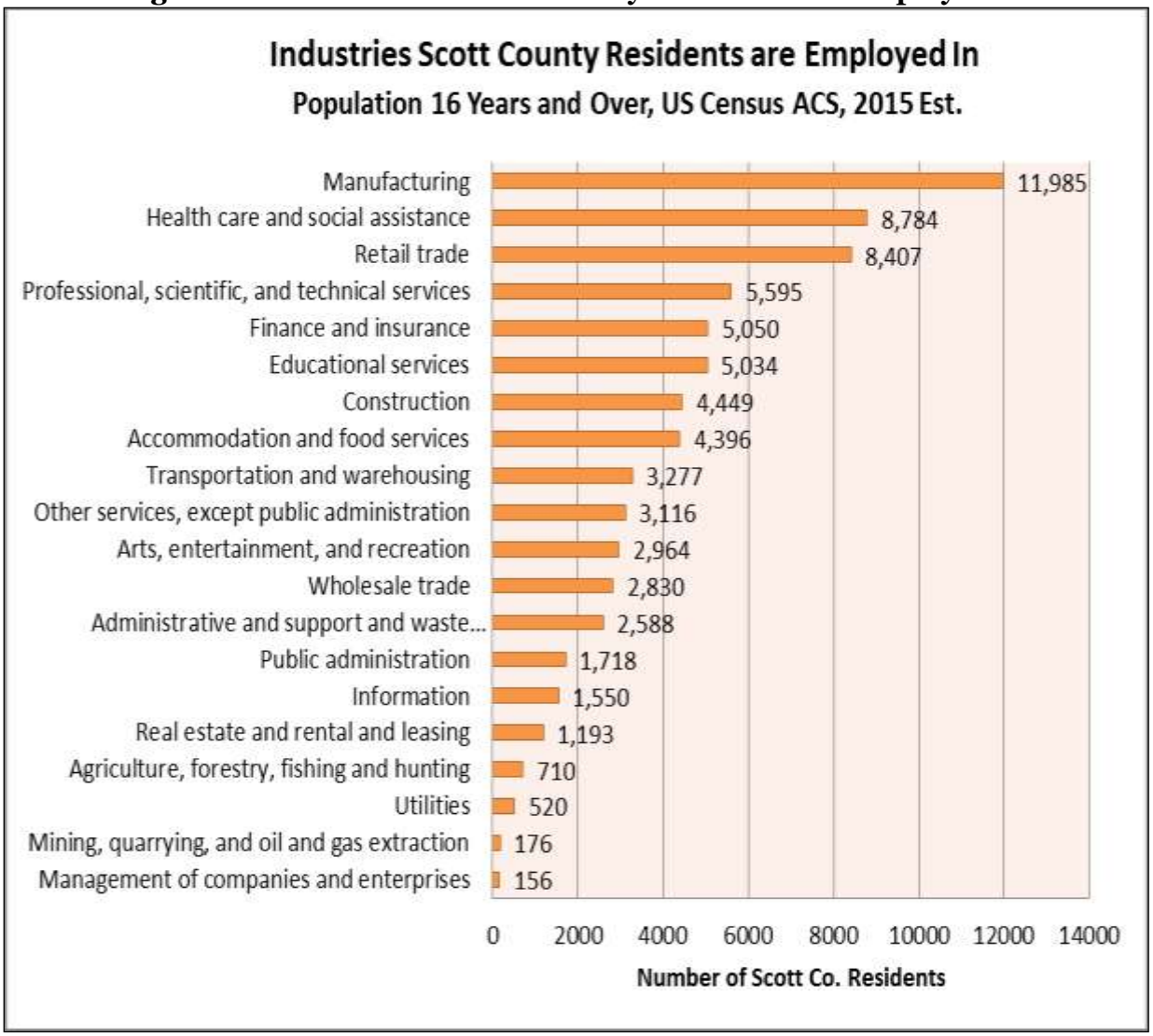
As for underutilized and potentially contaminated property in the townships, this Plan encourages redevelopment for similar reasons: typically the redevelopment utilizes existing road and stormwater management infrastructure, and can relieve pressure for the conversion of agricultural land for non-agricultural uses.

Redevelopment opportunities are generally in areas guided for "Commercial/Industrial" or "Rural Commercial Reserve" on the 2040 Planned Lane Use map in Chapter V. Goal #V-13 in Chapter V specifically promotes the redevelopment of substandard, obsolete, or blighted properties including the removal of unsafe or hazardous structures inconsistent with the proposed land use changes.

WORKFORCE AND EDUCATION

As of 2015, there were 74,498 residents, 16 years and over, in the workforce. The top five industries Scott County residents work in include "manufacturing", "health care and social assistance", "retail trade", "professional, scientific and technical services" and "finance and insurance". The chart below identifies the number of Scott County residents working in each industry.

Figure X-10: Industries Scott County Residents are Employed In



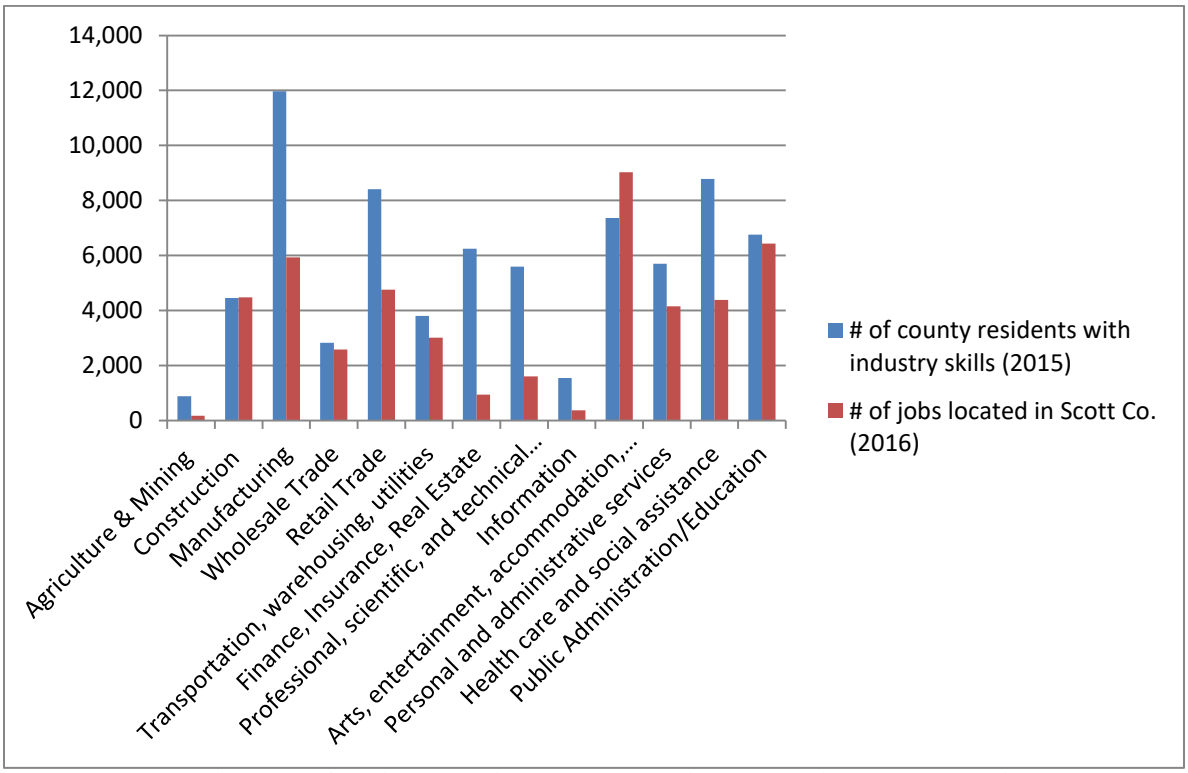
Source: U.S. Census, American Community Survey (ACS) 2015 est.

Presumably, many residents employed in these different industries commute outside the county for better job opportunities and higher wages in these fields. Over the years, the County has been tracking and comparing the number of people who live in Scott County (with certain industry skills) to the number of jobs in those industries currently located in the county (see Figure X-11 - table and graph). This analysis points to a few industries that the County – in partnership with cities, townships and First Stop Shop - should attract or grow to better match the local labor force's skills and talent pool. This includes jobs in manufacturing, retail, finance,

insurance, professional, scientific and technical services, health care and social assistance. Presumably, if more of these types of jobs located in Scott County, it would entice more people who live here to start working here.

Figure X-11: Gap between Local Labor Force Skills and Local Jobs

Occupation	# of county residents with industry skills (2015)	# of jobs located in Scott Co. (2016)	# of new jobs needed in Scott Co. to "retain" local skills
Agriculture & Mining	886	175	711
Construction	4,449	4,477	-28
Manufacturing	11,968	5,935	6,033
Wholesale Trade	2,830	2,578	252
Retail Trade	8,407	4,753	3,654
Transportation, warehousing, utilities	3,797	3,014	783
Finance, Insurance, Real Estate	6,243	941	5,302
Professional, scientific, and technical services	5,595	1,608	3,987
Information	1,550	372	1,178
Arts, entertainment, accommodation, food service	7,360	9,021	-1,661
Personal and administrative services	5,704	4,156	1,548
Health care and social assistance	8,784	4,379	4,405
Public Administration/Education	6,752	6,435	317

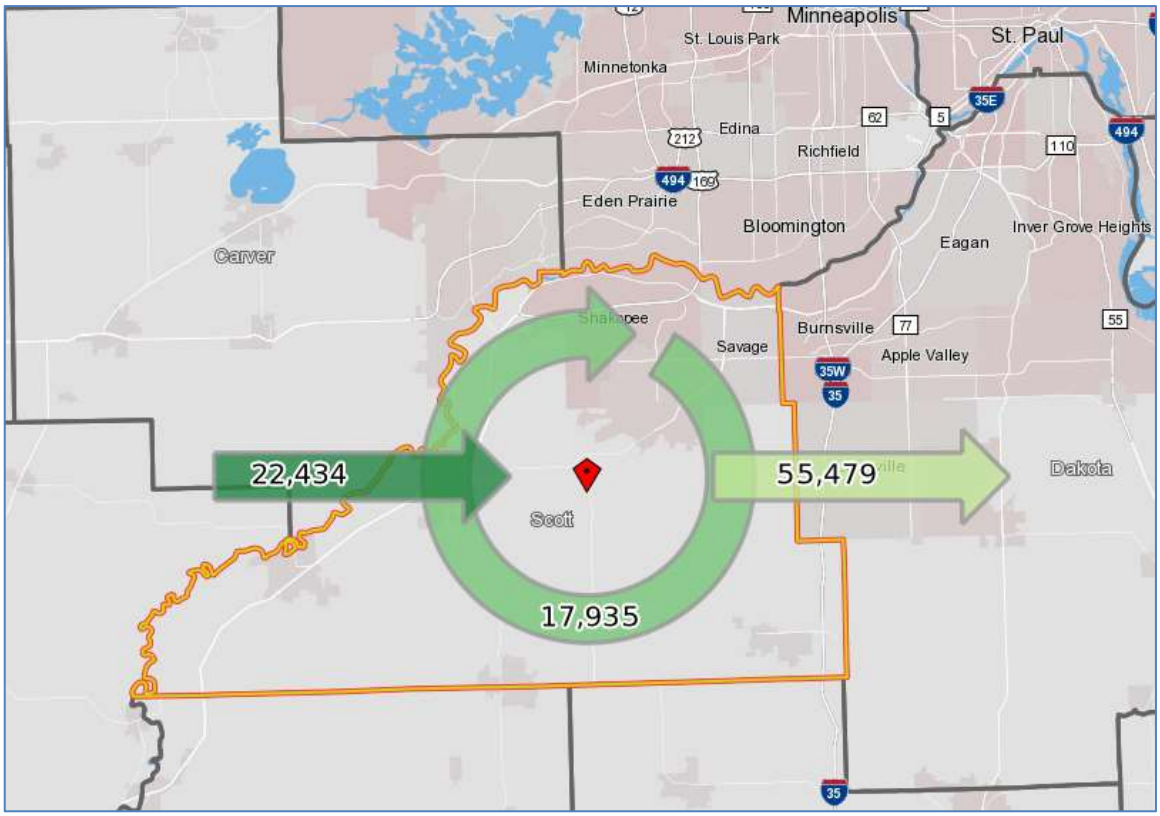


Source: DEED, Quarterly Census of Employment and Wages, 2016; American Community Survey, 2015 estimate

A. Commuting Patterns

Scott County is an exporter of workers, with 55,479 workers leaving the county to go to work, while 22,434 employees commute into the county for employment, resulting in a daily outflow of 33,000 workers (see Figure X-12). Another way to look at the outflow of the county's labor force is to track the number of residents who live and work in the county; and the number who live in the county but commute outside every day for work. In 2010, about 35% of the local labor force lived and worked in the county; about 65% commuted beyond the county. It has been the County's goal since the adoption of the *2030 Comprehensive Plan* to have 50% of the County's labor force living and working in the county by 2030.

Figure X-12: Commuting Patterns Scott County, 2014



Source: https://onthemap.ces.census.gov/

Looking ahead, by the year 2025, Scott County's labor force is projected to total 95,843 people. In order to ensure there are opportunities for at least 50% of the labor force to work locally, Scott County would need to have at least 47,922 jobs. Because the number of current jobs have already exceeded this level, there appears to be a disconnect in either the type of jobs offered in Scott County (not matching the education or skill sets of residents – as showing in Figure X-11), higher wages which entice residents to commute outside of the county, a potential lack of affordable housing for employees who are employed in the county and commuting in, or other factors affecting the outflow of workers.

Figure X-13 shows other useful data points to track the County's "50% by 2030" goal. It shows the top ten workplaces for people who live in Scott County as well as the top ten places of

residency for people who work in Scott County. The top five cities residents are commuting to outside the county line are Minneapolis, Bloomington, Burnsville, Eden Praire, Minnetonka and Edina. The inflow of workers outside of Scott County are primarily coming from Burnsville, Lakeville, Bloomington, Minneapolis and Chaska.

Figure X-13: Inflow/Outflow Job Counts, 2014

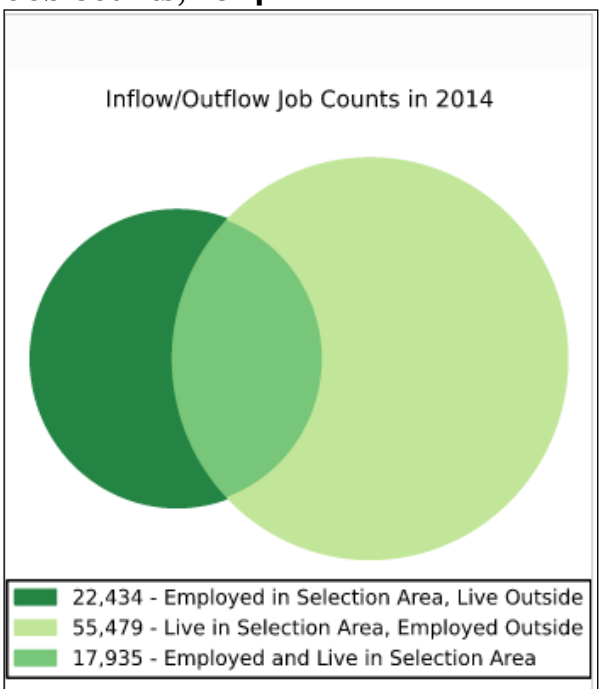
Top ten workplaces of people who live in Scott County

Workplaces	Workers
Shakopee	6,509
Minneapolis	5,942
Bloomington	5,665
Burnsville	4,290
Eden Prairie	4,060
Prior Lake	3,566
Minnetonka	2,264
Edina	2,258
Savage	2,235
St. Paul	2,209
Other	23,732

Top ten residences of people who work in Scott County

Residences	Workers
Shakopee	4,735
Prior Lake	2,873
Savage	2,203
Burnsville	1,726
Belle Plaine	1,420
Lakeville	1,168
Jordan	1,083
Bloomington	1,082
Minneapolis	1,034
Chaska	810
Other	13,018

Note: Workplaces and residences not in the top 10 are counted
Source: U.S. Census Bureau Local Employment-Household D

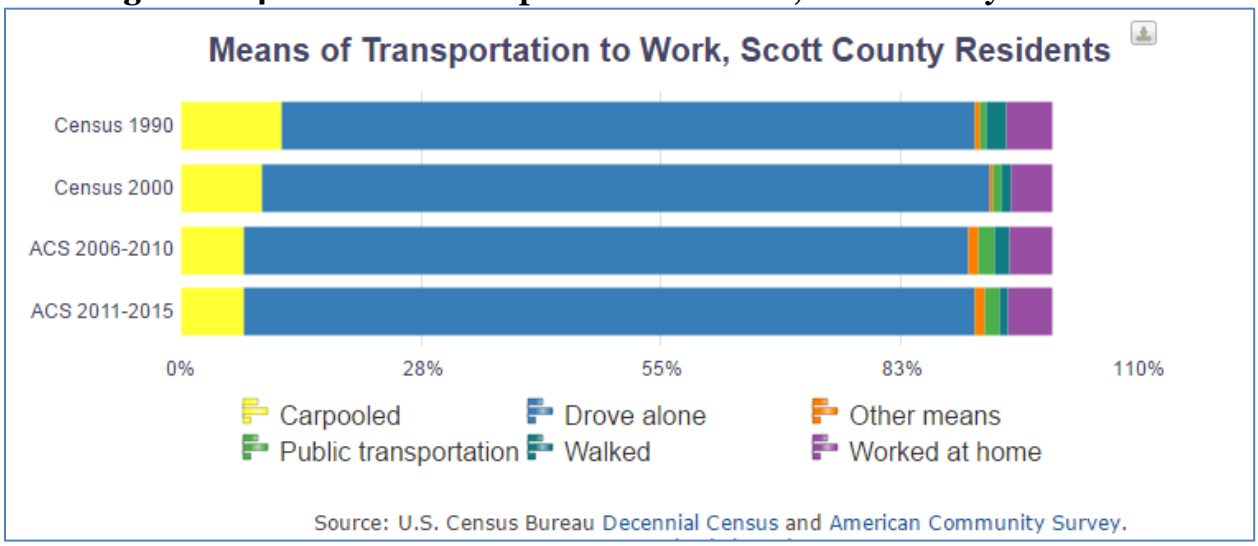


Inflow/Outflow Job Counts (All Jobs)

	2014 Count	2014 Share
Employed in the Selection Area	40,369	100.0%
Employed in the Selection Area but Living Outside	22,434	55.6%
Employed and Living in the Selection Area	17,935	44.4%
Living in the Selection Area	73,414	100.0%
Living in the Selection Area but Employed Outside	55,479	75.6%
Living and Employed in the Selection Area	17,935	24.4%

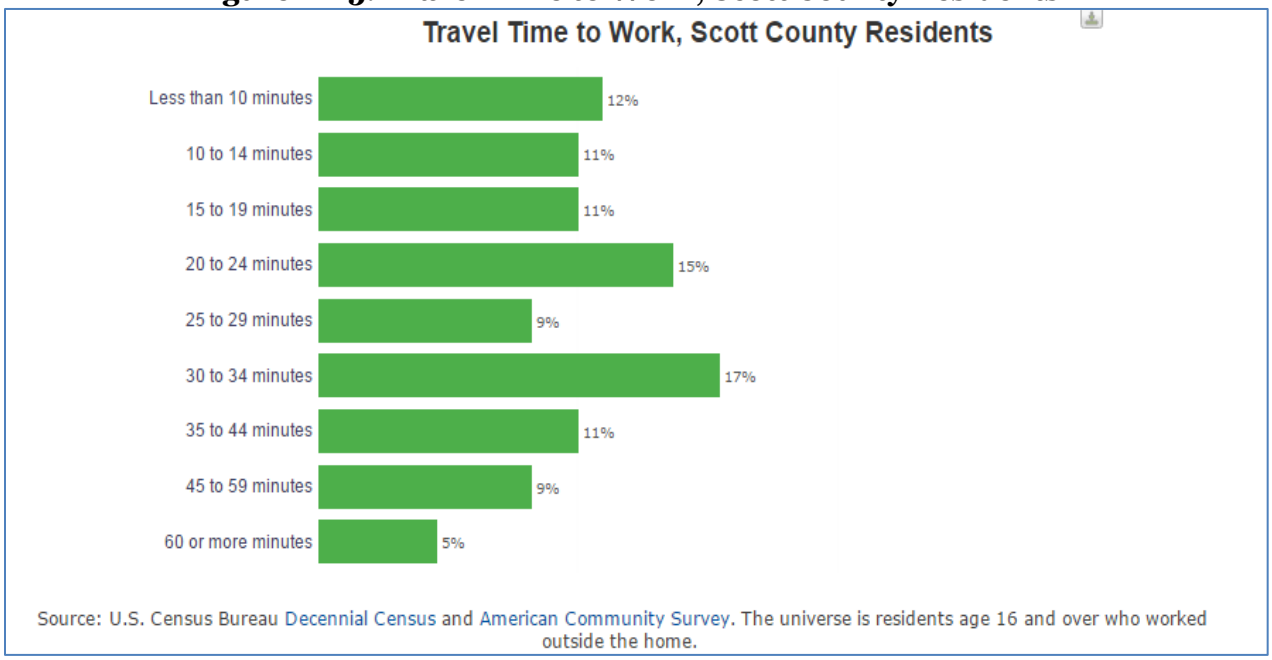
As depicted in Figure X-14, a vast majority of workers (83.9%) drove alone as their means of transportation to work in 2015. Carpooling was the second most common mode of transportation (7.3% down from 9.4% in 2000). Public transportation, walking, and other means (i.e. biking, motorcycles) resulted in a minimal portion of total trips, combining for only 3.8% of the total. The percentage of individuals who worked at home has remained relatively steady over the past 15 years. (5.0% in 2015, a slight increase from 4.6% in 2000).

Figure X-14: Means of Transportation to Work, Scott County Residents



The average time it takes a county resident to travel to work in 2015 was 26.4 minutes, longer than reported in any other metro county and a two minute incease from 2000. Approximately 1/3 of residents report traveling less than 20 minutes to work, with 42% traveling over 30 minutes to work.

Figure X-15: Travel Time to Work, Scott County Residents



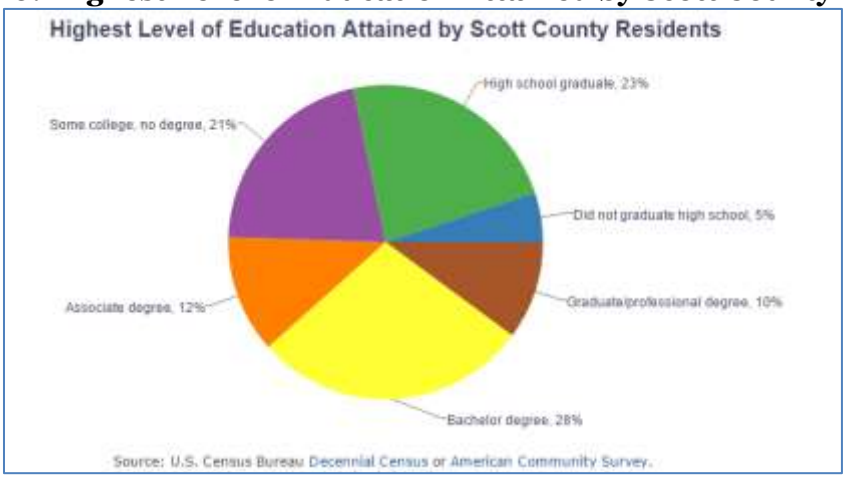
In an effort to expand public transportation options, Scott County's opened its first transit park-and-ride station in 2007. This provided a convenient option for commuters working in downtown Minneapolis. The Southbridge Crossing Transit Station, located at 1401 Crossings Boulevard, provides surface parking for approximately 500 vehicles, heated bus shelters, bicycle lockers and bicycle racks. Express bus service to and from downtown Minneapolis is provided by the Minnesota Valley Transit Authority.

Another public transportation and commuting option includes the Marshall Road Transit Station, located at the intersection of TH 169 and CR 17. There are 400 parking spaces; indoor climate controlled waiting area, bicycle racks, connection to Land to Air Express. Several buses and SmartLink transit provide service. Eagle Creek Park & Ride is located at 6600 Eagle Creek Boulevard in Shakopee. Along with the bus services there are 563 parking spaces, four bicycle lockers and bicycle racks. The Savage Park and Ride is located at 14121 Huntington Avenue, one block north of CR 42. Three buses provide service. There is also a shelter and 195 parking spaces. The Shakopee and Savage public transportation sites are coordinated through the Minnesota Valley Transit Authority.

B. Educational Attainment

According to the 2011-2015 American Community Survey 5-Year estimates, 94.7% of Scott County residents 25 years and older have a high school graduate degree or higher. This compares to 92.4% statewide.

Figure X-16: Highest Level of Education Attained by Scott County Residents



BUSINESS DEVELOPMENT

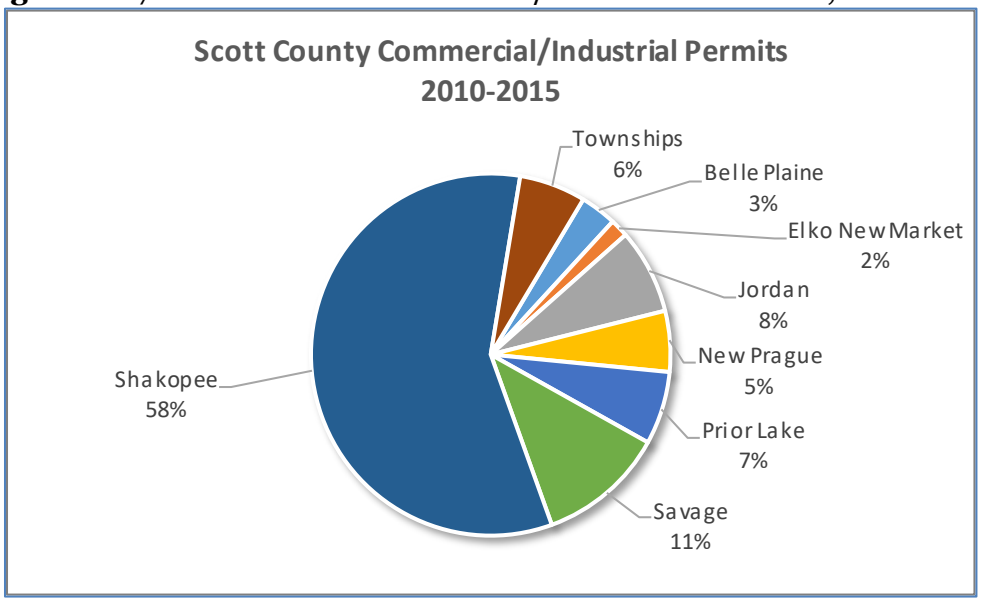
Most of the intensive, large-scale commercial and industrial development in Scott County has occurred in the cities. Some cities have experienced more commercial and industrial development than others, depending on land availability, transportation access, and local priorities and programs. As a general planning practice, the County has discouraged intensive,

large-scale commercial and industrial development in the rural areas and instead promotes this type of development in the cities where a range of urban services (water, sewer, police, and fire) is available or planned to be available.

The County and townships have guided low-intensive commercial and industrial uses into certain portions of the unincorporated areas–predominately along major transportation corridors (TH 169, I-35) and at major highway intersections (State Highways 13 and 282). The County has also promoted farm-supported businesses in the agricultural areas and limited home-based business opportunities in the rural residential areas.

One way to track changes in economic activity is by looking at the number of commercial and industrial building permits issued for new construction over time. According to the 2017 Maxfield study, 148 new commercial and industrial permits were issued in Scott County, with an estimated value of $560 million, between 2010 and 2015. As depicted on Figure X-17, over one-half of the new commercial and industrial development has been concentrated in Shakopee. It is noted that the percentage of commercial and industrial permits pulled for development in the 11 townships (6%) outnumbered the permits pulled in the rural centers of Belle Plaine (3%), Elko New Market (2%), and New Prague (5%) over this time period.

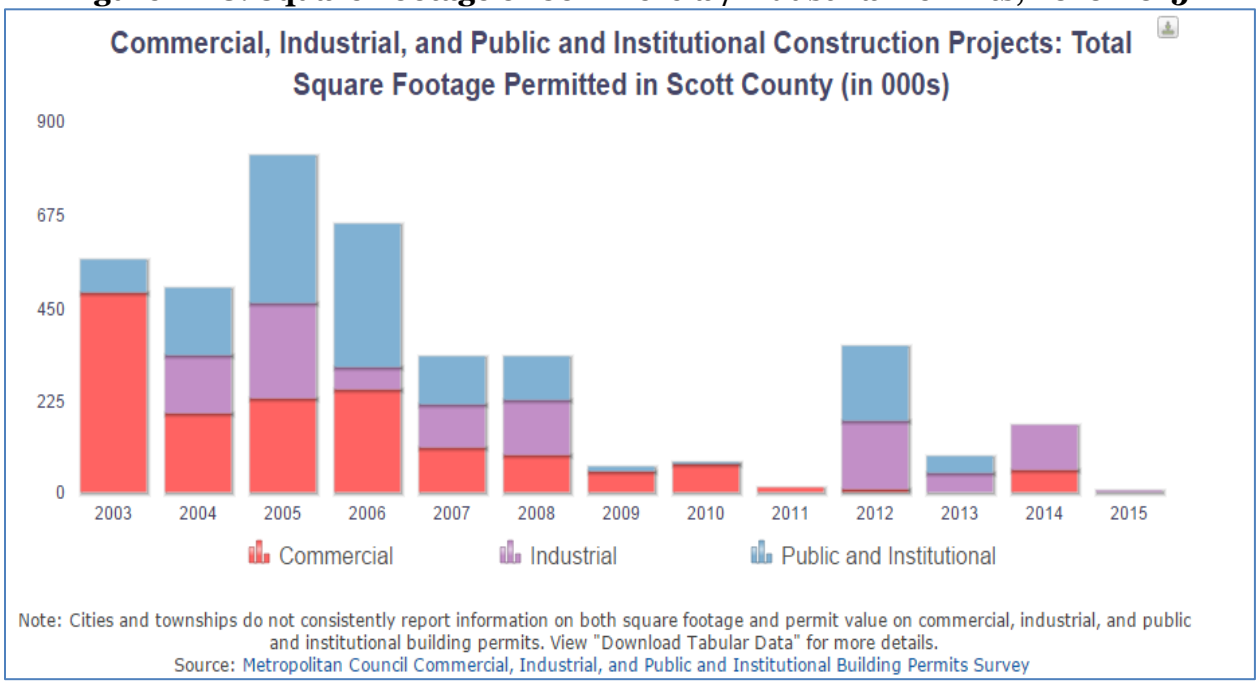
Figure X-17: Location of Commercial/Industrial Permits, 2010-2015



Source: Maxfield Research & Consulting, LLC, 2017

Scott County experienced significant increases in commercial, industrial and public/ institutional projects in the early 2000's, with construction peaking in 2005. The figure below illustrates the breakdown of construction, by size, for each category.

Figure X-18: Square Footage of Commercial/Industrial Permits, 2010-2015



Of the commercial-industrial building permits issued between 2010 and 2015, industrial construction comprised 81% of the market value of the new construction, with commercial construction at 19% of the value. The value of new public/institutional construction exceeded commercial development between 2010 and 2015.

A. Future Business Development

According to the 2017 Maxfield study, the industries with the highest percent growth will be health care, software and real estate related. The industries with the highest increase in actual employment will be computer systems design and related services, offices of physicians, insurance carriers, management and technical consulting services, and activities related to real estate. The highest paying growth industries include other financial investment activities, security and commodity investment activity, farm product merchant wholesalers, insurance carriers, software publishers and computer system design and related services. Figure X-19 includes the high growth industries with their projected 2024 employment, along with the percent of anticipated growth and median annual salaries.

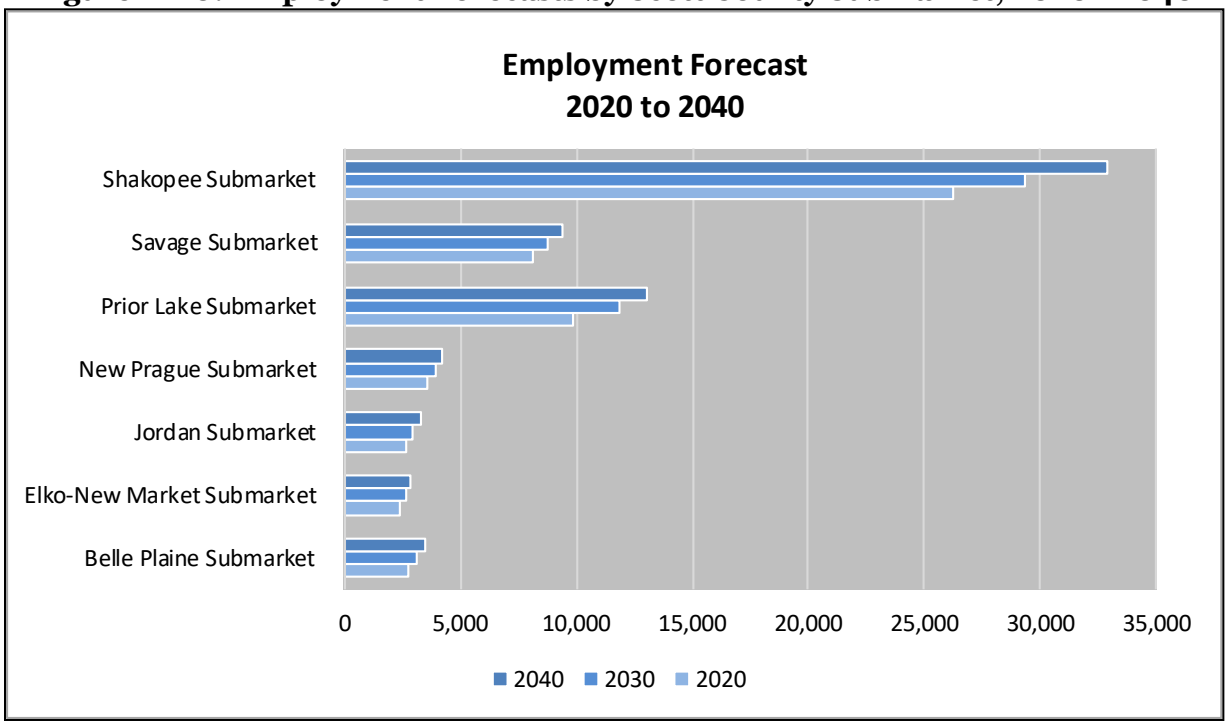
Figure X-19: High Growth Industries Twin Cities Metro Area, 2014-2024

NAICS Code	Industry	2014 Employment	Pct. Growth by 2024	Median Annual Salary 2014
6219	Other Ambulatory Health Care Services	4,738	42.1%	$ 58,136
6214	Outpatient Care Centers	6,989	30.0%	$ 74,828
5112	Software Publishers	5,463	22.9%	$ 103,792
5313	Activities Related to Real Estate	10,511	22.4%	$ 48,100
4541	Electronic Shopping & Mail-Order Houses	6,351	21.8%	$ 75,244
5415	Computer Systems Design & Rel. Services	30,730	18.4%	$ 102,128
5416	Management & Technical Consulting Svc	14,474	17.8%	$ 89,960
6211	Offices of Physicians	28,685	17.5%	$ 94,380
4931	Warehousing & Storage	4,643	17.0%	$ 56,056
4245	Farm Product Merchant Wholesalers	3,661	16.7%	$ 129,740
4239	Misc. Durable Goods Merchant Wholesalers	4,108	14.6%	$ 62,296
5239	Other Financial Investment Activities	6,028	13.2%	$ 173,264
2361	Residential Building Construction	5,460	12.7%	$ 53,768
6212	Offices of Dentists	9,624	11.3%	$ 56,628
5419	Other Professional & Technical Services	11,342	10.9%	$ 57,460
4251	Electronic Markets & Agents/Brokers	20,577	10.2%	$ 96,512
5242	Insurance Agencies, Brokerages & Support	15,113	9.9%	$ 79,560
2382	Building Equipment Contractors	18,026	9.8%	$ 70,200
3353	Electrical Equipment Manufacturing	3,691	9.5%	$ 74,984
2381	Building Foundation/Exterior Contractors	7,218	9.0%	$ 56,940
4411	Automobile Dealers	11,396	8.8%	$ 53,664
5182	Data Processing & Related Services	6,193	8.0%	$ 82,576
2362	Nonresidential Building Construction	8,729	7.8%	$ 83,096
5221	Depository Credit Intermediation	26,933	7.0%	$ 80,600
5241	Insurance Carriers	37,995	6.6%	$ 114,348
6111	Elementary & Secondary School	15,472	6.1%	$ 48,204
2383	Building Finishing Contractors	9,033	5.8%	$ 51,428
5413	Architectural & Engineering Services	15,873	5.2%	$ 80,756
5231	Security & Commodity Investment Activity	10439	4.5%	$ 144,404

Source: MNDEED; Scott County Commercial and Industrial Study, 2017 Maxfield Research & Consulting, LLC.

According to forecasts from the Metropolitan Council, employment within Scott County is projected to increase from 41,545 jobs (2010) to 60,990 jobs in 2030 and 67,440 jobs by 2040. Employment is projected to continue to increase in all of Scott County's submarkets (cities with adjacent townships). Figure X-20 shows projections in employment by submarket for 2020, 2030 and 2040. Shakopee and Prior Lake are projected to have the greatest increases in employment.

Figure X-20: Employment Forecasts by Scott County Submarket, 2020 - 2040



Source: Scott County Commercial-Industrial Needs Update, 2017. Maxfield Research & Consulting, LLC.

B. Retail Market Analysis

The 2017 Maxfield study analyzed the County's retail market supply and demand. Absorption rates exceeded vacancy rates in the retail market between 2003 and 2006; however, in the past decade vacancy rates have increased to approximately 8%. A vast majority of the available retail space is in the cities of Shakopee, Savage and Prior Lake. The cities of Belle Plaine, Elko New Market, Jordan and New Prague also have commercial retail space available, but it tends to be smaller in size and within the downtowns versus large commercial centers.

As stated in the 2017 study: "Retail continues to be in flux as brick and mortar outlets are seeking a balance between online sales and traditional retail sales; convenience and food/beverage outlets are less affected by this trend." The First Stop Shop assists communities in marketing their available commercial retail space to reduce vacancy rates and supports city and township efforts to provide goods and services to their residents and employees.

C. Office Space

According to the 2017 Maxfield study, increases in office space have occurred primarily in the professional, technical and health care sectors. The study indicates most of the office space is newer, Class B space, with rent rates ranging from $8 per square foot to $22 per square foot.

D. Industrial Market

The 2017 study reported that bulk warehouse accounted for 71% of the multi-tenant industrial supply in Scott County. This compares to only about 23% in the southwest Twin Cities submarket. Most of the available industrial space was located in Shakopee (773,000 sf), followed by Savage (138,000 sf) and Jordan (32,000 sf). The type of industrial product may be impacting the wages for manufacturing in the county versus other areas in the Twin Cities southwest submarket. There will be continued demand for commercial and industrial space, with over 10 million additional square feet needed in Scott County between 2015 and 2040. As

shown in Figures X-21, the demand for office and retail space is anticipated to increase, but at a slower pace than industrial demand after 2020.

Figure X-21a: Commercial-Industrial Demand, 2015 - 2040

	Square Footage and % Demand						
Time frame	**Industrial Demand**		**Office Demand**		**Retail Demand**		**Total Sq. Ft.**
2015-2020	1,357,000	60%	254,745	11%	63,0075	29%	2,241,820
2020-2030	2,714,000	71%	227,682	6%	89,6284	23%	3,837,966
2030-2040	2,714,000	69%	288,536	7%	92,8366	24%	3,930,902
Total	**6,785,000**	**68%**	**770,963**	**8%**	**2,454,725**	**25%**	**10,010,688**

Source: Data derived from the Scott County Commercial-Industrial Needs Update, 2017, Maxfield Research & Consulting, LLC.

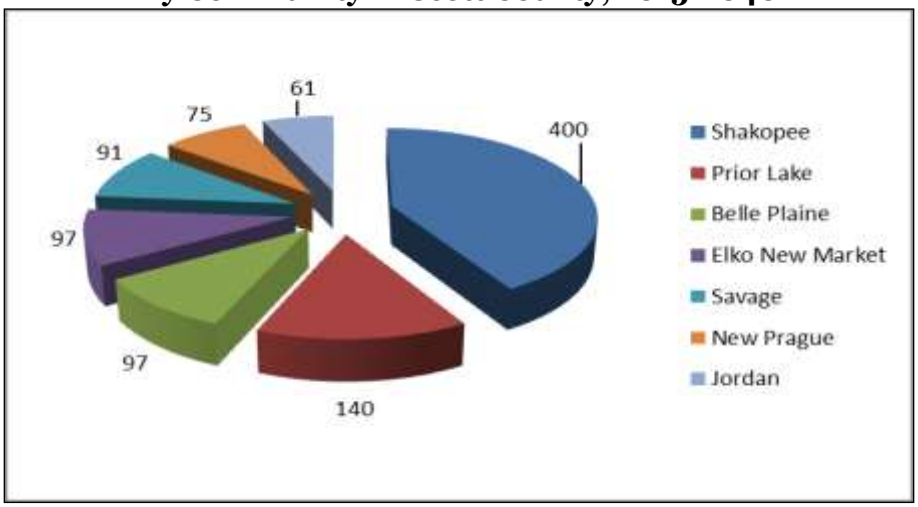
In order to support the anticipated growth, Maxfield Research has identified a need for 963 acres of commercial and industrial land by 2040. Figure X-21 provides a breakdown of the number of acres needed countywide, by category. Figure X-22 breaks down land needs by community. Each city will use this data when updating their respective 2040 planned land use maps. Some of this acreage will likely fall outside the current city limits, into township areas that may or may not be under an orderly annexation agreement boundary.

Figure X-21b: Commercial-Industrial Land Demands

	Acreage and % Demand						
Time frame	**Industrial Acres Demand**		**Office Acres Demand**		**Retail Acres Demand**		**Total Acreage**
2015-2020	125	58%	19	9%	72	33%	**216**
2020-2030	249	67%	17	5%	103	28%	**369**
2030-2040	249	66%	22	6%	107	28%	**378**
Total	**623**	**65%**	**58**	**6%**	**282**	**29%**	**963**

Source: Data derived from the Scott County Commercial-Industrial Needs Update, 2017, Maxfield Research & Consulting, LLC.

Figure X-22: Commercial-Industrial Acres of Land Needed By Community in Scott County, 2015-2040



Source: Maxfield Research & Consulting, LLC, 2017.

In 2010, County and city staff inventoried all properties guided and zoned for commercial, office or industrial development and classified it according to staging criteria loosely based on the State's "shovel ready" program. The criteria for Class I, II, and III parcels are shown below.

Development Readiness Criteria

Class III (1+ year time horizon)
• Property is guided for commercial or industrial use
Class II (3 -12 month time horizon)
• Property is guided and/or zoned for commercial or industrial use • Property is within the jurisdiction's 2030 growth boundary or MUSA boundary • Public infrastructure (street, sewer, water, etc.) and private utilities (electric, gas) is readily accessible to the property • Public infrastructure systems (street, sewer, water, etc.) currently have sufficient capacity to serve the property upon development
Class I (90-day time horizon)
• Property is guided and/or zoned for commercial or industrial use • Property is within the jurisdiction's 2030 growth boundary or MUSA boundary • Public infrastructure (street, sewer, water, etc.) and private utilities (electric, gas) is readily accessible to the property • Public infrastructure systems (street, sewer, water, etc.) currently have sufficient capacity to serve the property upon development • Property is platted • Interior improvements (street, sewer, water, storm water, etc.) necessary for the development have been completed (i.e. "pad ready") • Ready for building permit application and site plan approval – including traffic studies and access permitting (if required)

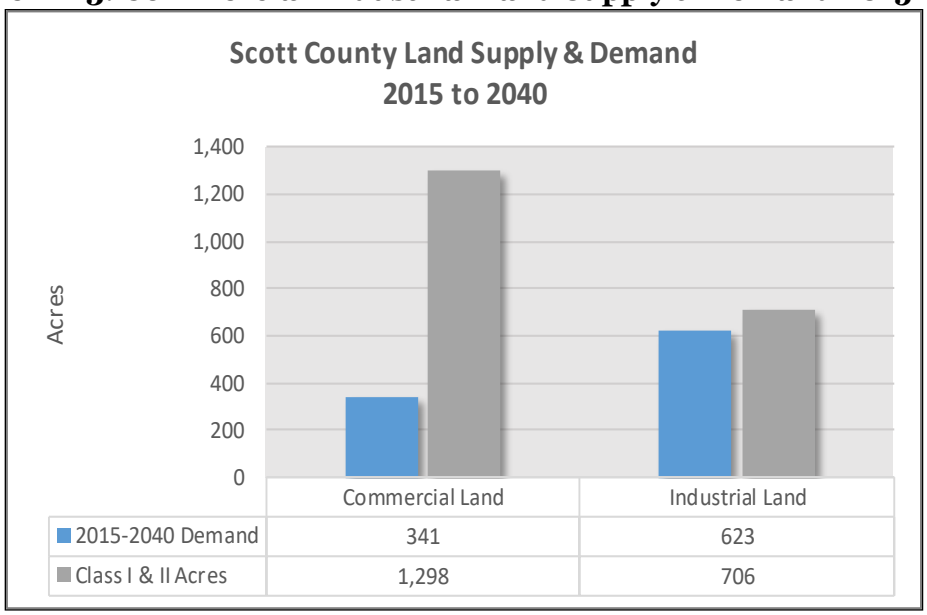
This countywide inventory of development readiness has been updated every couple of years. In 2017, the Maxfield study found that there is sufficient Class I and Class II acres of land countywide to meet the projected commercial demand to 2040 (see Figure X-23). There may be a need for additional industrial acreage to meet the projected demand, depending on the sites and amenities.

As of 2017, there was approximately 30 acres of Class 1 platted lots guided and zoned for rural commercial or industrial development in the townships (lots in Minnesota Valley Industrial Park in Jackson, Sand Creek Industrial Park in Sand Creek, and Dairy Lane industrial area in Spring Lake).

There was approximately 850 acres of developable Class III land guided and zoned for rural commercial and industrial development (primarily in Louisville and Sand Creek townships along TH 169). Much of this acreage is not served by a local road system. In addition, much of this acreage guided for commercial and industrial development contains underlying aggregate deposits – and significant Class III properties are either under permit for aggregate mining or undergoing an environmental review for eventual aggregate mining.

According to the 2017 Maxfield Study and the First Stop Shop, rural sites remain attractive for commercial and industrial users with expansive outdoor storage needs. These types of uses have difficulty locating within city limits.

Figure X-23: Commercial-Industrial Land Supply & Demand 2015-2040



Source: Scott County Commercial-Industrial Needs Update, 2017. Maxfield Research & Consulting, LLC.

E. Destination Entertainment

Scott County is home to a number of unique entertainment establishments not found anywhere else in the Twin Cities. These destinations attract people from across the metro region, out-state Minnesota, and the Upper Midwest. These attractions generate revenue for the state's tourism industry and also help support local food, hospitality and service businesses. The following collection of popular tourist attractions has helped make Scott County a major destination for entertainment:

- Valleyfair Family Amusement Park, Shakopee. Valleyfair provides employment for 80 persons year round and an additional 1,600 seasonal jobs.
- Canterbury Park, Shakopee. This is the Twin Cities only horse racing track and card club.
- Mystic Lake Casino, Shakopee Mdewakanton Sioux Community. This is the largest Native American gaming facility in Minnesota, and county's largest employer.
- Renaissance Festival, Louisville Township. Approximately 320,000 people attend the fair on weekends during its fifteen-day season in August and September.
- Elko Speedway, Elko New Market. Annual attendance is over 250,000 people for over 20 racing events.
- The Landing, Shakopee. This is a living history village of the 1800s – operated by Three Rivers Park District - provides enjoyment and education to 50,000 visitors a year.
- Scott County Fair, St. Lawrence Township. Held in late July each year, the fair has attendance ranging between 28,000 and 30,000.

RiverSouthMN is an organization developed by Canterbury Park, Mystic Lake, the Renaissance Festival and Valleyfair, to jointly promote the "Land of Big Fun" and their hotels and attractions

in Scott County. RiverSouth, along with area Chambers of Commerce help promote tourism and the destination entertainment available in Scott County.

In 2014, the County, cities, townships and tribal government undertook an exercise to model future traffic conditions under an entertainment land use scenario. The scenario imagined a future with major expansions to existing and some new retail, gaming and performance destinations in the county based on recent proposals or concepts that have come to light. These expanded or new facilities were projected to generate 2,000 to 62,000 daily trips and varied between seasonal and year-round operation. Widespread changes to county-wide congestion levels were not observed in the model as a result of the additional traffic generation. However, a small number of isolated locations did show a higher level of congestion risk, particularly along CSAH 83 as a result of casino expansion at Mystic Lake and retail development at Canterbury Park.

ECONOMIC INFORMATION, MONITORING AND STRATEGIC INITIATIVES

Scott County and its cities and townships coordinate economic development efforts with local, regional and state organizations including, but not limited to, local economic development authorities and economic development commissions, GreaterMSP, the Minnesota Department of Employment and Economic Development (DEED), nonprofits, Chambers of Commerce, and local businesses. In an effort to coordinate economic development efforts and improve the ability to respond to business requests more quickly, the First Stop Shop (FSS) was created in 2012 by the Scott County Association for Leadership and Efficiency (SCALE). FSS now operates under the umbrella of the Scott County Community Development Agency (CDA), but continues to assist with SCALE initiatives. A summary of the FSS and its programs follows.

A. First Stop Shop

The First Stop Shop (FSS) is an economic development resource for all Scott Count cities and townships. Services offered include, but are not limited to, comprehensive data collection and management, site selection assistance, education and training, process improvement, research and marketing assistance, assistance with funding identification, and connections to an extensive network of resources. The First Stop Shop erases borders between jurisdictions to provide the best service possible to those who are considering Scott County for their business' location. FSS is a member of MNCAR and the GreaterMSP.

- FSS coordinates the **Economic Development Incentive Grant Program** (the "EDI Program"), which was established in March of 2014 and is funded by the Scott County CDA. The goals of the EDI Program are to facilitate the creation of jobs, increase the tax base and improve the quality of life in Scott County through two specific strategies: Corridor Readiness and Technical Planning Assistance.

- **MCCD Open To Business Program.** The Open to Business program is a collaboration between the Scott County CDA and the Metropolitan Consortium of Community Developers (MCCD). An Open to Business Advisor is available to provide one-on-one business counseling assistance customized to meet the needs of current business owners and prospective entrepreneurs. Financing is also available to qualified applicants. The Open to Business program is funded through FSS and the CDA and offered free of charge to Scott County businesses or residents.

- **Economic Gardening.** Scott County offers a national program aimed at cultivating "second stage" business to grow and thrive in our region. Scott County, in partnership with Hennepin, Ramsey, and Carver counties, the Edward Lowe Foundation, and the National Center for Economic Gardening coordinate the program. As a part of the program accepted companies participate in CEO roundtables and forums, as well as receive approximately 50 hours of directed, targeted research. All of the fees associated with the Economic Gardening program are covered by Scott County. Now it is fourth year, Scott County is part of the largest multi-county Economic Gardening program in the nation. As of 2017, the FSS will begin overseeing the program.

- **Business Incubator/Accelerator Programs -** In 2012, the City of Prior Lake launched its own business accelerator program. Technology Village began with approximately 2,000 square feet of space on the main floor of Prior Lake City Hall; including offices, a conference room, and approximately 800 square feet of open co-working/collaboration space. The offices were furnished and participants were provided resources such as internet, phone, printer/copier, and a break room. A six member Board of Directors has guided the direction of the accelerator and served as mentors to the participants. The overall management has been coordinated by city staff and the EDA.

  With a 2015 Prior Lake hired a consultant, Greenwood Consulting Group, Inc., to assess the Technology Village Business Accelerator (TVBA) and provide recommendations for its future direction, including possible expansion or relocation. The study recommended the expansion of the program to a county-wide business incubator/business accelerator program. Although the report recommends a single, centralized location for a county-wide incubator, the estimated $2.5M for development of that scenario is not currently feasible.

  Moving forward, it is envisioned the current TVBA program will transition to a Scott County CDA program managed by the FSS, who will work closely with the cities who have open space available to create satellite sites where the city would cover any office/site costs (including utilities), furnish the office space and provide equipment. An agreement between the cities and the CDA for FSS program management is proposed.

B. SCALE 50 x 30 Workforce Readiness Work Group

In April 2016, SCALE established four work groups and a steering committee to accomplish a "50 by 30" initiative. The goal of the work groups is to advance a "Collective Impact Approach" to achieving 50% of the County's labor force living and working in the County by 2030. The four workforce groups established to help accomplish this goal were Housing, Workforce Readiness, Transportation and Educational Preparedness.

The Workforce Readiness work group's vision is to "Elevate each person's contribution to the community through a rich variety of local employment opportunities and career pathways." The group has been working to attract more businesses to the county; increasing the number of high value jobs; ensuring employees are healthy, prepared and have the skill sets, mind sets, and content knowledge skills to take advantage of local employment opportunities.

C. Local Government Role in Economic Development

Local governments across the nation have taken different philosophical approaches to fostering economic development. For Scott County, the overall approach to economic development is one based on efficiency, organization and preparedness. This approach is predicated on a belief that

employers are attracted to communities that: a) invest in well-planned infrastructure and services; b) develop a logical, integrated, and consistent land use plan; c) provide first-class amenities and support services; and d) focus on the importance of customer service in attracting and guiding economic development. The following is a summary of these four key components as they relate to Scott County:

1. Invest in Well-Planned Infrastructure and Services

Scott County offers excellent access to the larger Twin Cities and Upper Midwest region for commercial, industrial and office development. Interstate 35, U.S. Highway 169, State Highways 13, 21, 282, and CSAHs 42 and 18 all serve as primary routes for Scott County businesses and residents. In the 2000s, two key improvements expedited the mobility of people and commerce between Scott County and destinations throughout the Twin Cities: the I-494/TH 169 interchange improvement project and the TH 13 corridor improvement projects in Savage/Burnsville area. The majority of County road improvements have been focused on the northern part of the county, including the conversion of CSAH 21 to a four-lane rural expresses way and two lanes added to CSAH 42 and CSAH 82 which will help alleviate congestion in both Shakopee and Prior Lake. Scott County is scheduled to invest millions in highway construction between 2018 and 2040. (See Chapter VI for more information on the major projects and transportation-related initiatives planned over the next 2040 planning horizon.)

Scott County owns a fiber network, maintained by Access Communications, that runs throughout the County linking all cities, schools, major government facilities, and many planned and existing business parks. County staff work closely with businesses to evaluate their fiber needs and assess options which could result in significant long term operating. The fiber ring provides an enormous capacity for communication, a highly reliable internet connection, and an opportunity to reduce or share communication costs for all public services. The high-speed, high capacity bandwidth has been an incentive to attract businesses and industries interested in partnering with the County and accessing the fiber backbone.

The County has been proactive in assuring continued urban growth and the extension of urban infrastructure beyond the 2040 planning horizon. According to the Metropolitan Council, wastewater treatment capacity for the Blue Lake regional treatment plant serving northern and western Scott County will be exhausted by 2040. To plan for post-2040 growth, the County partnered with Met Council staff and engineering consultants during the 2030 planning process to identify a site for a new regional wastewater treatment plant in the Minnesota River Valley as well as a staging plan for serving Scott County communities. The joint study also identified a service area for the new plant and looked at interim development options in the rural areas for future conversion to public sewer when urban services become available. (See Chapter V for more information on this important planning study.)

2. Develop a Logical, Integrated Land Use Plan

The primary approach of the County land use and growth management plan is to ensure that Scott County develops in an economically sustainable manner and that growth is matched with the County's ability to provide infrastructure and services. To the extent possible, the County's land use plan proposes that growth pay for the necessary

infrastructure improvements such as roads, storm water management systems, water supply and wastewater treatment.

The County's land use plan proposes to guide most commercial, industrial and office development within the cities where urban services and infrastructure investments already exist. In locations where cities have identified future commercial areas outside their jurisdictions, the County's land use plan proposes to preserve the land at low densities until urban services can be more easily extended. The plan proposes limited areas for rural commercial and industrial uses. (See Chapter V for a complete description of the County's land use and growth management plan.) The County actively reviewed and discussed land use and transportation plans with each of the cities during the course of the 2040 planning process to ensure well-integrated growth management and economic development initiatives.

3. Provide First-Class Amenities and Support Services

As the County continues to grow and develop, the cities, townships, and tribal government have all focused on maintaining a high quality of life for its residents and employers. From local survey data, residents have consistently given the county's communities high marks for quality of life factors, such as excellent schools, safe neighborhoods, and natural environments.

Over the past 25 years, communities have invested in a number of public facilities and services to accommodate residents' needs. These include schools, community and recreational facilities, civic centers, libraries, and local and regional parks and trails. In addition to the new facilities, public services have continued to expand with new technologies and in number of employees and types of services to address the needs of the growing population and businesses. The cities, townships, and County have adapted to the needs of the public and will continue to do so to ensure the best possible services are provided.

4. Focus on the Importance of Customer Service

Quality customer service leaves a great impression for businesses seeking to expand or searching for a new location. By providing accurate and up-to-date information as well as courtesy with clear and honest answers, the businesses will be given the best information they need to make a highly important decision. This type of customer service is not only given to prospective businesses. Scott County provides this quality customer service to current employers and residents as well on a wide range of issues, from researching property records to addressing employer and social service needs. The customer service reflects the type of camaraderie and high quality of life that Scott County residents have established.

ECONOMIC COMPETITIVENESS GOALS AND POLICIES

As stated at the beginning of this chapter, this element looks at economic competitiveness of the County as a whole, but also specifically calls out strategies for the 11 townships. Based on the inventory and analysis outlined above, there are a few key findings to address in the following goals and policies:

- The disconnect between the skills and talent of the local labor force, with the types of jobs located in the county

- The high percent of warehouse/distribution space in the county compared to the southwest Twin Cities metro region
- The comparatively lower wages for jobs in Scott County as compared to the Twin Cities region, but higher than regional average household incomes.
- The projected growth in retail/office space for the next few years, but leveling off after 2020 due to more on-line sales.
- The need to retain the 18-24 year olds in the local labor force – who are facing much higher levels of unemployment and underemployment than the population as a whole.

Goal #X-1 Prepare, adopt and implement an integrated land use plan that supports economic development.

a. Promote large-scale commercial and industrial development projects to urban areas where a full range of utilities, services, transportation and other infrastructure are available.

b. Plan for and reserve an adequate supply of accessible land for future commercial and industrial uses in planned urban growth areas, in concert with city plans, to meet projected demand.

c. In planned rural areas, promote smaller-scale, less-intensive commercial and industrial development projects that satisfactorily accommodate storm water management, transportation and other supportive services.

d. Minimize land use conflicts that would unduly impede commercial and industrial growth in areas planned for those uses.

e. Allow home businesses and home extended businesses provided they are accessory to the residential use and do not impact nearby properties.

Reason: It is important to create an integrated land use plan that provides compatible uses, reduces potential conflicts, accommodates large and small business owners, and preserves land for future commercial and industrial uses in order to protect the rights of property owners, maintain a high quality of life, provide the opportunity for a diversified local economy, and reduce future infrastructure costs.

Goal #X-2 Attract, retain and expand businesses and industry to diversify the local tax base and promote local employment opportunities.

a. Support collaborative actions with the seven cities to promote Scott County as a great place to locate large industries and job producing businesses.

b. Partner with local chamber of commerce groups and area tourism organizations to develop a marketing plan and promotional presence for economic development opportunities in Scott County.

c. Continue to support the First Stop Shop as a location for economic development information within Scott County, coordinating marketed commercial and

industrial properties, potential business development opportunities, incentive programs, and employment base data for all seven cities and eleven townships.

d. Partner with educational institutions to advance job skills and promote labor retention.

e. Promote the county's natural amenities and safe communities to attract new industries.

f. Work with local public and private utilities to improve telecommunications, sewer, water, and other local infrastructure in planned economic development centers and corridors.

g. Assist communities with Business Retention and Expansion visits and surveys.

h. Explore opportunities through the University of Minnesota's Resilient Communities Program or similar student-led research programs to address items such as expanding a business incubator program.

Reason: By providing the foundation for a strong local economy, business retention will remain high and new businesses will continue to move to Scott County, generating additional employment opportunities and tax revenue.

Goal #X-3 Utilize Scott County Association for Leadership and Efficiency (SCALE) to discuss, plan for, and promote economic development and workforce readiness opportunities on a countywide scale.

a. Identify the reasons residents are commuting to jobs outside of the county, through Business Retention and Expansion Surveys, Resident Surveys, and Employers Surveys.

b. Target market to and work with existing employers who provide employment options which match Scott County residents' skill sets and employment experience to reduce the export of trained workers to other counties.

c. Work with communities to plan for housing options which support all levels of workforce housing and match employment and wages within their cities and the county.

d. Explore opportunities to offer post-secondary educational opportunities within Scott County.

Reason: SCALE has become a highly effective organization that promotes communication, collaboration, and sharing of resources between local jurisdictions. SCALE initiatives have resulted in legislative positions for County transportation needs, more efficient and cost effective snow plow routes, and a regional training facility for public safety. These efforts could also be utilized for economic development through shared promotional/marketing endeavors.

ECONOMIC COMPETITIVNESS RECOMMENDATIONS

Following are excerpts of key economic development recommendations relevant to the County and 11 townships from the *2017 Commercial/Industrial Demand Analysis for Scott County* (prepared by Maxfield Research and Consulting, LLC):

- *Retailers could capture sales from several sources, primarily area households, but also employees, people visiting the County, and daily traffic through the County. The most likely retail uses to be drawn to each submarket would be neighborhood and convenience-oriented goods and services…"*

  2040 Plan Recommendation: The County should adopt and map a new Hamlet Mixed Use zoning district in select unincorporated crossroads locations to accommodate neighborhood and convenience-oriented goods and services.

- *Based on historical absorption and development trends in Scott County, we anticipate that industrial demand will be strongest for bulk warehouse space, representing 52% of total industrial demand between 2015 and 2040 (3.6 million square feet).*

  2040 Plan Recommendation: The County should continue to guide and zone for rural industrial uses – including warehouse uses - in the 11 townships.

- *We estimate that up to 623 acres of land will be required in Scott County to accommodate the projected demand for industrial space between 2015 and 2040. Based on SCALE data, there are currently 715 acres of Class I and Class II land available in the County to support industrial development, suggesting that there is an adequate supply of land available. However, we anticipate that industrial development will consume about 87% of the available Class I and Class II land between 2015 and 2040*

  2040 Plan Recommendation: The County should continue to guide and zone for commercial reserve areas that limit rural development until urban services are available to serve the parcel's highest and best use. The County should continue to work with cities and townships to create or update orderly annexation agreements that provide more certainty for the timing and staging of Class II and III land development.

CHAPTER XI – UTILITIES & LOCAL GOVERNMENT FACILITIES

This chapter's focus is on utilities – sewer, water, solid waste, gas, electric, renewable energy – along with local government facilities_that serve Scott County; particularly its unincorporated area. The location, quality, capacity, and planned improvements to these utilities and facilities can influence the pattern and pace of development. This chapter begins with an inventory of existing utilities, facilities and services provided by city, town, county, and regional governments and private companies.

Projected growth in population, housing, and jobs in Scott County will necessitate the need for additional utilities and services over the 25-year planning period. Therefore, this chapter's goals and policies for improvements to utilities, facilities and services are coordinated with other chapters, such as housing, economic competitiveness, safe, healthy & livable communities, transportation, and land use.

SEWAGE TREATMENT SYSTEMS

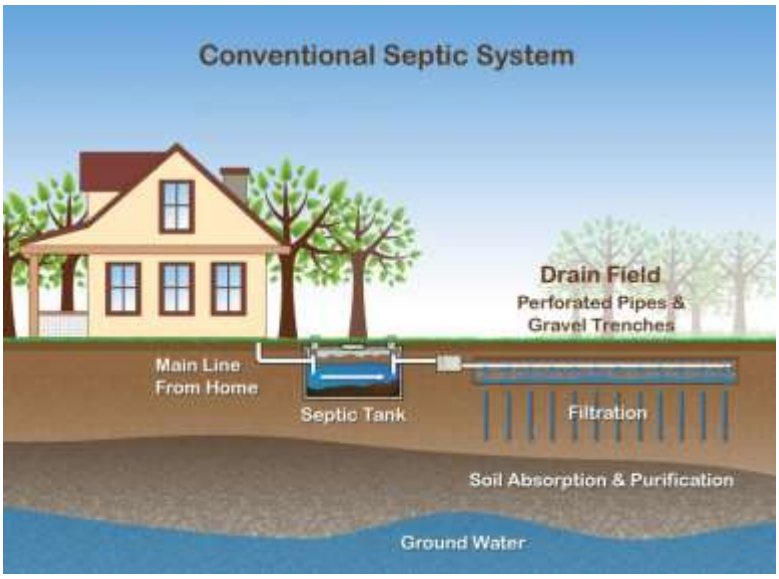
In Scott County, wastewater is disposed of by two broad methods: municipal- or regional-owned and maintained sewer systems or private on-site sewage treatment systems. Most of the county's population is located within a city and is served by a municipal or regional sewer system. Most homes and businesses in the county's townships are served by a private on-site system. There are several community sewage treatment systems (CSTS) in the county that combine public ownership but use technology closer to that of private on-site sewage treatment systems. The more traditional, big-pipe public sewer service does not exist in the townships (with the exception of some retrofitted lakeshore properties around Cedar Lake and Spring Lake) primarily due to the low density of homes. In the townships, there is generally sufficient lot area (one acre of non-hydric soil or larger) for an individual sewage treatment system and an average sized house. The following describes in more detail common wastewater treatment systems serving Scott County.

A. Individual Sewage Treatment Systems (ISTS)

All individual sewage treatment systems (ISTS) are required to meet the standards set forth in Scott County's Individual/Community Sewage Treatment System Ordinance No. 4. The standards include acceptable treatment systems, as well as size requirements and setback requirements from adjacent lots, bluffs, wells, and water bodies. As of 2016, there are approximately 7,490 individual treatment systems in the eleven townships (up from 7,307 systems a decade ago). There are another 1,111 systems in the rural portions of incorporated cities (down from 1,320 a decade ago). The assortment of on-site septic systems still operating

on properties within the cities are often the remnants of historic annexations or incorporations that occurred where large portions of a township came under city jurisdiction.

Scott County has developed an ISTS maintenance program to ensure existing systems are properly maintained in accordance with Metropolitan Council requirements and Minnesota Pollution Control Agency (MPCA) Rule 7080. The County's Environmental Health Department notifies homeowners every three years unless verification is received that their septic tank has been recently inspected/pumped.

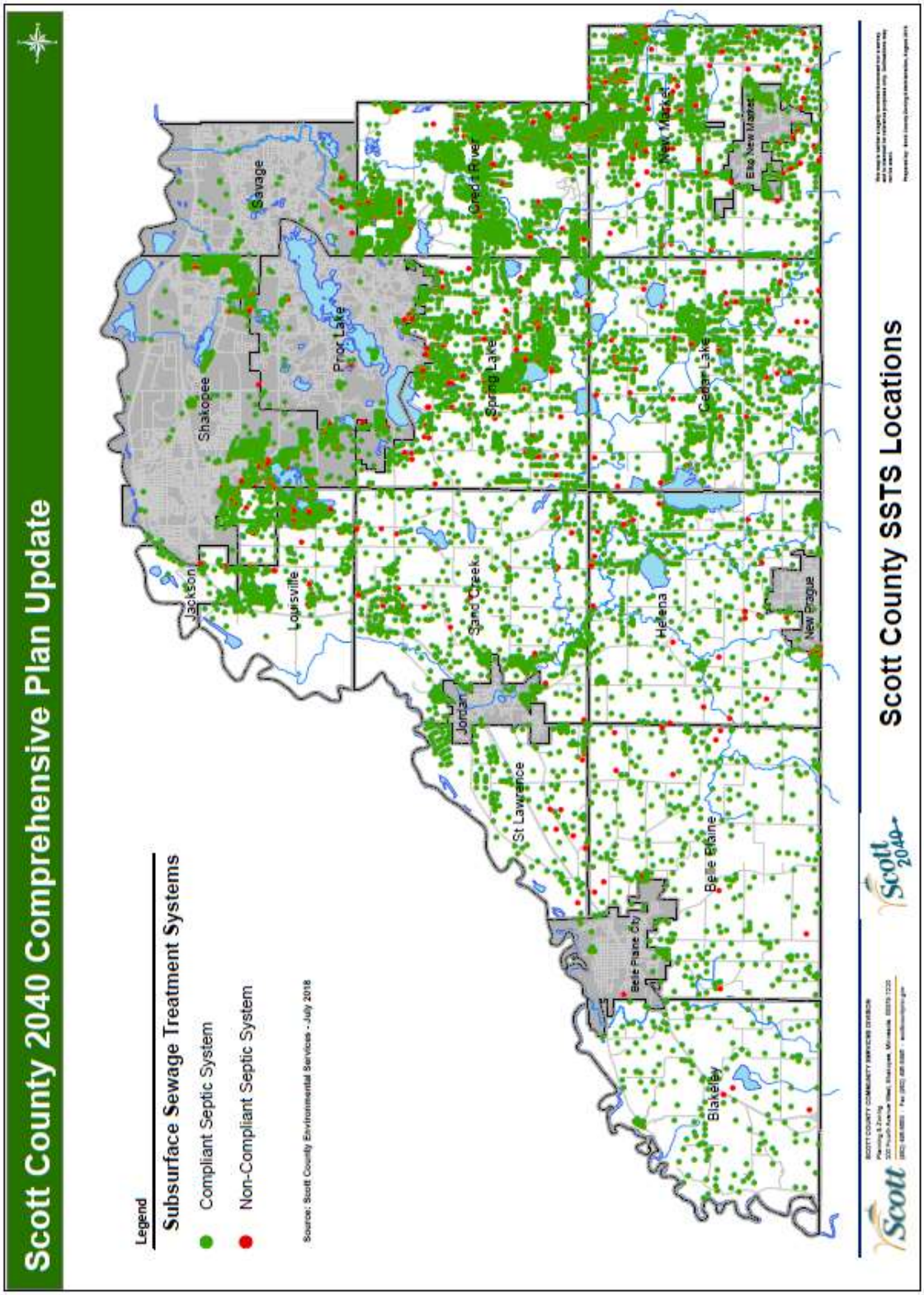


The County has a tracking and notification database to issue permits for pumping septic tanks as a means to record maintenance, provide enforcement for failing systems, and pay for the cost of the program. This notification program includes the eleven townships and all non-serviced areas within the cities. If septic systems are found to require repair or replacement, a reasonable timeline for conformance is established based on the potential impact to public health or safety and state laws. For example, systems discharging to the surface pose an imminent public health or safety threat and must, by state law, be replaced within ten months of notification. However, systems that might appear to be otherwise functioning but upon closer examination are found to be constructed too close to the ground water tables as established by state regulations are required to be reconstructed according to the geology of the area and the relative risk to ground water. This timetable is established in acknowledgment of Scott County's specific geology and may range from ten months to ten years.

In 2014 Scott County started a low interest loan program through the Minnesota Department of Agriculture's Best Management Practices loan program. The County offers loans to property owners that have a failing or non-compliant septic system, with interest rates from 0% to 3%, depending on household income. Minimum qualifications for this program include: County property taxes must be current (do not owe any back taxes), and the septic system is considered failing. The loan is for ten years and it is payable with property taxes. Since 2014, about 15 property owners a year have utilized this loan program.

Map XI-1 depicts the location of all existing subsurface sewage treatment systems in operation in the county as of summer 2018. The map shows the general location of septic systems that are not compliant with state and county rules or ordinances. Generally, non-compliant systems correlate with the age of the septic system. The three most common reasons a septic system is deemed non-compliant in the county is 1.) the system is discharging or creating an imminent health threat, 2.) the tank is not properly sealed, or 3.) the original drain field was dug too close to seasonal high water table. The County works with non-compliant septic owners to bring them into compliance over time when reviewing building permits, plat approvals, or home sale transfers.

Map XI-1:
Compliant and Non-Compliant Subsurface Sewage Treatment Systems



Source: Scott County Environmental Health Department

B. Community Sewage Treatment Systems (CSTS)

In 2001, Scott County introduced a new method in managing sewage from homes in rural developments. This method is commonly known as Community Sewage Treatment Systems, or CSTS. Some of the technology for these community systems has been around for years. For example, there are mobile home parks and several campgrounds that have been served by large on-site sewage systems for several decades. New CSTS systems are essentially larger versions of a standard home ISTS with two unique differences. CSTSs are required to include some measure of pre-treatment of the sewage in addition to the standard requirements for an ISTS. Secondly, CSTSs are publicly owned and operated by a subordinate service district which is established by the township within which the CSTS is located.

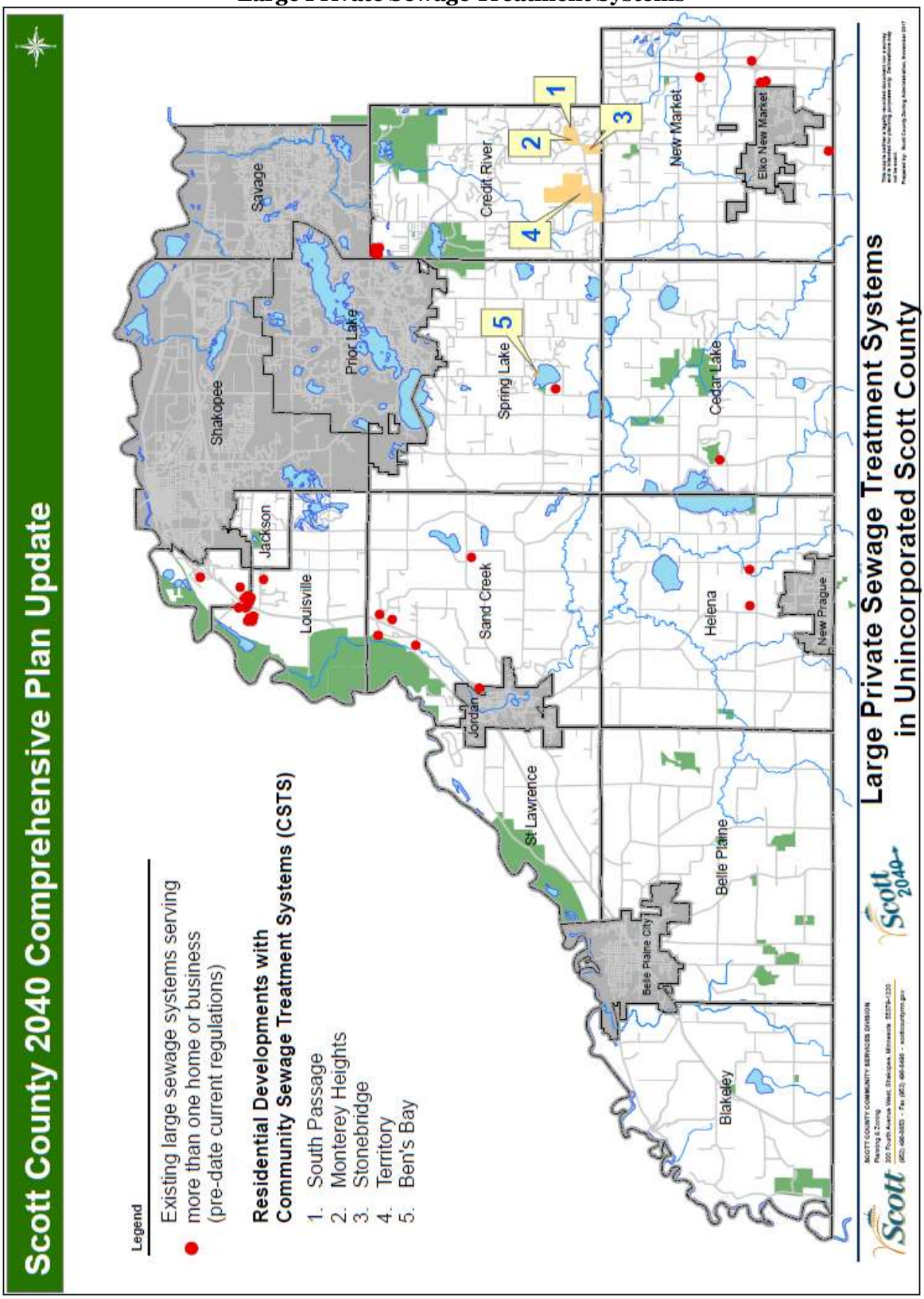
Scott County considers CSTS systems as a public value and, as such, it offers developers the ability to get more residential density if a publicly managed CSTS is used to serve the development. The County provides this incentive because of the advantages of a properly managed sewage treatment system over the uncertainty of maintenance of private individual systems. These advantages include better use of limited land when home lots are clustered, economies-of-scale to cover costs for roads and other infrastructure, and professional maintenance.

In Scott County, CSTSs are managed by a Township entity established under State law called a Subordinate Service District. Homeowners hooked up to a CSTS pay a monthly service fee, and included in that monthly payment is a fee that covers future replacement of the system. Subordinate Service Districts grant the townships authority to assess properties within the district if a property owner fails to pay these monthly service fees. Four townships have established such districts and hired professionals to manage the CSTSs under their control.

In 2007, both the State and County began exploring new options to permit and manage large sanitary treatment systems. Previously, a large system designed to manage a flow of greater than 10,000 gallons per day was reviewed and permitted by both the County and the MPCA. Any system designed to manage less than this amount was reviewed and permitted solely by the County. Performance based systems were not allowed in Scott County. In 2008, the MPCA made rule changes where they would review and permit all Type I, II, and III (performance based) systems designed to manage flows above 10,000 gallons per day.

As of 2017, there are five developments served by CSTS. Map XI-2 shows the names and locations of these developments, as well as existing large private sewage systems serving more than one home or business. A cluster development in Credit River Township called Territory served by CSTS is the single largest rural residential development ever proposed in Scott County not connected to a municipal sewage treatment system.

Map XI-2
Large Private Sewage Treatment Systems



Source: Scott County Environmental Health Department

C. Municipal or Regional Sanitary Sewer Service

The County's seven cities are served by municipal or regional sanitary sewer service. The three northern cities (Shakopee, Prior Lake, and Savage) and one city along Interstate 35 (Elko New Market) have land within the Metropolitan Urban Service Area (MUSA) governed by the Metropolitan Council. The Council has designated through the city comprehensive planning process that only land within the MUSA will receive regional sanitary sewer service.

The MUSA boundary regulates the pattern of growth in the Twin Cities Metropolitan Area by restricting the extension of sanitary sewer service into the areas without adequate infrastructure. The four cities having land within the MUSA boundary are serviced by Blue Lake, Seneca, or Empire Wastewater Treatment Plants (WWTPs), with the long-term service areas shown in Map XI-3.

The cities of Jordan, Belle Plaine, and New Prague operate their own wastewater treatment plants and sanitary sewer distribution systems. In 2006, the Shakopee Mdewakanton Sioux Community (SMSC) opened its own wastewater treatment plant to serve tribal land. Previously, sewer service for tribal land was provided in cooperation with the cities of Shakopee and Prior Lake and was treated at the Blue Lake regional plant. The SMSC facility treats wastewater through a filtration process that discharges reclaimed water into two wetlands. Reclaimed water can then be routed to an irrigation pond to be used to irrigate The Meadows at Mystic Lake Golf Course.

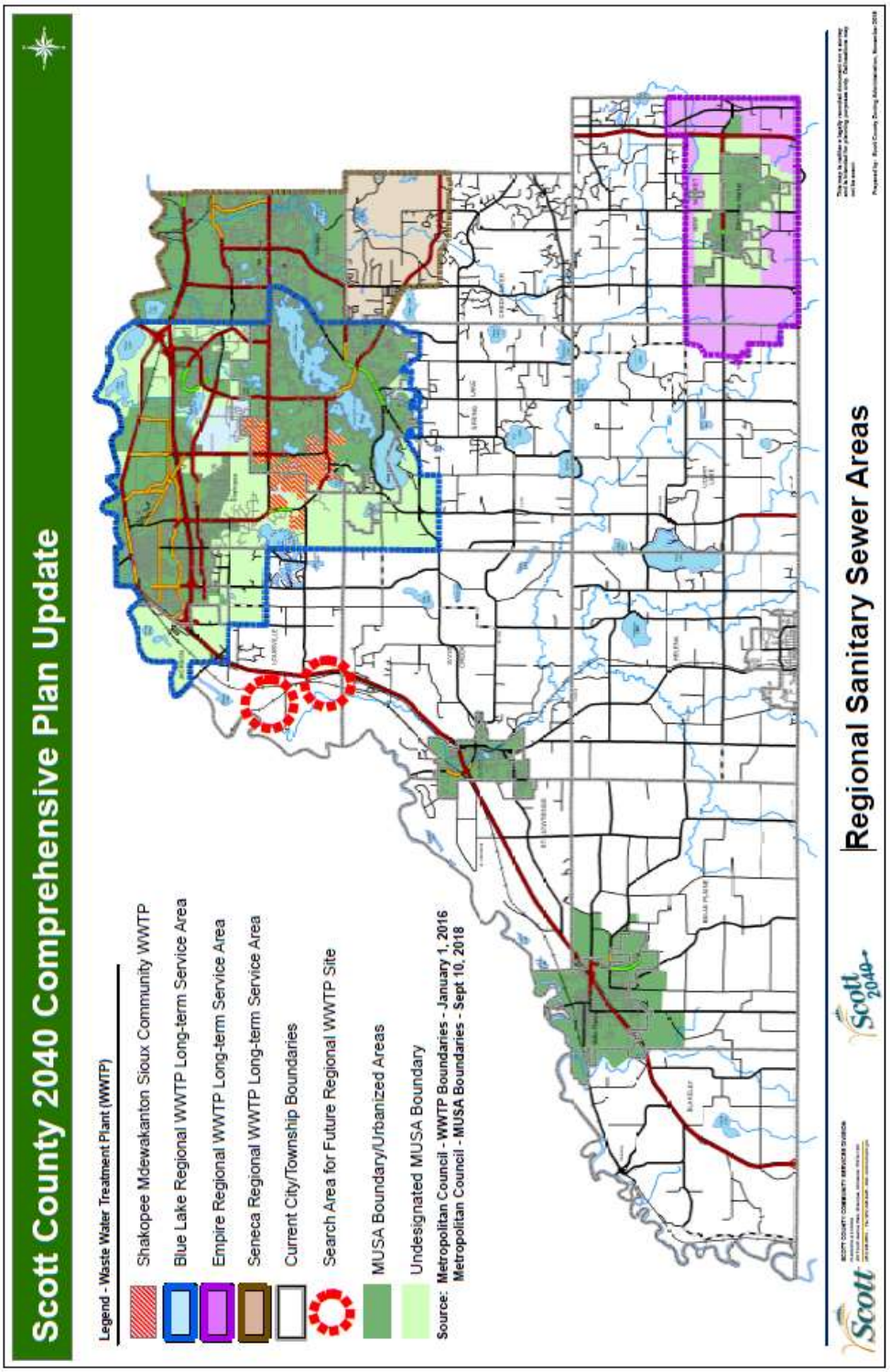
In order to meet the long-range (post 2040) needs of the growing population of the southwest metro area in Scott County, the Metropolitan Council is considering construction of a future treatment plant to serve the western portion of the county. Consistent with the Council's 2030 Regional Framework Plan and 2040 ThriveMSP plan, Scott County has partnered with the Metropolitan Council to jointly achieve the following objectives:

1. **Define the alternatives for long-term wastewater service area to Scott County, estimate associated wastewater flow, and identify conceptual capital facilities capacity requirements**.

2. **Identify alternative search areas for the Future County Regional WWTP.**
   Map XI-3 shows two potential search areas for the future Scott County WWTP site. These two search areas meet the site selection criteria: 80 acres or more in size, suitable soils and elevation, access to 9-ton highway, reasonable proximity to Minnesota River for discharge and to water users for re-use, optimum location relative to staging wastewater service, and compatible with surrounding land uses.

   The Search Area near the Louisville/Sand Creek township line, between Highway 169 and the Minnesota River, is generally guided and zoned for industrial uses. There are existing rural businesses and extraction uses in this general area. This search area is bounded to the west by land owned and managed by the U.S. Fish and Wildlife Service. Parcels along this segment of Highway 169 are ultimately guided for commercial and industrial development connected to urban sewer and water and accessed by a frontage road along the highway. Any potential interim or final site development in this search area should incorporate this planned frontage road system.

Map XI-3
Regional Sanitary Sewer Service Areas in Scott County



Source: Scott County GIS, Metropolitan Council,

A future treatment plant in this area designed with a modest profile, aesthetic architectural elements, minimal odor emissions, and properly screened with natural landscaping/berming should be compatible with existing and planned surrounding land uses. A recently abandoned Union Pacific Railroad line runs through this search area and could be utilized as both an outlet to the Minnesota River and as a regional surface trail connection.

The Search Area along 130th Street in Louisville Township, between Highway 169 and the Minnesota River, is generally guided and zoned for industrial uses. There is an existing extraction use in this general area. This search area is also bounded to the west by land owned and managed by the U.S. Fish and Wildlife Service. A recently abandoned Union Pacific Railroad line runs through this search area and could be utilized as both an outlet to the Minnesota River and as a regional surface trail connection. A future treatment plant designed with a modest profile, aesthetic architectural elements, minimal odor emissions, and properly screened with natural landscaping/berming should be compatible with existing and planned surrounding land uses.

3. **Develop a staging plan for wastewater service to Scott County.**
The Scott County Planning Department and Metropolitan Council Environmental Services staff used a set of criteria, rationale and methods to define the post-2030 Long-Term Service Area for the future regional wastewater treatment plant. First, it was important to define the long-term service areas of the existing regional plants serving Scott County. Defining the long-term service area for the Blue Lake WWTP was coordinated through 2030 comprehensive planning efforts and updates completed by the cities of Shakopee and Prior Lake (in close coordination with Scott County and Met Council staff). Defining the long-term service area for the Seneca WWTP was primarily coordinated through 2030 comprehensive planning efforts and updates completed by the city of Savage and Credit River Township (in close coordination with Scott County and Met Council staff). The long-term service area for the Empire WWTP was established in the 2005 *Southeast Scott County Comprehensive Plan Update*.

The following is a set of criteria, rationale and methods that helped determine the long-range service area for Scott WWTP. The criteria essentially determined the County's end land use pattern with an ultimate rural service area and ultimate urban service area. Based on Met Council analysis, a future Scott WWTP could serve approximately 50,000 acres of developable land in the western and central portions of Scott County.

- **Existing lot patterns:** Areas with an abundance of existing homes or businesses on 2½- to 10-acre lots with individual septic systems should be planned for ultimate rural services and densities. In general, areas with an abundance of large,

undeveloped parcels (generally greater than 10 acres) should be planned for ultimate urban services and densities.

Rationale: An abundance of existing rural, small-lot land use patterns are major obstacles to future sewered development due to costly and disruptive impacts associated with public sanitary sewer service extension and assessment. These land uses when planned for and concentrated in a specific area create a low density land use type that responds to a market segment that has a history in Scott County and is consistent with the 2040 Vision.

Methods: Existing land use map showing parcels, subdivisions and home sites.

- **Wetlands, lakes and topographic features**: Areas with abundant wetlands, lakes and rolling topography should be planned for ultimate rural services and densities. Areas with limited water features and flatter topography should be planned for ultimate urban services and densities.

  Rationale: Existing water features and rolling topography are obstacles to efficient and economic extension of urban-level infrastructure (e.g., streets, utilities).

  Method: Natural resource inventory maps for the eleven townships.

- **Natural resource and storm water management considerations**: Areas with abundant hydric soils, significant ecological resources, and eroded rivers and streams should be planned for ultimate rural services and densities.

  Rationale: Through lower-density development, the County can allow, encourage or require hydric soils artificially drained for agricultural use to revert to natural conditions, which in turn will: a) reduce existing stream erosion and lake and wetland degradation from siltation; b) reduce long-term costs for storm water management; and c) improve wildlife habitat and rural natural environment aesthetics.

  Method: Natural resource inventory maps for the eleven townships; Prior Lake/Spring Lake Watershed and Scott WMO plans and studies.

- **Transportation systems:** Areas with little to no *existing* or *planned* township roads to support a regional arterial and collector system should be planned for ultimate rural services and densities.

  Rationale: Urban densities should be served by a hierarchy of local, regional and state arterials and collectors.

  Methods: Township and County transportation plan maps; Transportation plan maps for the seven cities.

- **Groundwater supplies:** Sub-regions within a County with a limited supply of drinking water for municipal, high-capacity well use should be guided for rural services and densities.

  Rationale: Depleted aquifers and diminishing drinking water supplies are becoming an obstacle to economical, efficient urban expansion in the metropolitan area.

  Method: U.S. Geologic Atlas, regional groundwater study.

Based on this analysis, the 2040 Planned Land Use map illustrate a long-term staging plan for wastewater service in Scott County. These maps and images depict the 2040 service areas for regional and municipal wastewater service, as well as the post-2040 potential Long-Term Service Area (LTSA) for a future regional wastewater treatment

plant. A land use staging approach is provided in the goals and descriptions for "urban expansion" and "transition" areas in Chapter V.

4. **Develop strategies and processes for efficient and orderly development of Scott County.**
The County will continue its approach - set in the 2020 plan - to promote clustered subdivisions within the Urban Expansion and Transition Areas by providing density incentives. Residential lot clustering in planned future urban growth areas is intended to allow for interim development while reserving the balance of the land area for future development when public utilities and services become available. Clustering options at a density of 1 unit per 10 acres will be allowed in both the Urban Expansion and Transition Areas if: a) 70% or more of the non-hydric land or b) 80% of more of the non-wetland in the subdivision can be preserved for future development. In addition to requiring reserved, developable open space for future development, the County will continue to require ghost platting or re-subdivision plans as part of the development approval process to illustrate compatible land use and lot arrangement relationships between the initial rural lots and future urban development. These ghost plats will need to demonstrate the ability to reach an overall gross density of 3 dwelling units per developable acre for the entire parcel when urban services become available. Achieving this overall gross density could be illustrated by showing single family, two-family, or multiple family residential "ghost" lots, or a combination thereof, and will be reviewed by the adjacent city to ensure compatibility with long-range city land use plans for the exurban area, if available. The Metropolitan Council will have an opportunity to review whether this overall gross density of 3 units per developable acre will be achieved as these rural interim cluster developments transition to urban services when adjacent cities formally annex these parcels and petition for MUSA expansion and city comprehensive plan amendments. For any PUDs obtaining density bonuses proposed in the Council's LTSA, a Comprehensive Plan Amendment will be required to allow the Council an opportunity to review.

For CSTS developments in urban growth areas, the County is promoting a concept where the CSTS is owned by the township but operated by the adjacent municipality, which will likely serve the neighborhood when urban services become available. For the city, operation of the CSTS will not require any new staff or expertise, because operational services can be contracted out to the same private vendors that townships use. The city can benefit from this type of arrangement by: a) ensuring streets, sidewalks, and stormwater infrastructure are built to city specifications; b) setting up financial arrangements for future public sewer hook-up fees; and c) requiring orderly annexation agreements.

The cost to convert these interim rural developments and hook-up existing homes and lots to municipal infrastructure (i.e. sewer, water, roads) is a major issue. The traditional method of assessing properties under state statute authority coupled with bonding has been used by cities to fund the conversion of areas with on-site services to municipal services. However, this process is many times controversial and costly for all involved – cities, townships, and affected property owners. As part of this joint study, the Scott County Planning Department identified other, alternative methods to fund these types of conversions:

- *Funding through the subordinate service districts*: The township through its authority under the Subordinate Sewer District (SSD) can secure funding using the special assessment and bonding procedure under Minn. Stat. Chap 429. The

township could even consider requiring the developer to request that the SSD create a "capital conversion" fund to help off-set the costs of future conversion to municipal sewer as a "service" to the residents.

- *Funding through homeowner's association*: The development's homeowners association could also be set up to allow for an association managed fund dedicated to off-setting the costs of conversion from private ISTS to a municipal system.
- *Funding by the developer*: Another option would be to utilize the Public Value Incentive concept to allow a developer who contributes to a locally-managed "capital conversion" fund dedicated to off-setting the costs of future conversion as a way to qualify for greater density for their proposed development.

As Scott County continues to grow, it is likely that some lots and parcels in the unincorporated areas will be provided with urban services either through annexation by cities or by contract between cities and townships. There may also be an opportunity for townships to arrange for municipal sewer service to be extended into areas for new development or to serve lots with failing on-site septic systems. This type of arrangement has been demonstrated with the extension of municipal sewer service to parcels in Spring Lake Township along the south side of Spring Lake and to parcels around Cedar Lake in Cedar Lake and Helena Townships.

WATER SUPPLY

Water service is provided to city residents by their municipalities. In the townships, water is provided by private wells and community wells in limited cases. The Minnesota Department of Health (MDH) regulates the construction and functions of these private wells. Scott County Environmental Health Department provides water analysis and inspects contaminated wells.

A. Groundwater Protection

The increasing population growth intensifies land development pressure and also the potential for groundwater pollution through land development activity and land use changes.

In 2007, the Minnesota Geological Survey published a revised and digitized Scott County Geologic Atlas through a joint project with Scott County. The first County Atlas was published in 1982. Since that time, thousands of new wells have been added to the water well database and land use patterns have changed considerably. The major project tasks included construction of six atlas plates, produced as paper maps and electronic (.PDF) files, and the production of geographic information system (GIS) files. The GIS files allow geologic information from the atlas to be combined with other public data, such as land use, census, soils data, or parcel information, to aid in decision making regarding development, reconstruction, or natural resource management. An evaluation of bedrock hydro-geologic attributes is also included in the Atlas, as well as a discussion of the Franconia Formation and Ironton-Galesville sandstones which are expected to be of increasing importance as a source of water as development moves further westward.

This 2040 Plan Update encourages the use of community water supply systems – where feasible - rather than individual wells as a means of protecting ground water resources and to recognize economies of scale. This Plan also encourages restoration of wetlands in areas of hydric soils that will provide multiple benefits to the environment, including increased ground water recharge. The land use patterns identified in this Plan also encourage ground water recharge for aquifers that serve the municipalities. Ground water - which comes to the surface in the lower

bluff areas through springs and seeps - also contributes to several unique natural resources such as Boiling Springs, Eagle Creek (trout stream) and the Savage Fen wetland complex. This Plan's approach toward reduction of storm water runoff and restoration of hydric soils to pre-agricultural conditions of wetlands and recharge areas may also have a positive influence on these natural resources.

Chapter VII *Water, Natural & Agricultural Resources* includes more information on groundwater protection and drinking water supply management maps, goals and policies.

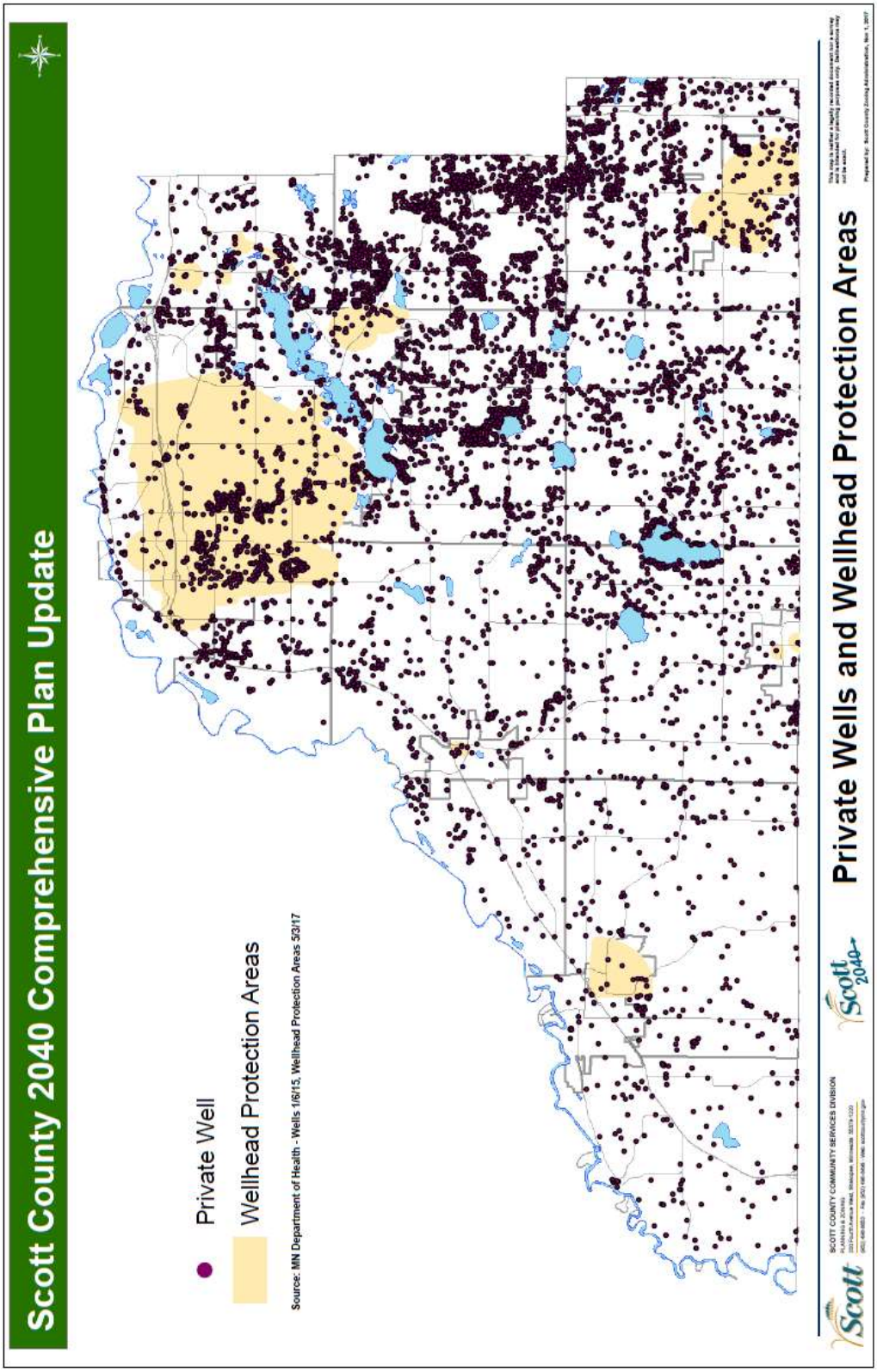
B. Well Protection

Wellhead protection of public water supplies is a means of protecting the ground water which will be withdrawn from a community well or well field. Since land uses near the well may impact or pollute the aquifer below, it is important to carefully monitor activities above the wellhead and aquifer recharge area. This area is regulated, and classified as a wellhead protection area (see Map XI-4), in order to maintain the quality of the water being extracted. Three factors that assist in delineating the wellhead protection area are velocity, direction of ground water flow, and length of time for contaminant degradation.

The 1986 Amendments to the Federal Safe Drinking Water Act (SDWA) established the Wellhead Protection Program to protect the ground waters of supply wells and well fields that contribute drinking water to public water supply systems. Under the SDWA each state must prepare a Wellhead Protection Program for the EPA. The MDH is under a state legislated mandate from the Minnesota Ground Water Protection Act of 1989 to develop wellhead protection rules and to prepare the State Wellhead Protection Plan for submittal to the EPA.

In the unincorporated areas, private wells are the predominant source for drinking water. Map XI-4 inventories approximately 6,633 active private wells in the cities and townships. It is important to identify and properly seal abandoned wells to prevent groundwater contamination. For example, if a public or private well casing is not grouted properly, surface water may percolate downward and act as a direct conduit for contaminants to the aquifer. Proper installation of wells and activities around wells should be monitored to reduce the potential for surface contamination to the aquifer. For greater visual detail per property on groundwater susceptibility or drinking water supply management areas by utilizing Scott County's online mapping application ScottGIS3 (SG3) https://gis.co.scott.mn.us/SG3/?config=internal.json&.

Map XI-4
Private Wells and Wellhead Protection Areas



Source: Scott County GIS

SOLID WASTE & RECYCLING

Solid waste planning, and the implementation of alternatives to landfill burial, was established by Minnesota's Waste Management Act and related legislation. This service is funded by grants from the State of Minnesota. Waste management activities are County-wide, and include programs such as recycling, household hazardous waste (HHW) management, yard waste management, waste processing, waste reduction, problem waste management, and public education. These programs are coordinated with the State, municipalities, townships, and Scott County's Solid Waste Advisory Committee. Solid Waste regulation involves inspection and code enforcement of licensed solid waste facilities and licensed waste haulers, and the investigation of illegal dumping.

In 2012, the County adopted a *Solid Waste Management Master Plan* as an update to its 2005 management plan. The 2012 management plan recognizes that there has been an emerging level of cooperation and interaction between metropolitan counties in the area of solid waste program implementation. In 1998, Scott County declined to adopt proposed revisions to the six-county Joint Powers Agreement of the Solid Waste Management Coordinating Board (SWMCB), believing that the proposed changes were not consistent with the direction that Scott County has chosen relative to involvement of the private sector in solid waste service provision to Scott County residents. However, the 2012 Plan recognizes the benefits of continuing to coordinate programs between counties and identifies strategies to effectively interact with neighboring counties toward achieving complementary program implementation and public education.

The overall approach of the 2012 plan is to continue on the course that has been successful in Scott County in the following eight topical areas: source and toxicity reduction, recycling, waste processing, municipal solid waste (MSW) landfilling, non-MSW management, waste collection, solid waste governance, and cost and finance.

GAS AND ELECTRIC

Natural gas service is provided by Minnesota Energy Resources, Greater Minnesota Gas and CenterPoint Energy. Gas transmission lines that cross the county are owned and operated by MinnCann, Minnegasco and Northern Natural Gas. Electricity is provided by Minnesota Valley Electric Cooperative, Shakopee Public Utilities, New Prague Utilities, Dakota Electric and Xcel Energy. Transmissions lines running through the county are owned and operated by Great River Energy.

TELECOMMUNICATIONS

Mobile and land-based telecommunication services provide for the wireless transmission of voice and data and include cellular and personal communications services (PCS), paging and wireless Internet services and mobile radio communication**.** These services operate from wireless networks that depend on antenna devices and related equipment to transmit from a sender to one or more receivers. Such services are viewed as a utility service provider that benefits the community and its economic growth and vitality.

A telecommunications facility is generally defined as a facility, site, or location that contains one or more antenna, telecommunications towers or monopoles, a distributed antenna system (DAS), micro-cell or other miniaturization technology, alternative support structures, satellite dish antennas, other similar communication devices, and related equipment and site improvements used for transmitting, receiving, or relaying telecommunications signals. The County's zoning ordinance sets forth standards on siting and design issues used in evaluating land use applications for commercial wireless tower structures.

The growing demand for mobile network connectivity associated with increased smartphone ownership, greater mobile usage indoors and higher data rates is driving the evolution of mobile telecommunication networks. One approach to facilitating increased connectivity is a set of new technologies referred to as micro-cell or other miniaturized alternatives more commonly known as small cells which bring antennas closer to the end user. Additionally, providers have looked to government-owned rights-of-ways to install these new forms of cell towers because they provide a long term location that will never change ownership and stabilize rent.

Small cells are low-powered radio access nodes or base stations (BS) operating in licensed or unlicensed spectrum that have a coverage range from a few feet up to a few hundred feet. Small cells are deployed to increase the mobile network capacity and coverage in localized areas. They can be used to provide in-building or outdoor wireless service. Small wireless communications equipment supplements the traditional large tower and providers typically prefer locations on existing pole facilities, including utility poles, street lights and traffic signals.

During the 2017 legislative session, the Minnesota Legislature enacted amendments to Minnesota Statutes, Section 237.162 and 237.163. These amendments mandate statewide rules and procedures, including limits on local government fees and charges, application processing time limits, local zoning preemptions and other state-wide mandates that pertain to telecommunications facilities in locally managed public rights-of-way including special

provisions for "small wireless facilities." In 2018, the County amended its Right-Of-Way Ordinance to set for standards for siting small wireless facilities.

RENEWABLE AND ALTERNATIVE ENERGY SOURCES

Renewable energy sources such as wind, solar, and geothermal energy provide emission-free energy options and an alternative electrical and heating supply for homes and businesses. The implementation of renewable energy sources can reduce the local demand for coal-based energy and improve the region's air and water quality.

In order to promote energy conservation and save on generation costs (especially during peak periods), most electric service providers offer rebate programs to customers that purchase solar panels, geothermal heating systems, or energy efficient appliances. Also, many of the local electric service providers now allow customers to exclusively purchase wind generated electricity. For customers wishing to install their own wind turbine, excess generated electricity not used on-site can be sold to their local service provider, allowing customers to re-coup initial infrastructure costs.

Scott County supports the use of renewable and alternative energy sources to reduce greenhouse gases and protect the natural environment. In high-growth areas such as Scott County, energy conservation is also encouraged to lower the need for additional power plants as the population continues to increase. On-site alternative energy sources can help accomplish this, but should also be compatible with surrounding land uses.

Across Minnesota, there has been an uptick in interest in Community Solar Gardens (CSGs) as a result of state legislation passed in 2013 requiring Xcel Energy to provide 1.5 percent of their energy from solar by 2020. The law also creates a goal of obtaining 10 percent from solar by 2030. CSGs are centrally located solar photovoltaic systems that provide electricity to participating subscribers. In response to growing interest from private landowners and the solar industry to site CSGs in Scott County townships, staff consulted throughout 2015 with the Planning Commission, townships, neighboring cities and counties, landowners and solar garden developers to draft a first-ever community solar garden ordinance. The County Board adopted the ordinance in November 2015.

Since the adoption of the ordinance, the County Board has permitted five CSGs (two in Sand Creek Township, one in Helena Township, one in Spring Lake Township, one in New Market Townships). Staff is aware of three other potential CSG sites where applications have been submitted or are pending (one in Blakeley Township, one in Spring Lake Township, one in Helena Township). There are two CSGs in the cities (Shakopee and Belle Plaine). See Map XI-5 for locations of all permitted or pending CSGs in the townships as of Fall 2017.

The Metropolitan Land Planning Act requires that comprehensive plans contain "an element for the protection and development of access to direct sunlight for solar energy systems." In the summer of 2017, the Metropolitan Council provided the county with a solar suitability analysis map, developed by the University of Minnesota and maintained by the Department of Commerce (see Map XI-6). The map shows solar insolation (total annual sun energy, measured in watts) data at a high resolution (1 meter). Solar insolation varies, but the most important factor affecting small-scale photovoltaic solar installations is intermittent shading due to nearby structures and trees. Areas in yellow on the countywide map show places with the potential to generate 900,000 – 1.2+ million watt-hours per year; the areas in black are places with the potential to generate less than 900,000 watt-hours per year.

The gross solar potential and gross solar rooftop potential are expressed in megawatt hours per year (Mwh/yr), and these estimates are based on the solar map for your community. These values represent gross totals; in other words, they are not intended to demonstrate the amount of solar likely to develop within your community. Instead, the calculations estimate the total potential resource before removing areas unsuitable for solar development or factors related to solar energy efficiency.

Community[1]	Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr)[2]	Rooftop Generation Potential (Mwh/yr)[2]
Scott County[3]	703,503,600	9,203,949	70,350,360	920,395

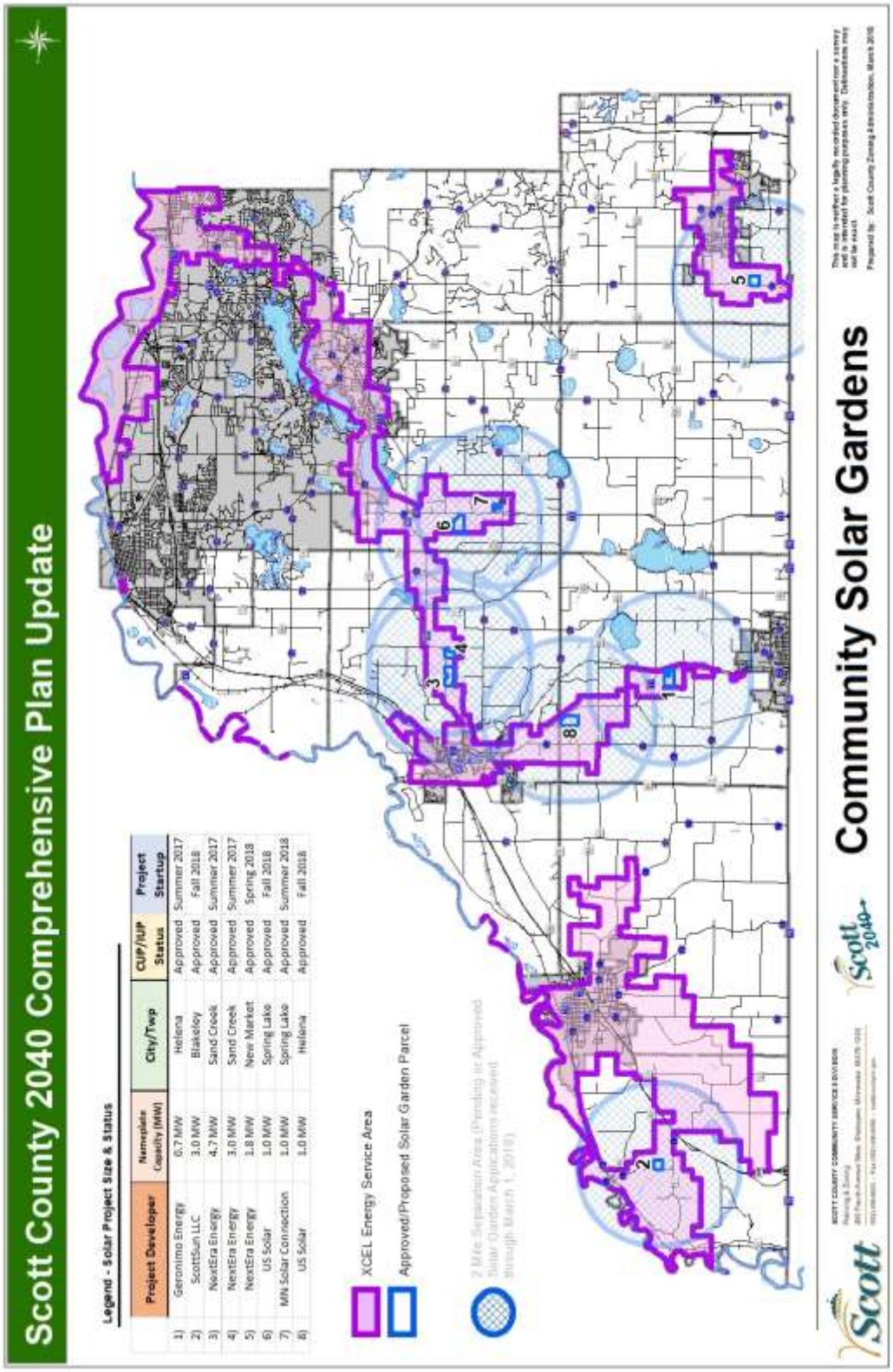
[1] There are a few communities where generation potential calculations could not be produced. There are areas within some maps where data was unusable. These areas were masked and excluded from gross rooftop potential and generating potential calculations.

[2] In general, a conservative assumption for panel generation is to use 10% efficiency for conversion of total insolation into electric generation. These solar resource calculations provide an approximation of each community's solar resource. This baseline information can provide the opportunity for a more extensive, community-specific analysis of solar development potential for both solar gardens and rooftop or accessory use installations. For most communities, the rooftop generation potential is equivalent to between 30% and 60% of the community's total electric energy consumption. The rooftop generation potential does not consider ownership, financial barriers, or building-specific structural limitations.

[3] Excludes the City of New Prague part in Scott County.

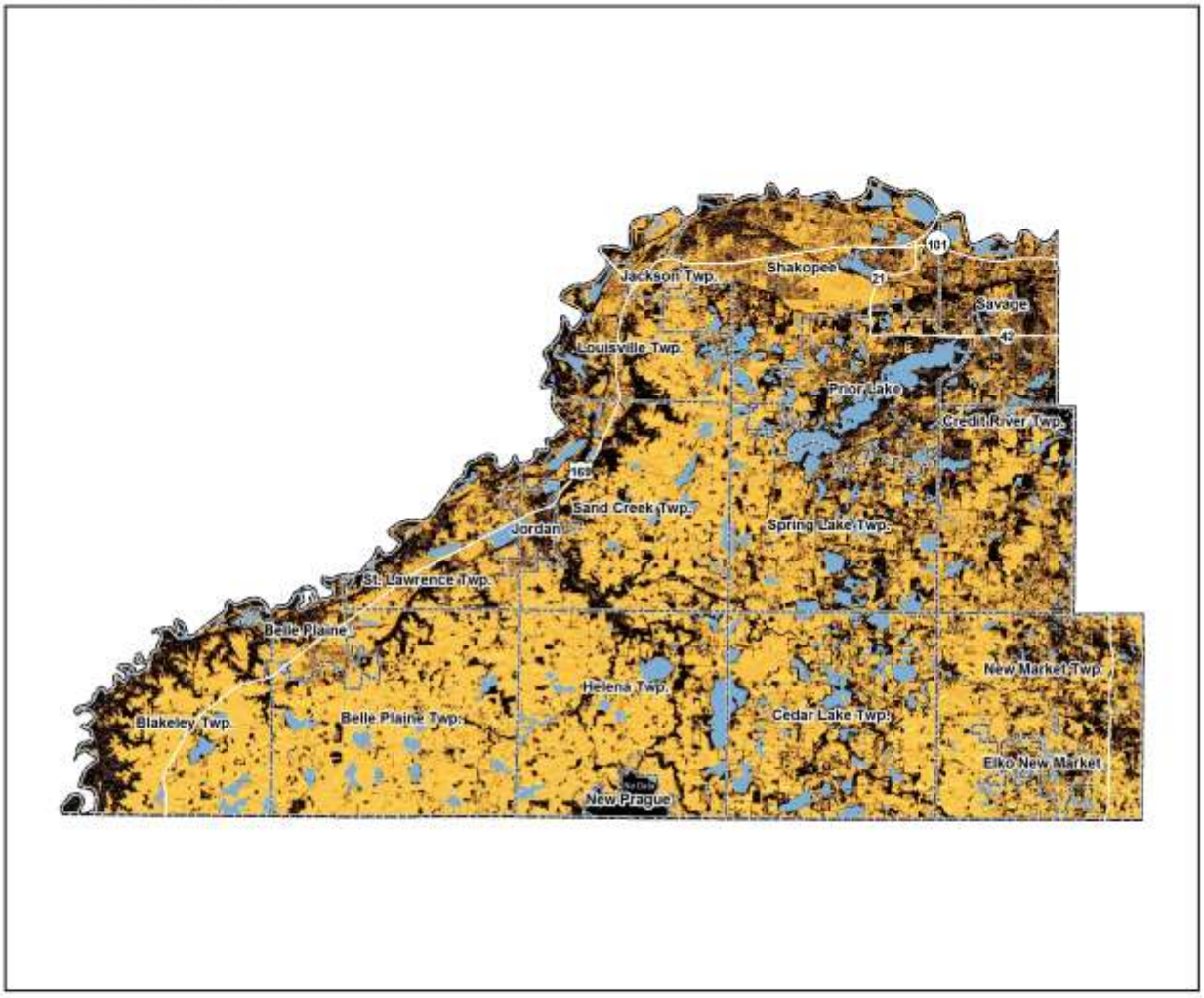
The gross solar generation potential and the gross solar rooftop generation potential for your community are estimates of how much electricity could be generated using existing technology and assumptions on the efficiency of conversion. The conversion efficiency of 10% is based on benchmarking analyses for converting the Solar Suitability Map data to actual production, and solar industry standards used for site-level solar assessment.

Map XI-5
Community Solar Gardens



Gross Solar Potential
Scott County

Map XI-6



7/3/2017

0 2.5 5 10 15
Miles

Gross Solar Potential
(Watt-hours per Year)

High : 1294074

Low : 900001

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.

COUNTY FACILITIES

Scott County occupies 574,144 gross square feet of owned and leased space. Most buildings are headquartered in three locations: 1) Government Center campus in downtown Shakopee; 2) Public Works campus near Prior Lake; and 3) Workforce Development Center in Shakopee. These buildings accommodate a growing number of government workers and visitors. The number of staff grew from 450 in 1990 to more than 750 (full time equivalent) employees in 2017. According to the Minnesota Counties Intergovernmental Trust (MCIT), the estimated total value of all County facilities and assets is $137.2 million as of 2012.

The number and use of today's buildings have expanded the County's presence considerably since the first Courthouse was constructed in the late 1850s. Since then, the original Courthouse has been removed and replaced with the Government Center complex in downtown Shakopee comprising of an Administration Center (constructed in 1976) and Justice Center (constructed in 1998). In the past 20 years, the County has built, acquired, or cooperated in building the following facilities:

- Justice Center (1998) $14 million
- Juvenile Alternative Facility (1998) $500,000
- Work Force Development Center (1999) $7.5 million
- Extension and Conservation Center (2000) $1.3 million
- Household Hazardous Waste Facility (2001) $900,000
- Law Enforcement Center (2005) $34.5 million
- SCALE Regional Training Facility (built in 1900, re-purposed in 2008) $5 million
- Marschall Road Transit Station (built in 2001, re-purposed in 2013) $5.6 million

While some buildings meet current service and employee needs, a number of departments have or will soon grow beyond their existing office spaces. As the County continues to hire additional employees to keep up with the pace of the growing population, additional space will be required. Scott County plans and prepares for the major cost of new buildings and office space in the five-year Capital Improvement Plan (reviewed annually) and the 15-year Facilities Plan. These plans address future growth needs by assessing options to accommodate growth and preparing an orderly, fiscally responsible timeline for new growth to occur.

In 2016, Wold Architects and Engineers was commissioned by Scott County to develop a staffing and building use needs study for short and long-term use, The 2016 study recommends bringing most county services and employees to the Government Center campus with the construction of a new building that would house Health and Human Services staff, a mental health center, and staff from the workforce development center. Staff working in the Public Works building and Marshall Road Transit Station would also relocate to the Government Center campus. Figure XI-7 shows a concept site plan for the Government Center campus expansion with the new building and parking lots in phases. The County is planning to bond for these facility expansions and building remodeling with construction targeted for 2019 – 2021.

Figure XI-7
County Government Center Campus Expansion

Currently, a "one-stop" centralized location for most citizen services is located at the Government Center campus in downtown Shakopee. On average, roughly 5,500 people visit the main customer service counter at the Administration Center on a monthly basis. In 2012, the County added a customer service center in the Elko New Market library to better serve residents in the southeastern part of the county

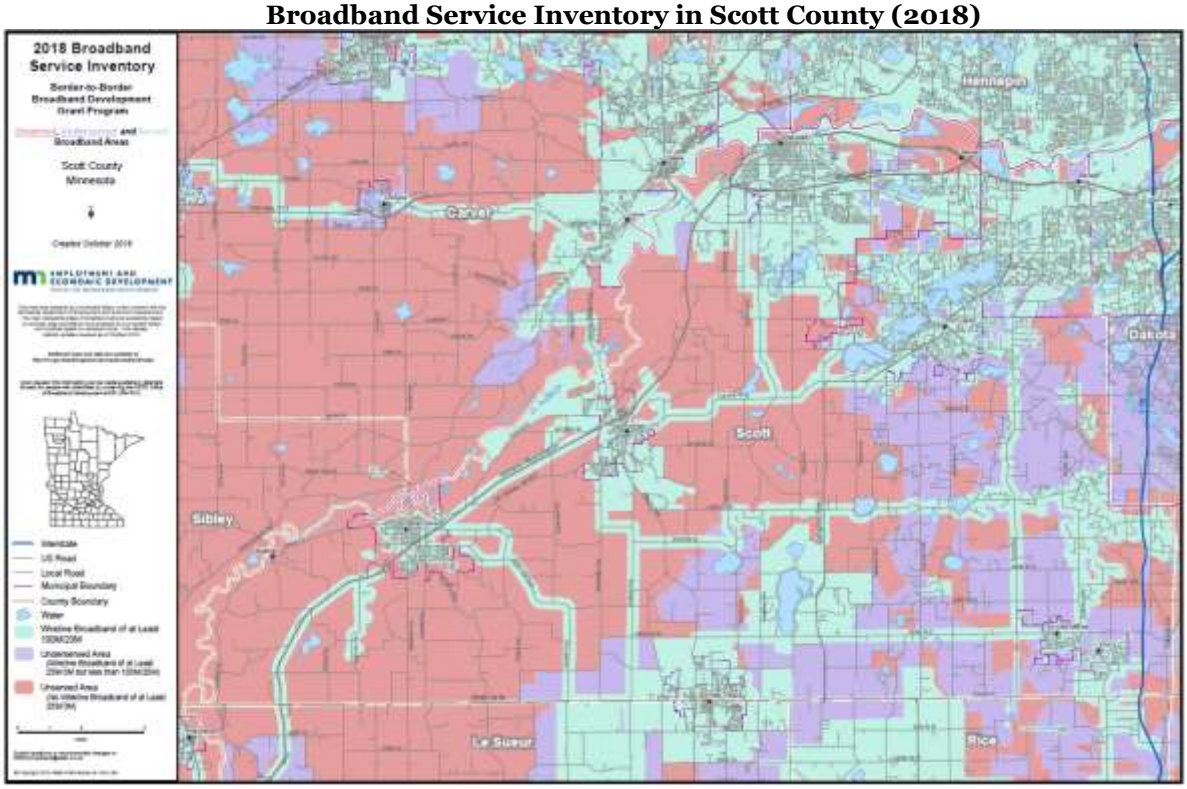
The County has also begun efforts to make services and information more readily available for residents through the internet. Providing on-line service will be an important aspect for future County facilities, as it may impact the amount of space needed and the use and location of these facilities.

BROADBAND SERVICES

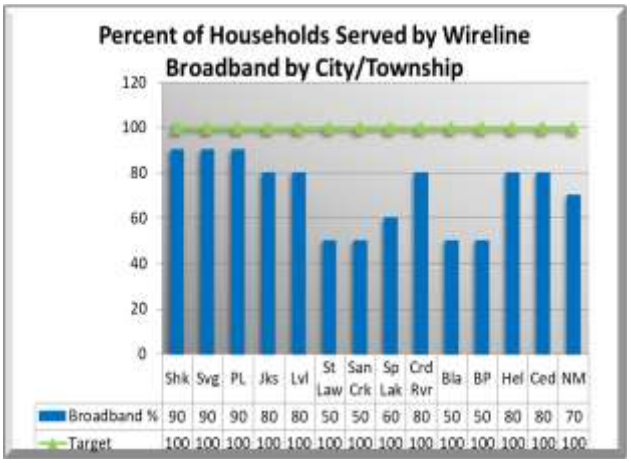
Today's fiber optics and WIFI technologies have redefined resident and business broadband services expectations and needs to the point where access to adequate internet broadband services throughout the County is considered to impact livability. Access to adequate broadband has been shown to directly impact education, recreation, real estate sales and business competiveness. In 2018, the State defined the minimum broadband services to be at least 100 Mbps download and 25 Mbps upload or 100/25 for short. Many urban areas in the metro area have broadband service offerings well above that or even 1 Gbps. These speeds are 100 times

faster than the 256K modem speeds many underserved areas in Scott County are still experiencing. Under this definition, there are many underserved areas in the rural locations in Scott County (see pink areas on Map Figure XI-8)).

Figure XI-8
Broadband Service Inventory in Scott County (2018)



In 2007, Scott County installed the Scott County Regional Fiber Network in support of public safety and to connect the institutional network. This extensive fiber network traverses approximately 1000 miles throughout the entire County as well has connections to the Internet in Minneapolis, St Paul and, recently for redundancy and resilience, to Omaha. Additionally, since 2007, Scott County has entered into public-private agreements with multiple Internet Service Providers in order to drive improved broadband offerings and to drive economic development throughout the County. It is the goal of the County to continue leverage its fiber network as well as to invite existing and interested providers to provide greater wired and wireless broadband services throughout the County to directly benefit its residents and business owners. By leveraging existing fiber investments, encouraging additional private wireless and wired offerings and by fostering private Internet Service Provider offerings, the County intends to drive adequate broadband services throughout the entire County that is sustainable in the short and long term and keep up with the evolving and ever changing broadband demands.



TOWNSHIP FACILITIES AND SERVICES

The eleven township governments in Scott County provide and maintain their own facilities, utilities and development-related services. All townships (except Louisville and Sand Creek) own town hall buildings–ranging from an old school house in Blakeley to newly constructed buildings in New Market and Spring Lake–where town clerks, consultants, and elected boards conduct official business.

In Scott County, the eleven townships serve as the local planning and maintenance authority for roads and storm water management systems. All eleven townships (except Sand Creek) administer wetland conservation rules. A few townships own and operate local parks (Spring Lake, Credit River, New Market and Jackson). Some of the townships have created Subordinate Service Districts to operate community sewage treatment systems (CSTS) as part of larger open space cluster developments (Helena, Cedar Lake, and Credit River).

The following lists township responsibilities as related to facilities, utilities and development-related services:

- Create standards/plan for local roads;
- Approve road designs in subdivisions;
- Maintain roads and manage access;
- Own, manage, and maintain drainage and utility easements;
- Review wetland delineation reports;
- Approve wetland exemptions/replacement plans;
- Prepare and adopt local park plans;
- Collect local park dedication fees; and
- Acquire and manage parks and open space.

UTILITY AND LOCAL GOVERNMENT FACILITY GOALS AND POLICIES

Goal #XI-1 Scott County enforces Individual Sewage Treatment System regulations consistent with State law and the Minnesota Pollution Control Agency (MPCA) Rules.

a. Scott County shall maintain its countywide ISTS Ordinance in consistency with Minnesota Pollution Control Agency Rule 7080 through 7083.

b. Scott County supports an ISTS maintenance program to ensure protection of public health and prevent untimely replacement of individual sewage systems.

Reason: This is consistent with State standards and rules to protect the health, safety and welfare of residents.

Goal #XI-2 Scott County supports publicly managed sewer utilities to allow for more judicious use of land and easier conversion to municipal services and considers these utilities a public value.

a. Scott County promotes publicly managed community sewage treatment systems (CSTS) that comply with all State, County, and Township regulations as an alternative to individual systems provided ongoing monitoring and maintenance is addressed and the systems are determined to be adequate/acceptable by each governmental unit.

b. For CSTS systems larger than 10,000 gallons, Scott County will defer to the MPCA for permitting both standard and performance-based systems and not require a separate permit or operating license from the County.

c. For CSTS systems smaller than 10,000 gallons, Scott County will require a permit for both standard CSTS systems and performance-based CSTS systems with a standard drainfield site. The County will develop criteria required for County permit applications for both CSTS systems to enable designers to expedite the process of designing the system. The developer shall be responsible for designing and applying for a County permit for a CSTS system. The Townships shall participate in the review of the County's CSTS permit.

d. Scott County will explore new options in permitting, managing, and operating CSTS systems in light of evolving MPCA rules and new technology.

Reason: Deferring to the MCPA for permitting CSTS systems larger than 10,000 gallons will reduce the redundancy of review between the County and the State. The County will continue to have a permitting process for CSTS systems smaller than 10,000 gallons.

The County is promoting developments with publicly managed CSTS ~~or ISTS~~ utilities because it allows for clustered, interim rural development before municipal services are available to build-out the remainder of the parcel at urban densities.

Goal #XI-3 Scott County will, in cooperation with the Metropolitan Council, cities, townships, and special purpose districts, continue to plan for public sanitary sewer service to the Urban Expansion and Transition areas.

a. Scott County supports growth management policies to reflect the logical, efficient staging of public sanitary sewer service in the Urban Expansion and Transition areas.

b. Scott County will work with city and township staff to develop criteria and standards for interim engineering, legal, and financial arrangements for neighborhoods with publicly managed sewer and water utilities planned for eventual conversion to urban services.

Reason: The County supports methods to ensure there will be financial incentives in place when an interim rural development is hooked up to municipal sewer and water services. These incentives will offset the cost for hook-up fees and make the conversion less costly for the homeowners and community providing the public service.

Goal #XI-4 Scott County supports the development of a regional water supply plan prepared in cooperation with water utilities and in coordination with local, regional and state governments.

a. Scott County will discuss with its partners on updating groundwater plans to reflect the findings in the Metropolitan Council's recent studies.

Reason: The availability of groundwater to support a growing population will continue to be an increasingly important issue to consider in long-range plans for Scott County.

Goal #XI-5 Encourage the local production of solar photovoltaic energy to the extent feasible, while minimizing potential biological, agricultural, visual, and other environmental impacts.

a. Establish clear guidelines and siting criteria for community solar garden (CSG) development in those zoning districts where community solar is a permitted interim or conditional use.

Goal #XI-6 Construct and maintain county facilities in accord with expected levels of service objectives and fiscal limitations.

a. Program the construction and maintenance of county facilities through the county's Capital Improvement Program.

b. Construct new facilities in size and quantity which is consistent with projected population needs.

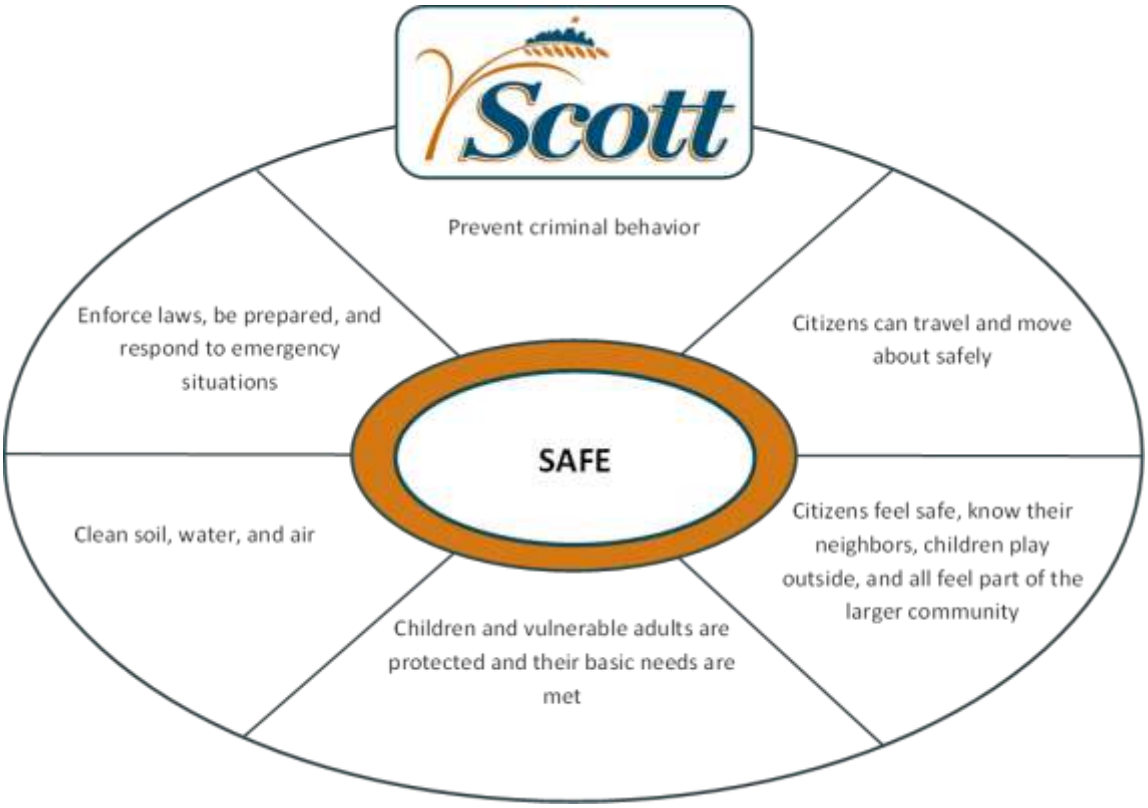
c. Ensure adequate maintenance of existing facilities

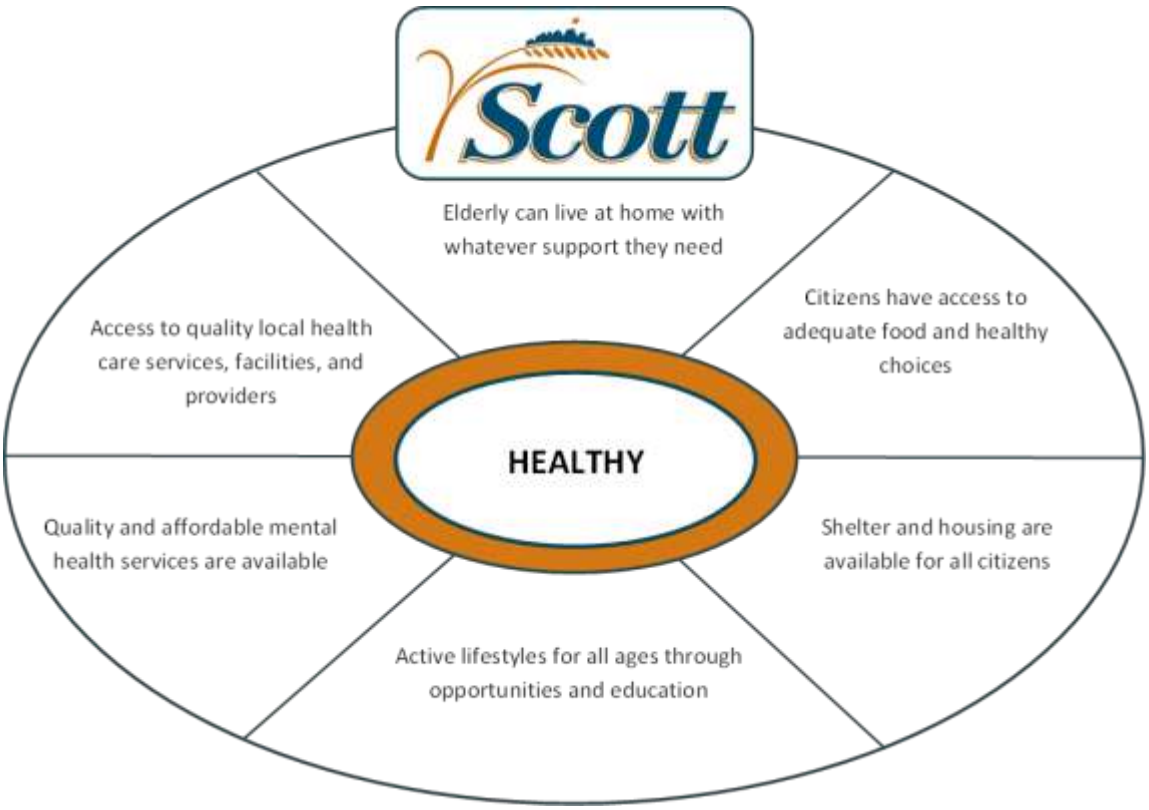
d. Explore opportunities through the University of Minnesota's Resilient Communities Program or similar student-led research programs to address items such as researching technical and operational requirements for operating a "24/7" open library facility, and analyzing trends and future demands on the HHW facility.

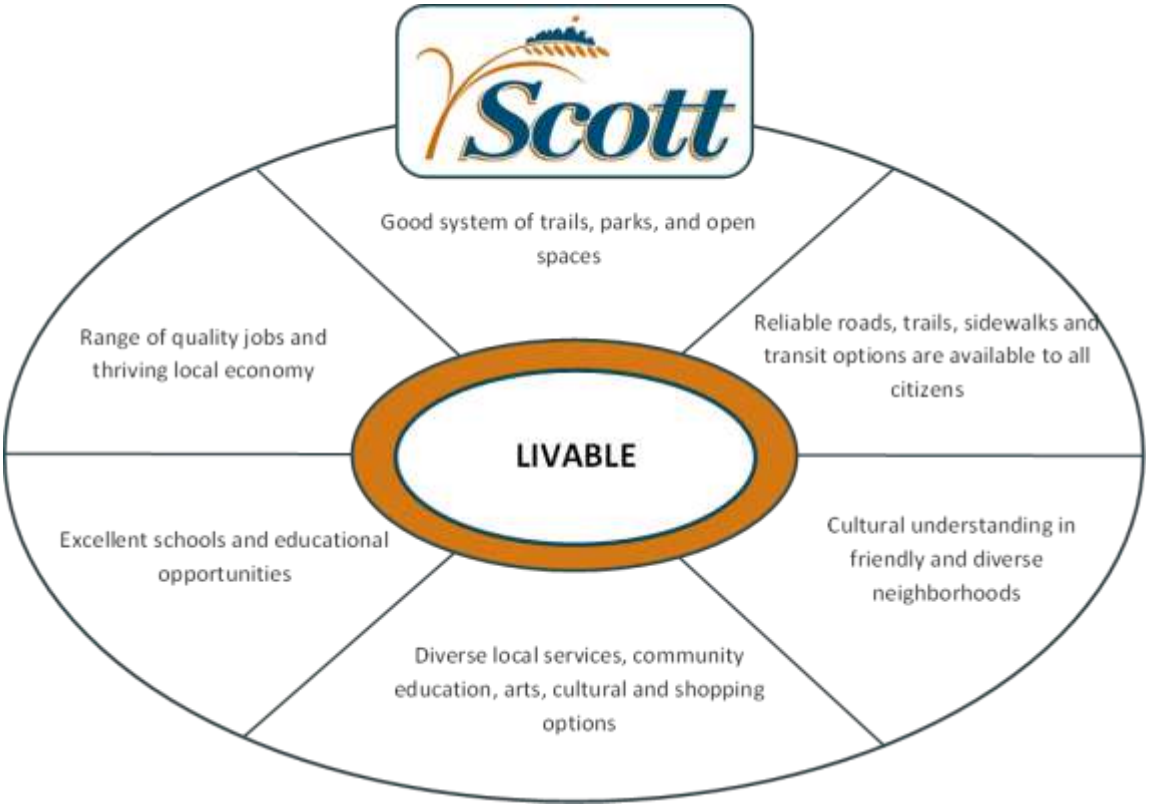
CHAPTER XII - SAFE, HEALTHY & LIVABLE COMMUNITIES

This chapter's focus is on three critical building blocks to creating safe, healthy and livable communities –**public health, public safety**, and **education** (libraries, schools). It is necessary to periodically take stock of these building blocks in order to assure that the needs of the community are and will continue to be met as population and demographics change over time. This chapter builds from the community background data presented in Chapter III.

In 2011 Scott County re-evaluated its service delivery method and overarching goal statement and established a new goal for the organization (Safe, Healthy and Livable Communities) - taking an outward focus to ensure that the county is supporting what its citizens truly want from its County Government. To gain insight into what citizens expect when it comes to safe, healthy and livable, the County hosted special forums and tested ideas in its citizen survey. The product of this engagement is a series of statements that fit into broad categories of *Safe*, *Healthy*, and *Livable*, *(*see statements below*)*.




Scott
Elderly can live at home with whatever support they need
Citizens have access to adequate food and healthy choices
Access to quality local health care services, facilities, and providers
HEALTHY
Quality and affordable mental health services are available
Shelter and housing are available for all citizens
Active lifestyles for all ages through opportunities and education


Scott
Good system of trails, parks, and open spaces
Range of quality jobs and thriving local economy
Reliable roads, trails, sidewalks and transit options are available to all citizens
LIVABLE
Excellent schools and educational opportunities
Cultural understanding in friendly and diverse neighborhoods
Diverse local services, community education, arts, cultural and shopping options

PUBLIC HEALTH PLAN

"Citizens have access to adequate food and healthy choices."

"Active lifestyles for all ages through opportunities and education."

- Scott County Results Map - Healthy

The impact of environmental factors on health, diseases and chronic diseases affect an individual's life. Similarly, the health and vitality of a community depends on that of its people. The goal of community level efforts is to make healthy living easier where people live, learn, work, and play. How the surrounding environment is built contributes to many of the problems and solutions to improving our health. Supporting people who are affected most by death, disability, and suffering from chronic disease help reach health equity.

Modern urban planning was created in part to promote the health and wellbeing of city dwellers in the late 19th century. Urban planning and health specialists combined forces to identify these factors and stop the spread of diseases like cholera and typhoid. Today, long-range planning looks intentionally at how land use, transporation, housing, recreation, natural resource and infrastrastructure (or systems) planning impacts public welfare (or people). Professionals working in public health are increasing playing a key role in community design and comprehensive planning by providing important metrics linking the impacts of long range planning decisions to public health. The goal of community level efforts is to make healthy living easier where people live, learn, work, worship, and play. This plan inventories the major public health providers in Scott County, and promotes goals and policies to advance public health through long-range system planning – primarily in the areas of healthy eating and active living.

PUBLIC HEALTH AGENCIES

This Plan starts with an overview of some key public health agencies and providers in Scott County assisting residents meet their basic needs.

A. Scott County Health and Human Services

Scott County's Health and Human Services Department is responsible for community initiatives that will improve outcomes for consumers by bringing County services, school district, private sector providers, and juvenile corrections into an integrated support network for families. Social services include Child Protection, Adult and Children's Mental Health, Minor Parent, Foster Care, Adoption, Child Care Licensing, Long Term Care, Chemical Dependency and Developmental Disabilities. Scott County also has its own Mental Health Center and Day Training and Habilitation program, New Options, for adults with developmental disabilities.

B. Scott County Public Health

Scott County Public Health provides services to promote healthier living for county residents. Public Health staff includes licensed registered nurses, community health workers, and public health specialists who provide identify health needs and resources within the community to protect and promote the health of all residents in Scott County. Main programs include Disease Prevention and Control, Family Health, and Health Promotion. Scott County Public Health works in partnership with communities, schools, work sites and health care organizations to help make the healthy choice, the easy choice for all residents.

As one of the recipients of the Statewide Health Improvement Partnership (SHIP) grant, Scott County Public Health collaborates with the Minnesota Department of Health and local community partners to provide resources for individuals and groups to improve their health. Public Health works on a variety of strategies in settings across the county to implement policy, systems, and environmental changes. These include:

- Healthy Eating and Active Living in the Community
- Healthy Eating and Active Living in Schools
- Advanced Community and Clinical Linkages
- Smoke-free Communities
- Work Site Wellness

Scott County Public Health has convened the Scott County Health Matters Community Leadership Team (CLT) made up of stakeholders from community organizations representing Scott County residents. The CLT guides the development, implementation, and evaluation of health promotion activities in Scott County. The CLT's mission is to reduce obesity and tobacco use and exposure through policy, systems and environmental change in Scott County.

C. Scott County Workforce Development Center

Economic assistance is provided for citizens who are elderly and disabled as well as those who have a work requirement. The Workforce Center provides services through both the County and State to help people obtain skills to find and keep jobs, along with providing assistance until citizens become self-sufficient. Child support services, including locating non-custodial parents, establishing parentage, establishing and enforcing child support orders and collecting current and past-due support are also available.

D. CAP Agency

The CAP Agency is a private non-profit organization providing services to residents of Scott, Carver and Dakota Counties. The CAP Agency serves approximately 25,000 children, families and senior citizens each year in its tri-county service area and has a $12 million operating budget. The agency is part of a national community action association focused on reducing poverty through an integrated service approach that addresses strengths and barriers and creates a plan for increased self-reliance.

E. Hospitals, Clinics, Health Service Providers

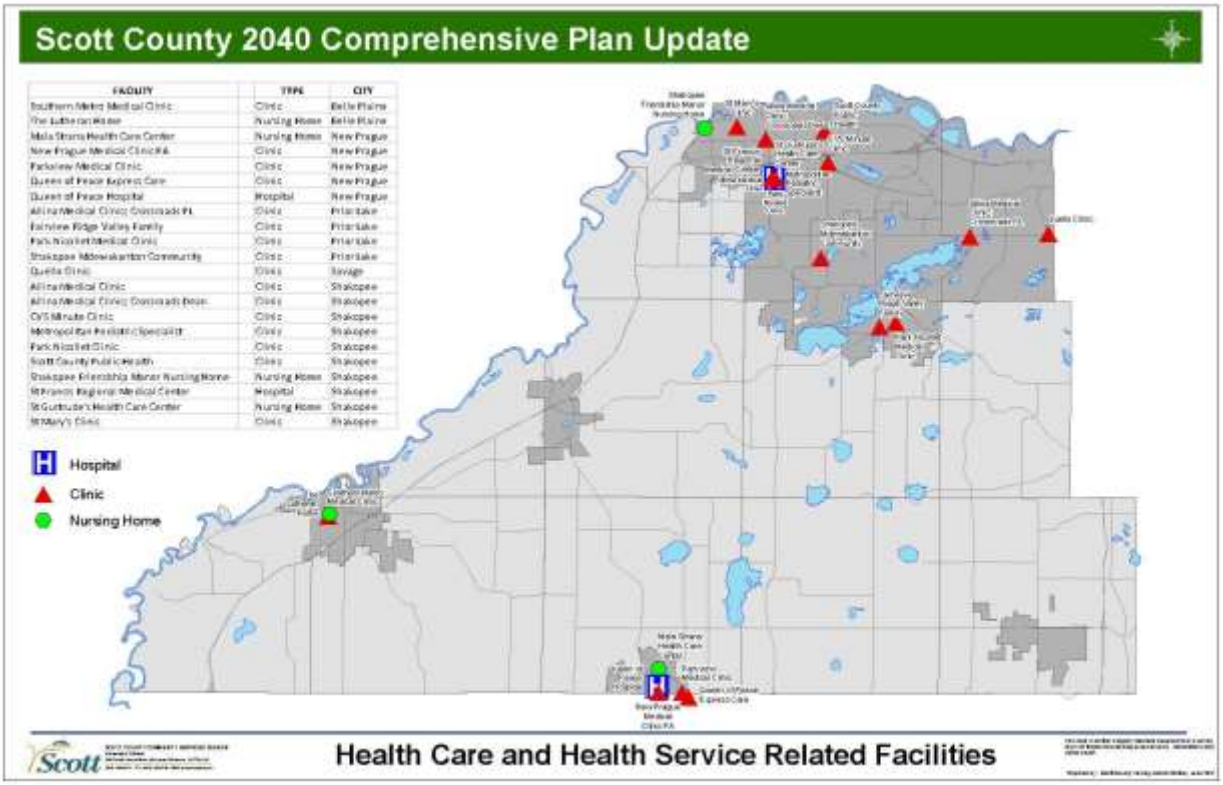
Scott County is home to two major hospitals. St. Francis Regional Medical Center in Shakopee and Queen of Peace Hospital in New Prague provide healthcare and emergency services for county residents and the surrounding region. Map XII-1 shows a number of clinics and health service locations that also serve residents.

St. Francis Regional Medical Center is jointly owned by Allina Health, Park Nicollet Health Services and Essentia Health Critical Access Group. This unique structure enables us to combine the caring and compassion of a community hospital with the modern medical technology, specialties, and services found in the metro area. With over 430 physicians and 85 private hospital rooms, the hospital served nearly 120,000 outpatients in 2015.

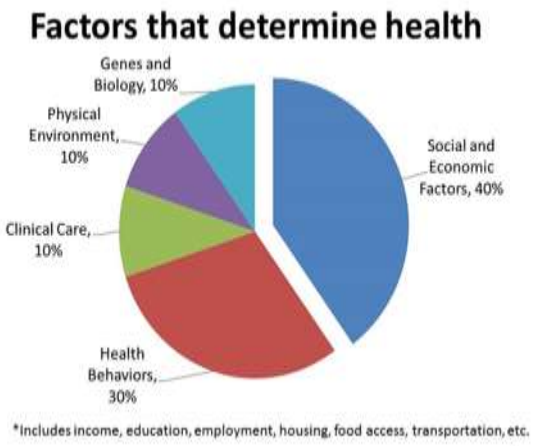
Queen of Peace Hospital (301 Second Street NE, New Prague) is a 25-bed facility offering a strong family practice physician network and a comprehensive array of specialty services for residents of southern Scott County. First opened in 1952 as Community Memorial Hospital, Queen of Peace Hospital has maintained the caring values of a small-town hospital. They also provide a clinic in Belle Plaine.

The Scott County Health Care Systems Collaborative was formed in 2012 with the vision to create a healthier community by connecting identified community needs with community resources. Their mission is to collaborate as health care leaders to maintain and improve the health of the residents of Scott County. Members have included public and private health care agencies, health plans, schools, and other community partners.

Map XII-1
Health Care Facilities Location Map



HEALTHY COMMUNITIES



The impact of environmental factors on health, diseases and chronic diseases affect an individual's life. Social determinants of health include income, education, employment, housing, transportation, stress levels, access to healthy food, safe places to be physically active, exposure to environmental hazards and availability of early learning opportunities. Attention to these offers the potential for closing some of the gaps associated with health disparities. These conditions interact to increase or decrease risk for major diseases such as heart disease, stroke, diabetes and some forms of cancer. Approximately 60% of premature deaths can be attributed to factors that include our environment (e.g., the air we breathe), our ability to be physically active (e.g., whether a neighborhood has safe sidewalks), our access to grocery stores and health care services (e.g., whether goods and services are near or transit is available) and our socioeconomic status. A community's comprehensive plan can be a powerful tool in shaping many social determinants of health.

Policy, place, and community matter. Many barriers can make it hard to live a healthy life. We can achieve health equity when we remove barriers or find ways to overcome them so people have a chance to reach his or her full potential. Research has shown that access to good schools, healthcare, food and the ability to be active are all essential to good health. Populations at highest risk for chronic disease include older adults; people with low incomes, less education, poor diet, and limited access to healthy food; people of color; those who are physically inactive; and those who smoke or are exposed to secondhand smoke.

People of color in Minnesota historically, have had lower incomes and education levels leading to fewer opportunities to achieve their optimal health and well-being. Additionally, these conditions have an economic impact resulting in millions of dollars in health care expenses, lost wages and productivity. Policies, systems and environmental changes can address health disparities like this, and improve the health and well-being of all. Community engagement efforts provide people an opportunity to identify their needs, contribute to solutions and influence their environment. Including community members from groups most impacted by disparities in the decision-making process can contribute to better health and well-being.

A. Healthy Eating

Scott County has a direct influence on food policy and planning by: guiding and zoning land for agricultural production, as well as smaller-scale food production, processing and distribution in the townships; partnering with local and regional transit providers to offer affordable, safe and reliable transportation options to food sources, and collaborating with Scott County Public Health, cities, townships, school districts, and businesses on food policy advocacy and planning.

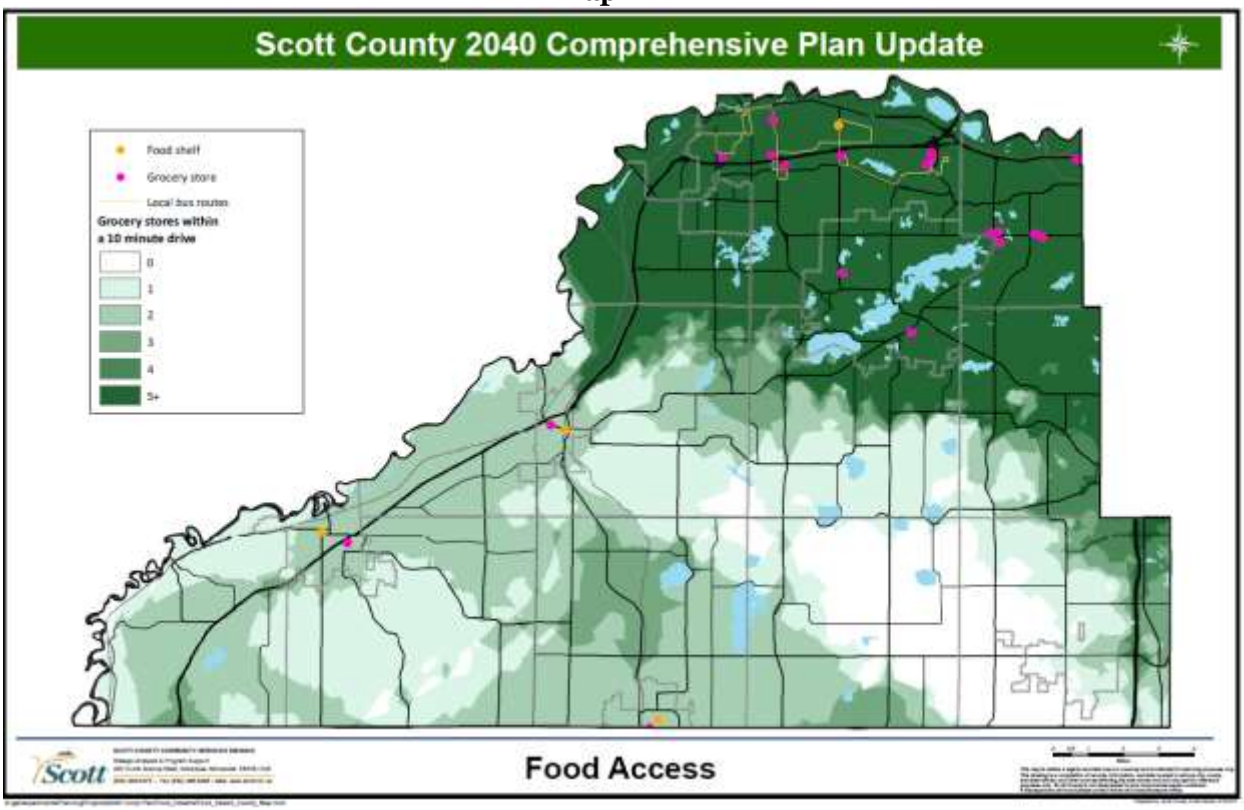
Community design, the built environment, planning, transportation, and public health all influence the accessibility of healthy food options in our communities. Every community member, governmental departments, businesses and others may have different answers to the question: "What is a healthy food?" These definitions may be passed along through government

definitions, cultural traditions, healthcare providers, or popular culture. It is important to have a food supply that can meet diverse needs, definitions, and interests of all partners.

In Minnesota, 1 out of 10 people don't have enough food. According to Feeding America, 8.2% of Scott County households reported being food-insecure (Defined as "unable at times during the year, to provide adequate food for one of more household members because the household lacked money or other resources for food") in 2010. For children, this percentage increased to 12.6% in 2010. A growing body of research indicates that children in food insecure households are at greater risk for adverse physical and mental health outcomes.

For the first time in 2016, the Scott County Resident Survey asked citizens about food insecurity and its importance; 89% of county residents indicated "access to adequate and healthy food choices is essential or very important to advancing a healthy community". However, on average, county residents rated Scott County 59/100 for "availability of fresh fruits and vegetables." This shows a discrepancy in what residents frequently value and what is available to them within the county for healthy food options (see Chapter II for more results on this topic).

Map XII-2



Map XII-2 shows how many Scott County grocery stores (or grocery stores just outside the county border) can be reached by vehicle in 10 minutes, from any location in the county. Most county residents (97% of the population) live within a 10-minute drive to at least one grocery store (the mapping analysis includes full service grocery stores and markets. Studies show that proximity to a grocery store and healthy retail options influences health. While food options at certain gas stations have expanded, they were not included because emphasis is placed on access to a wide variety of fresh fruits and vegetables. Seasonal farmers markets were not included in

this mapping analysis). There is a small pocket in the southeastern part of the county (western Elko New Market, southwestern New Market Township, and northeastern Cedar Lake Township) that live outside a 10-minute drive – representing about 3% of the population. The road network analysis uses public roads and their speed limits to create the drive time calculations. Using 2010 Census blocks data, about 20% of County residents currently live within a half mile of a grocery store. Residents in the northern half of the county have plenty of options (5+) to purchase healthy food.

This food access mapping was done for each city and included additional information such as local bus routes, sidewalks and trails, and neighborhoods where many households are without a vehicle. In Shakopee, there are a number of census block groups in and around the downtown area with a high rate of households without vehicles – 13%. A few small ethnic grocery stores are reachable by foot or bike from this area, and a local bus route stop at 4th Ave. services nearby Cub Foods and Target. This location holds the largest concentration of households without vehicles in the County.

Statewide, it is reported that 5.6% of low income residents live more than one mile to a supermarket or grocery store. Nearly 1.4% of households who live more than one mile do not have access to a car. Within these neighborhoods, available grocery stores and supermarkets may also have variations in affordability and diversity of food items available.

Scott County Public Health began assessing the food retail environment of convenience stores starting in lower income and rural neighborhoods in Scott County. Many times convenience stores can be the only food outlet for several miles offering convenient and affordable ready-to-eat foods. Staff worked in partnership with the Center for Advanced Professional Studies (CAPS) students through Shakopee High School to assess the product, price, promotion, and placement of healthy and unhealthy products. The objective is to increase access to fruits and vegetables and reduce access to products high in sodium, added sugar and saturated fat. This effort is layered with the tobacco free living point of sale strategy, also looking at retail environment and the availability and advertisement of a variety of tobacco products.

The complex journey of the food system includes a range of steps taken to bring food to a population, including the inputs, actions, and outputs of growing, harvesting, processing, packaging, marketing, distributing, and disposing of food and its packaging. The nation's current food system has been described as one that simultaneously provides an overabundance of less healthy, more processed foods alongside inequitable access to healthier and affordable foods.

A healthy food system can support human health and nutrition in a number of ways. These include guiding what types of food are produced and available, how food is processed, reducing food waste in ways that improve food security, and reducing environmental health effects. To help navigate this complex system, we engage residents, businesses, and other governmental agencies within our communities to provide healthy, culturally appropriate, and affordable food options. To see where our younger population is at today with healthy eating practices, see Chapter II for results from recent student surveys related to fruit and vegetable consumption.

B. Active Living

Active Living integrates physical activity into daily routines such as walking or bicycling for recreational, occupational, or purposeful (transportation) reasons. A community that supports

Active Living is one that provides safe, desirable, and convenient opportunities for physical activity. Active Living policies and practices in community design, land use, site planning, increased awareness, and facility access are proven effective to increase levels of physical activity.

Physical activity benefits the health of people in all age groups regardless of their health status. Physical activity helps to reduce body fat, improve cardiovascular, metabolic, and bone health, as well as improve mental health. Among adults specifically, physical activity lowers risk of heart disease, high blood pressure, stroke, diabetes, colon cancer, breast cancer and depression.
Lack of physical activity, combined with other lifestyle behaviors, is the second leading cause of preventable death and disease in the United States and is a large economic burden. Physical activity is integral for good health. In Scott County, only 1 out of 4 residents engage in sufficient moderate physical activity during a typical week (150-299 minutes). A growing body of research indicates that inactive adults have a higher risk for early death, heart disease, stroke, type 2 diabetes, depression, and some cancers. Community design, the built environment, awareness and education, parks and trails, planning, transportation, and public health all influence opportunities for and access to physical activity in our communities and each of these services are touched or substantially provided by the members of our group.

Certain populations are less likely to reach recommended physical activity levels. The prevalence of inactivity in Minnesotans is greatest in rural areas, among people of color, older adults, persons with disabilities, women, those with lower education attainment, and those in lower income groups. These populations are at greater risk for other health conditions and experience greater health disparities. Nearly half of Minnesota adults do not meet physical activity recommendations. According to the 2014 Minnesota SHAPE Survey, when asked about the availability, connection, and maintenance of sidewalks, trails, and walking paths, 22.9% of Scott County residents reported that there were no sidewalks in their neighborhood.

Goals, policies and recommendations to promote active living are found in Chapter VII: Parks & Trails

C. Social Cohesion and Mental Health

A review of Community Health Needs Assessments completed by local hospitals, health plans and local public health found that mental health was the highest health care need or gap, and a common priority for all partners. Mental health care was high in demand for youth, teens and seniors. Findings from a number of recent national studies indicate that adults with a serious and persistent mental illness are dying, on the average, 25 years earlier than the general population. The leading causes of these premature deaths are heart and lung disease, diabetes and cancer.

People who reside in urban areas are more likely to develop depression, anxiety, and schizophrenia than those living in rural areas. No matter where you live, at least one in four people will have a mental illness in their lifetime, and nearly everyone suffers from mental health-related issues such as low mood, loneliness, stress, and anxiety at some time or another. Mental health is not an individual issue – it affects the whole community. Mental illness can increase community costs of health care and puts people at higher risk for becoming disadvantaged in education and employment, and their opportunities for economic and social opportunities may decline. In these ways, mental health problems affect a community's ability to remain thriving, resilient, and sustainable.

Through collaboration, Scott County is committed to addressing these issues through design. Active design is not simply a physical health effort as regular exercise can be an effective way to address some forms of mild depression (as well as reducing anxiety and some of the symptoms of dementia, ADHD, and even schizophrenia). Positive social interaction increases self-esteem and feelings of belonging, and it mitigates loneliness and anxiety. Public spaces can install features like benches and games to facilitate social interaction and provide settings for community activities.

The Scott County Health Care Systems Collaborative developed a resource grid of essential information regarding all mental health providers and their services in Scott County. This guide was distributed twice by public health and the collaborative members to all medical providers, schools, social service agencies and other community partners as well as posted on the Scott County website: https://www.scottcountymn.gov/345/Public-Health-Clinics-and-Services.

PUBLIC HEALTH GOALS AND POLICIES

As stated earlier in this chapter, Scott County has a direct influence on public health policy and planning. The following are goals and policies to guide this influence over the next 20 years.

Goal #XII-1 Create safe, healthy, and livable communities in Scott County.

a. Understand and address the diverse needs of the growing population.

b. Assist multicultural inclusion, acceptance, and adaptation of new residents to Scott County and reduce disparities in access, service, and outcomes for racial and ethnic minorities.

c. Design and implement an effective and comprehensive continuum of health, social service, public safety, courts, and correctional services.

d. Promote the growth of non-profit and for-profit health, human services, and correctional service sectors within Scott County, and increase providers who serve a full continuum of community needs.

e. Maintain and improve healthcare access for people who cannot provide or care for themselves.

f. Follow the goals and policies for land use, growth management, parks and trails, natural and water recourses, and transportation as advanced in this 2040 Comprehensive Plan Update.

g. Promote connected public open spaces and walkable/rollable communities to provide opportunities for people to maintain active lifestyles near their homes.

h. Utilize available grants and external funding opportunities to help provide assistance in the promotion of active lifestyles.

i. Create environments that promote active living through physical activity and community design

j. Increase the capacity of the County to respond to public health nuisances.

Reason: A comprehensive and effective continuum of services is responsive to the needs (and risks) of the population in general and people in particular. It is based on the body of research of what works to achieve the best outcomes and is provided by all service sectors within a coordinated and integrated service delivery system. It ensures equal access, due process and equitable outcomes, and delivers the right service at the right time to the right people. The continuum of service within Scott County meets current mandates and provides the most essential services but needs to mature and develop along these lines.

Goal #XII-2 Strengthen public partnerships and an active and engaged population to promote public health.

a. Facilitate collaboration and networked governance of all people-serving sectors (public, for-profit, non-profit, faith, and community/volunteer) across all boundaries to meet 2040 Plan Update recommendations.

b. Charter a relationship with the State based on partnership models and shared governance of local services for mutual development of policies that meet the needs of communities.

c. Advance prevention and early intervention strategies that promote health, wellness, and healthy life choices.

d. Pursue creative staffing and technology solutions in support of consistent levels of outstanding customer service to all the residents of Scott County.

e. Authentically engage citizens in the decision making process for their health and wellbeing.

f. Provide opportunities for all citizens to identify their needs, contribute to solutions and influence their environments.

g. Explore opportunities through the University of Minnesota's Resilient Communities Program or similar student-led research programs to address items such as creating a food forest or edible landscape.

Reason: Scott County needs an active and engaged citizenry, a vital partnership with all people-serving agencies, and an equal partnership with the State in order to meet its vision. In addition, local government has to develop competencies and capacities to act in a coordinated and comprehensive manner with all of its partners to address community needs which require the concerted efforts of everyone (e.g., emergency response, health promotion, community asset development, community education, volunteerism and charity).

PUBLIC SAFETY PLAN

"Enforce laws, be prepared, and respond to emergency situations."

"Citizens feel safe, know their neighbors, children play outside, and all fee part of the larger community"

- Scott County Results Map - Safe

This section focuses on public safety services provided by local governments, namely sheriff, police, fire, EMS, 911 dispatch, addressing, emergency management, and hazard mitigation planning. Scott County recognizes the benefits of having diverse services within the County for the benefit of local and regional residents. The Plan is designed to promote Scott County's goal to continue to be a safe community, reduce criminal activity, prevent personal injury and loss of life and property, and to ensure effective and timely responses throughout the County.

CRIME RATES

Statewide, violent crime accounted for 9.8 percent of all offenses reported in 2015. There were 13,294 total violent crimes (murders, rapes, robberies, aggravated assaults and human trafficking offenses) committed in Minnesota in 2015. Compared with the 12,357 total violent crimes reported for 2014, the 2015 figure represents an increase of 7.6 percent. Property crime in Minnesota in 2015 amounted to 90.2 percent of the crime index offenses for 2015. There were a total of 122,088 property crimes (burglaries, larcenies, motor vehicle thefts, and arsons) reported in 2015. Compared with the 124,632 offenses reported in 2014, the 2015 figure represents a decrease of 2 percent. For a longer view of crime rates in the County's 11 townships, Figure XII-3 lists the number of serious (Part 1) crimes reported by the Sherriff's Office in 2004 and 2015 for the unincorporated area.

Figure XII-3
Number of Reported Part 1 Crimes in Scott County's Unincorporated Area, 2004 and 2015

2040 KPI

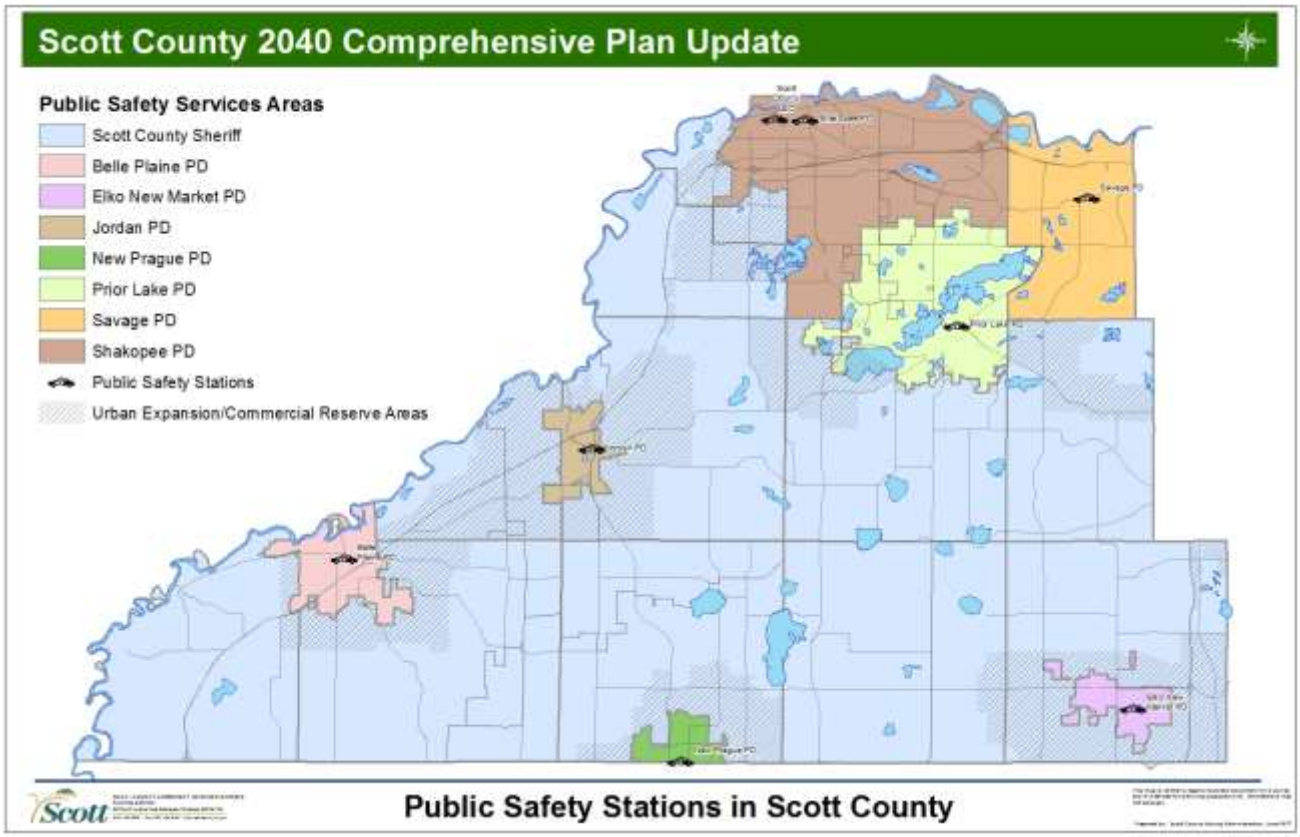
Type	Total Number Reported (2004)	Total Number Reported (2015)
Murders	0	0
Forcible Rapes	4	3
Robberies	0	1
Aggravated Assaults	8	7
Burglaries	38	28
Larceny/Theft	105	58
Motor Vehicle Theft	21	7
Arson	1	0
Human Trafficking	**NA**	**0**
Total	**177**	**104**

Source: Minnesota Department of Public Safety, Minnesota Crime Information 2004, 2015

PUBLIC SAFETY SERVICE PROVIDERS

In cooperation with County, municipal, and private organizations, a number of police, fire, and ambulance departments service Scott County. These services do not necessarily follow city and township boundaries; many serve multiple cities or townships. Map XII-4 identifies the locations of public safety buildings operated by local police departments and the County Sheriff's Office

Map XII-4
Public Safety Service Areas



A. Sheriff's Office

The Scott County Sheriff, an elected position with a four-year term, is responsible for the operation of the Sheriff's Office. The Sheriff's Office is comprised of four separate divisions:

Communications & Emergency Management: Emergency Management includes emergency preparedness and assisting in the process of planning, organizing and coordinating emergency events within Scott County. This department maintains the Emergency Operations plan, floodplain management and various emergency response actions. Emergency Management is a federal- and state-mandated department which has been an active part of the emergency response network within Scott County. The Scott County Sheriff's Communications Division is the Public Safety Answering Point (PSAP) or "911 Services" for all the residents of Scott County, as well as the visitors and commuters traveling throughout the County. The Communications Division is staffed 24/7 and serves as the vital link between citizens in crisis and the police, fire, EMS, and public works resources.

Jail Operations: The Jail supports the Sheriffs' Office Mission by performing the detention and confinement functions assigned to the Sheriff/Sheriffs' Office by state statute. The Jail's primary function is to assure public safety, the safe and secure confinement of individuals charged with a crime that requires detention, and the safety of staff that work in the facility. The Jail does this by providing for the care, custody, and control of all inmates detained within the facility. The Jail is the central processing center for all arrests that require detainment by the Sheriffs' Office, the seven local Police Departments, the Mdewakanton Sioux Community, the Minnesota State Patrol, the Minnesota Department of Natural Recourses, and any other State or Federal Law Enforcement authority operating within the borders of Scott County. Additionally the Jail is the confinement center for all adult individuals sentenced for crimes that the sentence is less than a year and a day in a confinement facility. The Jail provides medical, dental, and psychological health assessments and services for all confined individuals. The Jail provides programing opportunities for all individuals sentenced to serve time within the facility.

Support Services: The Support and Services Division was established in 2013 after a reorganization which occurred throughout the Scott County Sheriff's Office. The Division is comprised of 4 main work groups. They are the Support Staff Unit, the Investigations Unit, the Court Security Unit, and the Civil Unit. Within Support Staff we have records, transcription, jail support, and civil process. Within Investigations there is general investigations, crime analysis, computer forensics, and narcotics. Our newly hired crime analyst also works within the Investigations Unit. Within Court Security there is point of entry screening, bailiff services, and night campus security. Also falling under Court Security is the Volunteer Reserve/Mounted Reserve Unit, along with Crime Prevention. Lastly, within the Civil Unit, there is the civil processing including foreclosures, papers services, warrants service, and inmate transportation.

Operations: The Operations Division comprises of the Patrol Unit and Recreation Safety Units. The Patrol Unit is a primary responder to our eleven townships and assists the seven cities on emergency and non-emergency calls for service. The Patrol Unit proactively enforces criminal, traffic, and ordinance offenses, with committed time spent patrolling neighborhood and business districts to prevent and detect crimes. Included in the Patrol Unit is the K9 Unit which assists with apprehension and tracking. The Recreational Safety Unit has similar responsibilities as that of the Patrol Unit, and is a primary responder to emergency and non-emergency calls for service on area lakes, rivers, and other bodies of water all season, along with response to snowmobile concerns during the snow season. Part of the Rec Safety Unit responsibilities is road weight restrictions enforcement in the spring and snowmobile safety instruction in the winter. Other areas of responsibility within the Patrol Unit is the oversight of all POST/OSHA mandated training for sworn staff, technology-equipment ordering/purchasing for our office, K9, Citizen Academy, TZD Coordination, Traffic Unit, Event Coordination/Planning and SWAT members associated with our Office.

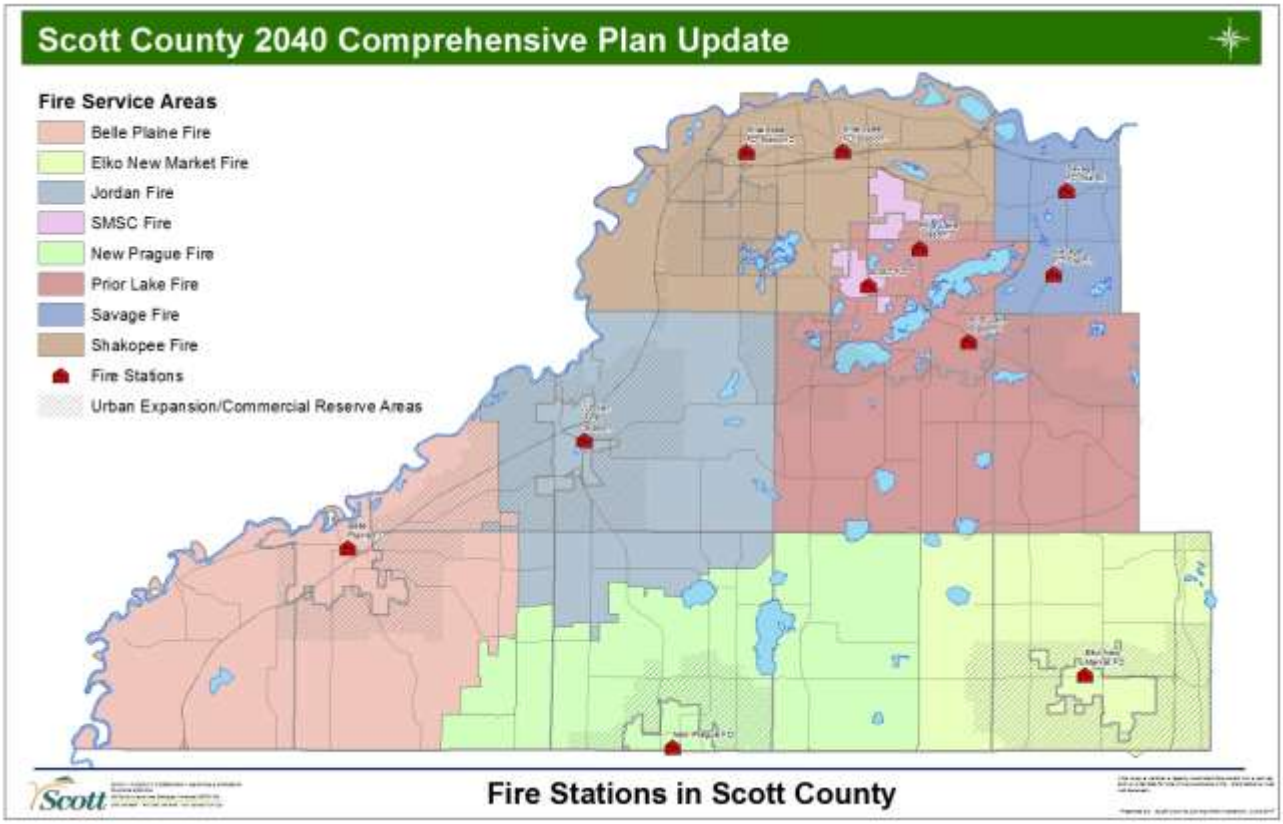
B. Police Departments

Each of the seven cities maintains its own police department. These departments are responsible for providing police services within the city under the direction of a police chief. The police departments take on the additional roles, such as providing school resource officers and DARE/drug education for local schools within their service areas. All of the cities' police departments and the Sheriff's Office assist in responding to medical emergencies. Most squad cars are supplied with oxygen and defibrillation units. The cities and County have mutual aid agreements for police services and assist each other.

C. Fire Departments

Scott County is served by eight fire departments. Each of the seven cities has a volunteer fire department. SMSC and the cities of Savage, Shakopee and Prior Lake have a full-time fire chief and the city of Shakopee has a full-time fire inspector and duty crew. The Shakopee Mdewakanton Sioux Community has a fire department that is a mixture of full-time and part-time staff serving the Community. The townships contract with these fire departments for fire protection and response. Four fire departments contract with townships outside of Scott County. All fire departments are part of mutual aid agreements to provide assistance to each other during emergencies. Map XII-5 shows fire stations within Scott County.

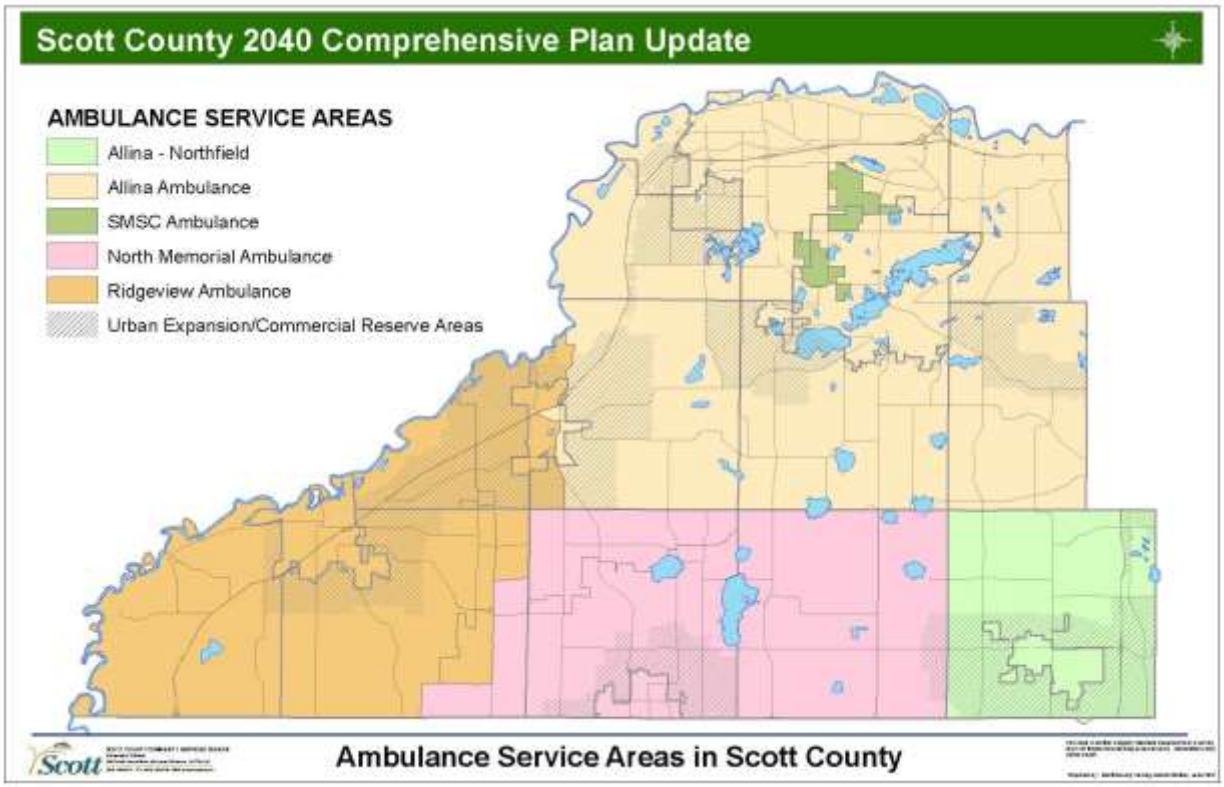
Map XII-5
Fire Service Areas



D. Emergency Medical Response

Scott County is served by five emergency medical and transport/ambulance responders, as shown on Map XII-6. Their primary service areas (PSAs) are controlled by a state regulatory board. The northern third of Scott County is assigned to Allina Transportation who responds with at least one paramedic (Advance Life Support/ALS) and an emergency medical technician (EMT). The SMSC Fire Department provides ALS for the tribal lands and a portion of Prior Lake. The southern portion of Scott County is covered by ALS through on-going collaboration with EMS providers. Southeastern Scott County is covered by ALS units from Northfield Hospital and with service managed by Allina. Out-of-County medical helicopters are used for transportation on a regular basis for trauma cases. There are helicopter pads that serve Scott County. All EMS agencies participate in mutual aid agreements.

Map XII-6
Ambulance Service Areas



E. Addressing

Scott County is the addressing authority for the 11 townships (each city is the addressing authority for their own jurisdiction). As an addressing authority, the County is responsible for maintaining addresses of properties in the 11 townships, maintaining the road inventory, providing information for mapping updates, processing information with the telephone companies, post office, emergency services and other government offices, and the continued public education of the Countywide 9·1·1 system. Without the information generated from all these sources, the County 9·1·1 dispatch system would not have the necessary data to operate efficiently and ensure the fastest response to the citizens and visitors of the county in times of

emergency. Accurate and timely address information directly contributes to the safety and well-being of the responders and the county's residents and visitors.

Scott County, by ordinance, maintains a uniform system of addressing and road naming throughout the 11 townships. The County also works with the seven cities to ensure all areas of the county have unique, valid addresses and road names. All addresses are assigned by standardized procedures set forth by the County to ensure a continuous and uniform addressing system. Each house, building, business, or other occupied structure as well as any other structure that requires utility service are assigned a separate number. No building permits or utility services shall be granted until the owner has procured the official number for the premises.

The primary method for addressing used by the County and all seven cities is the MetroGIS Address Point Editor Application. This on-line application allows addressing directly into the map and shared database. This is the same mapping and database system used by the County's 9·1·1 dispatch system, allowing synchronization throughout all divisions. For properties in the 11 townships, 911 residential address markers are required at the driveway of each habitable structure.

F. Emergency Management/Hazard Mitigation

The Scott County Emergency Management and Homeland Security Division is charged with coordinating the emergency preparedness and homeland security efforts for the county. In addition to writing emergency response plans and conducting public education, County staff provide assistance to local jurisdictions and county agencies before, during and after disasters strike. Staff also works closely with local, state, and federal officials, and cooperatively with neighboring jurisdictions, to enhance homeland security and better prepare for and respond to incidents ranging from tornadoes to terrorism.

Emergency Management includes emergency preparedness and assisting in the process of planning, organizing and coordinating emergency events within Scott County. This department maintains the Emergency Operations plan, 911 addressing, floodplain management and various emergency response actions.

Homeland Security involves working with all aspects of public safety - from the federal level to individual citizens - to ensure the most comprehensive and coordinated approach to the protection of public safety. The division works with multiple agencies and jurisdictions to coordinate information, training, and equipment needed for protecting the county and the nation from acts of terrorism.

In 2016, Scott County and the University of Minnesota Duluth Geospatial Analysis Center (GAC) prepared the 2016 *Scott County Multi-Hazard Mitigation Plan*. This Plan evaluates and ranks the major natural and man-made hazards affecting Scott County as determined by frequency of event, economic impact, deaths, and injuries. Mitigation recommendations are based on input from state and local agencies, public input, and national best practices. GAC performed the hazard risk assessment for 100-year floods. In recognition of the importance of planning in mitigation activities, FEMA created a powerful geographic information system (GIS)-based disaster risk assessment tool. This tool enables communities of all sizes to predict estimated losses from floods, hurricanes, earthquakes, and other related phenomena and to measure the impact of various mitigation practices that might help reduce those losses. The Minnesota Homeland Security and Emergency Management (HSEM) office has determined that this GIS

tool should play a critical role in Minnesota's risk assessments, and therefore the 100-year flood hazard analysis is introduced in this plan.

This is a multi-jurisdictional plan that covers Scott County, including the cities of Belle Plaine, Elko New Market, Jordan, Prior Lake, Savage, and Shakopee. The Scott County risks and mitigation activities identified in this plan also incorporate the concerns and needs of townships, school districts, and other entities participating in this plan. Members from each of these jurisdictions actively participated in the planning process by attending workgroup meetings, providing information, suggesting mitigation strategies and reviewing the plan document.

The All Hazard Committee was formed after the events of September 11, 2001 in order to bring various agencies and organizations throughout Scott County together to discuss and plan for all types of emergency and/or disaster incidents and events. The identified goals of the committee are that all stakeholders will understand the roles, responsibilities, limitations and capabilities of each and all response agencies, to reduce unnecessary duplication of service and identify missing service gaps. This Committee reviews the numerous plans of both Scott County Public Health and Scott County Emergency Management. It is also one of the requirements for some Public Health grants to have such a committee review their plans and approve them on an annual basis.

PUBLIC SAFETY GOALS AND POLICIES

As stated earlier in this chapter, Scott County has a direct influence on public safety policy and planning. The following are goals and policies to guide public safety in Scott County over the next 20 years.

Goal #XII-3 Develop strong public partnerships and an active and informed population to promote public safety.

a. Ensure police, fire and emergency services provide high levels of public safety that respond to growth and changing community needs.

b. Equip residents, businesses, and community service providers through education and training to be active participants in public safety.

c. Build the capacity for comprehensive Multi-Hazard preparedness planning, readiness, and response.

d. Continue to enforce and periodically update the County's uniform addressing ordinance.

e. Increase the capacity of residents to assist in a public health emergency response through the use of a trained Medical Reserve Corps unit.

Reason: Scott County needs an active and engaged citizenry, a vital partnership with all people-serving agencies, and an equal partnership with the State in order to meet its vision. In addition, local government has to develop competencies and capacities to act in a coordinated and comprehensive manner with all of its partners to address community needs which require the concerted efforts of everyone (e.g., emergency response, health promotion, community asset development, community education, volunteerism and charity).

EDUCATION PLAN

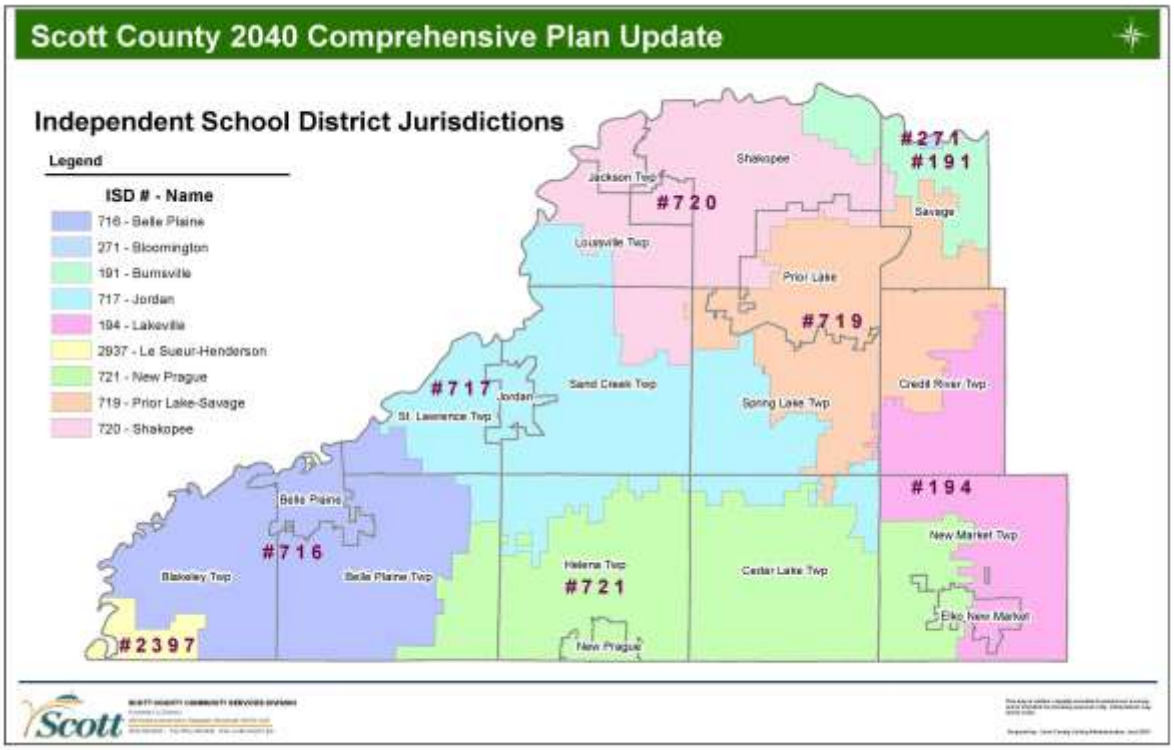
"Excellent schools and educational opportunities."
- Scott County Results Map - Livable

Scott County has influence on education policy and planning in a number of ways, including: providing direct health and social services to children and families, licensing in-home day care providers, operating libraries in each city, providing workforce development training, and partnering with local school districts through a variety of programs, such as SCALE-initiated efforts or through SHIP. There is a strong link between comprehensive planning and education. The pace, type and location of new housing has a direct impact on school district enrollment and future facility planning. The quality of local school districts has a direct impact on the demand of housing. This plan inventories the major educational providers in the County and outlines resources and strategies to support education well into the future.

EDUCATIONAL AGENCIES AND PROVIDERS

Nine public school districts serve Scott County (see Map XII-7 for district boundaries).

Map XII-7
Public Independent School District (ISD) Map



Although the Bloomington, Lakeville, and Le Sueur-Henderson districts serve portions of the county, they do not operate any schools within Scott County. The districts serving kids in the northern portion of the County have experienced considerable growth over the past ten years, contrary to trends in out-state Minnesota. Figure XII-8 shows historic, current and projected total enrollments for the seven main districts serving Scott County. Enrollment projections for 2024-2025 show a general stabilization of student population across all seven districts. This is consistent with the school-age cohort projections discussed in Chapter III.

Figure XII-8
Public Schools District Enrollment Trends & Forecast

Independent School District, Number	Enrollment		Projected Enrollment 2024-2025
	2006-2007	2016-2017	
Belle Plaine, 716	1,510	1,655	2,104
Burnsville, 191	10,399	9,247	9,700
Jordan, 717	1,546	1,811	1,680
Lakeville, 194	11,036	10,993	9,688
New Prague, 721	3,401	4,156	4,251
Prior Lake-Savage, 719	6,507	8,425	8,599
Shakopee, 720	5,824	8,304	8,502

Source: Maxfield Research, 2017

Figure XII-9
Private Schools

Location/School	Current Enrollment	Grade
Belle Plaine		
Holy Family Academy	34	K-12
Our Lady of the Prairie	47	K-6
Trinity Lutheran	65	Pre-8
Jordan		
St. John the Baptist	109	Pre-6
Elko New Market		
Lonsdale/New Market/ Veseli (LNMV) Area Catholic	N/A	Pre-8
New Prague		
St. Wenceslaus	257	K-8
Prior Lake		
Holy Cross Lutheran Preschool	N/A	Preschool
Prior Lake Christian	51	K-12
St. Michael	501	K-8
St. Paul's Lutheran	63	K-6
Savage		
St. John the Baptist	520	Pre-8
Shakopee		
Living Hope Lutheran School	130	K-4
Shakopee Area Catholic	721	Pre-8

Source: School websites; Private School Review, 2017

New high schools have recently been constructed or expanded in Jordan, Shakopee, Savage, and New Prague, and a number of new elementary schools throughout the districts have also been constructed to serve the growing youth population. Other schools not included in the inventory include the Carver-Scott Education Cooperative in Lydia, the Minnesota Valley Education Cooperative in Jordan, and Aspen Academy in Savage. Home-schooling is also an option that some families choose. In addition to public schools, a number of private schools are offered for residents. Figure XII-9 lists private schools located within Scott County and the grade levels served.

In addition to traditional kindergarten through high school education, Scott County schools provide early intervention services, conduct parent/child home visits, provide Early Childhood Family Education (ECFE) and Early Childhood Special Education (ECSE), and make referrals to other programs.

A. School – Community Partnerships

Scott County Public Health works with all school districts throughout the county to advance education and ensure students are healthy. Schools are a critical setting to model healthy behaviors. They provide students with opportunities to learn about and practice these behaviors that can continue throughout their lifespan. In partnership with Public Health, schools focus on best practice approaches of implementing both healthy eating and active schools activities in a comprehensive manner.

Poor diet and physical inactivity among youth can lead to increased risk for certain chronic health conditions, including high blood pressure, type 2 diabetes, obesity, and depression. School settings hold a realistic and evidence-based opportunity to increase healthy behaviors among youth.

CAP Agency

The CAP Agency is a private non-profit organization providing services to residents of Scott, Carver and Dakota Counties. The CAP Agency serves approximately 25,000 children, families and senior citizens each year in its tri-county service area and has a $12 million operating budget. The agency is part of a national community action association focused on reducing poverty through an integrated service approach that addresses strengths and barriers and creates a plan for increased self-reliance. Education-related programs include Child Care Aware, Parent Aware, Circle of Parents, Early Head Start, and Head Start.

Scott County Health and Human Services

Scott County's Health and Human Services Department is responsible for community initiatives that will improve outcomes for consumers by bringing County services, school district, private sector providers, and juvenile corrections into an integrated support network for families. Programs that support education and early learning by fostering child development include Public Health Home Visiting, the Follow Along Program, and Child Care Licensing.

Child Care Providers

Comprehensive planning is also linked to early learning. The pace, type and location of new housing has an impact on enrollment in licensed child care environments. Home-based providers (licensed by the county) and center-based providers (licensed by the state) support appropriate child development.

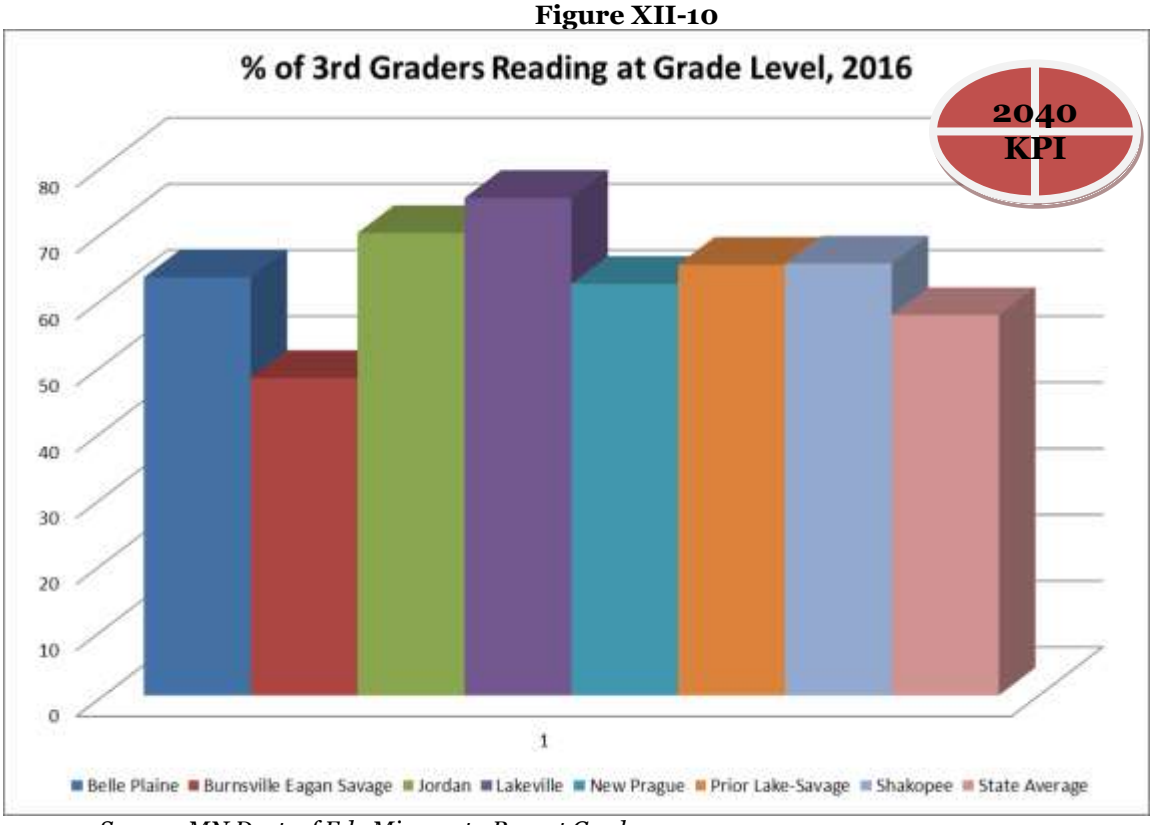
B. SCALE 50 x 30 Educational Preparedness Work Group

In April 2016, SCALE established four work groups and a steering committee to accomplish a "50 by 30" initiative. The goal of the work groups is to advance a "Collective Impact Approach" to achieving 50% of the County's labor force living and working in the County by 2030. The four workforce groups established to help accomplish this goal were Housing, Workforce Readiness, Transportation and Educational Preparedness. The Educational Preparedness Group's Vision is to "Ensure children are developmentally on track and prepared for educational success." The group has been working to answer the following questions:

- *Is preparing children for a successful life a community issue? – Who is responsible?*
- *What are the primary barriers to educational success?*
- *What kinds of supports do families of young children need?*
- *What programs or experiences are currently working well for young children (birth – age 8) and families in our communities?*
- *What challenges do we face in meeting the needs of young children (birth – age 8)?*

In 2016, 62.6% of Scott County's third graders were proficient readers. Reading proficiency by the end of third grade is often a predictor for future academic and life success. Through third grade most students are learning to read, but in fourth grade they begin 'reading to learn' -- to gain information and think critically in all other subject areas. Figure XII-10 shows the percent of 3rd graders reading at grade level for all public school districts serving the County, compared to the state average (57%). While Scott County's children overall have out-performed state averages, many of the local districts have seen a decline in third grade reading scores in recent years. In order to improve third-grade reading proficiency, the Educational Preparedness group is working to identify children's developmental needs earlier in life.

Figure XII-10



Source: MN Dept. of Ed--Minnesota Report Card

C. Public Library Facilities

Scott County operates public libraries in each of the seven cities and a law library in the Scott County Justice Center. A unique relationship has been established as part of the library system where each city provides and maintains buildings for the libraries. In return, the County finances and administers equipment, circulation materials, and staff services. The townships have no building or operation financing responsibilities.

Scott County Library is a customer-focused system that inspires and enhances learning at every stage of life with a focus on four outcomes:

- Children learn to read and are supported in and out of school
- Residents have convenient access to a relevant collection of physical and digital resources
- Residents have convenient access to the information they need and to opportunities for lifelong learning
- Residents have convenient and reliable access to the Internet, computers, and public spaces.

Resident expectations for library service continue to evolve. Demand for print materials has held steady as demand for digital materials has increased sharply. In recent years the library has focused on early learning by offering early literacy classes, parenting training, and learning resources for child care providers. Additionally, new buildings were constructed in Jordan and Elko New Market in 2012 and 2013, respectively. The County's individual library branches are listed in Figure IX-37.

Figure XII-11
Scott County Library System

Library	Address	Building Square Footage
Belle Plaine	125 W Main St.	5,280 ft²
Jordan	275 Creek Lane South	8,000 ft²
Elko New Market	110 J. Roberts Way.	4,400 ft²
New Prague	400 E Main St.	8,000 ft²
Prior Lake	16210 Eagle Creek Ave. SE	14,000 ft²
Savage	13090 Alabama Ave. S	17,750 ft²
Shakopee	235 S Lewis St.	26,000 ft²
Law Library	Scott County Justice Center (200 4th Ave W, Shakopee)	1,550 ft²

EDUCATION GOALS AND POLICIES

As stated earlier in this chapter, Scott County has a role in education policy and planning by: providing direct health and social services to children and families, licensing in-home day care providers, operating libraries in each city, providing workforce development training, and partnering with local school districts through a variety of programs, such as SCALE-initiated efforts or through SHIP. The following are goals and policies to guide education policy and planning in Scott County over the next 20 years.

Goal #XII-4 Create a community in which each and every member has the ability to meet their early educational needs and the opportunity to enhance their quality of life.

a. Build public awareness and engage the community in an informed and collective response by assessing and planning for early educational needs.

b. Develop and launch an early learning outreach program targeting children and their caregivers.

c. Maintain strong relationships with city governments to provide library service appropriate for their populations.

d. Plan and provide essential resources for education, health, human services, public safety, and justice to meet mandates and prioritize community needs.

e. Anticipate and expedite the development of infrastructure for basic human needs such as public transit, affordable housing, legal assistance, accessible and affordable health care, meals, child care, and senior care.

f. Continue to update capital facility plans and capital improvement programs consistent with the County's mission, vision, values, and comprehensive plans.

g. Employ technology to expand public access to library spaces, services, and resources.

h. Develop higher education learning and life-long learning opportunities.

i. Explore opportunities through the University of Minnesota's Resilient Communities Program or similar student-led research programs to address items such as researching technical and operational requirements for operating a "24/7" open library, and identifying data gaps and methodologies to track progress in early learning in Scott County schools.

Reason: Local government often plays a facilitative role to help the community help itself, and a leadership role to assess community needs and plan to effectively address these needs and priorities. Local government also acts as a direct service provider or indirectly ensures services through other agencies. In any case, local government requires the necessary infrastructure such as staff, facilities, equipment, technology, tools, organizational structures, and administrative support to serve these roles.

CHAPTER XIII – IMPLEMENTATION & METRICS

This 2040 Plan can only be successfully implemented through effective, on-going collaboration and coordination with Scott County's local, regional, state, and federal partners. Intergovernmental cooperation has been at the heart of the County's 2040 planning process, which has included numerous intergovernmental meetings to coordinate recommendations and resolve potential conflicts before plans have been finalized.

Very few recommendations in this 2040 Plan will automatically become implemented. Specific follow-up actions will be required for this Plan to become reality and to begin achieving the 2040 Vision. How will the community know if this Plan is achieving its stated outcomes? This chapter includes a list of key metrics by which County decision-makers can track the progress toward achieving the 2040 vision and key outcomes. Finally, this chapter provides goals, policies, and strategies for continued intergovernmental collaboration and a roadmap for plan implementation.

IMPLEMENTATION GOALS AND POLICIES

Goal #XIII-1 Establish mutually beneficial intergovernmental relations with other governmental jurisdictions, both within and outside the county.

a. Work with townships and cities, the Shakopee Mdewakanton Sioux Community, Metropolitan Council, state and federal agencies, watershed districts, school districts, businesses, churches and non-profits on land use and community development issues of mutual concern. Utilize SCALE as an organizational forum for communication, leadership development, and joint planning.

b. Engage in and support processes to resolve conflicts between the plans of governments with overlapping jurisdictions.

c. Continue to provide townships with a regular, predictable, meaningful role in County land use decision making.

Resilient Communities Project
University of Minnesota

Scott County partnered with the University of Minnesota's Resilient Communities Project (RCP) in 2018/2019 and 2019/2020 to advance and implement key recommendations coming out of this 2040 Plan.

The County and University students and faculty collaborated on more than a dozen multidisciplinary projects that advance community resilience in the county. Projects included investigating self-serve libraries, planting edible landscapes, diversifying agricultural production, managing hazardous waste, improving early childhood education, fostering employer-assisted housing, increasing participation in rental-assistance programs, planning for autonomous vehicles, promoting active living, and investigating the cost of services in rural areas.

Now in its sixth year, RCP matches University students and faculty with selected Minnesota cities or counties for an entire academic year to pursue course-based projects that students complete for academic credit.

d. Encourage cities and townships to enter into joint planning initiatives, including orderly annexation agreements and service agreements.

e. Enter into and promote shared public service agreements where such agreements will provide improved services at a lower cost.

f. Involve the Metropolitan Council and surrounding jurisdictions at an early stage when considering developments that may have a regional impact.

Reason: The advantages of improved intergovernmental relations include better understood and smoother land use decision making, better coordinated growth management and preservation efforts, more efficient delivery of services, and taking advantage of economies of scale.

Goal #XIII-2 Ensure all development/redevelopment within the unincorporated areas occurs in accordance with this Comprehensive Plan.

a. This Comprehensive Plan shall be reviewed and updated every 10 years to ensure that it is current and reflects the County's interests and changing needs. Change in circumstances may necessitate amending this Plan more frequently than every ten years.

b. The County's official controls will be updated to reflect the policies and strategies in this Comprehensive Plan. These ordinances shall be reviewed on a periodic basis to ensure the most advanced standards and that full compliance with legislative requirements is maintained.

c. Annually monitor land use and development patterns to determine if new growth is fulfilling the County's benchmark objectives pertaining to tax base composition, local tax rates, development quality, and growth management.

Reason: Comprehensive plans provide the legal foundation and basis for county official controls including zoning and subdivision regulations.

Goal#XIII-3 Operate the County within a fiscally sound philosophy.

a. Monitor federal, state, and regional programs that can assist the County with implementing this Comprehensive Plan.

b. Support city comprehensive plans to ensure availability of needed commercial and industrial areas to diversify the County's tax base and well-planned residential and institutional uses.

c. Prepare annual capital improvement programs for the management, programming, and budgeting of capital needs. Continue to review the cities' annual capital improvement programs.

d. Annually review the County's financial position and debt service to ensure proper fiscal programming and management.

e. Continue a development review processing procedure that assigns the cost of any and all related project costs to the applicant in a cost-effective and timely manner.

Reason: Operating County government in a fiscally responsible manner is an important element of the 2040 Vision.

Goal#XIII-4 Allocate administrative and improvement costs to those generating the demand or utilizing the service.

a. Maintain a system in which the County assigns costs for development proposal review and necessary public infrastructure to the benefiting property owner or their agent, rather than the County as a whole bearing the burden through the general fund.

b. Require land use dedications, easements, and other such requirements at time of subdivision and/or development to insure the physical capability for necessary public/semi-public utilities and improvements.

c. Require that all analysis and basis for decision-making on development proposals be thoroughly substantiated and documented.

Reason: Development should pay its fair share for required initial and incremental improvements.

Goal#XIII-5 Maintain a strong level of confidence in the County's Advisory Commissions and Committees through member selection, continuing education, and open lines of communication with the County Board.

a. Provide continuing education opportunities for advisory commission and committee members through seminars and presentations.

b. Maintain strong lines of communication between the County Board and its advisory commissions and committees and township boards.

Goal#XIII-6 Maintain high standards for proactive communication with residents and businesses on County issues and services.

a. Address planning issues, code enforcement, and nuisance complaints raised by the citizens and local businesses in a proactive, efficient manner and using emerging technologies.

b. Maintain high quality communication with County residents and businesses through direct contact, open meetings, websites, newsletters, outreach programs, and news releases.

c. Periodically conduct public participation activities to obtain citizen feedback on development and other local issues affecting the County's quality of life.

Reason: Input from many perspectives usually leads to higher quality decisions.

COLLABORATION

Issues related to growth and development cross jurisdictional boundaries. Statutorily, there are no requirements for comprehensive plans to address intergovernmental collaboration. However, a major purpose of the 2040 Plan is to guide and manage growth and development within the township areas and coordinate with each city's plan to provide for efficient, orderly and logical growth of the cities.

A. Local and Regional Collaboration

Preparing comprehensive plans in a coordinated manner with local jurisdictions can limit conflicting land use patterns from occurring and ensure the proper connection and alignment of transportation, trail and natural resource links. This section summarizes collaborative relationships the County will draw upon to effectively implement each other's mutually beneficial long-range plans.

Cities, Tribe, and Townships

City, tribal, and township officials, as well as staff and residents were involved in the formulation of this 2040 Plan throughout the process. Here are some notable examples:

- The 2040 planning process began with a series of kick-off meetings with township officials and staff to identify local and countywide planning issues.
- County and townships held quarterly meetings in 2017 and 2018 to discuss land use, transportation, parks and trail, and water resource planning issues and preview draft chapters on these topics.
- City, township, and county leaders and residents provided input in the 2040 Visioning process through a survey and workshop.
- County planning staff participated and tracked each city 2040 planning process by attending meetings, open houses, and presentations.
- City, township, county and tribal staff collaborated with a single consultant on 2040 traffic modeling.
- Cities and the County shared draft 2040 plans for both informal staff comment and more formal comment during the statutory review period.

Scott County will continue to keep the cities, townships, tribal government, and residents involved in the implementation of the 2040 Plan and future planning processes through meetings, mailing notices, publications such as the SCENE, surveys and focus groups, and updates on the County's website.

SCALE

Formed in the spring of 2003, the Scott County Association for Leadership and Efficiency (SCALE) has been cited as a model of intergovernmental cooperation in a best practices review authored by the state auditor's office. The organization, which meets monthly, originally consisted of the mayors and administrators from cities within Scott County, as well as the county administrator and county board chair. It includes representatives of the Shakopee Mdewakanton Sioux Community, watershed districts, Three Rivers Park District, local school districts, and townships. Its goal is simply to explore new and innovative ways in which local government can collaborate and make the most of limited resources in programs such as law enforcement and public safety, parks and recreation, transportation, community development, and general government.

Each year, SCALE identifies legislative priorities to effectively collaborate in lobbying for common interests that will benefit the residents of Scott County. SCALE will continue to update the legislative priorities annually and explore other collaborative efforts and partnerships–including cooperation with surrounding counties and regional partnerships–that will provide for the most efficient and logical use of local government resources.

Metropolitan Council

This 2040 Plan has been developed in coordination with the Metropolitan Council's THRIVE MSP 2040 plan and the comprehensive plans and zoning regulations of the surrounding counties. This 2040 Plan is shaped by historic partnerships between Scott County and the Met Council in the area of long-range sewer service planning. Scott County partnered with the Met Council for the *Southeast Scott County Comprehensive Plan Update* in 2004 that supported the consolidation of the cities of Elko and New Market and the siting of the Empire Interceptor. As part of the *Scott County 2030 Comprehensive Plan Update*, the County and Met Council partnered for the post-2030 wastewater treatment plant site and service area project that integrated land use planning with future wastewater services. In 2008, Scott and Carver Counties along with the cities of Carver and Chaska adopted a joint powers agreement with the Met Council for the acquisition of a segment of the Union Pacific Rail line for future trail use and potential outlet for the future treatment plant.

Scott County will continue to monitor and review regional land use, transportation, natural resource, and parks and trails planning resources to ensure the County's plans and regulations are consistent. The County will also become actively involved in the creation of these regional planning resources to ensure Scott County receives its fair share of regional investments. The County will consider partnerships on regional projects that may benefit both county and regional residents, even if it involves a project outside of the county (i.e., road improvements on a major roadway highly utilized by Scott County residents).

B. Types of Collaborative Ventures

Intergovernmental collaboration could be considered any arrangement by which two or more governmental entities work together to address an issue of mutual interest to serve the needs of their citizens. If pursued, intergovernmental collaboration could provide specific benefits to the County. Examples of collaborative ventures (among others) could include:

- Sharing information, staff, resources, etc;
- Consolidating and/or trading services;
- Area wide planning;
- Special purpose districts serving multiple jurisdictions;
- Joint ventures;
- Revenue sharing;
- Growth management/boundary agreements or orderly annexation agreements;
- Area wide service agreement;
- Joint use of a facility; and
- Cooperative purchasing.

A number of services provided by Scott County already utilize shared resources with the cities and surrounding counties of Carver, Dakota, and Hennepin, such as workforce boards, regional parks, transit, software administration, and snowplowing joint powers agreements. Scott County will continue to explore ways to share resources and services with the townships and cities.

Orderly Annexation Agreements

Orderly annexation agreements (OAA) typically outline taxation reimbursement, physical boundaries and conditions for orderly annexation, development and roads within the designated area, deferred assessments, existing rural uses, and administration of the agreement. As of 2018, there are six orderly annexation agreements in Scott County (see Map XIII-1):

- City of Belle Plaine and Belle Plaine Township; City of Belle Plaine and Blakeley Townships. The City has an OAA with each neighboring Township that covers portions of the mapped urban expansion area. Scott County retains planning and zoning authority for land in these OAAs until the land is annexed into the City. However, orderly annexation boards have been established to review zoning, platting and comprehensive plan amendment requests. The boards consist of two members appointed by the City Council, two members appointed by the respective Town Board, and one member appointed by the County Board.

- City of Shakopee and Jackson Township. This 2002 agreement – updated in 2017 - includes the entire Jackson Township. The updated 2017 OAA now has a staging map. Properties in Areas A, B, C, and D on the staging map are eligible for annexation starting in 2018; Areas E and F are eligible starting in 2050. The City's reimbursement to the Township for lost taxable market value of annexed properties is extended from 2 years to 7 years. There is a new provision for 20 existing platted subdivisions in the township, allowing property owners in these rural subdivisions to not hook up to city sewer upon annexation if the septic system complies with county septic codes. As soon as the septic system fails, or if the property is sold, the home needs to hook up to city sewer and pay all costs. There is no longer a Joint Annexation Board under the 2017 OAA. Instead there is an agreement to hold a joint meeting twice a year. Prior to annexation, the land use and planning authority remains with Scott County. However, the County requests comments from the City for zoning applications within the annexation area.

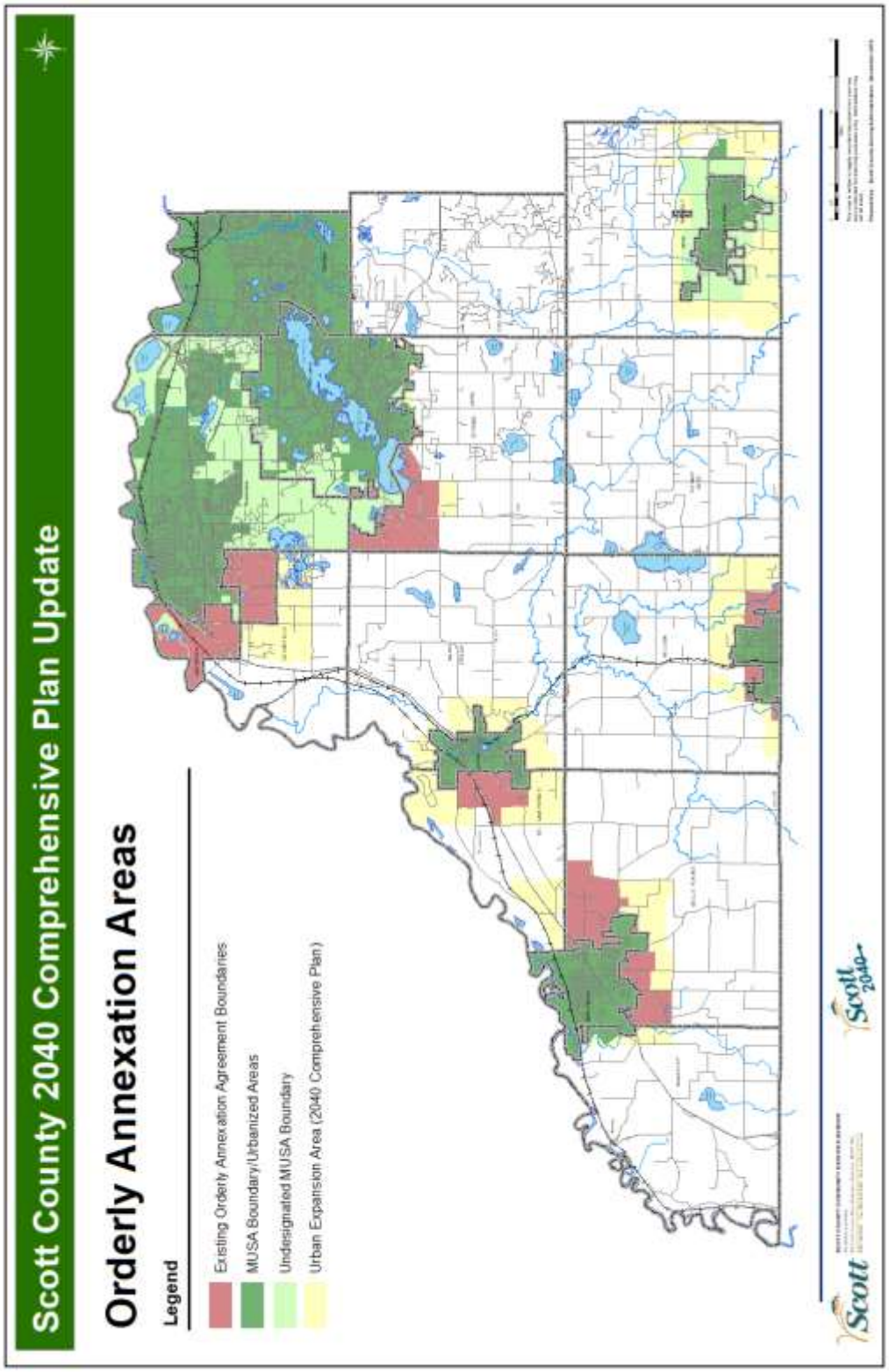
- City of Prior Lake and Spring Lake Township. The OAA is based on a staging plan of over 3,000 acres by the year 2024. Land within the OAA includes portions of the City's future urban service area. An orderly annexation board, which reviews zoning, platting and comprehensive plan amendment requests, consists of one City Council member, one Town Board member, and one County Board member.

- City of Jordan and St Lawrence Township. This OAA was adopted in 2017 and covers portions of the mapped urban expansion area. Scott County retains planning and zoning authority for land in this OAA until the land is annexed into the City. There is no orderly annexation board established to review zoning, platting or comprehensive plan amendment requests under the OAA agreement.

- City of New Prague and Helena Township. This OAA covers portions of the mapped urban expansion area. Scott County retains planning and zoning authority for land in this OAA until the land is annexed into the City. An orderly annexation board is established to review zoning, platting and comprehensive plan amendment requests. The boards consist of one City Council member, one Town Board member, and one Scott member appointed by the County Board.

Scott County actively encourages the creation of orderly annexation agreements for all cities that anticipate boundary expansions to accommodate future growth demands.

Map XIII-1
Orderly Annexation Areas



Implementation Strategies

This section identifies County tools, processes and strategies to implement the 2040 Plan.

A. Plan Amendments

Comprehensive plans should be durable and not change or be amended too frequently. However, amendments to this 2040 Plan can be initiated by the County or by an individual from time to time. Common reasons for initiating a plan amendment include: changes resulting from neighborhood or small area planning activities; land use changes to allow a proposed development; proposed forecast changes; text changes to revise a policy or land use category; or routine updates to incorporate new information or update a public facilities element. The process to amend this 2040 Plan should follow the procedures set by the Metropolitan Council, including:

- A recommendation from the affected Township and from the Planning Commission
- Adjacent governmental units, special districts, and school districts review
- County Board authorization to submit Plan Amendment to Metropolitan Council.

The Metropolitan Council will review all amendments to this 2040 Plan within 60 days (with a possible extension to 120 days). Certain plan amendments can be reviewed by the Council administratively within 15 days if the amendment meets the following requirements:

- Be within five percent of the Council's forecasts.
- Conform to the regional systems plans and Thrive MSP 2040.
- Be consistent with the Council's housing policies.
- Be compatible with the plans of adjacent jurisdictions.
- If an adjacent jurisdiction is potentially impacted by the amendment, the Council has received documentation that the adjacent jurisdiction has been notified.
- Propose a land use change of less than 80 acres, unless the land use change is for Agricultural Preserves enrollment.
- Propose a land use change that will result in less than 100 housing units.
- Propose a land use change to guide land at no more than one unit per 40 acres to meet the requirements of the Agricultural Preserves Program (Minn. Stat. Ch. 473H)
- Does not have the potential for a cumulative impact.

B. Regulatory Controls

State Statute requires that all of a community's official controls be updated within nine months of adoption of a Comprehensive Plan. As a result, Scott County will be required to update official controls such as zoning and subdivision ordinances, among others. These regulations will be reviewed for consistency with the 2040 Vision, all elements of this Plan, Metropolitan Council's THRIVE MSP 2040, and other metropolitan system plans.

Subdivision

The Subdivision Ordinance will also need to be reviewed for consistency with this 2040 Plan. Scott County's amended Subdivision Ordinance will reflect the land use goals and policies identified in this Plan and any changes made in the Zoning Ordinance.

Building Code

The Scott County Building Inspections Department helps ensure building safety and protects community character for the eleven townships by enforcing zoning and building code

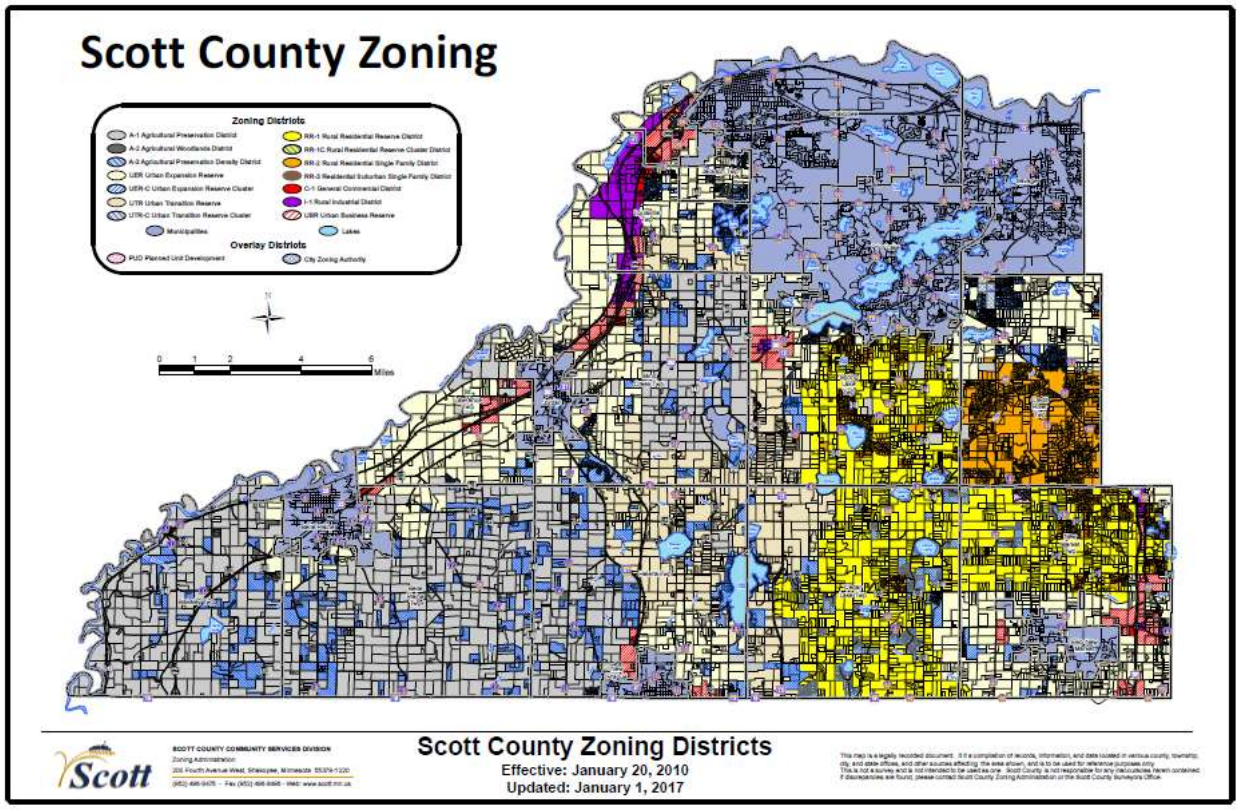
regulations in a professional and efficient manner. Building permits are needed to ensure that minimum construction standards (established by the Minnesota State Building Code) are met. These minimum standards provide safeguards for life, limb, health, property, and welfare by regulating design, construction, materials, use, and the type of occupancy of all buildings. A building permit must be obtained any time a building or structure is built, enlarged, altered, repaired, moved, converted, or demolished. Permits ensure that construction in the Scott County townships meet local and state codes.

Zoning

Scott County's amended Zoning Ordinance will reflect the land use goals and policies identified in this 2040 Plan, as well as the recommended uses and densities of the 2040 Planned Land Use map as illustrated in Chapter V. Figures XIII-2 and XIII-3 identify the Zoning Map and corresponding Zoning Districts as adopted following the 2030 Comprehensive Plan Update.

(Please note, the zoning map and districts may be modified as part of the implementation of the 2040 Comprehensive Plan Update. Please refer to the Scott County Zoning Ordinance for the most up-to-date zoning information.)

Map XIII-2
Zoning Map (2010, Amended 2017)



Source: Scott County Zoning Administration, 2018

Figure XIII-3 Zoning Districts (2018)				
Zoning District	**Corresponding 2020 Land Use Category**	**Typical Uses**	**Density**	**Minimum Lot Size**
A-1, Agricultural Preservation	Agricultural	Agriculture, single-family housing	1 unit per 40 acres	40 acres
A-2, Agricultural Woodlands	Agricultural	Agriculture, single-family housing	1 unit per 10 acres	10 acres
A-3, Agricultural Preservation Density	Agricultural	Agriculture, single-family housing	1 unit per 40 acres	Ability to locate two septic site and meet all setbacks
UER, Urban Expansion Reserve	Urban Expansion	Agriculture, single-family housing	1 unit per 40 acres	40 acres
UER-C, Urban Expansion Reserve Cluster	Urban Expansion	Agriculture, single-family housing	1 unit per 10 acres	1 acre non-hydric soil
UBR, Urban Business Reserve	Commercial Reserve	Agriculture, single-family housing	1 unit per 40 acres	40 acres
C-1, General Commercial	Commercial/ Industrial	Commercial	N/A	5 acres
I-1, Rural Industrial	Commercial/ Industrial	Heavy/ light industrial	N/A	2.5 acres
RR-1, Rural Residential Reserve	Rural Residential	Agriculture, single-family housing	1 unit per 10 acres non-wetland	10 acres
RR-1C, Rural Residential Reserve Cluster	Rural Residential	Agriculture, single-family housing	1 unit per 8 acres	2.5 acres
RR-2, Rural Residential Single Family	Rural Residential Growth	Agriculture, single-family housing	1 unit per 2.5 acres non-hydric	2.5 acres
RR-3, Residential Suburban Single Family	Rural Residential	Single-family housing	N/A	20,000 square feet

Note: Shoreland and floodplain overlay districts also apply in certain areas.
Source: Scott County Zoning Ordinance No. 3, Adopted January 20, 2010, Last Updated January 1, 2017

Private Septic System Regulations

The Individual/Community Sewage Treatment System Ordinance No. 4 was updated and adopted in 2001. It regulates all private sewage systems in the unincorporated areas and all seven cities. With individual sewage treatment systems (ISTS), maintenance and management is the responsibility of individual property owners. Community sewage treatment systems (CSTS) are managed by the township through a Subordinate Service District. The Individual/Community Sewage Treatment System Ordinance will be reviewed for consistency with the 2040 Plan and continue to be updated, as needed.

Stormwater Management, Erosion Control and Wetlands

Scott County will review and update – as necessary - Chapter 6 of the Scott County Zoning Ordinance, No. 3, to implement the goals and policies related to storm water management, erosion control and wetlands as identified in Chapter VIII. The County will also review other

planning documents related to water and natural resources for consistency with this Plan and continue to update these plans as needed, including the 2018 *Scott County Water Resources Plan* and the *Scott Watershed Management Organization Comprehensive Water Resource Plan 2019 - 2029*. The County will implement the Natural Area Corridor program throughout the development process to ensure valuable natural resources can be protected and landowners have the best available information when considering development of their property.

Comprehensive Code Enforcement Strategy

Scott County and the eleven townships began a new program for code enforcement in 2007 that allows the townships to be the "first response" to nuisance violations. Through this program, township officials are given the opportunity to address and respond to nuisance complaints with their residents. Township officials make initial contact with the violator and provide options to remedy the situation. If the problem persists, the township may forward the issue to County staff for assistance and possible legal action. This new strategy will be reviewed periodically to ensure the program works effectively.

C. Fiscal Analysis

Residential and commercial development has a significant impact on a community's finances, public investments, and property tax rates. Over the past decade, there have been two notable studies on the fiscal impacts of growth that included Scott County and its fastest-growing city (Shakopee) as case studies. Below is a summary of key findings from these two studies.

In October 2001, the Metropolitan Council published a study titled *The Fiscal Impacts of Growth on Cities*. The study examined the costs of serving new development or redevelopment and the revenues they generate to calculate a net fiscal benefit. These net fiscal benefits were compared under two scenarios. One assumed growth would occur in a spread-out pattern (reflecting current trends). The other projected a more compact pattern that reflected a higher density, more intensive development pattern. The study took a case-study approach, looking at eight communities around the Twin Cities metropolitan area at different stages of development: two outlying suburbs with a considerable amount of vacant land (Shakopee and Cottage Grove); two maturing suburbs (Coon Rapids and Apple Valley); two fully-developed, first-ring suburbs (Roseville and Richfield); and the regions two central cities (Minneapolis and St. Paul). Although each community is unique, many common themes emerged from the study, including:

- Residential Densities: Compact housing development produces more net revenue per acre than spread-out housing development. Compact development is less costly to provide with municipal infrastructure such as streets, sewer and water lines. Infrastructure costs ranged from $10,000 to $12,000 per unit for residential development with 2.5 acre lots (i.e., estate lots) to $4,000 to $5,000 for residential development with eight to nine units per acre (i.e., townhome lots).
- Retail Development: Retail activity does not generally provide strong fiscal benefits, but it is nonetheless important for a balanced community. Because of its higher valuation, retail space produces proportionately more property-tax revenue than other types of land uses, but there are also higher costs associated with retail. More customer traffic generally requires more public safety services and transportation investments.
- Industrial and Office Development: Property evaluations and service costs for industrial and office space vary significantly, but generally the fiscal impacts are positive to neutral. In some cases, the net revenue produced by these land uses (per 1,000 square feet of space) is comparable to that produced by some types of residential units.

In September 1999, the Minnesota Department of Agriculture published a report titled *Cost of Public Service Study*. The study examined the fiscal impact of new residential development on a selected group of rural Minnesota counties—including Scott County. The key finding from this report found that new residential development tends to be more fiscally advantageous to local governments when it occurs within or adjacent to established urbanized areas than when it occurs in outlying undeveloped rural areas. Here is a list of other key findings:

- Agricultural Land Use: Agriculture is an important factor in the fiscal health of most rural counties, townships, and school districts, because it contributes more in taxes than it requires in services. New residential development can have a negative fiscal impact on townships that lose a major part of their agricultural tax base and must also provide higher levels of service.
- Road Maintenance**:** When townships reach a certain population level, per capita road costs increase. In 1995, road costs for all townships in the five subject counties averaged $47 per capita. But in townships with more than 3,500 residents, road costs averaged $70 per capita.

The County's 2040 Vision includes a desired future statement: "*We have taken steps to manage growth in a positive way, to act fiscally responsible and with deliberation when making decisions that affect our high quality of life and that of our children's children*." The 2040 Vision also defines a strategic challenge: "*Securing financial resources to carry out the Vision*." With these general themes and findings in mind, this 2040 Plan recommends a Cost of Services Study for the County's three broad land use categories guided in the 2040 Comprehensive Plan: *Agricultural Preservation* (1/40 density), *Rural Residential* (1/2.5 density), and *Rural Commercial/Industrial* (see Chapter V for more details).

D. Capital Improvement Planning

Scott County Board of Commissioners annually reviews and updates a 15-year Capital Improvement Plan. This provides for the financing of capital projects, planning and design, development of new facilities, rehabilitation or restoration of existing facilities, acquisition of land, and the replacement of motor vehicles and major equipment. Major components of the plan include planning and funding methods for capital expenditures, transportation improvements, park and trail acquisition and development, and long range facilities planning of County owned and maintained facilities. The Capital Improvement Plan will be reviewed annually for consistency with the 2040 Plan. To view the County's CIP document, go to: https://www.scottcountymn.gov/875/Delivering-What-Matters

E. Ongoing Public Participation Programs

Completion of this 2040 Plan does not mean the end of public participation on important strategies and recommendations advanced in the preceding chapters. This Plan recommends a model for accomplishing on-going public input on strategic challenges facing Scott County. There are a number of examples in which Scott County currently, and will continue to, include the public in the decision-making process. Three examples of public participation that could advance 2040 Plan recommendations are described in further detail in the following sub-sections. Other examples of public participation efforts include:

- Focus groups
- Vision Advisory Committee
- Citizen advisory commissions and committees
- Open houses and workshops

Authentic Community Engagement

More and more communities, non-profits and institutions are practicing a new form of community engagement that is an intentional process of empowering participants – often those

who do not typically participate in community planning - to *authentically* engage in and contribute to the planning and implementation of solutions within their own communities. "Authentic" is the key word. Engaging communities means more than informing the public; it requires having ongoing, two-way dialogue. Community engagement requires a level of uncertainty, risk, and an openness to divergent ideas that can make many nervous. SCALE's Live, Learn, Earn collective impact effort introduced authentic community engagement in the winter of 2018. This approach is focused on food, and brining diverse participants together around dinner to build social equity. This approach could become a model for additional engagement around topics advanced in this 2040 Plan, particularly in the areas of active living, housing, transportation, workforce development, and educational preparedness.

Citizen Surveys

The County contracts with the National Research Center (NRC) to conduct a survey of randomly selected residents. This survey asks a variety of the same questions every two to three years that gauge resident attitudes on quality of life issues, critical problems facing the county, and evaluation of county government services and fiscal management. These survey results are the best method to track some of the key metric's established in this 2040 Plan. Citizen surveys will continue to be an important public participation tool to ensure goals, polices and recommendations advanced in this plan match resident desires.

Design Charrettes

A charrette is an intensive planning session where citizens, designers and others collaborate on a vision for development. It provides a forum for ideas and offers the unique advantage of giving immediate feedback to the designers. More importantly, it allows everyone who participates to be a mutual author of the plan. The charrette is typically located near the project site. Through brainstorming and design activity, many goals are accomplished. First, everyone who has a stake in the project develops a vested interest in the ultimate vision. Second, the design team works together to produce a set of finished documents that address all aspects of design. Third, since the input is gathered at one event, it is possible to avoid the prolonged discussions that typically delay conventional planning projects. This 2040 Plan recommends this approach to delve deeper into site specific code requirements to the Hamlets as described in Chapter V.

IMPLEMENTATION TIMETABLE

Figure XIII-4 provides a summarized list of the key actions or recommendations that the County should undertake to implement this 2040 Plan. Often, such actions will require substantial cooperation with others, including local governments and property owners. Other local and county government priorities may affect the completion of these key actions in the time frames presented.

The list of key recommendations is divided into eight categories–loosely based on the different components of the 2040 Plan. Recommendations that cross category lines are only listed once. Each category includes three different columns of information, as follows:

- *Key Recommendation:* The first column lists the actual steps, strategies, and actions recommended to implement key aspects of this Plan. The recommendations mainly suggest County actions, recognizing that many of these actions may not occur without subsequent decisions by the County Board, public input, and/or intergovernmental cooperation.
- *Implementation Time Frame:* The second column provides a suggested time frame for the completion of each key recommendation. The suggested time frame reflects the priority

attached to the recommendation, budgetary constraints, and workload issues. The County may in the future adjust these time frames.

- *Responsible Parties:* The third column suggests the position, department, committee or unit of government(s) that will likely assume primary responsibility for completion of the related recommendation.

Figure XIII-4
2040 Comprehensive Plan
Implementation Recommendations

Key Recommendation	Implementation Time Frame	Responsible Parties
Vision/Strategic Challenges/Growth Management		
Work with townships of Jackson, Spring Lake, St. Lawrence, Sand Creek, Helena, Blakeley and Belle Plaine and cities of Shakopee, Prior Lake, Jordan, New Prague, and Belle Plaine to monitor and update orderly annexation agreements (OAAs) that effectively stage future urban growth and development	Ongoing	County and City Planning Departments; Townships
Review the boundaries for the mapped Urban Expansion and Transition Areas and adjust if new conditions warrant modification	2026 -2028	Planning Department; Planning Commission; Townships
Evaluate land supply in the mapped Rural Growth Area to assess the overall staging of rural development	2026 -2028	Planning Department; Planning Commission
Update this plan for consistency with the Metropolitan Council's system statements and conformity to the regional growth framework	2026 -2028	Planning Department; Planning Commission; Townships
Update capital improvement programs consistent with the County's mission, vision, values, and system plans	Annually	Scott County Divisions and Business Units
Undertake a Cost of Services Study to evaluate the fiscal impact of three broad rural land use categories in the 2040 planned land use map: agricultural preservation, rural residential, and rural commercial/industrial	2019 - 2021	Scott County Planning Department
Reconvene the 2030 and 2040 Vision Advisory Committee to assess, evaluate and update the County's 2050 Vision and Strategic Challenges	2026 -2028	Planning Department; Vision Advisory Committee
Land Use/Zoning		
Adopt new Heavy Industrial, Hamlet Mixed Use, Rural Business Reserve, and Closed Landfill zoning districts and incorporate into the County Zoning Ordinance	2019 - 2020	Planning Department; Planning Commission

Figure XIII-4 2040 Comprehensive Plan Implementation Recommendations		
Key Recommendation	**Implementation Time Frame**	**Responsible Parties**
Update and incorporate new Public Value Incentives (turn- and by-pass lanes) into the County Zoning Ordinance	2019 - 2020	Planning Department; Planning Commission
Undertake a comprehensive study to review, assess and recommend updates to amount, level and structure of existing development fees	2019 - 2021	Planning Department; Planning Commission
Periodically review and update, as necessary, the *Rural Residential Service Area Detailed Area Plan* (DAP)	2019 - 2028	Community Development; Spring Lake, Cedar Lake and New Market Townships
Transfer planning and zoning authority, historic files and permit records to Credit River Township	2019 - 2021	Planning Department; Credit River Township
Prepare a study or design charrette in rural hamlets to identify any redevelopment or expansion opportunities for existing hamlets	2019 - 2021	Planning Department; Townships
Work with cities and townships to prepare master plans or detailed studies for portions of mapped Urban Expansion Areas	Ongoing	Planning Department; Cities; Townships
Encourage townships guided for long-term agricultural use to adopt Right-to-Farm ordinances based on state regulations.	Ongoing	Planning Department
Transportation		
Work with city and township staff and officials to implement the Scott County Minimum Access Spacing Guidelines	Ongoing	Highway Department; Cities, Townships
Continue to attend local development review meeting to ensure safe access to and efficient mobility along County Roadways	Ongoing	Highway Department, Cities, Townships
Support the funding of regional projects that benefit traffic flow for County residents, even when the project is located outside of Scott County	Ongoing	Highway Department; SCALE
Update Transportation Improvement Program (TIP) consistent with plan recommendations	Annually	Highway Department

Figure XIII-4 2040 Comprehensive Plan Implementation Recommendations		
Key Recommendation	**Implementation Time Frame**	**Responsible Parties**
Complete future roadway study needs as identified in the Transportation Plan	Ongoing	Highway Department
Parks & Trails		
Build awareness of the County's regional park and trail system by: implementing a kiosk and wayfinding signage along the Scott West Regional Trail; enhancing the use of social media and newly emerging communication methods and technology; and improving the use of traditional communications and media.	Ongoing	Parks and Trails Department
Increase use of the County's regional park and trail system by groups currently under-represented. Develop relationships with groups and leaders representative of these groups, engage in outreach in new ways and with different audiences, adapt efforts based on what is learned from these efforts , and track demographics.	Ongoing	Parks and Trails Department
Support improvement of trail connectivity and opportunities for Active Living by completing regional trail master plans and proposing a new regional trail search corridor connecting New Prague to Cedar Lake Farm.	Ongoing	Parks and Trails Department
Develop lakefront area of Spring Lake Regional Park	2019-2023	Parks and Trails Department
Introduce public use at Doyle-Kennefick Regional Park including hiking trails and support infrastructure and accessible trail option, with scope to be evaluated closer to project timing.	2025-2028	Parks and Trails Department
Natural, Water & Agricultural Resources		
Implement the *Scott Watershed Management Organization Comprehensive Water Resources Plan*	2019 - 2026	Natural Resources Department
Continue educational programs provided through Scott SWCD, NRCS, UM Extension, and other agencies that publicize and promote land stewardship	Ongoing	Natural Resources Department
Evaluate possible tools and tactics to implement the Natural Area Corridors goals and policies	2018- 2023	Natural Resources and Planning Departments

Figure XIII-4 2040 Comprehensive Plan Implementation Recommendations		
Key Recommendation	**Implementation Time Frame**	**Responsible Parties**
Continue to evaluate the effectiveness of farmland preservation tools and tactics	Ongoing	Planning Department
Utilities & Local Government Facilities		
Explore new options in permitting, managing and operating CSTS systems in light of evolving MPCA rules and new technology	2019 - 2028	Environmental Health Department
Work with the Met Council to maintain a viable site for future (post 2040) regional wastewater treatment plant	Ongoing	Planning Department
Construct a new County building on the Shakopee campus to consolidate county services and employees	2019 - 2021	County Facilities Department
Research and evaluate the trends in household hazardous waste collection and identify future demands and needs for the County's HHW facility and service	2019 - 2021	Environmental Health Department
Work with cities and townships to develop standards for interim development uses to allow future conversion to sewered development when urban services become available	Ongoing	Planning and Environmental Health Departments; Townships; Cities
Incorporate sustainable principles and energy conservation practices in the operation of Scott County facilities and services	Ongoing	Administration; Facilities
Housing		
Partner with the Scott County Community Development Agency (CDA) and SCALE members to complete long-range housing needs assessments and studies	Every 5 years	Planning Department; Scott CDA
Evaluate and modify, if necessary, county zoning regulations that limit options for single level, low-maintenance townhomes, rental housing, and caretaker units in the rural areas	2019-2020	Planning Department

Figure XIII-4 2040 Comprehensive Plan Implementation Recommendations		
Key Recommendation	**Implementation Time Frame**	**Responsible Parties**
Research housing issues such as identifying barriers to affordable and emergency housing; creating a community land trust, and evaluating landlord assistance programs	2019 - 2023	SCALE, Scott CDA
Improve the customer service experience and workflow of the County building permitting process serving the townships	2019 - 2023	Building Department
Safe, Healthy and Livable Communities		
Increase the capacity of the County to respond to public health nuisances	Ongoing	Public Health
Research the feasibility of creating a food forest or edible landscape in Scott County	2019 - 2023	Public Health, SHIP
Increase the capacity of residents to assist in a public health emergency response through the use of trained Medical Reserve Corp unit	Ongoing	Public Health; Sheriff's Department
Research technical and operational requirements to operating a "24/7" open library facility	2019 - 2023	Library Administration
Research data gaps and methodologies to track progress in early child learning in Scott County schools	2019 - 2023	SCALE, Library Administration
Economic Competitiveness		
Partner with the Scott County Community Development Agency (CDA), and SCALE members to complete long-range commercial and industrial supply and absorption analyses and studies	Every 5 years	Planning Department; Scott CDA
Create a new Heavy Industrial, Hamlet Mixed Use, and Rural Business Reserve zoning districts that are intended to accommodate commercial and industrial development in the rural areas	2019 - 2021	Planning Department; Townships
Partner with local chamber of commerce and area tourism organizations to market and promote economic development in Scott County	Ongoing	Community Development Division; Cities; SCALE

Figure XIII-4 2040 Comprehensive Plan Implementation Recommendations		
Key Recommendation	**Implementation Time Frame**	**Responsible Parties**
Research and study methods and best practices to expand a business incubator program in the county	2019 - 2021	Scott CDA
Explore opportunities to offer post-secondary educational opportunities within Scott County	Ongoing	SCALE
Identify reasons residents are commuting to jobs outside of the county, through BRE surveys, resident surveys and employer surveys	2019 - 2023	SCALE; Scott CDA

KEY METRICS

Throughout this 2040 Plan document, certain metrics or key performance indicators (KPIs) have been inserted to communicate how residents can track the overall progress being made toward achieving the 2040 vision and key outcomes. This chapter concludes by grouping and listing these key metrics with a note on how they relate to the 2040 Plan:

- **Resident's rating on the overall quality of life in Scott County** (*Chapter II: Community Engagement*). This is a critical benchmark question that the County resident survey has asked since 2001; essentially asking: do you like living here? Over the past 15 years, the respondent's average rating (0 = poor; 100 = excellent) has hovered in a bandwidth between the mid-60s to mid-70s. Residents are asked to respond to this question thinking about the county as a whole; and not city- or township-specific. If this 2040 Plan can achieve its desired outcomes around housing, transportation, jobs, public safety, natural resource protection, land use, education and recreation, it is anticipated that this average rating will hold steady or slightly increase in this same bandwidth over the next 20 years.

- **Proportion of households paying 30% or more of income on housing** (*Chapter IX: Housing*)**:** Scott County is an expensive place to live relative to other parts of the Twin Cities region. This is a key metric to track this Plan's progress on promoting housing that is affordable to all residents, in all communities, and in attracting and retaining sustainable, livable-wage jobs for our residents. If this 2040 Plan can achieve its desired outcomes around housing, transportation, jobs, workforce development, land use, and education, it is anticipated that the proportion of households paying 30% of more of their income on housing will drop steadily over the next 20 years.

- **Percent of local labor force who live and work in Scott County** (*Chapter X: Economic Competitiveness*). This is a core metric that tracks Scott County's transformation from a once predominately farm- and small manufacturing-based

county on the far fringe of the Twin Cities region in the 20th century; to a "suburban bedroom" county in the path of regional exurban expansion during the boom years of the 1990s and 2000s; to the desired "full-service" county fully interwoven into the urban region of the future. If this 2040 Plan can achieve its desired outcomes around housing, transportation, jobs, workforce development, land use, and education, it is anticipated that the percent of local labor force who live and work in the geographic boundaries of the county will increase from 40% to above 50% by the year 2040.

- **New housing starts and lots in rural growth, urban expansion and agricultural townships** (*Chapter V: Land Use and Growth Management*). These two data sets are the most important metrics to track this Plan's progress on its overarching growth management philosophy: limit development in the farming areas and places where cities will grow and guide most new rural development to the 73-square mile "rural residential growth" area in the southeast part of the County.

- **Number of crashes on the highway system per million vehicle miles travelled** (*Chapter VI: Transportation*). Safety is the most important outcome in transportation planning and this key metric tracks the County's progress on planning and investing is a countywide system in a way that maximizes safety.

- **Number of Scott County transit riders** *(Chapter VI: Transportation)***.** This is a key data point tracking the County's progress on expanding transit services countywide. Expanded transit ridership reduces single-occupancy vehicles on congested corridors, helps connect the labor force to county employers, and assists transit dependent citizens with access to jobs, shopping, education and services.

- **Number of farms, land in farms and average farm size in Scott County** (*Chapter VIII: Water, Natural and Agricultural Resources*). These three data points are the most important metrics in tracking this Plan's progress on preserving farms, farmland, and the County's unique agricultural heritage over the next 20 years. If this 2040 Plan can achieve its desired outcomes around farmland preservation, land use, and economic competitiveness, it is anticipated that the number of farms and land in farms in the county will remain steady by the year 2040.

- **Average annual unemployment rate in Scott County** (*Chapter X: Economic Competitiveness*). This is a well-understood and widely reported indicator of the County's economic health and is used to track this Plan's progress on promoting and retaining economic development.

- **Number of reported Part 1 crimes in Scott County's unincorporated area** (*Chapter XII: Safe, Healthy and Livable Communities*). This is a core metric used to track overall crime safety in Scott County – specifically for the rural population. It is an also an indicator of livability in the rural areas.

- **Percent of Scott County 3rd graders reading at grade level** (*Chapter XII: Safe, Healthy and Livable Communities*). Today's 3rd graders will be in their late 20s and starting careers, business, families and livelihood by 2040. How well these students do today in reading proficiency is a strong indicator on future success. This is a core metric used to track this Plan's progress on promoting new collaborations and approaches to improving early childhood learning across the county.

- **Demographics of Scott County regional parks and trails visitors** (Chapter VII: Parks and Trails). The Parks and Trails program hopes to better serve and attract all residents of Scott County to the Regional Parks and Trails. Previous research indicates the demographics of park users are not representative of Scott County demographics. By increasing awareness and being welcoming of people of all ages, abilities, incomes, and backgrounds we hope to address this. The County resident survey and the Three Rivers Park District visitor and resident surveys measure the demographics of users including ethnicity and where they live to help us understand our reach within the community.

- **Water resource management measures**. Scott County's Watershed Management Organization tracks progress on several water resource goals, including runoff yields for Sand Creek and Credit River, water clarity standards for Cedar, O'Dowd, McMahon and Thole Lakes, and other treatment, maintenance and monitoring efforts. To view these measures, view the 2019 – 2026 Scott WMO Comprehensive Water Resources Management Plan (https://www.scottcountymn.gov/1488/Comprehensive-Water-Resource-Plan). Under Section 5, page 5-20 is a discussion on Evaluating Our Progress including Table 5.5 Program Measures.

SRF Consulting Group, Inc. | Engineers Planners Designers

Draft Memorandum

SRF No. 10374

To: Lisa Freese, Transportation Services Director
Craig Jenson, Transportation Planner
Scott County

From: Steve Wilson, Principal
Tim Babich, Associate
Krista Anderson, Engineer

Date: March 23, 2018

Subject: **Scott County Traffic Model Update: Year 2040 Forecasts**

Introduction

This memorandum describes the modeling process used to develop the Scott County Travel Demand Model (SCTDM). The SCTDM was developed to assist planning efforts at the County and local level for preparing and analyzing traffic impacts of potential land development and transportation scenarios. The primary applications for the model to be used by the County and local agencies include:

- Estimating future traffic volumes to identify capacity deficiencies and facility needs
- Estimating the effect of long-range land use decisions
- Supporting local comprehensive plan updates and traffic studies by providing the opportunity for a consistent method of estimating traffic volumes
- Supporting future land use and transportation project planning

The Scott County TDM was also developed to align with the Metropolitan Council's Activity Based Model (ABM) and Thrive MSP 2040 demographic forecasts. The SCTDM was refined to include sufficient detail to provide daily forecasts on County and local roadway segments. The structure of the SCTDM enables County staff to maintain existing and forecast future year input data records.

Assumptions

For input into the SCTDM, year 2014 and 2040 socioeconomic and roadway system assumptions were developed.

Socioeconomic Update

The year 2014 and 2040 socioeconomic assumptions are based on Metropolitan Council assumptions and forecasts. County staff and local agencies were involved in developing an updated Scott County Traffic Analysis Zone (TAZ) structure and assisted with the allocation of socioeconomic data.

Split TAZ Structure

The Scott County TAZ structure was developed using the Metropolitan Council TAZ structure. This base structure was then split into smaller TAZs, taking into consideration the following items to develop the Scott County TAZs:

- Existing municipal boundaries
- Existing and future roadway alignments were used when possible, while maintaining Metropolitan Council TAZ boundaries
- Travel shed delineations in local development areas
- Locations of published existing AADTs

The Scott County TAZ structure is depicted in Appendix A.

Socioeconomic Data Allocation

Official Metropolitan Council year 2014 and forecast year 2040 socioeconomic data was allocated to the Scott County TAZ structure for the existing and future scenarios. Socioeconomic data was systematically allocated using aerial imagery, land use assumptions, and feedback provided by local and County agencies.

Existing and future year municipal socioeconomic totals are depicted in Table 1. The Scott County socioeconomic data totals by TAZ are included in Appendix A.

Table 1: Existing and Year 2040 Municipal Totals

	Population		Households		Total Employment	
	2014	2040	2014	2040	2014	2040
Belle Plaine	6,572	12,600	2,358	4,900	1,560	3,300
Belle Plaine Township	907	800	318	320	36	70
Blakeley Township	436	390	168	170	50	100
Cedar Lake Township	2,978	3,610	973	1,400	226	320
Credit River Township	5,459	5,600	1,754	2,100	421	420
Elko New Market	4,472	11,900	1,366	4,400	373	1,940
Helena Township	1,798	1,690	580	700	187	250
Jackson Township	1,521	1,420	495	510	415	530
Jordan	6,148	9,900	2,082	3,900	1,261	2,800
Louisville Township	1,343	1,280	439	450	409	460
New Market Township	3,480	3,340	1,167	1,200	1,300	600
New Prague (Scott County Part)	4,358	7,200	1,646	3,100	1,920	3,300
Prior Lake	24,911	37,600	9,041	14,700	4,067	8,100
Sand Creek Township	1,596	1,360	560	560	450	380
Savage	29,047	41,100	9,724	14,300	6,913	9,400
Shakopee	39,523	59,350	13,455	21,520	18,494	32,800
Shakopee Mdewakanton Sioux	737	1,650	287	700	4,023	5,600
Spring Lake Township	3,673	4,180	1,269	1,600	521	490
St. Lawrence Township	505	800	167	320	130	80
Total	**139,464**	**205,770**	**47,849**	**76,850**	**42,756**	**70,940**

Roadway Network Update

Four roadway network scenarios were developed and are included in the SCTDM. Scott County staff identified and reviewed all 2014 and 2040 roadway assumptions. Roadway improvements are based on the Scott County Capital Improvement Plan (CIP) and MnDOT Statewide Transportation Improvement Program (STIP). The following scenarios are included in the SCTDM:

- 2014 Validation Scenario
  - Includes all roadway improvements prior to 2014
- 2040 Scenario 1: No Roadway Improvements
  - Includes capacity improvements from 2014 to 2017
- 2040 Scenario 2: Funded Roadway Improvements
  - Includes capacity improvements in CIP 2017-2026 and STIP 2017-2020
- 2040 Scenario 3: Potential Roadway Improvements for Study
  - Includes 2040 planned capacity improvements

Roadway improvements corresponding to each scenario are documented in Appendix B. The model roadway network was also updated with current MnDOT Average Annual Daily Traffic (AADT) data to facilitate the model validation process.

Model Development

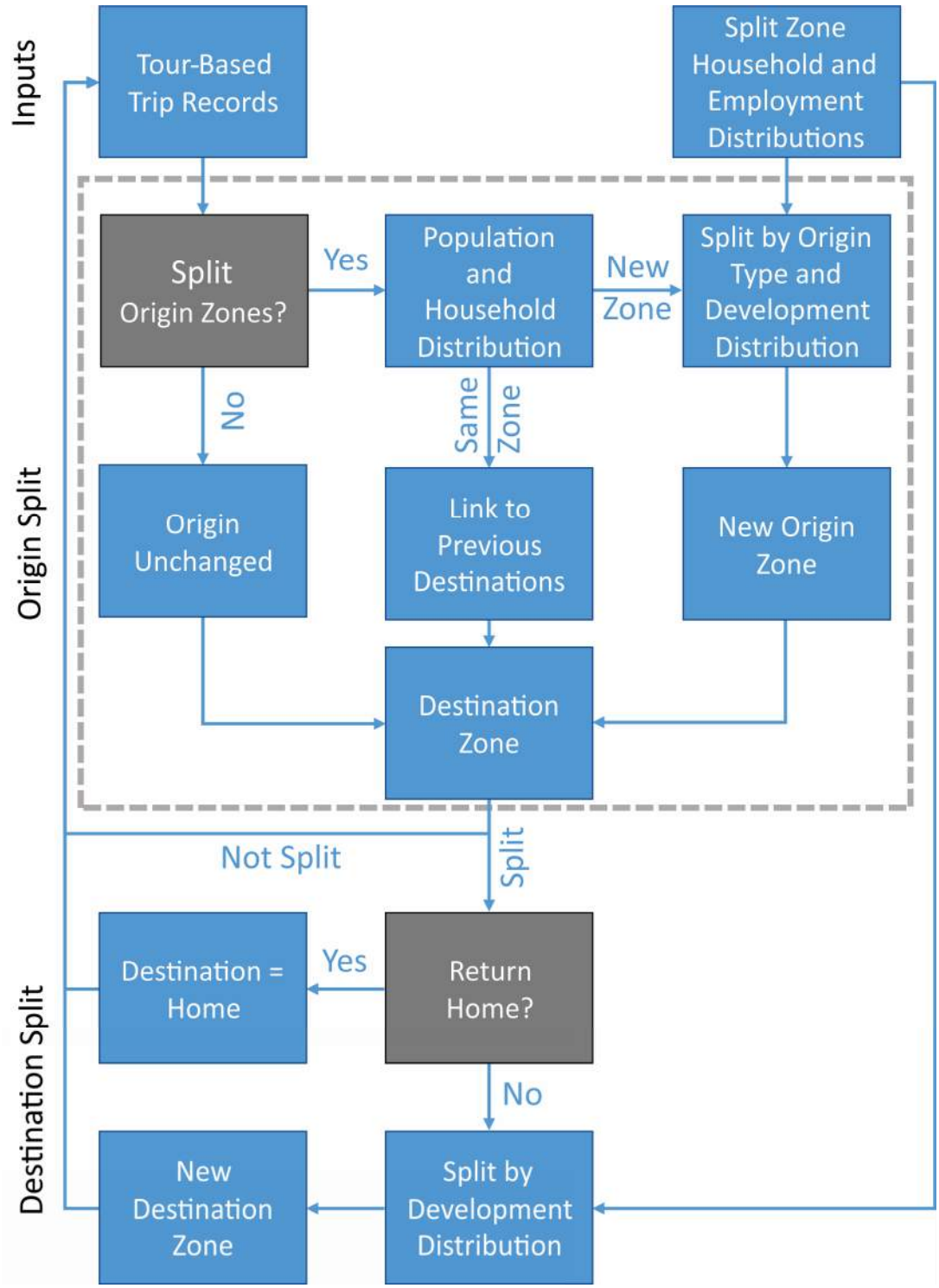
Validation

Daily traffic volumes were validated based on the degree to which the model replicates known ground counts. The validation process is described in the *Scott County Travel Demand Model Validation Technical Memorandum* dated October 3, 2017.

County Model Split Zone Process

The split zone assignment process used in the Scott County TDM is shown in Figure 1. This process was developed to refine outputs of the Metropolitan Council's ABM and to account for local development assumptions including Scott County TAZ and socioeconomic development allocation

Figure 1: Model Split Zone Process



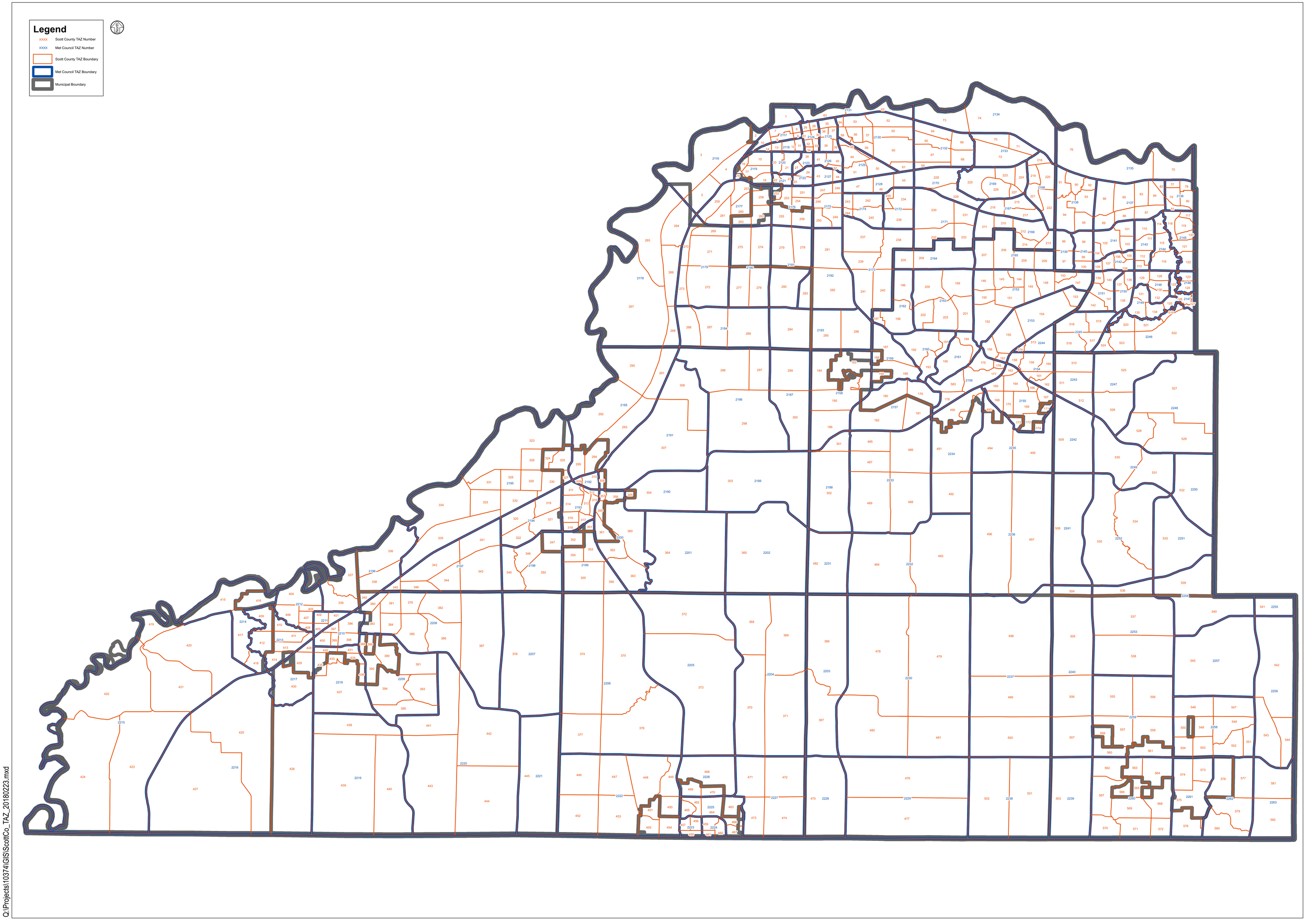
Model Traffic Volume Adjustment Process

While the model was validated to existing counts, residual error may still be present in the future year model. To account for this discrepancy, forecast year volumes were adjusted on a link-by-link basis. This practice is consistent with the methods described in National Cooperative Highway Research Program (NCHRP) 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design.

Year 2040 Daily Forecasts

Existing and year 2040 forecasts are included in Appendix C.

Appendix A



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SRF Consulting Group, Inc.

Scott County TAZ Structure

Scott County 2040 Comprehensive Plan Travel Demand Model

Scott County

Appendix A

				Year 2014 Socioeconomic Data					Year 2040 Socioeconomic Data					Year 2014 to Year 2040 Growth				
Scott County TAZ	Met Council TAZ	Existing Municpality	Year 2040 Municipality	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment
1	2116	Shakopee	Shakopee	96	218	65	1	66	132	326	214	51	265	36	108	149	50	199
2	2116	Shakopee	Shakopee	20	45	0	49	49	2	5	0	120	120	-18	-40	0	71	71
3	2116	Jackson Twp.	Jackson Twp.	3	7	0	19	19	8	20	0	19	19	5	13	0	0	0
4	2116	Jackson Twp.	Jackson Twp.	170	386	0	39	39	229	562	0	71	71	59	176	0	32	32
5	2116	Jackson Twp.	Jackson Twp.	1	2	34	27	61	1	2	34	27	61	0	0	0	0	0
6	2117	Shakopee	Shakopee	28	69	23	250	273	125	314	33	324	357	97	245	10	74	84
7	2117	Shakopee	Shakopee	32	79	2	250	252	32	80	2	324	326	0	1	0	74	74
8	2117	Shakopee	Shakopee	33	82	0	846	846	34	85	0	892	892	1	3	0	46	46
9	2117	Shakopee	Shakopee	113	280	0	11	11	130	326	0	16	16	17	46	0	5	5
10	2117	Shakopee	Shakopee	132	327	41	94	135	156	392	41	122	163	24	65	0	28	28
11	2118	Shakopee	Shakopee	135	345	0	12	12	134	335	0	16	16	-1	-10	0	4	4
12	2118	Shakopee	Shakopee	168	430	0	1	1	165	413	0	1	1	-3	-17	0	0	0
13	2118	Shakopee	Shakopee	0	0	0	248	248	0	0	0	297	297	0	0	0	49	49
14	2118	Shakopee	Shakopee	97	248	0	3	3	97	243	0	5	5	0	-5	0	2	2
15	2119	Shakopee	Shakopee	351	922	1	15	16	349	855	1	15	16	-2	-67	0	0	0
16	2119	Shakopee	Shakopee	0	0	92	127	219	120	294	92	152	244	120	294	0	25	25
17	2119	Shakopee	Shakopee	433	1,138	0	0	0	433	1,061	0	0	0	0	-77	0	0	0
18	2119	Jackson Twp.	Shakopee	53	139	0	9	9	56	137	0	9	9	3	-2	0	0	0
19	2119	Shakopee	Shakopee	71	187	0	0	0	74	181	0	0	0	3	-6	0	0	0
20	2120	Shakopee	Shakopee	0	0	31	80	111	0	0	31	90	121	0	0	0	10	10
21	2120	Shakopee	Shakopee	271	841	0	3	3	275	781	0	3	3	4	-60	0	0	0
22	2121	Shakopee	Shakopee	0	0	0	0	0	133	384	747	0	747	133	384	747	0	747
23	2121	Shakopee	Shakopee	150	457	0	2	2	150	434	0	2	2	0	-23	0	0	0
24	2122	Shakopee	Shakopee	115	378	0	1	1	125	354	0	4	4	10	-24	0	3	3
25	2122	Shakopee	Shakopee	175	575	0	0	0	185	524	0	0	0	10	-51	0	0	0
26	2123	Shakopee	Shakopee	0	0	0	53	53	0	0	0	80	80	0	0	0	27	27
27	2123	Shakopee	Shakopee	19	56	11	0	11	31	89	20	0	20	12	33	9	0	9
28	2124	Shakopee	Shakopee	79	204	15	50	65	131	334	36	78	114	52	130	21	28	49
29	2124	Shakopee	Shakopee	83	214	38	506	544	162	413	94	604	698	79	199	56	98	154
30	2124	Shakopee	Shakopee	79	204	0	0	0	83	212	0	0	0	4	8	0	0	0
31	2124	Shakopee	Shakopee	66	170	0	60	60	74	189	0	88	88	8	19	0	28	28
32	2124	Shakopee	Shakopee	71	183	0	0	0	74	189	0	0	0	3	6	0	0	0
33	2124	Shakopee	Shakopee	94	242	0	0	0	96	245	0	0	0	2	3	0	0	0
34	2124	Shakopee	Shakopee	47	121	0	1	1	49	125	0	1	1	2	4	0	0	0
35	2125	Shakopee	Shakopee	144	383	66	186	252	167	428	116	217	333	23	45	50	31	81
36	2125	Shakopee	Shakopee	173	460	0	3	3	181	463	0	8	8	8	3	0	5	5
37	2125	Shakopee	Shakopee	194	516	24	274	298	194	497	32	323	355	0	-19	8	49	57
38	2125	Shakopee	Shakopee	182	484	0	70	70	180	461	0	108	108	-2	-23	0	38	38
39	2125	Shakopee	Shakopee	220	585	9	53	62	313	801	12	67	79	93	216	3	14	17
40	2126	Shakopee	Shakopee	161	518	0	6	6	171	489	0	6	6	10	-29	0	0	0
41	2126	Shakopee	Shakopee	175	563	0	10	10	185	529	0	10	10	10	-34	0	0	0
42	2126	Shakopee	Shakopee	73	235	131	30	161	73	209	130	37	167	0	-26	-1	7	6
43	2127	Shakopee	Shakopee	288	935	4	0	4	292	826	4	0	4	4	-109	0	0	0
44	2127	Shakopee	Shakopee	0	0	263	150	413	0	0	262	179	441	0	0	-1	29	28

				Year 2014 Socioeconomic Data					Year 2040 Socioeconomic Data					Year 2014 to Year 2040 Growth				
Scott County TAZ	Met Council TAZ	Existing Municpality	Year 2040 Municipality	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment
45	2128	Shakopee	Shakopee	15	38	40	10	50	218	658	239	60	299	203	620	199	50	249
46	2128	Shakopee	Shakopee	100	255	0	0	0	600	1,812	0	0	0	500	1,557	0	0	0
47	2128	Shakopee	Shakopee	537	1,368	232	33	265	684	2,066	281	83	364	147	698	49	50	99
48	2129	Shakopee	Shakopee	176	480	10	10	20	219	576	10	20	30	43	96	0	10	10
49	2129	Shakopee	Shakopee	378	1,032	5	219	224	375	986	5	249	254	-3	-46	0	30	30
50	2129	Shakopee	Shakopee	248	677	0	30	30	312	821	0	35	35	64	144	0	5	5
51	2129	Shakopee	Shakopee	276	753	43	76	119	249	655	43	119	162	-27	-98	0	43	43
52	2130	Shakopee	Shakopee	0	0	0	280	280	0	0	0	2,261	2,261	0	0	0	1,981	1,981
53	2130	Shakopee	Shakopee	0	0	0	150	150	0	0	0	869	869	0	0	0	719	719
54	2130	Shakopee	Shakopee	59	139	100	30	130	79	196	100	30	130	20	57	0	0	0
55	2130	Shakopee	Shakopee	0	0	29	935	964	0	0	29	1,429	1,458	0	0	0	494	494
56	2130	Shakopee	Shakopee	201	473	8	0	8	246	610	8	15	23	45	137	0	15	15
57	2130	Shakopee	Shakopee	120	282	6	2	8	187	464	6	2	8	67	182	0	0	0
58	2130	Shakopee	Shakopee	327	770	100	0	100	392	972	100	0	100	65	202	0	0	0
59	2130	Shakopee	Shakopee	500	1,177	21	228	249	499	1,238	31	269	300	-1	61	10	41	51
60	2130	Shakopee	Shakopee	2	5	363	150	513	853	2,115	561	647	1,208	851	2,110	198	497	695
61	2130	Shakopee	Shakopee	0	0	29	1,000	1,029	0	0	128	1,096	1,224	0	0	99	96	195
62	2131	Shakopee	Shakopee	0	0	0	21	21	0	0	0	42	42	0	0	0	21	21
63	2131	Shakopee	Shakopee	173	349	123	285	408	261	621	178	344	522	88	272	55	59	114
64	2132	Shakopee	Shakopee	0	0	221	443	664	0	0	221	611	832	0	0	0	168	168
65	2132	Shakopee	Shakopee	0	0	1	1,047	1,048	0	0	2	1,442	1,444	0	0	1	395	396
66	2132	Shakopee	Shakopee	0	0	16	325	341	0	0	26	1,170	1,196	0	0	10	845	855
67	2132	Shakopee	Shakopee	0	0	15	1,349	1,364	0	0	24	1,858	1,882	0	0	9	509	518
68	2132	Shakopee	Shakopee	0	0	0	693	693	0	0	0	810	810	0	0	0	117	117
69	2132	Shakopee	Shakopee	0	0	49	77	126	0	0	248	276	524	0	0	199	199	398
70	2133	Shakopee	Shakopee	0	0	0	297	297	0	0	0	545	545	0	0	0	248	248
71	2133	Shakopee	Shakopee	0	0	0	150	150	0	0	0	299	299	0	0	0	149	149
72	2133	Shakopee	Shakopee	0	0	0	20	20	0	0	1	41	42	0	0	1	21	22
73	2134	Shakopee	Shakopee	0	0	4	781	785	1	1	79	798	877	1	1	75	17	92
74	2134	Shakopee	Shakopee	0	0	0	10	10	0	0	0	27	27	0	0	0	17	17
75	2135	Savage	Savage	0	0	10	105	115	0	0	10	351	361	0	0	0	246	246
76	2135	Savage	Savage	0	0	0	128	128	0	0	0	342	342	0	0	0	214	214
77	2136	Savage	Savage	180	438	102	20	122	210	532	102	30	132	30	94	0	10	10
78	2136	Savage	Savage	319	777	50	32	82	390	988	50	48	98	71	211	0	16	16
79	2136	Savage	Savage	129	314	0	227	227	170	431	0	333	333	41	117	0	106	106
80	2136	Savage	Savage	153	373	0	0	0	230	583	0	0	0	77	210	0	0	0
81	2136	Savage	Savage	117	285	2	0	2	190	482	2	0	2	73	197	0	0	0
82	2137	Savage	Savage	0	0	0	175	175	0	0	0	175	175	0	0	0	0	0
83	2137	Savage	Savage	0	0	0	436	436	0	0	0	436	436	0	0	0	0	0
84	2137	Savage	Savage	0	0	0	179	179	0	0	0	179	179	0	0	0	0	0
85	2137	Savage	Savage	0	0	0	199	199	1	3	0	199	199	1	3	0	0	0
86	2137	Savage	Savage	4	13	52	372	424	20	50	210	372	582	16	37	158	0	158
87	2137	Savage	Savage	104	330	0	117	117	130	328	0	117	117	26	-2	0	0	0
88	2137	Savage	Savage	3	10	0	0	0	120	303	0	39	39	117	293	0	39	39

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89	2137	Savage	Savage	126	400	0	0	0	260	656	0	0	0	134	256	0	0	0
90	2138	Savage	Savage	17	51	81	171	252	20	62	138	195	333	3	11	57	24	81
91	2138	Savage	Savage	197	588	0	0	0	200	616	0	0	0	3	28	0	0	0
92	2138	Savage	Savage	0	0	36	246	282	0	0	61	280	341	0	0	25	34	59
93	2138	Savage	Savage	0	0	4	646	650	0	0	7	734	741	0	0	3	88	91
94	2138	Savage	Savage	342	1,020	0	14	14	350	1,078	0	16	16	8	58	0	2	2
95	2138	Savage	Savage	139	415	2	11	13	210	647	3	13	16	71	232	1	2	3
96	2139	Savage	Savage	252	954	0	0	0	290	888	0	0	0	38	-66	0	0	0
97	2139	Savage	Savage	207	783	4	89	93	250	765	19	89	108	43	-18	15	0	15
98	2140	Savage	Savage	241	893	0	0	0	245	752	0	0	0	4	-141	0	0	0
99	2140	Savage	Savage	125	463	0	0	0	130	399	0	0	0	5	-64	0	0	0
100	2140	Savage	Savage	57	211	273	226	499	95	292	293	246	539	38	81	20	20	40
101	2141	Savage	Savage	2	6	0	0	0	200	572	0	0	0	198	566	0	0	0
102	2141	Savage	Savage	174	537	0	1	1	205	587	0	1	1	31	50	0	0	0
103	2141	Savage	Savage	0	0	0	81	81	50	143	0	112	112	50	143	0	31	31
104	2141	Savage	Savage	87	268	20	13	33	90	258	50	18	68	3	-10	30	5	35
105	2142	Savage	Savage	68	177	0	236	236	195	566	0	426	426	127	389	0	190	190
106	2142	Savage	Savage	119	309	0	0	0	175	508	0	0	0	56	199	0	0	0
107	2142	Savage	Savage	85	221	0	0	0	125	363	0	0	0	40	142	0	0	0
108	2142	Savage	Savage	2	5	58	30	88	310	900	71	54	125	308	895	13	24	37
109	2142	Savage	Savage	29	75	88	6	94	70	203	109	11	120	41	128	21	5	26
110	2143	Savage	Savage	315	962	0	0	0	330	948	3	0	3	15	-14	3	0	3
111	2143	Savage	Savage	259	791	0	68	68	290	833	0	77	77	31	42	0	9	9
112	2143	Savage	Savage	137	418	0	0	0	160	460	0	0	0	23	42	0	0	0
113	2143	Savage	Savage	81	247	0	0	0	85	244	636	0	636	4	-3	636	0	636
114	2144	Savage	Savage	97	285	0	0	0	125	383	0	0	0	28	98	0	0	0
115	2144	Savage	Savage	126	371	0	0	0	145	444	0	0	0	19	73	0	0	0
116	2144	Savage	Savage	297	874	23	27	50	315	964	23	42	65	18	90	0	15	15
117	2145	Savage	Savage	140	453	0	4	4	145	445	0	4	4	5	-8	0	0	0
118	2145	Savage	Savage	99	320	0	17	17	120	369	0	18	18	21	49	0	1	1
119	2145	Savage	Savage	253	819	0	0	0	260	798	0	0	0	7	-21	0	0	0
120	2145	Savage	Savage	132	427	0	0	0	135	415	0	0	0	3	-12	0	0	0
121	2145	Savage	Savage	390	1,262	0	2	2	400	1,228	0	2	2	10	-34	0	0	0
122	2145	Savage	Savage	234	757	69	210	279	245	752	100	225	325	11	-5	31	15	46
123	2146	Savage	Savage	44	143	70	272	342	70	214	140	272	412	26	71	70	0	70
124	2146	Savage	Savage	148	482	0	12	12	155	473	0	12	12	7	-9	0	0	0
125	2147	Savage	Savage	167	542	3	1	4	170	510	3	3	6	3	-32	0	2	2
126	2147	Savage	Savage	101	328	3	1	4	140	420	3	3	6	39	92	0	2	2
127	2147	Savage	Savage	81	263	3	1	4	100	300	3	3	6	19	37	0	2	2
128	2148	Savage	Savage	181	615	23	48	71	200	604	33	48	81	19	-11	10	0	10
129	2148	Savage	Savage	99	337	45	135	180	120	363	67	135	202	21	26	22	0	22
130	2148	Savage	Savage	190	646	0	0	0	210	634	0	0	0	20	-12	0	0	0
131	2149	Savage	Savage	215	757	0	23	23	225	675	0	23	23	10	-82	0	0	0
132	2148	Savage	Savage	170	578	0	0	0	190	574	0	0	0	20	-4	0	0	0

				Year 2014 Socioeconomic Data					Year 2040 Socioeconomic Data					Year 2014 to Year 2040 Growth				
Scott County TAZ	Met Council TAZ	Existing Municpality	Year 2040 Municipality	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment
133	2149	Savage	Savage	147	518	3	23	26	150	450	3	23	26	3	-68	0	0	0
134	2149	Savage	Savage	155	546	0	0	0	200	600	0	0	0	45	54	0	0	0
135	2149	Savage	Savage	201	708	0	0	0	270	810	0	0	0	69	102	0	0	0
136	2150	Savage	Savage	197	478	29	34	63	270	810	29	41	70	73	332	0	7	7
137	2150	Savage	Savage	168	407	0	0	0	180	540	0	0	0	12	133	0	0	0
138	2150	Savage	Savage	111	269	11	17	28	130	390	11	21	32	19	121	0	4	4
139	2151	Savage	Savage	0	0	222	244	466	35	90	250	259	509	35	90	28	15	43
140	2151	Savage	Savage	262	617	15	297	312	390	1,004	15	315	330	128	387	0	18	18
141	2151	Savage	Savage	380	895	44	15	59	410	1,055	44	15	59	30	160	0	0	0
142	2151	Savage	Savage	325	765	18	76	94	405	1,042	18	81	99	80	277	0	5	5
143	2152	Prior Lake	Prior Lake	100	303	0	0	0	110	300	0	0	0	10	-3	0	0	0
144	2152	Prior Lake	Prior Lake	2	6	0	0	0	209	569	0	0	0	207	563	0	0	0
145	2152	Prior Lake	Prior Lake	171	519	0	368	368	181	493	0	368	368	10	-26	0	0	0
146	2152	Prior Lake	Prior Lake	68	206	44	2	46	268	730	52	3	55	200	524	8	1	9
147	2152	Prior Lake	Prior Lake	191	579	116	38	154	191	520	135	47	182	0	-59	19	9	28
148	2152	Prior Lake	Prior Lake	221	670	0	33	33	221	602	0	41	41	0	-68	0	8	8
149	2152	Prior Lake	Prior Lake	211	640	0	5	5	211	575	0	6	6	0	-65	0	1	1
150	2152	Prior Lake	Prior Lake	203	616	0	0	0	207	564	0	0	0	4	-52	0	0	0
151	2152	Prior Lake	Prior Lake	92	279	0	0	0	342	931	0	0	0	250	652	0	0	0
152	2152	Prior Lake	Prior Lake	306	928	0	0	0	320	871	0	0	0	14	-57	0	0	0
153	2153	Prior Lake	Prior Lake	116	307	0	0	0	116	273	0	0	0	0	-34	0	0	0
154	2153	Prior Lake	Prior Lake	502	1,329	6	3	9	503	1,185	14	7	21	1	-144	8	4	12
155	2153	Prior Lake	Prior Lake	155	410	5	0	5	170	400	12	0	12	15	-10	7	0	7
156	2153	Prior Lake	Prior Lake	87	230	0	0	0	107	252	0	0	0	20	22	0	0	0
157	2153	Prior Lake	Prior Lake	84	222	33	262	295	84	198	72	600	672	0	-24	39	338	377
158	2154	Prior Lake	Prior Lake	100	316	6	48	54	110	267	6	61	67	10	-49	0	13	13
159	2154	Prior Lake	Prior Lake	305	962	1	64	65	307	744	1	81	82	2	-218	0	17	17
160	2154	Prior Lake	Prior Lake	162	511	0	1	1	172	417	0	1	1	10	-94	0	0	0
161	2154	Prior Lake	Prior Lake	8	25	0	0	0	106	257	0	0	0	98	232	0	0	0
162	2154	Prior Lake	Prior Lake	0	0	11	124	135	0	0	11	300	311	0	0	0	176	176
163	2155	Prior Lake	Prior Lake	241	614	22	0	22	241	577	22	0	22	0	-37	0	0	0
164	2155	Prior Lake	Prior Lake	301	767	0	46	46	301	721	0	97	97	0	-46	0	51	51
165	2155	Prior Lake	Prior Lake	350	891	183	180	363	350	838	275	500	775	0	-53	92	320	412
166	2155	Prior Lake	Prior Lake	0	0	51	213	264	0	0	51	442	493	0	0	0	229	229
167	2155	Prior Lake	Prior Lake	0	0	34	259	293	0	0	80	675	755	0	0	46	416	462
168	2155	Prior Lake	Prior Lake	175	446	0	0	0	175	419	0	0	0	0	-27	0	0	0
169	2155	Prior Lake	Prior Lake	574	1,462	0	0	0	699	1,674	0	0	0	125	212	0	0	0
170	2155	Prior Lake	Prior Lake	1	3	0	0	0	77	184	0	0	0	76	181	0	0	0
171	2155	Spring Lake Twp.	Spring Lake Twp.	4	10	0	0	0	10	24	0	0	0	6	14	0	0	0
172	2155	Prior Lake	Prior Lake	62	158	0	0	0	112	268	0	0	0	50	110	0	0	0
173	2155	Spring Lake Twp.	Spring Lake Twp.	8	20	0	0	0	13	31	0	0	0	5	11	0	0	0
174	2155	Spring Lake Twp.	Spring Lake Twp.	4	10	0	0	0	134	321	0	0	0	130	311	0	0	0
175	2156	Prior Lake	Prior Lake	215	576	0	113	113	235	530	0	590	590	20	-46	0	477	477
176	2156	Prior Lake	Prior Lake	44	118	60	1	61	94	212	222	201	423	50	94	162	200	362

				Year 2014 Socioeconomic Data					Year 2040 Socioeconomic Data					Year 2014 to Year 2040 Growth				
Scott County TAZ	Met Council TAZ	Existing Municpality	Year 2040 Municipality	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment
177	2156	Prior Lake	Prior Lake	433	1,160	108	364	472	463	1,045	205	554	759	30	-115	97	190	287
178	2156	Prior Lake	Prior Lake	243	651	0	0	0	252	569	0	195	195	9	-82	0	195	195
179	2157	Prior Lake	Prior Lake	77	202	0	0	0	78	202	5	0	5	1	0	5	0	5
180	2157	Prior Lake	Prior Lake	30	79	0	0	0	280	726	5	0	5	250	647	5	0	5
181	2157	Spring Lake Twp.	Spring Lake Twp.	63	166	0	0	0	73	189	0	0	0	10	23	0	0	0
182	2157	Spring Lake Twp.	Prior Lake	91	239	0	71	71	162	420	0	71	71	71	181	0	0	0
183	2158	Prior Lake	Prior Lake	9	25	0	0	0	854	2,249	0	0	0	845	2,224	0	0	0
184	2158	Spring Lake Twp.	Prior Lake	5	14	0	0	0	305	803	0	0	0	300	789	0	0	0
185	2158	Spring Lake Twp.	Prior Lake	19	53	0	0	0	419	1,104	0	0	0	400	1,051	0	0	0
186	2158	Spring Lake Twp.	Prior Lake	8	22	0	167	167	14	37	10	268	278	6	15	10	101	111
187	2159	Prior Lake	Prior Lake	11	39	0	0	0	82	215	0	0	0	71	176	0	0	0
188	2159	Spring Lake Twp.	Spring Lake Twp.	5	18	0	0	0	11	29	0	0	0	6	11	0	0	0
189	2159	Prior Lake	Prior Lake	123	437	17	18	35	223	585	17	40	57	100	148	0	22	22
190	2159	Spring Lake Twp.	Spring Lake Twp.	21	75	0	0	0	29	76	0	0	0	8	1	0	0	0
191	2160	Prior Lake	Prior Lake	201	557	0	8	8	226	595	0	40	40	25	38	0	32	32
192	2160	Prior Lake	Prior Lake	7	19	0	0	0	127	334	10	0	10	120	315	10	0	10
193	2160	Prior Lake	Prior Lake	136	377	0	0	0	136	358	0	0	0	0	-19	0	0	0
194	2161	Prior Lake	Prior Lake	97	250	0	17	17	97	261	0	70	70	0	11	0	53	53
195	2161	Prior Lake	Prior Lake	192	495	0	0	0	207	558	0	52	52	15	63	0	52	52
196	2162	Prior Lake	Prior Lake	99	313	0	0	0	99	243	0	0	0	0	-70	0	0	0
196	2162	SMSC	SMSC	59	184	389	746	1,135	139	341	489	956	1,445	80	157	100	210	310
197	2162	SMSC	SMSC	8	25	0	0	0	38	93	30	10	40	30	68	30	10	40
198	2162	SMSC	SMSC	0	0	2,472	353	2,825	0	0	3,532	503	4,035	0	0	1,060	150	1,210
199	2163	Prior Lake	Prior Lake	199	582	0	30	30	438	1,167	0	30	30	239	585	0	0	0
200	2163	Prior Lake	Prior Lake	243	710	11	0	11	243	647	11	0	11	0	-63	0	0	0
201	2163	Prior Lake	Prior Lake	339	991	0	101	101	344	916	0	101	101	5	-75	0	0	0
202	2163	Prior Lake	Prior Lake	45	131	0	0	0	50	133	0	0	0	5	2	0	0	0
202	2163	SMSC	SMSC	110	317	14	124	138	110	293	10	70	80	0	-24	-4	-54	-58
203	2163	Prior Lake	Prior Lake	419	1,224	0	0	0	425	1,132	0	0	0	6	-92	0	0	0
204	2164	Prior Lake	Prior Lake	27	53	3	390	393	37	100	0	150	150	10	47	-3	-240	-243
204	2164	SMSC	SMSC	110	211	0	0	0	193	520	0	0	0	83	309	0	0	0
205	2164	Prior Lake	Prior Lake	4	8	0	0	0	67	180	1	187	188	63	172	1	187	188
206	2165	Prior Lake	Prior Lake	35	104	0	0	0	598	1,533	50	167	217	563	1,429	50	167	217
207	2165	Prior Lake	Prior Lake	9	27	0	0	0	180	462	50	167	217	171	435	50	167	217
208	2165	Prior Lake	Prior Lake	1	3	0	0	0	367	941	0	0	0	366	938	0	0	0
209	2165	Prior Lake	Prior Lake	26	78	0	0	0	355	910	0	0	0	329	832	0	0	0
210	2166	Shakopee	Shakopee	15	51	0	0	0	102	294	0	0	0	87	243	0	0	0
211	2166	Shakopee	Shakopee	3	10	0	49	49	3	9	0	49	49	0	-1	0	0	0
212	2166	Shakopee	Shakopee	68	230	0	11	11	128	369	0	11	11	60	139	0	0	0
213	2166	Shakopee	Shakopee	135	457	0	0	0	134	386	0	0	0	-1	-71	0	0	0
214	2166	Shakopee	Shakopee	7	24	0	0	0	112	323	0	0	0	105	299	0	0	0
215	2167	Shakopee	Shakopee	217	806	0	34	34	262	755	71	74	145	45	-51	71	40	111
216	2167	Shakopee	Shakopee	54	201	0	0	0	134	386	0	0	0	80	185	0	0	0
217	2167	Shakopee	Shakopee	120	446	0	0	0	143	412	1	0	1	23	-34	1	0	1

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Scott County TAZ	Met Council TAZ	Existing Municpality	Year 2040 Municipality	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment
218	2168	Shakopee	Shakopee	0	0	0	64	64	0	0	0	213	213	0	0	0	149	149
219	2168	Shakopee	Shakopee	0	0	0	4	4	0	0	100	203	303	0	0	100	199	299
220	2168	Shakopee	Shakopee	8	23	11	564	575	311	911	11	761	772	303	888	0	197	197
221	2168	Shakopee	Shakopee	182	523	42	12	54	235	689	415	62	477	53	166	373	50	423
222	2168	Shakopee	Shakopee	70	201	0	33	33	83	243	0	33	33	13	42	0	0	0
223	2169	Shakopee	Shakopee	291	951	0	0	0	300	873	0	0	0	9	-78	0	0	0
224	2169	Shakopee	Shakopee	0	0	545	304	849	0	0	692	382	1,074	0	0	147	78	225
225	2169	Shakopee	Shakopee	264	863	0	0	0	272	792	0	0	0	8	-71	0	0	0
226	2169	Shakopee	Shakopee	270	882	0	15	15	279	812	0	15	15	9	-70	0	0	0
227	2169	Shakopee	Shakopee	114	372	8	68	76	114	332	28	78	106	0	-40	20	10	30
228	2170	Shakopee	Shakopee	295	961	71	238	309	295	867	170	1,133	1,303	0	-94	99	895	994
229	2170	Shakopee	Shakopee	40	130	0	0	0	39	115	0	0	0	-1	-15	0	0	0
230	2171	Shakopee	Shakopee	87	159	0	1	1	156	424	0	41	41	69	265	0	40	40
230	2171	SMSC	SMSC	0	0	0	0	0	160	433	0	0	0	160	433	0	0	0
231	2171	Shakopee	Shakopee	0	0	0	0	0	152	413	0	0	0	152	413	0	0	0
232	2171	Shakopee	Shakopee	2	4	0	0	0	1	3	0	0	0	-1	-1	0	0	0
233	2171	Shakopee	Shakopee	50	91	0	0	0	67	182	0	0	0	17	91	0	0	0
234	2172	Shakopee	Shakopee	2	7	1	25	26	323	975	200	124	324	321	968	199	99	298
235	2172	Shakopee	Shakopee	233	827	0	25	25	233	704	0	25	25	0	-123	0	0	0
236	2172	Shakopee	Shakopee	460	1,634	0	0	0	560	1,691	0	0	0	100	57	0	0	0
237	2173	Shakopee	Shakopee	91	267	0	1	1	439	1,330	0	2	2	348	1,063	0	1	1
238	2173	Shakopee	Shakopee	2	6	0	0	0	421	1,276	0	0	0	419	1,270	0	0	0
239	2173	Shakopee	Shakopee	15	44	0	6	6	223	676	0	8	8	208	632	0	2	2
240	2173	Shakopee	Shakopee	25	73	0	51	51	41	124	0	72	72	16	51	0	21	21
241	2173	Shakopee	Shakopee	25	73	0	0	0	28	85	0	0	0	3	12	0	0	0
242	2174	Shakopee	Shakopee	243	900	0	186	186	243	727	0	235	235	0	-173	0	49	49
243	2174	Shakopee	Shakopee	0	0	3	1,108	1,111	0	0	202	1,347	1,549	0	0	199	239	438
244	2174	Shakopee	Shakopee	0	0	0	0	0	150	449	0	0	0	150	449	0	0	0
245	2174	Shakopee	Shakopee	531	1,967	0	100	100	587	1,755	0	100	100	56	-212	0	0	0
246	2175	Shakopee	Shakopee	0	0	120	50	170	0	0	169	50	219	0	0	49	0	49
247	2175	Shakopee	Shakopee	477	1,345	0	0	0	491	1,365	0	0	0	14	20	0	0	0
248	2175	Shakopee	Shakopee	430	1,213	0	85	85	591	1,643	0	90	90	161	430	0	5	5
249	2175	Shakopee	Shakopee	157	443	0	0	0	270	751	0	0	0	113	308	0	0	0
250	2175	Shakopee	Shakopee	44	124	0	0	0	55	153	0	0	0	11	29	0	0	0
251	2176	Shakopee	Shakopee	237	774	0	0	0	233	652	0	0	0	-4	-122	0	0	0
252	2176	Shakopee	Shakopee	1	3	0	50	50	1	3	100	87	187	0	0	100	37	137
253	2176	Shakopee	Shakopee	203	663	0	0	0	199	557	0	0	0	-4	-106	0	0	0
254	2176	Shakopee	Shakopee	0	0	0	112	112	0	0	0	219	219	0	0	0	107	107
255	2176	Jackson Twp.	Jackson Twp.	20	65	13	12	25	27	75	13	12	25	7	10	0	0	0
256	2176	Jackson Twp.	Jackson Twp.	57	186	13	18	31	67	186	13	18	31	10	0	0	0	0
257	2177	Jackson Twp.	Shakopee	1	3	0	0	0	161	438	0	990	990	160	435	0	990	990
258	2177	Shakopee	Shakopee	3	9	0	0	0	964	2,622	149	25	174	961	2,613	149	25	174
259	2177	Jackson Twp.	Jackson Twp.	72	219	0	57	57	72	195	0	130	130	0	-24	0	73	73
260	2177	Jackson Twp.	Shakopee	3	9	0	0	0	303	824	0	0	0	300	815	0	0	0

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261	2177	Jackson Twp.	Jackson Twp.	9	27	0	0	0	289	781	0	30	30	280	754	0	30	30
262	2177	Jackson Twp.	Shakopee	0	0	0	10	10	360	979	0	20	20	360	979	0	10	10
263	2177	Shakopee	Shakopee	0	0	0	0	0	242	658	0	0	0	242	658	0	0	0
264	2178	Louisville Twp.	Louisville Twp.	58	205	18	152	170	63	215	20	153	173	5	10	2	1	3
265	2178	Louisville Twp.	Louisville Twp.	2	7	0	20	20	2	7	0	20	20	0	0	0	0	0
266	2178	Louisville Twp.	Louisville Twp.	0	0	0	16	16	0	0	0	16	16	0	0	0	0	0
267	2178	Louisville Twp.	Louisville Twp.	1	4	0	0	0	1	3	0	0	0	0	-1	0	0	0
268	2178	Louisville Twp.	Louisville Twp.	2	7	0	1	1	2	7	0	1	1	0	0	0	0	0
269	2179	Louisville Twp.	Louisville Twp.	25	80	0	10	10	28	78	4	10	14	3	-2	4	0	4
270	2179	Louisville Twp.	Louisville Twp.	3	10	9	150	159	3	8	19	150	169	0	-2	10	0	10
271	2179	Louisville Twp.	Louisville Twp.	103	329	0	15	15	110	305	6	15	21	7	-24	6	0	6
272	2179	Louisville Twp.	Louisville Twp.	15	48	0	0	0	15	42	0	0	0	0	-6	0	0	0
273	2179	Louisville Twp.	Louisville Twp.	5	16	3	100	103	5	14	10	100	110	0	-2	7	0	7
274	2180	Jackson Twp.	Jackson Twp.	19	62	0	2	2	24	67	0	4	4	5	5	0	2	2
275	2180	Jackson Twp.	Jackson Twp.	4	13	0	0	0	6	17	0	0	0	2	4	0	0	0
276	2180	Louisville Twp.	Louisville Twp.	3	10	0	0	0	3	8	0	0	0	0	-2	0	0	0
277	2180	Louisville Twp.	Louisville Twp.	9	29	0	1	1	9	25	0	1	1	0	-4	0	0	0
278	2181	Jackson Twp.	Jackson Twp.	16	52	0	32	32	21	59	0	32	32	5	7	0	0	0
279	2181	Jackson Twp.	Jackson Twp.	35	114	0	22	22	39	110	0	22	22	4	-4	0	0	0
280	2181	Louisville Twp.	Louisville Twp.	127	412	0	10	10	134	380	11	10	21	7	-32	11	0	11
281	2182	Shakopee	Shakopee	156	492	51	86	137	354	991	51	86	137	198	499	0	0	0
282	2182	Shakopee	Shakopee	89	281	10	0	10	107	300	10	0	10	18	19	0	0	0
283	2182	Louisville Twp.	Louisville Twp.	38	120	0	2	2	42	117	0	2	2	4	-3	0	0	0
284	2183	Louisville Twp.	Louisville Twp.	35	106	5	5	10	40	108	5	5	10	5	2	0	0	0
285	2183	Shakopee	Shakopee	11	33	0	5	5	22	60	0	5	5	11	27	0	0	0
286	2183	Shakopee	Shakopee	44	133	0	5	5	57	154	0	5	5	13	21	0	0	0
286	2183	SMSC	SMSC	0	0	0	0	0	60	162	0	0	0	60	162	0	0	0
287	2184	Louisville Twp.	Louisville Twp.	12	33	0	0	0	13	35	0	0	0	1	2	0	0	0
288	2184	Louisville Twp.	Louisville Twp.	7	20	0	10	10	7	19	0	10	10	0	-1	0	0	0
289	2184	Louisville Twp.	Louisville Twp.	29	81	0	0	0	32	87	0	0	0	3	6	0	0	0
290	2185	Sand Creek Twp.	Sand Creek Twp.	0	0	0	0	0	0	0	0	6	6	0	0	0	6	6
291	2185	Sand Creek Twp.	Sand Creek Twp.	15	41	39	183	222	15	37	53	194	247	0	-4	14	11	25
292	2185	Sand Creek Twp.	Sand Creek Twp.	25	69	0	0	0	25	61	0	11	11	0	-8	0	11	11
293	2185	Sand Creek Twp.	Sand Creek Twp.	60	165	0	0	0	60	147	0	21	21	0	-18	0	21	21
294	2185	Jordan	Jordan	281	773	0	20	20	304	746	0	31	31	23	-27	0	11	11
295	2185	Jordan	Jordan	130	357	19	95	114	337	827	87	106	193	207	470	68	11	79
296	2186	Sand Creek Twp.	Sand Creek Twp.	39	99	0	0	0	39	87	7	0	7	0	-12	7	0	7
297	2186	Sand Creek Twp.	Sand Creek Twp.	7	18	0	3	3	7	16	0	3	3	0	-2	0	0	0
298	2186	Sand Creek Twp.	Sand Creek Twp.	26	66	0	2	2	26	58	0	2	2	0	-8	0	0	0
299	2187	Sand Creek Twp.	Sand Creek Twp.	13	38	0	2	2	13	27	0	3	3	0	-11	0	1	1
300	2187	Sand Creek Twp.	Sand Creek Twp.	10	29	0	0	0	11	23	0	0	0	1	-6	0	0	0
301	2188	Spring Lake Twp.	Prior Lake	2	5	0	0	0	7	19	0	0	0	5	14	0	0	0
302	2188	Spring Lake Twp.	Spring Lake Twp.	41	110	0	6	6	41	108	0	6	6	0	-2	0	0	0
303	2189	Sand Creek Twp.	Sand Creek Twp.	32	90	0	5	5	32	82	0	5	5	0	-8	0	0	0

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304	2190	Sand Creek Twp.	Sand Creek Twp.	23	67	1	8	9	23	52	1	12	13	0	-15	0	4	4
305	2190	Jordan	Jordan	0	0	5	73	78	0	0	5	230	235	0	0	0	157	157
306	2191	Sand Creek Twp.	Sand Creek Twp.	31	89	7	38	45	31	70	22	38	60	0	-19	15	0	15
307	2191	Sand Creek Twp.	Sand Creek Twp.	60	172	6	12	18	60	135	18	27	45	0	-37	12	15	27
308	2191	Jordan	Jordan	17	49	0	26	26	27	61	0	28	28	10	12	0	2	2
309	2192	Jordan	Jordan	0	0	98	0	98	0	0	98	0	98	0	0	0	0	0
310	2192	Jordan	Jordan	257	581	30	54	84	357	891	30	213	243	100	310	0	159	159
311	2193	Jordan	Jordan	0	0	77	0	77	0	0	80	1	81	0	0	3	1	4
312	2193	Jordan	Jordan	67	193	20	12	32	99	248	26	24	50	32	55	6	12	18
313	2193	Jordan	Jordan	80	231	6	9	15	109	273	7	18	25	29	42	1	9	10
314	2193	Jordan	Jordan	132	380	0	153	153	182	456	0	295	295	50	76	0	142	142
315	2193	Jordan	Jordan	25	72	5	0	5	40	100	6	0	6	15	28	1	0	1
316	2193	Jordan	Jordan	0	0	0	253	253	0	0	0	497	497	0	0	0	244	244
317	2193	Jordan	Jordan	142	409	0	17	17	181	453	0	33	33	39	44	0	16	16
318	2193	Jordan	Jordan	104	300	0	5	5	204	511	0	9	9	100	211	0	4	4
319	2194	St. Lawrence Twp.	St. Lawrence Twp.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
320	2194	St. Lawrence Twp.	St. Lawrence Twp.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
321	2194	St. Lawrence Twp.	St. Lawrence Twp.	2	4	0	0	0	52	145	0	0	0	50	141	0	0	0
322	2194	St. Lawrence Twp.	St. Lawrence Twp.	2	4	0	3	3	58	161	0	3	3	56	157	0	0	0
323	2195	St. Lawrence Twp.	St. Lawrence Twp.	37	118	0	0	0	45	112	2	0	2	8	-6	2	0	2
324	2195	Jordan	Jordan	173	551	0	0	0	173	430	0	21	21	0	-121	0	21	21
325	2195	Jordan	Jordan	59	188	0	279	279	139	345	18	419	437	80	157	18	140	158
326	2195	St. Lawrence Twp.	St. Lawrence Twp.	0	0	0	0	0	8	20	0	0	0	8	20	0	0	0
327	2195	Jordan	Jordan	1	3	0	0	0	1	2	0	120	120	0	-1	0	120	120
328	2195	St. Lawrence Twp.	St. Lawrence Twp.	7	22	0	19	19	8	20	2	19	21	1	-2	2	0	2
329	2195	St. Lawrence Twp.	St. Lawrence Twp.	9	29	0	23	23	9	22	0	23	23	0	-7	0	0	0
330	2195	St. Lawrence Twp.	St. Lawrence Twp.	8	25	0	9	9	8	20	0	9	9	0	-5	0	0	0
331	2195	St. Lawrence Twp.	St. Lawrence Twp.	3	10	0	0	0	4	10	0	0	0	1	0	0	0	0
332	2195	St. Lawrence Twp.	St. Lawrence Twp.	13	41	0	0	0	13	32	0	0	0	0	-9	0	0	0
333	2195	St. Lawrence Twp.	St. Lawrence Twp.	11	35	0	0	0	12	30	0	0	0	1	-5	0	0	0
334	2195	St. Lawrence Twp.	St. Lawrence Twp.	3	10	0	0	0	7	17	0	0	0	4	7	0	0	0
335	2195	St. Lawrence Twp.	St. Lawrence Twp.	6	19	0	0	0	6	15	3	0	3	0	-4	3	0	3
336	2196	St. Lawrence Twp.	St. Lawrence Twp.	1	3	0	0	0	1	2	0	0	0	0	-1	0	0	0
337	2196	Belle Plaine	Belle Plaine	27	78	0	0	0	177	438	0	0	0	150	360	0	0	0
338	2196	St. Lawrence Twp.	St. Lawrence Twp.	6	17	0	0	0	6	15	0	0	0	0	-2	0	0	0
339	2196	Belle Plaine	Belle Plaine	266	764	53	52	105	382	945	46	148	194	116	181	-7	96	89
340	2196	Belle Plaine Twp.	Belle Plaine Twp.	2	6	0	0	0	2	5	1	4	5	0	-1	1	4	5
341	2197	St. Lawrence Twp.	St. Lawrence Twp.	3	9	3	40	43	4	10	5	41	46	1	1	2	1	3
342	2197	St. Lawrence Twp.	St. Lawrence Twp.	3	9	0	1	1	4	10	0	1	1	1	1	0	0	0
343	2197	St. Lawrence Twp.	St. Lawrence Twp.	11	34	2	35	37	12	29	4	35	39	1	-5	2	0	2
344	2197	St. Lawrence Twp.	St. Lawrence Twp.	5	15	0	0	0	6	15	0	0	0	1	0	0	0	0
345	2197	St. Lawrence Twp.	St. Lawrence Twp.	1	3	0	0	0	1	2	0	0	0	0	-1	0	0	0
346	2197	St. Lawrence Twp.	St. Lawrence Twp.	3	9	0	0	0	4	10	0	0	0	1	1	0	0	0
347	2198	Jordan	Jordan	133	468	0	2	2	481	1,248	0	7	7	348	780	0	5	5

				Year 2014 Socioeconomic Data					Year 2040 Socioeconomic Data					Year 2014 to Year 2040 Growth				
Scott County TAZ	Met Council TAZ	Existing Municpality	Year 2040 Municipality	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment
348	2198	St. Lawrence Twp.	St. Lawrence Twp.	3	11	0	0	0	10	26	0	0	0	7	15	0	0	0
349	2198	St. Lawrence Twp.	St. Lawrence Twp.	4	14	0	0	0	4	10	0	0	0	0	-4	0	0	0
350	2198	St. Lawrence Twp.	St. Lawrence Twp.	36	127	0	3	3	250	648	0	4	4	214	521	0	1	1
351	2199	Jordan	Jordan	12	43	0	3	3	73	187	0	16	16	61	144	0	13	13
352	2199	Jordan	Jordan	252	900	0	4	4	310	795	0	4	4	58	-105	0	0	0
353	2199	Sand Creek Twp.	Sand Creek Twp.	2	7	0	0	0	25	64	0	100	100	23	57	0	100	100
354	2199	Sand Creek Twp.	Sand Creek Twp.	1	4	0	0	0	1	3	0	0	0	0	-1	0	0	0
355	2199	Sand Creek Twp.	Sand Creek Twp.	6	21	0	0	0	11	28	0	0	0	5	7	0	0	0
356	2199	Sand Creek Twp.	Sand Creek Twp.	2	7	0	0	0	7	18	0	0	0	5	11	0	0	0
357	2200	Jordan	Jordan	61	186	25	77	102	70	177	25	77	102	9	-9	0	0	0
358	2200	Jordan	Jordan	108	330	0	0	0	156	394	0	0	0	48	64	0	0	0
359	2200	Jordan	Jordan	3	9	0	0	0	101	255	0	12	12	98	246	0	12	12
360	2200	Sand Creek Twp.	Sand Creek Twp.	68	208	0	8	8	158	399	0	8	8	90	191	0	0	0
361	2200	Jordan	Jordan	35	107	0	0	0	175	442	1	0	1	140	335	1	0	1
362	2200	Sand Creek Twp.	Sand Creek Twp.	5	15	0	0	0	45	114	9	0	9	40	99	9	0	9
363	2200	Sand Creek Twp.	Sand Creek Twp.	32	98	0	20	20	38	96	0	20	20	6	-2	0	0	0
364	2201	Sand Creek Twp.	Sand Creek Twp.	32	110	0	0	0	32	78	0	0	0	0	-32	0	0	0
365	2202	Sand Creek Twp.	Sand Creek Twp.	69	242	0	3	3	70	191	0	5	5	1	-51	0	2	2
366	2203	Cedar Lake Twp.	Cedar Lake Twp.	88	246	0	30	30	103	264	0	35	35	15	18	0	5	5
367	2203	Cedar Lake Twp.	Cedar Lake Twp.	114	319	0	0	0	176	451	0	7	7	62	132	0	7	7
368	2204	Helena Twp.	Helena Twp.	28	88	0	0	0	36	87	0	1	1	8	-1	0	1	1
369	2204	Helena Twp.	Helena Twp.	47	148	0	0	0	55	132	0	1	1	8	-16	0	1	1
370	2204	Helena Twp.	Helena Twp.	34	107	0	6	6	42	101	0	8	8	8	-6	0	2	2
371	2204	Helena Twp.	Helena Twp.	131	412	0	46	46	138	332	10	56	66	7	-80	10	10	20
372	2205	Helena Twp.	Helena Twp.	49	151	0	18	18	50	120	0	20	20	1	-31	0	2	2
373	2205	Helena Twp.	Helena Twp.	50	154	0	19	19	70	168	10	21	31	20	14	10	2	12
374	2206	Helena Twp.	Helena Twp.	21	65	2	2	4	28	68	2	2	4	7	3	0	0	0
375	2206	Helena Twp.	Helena Twp.	29	90	3	2	5	35	85	3	22	25	6	-5	0	20	20
376	2206	Helena Twp.	Helena Twp.	25	77	2	2	4	29	70	2	2	4	4	-7	0	0	0
377	2206	Helena Twp.	Helena Twp.	6	19	2	2	4	9	22	2	2	4	3	3	0	0	0
378	2207	Belle Plaine Twp.	Belle Plaine Twp.	43	127	0	1	1	43	104	0	5	5	0	-23	0	4	4
379	2208	Belle Plaine Twp.	Belle Plaine	1	3	0	0	0	1	2	0	0	0	0	-1	0	0	0
380	2208	Belle Plaine Twp.	Belle Plaine	1	3	0	1	1	1	2	0	35	35	0	-1	0	34	34
381	2208	Belle Plaine Twp.	Belle Plaine	1	3	0	0	0	1	2	0	0	0	0	-1	0	0	0
382	2208	Belle Plaine Twp.	Belle Plaine	7	20	0	0	0	8	19	0	0	0	1	-1	0	0	0
383	2208	Belle Plaine Twp.	Belle Plaine	1	3	0	0	0	1	2	0	0	0	0	-1	0	0	0
384	2208	Belle Plaine Twp.	Belle Plaine	1	3	0	0	0	1	2	0	0	0	0	-1	0	0	0
385	2208	Belle Plaine Twp.	Belle Plaine	7	20	0	0	0	8	19	0	0	0	1	-1	0	0	0
386	2208	Belle Plaine Twp.	Belle Plaine Twp.	6	17	0	4	4	7	17	0	5	5	1	0	0	1	1
387	2208	Belle Plaine Twp.	Belle Plaine Twp.	21	59	0	0	0	22	53	0	4	4	1	-6	0	4	4
388	2209	Belle Plaine	Belle Plaine	98	301	0	2	2	102	271	0	0	0	4	-30	0	-2	-2
389	2209	Belle Plaine Twp.	Belle Plaine	2	6	0	1	1	77	204	0	3	3	75	198	0	2	2
390	2209	Belle Plaine	Belle Plaine	1	3	0	0	0	90	239	0	0	0	89	236	0	0	0
391	2209	Belle Plaine Twp.	Belle Plaine Twp.	19	58	0	0	0	46	122	0	4	4	27	64	0	4	4

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Scott County TAZ	Met Council TAZ	Existing Municpality	Year 2040 Municipality	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment
392	2209	Belle Plaine	Belle Plaine	37	114	0	1	1	237	629	0	6	6	200	515	0	5	5
393	2209	Belle Plaine Twp.	Belle Plaine Twp.	3	9	0	0	0	7	19	0	4	4	4	10	0	4	4
394	2209	Belle Plaine Twp.	Belle Plaine Twp.	5	15	0	0	0	13	34	0	4	4	8	19	0	4	4
395	2209	Belle Plaine Twp.	Belle Plaine Twp.	0	0	0	0	0	4	11	0	4	4	4	11	0	4	4
396	2210	Belle Plaine	Belle Plaine	0	0	125	27	152	0	0	210	174	384	0	0	85	147	232
397	2210	Belle Plaine	Belle Plaine	1	3	65	40	105	3	7	84	250	334	2	4	19	210	229
398	2210	Belle Plaine	Belle Plaine	161	484	1	0	1	191	471	1	0	1	30	-13	0	0	0
399	2210	Belle Plaine	Belle Plaine	91	273	0	0	0	104	256	0	0	0	13	-17	0	0	0
400	2210	Belle Plaine	Belle Plaine	119	357	82	0	82	154	380	106	0	106	35	23	24	0	24
401	2211	Belle Plaine	Belle Plaine	8	17	20	145	165	15	37	43	231	274	7	20	23	86	109
402	2211	Belle Plaine	Belle Plaine	201	436	10	7	17	313	771	21	11	32	112	335	11	4	15
403	2211	Belle Plaine	Belle Plaine	101	219	23	5	28	142	350	50	7	57	41	131	27	2	29
404	2212	Belle Plaine	Belle Plaine	196	469	65	40	105	416	1,021	79	79	158	220	552	14	39	53
405	2212	Belle Plaine	Belle Plaine	99	237	158	70	228	138	339	193	133	326	39	102	35	63	98
406	2212	Belle Plaine	Belle Plaine	199	477	0	198	198	439	1,078	0	375	375	240	601	0	177	177
407	2212	Belle Plaine	Belle Plaine	110	263	57	77	134	142	349	69	147	216	32	86	12	70	82
408	2212	Belle Plaine	Belle Plaine	41	98	66	86	152	99	243	80	166	246	58	145	14	80	94
409	2213	Blakeley Twp.	Belle Plaine	0	0	0	2	2	0	0	0	11	11	0	0	0	9	9
410	2213	Belle Plaine	Belle Plaine	47	115	0	3	3	97	240	0	21	21	50	125	0	18	18
411	2213	Belle Plaine	Belle Plaine	56	137	0	0	0	203	502	7	0	7	147	365	7	0	7
412	2213	Blakeley Twp.	Belle Plaine	3	7	0	0	0	3	7	0	0	0	0	0	0	0	0
413	2213	Belle Plaine	Belle Plaine	0	0	0	18	18	93	230	7	112	119	93	230	7	94	101
414	2213	Belle Plaine	Belle Plaine	17	42	0	17	17	143	354	7	107	114	126	312	7	90	97
415	2214	Blakeley Twp.	Blakeley Twp.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
416	2214	Belle Plaine	Belle Plaine	0	0	0	0	0	2	5	0	10	10	2	5	0	10	10
417	2214	Blakeley Twp.	Blakeley Twp.	7	15	0	0	0	7	17	0	0	0	0	2	0	0	0
418	2214	Blakeley Twp.	Belle Plaine	2	4	0	0	0	2	5	0	0	0	0	1	0	0	0
419	2215	Blakeley Twp.	Blakeley Twp.	5	13	0	7	7	5	11	0	12	12	0	-2	0	5	5
420	2215	Blakeley Twp.	Blakeley Twp.	27	68	0	4	4	30	68	0	8	8	3	0	0	4	4
421	2215	Blakeley Twp.	Blakeley Twp.	15	38	0	1	1	20	45	0	1	1	5	7	0	0	0
422	2215	Blakeley Twp.	Blakeley Twp.	22	56	0	5	5	20	45	0	9	9	-2	-11	0	4	4
423	2215	Blakeley Twp.	Blakeley Twp.	21	53	0	8	8	20	45	0	14	14	-1	-8	0	6	6
424	2215	Blakeley Twp.	Blakeley Twp.	14	35	0	0	0	15	34	0	0	0	1	-1	0	0	0
425	2216	Blakeley Twp.	Blakeley Twp.	22	67	16	0	16	20	48	16	0	16	-2	-19	0	0	0
426	2216	Belle Plaine Twp.	Belle Plaine Twp.	32	98	7	0	7	32	78	7	4	11	0	-20	0	4	4
427	2216	Blakeley Twp.	Blakeley Twp.	28	86	0	8	8	30	73	0	36	36	2	-13	0	28	28
428	2217	Belle Plaine	Belle Plaine	1	4	0	0	0	51	136	5	42	47	50	132	5	42	47
429	2217	Belle Plaine	Belle Plaine	52	189	0	18	18	202	540	0	59	59	150	351	0	41	41
430	2217	Belle Plaine Twp.	Belle Plaine	6	22	0	1	1	68	182	4	1	5	62	160	4	0	4
431	2218	Belle Plaine	Belle Plaine	135	457	0	0	0	135	347	0	0	0	0	-110	0	0	0
432	2218	Belle Plaine	Belle Plaine	137	464	0	0	0	137	353	0	0	0	0	-111	0	0	0
433	2218	Belle Plaine Twp.	Belle Plaine	1	3	0	0	0	40	103	0	0	0	39	100	0	0	0
434	2218	Belle Plaine	Belle Plaine	0	0	0	0	0	150	386	0	0	0	150	386	0	0	0
435	2218	Belle Plaine	Belle Plaine	172	583	0	27	27	172	443	0	103	103	0	-140	0	76	76

				Year 2014 Socioeconomic Data					Year 2040 Socioeconomic Data					Year 2014 to Year 2040 Growth				
Scott County TAZ	Met Council TAZ	Existing Municpality	Year 2040 Municipality	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment
436	2218	Belle Plaine	Belle Plaine	0	0	0	0	0	100	257	0	0	0	100	257	0	0	0
437	2218	Belle Plaine Twp.	Belle Plaine Twp.	17	58	0	20	20	68	175	0	20	20	51	117	0	0	0
438	2219	Belle Plaine Twp.	Belle Plaine Twp.	9	25	0	0	0	10	24	0	4	4	1	-1	0	4	4
439	2219	Belle Plaine Twp.	Belle Plaine Twp.	25	69	0	0	0	27	66	0	4	4	2	-3	0	4	4
440	2219	Belle Plaine Twp.	Belle Plaine Twp.	13	36	0	0	0	14	34	0	4	4	1	-2	0	4	4
441	2220	Belle Plaine Twp.	Belle Plaine Twp.	8	21	0	0	0	10	25	0	4	4	2	4	0	4	4
442	2220	Belle Plaine Twp.	Belle Plaine Twp.	16	43	0	0	0	16	39	0	4	4	0	-4	0	4	4
443	2220	Belle Plaine Twp.	Belle Plaine Twp.	13	35	0	1	1	14	34	1	4	5	1	-1	1	3	4
444	2220	Belle Plaine Twp.	Belle Plaine Twp.	17	45	1	0	1	19	47	0	6	6	2	2	-1	6	5
445	2221	Belle Plaine Twp.	Belle Plaine Twp.	29	91	0	0	0	29	71	0	4	4	0	-20	0	4	4
446	2222	Helena Twp.	Helena Twp.	10	28	0	0	0	15	34	0	1	1	5	6	0	1	1
447	2222	Helena Twp.	Helena Twp.	7	20	0	0	0	12	27	0	1	1	5	7	0	1	1
448	2222	Helena Twp.	Helena Twp.	7	20	0	0	0	12	27	0	1	1	5	7	0	1	1
449	2222	Helena Twp.	Helena Twp.	7	20	0	0	0	7	16	5	1	6	0	-4	5	1	6
450	2222	Helena Twp.	Helena Twp.	5	14	0	30	30	5	11	0	44	44	0	-3	0	14	14
451	2222	New Prague	New Prague	1	3	0	0	0	182	416	0	0	0	181	413	0	0	0
452	2222	Helena Twp.	Helena Twp.	5	14	0	0	0	10	23	0	1	1	5	9	0	1	1
453	2222	Helena Twp.	Helena Twp.	44	124	0	0	0	50	114	0	1	1	6	-10	0	1	1
454	2222	New Prague	New Prague	234	658	0	154	154	297	679	40	234	274	63	21	40	80	120
455	2222	New Prague	New Prague	45	126	0	94	94	290	663	0	140	140	245	537	0	46	46
456	2223	New Prague	New Prague	60	125	0	388	388	161	365	0	606	606	101	240	0	218	218
457	2223	New Prague	New Prague	70	146	23	150	173	103	233	26	251	277	33	87	3	101	104
458	2223	New Prague	New Prague	144	300	122	170	292	196	444	135	275	410	52	144	13	105	118
459	2224	New Prague	New Prague	223	575	0	42	42	297	676	0	101	101	74	101	0	59	59
460	2224	New Prague	New Prague	91	235	147	100	247	259	589	213	100	313	168	354	66	0	66
461	2224	New Prague	New Prague	94	242	21	29	50	108	246	30	75	105	14	4	9	46	55
462	2225	New Prague	New Prague	1	3	13	51	64	67	152	20	292	312	66	149	7	241	248
463	2225	Helena Twp.	Helena Twp.	1	3	0	0	0	4	9	0	24	24	3	6	0	24	24
464	2225	New Prague	New Prague	356	957	0	32	32	526	1,197	0	32	32	170	240	0	0	0
465	2225	New Prague	New Prague	5	13	0	151	151	44	100	0	201	201	39	87	0	50	50
466	2225	New Prague	New Prague	131	352	0	0	0	208	473	0	2	2	77	121	0	2	2
467	2225	New Prague	New Prague	87	234	179	13	192	165	376	179	44	223	78	142	0	31	31
468	2226	Helena Twp.	Helena Twp.	17	61	0	0	0	20	46	0	2	2	3	-15	0	2	2
469	2226	New Prague	New Prague	106	383	1	49	50	197	448	30	112	142	91	65	29	63	92
470	2226	New Prague	New Prague	0	0	0	14	14	13	30	120	14	134	13	30	120	0	120
471	2227	Helena Twp.	Helena Twp.	10	35	0	0	0	12	29	0	1	1	2	-6	0	1	1
472	2227	Helena Twp.	Helena Twp.	12	42	0	0	0	14	34	0	2	2	2	-8	0	2	2
473	2227	Helena Twp.	Helena Twp.	5	17	0	0	0	7	17	0	1	1	2	0	0	1	1
474	2227	Helena Twp.	Helena Twp.	27	94	26	2	28	27	65	26	3	29	0	-29	0	1	1
475	2228	Cedar Lake Twp.	Cedar Lake Twp.	30	100	0	31	31	40	102	0	36	36	10	2	0	5	5
476	2229	Cedar Lake Twp.	Cedar Lake Twp.	84	268	2	18	20	99	254	2	25	27	15	-14	0	7	7
477	2229	Cedar Lake Twp.	Cedar Lake Twp.	66	210	0	18	18	111	285	0	25	25	45	75	0	7	7
478	2230	Cedar Lake Twp.	Cedar Lake Twp.	52	164	3	35	38	67	172	3	40	43	15	8	0	5	5
479	2230	Cedar Lake Twp.	Cedar Lake Twp.	127	401	3	9	12	192	492	3	17	20	65	91	0	8	8

				Year 2014 Socioeconomic Data					Year 2040 Socioeconomic Data					Year 2014 to Year 2040 Growth				
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480	2230	Cedar Lake Twp.	Cedar Lake Twp.	90	284	7	2	9	122	313	7	10	17	32	29	0	8	8
481	2230	Cedar Lake Twp.	Cedar Lake Twp.	37	117	0	14	14	60	154	0	21	21	23	37	0	7	7
482	2231	Spring Lake Twp.	Spring Lake Twp.	55	153	15	11	26	60	157	15	25	40	5	4	0	14	14
483	2232	Spring Lake Twp.	Spring Lake Twp.	131	396	8	51	59	134	346	8	51	59	3	-50	0	0	0
484	2232	Spring Lake Twp.	Spring Lake Twp.	43	130	1	16	17	56	145	1	21	22	13	15	0	5	5
485	2233	Spring Lake Twp.	Prior Lake	2	6	0	0	0	102	272	0	0	0	100	266	0	0	0
486	2233	Spring Lake Twp.	Spring Lake Twp.	91	291	0	38	38	96	256	10	38	48	5	-35	10	0	10
487	2233	Spring Lake Twp.	Spring Lake Twp.	11	35	0	0	0	28	75	0	0	0	17	40	0	0	0
488	2233	Spring Lake Twp.	Spring Lake Twp.	101	323	0	25	25	106	282	0	25	25	5	-41	0	0	0
489	2233	Spring Lake Twp.	Spring Lake Twp.	51	163	0	23	23	74	197	0	23	23	23	34	0	0	0
490	2234	Prior Lake	Prior Lake	216	598	12	27	39	236	617	12	27	39	20	19	0	0	0
491	2234	Spring Lake Twp.	Spring Lake Twp.	106	294	0	0	0	556	1,453	0	0	0	450	1,159	0	0	0
492	2234	Spring Lake Twp.	Spring Lake Twp.	28	78	0	10	10	38	99	0	23	23	10	21	0	13	13
493	2235	Prior Lake	Prior Lake	26	74	0	3	3	26	63	0	3	3	0	-11	0	0	0
494	2235	Spring Lake Twp.	Spring Lake Twp.	78	222	2	67	69	82	198	2	71	73	4	-24	0	4	4
495	2235	Spring Lake Twp.	Spring Lake Twp.	31	88	0	0	0	32	77	0	0	0	1	-11	0	0	0
496	2236	Spring Lake Twp.	Spring Lake Twp.	129	365	0	59	59	174	431	0	59	59	45	66	0	0	0
497	2236	Spring Lake Twp.	Spring Lake Twp.	99	280	0	0	0	144	356	0	0	0	45	76	0	0	0
498	2237	Cedar Lake Twp.	Cedar Lake Twp.	57	182	0	31	31	79	203	0	36	36	22	21	0	5	5
499	2237	Cedar Lake Twp.	Cedar Lake Twp.	91	291	0	0	0	114	292	0	8	8	23	1	0	8	8
500	2237	Cedar Lake Twp.	Cedar Lake Twp.	50	160	0	0	0	97	249	0	8	8	47	89	0	8	8
501	2238	Cedar Lake Twp.	Cedar Lake Twp.	35	111	0	1	1	60	154	0	9	9	25	43	0	8	8
502	2238	Cedar Lake Twp.	Cedar Lake Twp.	55	175	0	22	22	80	205	0	28	28	25	30	0	6	6
503	2239	New Market Twp.	New Market Twp.	38	124	0	1	1	40	110	0	1	1	2	-14	0	0	0
504	2240	Credit River Twp.	Credit River Twp.	16	53	0	0	0	18	48	0	0	0	2	-5	0	0	0
505	2240	New Market Twp.	New Market Twp.	29	96	0	25	25	35	93	0	25	25	6	-3	0	0	0
506	2240	New Market Twp.	New Market Twp.	13	43	0	0	0	16	42	0	0	0	3	-1	0	0	0
507	2240	New Market Twp.	New Market Twp.	10	33	0	0	0	12	32	0	0	0	2	-1	0	0	0
508	2241	Credit River Twp.	Credit River Twp.	174	606	0	20	20	210	595	0	20	20	36	-11	0	0	0
509	2242	Credit River Twp.	Credit River Twp.	5	11	0	2	2	10	24	0	2	2	5	13	0	0	0
510	2243	Credit River Twp.	Credit River Twp.	118	332	0	11	11	148	360	0	11	11	30	28	0	0	0
511	2243	Credit River Twp.	Credit River Twp.	100	281	0	6	6	130	317	0	6	6	30	36	0	0	0
512	2243	Credit River Twp.	Credit River Twp.	173	486	0	7	7	182	443	0	7	7	9	-43	0	0	0
513	2244	Prior Lake	Prior Lake	151	420	2	352	354	151	369	2	575	577	0	-51	0	223	223
514	2244	Prior Lake	Prior Lake	33	92	30	3	33	333	814	30	4	34	300	722	0	1	1
515	2245	Savage	Savage	5	16	0	175	175	10	26	28	175	203	5	10	28	0	28
516	2245	Savage	Savage	208	677	1	22	23	210	543	50	22	72	2	-134	49	0	49
517	2245	Savage	Savage	0	0	0	0	0	200	517	0	0	0	200	517	0	0	0
518	2245	Savage	Savage	19	62	0	0	0	419	1,083	0	0	0	400	1,021	0	0	0
519	2246	Savage	Savage	105	311	0	0	0	125	352	0	0	0	20	41	0	0	0
520	2246	Savage	Savage	79	234	0	61	61	510	1,434	0	164	164	431	1,200	0	103	103
521	2246	Savage	Savage	67	199	0	6	6	200	563	0	17	17	133	364	0	11	11
522	2246	Savage	Savage	31	92	0	0	0	70	197	0	0	0	39	105	0	0	0
523	2246	Savage	Savage	13	39	0	0	0	650	1,828	0	0	0	637	1,789	0	0	0

				Year 2014 Socioeconomic Data					Year 2040 Socioeconomic Data					Year 2014 to Year 2040 Growth				
Scott County TAZ	Met Council TAZ	Existing Municpality	Year 2040 Municipality	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment	Households	Population	Retail Employment	Nonretail Employment	Total Employment
524	2246	Savage	Savage	17	50	0	0	0	200	563	0	0	0	183	513	0	0	0
525	2247	Credit River Twp.	Credit River Twp.	185	544	0	10	10	205	499	0	10	10	20	-45	0	0	0
526	2247	Credit River Twp.	Credit River Twp.	39	115	0	36	36	55	134	0	41	41	16	19	0	5	5
527	2248	Credit River Twp.	Credit River Twp.	23	66	0	0	0	30	73	0	0	0	7	7	0	0	0
528	2248	Credit River Twp.	Credit River Twp.	3	9	0	10	10	9	22	0	14	14	6	13	0	4	4
529	2248	Credit River Twp.	Credit River Twp.	84	241	0	0	0	92	224	0	0	0	8	-17	0	0	0
530	2249	Credit River Twp.	Credit River Twp.	52	170	0	20	20	62	151	0	20	20	10	-19	0	0	0
531	2249	Credit River Twp.	Credit River Twp.	72	235	0	131	131	88	214	0	131	131	16	-21	0	0	0
532	2250	Credit River Twp.	Credit River Twp.	166	578	35	56	91	200	566	35	61	96	34	-12	0	5	5
533	2251	Credit River Twp.	Credit River Twp.	184	571	0	21	21	230	654	0	25	25	46	83	0	4	4
534	2252	Credit River Twp.	Credit River Twp.	56	171	0	0	0	80	227	0	0	0	24	56	0	0	0
535	2252	Credit River Twp.	Credit River Twp.	142	434	0	15	15	242	688	0	20	20	100	254	0	5	5
536	2253	Credit River Twp.	Credit River Twp.	59	199	0	35	35	60	169	0	35	35	1	-30	0	0	0
537	2253	New Market Twp.	New Market Twp.	42	141	0	11	11	67	188	9	11	20	25	47	9	0	9
538	2253	New Market Twp.	New Market Twp.	79	266	0	16	16	104	293	0	16	16	25	27	0	0	0
539	2254	Credit River Twp.	Credit River Twp.	108	355	7	5	12	115	326	7	5	12	7	-29	0	0	0
540	2254	New Market Twp.	New Market Twp.	141	464	8	44	52	145	411	8	44	52	4	-53	0	0	0
541	2255	New Market Twp.	New Market Twp.	11	32	5	599	604	11	32	5	221	226	0	0	0	-378	-378
542	2256	New Market Twp.	New Market Twp.	161	466	46	186	232	161	443	46	186	232	0	-23	0	0	0
543	2256	New Market Twp.	New Market Twp.	37	107	4	52	56	37	102	4	52	56	0	-5	0	0	0
544	2256	New Market Twp.	New Market Twp.	28	81	0	73	73	29	80	0	73	73	1	-1	0	0	0
545	2257	New Market Twp.	New Market Twp.	184	577	0	25	25	189	528	0	25	25	5	-49	0	0	0
546	2258	New Market Twp.	New Market Twp.	42	130	0	2	2	42	112	0	2	2	0	-18	0	0	0
547	2258	New Market Twp.	New Market Twp.	36	111	0	0	0	61	162	0	0	0	25	51	0	0	0
548	2258	New Market Twp.	New Market Twp.	1	3	0	0	0	1	3	0	0	0	0	0	0	0	0
549	2258	New Market Twp.	New Market Twp.	6	19	0	0	0	6	16	0	0	0	0	-3	0	0	0
550	2258	New Market Twp.	New Market Twp.	7	22	0	19	19	7	19	0	19	19	0	-3	0	0	0
551	2258	New Market Twp.	New Market Twp.	1	3	0	0	0	1	3	0	0	0	0	0	0	0	0
552	2258	New Market Twp.	New Market Twp.	2	6	0	0	0	2	5	0	91	91	0	-1	0	91	91
553	2258	New Market Twp.	New Market Twp.	4	12	0	0	0	4	11	0	0	0	0	-1	0	0	0
554	2258	New Market Twp.	New Market Twp.	2	6	0	0	0	2	5	0	0	0	0	-1	0	0	0
555	2259	New Market Twp.	New Market Twp.	36	115	0	0	0	91	245	0	0	0	55	130	0	0	0
556	2259	New Market Twp.	New Market Twp.	31	99	0	0	0	91	245	0	0	0	60	146	0	0	0
557	2259	New Market Twp.	New Market Twp.	15	48	0	13	13	35	94	0	50	50	20	46	0	37	37
558	2259	New Market Twp.	New Market Twp.	18	58	0	0	0	57	154	0	0	0	39	96	0	0	0
559	2259	Elko New Market	Elko New Market	3	10	0	45	45	351	945	0	75	75	348	935	0	30	30
560	2259	New Market Twp.	New Market Twp.	5	16	23	4	27	31	83	23	15	38	26	67	0	11	11
561	2259	Elko New Market	Elko New Market	152	486	79	9	88	590	1,589	97	71	168	438	1,103	18	62	80
562	2260	New Market Twp.	New Market Twp.	9	30	0	0	0	20	54	0	0	0	11	24	0	0	0
563	2260	Elko New Market	Elko New Market	232	763	0	10	10	232	625	0	29	29	0	-138	0	19	19
564	2260	Elko New Market	Elko New Market	320	1,052	35	91	126	528	1,422	82	229	311	208	370	47	138	185
565	2260	New Market Twp.	New Market Twp.	10	33	0	0	0	16	43	0	0	0	6	10	0	0	0
566	2260	Elko New Market	Elko New Market	2	7	0	0	0	356	959	0	0	0	354	952	0	0	0
567	2260	New Market Twp.	New Market Twp.	15	49	0	41	41	26	70	0	42	42	11	21	0	1	1

				Year 2014 Socioeconomic Data					Year 2040 Socioeconomic Data					Year 2014 to Year 2040 Growth				
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568	2260	New Market Twp.	New Market Twp.	16	53	0	0	0	27	73	0	0	0	11	20	0	0	0
569	2260	New Market Twp.	New Market Twp.	20	66	0	0	0	31	83	0	0	0	11	17	0	0	0
570	2260	New Market Twp.	New Market Twp.	2	7	0	0	0	20	54	0	0	0	18	47	0	0	0
571	2260	New Market Twp.	New Market Twp.	13	43	0	0	0	24	65	0	0	0	11	22	0	0	0
572	2260	New Market Twp.	New Market Twp.	19	62	0	0	0	25	67	0	0	0	6	5	0	0	0
573	2261	Elko New Market	Elko New Market	26	79	0	0	0	379	1,021	3	0	3	353	942	3	0	3
574	2261	Elko New Market	Elko New Market	102	312	27	43	70	234	630	114	304	418	132	318	87	261	348
575	2261	Elko New Market	Elko New Market	208	635	0	26	26	792	2,133	2	150	152	584	1,498	2	124	126
576	2261	New Market Twp.	New Market Twp.	10	31	0	0	0	10	27	0	0	0	0	-4	0	0	0
577	2262	New Market Twp.	New Market Twp.	6	22	23	48	71	16	43	78	120	198	10	21	55	72	127
578	2262	Elko New Market	Elko New Market	305	1,099	6	4	10	537	1,441	7	5	12	232	342	1	1	2
579	2262	New Market Twp.	New Market Twp.	14	50	0	0	0	30	81	0	0	0	16	31	0	0	0
580	2262	New Market Twp.	New Market Twp.	14	50	0	0	0	27	72	0	0	0	13	22	0	0	0
581	2263	New Market Twp.	New Market Twp.	27	68	1	12	13	27	71	1	194	195	0	3	0	182	182
582	2263	New Market Twp.	New Market Twp.	25	63	0	11	11	25	65	0	11	11	0	2	0	0	0
583	2156	Prior Lake	Prior Lake	315	844	0	32	32	322	726	0	330	330	7	-118	0	298	298
				47,560	139,469	10,155	32,518	42,673	77,361	206,058	17,668	53,472	71,140	29,801	66,589	7,513	20,954	28,467

Appendix B

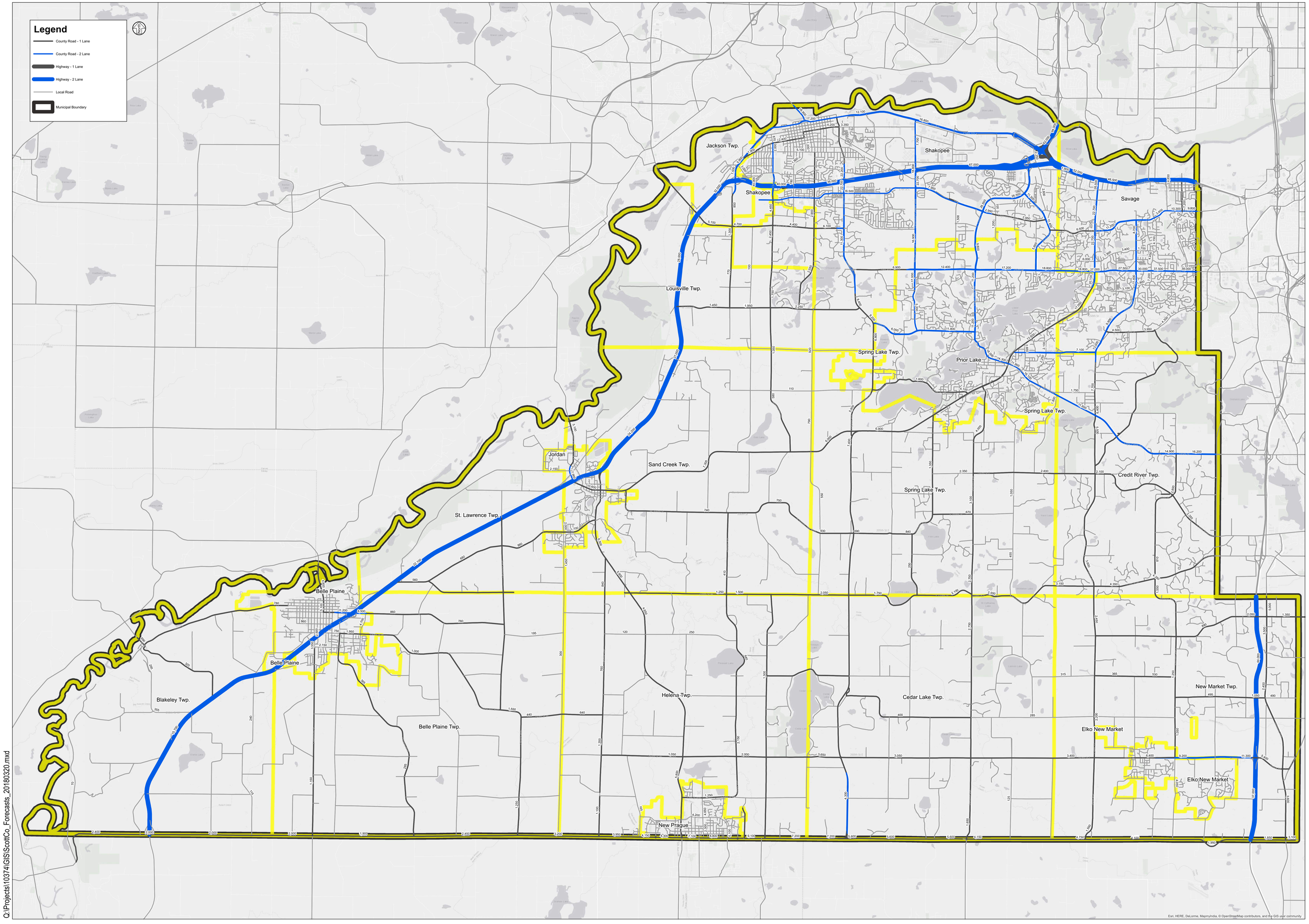
Scott County Roadway Improvement Assumptions

No Roadway Improvements (Add in capacity improvements between 2014-2017)

Project	Start/End Point	Year	Type
CH 17 (CP 17-31)	800' S of CH 78 to CH 16	2013-2014	Reconstruct from 2 lane to 4 lane
CH 78	Jennifer Lane to CH 17	2013-2014	Reconstruct from 2 lane to 4 lane
Valley View Road City of Shakopee	Sarazin St. to Evergreen Ln	2014	New road 2-lanes
CH 44 (Fish Point Rd to CH 27)	CH 27 to 1100' East of Fish Point Rd	2014	Reconstruct from 2 lane to 4 lane
CH 17 (CP 17-32)	CH 42 Interchange to 800' S of CH 78	2015	Reconstruct from 2 lane to 4 lane
Jennifer Lane - City of Shakopee		2015	New road 2-lanes
CH 16 (CP 16-31)	CH 83 to CH 21	2016	Reconstruct from 2 lane to 4 lane
CH 83 (CP 83-18)	CH 82 to Wilds Parkway	2016-2017	Reconstruct from 2 lane to 4 lane
CH 27/CH 68 intersection (CP 27-19)	CH 27/CH 68 intersection	2017	Roundabout
ATMS (CP 99-02)	Countywide traffic monitoring system	2017	ITS improvement
CH 16 New Alignment (CP 16-27)	CH 15 to Windermere	2017	New road alignment/extension
Tintaocanku	CH 21 to McKenna	2013-2014	New roadway
Stemmer Ridge extension	CH 82 and CH 12	2017	New roadway

Funded Roadway Improvements (Capacity improvements in CIP 2017-2026, STIP 2017-2020)

Project	Start/End Point	Year	Type
Collector Road - Canterbury connection	Shenandoah Dr to 12th Ave	2018	New road alignment
Tintaocanku	McKenna to CH 83	2018-19	New roadway
CH 16 New Alignment	Windermere to CH 69	2020	New road alignment
Mobile Manor Frontage Rd (169-01)	2,300 Feet	2018	New road 2-lanes
CH 83 (CP 83-22)	in Shakopee, 4th Ave to CH 101	2018	add turnlanes
TH 169/TH 41/CH 78 interchange (CP 169-06)	TH 169/TH 41/CH 78 intersection, CH 14 overpass	2018	Interchange, overpass, frontage roads
TH 13/CH 21 Intersection (CP 21-27)	TH 13/CH 21 intersection	2019	Intersection improvements
CH 46/CH 86 Roundabout (CP 46-03)	CH 46/CH 86 intersection	2018	Roundabout
CH 42/TH 13 intersection (CP 42-17)	CH 42/TH 13 intersection	2018	Add dual left turn lane on CH 42 to model
CH 42 (CP 42-19)	CH 17 to CH 83	2020	Expansion to 4 lanes
CH 27 (CP 37-16)	CH 21 to CH 44	2021	Expansion to 4 lanes
CH 2/CH 15 intersection (CP 02-11)	CH 2/CH 15 roundabout	2023	Roundabout
CH 17 (CP 17-35)	CH 82 to CH 42	2025	Expansion to 4 lanes
TH 41 (SP 010-596-011)	US 212 to CSAH 14 in Chaska	2018	Expansion to 4 lanes (listed in STIP as 4 lanes)
I-35W bridge improvements	TH 13 to CH 1 (Dakota/Hennepin Co.)	2020	Add bridge capacity
CH 2/CH 91 intersection		2020	Roundabout
TH 41	61 thru downtown Chaska		4 lane to 3-lane
TH 13/Dakota	intersection	2022	Grade separation
Carriage Hills Parkway connection (Prior Lake)	Raven Ct and Crest Ave	2018	Finish gap - collector



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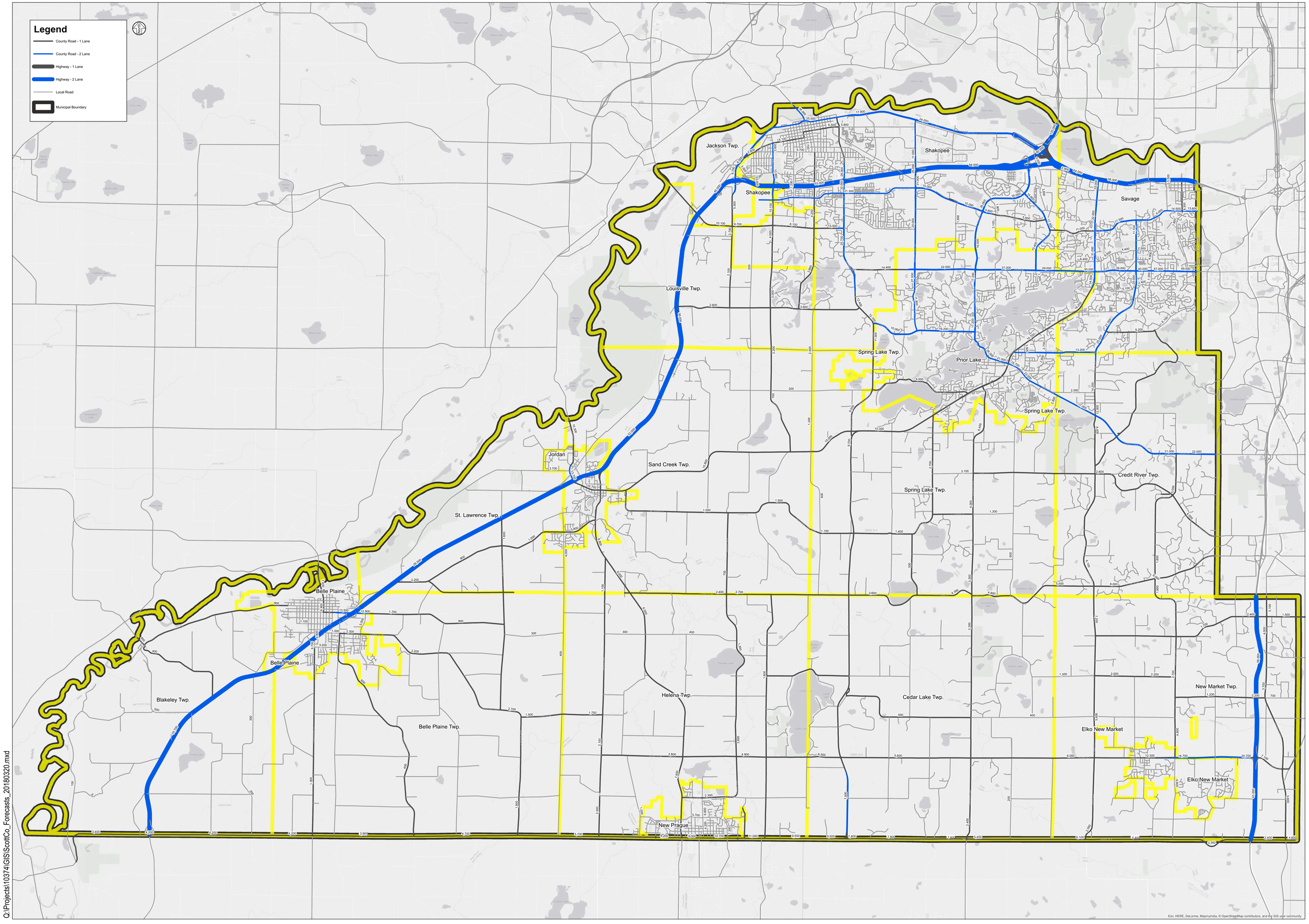
SRF Consulting Group, Inc.

Existing Daily Traffic Volumes

Scott County 2040 Comprehensive Plan Travel Demand Model

Scott County

Appendix C



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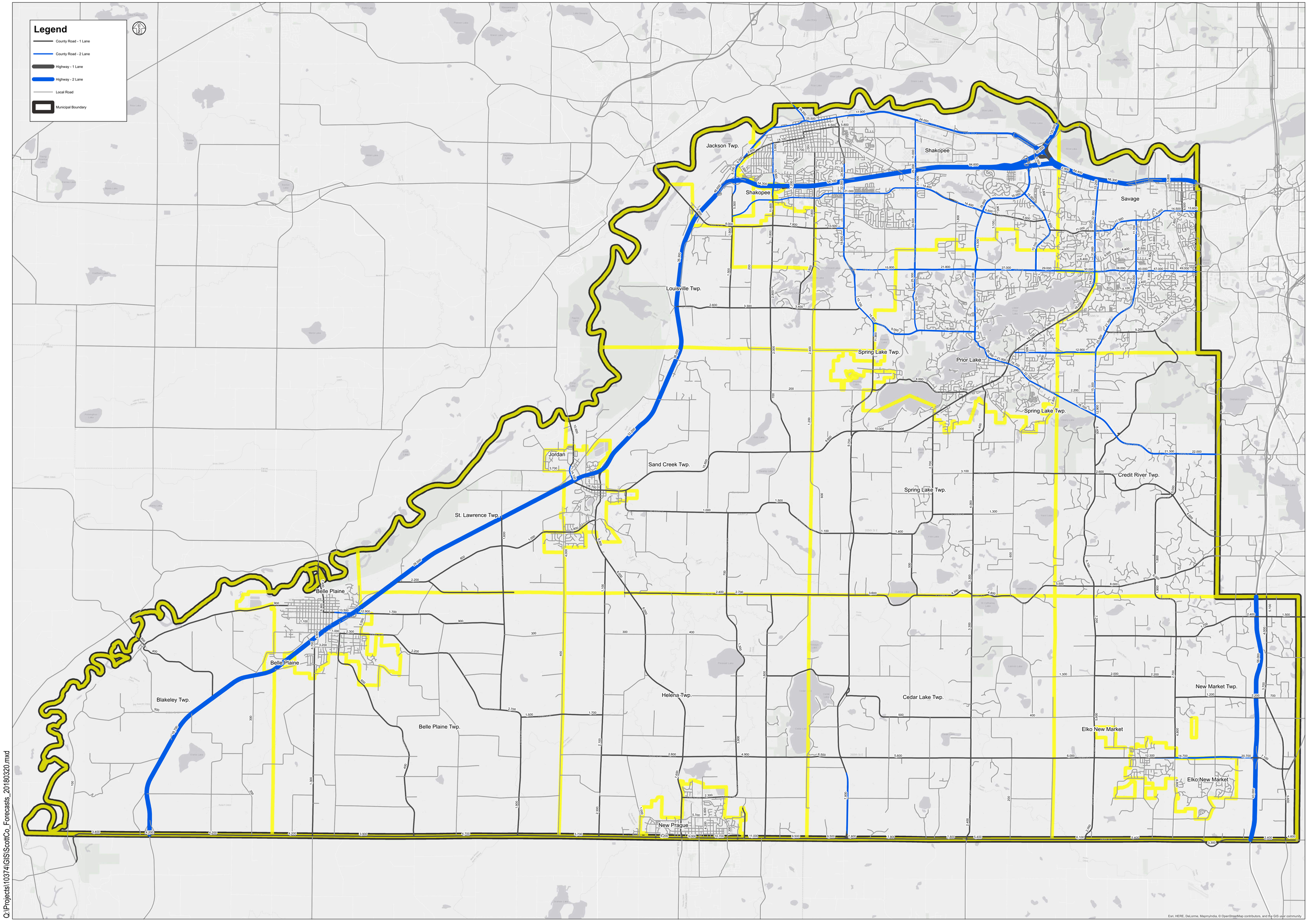
SRF Consulting Group, Inc.

Year 2040 Scenario 1 Forecasts

Scott County 2040 Comprehensive Plan Travel Demand Model

Scott County



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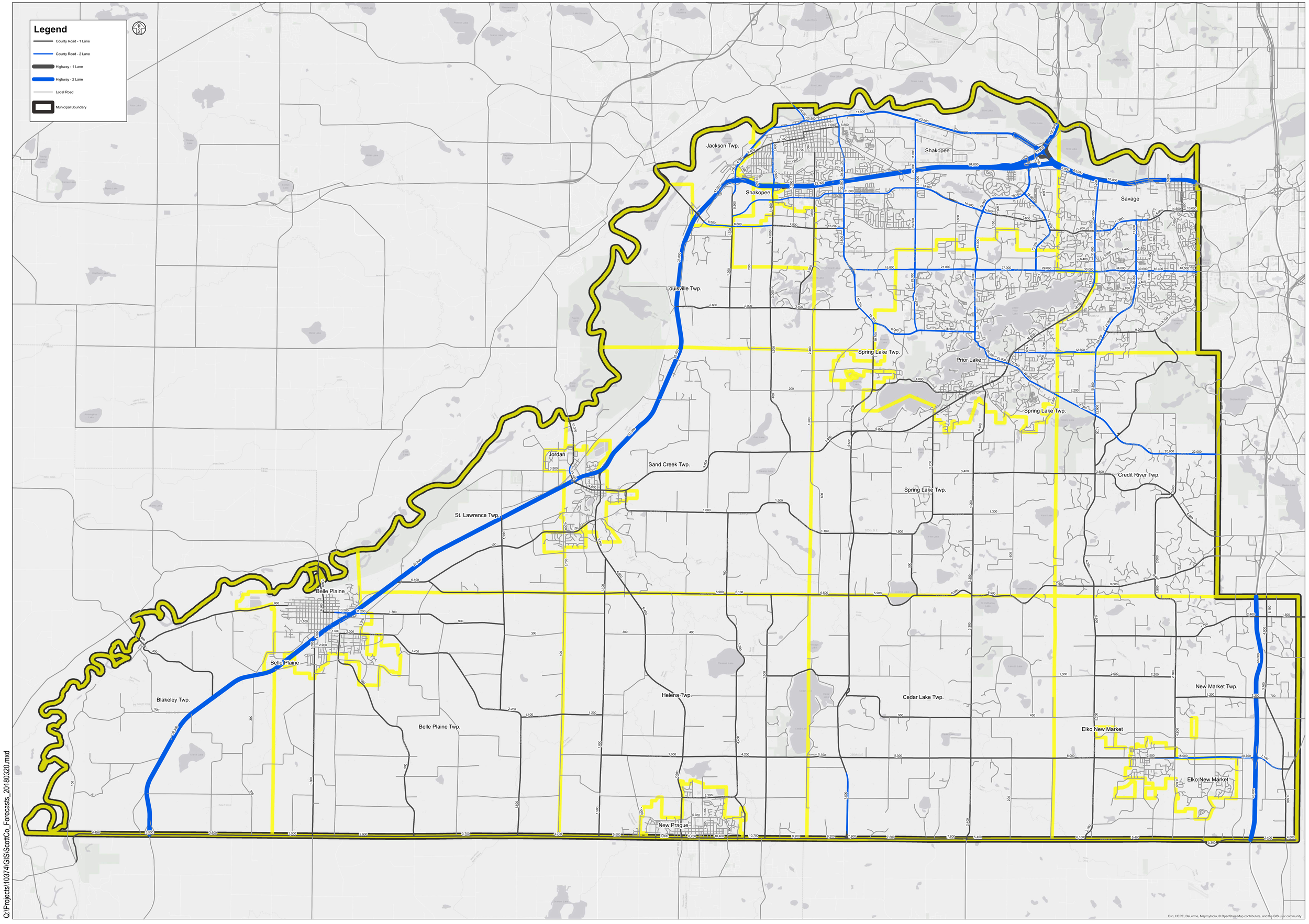
SRF Consulting Group, Inc.

Year 2040 Scenario 2 Forecasts

Scott County 2040 Comprehensive Plan Travel Demand Model

Scott County



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SRF Consulting Group, Inc.

Year 2040 Scenario 3 Forecasts

Scott County 2040 Comprehensive Plan Travel Demand Model

Scott County

Appendix C

A-2 POLICIES FOR COST PARTICIPATION WITH MUNICIPALITIES

Background

Over the last two years, the County Highway Department has worked to revise its Local Cost Participation policy. This effort was initiated through the SCALE Service Delivery Committee. Input was sought and received from city engineers and city administrators in the development of this new policy. A draft was circulated to engineers in June of 2018, the Service Delivery Committee in July and published in the draft 2040 Plan Appendix. As a result of comments received the final policy was revised presented to a joint administrator engineer meeting in August 2018. The final policy is included in this appendix.

The former Cost Participation Policy was developed in 1985 just as the County was starting to urbanize and was last updated in 1988.

Since that time, new transportation solutions have been developed and the policy didn't address-trails, roundabouts, ADA improvements etc. And, as a result practice did not always follow adopted policy.
The former policy was difficult to prepare accurate local cost participation estimate for the Transportation Improvement Program, in the early stages of a project. It was based on elements that are not available in early project estimates. Cities need to have local cost estimates for their Capital Budgets and an overarching objective to develop an approach that could provide more accurate and transparent estimates earlier in the project development process.

Key Elements of the New Policy:

1. **Application and effective date**. This policy applies to all projects initiated by the County and will be effective for all projects starting construction during program year 2020.

   Projects initiated by a City or through local development are not guaranteed the same County Participation levels. Those projects will be negotiated and County participation may vary from the Policy depending on priority needs addressed (safety, preservation) by locally initiated projects and Transportation Improvement Program funding availability. Cities are encouraged to submit project priorities through the annual solicitation that occurs as a part of the TIP/Capital Improvement Program solicitation.

2. **Funding participation based on roadway function**. The former policy treated all roadways under county jurisdiction the same. Under the new policy, the cities participate based on roadway function. Principal arterials have a county wide mobility function with less access, so the City will have a lower cost share for projects on these roadways. Minor Arterials provide more of a balanced approach between mobility and access, so the local cost share is higher. Collectors serve more of a local collector function and the policy has the participation a greater share.

3. **Aesthetics.** The County historically has not participated in aesthetic elements included in Highway projects. Due to increasing desire of communities to add landscaping and aesthetics elements to projects, the County is developing a landscaping policy and will participate in aesthetics and landscaping cost; sharing 50-50 with the City up to a cap of $100,000 per project

on County initiated highway improvement projects in the TIP. If included in the County's design contract for the project, the City will pay 100 percent of consultant design & construction engineering (shop drawings) costs.

4. **Right-of-way cost sharing**. The 2030 plan established right-of-way corridor widths by functional class. Through SCALE, elected officials and staff were educated as to the importance of good development practices and right-of-way dedication supported via collaborative development review. In an effort to encourage thoughtful development, cost sharing for right-of-way on County Highway projects has been added to the policy. Communities that are employing access management practices consistent with County guidelines and obtaining right-of-way dedications will benefit by paying less right-of-way costs. By implementing cost participation on right-of-way, the County will be able to maintain construction-programming levels and communities with good practices will see greater equity.

5. **Trails/Sidewalks.** The former policy didn't address County participation for these elements. In the early 2000's the County started adding trail and/or sidewalks to its projects on both sides of the roadway. This decision was based on growing demand for these facilities and safety studies that documented the improved safety of having accommodations on both sides of the roadway. The practice has been to share these costs 50-50 on projects and the new policy perpetuates that practice and includes cost sharing to include pedestrian amenities including activated pedestrian (APS) crossings. It also clarifies, that ADA improvements on trails and pedestrian ramps done as a part of the annual County overlay program will be a 50-50 cost share item.

6. **Engineering & Construction Costs**. Under the new policy, the County will cost share with Cities for engineering and construction engineering, inspection and administration costs based on the actual costs of the project, excluding aesthetics. This actual cost will be applied to the City share of the construction cost (before any federal or state funding is applied) on a pro-rata basis. The County has previously used the approach of 10 percent, for preliminary engineering and design, 8 percent for construction engineering and inspections, and 3 percent for administration. The County historically has spent between 15 to 26 percent of the total construction costs on these activities dependent on the complexity of the project and public involvement. If the project is not as costly to deliver, the City may pay less than under the former practice, and if a City desires to have more community outreach or additional alternatives considered for a project they will share in the costs.

Figure A-2
City Local Cost Participation Policy Table

	Existing Roadway Functional Class		
Area of Participation - City Participation [1]	**Principal Arterial**	**Minor Arterial**	**Collector**
A1. Highway Improvements - *All grading and roadway costs associated with expansion, reconstruction or safety geometric intersection improvements, bridges including storm sewer*	7.5%	20%	45%
A2. Aesthetic [2] *Landscaping, bridge decorations/railings, decorative fences, colored concrete for look/not safety. If included in County design consultant contract, City will pay 100 percent of design & construction engineering costs.*	50% County participation capped at $100,000	50% County participation capped at $100,000	50% County participation capped at $100,000
A3. Right of Way *All right-of-way costs associated with right-of-way acquisitions, temporary easements, private utilities with property rights including but not limited to appraisal costs, relocation costs, property management costs, demolition costs, consultant, staff & attorney fees, recording & other fees, plats, etc.*	30%	45%	50%
A4. Engineering & Construction Engineering *Based on actual costs incurred by county-depending on project ranges typically between 15-26 % historically*	Split based on share of construction costs (prior to application of any federal or state funding)	Split based on share of construction costs (prior to application of any federal or state funding)	Split based on share of construction costs (prior to application of any federal or state funding)
A5. Traffic Signals & Intersection Improvements [3] *Includes all necessary components for fully functional system and necessary geometrics, turn lanes, and pedestrian amenities*	Total construction cost is prorated in the same ratio as number of legs of the intersection, under each jurisdiction. Private entrances are considered a city leg. State Highway intersections will be shared equally by City and County, if MnDOT does not participate	Total construction cost is prorated in the same ratio as number of legs of the intersection, under each jurisdiction. Private entrances are considered a city leg. State Highway intersections will be shared equally by City and County, if MnDOT does not participate	Total construction cost is prorated in the same ratio as number of legs of the intersection, under each jurisdiction. Private entrances are considered a city leg. State Highway intersections will be shared equally by City and County, if MnDOT does not participate
A6. Intersection Lighting *Apply normal policy when meeting warrants. Decorative or corridor light is 100% local costs.*	Lighting costs prorated by jurisdiction based on ratio of approach legs	Lighting costs prorated by jurisdiction based on ratio of approach legs	Lighting costs prorated by jurisdiction based on ratio of approach legs
A7. Multi-Use Trails & Sidewalks *Applies to trails on bridges, including necessary approaches. ADA improvements including pedestrian ramps and necessary approaches. Applies to all County- led projects, including overlays with trail sidewalk components and all pedestrian amenities including activated pedestrian crossings.*	50%	50%	50%
A.8 City Utilities *Sanitary Sewer, Water, Corridor Street Lighting, and engineering costs if included in County Contract*	100%	100%	100%
A.9 Prorata Costs Items *Mobilization, Field office, Laboratory, Traffic Control, Contractor Staking, As Builts. Other prorata items may be added as determined by County Engineer*	Based on split percentage of final construction cost, minus prorata items	Based on split percentage of final construction cost, minus prorata items	Based on split percentage of final construction cost, minus prorata items
A.10 City Initiated or Developer Initiated Projects *City projects submitted through the TIP solicitation and/or through the Right-of- Way permit process*	Negotiated, Cost Policy is used as guidance but participation level is determined by County Engineer	Negotiated, Cost Policy is used as guidance but participation level is determined by County Engineer	Negotiated, Cost Policy is used as guidance but participation level is determined by County Engineer

[1] Based on Existing Functional Class of Roadway

[2] Applies to County programmed roadway improvements projects. Not to projects that are signal, trails, and pavement preservation only projects or city/developer initiated projects

[3] When the Scott County Engineer has determined that traffic signal is warranted and is appropriate intersection control on a minor arterial, if City requires a roundabout, the City will be solely responsible for the up cost for the roundabout and associated costs regardless of the leg of ownership.

Cost Participation Policy is effective for 2020 projects in the Transportation Improvement Program

APPENDIX A3 – MINIMUM ACCESS SPACING GUIDELINES

MINIMUM ACCESS SPACING GUIDELINES 2040 PLAN

TYPE OF ACCESS BEING REQUESTED	TYPE OF COUNTY HIGHWAY FUNCTION AFFECTED BY ACCESS			
	PRINCIPAL ARTERIAL	Minor Arterial A and B Minor	Collector	Local
A. Private Residential (3 or less shared driveways)	Not Permitted	Not Permitted 1/4 mile in Agricultural & Transition Area	1/8 Mile	Determination based on other criteria
B. Commercial Driveways, Or Private Streets	Not Permitted	Not Permitted	Full access at 1/4 Mile Limited access at 1/8 Mile	Determination based on other criteria
C. Local Streets	Not Permitted	Full access at 1/4 Mile Limited access at 1/8 Mile	1/8 Mile	1/8 Mile
D. Collector Streets	1 Mile Full Access (rural) Limited access at 1/2 Mile (urban)	Full access at 1/4 Mile Limited access at 1/8 Mile	1/4 Mile	1/4 Mile
E. Minor Arterial	1 Mile full Access (urban) 1 Mile Full (rural)	1/2 to 1 Mile (urban) 1/2 Mile to 1 Mile (rural)	1/4 to 1 Mile (urban) 1/2 to 1 Mile (rural)	1/4 to 1 Mile (urban) 1/2 to 1 Mile (rural)

Notes:

1. The Functional Classification is based on the Future Functional Classification Map in the 2040 Transportation Plan.
2. Fully developed urban area will require individual evaluation on a case by case basis.
3. When there is opportunity for private or public access on more than one public roadway, access shall be taken on lower functional roadway.
4. Turn lanes shall be required at all public road access locations on County or State roads, turn lanes at private access will be evaluated on a case by case basis.
5. Intersection Control/Signals shall be installed only where warranted and justified, consistent with the MNMUTCD and County practice. 1 mile signal spacing on Principals and 1/2 mile signal spacing will be preserved on other roadways.
6. Access spacing may be modified to be more or less restrictive per County corridor study.
7. Private access shall be located where there is the optimum sight distance, future local street locations, or future shared access opportunities.
8. Environmental constraints, geometric constraints, or sight distance requirements may be considered when determining access spacing location.
9. No access permitted between interchange ramps and first full access location.
10. Existing private access on Principal Arterials in the unincorporated area may be relocated at time of platting or land use change provided sight distance is improved and opportunities for access consolidation do not exist. Future removal of the access must be planned.
11. Only one access per parcel permitted including shared access, where in determination by the County the property has no other local access.
12. Field access may be permitted where, in the determination of the County, the property has no other local road access. One field access to a property under the same ownership or controlling interest may be granted. A field access is defined as restricted use by agricultural equipment only to access a field and does not lead to a rock or paved surface on the private property.
13. Limited Access is not a full movement access.
14. Minimum Access Spacing Guidelines for subdivisions in the unincorporated area is established in the County Subdivision Ordinance.
15. Minimum public street length to be permitted as a public street shall be 500 feet.

A-4 ROADWAY JURISDICTION TRANFER

As part of this Plan update, a comprehensive evaluation of jurisdictional alignment (or roadway system ownership) was completed to ensure the appropriate level of government is managing each roadway. In general, the higher mobility function of a roadway, the higher level of government should manage and own it. A roadway jurisdiction can be considered for transfer to another agency either larger or smaller: to the County (from Local), from the County (to State), from the County (to Local), or to the County (from State). Roadway jurisdictional transfers occur for three reasons:

1. Transfer of a roadway segment from a lower to a higher level of government because the roadway serves a higher mobility function than that jurisdiction typically provides;
2. Turnback of a roadway segment from a higher to a lower level of government as a result of the construction of a replacement roadway; or
3. Turnback of a roadway segment from a higher to lower level of government for other reasons.

The correct level of government managing a roadway is important for access management and funding resource availability. The Plan, and this Appednix, does not bind the County to taking specific action on a future jurisdictional transfer item; rather, it provides a guide for future discussion and implementation.

The County State Aid Highway (CH) definition from MN State Statute provides guidance for the selection of a CH. These principles were used as a basis for developing an analysis approach for the updated analysis in this Plan related to jurisdictional transfers or "turnbacks" from County to Township or City. Specific concepts used in the evaluation approach to identify roadways for potential turnback include: a roadway providing a connection of five miles or less, a roadway only connecting to one community, low traffic volumes, local functional class, and proper spacing of Minor Arterials to support Principal Arterials. Overall concepts used to evaluate jurisdictional transfers between all levels follow four main factors: Roadway function; Length of trips served; Volume of traffic served; and Spacing between roadways serving similar functions.

Current jurisdiction of all roads in Scott County is shown on Map VI-5 (Page VI-12). This section discusses the potential for jurisdictional transfers between the County and the township/city levels of government and between the state and the County. Maps on pages A-4 and A-5 show potential jurisdictional transfers. The purpose of these Maps are to guide future discussion and implementation of jurisdictional transfers in Scott County.

1. Potential Transfers between State and County

MnDOT's Minnesota Jurisdictional Realignment Project Final Report, July 2014, was conducted to ensure that Minnesota roads are owned and operated at the right jurisdictional level. This report identifies potential jurisdictional transfers from MnDOT to Scott County of TH 21, TH 282, and TH 13 from TH 282 to CH 101/TH 13 interchange and potential jurisdictional transfers from Scott County to MnDOT of CH 17 north of TH 13/TH 282 intersection, CH 42/CH 78, and CH 86 from TH 19 to the County border.

If and when segments are officially proposed by MnDOT for jurisdictional transfer to Scott County, the County will carefully study the merits of each proposal. Scott County will then work with MnDOT to develop agreements for appropriate jurisdictional changes. If such jurisdictional transfers are proposed by MnDOT, a major concern for Scott County will be maintenance funding for these additional roads.

2. Potential Transfers between County and Cities or Townships

The County system is periodically reviewed to identify potential jurisdictional changes. The determination of which roads should be under County jurisdiction is based on the following factors:

- Functional classification;
- Connection to major activity centers;
- Connectivity to the metropolitan transportation system;
- Mobility versus land access;
- Spacing between County highways; and
- Route continuity.

The following table is a list of segments for further discussion and study; the following list is meant to document long-term planning in addition to short-term implementation potential of the turnback or turn-up of segments. Statutory requirements direct the implementation of jurisdictional transfers. For example, if a county road is turned back to a city or township, it will be in an appropriate condition, as required by law at the time the turnback is made.

Figure A-4
Potential List of County to City or Township Roadway Transfers

List of Potential Jurisdictional Transfers between County and Cities or Townships

Type of Transfer	County Road Number	Street Name	North/West Termini	South/East Termini	Future Functional Class	2040 Traffic Volume	Total Corridor Length (miles)	Estimated Timeline	Additional Information
County to Local	CSAH 4	250th Street	CSAH 7	CSAH 11	Collector	1,500	2.0	Long Term	Construction of another east-west roadway (CH 8 or CH 64, or CH 2) to take place before turnback needed
County to Local	CR 61	Aberdeen Ave	CR 66	TH 19	Collector	400	7.5	Long Term	Dependent on TH 21 Turnback from MnDOT to County
County to Local	CR 51	250th St W / Chatfield Dr	CSAH 1	TH 19	Local	100	5.0	Near Term	Initiating Discussion
County to Local	CSAH 1	Union Trail / 250th St W	CR 60	US 169	Local	400	2.7	Near Term	Serves similar County road purpose as CH 60
County to Local	CR 87	Valley Forge Rd	CSAH 8	CR 62	Collector	700	3.0	Medium Range	County spacing needs in DAP served via CH 23 or 27
County to Local	CR 85	Zachary Ave	CSAH 2	CSAH 86	Collector	200	2.0	Medium Range	County spacing needs in DAP served via CH 23 or 27
County to Local	CSAH 5	E South St & Laredo Ave / Hickory Blvd	CSAH 7	West to Laredo Avenue	Collector	1,500	6.4	Long Term	Development dependent, construction of CH 5 extension needed
County to Local	CSAH 15	Columbus Ave & 12th St NE	TH 19 to 12 Street NE	Columbus Ave to City Limits	Local	6,600	1.6	Near Term	In Discussion
County to Local	CSAH 37	7th St Ne	TH 19	TH 21	Local	7,300	1.6	Near Term	In Discussion
County to Local	CSAH 18	Crest Ave NE	CSAH 42	CSAH 21	Arterial	17,600	2.2	Long Term	Dependent on TH 13 Turnback
County to Local	CR 89	Redwing Ave	CSAH 8	County Border	Collector	1,800	6.0	Long Term	Dependent on TH 21 Turnback or CH 15 Alton Ave realignment completion
County to Local	CR 73	Zumbro Ave	CSAH 78	Section Line	Local	200	1.0	Near Term	Serves local collector function
County to Local	CR 77	Koeper Ave	South of CSAH 16	CSAH 78	Local	5,600	0.8	Near Term	Serves local collector function
County to Local	CR 81	Fairlawn Ave	City Limits	CSAH 8	Collector	1,400	4.7	Near Term	Agreement reached with Spring Lake Twp
County to Local	CR 87	Revere Way	CSAH 21	CSAH 68	Collector	2,800	2.1	Near Term	Completed turnback from CH 8 to 180th Street. The remaining segment will be a turnback after completion of study.
Local to County	CSAH 5 New Alignment	Hickory Blvd	CSAH 7	Southern Limits	Collector	NA	1.1	Long Term	After construction of Extension
Local to County	CSAH 15 New Alignment	Alton Ave	CSAH at 270th Street	TH 19	Arterial	NA	1.2	Long Term	After construction of Extension
Local to County	CSAH 16 Extension	17th Ave W	CSAH 69	CSAH 15	Arterial	NA	1.2	Long Term	After construction of Extension
Local to County	CR 79 Future	Xeon Ave	CSAH 8	CSAH 10	Arterial	NA	2.1	Long Term	Arterial extension and support TH 13 as area urbanizes
Local to County	CSAH 68 Extension	190th Street	TH 13	CSAH 23	Arterial	NA	3	Long Term	After construction of Extension
Local to County	CR 70 Extension	170th Street	TH 169	CSAH 17	Collector	NA	5.1	Long Term	After construction of extension, and area urbanizes
Local to County	CSAH 68 Connection	190th Street	East of CSAH 27	CSAH 21	Arterial	NA	1.1	Long Term	Development driven potential connection

Figure A-4
Map of County to City or Township Roadway Transfers

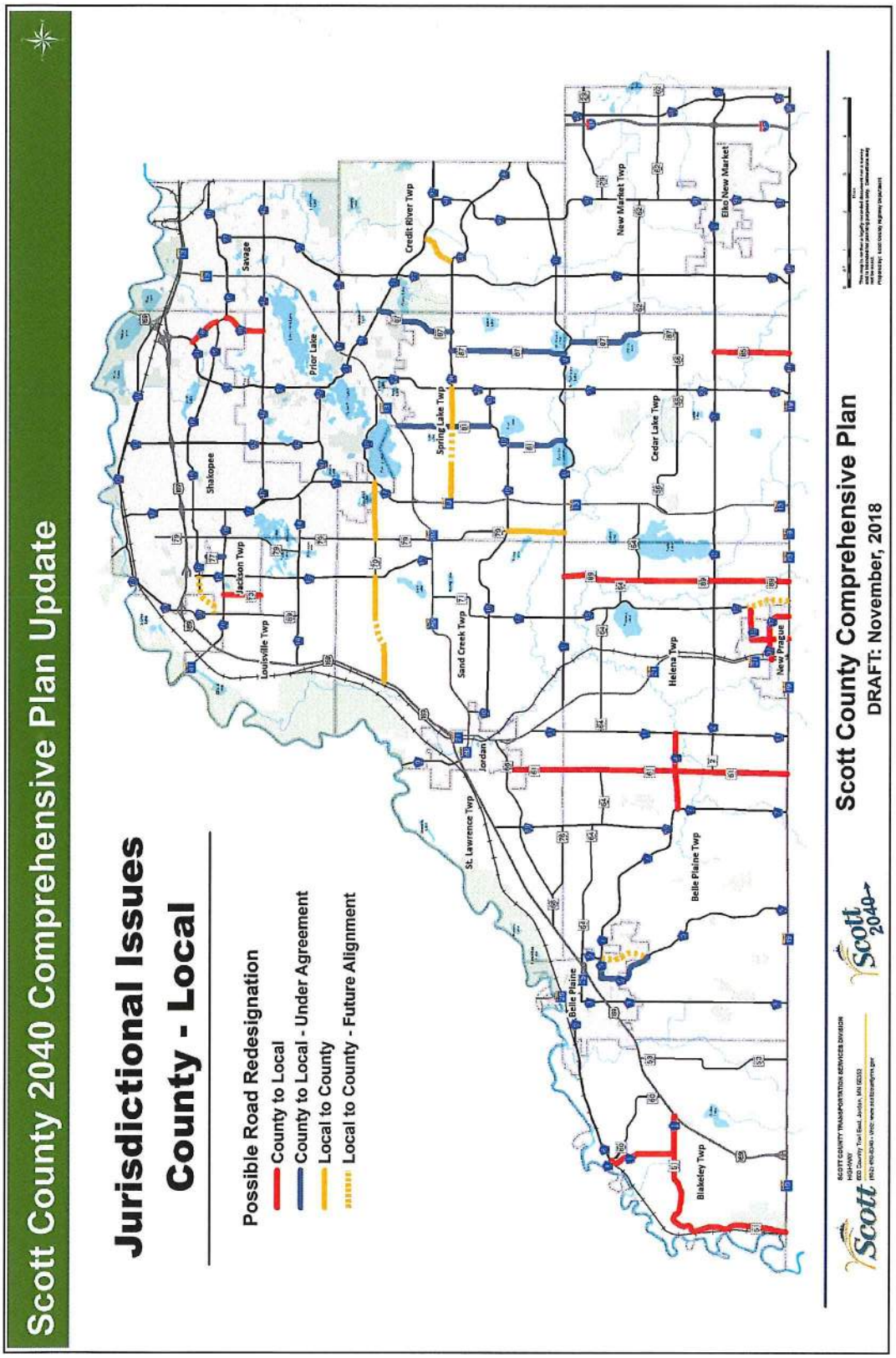
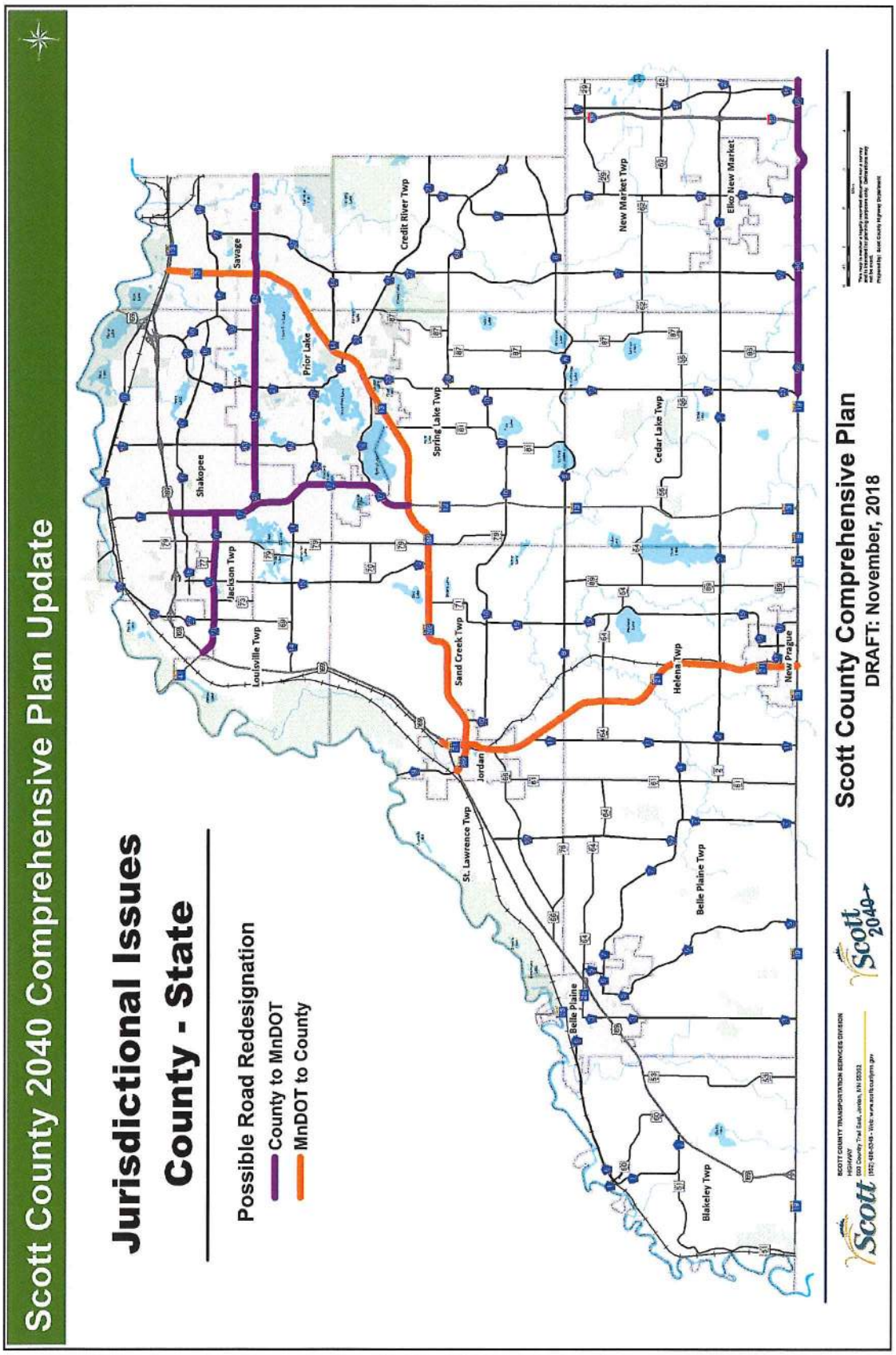
Figure A-4
Map of State to County Roadway Transfers