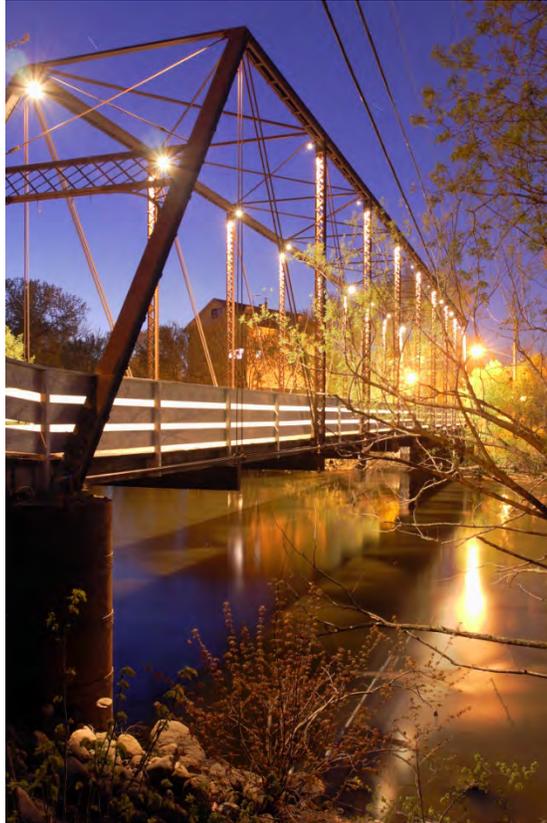


# City of Hanover Comprehensive Plan



**Adopted**

7/15/08

**Amendments Adopted:  
December 2011**



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# I. EXECUTIVE SUMMARY

The City of Hanover is located in the suburban fringe of the Twin Cities Metropolitan Area, with suburban and urban development to the southeast and agricultural and rural landscapes to the northwest. Situated on the banks of the Crow River, the City has many amenities that draw residents to the community, including abundant, scenic natural resources, proximity to the Metropolitan core cities, rural landscapes, and proximity to Interstate 94. The proximity to the Interstate makes it easy for residents to commute to Minneapolis/St. Paul or other suburban cities for work, shopping, and other entertainment.

To facilitate more orderly growth as the community's population grows, the City has been working with Rockford Township to develop an Orderly Annexation Agreement. As the annexation area was not included in the 2002 Comprehensive Plan, the City of Hanover initiated the preparation of this Comprehensive Plan Update in September of 2006, with the final plan adopted by the City Council on July 15 2008

The Plan was developed over the course of 22 months in a collaborative effort facilitated by the Community Growth Institute and involving appointed and elected officials, City staff, the citizens of Hanover, and citizens of Rockford Township. Citizen outreach, public participation, involvement, and education were key components in creating this Plan. All materials, research, analysis, meeting notes, and draft reports were made available to the public at City Hall and by posting them on the internet throughout the entire planning process.

The City also partnered with the Minnesota Pollution Control Agency (MPCA) to integrate Conservation Design concepts into the planning process in an effort to improve environmental quality in the area and to reduce impacts to the Crow River. The MPCA provided technical assistance, educational materials, and public workshops throughout the planning process. The City began working cooperatively with the MPCA to implement Conservation Design and Low Impact Development (LID) in existing development proposals, utilizing the MPCA's resources to review and comment on proposed developments and techniques for carrying out Conservation Design principles.

Public participation represents the foundation of the Hanover Comprehensive Plan, drawing on the wide range of attitudes and ideas regarding growth and development. The City felt that it was important to establish a solid base of support for the Plan rooted in the core values of its residents in order for the Plan to be successful in its future implementation. Participants in the planning process gathered for five community workshops to develop an overall vision for the Planned Annexation Area, with a focus on improving water quality in the Crow River and the overall Crow River watershed.

## Common Themes

While this plan is organized according to topic areas of housing, transportation, economic development, parks and recreation, environment, and land use, it is important to note that there are common themes that emerged across these seemingly unrelated topic areas. Common themes that emerged during the process and contained in this Plan focused on connections, the Crow River, natural amenities, and community character.

## Connections

The City of Hanover is a compact community with a concentration of parks, shops, and restaurants within close proximity to a wealth of natural areas and open spaces. Despite this fact, these amenities are not connected in efficient and diverse ways, often requiring that residents and visitors drive their cars to get from one place to another. A disconnected parks and trail system presents

further challenges in linking neighborhoods to the central business district and other amenities, as well as linking isolated remnants of open space and natural areas. This Plan focuses on connecting:

- 1) Parks and open spaces through a network of trails and habitat corridors
- 2) Downtown businesses to each other, to surrounding neighborhoods, and to area amenities
- 3) Neighborhoods with parks, schools, natural amenities, and local businesses
- 4) People to places, landmarks, and organizations that they value in the community
- 5) Residents and visitors with the goods and services they seek

## The Crow River and Natural Amenities

Across all topic areas, the River and other natural amenities emerged as the cornerstone of the character of the Hanover community. These features contribute to the well-being of the community and act as a key component in the identity of the community. Ensuring the protection, enhancement, and access to the River and other natural amenities is essential to the future of the Hanover community as a destination and as a wonderful place to live. This Plan focuses on the Crow River and natural amenities to:

- 1) Protect the natural resources unique to Hanover and make them accessible to everyone, with special emphasis on the Crow River
- 2) Serve as green infrastructure to reduce overall built infrastructure costs and to protect the character of the community
- 3) Make Hanover a destination for recreation, business, and living
- 4) Attract outside investment
- 5) Maintain the strength and appeal of Hanover's neighborhoods
- 6) Ensure a high quality of life for residents

## Community Character

The character of a community is, perhaps, the most intangible, yet important, concept to define when creating a vision for the future. For many residents, planning does not serve its purpose if the characteristics of the area that people have grown to enjoy, that draw people to the area, and that people identify with the area cannot be maintained. It is critical that those defining components of the community's character not only be identified, but also be preserved and enhanced as part of any strategy for future growth and development. While abstract, this portion of the Plan is the most critical component in guiding future growth and development.

During the planning process, participants frequently discussed the importance of maintaining the community's character, but when asked to define community character, or rural character as many folks stated, participants struggled with articulating a succinct sentence that describes this character. By discussing and dissecting the small town atmosphere that exists in the community, the following key elements of Hanover's character were identified:

- 1) **Natural Resources.** The Hanover area is a place where wildlife can be found in people's yards. The area is sprinkled with wetlands, prairies, and wooded areas, with the Crow River acting as the centerpiece of the environment. Streams meander through the rolling landscape and drain into the Crow River, where herons can be seen and catfish, redhorse, and other fish can be caught. In addition, a large wetland complex lies in the heart of Hanover, covering over 150 acres of land and providing water, wetland, and woodland habitat.
- 2) **The People.** Hanover has a strong sense of community, with residents stating that they appreciated that most everybody knows everybody. Residents represent a wide range of backgrounds and interests, from families that have lived in the area for generations, to more recent transplants. Volunteerism and appreciation for natural resources are an integral part of community life, and residents are active in a variety of civic groups and local clubs, including

the Hanover Lions, the Crow River Lions, the Historical Society, the Hanover Area River Team, the Athletic Association, the Hanover Harvest Festival Committee, and the Golden Age Club.

- 3) **The Landscape.** Hanover is a place with a small, compact downtown surrounded by smaller residential lots that gives way to larger lots, farmlands, and open spaces. The rolling hills, spots of wetlands, woodlands, grasslands, and streams bring natural beauty to the area, contributing to not only the character of the community, but also providing ecological benefits, stormwater management benefits, and recreational opportunities.
- 4) **Sense of Place.** Hanover has a rich history celebrated in historical buildings and structures throughout the City and through the Hanover Historic Society. The City has retained its ties to the past and has kept its small town, rural feel, despite rapid development in communities to the north and east closer to Interstate 94. Residents come together for community events, school functions, and special occasions like the City's annual Harvest Festival and the Caroling at the Historic Bridge event.

## Collaboration

Land owner and developer participation in the planning process highlighted the importance of economic viability and marketability of land use decisions. Private investment in municipal sewer and water systems as well as in open space and natural resource preservation need to be balanced with market economics. In order to achieve this balance, the city desires to collaborate with land owners and developers in designing development that support the City's values. In order to develop mutual trust and the flexibility to achieve win/win outcomes, developers and land owners are strongly encouraged to approach the City very early in the development process. Early discussions provide an opportunity for the city to clarify its desired outcomes for the project and establish communication and planning expectations. The alternative to collaboration is implementation of the City's standard regulatory controls.

## Key Planning Principles

The planning process identified key principles that reflect the consensus values of the community. These principles form the basis for all goals and policies listed in the plan. These principles are statements of intent that describe the direction of future development and redevelopment of Hanover. These principles will help guide the City on how to use its limited land resources efficiently and effectively to continue to foster a high quality physical environment.

The principles reflect a variety of land use topics and themes. They focus on the quality, pattern, character and organization of development. They specifically address mobility and connectivity as it relates to neighborhoods, districts and corridors. It should be understood that the City can take action that induces or dampens, maintains or changes, future development patterns.

The City's planning principles are:

1. The existing rural character defined by open space and natural resources will be maintained and enhanced.
2. The natural environment will be protected, enhanced and better integrated in the community.
3. New and redeveloped residential areas will have strong neighborhood qualities.

4. Environmentally-sensitive practices will be integrated into new developments and redeveloped areas.
5. A wider range of housing choices including housing style and cost will be encouraged in the overall community as well as in individual neighborhoods.
6. Opportunities will be created to better connect the community through walking and biking trails.
7. Existing natural resources will form the foundation for ecological/greenway corridors and provide both habitat and recreational connections.
8. Collaboration with developers and land owners is the desired approach for implementing land use decisions.
9. New developments will be evaluated on the provision of life-cycle housing opportunities, houses that are accessible to all abilities by incorporating universal design concepts, as well as opportunities for healthy living.

## II. INTRODUCTION

### Purpose

This Comprehensive Plan will guide future growth and development in the City of Hanover. The Plan develops a vision for the community and sets forth a policy framework for all future land use decisions and regulations to assist the City in achieving that vision. The intent of the Plan is to guide development through the year 2030, with the understanding that adaptations and revisions will be needed in the future to account for changing conditions in the City and in the region.

This Plan is an update of the Comprehensive Plan adopted by the City in 2002. The intent of the update is to reflect recent developments in orderly annexation with Rockford Township. The City and Rockford Township have been working to draft an Orderly Annexation Agreement encompassing a land area of 6.7 square miles, covering the northern portion of Rockford Township. Recent annexation requests and ongoing development pressures have prompted the City to initiate a comprehensive plan update process that incorporates this land area and develops future land use guidelines so that the City may continue to grow in a planned and orderly fashion, while achieving the community's vision and goals.

### History

(Prepared by Warren H. Lamb and compiled by the Hanover Chamber of Commerce, Inc. a verbatim transcript from City copy)

Sometime prior to October 1855, Jacob Vollbrecht, a woodworker, left his home at or near Kalusthal, Germany (apparently near Hanover), and came to Mobile, Alabama, USA. He then worked his way to New Orleans, Louisiana, then up the Mississippi River to St. Anthony Falls, Minnesota (a milling center at that time and now known as Minneapolis, Minnesota). He obtained a canoe and paddled up the Mississippi River to Dayton, Minnesota, then up the Crow River, arriving at the site which would later become Hanover, Minnesota, in October 1855. A brother, William Vollbrecht, an ironworker, and his family followed and arrived in April 1856. Several others followed.

During the next few years, the Vollbrechts built a dam and flour mill on the Crow River. Later came a wagon shop, sawmill, hardware store, blacksmith shop, grocery store, and saloon. Several homes were built and a bridge crossing the river was built during the winter of 1867-1868 (temporary bridges were used prior to that time). In 1877, the United States Post Office was established and, in 1891, the Village of Hanover was incorporated.

The census taken in May 1891 shows Hanover had 208 residents. The following directory was apparently compiled at that time:

Mrs. Louise Haefer, Postmaster and General Store Keeper  
William Haefer, Saloon  
Hanover Creamery, R.W. Saenger, Secretary  
Hanover Telephone Company  
Hanover State Bank, C.A. Farel, President and H.E. Kirscht, Cashier  
John Hurley, Blacksmith  
John Lockadell, General Store  
Richard Saenger, Wagon Maker  
Mrs. Augusta Strunk, Saloon  
Luis Strunk, Meats  
Vollbrecht Bros. Flour Mill

William Vollbrecht, Hardware Store

Some of the leading citizens were:

L. Hildebrandt	John Weinand	Peter Bingenheimer
Henry Schendel	James Wadick	George Adelberger
A. Bush	George Strunk	W. Ende
Wm. Vollbrecht	Louis Schendel	Fred Graf
Peter Thies	Wm. Loeffler	Fred Borngesser
Max Saenger	N.A. Weier	Jacob Vollbrecht
Henry Vollbrecht	Fred Hartfiel	Edward Strunk
Frank Kernod	Nick Kaufman	August Vollbrecht
Herman Vollbrecht	Hubert Zann	August Hoffmorkel
George Weiss	Henry Faue	Henry Wolff

Two church groups were organized: the Zion Evangelical Church (now known as the Hanover United Methodist Church) was erected in 1885. The St. Paul Lutheran Church was erected about 1900 and has recently completed an expansion project. Also, phase two of the expansion project is being planned due to increases in the congregation. Many old pictures of the area are available for reprints.

At present, Hanover, Minnesota is a small, relatively quiet and peaceful city and a pleasant place in which to live. The City is expected to have approximately 2,500 residents by the end of the year 2007, having had a population of approximately 1,355 residents in the year 2000. The City has an area of five (5) square miles of gently rolling fertile land, dotted with well-wooded sections. Downtown Minneapolis lies approximately 23 miles to the southeast, and Buffalo, the Wright County Seat, is 10 miles to the west. The Crow River, meandering between nicely wooded banks, under two bridges, and over the old dam, flows in a northeasterly direction through the central part of the City and continues on northeast for approximately 9 miles where it merges with the Mississippi River at Dayton. The river is the border between Hennepin and Wright Counties.

Anglers take many game fish, including walleye, northern pike, small mouth bass, and crappies from this stream. Whitetail deer, raccoon, red fox, and gray and red squirrels frequent the wooded areas along the river. Muskrats and an occasional beaver are seen along its banks. Wild ducks, shore birds, trumpeter swans, bluebirds, wild turkey, a variety of species of hawks, deer, bald eagles, fox, coyote, and ring neck pheasants are common sights. The Wright County Riverside Public Park, which is approximately seven (7) acres, is located along the river at the northeast part of the City. The Crow-Hassan Park Reserve is immediately across the river in the Hennepin County portion of Hanover.

Well-surfaced County highways enter the City from the north, south, east, and west. The dam on the river is no longer intact; both the mill building and the creamery building have been converted to apartment buildings. Many of the fine older residences built many years ago are still in use and good repair. Several of the original commercial buildings are still in use.

The old bridge now serves as a pedestrian bridge, while a relatively new and modern bridge spanning the river a short distance upstream.

In 1994, the City constructed a fire station on County Road 19. The station houses five (5) fire trucks, first aid equipment, a grass rig, historic fire engine, and other related equipment. The Fire Department has 30 volunteer members, with each member carrying a small radio receiver that allows them to receive fire alarm dispatches. The Hanover Fire Department provides protection by contract to four surrounding communities.

In 1977, a new City Hall was erected on a 5-acre tract of land. The total cost was approximately \$200,000. A Federal Grant provided a good portion of the money. In 2002, the City undertook an expansion and renovation project to the City Hall. The Hanover Athletic Association, Inc., a non-profit organization, owns a 15-acre athletic field, that includes a ballpark, plus necessary buildings are on the field. Hanover has several other organizations, including two Lions Clubs, a Park Board, Planning Commission, and Economic Development Authority. The Lutheran Church sponsors the area's Boy Scout troop and children's Preschool Center. The elected City Council of five persons appoints, upon recommendation of the Mayor, the persons of the Park Board, Planning Commission and Economic Development Authority.

At present, Hanover has a variety of commercial establishments, including a gasoline and service station, beauty salons, automobile and tractor repair, saloon restaurants, cabinet factory, plumbing and heating supply store, plus a United States Post Office. Several years ago, Hanover had its own public school system. At present, a major part of the City is consolidated with the Buffalo School District. Grades Kindergarten through fifth are housed and educated in a relatively new and modern structure in Hanover. This building on a 35-acre tract has 18 classrooms surrounding the library center, a 60' x 80' combination gymnasium/community room, plus several other rooms. Approximately 30 persons are employed in this building. Grades 6 through 12 are bussed to Buffalo. The northerly edge of the City lies in the St. Michael-Albertville School District; these children ride the bus approximately 4 miles north to the public school in St. Michael-Albertville.

Hanover is a growing City and anticipates extensive expansion in the near future. Many families from the metropolitan area are buying land and building in and around Hanover. We should all admire and have the greatest respect for those pioneers who had vision, intelligence, ambition, courage, and endurance. They were great people. May their kind endure as long as the sun shines, the rain falls, and the green grass grows.

## **Plan Setting**

As there are barriers to full citizen participation in a planning process, including the time commitment required and existing personal obligations, the City held three open houses to obtain the views of residents on the issues facing the community, particularly through the annexation of property from Rockford Township. The feedback received by the City during these open houses, as well as feedback received during a public visioning workshop held in 2001, have shaped the direction and recommendations found throughout this Comprehensive Plan.

The 2002 Comprehensive Plan has served as the foundation for this Comprehensive Plan, as many of the same issues that faced the community during the 2001-2002 planning process remain today. Additionally, participants in the 2006-2007 planning process commented on the detrimental effects of past development on the environmental quality of the City. Participants wanted to find an alternative approach to development that would preserve the City's vision of maintaining the City's rural character, while preserving and protecting the City's high quality natural resources. Through resources provided by the Minnesota Pollution Control Agency, it was determined that conservation design was the best approach for achieving this vision. The vision statement from the 2002 Comprehensive Plan was revised to reflect this change of approach.

## **City of Hanover Vision**

### **Well Planned Community**

Many of the visions stated that Hanover would experience orderly and responsible growth. The vision includes building neighborhoods using conservation design, respecting the existing landscape and minimizing impacts to the natural and built environments.

### **Economic Growth**

Many of the visions stated that Hanover would have a strong community economy by creating a centralized business district with service businesses and retail, while providing pedestrian access.

### **Small City Amenities**

Some of the visions predicted that Hanover would remain a responsive community with all of the following attributes: rural setting, preservation of open space, recreational spaces, parks, and trails.

## **Current Issues of Hanover**

Many issues facing Hanover were identified during the 1998 and 2002 comprehensive planning processes and are still deemed to be relevant today. The following list of challenges will be addressed throughout the Comprehensive Plan.

1. Maintain an adequate supply of land to accommodate a range of residential densities, housing opportunities, and lifestyles.
2. To what extent should the minimum lot size and area requirements be redefined in the residential district?
3. Minimum lot size and area should be sustained with water main extensions and possible future sanitary sewer service.
4. Public open spaces should be provided in the vicinity of the historic mill area, along with a future interpretive center at the river crossing.
5. Expansion of Hanover's park and trail system.
6. Incorporate an active recreation area in the Crow Hassan Park Reserve near the intersection of County Road 19 and County Road 117.
7. Identify natural resources for preservation.
8. Will mining and any subsequent reclamation produce the expected economic benefits and end use results?
9. Is there a need for an east-west primary road along the alignment of 8<sup>th</sup> Street NE extended westerly at county Road 34?

## **Current Assets / Services and Challenges**

To reiterate, the purpose of identifying the assets and challenges of communities is to formulate opinions on the features on which our community can build and expand and the features which our community should seek to minimize. Many residents felt that the sense of community in the Hanover area is important to its health and vibrancy. Its residents, community groups, and work ethic define the community in many ways. These assets/services and challenges contained within this Section were developed by a Visioning Group in 2001 and since revised during the 2006-2007 planning process. The City has worked since then to address and resolve many of the challenges contained herein.

The community is fortunate to have many economic and geographic advantages that will help to ensure a positive future for the City of Hanover. Many economic development benefits are available to the City given the City's close proximity to Interstate 94. Much of the beauty of the area is represented by the amount of open space, parks, and natural features interspersed across the landscape. The Crow River serves as an enjoyable backdrop and recreation feature in the City. The City will need to address maximizing the use of the existing open space and designing a system of parks and trails, with appropriate recreational facilities, for the future.

The City of Hanover is a progressive community with significant investments in public infrastructure. The City is responsible for the maintenance of city streets and utilities, has a volunteer fire department, and currently has joint jurisdiction coverage for police protection. The community has expressed satisfaction with the services and facilities that are currently available. This Comprehensive Plan will provide goals and policies that allow for the continuation and expansion of the provision of services for residents.

While the residents expressed pride in the accomplishments and strengths of the community, there are several concerns that were raised and will need to be addressed through the Comprehensive Plan. The main concerns fell across several topic areas including managed growth, environmental issues, and economic development.

The Community is concerned that growth is not managed in an appropriate manner. Participants recognize that the costs of growth are significant to both the developer and to the community. The City must also address environmental issues as it experiences and permits additional growth. Finally, residents expressed the need to create and support a strong business community by supporting a strong business climate with diverse retail and service-related businesses. The Comprehensive Plan will address these issues as it examines future growth opportunities and develops goals and recommendations for achieving those goals.

The residents also recognize the need to provide a variety of economic opportunities within the community, including pedestrian- and automobile-oriented commercial development for a range of business sizes. There is interdependence between a healthy downtown and a vibrant retail community.

### **Current Assets / Services**

- Hanover Harvest Festival
- Volunteer Fire Department
- The Old Foot Bridge
- Dance studio in St. Michael and Rockford
- Athletic Association
- Historical Society
- Child care with diversity
- Strong agricultural history
- St. Paul's Lutheran Church (historic)
- Locally owned businesses
- Proximity to jobs in the Twin Cities
- Self employed, industrious workers
- Growing community, population, tax base
- Tourism industry
- Quality of life
- Good schools and education opportunities
- Close to Interstate 94
- Quality labor force
- Land for economic development
- An inviting tax base
- Clean, safe environment
- Financial backing for education
- Small town, community feel
- Strong parental involvement
- Small class sizes
- Availability of preschool
- Special education is good
- School in tune with community
- Early childhood and family education programs
- Good reputation of school district
- SPARK summer program
- Crow Hassan Park (science)

- Adult, special education, continuing education programs
- Kid care, latchkey programs
- Many educated, diverse residents
- Access to health care, Buffalo and Monticello
- Strong environmental values
- Strong church community
- High quality water/sewer system
- Strong community volunteer base
- Wired (internet) school system
- Cable access
- City website
- Access to Fiber optic lines
- Fire department and rescue
- Professional residents
- City and township government
- Crow River
- Lakes/wetlands
- Natural features, mature trees, terrain
- Green space
- Wildlife
- Sheriff service (Hennepin / Wright Counties)
- CPR training
- Hanover newsletter
- School patrol
- Snowmobile trails
- Rural scenery
- Ball fields
- Biking
- River Road

## Challenges

- Distance to travel for activities
- City missing historical documents and maps
- Lack of a Beautification Committee
- Locating Hanover descendents
- Workforce and families commute to Twin Cities: Business done outside of the City
- Policies and infrastructure do not encourage economic development
- Absence of a retail area
- Lack of growth in supporting services
- Keeping pace with fast-growing population: need for additional or bigger Elementary School
- Challenge to maintain small class sizes
- Commute to Middle and High Schools
- Noise pollution with growth and traffic
- Split county ambulance service and associated distance
- Lack of senior transportation for health care
- Lack of affordable housing for seniors
- Not enough sport/recreational facilities for children
- Need consistent plan for street development
- Affordable sewer and water for residents: dependent on Joint Powers System with St. Michael and Albertville which increases costs
- Citizens do not have easy access to Council and City meetings
- County and State transportation system needs attention from Mn/DOT
- Improve water quality on lakes, rivers, and wetlands
- Development that protects green space
- Adequate police coverage to meet growing needs
- Pedestrian and bicycle safety lanes
- High density development
- Funding
- Safety in terms of the County Park

# III. CURRENT INVENTORY & ANALYSIS

As the City of Hanover prepares for its future, it must consider where the community has been as well as what is happening outside of the community's borders and how that might impact the community itself. The review and analysis of these figures ensures that the City is prepared to handle all potential future growth and development in a manner that maintains the core values and priorities of the community.

## Demographic Characteristics

In order to plan for the future of a community, it is important to understand the past and track historical trends, as well as look at projections for how the City of Hanover is likely to change. In addition, as Hanover contemplates property annexation of a selected area of Rockford Township, it has to consider growth trends both within and outside its borders to fully understand the implications of such a change.

The information presented in the tables, figures, and maps in the Plan area is as current as possible for the year 2011. The information is gathered from a variety of sources including the U. S. Census Bureau, the Minnesota Demographer's Office, the City of Hanover, and other sources.

## Population Change

Table 1 displays the population change for Hanover and the surrounding area from 1970 to 2010. Since 1970, Hanover experienced rapid growth in population from 1990 to 2010, as the population increased by 273%. This trend is projected to continue and is largely influenced by the City's location in the North Star Corridor along the I-94 corridor just northwest of the Twin Cities Metropolitan Area.

Based on the population figures from 1970 to 2010, the City of Hanover has increased in population by over 705% in that 40-year period. This growth pattern puts Hanover among the fastest growing communities in Central Minnesota. By 2010, the City had 2,938 residents, representing a 117% increase in population in just ten years and exceeding the projected population growth rate cited by the Minnesota State Demographer. By 2030, the City of Hanover is projected to have an expected population of about 5,585 residents.

The City of Hanover, being located in both Hennepin and Wright Counties, is influenced by overall regional trends in both counties. While Hennepin County has a much larger population than Wright County, it is Wright County that has been experiencing a surge in population in recent years which is evidenced in St. Michael, where the population has grown 554% since 1990. The City of Greenfield, in Hennepin County, also saw an increase in its population, growing 92% since 1990. This rapid growth has implications for Hanover, which is bordered on north and west by the city of St. Michael and on the south by the cities of Greenfield and Corcoran. For instance, how will this rapid growth affect existing infrastructure and future infrastructure capacity issues? Communities like Hanover will need to address things such as wastewater, stormwater runoff and the need for new roads and other transportation infrastructure against any potential negative impacts to the natural environment.

Table 1: Population, 1970 - 2010

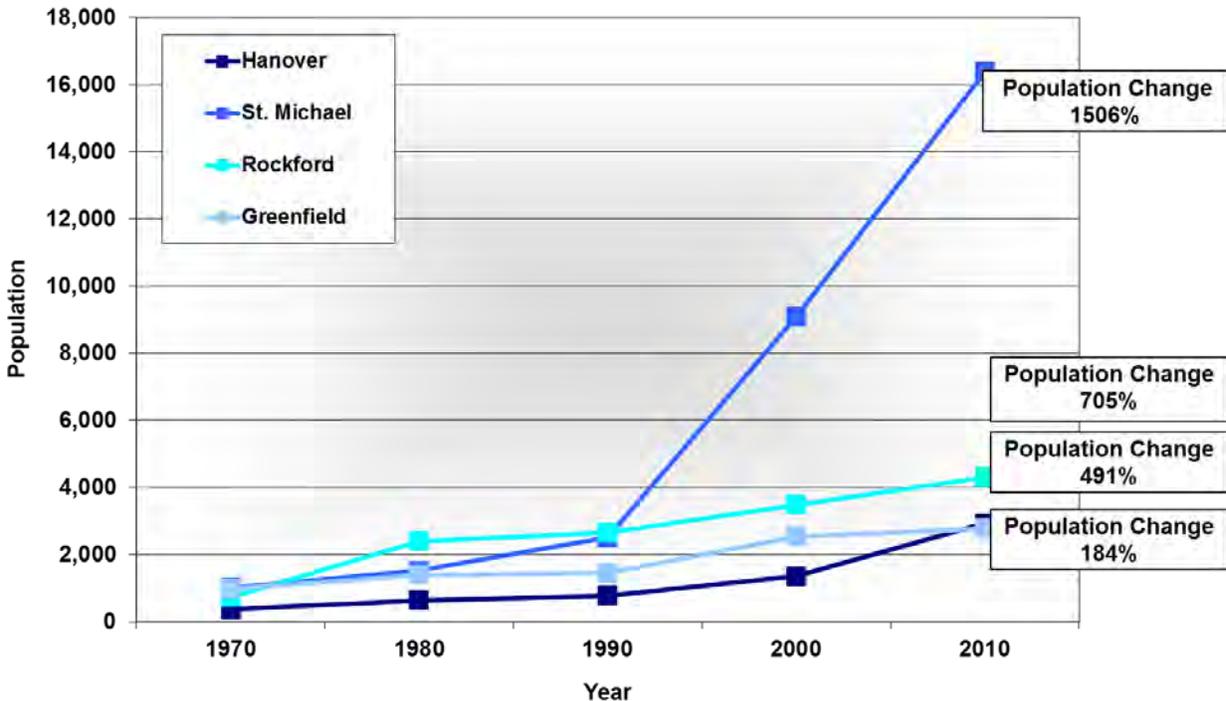
	1970	1980	1990	2000	2010	% Change 1970-2000
Hanover	365	647	787	1,355	2,938	705%
St. Michael	1,021	1,519	2,506	9,099	16,399	1506%
Rockford	730	2,408	2,665	3,484	4,316	491%
Greenfield	977	1,391	1,450	2,544	2,777	184%
Hennepin County	960,080	941,411	1,032,431	1,116,200	1,152,425	20%
Wright County	38,933	58,681	68,710	89,986	124,700	220%

Source: Minnesota State Demographer, U.S. Census Bureau

In Rockford Township and the proposed area for annexation, the population has remained relatively stable and is actually projected to lose population, likely due to the annexation by adjacent municipalities. But since the communities surrounding the Township are rapidly growing and are expected to continue growing, this area will face some of the same issues as the neighboring growing communities. The neighboring communities have limited available undeveloped land to accommodate expected growth, and so growth will invariably spill outside of the municipal boundaries or the municipalities will have to grow to accommodate expected population increases.

**Historic Population & Percent Changes:  
Hanover & Surrounding Communities 1970 - 2010**

Source: Minnesota State Demographer & U.S. Census Bureau



## Population Structure

While the overall population in the City of Hanover grew 117% from 2000 to 2010, the largest increase was of children under 5 and adults age 60 to 64. Large increases in actual numbers of children under 9 and adults age 25 to 34 suggest that more families are moving to the City. Changes in population structure are important to note as the City moves forward in planning to serve the community. The increase in the number of children will have a significant impact on the local school system, as well as on the recreational resources available in the community. There has been a shift in recreational demand from passive opportunities to more active opportunities, such as playgrounds, bike trails, and ball fields. The City has actively worked to address these issues through the application of park dedication requirements for new proposed planned unit developments and standard subdivisions.

Interestingly, two segments of the population are not growing at the same pace as the other segments. Those segments are the young adults (20 to 24) and the 75 and older cohorts. The reasons for this lack of growth in these two cohorts is not specifically known. Those residents that are 75 and older may be having a difficult time remaining in Hanover for a variety of reasons potentially including lack of suitable housing to meet their current needs while others may be choosing to spend their retirement in other locations. The lack of young adults is similar to that experienced in other similar communities as they leave their family home for college and other opportunities.

**Table 2: Population Age Structure for Hanover, 1990 – 2000**

Age	2000		2010		% Change 2000 - 2010
	Persons	%	Persons	%	
Under 5	104	8%	339	12%	226%
5 to 9	141	10%	316	11%	124%
10 to 14	138	10%	238	8%	72%
15 to 19	104	8%	181	6%	74%
20 to 24	64	5%	89	3%	39%
25 to 34	163	12%	463	16%	184%
35 to 44	325	24%	545	19%	68%
45 to 54	180	13%	443	15%	146%
55 to 59	55	4%	128	4%	133%
60 to 64	18	1%	93	3%	417%
65 to 74	32	2%	68	2%	113%
75 to 84	25	2%	27	1%	8%
85+	6	0%	8	0%	33%
<b>TOTAL</b>	<b>1355</b>	<b>1</b>	<b>2,938</b>	<b>100%</b>	<b>117%</b>

Sources: US Census Bureau

Interestingly, the 2000 U.S. Census showed that the 35-44 and the 45-54 age groups experienced the largest increases in population from 1990 to 2000. People in these age groups are viewed as the next generation of community leaders and established business owners. Their children are present in the school system, ranging in grades from Kindergarten to seniors in high school. People

in these age groups tend to be active in the community and demand high quality of service for their children and families. In contrast, the 2010 Census showed the highest growth in the 25 to 34 and corresponding under 9 year old age groups signifying that Hanover is attracting younger couples and families. This influx of new students will be entering the school system in the next 5 years which will have an impact on the school system.

## Median Age

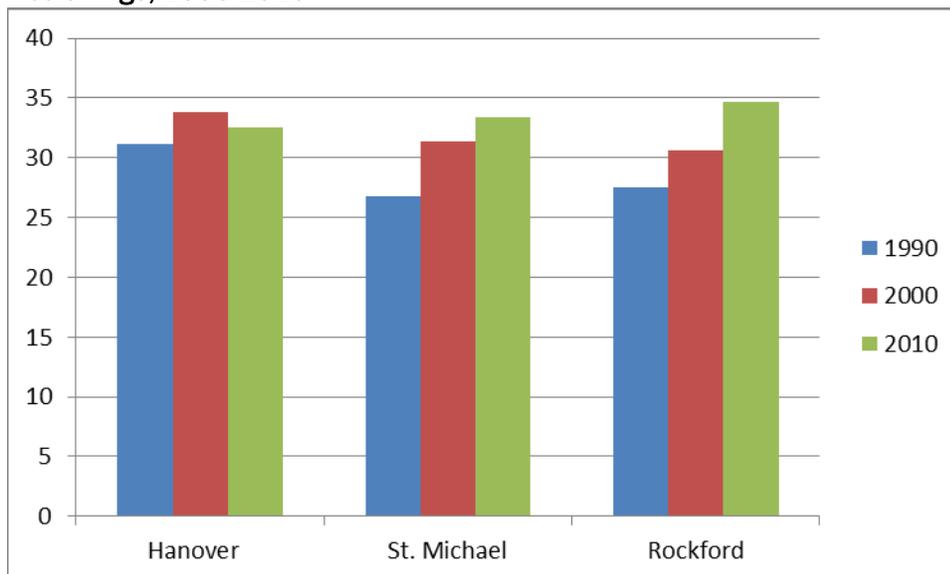
Median age is the age in a community in which half of the community’s population is older than that age and half is younger than that age. Using the median age, rather than average age, allows the community to obtain a better picture of the population, as the median age is not skewed by a handful of outliers, as can happen when calculating the average age.

The comparison of the median age in the community from 1990 to 2010 can provide insight on how the population has been changing as a whole. The median age for Hanover in 1990 was 31.21 years, with a slight increase to 33.8 years by the year 2000, followed by a decrease to 32.5 years in 2010. Compared to the entire State of Minnesota for the year 2000, the City of Hanover is relatively young.

As discussed in the previous section on Population Structure, the City has experienced significant growth in the youth and young adult segments of the population, while maintaining a stable but generally not increasing rate of growth in the 75 and up age group. The increase in Hanover’s median age may be attributed to not only the significant growth of young families, but also the tendency for the older age cohorts to not age-in-place in Hanover.

Hanover’s median age is somewhat dissimilar to the age trends in neighboring communities. All of the other area communities have experienced an overall increase in median population age, while Hanover’s population changes have been relatively stable . On the whole, the communities in the Hanover area are relatively young as compared to the State’s median age, but the majority of these communities have all seen similar increases in median age as the statewide balance trends towards a higher median age..

**Median Age, 1990-2010**



Source: U.S. Census

As evidenced previously, these changes in median age show the City that it should be prepared to continue to provide service to a younger population as well as to a population of young families with children. The challenge for the City is to ensure that the needs of all age groups are fulfilled in an efficient, cost-effective manner that fully implements the principles of Conservation Design, as described in Section IV of this Plan.

## Housing

The Hanover area has been established as a desirable place to live, boasting access to the core cities of the Twin Cities Metropolitan Area and beautiful natural resources set in an otherwise rural landscape. As discussed previously, Hanover, along with area communities, has experienced a growth in population over the last 30 years, and those new residents will continue to need housing to suit their needs.

According to the U.S. Census Bureau, a household includes all the persons who occupy a housing unit. While a housing unit is defined as a house, apartment, mobile homes, groups of rooms, or a single room that is occupied, or intended for occupation, as separate living quarters. Separate living quarters are those in which the occupants live and dine separately from any other persons in the building and which have direct access from the outside of the building or through a common hall, and so excludes buildings like dormitories on college campuses.

From 2000 to 2010, the City experienced a 110% increase in the number of households in the City,. This rate of growth in the number of households closely followed the population growth rate, being slightly lower than the overall population growth rate of 117% for that same time period.. Hanover’s population growth rate was more similar to that of Wright County than Hennepin County for the time period between 1990 and 2000.

**Table 3: Household Change, 1990-2010**

	1990	2000	2010	Growth Rate	
				1990-2000	2000-2010
Hanover	263	440	926	67%	110%
St. Michael	800	2,926	5,239	266%	79%
Rockford	980	1,296	1,622	32%	25%
Hennepin County	41,900	456,129	475,913	989%	4%
Wright County	23,013	31,465	44,473	37%	41%
Source: U.S. Census					

The difference between Hanover’s population growth rate and the household growth rate can be attributed to the increase in the number of people per household. In 2000, Hanover had an average of 3.08 people per household, but by 2010, the average number of people per household had increased to 3.17. This increase in household size is reflective of the burgeoning population of young families in the community.

**Table 4: Household Size, 1990-2010**

	1990	2000	2010
Hanover	2.99	3.08	3.17
St. Michael	3.13	3.09	3.13
Rockford	2.72	2.69	2.66
Hennepin County	2.41	2.39	2.37
Wright County	2.95	2.83	2.78
Source: U.S. Census			

The Hanover area will continue to draw new residents in the 25-44 age group from the nearby Metropolitan Area, being a mix of young families and single person households. The household size may increase or hold steady as these young families move into the community. From 2010-2020, the total household size will likely stay similar to the current average size as younger families continue to move into Hanover. Starting around 2020, the household size is anticipated to start decreasing as these households move into the empty nest stage where the children start to leave their family home.

The growth in the total number of housing units within the communities in the Hanover area closely mirrors the total household growth in the respective communities. The fact that the total number of housing units grew at a rate similar to the total number of households shows that new housing construction has kept pace with the population growth, without far exceeding or falling short of the demand for new units. The differences between households and housing units can be attributed to vacant housing units. Many communities, particularly previously rapidly growing ones, are seeing an increase in the number of vacant housing units as a result of the recent recession.

**Table 5: Housing Units, 1990-2010**

	1990	2000	2010	Growth Rate	
				1990-2000	2000-2010
Hanover	268	456	950	70%	108%
St. Michael	830	3,058	5,482	268%	79%
Rockford	1016	1,333	1,693	31%	27%
Hennepin County	444,987	471,315	509,469	6%	8%
Wright County	27,353	34,355	49,000	26%	43%
Source: U.S. Census					

As is typical for communities similar to Hanover, the majority of housing units in the community are owner occupied, constituting 93.2% of the housing stock in the City in 2010. The composition of housing units is similar to that of other communities in the area, which also have over 90% of their housing stock as owner occupied,. Renter-occupied housing in Hanover comprised 6.8% of the housing stock.

## Transportation

A city's transportation system is one of its most important elements as the street network influences land use configurations and relationships, the movement of goods and services, and the movement of pedestrians and automobiles to various destinations. The City of Hanover is seeing rapid development which is beginning to stress the existing transportation network, hastening the need to provide planning for trips of all types. A traffic light at the intersection of County Road 19 and County

Road 20 was installed, just north of the bridge over the Crow River in order to address traffic issues at that intersection.

Providing for the needs of both automobiles and pedestrians is a challenge facing many communities. Due to land uses and access points throughout the community, both north and south of the river, Hanover also faces the challenge of ensuring safety for pedestrians. Few areas contain sidewalks and pedestrians often travel along the shoulder of roadways within the City, a growing concern amid trends of increased walking and running for health purposes.

The City's transportation system consists of the network of local streets, County Roads, and a County State Aid Highway (CSAH) designed to accommodate vehicular and pedestrian movements within the City limits and the surrounding townships. The City of Hanover's transportation system serves the needs of two types of traffic:

- 1) **Through-Traffic:** This is traffic that has its origin and destination outside the community and merely travels through the community, typically on principal and minor arterials.
- 2) **Local Traffic:** This is traffic that has its origin and destinations inside the community and uses the local street system.

## Road Functional Class

The transportation system aims to provide both mobility for through-traffic and land access for local traffic. The functional classification system separates roads into one of four hierarchical classes that aid cities in balancing mobility and access. Local roads, for instance, collect traffic from and distribute traffic to residential and other low traffic areas. The next highest road class collects vehicles from the local streets and distributes them to areas of greater land use and the next highest road classification.

One basic principal of land use planning, tied directly to traffic, is that land uses that generate heavy traffic volumes and require efficient access to function properly (such as industrial facilities) should be located near roads of higher classification in order to properly take advantage of their greater traffic capacity and to prevent traffic congestion and land use conflict in areas where local streets are more common. Hanover's commercial district lines County State-Aid Highway 19, which will continue to influence land use in and around the community.

The function and basic characteristics of the various roadways are as follows:

### Principal Arterial

These roadways serve moderate to long trip lengths and distributes traffic between cities. Principal arterials emphasize traffic mobility over land access by limiting the number of access points along the length of the road. Traffic counts typically exceed 8,000 cars per day. There are no principal arterials within the City of Hanover. The nearest roadway of this type is Interstate 94 to the east.

### Minor Arterial

While the number of access points remains limited, minor arterials provide greater access than principal arterials and serve shorter trips. Traffic volumes generally exceed 3,000 cars per day.

### Collectors

These streets serve as connections between local streets, other collectors, and minor arterial. They serve shorter trips and have greater access to adjacent land compared to arterials. At the same time, they must be capable of moving relatively large traffic volumes for limited distances. They may also carry traffic to disperse major traffic generators, such as large residential developments and commercial areas.

### Local Streets

Local streets serve mainly to provide access to individual parcels of land and connect blocks within neighborhoods and activities with similar land uses. They typically connect to other local streets and serve short trips and low speeds. Traffic volumes are typically less than 100 vehicles per day and average speeds less than 20 miles per hour.

### Road Classification System

The transportation system in Hanover and the surrounding area has been classified as follows (Road Classification Map):

Minor Arterial	Collector	Local
CSAH 19	CSAH 34	Remaining Streets and Avenues
109 <sup>th</sup> Avenue N	CSAH 20	
County 203	CSAH 123	
County Road 117	15 <sup>th</sup> Street NE	
	Main Street / River Road NE	
	Kadler Avenue	

### Traffic Counts

County State-Aid Highway 19 carries most of the north-south traffic through the City of Hanover. County State-Aid Highways 34 and 20 serve as connections to the community from the west, while 109<sup>th</sup> Avenue North acts as a significant minor arterial connecting to the community from the east and providing access to the northwest Metropolitan Area. County State-Aid Highway 19 and 109<sup>th</sup> Avenue North serve to move both through and local traffic through the community in an efficient manner.

### Transportation Study 2006

In 2006, the City of Hanover completed a Transportation Study that provided transportation network planning for the City as well as future road network planning, including recommendations on road design standards, roadway jurisdiction issues, access management guidelines, and future functional classification. The study made a number of recommendations on several issues.

#### CSAH 19

The study recommends expanding this facility to add capacity within the next ten to fifteen years to meet growing traffic volumes. Wright County has identified expanding this facility to four lanes by year 2025 while Hennepin County has not identified a timeline for the project.

#### 8<sup>th</sup> Street Extension

The study recommends extending 8<sup>th</sup> Street west to connect with CSAH 19 in alignment with CSAH 34. This would allow 8<sup>th</sup> Street to function as a collector street and would support access management on CSAH 19. This potential expansion may have significant wetland issues and a complete investigation and assessment would have to be performed prior to any such project.

**Table 6. Average Daily Traffic Counts, 2005**

Location	Traffic Count
County State Aid Highway 19	10,200
109 <sup>th</sup> Avenue North	8,600
County State Aid Highway 34	4,050
County State Aid Highway 20	3,150
County State Aid Highway 123	1,850

Source: Mn/DOT 2004 Traffic Counts, Hennepin County 2005 Traffic Counts

### **The CSAH 19/CSAH 123 Area**

A traffic analysis was performed for the CSAH 19 and CSAH 123 area to assess existing and future traffic operations with and without proposed future developments. The northbound CSAH 123 movement operates poorly today without any new development. The study recommends realigning the intersection of these two roadways to improve access management. Greater separation between CSAH 123 and CSAH 20 is necessary to maintain the functionality of CSAH 19 in the future.

### **The CSAH 19/CSAH 203/CSAH 117 Intersection**

This intersection was reconstructed in 2006 to operate as a three-way stop control with uninterrupted movement along CSAH 19. Traffic analysis projects future traffic problems as increasing traffic on CSAH 19 will make it difficult for other motorists to cross the street, especially during rush hour. The study recommends the City work with Hennepin County to track traffic operations at the intersection and assess other types of control.

### **Functional Classification Network**

The study proposes to add five new collector roads over the next twenty years to the City of Hanover:

- 1) 4<sup>th</sup> Street NE/Kalland Avenue: East-west route linking new development in the western portion of the City to Kadler and CSAH 34 via an extension of 4<sup>th</sup> Street NE from the east end of the road to CSAH 34.
- 2) Kadler Avenue: Primary north-south route serving new development in the western portion of the City, linking CSAH 20 to CSAH 34.
- 3) 8<sup>th</sup> Street: Primary east-west route for traffic in the eastern portion of the City, connecting existing and future development with CSAH 19, CSAH 34, and River Road.
- 4) North-south extension of 8<sup>th</sup> Street: North-south extension of 8<sup>th</sup> street, west of the Crow River, providing a link from the east-west portion of 8<sup>th</sup> Street to an extension of 15<sup>th</sup> Street.
- 5) 15<sup>th</sup> Street: Extension east to connect with 8<sup>th</sup> Street near Crow River to provide an important east-west connection in the northern portion of the City.

### **Roadway Design and Right-of-Way Standards**

A standard policy for roadway design guidelines and associated right-of-way needs is an effective tool to use in ensuring the provision of safe, efficient, and consistent roadway networks. The study recommends the City perform a formal review and approval process for design standards. These standards would serve to effectively communicate the City's expectations to private developers.

### **Access Management**

Access management is the control of access to arterial and collector roadways to allow these roadways to effectively perform their respective mobility functions. The study recommends adopting and using the access and signal spacing guidelines discussed in Section 3.1.2 of the Northeast Wright County Sub-Area Transportation Study, which are generally consistent with the standards in Hennepin County. The study also recommends placing dedicated turn lanes on high volume roads and exploring the use of roundabouts.

### **Traffic Impact Studies**

The study provides a broader view and traffic analysis at a corridor- and system-wide level. The study recommends more detailed traffic impact studies to evaluate traffic operation impacts for specific developments.

## **Economic Development**

Economic development can mean different things to different communities and can also change over time for a particular community. In some cases, the creation of an industrial park, which would create jobs, is the most critical economic development initiative. In other communities, development

**Table 7. Household Income, 1990 - 2000**

Income Level	1990		2000		Percent Change
	Number	Percent	Number	Percent	
Less than \$10,000	9	3.4%	8	1.8%	-11.1%
\$10,000 - \$14,999	15	5.7%	18	4.1%	20.0%
\$15,000 - \$24,999	60	22.7%	10	2.3%	-83.3%
\$25,000 - \$34,999	32	12.1%	19	4.4%	-40.6%
\$35,000 - \$49,999	66	25.0%	45	10.4%	-31.8%
\$50,000 - \$74,999	61	23.1%	125	28.8%	104.9%
\$75,000 - \$99,999	10	3.7%	117	27.0%	1070.0%
\$100,000 - \$149,999	7	2.7%	64	14.7%	814.3%
\$150,000 or more	4	1.5%	28	6.5%	600.0%

of a strong tax base to support the local school system and the local infrastructure is a priority. In any case, economic development is a common concern and goal of nearly every community and jurisdiction in Minnesota. Like many other factors, economic indicators and trends are always evolving and changing. However, the economic development vision should always be clear to potential developers and investors, as well as to the

community.

Economic health is an important component of a healthy and thriving community. A strong commercial and industrial base provides jobs to community residents, contributes to a community's tax base, and can be a source of psychological strength to the community. One can measure the economic health of a community by examining a community's employment, household income, and other related statistics that are commonly collected by the U.S. Census Bureau and State Demographic Center.

It should be noted, however, that the examination of these characteristics does not provide the "perfect picture" of the economic health of the community. Available data can be outdated, particularly data that is collected on a decennial timeframe. Detailed data also may not be available in areas where the number of businesses is small, such as in townships or small towns, as small sample pools are restricted to protect the privacy of the few businesses within those pools.

Recognizing these limitations in our examination, the City should be able to obtain a fair estimate of the state of the local economy. The City should also recognize their role in the regional economy. With larger cities nearby providing access to major roadway connections, such as Interstate 94, these cities are able to serve the region with larger retail chains, restaurants, industry, and business centers. Because of Hanover's limited access in comparison to nearby cities, Hanover acts as a neighborhood center for the local population, providing goods and services for convenience and everyday needs.

## Household Income

<b>Total</b>	<b>264</b>	<b>100%</b>	<b>434</b>	<b>100%</b>	
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Source: U.S. Census Bureau

The City of Hanover has a higher proportion of residents in the upper income brackets than the

State as a whole. The 2000 median household income in the City was \$73,677 compared with \$47,111 for Minnesota. It is also important to note the change in household income status within the community. Most of this change can be attributed to new residents entering the community and the resulting increase in average household wealth during the 1990s.

With the increase in household incomes, the City may experience a demand for increased services and opportunities in the areas of retail and entertainment. Many of these demands may be met in neighboring communities, but there may still be a demand for local services of this type.

## Employment

The majority of Hanover's workforce was employed in the manufacturing industry in 2000, accounting for nearly 24% of the workforce employment. The educational, health, and social services industry follows employing 117 residents, or about 15% of the City's workforce. The remaining workforce within the City of Hanover is dispersed among the other industries, as shown in Table 9.

Between 1990 and 2000, roughly the same number percentage of the population remained employed in the manufacturing industry. The greatest changes during this time period were in the construction industry, which declined in employment by nearly half, and the educational, health, and social services industry, which increased to 15% of the workforce.

As many residents are likely aware, the City of Hanover does not provide employment opportunities for its entire workforce, but rather, a large portion of the workforce works outside of the City. This characteristic should be noted if Hanover wishes to increase the number of jobs available within the City.

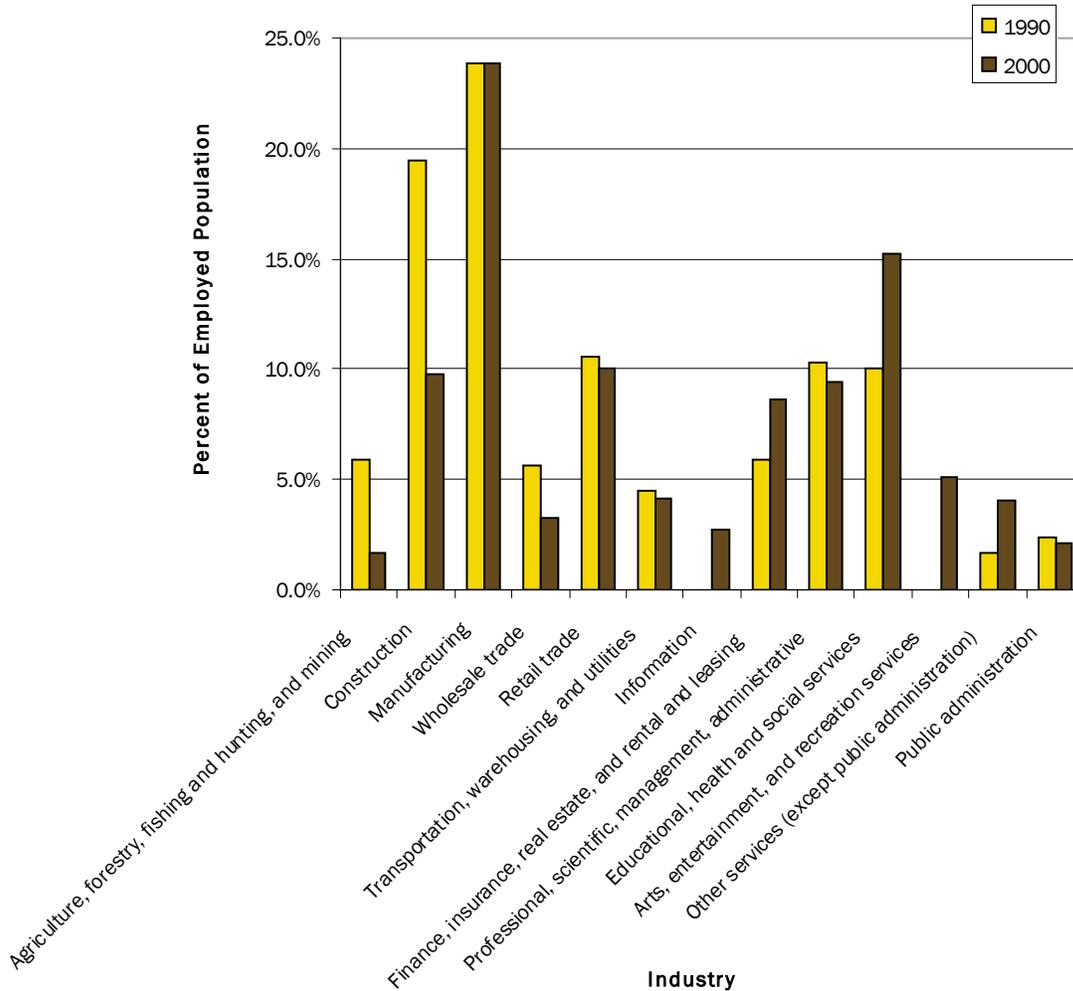
The occupational breakdown of Hanover residents provides a more precise indication of income and wages and is more reflective of employment by industry in the area. The examination of the median household income and industry employment type of Hanover residents gives us an idea of the type of jobs that residents may have. Given the high household income compared with the State, it is not surprising that the majority of Hanover's workforce is employed in management and professional level occupations.

**Table 8. Employment by Industry, 2000**

Industry	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	13	1.7%
Construction	75	9.8%
Manufacturing	183	23.9%
Wholesale trade	25	3.3%
Retail trade	77	10.0%
Transportation, warehousing, and utilities	32	4.2%
Information	21	2.7%
Finance, insurance, real estate, and rental and leasing	66	8.6%
Professional, scientific, management, administrative	72	9.4%
Educational, health and social services	117	15.3%
Arts, entertainment, and recreation services	39	5.1%
Other services (except public administration)	31	4.0%
Public administration	16	2.1%

Source: U.S. Census Bureau

### Change in Employment by Industry, 1990-2000



Source: Minnesota State Demographer, 2000

As shown in Table 10, the greatest number of residents has management, professional, and related occupations, accounting for over 33% of the population. Followed closely behind that are the sales and office occupations that employ nearly 28% of the community’s workforce. Management occupations typically provide the highest wages, followed by professional occupations, such as legal occupations, architecture, engineering, and business and financial operations. Sales and office occupations typically follow the management and professional occupations in wages.

**Table 9. Occupation Types, 2000**

Occupation	Number	Percent
Management, professional, and related occupations	256	33.4
Service occupations	90	11.7
Sales and office occupations	210	27.4
Farming, fishing, and forestry occupations	7	0.9
Construction, extraction, and maintenance occupations	75	9.8
Production, transportation, and material moving occupations	129	16.8
<b>Total</b>	<b>767</b>	<b>100.0</b>

Source: U.S. Census Bureau

## Local Business Establishments

Because the City of Hanover is of a small size, to protect the privacy of local business owners and their operations, detailed data regarding the employment size and average wages can be difficult to obtain. However, local business data for the Hanover area is available, covering businesses located in the 55341 ZIP code.

In 2005, seventy seven local businesses were located in the Hanover Area, having a total annual payroll of \$18,378,000 and employing 507 people. Among these businesses, the largest number is in the construction industry, accounting for thirty of the establishments in the area and employing the most number of people. More than half of these construction businesses are small operations, employing between 1 and 4 people, with a couple of them being much larger and having staffs of up to 49 people.

<b>Summary of 2005 Business Patterns for Hanover Area (ZIP 55341)</b>	
Number of Establishments	77
First Quarter Payroll	\$4,250,000
Number of Employees	507
Annual Payroll	\$18,378,000

After construction businesses, businesses providing other services have the next highest number of establishments in the area. The 'other services' category does not include public administration, but it does include such services as dry-cleaning and laundry services, barber shops, automotive repair and maintenance services, electronic repair and maintenance services, political organizations, and other similar business types. The Hanover area contains eight of these types of business establishments, with half to them employing between 10 and 19 people.

The largest business establishment in the Hanover area is in the professional, scientific, and technical services industry. Just one establishment employees between 50 and 99 people, with four establishments in this category employing between 10 and 19 people, and the remaining businesses being smaller in size.

As can be seen in Table 11, the majority of the businesses in the Hanover area are small in size, employing between one and four people, and the vast majority of the businesses having less than twenty employees. For a small area, though, the Hanover area is home to a variety of different business industries. This lack of industry dependence will protect the area from a downturn in the economy of any particular industry, adding to the long-term health and viability of businesses in the area. Building on this diversity, and enhancing it where possible with complimentary businesses, will aide Hanover in improving its economic vitality.

**Table 10. Number of Establishments by Employment Size in 2005 for Zip Code 55341**

Industry Code & Description	Total Establishments	Number of Employees at the Establishment					
		1 to 4	5 to 9	10 to 19	20 to 49	50 to 99	100 +
23 - Construction	30	18	8	2	2	0	0
31 - Manufacturing	6	3	1	2	0	0	0
42 - Wholesale trade	5	2	2	1	0	0	0
44 - Retail trade	2	1	0	0	0	0	0
48 - Transportation & warehousing	3	1	2	0	0	0	0
51 - Information	1	1	0	0	0	0	0
52 - Finance & insurance	1	0	1	0	0	0	0
53 - Real estate & rental leasing	4	4	0	0	0	0	0
54 - Professional, scientific, & technical services	6	5	0	0	0	1	0

56 - Administration, support, waste mgmt., remediation services	2	1	0	0	1	0	0
62 - Health care & social assistance	2	1	0	0	1	0	0
71 - Arts, entertainment & recreation	2	2	0	0	0	0	0
72 - Accommodation & food services	2	0	1	0	1	0	0
81 - Other services (except public administration)	8	3	0	4	1	0	0
<b>Total</b>	<b>77</b>	<b>44</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>

Source: U.S. Census Bureau

## Future Hiring in the Central Region

The Central Region in Minnesota includes thirteen counties adjacent to the Seven-County Metropolitan Area on the north and west sides. This region is further divided into Economic Development Regions, of which Hanover is located in the 7W Economic Development Region, which consists of Benton, Sherburne, Stearns, and Wright Counties.

According to the Minnesota Job Vacancy Survey, which was completed in October 2006, 11.3% of employers in

the Central Region, in which Hanover is located, reported plans to increase employment between November 2006 and April 2007. These plans are comparable to the reporting of plans from businesses state-wide. These plans to increase employment within the region show that, despite a nationwide lull in the economy, some local businesses are doing well. This increase in regional employment may lead to jobs that are closer to home for area residents as well.

Additional data from the Minnesota Department of Employment and Economic Development (DEED) shows that, out of the job vacancies in the Central Region, the majority of the vacancies require a high school diploma/GED or no diploma at all, but the highest wages that are offered require a Bachelor's or Advanced Degree. This condition in overall job vacancies and wage earnings is not unusual, particularly for areas that have a population with a relatively high education level and a small proportion of the population having ages from 15 to 24.

## Long-term Employment Projections

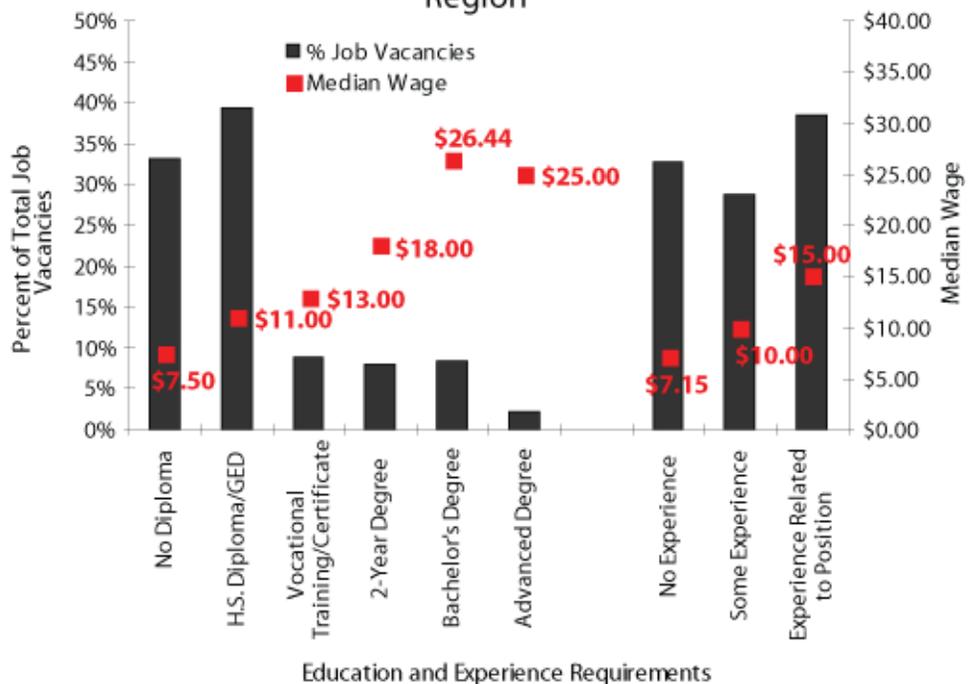
The Minnesota Department of Employment and Economic Development (DEED) develops projections for employment by region for the state. For the Central Region, in which Hanover is located, the MN DEED projects that there will be an 18.6% increase in employment from 2004 to 2014. The largest growth is expected to occur within the service-providing domain, which includes education, health care, and professional and business services.

**Table 11. Future Hiring by Region, Fourth Quarter 2006**

	Increase Employment	Employment Constant	Decrease Employment
Minnesota	11.6%	83.6%	4.8%
Greater Minnesota	10.9%	84.2%	4.9%
Twin Cities	12.2%	83.1%	4.7%
Region 7W - Central Region	11.3%	85.2%	3.6%

Source: Minnesota Department of Employment and Economic Development, July 2007

## Education and Experience Requirements of Job Vacancies with Median Wage Offers in the Central Region



Source: Minnesota Department of Employment and Economic Development.

**Table 12. Long-Term Industry Projections for Central MN Central Minnesota**

NAICS Code	Industry	Estimated Employment 2004	Projected Employment 2014	Percent Change 2004 - 2014	Numeric Change 2004 - 2014
0	Total, All Industries	287,435	340,830	18.60%	53,395
102	Service-Providing Domain	193,680	240,840	24.30%	47,160
1025	Education and Health Services	58,614	76,180	30%	17,566
62	Health Care and Social Assistance	35,374	48,172	36.20%	12,798
1021	Trade, Transportation and Utilities	53,093	61,930	16.60%	8,837
1024	Professional and Business Services	14,645	21,247	45.10%	6,602
1026	Leisure and Hospitality	22,573	29,037	28.60%	6,464
44	Retail Trade	34,793	41,146	18.30%	6,353
101	Goods-Producing Domain	64,039	70,183	9.60%	6,144
72	Accommodation and Food Services	19,604	25,114	28.10%	5,510
722	Food Services and Drinking Places	17,556	22,660	29.10%	5,104
621	Ambulatory Health Care Services	8,226	13,084	59.10%	4,858
61	Educational Services	23,240	28,008	20.50%	4,768
611	Educational Services	23,240	28,008	20.50%	4,768
56	Administrative and Waste Services	8,365	12,415	48.40%	4,050
623	Nursing and Residential Care Facilities	11,026	14,903	35.20%	3,877
561	Administrative and Support Services	7,571	11,376	50.30%	3,805
6111	Elementary and Secondary Schools	19,297	22,857	18.40%	3,560
1028	Public Administration	20,366	23,910	17.40%	3,544
900000	Government	20,366	23,910	17.40%	3,544
930000	Local Government, Excl. Education & Hospitals	14,895	18,400	23.50%	3,505
1013	Manufacturing	41,912	45,105	7.60%	3,193
31	Manufacturing	41,912	45,105	7.60%	3,193
7222	Limited-Service Eating Places	8,184	11,200	36.90%	3,016

Source: MN Department of Employment and Economic Development

## Economic Development Activities & Planning

Hanover has established an Economic Development Authority (EDA) that is active in projects in the community. In addition, the City continues to use the services of the Economic Development Partnership of Wright County Economic, a not-for-profit organization with 501(c)(3) status.

The meaning of economic development to this area is neither unreachable nor complicated. Good jobs, increased wages, and the willingness to grow internally and externally in terms of potential developments are high goals that the people have the Hanover area have expressed. Hanover area residents have expressed concern about creating a sustainable economic development plan that includes residents inside the boundary of the City as well as residents living outside of the City. Being aware of the current economic conditions within the region and understanding the community's role

within that region will aide the community in pursuing economic development initiatives to achieve their goals.

## **Parks & Recreation**

The City of Hanover is situated straddling the Crow River with the eastern portion of the City covered by a portion of the Crow-Hassan Park Reserve. Hanover contains numerous recreation opportunities, including small neighborhood playgrounds as well as larger regional parks. The number of acres devoted to park and recreation facilities should grow as the City's population grows to ensure that all residents have their recreational needs met. As the demand on park spaces increases, so shall the pressure to offer additional recreational facilities and a wider range of facilities in the area.

If the community wishes to meet public recreational demands, accomplish its desired recreational goals, and reverse unwanted negative park trends, a park and recreation plan is an essential tool. The City maintains a park dedication study that reviews existing and planned park improvements as well as funding to determine whether the City is adequately provided for existing and future expected park demands.

Having developed a parks study, Hanover can be prepared for the allocation of resources to meet the desired recreation goals most appropriately for the population. In addition, Hanover can have a leading park system that provides excellent facilities in a rural, small town atmosphere.

### **Existing Park Facilities**

The City of Hanover has a variety of park and recreation facilities within its corporate limits, as well as a large regional park on the eastern edge of the community along the Crow River (Map 4). The Hanover area park system provides numerous passive and active recreational opportunities for residents and visitors, including ball fields and playgrounds near City Hall, fishing and canoeing in the Crow River, and hiking in the Crow-Hassan Park Reserve.

The City completes an annual park inspection report to ensure that the existing facilities are up-to-date, safe, and meet the needs of the community. Significant improvement and park development is planned in the Parks and Recreation Plan. As new residential subdivisions are proposed, the City always ensures, and needs to continue to ensure, that the community's needs are being met.

### **Neighborhood Parks**

The City currently contains a park system consisting of six neighborhood parks, a county park, and a portion of a regional park reserve within its corporate limits. Neighborhood parks are intended to provide opportunities for recreational activities such as courts, field games, and skating rinks. This type of park generally serve a population of 4,000 to 5,000 people and have a service area that ranges from ¼ mile to ½ miles from the park. All of Hanover's city parks are of this park classification.

One of Hanover's parks is Eagle View Park, which is located in the southern portion of the Hanover Hills development that overlooks the Crow River. The park measures roughly 3.7 acres in size and mostly serves the residents living nearby primarily in Hanover Hills and Whitetail Preserve.

To the east of downtown Hanover, the Pheasant Run neighborhood contains a 2.0-acre park called Pheasant Run Park. This park primarily serves residents that live in this part of town.

The third neighborhood park is Settler's Park, located north of the City Hall near the Hanover Athletic Association Complex. The park is just under five acres in size and serves residents of the downtown area and the surrounding neighborhoods.

Another park, Crow River Heights, is approximately five (5.0) acres in size and is scheduled for completion as a part of a recently approved subdivision located in the northwest portion of the City on Kadler Avenue.

The Schendel Field Addition, located at the intersection of 11th Street and Mallard Street, contains Mallards Landing Park, a 1.8-acre park.

The Bridges at Hanover Park is a one tenth acre park located within The Bridges at Hanover Addition. The park is the result of a public-private partnership between the City of Hanover and the Bridges at Hanover Homeowners Association.

### **Regional Parks**

Regional parks are usually between 200 and 500 acres in size and serve three to five communities. This type of park usually contains natural areas or scenic vistas and is oriented toward outdoor recreation opportunities, such as swimming, hiking, fishing, boating, and camping.

Hanover contains the Riverside County Park, located in the northeast of Hanover's corporate limits. This park is maintained by the Wright County Parks Department and measures roughly 17 acres, having approximately ¼ mile of frontage on the Crow River. The park contains picnic facilities, as well as facilities for camping and picnicking.

### **Regional Park Reserves**

Regional park reserves, similar to regional parks, serve multiple communities, but are much larger in size, containing at least 1,000 or more acres. This type of park usually consists of areas with high natural quality for nature-based and outdoor recreation opportunities, including wildlife habitat, conservation, viewing and studying nature, swimming, hiking, boating, camping, and other similar uses.

Hanover contains a portion of the Crow-Hassan Park Reserve, which totals 2,600 acres in size and extends well outside the boundaries of Hanover. This park is maintained by the Three Rivers Park District and borders the Crow River. The park contains facilities for group camping, horseback riding, dog walking, hiking, and snowmobiling, as well as general hiking and nature viewing.

### **Trails**

As discussed above, the City is home to a number of parks. To have a fully functional park system in which parks are easily accessible and connected to one another and their surrounding neighborhoods, residents have expressed the need to ensure that trails connecting the existing parks are put into place. In review of new development proposals, the City has actively sought out trail connection corridors to meet these needs.

In addition, the Three Rivers Park District, which manages the Crow-Hassan Park Reserve, has been working to connect this park to other regional recreational resources. While the City falls outside of the jurisdiction of the Metropolitan Council, the Council has identified trail and land search corridors on the Hennepin County side of the Crow River. According to the 2030 Regional Parks Policy Plan, these future trail and search corridors would ultimately connect the Crow-Hassan Park Reserve to the Lake Rebecca Park Reserve, south of the City of Rockford, to the Elm Creek Park Reserve in the City of Dayton, and to the Baker Park Reserve to the South near Maple Plain. The 2030 Plan further identifies trail corridors running to the north along the Crow River and into Anoka County. The City has the opportunity to work with the Three Rivers Park District and Metropolitan Council in developing these regional connections and furthering the recreational opportunities for the community's residents.

## Environment

The Hanover area is fortunate to have an abundance of natural beauty and environmentally valuable areas. Many times, these features will determine what kind of adjacent land use may occur and at what intensity a particular use should occur. The Hanover area is located in the Eastern Broadleaf Forest Province, acting as a transition area between the prairies that cover western and southwestern Minnesota and the coniferous forests that cover northeastern Minnesota. The section of the province in which Hanover is located was characterized by deciduous forest and woodlands present at the time of European settlement located on rolling terrain deposited by the last glacier.

While there is a substantial portion of the Hanover area that is inherently suitable for urban-style development, other areas are more valued for their natural features. These areas function best when left in a natural state, or when they are protected from urban development. Through responsible preservation, a high standard of living can be maintained for Hanover area residents.

Preservation of the area's natural resources has been identified as a major topic of concern by local officials and residents. Residents value the natural resources for their contribution to the small town atmosphere in the area, as well as for their ecological value in providing habitat and aiding in stormwater management.

### Crow River

The centerpiece of Hanover's natural setting, the Crow River drains a 2,735 square mile basin in 10 counties of Central Minnesota. Of the 1.8 million acres in the watershed, 1.6 million acres are privately owned, with the primary land use being agriculture across the watershed. Land uses associated with urban development are more predominant in the eastern part of the watershed, with agricultural uses spreading to the west.

The Crow River has three branches or "forks": the North, the Middle, and the South. The Crow River flows through the City, acting as the boundary between Wright and Hennepin Counties, and continues to flow east into the Mississippi River at Dayton, Minnesota, in Hennepin County.

### Water Quality Issues, the MPCA, & the Crow River Organization of Water (C.R.O.W.)

The effects of rapid urban growth, new and expanding wastewater treatment facilities, and erosion from agricultural lands are common concerns of many citizens in the Crow River watershed. In 1998, meetings were held to discuss how to manage the North and South Forks of the Crow River basin to improve water quality.

The Crow River Organization of Water (C.R.O.W.) was formed in 1999 as a result of the heightened interest in the Crow River. All ten of the counties with land in the watershed have signed a Joint Powers Agreement and formed a Joint Powers Board, consisting of one representative from each of the ten County Boards (Carver, Hennepin, Kandiyohi, McLeod, Meeker, Pope, Renville, Sibley, Stearns and Wright). The mission of the Board is to support and to facilitate the cooperation of local governments, agricultural communities, businesses, and citizens in the preservation and restoration of the Crow River.

More recently, the City has actively partnered with the Minnesota Pollution Control Agency (MPCA) to educate the public about the water quality concerns with the Crow River. Representatives from the MPCA have also provided their technical expertise to the City in review of proposed developments, providing recommendations for ways to apply Conservation Design Principles and Practices and to reduce the environmental impacts of the development proposals. The ultimate goal of this partnership is not to limit or restrict development, but rather to find a better method of development that has little or no impact on the water quality in the Crow River.

## **TMDLs and the MPCA**

The Federal Clean Water Act requires States to adopt water quality standards to protect the nation's waters. These standards define how much of a pollutant can be in a surface and/or ground water while still allowing it to meet its designated uses, such as for drinking water, fishing, swimming, irrigation or industrial purposes.

Many of Minnesota's water resources cannot currently meet their designated uses because of pollution problems from a combination of point and non-point sources. The MPCA is the State agency that is responsible for protecting Minnesota's water quality, using an approach to help solve the old problem of water pollution by developing Total Maximum Daily Loads (TMDLs) for lakes, rivers and streams. For each pollutant that causes a water body to fail to meet State water quality standards, the Federal Clean Water Act requires the MPCA to conduct a TMDL study.

A TMDL study identifies both point and non-point sources of each pollutant that fails to meet water quality standards. Water quality sampling and computer modeling determine how much each pollutant source must reduce its contribution to assure the water quality standard is met. Rivers and streams may have several TMDLs, each one determining the limit for a different pollutant. After the TMDL study is done and the problems identified, the next step is to develop an Action Plan that includes steps that will be taken and funding sources to pay for the project.

There are many reasons for us to move forward with the development of TMDLs. The main reason is the need to clean up our rivers, streams and lakes to maximize their contributions to the State's economy and quality of life, and to protect them as a resource for future generations.

## **The Crow River and TMDLs**

The MPCA periodically updates its list of TMDL studies and projects. The latest list was approved by the EPA on June 1, 2006. The Crow River is included on the list as being impaired with the following pollutants or stressors listed for this river:

- 1) Turbidity: Ttube/TSS – Turbidity measures the particles suspended in the water, such as sediment and algae. The amount of turbidity in the water is related to the depth that sunlight can penetrate into the water. Higher turbidities reduce the penetration of sunlight and can affect aquatic species in that waterbody.
- 2) Fecal coliform – Fecal coliform is bacteria that originate in the intestinal tract of a mammal. Not all fecal coliform bacteria cause disease, but measuring these bacteria levels acts as an indicator that potentially disease spreading types are entering the body and other potentially harmful contaminants might also be entering the waterbody. Sources of fecal coliform bacteria include feedlot and manure runoff, urban runoff, and wildlife. Improperly treated human waste can come from overflows from municipal sewer treatment systems, or from unsewered areas with inadequate community or failing individual wastewater treatment systems.
- 3) Fish IBI – The index of biotic integrity (IBI) is a regionally-based index used to measure the integrity of rivers and streams, and to determine the level of their biotic impairment. The IBI relies on multiple parameters (termed "metrics") based on fish community structure and function, to evaluate a complex biotic system. In order to implement biological criteria, a formal method for sampling the biota of streams, evaluating the resulting data, and clearly describing the condition of sampled stream reaches is needed. The IBI incorporates professional judgment with quantitative criteria that enables determination of a continuum between very poor and excellent conditions. An important key to successful restoration, mitigation and conservation efforts is having an objective way to assess and compare the biological integrity of damaged sites. The IBI provides a tool for doing so and, at the same time, allows managers to set specific biological integrity targets for restoration programs.

- 4) Mercury FCA – Mercury is a naturally occurring contaminant, but water bodies that have listed as Fish Consumption Advisory (FCA) water bodies are those that have increased levels of mercury at levels that can have toxic effects on the nervous systems of humans and animals that consume large quantities of fish. Most of the mercury entering water bodies comes from human-made sources through atmospheric deposition. Major sources of mercury include burning coal and petroleum, metal smelting, and the use of mercury in manufacturing and or human-made products.

### **Water Management in Hanover and Wright County**

As noted above, the portion of the City of Hanover that is located in Wright County is in the watershed of the North Fork of the Crow River. The eastern portion of the City that is located east of the Crow River is in Hennepin County. The City of Hanover has permitting authority for water-related activities such as stormwater plans. The City works with the Wright County Soil and Water Conservation District for review of permit requests that involve wetlands and the Minnesota Wetland Conservation Act. Wright County is currently updating its County Water Plan. When the plan is adopted, the City's standards would need to be consistent with the County's standards.

### **Wetlands and Water Resources**

Wetlands and streams perform invaluable functions in watershed and overall environmental health. These resources provide habitat for a diversity of wildlife and fish species, control erosion, slow surface water run-off, filter pollutants and sediments, allow for groundwater recharge and discharge, minimize flood damage, and provide opportunities for recreation, economic development, and education.

Many residents and officials of the Hanover area recognize the fundamental role that wetlands play in filtering stormwater and controlling flooding, as well as the ecological benefits of providing habitat to various wildlife species. In the heart of the City lies a large wetland complex that is comprised of open water, shallow marshes, shrub swamps, and wooded swamps, covering more than 150 acres of land and connecting to the Crow River. In addition to this large complex, the City is dotted with wetlands among the rolling topography, ranging from seasonally flooded basins and open ponds to herbaceous and wooded swamps.

Several lakes lie to the west, in the proposed orderly annexation area of Rockford Township, including Wagner, Martha, Charlotte, and Moore. The shorelines of Martha and Charlotte have largely been developed with single family homes and are currently served by sanitary sewer extended from the City of St. Michael to the north. The portions of Moore and Wagner that fall within the Township are mostly undeveloped, with their shorelines being lined with shallow marshes and swampy areas. Land uses near these two lakes are mostly undeveloped natural areas or agricultural.

The largest of these lakes, Lake Charlotte has the clearest water, ranging up to 12 feet of clarity depth. Charlotte is considered an oligotrophic lake, with clear waters that support a healthy fishery. Martha, being smaller and shallower, is considered eutrophic, having poor water clarity, heavy sedimentation and significant amounts of aquatic vegetation. Martha generally supports rougher fish species, as oxygen levels tend to be too poor to support larger game fish. Wagner and Moore are also classified as eutrophic, having the similar characteristics as Martha, but tending to have more aquatic vegetation and swampy and marshy areas along the shoreline.

### **Soils**

The Hanover area is situated on soils that are dominantly loam ranging to clay loam depending on the location. These soils were deposited during the last glacial period, and largely till deposits, characterized by their hummocky formation, featuring circular, level topped hills with smooth side

slopes. This type of formation limits the formation of streams and drainage outlets, but is laden with wetlands and lakes.

The majority of the City of Hanover and the proposed annexation area contain well-drained soils, interspersed with poorly drained soils, typically where wetlands and streams are located. In the eastern portion of the current City limits, soils are somewhat excessively drained. Development would be most suitable on properties with well drained soils, while care should be taken to prevent groundwater contamination in areas that are excessively drained.

Because of the presence of wetlands and the nature of the soils, many areas in the proposed township annexation area and in the western portion of the current City limits contain hydric or partially hydric soils. This type of soil means that the area is either regularly saturated with surface water, as in the case of wetlands and streams, or has a high water table, or both.

The Hanover area also contains several areas with highly erodible soils. These areas are often typified by slopes exceeding 10% in slope and can be found bordering the water resources in the area: along the Crow River, along the lake shorelines, and adjacent to wetland depressions. Most of the area contains soils that are not susceptible to erosion, but there are areas in the southeast portion of the annexation area and between Moore and Charlotte lakes that have concentrations of these soil types.

The soils types present in the area have direct implications for development. Hydric soils present a serious limitation for development as wetlands and water features may be present. These soils are often organic, consisting of peat or muck, and are not suitable in their natural state for construction. Partially hydric soils may contain similar issues, but are not as limited in their nature for development purposes. Some drainage facilities may be required to support buildings and roads in order to ensure that buildings are kept free from flooding and other related wet soil conditions. Soils with high erosion potential should be avoided for development, with care taken to prevent erosion on potentially highly erodible lands.

## **Environmental Health**

Hanover's environment is a complex system of flora, fauna, geologic, and natural features that interact and affect human use and habitation within the landscape. Each of these features is interdependent and impacts one another. The environmental health of the area as a whole is affected by these major components. Green spaces and native vegetation help to circulate nutrients, preserve habitat for wildlife and human use, and provide a balance in the development of the land. Wetlands filter pollution and absorb stormwater runoff.

Using a geographical analysis that incorporates the major components of Hanover's landscape, one can locate areas of environmental sensitivity. Components included in the environmental sensitivity analysis performed for this planning process include the following:

- 1) Steep slopes – slopes greater than 12%
- 2) Soil drainage class
- 3) Prime agricultural lands
- 4) Floodplains – 100-year and 500-year
- 5) Soil erosion potential
- 6) Hydric soils
- 7) Wetlands
- 8) Shoreland areas – within 1000 feet of a protected water and within 300 feet of a river or stream
- 9) Biodiversity significance

## 10) Locally significant habitats

A ranking system was developed, classifying each feature with a rating, and then adding all of the feature ratings together to develop an overall environmental sensitivity index. Areas containing several of the above-listed environmental components received higher ratings in the index, with areas containing few components have lower ratings.

As shown in Map 1. Environmental Sensitivity, the areas with the highest environmental sensitivity are located along the Crow River and extending north into the large wetland complex, as well as in areas bordering the lakes to the west. There are also natural corridors of environmental sensitivity that run the length of the local stream network. This index can be used to designate conservation corridors to serve as a framework of green infrastructure for future development and redevelopment. The City's ecological resources and corridors have also been mapped to show the relative rating of both terrestrial and aquatic resources (Map 2).

## Land Use

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

Hanover's urban amenities and small town character, along with its direct access to Highway 19 and Interstate 94, make the community an attractive place to live and work. Hanover is home to distinct recreational amenities, being located near numerous lakes and being adjacent to the Crow River, which flows to the Mississippi. The Hanover area has experienced steady growth over the past several decades. As such, the City needs to take careful consideration of the City's future land use, especially since this growth is projected to continue.

Continued growth in the City will pose many land use challenges. The apparent disconnect between the demands of a small, urban community and the agricultural character of the surrounding townships will be at the forefront of this struggle. Although the area surrounding the City is predominantly agricultural or forested, as vacant developable land in the City decreases, urban land uses will continue to extend into the neighboring townships, putting development pressure on the surrounding areas. This extension of land uses has already been witnessed and is at the forefront of this planning update, as the City has received several annexation requests in the Rockford Township area within the last couple of years. Environmental preservation and annexation dynamics have been identified as increasingly important to the citizens of Hanover and the surrounding area.

## IV. CONSERVATION DESIGN

As discussed in previous sections, the City recognizes the importance of environmental quality in the area and the detrimental effects that past development has had on that quality. The City Council and Planning Commission have actively partnered with the Minnesota Pollution Control Agency to manage the local environmental issues and to improve methods and techniques used in new developments.

In the past, development of the land has changed the natural flow of water, channeling rain water as quickly as possible from developed areas to lakes and rivers. This common development design has impacted the quality of those lakes and rivers, with more than 2,000 water bodies in Minnesota being listed as impaired. As discussed in the Environmental Quality section, water impairments include the clarity of the water, advisories for fish consumption, and the increased levels of fecal coliform which can cause swimmers to become sick.

Recent years have brought improvements to stormwater management, including new strategies and techniques for managing excess water on a site. Conservation Design, Low Impact Development (LID), mimics the natural flow of water and allows rain to filter through the soil before it reaches the lakes and rivers. This filtering allows the stormwater runoff to be filtered naturally and also slows the rate at which water flows into water bodies, helping to reduce flooding potential and frequency.

For the purposes of this Comprehensive Plan and moving forward in implementation steps, Conservation Design and LID refers to the *design* of a development, as the concepts and techniques can be applied to all developments in the City, whether they are new subdivisions on an agricultural field or they are existing sites being re-developed. The City has stated as a goal that all development in the City, whether brand new or a redevelopment, should follow Conservation Design principles.

### **New Policy based on Community Values**

Throughout the comprehensive plan development process, the community has discussed the physical qualities that make Hanover a special place as well as what future growth should look like. The natural resources in Hanover including its woods, wetlands, streams, ravines, agricultural land and Crow River are critical to the City's image and rural character. Early on in the process, the idea of conservation design was identified as a means to preserve these resources and hence Hanover's rural character. After learning more about conservation design principles and practices, it was determined that implementing conservation design was an important policy for protecting these resources and achieving the following goals for future growth:

- 1) Reinforcing Hanover's rural character and creating a strong sense of place and identity.
- 2) Preserving and regenerating natural environments (forests, prairies, and wetlands) for habitat movement and human enjoyment.
- 3) Reducing negative impacts to ground and surface waters caused by past agriculture and urban use.
- 4) Restoring the natural hydrological functioning of the landscape by increasing the amount of storm water infiltrated into the ground and reducing the amount of stormwater discharged into the Crow River.
- 5) Creating high quality neighborhoods.
- 6) Creating better connections between neighborhoods.
- 7) Endeavoring to provide more than one access into and out of larger developments.

## Conservation Design

Conservation design is a design system that takes into account the natural landscape and ecology of a development site and facilitates development while maintaining the most valuable natural features and hydrological functioning of the site. The conservation design approach is a significant departure from the current approach used for regulating subdivisions. The current approach is highly prescriptive in terms of block and lot size, lot width, building setbacks as well as in road and stormwater management design. Conservation design requires a great deal of flexibility in order to preserve natural and cultural features, create ecological and recreational corridors and amenities that cross property lines as well as be economically feasible for the landowner. The following set of site design principles and practices are useful for guiding the effective implementation of conservation design through Hanover's Zoning and Subdivision codes as well as Stormwater management guidelines.

### **Principle A. Develop Flexible Subdivision Design Standards**

Conventional lot design requirements are based on the idea that homeowners require large expanses of lawn (in the form of private front, back, and side yards) between themselves and their neighbors, and that the more spacious the individual lot, the more desirable the property will be. Comfortable home sites do not require large lots, long setbacks, and wide spacing between buildings. In conservation design, lots are designed to be adjacent to, very near to, or to have access to large open space areas. When lot design is approached with new flexibility, it becomes possible to maximize the siting of individual lots and house sites for views into and access onto open space areas while simultaneously optimizing the protection of natural systems and conserving natural areas. The three practices described in this section offer guidance for modifying the City's regulatory tools to increase design flexibility

#### **Practice 1. Reduce or eliminate minimum lot size, setbacks and width requirements; rather, regulate overall density, lot size variability and open space.**

Conventional ordinances generally require large setback distances between homes and adjacent homes, streets, and lot lines. In order to meet conventional requirements, lots must be of substantial size, where the house is located at the center with generous spaces on all sides. Conservation design discourages this approach to configuring homes and lots. Rather than having large front, back and side yards for individual homes, conservation design calls for smaller yards in exchange for larger expanses of contiguous natural areas. To accomplish this, most setback requirements should be substantially reduced or eliminated. By eliminating or relaxing lot requirements, Hanover is encouraging creative developments that are economically feasible and sensitive to the pre-development character of the site and community at-large. A minimum lot width may be used, if necessary; however, flexibility in this area may be needed to maximize the preservation of high quality resources.

#### **Practice 2. Vary density and the amount of open space based on the quantity and quality of natural resources and the amount of public benefits.**

To encourage conservation design over conventional rural residential subdivision design, the City will develop standards for density and open space requirements based on natural resource quantity and quality. With this approach, the City is allowing more density than is allowed by the rural preservation land use and communicating how many units a landowner/developer is permitted to construct regardless of lot size.

Development of density standards should insure the protection of high and medium quality resources shown on Map 2, as well as the protection of:

- 1) Floodplains
- 2) Slopes over 12 percent
- 3) Wetlands, including a 30 foot buffer
- 4) All streams and natural drainage ways including a 30 foot buffer.

Up to 50 percent of developments shall be preserved as open space. All high and medium quality resources as well as ecological corridors ( Map 2) shall be included in the required open space. Important view sheds and cultural resources (e.g. farmsteads) as determined by the City during concept phase development may also be included in the open space areas. The City may also develop and use incentives to preserve high and medium quality resources where these resources exceed 50 percent of the land area under development.

**Practice 3. Vary the lot size, lot width, house style and cost to create attractive neighborhoods.**

The City will encourage each development to create attractive neighborhoods by integrating lots of various sizes and widths and housing styles at varying costs to serve life-cycle housing needs and provide houses that are accessible to people of all abilities by incorporating universal design concepts. The City encourages developments that include a wide range of lot sizes, from those suitable for cottage style homes to those large enough to support hobby farm type lots of at least 5.0 acres. These larger lots are strongly encouraged in conservation design subdivisions over 40 acres where there will be minimal impact on high and medium quality ecological resources

**Practice 4. Require that conservation design proposals be designed and communicated to the city in accordance with a design process similar to that illustrated in Appendix 1.**

The hallmark of Conservation Design is designing a project to fit the land. The design process includes key design steps to ensure that these design principles and practices are met. The design steps are important not only for creating good development proposals, but to communicate in a common language. A common language will aid both land developers/owners as well as city residents, city staff and city officials in the design, review and approval of development proposals. The design process is influenced by Randall Arendt’s four-step process for arranging the development site and is shown in Appendix 1.

**Principle B. Protect and Create Natural Landscapes and Ecological Corridors**

As land in Hanover is converted from agriculture to residential and commercial uses, an important goal is the regeneration of the natural landscape, and/or preservation of natural landscape remnants through conscientious landscape design practices. Conservation design facilitates these practices to a far greater degree than conventional development due to the amount and contiguous nature of the natural resource areas potentially preserved.

**Practice 1. Create naturally landscaped greenway/ecological corridors to facilitate habitat and recreational movement.**

Greenway/ecological corridors shall be created out of the open space requirements within each conservation subdivision. The corridors connect important natural resources and lands using significant native vegetation to support species movement and recreational needs. These corridors are included in the Plan as part of a linked open space network and shown in Map 2. Such spaces shall include passive recreational uses. Such corridors shall be planted with native landscaping defined as the use of plants—for example, prairie, woodland (Big woods or maple-basswood forest) and wetland plants—that flourished in the Hanover area prior to settlement. Natural landscaping creates an aesthetic quality that supports the city’s vision of rural character. Ecological corridors

shall be interconnected across abutting parcels including the provision of trail links to adjacent properties. Active recreational areas may be included in the open space requirement.

**Practice 2. Create naturally landscaped buffers and open spaces to screen developments from major road corridors, and provide recreational and open space amenities to residents.**

Significant landscape buffers shall also be used to screen and separate subdivisions from each other and major road corridors. Natural/native landscaping shall also be used for these buffers as well as for the regeneration of open space areas within each subdivision. Natural landscaping stresses the preservation and reintroduction of plants native to our area. The native plants used in natural landscaping are hardy and attractive. They can be used to stabilize soil, reduce flooding, absorb pollutants, and sustain wildlife.

**Practice 3. Encourage developers to design sites to fit the topography, features and soils of the natural landscape while protecting viewsheds.**

Generally, substantial alteration or grading of the existing site landscape is discouraged. Special consideration should be given, however, to proposals which seek to restore a site to its original natural form through careful and conscientious study and protecting viewsheds from major transportation corridors. Structures shall be placed so as to minimize the blocking of important natural views. Where structures are placed within these viewsheds, all reasonable attempts will be made to have the more attractive façade be placed so as to be visible from the transportation corridor. Regeneration of the natural landscape will not be appropriate in all cases, but should be permitted unless there is a compelling agricultural or ecological reason to avoid it.

**Practice 4. Require clear specifications of how natural areas will be managed, and designate a legal entity responsible for maintenance of all natural areas.**

Planning for open space and natural resource protection in conservation design must include short and long term management for both routine and remedial maintenance. The Zoning and Subdivision codes should be reviewed to ensure they reflect current management practices for long term preservation of open space area.

***Principle C. Reduce Impervious Surface Areas***

Impervious surface includes roads, parking lots, sidewalks, swimming pools, roof tops, garages, patios, and any other surfaces through which water cannot pass. This principle argues for an overall reduction of impervious surface area. However, imperviousness varies by development type. While there may be simple ways to reduce impervious cover in larger-lot residential developments, denser residential areas and commercial areas will have a higher percentage of impervious cover, and it will be difficult, or even counterproductive, to reduce this in many cases. A densely developed area with a high percentage of imperviousness may protect natural areas in another location. For these reasons, it is essential to consider impervious surface area reduction goals within the context of the development type. When land is developed, the surface of the land often is transformed from natural cover to impervious cover. This transformation adversely impacts the natural environment, especially natural water resources. Rainfall that was initially absorbed by the landscape can no longer be absorbed. The excess water becomes stormwater runoff, and, without adequate controls, this runoff causes increased flooding, channel erosion, and severe water pollution in downstream lakes and rivers.

**Practice 1. Enact flexible standards for road length, width, right-of-way and design. Require the minimum amount of paved surface area while maintaining safe and sufficient support of travel lanes, on-street parking, and emergency and support vehicle access.**

While streets and roadways often are viewed primarily as transportation facilities, conservation design recognizes that streets are a major element of the built environment. For this reason, conservation design seeks to maximize the functional effectiveness of roadways without overbuilding, and while considering the aesthetics of the street. Narrower streets not only reduce overall impervious surface area, leading to improved stormwater management, but also encourage slower traffic speeds which creates a safer and more livable street for residents.

**Practice 2. Enact flexible standards for parking lot design in all districts including minimum space requirements and the use of stormwater treatment that includes bioretention (raingardens) filter strips and other practices that can be integrated into required landscaping areas and traffic islands.**

There are several techniques that Hanover may consider to reduce the volume and increase the quality of stormwater generated at parking lots. These include:

- The use of maximum parking requirements to allow smaller lots to be built;
- Allowing developers to use pervious materials for spillover parking;
- Promoting the use of parking garages which expose less impervious cover to rainfall;
- Designing drainage and landscape systems that filter & infiltrate runoff.

**Practice 3. Enact flexible standards for the use of vegetated swales in street rights-of-way, parking lots, and other paved areas to convey and treat stormwater runoff.**

The term "swale" refers to a series of vegetated, open channel practices that are designed specifically to treat and slow stormwater runoff for a specified water quality volume. As stormwater runoff flows through the channels, it is treated through filtering by the vegetation in the channel, filtering through a subsoil matrix, and/or infiltration into the underlying soils. Maintenance of grassed channels mostly involves maintenance of the grass or wetland plant cover. Swales may be used in the street right-of-way and throughout the site. Hanover currently requires that curb and gutter systems be installed along residential streets to convey stormwater runoff to a detention pond. By contrast, open vegetated swales are discouraged or prohibited by current regulations. Unlike curb and gutter systems, which move stormwater with virtually no treatment, open vegetated swales remove pollutants by allowing infiltration and filtering to occur. Open swales also encourage groundwater recharge, and can reduce the volume of stormwater runoff generated from a site.

**Practice 4. Enact flexible standards for walkways.**

Sidewalks may not always be appropriate. They increase the amount of impervious surface on a site, which increases stormwater runoff. For conservation design, the preferred approach is to mandate 'walkways' within developments. These walkways can take various forms, from traditional sidewalks to rustic trails, depending on the nature of the development.

**Principle D. Implement Low Impact Design Stormwater Management Techniques**

Hanover views stormwater runoff as a valuable resource both for ecological functioning and as an attractive community amenity that contributes to the city's rural character. The overall management goal is to slow down the velocity of runoff so it has more time to infiltrate, thus reducing the actual amount of runoff. Slower movement of water also means less erosion and fewer suspended contaminants that move into lakes, streams and rivers.

Key practices in low impact design techniques include:

- 1) Treat runoff as close as possible to the source.
- 2) Expose runoff to soil infiltration at every opportunity.
- 3) Many small components are better than few large components.
- 4) Build in redundancy.
- 5) Make systems visible and attractive.

***Principle E. Implement Conservation Design through Collaboration with Land Owners & Developers.***

The City recognizes that a higher level of site design is needed to create Conservation Design developments that support the City's values. Additionally, investment in municipal sewer and water systems as well as in open space and natural resource preservation need to be balanced with market economics. In order to achieve this balance, the city desires to collaborate with land owners and developers in designing development that support the City's values. In order to develop mutual trust and the flexibility to achieve win/win outcomes, developers and land owners are strongly encouraged to approach the City very early in the development process. Early discussions provide an opportunity for the city to clarify its desired outcomes for the project and establish communication and planning expectations. The alternative to collaboration is implementation of the City's standard regulatory controls.

**Implementation of Conservation Design**

The integration of open space requirements and protection of ecological resources within a conservation subdivision design requires a minimum amount of land for efficient and effective design as well as to achieve economies of scale to offset higher site design investment. In Hanover, 20 acres is generally considered the minimum amount of land needed to implement conservation subdivision design.

# V. ORDERLY GROWTH & ANNEXATION

Providing additional land with the City boundaries for residential, commercial, and industrial development may be necessary to ensure orderly growth in the area, to reduce the cost of public services, and to protect the environmental resources in the area. Due to topographical and environmental challenges of the landscape within the current City limits, there are limited opportunities to meet the demand for growth in the community. This Plan promotes cooperation and working with Rockford Township in handling land use and growth issues. There may be times, however, when the City may need to annex land.

The City of Hanover, having received requests for annexation from property owners in Rockford Township, initiated the drafting of an orderly annexation agreement with Rockford Township. This planning update process was commenced to develop guidelines for development in the proposed orderly annexation area in order to facilitate site-level planning that often comes after receiving an annexation request.

## Consistency with Wright County Plans

Wright County held a parallel long-range planning process for the Northeast Quadrant of the County, which includes the Cities of Hanover, St. Michael, Albertville, Buffalo, Monticello, Otsego, Rockford, and the neighboring Townships. The Draft Land Use Plan for the Northeast Quadrant states: “Major Goal 2: To provide a wide range of opportunity for urban and rural development.” Under this goal, the Plan contains the following Policy Statement:

The County will encourage cities and townships to cooperate in development plans for the Transition Areas, and encourage urban and suburban development of these areas. (p. 39, *Wright County Land Use Plan, Northeast Quadrant*, March 2007 Draft)

The eastern half of the orderly annexation study area has been designated by the County as a “Transition Area”. The above policy is further detailed, with the County encouraging cities and townships to work together on orderly annexation agreements. The County states their support for the orderly annexation process, agreeing that cooperation is necessary in the planning for areas that are adjacent to existing cities.

Regarding annexation, the City has actively sought to remain consistent with the County Plans for current township areas. As such, the City has stressed the importance of cooperation in planning for future growth of the City boundaries.

## Proceeding with Annexation

The City does not desire to proceed with any annexation unless done in an orderly fashion and done at the request of the landowner. The City does have other options of annexation available, including annexation by ordinance, but the elected and appointed officials alike have stressed the importance of friendly proceedings, citing preferences for responding to annexation requests or following the orderly annexation agreement process.

For information purposes, the annexation methods that are allowed by State statutes are detailed herein. Each of the following methods can be used by the City, but only one may apply in any given situation at one time:

- 1) Annexation by Ordinance
- 2) Orderly Annexation
- 3) Annexation by Petition

Before any annexation can occur, however, the proposed annexation must meet the following three requirements:

- 1) The land must adjoin the corporate limits of the annexing city. Adjoining includes land that touches the boundary of the city at least at a single point, or with boundaries that would touch but for an intervening road, railroad, waterway, or other publicly owned land.
- 2) The annexation of the land must be in the best interests of the city and the area to be annexed, or if the land must be about to become suburban or urban in character, or the annexation is necessary to protect the public health, safety, and welfare.
- 3) The land may not be a part of another city. The only manner to acquire land currently within another city's corporate limits requires concurrent action of the cities involved.

### **Annexation by Ordinance**

The City has the option to pursue Annexation by Ordinance should the land to be annexed to the City be "urban in character" as defined by Minn. Stat. § 414.033. The law defines land being urban in character if it satisfies one of the following conditions:

- 1) The city owns the land to be annexed.
- 2) The land is completely surrounded by land already within city limits.
- 3) The land abuts the city and the area to be annexed is 60 acres or less in size, not presently served or capable of being served by available public sewer facilities, and all the landowners petition the city for annexation.
- 4) The land is within two miles of the city, has been approved for platting after August 1, 1994, and the platted lots average 21,780 square feet or less.

To use this method, the City would simply write and pass an ordinance describing the area to be annexed. The ordinance would be filed with the Minnesota Department of Administration, the City Clerk, the County Auditor, and the Secretary of State. This particular method is simpler when the City has developed a cooperative and friendly relationship with the township.

This method can be used in response to a petition for annexation if the land is platted, or if unplatted does not exceed 200 acres in size, and a majority of the owners submit the request. Copies of the petition must be submitted to the town board and the county board, as well as other governing bodies in the area. The town board may submit written objections to the annexation within 90 days of the petition being filed.

### **Orderly Annexation**

An orderly annexation agreement emphasizes negotiation and agreement wherein the city and township from which the land is to be annexed pass a joint resolution designating the unincorporated land to be annexed. The joint resolution is submitted to Minnesota Department of Administration for approval. The joint resolution should also include for joint planning and land use control, which may apply to any or all parts of the area designated for orderly annexation. This method of annexation is the preferred method of annexation because it encourages cooperation between the city and township over the long-term.

### **Annexation by Petition**

The third procedure available for acquiring land is Annexation by Petition, which should only be used if the city cannot annex land by ordinance or by orderly annexation. This procedure requires the City to pass a resolution to file a petition with the Minnesota Department of Administration to annex the land in question. This method does not require property owner requests or approval by the town board, and, as such, is often the most contested method of annexation.

Should the annexation be contested, the Minnesota Department of Administration would require that the city and the contesting party meet three times over a 60-day period to resolve any disputes. Should these meetings fail to resolve the contestation, the Department of Administration can require that the city and the contesting party enter into mediation and arbitration.

Because this method is often considered a hostile form of annexation and can be lengthy, the Department of Administration recommends proceeding with one of the two aforementioned methods, using this method only as a last resort.

### **City Direction**

The study area for orderly annexation consists of the northern 6.7 square miles of Rockford Township extending from Hanover's western border and the eastern border of Wright County and extending to the far western border of the Township, with the corporate limits of the City of St. Michael acting as the northern boundary.

As described in previous sections of this Plan, the proposed annexation area is largely agricultural in character, with residential development concentrated along the shorelines of Charlotte and Martha Lakes. The proposed annexation area also contains portions of Wagner and Moore Lakes, which are mostly bordered by agricultural or undeveloped uses. The rolling hills of the proposed annexation area are interspersed with a few gullies and streams and are dotted with wetlands.

The City has experienced rapid growth and residential development over the last 15 years. This rate of growth is projected to continue through the year 2030, and the City has decided to proactively plan for this growth. The City initiated a study of the potential orderly annexation area to have a better understanding of lands that may one day be a part of the corporate limits of Hanover. The City has stressed the importance of maintaining a cooperative relationship with Rockford Township, seeking to proceed with annexation only through the orderly annexation process or through response to property owner requests.

# VI. GOALS & POLICIES

## Land Use Goals & Policies

The citizens of the Hanover area believe that the management of growth and pre-determining future land uses in the area are critical issues for the community to ensure that their land use goals and character are maintained and enhanced.

### **Land Use Goal 1: Support the orderly growth of all urban development, including residential, commercial, and industrial areas within the corporate limits of the City.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Work with the County and adjacent Townships to facilitate orderly growth within the City and to direct development to the City's planned growth areas through the use of orderly annexation agreements or under a joint planning agreement.
- 2) Explore the option of assuming jurisdiction of the planned growth areas surrounding Hanover.
- 3) Continue to guide residential growth in an orderly pattern so that new development can be effectively served by public facilities and so that the character of existing neighborhoods can be maintained and enhanced.
- 4) Pursue and encourage alternative methods of wastewater management to protect the social and natural environment of Hanover.
- 5) Encourage a balanced strategy of "infilling" or developing vacant land, within the City and also between the City and existing rural development (where appropriate) and annexing and developing new areas.
- 6) Promote development that ensures a balance between high- and low-density developments through the use of conservation design and that encourages additional tax base.

### **Land Use Goal 2: Plan land uses and implement standards to minimize land use conflicts.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Improve communication and cooperation between the City, townships, and Wright and Hennepin Counties.
- 2) Recognize legitimate issues and concerns regarding jurisdictions and collaborate with the township and counties through joint planning and other cooperative measure to efficiently address community needs.
- 3) Prepare and adopt a land use plan that designates land use areas and guides development to appropriate areas in order to ensure desirable land use patterns and minimize conflicts.
- 4) Complete an update of the City's Official Zoning Map and Ordinances to ensure consistency with the Comprehensive Plan.
- 5) Require adequate transitions between different land uses through appropriate land use planning and zoning standards.
- 6) Encourage the location of commercial and industrial development in areas that avoid adverse impacts on residential areas. Design and locate industrial and commercial developments to avoid routing traffic through residential areas.
- 7) Prepare and implement design standards for commercial, industrial, and multi-family housing development.

**Land Use Goal 3: Strengthen the distinction between the urban city and the rural countryside with well planned and carefully coordinated services appropriate to the distinct needs of each.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Require that all new development and redevelopment implement Conservation Design principles, except those parcels less than 20 acres in size.
- 2) Encourage alternative wastewater management systems for those areas that are not accessible to municipal service immediately and before the extension of service pipe.
- 3) Work with Wright County and adjacent townships to maintain very low residential densities outside of the City's planned growth areas.

**Land Use Goal 4: Enhance community character and identity.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Work to strengthen and maintain the appearance of the Highway 19 corridor through design standards, trails, lighting, sidewalks, signage, and other tools.
- 2) Continue to plan for land uses in order to support and enhance Hanover's ability to attract quality development.
- 3) Explore and work with the school district to identify potential locations for new school facilities to enhance the educational opportunities in the community.
- 4) Ensure that high quality developments are well-planned and connected to existing development through the efficient use of streets, utilities, and infrastructure.
- 5) Promote cluster design techniques for rural, non-farm residential development as a means to concentrate development in less environmentally sensitive and agriculturally productive areas and to preserve large tracts of open space and farmland, while still allowing landowners to benefit from development.
- 6) Utilize the Natural Resources Inventory and Wetland Management Plan in planning for the best use of the land in rural areas.
- 7) Ensure that all developments have more than one access point to provide transportation route options.
- 8) Ensure that the housing needs of all age groups are fulfilled in an efficient and cost-effective manner.
- 9) Implement changes to the City's zoning, subdivision, and stormwater management regulations to implement conservation design processes, standards, and practices as described in Section IV of this Plan.

## **Transportation Goals & Policies**

Based on the current transportation system, past discussions, and the recent transportation study, the following list of goals and policies has been formed.

**Transportation Goal 1: Provide and maintain a safe, convenient, and efficient local transportation system for the movement of people and goods.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Explore the implementation of crosswalks and signal lights in strategic locations along the County State Aid Highway (CSAH) 19 corridor.
- 2) Promote an access management program along the CSAH 19 corridor with new residential, commercial, and industrial development.
- 3) Pursue safety measures at major intersections along CSAH 19, CSAH 34, County Road 123, and River Road.
- 4) Encourage the City and Wright and Hennepin Counties to increase patrol efforts in the community to enforce existing traffic laws.

- 5) Coordinate efforts and policies with the Northeast Wright County Sub-Area Study, completed in June 2004, and the Hennepin County Transportation Systems Plan, completed in 2000.
- 6) Continue to cooperate with Wright and Hennepin Counties, Rockford Township, Hassan Township, MnDOT, and other agencies involved in transportation planning to provide the safest and most efficient transportation system.
- 7) Explore the use of roundabouts or traffic circles as an alternative solution to managing traffic flows at intersections.
- 8) Work with Wright County to address wetland and alignment issues to arrive at the best approach for connecting 8<sup>th</sup> Street with CSAH 34 with the fewest possible impacts.
- 9) Adopt and implement recommendations from the Hanover Transportation Study, developed in 2006.
- 10) Explore the possibility of an alternate river crossing.

**Transportation Goal 2: Enhance the aesthetic character and functional qualities of the transportation networks within the City.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Enhance major intersections and corridors within the community by upgrading unsightly areas and by adding lighting, landscaping, signage, parking, and a street painting program.
- 2) Promote the development of greenways or boulevards as a method of access control and beautification.
- 3) Increase the visibility of the Business District and Main Street Area via additional signage and landscaping at access points off of County State Aid Highway 19 and 34.
- 4) Develop zoning regulations that require building, setback, and landscaping requirements for residential, commercial, and industrial development along major transportation systems.
- 5) Coordinate with Rockford and Hassan Townships on all developments within the growth areas regarding development standards and zoning.

## **Economic Development Goals & Policies**

Based on the economic health indicators, discussions, and issues identified as barriers to development, the following goals and policies have been generated.

**Economic Development Goal 1: Cooperatively utilize existing and new resources for economic growth in the Hanover area.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Promote an on-going cooperative effort among Hanover, the surrounding townships, the Economic Development Partnership of Wright County, area Chambers of Commerce, state agencies, local builders, business owners, and residents to pursue a wide range of economic development opportunities.
- 2) Continue to support efforts to retain existing businesses and industry and to facilitate their expansion, in addition to recruiting new businesses.
- 3) Promote and market the area's characteristics to attract and expand diversified businesses as well as attract consumers, tourists, and new residents.
- 4) Recognize the need to upgrade and expand existing County and City infrastructure to support and promote continued development.
- 5) Ensure that the area communities continue to have access to state-of-the-art telecommunications infrastructure.

**Economic Development Goal 2: Ensure a quality labor force and promote living wage jobs.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Work with the Hanover area school district to ensure that students gain the job skills that they need to enter the labor force.
- 2) Promote appreciation of age differences by enabling effective integration of a diverse age population.
- 3) Provide local access for continuing education. Actively seek out institutions to offer programs/services through the use of all-available technology.
- 4) Encourage the Hanover area to support training to maximize human resources and growth.
- 5) Encourage the availability of a range of housing types and values to accommodate and ensure an ample labor force.
- 6) Promote coordination of the educational system and the business community to ensure the availability of qualified workers.
- 7) Encourage the greater Hanover area to prioritize and match economic incentives to development commensurate with the living wage jobs and other economic benefits that the development brings to the region.

**Economic Development Goal 3: Maintain a favorable climate for ongoing business activities and continue the development of a strong, diversified and balanced economic base.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Recognize and promote the goals of the Hanover area Economic Development section in the Comprehensive Plan.
- 2) Aggressively promote and market the Hanover area to attract commercial and industrial development and redevelopment within the City, including the use of financial incentives, with particular emphasis on attracting businesses that provide livable wage jobs.
- 3) Encourage the increased use of telecommunications in order to compete for information-driven jobs.
- 4) Encourage both public and private investment in facilities and infrastructure.
- 5) Recognize the fundamental linkage between housing and economic development and work to match housing availability with community employment.

**Economic Development Goal 4: Recognize the need to upgrade and expand existing City infrastructure in order to promote and support continued residential, commercial, and industrial development.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Encourage the County to give funding priority to City and County State Aid roads that serve commercial and industrial properties.
- 2) Develop and follow a 5-year Capital Improvements Plan to ensure improvement of the City's infrastructure in a timely and cost-effective manner.
- 3) Work with downtown businesses to prioritize needs for downtown infrastructure.

**Economic Development Goal 5: Support downtown and "in-town" development activities to enhance and complement the service and retail businesses already located in those areas.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Promote an effective mix of downtown and "in-town" businesses to increase retail trade.
- 2) Encourage the compact development of the downtown/in-town area to accommodate and encourage pedestrian traffic.
- 3) Assist businesses in finding financial aid from appropriate agencies to rehabilitate structures.

**Economic Development Goal 6: Support the continued growth of appropriate commercial and industrial areas outside of the central business district.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Work to establish and maintain a fully serviced industrial park with suitable transportation access.
- 2) Identify a general commercial area to accommodate those commercial uses not suited to the downtown/in-town area.
- 3) Identify a highway-related commercial area to accommodate those commercial uses which serve the traveling public or are not suited to the downtown/in-town area.

## **Parks and Recreation Goals & Policies**

**Parks and Recreation Goal 1: Evaluate existing parks on a yearly basis to ensure that the parks are safe, well-maintained, and accessible to all residents; to identify upgrade needs; and to evaluate current park and trail needs.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Determine the current conditions of parks and trails in the community and perform a needs assessment and timetable for upgrading or constructing new parks or trails.
- 2) Create and implement a Parks and Recreation Plan for the City of Hanover.
- 3) The Hanover area will continually research current park trends and assess the demand for types of facilities to be located in park lands in order to meet the level of service expectations from the community and to ensure that the facilities are barrier-free and accessible to all residents.
- 4) Identify year-round community sports and activities for all ages and explore methods of providing opportunities for those uses.
- 5) The Hanover area will assess the demand for types of facilities desired by the community by using park visitor surveys, public surveys, and narratives from the residents at Council and township board meetings.
- 6) The Hanover area will utilize information from surrounding communities to support their parks and recreation development efforts.
- 7) Explore opportunities for neighborhood parks in the part of the community that falls in Hennepin County.

**Parks and Recreation Goal 2: Explore alternative revenue sources to generate additional funds for park improvements.**

The City of Hanover will achieve this goal by implementing the following policy:

- 1) Enforce the City's park dedication fee for new development and investigate alternative revenue sources, such as grants and gift programs, in order to meet the needs of a growing population.

**Parks and Recreation Goal 3: Develop an integrated parks and recreation system with both new and existing parks connected to one another and to neighborhoods within the community.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Seek routes for trails and locations for new parks using Map 3 as a guide. New parks and trails will be developed where feasible, in the review of new developments.
- 2) Work with the Three River Parks District in their efforts to connect regional parks in the northwestern metropolitan area with one another.
- 3) Work with neighboring jurisdictions to provide connections to parks in the local area.

## Environment Goals & Policies

Based on the environmental health indicators and issues identified during the comprehensive planning process, the following list of goals and policies has been generated.

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

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Perform stringent environmental review and work closely with the Environmental Quality Board when analyzing new developments, using the Conservation Ordinance, the Natural Resource Inventory, and the Wetland Management Plan.
- 2) Identify natural resources and strongly support the incorporation of woodlands, floodplains, poor soils, prairie lands, and other environmentally sensitive areas into parks and open space areas as an alternative to the destruction of these resources.
- 3) Maintain in a natural state slopes and areas of land susceptible to severe erosion and carefully manage areas of moderate erosion potential.
- 4) Preserve the quality and quantity of surface water and groundwater resources by the appropriate regulation of all development activities that have the potential to impact the water resources in the area.
- 5) Preserve natural drainage systems, wetlands, and groundwater recharge areas and mitigate the impact of development activities on the infiltration and runoff of water, stormwater storage, and plant and animal habitat.
- 6) Discourage the clearing of wooded areas, encourage the reforestation of areas already cleared by development, and promote the establishment of flora in areas lacking it.
- 7) Encourage public and private recycling programs to serve the community and surrounding areas.
- 8) Discourage development in areas that are unsuitable or hazardous for urban uses due to topography, geology, soils, wetlands, flooding, or other natural conditions. Continue to monitor and inspect residential and commercial areas with on-site sewer systems to ensure that they function properly.
- 9) Continue to review and consider soil suitability in the placement of individual sewage treatment systems before the issuance of a permit.
- 10) Encourage Hanover and the surrounding townships to promote the recycling of hazardous waste. Promote the proper use and application of chemicals in the recreational, agricultural, and natural areas throughout the area.

### **Environment Goal 2: Identify and protect historic community resources including districts, buildings, sites, or events.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Create and maintain an inventory of historic community resources.
- 2) Encourage the preservation of historic sites where practical and economically feasible. This could be accomplished through a number of means such as conservation easements, land acquisition, grants, and donations.
- 3) Encourage the revitalization of downtown, including infrastructure, buildings and surroundings, and streets and sidewalks, through renovation, expansion, replacement, and new development as necessary.
- 4) Protect scenic values by controlling billboards and regulating signs, auto junkyards, and other potentially unsightly land uses and practices.

**Environment Goal 3: Require the implementation of Conservation Design principles for all development, except on parcels less than 20 acres in size, in order to protect and preserve the environmental resources of the area.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Work with the MPCA and the DNR to ensure that development proposals are meeting Conservation Design principles and implementing the best methods for those achieving those principles.
- 2) Partner with the MPCA and DNR to regularly review and update the City on new methods and practices for site design and development to meet Conservation Design principles.

## **Orderly Annexation Goals & Policies**

Based on discussion and information gathered at community workshops, several goals and policies had been developed. It should be noted that the goals and policies contained in this section are specific to the land currently outside of the City limits, but may be similar to goals and policies contained in other portions of this Section. Once a property becomes a part of the City, the goals and policies contained in other parts of this Section shall also apply.

**Orderly Annexation Goal 1: Ensure that new growth and development maintains the small town, country atmosphere of the area.** The Hanover area is a place where wildlife can be found in people's yards. A place with a small downtown and smaller residential lots that gives way to larger lots, farmlands, and open space. A place where everyone knows your name.

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Implement design standards which seek to protect and restore the natural resources of the area.
- 2) Encourage developments which respect the agricultural history of the area, through the preservation of working agricultural lands, hobby farms, or other means.
- 3) Ensure that new developments are connected to existing neighborhoods through the efficient use of roads and an integrated trail network.

**Orderly Annexation Goal 2: Protect and enhance the area's natural resource assets, including the lakes, the Crow River, wetlands, prairie lands, and other resources for open space, wildlife habitat, and environmental health purposes.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Implement Conservation Design principles and practices, as described in Section IV of this Plan.
- 2) Partner with the MPCA, Minnesota Department of Natural Resources, and other similar entities to provide education to the public and promote Conservation Design in the community.

**Orderly Annexation Goal 3: Ensure that new growth and development provides appropriate transitions with the surrounding, adjacent existing development.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Plan for orderly growth around the City's edges, avoiding "leap-frogging" of development outside of the City.
- 2) Implement standards which seek to screen developments from view from major roads and nearby neighborhoods.
- 3) Site development in an orderly manner, avoiding potential land use conflicts between industrial/commercial uses and residential uses and between higher density and lower density uses.

**Orderly Annexation Goal 4: Maintain open spaces and encourage additional recreation areas that provide a variety of opportunities for different life phases.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Identify sensitive natural resources and promote their integration as part of open spaces for new developments.
- 2) Explore methods for providing year-round community sports and activities for all ages.
- 3) Ensure that newly annexed areas have easy access to recreation opportunities and are connected to the City's recreation network through trails or pedestrian pathways where possible.

**Orderly Annexation Goal 5: Ensure that growth and development proceeds in an orderly manner so as to reduce land use conflicts, encourage investment in the community, and reduce overall infrastructure costs and municipal tax burdens.** Situated in the Interstate 94 Growth Corridor, the Hanover area has seen and felt the effects of development pressures. Planning for projected and expected growth by locating areas most suitable to accommodate that growth and plan to provide services to those areas will not only aid the community in maintaining their character, but also ensure that those municipal services are provided for in an efficient manner.

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Continue to work with Rockford Township to draft and implement an orderly annexation agreement.
- 2) Review annexation requests in respect to the goals and policies contained in this Section as well as in regards to the City's ability to serve the property with municipal services.

**Orderly Annexation Goal 6: Ensure that new developments provide through access and alternate routes, and that there is more than one access point to new developments.** Residents have expressed concerns regarding the capacity of existing transportation network to handle additional traffic as a result of new developments. The typical suburban pattern of development filters all local traffic from each development to collector and arterial roadways, but does not provide alternative routes for travel.

The City of Hanover will achieve this goal by implementing the following policies:

- 1) As required by the City for new developments, ensuring that alternate transportation routes are available will help to relieve the traffic pressures on major roadways.

**Orderly Annexation Goal 7: Ensure that newly annexed land has access to municipal services in the most cost-effective and efficient manner.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Review annexation requests in light of the City's plan for the extension of municipal services.
- 2) Using the results of the City's Sewer Feasibility Study, develop a capital improvements plan for municipal service extension.

**Orderly Annexation Goal 8: Work to keep special assessment costs down for property owners for new infrastructure and services.**

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Review annexation requests in light of the City's plan for the extension of municipal services.
- 2) Using the results of the City's Sewer Feasibility Study and the City's Transportation Study, develop a capital improvements plan for municipal service extension.

**Orderly Annexation Goal 9: The provision of municipal water facilities and sanitary sewer will be the ultimate goal in serving all new subdivisions in the orderly annexation area.** Due to the environmental sensitivity of the area and the City's goal of protecting and preserving natural resources, the community finds it in their best interest to ensure that all new development be served by municipal facilities where possible. (Note that land use goal #1, policy #4 on page 45 and land use goal #3, policy #2 on page 46 encourage "alternative wastewater" systems to protect natural resources)

The City of Hanover will achieve this goal by implementing the following policies:

- 1) To ensure that the costs of new development are not borne by current residents, the City will work with developers to assign the costs of municipal service provision to their particular development.
- 2) The City will develop specific policies to guide future sewer and water extensions.
- 3) Enforce the City's policy regarding timeframes for connection to municipal water and sanitary sewer services.

# VII. FUTURE LAND USE

## What is a future land use map?

A future land use map is intended to guide the decision-making process for the City on development and subdivision proposals and annexation actions. It is important to understand that a future land use map is **NOT** a zoning map. Instead, it is a visual representation of how the community would like to see the City developed in the future.

A primary function of the future land use map is to help the Planning Commission and City Council make decisions to approve or deny rezoning and subdivision proposals. Without a future land use map, rezoning and subdivision requests may lead to development patterns that are not compatible with the goals of the Comprehensive Plan.

## How is the future land use map created?

The future land use map is a visual representation of the values and goals of the community. In addition, other criteria are included for participants to consider. These criteria are shown on a set of planning maps that will be used in this activity, which include the following information:

- 1) Public and protected lands
- 2) Significant natural areas
- 3) Wetlands and water bodies
- 4) Watersheds and shoreland areas
- 5) Topography and steep slopes
- 6) Existing major and minor roadways

## Future Land Use Categories

Land use districts in this Plan have been created to accommodate the existing and desired land uses in the City. Goals and policies developed by the participants in the planning process have been used to determine the types of land uses that should continue and/or that should be developed in the future. Locations for the future land uses are shown on the Future Land Use Map (Map 4), as developed by the community.

Each of the categories below describes the types of uses that are desirable in each category. Uses are described as they relate to the City of Hanover, with “high density” or “high intensity” describing uses that are considered “high” in Hanover (such as the average density in the Downtown Transition category), and vice versa.

- 1) **Open Space** - A designation for the preservation of publicly-owned lands, environmentally sensitive lands, wetlands, unique resources, historic sites, and land set aside as part of the development process. These areas are typically unsuitable for traditional development, but may provide active or passive recreation opportunities.
- 2) **Recreation** - A designation for lands to be used for public and private recreational facilities. Public recreation areas include ball fields, neighborhood parks, and county and state parks, among other resources. Private recreation areas include resources such as golf courses.
- 3) **Rural Preservation** - A designation for properties that are non-shoreline and have developed, or are suitable to be developed, to preserve the rural character of the area. Lot sizes would be greater than Neighborhood Residential, typically with an average lot size of 2.5 acres. This designation is intended to allow space for very low-density residential and hobby farm living with or without full provision of municipal services. Schools, parks,

playgrounds, and other similar uses would be permitted within this district. This area is also intended to prevent the establishment of various commercial, industrial, and higher density residential developments that will conflict with the character of the area.

- 4) **Commercial / Industrial** – A designation for property that is best suited for auto-oriented commercial development or light industrial development requiring access to infrastructure services. Types of uses in this area can include offices, trucking businesses, light manufacturing, grocery stores, and other similar uses.
- 5) **Downtown River District Commercial** – The purpose of this category is to identify portions of Hanover that contain businesses arranged in a pattern that is pedestrian oriented. Businesses in this area do not have their own parking lots, but rather is characterized by the presence of on-street parking, or municipal lots, sidewalks, and trails. The majority of the uses are commercial in nature, but some residential uses, such as an apartment above a storefront, may be mixed into the fabric.
- 6) **Shoreline Residential** – A designation for shoreline properties to be developed or already developed residentially. The uses on these properties are governed by the State Shoreland Management Standards, at a minimum.
- 7) **Neighborhood Residential** – A designation for properties that are non-shoreline and have developed, or are suitable to be developed, in a moderate-density residential neighborhood with full provision of necessary urban services. Lot sizes range in size from 20,000 square feet to one acre in size. Lot sizes may be smaller if provisions for open space preservation are included. This area is also intended to prevent the establishment of various commercial, industrial, and higher density residential developments that will conflict with the character of the area.
- 8) **Conservation Subdivision** – A designation for properties that are most suited to being developed using conservation design principles. Conservation design would allow for preservation of open spaces and sensitive areas while allowing increased development and variable lot size flexibility in areas most suitable for development. The density in this designation averages between 0.2 (5 acres) to 1.5 (3/4 acre) dwelling units per buildable acre.

## Connections

- 1) **Transportation Connections** – Future road corridors that should be utilized to improve transportation options in the area and reduce increased heavy traffic on arterial and collector roads.
- 2) **Trail Connections** – Potential future trail corridors that connect to existing and future trails and parks. The corridors depicted on the Map 3 indicate potential general routes that require further exploration and work with property owners and other stakeholders.
- 3) **Habitat Corridors** – Corridors that should be set aside during the development process to ensure the vitality of existing natural resource habitats by providing natural connections between existing natural areas (Map 2).

# Land Use Recommendations

The Plan provides a series of recommendations categorized according to land use type to achieve the goals and policies set forth in this plan in visualized in the Future Land Use Map.

## General Land Use

- 1) Complete a community re-evaluation and updating of the City's Official Zoning Map and Ordinances to ensure consistency with the Comprehensive Plan, especially policies for implementing Conservation Design..
- 2) Improve communication and cooperation between the City, surrounding townships, Wright County, Hennepin County, and other public agencies and residents.
- 3) Recognize legitimate issues and concerns regarding jurisdictions and collaborate with the surrounding townships and Wright and Hennepin Counties through joint planning and other cooperative measures to efficiently address community needs.
- 4) Review the Comprehensive Plan annually and amend as necessary to ensure its usefulness as a practical guide for current and future development. Adhere to this Plan as closely as possible to ensure a consistent development policy.

## Residential Land Use

- 1) Continue to guide residential growth in an orderly manner so that new development can be efficiently served by public improvements and that the character and quality of the City's existing neighborhoods can be maintained and enhanced.
- 2) Pursue the development of annexation and joint-planning agreements to ensure that the development of residential property is efficient and that new neighborhoods create a sense of place.
- 3) Recognize environmentally sensitive areas and promote development that is cohesive with development and environmental standards.

## Commercial Land Use

- 1) Promote commercial development along designated areas adjacent to Highway 19, River Road, and by creating connections to the Downtown River District area.
- 2) Encourage the best possible use of existing sites within the City through development and redevelopment efforts. When sites do not exist within the City limits, the City must contact the appropriate township to discuss annexation opportunities.

## Industrial Land Use

- 1) Design and locate industrial developments that are sensitive to existing commercial and residential development. Ensure that truck traffic is not routed through residential developments and that they have access to major transportation systems.
- 2) Recognize the need to upgrade and expand existing City infrastructure to support future industrial development.
- 3) Recognize environmentally sensitive areas and promote industrial development that is cohesive with development and environmental standards.
- 4) Encourage the best possible use of existing sites within the City through development and redevelopment efforts. When sites do not exist within the City limits, the City must contact the appropriate township to discuss annexation opportunities.

## Public Land Use

- 1) Ensure that there are adequate neighborhood park facilities to meet the needs of all residential neighborhoods, new developments in growth areas, and to accommodate the young and aging population of the City.
- 2) Encourage cooperation and communication with the School District to identify locations for new school facilities and expansion projects.

## Urban Growth Areas

- 1) Work with Wright and Hennepin Counties and the surrounding townships to plan for orderly growth outside the City, which may be annexed or governed under a joint planning agreement.
- 2) Work with adjacent jurisdictions to prevent development at urban densities located beyond the community's long-term ability to provide municipal services such as street, sanitary sewer and water.
- 3) Require that properties serviced by City water and sewer be located within the City.
- 4) New subdivisions shall ultimately be served with municipal water facilities and sanitary sewer services. The City shall work with the developer to assess the total costs and payment of these service provisions up front.

## Growth Boundaries

Planned urban areas lie outside of existing urbanized areas and are in the direct path of urban growth. It is not expected that these areas will be entirely developed within the next 20 years, but they must be protected against development patterns that may hinder their ultimate transition to urban use. The City of Hanover has initiated work with Rockford Township to draft an orderly annexation agreement for a portion of the township. The northern portion of the Township included in this agreement totals 6.7 square miles and contains portions of Wagner Lake, Charlotte Lake, and Moore Lake, as well as the entire area of Martha Lake.

Development in this area should incorporate Conservation Design standards, be at urban densities as designated in the Future Land Use Map, and occur in an orderly and in as contiguous a manner as possible. This principle encompasses the need to promote infill and redevelopment within existing City boundaries as well. Development should also be carefully coordinated with adjacent cities and townships to ensure that it follows planned growth patterns and is provided with appropriate urban services. Land outside the planned urban areas should be developed at rural densities and uses should be compatible with existing rural areas.

In addition to land use policies and large capital expenditure to extend municipal utilities, transportation investments provide one of the most direct means of implementing or controlling land use for the region. It was recognized during the planning process that transportation decisions also affect the look and feel of the community, the shape and form of new development and redevelopment, and that the improvements can bring with it unwanted environmental and social consequences, such as noise and safety, if inappropriately located.

## VIII. IMPLEMENTATION

The planning process has just begun for the City of Hanover and the surrounding townships. In many ways, formal adoption of the Comprehensive Plan is the first step in planning, not the last. Adopting the plan establishes the policy direction for the community, including both a description of the community's objectives and methods for achieving their goals. Without continued action to implement and update the Plan, City efforts up to this point would be for naught. This implementation section outlines the steps that need to be taken to put the Comprehensive Plan into action.

The City of Hanover should review and revise several of its regulatory measures, such as the zoning ordinances, in order to enforce the Plan's recommendations.

### Zoning Ordinance

Zoning is the primary regulatory tool used by local governments to implement land use planning policies. Zoning consists of the official zoning map and the supporting ordinance text. The official map divides the community into zoning districts and the text describes the regulations that apply within those districts, including permitted uses, lot sizes, setbacks, and density standards.

#### Action Steps

An important first step in implementation is to compare the current zoning map with the adopted future land use plan map and reconcile any discrepancies. The two maps do not need to be identical, but there should be clear and valid reasons for their differences. Any unzoned areas or differences in land use types should be reconciled prior to development.

The second step is to review, update, and refine the zoning ordinance to implement and enforce the goals, policies, and recommendations of the Comprehensive Plan. A full re-write of the ordinance may not be necessary as the City has been working on revising the ordinance, but some minor amendments may be necessary to achieve the goals in this Plan. Specifically, the City will need to review the Ordinance for incorporation of Conservation Design principles and practices, as described in Section IV of this Plan.

### Other Implementation Areas

A number of other items should be accomplished to ensure ongoing implementation of this Plan and include:

- 1) Encourage developers to build a diverse mix of residential building styles and sizes.
- 2) Ensure that developments are consistent with regulations regarding environmentally sensitive areas and also ensure that communication occurs with federal, state, and county agencies.
- 3) Develop a residential, commercial, and industrial strategy. The provision of additional opportunities for residential development is integral to the City's goals of increasing commercial and industrial development. The City could assist residential developers with land consolidations, marketing, permitting, and other issues.

#### Review and Revision

The Comprehensive Plan is not a static document, but rather should evolve as the community grows and develops. The planning process must be continuous and the Plan should be monitored and updated when necessary. If community attitudes change or new issues arise that are beyond the

scope of the current Plan, the document should be reviewed and updated. If changes are found to be appropriate, they should be formally added by amending the Plan.

All proposed Plan amendments should be submitted to the Planning Commission for review. After a public hearing, the City Council should make a final decision on whether the amendment is warranted. Criteria to use when deciding upon the acceptability of a Plan amendment shall include:

- 1) There is a mistake in the Plan.
- 2) There is a change in the community or in issues not anticipated by the Plan.

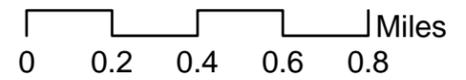
Also, at three- or five-year intervals, the entire Plan should be reviewed and modified to ensure that it continues to be a current expression of the community's goals and intentions.



# Functional Road Class-Map 1

## Functional Class

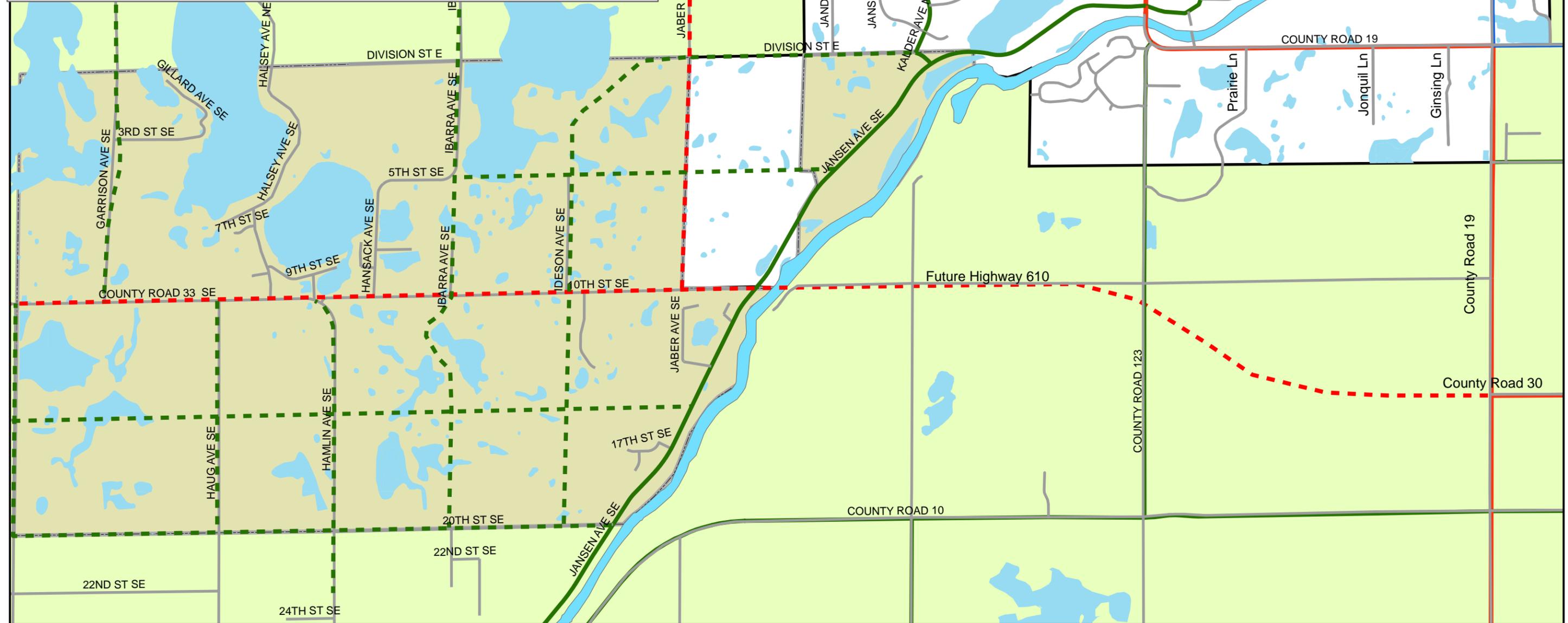
- A Minor Arterial
- - - Future Arterial
- B Minor Arterial
- Collector
- - - Future Collector
- Local
- City Boundary
- Annexation Area



Prepared July, 2008

Source: WSB & Assoc., MnDNR

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# Environmental Sensitivity\*

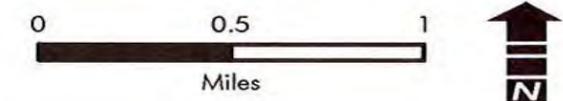
## Map 2



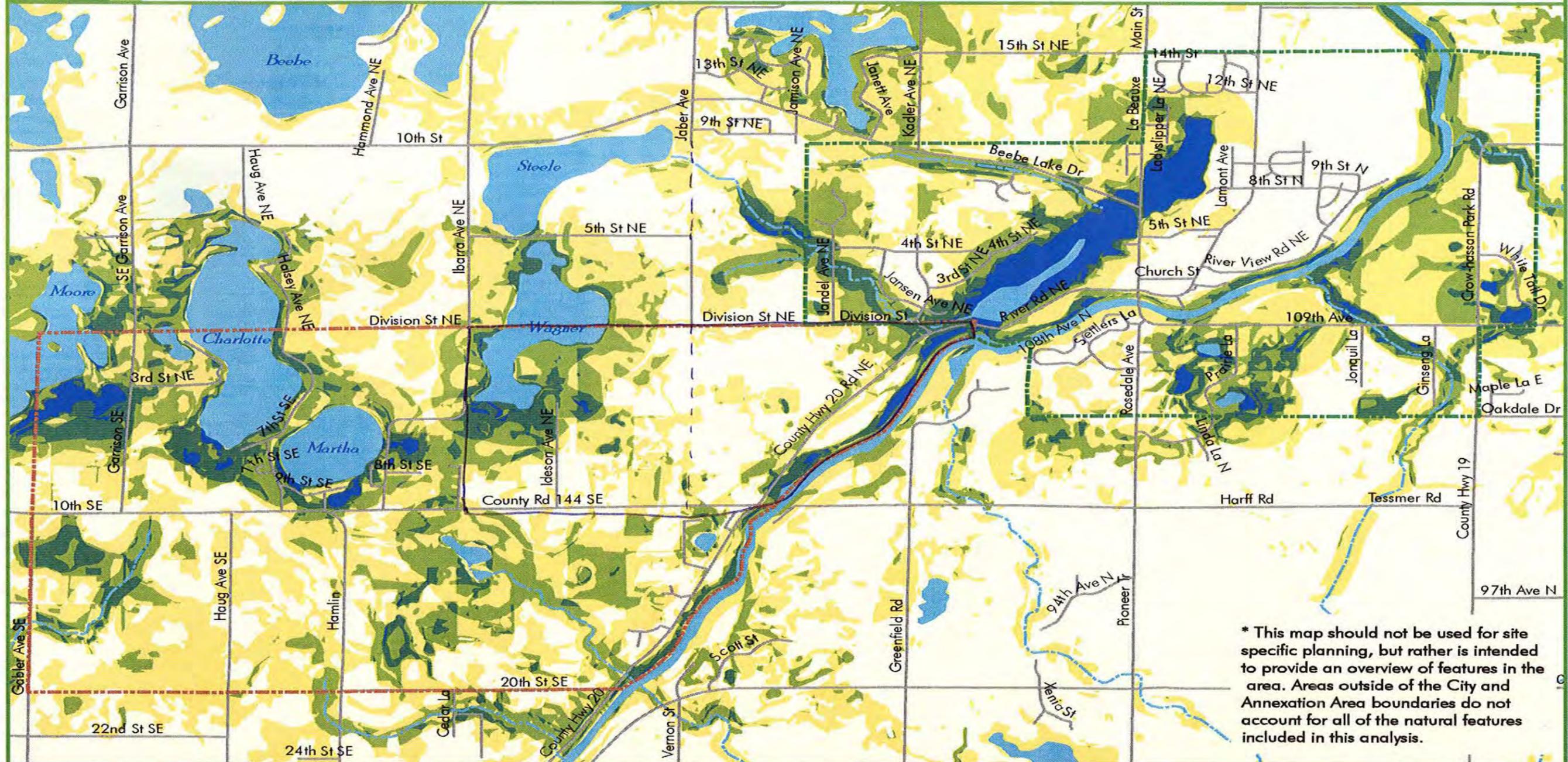
City of Hanover

- Low Environmental Sensitivity
- Somewhat Low Environmental Sensitivity
- Moderate Environmental Sensitivity
- Somewhat High Environmental Sensitivity
- High Environmental Sensitivity

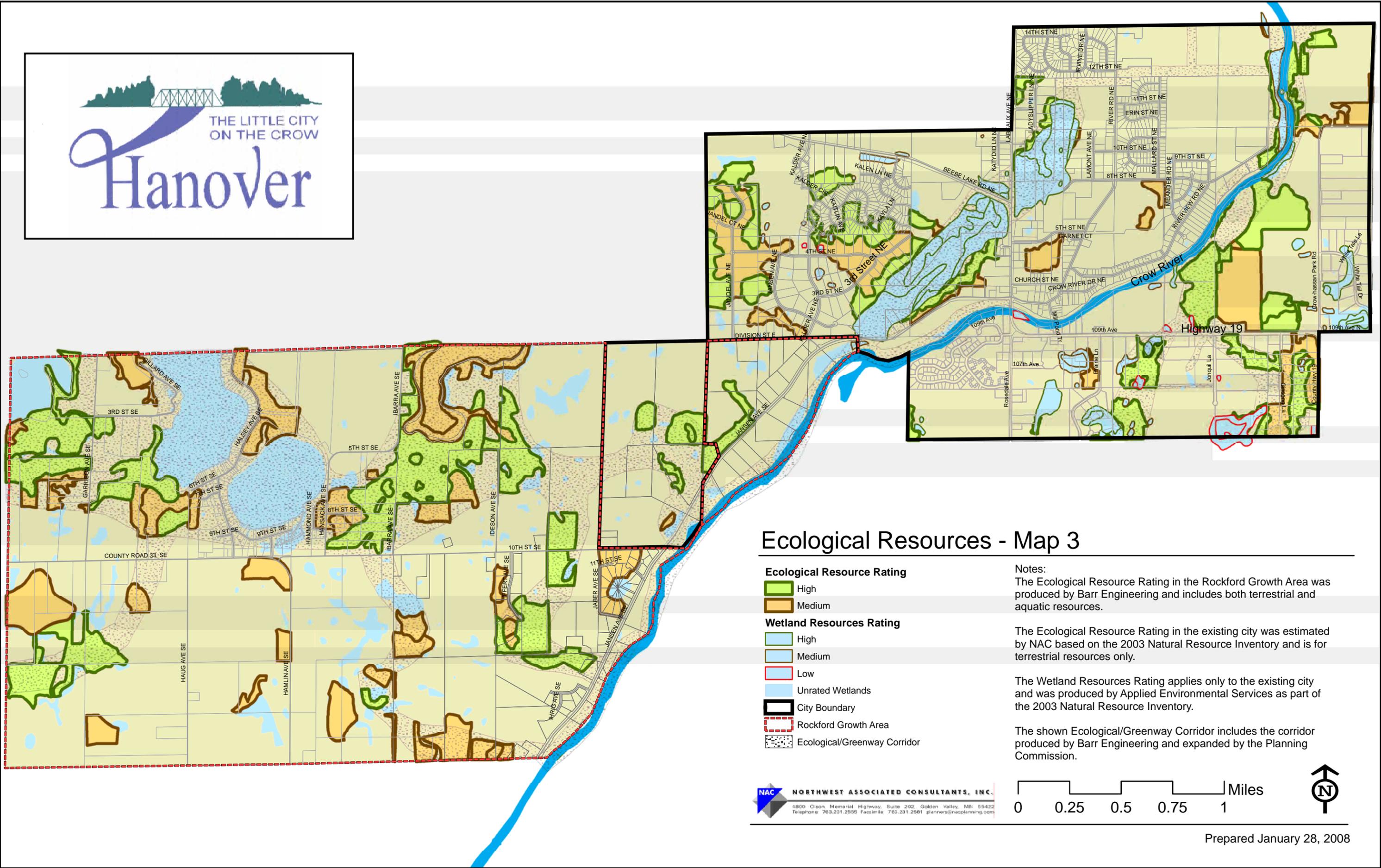
Environmental sensitivity was calculated by creating an index that combines a range of natural features including steep slopes, drainage class, prime agricultural lands, floodplains, hydric soils, soil erosion potential, wetlands, shoreland areas, biodiversity significance, and locally significant habitat. Each feature was ranked and the each feature ranking was added to the environmental sensitivity index. Those areas with the highest score are ranked as having "High Environmental Sensitivity", while lower scores are given lower rankings.



Prepared January 2007  
 Sources: Minnesota Department of Natural Resources, Minnesota Department of Transportation, NRCS SSURGO database, FEMA, City of Hanover, Wright County



\* This map should not be used for site specific planning, but rather is intended to provide an overview of features in the area. Areas outside of the City and Annexation Area boundaries do not account for all of the natural features included in this analysis.



### Ecological Resources - Map 3

- Ecological Resource Rating**
- High
  - Medium
- Wetland Resources Rating**
- High
  - Medium
  - Low
  - Unrated Wetlands
  - City Boundary
  - Rockford Growth Area
  - Ecological/Greenway Corridor

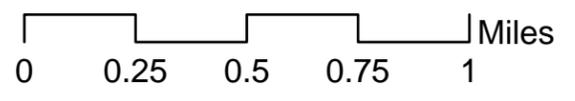
**Notes:**  
 The Ecological Resource Rating in the Rockford Growth Area was produced by Barr Engineering and includes both terrestrial and aquatic resources.

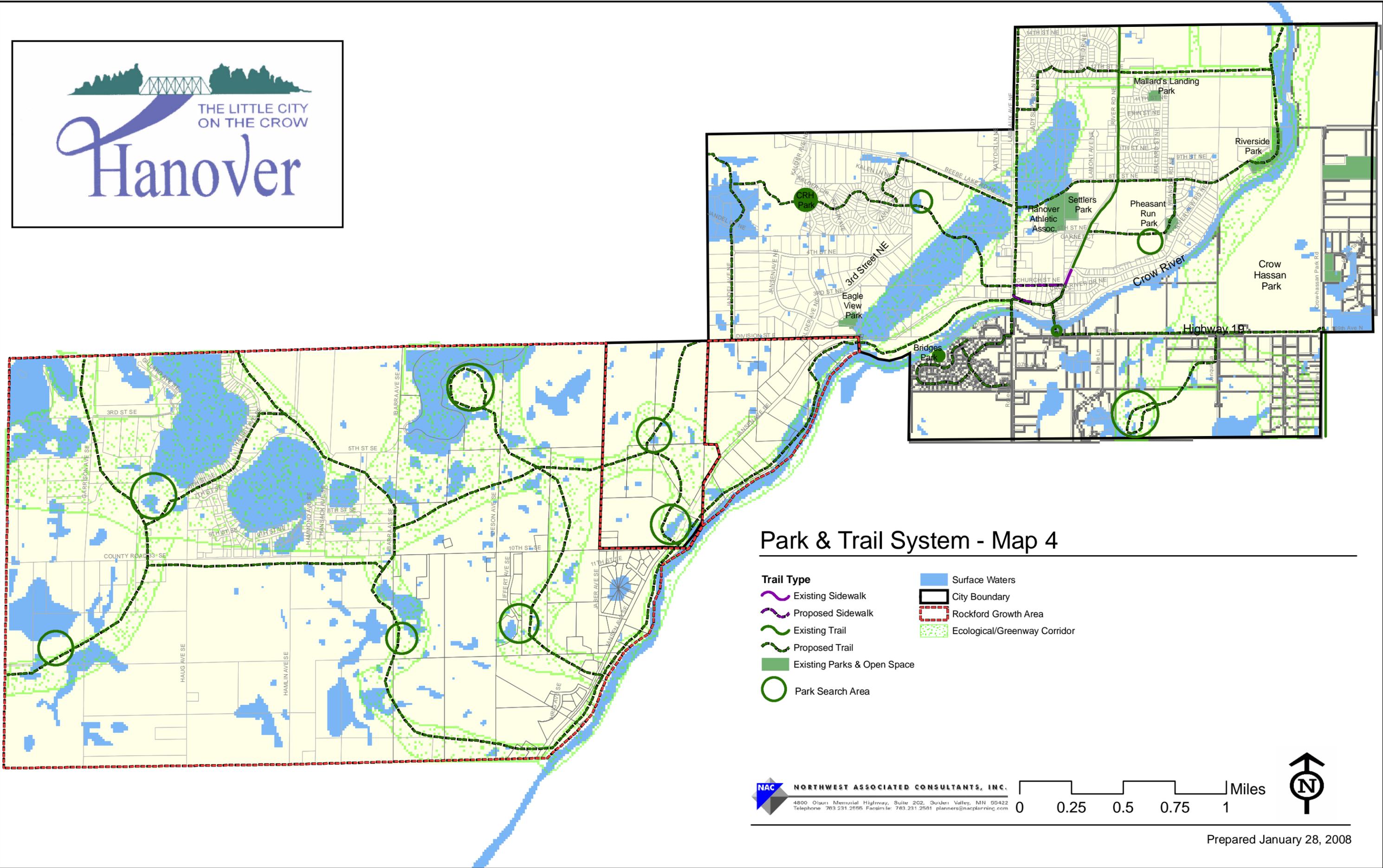
The Ecological Resource Rating in the existing city was estimated by NAC based on the 2003 Natural Resource Inventory and is for terrestrial resources only.

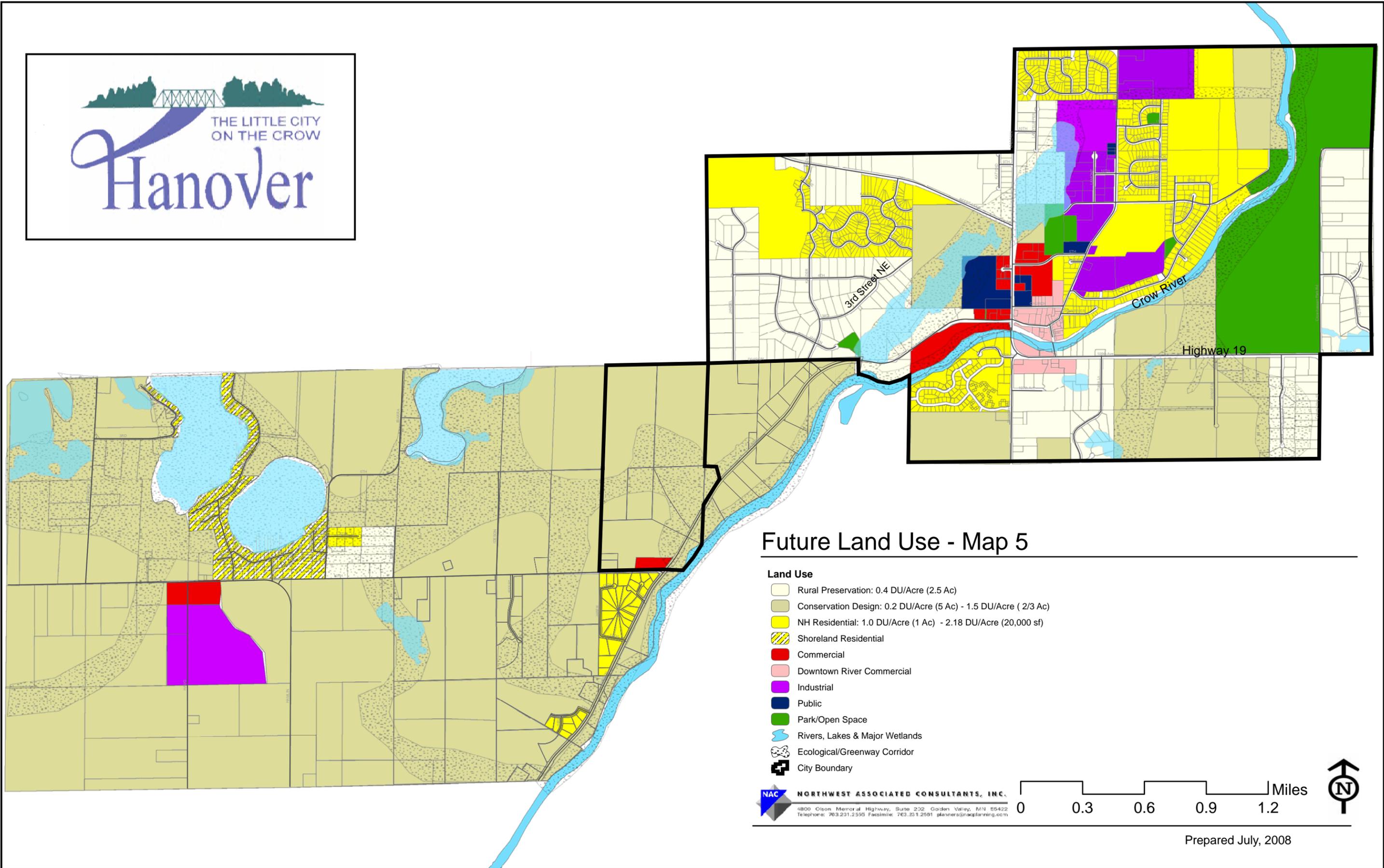
The Wetland Resources Rating applies only to the existing city and was produced by Applied Environmental Services as part of the 2003 Natural Resource Inventory.

The shown Ecological/Greenway Corridor includes the corridor produced by Barr Engineering and expanded by the Planning Commission.

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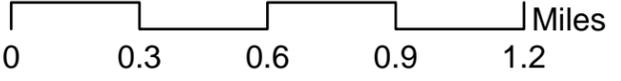




### Future Land Use - Map 5

- Land Use**
- Rural Preservation: 0.4 DU/Acre (2.5 Ac)
  - Conservation Design: 0.2 DU/Acre (5 Ac) - 1.5 DU/Acre ( 2/3 Ac)
  - NH Residential: 1.0 DU/Acre (1 Ac) - 2.18 DU/Acre (20,000 sf)
  - Shoreland Residential
  - Commercial
  - Downtown River Commercial
  - Industrial
  - Public
  - Park/Open Space
  - Rivers, Lakes & Major Wetlands
  - Ecological/Greenway Corridor
  - City Boundary

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Prepared July, 2008

## Appendix 1: Conservation Subdivision Design Process

“Conservation Subdivision Design” (CSD), describes a concept of cluster-type development that enables land to be developed while simultaneously preserving Hanover’s rural character, reducing environmental impacts, maintaining site hydrology, protecting the rights of property owners, and enabling a developer to benefit from a high-quality project. CSD accomplishes these goals through a creative design process that identifies conservation areas and places buildings and infrastructure to maximize views as well as minimize development impacts, energy use and stormwater runoff. A key goal of CSD is to mimic predevelopment site hydrology by using site design techniques that store, infiltrate, evaporate, and detain runoff as close to the source as possible. The hallmark of CSD is designing a project to fit the land.

The design process includes key steps to ensure that city goals and policies are met. The design steps are important not only for creating good development proposals, but to communicate in a common language. A common language will aid both land developers/owners as well as city residents, city staff and city officials in the design, review and approval of development proposals.

Illustrative drawings developed by Randall Arendt are intended to communicate the general four-step design approach expected in Hanover. The process begins with a tract of land containing open fields, woods and a stream, a common landscape in Hanover (Figure 1).



Figure 1. Tract of land before development (Source: Arendt, Randall)

## Step 1- Identify Significant Resources for Protection/Preservation

Hanover has identified land features that are inherently unsuitable for development and cultural and natural resources that are to be preserved. Both types of resources are critical for protecting the community's rural character, for minimizing development impacts, and for maintaining/creating ecological corridors.

### *Inherently unbuildable land (Figure 2)*

Steep slopes (slopes of 12 % and greater)

Wetlands, lakes, springs, streams and rivers (including buffers)

Floodplains

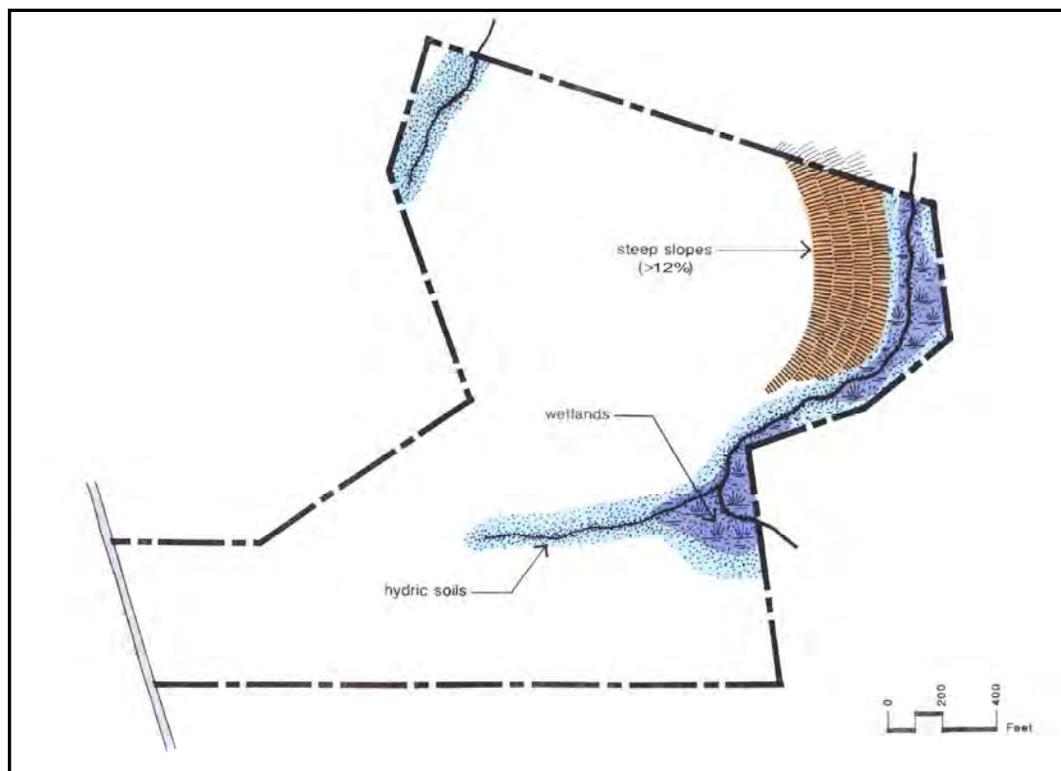
Natural drainage ways

### *Cultural and natural resources to be Protected (Figure 3)*

Medium and high quality ecological resources

Cultural resources (i.e. farmsteads, views)

Historic resources (i.e. Native American archeological sites)



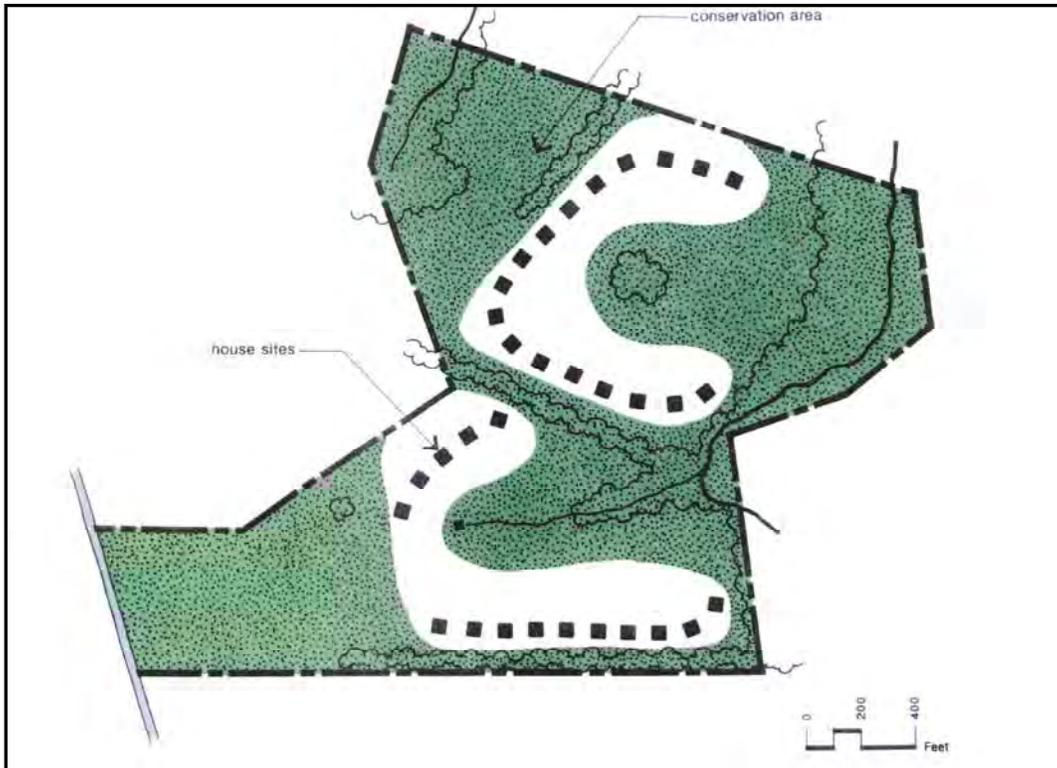
**Figure 2. Inherently Unbuildable Land (Source: Arendt, Randall)**



**Figure 3. Cultural Resources to be Protected** (Source: Arendt, Randall)

### Step 2 – Identify buildable areas and locate housing sites

The areas not designated as unbuildable or designated for protection are identified as potential development areas for homes and roads. Potential development areas are designated in white on Figure 4. Up to fifty percent of the development area is to be set aside as open space in Hanover (note that more than this is depicted in Figure 4). The open space is to be used for passive and active recreation as well as for the creation of stormwater management facilities and ecological corridors consistent with the future land use map.



**Figure 4. Identification of Potential Development Areas and House Sites**  
 (Source: Arendt, Randall)

As part of step 2, housing sites are located. The location of housing sites should take advantage of solar access in order to reduce the energy needed for heating and cooling. This means that houses should be oriented to the south and roads oriented east-west as much as possible. Homes should also be oriented to take advantage of views but also placed so as to not block views of natural areas from major road corridors. In situations where this is difficult to do, the view of the home from the corridor should be of the home's front.

Soils suitable for infiltration of stormwater should be identified. If such soils are limited, they are to be reserved for stormwater management and treatment; homes and roads should not be placed in these areas.

### Step 3 – Layout Roads, trails and stormwater management areas

Once homes have been placed, a street and trail network is added to link the homes and to create connections to adjacent property and the existing road network (Figure 5). Streets and trails are planned in a manner that minimizes impacts to drainage ways, streams and woodlands.

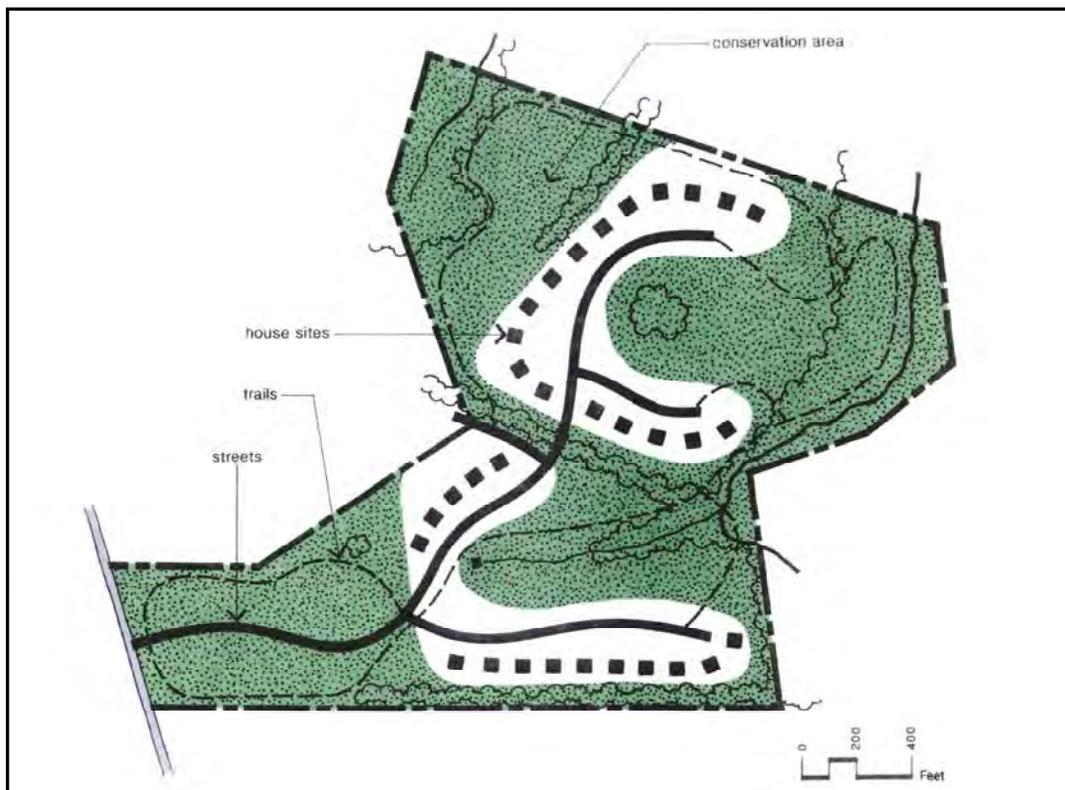


Figure 5. Design Road Alignments and Trails (Source: Arendt, Randall)

Low impact design best management practices are to be used in siting stormwater management facilities. Stormwater is to be treated/managed as close to the source as possible. Shallow basins/rain gardens are to be used in yards as well as in open space areas. Open channel conveyance of flows by means of pervious vegetated swales is preferred over piped systems. A series of depressions/rain gardens within large open space areas (stormwater meadows) are ideal to hold/detain runoff from large storm events. (Figure 6)



Figure 6. Low Impact Design (Source: Barr Engineering)

#### Step 4 – Add lot lines

The last step is to add lot lines for each house (Figure 7). The size and dimensions of the lots shall be consistent with standards established in the underlying zoning district. Different lot sizes are encouraged to create opportunities for visual variety and different house styles, configuration and sizes.



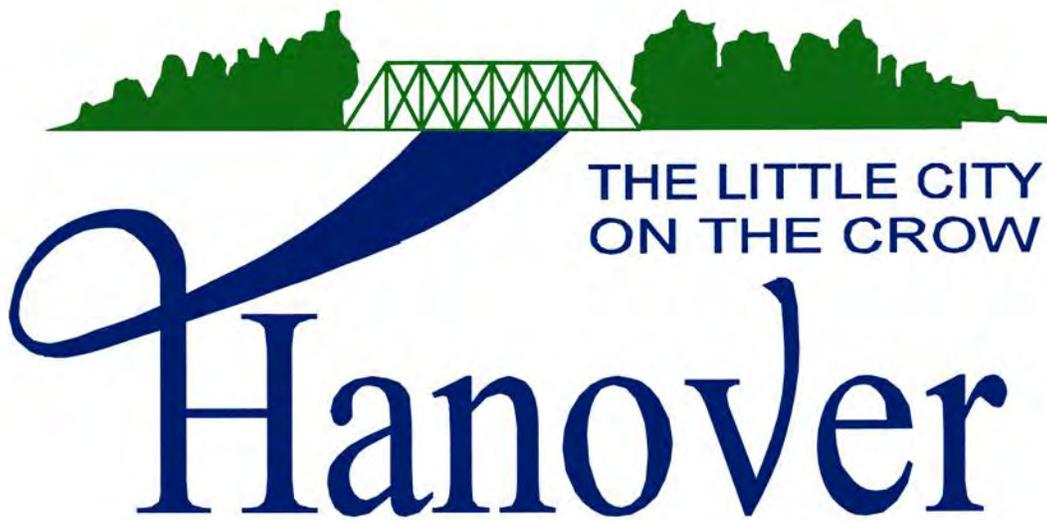
**Figure 7. Add Lot Lines** (Source: Arendt, Randall)

Through the Comprehensive Planning process, the City used a variation of the above described conservation design process to show how a large tract of land in Hanover could be designed and developed (Figure 8). This example shows the preservation of both natural and cultural resources including existing farmsteads. Over fifty percent of the potential buildable area was preserved as both passive and active open space. Placement of the lots provides direct views of and access to the surrounding open space. Most lots are designed for southern exposure to maximize passive solar gain. Open space was provided to incorporate an ecological corridor as a regional recreational and habitat connection to other natural resources in the area. Existing woods and tree stands are preserved.



**Figure 8. Example of conservation design subdivision in Hanover. Source: Barr Engineering**

Source: Arendt, Randall. 1996. Conservation Design for Subdivisions: A practical guide to creating open space networks. New York: Island Press.



## Park Dedication Fee Study

November 2011

Prepared by:

*Collaborative Planning, LLC  
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Medina, MN 55340  
763-473-0569*

**Council Consideration at Meeting of December 6, 2011**

## **Section 1:** Introduction

### **INTRODUCTION**

The City of Hanover adopted a new Comprehensive Plan in 2008, which is proposed to be amended in 2011. The purpose of this study is to provide recommendations to the City of Hanover concerning park dedication in furtherance of the adopted Comprehensive Plan, including proposed amendments. This document serves to update the existing Park Dedication Fee study prepared by Northwest Associated Consultants in 2003.

New developments are required to participate in park dedication by either dedication of land, construction of improvements, payment of fee-in-lieu of land dedication, or a combination of these methods. The purpose of this study is to ascertain the improvements that are necessary due to new development as opposed to those that are required for existing dwelling units, as well as to recommend to the City Council the implementation of these improvements using both park dedication funds and other funding sources.

## Section 2: Statute and Case Law

### **STATUTORY LAW - MINNESOTA STATUTES SECTION 462.358**

The enabling legislation permitting municipalities to require parkland dedication or a cash equivalent for park acquisition and development is set forth in Minnesota Statutes Section 462.358 Subd. 2b. and 2c. as follows:

*Subd. 2b. Dedication.*

*(a) The regulations may require that a reasonable portion of the buildable land, as defined by municipal ordinance, of any proposed subdivision be dedicated to the public or preserved for public use as streets, roads, sewers, electric, gas, and water facilities, storm water drainage and holding areas or ponds and similar utilities and improvements, parks, recreational facilities as defined in section [471.191](#), playgrounds, trails, wetlands, or open space. The requirement must be imposed by ordinance or under the procedures established in section [462.353](#), subdivision 4a.*

*(b) If a municipality adopts the ordinance or proceeds under section [462.353](#), subdivision 4a, as required by paragraph (a), the municipality must adopt a capital improvement budget and have a parks and open space plan or have a parks, trails, and open space component in its comprehensive plan subject to the terms and conditions in this paragraph and paragraphs (c) to (i).*

*(c) The municipality may choose to accept a cash fee as set by ordinance from the applicant for some or all of the new lots created in the subdivision, based on the average fair market value of the unplatted land for which park fees have not already been paid that is, no later than at the time of final approval or under the city's adopted comprehensive plan, to be served by municipal sanitary sewer and water service or community septic and private well as authorized by state law. For purposes of redevelopment on developed land, the municipality may choose to accept a cash fee based on fair market value of the land no later than the time of final approval.*

*(d) In establishing the portion to be dedicated or preserved or the cash fee, the regulations shall give due consideration to the open space, recreational, or common areas and facilities open to the public that the applicant proposes to reserve for the subdivision.*

*(e) The municipality must reasonably determine that it will need to acquire that portion of land for the purposes stated in this subdivision as a result of approval of the subdivision.*

*(f) Cash payments received must be placed by the municipality in a special fund to be used only for the purposes for which the money was obtained.*

*(g) Cash payments received must be used only for the acquisition and development or improvement of parks, recreational facilities, playgrounds, trails, wetlands, or open space based on the approved park systems plan. Cash payments must not be used for ongoing operation or maintenance of parks, recreational facilities, playgrounds, trails, wetlands, or open space.*

*(h) The municipality must not deny the approval of a subdivision based solely on an inadequate supply of parks, open spaces, trails, or recreational facilities within the municipality.*

*(i) Previously subdivided property from which a park dedication has been received, being resubdivided with the same number of lots, is exempt from park dedication requirements. If, as a result of resubdividing the property, the number of lots is increased, then the park dedication or per-lot cash fee must apply only to the net increase of lots.*

**Subd. 2c.Nexus.**

*(a) There must be an essential nexus between the fees or dedication imposed under subdivision 2b and the municipal purpose sought to be achieved by the fee or dedication. The fee or dedication must bear a rough proportionality to the need created by the proposed subdivision or development.*

*(b) If a municipality is given written notice of a dispute over a proposed fee in lieu of dedication before the municipality's final decision on an application, a municipality must not condition the approval of any proposed subdivision or development on an agreement to waive the right to challenge the validity of a fee in lieu of dedication.*

*(c) An application may proceed as if the fee had been paid, pending a decision on the appeal of a dispute over a proposed fee in lieu of dedication, if (1) the person aggrieved by the fee puts the municipality on written notice of a dispute over a proposed fee in lieu of dedication, (2) prior to the municipality's final decision on the application, the fee in lieu of dedication is deposited in escrow, and (3) the person aggrieved by the fee appeals under section [462.361](#), within 60 days of the approval of the application. If such an appeal is not filed*

*by the deadline, or if the person aggrieved by the fee does not prevail on the appeal, then the funds paid into escrow must be transferred to the municipality.*

## **RELEVANT CASE LAW**

Relevant case law establishes a two-prong analysis with respect to determining the amount of parkland dedication. First, the City must establish that the proposed development will create a rational nexus for additional park facilities. Second, the City must be able to prove that the amount of the dedication is roughly proportionate to the impact from the development.

*Nollan v. California Coastal Commission*, 483 U.S. 825 (1987).

In *Nollan*, the United States Supreme Court reviewed a regulation under which the California Coastal Commission required that an offer to dedicate a lateral public easement along the Nollans' beachfront lot be recorded on the chain of title to the property as condition of approval of a permit to demolish an existing bungalow and replace it with a three-bedroom house. The Coastal Commission had asserted that the public-easement condition was imposed to promote the legitimate state interest of diminishing the "blockage of the view of the ocean" caused by construction of the larger house. The Court held that in evaluating such claims, it must be determined whether an "essential nexus" exists between a legitimate state interest and the permit condition

*Dolan v. City of Tigard*, 114 S. Ct. 2309 (1994).

In *Dolan*, the U.S. Supreme Court found that land use extractions must be reflective of a development impact on the infrastructure system. In this respect, park dedication extracted from a land use must reflect the demand they generate for park and recreational facilities. This case established that a rational nexus or relationship must exist between the fees charged for parks and the related impacts that are generated by the use.

*Collis v. City of Bloomington*, 246 N.W.2d 19 (Minn. 1976).

In *Collis*, the Minnesota Supreme Court upheld the constitutionality of Bloomington's Ordinance that set forth a ten (10) percent park dedication requirement "as a general rule." The Court found for this particular case and developer/project, that "as a general rule, it was reasonable for the City to require dedication of ten percent of land or payment of ten percent of the value of undeveloped land for park dedication." The Court noted that the ten percent requirement might be arbitrary as a matter of law because it does not consider the relationship between the particular subdivision and recreational need in the community.

*Kottschade v. City of Rochester*, 537 N.W.2d 301 (Minn. Ct. App. 1995).

In *Kottschade*, this case, the Minnesota Court of Appeals noted that in the case of a dedication, the City is requiring a property owner to give up a constitutional right – the right to receive just compensation when private property is taken for a public purpose. In order to uphold a dedication requirement the City has the burden of proving the required relationship between the property development and the City’s need for land dedication. To meet that burden, the City must show that an “essential nexus” exists between the need for the land and the dedication requirement. If the nexus can be demonstrated, the City must also demonstrate a “rough proportionality” between the development and the City’s dedication requirement.

The City must be able to prove that the proposed project will create a need for additional park facilities and that the amount of dedication required is roughly proportionate to the need that will be generated from the development. A precise mathematical calculation is not required, however.

## **Section 3:** **Parks Plan**

### **2008 COMPREHENSIVE PLAN**

The City of Hanover 2008 Comprehensive Plan sets forth the following park and recreational goals and policies for the City of Hanover:

*Parks and Recreation Goal 1:* Evaluate existing parks on a yearly basis to ensure that the parks are safe, well-maintained, and accessible to all residents; to identify upgrade needs; and to evaluate current park and trail needs.

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Determine the current conditions of parks and trails in the community and perform a needs assessment and timetable for upgrading or constructing new parks or trails.
- 2) Create and implement a Parks and Recreation Plan for the City of Hanover.
- 3) The Hanover area will continually research current park trends and assess the demand for types of facilities to be located in park lands in order to meet the level of service expectations from the community and to ensure that the facilities are barrier-free and accessible to all residents.
- 4) Identify year-round community sports and activities for all ages and explore methods of providing opportunities for those uses.
- 5) The Hanover area will assess the demand for types of facilities desired by the community by using park visitor surveys, public surveys, and narratives from the residents at Council and township board meetings.
- 6) The Hanover area will utilize information from surrounding communities to support their parks and recreation development efforts.
- 7) Explore opportunities for neighborhood parks in the part of the community that falls in
- 8) Hennepin County.

*Parks and Recreation Goal 2:* Explore alternative revenue sources to generate additional funds for park improvements.

The City of Hanover will achieve this goal by implementing the following policy:

- 1) Enforce the City's park dedication fee for new development and investigate alternative revenue sources, such as grants and gift programs, in order to meet the needs of a growing population.

*Parks and Recreation Goal 3:* Develop an integrated parks and recreation system with both new and existing parks connected to one another and to neighborhoods within the community.

The City of Hanover will achieve this goal by implementing the following policies:

- 1) Seek routes for trail access where feasible in the review of new developments.
- 2) Work with the Three River Parks District in their efforts to connect regional parks in the northwestern metropolitan area with one another.
- 3) Work with neighboring jurisdictions to provide connections to parks in the local area.

## **COMMUNITY GROWTH**

The demographic statistics set forth in the City of Hanover 2008 Comprehensive Plan (as amended in 2011) serve as the basis for the population and household statistics. The following relevant data is set forth in the City of Hanover Comprehensive Plan:

- Hanover was home to 2,938 residents living in 926 households in 2010 according to the U.S. Census Bureau. This would equate to 3.17 people per household.
- The Minnesota State Demographers Office and the Metropolitan Council publish forecasted populations for the City of Hanover. Hanover's population is forecasted to be 5,585 in 2030. The Metropolitan Council forecasts that in 2030 there will be 2.52 people per household. This would then be extrapolated to mean that there would be 2,216 households in 2030.
- The City can accommodate the forecasted level of growth within the existing corporate boundary.
- The City has planned for significant future expansion by annexing portions of Rockford Township. These future annexation areas are not accounted for in this study.

## **PARK CLASSIFICATIONS**

Parks are classified according to factors including size, use, service area, location and site improvements. Generally accepted park classifications include the following:

Mini Park. Mini parks are intended to provide specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens. These parks have an area of two acres or less, are typically located within neighborhoods and serve people living within less than ¼ mile of the Mini Park.

Neighborhood Park. Neighborhood parks are intended to provide areas for intense recreational activities such as field games, courts, apparatus areas, skating, etc. These parks are intended to serve a population of 4,000 to 5,000 people with a service area range from ¼ to ½ mile. The existing Hanover city parks are all neighborhood parks.

Linear Park. Linear parks are typically developed for one or more varying modes of recreational travel such as hiking, biking, skiing, canoeing, etc. Trails are linear parks.

Special Use Park. Special use parks are generally areas established to provide specialized or single purpose recreational activities such as a golf course, nature center, marina, zoo, display gardens, etc.

Community Parks. Community parks are generally intended to provide areas of natural or ornamental quality for outdoor recreation activities including walking, picnicking, fields and court athletic activities. These parks, designed for community use, have a service area range from 1 to 4 miles and typically include between 25 to 50 acres of land.

Community Playfield. Community playfields are areas intended for intense recreational facilities (athletic fields or swimming pools) and may include neighborhood use. These parks, designed for community use, have a service area range from 1 to 1½ miles and typically include between 25 to 50 acres of land.

Regional Park. Regional parks are areas of natural or ornamental quality for nature oriented outdoor recreation including swimming, picnicking, hiking, fishing, boating, camping and trail use. These parks are designed to serve three to five communities and typically include 200 to 500 acres of land (100 acres minimum).

Regional Park Reserve. Regional park reserves are areas of natural quality for nature/outdoor recreation including viewing and studying nature, wildlife habitat, conservation, swimming, picnicking, hiking, fishing, boating, camping and trail use. These parks are designed to serve one or several counties and typically include 1,000 or more acres of land.

Open Space. Open space is defined as area set aside for the preservation of natural open spaces to counteract the effects of urban congestion and monotony.

## **EXISTING PARKS WITHIN THE CITY OF HANOVER**

Several parks currently comprise the existing Hanover park system. The majority of these parks are classified as neighborhood parks. Settlers Park, when considered together with the Hanover Athletic Association Complex, serves the function of

community park. Hanover also has a county park (Riverside County Park) and a portion of a regional park reserve (Crow-Hassan Park Reserve) within its corporate limits.

### **Eagle View Park**

Eagle View Park is a neighborhood park located on the southern side of the Hanover Hills Development overlooking the Crow River. Eagle View Park consists of approximately 3.68 acres and primarily serves the residents of Hanover Hills, White Tail Preserve and other nearby residents. In addition to the playground and gazebo, this park offers a popular sliding hill in the winter months.

### **Pheasant Run Park**

Pheasant Run Park is a neighborhood park located in the Pheasant Run neighborhood east of downtown Hanover. Pheasant Run Park consists of 2.01 acres and primarily serves residents located on the eastern side of downtown Hanover.

### **Settler's Park**

Settler's Park serves community park functions in conjunction with the adjacent Hanover Athletic Association Complex. Settler's Park itself consists of 4.99 acres and serves as a neighborhood park to the downtown Hanover area and surrounding neighborhoods. This park is the site of larger community events and gatherings. There is a shelter with a small kitchen area and restrooms available. Several fields are located between this and the Athletic Association Complex.

### **Cardinal Circle Park**

Cardinal Circle Park is located in the Crow River Heights neighborhood and contains approximately five acres. This park contains more extensive facilities than other neighborhood parks in Hanover, but is also within the service area for future developments to the west. Additional development of this park is needed as new development occurs.

### **Mallards Landing Park**

This park is slightly smaller than two acres and primarily serves residents in the Schendel's Fields neighborhood in the northeastern side of Hanover. The park contains a gazebo, playground, and basketball court.

### **Bridgeview Park**

Bridgeview Park is located on land owned by the Bridges at Hanover homeowners association that is leased to the City. This small park contains playground equipment.

### **Riverside County Park**

Riverside County Park is small regional park located in the northeast quadrant of Hanover. Riverside County Park, maintained by the Wright County Parks Department, consists of 17 acres with 1/4 mile of river frontage, a picnic area, a canoe and camping

site, and toilets. Wright County Parks are open to everyone, free of charge and Wright County does not permit pets or alcohol within Wright County Parks.

### **Crow-Hassan Park Reserve**

Crow-Hassan Park Reserve is a regional park reserve located along the eastern boundary of the City of Hanover. The Crow-Hassan Park Reserve, maintained by Hennepin County Parks Department, consists of 2,600 acres and offers nature-oriented outdoor recreation.

## **FUTURE PARKS ANTICIPATED BY THE CITY OF HANOVER**

Following is a summary of the future parks planned by the City Hanover Park Board. A map showing the future parks and trails included within this Study is attached as Exhibit A and a more detailed description of the amenities in each of the following future parks is attached as Exhibit B.

### **Future Park 1 – Neighborhood Park (East Hanover)**

There is an anticipated need for a neighborhood park (3 acres) in eastern Hanover to serve primarily future developments. It is anticipated that this park can be constructed adjacent to Riverside Park, as a way of expanding the opportunities already available there but also providing for more typical neighborhood park needs.

### **Future Park 2 Special Use Park (Southwest Hanover)**

There is an anticipated need for a park (3 acres) located west of downtown Hanover and adjacent to the north side of the Crow River to provide access to the river. This will be a special use facility to provide nature-based recreation and access to the river. The location, commonly known as “the tube”, is susceptible to spring floods and is a popular fishing site for residents and visitors. The property itself is sandwiched between the river on the south and County Road 20 on the north with around 60-100 feet of land separating the two.

### **Future Park 3 – Special Use Park (Historic Bridge)**

This is a special use park located on the south side of the historic bridge over the Crow River that serves as a specialty riverside park with minimal amenities. The park will have trail access and will be primarily used for a sitting and resting area along the Crow River.

### **Future Park 4 – Community Park (Southeast Hanover with School District)**

There is an anticipated need for a community park (20 acres) located in the southeast side of Hanover in conjunction with a future school. Improvements of the site will be for

active recreation uses typical of an athletic complex. It is anticipated that the school district will participate in the construction costs with a value of approximately 50% of the costs being paid for by the school district.

**Future Park 5 – Neighborhood/Special Use Park (West Hanover)**

There is an anticipated need for a park (3 acres) located in the recently annexed areas west of CR 20 as development progresses. It is envisioned that this park have some amenities as a neighborhood park to serve the new residences, but that it will also be used as a special use nature park.

**TRAIL SYSTEM**

The City of Hanover has only recently commenced development of its trail system. The City of Hanover Park and Recreation Board future trail plan includes the addition of a trail system that would connect the various parks and recreation facilities together. The trail system will consist of a combination of paved and aggregate trail ways and include little or no use of existing roads in order to reduce the risk of injury due to motorized vehicles. In addition to the trails shown in the map in Exhibit A, there will also be linking trails that connect from the neighborhoods to the circulation trails. It is also anticipated that in appropriate locations there will be woodchip trails that are created into the ecological corridors.

## **Section 4:** **Park Dedication Analysis**

### **RESIDENTIAL PARK DEDICATION ANALYSIS**

Park dedication is collected as a condition of subdivision approval. In this respect, the parkland dedication fee is estimated on the basis of new housing units or households. Currently, the City has completed approximately 42.4% of its ultimate park system based on estimated value and future improvements (see Table 1 on the following page). According to the 2010 U.S. Census, there were 950 housing units in the City of Hanover which represents 41.8% of the projected 2030 housing units of 2,216 anticipated by the City of Hanover 2008 Comprehensive Plan (amended 2011). Housing units yet to be constructed represent 58.2% of the 2030 households in Hanover. This indicates that the current park system is adequate to serve the current population and does not have capacity to accommodate future growth.

To determine the equitable distribution of future park system value to residential units, the ultimate system value is divided by projected household counts. The City of Hanover Park and Recreation Board provided a list of existing and proposed future park facilities that was used to establish the value of the existing park system and to identify costs reasonably expected to complete the future park system. Existing and potential park sites identified by the City of Hanover Park and Recreation Board are set forth on Exhibit B, City of Hanover Park Facilities Cost Matrix. The anticipated total acreage, facilities and values of each park are also identified. It should be noted that the information contained therein is the best estimate of future facilities that can be made at this time and that the specific facilities and dollar figures may be subject to change/revision as time goes by and market conditions fluctuate.

The estimated value of the complete park system is approximately \$7,426,183. Based on such estimated value of the complete park system, Table 1 illustrates that the park system is currently 42.4% developed.

**Table 1. Estimated Park System Value**

Park	Estimated Existing Value	Estimated Future Improvements	Estimated Completed Value
Cardinal Circle	\$351,540	\$82,800	\$434,340
Mallards Landing	\$162,060	\$0	\$162,060
Bridgeview	\$71,375	\$0	\$71,375
Eagle View	\$160,650	\$0	\$160,650
Pheasant Run	\$154,197	\$0	\$154,197
Settlers	\$461,304	\$44,000	\$505,304
East Hanover -- Near Riverside	\$0	\$263,205	\$263,205
Southwest Hanover	\$0	\$197,313	\$197,313
Central Hanover	\$0	\$10,000	\$10,000
SE Hanover -- With School District	\$175,000	\$1,082,438	\$1,257,438
West Hanover	\$0	\$275,438	\$275,438
Hanover Elementary	\$0	\$30,000	\$30,000
Trails	\$1,612,656	\$2,292,208	\$3,904,864
<b>Totals</b>	<b>\$3,148,782</b>	<b>\$4,277,401</b>	<b>\$7,426,183</b>
<b>Percent of Completed Value</b>	<b>42.4%</b>	<b>57.6%</b>	

A portion of the 2030 completed park system is attributable to existing development. As evidenced from Table 1 above, 42.4% of the value of the park system is currently in place. The portion of the park system attributable to the existing development in the City can be determined by calculating the percentage of housing units existing as compared to those that will be in place in 2030, and then further determining if those existing units have paid their share of the park system, or whether there is a portion that remains to be funded. Table 2 below outlines the calculations for the existing share of development.

**Table 2. Existing Development Contribution**

A. Existing Housing Units	950
B. 2030 Housing Units	2216
C. Percent Existing (A/B)	42.9%
D. Estimated Value of 2030 Park System (from Table 1)	\$7,426,183
E. Estimated Value of Park System Attributable to Existing Development (C*D)	\$3,183,607
F. Estimated Existing Park System Value (from Table 1)	\$3,148,782
G. Amount of Future Park System to be Funded by Existing Development (E-F)	\$34,825

As evidenced from Table 2 above, existing development has already paid most of its share of the cost of the 2030 park system outlined in Table 1. The remaining share can be paid for by grants received by the City.

To determine the equitable distribution of future park system value to residential units, a comparison is made to determine the lower value between how much of the future park system is attributable to future development and the actual cost of constructing the remainder of the park system. The lower value is then divided by the projected additional housing units to be created to estimate a park dedication fee needed to construct the share of the park system attributable to future development. Table 3 shows these calculations.

**Table 3. Park Dedication Calculation**

A. Estimated Value of 2030 Park System (from Table 1)	\$7,426,183
B. Future Household Percentage (2030 Projections less existing households)	57.1%
C. Estimated Value of Park System Attributable to Future Development (A * B)	\$4,242,576
D. Estimated Value of Park System Remaining to be Constructed (from Table 1)	\$4,277,401
E. Lesser of Line C and D.	\$4,242,576
F. Number of Additional Future Households	1,266
G. Park Dedication Fee per Housing Unit (C/D)	\$3,351

Based on Table 3, the park dedication fee is recommended to be \$3,351 per housing unit. Due to concerns that the proposed fee may be too high, this study also examines

the possibility of being able to reduce the park dedication fee collected by obtaining funding from other sources to fund a portion of the park system. The City of Hanover has had success in receiving trail grants, so an adjusted analysis is shown in Table 4 that incorporates the receipt of grant funds into the mix and recalculates the park dedication fee.

**Table 4. Adjusted Park Dedication Fee to include Alternative Funding Sources.**

A. Estimated Value of 2030 Park System (from Table 1)	\$7,426,183
B. Less Value of Existing Park System (from Table 1)	\$3,148,782
C. Less Anticipated Grants for Trails	\$750,000
D. Amount Remaining to be funded (A-B-C)	\$3,527,401
E. Number of Additional Future Households	1,266
F. Park Dedication Fee Per Housing Unit (D/E)	\$2,786

The inclusion of grant funds would enable the City to reduce the park dedication fee to \$2,786.

It is important to note that the City should re-evaluate the system value, current land values and system needs on a periodic basis and adjust the park dedication fees accordingly. In the event that these grant funds do not transpire, the City would need to consider other funding sources to complete the park system.

Park maintenance and future improvements should not be financed using park dedication funds. The operational and future improvement costs must be budgeted within the City's general funds with costs shared by all community residents.

## **COMMERCIAL/INDUSTRIAL PARK DEDICATION ANALYSIS**

The City of Hanover Comprehensive Plan indicates that the existing commercial and industrial acreage within the City of Hanover is relatively limited.

Many metropolitan communities collect commercial/ industrial park land dedication or a fee in lieu thereof. When implementing a commercial/industrial park land fee, a nexus between commercial and industrial use and the benefit received through the city's park system must be established. Factors to be considered include commercial or industrial league programs. There are discussions that suggest that there is intrinsic benefit to all land uses from a quality park system related to quality of life within a community. The

issue at hand is to determine the proportionate need that commercial/industrial developments generate for the community park system.

In Hanover, there is no empirical data that currently illustrates whether a direct park benefit to the commercial and industrial properties either exists or does not exist. It is likely that employees of local businesses use city parks for lunch breaks, walking and/or recreational purposes. The ultimate question is whether commercial and industrial development generates the same need/demand on the park system as an equivalent residential development. The proportionate benefit is unknown for the City of Hanover, due to the lack of information about the degree to which the commercial/industrial developments use the system. For the purposes of this analysis, it is assumed that the City will continue its past policy of imposing a park dedication fee on new residential development only. If the City implements a commercial/industrial park dedication fee in the future, the residential unit fee must be reduced proportionately.

## **RELEVANT ORDINANCE PROVISIONS**

It is recommended that the City's ordinances be updated as appropriate to reflect the following items:

1. Update the park dedication fee.
2. Provide for a mechanism to allow for park dedication credit for the construction or land dedication of trails shown in Exhibit A.
3. Provide for a mechanism to allow for credit for trails constructed by developers in open space in the ecological corridors when such trails are open to the public and an easement is provided to the City. It is anticipated that these trails will be primarily woodchipped. In compliance with City ordinances, park dedication shall not be provided for meeting open space requirements of the Zoning Ordinance and Subdivision Regulations.
4. Provide a requirement that approved plans must include trails that link within, through, and connect the development with points of interest off-property as determined by the City Council. Some but not all of the potential linking trails are shown on the map in Exhibit A.
5. General updates to the park dedication section.

## **Section 5:** Summary and Recommendations

### **SUMMARY**

- Minnesota Statutes and case law provide that park dedication requirements can be applied only to facilities that will be impacted by the specific project. Future park dedication fees cannot be utilized to improve or maintain existing neighborhood park and trail systems in fully developed neighborhoods unless a correlation can be made between the new development and park use. However, park dedication fees can be used to replace or upgrade equipment within existing City community parks.
- The total planned park system is estimated to cost \$7,426,183 based upon the park plan developed by the City of Hanover Park Board Park Plan, current land values and facility costs.
- The current policy of the City is to charge only residential developments for park dedication fees. If the City desires to charge park dedication fees for commercial and industrial development, it is suggested that this study be amended to determine the appropriate fee for those land uses and to reduce the residential fee to reflect a proportional distribution of costs.
- Park maintenance and replacement should not be financed using park dedication funds. The operational replacement costs must be budgeted within the City's general funds with costs shared by all taxpayers.

### **RECOMMENDATIONS**

1. The current park system and plan is consistent with the City of Hanover 2010 Comprehensive Plan and as such, the park dedication fee structure for new residential developments should be based upon the analysis providing a park dedication fee of approximately \$2,786 per residential unit be instituted to cover build out cost of the City's planned park system.
2. The amount of funding that will be generated by park dedication fees will be insufficient to pay for the full build-out to 2030 of the park system. A portion of the future improvements for both existing and future development is anticipated to be funded by grants. In the event that the City does not receive these grants, the City will need to secure another funding source for that portion of the improvement costs.

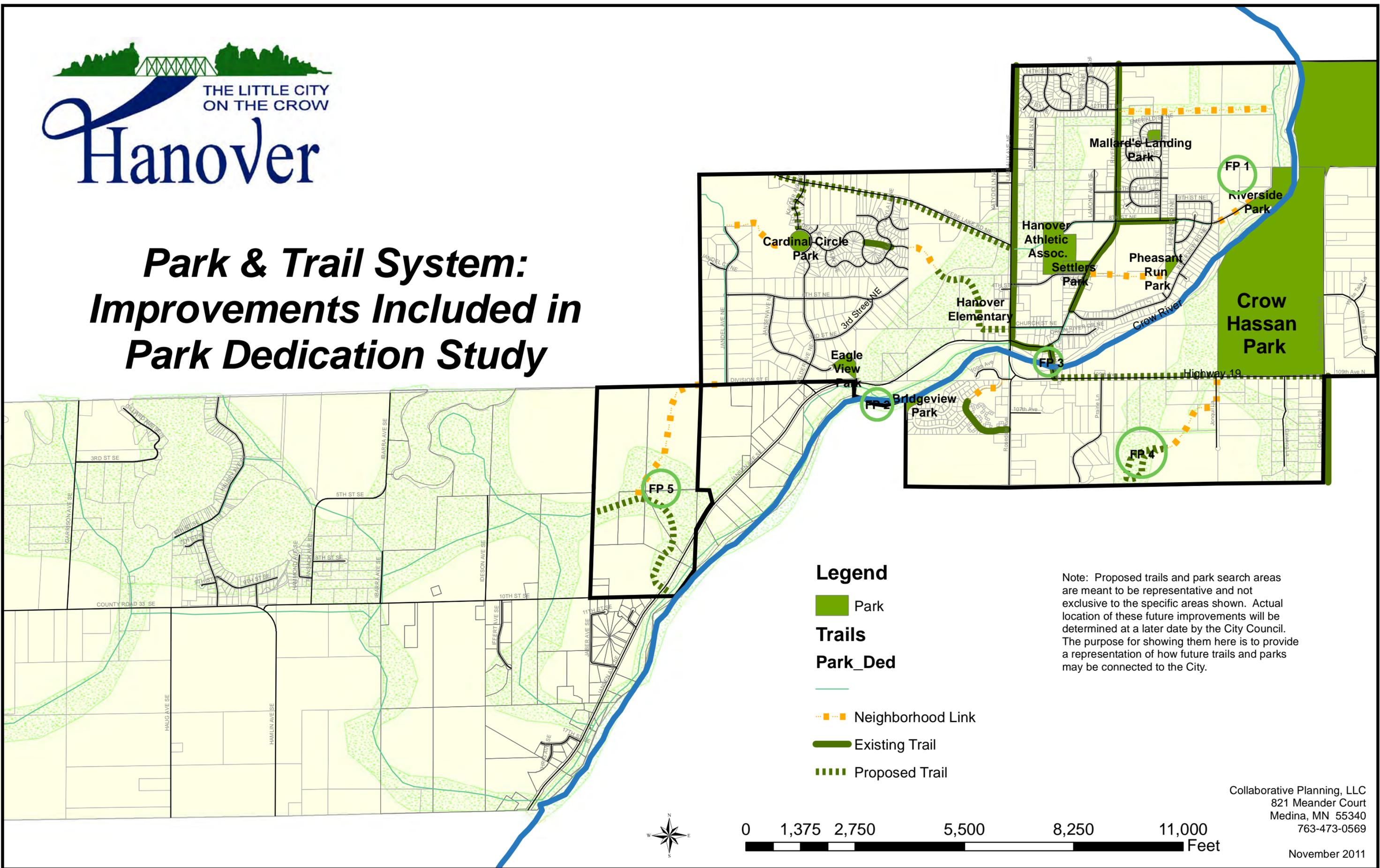
3. A periodic review of land values and facility costs should be done to ensure that the park dedication fee remains current based upon market conditions.
4. At such time that more rapid growth resumes, the City should review this study and the population and household projections in the Comprehensive Plan to ensure that adequate park facilities for an expanding population are provided.
5. The City should consider incorporating park redevelopment infrastructure planning as part of the 5-year Capital Improvements Plan. Minnesota Statutes specify that park dedication fees may not be used for maintenance purposes and therefore it is important for the City to continue to provide a separate budget fund for maintenance. It is possible to use park dedication fees for new or replacement facilities. As the park system ages, there will be an increased need to retrofit existing facilities, as they will have aged beyond their useful life in the older parks. Park dedication fees can be used to replace some facilities and infrastructure however, the City may need to establish other sources to pay for replacement of the park system facilities in fully developed neighborhoods or park service areas.
6. In the event that the City is contemplating park improvement upgrades, facility or equipment replacement in the future that have not been identified in Exhibit B, the City should include these improvements in the Capital Improvement Plan and budget for these improvements in the City's general funds. These improvements should not be funded out of the park dedication fees.
7. The City's ordinances should be amended to reflect the adoption of the new park dedication fee amount as well as to incorporate the other recommended ordinance changes.
8. In the event the City of Hanover determines to reduce the number, or size of the parks proposed by its current park plan, park dedication fees should be adjusted accordingly.
9. It is recommended that the City maintain an annual detailed budget appropriation for the ongoing maintenance and replacement of existing facilities.
10. Park dedication fees must be placed in a separate segregated fund and appropriate accounting of the fund should be created on an annual basis.

**EXHIBIT A**

**City of Hanover Future Parks and Trails Map**



# Park & Trail System: Improvements Included in Park Dedication Study



### Legend

- Park
- Trails**
- Park\_Ded**
- 
- Neighborhood Link
- Existing Trail
- Proposed Trail

Note: Proposed trails and park search areas are meant to be representative and not exclusive to the specific areas shown. Actual location of these future improvements will be determined at a later date by the City Council. The purpose for showing them here is to provide a representation of how future trails and parks may be connected to the City.

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## **EXHIBIT B**

### **City of Hanover Park Study – Park Facility Cost Estimates**

## Park Facility Cost Estimates

Future Park 1 (FP1)	Unit	Unit Cost	Quantity	Existing Park Facilities	Future Park Facilities	Est. Value Existing	Est. Cost New Facilities	Total Park Cost/Value
East Hanover -- Near Riverside Park	Acre	\$17,500	3		3 acres land acquisition		\$52,500	
	Acre	\$7,500	3		Site Preparation		\$22,500	
	Each	\$20,000	1		Shelter area		\$20,000	
	Space	\$2,000	10		Paved parking lot		\$20,000	
	Each	\$10,000	2		Restrooms		\$20,000	
	Each	\$45,000	1		Playground Equip		\$45,000	
	Each	\$20,000	1		Multi-purpose Recreation Field		\$20,000	
	Each	\$200	4		Horseshoe pits		\$800	
	% of Subtotal of Development	15%			Landscaping/Hardscaping/Amenities		\$22,245	
	% of Subtotal of Development and Land	20%			Indirect		\$40,160	
	% of Subtotal of Development & Landscaping	5%			Construction Contingencies		\$8,527	
					<b>Subtotals</b>	<b>\$0</b>	<b>\$263,205</b>	<b>\$263,205</b>
Cardinal Circle	Unit	Unit Cost	Quantity	Existing Park Facilities	Future Park Facilities	Est. Value Existing	Est. Cost New Facilities	Total Park Cost/Value
	Acre	\$17,500	5.00	5 acres		\$87,500		
	Acre	\$7,500	5.00	site preparation		\$37,500		
	Each	\$15,000	1	Gazebo		\$15,000		
	Each	\$45,000	1	ballfield		\$45,000		
	Each	\$15,000	1	soccer		\$15,000		
	Each	\$10,000	2		Restroom Facilities	\$20,000	\$20,000	
	Space	\$2,000	0		Paved Parking Lot	\$0	\$0	
	Each	\$53,000	1	Playground Equip		\$53,000		
	Each	\$40,000	1		Basketball court		\$40,000	

	% of Subtotal of Development	15%		Landscaping/Hardscaping/Amenities	Landscaping/Hardscaping/Amenities	\$19,950	\$9,000	
	% of Subtotal of Development and Land	20%		Indirect	Indirect	\$58,590	\$13,800	
	% of Subtotal of Development & Landscaping	5%		Construction Contingencies	Construction Contingencies		\$3,450	
					<b>Subtotals</b>	<b>\$351,540</b>	<b>\$82,800</b>	<b>\$434,340</b>
<b>Mallards Landing</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Quantity</b>	<b>Existing Park Facilities</b>	<b>Future Park Facilities</b>	<b>Est. Value Existing</b>	<b>Est. Cost New Facilities</b>	<b>Total Park Cost/Value</b>
	Acre	17,500	2	2 acres		\$35,000		
	Acre	7,500	2	site preparation		\$15,000		
	Each	20,000	1	Gazebo		\$20,000		
	Each	15,000	1	soccer		\$15,000		
	Each	37,000	1	Playground Equip		\$37,000		
	% of Subtotal of Development	15%		Landscaping/Hardscaping/Amenities		\$13,050		
	% of Subtotal of Development and Land	20%		Indirect		\$27,010		
	% of Subtotal of Development & Landscaping	5%		Construction Contingencies				
					<b>Subtotals</b>	<b>\$162,060</b>	<b>0</b>	<b>\$162,060</b>
<b>Future Park 2 (FP2)</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Quantity</b>	<b>Existing Park Facilities</b>	<b>Future Park Facilities</b>	<b>Est. Value Existing</b>	<b>Est. Cost New Facilities</b>	<b>Total Park Cost/Value</b>
<b>Southwest Hanover</b>	Acre	\$7,500	3		land acquisition		\$22,500	
	Acre	\$5,000	3		site preparation		\$15,000	
	Each	\$40,000	1		Boat or Canoe Launch		\$40,000	
	Each	\$2,000	10		Parking Lot		\$20,000	
	Each	\$50,000	1		Internal trails through site		\$50,000	
	% of Subtotal of Development	15%			Landscaping/Hardscaping/Amenities		\$11,250	

	% of Subtotal of Development and Land	20%			Indirect		\$31,750	
	% of Subtotal of Development & Landscaping	5%			Construction Contingencies		\$6,813	
					<b>Subtotals</b>	<b>\$0</b>	<b>\$197,313</b>	<b>\$197,313</b>
<b>Bridgeview</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Quantity</b>	<b>Existing Park Facilities</b>	<b>Future Park Facilities</b>	<b>Est. Value Existing</b>	<b>Est. Cost New Facilities</b>	<b>Total Park Cost/Value</b>
	Acre	\$17,500	0.25	Land		\$4,375		
	Each	\$31,000	1	Playground		\$31,000		
	Project	\$36,000	1	Landscaping		\$36,000		
					<b>Subtotals</b>	<b>\$71,375</b>	<b>\$0</b>	<b>\$71,375</b>
<b>Future Park 3 (FP3)</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Quantity</b>	<b>Existing Park Facilities</b>	<b>Future Park Facilities</b>	<b>Est. Value Existing</b>	<b>Est. Cost New Facilities</b>	<b>Total Park Cost/Value</b>
<b>Central Hanover -- Historic Bridge</b>	Project	\$10,000	1		Landscaping/ Hardscaping/ Amenities including interpretive signage of historic bridge		\$10,000	
					<b>Subtotals</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$10,000</b>
<b>Eagle View Park</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Quantity</b>	<b>Existing Park Facilities</b>	<b>Future Park Facilities</b>	<b>Est. Value Existing</b>	<b>Est. Cost New Facilities</b>	<b>Total Park Cost/Value</b>
	Acre	\$17,500	3.68	3.68 acres of land		\$64,400		
	Acre	\$7,500	3.68	site preparation		\$27,600		
	Each	\$5,500	1	Gazebo (16')		\$5,500		
	Each	\$400	1	Picnic Table		\$400		
	Each	\$300	2	Bench Rest Areas		\$600		
	Each	\$16,000	1	Playground Equipment		\$16,000		
	Stall	\$2,000	8	Parking Lot -- 8 car		\$16,000		
	% of Subtotal of Development	15%			Landscaping/Hardscaping/Amenities	\$3,375		
	% of Subtotal of Development and Land	20%			Indirect	\$26,775		

	% of Subtotal of Development & Landscaping	5%			Construction Contingencies			
					<b>Subtotals</b>	<b>\$160,650</b>	<b>\$0</b>	<b>\$160,650</b>
<b>Pheasant Run Park</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Quantity</b>	<b>Existing Park Facilities</b>	<b>Future Park Facilities</b>	<b>Est. Value Existing</b>	<b>Est. Cost New Facilities</b>	<b>Total Park Cost/Value</b>
	Acre	\$17,500	2.01	2.01 acres of land		\$35,175		
	Acre	\$7,500	2.01	site preparation		\$15,075		
	Each	\$5,500	2	Gazebo (16')		\$11,000		
	Each	\$2,000	12	Parking spaces		\$24,000		
	Each	\$15,650	1	Playground Equip		\$15,650		
	Each	40000	0.5	- ½ basketball court		\$20,000		
	% of Subtotal of Development	15%		Landscaping/Hardscaping/Amenities		\$7,598		
	% of Subtotal of Development and Land	20%		Indirect		\$25,700		
	% of Subtotal of Development & Landscaping	5%		Construction Contingencies				
					<b>Subtotals</b>	<b>\$154,197</b>	<b>0</b>	<b>\$154,197</b>
<b>Settler's Park</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Quantity</b>	<b>Existing Park Facilities</b>	<b>Future Park Facilities</b>	<b>Est. Value Existing</b>	<b>Est. Cost New Facilities</b>	<b>Total Park Cost/Value</b>
	Acre	\$17,500	4.99	4.99 acres of land		\$87,325		
	Acre	\$7,500	4.99	site preparation		\$37,425		
	Each	\$18,000	1	Shelter		\$18,000		
	--	\$20,000	1	Kitchen		\$20,000		
	--	\$10,000	2	Restrooms		\$20,000		
	Each	\$12,000	1	Playground Equip		\$12,000		
	--	\$45,000	1	Little League BB Field		\$45,000		
	--	\$35,000	1	T-ball field		\$35,000		
	Each	\$200	4	Horseshoe Pits		\$800		
	--	\$15,000	1	VB courts		\$15,000		
	Each	\$2,000	30	Paved parking lot		\$60,000		
	Each	\$1,300	4		Bleachers (15')		\$5,200	

	--	\$10,000	1		Restroom upgrade		\$10,000	
	--	\$20,000	1		Kitchen Upgrade		\$20,000	
	% of Subtotal of Development	15%			Landscaping/Hardscaping/Amenities	\$33,870		
	% of Subtotal of Development and Land	20%			Indirect	\$76,884	\$7,040	
	% of Subtotal of Development & Landscaping	5%			Construction Contingencies		\$1,760	
					<b>Subtotals</b>	<b>\$461,304</b>	<b>\$44,000</b>	<b>\$505,304</b>
<b>Future Park 4 (FP4)</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Quantity</b>	<b>Existing Park Facilities</b>	<b>Future Park Facilities</b>	<b>Est. Value Existing</b>	<b>Est. Cost New Facilities</b>	<b>Total Park Cost/Value</b>
<b>Southeast Hanover With School Property</b>	Acre	\$17,500	20		20 acres of land	\$350,000		
	Acre	\$7,500	20		site preparation		\$150,000	
	Each	\$300,000	1		Building for Restrooms, concessions, storage with pullup doors		\$300,000	
	Each	\$100,000	1		Playground Equip.		\$100,000	
	Each	\$75,000	1		Baseball Field		\$75,000	
	Each	\$35,000	3		Softball Fields		\$105,000	
	Each	\$170,000	1		Baseball Field Lighting		\$170,000	
	Each	\$107,000	3		Softball Field Lighting		\$321,000	
	Total	\$20,000	1		Bleachers/Seating		\$20,000	
	Each	\$15,000	2		Soccer Field/Football		\$30,000	
	Each	\$75,000	1		Soccer Field Lighting		\$75,000	
	--	40000	1		Basketball court		\$40,000	
	Each	\$60,000	2		Tennis Courts		\$120,000	
	% of Subtotal of Development	15%			Landscaping/Hardscaping/Amenities		\$225,900	

	% of Subtotal of Development and Land	20%			Indirect		\$346,380	
	% of Subtotal of Development & Landscaping	5%			Construction Contingencies		\$86,595	
	Cost Sharing			NOTE: 50% paid by school district		(\$175,000)	(\$1,082,438)	
					<b>Subtotals</b>	<b>\$175,000</b>	<b>\$1,082,438</b>	<b>\$1,257,438</b>
<b>Future Park 5 (FP5)</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Quantity</b>	<b>Existing Park Facilities</b>	<b>Future Park Facilities</b>	<b>Est. Value Existing</b>	<b>Est. Cost New Facilities</b>	<b>Total Park Cost/Value</b>
<b>West Hanover</b>	Acre	\$17,500	3		3 acres of land		\$52,500	
	Acre	\$7,500	3		site preparation		\$22,500	
	Each	\$20,000	1		Shelter		\$20,000	
	Each	\$30,000	1		Playground		\$30,000	
	Each	\$2,000	16		Parking Lot		\$32,000	
	Item	\$50,000	1		Woodchip trails throughout park and into open space area		\$50,000	
	% of Subtotal of Development	10%			Landscaping/Hardscaping/Amenities		\$15,450	
	% of Subtotal of Development and Land	20%			Indirect		\$44,490	
	% of Subtotal of Development & Landscaping	5%			Construction Contingencies		\$8,498	
					<b>Subtotals</b>	<b>\$0</b>	<b>\$275,438</b>	<b>\$275,438</b>
<b>Hanover Elementary</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Quantity</b>	<b>Existing Park Facilities</b>	<b>Future Park Facilities</b>	<b>Est. Value Existing</b>	<b>Est. Cost New Facilities</b>	<b>Total Park Cost/Value</b>
	Each	60000	1		Tennis Court		\$60,000	
	Cost Sharing			NOTE: 50% paid by school district		\$0	(\$30,000)	
					<b>Subtotals</b>	<b>\$0</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>TRAILS</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Quantity</b>	<b>Existing Park Facilities</b>	<b>Future Park Facilities</b>	<b>Est. Value Existing</b>	<b>Est. Cost New Facilities</b>	<b>Total Park Cost/Value</b>
	Acre	\$8,750.0	18.6853		15 foot easements for trails	\$64,260	\$99,236	
	Lineal Foot	\$60	21327	Existing Trails		\$1,279,620		

Lineal Foot	\$15	5280		Proposed Trails -- Woodchip through Ecological Corridors		\$79,200	
Lineal Foot	\$60	27655		Proposed Trails -- Bituminous shown on plan		\$1,659,300	
% of Subtotal of Development and Land	20%			Indirect	\$268,776	\$367,547	
% of Subtotal of Development & Landscaping	5%			Construction Contingencies		\$86,925	
				<b>Subtotals</b>	<b>\$1,612,656</b>	<b>\$2,292,208</b>	<b>\$3,904,864</b>