

**CITY OF HANOVER  
PLANNING COMMISSION MEETING  
OCTOBER 22, 2018  
AGENDA**

**CHAIR**  
**STAN KOLASA**

**COUNCIL LIAISON**  
**DOUG HAMMERSENG**

**BOARD MEMBERS**  
**JIM SCHENDEL**  
**MICHAEL CHRISTENSON**  
**MICHELLE ARMSTRONG**  
**DEAN KUITUNEN**

- 1. Call to Order and Pledge of Allegiance: 7:00 p.m.**
- 2. Approval of Agenda**
- 3. Approval of Minutes from September 24, 2018, Regular Meeting**
- 4. Citizen's Forum**
- 5. Public Hearing**
  - a. Comprehensive Plan Review and Public Comment**
- 6. Unfinished Business**
  - a. Allowing Home Occupations in Accessory Buildings**
- 7. New Business**
  - a. December meeting date**
- 8. Reports and Announcements**
  - a. Planning Commission Reports**
  - b. Liaison Report**
  - c. Staff Reports**
- 9. Adjournment**

**CITY OF HANOVER  
PLANNING COMMISSION MEETING  
SEPTEMBER 24, 2018  
DRAFT MINUTES**

**Call to Order/Pledge of Allegiance**

Stan Kolasa called the September 24, 2018, Planning Commission Meeting to order at 7:00 pm. Members present were Stan Kolasa, Jim Schendel, Michelle Armstrong, Dean Kuitunen and Mike Christenson. Also present Council Liaison Doug Hammerseng, City Planner Cindy Nash and Administrative Assistant Amy Biren. Guests present: Bernard Stueve, Elroy Grambart, Joel Grambart, Jason Ver Steeg, Heather and Craig Sandberg and son, Sara Williams, and Allan Roesler.

**Approval of Agenda**

**MOTION** by Christenson to approve the agenda, seconded by Schendel.

**Motion carried unanimously.**

**Approval of Minutes from the June 25, 2018 Regular Meeting**

**MOTION** by Kuitunen to approve the June 25, 2018, minutes, seconded by Armstrong.

**Motion carried unanimously.**

**Citizen's Forum**

None

**Public Hearing**

None

**Unfinished Business**

None

**New Business**

**Allowing Home Occupations in Accessory Buildings**

Nash reviewed the history of the home occupation ordinance as well as the current ordinance. In the past, the City permitted more extensive business use of a residential property under an Interim Use Permit (IUP). An IUP was required for some types of businesses and had conditions attached to the IUP. There are some businesses that have been grandfathered in and are still in effect. Currently, the ordinance allows limited home occupations that do not need a permit as in the past.

The City Administrator has been in contact with owners along Beebe Lake Road that are in violation of the home occupation ordinance. The owners addressed Council at the last meeting. Council members have requested that the Planning Commission review and discuss the ordinance and provide direction to staff.

Armstrong asked how many businesses are grandfathered in from the previous ordinance and are still operating. Nash replied that she did not have that information. Armstrong also asked that the locations of these businesses be determined.

Armstrong went on to say that when Planning Commission discussed this in the past and created the current ordinance, the traffic and disruption to residential neighborhoods was a key focus. Kuitunen agreed with her.

Kuitunen asked if a conditional use permit could be submitted allowing the business to continue. Nash explained that it was not possible and referred the members to the table in Chapter 10 (Section 10.25) that outlines allowable land uses within residential districts. This type of business, an auto repair shop, is not allowed even with a conditional use permit.

Nash continued to explain that under the previous ordinance, home occupations would have to come into City Hall and get a permit to operate. The home occupation was reviewed after a year, and if found satisfactory, it could be renewed for an additional three years. Some home occupations needed to obtain an IUP and the ordinance outlined those types.

Nash said that there had been some issues in the past that needed to be addressed.

Kuitunen added that the Planning Commission had looked at how a home occupation would affect the neighborhood, particularly the current developments where the houses are closer together than in the larger lot developments.

Armstrong asked if the owners of the property in violation had obtained a permit in the past under the old ordinance. Nash replied that they did not have a permit. Armstrong went on to ask that there are multiple vehicles waiting to be worked on, so it still would be noncompliant. Nash replied that was correct.

Nash went on to say that even under the old ordinance, the code states that this type of business would not have been permitted. She referenced page 14-4 of the old ordinance which outlines the special home occupations as well as the previous page that states that a repair service is not allowed that would require equipment outside of the dwelling (home). Nash also explained that some of the IUPs were lacking specifics on what could or could not be done or allowed, so it's difficult to come up with grounds for denial. She used the recently amended mining ordinance as an example of an IUP that has very specific conditions attached to it.

Elroy Grambart, 10467 Beebe Lake Road: I am the owner of the property in which the business is operating. My son, Joel, operates an auto repair shop out of the building on the property. He started the business 12 years ago after losing his job. The shop is clean and vehicles are kept behind the building while waiting to be repaired. Grambart asked if there was a variance or some permit that they could obtain in order to keep the business running.

Nash explained that in order to do that, changes would need to be made to the ordinance, amending it to allow the business to continue.

Christenson asked if the lot lines of the property abut a residential area. Nash pulled up an aerial of the property from the Wright County GIS system for the members to view. The property does abut the Crow River Heights neighborhood and the driveway is right along the property line.

Grambart explained that he constructed a privacy fence along the south side of the property and partially on the west side.

Hammerseng asked if the Planning Commission members could know from where the complaint was received. Nash and Biren replied that was private data and could not be shared.

Grambart showed where the building where the work was being done on the map. Nash showed the progression of the property through the photos on the GIS system where some buildings had been demolished and areas cleaned up. Grambart agreed and gave further information about the building being constructed in the 1960s.

Hammerseng said that this is where it becomes difficult and this is an example of what the Planning Commission was trying to avoid when amending the ordinance in 2014. He said there is a lot of emotion versus what is the law. He continued addressing the members and stated does the Commission change the ordinance for the whole city and risk possibly having more issues in the future or is there a way that the business in question can be helped.

Nash replied that under Minnesota State Statute there is no way to help them—that would be a use variance and is prohibited by the State. She replied that something could be crafted that would allow this, but that it would be applied to anyone within Hanover in a similar situation.

Christenson asked if there was a way to change the zoning of the parcel that would allow the business to continue. Nash replied it could be changed, but then the home would not be allowed to be occupied. In addition, the Comprehensive Plan would have to be amended and the rezoning would change it to a commercial zoning which in turn would allow any type of business from the commercial zone.

Armstrong asked about the privacy fence. Grambart said that it is a white privacy/security fence about six feet high and showed on the map its location.

Armstrong commented that there is a lot of silence from the Planning Commission members because of this dilemma. Members concurred.

Christenson asked how many employees worked at the business. Joel Grambart replied that it was just himself. Christenson asked if it was a legal business with the State. The reply was that he was a full-time mechanic. Nash questioned if Christenson was asking whether or not it was registered with the Secretary of State. Christenson said yes, and was there a possibility that this could be classified as a hobby. He went on to say he likes the ordinance as it is written and wondered if there was a level of activity or revenue which constitutes a business. Nash replied that there are not levels because a business could lose money and it is usually considered a business if someone pays for your service.

Armstrong asked for clarification on what exactly Council was requesting of the Planning Commission. Nash replied that Council would like the Commission's input on the ordinance and to give staff direction going forward.

Kuitunen reiterated that there is nothing that should be eliminated from the current ordinance based on past issues and the possibility of future issues. He wondered if there was anything that could be added to the ordinance that would be helpful.

Nash said that there is not an acreage size allowance listed in the ordinance. It may be worthwhile to look at allowing it on a certain sized property within an accessory building and if outside storage would be allowed.

Armstrong said that outside storage is usually the issue.

Kolasa asked what is the acreage of the property in violation. Nash replied that Wright County does not have the acreage listed. Grambart replied that is about 2.5 acres and that he was in the process of connecting to water and sewer.

Hammerseng commented that there are many properties that size with accessory buildings. Schendel commented that there were some right in the vicinity.

Kolasa asked if qualifiers could be added such as being on a highway. Nash replied that she is leery of doing that as there is a possibility that Wright County could change a highway into a city street.

Nash explained that any changes to the current ordinance is a multi-step process which includes a public hearing and final approval from Council.

Kuitunen said that the only thing they have going for them right now is being located on a highway and that if changes are made, there needs to be more than just the size of the property.

Nash said that she could draft some amendments for the Commission to review at the next meeting before proposing an actual amendment and holding a public hearing. She went on to say that she could have the City Engineer, Justin Messner, put together a map of all of the eligible properties. Armstrong said that would be helpful.

Kuitunen said that there would need to be something regarding outdoor storage.

Nash said that she would start on drafting ideas and have it ready for the October meeting.

### **Public Comment on the Environmental Assessment Worksheet for Hanover Cove**

Nash reviewed the environmental assessment worksheet (EAW) process and reminded the Commission that its purpose was to determine whether or not enough information was provided to determine environmental impacts. She went on to explain that the public comment period started on September 3<sup>rd</sup> and will end on October 3<sup>rd</sup>. The purpose of this portion of the meeting was to accept public comment in addition to any comments already submitted.

Nash said that two comments had been submitted. The Army Corps of Engineers commented that a permit would be needed for the project as it is adjacent to the Crow River. Wright County also submitted comments as points of clarification on the traffic study.

Nash indicated that other permits and documents would need to be pulled or provided and that the EAW's outcome does not signify approval for the entire project. She and Messner have reviewed the preliminary plat was included in the EAW and deemed it incomplete. The preliminary plat is currently being revised to address the comments made by Nash and Messner. She also explained that the EAW was created by the City, in particular herself and Messner.

No one from the public addressed the Commission regarding the EAW.

Kuitunen commented on the amount of information provided, particularly in the traffic study. He was surprised at the queue lines. Nash said that this is a model and that in reality, traffic can be better or worse than what is portrayed in the study. The traffic study was a requirement from the City.

Jason Ver Steeg said that since the housing types are variable, the traffic will then be as well. When the City requested that more single family homes replace the other two types of homes that had been previously included, that increased the trip traffic and took the traffic study from being a City request to one that was a requirement. He added that they did monitor traffic as well as take data from other sources. The study is similar to a simulation.

Christenson asked if there would be any stoplight changes. Nash replied that there were not any planned at this time, but that Wright County addressed it in their comments stating that it would be determined by existing conditions and future needs.

Kolasa requested that all of the comments to the EAW be shared with the Planning Commission. Nash said that she would provide them once the comment period was closed.

Hammerseng said that it appears that most of the concerns expressed in the past have been about the increase in traffic and the item that affects traffic is density. He suggested that the traffic can be changed by increasing the lot sizes and in turn that would vary the look of the housing as well.

Nash replied that the Commission needs to keep in mind that other cities doing a project will impact the traffic in Hanover as well.

Armstrong stated she has concerns about the small size of some of the lots. Nash said that she requested more information on the type of housing because that does have an impact. It was also one of several items that were deemed incomplete on the preliminary plat application.

Allan Roesler responded to the lot size comments in that there are three sizes—40-50-60 foot lots—that meet different price points in order to meet the needs of a wider pool of people.

The discussion ended regarding the EAW for Hanover Cove. It will move forward to Council for determination.

#### **Reports and Announcements:**

Nash reported that the October meeting will be very full: the home occupation discussion, the Comprehensive Plan review and open comment, the park dedication study and the Hanover Cove preliminary plat if materials are submitted in time. Nash explained that by deeming the application incomplete, the clock stopped on how long the City had to act on it. Once deemed complete, the time will start again and the City will be under a deadline to act upon it.

Biren reported that JMS Custom Homes will no longer be building in Crow River Heights West Third Addition. There were some inconsistencies within the contract between the developer and builders that they did not like.

Christenson asked about the crushing that was going on at a business in town. Nash will be looking into it. He also asked when the dental office will be opening. Biren replied that they had not received their Certificate of Occupancy yet, but that the dentist was planning on opening mid-October.

Kuitunen asked about the hole in the trail along 109<sup>th</sup> Avenue. Biren said that Three Rivers Park District actually owns the trail and that they are aware of the situation. Public Works did put a cone out to warn trail goers of the hole.

Armstrong said that she had received comments from three separate people regarding the signs going up on the edges of Hanover. Biren explained that this is an Eagle Scout project and is still a work in progress. An article will be in the January newsletter once it is completed.

Schendel said that the public parking lot downtown is almost complete.

#### **Adjournment**

**MOTION** by Armstrong to adjourn, seconded by Christenson.

**Motion carried unanimously.**

Meeting adjourned at 8:35 pm.

#### **ATTEST:**

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Amy L. Biren  
Administrative Assistant

# Collaborative Planning, LLC

## Memorandum

**Date:** October 18, 2018  
**To:** Planning Commission  
**From:** Cindy Nash, City Planner  
**RE:** Comprehensive Plan

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Attached is a draft of the 2040 Comprehensive Plan. A public hearing has been scheduled for the October Planning Commission meeting.

Prior to the City Council meeting, a couple of changes related to formatting and additional pictures will likely be added to the plan.

Following receipt of public comments, please advise of any suggested changes to the plan. Then a recommendation can be made to recommend approval of the plan to the City Council with any additional changes recommended.

Attachments:

- 1) Comprehensive Plan



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# City of Hanover

## 2040 Comprehensive Plan



# Acknowledgements



**City Council:**  
**Chris Kaufman, Mayor**  
**MaryAnn Hallstein**  
**Doug Hammerseng**  
**Ken Warpula**  
**Jim Zajicek**

**Planning Commission:**  
**Stan Kolasa, Chair**  
**Michelle Armstrong**  
**Mike Christenson**  
**Dean Kuitunen**  
**Jim Schendel**



**Park Board:**  
**Matt Boie**  
**Jeff Grupp**  
**Abby Peterson**  
**Dani Vetrano**  
**Scott Jamison**

**EDA:**  
**Todd Bartels**  
**Brian Dismang**  
**Jessica Johnson**  
**Tony Ross**  
**Ted Zrust**

**Staff:**  
**Brian Hagen, City Administrator**  
**Jackie Heinz, Accountant/Deputy Clerk**  
**Amy Biren, Administrative Assistant**  
**Jason Doboszanski, Public Works Supervisor**  
**Jason Ramthun, Public Works**  
**Carl Olson, Public Works**

**Consultants:**  
**Cindy Nash, City Planner, Collaborative Planning**  
**Justin Messner, City Engineer, WSB**

# Hanover Planning Principles

The Hanover City Council and Planning Commission developed the following planning principles to shape the policies and development of the Comprehensive Plan:

1. Residents and businesses take pride in Hanover and are engaged in improving the community, volunteering, and supporting each other.
2. Downtown Hanover will be a vibrant community gathering place with thriving businesses leveraging the natural beauty of the Crow River and a walkable development pattern.
3. Expansion of commercial, office and light industrial uses are encouraged to diversify the tax base and expand service options to residents.
4. Housing development that provides a wide range of housing choices and styles are encouraged to meet the needs of a growing community and to enable existing residents to find housing that permits them to stay in Hanover.
5. Hanover will continue to collaborate with other agencies to achieve outcomes that improve the quality of life or the efficiency of service delivery.
6. Hanover will strive to minimize the tax burden on properties while maintaining a quality level of service. Development and redevelopment will have the largest impact on future tax rate, so development of types that provides a cost-effective balance between increased tax base and future cost of service provision is encouraged.
7. New development will be constructed in a manner that does not burden existing property owners with the associated costs.
8. The existing rural character and natural environment defined by open space and natural resources will be protected, enhanced and integrated as an amenity in the community.
9. Opportunities will be created to better connect the community through trails and sidewalks.

# Goals and Policies

The Hanover City Council and Planning Commission developed goals and policies to guide decisions made in the development of the plan but also to refer to when considering implementation of decisions made by the City. These goals and policies were cross-referenced with the Planning Principles (the number in parentheses indicates which Planning Principles each goal supports).

## **Goal 1: Support the orderly growth of all urban development, including residential, commercial, and industrial areas within the corporate limits of the City. (P 2,3,4,5,7)**

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

1. Work with the County and Rockford Township to facilitate orderly growth within the City and to direct development to the City's planned growth areas preferably through the use of orderly annexation agreements.
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.

## **Goal 2: Plan land uses and implement standards to minimize land use conflicts. (P 2,3,4,5,7)**

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, institutional, and multi-family housing development.

**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. (P 2,3,4,5,7,8)**

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

1. Work with Wright County and Rockford Township to maintain very low residential densities outside of the City's planned growth areas.

**Goal 4: Enhance community character and identity. (1,2,5,8,9)**

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. Ensure that all developments have more than one access point to provide transportation route options.
6. Ensure that the housing needs of all age groups of people are fulfilled in an efficient and cost-effective manner.

**Goal 5: Provide and maintain a safe, convenient, functional and efficient local transportation system for the movement of people and goods. (3,5,7,9)**

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

1. Explore the implementation of crosswalks and traffic control devices in strategic locations to cross county roads.
2. Utilize an access management program for properties adjacent to county roads with new residential, commercial, and industrial development.
3. Pursue safety measures at major intersections of county roads.
4. Encourage Wright and Hennepin Counties to increase patrol efforts in the community to enforce existing traffic laws.
5. Continue to cooperate with Wright and Hennepin Counties, Rockford Township, MnDOT, and other agencies involved in transportation planning to provide the safest and most efficient transportation system.

6. Consider the use of roundabouts, traffic circles and other alternative solutions to managing traffic flows at intersections.
7. 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.

**Goal 6: Cooperatively utilize existing and new resources for economic growth in the Hanover area. (2,3,5,6,7,9)**

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. Encourage telecommunication providers to provide access to state-of-the-art telecommunications infrastructure in Hanover.

**Goal 7: Maintain a favorable climate for ongoing business activities and continue the development of a strong, diversified and balanced economic base. (1,2,3,4,5,6,7)**

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. 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 investment in telecommunications infrastructure in order to provide businesses the support they need to be successful in an information-driven economy.
4. Encourage both public and private investment in facilities and infrastructure.
5. Recognize the fundamental linkage between housing and economic development and encourage developers to construct housing that matches the needs of the community's employers.

**Goal 8: Recognize the need to upgrade and expand existing City infrastructure in order to promote and support continued residential, commercial, and industrial development. (7)**

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 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.

**Goal 9: Support business development activities to enhance and complement the service and retail businesses already located in those areas. (2,3,4)**

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

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

**Goal 10: Support the continued growth of appropriate commercial and industrial areas outside of the downtown river district. (3)**

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 river district.
3. Identify a highway-related commercial area to accommodate those commercial uses which serve the traveling public or are not suited to the downtown river district.

**Goal 11: Develop an integrated parks and recreation system with both new and existing parks connected to one another and to neighborhoods within the community. (9)**

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

1. Pursue opportunities to create connectivity through strategic acquisitions and development of new trails and parks.
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.

**Goal 12: Protect, conserve, and enhance natural resources and environmentally sensitive areas within and adjacent to the City for the community's long-term benefit. (1,8)**

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.
2. Identify natural resources and strongly support the incorporation of woodlands, floodplains, poor soils, prairie lands, and other environmentally sensitive areas into amenity areas as an alternative to the development 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, and stormwater storage.
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 the recycling of hazardous waste. Promote the proper use and application of chemicals in the recreational, agricultural, and natural areas throughout the area.

**Goal 13: Encourage protection of historic community resources including districts, buildings, sites, or events. (1,8)**

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

1. Encourage the preservation of historic sites where practical and economically feasible.
2. Encourage the revitalization of downtown, including infrastructure, buildings and surroundings, and streets and sidewalks, through renovation, expansion, replacement, and new development as necessary.
3. Protect scenic values by controlling billboards and regulating signs, auto junkyards, and other potentially unsightly land uses and practices.

**Goal 14: Provide infrastructure and municipal services in the most cost-effective and efficient manner. (6,7)**

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. Enforce the City's policy regarding timeframes for connection to municipal water and sanitary sewer services.

## Demographics

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.

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 should 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 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 1980 to 2010. From 1980 to the present, Hanover experienced rapid growth as the population increased by 434%. This trend is projected to continue and is largely influenced by the City’s location near the I-94 corridor just northwest of the seven-county Twin Cities Metropolitan Area.

This growth pattern puts Hanover among the fastest growing communities in Central Minnesota. 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 over 600% since 1990.

Table 1: Population, 1980 - 2017

	1980	1990	2000	2010	2017	% Change 2010-2017
Hanover	647	787	1,355	2,938	3,456	18%
St. Michael	1,519	2,506	9,099	16,399	17,565	7%
Rockford	2,408	2,665	3,484	4,316	4,488	4%
Greenfield	1,391	1,450	2,544	2,777	2,992	8%
Hennepin County	941,411	1,032,431	1,116,200	1,152,425	1,252,024	9%
Wright County	58,681	68,710	89,986	124,700	134,286	8%

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

## Population Structure

While the overall population in the City of Hanover grew 126% from 2000 to 2016, the largest increase was of children under 5 and adults age 60 to 64. Large increases in actual numbers of children under 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 85 and older cohorts. The reasons for this lack of growth in these two cohorts is not specifically known. Those residents that are 85 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.

The 2000 U.S. Census showed that the 45-54 age groups experienced the largest increases in population from 2000 to 2016. 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 35 to 44 age cohort did not see as great of an increase in growth which may be related to the economic downturn of 2008 which impacted household formation nationwide. The high growth in the 25 to 34 age cohort may signify the relative affordability of living in

**Table 2: Population Age Structure for Hanover, 2000 – 2016**

Age	2000		2016		% Change 2000 - 2016
	Persons	%	Persons	%	
Under 5	104	8%	291	9%	180%
5 to 9	141	10%	306	10%	117%
10 to 14	138	10%	272	9%	97%
15 to 19	104	8%	208	7%	100%
20 to 24	64	5%	58	2%	-9%
25 to 34	163	12%	352	11%	116%
35 to 44	325	24%	477	16%	47%
45 to 54	180	13%	563	18%	213%
55 to 59	55	4%	135	4%	145%
60 to 64	18	1%	172	6%	856%
65 to 74	32	2%	172	6%	438%
75 to 84	25	2%	52	2%	108%
85+	6	0%	6	0%	0%
<b>TOTAL</b>	<b>1355</b>	<b>1</b>	<b>3,064</b>	<b>100%</b>	<b>126%</b>

Sources: US Census Bureau

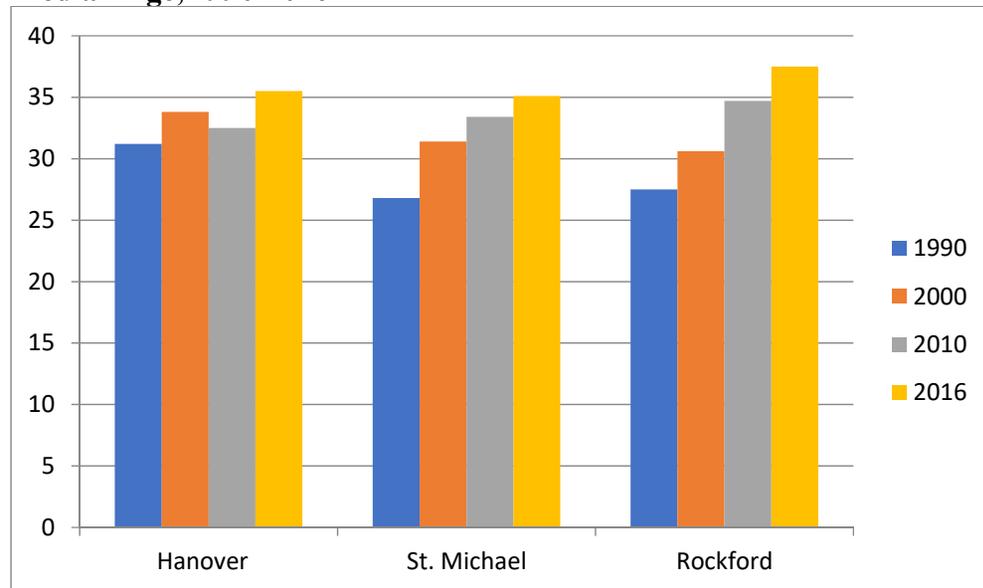
Hanover compared to locations within the seven-county metro area as those households were being formed, which is also reflected in a high growth rate for children under 5 years old.

### 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 2016 can provide insight on how the population has been changing as a whole. The median age for Hanover has both increased and decreased over time, which is different from other communities and the state as a whole which has increased. Compared to the entire State of Minnesota, the City of Hanover is relatively young.

### Median Age, 1990-2016



Source: U.S. Census

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 relatively low 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 median age has increased to a lesser degree. 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 increases in median age as the statewide balance trends towards a higher median age.

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 opportunities for housing across all stages of the life-cycle are available within the City.

### **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 108% increase in the number of housing units 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 118% 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 2000 and 2016.

**Table 3: Housing Units, 2000-2016**

	2000	2010	2016	Growth Rate	
				2000-2010	2010-2016
Hanover	456	950	1,065	108%	12%
St. Michael	3,058	5,482	5,408	79%	-1%
Rockford	1,333	1,693	1,617	27%	-4%
Hennepin County	471,315	509,469	520,683	8%	2%
Wright County	34,355	49,000	49,949	43%	2%
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 2016, the average number of people per household had increased to 3.25. This increase in household size is reflective of the burgeoning population of young families in the community.

**Table 4: Household Size, 2000-2016**

	2000	2010	2016
Hanover	3.08	3.17	3.25
St. Michael	3.09	3.13	3.25
Rockford	2.69	2.66	2.78
Hennepin County	2.39	2.37	2.40
Wright County	2.83	2.78	2.69
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 2020-2030, the total household size will likely remain similar to the current average size as younger families continue to move into Hanover. Starting around 2030, 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.

# 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.

## **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 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 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.

### **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.

### **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 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 contains 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 township 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.

## 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.

Hanover has a number of larger-lot residential neighborhoods served by well and septic systems as well as more typical suburban style single-family neighborhoods on municipal services. Very little of the existing development pattern consists of townhouses, apartments, or other higher density housing types. Due to the cost associated with the extension of municipal water and sewer to various portions of the community that were previously developed on individual well and septic, it is recommended that portions of the community remain as rural development in the future.

Continued growth in the City will pose many land use challenges. 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. These areas are planned to be served with municipal services in the future following annexation.

## **FUTURE LAND USE**

Future land uses are identified by the City to guide the decision-making process on development and subdivision proposals and annexation actions. This is different from a zoning map, which is intended to implement the City's planned future land uses. For any given parcel, the zoning district assigned to it on the zoning map should be consistent with the future land use guidance.

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.

### **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.

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) **Parks and Open Space** - A designation for the preservation of publicly-owned lands, parks, environmentally sensitive lands, wetlands, unique resources, historic sites, privately owned/maintained open spaces, and land set aside as part of the development process.
- 2) **Rural Residential** - A designation for properties that are 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. Uses in this zoning district are also not planned to be served with municipal water and sewer in the future. This designation is intended to allow space for very low-density residential and hobby farm living typically 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. Prior to development for residential uses, this area may have agricultural uses and would be zoned as agricultural until such time as the property was proposed to be developed.



- 3) **Neighborhood Residential** – A designation for properties that have developed, or are suitable to be developed, in a moderate-density residential neighborhood with full provision of necessary urban services. Net density (land area excluding collector road right of way, ponding, wetlands, bluff, and permanently protected environmental resources) shall be between 2 and 4 units per acre. 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. Prior to development for residential uses, this area may have agricultural uses and would be zoned as agricultural until such time as the property was proposed to be developed.
- 4) **Multi-Family Residential** – This designation consists of properties that have developed, or are suitable to be developed, in a higher-density residential neighborhood with full provision of urban services. Typical housing styles would be apartments and townhomes. Net density (land area excluding collector road right of way, ponding, wetlands, bluff, and permanently protected environmental resources) shall be greater than 4 units per acre and less than twelve units per acre. Prior to development for residential uses, this area may have agricultural uses and would be zoned as agricultural until such time as the property was proposed to be developed.
- 5) **Commercial** – A designation for property that is best suited for auto-oriented commercial 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. Prior to development for commercial uses, this area may have agricultural uses and would be zoned as agricultural until such time as the property was proposed to be developed.
- 6) **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.
- 7) **Industrial** – A designation for property that is best suited for light industrial uses, with and without outdoor storage. These uses have good access to infrastructure services. Prior to development for industrial uses, this area may have agricultural uses and would be zoned as agricultural until such time as the property was proposed to be developed.
- 8) **Public** – A designation for those properties that are owned by the City of Hanover, but that are not parks.
- 9) **Institutional** – This designation contains uses that are public or non-profit but that are not owned by the City of Hanover. Typical uses are schools and churches.

### **Annexation and Planning**

Providing additional land within 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.

Prior to the economic downturn of the late 2000's, the City of Hanover had received requests for annexation from property owners in Rockford Township and had initiated the drafting of an orderly annexation agreement with Rockford Township. Those prior annexation efforts were abandoned due to the economic downturn but could be proposed again in the future.

Wright County has designated the eastern half of the previous orderly annexation study area as a "Transition Area". In this area, 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.

State statute provides various methods for annexing property from one jurisdiction to another. In the event that property is proposed for development that is not currently within the City of Hanover corporate boundaries, annexation would need to be completed under one of the methods available prior to the City having jurisdiction to approve development plans. However, the future land use map does identify the planned land use that would be associated with any given property to assist with future planning by property owners and the City.

# 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 and Wright County in general are seeing rapid development which is beginning to stress the existing transportation network.

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:

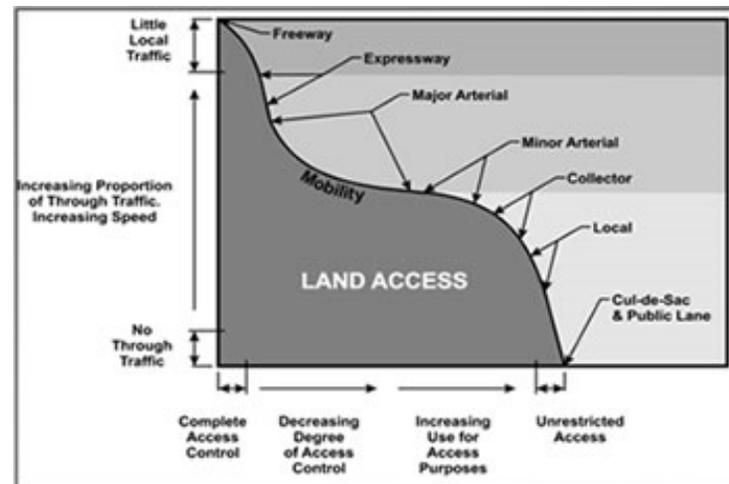
- 1) **Through-Traffic:** This is traffic that has its origin and destination outside the community and merely travels through the community.
- 2) **Local Traffic:** This is traffic that has its origin and destinations inside the community and uses the local street system.

## Functional Classification System

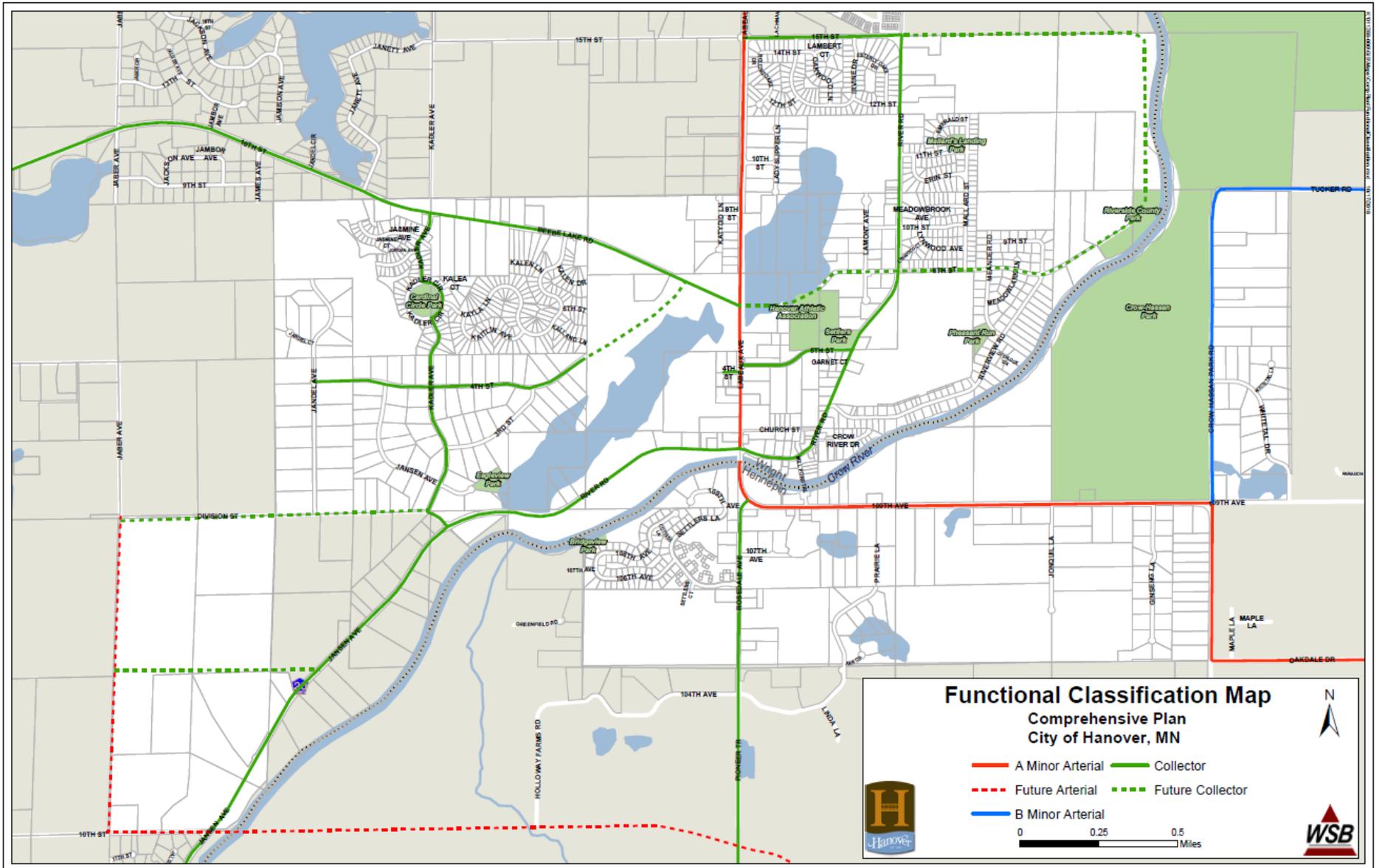
A roadway network typically consists of a hierarchy of streets and highways that are defined through functional classification. This classification identifies the relationship between access and mobility depending on the type of road as shown in the diagram to the right.

Hanover's road system is classified as per the Functional Classification Map on the following page. This map shows both existing and planned future roads. The location for planned future roads is conceptual only and would require additional planning and design prior to construction.

*Schematic Relationship Between Access and Mobility*



Source: FHWA.dot.gov



The features and characteristics of each classification are briefly described below.

#### Principal Arterials

Generally, principal arterials serve long distance travel between major communities. They are characterized by an emphasis on mobility with strictly controlled access allowed only at designated interchanges or intersections. There are no existing principal arterial roadways located in Hanover. The nearest principal arterial is Interstate 94.

#### Minor Arterials

Minor arterials primarily carry traffic flows between cities and other significant activity centers. These roadways place a higher emphasis on mobility than access, with direct access to abutting properties being discouraged. The only minor arterial in Hanover is CSAH 19, which is also the only crossing point over the Crow River. The nearest alternative river crossings are several miles away to either the north or the south.

#### Collectors

Collectors typically serve short to medium distance trips, providing intercity and intercommunity traffic movement. They link local streets to the arterial system and may be owned by either the county or Hanover. Mobility and land access have equal precedence on these facilities. River Road, County Road 123, Beebe Lake Road, and 5<sup>th</sup> Street are examples of collector streets.

#### Local Streets

Local streets are characterized by a total emphasis on land access. They usually connect to other local streets and collectors and carry relatively low traffic volumes at low speeds.

#### **Existing Roadway System**

All roadways within Hanover fall under the jurisdictional responsibility of Wright and Hennepin Counties or Hanover. There are no state owned or maintained facilities within the community. Roadways within Hanover under either Wright or Hennepin County jurisdiction are:

- CSAH 19 (LaBeaux Avenue in Wright County and 109<sup>th</sup> in Hennepin County)
- County Road 34 (Beebe Lake Road)
- County Road 20 (River Road NE – west of CSAH 19)
- County Road 123 (Rosedale Avenue)
- County Road 117 (109<sup>th</sup> Avenue)
- County Road 203 (Crow Hassan Park Road)

Hanover has jurisdiction over all other public roadways within the City.

### **Access Management Guidelines**

Access guidelines are important because they define a starting point for balancing property access, safety, and mobility concerns. Cities and counties regularly receive requests for additional access (e.g., new public streets, commercial driveways, residential and field accesses), which are evaluated by numerous agencies and committees. Because of the number of individuals and agencies involved, it is easy to have inconsistent application of access policies. This can result in confusion between agencies, developers, and property owners, as well as long-term safety and mobility problems. Standard access guidelines can be used to improve communication, enhance safety, and maintain the capacity and mobility of important transportation corridors. In addition, access guidelines may be used to respond to access requests and to promote good access practices such as:

- Aligning access with other existing access points.
- Providing adequate spacing to separate and reduce conflicts.
- Encouraging indirect access rather than direct access on high-speed, high volume arterial routes.

Providing access management in some form, whether it is through grade-separated crossings, frontage roads, or right-in/right-out access, reduces the number of conflicts resulting in improved safety. Hanover, Wright and Hennepin Counties may exercise authority in limiting access through its development rules and regulations. Land use authorities can require:

- Dedication of public rights-of-way.
- Construction of public roadways.
- Mitigation measures of traffic and/or other impacts.
- Changes in and/or development of new access points.

The road network exhibits an interjurisdictional network of county and local roadways. Since Wright and Hennepin Counties retain access management authority over their particular roadway system, it is important to coordinate with the counties related to access management during the development review process.

# 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 recreational 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.

## **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 1,000 to 2,500 people with a service area range from ¼ to ½ mile. The existing Hanover city parks are all neighborhood parks with the exception of Settlers Park.

Linear Park. Linear parks are typically developed for one or more varying modes of recreational travel such as hiking, biking, skiing, canoeing, etc. Certain trails can be considered 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. Settlers Park is a community park.

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.

Photo Credit: City of Hanover

## 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 a mini-park located on land owned by the Bridges at Hanover homeowner's 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. The Park and Trails map shows the future parks and trails.

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

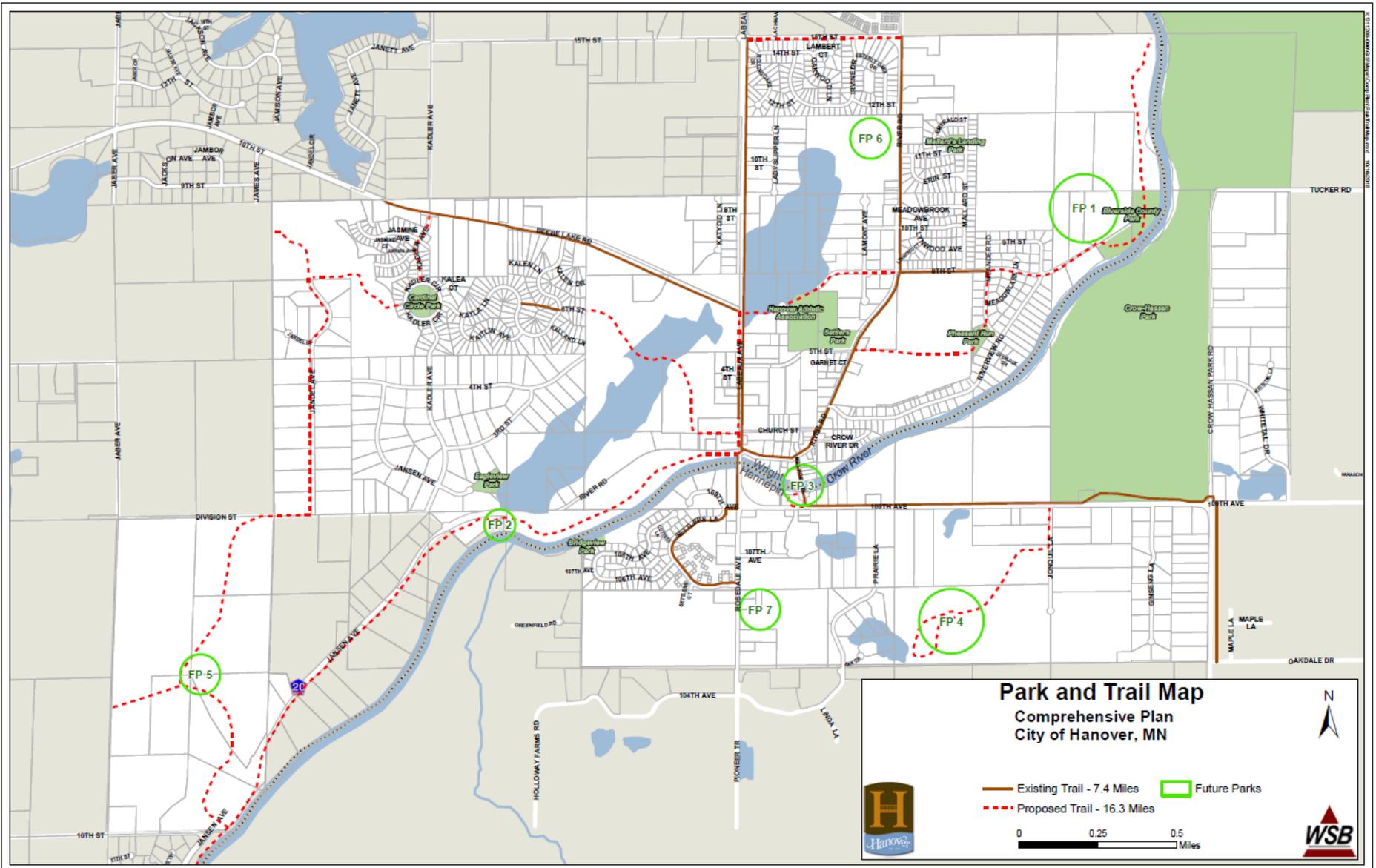
There is an anticipated need for a neighborhood park (3 acres) in eastern Hanover to serve primarily future developments. It is anticipated that this park can be constructed adjacent to Riverside Park, as a way of expanding the opportunities already available there but also providing for more typical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

**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 (Downtown Riverfront)**

This is a special use park located adjacent to the historic bridge over the Crow River that serves as a specialty riverside park embracing the community’s heritage with the Crow River. The park will have trail access and will be a community focal point and gathering location.



#### **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. This, however, would be subject to negotiation between the City and the school district and is represented here as a number to assist with planning.

#### **Future Park 5 – Neighborhood (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 would 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.

#### **Future Park 6 – Neighborhood (North Hanover)**

There is an anticipated need for a park (3 acres) located in the northern portion of the community near areas planned for higher density housing.

#### **Future Park 7 – Neighborhood (South Hanover)**

There is an anticipated need for a park (3 acres) located in the southern portion of the community near areas planned for higher density housing.

### **TRAIL SYSTEM**

In the past decade, the City of Hanover added miles of trails to its existing trail system creating linkages throughout the City. 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. In addition to the trails shown in the map, there are also anticipated to be linking trails and sidewalks that connect from the neighborhoods to the circulation trails that would be constructed coincident with new development.

# Collaborative Planning, LLC

## Memorandum

**Date:** October 18, 2018  
**To:** Planning Commission  
**From:** Cindy Nash, City Planner  
**RE:** Home Occupation Ordinance

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Per discussion at the last meeting, I've drafted possible language for discussion and consideration that would allow more extensive home occupations under an Interim Use Permit in certain portions of the City.

Staff has also prepared a map of the properties that would be subject to the revised portions of the ordinance.

The Planning Commission is requested to review the draft ordinance and map and be prepared to discuss potential changes to the ordinance at the Planning Commission meeting. We would then draft any proposed ordinance amendment for a public hearing to be held at the November Planning Commission meeting.

Attachments:

- 1) Draft ordinance
- 2) Map

SEC. 10.68. HOME OCCUPATIONS.

Home Occupations are permitted by this Ordinance but must be established and maintained so as to comply with the provisions of the following standards:

A. Home Occupations Allowed as Permitted Use

1. ~~A.~~No Home Occupation shall require internal or external alterations or involve construction features not customarily found in dwellings except where required to comply with local and State fire and police recommendations.
2. ~~B.~~Conduct of the Home Occupation does not generate more noise, vibration, glare, fumes, odors, or electrical interference than normally associated with residential occupancy in the neighborhood.
3. ~~C.~~The Home Occupation is not of a scale requiring the use of a commercial vehicle for the delivery of materials to or from the premises.
4. ~~D.~~The use shall not generate sewage of a nature or rate greater than that normally associated with residential occupancy nor shall it generate hazardous waste or solid waste at a rate greater than that normally associated with residential occupancy.
5. ~~E.~~The Home Occupation may increase vehicular traffic flow and parking by no more than one additional vehicle at a time and any need for parking generated by the conduct of a Home Occupation shall be met off the street, other than in a required front yard, and, if in a driveway, in such a manner that access to the garage is not eliminated.
6. ~~F.~~No more than one person other than those living in the residence may be employed in the Home Occupation.
7. ~~G.~~No outdoor display of goods or outside storage of equipment or materials shall be permitted.
8. ~~H.~~No accessory building may be used for operations, display of goods or the storage of equipment or materials used in the Home Occupation.
9. ~~I.~~No Home Occupation will be allowed that jeopardizes the health and safety of residents of the City.
10. ~~J.~~There shall be no renting of space in a residence for non-residential purposes.
11. ~~K.~~Retail is not a permitted home occupation.
12. ~~L.~~There shall be no exterior display or exterior signs or interior display or interior signs that are visible from outside the dwelling with the exception of one (1) directional or identification/business sign not to exceed two (2) square feet in area.

B. Home Occupations Allowed as Interim Use

1. Only properties that are zoned RA consisting of at least 2.5 acres and having a driveway access to a county road may be permitted for a home occupation as an interim use under the conditions outlined below.
2. No Home Occupation shall require internal or external alterations or involve construction features not customarily found in dwellings except where required to comply with local and State fire and police recommendations.
3. Conduct of the Home Occupation does not generate more noise, vibration, glare, fumes, odors, or electrical interference than normally associated with residential occupancy in the neighborhood.
4. The Home Occupation is not of a scale requiring the use of a commercial vehicle for the delivery of materials to or from the premises.
5. The use shall not generate sewage of a nature or rate greater than that normally associated with residential occupancy nor shall it generate hazardous waste or solid waste at a rate greater than that normally associated with residential occupancy.
6. The Home Occupation may increase vehicular traffic flow and parking by no more than one additional vehicle at a time and any need for parking generated by the conduct of a Home Occupation shall be met off the street, other than in a required front yard, and, if in a driveway, in such a manner that access to the garage is not eliminated.
7. No more than one person other than those living in the residence may be employed in the Home Occupation.
8. No outdoor display of goods or outside storage of equipment or materials shall be permitted. *(Alternative condition: Outdoor display of goods or outside storage of equipment or materials may be permitted as a condition of the IUP provided the site plan identifies the location for the outdoor display or outside storage and screening in the form of either fencing or vegetation is installed and maintained as per the site plan sufficient to block views of the outside storage from either the right of way or adjacent properties.*
9. Accessory buildings may be used for operations, display of goods or the storage of equipment or materials used in the Home Occupation.
10. No Home Occupation will be allowed that jeopardizes the health and safety of residents of the City.
11. There shall be no renting of space in a residence for non-residential purposes.
12. Retail is not a permitted home occupation.
13. There shall be no exterior display or exterior signs or interior display or interior signs that are visible from outside the dwelling with the exception of one (1) directional or identification/business sign not to exceed two (2) square feet in area.

**Commented [CN1]:** New language limiting where IUP home occs may be located.

**Commented [CN2]:** Is not more than one car sufficient? This may impact mechanics, etc.

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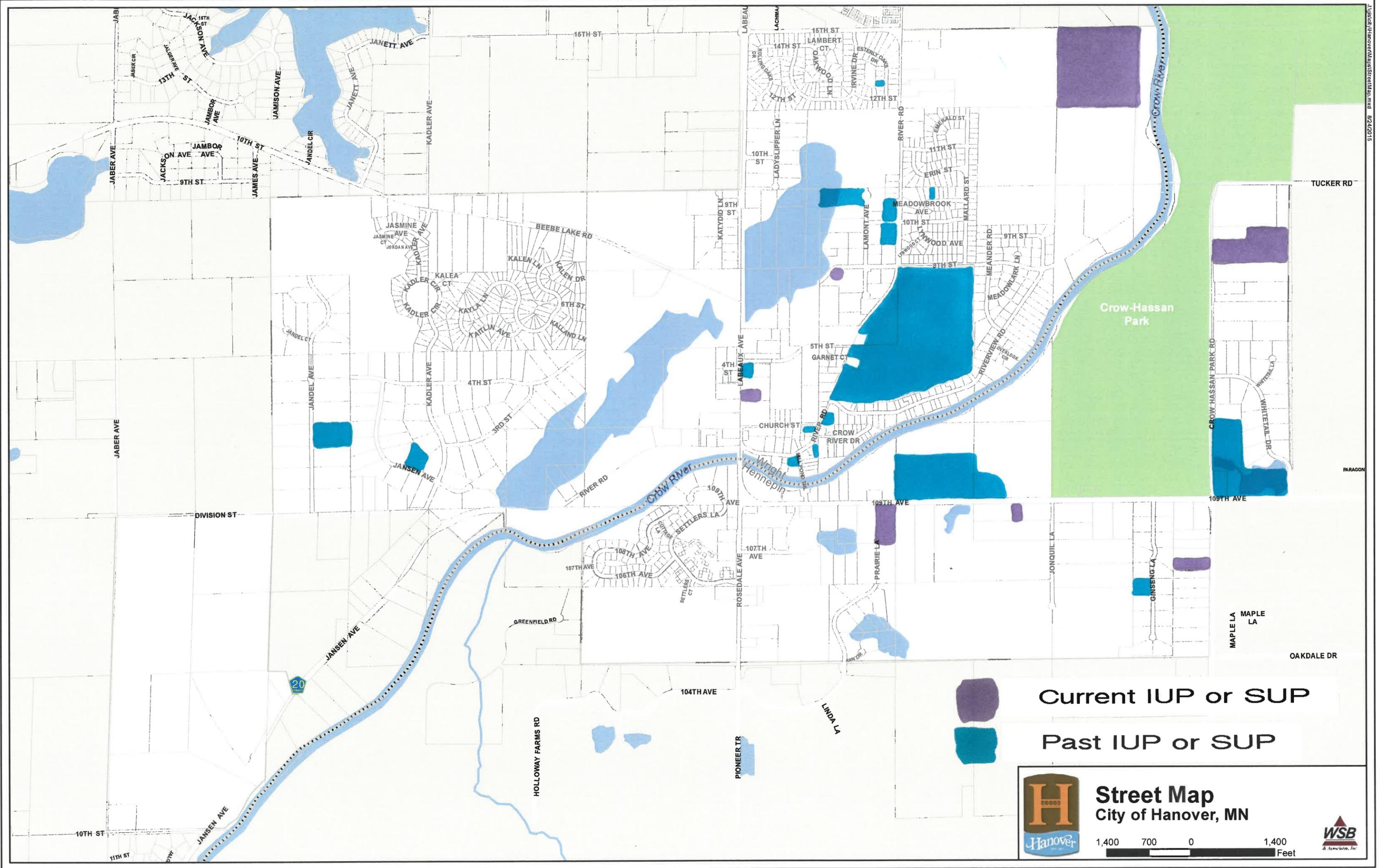
**Commented [CN3]:** Based on discussion at PC meeting, left the IUP home occs with no outdoor storage. Provided an alternate condition in the event that outdoor display or storage is desired to be included in the ordinance.

**Commented [CN4]:** Based on discussion at PC meeting, opened up the use of accessory buildings for home occs.

Year	Resolution	Type	Name	Address				
2013	03-05-13-24	IUP	Raymond & Lynne Ploetz	10733 Crow Hassan Park Road	Kennel			
2011	42-10-11	IUP	Mahler Enterprises, LLC	Mahler Pit	Mining	Extended through December 31, 2018		
2007	73-10-07	IUP	T-Mobile USA	PID 108-500-362403	Antenna and Tower			
2007	72-10-07	IUP	Kristin Pfaff	10880 Prairie Lane	Asphalt Business	DENIED		
2007	18-02-07	IUP	Brian Kottke	10845 Jonquil Lane	Vehicle Repair Business	DENIED		
2006	42-06-06	IUP	Loren Mahler	Mahler Pit	Mining	Good through December 31, 2012		
2005	41-07-05	IUP	Melissa Lewis	11608 Medowbrook Ave NE	Therapeutic Massage			
2005	11-03-05	IUP	Christopher Zanetti	1331 Esterly Oaks Drive	Customized Closets			
2004	10-08-04	IUP	Zimmerman	previously excavated by Shaw Trucking	Grading/Filling	Granted for 12 months		
2003	06-06-03	SUP	Ronald Odenthal	11000 Crow Hassan Park Road	Engine Installation	REVOKED	Initially granted August 15, 1995	
2003	07-06-03	SUP	Matthew Stahlmann	258 Jandel Ave NE	Machine Shop	REVOKED	Initially granted May 17, 1994	
2002	04-11-02	SUP	Cummings Mobility	11238 River Road NE	Sales, Rentals, Leasing of Handicap Accessible Vehicles	RENEWED		
2001	04-01-01	SUP	Todd Schulz	29577 109th Ave N/10880 Prairie	Equipment Maintenance	RENEWED		
2001	04-06-01	SUP	Duininck Brothers	Duininck Pit	Mining	RENEWED for another year		
2001	03-12-01	SUP	Douglas Cummings	11238 River Road NE	Sales, Rentals, Leasing of Handicap Accessible Vehicles	RENEWED		
2000	04-00-02	SUP	Jon Hanson	329 LaBeaux Avenue NE	Car Wash			
2000	08-00-12	SUP	Lenard Dalchow	10946 Crow Hassan Park Rd	Lawn Maintenance			
	same	SUP	Patrick Harrington	10681 Ginseng Lane	Lawn Maintenance			
	same	SUP	James Renier	11243 River Rd NE	Service Repair Station, towing service, impound lot			
	same	SUP	James Renier	411 LaBeaux Avenue NE	Service Station and Used Car Dealership			
	same	SUP	Douglas Cummings	11238 River Road NE	Sales, Rentals, Leasing of Handicap Accessible Vehicles			
1999	04-98-01	SUP	Todd Schulz	29577 109th Ave North	Equipment Maintenance	Delayed--only approved at 01-05-99 Meeting		
1999	03-99-07	SUP	Gerhardt Kottke	28901 109th Ave North	Auto Repair & Snowplowing	Need to comply with screening and storage	RENEW	
	same	SUP	Todd Schulz	29577 109th Ave North	Fabrication of Equipment	RENEW		
	same	SUP	Matthew Stahlmann	258 Jandel Ave NE	Machine Shop	RENEW		
1999	01-99-10	SUP	Douglas Cummings	11238 River Road NE	Vehicle Sales	RENEW		
	same	SUP	Mark Mann	126 Jansen AvenueNE	Fabrication	RENEW		
	same	SUP	Ronald Odenthal	11000 Crow Hassan Park Road	Vehicle/Engine Repair	RENEW		
1999	03-99-11	SUP	Douglas Cummings	11238 River Road NE	Sales, Rentals, Leasing of Handicap Accessible Vehicles			
1999	04-99-11	SUP	James Renier	411 LaBeaux Avenue NE	Auto Sales and Service Station	RENEW		
	same	SUP	James Renier	11243 River Rd NE	Auto Repair, Towing, Impound	RENEW		
	same	SUP	Patrick Harrington	10681 Ginseng Lane	Lawn Maintenance, Equipment Sales, Small Engine Repair	RENEW		
	same	SUP	Lenard Dalchow	10946 Crow Hassan Park Road	Lawn Maintenance	RENEW		

1998	01-98-03	SUP	Patrick Harrington	10681 Ginseng Lane	Lawn Maintenance, Equipment Sales, Small Engine Repair	RENEW			
	same	SUP	Lenard Dalchow	10946 Crow Hassan Park Road	Lawn Maintenance	RENEW			
	same	SUP	James Renier	11243 River Rd NE	Auto Repair, Towing, Impound	RENEW			
	same	SUP	Cornelius Paulson	11099 Lamont Avenue NE	Machine Shop	RENEW			
	same	SUP	John Kothrade	11512 Crow Hassan Park Road	Contractor's Office and Storage Area Facility	RENEW			
1998	05-98-05	SUP	Matthew Stahlmann	258 Jandel Ave NE	Machine Shop	RENEW			
	same	SUP	Robert Potter	11480 10th Street NE	Watchman/Security Dwelling	RENEW			
1998	05-98-06	SUP	Gerhardt Kottke	28901 109th Ave North	Auto Repair and Snow Plowing	RENEW			
1998	11-98-10	SUP	James Renier	11243 River Rd NE	Auto Repair, Towing, Impound	RENEW			
	same	SUP	James Renier	411 LaBeaux Avenue NE	Auto Sales and Service Station	RENEW			
	same	SUP	Douglas Cummings	263 & 264 River Road NE	Sales, Rentals, Leasing of Handicap Accessible Vehicles	RENEW			
	same	SUP	Lenard Dalchow	10946 Crow Hassan Park Road	Lawn Maintenance	RENEW			
	same	SUP	Ronald Odenthal	11000 Crow Hassan Park Road	Vehicle/Engine Repair	RENEW			
	same	SUP	Mark Mann	126 Jansen AvenueNE	Fabrication	RENEW			
1998	10-98-12	SUP	Gerhardt Kottke	28901 109th Ave North	Auto Repair and Snow Plowing	RENEW			
	same	SUP	Patrick Harrington	10681 Ginseng Lane	Lawn Maintenance, Equipment Sales, Small Engine Repair	RENEW			
1997	05-97-02	SUP	Patrick Harrington	10681 Ginseng Lane	Lawn Maintenance, Equipment Sales, Small Engine Repair	RENEW			
1997	06-97-02	SUP	Lenard Dalchow	10946 Crow Hassan Park Road	Lawn Maintenance	RENEW			
1997	07-97-02	SUP	James Renier	11243 River Rd NE	Auto Repair, Towing, Impound	RENEW			
1997	08-97-02	SUP	Ronald Odenthal	11000 Crow Hassan Park Road	Vehicle/Engine Repair	RENEW			
1997	09-97-02	SUP	John Kothrade	11512 Crow Hassan Park Road	Contractor's Office and Storage Area Facility	RENEW			
1997	10-97-02	SUP	Cornelius Paulson	11099 Lamont Avenue NE	Machine Shop	RENEW			
1997	04-97-09	SUP	Douglas Cummings	263 & 264 River Road NE	Sales, Rentals, Leasing of Handicap Accessible Vehicles	RENEW			
1997	05-97-09	SUP	Ronald Odenthal	11000 Crow Hassan Park Road	Vehicle/Engine Repair	RENEW			
1997	04-97-11	SUP	Mark Mann	126 Jansen AvenueNE	Fabrication				
1996	07-96-02	SUP	Cornelius Paulson	11099 Lamont Avenue NE	Machine Shop	RENEW			
1996	08-96-02	SUP	John Kothrade	11512 Crow Hassan Park Road	Contractor's Office and Storage Area Facility	RENEW			
1996	09-96-02	SUP	Ronald Odenthal	11000 Crow Hassan Park Road	Vehicle/Engine Repair	RENEW			
1996	01-96-04	SUP	Jon Hanson	329 LaBeaux Avenue NE	Gas Station/Convenience Store				
1996	05-96-08	SUP	Mark Mann	126 Jansen AvenueNE	Fabrication				
1995	02-95-02	SUP	Cornelius Paulson	11099 Lamont Avenue NE	Machine Shop				
1995	03-95-02	SUP	John Kothrade	11512 Crow Hassan Park Road	Contractor's Office and Storage Area Facility				
1995	04-95-03	SUP	David Omann	PID 01-119-2421-0004	Maintenance garage and office				
1995	03-95-04	SUP	Robert Potter	11480 10th Street NE	Watchman/Security Dwelling				
1995	01-95-08	SUP	Dan Cummings	263 River Road NE	Sales, Rentals, Leasing of Handicap Accessible Vehicles				
1995	02-95-08	SUP	Ronald Odenthal	11000 Crow Hassan Park Road	Vehicle/Engine Repair				
1995	04-95-10	SUP	Hanover Athletic Association	11230 5th Stree NE	Accessory Building				

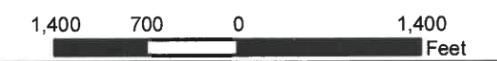
1995	05-95-11	SUP	Patrick Harrington	10681 Ginseng Lane	Lawn Maintenance, Equipment Sales, Small Engine Repair				
1995	06-95-11	SUP	James Renier	11243 River Rd NE	Auto Repair, Towing, Impound				
1994	03-94-03	SUP	Patrick Harrington	10681 Ginseng Lane	Chickens				
1994	08-94-05	SUP	Matthew Stahlmann	258 Jandel Ave NE	Machine Shop				
1994	08-94-09	SUP	James and Julie Kruta	411 LaBeaux Avenue NE	Garage and car dealership				
1994	05-94-11	SUP	James Renier	11243 River Rd NE	Auto Repair, Towing, Impound				
1994	01-94-12	SUP	Jimmy Fansler	Lot 5, Block 1, Hanover Industrial Park/11475 10th St	Amended due to violation	Construction/Demo Recycling			
1994	05-94-12	SUP	Patrick Harrington	10681 Ginseng Lane	Lawn Maintenance, Equipment Sales, Small Engine Repair	RENEW			
1993	04-93-01	SUP	Wright County	CSAH 19	Construction in floodplain				
1993	01-93-02	SUP	Jimmy Fansler	Lot 5, Block 1, Hanover Industrial Park	Amended due to violation	Construction/Demo Recycling			
1993	05-93-03	SUP	William Nelson	Golden Eagle Estates (Hanover Hills)	Developing with a Shoreland District				
1993	09-93-07	SUP	Kenneth Brown	130 Mill Pond Trail	Woodworking Shop				

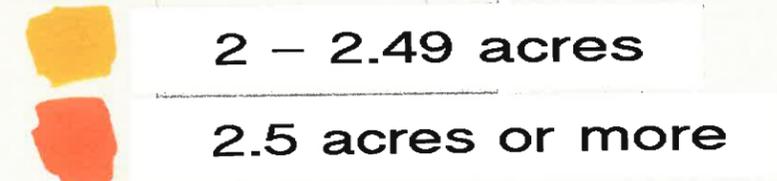
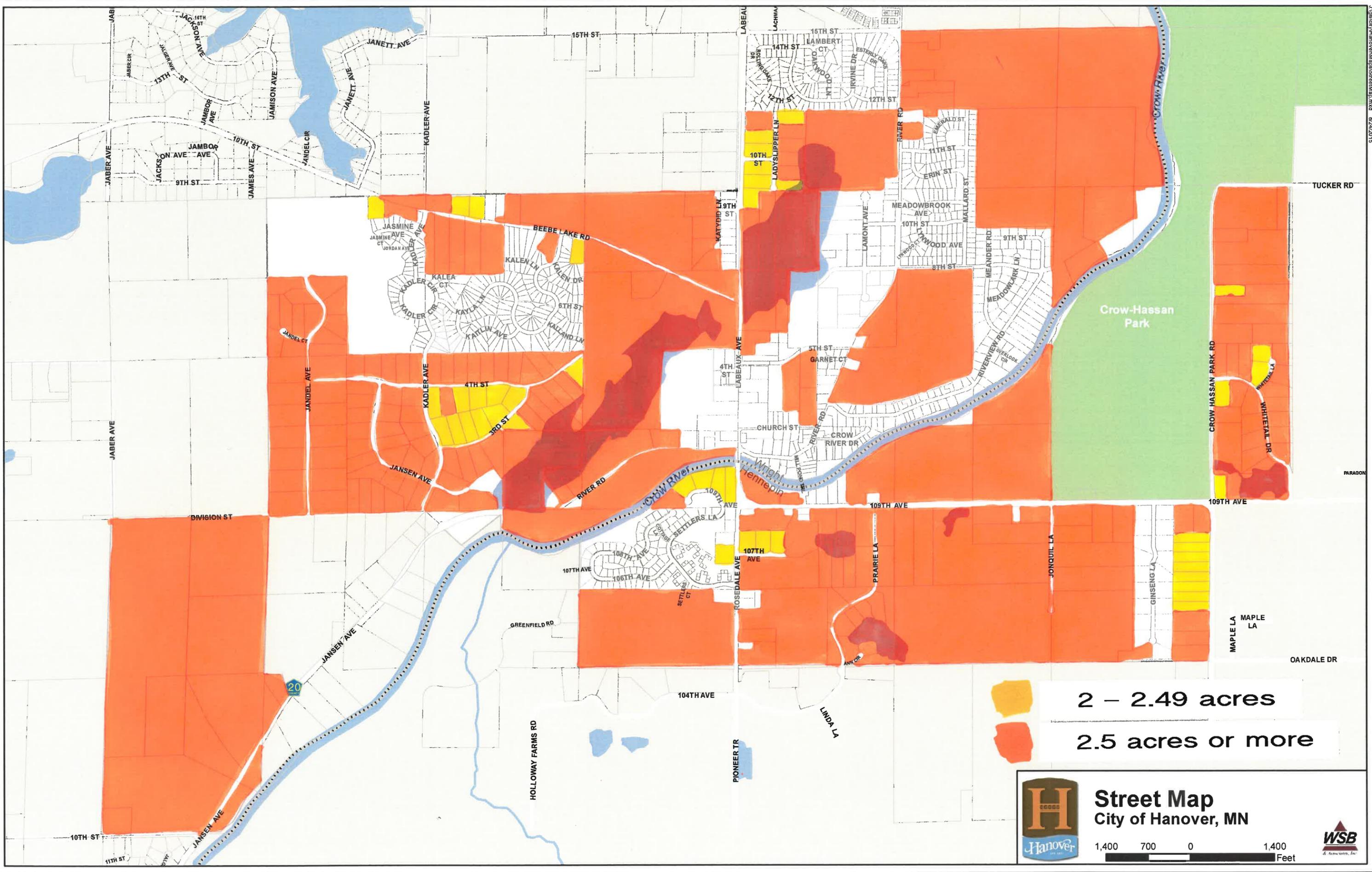


Current IUP or SUP  
 Past IUP or SUP



**Street Map**  
 City of Hanover, MN



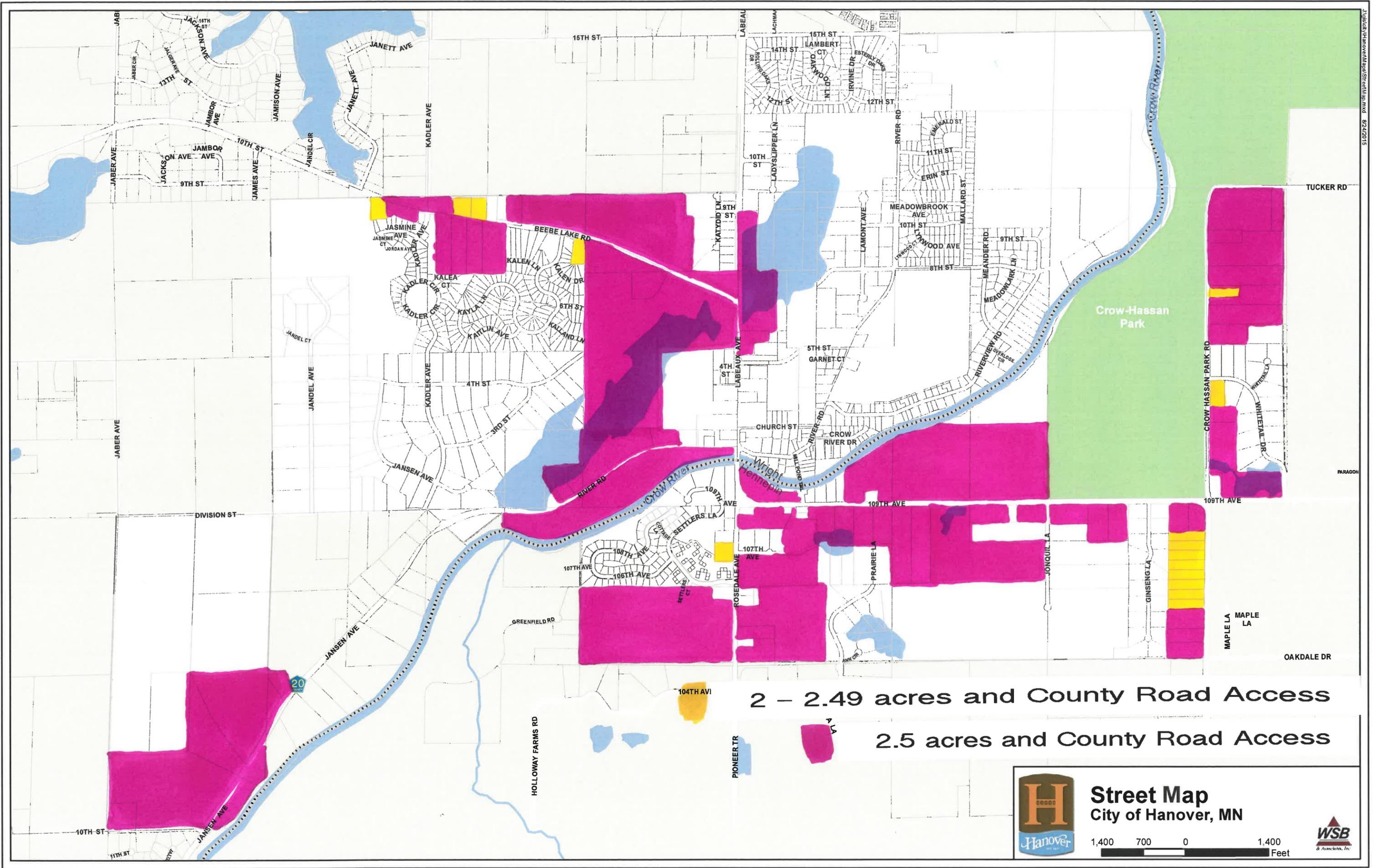


**Street Map**  
City of Hanover, MN



1,400 700 0 1,400 Feet



2 - 2.49 acres and County Road Access

2.5 acres and County Road Access



**Street Map**  
City of Hanover, MN

