



**2008
Metropolitan
Council
Update**

Mayer *Comprehensive Plan*



Prepared By:



**MUNICIPAL
DEVELOPMENT GROUP, INC.**

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ACKNOWLEDGEMENT

The Comprehensive Plan was created through the gracious support from City Council and with input from various community leaders and residents, the Planning Commission, the Park Commission, adjacent townships, Carver County, MnDOT, the cities of New Germany and Watertown and city staff. Following is a list of participants who participated in the 2004-2006 Comprehensive Plan for the City of Mayer:

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INTRODUCTION

I. PURPOSE

The City of Mayer Comprehensive Plan is a dynamic planning tool intended to guide the future growth and development of the City. The Comprehensive Plan is based on local and regional historical facts, trends and governmental planning standards and includes public opinion gained through a variety of methods. This document presents the Comprehensive Plan for Mayer, Minnesota; reflective of the community planning process conducted in 2005 and 2006.

As a means of discerning, classifying, and analyzing historical information an inventory of pertinent data has been compiled. The Comprehensive Plan identifies the type, amount, and pattern of growth that has taken place within the City and utilizes this information for the planning of future growth. Accordingly, the Comprehensive Plan provides a knowledge base for instituting a hierarchy of policies that will assist the community in processing a variety of development issues on a defined policy level. This information and policy base will allow decision-makers to evaluate and guide proposals benefiting the residents of Mayer, and fulfilling the City's goals and objectives.

II. SCOPE OF PLAN

This Comprehensive Plan encompasses nine (9) general categories of information as follows. In addition a series of maps are interspersed throughout the document as a means of illustrating goals and recommendations itemized in narrative form.

1. A review of the **Physical Characteristics of the Community**, which indicates the geographical nature of the community in terms of a regional context along with an evaluation of the physical aspects of the City such as public waters, soils, topographical elements and potential development constraints.
2. A review of **Demographic Characteristics and Trends** contains historic and projected population information and social characteristics of the community including age, education, occupation and income.
3. A **Land Use Section** includes elements that inventory existing land uses, identify potential infill or redevelopment areas and evaluate future land use. This section also includes a map of the urban growth boundary (undesigned MUSA).
4. A section on **Transportation** includes information on the current transportation system, goals and policies for future transportation planning.
5. A section pertaining to **Municipal Utilities**. This includes historic wastewater generation rates, the service area of the system, the system design and long-term treatment facility and service strategies and water demand and analysis, treatment and storage capacity and the system as it relates to historic and future demand.
6. A section on **Municipal or Administrative Buildings and Public Services** includes information relating to government, health care, churches and educational facilities.
7. The **Parks, Trails and Recreation Section** includes an inventory of existing park and recreational amenities an analysis of future needs and policies relating to the future parks, trails and other recreational offerings.
8. An **Economic Development Section** details Economic Development policy statements relative to commercial and industrial growth.

9. An **Implementation Section** describes and summarizes local controls pertaining to land use; the subdivision of land, and the City's Capital Improvement Plan process.

III. METHODOLOGY

This Comprehensive Plan is the product of several entities and systematic, ongoing, forward-looking processes including:

- Development of a community survey instrument which was distributed to each property owner via postal mail (a self-addressed return envelope was also provided) and available for downloading from the Municipal Development Group website (www.municipaldevelopmentgroup.com);
- Public/Neighborhood meeting(s);
- Consultation with the Metropolitan Council;
- Meetings with owners/operators of business establishments within the community;
- Gathering of historical data from the city, county, state and U.S. Census;
- Analysis of opportunities and constraints leading to the formation of goals and objectives;
- Review of City ordinances, studies, reports, etc.;
- Inventory of pertinent information, statistical data and existing structures;
- Review of TCMC Blueprint, system statement and associated planning documents;
- Assistance from the City Engineer;
- Input from City agencies/commissions, including the Planning Commission, the Park Board, and the City Council; and,
- City staff participation.

NATURAL RESOURCES

Natural and physical features/attributes of the City of Mayer are simultaneously a bountiful resource and a factor limiting development/redevelopment. This Chapter provides background information on the City of Mayer's physical profile that is intended to assist in guiding growth and preserving natural resources. This chapter includes:

1. A Physical Profile including information on area, topography, rivers and waters of the state, watersheds, groundwater, vegetation and rare species and soil conditions.
2. Natural Resource Objectives.
3. Natural Resource Policies/Recommendations.

I. PHYSICAL PROFILE.

A. HISTORY.

The Carver County Historical Society reports that Carver County has been home to many different cultures. The Carver County Historical Society's sesquicentennial publication entitled *"An Invitation to Take a Driving Tour of Carver County"* reports one of the earliest native cultures in the area was the Woodland Culture which existed between approximately 1200 BC and 1700 AD. The Woodlanders' nomadic hunting and gathering patterns depended on the seasons and land resources, much like the Dakota Indians who used the land for hunting and temporary lodging. The Traverse de Sioux Treaty opened the area for settlement by pioneers. Many initial settlers in the County were from the east or immigrants from Germany and Sweden. For a century the primary occupation within the county was agriculture, relatively recently this changed as now most residents work for businesses in the Twin Cities Metropolitan Area.

Newspaper records at the Carver County Historical Society specifically relating to the town of Mayer date back to the late 1870's but the Carver County Historical Society reports the first claim in the community of Mayer was staked by Fred and Jacob Haueter in 1857. The business center at this time was located in Helvetia, a small community just north of present-day Mayer. In 1885, the Hutchinson line of the Great Northern Railroad was established. In 1886 the railway opened for business. The City of Mayer was platted in July of 1888 and named after the Road Master of the Great Northern Railroad. The first lumber company was established by Gustav Lenz in 1889. The lumber company which remains today was a vital force in the emerging town as were the presence of a hotel/saloon (Gatz, Stender, Hahn), a grocery store (Mayer Station, Ninnemann), a blacksmith shop (Hein), a meat market (Schwerdfeger), an elevator (Gatz), Mayer Creamery (Hahn, Gongoll) and a shoemaker (Zastrow). The first public school opened in the town in 1889.

The City of Mayer officially incorporated in August of 1900. Inaugural elections were held on September 10, 1900 with the following officers elected: President: Fred Scheidegger; Recorder: G.A. Gatz; Treasurer: G.J. Lenz; Trustees: Fred Hein, Rudolph Kratzke and Gottfried Rolf; Constable: Louis Hahn. Although there are several buildings with historic roots within the City there are no buildings within the City listed in the National Register of Historic Places.

B. AREA.

The 2000 Census identifies .98 square miles of land/water area with the City of Mayer; of that approximately six (6) acres featured surface water. With the exception of the South Fork of the Crow River there are no significant water areas within the City currently. Several public water wetlands and lakes are present in adjacent townships both east and west of the City. As

illustrated in the following table, the annexation of several parcels have changed the footprint of the corporate boundaries since enumeration of the 2000 Census.

**TABLE 2-1
CORPORATE BOUNDARY EXPANSIONS**

Year	Acres	Township
1995	217.00	Camden
1997	63.57	Camden
1997	35.50	Waconia
1998	12.00	Camden
2001	11.88	Camden
2001	54.50	Camden
2003	10.00	Waconia
2003	1.66	Watertown
2004	2.48	Watertown
TOTAL	408.59	

Source: City of Mayer

C. TOPOGRAPHY.

Map 4-3 at the close of Chapter Four illustrates topography (10 foot contours) within the City of Mayer and portions of adjacent townships. The area within the immediate corporate limits and township sections immediately adjacent to the corporate limits feature nearly level terrain with very mild undulating fluctuations in elevation from 950 to 1000 feet above sea level. As illustrated on Map 4-3 more significant fluctuations in grade occur in the north and east of the corporate limits in Watertown and Waconia townships, especially adjacent to surface waters and wetlands. Review of topography via examination of two (2) foot contours at the time of preliminary platting will assist the City in determining whether or not significant steep slopes are present within areas contemplated for urban development.

D. RIVERS AND LAKES.

One notable water resource exists within the current corporate boundaries of the City of Mayer – the Crow River. In addition several public surface waters and protected wetlands exist within the four townships in relative close proximity to the corporate limits. Map 4-1 at the close of Chapter Four illustrates wetlands, surface waters and waterways within the study area.

Crow River (South Fork)

The South Fork of the Crow River flows through the corporate limits of the City of Mayer. The river segment is classified by the Department of Natural Resources as a ‘tributary’ within the City. The South Fork of the Crow River headwaters are in Wagonga Lake in central Kandiyohi County. The South Fork flows 100 miles, mostly east through Big Kandiyohi Lake, Hutchinson, Lester Prairie, Mayer and Watertown to a confluence with the North Fork of the Crow River near Rockford. The Crow River is a tributary to the Mississippi River joining it near Rogers. The Twin Cities Metropolitan Area Aquatic Resource Assessment produced by the Metropolitan Council and dated March, 2003 classifies the South Fork of the Crow River as a resource of “high recreational importance.” The ‘high recreational importance’ classification is applied because public water access and parks sites exist, the floodway is intermediate in size and sufficient flow for navigation is usually maintained.

Public Waters/Public Water Wetlands

The National Wetlands Inventory illustrates a variety of wetlands of various types dispersed throughout the corporate limits and within the portions of four townships that are in relative close proximity to the City of Mayer. Lakes and Type 3 (wet/deep marsh), Type 4 (shallow marsh) and

Type 5 (shallow open water) wetlands are classified as ‘public waters (lakes)’ and ‘public water wetlands’ by state law. The following table illustrates public water/public water wetlands in relatively close proximity to the current City of Mayer.

**TABLE 2-2
PUBLIC WATERS/PUBLIC WATER WETLANDS**

Number/Name	Township	Location
<i>Public Waters</i>		
10-104P (Lippert Lake)	Hollywood	West of CR 123, north of 50 th Street
10-89P (Goose Lake)	Watertown/Waconia	Southeast of Quaas Avenue, south of 58 th Street
10-79P (Donders Lake)	Waconia	Northeast of CSAH 30, southeast of Goose Lake
10-82P (Swan Lake)	Waconia	Southwest of CSAH 30, east of Polk Avenue
10-103P (Berliner Lake)	Camden	West of T.H. 25, east of Tacoma Avenue
<i>Public Water Wetlands</i>		
10-158W	Watertown	East of T.H. 25, north of 50 th Street
10-159W	Watertown	East of T.H. 25, north Hwy. 7, south 50 th Street
10-168W	Hollywood	North of 62 nd Street, west of Tacoma Avenue
10-186W	Waconia	South of projection of Polk Avenue, east of Quaas Avenue
10-81W (Root Lake)	Waconia	East of Rutz Lake, west of Polk Avenue
10-81W (Rutz Lake)	Waconia	North of 78 th Street, east of Rutz Lake Road
10-175W	Camden	West of Tacoma Avenue, south of 78 th Street

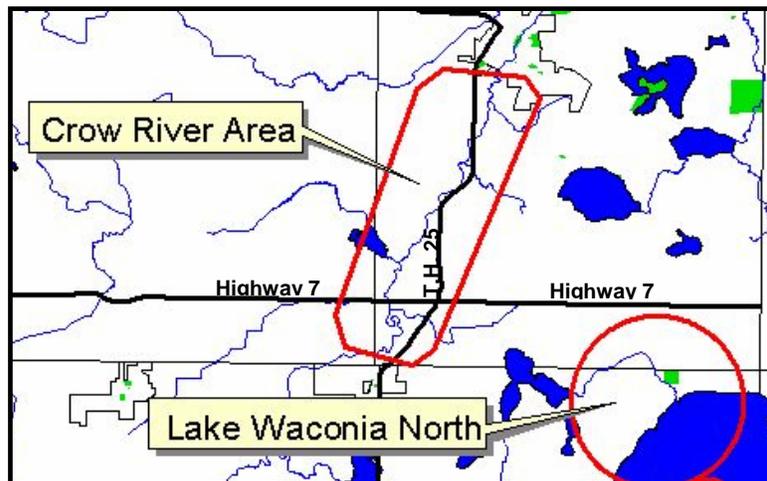
Source: Minnesota Department of Natural Resources

Floodplains

Floodplains are lowland areas adjacent to lakes, wetlands, and rivers that are covered by water during a flood. The regulatory floodplain is the area covered by a flood that has a 1% chance of occurring in any given year, often referred to as the 100-year flood. The City of Mayer and the urban growth reserve includes areas designated as floodplains. The City is enrolled in the National Flood Insurance Program (NFIP).

Unique and Scenic Areas

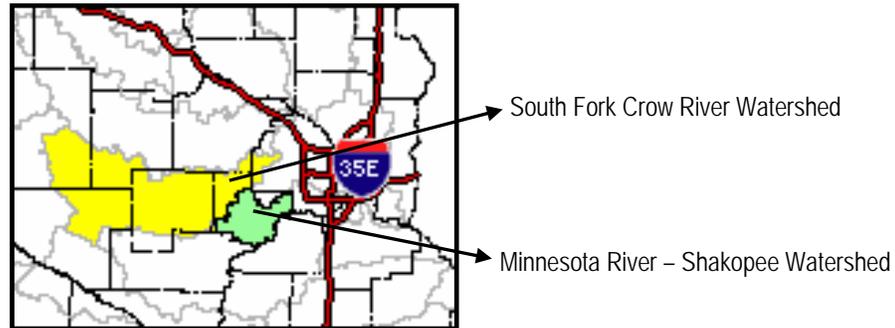
Carver County has identified “Unique and Scenic Areas” throughout the County. The areas are comprised of existing park or private recreation areas as well as search areas for possible future recreational use and natural area preservation as identified in the Carver County Comprehensive Plan. As depicted below, two open space search areas are illustrated in townships adjacent to the City of Mayer.



Source: Carver County Comprehensive Plan

E. WATERSHEDS.

The term 'watershed' refers to the entire physical area or basin drained by a distinct stream or riverine system. Gravity and topography are the two major factors that define a watershed. Watersheds help review authorities to evaluate the quality and quantity of local water resources. As depicted below, Carver County is traversed by two major surface water watersheds: the South Fork Crow River Watershed and the Minnesota River Shakopee Watershed.



Source: Minnesota Department of Natural Resources: Watershed Mapping Project

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

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

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

- Regarding Independent Sewage Treatment Systems:
 - Eliminate all non-conforming systems,
 - Ensure that all new systems, repairs and replacements are properly designed and installed,
 - Ensure all ISTS are properly operated, managed and maintained.
- Manage feedlots so that all surface water and groundwater is not impaired.
- Manage construction sites to implement Best Management Erosion and Sediment Practices (BMESPs) and prevent on and off site erosion and sedimentation.

- Provide stormwater attenuation and to minimize degradation of the county's water resources through a reduction in the amount and rate of surface water runoff from agricultural and urban land uses.
- Promote water resource protection in the county and encourage public and private landowners to implement conservation practices on the piece of land they are responsible for.
- Maintain a comprehensive, accurate assessment of surface and ground water quality trends over the long term.
- Manage and restore wetlands in the county to protect the values of wetland functions as determined from a wetland inventory, wetland functional values analysis, and hydrologic modeling.
- Relating to groundwater:
 - To protect water supplies by assisting in the implementation of the Minnesota Department of Health (MDH) Wellhead Protection rules.
 - To prevent possible aquifer contamination by identifying and sealing all abandoned wells in the county.
 - To ensure an adequate supply of water for residential, commercial and other needs in the county.
 - Eliminate the risk of groundwater contamination from existing or future storage tanks.
 - Prevent any contamination of groundwater from the disposal or handling of solid and hazardous waste.
- Manage the county's water resources as a way to preserve, protect, and enhance the natural resources.
- Provide those living, working, and recreating in Carver County with the knowledge and skills required to assure protection and improvement of the county's surface water and groundwater resources.

F. GEOLOGY/GROUNDWATER (HYDROGEOLOGY).

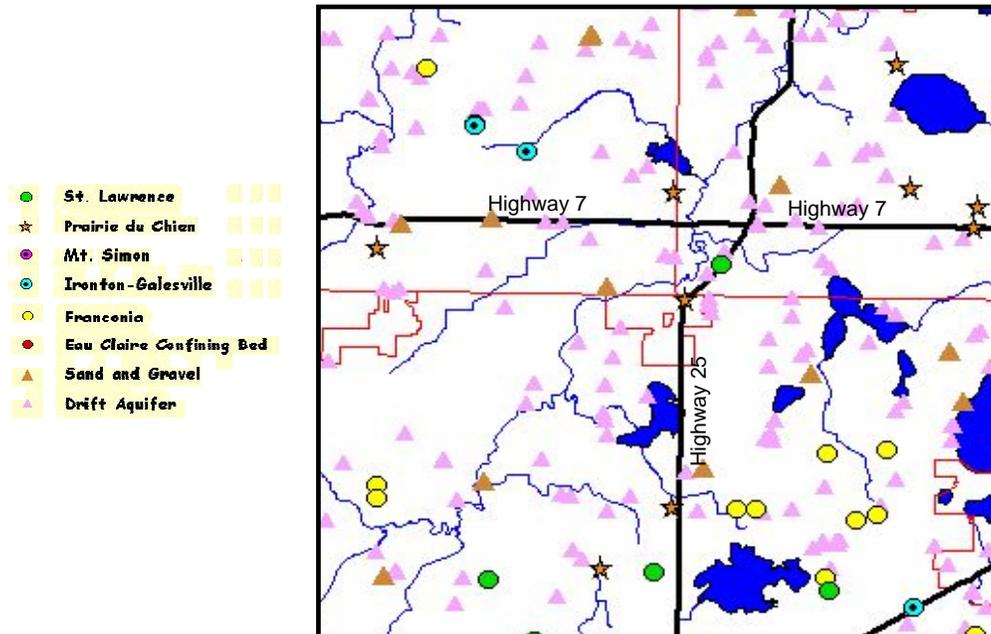
Subsurface geology and groundwater are important considerations for all communities as they are the source of potable (i.e. drinkable) water. Hydrogeology is the study of the interrelation of subsurface geology and water. Because the consequences of human actions and forces at work above ground have a direct impact upon our ground water resources it is important to consider hydrogeologic resources.

The groundwater system in Carver County is comprised surface bedrock (sedimentary and igneous rock) and deposits left behind by the repeated advancing/receding of glaciers. Depth from the ground surface to bedrock throughout the county varies from 100 to 500 feet. Depth to bedrock not considered a limiting factor to urban development within the scope of this plan. Bedrock surfaces covered by glacial deposits within the vicinity of the City of Mayer are of two primary types: Jordan Sandstone (course grain, more permeable by groundwater) and the St. Lawrence Formation (less permeable, more confining to groundwater).

The Carver County Water Management Plan includes the following summary of groundwater resources: *"The hydrogeologic structure in Carver County consists of several layers, most of which are, or could be utilized for water supply, at least for domestic purposes. At present, the most important sources are the glacial drift and the Prairie du Chien – Jordan aquifer for individual residential use, and the Iron-ton-Galesville and Mt. Simon aquifers that are typically*

used as municipal sources. There is no layer that acts as an impervious layer that stops vertical water movement. All of the layers conduct water to one extent or another.”

The following illustration from the Carver County Water Management Plan depicts groundwater sources in the vicinity of Mayer.

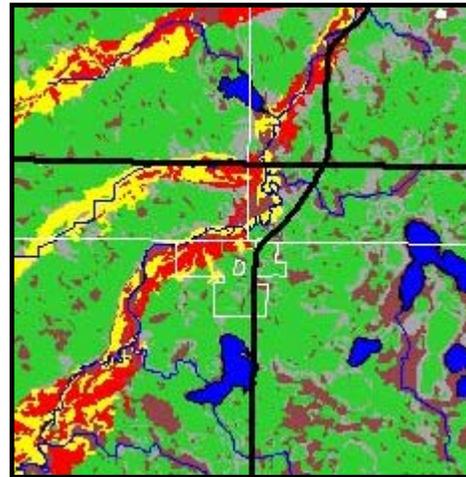


Source: Carver County

Hydrogeologic conditions also determine how sensitive ground water may be to contamination by chemicals and pollutants introduced at ground level. Sensitivity to pollution is described in terms of the length of time it takes for a drop of water to cycle from absorption into the ground to discharge (removal) from an aquifer. The pollution sensitivity of an aquifer is assumed to be inversely proportional to the time of travel: shorter cycle times may indicate a higher sensitivity, longer cycle times may represent a greater travel time and increased geologic protection. Contaminants are assumed to travel at the same rate as water.

There are four pollution sensitivity categories: Very High, High, Moderate, and Low. The pollution sensitivity of an aquifer is assumed to be inversely proportional to the time of travel. Very High sensitivity indicates that water moving downward from the surface may reach the ground-water system within hours to months leaving little time to respond to and prevent aquifer contamination. Low sensitivity where it takes decades to centuries for the cycle to be complete may allow enough time for a surface contamination source to be investigated and corrected before serious ground-water pollution develops. It is important to note higher pollution sensitivity categories do not mean water quality has been or will be degraded and low sensitivity does not guarantee that ground water is or will remain uncontaminated.

Following is an excerpt from a map created by Carver County. The map depicts groundwater sensitivity to contamination in the vicinity of Mayer.



Source: Carver County

Cumulatively groundwater quality is thought to be generally good; however, it is treated for iron and manganese. Groundwater in the area is generally thought to be free from contamination; however the Minnesota Pollution Control Agency reports three confirmed instances of leaking underground storage tanks within the City. All files have been closed. The sites are identified in the following table.

**TABLE 2-3
CONFIRMED PAST LEAKING UNDERGROUND STORAGE TANKS**

Site and MPCA ID#	Address	Release Discovered Date	Leak Site Complete Date	Contaminated Soils Remaining
Mayer Mobil	308 Ash Avenue	June 10, 1997	December 30, 1997	Unknown
Former AST Gas	TH 25/CSAH 30	October 4, 2000	July 25, 2003	Unknown
Mid County Co-op	113 7 th Street NE	Nov. 17, 2003	September 16, 2004	Yes – Diesel; None offsite

Source: MN Pollution Control Agency

G. VEGETATION AND RARE SPECIES.

Within the corporate limits of the City of Mayer there are distinctly wooded areas. In addition, several wooded areas exist within the townships in close proximity to the City, particularly adjacent to the South Fork Crow River, adjacent to surface waters and adjacent to wetland communities.

As defined by the Minnesota Department of Natural Resources Carver County is within the “Big Woods” Ecological Classification. On dry sites common trees included oak, aspen and birch; moist sites were dominated by sugar maple, basswood, elm and ash. Pine trees were commonly interspersed with the deciduous trees. Where the forest canopy was broken/interrupted a dense layer of tall shrubs such as prickly ash, dogwood and the like were common. Beneath dense canopies the shrub layer was sparse or absent. Only a small percentage of the ‘Big Woods’ remains in Carver County. Preservation of existing woodlands enhances the quality of life and preserves remaining biological diversity.

The Carver County Biological Survey identifies rare species/animal aggregations within the County. No communities of distinction are identified as being located in the area within The City of Mayer or areas directly adjacent to the City of Mayer.

A Metro Wildlife Corridor Study does, however, identify areas of ecological significance within the City of Mayer and adjacent townships. The areas are depicted in Map 2-1 at the close of this chapter and primarily correspond to the South Fork of the Crow River.

H. SOILS.

Map 4-2 at the close of Chapter Four illustrates soils within the City of Mayer and areas adjacent to the corporate limits. The illustration is reflective of U.S.G.S. datum. Soils are the basic resource upon which all terrestrial life depends. Many of the environmental decisions about using a resource are based on the kind of soil and the ability of the soil to support that resource use. The characteristics of the soils in the Mayer area are examined in order to make proper decisions on the use of the land and to protect the natural environment. Existing soils in the City have been principally responsible for the area's overall development pattern and may impose limitations or increased sensitivity to future urban development/redevelopment.

The Carver County Water Management Plan includes the following description of soil units found in the City of Mayer and immediate vicinities in adjacent townships:

Cordova-Webster-LeSueur association: primarily composed of fine textured black clay loams. These deep soils are poor to moderately well drained and have a high moisture storage capacity. This soil pattern is generally associated with nearly level broad upland flats.

Lester-LeSueur-Peat association: primarily composed of medium to fine textured clay loams. These deep soils are moderately to well drained and have a high moisture storage capacity. This soil pattern is generally associated with gently rolling slopes and broad upland flats.

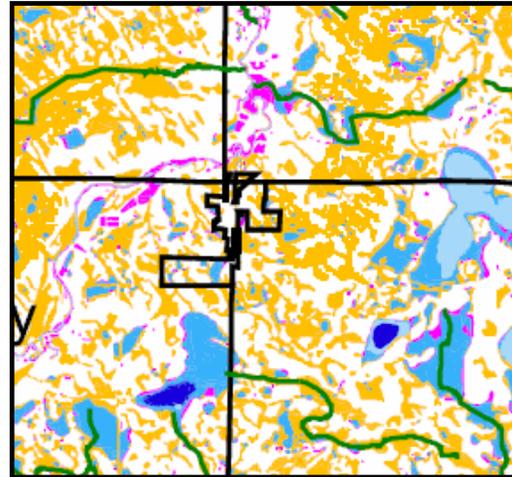
Lester-Hayden-Peat association: primarily composed of medium to fine textured loams with a subsoil of clay loam. These deep soils are will drained and have a moderately high moisture capacity. This soil pattern is generally associated with rolling slopes in the upland areas.

Mayer-Estherville-Talcot association: primarily composed of medium texture loams with a subsoil of loams or sandy clay loams and a gravelly substratum. These moderately deep to shallow soils are poorly drained and tend to have a lower moisture storage capacity. This soil pattern is generally associated with broad flats and drainage ways.

The various types of soils present different opportunities as well as requirements for correction for urban development. As represented in the figure on the following page, a relatively large amount of hydric soils that do not coincide with surface waters/wetlands exist within townships adjacent to the City of Mayer. The presence of hydric soils can be a factor limiting urban development.

Hydric Soil and NWI Status

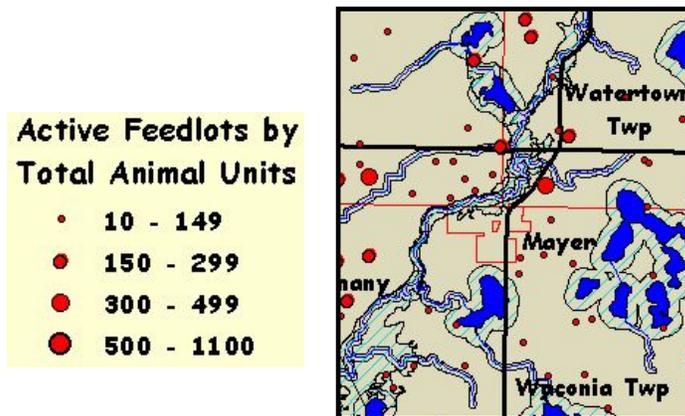
- 1 NWI but Soil Map Unit mostly not Hydric
* 2,251 acres exist in NWI with "d" special modifier.
- 2 "W" Soil and NWI (open water wetland)
* 303 acres exist in NWI with "d" special modifier.
- 3 Hydric and NWI (wetland)
* 17,484 acres exist in NWI with "d" special modifier.
- 4 Hydric but NOT NWI
- 5 Deep Water (Hydric and > 2 meter water depth)



Source: Carver County

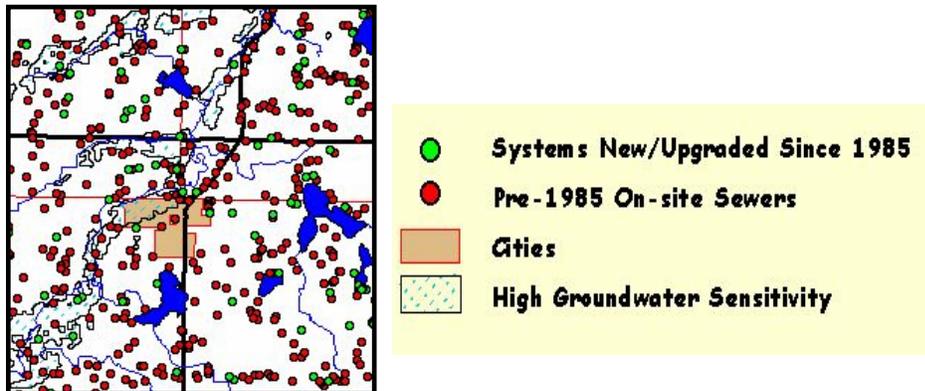
I. FEEDLOTS/INDEPENDENT SEWAGE TREATMENT FACILITIES.

The Carver County Water Management Plan identifies steps for managing existing and future feedlots and the installation, repair and/or replacement of individual sewage treatment systems. Emphasis is placed on managing such facilities so as to protect surface water and groundwater from becoming impaired. Although the City of Mayer may have limited exposure to feedlot issues it is important to be mindful of potential conflicts between agricultural operations and urban development and to retain the agricultural, small-town nature of the community that many have indicated is inherent to the identity of Mayer. The following figure present pertinent information regarding the location of existing feedlots in the vicinity of Mayer as compiled by Carver County.



Source: Carver County

A few ISTS remain within the City limits. If properly designed, installed, maintained and operated they can be effective means of wastewater treatment, however, in urban areas it is typically more cost effective to provide centralized wastewater treatment. Since a few ISTS exist within the City of Mayer, it is helpful to be aware of existing facilities so as to encourage/promote eventual connection to the centralized system. The illustration of the following page provides guidance in establishing the location of existing ISTS within the City and areas immediately adjacent thereto.



Source: Carver County

J. AIR, NOISE AND LIGHT POLLUTION

The air quality is also an important and sometimes forgotten issue of importance for communities; air pollution is increasingly a regional and global problem. While Minnesota's air quality is good on most days, in recent years, Minnesota has experienced about a dozen days a year where ozone and fine particle levels have triggered air quality alerts. There are no USEPA non-attainment areas for ozone or particulates within Carver County, the nearest non-attainment areas are in eastern Wisconsin and central Missouri.

Residents and officials have indicated they wish to retain the small town atmosphere of the community. Community leaders noted they value the peace and tranquility of City and the natural resources. Light pollution detracts from the intended purpose of outdoor lighting to provide safety and convenience and is often caused by poorly designed lighting, which causes "light trespass" (light shining outward and upward where it is wasted) and glare (light brighter than our eyes can process). Modern advances in lighting design and devices greatly control light trespass and glare. Oftentimes such advances are more cost and energy efficient. Lighting standards can assist the City in curtailing light trespass, light pollution and glare.

Excessive noise should be monitored so as to help protect public's health and welfare against hearing loss, annoyance and activity interference. Common sources of noise complaints include, but are not limited to: airports/aviation facilities, railways, high volume roadways, barking dogs, leaf blowers, construction equipment and the like. The City's noise ordinances can assist the City in curtailing noise nuisances.

K. ARCHEOLOGICAL RESOURCES

The history of a City helps a community define its sense of "place". Historic patterns of development, to a large measure, dictate where a community will grow in the future. History also gives us a window to view the lives of our forebearers and a mirror to reflect their images in our own endeavors.

As time progresses, the City of Mayer may face the loss of more and more of one of its truly non-renewable resources. These resources are the archaeological and historic sites that give the city's modern day residents a tie to the past. Development, redevelopment, or failure to maintain such sites can diminish or destroy historic and archaeological resources. Encroaching development and modernization require the need for preservation of archaeologically and historically significant sites. Because the known, or suspected, historic resources may have no significant relationship to current or likely future uses or activities in Mayer, it is questionable if they will play a role in determining or affecting the City's character. However, State guidelines call for municipalities to review construction or other ground disturbing activity within prehistoric archaeological sensitive and historic sensitive areas.

Mayer lies within the Central Lakes Deciduous Archeological Region of the State and is located in relatively close proximity to areas where there is medium to high probability of archeological site existence. Site potential is based upon statistical relationships between known sites and environmental factors.

L. DEVELOPMENT CONSTRAINTS

The presence of natural features has been reviewed in this chapter so as to provide background reference information for City leaders which they may consult/employ when making decisions regarding future urban development. It should be noted that several of the natural features identified in this chapter, including but not limited to wetlands, flood plain areas, areas of steep slopes, and regionally significant ecological areas, will present constraints to future development. Several of these significant natural features/areas exist in the proposed growth area of the City.

Map 4-4 at the close of Chapter Four is a representation of areas presenting possible constraints for urban development. The map is a conglomeration of data compiled herein.

III. NATURAL RESOURCES OBJECTIVES

1. To the extent possible establish a balance between promoting, protecting, enhancing and preserving natural and physical features (including, but not limited to, woodlands, wetlands, soils, steep slopes, surface waters, groundwater) while managing requests for development and redevelopment.
2. Promote conservation of key natural resources and open space areas.
3. Promote environmental stewardship including reducing, recovering and recycling waste materials.

IV. NATURAL RESOURCES POLICIES/RECOMMENDATIONS

1. Examine specific requirements for environmental protection that may be incorporated into the City's Subdivision regulations such as identification of subdivision landscaping standards and identification of existing trees of a substantial size as part of the preliminary plat required data.
2. Emphasize proper management of open space areas in order to preserve trees, wildlife corridors, pre-settlement (native) landscape communities, flood plains, water quality and similar environmentally sensitive features. Identify sensitive natural resources (e.g. habitats, unique natural features, etc.) using existing ecological information including MN DNR County Biological Survey, Regionally Significant Ecological Area Map, Metro Wildlife Corridor Map, aerial photography, etc. Integrate locations of identified sensitive natural resource information into land use and park and open space plans and/or other tools to guide development. This recommendation includes the consideration of instituting environmental conservation standards in the zoning ordinance.

3. Encourage tree planting on private property, street rights-of-way and publicly owned land to improve community aesthetics. Investigate the adoption of a tree preservation and replacement ordinance as a part of the zoning ordinance to protect valuable trees in areas which will be developed in the future, require replacement of significant trees and encourage tree planting. As a part of the Subdivision Ordinance update consider requiring the developer to install trees in new subdivisions.
4. Consider public acquisition of select plant and wildlife habitat areas to ensure preservation if/when these areas exist.
5. Review general utility code standard addressing the requirement for properties in city limits to connect to municipal sanitary sewer service when main is within certain distance (e.g. 300 feet of property) rather than relying on a statement relating to the 'unavailability of a public sanitary sewer or the impracticability of making a connection'.
6. Require appropriate erosion controls during construction and enforce through a developer's agreement. Current zoning standards require PCA's 'best management practices' be utilized, the City may wish to develop a publication summarizing BMP's to distribute to applicants for building permit approval.
7. Maintain policies and regulations that are consistent with the Carver County Water Management Plan. The City should continue to participate in watershed management programs/studies and conduct proactive implementation of watershed management tools developed by Carver County, as amended or updated
8. Develop a policy ensuring compliance with approved subdivision grading/drainage plans are maintained. Compliance checks/certifications upon site grading completion, at the time of building permit issuance and immediately prior to issuance of a certificate of occupancy should be considered.
9. Continue to require compliance with federal, state and local wetland rules and regulations and compliance with air quality and noise regulations.
10. Participate in the National Flood Insurance Program, review existing flood plain standards.

DEMOGRAPHIC TRENDS AND ASSUMPTIONS

I. INTRODUCTION.

In order to analyze future housing, park and recreation, governmental, utility and transportation needs of the City it is important to review historic trends and develop assumptions for the future growth of the community. Population projections, land use and housing needs are dependent upon a number of factors including numerous factors which are outside of the City's control. At the same time projections are necessary in order to assist the City in its long range planning for appropriate facilities and services and funding of those items. The information contained in this chapter has been obtained through statistical data released by the United States Census Bureau, the State Demographer's Office, Carver County and current trend analysis.

The City of Mayer Comprehensive Plan is based on population projections approved by the Twin Cities Metropolitan Council (TCMC) as represented in the following table. It is noted the City of Mayer is approaching this planning document with dual vision so as to maximize the value of the plan. It is further noted the City of Mayer is responsible for providing urban wastewater, stormwater and drinking water services to residents. Therefore, the City of Mayer Land Use Plan (Chapter Four) includes two growth scenarios so as to provide flexibility in financial planning for anticipated public expenditures. "Option A" assumes growth will occur in line with TCMC projections. "Option B" meets TCMC 2030 projections but assumes growth will be occur more quickly initially and then level off (e.g. 'fronting' growth in near term). The capital improvement plan included in the Comprehensive Plan is based on Option B, however, should actual growth be aligned more closely with Option A, the capital improvement plan will be adjusted accordingly to extend timelines for improvements.

**TABLE 3-1
TWIN CITIES METROPOLITAN COUNCIL REVISED DEMOGRAPHIC PROJECTIONS**

Year	Population	Households	Employment
2010	3,900	1,500	210
2015	5,460	2,100	255
2020	7,020	2,700	300
2025	8,320	3,200	350
2030	9,620	3,700	400

The following pages include:

- A summary of social/demographic data for the City of Mayer.
- The rationale for the development of Option B, including other population projection methodology and /or historically significant changes.
- Social characteristics.

II. SOCIAL PROFILE SUMMARY

A. POPULATION GROWTH – HISTORICAL:

- The Minnesota Demographer’s Office 2004 population estimate for Mayer is 840, a 52% increase over the 2000 Census estimate of 554 persons. Historical Census data demonstrates an increase in population each decade from 1970 – 2000. Over the past 30 years the number of persons living in the City increased from 325 to 780 a 140% increase in population.
- As illustrated in Table 3-2 on page 3 of Chapter 3: When reviewing historical population statistics, the population of the City has historically decreased as a percent of the County population due primarily to the increased growth in the eastern portion of the county. Recently, however, the City of Mayer population has increased as a portion of the County population. This indicates growth rate in eastern Carver County is beginning to flow into the western regions of the County. In addition, the increase in the City’s population as a percent of the County population confirms the recent growth in Mayer is outpacing the historic rate of growth.
- The Minnesota Demographer’s Office illustrates projected growth in the County by age. The projections indicated a significant increase in the population over 50 and a significant decrease those aged 20 and under. The data is reflective of the general aging of the population and will impact future demand for changes in housing types, public transportation needs and recreational opportunities.

B. HOUSEHOLD GROWTH - HISTORICAL

- Census data indicates the number of households within the City increased by 75% between 1990 & 2003, from 166 to 291 units.
- The average household size in 2000 was 2.78 down from 2.84 in 1990. The average household size in the City of Mayer is less than that reported in the 2000 Census for Carver County (2.84) but higher than that reported for the entire State of Minnesota (2.52).
- Residential new construction has accelerated in the City of Mayer since Census 2000. A total of 242 new housing units were constructed in Mayer from January 1, 2001 through December 2004. The average value of all residential units created in the previous four years in Mayer was \$153,566.

C. POPULATION CHARACTERISTICS

- A total of 85% of the occupied housing units in Mayer are owner-occupied, the remaining 15% are currently rented. When compared with similar communities in Carver County the City of Mayer has a somewhat higher percentage of owner occupied units. The housing mix in Mayer is dominated by the presence of single-family detached units.
- 2000 Census household profile information reports 74% of all households were “family households” (related by blood, marriage, adoption) and 26% were non-family households. The City of Mayer has a lower percentage of family households than the County where just 77% of the households are ‘family households’.
- Census 2000 statistics indicate 67% of all family households consist of married couple households. Children 18 years and under reside in 38% of all households. Mayer has a significantly higher percent of married couple households than the state of Minnesota (54%) of all households down from 57% in 1990. Households with individuals under the age of eighteen (70 households, 35% of all households) significantly exceed the number of households with individuals over the age of sixty-five (49 households, 25%). The household statistics indicate an influx into the community of families with school aged children.

- The median age in Census 2000 was 35.4 years, significantly higher than the county median age of 33.9 years, typical of the state median of 35.4 years and the national average of 35.3 years of age.
- 2000 Census information identifies a gender distribution of 49% female to 51% male for the City of Mayer, illustrating a slightly lower female to male ratio than the county (50% to 50%), state (51% to 49%) and national (51% to 49%) averages.
- The Minnesota Workforce Center estimates average wages for employees in Mayer in the final quarter of 2004 (most recent at time of drafting of this chapter) to be \$530.00 per week, or \$13.25 per hour. The lower average wage within the City of Mayer is likely due to a higher concentration of jobs within the community in the service-providing domain rather than the goods-producing domain and the location of the community further away from the core of the Twin Cities metropolitan statistical area.
- The 2000 Census reports a median family income in Mayer of \$55,000, about the average of several cities sampled as illustrated in Table 3-17. The median family income nearly mirrors that found in Norwood Young America and Watertown.
- According to the 2000 Census, there were 360 people in Mayer 25 years of age and older. Of these, 89% graduated from high school, notably more than the average of other local political jurisdictions polled (83%). A total of 16% (57 individuals) of the population obtained bachelors degrees or higher, slightly less than the average of other local political jurisdictions polled (17%).
- 2000 Census statistics indicate approximately 65% of Mayer residents classify themselves as from German decent. Other prominent ancestries include: Norwegian (14%), Polish (10%) and Swedish (9%). Most (94%) speak one language (English) in the home.

III. POPULATION GROWTH ANALYSIS – OPTION B RATIONALE

A. HISTORICAL POPULATION ANALYSIS

Census data demonstrates a growth within the City of Mayer population over the past twenty (20) years. The following table illustrates growth trends in Mayer as compared to the County as a whole.

**TABLE 3-2
HISTORICAL POPULATION COMPARISON**

Year	City of Mayer	% Annual Change	% Annual Change	Carver County	% Annual Change	% Annual Change	City % Pop of County
1970	325	-	-	28,331	-	-	1.15%
1980	388	19.38%	1.94%	37,046	30.76%	3.08%	1.05%
1990	471	21.39%	2.14%	47,915	29.34%	2.93%	0.98%
2000	516	9.55%	0.96%	70,205	46.52%	4.65%	0.73%
2004	840	62.79%	15.70%	81,676	16.34%	1.63%	1.03%

Source: U.S. Census; Metropolitan Council; Minnesota State Demographer's Office; Carver Co. Est. 2004 by MDG

Mayer experienced growth as compared to the previous population between 1980 and 2000 at an average annual rate of .99 percent with the least annual average increase occurring in the decade between 1990 and 2000 (average .73 percent annual increase). In the previous four years, the rate of growth within Mayer has increase dramatically to an annual rate of 15.7 percent bringing the historical average annual increase to a rate of 5.19 percent. When compared to historical populace, the City of Mayer is experiencing rapid growth.

Table 3-2 also illustrates that the County has been growing in population at a relatively steady rate. Finally, the table depicts the population of Mayer as a percent of the total county population has started to rebound within the four previous years after a period of more rapid proportional growth in the county than the City.

B. HISTORICAL HOUSEHOLD ANALYSIS

Various data sources can be reviewed to provide a profile of the households in Mayer. The State Demographer's Office, Census estimates and Metropolitan Council data indicates the number of households within the City more than doubled increasing 233% from 106 in 1970 to 354 in 2004. Over the previous four years the number of households has increase 78% from 199 in 2000 to 354 in 2004. It is noted Census data are estimates and the result of enumeration in the year 1999.

The City's average household size has fluctuated: 3.07 persons per household in 1970; 2.73 persons per household in 1980; and, 2.84 persons per household in 1990. The 2000 Census placed the estimated persons per household at 2.78 but the Metropolitan Council's 2004 estimate notes a statistically significant reduction in the number of persons/household to 2.36. Although the decrease in household size follows national trends and is influenced by the general aging of the population it is not consistent with age group concentrations within the community. Therefore, it is suggested the decrease in persons per household is representative of young persons who have not started families moving into the community at a higher rate than other populations. Young persons may likely be seeking entry level housing at a more affordable rate. MDG, Inc. forecasts the persons per household ratio to increase over the next decade. It is noted Carver County had an average of 2.84 persons per household in 2000 and

2.50 persons per household in 2004. In 2000 Minnesota had an average 2.52 persons per household, the nation 2.59.

A review of the type of unit occupied (i.e. owner occupied or renter occupied) is an important measure of the sustainability of the communities housing stock. A diversity of housing options prevents a polarization of residents into one age or income group. The 2000 Census reports a total of 29 rental units in the City of Mayer. This represents 15% of the total 199 occupied housing units within the City.

Table 3-3 below illustrates differences in selected housing characteristics for communities in relatively close proximity to Mayer and county, state and national characteristics.

**TABLE 3-3
COMPARISON OF SELECTED HOUSING CHARACTERISTICS**

Area	Total Hsg Units	Owner Occupied	Percent	Rental Units	Percent	Persons Per Hshd
<i>Mayer</i>	199	170	85%	29	15%	2.78
Cologne	385	334	87%	51	13%	2.63
Hamburg	206	168	82%	38	18%	2.61
New Germany	143	111	78%	32	22%	2.42
Norwood/YA	1,171	853	73%	318	27%	2.65
Waconia	2,568	1,960	76%	608	24%	2.62
Watertown	1,078	863	80%	215	20%	2.71
Carver County	24,356	20,332	83%	4,024	17%	2.84
Minnesota	1,895,127	1,412,865	75%	482,262	25%	2.52
National	105,480,101	69,815,753	66%	35,664,348	34%	2.59

Source: U.S. Census

Residential new construction has accelerated in the City of Mayer since Census 2000. Table 3-4 summarizes residential building permit data from 2001 through 2004. Table 3-4 reveals:

- A total of 242 new housing units were constructed in Mayer from January 1, 2001 through December 2004.
- More new homes were constructed in Mayer than in the communities of Cologne, Hamburg and Norwood Young America but fewer homes were constructed in Mayer than in the communities of Waconia and Watertown.
- The average value of all residential units created in the previous four years in Mayer was \$153,566.
- The average value of residential units created in Mayer in the previous four years is significantly less than the average value of residential units created in all other communities sampled except for Hamburg.
- All residential units created in Mayer between 2001 and 2004 were single family units (attached and detached). No multiple family units were created in the community in the previous four years.
- The percentage of units created in the City of Mayer as a percent of all units created in Carver County rapidly increased over the previous four years from 2.24% of all units created in the County in 2001 to 6.85% of all units created in the County in 2004.

**TABLE 3-4
MAYER AND COMPARABLE COMMUNITIES
BUILDING PERMITS: 2001 – 2004***

2001	Mayer	Cologne	Hamburg	Norwood/YA	Waconia	Watertown	Carver Co.
Total Resid Units	26	14	0	10	138	77	1,160
SF Units	26	8	0	8	138	73	826
Percent SF	100%	57%	N/A	80%	100%	95%	71%
Multiple Family	0	6	0	2	0	4	334
Percent MF	0%	43%	N/A	20%	0%	5%	29%
Avg SF Value	\$ 143,385	\$ 98,500	\$ -	\$ 152,625	\$ 195,311	\$ 162,402	\$ 197,409
2002							
Total Resid Units	68	5	5	41	179	82	1,467
SF Units	68	5	5	25	179	80	1,097
Percent SF	100%	100%	100%	61%	100%	98%	75%
Multiple Family	0	0	0	16	0	2	370
Percent MF	0%	0%	0%	39%	0%	2%	25%
Avg SF Value	\$ 144,191	\$ 156,200	\$ 132,600	\$ 142,130	\$ 168,516	\$ 161,650	\$ 177,171
2003							
Total Resid Units	70	21	4	45	161	69	1,370
SF Units	70	21	4	45	161	63	873
Percent SF	100%	100%	100%	100%	100%	91%	64%
Multiple Family	0	0	0	0	0	6	497
Percent MF	0%	0%	0%	0%	0%	9%	36%
Avg SF Value	\$ 162,914	\$ 180,571	\$ 123,000	\$ 146,233	\$ 194,928	\$ 166,349	\$ 214,492
2004							
Total Resid Units	78	25	5	39	143	70	1,138
SF Units	78	0	3	31	143	68	840
Percent SF	100%	0%	60%	79%	100%	97%	74%
Multiple Family	0	25	2	8	0	2	298
Percent MF	0%	100%	40%	21%	0%	3%	26%
Avg SF Value	\$ 163,772	\$ 194,640	\$ 169,427	\$ 189,499	\$ 182,959	\$ 152,984	\$ 213,816
TOTAL							
Total Resid Units	242	65	14	135	621	298	5,135
SF Units	242	34	12	109	621	284	3636
Percent SF	100%	52%	86%	81%	100%	95%	71%
Multiple Family	0	31	2	26	0	14	1,499
Percent MF	0%	48%	14%	19%	0%	5%	29%
Avg SF Value	\$ 153,566	\$ 157,478	\$ 106,257	\$ 157,622	\$ 185,429	\$ 160,846	\$ 200,722

* 2004 data preliminary per Metropolitan Council. Source: Metropolitan Council

The rate of household growth within the City in the future is expected to continue but will rely heavily on the capacity of the City to service such growth and the availability of land for development/redevelopment. It is noted the State Demographer's Office anticipates a continued increase in households in Carver County through the year 2025. The state forecasts the number of households within Carver County to increase from 70,205 households to 142,375 (103%) by 2025.

C. OPTION A AND OPTION B RATIONAL

It is understood the nature of the City's future with respect to economic development and housing, agricultural, retail, commercial, and industrial market potentials depends to a great extent on the population growth that may take place in the coming years. As such, the confidence with which future market situations may be assessed is closely related to the quality of the population projections employed. A second consideration of significance is the development and maintenance of a viable approach to the provision of wastewater treatment and potable water supply. In researching options and administering the construction of these increasingly costly systems, the City must constantly anticipate, if not control, the amount and location of their demand. Failure to maintain a managed approach would be fiscally irresponsible and could put the City in jeopardy of engaging a trade-off between environmental quality and financial solvency. The role that population projections play in all of these areas is central. As such, the provision of high quality projections has been a basic aim for this report and for support of community and/or municipal service policy development.

Projections of population and households in Mayer were developed by the Twin Cities Metropolitan Council. For purposes of assisting the City of Mayer in planning, budgeting and timing extension/expansion of urban utilities/facilities the City has opted to pursue a dual approach to land use planning. As described previously, "Option A" assumes growth will occur in line with TCMC projections. "Option B" meets TCMC 2030 projections but assumes growth will occur more quickly initially and then level off (e.g. 'fronting' growth in near term). The capital improvement plan included in the Comprehensive Plan is based on Option B, however, should actual growth be aligned more closely with Option A, the capital improvement plan will be adjusted accordingly to extend timelines for improvements.

Table 3-4 on Page Six of this Chapter illustrates the number and value of construction of residential units since 2001 along with their construction values. The average value per home has increased steadily over the previous four years (14%) for the period ending December, 2004. The U.S. Office of Federal Housing Enterprise Oversight places the increase in housing values across the state at 55% over the past five years. It appears housing values in Mayer are not appreciating as quickly as in other portions of the state, presumably the Twin Cities Metropolitan Area. The number of annual building permits issued in Mayer recently has remained relatively steady at near 75 permits/year. The pace of permit issuance in Mayer is very similar to that occurring in Watertown, but significantly less than that occurring in Waconia (155 permits/year average).

At the time of drafting of this narrative an estimated 150 vacant lots exist within the City. In addition, the City has approved in concept the "Fieldstone" development which includes 1,700 dwelling units, a phasing plan had not been submitted in conjunction with the development as of the writing of this narrative. Using the average number of building permits issued over the past five years (279 total or an average of 60/year) and assuming a twelve year build out for the Fieldstone Addition the City desires to plan for a possible 200 permits per year. Multiplying this by the number of people per household (2.78) illustrated in the 2000 Census future population is projected to increase 556 persons year or 2,780 per five year planning period. The extrapolated data is illustrated in Table 3-5 on the following page.

**TABLE 3-5
POPULATION PROJECTIONS BASED ON BUILDING PERMITS**

Building Permit Method	
Year	Population
1970	325
1980	388
1990	471
2000	516
2004	840
2010	4,176
2015	6,956
2020	9,736
2025	12,516
2030	15,296
Assumes 200 new homes per year at 2.78 persons/household	

In review of the aforementioned the following dual options have been developed. Table 3-5 illustrates Option A which reflects TCMC (revised/approved) projections. Option B remains within TCMC projections for the entire planning period (2000 – 2030) but reflects a more rapid pace of growth over the initial staging periods with declining growth rates in the later staging increments. Table 3-6 illustrates the forecast growth in five year staging periods under Option B.

**TABLE 3-5
FORECAST GROWTH: OPTION A**

	1990	2000*	2005	2010	2015	2020	2025	2030	Numerical Change 2000-2030	Percent Change 2000-2030
Total Population	471	554	1,033**	3,900	5,460	7,020	8,320	9,620	9,066	1636%
Total Households	166	199	386***	1,500	2,100	2,700	3,200	3,700	3,501	1759%
Total Employment	40	74	142	210	255	300	350	400	326	441%

*2000 population and households from 2000 US Census, employment from DEED estimates.

** MDG estimate based on TCMC estimates and forecast (2004 estimate 840 + projected annual increase over projection term equal to 193 persons/yr).

*** Persons/household (2.675) MDG estimate based on average of TCMC persons/household 2000 estimate (2.78) and 2010 forecast persons/household (2.57).

**TABLE 3-6
FORECAST GROWTH: OPTION B**

	1990	2000*	2005	2010	2015	2020	2025	2030	Numerical Change 2000-2030	Percent Change 2000-2030
Total Population	471	554	1,033**	4,205	5,460	7,020	8,320	9,620	9,066	1636%
Total Households	166	199	386	1,636***	2,100	2,700	3,200	3,700	3,501	1759%
Total Employment	40	74	142	247	351	367	384	400	326	441%

ASSUMES: 250 du/yr 2006-2010; TCMC estimates post 2015; 2.5 pph

*2000 population and households from 2000 US Census, employment from DEED estimates.

** MDG estimate based on TCMC estimates and forecast (2004 estimate 840 + projected annual increase over projection term equal to 193 persons/yr).

*** Persons/household (2.5) TCMC forecast 2010+.

VI. MAYER POPULATION CHARACTERISTICS

A. HOUSING VACANCY

Of the total 205 housing units, 97% were occupied (199 units) with just 3% of the units (six) were vacant. The vacancy rate among rental units was 3.3% while the rate among owner-occupied units was just 0.6 percent. Rental and owner occupied vacancy rates in the community are very low. A housing market with a healthy housing vacancy rate is typically described as one with between five and seven percent of housing units vacant. When the vacancy rates decrease significantly the market may no longer function efficiently due to a low supply and high demand. As a result prices may be pushed higher than the natural equilibrium which in turn affects the rental market and lower-income households.

B. HOUSEHOLD SIZE AND TYPE

Of the 199 housing units occupied within the City of Mayer at the time of enumeration of Census 2000 a moderately higher percent of family households (74%) than non-family households (26%) were reported. As expected, the City of Mayer has a relatively diverse mixture of family and non-family households when compared the adjacent communities. As illustrated in Table 3-7, ratio of family to non-family households in Mayer is significantly higher than the state average.

**TABLE 3-7
HOUSEHOLD TYPE COMPARISON – MAYER**

Geographic Area	Family Households	Percent	Non-family Households	Percent	Total
Mayer	147	74%	52	26%	199
Cologne	279	73%	106	15%	385
Hamburg	159	77%	47	23%	206
New Germany	95	66%	48	34%	143
Norwood/YA	834	71%	337	29%	1,171
Waconia	1,848	72%	720	28%	2,568
Watertown	775	72%	303	28%	1,078
Carver County	18,774	77%	5,582	23%	24,356
Minnesota	1,255,141	66%	639,986	34%	1,895,127

Source: 2000 Census

In 2000, the average household size for owner-occupied units was 2.92 persons/unit, while the average household size for renter-occupied units was 2.00 persons/unit. It is noted household size for renter-occupied units in smaller communities with less diversified housing types are typically lower than owner occupied units. The overall average household size was 2.78 persons per household.

Census 2000 statistics indicate 67% of all family households consist of married couple households. Children 18 years and under reside in 38% of all households. Mayer has a significantly higher percent of married couple households than the state of Minnesota (54%) of all households down from 57% in 1990. Households with individuals under the age of eighteen (70 households, 35% of all households) significantly exceed the number of households with individuals over the age of sixty-five (49 households, 25%). The household statistics indicate an influx into the community of families with school aged children.

**TABLE 3-8
FAMILIES BY PRESENCE OF CHILDREN & FAMILY TYPE**

Households by Type	Number
Total Households	199
Total Family Households	147 (74%)
Total Family Households with children under 18 years old	70 (35% of all Family Households)
Married Couple-Family Household With and without children	133 (67% of all Family Households)
Married Couple-Family Household with children under 18 years old	65 (33% of all Family Households)
Female householder, no husband present with children under 18 years old	3 (1.5% of all Family Households)

Source: Census 2000

C. AGE

From 1990 to 2000, the percent of residents less than 24 years of age decreased from 39% of the population in 1990 to 35% of the population in 2000. During the same period the percent of residents aged 65 and over decreased slightly from 13% in 1990 to 11.4% in 2000.

A significant increase was recorded in the population of people aged 30 to 49 (seven percent increase) between 1990 and 2000. The Metropolitan Council notes in its publication *"Twin Cities Age Trends and Forecasts, 1970 to 2030"* the increase was expected as a result of the baby boom cohort moving into age categories previously occupied by the Depression and World War II cohort which was much smaller. The same publication notes a typical surge in persons under age ten responding to the aging of the baby boom cohort. This is not the case in the City of Mayer as of yet. It is possible the persons moving into the community are couples who are entering housing in preparation for expanding families.

The median age in Census 2000 was 35.4 years, significantly higher than the county median age of 33.9 years, typical of the state median of 35.4 years and the national average of 35.3 years of age.

**TABLE 3-9
MAYER AGE GROUP DISTRIBUTION**

Age	1990	%	2000	%
Under 5	28	6.07	35	6.30
5 to 9	41	8.89	45	8.10
10 to 14	51	11.06	47	8.50
15-19	29	6.29	40	7.20
20-24	31	6.72	27	4.90
25-29	73	15.84	79	14.30
30-39	78	16.92	94	17.00
40-49	40	8.68	88	15.90
50-59	15	3.25	22	4.00
60-64	15	3.25	14	2.50
65-69	41	8.89	31	5.60
70-79	17	3.69	26	4.70
80+	2	0.43	6	1.10
Total	461	100.00	554	100

Source: U.S. Census- 1990 and 2000

Comparative analysis of age distribution percentages within the City and the County (Table 3-10, based on the 2000 Census) indicates there are:

- A higher percentage of children less than 14 years of age in the County than the City;
- About the same percentage of adults aged 35 – 54 within the City and the County; and,
- A higher percentage of persons over the age of 55 within the City than Carver County.

MDG, Inc. attributes the difference in young children to the type of persons attracted to the City of Mayer at this time (young couples preparing to expand families and looking for value housing) and expects the number of young children to increase over the next decade. The difference in the percentage of persons over the age of 55 may be indicative of limited senior housing options within the County and seniors choosing to stay in their homes longer.

**TABLE 3-10
MAYER AND CARVER COUNTY AGE GROUP DISTRIBUTION (PERCENT)**

Age Group	Mayer City	Percent	Carver County	Percent
Under 5	35	6.30	6,170	8.80
Five – 9	45	8.10	6,497	9.30
Nine – 14	47	8.50	6,137	8.70
15-19	40	7.20	4,941	7.00
20-24	27	4.90	3,163	4.50
25-34	79	14.30	9,749	13.90
35-44	94	17.00	14,615	20.80
45-54	88	15.90	9,178	13.10
55-59	22	4.00	2,696	3.80
60-64	14	2.50	1,813	2.60
65-74	31	5.60	2,782	4.00
75-84	26	4.70	1,737	2.50
85+	6	1.10	727	1.00
Total	554	100	70,205	100

Source: U.S. Census- 2000

The Minnesota Demographer’s Office has projected population growth by age/gender through the year 2030 at a county level. The projections for Carver County are illustrated in Table 3-11. The data is indicative of trends expected within the City of Mayer, including a significant increase in the number of individuals 65+ years old by the year 2030.

**TABLE 3-11
CARVER COUNTY POPULATION PROJECTIONS**

Age Group	2000*	2005	2010	2015	2020	2025	2030	2000 - 2030 % Change
0-4	6,170	5,870	6,650	7,630	8,390	8,780	8,950	45.1
5-9	6,497	6,880	6,650	7,370	8,260	8,970	9,300	43.1
10-14	6,137	7,210	7,490	7,300	7,980	8,860	9,540	55.5
15-19	4,941	5,990	6,830	7,040	6,890	7,500	8,260	67.2
20-24	3,163	5,060	5,720	6,230	6,300	6,260	6,730	112.8
25-29	3,870	5,140	6,760	7,320	7,660	7,610	7,620	96.9
30-34	5,879	5,640	6,720	8,270	8,780	9,070	8,910	51.6
35-39	7,776	6,800	6,480	7,480	8,960	9,450	9,720	25.0
40-44	6,839	8,070	7,060	6,730	7,640	9,040	9,510	39.1
45-49	5,341	7,100	8,190	7,200	6,860	7,720	9,070	69.8
50-54	3,837	5,690	7,400	8,420	7,420	7,090	7,920	106.4
55-59	2,696	3,830	5,560	7,170	8,110	7,170	6,860	154.5
60-64	1,813	2,690	3,790	5,420	6,930	7,820	6,930	282.2
65-69	1,534	1,720	2,520	3,570	5,080	6,500	7,340	378.5
70-74	1,248	1,320	1,480	2,180	3,090	4,380	5,640	351.9
75-79	1,046	1,030	1,100	1,240	1,830	2,610	3,720	255.6
80-84	691	870	860	930	1,060	1,560	2,240	224.2
85+	727	810	990	1,130	1,230	1,400	1,880	158.6
Total	70,205	81,720	92,250	102,630	112,470	121,790	130,140	85.4

Source: MN State Demographic Center

D. GENDER

As defined in the latest Census in 2000 the gender distribution in the City of Mayer is 49% female to 51% male, illustrating a slightly lower female to male ratio than the county (50% to 50%), state (51% to 49%) and national (51% to 49%) averages.

E. EDUCATION/EDUCATIONAL ATTAINMENT

Mayer is a part of the Watertown/Mayer School District. The City of Mayer at the time of Census enumeration had a total of 162 persons aged three and over enrolled in school. Of these students, 17 or 10.5% were enrolled in college or graduate school; 35 or 22% were enrolled in high school (grades 9-12); 93 or 57% were enrolled in middle or elementary school (grades 1-8); ten or six percent were in kindergarten and seven or four percent were enrolled in nursery school or preschool.

Table 3-12 below compares educational attainment characteristics of Mayer with similar political jurisdictions and the county and state averages.

**TABLE 3-12
EDUCATIONAL ATTAINMENT COMPARISON (PERCENT)**

Area	With Diploma	W/O Diploma	Bachelors or Higher
<i>Mayer</i>	89	11	16
Cologne	90	10	12
Hamburg	82	18	13
New Germany	73	27	12
Norwood/YA	85	15	10
Waconia	87	13	29
Watertown	81	19	18
Carver County	91	9	34
Minnesota	88	12	28

According to the 2000 Census, there were 360 people in Mayer 25 years of age and older. Of these, 89% graduated from high school, notably more than the average of other local political jurisdictions polled (83%). A total of 16% (57 individuals) of the population obtained bachelors degrees or higher, slightly less than the average of other local political jurisdictions polled (17%). Of those not graduating from high school, 41% (16) completed less than 9 years of education while the remaining 23 persons completed between 9 and 12 years of education but did not obtain a diploma.

F. EMPLOYMENT

Employment statistics from the 2000 census indicate 396 people (71% of the population) are aged 16 and over. Of all persons over sixteen years of age, 305 persons or 77% are in the labor force. Depending on where they live in the city of Mayer, the mean time traveled to work is 28 minutes.

According to the most current data available at the time of the drafting of this chapter (May 2005 data), the Minnesota Work Force Center estimates 46,661 people in the labor force in Carver County with 45,205 employed, resulting in a 3.1% unemployment rate. During this same time period Minnesota had an unemployment rate of 3.8% and the United States unemployment rate was 4.9%.

The Minnesota Workforce Center estimates average wages for employees in Mayer in the fourth quarter of 2004 (most recent at time of drafting of this chapter) to be \$530.00 per week, or \$13.25 per hour. Table 3-13 compares weekly/hourly wages earned within the City of Mayer with other political jurisdictions and the county and state averages. It is noted wages within Mayer are among the lowest of those surveyed. The lower average wage within the City of Mayer is likely due to a higher concentration of jobs within the community in the service-providing domain rather than the goods-producing domain and the location of the community further away from the core of the Twin Cities.

**TABLE 3-13
WAGE COMPARISON**

Area	Avg. Weekly Wage	Avg. Hourly Wage
Mayer	\$530	\$13.25
Cologne	\$633	\$15.83
Hamburg	\$992	\$24.80
New Germany	\$270	\$6.75
Norwood/YA	\$600	\$15.00
Waconia	\$770	\$19.25
Watertown	\$560	\$14.00
Carver County	\$842	\$21.05
Minnesota	\$777	\$19.43

Source: Mn. Department of Economic Security

G. INCOME

The 2000 Census reports a median family income in Mayer of \$55,000, about the average of several cities sampled as illustrated in Table 3-14. The median family income nearly mirrors that found in Norwood Young America and Watertown.

**TABLE 3-14
INCOME COMPARISON**

Area	Per Capita Income	Household Income	Family Income
Mayer	\$18,547	\$48,125	\$55,000
Cologne	\$20,955	\$54,583	\$61,471
Hamburg	\$21,221	\$47,578	\$50,673
New Germany	\$16,314	\$36,094	\$45,625
Norwood/YA	\$18,431	\$46,152	\$54,792
Waconia	\$26,996	\$55,705	\$67,703
Watertown	\$18,918	\$47,500	\$56,136
Carver County	\$28,486	\$65,540	\$73,577
Minnesota	\$23,198	\$47,111	\$56,874

Source: 2000 Census- 1999 statistics.

It is noted that household income includes the income of the householder and all other individuals fifteen (15) years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income. Family income is that of the incomes of all members fifteen (15) years old and over related to the householder.

The 2000 Census reveals two percent of the population (11 individuals) in Mayer are living below the poverty level, slightly higher than Cologne (1.9%) but lower than Hamburg (5.6%), New Germany (14.4%), Norwood Young America (5.6%), Waconia (3.8%) and Watertown (5.6%).

Poverty is defined on a sliding scale by size of family and number of related children under the age of 18. It is noted poverty thresholds for 2005 as defined by the U.S. Census are \$9,750/year for one person and \$19,350/year for a family of four with two related children.

H. ANCESTRY

2000 Census statistics indicate approximately 65% of Mayer residents classify themselves as from German decent. Other prominent ancestries include: Norwegian (14%), Polish (10%) and Swedish (9%). Most (94%) speak one language (English) in the home.

LAND USE

I. PURPOSE

The Land Use Section of the Mayer Comprehensive Plan includes:

- Forecast growth in population, households and employment;
- Existing land use Inventory/analysis by type and volume;
- Future land use plan, including but not limited to: examination of parcels within existing developed areas which provide an opportunity for land use redevelopment and/or infill and future land use map/staging;
- Housing plan;
- Special resources protection strategy; and,
- Future land use policies/objectives;

The goals of this Chapter are: to maintain and promote cost effective and orderly development and redevelopment patterns throughout the City; to maintain and enhance the quality of life within the City; to prevent and/or eliminate blight and resist deterioration of the developed areas of the City; and, to provide land use information to the Twin Cities Metropolitan Council for use in planning regional facilities/infrastructure.

II. EXISTING LAND USE

A. EXISTING LAND USE INVENTORY

Land use analysis will identify historical and existing land use volumes along with vacant and redevelopable parcels within the current corporate limits. This analysis will also project land use demands and guide the type of use, staging and intensity of future growth. Table 4-1 on the following page illustrates land uses in the City in 1998 and in 2005 as depicted on the City's Official Zoning Map. Please note, the 1998 land use volumes may have contained different classifications (e.g. commercial: retail and commercial office versus the three commercial zoning district classifications). In addition, several maps associated with existing land use are included at the end of this Chapter:

Map 4-1 illustrates existing surface water resources.

Map 4-2 illustrates existing soil resources.

Map 4-3 illustrates existing topographical contours.

Map 4-4 illustrates potential development constraints, a compilation of flood plains, NWI wetlands, steep slopes, wildlife corridors and public waters.

**TABLE 4-1
1998 AND 2005 LAND USE VOLUMES**

ITEM	1998 ACRES	1998 %	2005 ACRES	2005 %
Single Family Residential (a.k.a. Low Density Residential)	61.2	11.53%	140.6	16.50%
Multiple Family Residential	1.3	0.24%	1.3	0.15%
Mixed Use Development	0.0	0.00%	126.5	14.85%
<i>Subt. Residential</i>	<i>62.5</i>	<i>11.77%</i>	<i>268.4</i>	<i>31.50%</i>
Commercial (a.k.a. General Commerce)	9.6	1.81%	10.8	1.27%
Office (a.k.a. Central Business District)	N/A	N/A	15.4	1.81%
Industrial	0.0	0.00%	20.0	2.35%
<i>Subt. Commercial/Industrial</i>	<i>9.6</i>	<i>1.81%</i>	<i>46.3</i>	<i>5.43%</i>
Parks & Recreation (Public)	25	4.4%	25	2.90%
Institutional (Public)	Not avail.	Not avail	55	6.40%
Right of Way	24.8	4.67%	45.0	5.28%
<i>Subt. Public</i>	<i>52.2</i>	<i>9.83%</i>	<i>125.1</i>	<i>14.68%</i>
Development Constraints				
Floodplain	44.6	8.40%	32.3	3.79%
Wetland/Open Water (NWI/PWI)	67.7	12.75%	85.4	10.02%
Slopes ≥12% but not ≥18%	N/A	N/A	0.2	0.00%
Slopes ≥18%	N/A	N/A	0.0	0.00%
<i>Subt. Development Constraints</i>	<i>112.3</i>	<i>21.15%</i>	<i>117.9</i>	<i>13.83%</i>
Unplatted Acreage				
Single Family Residential (platted as outlots but included in pre-plat)	N/A	N/A	260.6	30.59%
Agricultural	N/A	N/A	16.8	1.97%
Other/Commercial/Industrial (platted as outlots but included in pre-plat)	294.4	55.44%	17.0	2.00%
<i>Subt. Vacant</i>	<i>294.4</i>	<i>55.44%</i>	<i>294.4</i>	<i>34.55%</i>
TOTAL ACREAGE CORP. LIMITS	531.0	100.00%	852.0	100.00%

* Source: City of Mayer. Residential land use based on residential zoning districts less 260.6 acres for vacant residential acres platted as outlots in approved residential subdivisions. Commercial/Industrial land use based on commercial and industrial zoned land less 17 acres remaining for development. Agricultural based on agricultural zoning classification. Currently all RL exempt, no AP, UTL and IN included in PR, no OS, no EXT, and no R.

B. EXISTING LAND USE DESCRIPTION/ANALYSIS

Various land uses currently exist within the City are generally the result of recent residential growth on the edges of an original townsite developed over 100 years ago. Existing land uses are illustrated on Map 4-5 at the close of this Chapter. Following is a description of each of the land uses within Mayer.

Residential Land Uses

Comprising 32% percent of the City; residential development (all densities) is the largest land use in the corporate limits in 2005. Of the residential acreage nearly all of the 268 residential-use acres are single-family (SRES) homes (140 acres platted, 126.5 within Fieldstone MU residential). Residential density has been increasing over the previous five years. Prior to the year 2000 net residential density was 2.1 units/acre. Residential densities within the Coldwater Crossing and Hidden Creek subdivisions have averaged close to 3 units per acre. Currently the average net residential density is 2.41 dwelling units per acre.

A large number of units have been constructed over the previous five years. Without exception all units constructed have been single family detached units.

More aged housing stock is primarily centered on smaller lots in areas of the City's original plat, one to three blocks off Highway 25 to the east and west, surrounding the downtown or central business district. More recently constructed residential developments are located to the west and southwest of the original townsite. The residential lots within the original townsite are typical of traditional urban design wherein houses frame the streets, sidewalks lead to front entries and garages are located to the rear of the dwelling. Lots platted within the last quarter of the 20th Century feature ranch/rambler single level styles with garage access from the street on which the property fronts. Conventional housing styles range are the predominant housing style within the subdivisions in the process of building out at this time. The conventional housing style features curvilinear street patterns, access in the front of the lot and garages in the front or side yard. Much of the housing is in good condition, however, there are some homes that are in need of maintenance or rehabilitation particularly within the original townsite.

Multi-family units (MFES) make up less than one percent of the volume of land used for residential purposes. These units are primarily located above commercial units within the Central Business District and within a senior occupancy complex.

It is noted three additional residential subdivisions totaling over 2,000 potential lots have been reviewed in concept by City leaders. One of the three subdivisions proposes medium (341 units) and high density residential (162 units) components.

Commercial/Industrial Land Uses

The original townsite developed adjacent to a railway corridor. Although the railway has been vacated, the primary commercial center remains within the Central Business District (OFC) abutting trunk highway 25. Recently a commercial/industrial (IND) subdivision was created in the southeast quadrant of the City adjacent to TH 25, CSAH 30 and 70th Street prior to that time the CBD (OFC) was the only area of commercial development.

At just five (5) percent, commercial and/or industrial land uses comprise only a small percentage of overall land use within the City. It is noted one subdivision reviewed in concept by the City proposes an additional 17 acres of commercial (MU) development. This development is proposed to be adjacent to the TH 25/HWY 7 interchange and expected to be oriented toward vehicular traffic as opposed to pedestrian traffic. As the corporate limits expand northward it will be important for leaders to address the continued viability of the Central Business District (OFC).

Public/Institutional Land Uses

Public and institutional land uses include municipal facilities, places of worship and educational institutions in addition to park and recreational facilities. Public/institutional land uses comprise approximately five (5) percent of aggregate land use within the City. The City has a number of parks and facilities serving residential neighborhoods and located throughout the City. Municipal facilities and parks/recreation are discussed in further detail in latter Chapters of this Plan.

Right-of-Way

Street right-of-way (ROW) occupies 125 acres or fifteen (15) percent of the total City. A grid-like pattern of residential streets exists throughout the City's core and occupies less area than the contemporary street system found in many of the City's 'suburban' developments. Major traffic corridors in the City include Highways 7 and 25, CSAH 23 and CSAH 30. Transportation elements are discussed in depth in the Transportation Chapter of this Plan.

Vacant Acreage

A large portion of the acreage within the current municipal limits is comprised of unplatted outlots contained in residential subdivisions. Over 30% of the acreage within the City limits consist of outlots within the Coldwater Crossing and Hidden Creek Subdivisions. Based on concept plans and current development scenarios the City anticipates the development of a projected 275 lots within the Coldwater Crossing Subdivision and 185 lots within the Hidden Creek Subdivision. Building permits illustrate the constructions of approximately 70 units per year over the previous five years.

In addition, the City has approved annexation of approximately 126 acres of a 460 (net developable) aggregate acre development referred to as "Fieldstone". An AUAR approved for the development sets the maximum development density scenario at approximately 1,700 dwelling units of varying densities. The anticipated phasing of the project is over a ten year period (170 units/year). The initial phase of the development will include low to moderate density residential lot subdivision. Based on the AUAR, concept plan, the annexed area and the proposed phasing it is estimated an additional 500 low/moderate density residential units will be added on the 126 acres of annexed property currently within the Mayer corporate limits. Pursuant to the phasing plan the 500 units would correspond to a three year supply of lots.

The City Council anticipates demand for residential lots to continue to escalate and has indicated support growth at an anticipated rate of 240 dwelling units per year. At this rate the existing supply of lots afforded by outlots within existing subdivisions and concept plans reviewed would be sufficient for nine (9) years or through the year 2014. To determine whether or not the City can locally fund such development, the City must project anticipated costs associated with such growth and incorporate them into a capital improvement program. If a full complement of urban services can not be provided within a reasonable period of time (i.e. two years) the future additions should be denied. An urban growth boundary is discussed later in this Chapter.

III. INFILL AND REDEVELOPMENT POTENTIAL

A. INFILL POTENTIAL

As a means of helping to maximize the public's investment in infrastructure, the City should emphasize the use of currently available sites within the municipal service area prior to the development of alternative sites. Additionally, efforts shall be made to ensure proper placement and phasing of urban expansion and the maintenance of existing and future land use compatibility.

At the time of this comprehensive plan update, a significant volume of acreage that was platted as outlots within approved residential subdivisions and intended for future residential subdivision. In addition, the City had approved a concept plan, partial annexation of and an Alternative Urban Areawide Review (AUAR) for a 533 acre mixed use planned residential development in the northeastern portion of the City. These lots were accounted for in the Table 4-1 Land Use analysis.

As a means of helping to maximize existing public investment in infrastructure, to determine future staging of growth and to analyze the ability of the City to support anticipated urban development (local financing/administration of water, sewer, storm water drainage, public safety and protection and general government) it is important to inventory existing vacant lot volumes and anticipated lot development. Table 4-2 on the following page illustrates volumes of vacant lots and anticipated lot development pursuant to concept plans reviewed by the City as of September 1, 2005.

**TABLE 4-2
RESIDENTIAL VACANT LOT AND UNDEVELOPED ACREAGE INVENTORY
SEPTEMBER 1, 2005**

VACANT LOTS WITHIN APPROVED PLATS	Vacant Approved Single Family Lots	Vacant Approved - Multi Family Units	TOTAL
Coldwater Crossing Original Plat	0	0	0
Coldwater Crossing Second Addition	2	0	2
Coldwater Crossing Third Addition	12	0	12
Coldwater Crossing Fourth Addition	4	0	4
Coldwater Crossing Fifth Addition	11	0	11
Subtotal: Coldwater Crossing	29	0	29
Hidden Creek Original Plat	0	0	0
Hidden Creek Second Addition	1	0	1
Hidden Creek Third Addition	5	0	5
Hidden Creek Fourth Addition	23	0	23
Subtotal: Hidden Creek	29	0	29
TOTAL VACANT LOTS WITHIN PLATTED AREAS	58	0	58
REMAINING UNDEVELOPED LAND WITHIN CITY LIMITS			
Coldwater Crossing – Outlots (LD resid)	275 residential lots	(Based on concept plan and avg. lot size)	275
Hidden Creek – Outlots (LD resid)	185 residential lots	(Based on concept plan - and average lot size)	185
Fieldstone Concept (LD/MD mixed resid)	126 Acres 500 residential units	(Max. Devel. contained in AUAR- 126 acres Low Density 3 du/ac; Med. Density 6 du/ac)	500
TOTAL	960 UNITS		960
LAND BEING PROPOSED FOR DEVELOPMENT/ANNEXATION (I.E. FIELDSTONE: AUAR APPROVED; CONCEPT APPROVED)			
Low/Medium Density Residential	305 acres	(AUAR Max. Density: 962 units)	963
High Density Residential	10 acres	(AUAR Max. Density: 160 units)	160
Commercial	15 acres	(AUAR Max. Density: 390 employees)	
TOTAL ACRES	330 ACRES		1,123
TOTAL POTENTIAL UNITS REMAINING WITHIN CURRENT GROWTH BOUNDARY AND PROPOSED ANNEXATION)			2,083

Source: Northeast AUAR and City of Mayer Planning Department, September 1, 2005

B. REDEVELOPMENT

As illustrated in Map 4-6 at the close of this Chapter, potential redevelopment areas are primarily centered in or near the City's core. The City should focus redevelopment efforts on commercial and residential areas/parcels in the more established areas of the City.

IV. FORECAST LAND USE DEMAND

The Staging Plan included in the 1998 Comprehensive Plan identified an urban growth area which was coterminous with areas annexed as part of the Coldwater Crossing and Hidden Creek Subdivisions. The actual rate of growth has surpassed that outlined in the 1998 Staging Plan. Therefore, the City has opted to update the entire Comprehensive Plan to reflect changes in growth rates which are continuing to occur.

A. FORECAST GROWTH

The volume of subdivisions currently being contemplated can be reviewed in relation to the population projections contained within the Social Profile (Chapter 3) of the Comprehensive Plan. As of the date of this Comprehensive Plan update, the City has approved environmental documents and/or preliminary plats for several developments. The staging plans for those developments will exceed TCMC staging projections. Since the City of Mayer utilizes its own drinking water, wastewater treatment and storm sewer systems, the City has planned to accommodate anticipated growth in a proactive fashion, representative of its geographic planning area designation as a 'rural growth center'. Itemized below are subdivisions with environmental and/or preliminary plat review/approval prior to the update of the Mayer Comprehensive Plan.

- Fieldstone. A Comprehensive Plan amendment for this development has been submitted to the Metropolitan Council for review. City staff members indicate the amendment has been approved. Fieldstone is a planned community of 1,700 dwellings and mixed uses. The initial phase is currently under construction. A staging plan submitted with the Comprehensive Plan amendment denotes full build-out by 2020.
- Coldwater Crossing. The concept plan/preliminary plat for this development was approved in 2000. Based on the concept plan at this point it is estimated that an additional 275 lots will be platted within outlots contained in the subdivision. The entire development is approximately 50% complete at this time. Coldwater Crossing is expected to reach full build out by the year 2010.
- Hidden Creek. The concept plan/preliminary plat for this development was approved in 2001. Based on the concept plan at this point it is estimated that an additional 185 lots will be platted within outlots contained in the subdivision. The entire development is approximately 50% complete at this time. The Hidden Creek subdivision is expected to reach full build out by the year 2010.

B. OPTION A AND OPTION B

In review of the aforementioned developments, the City of Mayer has opted to pursue a dual-approach to the staging of future growth within the City. Option A will utilize TCMC staging estimates. Forecast growth in five year staging increments for Option A are illustrated in Table 4-3. Option B will remain within TCMC projections for the entire planning period (2000 – 2030) but reflect a more rapid pace of growth over the initial staging periods with declining growth rates in the later staging increments. Table 4-4 illustrates the forecast growth in five year staging periods under Option B.

**TABLE 4-3
FORECAST GROWTH: OPTION A**

	1990	2000*	2005	2010	2015	2020	2025	2030	Numerical Change 2000-2030	Percent Change 2000-2030
Total Population	471	554	1,033**	2,000	3,050	4,100	5,225	6,250	5,696	1028%
Total Households	166	199	386***	770	1,190	1,610	2,055	2,500	2,301	1156%
Total Employment	40	74	142	210	255	300	350	400	326	441%

*2000 population and households from 2000 US Census, employment from DEED estimates.

** MDG estimate based on TCMC estimates and forecast (2004 estimate 840 + projected annual increase over projection term equal to 193 persons/yr).

*** Persons/household (2.675) MDG estimate based on average of TCMC persons/household 2000 estimate (2.78) and 2010 forecast persons/household (2.57).

**TABLE 4-4
FORECAST GROWTH: OPTION B**

	1990	2000*	2005	2010	2015	2020	2025	2030	Numerical Change 2000-2030	Percent Change 2000-2030
Total Population	471	554	1,033**	4,205	5,340	5,643	5,947	6,250	5,696	1028%
Total Households	166	199	386	1,636***	2,136	2,257	2,379	2,500	2,301	1156%
Total Employment	40	74	142	247	351	367	384	400	326	441%

ASSUMES: 250 du/yr 2006-2010; 100 du/yr. 2011-2015; 24.27 du/yr 2016-2030; 2.5 pph and employment increasing at similar pace

*2000 population and households from 2000 US Census, employment from DEED estimates.

** MDG estimate based on TCMC estimates and forecast (2004 estimate 840 + projected annual increase over projection term equal to 193 persons/yr).

*** Persons/household (2.5) TCMC forecast 2010+.

C. DENSITY

Market forces will have a major impact on housing choices as the City progresses toward the year 2025. Interest rates, land/material prices, inflation, energy prices and other factors will significantly impact buyer preferences. Since housing types are difficult to forecast, the land use plan focuses on density rather than housing types. Future land use needs may be calculated based on densities allowed in Zoning Ordinance, by application of historic trends and/or by application of LCA goal standards. The following net densities have been employed. It is noted an amendment to the Zoning Ordinance is required to obtain compliance with high density goal of 18.5 du/acre as represented within the LCA goals.

- Low density - 3 du/ac (historic trends/consistent with local controls)
- Medium density - 6 du/ac (consistent with local controls)
- High density 18.5 du/acre (LCA goal - not consistent with local controls).

For developments that are pending the following densities are assumed based on conceptual and/or plats previously submitted and approved.

- Fieldstone (mixed density residential): 5.608 du/ac based on AUAR maximum density.
- Coldwater Crossing: 3 du/ac based on preliminary plat and existing development density.
- Hidden Creek: 3.75 du/ac based on preliminary plat and existing development density.

ordinance does not contain floor area ratios or other surface coverage standards for commercial or industrial development. Therefore, employment density was calculated in terms of existing employment statistics as reported by DEED (most current data third quarter 2005 – Mn. Workforce Center) and net developable acreage for existing commercial and industrial establishments. Of the existing employment positions within the City of Mayer 90 were commercial in nature, the remaining 45 industrial. Therefore, the following employment densities have been employed:

- Commercial (both General Commercial and Central Business District): 3 employees/net acre.
- Industrial (current commercial/industrial zoning classification): 2 employees/net acre.

D. LAND USE DEMAND FORECAST

Tables 4-5 and 4-6 below illustrate the numerical increase in population, households and employment by five-year staging increment for both Option A and Option B.

**TABLE 4-5
OPTION A
INCREASE IN POPULATION, HOUSEHOLDS AND EMPLOYMENT PER STAGING PERIOD**

	1990	2000*	2005	2010	2015	2020	2025	2030
<i>Total Population</i>	471	554	1,033	2,000	3,050	4,100	5,225	6,250
<i>Total Households</i>	166	199	386	770	1,190	1,610	2,055	2,500
<i>Total Employment</i>	40	74	142	210	255	300	350	400
<i>Inc. Population</i>	n/a	n/a	479	967	1,050	1,050	1,125	1,025
<i>Inc. Households</i>	n/a	n/a	187	384	420	420	445	445
<i>Inc. Employment</i>	n/a	n/a	68	68	45	45	50	50

**TABLE 4-6
OPTION B
INCREASE IN POPULATION, HOUSEHOLDS AND EMPLOYMENT PER STAGING PERIOD**

	1990	2000*	2005	2010	2015	2020	2025	2030
<i>Total Population</i>	471	554	1,033	4,205	5,340	5,643	5,947	6,250
<i>Total Households</i>	166	199	386	1,636	2,136	2,257	2,379	2,500
<i>Total Employment</i>	40	74	142	247	351	367	384	400
<i>Inc. Population</i>	n/a	n/a	479	3,172	1,135	303	303	303
<i>Inc. Households</i>	n/a	n/a	187	1,250	500	121	121	121
<i>Inc. Employment</i>	n/a	n/a	68	105	104	16	16	16

Market forces will have a major impact on housing choices as the City progresses toward the year 2030. Interest rates, land/material prices, inflation, energy prices and other factors will significantly impact buyer preferences. A review of recent building trends notes gravitation toward polarization of new housing units in a particular type (i.e. detached, low density units). The volume and extent of this polarization can in part be measured by a movement away from LCA goals for owner/renter mix. The 2004 owner/renter ratio index in Mayer decreased from 82/18% in 2000 to 94/6% in 2004, the LCA benchmark is 85/15%. The City has embraced a need to encourage a more diverse array of housing options specifically, single family attached (townhome, condominium), twin home (duplex, double bungalow), tri/quadrplexes and patio/cottage homes. To those ends the residential density projections in Tables 4-7 and 4-8 have been adjusted to reflect a goal to move toward an enhanced level of medium and high density units.

Tables 4-7 and 4-8 illustrate the forecast acreage demand for each land use type by staging increment.

**TABLE 4-7
OPTION A
FORECAST LAND DEMAND BY STAGING PERIOD**

	2010		2015		2020		2025		2030		Total	
	No.	Acres	No.	Acres								
Low Density Resid	307	102	336	112	336	112	356	119	356	119	1,691	564
Medium Density Resid	58	10	63	11	63	11	67	11	67	11	317	53
High Density Resid	19	1	21	1	21	1	22	1	22	1	106	6
C-1 General Comm	41	14	27	9	27	9	30	10	30	10	155	52
C-2 Central Business	0	0	0	0	0	0	0	0	0	0	0	0
Industrial	27	14	18	9	18	9	20	10	20	10	103	52

*Assumes residential land use 80/20% owner/renter mix

*Assumes 60/40% commercial/industrial mix based on current land use patterns.

* Assumes all commercial growth external to CBD.

**TABLE 4-8
OPTION B
FORECAST LAND DEMAND BY STAGING PERIOD**

	2010		2015		2020		2025		2030		Total	
	No.	Acres	No.	Acres	No.	Acres	No.	Acres	No.	Acres	No.	Acres
Low Density Resid	1,000	333	400	133	97	32	97	32	97	32	1,691	564
Medium Density Resid	188	31	75	13	18	3	18	3	18	3	317	53
High Density Resid	63	3	25	1	6	0	6	0	6	0	106	6
C-1 General Comm	63	21	63	21	10	3	10	3	10	3	155	52
C-2 Central Business	0	0	0	0	0	0	0	0	0	0	0	0
Industrial	42	21	42	21	6	3	6	3	6	3	103	52

*Assumes residential land use 80/20% owner/renter mix

*Assumes 60/40% commercial/industrial mix based on current land use patterns.

* Assumes all commercial growth external to CBD.

Table 4-9 below represents both existing and forecast land use (demand) by staging period with densities as currently allowed. It is noted that to comply with the City of Mayer's LCA goals, the minimum density allowed shall be increased to 18.5 du/ac.

**TABLE 4-9
EXISTING AND FORECAST LAND DEMAND BY STAGING PERIOD WITH DENSITY**

Within Urban Service Area	Allowed Density Range Housing Units/Acre		Existing (2005)	2010	2015	2020	2025	2030	Change 2000-2030
	Minimum	Maximum							
Residential Land Uses									
Low Density Residential	3	3	140.6	290.6	314.6	474.6	607.6	740.6	427%
Medium Density Residential	3	6	0	31	46	61	74	87	n/a
High Density Residential	16	16	1.3	4.3	6.3	8.3	9.3	10.3	692%
Mixed Use Primarily Residential*	5.608	5.608	126	309	445	445	445	445	253%
C/I Land Uses	Est. Employees/Acre								
Commercial	3		10.8	31.8	52.8	55.8	58.8	61.8	472%
Industrial	2.067		20	41	62	65	68	71	255%
Office	3		15.4	15.4	15.4	15.4	15.4	15.4	0%
Mixed Use Primarily C/I*	3		0	0	0	0	0	0	n/a
Extractive	n/a		0	0	0	0	0	0	n/a
Public/Semi Public Land Uses									
Institutional	2.067	2.067	55	131	131	131	131	131	138%
Parks and Recreation	2.067	2.067	25	68	68	68	68	68	172%
Open Space	n/a	n/a	0	included in parks					n/a
Roadway Rights of Way**	n/a	n/a	45	139	270	420	576	762	1593%
Utility	n/a	n/a	0	0	0	0	0	0	n/a
Railroad	n/a	n/a	0	0	0	0	0	0	n/a
Airport	n/a	n/a	0	0	0	0	0	0	n/a
Subtotal Sewered	n/a	n/a	439.1	1061.1	1411.1	1744.1	2053.1	2392.1	445%
Outside Urban Service Area	Minimum lot size	Maximum lot size	Existing (2005)	2010	2015	2020	2025	2030	Change 2000-2030
Rural Residential 2.5 acres or less	not allowed		0	0	0	0	0	0	0%
Rural Residential 2.5 -10 acres	not allowed		0	0	0	0	0	0	0%
Rural Residential 10-40 acres	not allowed		16.8	0	0	0	0	0	-1680%
Agricultural 40+ acres	43,560	none	0	0	0	0	0	0	0%
Subtotal Unsewered			16.8	0	0	0	0	0	
Undeveloped									
Wetlands	--	--	85.4	155.4	203.4	264.4	288.4	315.4	23000%
Open Water, Rivers and Streams***	--	--							0%
Total			541.3	1216.5	1614.5	2008.5	2341.5	2707.5	400%

* For Mixed Use categories include information regarding the estimated minimum and maximum housing density ranges and acres/percentage of residential use; ** Assume 10% of net acreage; *** Included with wetlands

**TABLE 4-10
DENSITY ASSUMPTIONS**

LAND USE CATEGORY	DENSITY
SRES (Single Family Resid.)	3 du/ac
MRES (Multiple Family Resid.)	6 du/ac
HRES (High Density Resid.)	18.5 du/ac
MU (Residential)	5.6 du/ac
MU (Commercial)	3 employees/acre
COM (General Commercial)	3 employees/acre
OFC (Central Business District)	3 employees/acre
IND (Industrial)	2.067 employee/acre
IN (Institutional)	n/a
PR (Park and Recreation)	n/a

Notes: Coldwater Crossing density per preliminary plat is estimated at 3 du/ac; Hidden Creek density per preliminary plat is estimated at 3.75 du/ac; Fieldstone MU Residential density estimated at 5.608 per approved AUAR; C/I employment assumptions based on existing land use volumes and employment statistics (MN. DEED estimate 135 employees currently; 90 commercial in nature remaining production/industrial.

Metropolitan growth policies as outlined in the Regional Blueprint support urban level development in rural centers only when City’s can locally finance and administer services including sewer, water, stormwater drainage, jurisdictional roadways and public protection. In this plan, the City of Mayer has elected to employ the estimates contained in Table 4.9 and 4.10 and the density assumptions contained in Table 4.11 to plan for the timing and expansion of its municipal water, sanitary sewer, storm sewer, transportation and general government (i.e. public works, fire, administration) infrastructure and facilities for inclusion in a capital improvement plan. It is noted that actual timing and construction of system expansion/extension may accelerate or decelerate depending on the actual pace of growth.

Specific information relating to municipal water, sanitary sewer, storm sewer, transportation and general government (i.e. public works, fire, administration) infrastructure and facilities are included in individual Chapters of the Comprehensive Plan as titled. **Specifically, worksheets/analysis/evaluation relating to sanitary sewer and the City’s ability to provide said local facilities and services to accommodate forecast growth are included in the Comprehensive Plan Chapter relating to public utilities.**

E. HISTORIC PRESERVATION

A query of the National Register of Historic Places revealed no historically designated properties within the City of Mayer or the urban growth boundary. As follows in the land use plan the City is committed to preserving the downtown central business corridor as the historic identity of the City. In addition, the City is committed to preserving the ‘small town rural atmosphere’ as historically defined by important topographical features, vegetation and wildlife.

F. SOLAR ACCESS PROTECTION

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

G. AGGREGATE RESOURCES

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

V. LAND USE MAPPING

A. MAPS INCLUDED

Maps 4-7, 4-5, 4-8 and 4-9 at the close of this Chapter offer a visual representation of land use projections, including current zoning land uses (Map 4-7), current land use (Map 4-5) and projected future land uses within an urban growth boundary (Map 4-8). It is noted projected land uses depicted on Map 4-8 may be adjusted in location if the location of collector streets that are planned are slightly adjusted. Map 4-9 represents potential urban expansion area post this 2030 plan. This plan and subsequent documentation takes into consideration the land uses that have previously been approved by the City and is intended to encourage compact, contiguous development while promoting fiscal prudence with regard to the use of existing/proposed infrastructure and capital investment.

B. GROWTH BOUNDARIES

The future land use growth boundaries should coincide with sanitary sewer service areas and projected capital infrastructure such as lift stations and force mains, topography and the transportation system. Additional analysis and discussion of proposed land uses and transportation, utility and park facilities/infrastructure will be addressed in subsequent Chapters of this document.

The Mayer Comprehensive Plan is not an annexation agreement nor is it a substitute for such an agreement. The Comprehensive Plan and its role in the future expansion of the existing municipal boundary is limited to serving as a statement of city policy. It can also serve as a basis for subsequent annexation plans and agreements.

The urban growth boundary (UGB) is the area that is closer to the municipal city limits and is identified on the future land use plan (Map 4-8) as being developed prior to 2030. Generally, much of this land is relatively easy to service with existing utility extensions. Because of its location and the availability of services, it is intended that land within this area be annexed into the City of Mayer prior to being developed. It is also recognized that there are parcels of land within the identified growth area that, although they are close to the municipal city limits, are not contiguous and may not have city services available for a number of years.

C. MUNICIPAL EXPANSION AREA

The municipal expansion area is located outside of the urban growth boundary as defined on the future land use plan map (Map 4-8), but within a one and a half mile radius of the City of Mayer. The municipal expansion area is included as Map 4-9 at the close of this Chapter. The City of Mayer has defined this area for potential long-term municipal expansion however, it does NOT mean urban expansion will occur within the area in the future and should not be considered as representing such. Instead, the map is to be used to spur discussion regarding coordination/timing of the provision of services (including facility and infrastructure extension/expansion – especially collector roadways adjacent to State Highway 7 and wastewater treatment services) with Camden, Hollywood, Waconia and Watertown Townships, the cities of New Germany, Norwood Young America, Waconia and Watertown and Carver County.

As of the drafting of this land use plan the City of Mayer has held informal discussion sessions with the City of New Germany regarding utility and infrastructure extension between the two cities. The City of New Germany and Mayer have informally agreed to investigate cooperative wastewater facilities in the future as their corporate limits draw nearer. As of the drafting of this land use plan the City of Mayer has also held an information meeting with staff from the City of Watertown regarding the need for future urban services north of Highway 7 and the availability of services by the City of Mayer. In addition, the City of Mayer has met with Carver County officials regarding land use in adjacent townships, lot size requirements within townships contained in urban growth boundary and municipal expansion area and coordination of development review within the UGB and municipal expansion area.

VI. LAND USE PLAN

Mayer is a rural growth center with a distinctive downtown, a growing number of residents, a potential for future highway commercial, a stable employment base and assorted park/recreational opportunities. The following collection of policies and objectives are intended to guide future growth and redevelopment within the City of Mayer.

Policy 1: Work with adjacent local units of government and regional entities to accommodate growth in a flexible, connected and efficient manner.

Objectives:

- Take measurable steps to implement the Comprehensive Plan as may be amended.
- Develop orderly annexation agreements with Camden, Hollywood, Waconia and Watertown Townships since the social/economic health of the City of Mayer and adjacent Townships are indelibly interrelated.
- Base orderly annexation agreements on managed growth; contemplate annexation only when the area is contiguous with existing urban development, about to become urban in nature and able to be serviced by the City as demonstrated in a capital improvement plan. Orderly annexation agreements should include map(s) depicting the orderly annexation area and detail regarding the staging of annexation.
- Collaborate with Camden, Hollywood, Waconia and Watertown Townships to help ensure land use decisions in areas likely to become urban in the future are not counter-productive (e.g. the siting of a structure in a location that is the likely projection of a future roadway; development of subdivisions with decentralized water/sewer facilities)
- Collaborate with adjacent municipalities, Carver County and Camden, Hollywood, Waconia and Watertown Townships to identify areas that will accommodate post-2030 growth forecasts and implement strategies to preserve these areas for future growth (e.g. clustered development not to exceed 1 unit per 40 acres).
- Plan for necessary infrastructure improvements through a capital improvement plan and by reviewing proposed subdivisions to determine:
 - Impact on existing and future transportation facilities,
 - Impact on existing and future surface water management systems,
 - Adequacy of park facilities within the proposed development,
 - Appropriateness of the proposed use(s),
 - Adequacy and quality of proposed sanitary sewer and water facilities, and,
 - If sufficient capacity is available within proposed sanitary sewer and water facilities to service the proposed development.
 - Adequacy of administrative/community services (i.e. general government, public works, police/fire protection, etc).
- Adopt/implement ordinances that time development with infrastructure availability (e.g. standards which allow the City to deny a request for plat approval if unable to provide a full complement of municipal services to the proposed development within a reasonable period of time).
- Collaborate with Carver County and Camden, Hollywood, Waconia and Watertown Townships to minimize conflicts between agricultural and non-farm land uses through local ordinances and official controls.
- Plan for development that accommodates growth forecasts at appropriate densities through the implementation of the Future Land Use and Staging plans as may be amended and including forecast growth in the City's Capital Improvement Program.

- Maintain, replace or expand local facilities and infrastructure to meet growth and development needs, if proposed growth can not be accommodated in a reasonable period of time such plats should be denied.
- Require staging plans be submitted with all requests for concept plan and/or preliminary plan/plat approval.
- Consider public investment in projects which achieve multiple goals such as commercial revitalization, environmental restoration/preservation and housing stock diversification.
- Conserve natural resources – particularly water resources – and protect vital natural areas when designing and constructing local infrastructure and planning land use patterns.
- Prepare local water supply and wellhead protection plans as required by the MLPA.
- Develop and implement environmentally sound and cooperative water use practices, conservation initiatives, and joint planning and implementation efforts, including wellhead protection plans, designed to protect and ensure an adequate supply of water for the region.
- Incorporate innovative stormwater management techniques, natural resources conservation practices, and habitat restoration projects into development plans and projects.
- Plan efficient and cost effective wastewater treatment facilities. Work with adjacent communities or request the Twin Cities Metropolitan Council consider acquiring and operating its wastewater treatment plant if doing so would be more efficient and cost effective and provide other regional benefits.
- Continue the agreement with Carver County for Individual Sewage Treatment System (ISTS) approval, management and maintenance processes and programs (consistent with Minnesota Rules Chapter 7080).

Policy 2: Plan and invest in multi-modal transportation choices based on the full range of costs and benefits, to slow the growth of congestion and serve the City and region’s economic needs.

Objectives:

- Plan for an interconnected system of local streets, pedestrian and bicycle facilities.
- Plan and develop an interconnected local transportation system that is integrated with the regional system.
- Develop local land uses linked to the local and regional transportation systems.
- Plan for connections between housing and centers of employment, education, retail and recreation uses.
- Coordinate with business and other public agencies congestion-reduction measures such as collaboration with employers, provision of information or incentives to minimize or decrease peak-period impacts.
- Adopt improved design principles to support better access and traffic management.
- Use MN/DOT’s access management guidelines to prepare local plans and ordinances.

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

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

Policy 4: Work with local and regional partners to conserve, protect and enhance the region's vital natural resources.

- Consider completing a local natural resource inventory. Give strong consideration to integrating natural resources, including aggregate, identified in regional and local natural resources inventories into local land use decision-making.
- Adopt and enforce erosion control ordinances and other environmental preservation and conservation techniques and ordinances.
- Implement local stormwater management plans consistent with Minnesota Rules Chapter 8410 and the MLPA.
- Include as a part of local park systems natural resources that are identified as high quality or of local and regional importance.
- Implement surface water management practices geared to protecting and maintaining the quality of local water resources.
- Adopt and implement best management practices for abating, preventing and removing point and nonpoint source pollution; reducing soil erosion; protecting and improving water quality; and maximizing groundwater recharge through surface water infiltration.
- Collaborate with Carver County and Camden, Hollywood, Waconia and Watertown Townships to promote best management practices for agricultural activities in order to protect the quality of the local and regional water resources.
- Collaborate with Carver County and Camden, Hollywood, Waconia and Watertown Townships to encourage the use of environmentally sensitive development techniques in farm-related construction, such as surface water management that includes using natural systems to drain, filter and retain stormwater.

Policy 5: Work to ensure the City of Mayer continues to be a community with its own distinctive character and sense of place: retain the spirit of a small town, retain/promote places for people to gather and preserve the original townsite (Downtown Mayer) as the historical focus of the community's heritage while encouraging a well-balanced tax base.

Objectives:

- Employ a logical pattern of future land use in an organized fashion, with a transportation system to support the various land uses and parks and recreation to offer quality of life amenities.
- Address the impact of future through-traffic volumes (T.H. 25) on the Downtown by providing alternate vehicular and pedestrian routes/options and/or encouraging compact development within a Central Business District which is centered either east or west of T.H. 25.
- Consider allowable uses, design guidelines and mixed use opportunities within the Downtown as a means of providing for a multi-functional, pedestrian-oriented Downtown core.
- Review use standards applicable to vehicle-oriented commercial nodes in areas adjacent to high volume traffic corridors.
- Adopt environmental preservation standards which protect prime examples of remaining landscape characteristics such as the Crow River corridor, woodlands and wetlands which have historically defined the physical environment of the City/region.
- Review open space preservation guidelines especially as they relate to the development of commercial nodes and related uses adjacent to entryway corridors.
- Consider financial assistance to business establishments which provide opportunities for local employment offerings at livable wages.
- Coordinate land use planning with drinking water plans, sanitary sewer plans, storm water management plans, transportation plans and capital improvement program to encourage proactive planning of land uses with infrastructure and the funding of infrastructure.

Policy 6: Encourage infill development and redevelopment where possible to maximize the public's investment in infrastructure.

- Pursue public/private partnerships designed to assist with either the removal of existing buildings that have exceeded their useful life or the revitalization of structures where possible.
- Advise property owners/potential developers of appropriate re-uses for under-utilized properties.
- Support infill development on vacant lots within existing subdivisions by monitoring the amount of vacant lots available as a means of avoiding excess lot quantities, partially developed subdivisions and 'leap-frog' type developments.

Policy 7: Work to promote a high quality of life and diverse lifestyle housing options in existing and future residential land uses.

Objectives:

- Monitor the quality of housing stock and enforce codes and ordinances relating to outdoor storage, residential parking, landscaping etc.
- Research the desirability of applying for Small Cities Development funds for housing rehabilitation as a means of encouraging on-going maintenance of older housing stock particularly within and in close proximity to the Central Business District.

- Reduce through traffic volumes on local residential streets while developing a collector street system which collects traffic from local streets and brings it to major transportation corridors and/or areas of commercial/public interest.
- Limit non-residential land use intrusions into residential neighborhoods and require appropriate buffering and/or screening between non-compatible land uses.
- Require infill residential units to be compatible in use and scale with the surrounding neighborhood.
- Restrict home occupations to businesses customarily found in homes which employ only household residents and that do not sell products or services to customers at the premises.
- Require the development of parks, trails and/or sidewalks along collector streets to service neighborhoods and provide access to other community amenities such as places of commerce, educational facilities and larger community parks.
- Consider allowing higher density residential land uses adjacent to arterial roadways, near community services, between commercial nodes (in conjunction with open space preservation) and/or as tiered transitional land uses (higher intensity to lower intensity).

Policy 8: Provide for the preservation of existing and development of new commercial/industrial land uses as a means of complimenting the quality of life, developing local employment opportunities and diversifying the tax base.

Objectives:

- Pursue private/public partnerships and proactive rehabilitation/revitalization programs within the Central Business District.
- Catalog existing sites of significance within the downtown. Research and consider the establishment of architectural policy suggestions regarding roof lines, entry ways, window placement/design/treatment, building exteriors, signage, etc.
- Work with business/property owners to develop unified promotional events to attract customers to the downtown.
- Pursue a market study to determine the ability of the Downtown to absorb retail, office, service and residential uses.
- Develop a strategic plan specific to Downtown.
- Educate property/business owners of the advantages of planned landscape design and the benefits of incorporating of greenspace, courtyards and gathering places within new development and redevelopment efforts.
- Periodically review the need for design standards for new and remodeled buildings to ensure the building mass, scale and facades are compatible with existing buildings and promote a sense of place.
- Institute access management criteria as a means of protecting the integrity of arterial roadways as mobility corridors.
- Study methods to link existing commercial facilities in the Downtown and future highway commercial expansions (design features, ornamental lighting, sidewalk pavers, signage, etc.) to areas of residential development (trails, pathways, open space corridors, etc.)
- Implement business retention and expansion program.

- Establish incentives for industries that will contribute substantially to the City's tax and employment bases without substantially impacting public infrastructure.
- Periodically review the need for building material requirements for industrial facades facing arterial and collector streets within the Zoning Ordinance.
- Review future industrial park areas to minimize impact on environmental features such as rivers, woodlands, steep slopes, wetlands and natural drainageways.
- Review performance guidelines designed to help minimize the impact of industrial properties on adjacent land uses by requiring additional setbacks, screening and/or fencing and landscaping.
- Require landscaping within industrial parks to improve the aesthetic appeal of the district.

Policy 9: Provide and plan for public facilities/uses needed to support current and future growth such as a new city, fire hall and police department as well as future educational facilities.

Objectives:

- Plan and budget for future public facilities including city offices, a fire hall and police department.
- Collaborate with other public agencies such as the school district to coordinate rather than duplicate public space such as auditoriums, meeting rooms, etc.
- Secure land needed for future public facilities including utility sites and buildings.
- Retain governmental administrative offices in the central business district to support the downtown as a focal point for services.

Policy 10: Retain and provide for park and recreation opportunities which allow for relaxation and physical activity in addition to enhancing the quality of life within the City.

Objectives:

- Require park land dedication and fees to add parks and recreational amenities in new growth areas.
- Create planned trail and/or sidewalk connections from neighborhoods to parks and linkages between parks.
- Continue to upgrade existing parks.
- Offer park and recreational amenities for all age groups such as playground equipment for children, athletic fields for adults, and passive recreation for seniors.
- Collaborate with the school district to provide for joint use of school/park facilities.
- Investigate the feasibility of constructing a community center.

Policy 11: Work with adjacent municipalities, Carver County and Camden, Hollywood, Waconia and Watertown Townships to provide for orderly growth and corporate boundary expansion.

Objectives:

- Seek stand-alone or joint-planning authority within the urban growth boundary.
- Collaborate with Carver County and townships to allow limited rural residential development to occur

within the urban growth boundary or the potential municipal expansion area provided density is one home per 40 acres.

- Land immediately adjacent to the city limits shall be annexed into the corporate limits prior to development.
- Land should be annexed as the area is about to become urban or suburban in nature or if surrounded by city limits, rather than annexing without urban plans in place.

HOUSING

I. INTRODUCTION

The purpose of this chapter is to summarize housing issues within the City of Mayer and establish goals and work items promoting a healthy residential infrastructure and furthering a variety of life-cycle housing options. The issues have been identified through:

- An analysis of City demographics affecting housing needs;
- An evaluation of existing housing conditions gathered through a windshield survey of the City;
- A review of land use options for housing growth; and
- Community input.

II. HOUSING ISSUES

A. LIFE CYCLE HOUSING VARIETY

The housing stock within a community must be responsive to the needs of its residents. Housing needs are not static but change over time as people move through different stages of their lives. Housing needs tend to evolve from: (1) affordable basic units for young people just beginning to enter the workforce to (2) affordable single family units for first time home buyers and young families to (3) move up housing for people with growing families and/or incomes to (4) empty-nester dwellings for persons whose children have grown and left home (5) to low maintenance housing options for aging persons as their ability to maintain their property decreases; and finally to (6) assisted living environments to provide health and medical care to the elderly.

To address the life-cycle needs of residents it is critical that a community provides a wide range of housing:

- Types (i.e. apartment/townhome/condominium rental, townhome/condo/single-family owner occupied, assisted living);
- Sizes (i.e. one, two, three bedroom rentals; starter homes; move-up homes); and,
- Values: (i.e. efficiency – luxury rental units; starter homes – executive homes).

The development of life-cycle housing works to sustain the community by preventing a polarization of residents in one age or income group. As one generation of residents moves through its life cycle it can move into the housing provided by the previous generation, just as the next generation will move into the housing being vacated.

B. COMPARISON OF SELECTED HOUSING CHARACTERISTICS

Comparative analysis of selected housing characteristics in nearby communities can assist in the evaluation of the local housing stock. The following table compares certain housing characteristics in Mayer with those in the cities of Cologne, Hamburg, New Germany, Norwood Young America, Waconia and Watertown and the townships of Camden, Hollywood, Waconia and Watertown. As depicted in the table:

- Since 2000 the City of Mayer's owner occupied housing stock increased 126 percent; a more rapid pace over the previous four years than any other community surveyed, the rate of growth outpaces that in Waconia (32%) and Watertown (28%).
- While the amount of owner occupied housing more than doubled over the previous four years, no additional rental units were added in the community. The amount of rental units as a percentage of total housing units fell from 15% in 2000 to six percent in 2004. It appears additional rental units may be needed, a trend mirrored by other communities in western Carver County.

- There were no vacant housing units within the City upon Census 2000 enumeration. A vacancy rate of five percent is considered normal for a healthy market indicating greater demand than supply and potentially leading to the artificial inflation of housing prices. Vacancy rates in sampled communities vary from zero in Mayer to 3.31% in Camden Township indicating short supply of housing may be common throughout the western portion of Carver County.
- Of the higher growth cities within western Carver County, Mayer has the second lowest number of townhome units (2), Cologne has none whereas Norwood Young America has 21; followed by Watertown (38) and Waconia (216). The City of Mayer should anticipate the possibility that townhome units are likely to be proposed in the future.
- The median gross rent in the City of Mayer (\$442) is the lower than the average of those communities sampled (\$546). Median gross rents are highest in the townships (rental detached housing units dominate) followed by Waconia (\$652; Norwood Young American (\$515) and Watertown (\$478).
- The average mortgage payment (\$929) is slightly above average that in Norwood Young America (\$963) but well below the average of the communities surveyed (\$1,093) within western Carver County.
- The City of Mayer (22.4%) has a slightly higher than average (21.65%) percentage of households spending 30% or more of their income on housing expenses. Since the early 1980's federal policy has set 30 percent of income as the maximum a family should devote to housing given other demands on family budgets.
- The median value of single family units constructed in Mayer in 2004 (\$163,772) is lower than any of the communities sampled except Watertown (\$152,984) and significantly lower than the average value of those communities surveyed (\$175,547). It is noted Watertown has a significantly higher proportion of single family attached units (e.g. townhomes) than the City of Mayer.

**TABLE 5-1
COMPARISON OF SELECTED HOUSING CHARACTERISTICS**

Characteristic/City	Mayer	Cologne	Hamburg	New Germany	Norwood/YA	Waconia	Watertown	Camden Twp	Hollywood Twp	Waconia Twp	Watertown Twp	Average
2000 Census Hsg Units	199	392	209	147	1,201	2,646	1,100	327	382	443	485	685
# Units Added thru 2003	252	74	15	0	152	861	329	16	16	9	6	157
Total Housing Units	451	459	221	143	1,323	3,497	1,407	332	387	438	484	831
Occupied Housing Units	199	385	206	143	1,170	2,568	1,078	316	371	429	478	668
% of Hsg. Units Occupied	100.00%	98.21%	98.56%	97.28%	97.42%	97.05%	98.00%	96.64%	97.12%	96.84%	98.56%	97.79%
Vacant Housing Units	0	7	3	4	30	78	22	11	11	14	7	17
% of Hsg. Units Vacant	0.00%	1.53%	1.36%	2.80%	2.27%	2.23%	1.56%	3.31%	2.84%	3.20%	1.45%	2.05%
2000 Census O/OHsg Units	170	334	168	111	853	1,960	863	296	323	395	438	537
# O/O Units Added thru 2003	174	49	10	0	113	718	259	16	16	9	6	125
# O/O Units Added 2004*	78	25	3	0	31	143	68	0	0	0	0	32
Total Owner Occupied Units	422	408	181	111	997	2,821	1,190	312	339	404	444	694
% Total Owner Occupied	93.57%	88.89%	81.90%	77.62%	75.36%	80.67%	84.58%	93.98%	87.60%	92.24%	91.74%	86.19%
2000 Census Rent. Hsg Units	27	51	38	32	318	608	215	20	48	34	40	130
# Rent Units Added thru 2003	0	0	0	0	0	68	0	0	0	0	0	6
# Rent Units Added 2004*	0	0	2	0	8	0	2	0	0	0	0	1
Total Renter Occupied Units	27	51	40	32	326	676	217	20	48	34	40	138
% Total Renter Occupied	6.43%	11.11%	18.10%	22.38%	24.64%	19.33%	15.42%	6.02%	12.40%	7.76%	8.26%	13.81%
Units in structure**												
one, detached	164	337	169	120	818	1790	695	308	348	382	462	508
one, attached	2	0	0	0	21	216	38	2	0	3	0	26
Two	5	11	5	4	37	77	17	0	0	0	4	15
3 or 4	10	24	16	13	31	35	24	0	0	0	0	14
5 to 19	9	12	29	9	128	162	113	0	0	0	0	42
20 or more	2	0	0	0	127	208	20	0	0	0	0	32
Manufactured Homes	2	4	0	0	25	14	171	8	23	11	2	24
Median Gross Rent	\$442	\$430	\$371	\$425	\$515	\$652	\$478	\$713	\$725	\$642	\$613	\$546
Median Monthly Hsg Cost w/ Mortgage	\$969	\$1,102	\$974	\$800	\$963	\$1,272	\$1,018	\$1,125	\$1,120	\$1,380	\$1,300	\$1,093
Median Monthly Hsg Cost w/o Mortgage	\$313	\$283	\$320	\$264	\$296	\$345	\$292	\$325	\$325	\$395	\$319	\$316
% of households spending more than 30% on mortgage	22.4%	24.4%	5.7%	23.2%	19.7%	20.5%	15.1%	20.4%	33.9%	24.7%	28.1%	21.65%
Average SF Hsg Valuation***	\$163,772	\$194,640	\$169,427	N/A	\$189,499	\$182,959	\$152,984	N/A	N/A	N/A	N/A	175,547

Source: Metropolitan Council and 2000 U.S. Census. * = Preliminary. ** = Census 2000. *** = Metro. Council Estimate 2004

C. POPULATION AGE CHARACTERISTICS AND AVAILABLE HOUSING CHOICES

Population age characteristics and available housing options are essentially interrelated and can be analyzed in terms of correlative trends over time.

National demographic trends affecting the housing market at this time are the general aging of the population (increased need for retirement housing/assisted living facilities) and the presence of grandparents in caregiver roles for grandchildren (an increasingly popular alternative to day care) leading to a delay in the movement from larger move-up homes to empty-nester type housing options.

In summation, Mayer's existing population as described in the Demographic Profile (Chapter 3) reveals the City of Mayer has a comparatively young populace primarily composed of persons between the ages of 25 and 49. The median age in Census 2000 was 35.4 years, significantly higher than the county median age of 33.9 years, typical of the state median of 35.4 years and the national average of 35.3 years of age.

From 1990 to 2000, the percent of residents less than fourteen years of age decreased while the population aged 30-49 increased significantly. The increase in persons aged 30 to 49 is typical of the aging population, the decrease in persons less than 14 is not. Other higher growth communities in western Carver County (Waconia, Norwood Young America and Watertown) are experiencing the typical surge in persons under age ten responding to the aging of the baby boom cohort. This is not the case in the City of Mayer as of yet. It is possible the persons moving into the community are couples who are entering housing in preparation for expanding families.

The percent of residents aged 60 – 70 decreased from 1990 to 2000 potentially related to limited options for retirement housing (e.g. cottages, patio homes).

III. HOUSING AFFORDABILITY

In Minnesota, the Demographer's Office reports that housing sales prices continue to rise at a rate outstripping inflation. Housing sale values between 1998 and 2003 rose 62%; the consumer price index increased 13% during the same period. Housing prices remain highest in the Twin Cities metropolitan area and lowest in western Minnesota.

"Affordable Housing" is defined differently by various organizations. The United States Department of Housing and Urban Development generally defines housing as affordable if it costs less than thirty (30) percent of a household's income. However, HUD's Section 8 Income Guidelines are the basis for most affordable housing programs. Section 8 guidelines define low and moderate incomes on a sliding scale, depending on the number of persons in the family. For example, a four person household is considered 'moderate income' if their family income is 80 percent of the area's median family income.

It is noted most housing affordability programs and data place emphasis on creating owner-occupied units at 80% of the median family income (moderate income) and, rental units at 50% of the median family income (low income). Since low-income persons are typically renters, the definition of 'low income' is tied to the number of persons in each unit. Therefore, the Comprehensive Plan as of the summer of 2006 will identify "affordable owner-occupied units" as those affordable for moderate income families (80% of median income). Affordable rental units are based on 50% of the median income and reflected on a per capita and per family basis.

'Median' income differs from 'average' income. 'Median' is created by dividing income distribution data into two groups, one having incomes greater than the median and the other having incomes below the median. 'Average' income is calculated by adding all incomes together and dividing the total by the number of responses.

Table 5-2 is intended to provide an estimated range of affordability and is not intended to be used as the sole criteria for the basis of affordable housing activities in the City of Mayer.

**TABLE 5-2
AFFORDABLE HOUSING MAYER - 2006**

Area	Median Family Income 1999	Median Family Income 2005 American Survey	Percent Change in income 1999 to 2004	80% of Median Income	Affordable Home 7% interest/30 year term/10% down*	50% of Median Income	Affordable Monthly Rent Payment
City of Mayer**	\$55,000	\$61,875	12.50%	\$49,500	\$206,757	\$30,938	\$773
Carver County	\$73,577	\$82,982	13.00%	\$66,386	\$277,234	\$41,491	\$1,037
Mpls-StP MSA	\$65,450	\$73,418	12.50%	\$58,734	\$245,169	\$36,709	\$918
State of Minnesota	\$56,874	\$63,998	12.00%	\$51,198	\$213,771	\$31,999	\$800

* Note: Does not include taxes, insurance or other typical expenses

** Mayer 2005 MFI estimated based on mean percent increase over 1999 MFI

It is important to note the definition of 'affordable' in terms of a dollar amount will change as the cost of living increases and interest rates change. Therefore, the City should periodically review income/housing statistics and update the definition as warranted. Factors such as interest rates will impact housing affordability. The U.S. Census Bureau reports the actual income distribution in the City in terms of both median family and per capita incomes. Income distributions can be generally be compared to affordability standards to determine how many households and families in the City may require affordable housing. In Table 5-3, households that may require affordable housing (based on family income) are depicted as shaded areas.

**TABLE 5-3
CITY OF MAYER DEMAND FOR AFFORDABLE UNITS**

INCOME	AGE OF HOUSEHOLDER							TOTAL ALL AGES
	Under 25	25-34	35-44	45-54	55-64	65-74	75 and over	
Less than \$10,000	0	0	2	3	2	0	6	13
\$10,000 - \$14,999	0	0	0	0	0	4	2	6
\$15,000 - \$19,999	3	0	0	2	0	0	3	8
\$20,000 - \$24,999	0	2	2	0	0	0	2	6
\$25,000 - \$29,999	0	0	1	0	3	2	3	9
\$30,000 - \$34,999	0	3	4	3	2	0	0	12
\$35,000 - \$39,999	0	2	4	0	2	0	0	8
\$40,000 - \$44,999	0	6	8	2	0	2	2	20
\$45,000 - \$49,999	0	3	6	7	2	0	0	18
\$50,000 - \$59,999	0	5	5	6	6	6	2	30
\$60,000 - \$74,000	0	7	12	6	2	0	0	27
\$75,000 - \$99,999	0	4	6	18	0	0	2	30
\$100,000 - \$124,999	0	4	0	2	0	0	0	6
\$125,000 - \$149,999	0	0	2	0	0	0	0	2
\$150,000 - \$199,999	0	0	0	2	0	0	0	2
\$200,000+	0	0	0	0	0	0	0	0
TOTAL HOUSEHOLDS	3	36	52	51	19	14	22	197

Source: Metropolitan Council; not reflective of 2005 American Community Survey Data

The data in Table 5-3 indicates approximately 62 of the 199 Mayer households (31%) may require affordable housing. Table 5-3 also reveals 33 households earning less than 50% of the median household income (need to rent vs. own) with several the significant majority of those households over the age of 65 years. Of the 13 households potentially living in extreme poverty (earning less than \$10,000) seven are between the ages of 35 – 64 the remainder are over 75 years of age. Table 5-3 also reveals 29 households earning between 50% and 80% of median household income with the significant majority of ages likely to have children present.

Some of the most affordable housing units within communities are often times existing homes in previously developed areas. Such homes, however, often require major maintenance (re-roofing, new windows, new siding) such maintenance coupled with mortgage costs can reduce the 'affordability' of existing homes.

Many residents have expressed concerns about the rising costs of housing. Housing affordability will continue to be a growing concern. An increase in housing costs is a trend statewide with the metro areas seeing huge increases in the median housing price. The Minnesota Department of Revenue reports that from 1994-95 to 2004-05 the compounded annual increase in property value was 12.7% in Carver County, significantly higher than the state average of 10.6%.

The 2006 Property Values and Assessment Practices Report (Assessment Year 2005) submitted to the State Legislature by the Property Tax Division of the Minnesota Department of Revenue included the following summary of housing activity within the Metropolitan Area, including Carver County:

"The residential market continues to be strongest areas of market activity in the metro area. Low interest rates continue to be the primary motivator to increasing market values. In the last half of 2004 and the first half of 2005, residential property values increased approximately 10 percent to 15 percent metrowide compared to an average of 15 percent – 20 percent for the preceding 12-month period. There is at least some indication that property values may be starting to level off. Properties are taking longer to sell and current asking prices are similar to asking prices in late summer and fall of last year. New construction of single family homes, townhouses, condos and low income housing are increasing in value faster than existing housing stock.

The apartment market continues to out perform commercial, industrial and most segments of the stock market which makes apartment investments very popular metro wide. As with residential property, there may be some indications based on listing prices and length of listings that the market may be starting to level off. Metro wide apartment values are increasing at approximately 8 percent to 10 percent per year compared to 10 percent to 15 percent last year. We may be reaching the value ceiling in small apartment buildings of four to 12 units. Larger complexes are starting to sell and are currently showing the fastest growth in value."

Recent reports and statistical data indicate a continued slowing of the housing market. Additional data should be reviewed by the City as available.

IV. OTHER HOUSING STUDIES.

The Carver County HRA approved a housing study for the City of Mayer in November of 2003 the following recommendations were included regarding owner occupied units:

"Affordable Home Ownership - The City of Mayer is encouraging a mix of housing styles and prices in the newly developed subdivisions. The Carver County HRA may have a role in creating affordable housing options in the City's new subdivisions. The rapid growth of the community is a direct result of more affordable land and development costs, which helps to make affordable housing development more practical."

"Market Rate Rental Housing - With Mayer's strong projected household growth over the next five years, we are recommending the development of a 10-12 unit market rate general occupancy rental project. The project should be a low-density, patio home or cottage style project with primarily two bedroom units. This size of project has been based on our estimation of locally generated demand. While Mayer has been able to attract new households from outside of the immediate area to purchase new homes, we do not anticipate much outside demand from renter households."

Subsidized Rental Housing - We do not recommend the construction of subsidized rental housing in Mayer at this time. There is a low number of renter households in Mayer that are paying more than 30% of their income for housing. The ten unit Rural Development project is currently fully occupied in Mayer, although there are vacancies in New Germany and Watertown."

Senior Designated Housing - The existing Rural Development Project serves low/moderate income seniors in Mayer and the proposed tax credit project and/or the market rate project we have recommended will serve seniors seeking moderate and market rate units. Thus, we are not recommending senior designated units. Additionally, we are not recommending senior housing with services as Chaska and Waconia have options for seniors seeking housing with services."

The Carver County HRA's Housing Study was updated in 2006. The update reviewed general conditions within the City of Mayer but focused on the need for senior apartments within the City. The study's recommendations were based on the following findings and assumptions:

- We believe that senior-designated housing in Mayer will largely serve a more active and mobile tenant population. At this time, very few services, basic retail, or medical care options are present in Mayer. Residents must commute to neighboring communities, such as Waconia and Watertown, for basic necessities, including groceries. As a result, we believe that seniors who elect to rent in Mayer will have the inclination and physical ability to routinely travel for goods and services.
- Senior-designated housing in Mayer will primarily serve a population that is 'rooted' in the area. We believe that much of the owner-occupancy housing that has been constructed in Mayer in recent years has attracted younger families that did not previously live in the Mayer area. These families have moved to Mayer for attractive housing options that are more affordably-priced than owner-occupancy housing in more fully developed western suburbs. While comparative price advantages have helped to attract owner-occupants, we do not believe that the rental market will respond in the same way. Although new rental housing constructed in Mayer may offer some price advantages, we do not believe that renter households will leave their home community to rent in Mayer for price alone. Instead, regional vacancy rates, unit price, location, amenities, convenience to services and employment, and similar factors will all influence renter households. In the longer-term, as Mayer grows and develops, the community will have greater attraction for

renters, but at this stage in its development, it will primarily appeal to senior renters that have a pre-existing connection to the community.

- Some level of demand will be created by parents who wish to live close to their children. As the City continues to grow and attract younger families, this will expand the base for potential renters in Mayer. However, while this will add to demand, we do not expect that this demand will be great in the near-term. Parents who wish to follow their children currently have very attractive housing options in other nearby communities, such as Watertown and Waconia that offer more amenities for retirees. As mentioned above, Mayer, in its current stage of development, is primarily a single family housing residential community. Retirees and seniors who wish to live near their adult children can reside in the immediate area and find full-service communities that are better suited to their lifecycle needs.
- Although we believe that near-term demand for senior-designated housing is limited, demand will continue to grow. Updating the Met Council's most recent estimate, we believe that Mayer has an estimated 1,500 residents in 2006. Projections for the year 2015 vary greatly depending upon the calculation method that is used. According to the July 2006 Draft City's Comprehensive Plan, the average projected population would be 3,304 residents by 2015. However, the highest available projection indicates that the City may have as many as 6,956 residents by 2015. Under any available scenario, population growth will continue to occur.
- Mayer, and the surrounding Market Area, has traditionally been under served with high quality rental housing options. While larger Cities in Carver County have had multifamily rental projects developed in the last few decades, the smaller Cities, such as Mayer and New Germany, have not had any large-scale development of rental housing.
- In the near-term, the most appropriate location for new rental housing development in the Market Area will be in the City of Mayer. However, part of the demand for this housing will come from the City of New Germany, and the Township areas that orient to New Germany. At this time, development options in New Germany are limited by the capacity of the City's municipal infrastructure. However, in the longer term, we believe that New Germany will begin to develop its own housing options, which will effectively decrease the geographic Market Area for housing in Mayer.
- Although the Market Area used for Mayer is relatively compact, and includes only two Townships and the City of New Germany, even this Market Area population may well look to other nearby Cities for rental housing. Communities such as Waconia, Watertown, and Norwood Young America are largely "full service" communities, when compared to Mayer. As a result, we have not assumed that all of our calculated demand from the Market Area will actually rent their housing within the Market Area.

Housing Study Recommendations:

- Mayer Market Area will have demand for 74 additional rental units by the year 2010. This demand calculation includes both pent-up demand from a resident population that is currently under served, and demand caused by projected household growth within the City and Market Area.
- Although calculations show demand potential for up to 74 additional senior-designated units, the study recommends that a much smaller project actually be developed at this time. The assumptions identified above address much of our reasoning for a smaller project, but in general, three factors justify a smaller development:
 - The unit style in the form of a town house or cottage style unit, will not appeal to all of the seniors that may be looking to rent their housing. Some senior renters, particularly older seniors, will prefer a traditional multi-story apartment building, or a unit that allows for

some level of services to be provided. As a result, not all of our calculated senior demand is viewed as a potential market for our recommended project.

- Mayer's limited offerings of basic retail, service and medical opportunities will result in some Market Area households electing to leave the area to live in larger communities, such as Waconia, Watertown or Norwood Young America.
 - It is assumed the units will have gross rental rates that are fairly comparable to other newly constructed rental housing in Carver County. As a result, some of the senior demand that we have calculated will not be able to afford the units that we have recommended. If significant cost savings can be achieved in this project, and unit rents are substantially below the prevailing market rents for newer projects, then we believe that demand will increase, and more units could be constructed.
- The HRA study recommends 20 to 24 units be constructed in Mayer, built for independent senior households that have the ability to travel for basic retail, service and medical needs including townhouse or cottage style rental units, with individual entrances and attached garage parking. Most of the units should have two bedrooms, with some three bedroom units also included. While a limited market would exist for one bedroom units the smaller rentals may be less marketable over the long-term. It is appropriate for the City to consider a development approach that would allow for units to be constructed in smaller phases. Many of the attached-style rental projects are configured as four to eight units per structure, this approach allows units to be constructed and leased while market preferences are evaluated. This could allow for adjustments to be made in future phases, for items such as bedroom count, garage stalls, and total unit square footage.
 - The study concludes that since the City can be expected to grow substantially over the next 10 to 20 years, an expansion of senior designated rental housing will be needed. The City may wish to plan for a larger site, that could accommodate future phases of development. As retail and service opportunities develop in the community future senior housing construction could be in the form of a multistory apartment building. This would allow for a different life-cycle option, especially for older or frailer seniors.

V. REGIONAL HOUSING CONSIDERATIONS

A. TYPE OF HOUSING

The existing housing supply in Mayer is dominated by the presence of detached single-family units. As illustrated in Table 5-1, there is a potential shortage in the type of housing units, specifically single family attached (townhome, condominium), twin home (duplex, double bungalow), tri/quadrplexes and patio/cottage homes. All of the 252 dwelling units created in the City of Mayer over the previous four years have been single family detached units. The ratio of owner occupied housing to rental dwelling units has decreased over the previous four years from 85/15 percent in 2000 to 94/6 percent in 2004.

B. LIVABLE COMMUNITIES ACT PARTICIPATION

The City of Mayer participates in the Livable Communities Act (LCA). Table 5-4 on the following page illustrates LCA City indices, LCA benchmarks and City goals. As illustrated in Table 5-4 the City's LCA benchmark for owner/renter mix is 85/15%, the City's LCA goal is to remain within the LCA benchmark. Additional rental units are required to remain within the LCA benchmark.

C. METROPOLITAN COUNCIL 2011-2020 ALLOCATION OF AFFORDABLE HOUSING NEED – MAYER

The Metropolitan Council has forecast affordable housing needs for all cities and townships within the Twin Cities Metropolitan Area. The housing plan element of local comprehensive plans is required to reflect the allocated portion of the forecast demand for affordable housing. The City of Mayer is to provide 120 affordable housing units within the period from 2011-2020.

**TABLE 5-4
LIVABLE COMMUNITY ACT INDICES/BENCHMARKS/GOALS**

		CITY INDEX (2000 CENSUS)	CITY INDEX (EST. 2004)	BENCHMARK	GOAL
AFFORDABILITY	Ownership	99%	70%*	63-70%	Maintain within benchmark
	Rental	76%	74%	53-56%	Maintain within benchmark
LIFE-CYCLE HSG	Type (Non-SF detach)	16%	6%**	14-17%	Maintain within benchmark
	Owner/Renter Mix	82/18%	94/6%	85/15%	Maintain within benchmark
DENSITY	SF – Detached	2.1/acre	2.41/acre	0.8 – 1.2/ac	Maintain within benchmark
	Multiple Family	17.0/acre	17.0/acre	18.30/21.8/ac	Maintain within benchmark

*Based on 136 existing homes valued at less than \$145,000 and 158 new home permits issued 2000-2004 at less than \$145,000

** Based on 252 new d.u. created all of which were SF

*** Based on average historical density plus average lot sizes for Hidden Creek and Coldwater Crossing Subdivisions (12,367 sf) plus 30% allowance for streets, utilities & parks (total 16,077 sf/lot).

D. DENSITY

The density of single family detached development per acre varies minimally throughout the City averaging 2.1 dwelling units per acre prior to the year 2000 and 2.71 dwellings per acre thereafter for an average of 2.41 dwelling units/acre.

The City's current zoning ordinance allows a maximum of 4.36 du/acre in the low density residential district, 6.22 du/acre in the medium density residential district and 16 du/ac in the high density residential district.

The 2004 LCA index for density in Mayer notes that standards for the development of SF detached units exceed the goal standard. Density of multiple family units has not changed and does not meet the goal standard. It is noted the City's R-3 high density residential zoning classification allows a maximum density of 16 du/ac – a standard that does not meet MF density goals.

The Metropolitan Council encourages overall density per net developable acre at 3 -5 units/acre. The Sector Representative notes that "Systems Statement" will be issued to Metropolitan Area LGU's by the end of August 2005. The Systems Statements will include specific goals tailored to each community.

E. CONDITION OF EXISTING HOUSING STOCK

The condition of the existing housing stock in Mayer has been documented to be in generally good condition. The map at the close of this chapter illustrates the project age/housing style for areas throughout the community. The map depicts more aged housing (constructed prior to 1940) in the original townsite adjacent to T.H. 25, single story ranch/rambler styles to the east of the original townsite south of the high school (constructed in 1970's and 1980's) and conventional housing (post 1990) styles adjacent to Ridge Road and within the Coldwater Crossing and Hidden Creek subdivisions.

A windshield survey of various residential areas conducted in June of 2005 reveals that most housing structures are well maintained. However, some evidence of deterioration was cited, particularly in the

original Mayer townsite. More aged housing stock is primarily centered on smaller lots in areas within and directly adjacent to the original townsite.

While not necessarily a determining factor of condition, structure age is a good indicator as to the need to aggressively promote maintenance, rehabilitation and even redevelopment; for as a structure ages, maintenance needs increase. Neglected maintenance, especially for older structures, can lead to deterioration that will have a blighting influence to adjacent properties and the entire neighborhood. Census data indicates 41 (10%) of owner-occupied housing units were constructed prior to 1939; five (18%) of the 27 rental units within the City are located within structures constructed prior to 1939.

The 2000 Census gathered data regarding the structural and facility characteristics of housing within all communities. According to the Census all owner-occupied and rental dwelling units within the City have complete plumbing facilities. Complete plumbing facilities include: hot and cold piped water; a flush toilet; and a bathtub or shower. All three elements must be located in the housing unit for plumbing facilities to be considered complete. In addition, all owner-occupied and rental dwelling units have complete kitchen facilities. Complete kitchen facilities include: a sink with piped water; a stove or range; and a refrigerator. All three elements must be located in the housing unit for kitchen facilities to be considered complete.

VI. COMMUNITY/REGIONAL INPUT

A community survey performed in conjunction with the updating of this Plan asked members of the community to rate their satisfaction with elderly housing options within the community. No respondent labeled existing elderly housing 'excellent', 9% gave it a 'very good' rating, 11% said it was 'not very good' and 13% said it was not good at all. Most participants were either neutral (34%) or responded that they did not know (34%). Respondents were asked is the most important thing the City of Mayer should be working on some of those responding mentioned keeping housing affordable, protecting open space and providing housing options for seniors.

The Metropolitan Council conducts an annual survey of households within the Twin Cities Metropolitan Area. The Met Council survey asked those polled where they would prefer to live. Most residents (75%) noted they preferred to live where they were. However, nearly a third of residents in older and growing suburbs would prefer to move to different type of area and of those who would prefer to move to a different area nearly two thirds indicated their preference would be to move to a small city/town or a rural setting. The survey notes that while most people prefer to live where they are, a "general trend of preferring a rural or small city area over suburbs or urban areas is still reflected in the data."

The Met Council survey also asked respondents who indicated that they would prefer to move what appeals to them most about the area where they would prefer to live. Those responding that they would prefer to live in a small city or town what appealed most to them was the peacefulness/cleanliness of the area, the decrease in traffic and congestion and the sense of a small town 'feel'.

The Carver County Housing Redevelopment Authority (HRA) has established office space in the City of Chaska. The HRA is involved in various housing endeavors within the county. Its mission is to identify and promote housing and development needs, implement programs to assist residents, facilitate solutions and further housing and development opportunities throughout the county.

Carver County HRA administers federal rental-subsidy programs that ensure affordable housing for eligible low/very low income residents through the Public Housing and Section 8 Housing Choice Voucher Programs. The Carver County HRA administers the First Time Homebuyer Program and is active in developing affordable rental patio/cottage homes throughout the county.

VII. HOUSING PLAN

A. POLICIES.

1. Maintain a balanced housing supply with housing available for people at all income levels and unit types which meet the varying life-cycle needs of Mayer residents.
2. Promote on-going maintenance of owner-occupied and rental housing units.
3. Establish a housing pattern that respects the natural environment while striving to meet local housing needs and the community's share of the metropolitan area's housing growth.
4. Establish a community of well-maintained housing and neighborhoods including ownership and rental housing.
5. Improve access and linkages between housing, employment and existing and potential future retail centers in Mayer.
6. Protect the integrity of residential neighborhoods by requiring buffers between neighborhoods and high traffic roads or non-compatible land uses.

B. OBJECTIVES

1. Maintain zoning and subdivision regulations allowing for the construction of a variety of housing types and price ranges.
2. Continue to utilize City ordinances that allow planned unit developments that provide a mixture of housing types.
3. Promote the development of multi-family housing units in areas that are physically suited to serve higher densities.
4. Require the integration of open spaces within residential developments in order to maintain a living environment that is consistent with the City's vision and guiding principals.
5. Review the City's Zoning Ordinance and allowable densities to ensure the ordinances match the desired goals of the City (e.g. LCA high density goals).

C. WORK PLAN

Balanced Supply of Housing – Variety of Housing Types

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

In addition, there were no vacant housing units within the City upon Census 2000 enumeration a factor that could artificially inflate the price of dwelling units within the community as demand outpaces supply.

Of the higher growth cities within western Carver County, Mayer has the second lowest number of townhome units (2), Cologne has none whereas Norwood Young America has 21; followed by Watertown

(38) and Waconia (216). The City of Mayer should anticipate the possibility that townhome units are likely to be proposed in the future.

Age range analysis notes that from 1990 to 2000, the percent of residents less than fourteen years of age decreased while the population aged 30-49 increased significantly. The increase in persons aged 30 to 49 is typical of the aging population but the decrease in persons less than 14 is not. Other higher growth communities in western Carver County (Waconia, Norwood Young America and Watertown) are experiencing the typical surge in persons under age ten responding to the aging of the baby boom cohort. This is not the case in the City of Mayer as of yet. It is possible the persons moving into the community are couples who are entering housing in preparation for expanding families. The percent of residents aged 60 – 70 decreased from 1990 to 2000 potentially related to limited options for retirement housing (e.g. cottages, patio homes).

Since 2000 the City of Mayer's owner occupied housing stock increased 126 percent a rate of growth outpaces that in Waconia (32%) and Watertown (28%). While the amount of owner occupied housing more than doubled over the previous four years no additional rental units were added in the community. The amount of rental units as a percentage of total housing units fell from 15% in 2000 to six percent in 2004. It appears the demand for additional rental units may need to be investigated.

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

Well-Maintained Housing

Approximately one-tenth of housing stock (46 units) were constructed in 1939 or prior to that date. As noted previously the vast majority of single family detached units have been constructed since 2000. Although the relatively new housing stock may not present maintenance concerns it is noted that the City should continue to monitor structural maintenance as the dwellings age. Since the development of dwellings has increased rapidly within a narrow timeframe, the cumulative impact of eventual structural maintenance (re-roofing, new siding/windows) needs could be significant.

Most of the existing housing stock has been well maintained however evidence of delayed maintenance is apparent in a few dwellings interspersed throughout the original townsite. In addition, the City may wish to monitor the condition of rental units particularly those in structures constructed prior to 1939.

To address future maintenance of both owner-occupied and rental housing the City should continue to address areas such as outdoor storage, landscaping requirements, parking requirements, etc in its Zoning Ordinance. As the City grows and number of rental units increase, the Planning Commission and City Council may wish to revisit the need and desire for a rental ordinance.

Linkages between Housing, Recreation and Employment

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

Employment statistics from the 2000 census indicate 396 people (71% of the population) are aged 16 and over. Of all persons over sixteen years of age, 305 persons or 77% are in the labor force. Of those 90% report commuting to work. The largest percent of these commuters (77%) drive to work alone, 13% reported they carpool in a car, van or truck, 5% reported they walk to work and 4% work from home. The mean travel time to work as reported in the Census was 28 minutes.

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

As gas prices continue to rise and the population swells providing/maintaining/encouraging carpooling may become increasingly important. The presence of a park and ride lot is noted at the intersection of Hwy. 7 & 25.

Recommendations

1. The City should support the development of a variety of life-cycle housing types, sizes and values so as to sustain the community by preventing a polarization of residents in one age or income group and help to ensure that as one generation of residents moves through its life cycle it can move into the housing provided by the previous generation, just as the next generation will move into the housing being vacated.
 - Implementation: City Administrator, Planning Commission and City Council.
2. A comparatively large percentage of mortgage holders within the City of Mayer are spending more than 30% of income on mortgage payments. In addition, the City has a lower than average presence of cottage/patio homes, single family attached, twin homes and tri/quadrplexes. Therefore, the City should encourage the development of affordable owner occupied units such as townhomes, cottages, twin homes and patio homes.
 - Implementation: City Administrator, Carver County HRA, Planning Commission and City Council.
3. The City shall promote the development of 120 affordable housing units by the year 2020. Said housing units may include a variety of life-cycle units but shall be marketed to low and moderate income families.
 - Implementation: City Administrator, Carver County HRA, EDA, Planning Commission and City Council.
4. The City should work with a developer, Carver County HRA and/or the local EDA to assist in the development of senior dwelling options as recommended by the 2006 County HRA Housing Study update.
 - Implementation: City Administrator, Carver County HRA, EDA and City Council.
5. The City should encourage the development of additional market rate and affordable general occupancy and senior occupancy apartments, attached dwellings and/or patio/cottage homes.
 - Implementation: City Administrator, Carver County HRA, Planning Commission and City Council.
6. The City should frequently review local/regional housing information and participate in local/regional housing studies specifically as it pertains to the following:
 - a. Researching the feasibility of a lease to purchase program. Older existing housing stock may provide an affordable ownership opportunity when compared with the costs of new construction, since housing costs continue to rise a lease to purchase program should be investigated. To make such a program function, a public or non-profit agency needs to implement the program and funding sources must be identified.
 - Implementation: City Administrator, Carver County HRA and City Council.

- b. Actively reviewing and promoting potential areas of residential redevelopment and infill as a means of promoting energized, sustainable neighborhoods.
 - Implementation: City Administrator and City Council.
- c. Awareness of diversity issues. The City should recognize, embrace and prepare for increased diversity in its population.
 - Implementation: City Administrator, City staff, elected and appointed officials, government representatives with assistance from: local faith communities, community organizations and members of Mayer community
- d. Addressing local and regional housing issues through cooperative efforts with neighboring communities.
 - Implementation: City Administrator, Carver County HRA and City Council.
- 7. The City shall encourage the development of housing that respects the natural environment of the community as an amenity to be maintained. Land use and subdivision controls should be routinely reviewed to ensure said controls respect the natural environment.
 - Implementation: City Administrator, Planning Commission and City Council.
- 8. The City, through its Subdivision Ordinance and/or Shoreland Ordinance, should restrict or prohibit residential development affecting public waters/watercourses, wetlands, and other natural features as they perform important protection functions in their natural state.
 - Implementation: City Administrator, City Engineer, Planning Commission and City Council.
- 9. The City may wish to address maintenance problems and code violations as a means of improving and strengthening the character of individual neighborhoods and avoiding blighting conditions. Violations of property maintenance which infringe upon residential neighborhood quality, pose public health and safety problems and threaten neighboring property values should be aggressively eliminated.
 - Implementation: City Administrator, Building Official, Planning Commission and City Council.
- 10. The City should protect low-density residential neighborhoods from encroachment or intrusion of incompatible higher intensity use categories through adequate buffering and separation. Residential developments should be protected from and located away from sources of adverse environmental impacts including noise, air and visual pollution.
 - Implementation: City Administrator, Planning Commission and City Council.
- 11. The City should strive to help ensure planned unit development (cluster development) standards, when utilized, meet City goals (i.e. diversity of land use types), preserve existing physical/natural amenities, protect the natural environment and/or promote an organized pattern of development that will easily be serviced by municipal utilities, facilities and infrastructure when/if extended.
 - Implementation: City Administrator, Planning Commission and City Council.

Resources

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

Federal resources:

1. Section 8 Certificates and Vouchers: Rent assistance that recipients can take with them when they move, rather than being tied to specific housing. Tenants pay about thirty (30) percent of their income on rent.
2. HOME (the Home Investment Partnership Program): Grant program for state and local governments to acquire, rehabilitate or construct affordable housing for low-income renters or owners.
3. Community Development Block Grants (CDBG): Funds community development efforts, including housing. Local governments that receive funding have wide discretion in its use.
4. The Federal Housing Administration (FHA) and Department of Veterans Affairs (VA): Insures and guarantee loans, which increase housing market access for some families.
5. Rural Housing Service: The United States Department of Agriculture provides rent assistance, direct loans and loan guarantees in rural areas.
6. Low-Income Housing Tax Credits: Federal income tax credits for people or companies that invest in the construction or substantial rehabilitation of rental housing. Developers of rental housing sell the credits to investors. Proceeds from credit sales can cover some of a project's development and construction.
7. Tax Exempt Bonds: Sold by state and local governments. Buyers accept a lower interest payment because it is not taxable income. State and local housing agencies use the bond proceeds to finance mortgages with below market interest rates.

State Resources

Home Mortgages:

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

Home Improvement and Rehabilitation:

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

Rental Housing:

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

Other Resources

Local Government Sources:

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

Non-Profit Sources:

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

TRANSPORTATION

I. INTRODUCTION

This segment of the Comprehensive Plan will provide a discussion of various transportation system components within the City of Mayer. This chapter will describe, designate and schedule the location, extent, function and capacity of facilities for all transportation modes within the City. The principal components of this section include:

- An assignment of demographic forecasts to Traffic Analysis Zones (TAZ)
- An inventory of existing highways and roads and planned improvements to those facilities
- Plans addressing bicycle and pedestrian traffic
- A discussion of special situations and plans for transit facilities and services and airspace protection

This element of the Comprehensive Plan is supplemented by a *Transportation Plan* completed by the City's Engineering Firm, Bolton-Menk (Burnsville Office). This portion of the Comprehensive Plan and the *Transportation Plan* are intended to provide sufficient guidance for the development of a transportation system that serves the access and mobility needs of the City in a safe, efficient and cost-effective manner. The local transportation system is coordinated with respect to regional (TCMC) plans and systems designed to enhance quality economic and residential development within the City.

The *Transportation Plan* is attached and made part of this document as Appendix A.

II. TRAFFIC ANALYSIS ZONES (TAZ)

The Twin Cities Metropolitan Council's traffic forecasting model estimates trip origins and destinations into individual traffic analysis zones (TAZ). The *Transportation Plan* contains a map of TAZ and sub-TAZ for the City of Mayer.

Trip generation rates have been assigned to individual sub-TAZ within the *Transportation Plan*. It is noted the City's Land Use Plan utilizes an undesignated MUSA reserve. The *Transportation Plan* utilizes the undesignated MUSA reserve (Urban Growth Boundary) as a model area.

III. EXISTING SYSTEM

The existing conditions of the transportation systems are an important consideration in the determination of future needs. Discussion of certain existing elements of the roadway and transit systems in Mayer follows. A map of the existing system, roadway functional classifications and functional class criteria/characteristics for Mayer roadways are included in the *Transportation Plan*.

A. ROADWAY SYSTEM

As a part of the transportation plan analysis, an inventory of the roadway system is necessary in order to review roadway characteristics and how they relate to demands conferred onto them by future land use. A key transportation goal for road authorities on any given project is attempting to balance mobility (through traffic need) and access (abutting property owner need) functions of roadways. The concept of functionally classifying a road system provides some guidance and suggests that a complete system should consist of a mix of various types of roads to best address the needs of a variety of users. Therefore, an ideal system includes major arterials (strictly emphasize mobility), minor arterials (emphasize mobility), collectors (address mobility and limited access) and local (focus on access) streets. Functional classes of the same roadways may vary in different areas and access management guidelines and roadway characteristics differ depending on the nature of the surrounding land use (i.e. urban, urbanizing or about to become urban and/or rural).

Within the Twin Cities Metropolitan Area the functional classification system consists of four classes of roadways: principal arterials, minor arterials, collectors and local streets. In addition, the region has defined a sub-set of minor arterials as a means to supplement the Metropolitan highways and to establish priorities in federal funding.

Principal Arterials

The metropolitan highway system is made up of the principal arterials in the region. Principal arterials include all Interstate freeways. Interstate freeways connect the region with other areas in the state and other states. They also connect the metro centers to regional business concentrations. The emphasis is on mobility as opposed to land access. They connect only with other Interstate freeways, other principal arterials and select minor arterials and collectors. The Interstate freeways provide for the longest trips in the region and express bus service.

State Highway 7 is a principal arterial in the vicinity of Mayer.

Minor Arterials

The minor arterial system connects the urban service area to cities and towns inside and outside the region. They interconnect the rural growth centers in the region to one another as well as to similar places just outside the region. They provide supplementary connections between the two metro centers and the regional business concentrations. They connect major generators within the central business districts (CBDs) and the regional business concentrations.

The emphasis of minor arterials is on mobility as opposed to access in the urban area; only concentrations of commercial or industrial land uses should have direct access to them. The minor arterial should connect to principal arterials, other minor arterials and collectors. Connection to some local streets is acceptable. Minor arterials should service medium-to-short trips. Both local and limited-stop transit will use minor arterials. The TCMC *2030 Transportation Policy Plan* categorizes minor arterials as either "A" minor or "B" minor arterials. "A" minor arterials are eligible for federal funding and are roadways of regional significance. "B" minor arterials are generally of localized significance.

The following minor arterials exist within the vicinity of Mayer: (as indicated previously associated criteria and characteristics are included in the "*Transportation Plan*"): T.H. 25 and CSAH 30

Collector Streets

The collector system provides connection between neighborhoods and from neighborhoods to minor business concentrations. It also provides supplementary interconnections of major traffic generators within the metro centers and regional business concentrations. Mobility and land access are equally important. Direct land access should predominately be to development concentrations. Collector connections are predominately to minor arterials. The following collector streets exist within the City of Mayer: 62nd Street, Quartz Avenue, CSAH 23, Tacoma Avenue and 74th Street.

Local Streets

Local streets connect blocks and land parcels. The primary emphasis is on land access. In most cases, local streets will connect to other local streets and collectors. In some cases, they will connect to minor arterials. Local streets serve short trips at low speeds.

B. TRAFFIC VOLUMES

To determine the continued adequacy of roadway capacities and function grades/levels, it is necessary to examine the capacity of existing roadways and the projected impact of forecast growth on roadways. The *Transportation Plan* employed transportation modeling to specifically analyze forecast demand as compared to the existing capacity and level of function of selected roadways within Mayer. Where capacity shortfalls are noted additional discussion/planning is set forth within the *Transportation Plan*.

C. PUBLIC INPUT

Community survey respondents and those attending community and business meetings were asked to comment on traffic issues within the City. The following comments were received:

- Intersection of State Highway 7 and T.H. 25.
- Lack of continual/looped sidewalks/pedestrian trails.
- Volume of traffic in downtown.
- Presence of truck traffic in downtown.
- Continuity of streets.
- Additional collector streets and/or extensions needed.
- The following are considerations when planning roadways: Crow River, railway corridors and T.H. 7.

D. RAILROAD SYSTEM

At one point the Dakota Line Railway and associated service were central to the City of Mayer. In fact, the City of Mayer is named after the Road Master of what at that time was known as the Great Northern Railroad. Today, the railway no longer provides traditional rail service to the City. However, in 2001 the Carver County Regional Railroad Authority authorized the purchase of the Dakota Rail Line in Carver County. The acquisition is part of an ongoing partnership with McLeod County and Hennepin County Regional Railroad Authorities as well as the Minnesota Department of Transportation. The purpose of the rail corridor acquisition is to preserve the former rail line for future transportation uses, including transportation for bicycle and pedestrian type uses. Consistent with the County Comprehensive Plan for transportation, parks, trails and open space, and consistent with the Metropolitan Council Regional Parks, Trails and Open Space Systems Plan, the former railway is planned to be a regional trail in Carver County. Carver County Parks commenced a master-planning process for the Dakota Line Trail in February 2006.

Roadways and the railway/trail corridor currently intersect four times in immediate vicinity of Mayer, defined as follows: Union Avenue, T.H. 25, Hidden Trail and Quartz Avenue. Future crossings of the railway/trail corridor are anticipated to be curtailed.

E. TRANSIT SERVICE

Mayer is outside of the Metropolitan Transit Taxing District, therefore, there is no regular route transit service existing or planned in the City.

As defined by the Metropolitan Transportation Plan, Mayer is in Market Area IV. Service options for Market Area IV include dial-a-ride, volunteer driver programs, and ridesharing. Rural dial-a-ride service is provided by Carver Area Rural Transit (CART) on a call-to-schedule basis. CART consists of volunteer drivers who provide rides to medical appointments for anyone who has no other means of transportation. In addition, wheelchair accessible bus service is available to seniors for adult day care, senior dining, local and metro shopping, senior centers and special events.

F. TAXI SERVICE

Taxi service within the City of Mayer is offered by private providers based in other communities within the Twin Cities metropolitan area.

G. AVIATION PLANS/FACILITIES

There are no existing or planned aviation facilities within Mayer. However the City of Mayer is required to include standards for airspace protection in its Comprehensive Plan and local controls.

Federal Regulation Title 14, Part 77 establishes standards and notification requirements for objects affecting navigable airspace. This notification serves as the basis for:

- Evaluating the effect of the construction or alteration on operating procedures
- Determining the potential hazardous effect of the proposed construction on air navigation
- Identifying mitigating measures to enhance safe air navigation
- Charting of new objects.

Notification allows the FAA to identify potential aeronautical hazards in advance thus preventing or minimizing the adverse impacts to the safe and efficient use of navigable airspace

Title 14, Part 77.13 requires any person/organization who intends to sponsor any of the following construction or alterations to notify the Administrator of the FAA

- Any construction or alteration exceeding 200 ft above ground level;
- Any construction or alteration:
 - within 20,000 ft of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft.
 - within 10,000 ft of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 ft.
 - within 5,000 ft of a public use heliport which exceeds a 25:1 surface;
- Any highway, railroad or other traverse way whose prescribed adjusted height would exceed that above noted standards;
- When requested by the FAA; and,
- Any construction or alteration located on a public use airport or heliport regardless of height or location.

Persons/organizations intending to sponsor construction/alterations which require notification to the FAA under Title 14, Part 77.13 shall notify the FAA using FAA form 7460-1 as may be amended.

The City's Zoning Ordinance shall be amended to require persons/organizations intending to sponsor construction/alterations which require notification to the FAA under Title 14, Part 77.13 to notify the FAA using FAA form 7460-1 as may be amended.

H. BICYCLE AND PEDESTRIAN TRAILS

The City's Park/Trail Plan indicates future trail/sidewalk routes and is contained at the close of Chapter 9 entitled, "Parks and Recreation". The *Transportation Plan* illustrates on-road and off-road bikeways included signed routes, striped on-street bicycle lanes and off-road bicycle and multiple use transit facilities.

Walking and bicycling are important modes of transportation in the City of Mayer and within the entire Twin Cities region which are available to people of all ages and socio-economic levels. These non-motorized modes provide key alternatives to the use of automobiles, especially for short trips in urban areas. Like driving an automobile, walking and bicycling provide people with a high degree of independence and flexibility regarding travel schedule and destination. Bicycling and walking facilities provide important access to transit for the region's residents.

One key to creating safe, high-quality bicycle and pedestrian systems that travelers feel comfortable using is to ensuring the presence of safe routes for bicyclists and pedestrians. Bicycle and pedestrian travel benefits the City/region by reducing emissions of air or noise pollutants, reducing consumption of fuel resources and reducing congestion. Providing for the access and mobility needs of bicyclists and

pedestrians expands travel choices and helps free resources for other needs. Biking and walking also offer health benefits for users and can be used for both transportation and recreational purposes.

To ensure the most efficient investment of resources bike and walkway facilities should be located where its potential use is highest, in areas like: the central business district, the school campuses, shopping centers, residential areas and regional parks. Another means of promoting bike/walkway use is educating the public about such facilities and the safe use thereof.

Since pedestrian travel are critical elements of the transportation system the City of Mayer should not only implement a system of interconnected streets but also provide for an interrelated network of pathways. Since land use characteristics and the subdivision layout/site plans determine how pleasant and safe the walking experience will be the City and developers must assume the primary responsibility for planning and implementing needed facilities.

The City of Mayer should locate and design neighborhoods and places with the potential to draw significant numbers of pedestrians, such as schools, civic gathering sites and employment and commercial centers, with consideration of safe and convenient pedestrian access. In addition, the City of Mayer should work with Carver County and MnDOT to consider pedestrians when planning, designing and constructing roadways and bridges. When feasible, sidewalks shall be constructed along all new or reconstructed roadways in urban areas, including along at least one side of local streets in urban residential neighborhoods. In consideration of the needs of all pedestrians, the designs of sidewalks, street crossings, curb cuts and traffic control devices shall conform to the Americans with Disabilities Act (ADA). The City should also implement programs for maintaining pedestrian facilities, including snow removal, throughout their useful life.

Bicycles provide mobility for a segment of the population within Mayer mostly for recreation trips. While more facilities are being built to give bicycles dedicated rights-of-way, most bicycle use within Mayer occurs on local streets and the shoulders of roadways where available. The City supports the improvement of both types of right-of-way – on-street bike lanes or wide shoulders, or off-road separated parallel bike paths – as long as bicycle travel can be accomplished safely. As with pedestrian pathways, the City and developers must assume the primary responsibility for planning and implementing needed recreational and/or commuter bicycle facilities when planning and designing subdivisions and site plans. The needs of bicyclists should be considered in the construction and reconstruction of all metro roadways and bridges. Bicycle plans shall be coordinated with adjoining municipalities to ensure continuity across jurisdictional boundaries.

To promote maximum use of bikeways, timely maintenance, such as frequent sweeping and snowplowing, is encouraged. Security and safety of users should be taken into account in the design and location of facilities. Bicycle racks should be provided throughout the City in proximity to regional bicycle trails, especially at high-activity nodes such as commercial areas.

The Metropolitan Council, through its Transportation Advisory Board's regional solicitation process, makes specific categories of federal funds (Transportation Enhancements, Surface Transportation Program, and Congestion Mitigation and Air Quality Improvement Program) available to local governments on a competitive basis for pedestrian/bicycle facilities and pedestrian/bicycle safety and promotion programs. In addition, the evaluation criteria for roadway and transit categories give priority to those projects that address more than one travel mode. Pedestrian/bicycle amenities usually can be incorporated into other transportation projects as well, such as sidewalks, landscaping and crossing treatments in roadway construction projects. Pedestrian/bicycle facilities must be consistent with city policies and the comprehensive plan as a condition of receiving federal funds.

IV. TRANSPORTATION PLAN

The analysis of the transportation system of Mayer is primarily concerned with the roadway system and bicycle/pedestrian facilities. The *Transportation Plan* is attached and included in this document as Appendix A. Appendix A provides a summary of existing plans, the projected impact of forecast growth on existing and future roadways and resulting plans for improvement.

Transportation Policies

Decisions and actions made by the City of Mayer, as they affect the transportation system, should be consistent with the following transportation policies:

1. Provide a transportation system that serves the existing and future access and mobility needs of the City.
2. Provide a safe and efficient transportation system that is cost effective.
3. Ensure that the transportation system, in the implementation phases, is as environmentally sensitive as possible.
4. Provide a coordinated transportation system with respect to regional and counties plans.
5. Provide a transportation system that supports multi-modal transportation whenever and wherever feasible and advantageous.
6. Provide and support a transportation system that enhances quality economic development within the City.
7. Provide a transportation system which preserves the downtown and addresses projected congestion issues along TH 25.
8. Coordinate future transit service needs with Carver Area Rural Transit (CART).

Strategies

General Strategies.

1. Local transportation investments should be coordinated with county and regional transportation investments.
2. The City should continue to correlate future road construction/reconstruction with utility construction/reconstruction to ensure efficient repair/replacement and avoid duplicate costs.
3. Local transportation investments should be coordinated with land use objectives to support and encourage the intensification of development at key nodes and along major transportation corridors within the urban service area to accommodate growth and reinvestment and minimize loss of vital natural resources.
4. Transportation services and facilities should be designed to serve the needs of existing development and be mindful of how such facilities help shape future patterns and intensities of development.
5. In cooperation with county and regional plans, develop and maintain efficient pedestrian and bicycle travel systems which provide safe, high-quality, continuous, barrier-free pedestrian and bicycle facilities.
6. The City's Capital Improvement Plan shall contain elements for new construction and reconstruction of the street system. Since street maintenance (routine patching, crack filling, storm sewer cleaning, etc.) is a regular component of the community's public works operation it

should be included in annual budgets. The City should continue to implement a schedule for roadway maintenance and reconstruction (e.g. sealcoating every 4-5 years; complete reconstruction or mill/overlay every 15-20 years).

7. When determining the size, location and timing of construction of roadways and path/trailways the following principals shall be considered:
 - a. Land uses that generate heavy traffic loads require efficient access and should be located near roadways designed to carry heavy volumes, such roadways shall be designed to carry heavy volumes and provide mobility rather than land access.
 - b. Land uses which generate very little traffic and do not benefit from through traffic (i.e. residential uses) should be located away from the noise, pollution and bustle of roadways designed to carry heavy traffic volumes.
 - c. Local streets should be laid out to permit efficient plat layout while being compatible with the area's topography, adjacent roadways, municipal utility plans and environmental constraints.
 - d. The extension and/or spacing of future local streets should promote excellent access to lower intensity land uses and discourage excessive vehicle speeds.
 - e. The location of community collector streets is a major determinant of what land use patterns will look like and project financing, therefore, to promote orderly and concise development future growth patterns shall correspond to existing collector streets where possible.
8. As steps are taken to implement the City's transportation plan and as development plans are presented to the City, collector streets shall be designed to provide continuity and prudent access to minor arterials.
9. The City should adhere to recommended access management guidelines.
10. The City should work with property owners directly adjacent to proposed future roadway corridors to lessen the impact of proposed roadways on their quality of life.
11. The City shall review future development/subdivision plans relative to the preservation of corridors for the construction/extension of roadways, pathways and trailways.
12. Meet regularly with Carver Area Rural Transit (CART) to discuss adequacy of level of transit service.

Highway 7 and T.H. 25 Corridor Strategies

1. The City should continue to promote integrity of Highways 7 and 25 as a mobility corridors in an urban(izing) area subject to recommended access management guidelines.
2. Special emphasis should be placed on minimizing Highways 7 and 25 as a fragmenting barriers and maximizing the promotion of alternate forms of transportation including through the installation of pathways and trailways.
3. The City should promote the Highway 7 and 25 entrances to Mayer as an aesthetically pleasing corridors which creates a distinctive impression of the City. Preservation of existing environmental features defining the historical landscape of the community should be emphasized.
4. The City should review/update sign ordinance as it pertains to commercial uses adjacent to Highways 7 and 25 to promote aesthetically pleasing signage and minimize visual clutter/confusion while meeting the needs of businesses and consumers.

PUBLIC FACILITIES

I. INTRODUCTION

The public facilities portion of the Comprehensive Plan will include:

- A wastewater management plan and the City's comprehensive sewer plan as prepared by the City Engineer. The plan has been updated to illustrate specific areas to be served by municipal sanitary sewer in response to the 2030 Land Use Plan. In addition the sewer plan identifies standards for operation of private systems and illustrates areas suitable for public and private systems.
- The City's surface water management plan.
- The City's water supply plan.

II. MUNICIPAL WASTEWATER SYSTEM

A. TCMC CLASSIFICATION.

Mayer has sought/obtained TCMC classification as a rural growth center. The City currently owns and operates its own wastewater treatment plant. Under the TCMC *Water Resources Management Policy Plan*, if the City meets established criteria the City can request that the Council consider the acquisition of its wastewater treatment plant. At this time, the City of Mayer is NOT requesting TCMC acquire its wastewater treatment plant.

B. COMPREHENSIVE SEWER PLAN.

A copy of the Mayer *Comprehensive Sewer Plan* is attached to and hereby incorporated into this plan as Appendix B. The Plan has been updated to reflect land use projections/estimates as represented in the City of Mayer Urban Growth Boundary (undesignated MUSA reserve).

C. SUMMARY OF EXISTING FACILITIES

1. Existing System.

Public sanitary sewer service is provided to most residents and businesses in the City of Mayer. Approximately seven homes are not currently served by the municipal system and have independent sewage treatment systems. Approximately 20 additional ISTS's are located external to the existing corporate limits but within the Urban Growth Boundary (undesignated MUSA reserve). The *Comprehensive Sewer Plan* illustrates the existing municipal service area, the proposed trunk sewer system through 2030 and the undesignated MUSA reserve. Section 59.03(B) of the City Code requires connection to public sanitary sewer if it is 'available'. Although 'available' is not specifically defined supporting language allows for private septic systems due to the "unavailability of a public sanitary sewer or the impracticability of making a connection" the City Code requires private sewage disposal facilities to maintain compliance with all federal, state and local requirements.

2. Wastewater Treatment Plant.

The existing wastewater treatment plant is located in the western portion of the City adjacent to the westernmost portion of the Cold Water Crossing Subdivision and abutting CSAH 30. The existing system its capacity and expansion plans/timing thereof are included in the *Comprehensive Sewer Plan*. Outflow is discharged to the South Fork Crow River under a permit issued by the Minnesota Pollution Control Agency.

3. Lateral sanitary sewer system.

Although the extension of lateral sewer may be precipitated by proposed urban development, planning for lateral sewer (i.e. collection system) is ultimately the responsibility of the City. The City has created an itemized inventory of the value of each individual collection main and when each main was placed into service for the purposes of itemizing asset depreciation in conjunction with Government Accounting Standards Board (GASB) 34 directive.

The sanitary sewer collection system includes a network of collection pipes of various sizes. A complete description of the lateral network, existing and proposed main is included in the *Comprehensive Sewer Plan*. Design standards for new collection system components (i.e. minimum size of mains required) are not included in the City's Subdivision Ordinance. Design standards for new collection system lines as reviewed by the City Engineer adhere to the "Ten States Standards" published by the Great Lakes Upper Mississippi River Board of State Public Health and Environmental Managers recommend subject to special conditions and local requirements approved by the City.

According to the City, a formal maintenance program/policy has been instituted at the department level with policy review by the City Council. At this time lift stations are inspected weekly and a jetting program is in effect. Mains are jetted system-wide every three years with problem areas jetted annually. Routine repairs and maintenance are funded through the sewer fund.

Base sewer utility rates effective in 2006 are \$12.30/month for wastewater service. The sewer access charge (SAC) effective in 2006 is \$3,500 per unit. The City uses a model similar to that implemented by the Twin Cities Metropolitan Council to calculate dwelling unit equivalents for commercial/industrial facilities.

D. FUTURE FACILITIES/PLANS

1. Future System.

Future wastewater treatment demands from new development will be accommodated through phased improvement of the wastewater treatment system. Future wastewater treatment system expansion will occur in advance of or in conjunction with the pace of future development. The *Comprehensive Sewer Plan* illustrates projected population, household and employment forecasts for the City of Mayer in incremental stages and corresponding sewer demand estimates.

2. Future Wastewater Treatment System Expansions: Timing and Cost Estimates.

The wastewater treatment facility in Mayer must be designed to accommodate future growth within the Mayer area. To those ends the City has actively planned for future expansion. Detailed information regarding facility expansion and timing thereof is included in the *Comprehensive Sewer Plan*.

Sewer unit allocation is allotted at the time of preliminary plat approval. Preliminary plats must be finalized within one year of approval or they are considered void. Phasing plans and construction timelines are required as part of the preliminary plat process.

Capital expenses related to wastewater treatment facility expansion is paid for through an enterprise operating fund or bonding. Such needs are addressed in a capital improvement program included in the Implementation Chapter of this Plan. The *Comprehensive Sewer Plan* illustrates capital expenses and associated timing necessitated by expansion of the WWTP to accommodate future growth.

3. Reconstruction of Existing System and Oversizing.

Capital expenses related to reconstruction of the existing wastewater collection system and oversizing of sewer mains are paid for through an enterprise operating fund or bonding. Such needs are addressed in a capital improvement program included in the Implementation Chapter of this Plan. The *Comprehensive Sewer Plan* illustrates capital expenses and associated timing necessitated by forecast future growth

4. Inflow and Infiltration.

The *Comprehensive Sewer Plan* includes a description of the city's I/I program and information regarding maintenance of its sanitary disposal system. The City's sewer ordinance prohibits the connection of sump pumps, rain leaders and passive drain tile from draining into the sanitary sewer system.

E. MUNICIPAL WASTEWATER SYSTEM POLICIES/IMPLEMENTATION STRATEGIES

1. Policies.

- A. The City of Mayer shall provide the most cost-effective expansion of the sanitary sewer system.
- B. The City of Mayer shall require that all new developments pay representative costs for capacity, extension and connection within the public utility system.

2. Implementation Strategies.

- A. The City shall review and calculate the impact of all proposed development and land subdivision on the capacity of the existing sanitary sewer system to determine whether the City can provide services requested within a timely manner (i.e. two years). If centralized sanitary sewer treatment can not be provided within a timely manner, the subdivision request should be denied.
 - Implementation: City Engineer, City Administrator and City Council.
- B. During preliminary plat review and/or sketch plan review and prior to approval of a preliminary plat, the City shall review and calculate the impact of all proposed development and land subdivision on maintenance, reconstruction and administrative costs associated with the addition of said facilities to the municipal wastewater system.
 - Implementation: City Administrator, City Engineer and City Council.
- C. The City shall implement established plans to prevent excessive infiltration and inflow in the sanitary sewer system.
 - Implementation: City Administrator and City Council.
- D. The City should consider updating the Subdivision Ordinance preliminary plat data requirements to include the mandatory submission of a phasing plan with subdivisions proposing the addition of more than 100 dwelling units. The phasing plan will assist the City in planning for anticipated capital expenses relating to increasing growth.
 - Implementation: City Administrator and City Council.
- E. If public financing is proposed for utility extension, the required feasibility study shall be initiated upon receipt of an application for preliminary plat.
 - Implementation: City Administrator and City Council.
- F. The City should emphasize redevelopment/infill in existing urban areas to maximize the public investment in existing municipal utilities.
 - Implementation: City Administrator and City Council.
- G. The City shall coordinate extension of municipal sanitary sewer service to areas about to become urban in nature with the extension of municipal water service and storm water collection service. In addition, parcels abutting improved lots (i.e. lots with municipal sewer) on two or more sides shall be serviced with municipal utilities.
 - Implementation: City Administrator, City Engineer and City Council.

- H. The City should continually review the appropriateness of: utility rates, sewer access charges and trunk area charges to determine whether or not said fees are sufficient to provide for future reconstruction and expansion of the system.
 - Implementation: City Administrator, Financial Advisor and City Council.

- I. The City should evaluate the need for an ongoing maintenance and repair program for existing infrastructure. If said repair/maintenance program is established, any plans for reconstruction and/or replacement of existing sewer utility system components shall be included in the capital improvement program.
 - Implementation: City Administrator and City Council.

- J. The City should examine the need for and plan to accommodate future expansion of the municipal staff, facilities and equipment needed to provide for delivery of sewer services, including maintenance personnel and utility billing services.
 - Implementation: City Administrator and City Council.

- K. To avoid duplicate costs the City should correlate future road construction/reconstruction with municipal utility construction and reconstruction.
 - Implementation: City Administrator, Utility providers, City Engineer and City Council.

- L. The City should authorize the completion of a local sanitary sewer master plan which will: inventory the current system; identify any outstanding issues with the current system, if identified offer solutions to issues with the current system, plan for the continued service and anticipated growth especially within potential annexation areas.
 - Implementation: City Administrator and City Council.

- M. The City may wish to consider a policy to reserve a portion of sewer system capacity specifically for the purpose of commercial/industrial development (e.g. 20% of capacity reserved for future commercial/industrial development, based on estimated usage of 2,000 gallons/acre/day).
 - Implementation: City Administrator and City Council.

III. SURFACE WATER MANAGEMENT PLAN.

A. SURFACE WATER REQUIREMENTS.

State law requires local surface water management plans are developed as a part of the land use plan of the local comprehensive plan. Local surface water management plans are to be prepared after a watershed plan for the area has been approved. Local surface water management plans must be submitted to both the watershed management organization(s) within whose watershed the community is located and to the Metropolitan Council for its review.

B. MAYER COMPREHENSIVE SURFACE WATER MANAGEMENT PLAN.

The City of Mayer has developed a Comprehensive Surface Water Management Plan, a copy of which was submitted to the TCMC for review in 2005. The Mayer Surface Water Management Plan is attached to and a part of this Comprehensive Plan as Appendix C.

C. LOCAL PLAN CONSISTENCY WITH CARVER COUNTY WATERSHED PLAN.

The City of Mayer (a rural growth center) lies within the Carver County Watershed District. The CCWD created a watershed plan that was approved by the Board of Water and Soil Resources in 2001. The City of Mayer is required to review the local Surface Water Management Plan against the policies and required elements of the TCMC Water Resources Management Policy Plan. If there are discrepancies the City has to revise local surface water management plan. Updated plan must be submitted to TCMC and CCWD concurrently.

The Mayer *Surface Water Management Plan* has been reviewed and accepted by the Carver County Watershed District.

IV. WATER SUPPLY PLAN.

A. WATER SUPPLY PLAN REQUIREMENTS.

State law requires every municipality with a public water supply complete a water supply plan. Communities serving more than 1,000 people are required to submit the emergency and conservation plan to the Department of Natural Resources.

B. MAYER WATER SUPPLY PLAN.

The City of Mayer completed an updated *Water Supply Plan* in the fall of 1998. The plan identifies strategies for supply and distribution facility improvements in the City, infrastructure costs and water conservation techniques.

Since new guidelines for water supply plan updates were released in 2005, the City Engineer has updated the Mayer Water Supply Plan. The revised *Water Supply Plan* is attached and made a part of this document as Appendix D.

C. SUMMARY OF EXISTING FACILITIES

1. Existing System.

The existing water supply and distribution system provides service to the majority of community residents. Historically the distribution system has met Mayer's water demands. Improvements have been performed as required to maintain the system.

The *Water Supply Plan* illustrates average and peak day usage currently and includes analysis of the impact of forecast growth on the water supply system. In addition the Water Supply Plan estimates the number of private wells within the City of Mayer, describes high-volume water users and analyzes groundwater and surface water sources.

The City's Municipal Water System Ordinance does not currently require connection to the municipal water system if/when it becomes available. However, the state plumbing code requires the connection if a municipal system is accessible, unless otherwise permitted by the local authority. The MN Department of Health standards allow residents and businesses to retain a private well system after they connect to the municipal system, provided the private well is in working order and the plumbing to the private well and municipal water system are kept an acceptable distance apart.

Water rates in effect in 2006 are a base charge of \$5.40 for the first 2,000 gallons used with a graduated scale used for additional units of water used. The water access charge (WAC) effective in 2006 is \$3,500/dwelling unit or dwelling unit equivalent.

2. Wells

Mayer presently obtains its raw water supply from two wells. Public wells within the City are identified in ascending numerical order in the order they were constructed. Under normal operating circumstances, wells are operated independently. Additional information on the capacity of existing wells and the impact of forecast growth on the drinking water production system is included in the *Water Supply Plan*.

3. Water Treatment

City water is treated at a single treatment plant. Fluoride is added for dental prophylaxis. Additional information on the water treatment plant and the impact of forecast growth on the plant is included in the *Water Supply Plan*.

4. Water Storage

The city has one elevated storage facility located in the northeast quadrant of the CSAH 30/T.H. 25 intersection. The water tower was placed into service in 2004, and has a storage capacity of 400,000 gallons. Additional information on the capacity of existing water storage facilities and the impact of forecast growth on the storage facilities is included in the *Water Supply Plan*.

5. Distribution System

Mayer's water distribution system consists of a series of mains throughout the City. Additional information on the existing distribution system and the impact of forecast growth on the distribution system is included in the *Water Supply Plan*.

The subdivision ordinance does not currently include design standards for standard water mains. The City has created an itemized inventory of the value of each individual main and when each main was placed into service for the purposes of itemizing asset depreciation in conjunction with Government Accounting Standards Board (GASB) 34 directive.

D. FUTURE FACILITIES/PLANS

1. Future Expansion of Water Supply System.

Capital expenses related to water supply system are addressed in the Implementation Chapter and the associated capital improvement program.

2. Reconstruction of Existing System and Oversizing.

Capital expenses related to reconstruction of the existing water supply system and oversized are addressed in the Implementation Chapter and the associated capital improvement program.

E. MUNICIPAL WATER SUPPLY POLICIES/IMPLEMENTATION STRATEGIES

1. Policies.

A. The City of Mayer shall provide for cost-effective expansion of the drinking water system.

B. The City of Mayer shall require that all new developments pay representative costs for capacity, extension and connection within the public utility system.

C. The City of Mayer shall provide for the on-going maintenance and repair of existing infrastructure.

2. Implementation Strategies.

A. The City shall review and calculate the impact of all proposed development and land subdivision on the capacity of the existing public water supply system to determine whether the City can provide services requested within a timely manner (i.e. two years). If potable water can not be provided within a timely manner, the subdivision request should be denied.

➤ Implementation: City Engineer, City Administrator and City Council.

- B. During preliminary plat review and/or sketch plan review and prior to approval of a preliminary plat, the City shall review and calculate the impact of all proposed development and land subdivision on maintenance, reconstruction and administrative costs associated with the addition of said facilities to the municipal drinking water system.
 - Implementation: City Administrator, City Engineer and City Council.

- C. The City should consider updating the Subdivision Ordinance preliminary plat data requirements to include the mandatory submission of a phasing plan with subdivisions proposing the addition of more than 100 dwelling units. The phasing plan will assist the City in planning for anticipated capital expenses relating to increasing growth.
 - Implementation: City Administrator and City Council.

- D. The City should consider sprinkling limitations and water conservation methods upon bringing the water treatment system online.
 - Implementation: City Administrator, City Engineer and City Council.

- E. The City should consider including minimum sizing requirements for water mains (e.g. 8 inches) in the subdivision ordinance.
 - Implementation: City Administrator and City Council.

- F. The City should development a capital improvement program as a means of budgeting for anticipated expenditures associated with the provision of potable water to the public.
 - Implementation: City Administrator and City Council.

- G. The City should consider updating the water ordinance to require property owners to connect to water mains within a specified period of time after public water becomes available. The City could allow private wells to be used for irrigation purposes provided they meet standards outlined in state law.
 - Implementation: City Administrator and City Council.

- H. The City should continually review the appropriateness of: utility rates, water access charges and trunk area charges to determine whether or not said fees are sufficient to provide for future reconstruction and expansion of the system.
 - Implementation: Finance Advisor, City Administrator, City Engineer and City Council.

COMMUNITY FACILITIES AND PUBLIC SERVICES

I. INTRODUCTION

The City of Mayer is committed to serving the public in an efficient, effective and professional manner. The purpose of this chapter of the Comprehensive Plan is to review existing services and facilities and reflect on the impact of forecast growth upon said facilities and services. Contents include:

- An overview of existing municipal facilities
- An overview of other community facilities
- A description of municipal boards and commissions
- A summary of public input relating to municipal facilities and services; and
- Objectives and Policies for Community Facilities and Public Services

Mayer incorporated in 1900. Mayer is a statutory city that operates with a "Council-Administrator Plan". The City Administrator is responsible for administration of the city and its various departments.

The City's mission statement as posted in the Council Chambers states:

"Building on our heritage, planning for the future, and enhancing the quality of life for its residents; the mission of the City of Mayer is to welcome new residents and businesses, provide the resource, opportunity, and environment necessary for growth, manage the City in a responsible manner and maintain a friendly, small town atmosphere."

II. EXISTING COMMUNITY FACILITIES

Map 8-1 at the close of this chapter illustrates public facilities within the City of Mayer.

A. CITY HALL: 413 BLUEJAY AVENUE

The City's Administrative Offices are located in a former school which now functions as a community center with a gymnasium. The current facility is in good condition and handicap accessible. The offices of the City Administrator, administrative staff and utility billing and the Council Chambers are contained within the facility.

Staff members for administrative functions include a City Administrator, City Planner and City Clerk. The City currently contracts building inspection services with a private inspection firm.

The community center is available for rent by the public for weddings, birthday celebrations, anniversaries, family reunions and the like and can accommodate up to 400 people. Rental of the community center is coordinated by City staff.

Future City Hall/Community Center needs include continued remodeling/reconfiguration to accommodate administrative staffing level changes.

B. FIRE STATION: 400 ASH AVENUE

The fire station facility includes storage bays, lockers, showers and meeting space and is in good condition. The Mayer Fire Department (MFD) responds to approximately 74 calls per year. The MFD is comprised of 29 volunteer professionals.

The Mayer Fire Department (MFD) serves the entire City of Mayer, its residents and commercial/industrial facilities as well as rural areas in parts of Camden, Hollywood, Waconia and Watertown townships. The total service area encompasses approximately 26 square miles.

The Mayer Fire Department equipment inventory includes two pumpers, two tankers, a rescue truck and three grass rigs. Overall equipment is in good condition.

Future fire department needs/recommendations include timely replacement of equipment (e.g. replacement of 1987 pumper, replacement of 1989 tanker unit in 2010, the purchase of a small rescue unit in 2007 and the construction of a new fire station in 2009).

C. POLICE SERVICE: CARVER COUNTY SHERIFF'S DEPARTMENT (606 EAST FOURTH STREET, CHASKA)

Police service within the City of Mayer are provided by the Carver County Sheriff's Department. The CCSD provides police service for all areas of Carver County with the exception of the City of Chaska which retains its own police department. The CCSD is comprised of nearly 175 full-time, part-time and volunteer positions.

The City of Mayer currently contracts for 2.5 hours of deputy service per day and 5 hours of community service organization time per week. The City has within the last three years historically increased the amount of deputy service hours per day from one (1) in 2003 to the current level. The CCSD recommends each community contract for .8 deputies per 1,000 population. The CCSD is recommending Mayer contract for a fulltime liaison beginning in 2007. Additional services contracted for include: investigation, crime prevention and record keeping.

In 2005 the CCSD reports 400 calls for service within Mayer, up from 364 the prior year and 267 in 2003. During the same period the population of Mayer increased dramatically. Crime levels have remained relatively stable; however the number of public service calls has increased over the past few years as the population has expanded.

Future police service recommendations include contracting for a fulltime liaison officer beginning in the year 2007 and maintaining a ratio of .8 deputies per 1,000 population thereafter.

D. EMERGENCY MEDICAL SERVICE (AMBULANCE): RIDGEVIEW EMS (WACONIA)

Emergency medical services within Mayer are provided by Ridgeview EMS and supplemented by first responders from the MFD and the CCSD. Ridgeview EMS provides basic and advanced life support services 24-hours per day. Waconia Ridgeview is the nearest hospital to the City of Mayer, a distance of approximately ten miles. The nearest level one trauma center is located in Minneapolis (Hennepin County Medical Center) approximately 45 miles from the City of Mayer. Air ambulance support is available as needed through an authorized request from qualified individuals on scene.

E. PUBLIC WORKS/STREETS/PARK MAINTENANCE: 403 BLUEJAY AVENUE

The Public Works/Streets/Park Maintenance facilities are located on the same property as the community center/city hall but in a different structure. The public works building is in fair condition and houses staff, offices and some equipment. The public works/streets/parks department consists of one full-time and one part-time seasonal employees. The public works/streets/parks department is responsible for:

- a. Day-to-day operation/maintenance of the public drinking water, sanitary sewer and storm sewer systems.
- b. Street maintenance, plowing and sweeping.
- c. Operations and maintenance of park facilities and trails.

Future capital expenditures relative to the public works department include purchases of the following equipment: truck (2006), skid-loader (2006) and snow plow/dump truck (2007).

III. MUNICIPAL BOARDS, COMMISSIONS AND COMMITTEES

The City of Mayer has several boards, commissions and committees that shape the policies and decisions of City government. The City encourages citizens to volunteer to serve on these entities and provide their input. A brief description of each entity and its duties follows:

A. CITY COUNCIL.

The Mayer City Council consists of a mayor, who serves a two-year term, and four council members who serve four-year terms.

B. PARK AND RECREATION COMMISSION.

The Park Board consists of five members appointed by the City Council. The Board advises the City Council on matters pertaining to the development and redevelopment of city parks and trails.

C. PLANNING COMMISSION.

The Planning Commission consists of seven members appointed by the City Council. The Commission serves four-year terms and acts as an advisory body to the City Council in matters of directing the future physical development of the City. The Commission, upon request of the Council, makes studies, investigations, and recommendations to the Council regarding matters affecting zoning, platting and public improvements.

D. MAYER ECONOMIC DEVELOPMENT AUTHORITY.

The Economic Development Authority for the City of Mayer includes a five-member board that meets monthly to further economic development activities as it pertains to housing, industrial and commercial development. The EDA is dedicated to assisting the business community and promoting the diversification of the tax base within the community.

IV. PUBLIC INPUT

A community survey completed in conjunction with the updating of the Comprehensive Plan requested input from residents and business leaders regarding municipal facilities and services. Respondents were asked a number of questions. A summary of results relating to community facilities and services follows.

1. How would you rate over-all police protection? A total of 74% of those responding labeled police protection as either 'good' or 'neither good or bad'.
2. How would you rate over-all fire protection? A total of 91% of those responding to the community survey labeled fire protection as either 'excellent' or 'good'.
3. How would you rate street maintenance? Of those responding to the community survey a total of 24% rated street maintenance as 'good', an additional 35% labeled street maintenance as 'neither good or bad', finally a total of 25% rated said maintenance as 'not very good'.
4. How would you rate city snow removal? A total of 55% of those responding to the survey labeled snow removal services as 'good' an additional 23% rated snow removal service as 'neither good nor bad'.
5. How would you rate city snow emergency policies? Of those responding to the community survey a total of 45% rated snow emergency policies as 'good', an additional 28% labeled snow emergency policies as 'neither good or bad'.
6. How would you rate city cooperation with county government? While 25% of those responding to the survey labeled city/county government cooperation as either 'good' or 'neither good or bad', the majority response 28% responded that they did not know if/how the city/county were cooperating.

7. How would you rate overall performance of city employees? Of those responding to the survey, the majority of those responding (48%) rated the overall performance of city employees as 'good'. The second most common response was 'neither good or bad' with 23% responding as such.
8. How would you rate the level of cooperation between the City of Mayer and the City of Watertown? A total of 30% of those responding to the community survey labeled cooperation between the City of Mayer and the City of Watertown as 'good' and an additional rated the cooperation level as 'neither good nor bad'. The majority (32%) did not respond to the question.
9. How do you rate the city's communication with the taxpayer? Of those responding to the survey, a total of 69% rated the City's communication with property owners as either 'good' or 'neither good or bad'.
10. How do you rate customer service to the city's taxpayers? Of those responding to the survey, a total of 65% rated the City service to property owners as either 'good' or 'neither good or bad'.
11. How would you rate your satisfaction with the city's overall use of tax dollars? Of those responding to the survey, a total of 61% rated the City's overall use of tax dollars as either 'good' or 'neither good or bad'.
12. How do you rate the City's website? Of those responding to the survey, a total of 49% rated the City's website as 'good'. The next most popular response (37%) did not respond to the question.
13. Do you know where city hall is located? Nearly all of those responding (91%) responded positively to the question and indicated they knew where city hall is located.
14. Do you know who your Mayor and Council Members are? On this question, those responding were nearly split in half with 51% noting they knew who the Mayor/Council Members were and 49% noting they did not know who their elected officials were.
15. Do you know when Council Meetings are held? Answers to this question were mixed with approximately two-thirds of those responding they knew when Council meetings were held. The remaining one-third noted they were not sure.
16. Would you view City of Mayer Council meetings on public access if available? On this question, nearly two-thirds (63%) responding noted an interest in having Council meeting televised on cable television.
17. Do you support increased taxes for a community center? Of those responding to the survey, a total of 61% noted they did not support increasing taxes for a community center.
18. If the City was open later would that assist you in doing your city business? The majority of those responding to the survey (70%) noted the City extending service hours would not assist members of the community in doing business at City offices.
19. Would you take a more active role in City Government if given the opportunity? Some of those responding (39%) noted they would like to take a more active role in City government while the majority (56%) noted they would not likely take a more active role in City government if given the opportunity.
20. What is your principal source of information about the City of Mayer? Of those responding to the survey the majority noted their principal source of information regarding city activities was gained from the local newspaper.

Generally, it appears the residents of Mayer are satisfied with City services, facilities and administration.

V. PROJECTED GROWTH

The population is forecasted to increase from 554 people in 2000 to 6,250 people by the year 2030. The projected growth will reasonably require the expansion of existing administrative and protection services. Such services will not only result in a demand for increased public employees, but also increased facility space and increased capital equipment costs. The expansion of administrative facilities and capital equipment purchases should be included in a capital improvement/equipment program.

Table 8-1 below illustrates the cost per capita for City services/debt in Mayer as compared to adjacent units of government and projected costs for services based on 2030 population projections. It is noted that the cost of general government typically decrease as the population increases and that three of the four cities sampled had populations more than three times that of Mayer.

**TABLE 8-1
COMPARISON OF SELECTED COSTS OF SERVICE**

ITEM	2005 Cost - Current Level of Service	2005 \$/Capita Mayer*	2005 \$/Capita Sample Cities Avg.**	Projected Cost - Proposed Growth @ current svc level***
General Govt	\$ 301,469	\$ 292	\$ 121	\$ 2,807,485
Public Safety	\$ 396,974	\$ 384	\$ 131	\$ 3,696,892
Streets	\$ 42,000	\$ 41	\$ 101	\$ 391,133
Culture & Recreation	\$ 44,978	\$ 44	\$ 93	\$ 418,866
Current Debt Service****	\$ 116,427	\$ 113	\$ 230	\$ 1,084,248
Total	\$ 901,848	\$ 873	\$ 677	\$ 8,398,623

*2005 population estimate based on 2004 Mn. Demographer estimate of 840 plus annual projected increase 2005-2010 (193 persons)
 **Cities sampled: New Gernany, NYA, Waconia and Watertown, based on 2004 data as reported by Mn. Auditor with 2.5% adjust for inflation
 ***Based on 2030 Mayer population of 9,620
 ****Debt service level does not reflect CIP items or debt issued 2005

The projected number of staff reasonably required by the year 2030 to maintain the City's current level of service is illustrated in Table 8-2 below.

**TABLE 8-2
PROJECTED INCREASE IN STAFFING BY 2030
(MAINTAIN CURRENT LEVEL OF SERVICE)**

ITEM	2005 Cost - Current Level of Service*	2030 Estimate Maintaining Current LOS**	Increase in Staff Estimate 2030
General Government	1.4/1000 pop	13.42 positions	12 positions
Public Safety (Police, Fire, EMS)	.8/1000 pop	7.70 positions	N/A – Contract
Streets	1/1000 pop	9.62 positions	8.5 positions
Culture & Recreation***	.5/1000	4.81 positions	4 positions

* Excludes department heads
 ** Assumes 2030 population of 9,620
 *** Seasonal

It is noted the aforementioned estimates do not illustrate demand for increased office space and/or equipment. As the City continues to experience growth, periodic review of staffing levels and associated office/equipment needs will be necessary. In order to meet the projected growth and accomplish identified objectives a number of policies have been outlined below.

VI. MUNICIPAL FACILITIES AND SERVICES OBJECTIVES AND POLICIES

A. OBJECTIVES

1. To provide for adequate facilities and staff to operate and maintain the essential services for current and future residents and businesses in the community.
2. To continue to serve the citizens of Mayer in an efficient, friendly, and cost effective manner.
3. To begin planning for future space needs, including the evaluation of the feasibility of common facilities and staff functions in one or two facility campuses.
4. To continue to update and maintain facilities and operations.
5. To continue to evaluate technology and the need to incorporate technology in carrying out the functions of the city.
6. To provide citizens the opportunity to participate in local government as well as inform citizens of municipal activities.

B. POLICIES

1. Upon receiving concept plans, the City shall review its provision of services including, but not limited to, public administration and public protection services such as police and fire service to ensure said services which are reasonably necessitated by proposed subdivisions and must be provided at public expense, can be reasonably provided within two (2) fiscal years of approval of the proposed subdivision. If said services cannot be reasonably provided, the subdivision shall be deemed premature.
2. The City should monitor and assess the condition and adequacy of existing municipal structures and consider the completion of a public facilities study to identify possible future space needs and locations. The City should establish long-term solutions to anticipated building/office space needs. Routine maintenance and repair costs should be allotted for in the annual budget. Reconstruction, remodeling and/or construction of facilities should be addressed in a Capital Improvement Plan.
3. The City should work in cooperation with the school district and other taxing entities to coordinate potential referendums for public facilities, if possible, to minimize the impact on taxpayers.
4. The City should continue working with Carver County, adjacent townships and cities to ensure coordinated growth of land uses, transportation systems and regional recreational areas and trails.
5. The City should continue to update its web site with current information as a means of informing and updating community members.

PARKS, TRAILS AND RECREATION

I. INTRODUCTION

The City's residents and businesses identify parks, trails and recreational facilities as valuable community resources that contribute positively to the quality of life offered in Mayer. Recreation is viewed as an integral part of life, providing a necessary and satisfying change from the things we usually do and the places where we spend most of our time.

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

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

This section shall:

1. Provide Park Classification;
2. Inventory Existing Park Facilities;
3. Discuss Trails and Pedestrian Ways;
4. Discuss Recreational Opportunities in the City;
5. Examine Existing and Future Park Facility Needs;
6. Review Community Input; and
7. Establish tangible recommended goals and policies for future park, trail and recreation facilities and programs.

II. PARK CLASSIFICATIONS

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

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

A. NEIGHBORHOOD PARKS/PLAYGROUNDS

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

B. COMMUNITY/CITY PARKS

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

C. URBAN/POCKET PARKS

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

D. SPECIALIZED RECREATION AREAS.

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

E. REGIONAL PARKS

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

F. GREENSPACE/OPEN SPACE

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

III. EXISTING PARK AND RECREATION INVENTORY

There are three **existing municipal** parks and seven **future** parks located within the City of Mayer, as well as school district recreational areas and a community gymnasium. Following is a listing of the park and recreational facilities existing in the City of Mayer. Map 9-1 illustrates the location of said facilities, Table 9-1 provides an inventory of existing park features.

A. OLD SCHOOLHOUSE PARK

Location: Adjacent to City Hall in the northwest quadrant of the City west of Bluejay Avenue North and 4th Street Northwest.

Existing Facilities: This community park is the largest existing park in Mayer consisting of approximately 16 acres. The park provides for a variety of active recreational amenities. The park complex currently includes four ballfields and a community gymnasium. The park is also the site of a municipal well, a small public works facility and off-street parking. The park is not currently signed. The park was established in 2002 and was formerly the site of Watertown-Mayer Elementary School. The old school facility was demolished in 1990. The City purchased the park in 1984 for \$260,000.

Old Schoolhouse Park facilities are used for community recreation and league ball. The community gymnasium is available for volleyball, basketball and free play. In addition, there are four ballfields within Old Schoolhouse Park three of which were recently updated: (a) The easternmost ballfield is used for a variety of sports and in average condition; (b) Two softball fields were recently upgraded and are in good condition; (c) A baseball field is also present within the park, the ballfield is three-years old and in good condition. A paved trail was recently added, extending from the City Hall/Community Gymnasium through the park to Old Schoolhouse Road. Portions of the park are accessible (i.e. community gymnasium) however, the majority of the ballfields are not handicap accessible.

Potential Future Upgrades: The Park and Recreation Commission is currently conducting site planning for Old Schoolhouse Park. The Commission has retained the services of a consultant and architectural firm to assist with park development. A map of potential park developments is included as Map 9-2 at the close of this chapter. The following are preliminary plans for the park:

- | | |
|--|-----------|
| 1. Add amenities to ballfields (seating, concession stand, restrooms, shelter, mechanical room.) | \$150,000 |
| 2. Parking lot expansion, landscaping and re-paving | \$131,000 |
| 3. Playground improvement; horseshoes pits; volleyball court | \$80,000 |
| 4. Lights/Grand Stand | \$275,000 |

B. BLUEJAY PARK

Location: East of Bluejay Avenue North and South of 3rd Street Northwest.

Existing Facilities: This neighborhood park consists of approximately one and a third acres. The park is the site of the future City water treatment facility and a municipal well. In addition, the park has a skate ramp which is in excellent condition, a paved basketball court in fair condition and a picnic table. Off-street parking facilities are not provided at the Bluejay Park, however an alley is used for parking. Park signage is not displayed. The park is not handicap accessible.

Potential Future Upgrades: None at this time.

C. WEST RIDGE PARK

Location: South of Birch Avenue North and west of West Ridge Road

Existing Facilities: This community park consists of approximately eight acres. The park is primarily comprised of open space and playground equipment which is in good condition. Accessory facilities include a non-paved trail, a park sign, two picnic tables and a portable restroom facility. The park is difficult to access due to a lack of off-street parking and the fact the park is mostly surrounded by private property, except for one access via the terminus of Birch Avenue North. The park is not handicap accessible.

Potential Future Upgrades: The City Park Commission has recently designed a new plan for this facility. It includes the addition of a parking lot (gravel in phase I, bituminous in phase II), an open game field, a park shelter and picnic area enhancements.

D. MEADOW PARK

Location: Future park located southeast of Meadow Parkway in the Hidden Creek Subdivision.

Potential Future Facilities: This is a park that has been platted in conjunction with the approval of the Hidden Creek Subdivision and consists of approximately 12 acres, including a stormwater pond. The park is not developed at this time but will be graded and seeded with the next phase of Hidden Creek. The estimated timeframe for grading/seeding is within the next year. At this time the park has not been classified, however it is likely the park will be classified as a neighborhood park/playground. Accordingly potential future facilities should reflect the neighborhood's identity, preserve open space within the neighborhood (e.g. stormwater pond), improve the quality of life of nearby residents and encourage use by those on foot or bicycle. Site development should include sidewalk, benches, landscaping and play features for preschoolers. The park should connect with trails which connect to other parks and neighborhoods

E. FIELDSTONE PARK

Location: Future park located within the Fieldstone Subdivision.

Potential Future Facilities: This is a park platted within the Fieldstone Subdivision consisting of approximately 20 acres. The park is not developed at this time but is expected to be classified as a community park, because of the wide range of amenities provided in community parks, many users visit the park by car and stay for a few hours, therefore, support facilities such as parking and restrooms should be considered. The Park and Recreation Commission will be working with the subdivision developer to design and engineer the park.

F. ADDITIONAL POTENTIAL PARKS/RECREATION AREAS

Five more park/recreation facilities are in the planning stage at the time of the creation of this report. The four facilities include: a three acre park in the westernmost portion of the Hidden Creek Subdivision (potential neighborhood park); parkland in conjunction with a new residential subdivision west of Ridgeway Road and north of CSAH 30 (potential neighborhood park); a multiple acre park in the northern portion of the Coldwater Crossing Subdivision (open space and neighborhood park); and, a public executive golf course in conjunction with the Fieldstone Subdivision (specialized recreation area).

G. SCHOOL FACILITIES

In addition to the City owned parks Mayer Lutheran School has a number of facilities, fields and play areas that are utilized for recreational activities. Most of these are located at the school complex east of 5th Street Northeast.

H. REGIONAL/COUNTY PARKS

Carver County Parks is one of ten implementing regional park agencies of the Metropolitan Regional Parks System. In cooperation with Metropolitan Parks and Open Space Commission and Metropolitan Council, Carver County plans, acquires land and develops regional parks and trails. Funding for land acquisition park and trail development, a portion of operations and maintenance is financed by the Metropolitan Council and State Legislature. Carver County operates and maintains the parks of Baylor Regional Park, Lake Minnewashta Regional Park and Lake Waconia Regional Park. Carver County approved plans which include a future regional park somewhere in the vicinity of T.H. 25 between the cities of Mayer and Watertown.

Carver County Parks has commenced a master-planning process for the Dakota Line Trail (initiated February 2006). In 2001, the Carver County Regional Railroad Authority authorized the purchase of the Dakota Rail Line in Carver County. The acquisition is part of an ongoing partnership with McLeod County and Hennepin County Regional Railroad Authorities as well as the Minnesota Department of Transportation. The purpose of the rail corridor acquisition is to preserve the former rail line for future transportation uses, including transportation for bicycle and pedestrian type uses. Consistent with the County Comprehensive Plan for transportation, parks, trails and open space, and consistent with the Metropolitan Council Regional Parks, Trails and Open Space Systems Plan, the former Dakota Rail line which traverses the City of Mayer is planned to be a regional trail in Carver County.

The City of Mayer is also impacted by the search for the Crow River Regional Trail Search Area. The Crow River area has been proposed for a regional trail in the *2030 Regional Parks Policy Plan*. The trail is proposed to start in Norwood Young America and continue north to the Wright County Line. Three Rivers Park District is exploring the extension of the Crow River Regional Trail in Hennepin County. The Crow River Regional Trail is not master planned at this time.

I. PARK INVENTORY

The City of Mayer contains approximately 26 acres of parkland not including proposed facilities. Table 9-1 which follows illustrates existing facilities at existing parks within the City of Mayer.

**TABLE 9 -
PARK INVENTORY**

Mayer Park Inventory	Park Classification	Acres	Trail Areas	Baseball/Softball	Nature Areas	Horseshoe Pits	Tennis Courts	Soccer Fields	Basketball Courts	Football Field(s)	Volleyball Courts	Playground	Swimming	Pleasure Skating Rink	Hockey Rink	Warming House	Archery Range	Skateboarding	Restroom facilities	Handicap Access	Picnic Area	Parking (off-Street)
Old Schoolhouse Park - existing	CP	16	Yes	Yes 4	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes
Old Schoolhouse Park – new plan	CP	16	Yes	Yes 4	Yes	Yes 3	Yes 1	Yes 2	Yes 1	No	No	Yes	No	Yes	Yes	No	No	No	No	No	Yes	Yes
Schoolhouse Park – Gymnasium	CP IND	n/a	n/a	No	No	No	No	No	Yes	No	Yes	No	No	No	No	No	No	No	Yes	Yes	No	Yes
Bluejay Park	NP	1.3	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	No	No	PT	Alley
West Ridge Park	NP	8	Yes	No	Yes	No	No	No	No	No	No	Yes	No	No	No	No	No	No	Yes	PR	PT	No
Meadow Park (future)	NP	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fieldstone Park	NP	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fieldstone Executive Golf Course	SRA	-	-	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	No	Yes
Hidden Creek West Park (future)	NP	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
School	CWP	--	No	Yes BB, SB	No	No	No	No	No	Yes 1	No	Yes	No	No	No	No	No	No	Yes IND	Yes	No	Yes

CP= Community Park IND= Indoor
PR=Portable Restroom
SW=Sidewalk

NP= Neighborhood Park
NPL=Neighborhood Playgrounds
CWP= City Wide Park

SRA = Specialized Recreation Area
RP= Regional Park

SB= Softball Field
BB= Baseball Field

LL = Little League Field
PT=Picnic Tables only

IV. PATHWAYS

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

A. PATHWAY CLASSIFICATIONS

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

**TABLE 9-2
PATHWAY CLASSIFICATIONS – CITY OF MAYER**

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

B. PATHWAY DESIGN

Trails or pathways should be designed with the following goals in mind (1) Safety – protect non-motorized and motorized users (depending on the type of trail) from adjacent or crossing vehicular traffic, (2) Linkages - provide links between local parks and recreational areas and regional trail systems, (3) Natural Environment – when designing the trail system protect the

natural environment and natural features, and (4) Continuity – provide continuous trail systems with as few interruptions in user movement as possible.

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

1. Park Trails

Type 1: These separate or single purpose trails are typically ten feet wide and hard surfaced for pedestrians, bicyclists and/or in-line skaters.

Type II: These multi-purpose trails typically include a natural buffer; such as shrubs, trees or changes in topography, from adjacent uses on either side of the trail. A 50-foot right-of-way to accommodate the buffers is common with a ten foot paved surface.

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

2. Connector Trails

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

3. On-Street Bikeways

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

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

4. All Terrain Bike Trails

Design and length vary depending on the topography in the area. These trails are generally a part of a larger regional park or natural resource area.

5. Cross Country Ski Trails

The design of the cross-country ski trail is dependent upon its intended use. The traditional diagonal skiing typically includes a packed groomed trail with set tracks. Skate-skiing designs include a wider packed and groomed surface. The length of the trails may vary. Cross-country ski trails may be designed to be used as equestrian trails during summer months.

6. Equestrian Trails

These trails, designed for horseback riding, typically are designed with woodchips or grass as a surface. They are located in larger parks and natural resource areas where conflict with other trail users may be avoided. The length of an equestrian trail varies but is generally looped.

C. SIDEWALKS

The City of Mayer currently has a sidewalk maintenance policy in place but does not have a policy as to where sidewalks within new subdivisions shall be required (e.g. both sides of major collector roadways, one side of minor collector roadways). Historically, the City Park and Recreation Commission and Planning Commission have reviewed proposed plats and prepared recommendations for the inclusion of sidewalk in a new subdivision or as a part of a street reconstruction project.

Existing sidewalks are located: adjacent to 2nd Avenue NW (both sides, intermittent), Ash Avenue N (both sides, intermittent), adjacent to Old Schoolhouse Road, Coldwater Crossing, Hidden Creek Boulevard and Ash Avenue North. Sidewalks will be extended along the east side of Ash Avenue South to 4th Street Southeast as part of a T.H. 25 reconstruction project in 2006. Crosswalks are currently in place at the intersection of 4th Street and T.H. 25 (Ash Avenue N).

New street crossings are proposed to be added at the intersection of Hidden Trail/Coldwater Crossing and CSAH 30 and at Hidden Creek Boulevard and T.H. 25.

As indicated previously, the Dakota Line Trail corridor is located within the City in the former railway right of way. The existing trail is not paved, however, the corridor undergoing master planning at this time. In addition, areas adjacent to the South Fork of the Crow River corridor have been designated as search areas for a future regional trail.

V. RECREATION

A. RECREATION PROGRAMS

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

B. EXAMINATION OF RECREATIONAL FACILITY STANDARDS

As parkland is acquired either through dedications or purchase, it is important to plan space according to the desired recreational contents. In existing parks, it is important for the Planning Commission and City Council to be aware of space requirements and orientation recommendations to determine if it is feasible to include the item(s) within the park. Table 9-3 on the following pages illustrates facility standards for a number of recreational activities. The table also includes an inventory of existing recreational facilities to determine whether a surplus of deficit of facilities exists currently within the City of Mayer.

**TABLE 9-3
RECREATIONAL FACILITY STANDARDS – CITY OF MAYER**

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population(N ational standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
Baseball Diamond	3 to 3.85 acres	1. Official: Baselines-90' Pitching dist-60.5' Foul lines-min 320' Center field-400'+ 2. Little League: Baselines-60' Pitching Dist.-46' Foul lines-200' Center field-200'-250'	Locate home plate so the pitcher is not throwing across the sun, and batter is not facing sun. Line from home plate through pitchers mound to run east-northeast.	1/6,000	Approximately ¼ to ½ mile radius Part of neighborhood complex. Lighted fields part of a community complex	2 total One At Old School-house Park	It appears the number of baseball diamonds in Mayer is adequate at this time.
Softball/ Youth Diamond	1.5 to 2 acres	Baselines 60' Pitching dist- 45' men, women- 40', Fast pitch field radius from plate – 225' Slow pitch 275' men, 250' women	Locate home plate so the pitcher is not throwing across the sun, and the batter is not facing sun. Line from home plate through pitchers mound to run E/NE	1/ 1,500	Approximately ¼ to ½ mile radius	5 Total 3 at Old School-house Park	It appears the number of facilities is adequate, however, the quality of facilities at Old School-house Park may warrant attention.
Tennis Court	7,200 sq. ft. / court. 2 acres/ complex	36' x 78' with 12' clearance on both ends	Long axis north-south	1/2000	¼ to ½ mile radius. Best in batteries of 2 to 4. Located in neighborhood/co mmunity parks or near a school	No public facilities existing.	The master plan for Old School-house Park includes either a basketball or tennis court. It appears both public tennis and outdoor basketball courts may be needed.
Basket-ball	0.25 to 0.59 acre Youth: 2400 to 3036 sq. ft High School: 5040 to 7280 sq. ft	Youth: 46' to 50' x 84' High School 50' x 84'	Long axis north-south	1/2000	¼ to ½ mile radius Outdoor courts in neighborhood/ Community parks. Indoor as part of schools	1 at Bluejay Park	The Old School-house Park Plan includes either a basketball or tennis court. It appears both may be needed.
Volleyball	4,000 sq. ft	30' x 60' with a minimum clearance of 6' on all sides	Long axis north-south (outdoor)	1/2000	½ to 1 mile	There are no sand volleyball courts in Mayer.	Per standard deficit of one court now.

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population(N ational standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
Football Field	1.5 acres	160' x 300' with a minimum of 10' clearance on all sides.	Long axis northwest or southeast	1/3000	Approx. 2 mile radius	No public official football fields exist, however, open recreational space is available at West Ridge Park.	Per standard the City is approaching a deficit of one.
Soccer Field	1.7 to 2.1 acres	195 to 225' x 330' to 360' with 10' clearance on all sides	Long axis northwest or southeast	1/3000	Approx. 1 to 2 mile radius	None.	Per standards the City is approaching a deficit of one.
Ice Arena	2 acres	Rink 85' x 200' (min. 85' 185') Addt. 5000. 22,000 sq. ft to include support area	Long axis is north-south (outdoors)	1/20,000	15 to 30 minute travel	None.	Per standard the City's existing population is not likely to be able to sustain an ice arena.
Warming House	Variable	Variable	Variable	1/rink area	1 hocking rink/skating indoor 2 outdoor rinks & house outdoor	None.	N/A.
Picnic Area	Variable	Variable	Variable	1/5000	2 mile radius	Bluejay and West Ridge Parks have picnic tables.	Per standard meets requirement. The Old School-house Master Plan contains a picnic area.
Play Equipment	0.5 acre	Variable	Variable	1 acre/park	2 to 3 mile radius	West Ridge Park.	Additional play equipment may be needed.
Sliding Hill	2-4 acres	Variable	Variable	1/7,500	1 mile radius	None.	As City grows may be needed per standards.
Archery Range	0.65 acre	300' length x min. 10' between targets. Roped, clear area on side of range min. 30' . Clear space behind targets min. 90' x 45' with bunker	Archer facing north + or - 45 degrees	1/7,500	30 minute travel time.	None	As city grows may be needed per standards

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population(N ational standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
Community Center	15-25 acres	Varies	Varies	1/20,000	--	Semi-community center	As the City grows may be needed per standard.
Horseshoe courts	0.1 acre			1/2000	--	None.	Per standards the City should create horseshoe courts. The Plan for Old Schoolhouse Park includes three horseshoe pits.
Swimming Pool	1 to 2 acres	Teaching- min. 25 yards x 45' even depth of 3-4 ft. Competitive- min. 25 m x 16m. Min. of 25 sq. ft water surface per swimmer. Ratio of 2 to 1 deck to water	No recommended pool orientation but care must be taken in locating life stations in relation to afternoon sun	1/10,000	150 person capacity 15 minute travel	None.	Per standards the City may not yet be large enough to support such a facility. As the City grows may be needed per standard.
Off-Street Parking	300 S.F Per Car	Typically 9' x 20 with a 20' driving lane	Variable	NP: 8-12 cars CWR: 25-100 cars SR: 25-100 cars	NA	Only the Old Schoolhouse Park currently includes off street parking.	May need off street parking at Bluejay Park, West Ridge Park and new parks.
Toilet Facilities	Varies	Per building code	Variable	1 double unit per park	1 park	One portable at West Ridge Park.	The City may wish to upgrade from portable restrooms to full plumbed restrooms in NPs and CPs

* Derived from the National Recreation and Park Association and the American Academy for Park and Recreation Administration Standards with local standards applied.

VII. ACCESSIBILITY

A. AMERICANS WITH DISABILITIES ACT (ADA)

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

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

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

B. ADA REQUIREMENTS

ADA requirements include but are not limited to:

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

VIII. EXAMINATION OF EXISTING AND FUTURE PARK FACILITIES

Park Service Areas.

The City's combination of parks, trails, recreational opportunities and open space provide residents and visitors with a variety of recreational opportunities. Most of the existing parks however are clustered together in an area adjacent to the original townsite. Map 9-3 at the close of this chapter represents areas served by existing parks based on the their aforementioned descriptions. As indicated parks are located so as to serve the needs of most residential areas of the City at the present time, however previously approved plats are built-out additional facilities will serve residents in the west, southwest and northeast portions of the City.

Park Search Areas.

Map 9-4 indicates park search areas. As noted in the park classifications, depending on the type of park the service area will vary. The attached map also illustrates proposed future parks and their associated service areas. Also attached at the close of this chapter is an approved Parks, Trails and Open Space Plan adopted by the City in November of 2004. The maps when reviewed together depict the City's proactive approach toward planning for future park resources.

Pathway/Trail Search Areas.

Map 9-5 illustrates existing and potential future local and regional pathways. The map is intended to be used as a guide for future planning and construction of pathways within the City and was created by the Mayer Park and Recreation Commission with assistance by Ingraham and Associates.

Future Park/Trail Map.

Map 9-5 at the close of this chapter illustrates the future park/trail map as created by the City of Mayer Park and Recreation Commission with assistance by Ingraham and Associates.

IX. COMMUNITY INPUT IN PARKS AND RECREATION

A. PARK LAND DEDICATION ORDINANCE

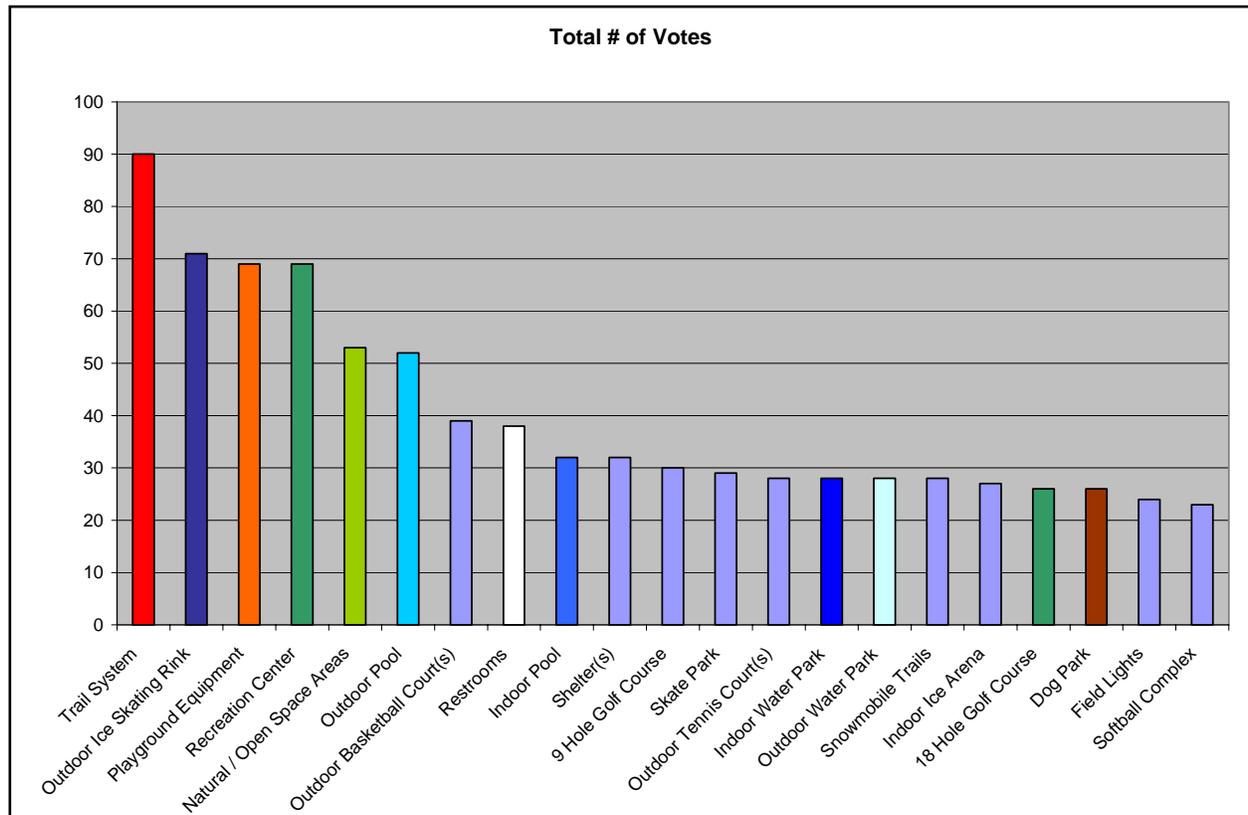
The City has adopted parkland dedication requirements within the Subdivision Ordinance. Proposed standards pertaining to residential subdivisions require ten percent of the fair market value or an equivalent amount of parkland be dedicated. For commercial/industrial subdivisions the amount is five percent of the fair market value at a time no later than final approval. Parkland/fee in-lieu of parkland dedication is in addition to the property dedicated for streets, alleys, drainage ways, pedestrian ways or other public ways. Storm water ponding areas may be considered as a portion of the park dedication requirement. The City has the option of collecting fees in lieu of land.

B. PARK AND RECREATION COMMISSION

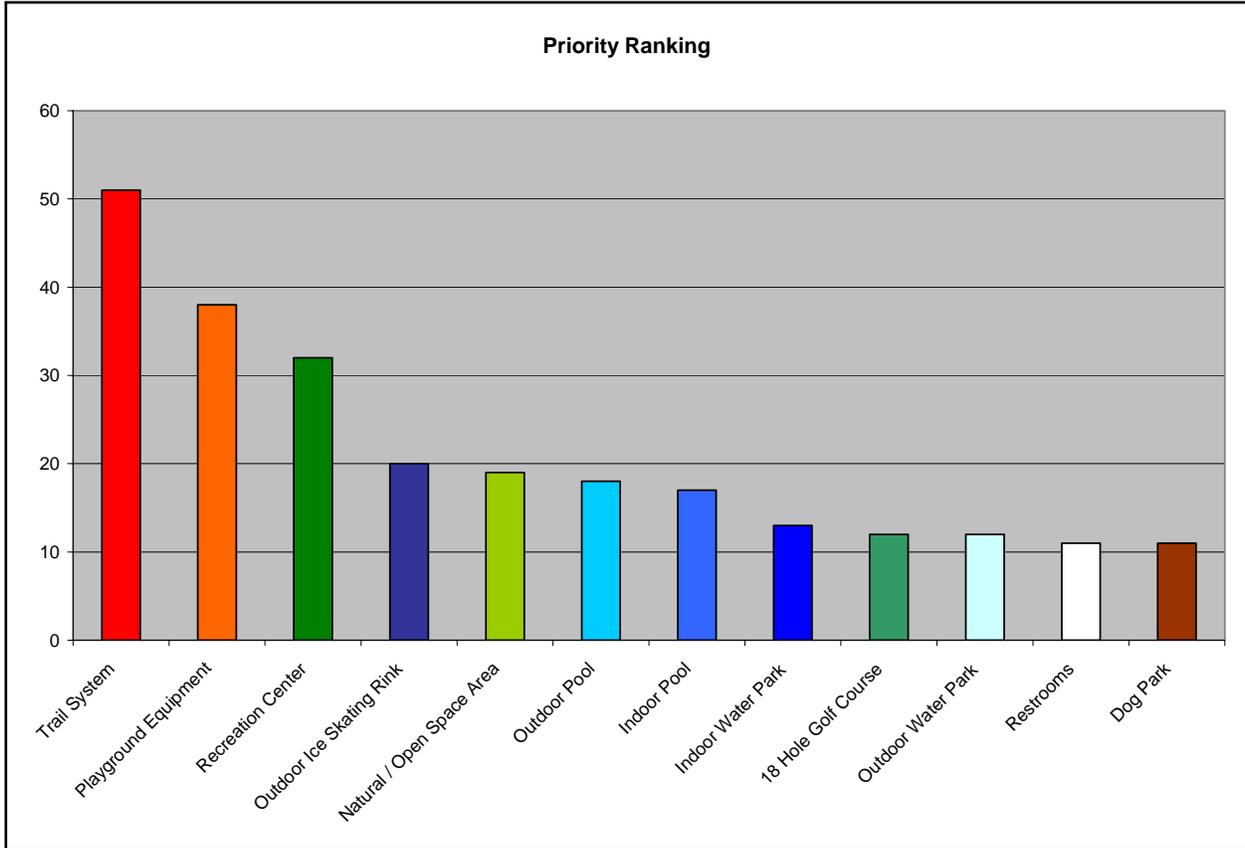
The City has appointed a five member Park and Recreation Commission, which meets monthly to plan for the development and redevelopment of Mayer’s park and greenway system. The Park and Recreation Commission is a recommending body to the City Council that provides on-going public input on the system.

C. PUBLIC INPUT

The City conducted a park survey in December of 2005. A total of 120 persons participated in the survey process. Participants were asked what type of facilities they most desired. Results are summarized in the chart below:



Next, those responding to the survey were asked to prioritize park facility needs. Results are summarized in the chart below.



In addition to the written survey, persons attending a community meeting were asked to prioritize specific objectives when compared. Several of the questions related to parks and recreation opportunities. A summary of the results follows:

Should the City place more emphasis on:

- 94%** Quality of life facilities, opportunities and amenities (park and trail system development) **OR**
- 6%** Keeping taxes low.

Should the City:

- 71%** Develop more, smaller parks used by neighborhood and community residents **OR**
- 29%** Develop a few larger parks that are used by all City and area residents/tourists.

Should the City:

- 67%** Accept money from developers and fix up and/or enhance existing parks and recreational areas **OR**
- 33%** Accept the donation of additional parkland in developing areas.

Should the City:

- 94%** Obtain a broad range of different types of open space (e.g. park land for active recreational uses, wooded areas, wetlands, natural areas...) **OR**
- 6%** Accept only open park land for active recreational use and encourage conservation easements for other natural areas.

Should the City:

- 69%** Require developers to install sidewalks and/or trails in all new subdivisions **OR**
- 31%** Require developers to install sidewalks and/or trails only along collector streets or major transportation routes.

X. MAINTENANCE AND OPERATIONS

The proper care and management of park and trail facilities will encourage park/pathway use, improve the quality of life in Mayer and enhance the visual quality of neighborhoods and the City as a whole. Maintenance of the park system is currently coordinated through the City's Public Works Department. The department also assists with park duties and street functions.

Park maintenance tasks may occur on a daily, weekly, monthly, seasonal and/or weather related basis. These jobs include but are not limited to: litter/garbage clean-up; mowing/trimming; fertilizing turf; preventative equipment maintenance; moving tables/benches; special event preparation; equipment repair; leaf clean-up; snow removal; chemical application; trail maintenance and facility repair/maintenance.

XI. FINANCIAL RESOURCES

Several resources are available to assist the City of Mayer in providing adequate parks, trails and facilities for residents. Following is a list of typical sources.

1. Park Dedication/Fee In-Lieu of Parkland Dedication Requirements for land acquisition
2. Volunteer hours/labor
3. Donations by private individuals, civic organizations, organized groups, etc.
4. Grants available through the Minnesota Department of Natural Resources
5. Property taxes

The City budgets for operational expenses through its annual budget process. The City currently utilizes grant programs, park dedication land and fees and the general tax levy to cover expenses relating to parks. The City should consider the establishment of a capital improvement plan for long-range capital improvements to the park system. Examples of expenditures within the capital improvement plan include purchase of playground equipment, installation of ball fields, purchase/planting of trees, paving of the parking lot, etc.

XII. PARK/OPEN SPACE PLAN

A. PARKS AND OPEN SPACE POLICIES

1. Provide for a variety of activities within the park system, including various cultural and social activities, and active and passive recreation.
2. Establish and promote high quality design standards in the development of the park system.
3. Encourage cooperative planning, development and use of park and recreational facilities by the School District and the City.

4. To insure that all areas of the City have equal access to parks and open space areas by providing for equal distribution of parks and open spaces throughout all sections of the City relative to user population densities.
5. Encourage cooperative planning and development of park and trail facilities between the City and adjacent units of government and Carver County.

B. PARKS AND OPEN SPACE OBJECTIVES

1. Maintain zoning and subdivision regulations allowing for parks and open space, and providing for the dedication of parkland.
2. Link all of the park systems via a trail system or secondary sidewalk system.
3. Consider opportunities to share facilities with the Mayer Lutheran School, the Watertown-Mayer Public School District, perhaps through a joint powers agreement.
4. As the City limits expand, provide for a community park in each of the four quadrants of the City. Such parks would be multi-purpose facilities that would offer multiple passive and recreational activities. A community park would be a park that is 7-10 acres in size.
5. Provide pedestrian access to parks in those areas where new housing construction is steadily increasing.
6. Maintain open space in environmentally sensitive areas.
7. Provide for recreational equipment and other amenities throughout the park system.
8. Locate parks in areas that are convenient to the populations being served.
9. Plan for parks that take maximum advantage of natural features, notable waterways, and other natural amenities.
10. Provide for outdoor basketball, tennis and volleyball facilities.
11. Connect areas of interest such as commercial areas, parks and residential neighborhoods with an interconnected path/trail system.
12. Review future trail and park plans as they relate to plans from adjacent units of government and Carver County trail plans to coordinate connectivity between local and regional trails. Cooperate on joint grant applications where feasible.
13. Parks which are developed with items such as parking lots, swimming pools, tennis courts and basketball courts should have routes which are accessible. Nature parks or areas with limited development should have the minimum of accessible routes to the site.
14. As the City redevelops Old Schoolhouse Park ADA standards shall be incorporated in the design. Installation of curb cuts and pathways within the park, designation of handicap parking in the parking lots, and pathways to recreational amenities are recommended as a method to achieve accessibility goals.
15. In the community meeting that was held as a part comprehensive planning process, the city's park system was identified as an important asset of the city. If the City is to maintain and improve these areas as an integral part of the community, as well as incorporate other park areas as the population increases.

16. The City should implement the Master Plan for Old Schoolhouse Park and consider updating and/or adding additional facilities to existing parks as described within this Chapter of the Comprehensive Plan.
17. The Park and Recreation Commission and the City should work to maximize recreational opportunities presented by the presence of the Crow River. For example, the City should work with the county to create a continuous, low-impact, scenic nature/recreational trail system adjacent to the Crow River. The City should review requests for subdivision and development plans proposed for property abutting the Crow River as it relates to this objective.
18. The City should develop strategies to achieve goals identified in the trail/pedestrianway plan, including project prioritization and identification of sources and uses of funds relative to future trail/pathway construction and reconstruction. The Park and Recreation Commission, Planning Commission and City Council should require developers to install identified portions of trails/pedestrian ways with subdivision construction, even if the trail/pedestrian ways temporarily dead-end.
19. As street/utility reconstruction occurs within the developed part of the City in areas designated for future trail and/or sidewalk development, steps should be taken to implement the City's Trail Plan.
20. The City should emphasize proper management of open space areas in order to preserve trees, wildlife, pre-settlement (native) landscape communities, floodplain, water quality and similar environmentally sensitive features at the time of platting.
21. At the time of subdivision, the City should require the identification of sensitive natural resources (e.g. habitats, unique natural features, etc.) using existing ecological information including MN DNR County Biological Survey, Regionally Significant Ecological Area Map, Metro Wildlife Corridor Map, aerial photography, etc. and work with the Developer to integrate locations of identified sensitive natural resource information into land use, park and/or open space plans.
22. The City of Mayer currently has park dedication standards as part of the subdivision ordinance and should continue to evaluate these standards to assure that they are adequately addressing the needs of the park system through Developer dedication.
23. It is likely the majority of future local pathways will be provided as part of the subdivision process, therefore, whenever possible future pathways/trails and/or right-of-way for such facilities should be allotted for within the subdivision process. Regional pathways/trail right-of-way acquisition and construction will be coordinated by Carver County Parks, however, the City should coordinate future pathway/right-of-way dedication with the County when parcels contained in search areas are platted. In addition, the City may wish to approve a sidewalk policy which, among other items, dictates where/when sidewalks are required as part of the planning process (e.g. adjacent to collector roadways).
24. The City of Mayer should frequently review the adequacy park dedication standards to ensure said standards meet the demands of the community and the area to which they are applicable. As the subdivision process is employed for individual developments, the City should request a recommendation from the Park Board as to the appropriateness of proposed parkland dedication and/or fee-in-lieu of parkland dedication. The City shall carefully review proposals from developers relative to parkland dedication requirements. The City shall, when feasible, ensure adequate parkland is available prior to considering a fee-in-lieu of parkland dedication.
25. In order to further educate the public and promote the use of the parks it is recommended the Park and Recreation Commission work with other local/regional governmental units, civic groups and schools to create information to be distributed to new residents and available to the public regarding City parks and activities at the parks.

26. The City/EDA/Business Community should consider promoting community/citywide parks (Old Schoolhouse or West Ridge Park) as gathering places for a variety of community functions such as a Farmer's Market, winter fest (sleigh rides, holiday display lighting) and/or business showcases.
27. The City of Mayer through the Mayer Park and Recreation Commission should develop a five year Capital Improvement Program (CIP) for the existing and future park system. The Capital Improvement Program outlines the types of equipment and other amenities necessary to the Park System, the cost of such items, and the year in which the City is projecting to fund such improvements. This CIP should then be included in the overall Capital Improvement Program for the City.

ECONOMIC DEVELOPMENT

I. ECONOMIC DEVELOPMENT OVERVIEW

The City of Mayer is a rural growth center located in the Minneapolis-St. Paul Metropolitan Area at the intersection of State Highways 7 and 25 in Carver County, Minnesota. Mayer's economy greatly benefits from its proximity to major roadways, its distance to downtown Minneapolis (35 miles) and its proximity to the regional center of Hutchinson (25 miles).

Mayer's economy has changed over the past twenty years and is anticipated to change significantly over the next twenty years. The primary change over the previous twenty years has been the increase in residential construction, particularly over the previous five years. Although the composition of the residential sector has changed dramatically, the make-up of Mayer's commercial sector hasn't as of yet significantly changed. Most retail/service establishments are concentrated in downtown Mayer although a concept plan approved in conjunction with the 'Fieldstone' development includes highway-oriented commercial uses. As the population increases, the demand for local retail businesses and services is expected to grow. The City's industrial sector has expanded over the previous decade due to the development of a commercial/industrial business park in the southeastern quadrant of the City. Although the industrial sector has expanded slightly it remains concentrated in wholesale and storage facilities. In the future, if the City of Mayer opts to seek further diversification of the tax base through active outreach to manufacturing/production establishments/leads the industrial sector may diversify.

The principal components of this section include:

- An overview of economic trends in Mayer;
- Public input on economic development;
- An overview of commercial development and goals for future (re) development; and
- An overview of industrial development and policies and goals for future (re) development.

II. ECONOMIC TRENDS

Economic trends can be important indicators as to the economic health of the community. Following is a summary of several economic indicators including income/wages, labor force and commercial and industrial construction.

A. INCOME

The 2000 Census reports a median family income in Mayer of \$55,000, about the average of several cities sampled including that found in Norwood Young America and Watertown.

Table 10-1 summarizes the income profile for Mayer in comparison with other cities, Carver County and the state of Minnesota. The Table illustrates per capita, median household and median family income are similar in Mayer are similar to those of other small cities in Carver County. However, the Table also reveals the mean annual social security income is the lowest of those political subdivisions sampled. In addition, the mean retirement income is near the low end of those sampled.

**TABLE 10-1
INCOME PROFILES**

	Per Capita Income	Median Household Income	Median Family Income	Median Male FT year-round income	Median Female FT year-round income	Social Security Income (Mean)	Retirement Income (Mean)
Mayer	\$18,547	\$48,125	\$55,000	\$35,417	\$26,719	\$ 9,515	\$ 9,800
Minnesota	\$23,198	\$47,111	\$56,874	\$40,408	\$29,670	\$11,471	\$17,034
Carver County	\$28,486	\$65,540	\$73,577	\$48,631	\$33,107	\$11,441	\$15,074
New Germany	\$16,314	\$36,094	\$45,625	\$29,750	\$25,000	\$10,493	\$ 8,263
Norwood Y.A.	\$18,431	\$46,152	\$54,792	\$36,885	\$28,110	\$10,915	\$ 9,690
Waconia	\$26,996	\$55,705	\$67,703	\$44,968	\$30,336	\$11,266	\$12,716
Watertown	\$18,918	\$47,500	\$56,136	\$37,423	\$27,792	\$10,268	\$11,410

Source: 2000 Census: Table QT-P33

Household income is defined as total money received in a calendar year by all household members 15 years old and over. Family income is the total income received in a calendar year by family members related by birth, marriage or adoption. Many households are not families, for example single people living alone or with non-related roommates are considered a non-family household. Median household income is often lower than median family income. "Mean" is the middle amount of sampled, whereas "median" is the average of those sampled.

B. WAGES

The Minnesota Workforce Center estimates average wages for employees in Mayer in the second quarter of 2005 (most recent at time of drafting of this chapter) to be \$530.00 per week, or \$13.25 per hour. Table 10-2 compares weekly/hourly wages earned within the City of Mayer with other political jurisdictions and the county and state averages. It is noted wages within Mayer are among the lowest of those surveyed. The lower average wage within the City of Mayer is likely due to a higher concentration of jobs within the community in the service-providing domain rather than the goods-producing domain and the location of the community further away from the core of the Twin Cities.

**TABLE 10-2
WAGE COMPARISON**

Area	Avg. Weekly Wage	Avg. Hourly Wage
Mayer	\$530	\$13.25
Cologne	\$633	\$15.83
Hamburg	\$992	\$24.80
New Germany	\$270	\$6.75
Norwood/YA	\$600	\$15.00
Waconia	\$770	\$19.25
Watertown	\$560	\$14.00
Carver County	\$842	\$21.05
Minnesota	\$777	\$19.43

Source: Mn. Department of Economic Security

C. EMPLOYMENT BY SECTOR AND GENDER

Table 10-3 compares the employment of those residing in Mayer to the averages of the U.S., the state of Minnesota, Carver County and the cities of Norwood Young America and Watertown. The Table illustrates:

1. A larger than average participation in the workforce by males over the age of 16 within the City of Mayer.
2. The representation of female workers within small cities in Carver County in the following employment sectors: Management/Professional Occupations (such as business and financial occupations and management occupations); Professional and Related Occupations (such as education, healthcare practitioners, life/social science, architecture, engineering and computer/math occupations) and Food Preparation and Serving Occupations. It is noted that percentage of male to female employees in the aforementioned employment sectors is heavily weighted toward females in small cities in Carver County when compared to the same industries nationwide, statewide and countywide.
3. The major employment sectors for males within the City of Mayer are similar to those nationwide, statewide and countywide – the Construction and Maintenance sector and the Production, Transportation and Material Moving sectors.

**TABLE 10-3
EMPLOYMENT OF RESIDENTS BY SECTOR AND GENDER**

	Nation			Minnesota			Carver County			Mayer			Norwood Young America			Watertown		
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
Employed civilian population 16 years and over	129,721,512	53%	47%	2,580,046	52%	48%	37,796	54%	46%	300	55%	45%	1,657	50%	50%	1,634	54%	46%
Management, professional, and related occupations	43,646,731	50%	50%	923,768	50%	50%	15,377	53%	47%	88	41%	59%	360	45%	55%	453	43%	57%
Management, business, and financial operations occ.	17,448,038	58%	42%	384,131	59%	41%	7,668	61%	39%	30	53%	47%	143	50%	50%	179	55%	45%
Management occupations, except farmers	11,115,046	62%	38%	221,391	62%	38%	4,822	67%	33%	21	52%	48%	72	60%	40%	123	63%	37%
Farmers and farm managers	773,218	86%	14%	38,055	87%	13%	391	87%	13%	2	100%	0%	0	0	0	1	0%	100%
Business and financial operations occupations	5,559,774	46%	54%	124,685	45%	55%	2,455	45%	55%	7	43%	57%	71	41%	59%	55	36%	64%
Professional and related occupations	26,198,693	44%	56%	539,637	43%	57%	7,709	44%	56%	58	34%	66%	217	41%	59%	274	35%	65%
Computer and mathematical occupations	3,168,447	70%	30%	76,666	69%	31%	1,374	70%	30%	2	0%	100%	36	53%	47%	39	62%	38%
Architecture and engineering occupations	2,659,298	87%	13%	53,315	87%	13%	1,074	86%	14%	6	67%	33%	34	97%	3%	16	88%	13%
Life, physical, and social science occupations	1,203,443	59%	41%	25,772	57%	43%	329	57%	43%	6	33%	67%	3	0%	100%	9	100%	0%
Community and social services occupations	1,953,184	40%	60%	44,337	38%	62%	388	35%	65%	8	50%	50%	18	28%	72%	34	47%	53%
Legal occupations	1,412,737	53%	47%	23,909	52%	48%	340	54%	46%	4	50%	50%	12	42%	58%	7	0%	100%
Education, training, and library occupations	7,337,276	26%	74%	142,355	28%	72%	1,930	18%	82%	16	25%	75%	70	31%	69%	82	26%	74%
Arts, design, entertainment, sports, and media	2,484,201	52%	48%	49,151	49%	51%	622	50%	50%	8	25%	75%	15	13%	87%	15	53%	47%
Healthcare practitioners and technical occupations	5,980,107	26%	74%	124,132	22%	78%	1,652	22%	78%	8	25%	75%	29	10%	90%	72	7%	93%
Service occupations	19,276,947	43%	57%	354,147	37%	63%	4,280	36%	64%	29	28%	72%	248	31%	69%	262	36%	64%
Healthcare support occupations	2,592,815	12%	88%	53,895	11%	89%	434	6%	94%	4	0%	100%	21	0%	100%	28	0%	100%
Protective services (firefighter, law enforcement, etc)	2,549,906	80%	20%	30,238	76%	24%	373	78%	22%	2	100%	0%	6	100%	0%	13	31%	69%
Food preparation and serving related occupations	6,251,618	43%	57%	121,185	38%	62%	1,493	33%	67%	12	17%	83%	85	29%	71%	95	42%	58%
Building and grounds cleaning & maintenance occs	4,254,365	60%	40%	71,589	60%	40%	907	66%	34%	4	100%	0%	59	59%	41%	58	57%	43%
Personal care and service occupations	3,628,243	21%	79%	77,240	18%	82%	1,073	12%	88%	7	0%	100%	77	14%	86%	68	26%	74%
Sales and office occupations	34,621,390	36%	64%	683,389	36%	64%	10,059	40%	60%	81	32%	68%	448	27%	73%	391	36%	64%
Sales and related occupations	14,592,699	50%	50%	284,935	52%	48%	4,633	61%	39%	32	50%	50%	149	36%	64%	129	57%	43%
Office and administrative support occupations	20,028,691	25%	75%	398,454	24%	76%	5,426	22%	78%	49	20%	80%	299	22%	78%	262	26%	74%
Farming, fishing, and forestry occupations	951,810	79%	21%	17,674	77%	23%	167	76%	24%	0	0	0	8	50%	50%	10	30%	70%

	Nation			Minnesota			Carver County			Mayer			Norwood Young America			Watertown		
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
Construction, extraction, and maintenance occupations	12,256,138	96%	4%	217,294	96%	4%	2,993	97%	3%	57	100%	0%	188	95%	5%	178	99%	1%
Construction and extraction occupations	7,149,269	97%	3%	123,161	97%	3%	1,742	97%	3%	31	100%	0%	96	96%	4%	94	98%	2%
Installation, maintenance, and repair occupations	5,106,869	95%	5%	94,133	95%	5%	1,251	97%	3%	26	100%	0%	92	93%	7%	84	100%	0%
Production, transportation, and material moving occs	18,968,496	75%	25%	383,774	75%	25%	4,920	75%	25%	45	84%	16%	405	72%	28%	340	79%	21%
Production occupations	11,008,625	68%	32%	235,123	69%	31%	3,245	71%	29%	34	88%	12%	294	69%	31%	212	75%	25%
Transportation and material moving occupations	7,959,871	84%	16%	148,651	85%	15%	1,675	82%	18%	11	73%	27%	111	78%	22%	128	85%	15%
Supervisors, transportation and material moving	237,902	81%	19%	4,074	81%	19%	51	69%	31%	0	0	0	4	100%	0%	5	60%	40%
Aircraft and traffic control occupations	158,481	93%	7%	4,098	92%	8%	127	92%	8%	0	0	0	0	0	0	0	0	0
Motor vehicle operators	3,852,820	88%	12%	70,868	91%	9%	725	85%	15%	5	100%	0%	53	81%	19%	90	86%	14%
Rail, water and other transportation occupations	400,826	88%	12%	6,826	84%	16%	64	80%	20%	0	0	0	8	100%	0%	2	100%	0%
Material moving workers	3,309,842	79%	21%	62,785	79%	21%	708	78%	22%	6	50%	50%	46	70%	30%	31	87%	13%

D. EMPLOYMENT BY SECTOR WITHIN CITY OF MAYER

According to the most recent data available (second quarter 2005) the Minnesota Department of Employment and Economic Development (DEED) estimates there are twenty-five (25) business establishments within the City of Mayer (37 establishments/100 residents). Comparatively, the City of Norwood Young America has 96 business establishments (35 establishments/100 residents); the City of Waconia has 286 business establishments (30 establishments/100 residents) and the City of Watertown has 88 business establishments (16 establishments/100 residents).

Table 10-4 illustrates the local employment positions by volume and industry sector for the cities of Mayer, Norwood Young America, Waconia and Watertown. It is noted the majority of employment positions within the City of Mayer are clustered in the goods producing and service providing sectors.

**TABLE 10-4
LOCAL EMPLOYMENT BY SECTOR**

Industry	Ownership Type	Mayer		Norwood YA		Waconia		Watertown	
		No. of Establishments	No. of Employees						
Total, All Industries	Total, All Ownerships	25	81	96	1449	286	4957	88	737
Total, All Industries	Government	2	6	9	202	13	526	7	252
Total, All Industries	Private	23	75	87	1247	273	4431	81	485
Goods Prod. Domain	Total, All Ownerships	13	38	18	92	57	978	29	73
Goods Prod. Domain	Private	13	38	17	90	57	978	28	170
Serv. Provide Domain	Total, All Ownerships	12	43	78	1357	229	3979	59	664
Serv. Provide Domain	Total Government	2	6	8	200	13	526	6	249
Serv. Provide Domain	Private	10	37	70	1157	216	3453	53	415
Trade, Trans. and Utilities	Total, All Ownerships	4	26	23	170	52	690	17	132
Trade, Trans. and Utilities	Total Government	1	1	2	7	1	12	1	3
Trade, Trans. and Utilities	Private	3	25	21	163	51	678	16	129
Retail Trade	Total, All Ownerships	3	25	13	5	37	548	11	119
Transportation Warehousing	Total, All Ownerships	1	1	2	7	1	12	1	3

Source: DEED.

Although the Minnesota Department of Employment and Economic Development estimates a total of 81 employment positions within the City of Mayer, the Metropolitan Council estimates 98 employment positions within the City of Mayer in 2004.

E. COUNTYWIDE EMPLOYMENT BY SECTOR

The U.S. Census Bureau conducts an Economic Census every five years. The latest Economic Census was enumerated in 2002, since then data has been being tabulated and is currently available at the County level but not at a minor civil division level. Therefore, this report will

examine the most active economic sectors as revealed by the 2002 Economic Census at a County level.

Table 10-5 illustrates the top business sectors in Carver County in terms of sales receipts and employment. The Table illustrates the top industry sector both in terms of employment and sales receipts is the manufacturing sector followed by healthcare/social services, administrative, food services, wholesale and retail trade.

**TABLE 10-5
TOP INDUSTRIES BY SALES AND EMPLOYMENT
CARVER COUNTY – 2002 ECONOMIC CENSUS**

NAICS Code	Industry Description	Number of Establishments	Sales, Shipments, Receipts or Revenue (\$1,000's)	Annual Payroll (\$1,000's)	Number of Employees
31-33	Manufacturing	157	2,185,338	449,395	11,183
62	Health care & social assistance	122	204,340	97,642	3,217
44-45	Retail trade	210	590,005	66,359	3,193
56	Administrative/support/waste management/remediation	110	139,175	47,868	2,080
72	Accommodation & food services	119	62,005	18,398	1,916
42	Wholesale trade	162	973,630	88,124	1,570
81	Other services (except public administration)	125	106,364	26,004	1,002
71	Arts, entertainment, & recreation	33	28,442	10,922	566
51	Information	34	N/A	23,991	563
53	Real estate & rental & leasing	82	46,785	9,528	505
61	Educational services	16	4,339	1,367	78
54	Professional, scientific, & technical services	238	N/A	N/A	N/A

Source: 2002 U.S. Economic Census

F. LABOR FORCE

Employment statistics from the 2000 census indicate 396 people (71% of the population) are aged 16 and over. Of all persons over sixteen years of age, 305 persons or 77% are in the labor force. Depending on where they live in the City of Mayer, the mean time traveled to work is 28 minutes.

According to the most current data available at the time of the drafting of this chapter (May 2005 data), the Minnesota Work Force Center estimates 46,661 people in the labor force in Carver County with 45,205 employed, resulting in a 3.1% unemployment rate. During this same time period Minnesota had an unemployment rate of 3.8% and the United States unemployment rate was 4.9%.

The Twin Cities Metropolitan Council (TCMC) has forecast employment for all minor civil divisions and counties within the Twin Cities metropolitan area. As indicated in Table 10-6 on the following page, the TCMC projects the number of employment opportunities in the City of Mayer double by the year 2030. Similarly, the number of employment opportunities within Carver County is also expected to nearly double.

**TABLE 10-6
CARVER COUNTY – LABOR FORCE PROJECTIONS**

CARVER COUNTY	2010	2020	2030
Mayer	210	300	400
New Germany	70	90	140
Norwood Young America	2,100	2,450	2,670
Waconia	7,000	8,100	9,400
Watertown	7,000	8,100	9,400
County total	38,940	47,460	52,430

Source: TCMC

G. MAJOR EMPLOYERS WITHIN THE CITY

The major employers in the City of Mayer are identified in Table 10-7 which follows.

**TABLE 10-7
MAJOR EMPLOYERS - MAYER**

Employer	NAICS	Products/Services	Employee Count
Lutheran High School	611110	Elementary & Secondary Schools	22
Mayer Lumber Co. Inc.	4441	Building Material & Supplies Dealers	11
Zion Lutheran Church & School	6116	Other Schools & Instruction	10
Bootlegger's Bar and Grill	722410	Drinking Places (Alcoholic Beverages)	8
Mayer Mobil Mart	4471	Gasoline Stations	8
First Minnesota Bank	522110	Comm. Banking	7
Bob's Repair	441310	Auto Parts & Accessories Stores	5
Heldt's Bar	722410	Drinking Places (Alcoholic Beverages)	5

H. REGIONAL LABOR MARKET PROFILE

The City of Mayer is part of DEED Region 11. Each year DEED authors a regional profile summarizing the labor market within each DEED region. The most current Region 11 Report was issued in September of 2005. The report includes the following information:

The seven counties surrounding Minneapolis and St. Paul experienced a job loss of 2.6 percent during the recent recession and recovery (2000-03). More recently, the region has begun adding back jobs with employment across the region increasing 0.2 percent between 2003 and 2004. The recession has impacted a wide swath of industries including manufacturing, transportation, and professional and business services. Not surprisingly, the regional unemployment rate that averaged 4.6 percent in 2003 has since begun to decline.

Despite an unprecedented loss of white collar and service jobs, the greatest employment losses have been witnessed in traditional blue collar industries such as manufacturing and transportation. Between 2002 and 2004 manufacturing led industry sectors in employment downturns, losing 8,740 jobs, a 4.5 percent decline. Additionally, the information industry declined by 13 percent, or 6,120 jobs.

Job losses have been partially offset with gains in service industries including healthcare and social services, up by 7,870 jobs, and finance and insurance, up by 3,530 jobs.

Labor force participation rates for men and women remain high at 80 and 69 percent, respectively. Regional wages are typically the highest in the state.

Employment projections out to 2012 suggest that sales and related, business and financial, and healthcare practitioners and technical occupations will create the most future job opportunities. Measurement of current hiring demand using the Minnesota Job Vacancy Survey shows the greatest current need in architecture and engineering, healthcare support, management, and healthcare practitioner and technical occupations. Manufacturing was hit first and hit hardest by the recession. Initial claims for unemployment insurance have been trending upward since 2000. The region continues to wait for the recovery to close the gap between job vacancies and unemployed job seekers.

I. TAX BASE DIVERSITY

Over the past several years, Mayer’s tax base has typically consisted of a high level of residential properties. Based on payable 2005 approximately 84% of the City of Mayer’s assessed market value is residential (single and multiple-family) in nature; 12% commercial/industrial. The following table compares the assessed values for residential and commercial/industrial properties within several adjacent cities in Carver County. Mayer has a moderate mix of residential and commercial/industrial tax base when compared to the other communities. The City of Mayer has the highest municipal tax rate of those surveyed.

**TABLE 10-8
MARKET VALUE COMPARISON PAYABLE 2005**

City	Commercial	%	Residential	%	Other	%	Total	City Tax Rate
Mayer	\$ 8,675,767	12.20%	\$ 59,642,900	83.86%	\$ 2,801,618	3.94%	\$ 71,120,285	75.77%
New Germany	\$ 1,708,533	8.74%	\$ 16,909,500	86.50%	\$ 931,491	4.76%	\$ 19,549,524	55.97%
Norwood YA	\$ 26,747,033	14.20%	\$ 158,237,900	84.02%	\$ 3,343,680	1.78%	\$ 188,328,613	45.07%
Waconia	\$ 79,526,800	11.30%	\$ 616,811,880	87.66%	\$ 7,274,882	1.03%	\$ 703,613,562	38.33%
Watertown	\$ 13,956,367	6.43%	\$ 195,629,460	90.18%	\$ 7,348,144	3.39%	\$ 216,933,971	39.50%

J. ECONOMIC SUMMARY

Most economic indicators suggest Mayer will continue to prosper. The disparity in per capita income between Carver County and the State of Minnesota is expected to continue to decrease. Labor force numbers have surpassed projections prepared in 1990, which suggested a 21.21% increase over the next twenty (20) years. The unemployment rate, while fluctuating higher/lower than the state average, has remained below the national unemployment rate.

Mayer’s employment opportunities are weighted toward the service sector with retail sales, food service and hospitality making up the bulk of jobs within the community. Jobs within the service industry are typically at the lower end of the wage scale.

Building construction of commercial and industrial facilities has remained strong throughout the past decade and is expected to continue in the future.

The Mayer Economic Development Authority (EDA) consists of five members three of which are at large representatives. The EDA meets on a monthly basis or as needed. The EDA has not adopted a strategic plan for economic development.

III. PUBLIC INPUT ON ECONOMIC DEVELOPMENT

In order to obtain community input on economic development within the City, several questions relating to commercial and industrial development were included in the community survey. In addition, the topic was discussed at the neighborhood meeting as well as at a business meeting in Spring of 2006. Following are comments that were received:

A. POSITIVE ECONOMIC ATTRIBUTES FOR MAYER

The following were identified as positive attributes of doing business in Mayer:

- Location
- Quality of School
- People
- Quiet, peaceful community
- Small town atmosphere
- Safe community

B. ECONOMIC DEVELOPMENT CHALLENGES

As a part of the survey/interview process, participants were asked to identify the major challenges facing Mayer. Responses relating to economic development included;

- Location
- Taxes
- Traffic

C. ADDITIONAL ECONOMIC OPPORTUNITIES

Respondents to the community meetings identified the following businesses or services as potential additions to the community:

- Grocery store
- Medical/Healthcare facilities
- Restaurants
- Coffee Shop

D. PRIORITIZATION OF BUSINESS ISSUES

At the community meeting, those attending were asked to complete a survey asking them to prioritize potential issues the City Council may address in the future. The following questions relating to business development were included in the survey. The responses are noted in **bold text**.

1. Recognizing that both are important, should the City and EDA:
13% Place greater emphasis redeveloping existing commercial areas **OR**
87% Attracting new business development.
2. **72%** Encourage all new building construction and/or remodeling in the central business district, as well as signage, to be in character with the existing downtown (e.g. brick facades, stucco, etc) **OR**
28% Allow buildings to be constructed with any type of façade provided it meets the uniform building code, setbacks, etc.

3. Within the **downtown** encourage:
 - 44%** upper levels of buildings to be used primarily for commercial purposes **OR**
 - 56%** upper levels of buildings to be used for residential purposes.

4. Within the **downtown**:
 - 28%** Adopt regulations which require historic preservation along with design standards **OR**
 - 72%** Encourage but not require the preservation of historic buildings and renovation to original historic architectural design.

5. Within the **downtown**:
 - 82%** Retain and promote the “Downtown” with a Main Street focus and gathering place for the community **OR**
 - 18%** Allow downtown businesses to relocate to other commercial areas (highway 7/25) with all commercial areas serving similar purpose (commercial services).

6. Throughout the City:
 - 61%** Pursue economic financial incentives for industries that will substantially contribute to the tax base **OR**
 - 39%** Act as a technical resource (versus financial resource) for new and expanding businesses

IV. ECONOMIC DEVELOPMENT PLAN

It is essential that a community understands the importance of all commercial and industrial areas and the overall impact each has on the community as a whole. The city’s zoning ordinance classifies commercial areas as C-1 “General Commerce”, C-2 “Central Business” or C/I “Commercial/Industrial”.

In general, the city’s business sector is dispersed in three areas throughout the community as follows:

1. Central Business District: Original Townsite – Adjacent to Ash Street.
2. Future General Commercial: Intersection of TH 7 and 25.
3. Commercial/Industrial: Business park adjacent to CSAH 30 and TH 25.

The future land use plan guides most properties abutting Ash Street for mixed commercial/residential use under an amended “C-2” district; areas in close proximity to the Intersection of TH 7/25 for commercial uses highly dependent upon vehicular traffic; and areas adjacent to the existing business park as industrial.

A. CENTRAL BUSINESS DISTRICT

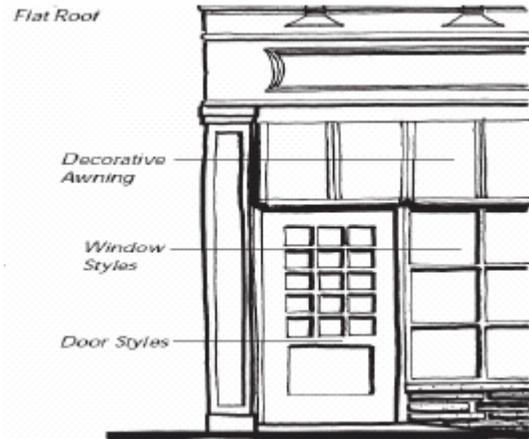
As indicated above, the Central Business District in Mayer is located in the original townsite including areas adjacent to Ash Street. Today, the central business district features some retail such as a lumber yard, convenience store/gas station and restaurant/bars, it also includes service businesses including a laundromat, professional office space and financial services. Currently there are no municipal parking lots or parks within the Central Business District.

The City may support/enhance downtown revitalization through many paths, such as the establishment of a redevelopment program, the use of redevelopment financial incentives (tax increment financing) and the pursuit of commercial rehabilitation program funds through DEED’s Small Cities Development Grant Program (CDBG). The City is submitting an application to the SCDP for grant year 2007.

Desired Features of Traditional Downtown Buildings

A few buildings in Mayer's central business district or downtown are two-story buildings with brick façades and flat roofs, reminiscent of the feel of a "downtown". Future buildings in the downtown should be designed to blend in with the existing character. A "downtown" will be developed over a period of many years. The following are general guidelines the City may wish to reflect on when reviewing building plans within the C-2 Central Business District:

- While architectural style may not be dictated, architecture should promote construction that complements a traditional building fabric.
- New buildings need not be historic replicas, but should offer high quality and compatible interpretations of the traditional styles present within historic and traditional downtowns.
- Regardless of style, new buildings should use traditional masonry materials and should reflect the predominant scale, height, massing, and proportions of traditional downtown buildings.
- Improvements and additions to existing buildings with architectural or historical interest should reinforce and enhance the original characteristics of the building rather than apply new or different stylistic treatments.



Landscape Design

As the community expands, there is a tendency for commercial development to locate near Highway 7 rather than in the traditional downtown setting. In 2007, the City is scheduled to complete a downtown redevelopment project including new water main and service lines, new streets, curb and gutter, sidewalks and streetlights. In order to continue to make the downtown or general business district more inviting, the City should update and maintain landscape design standards as a means of encouraging pedestrian traffic and unique businesses to locate in the area.



Goals and Objectives for Central Business District (Downtown) Development.

Following are goals and objectives for the future development and redevelopment of the central business district (downtown):

1. *Retain Government buildings in the Downtown.* Governmental, semi-governmental and institutional services and buildings including City offices, post offices and libraries impact the vitality of a "Downtown" business district and should be encouraged/retained/expanded.
2. *Humanscale Design.* The pedestrian circulation system should be enhanced by improving sidewalks, adding street furniture/gathering spaces, ornamental lighting, outdoor music, trees, etc. With the existence of a trunk highway the City should work to minimize the impact of through traffic on the downtown atmosphere.



3. *Landscaping Treatments.*

Landscaping treatments can be used to enhance the pedestrian experience, complement architectural features and/or screen utility areas. The use of flower boxes, planters and hanging flower baskets by individual businesses could be encouraged.



4. *Setbacks.*

In order to reinforce the existing building line and to facilitate pedestrian access and circulation, principal buildings within the downtown should be built to the front property line and shall be oriented so that the front of the building faces the public street. New construction and infill buildings should maintain the alignment of facades along the sidewalk edge. Exceptions may be granted if the setback is pedestrian-oriented and contributes to the quality and character of the streetscape. An example would be for outdoor dining.

5. *Building Design.*

In the future, the City may find the central business district's relevance to 'new' areas in the city to be difficult to define. For this reason the CBD should be connected to the new neighborhoods and have a pedestrian appeal.

Currently the face of the downtown is somewhat stark, original development looks random in placement, design, materials and style. Deliberate attempts to promote similar facades and a limited color palette could easily improve the area. Along the street there are a few opportunities where similar elevation heights can be developed to relate buildings with one another. For example, if the Laundromat facade was either brick or clapboard it would begin to blend with its surrounding streetscape. The carwash to the left could be bricked as well and possibly false-fronted to relate to other tall buildings on the street. There are a few parcels where the buildings are setback farther from the street frontage, until such a time when redevelopment occurs and the buildings could be moved forward, perhaps the front yards could be converted to landscaped courtyards to provide gathering places, public displays (e.g. art) and green relief on the street. The corridor's character could also be more distinct if one style of canopy was employed as opposed to differing styles, types and colors.



Other potential ideas include:

- Encourage the simplifying of store fronts by using brick and clapboard siding to unify the area and bring it back to its historical context.
 - Create attractive sightlines by using common heights in façade textures. For example, using brick to one height and clapboard above.
 - Create a historical color palette of a few colors for street facades to unify the downtown businesses.
 - Encourage signage to be in the same style if hung perpendicular to the facade.
 - Work to remove all canopies hanging over the sidewalk. If canopies are used, they should be in the same style and of one color palette.
 - Create a boulevard between the sidewalk and street to allow for tree plantings and grass to separate pedestrians from highway traffic. Use this boulevard to place traffic signs and Classical style street lights. If this cannot be achieved within the current street width, possibly remove parking from one side of the street to create that space.
 - Make crosswalks visible by using a change in ground texture with either concrete or brick. Another solution would be to paint crosswalks and supplement with lights to show right of way for pedestrians.
6. *Future expansion of the Downtown*
The city may wish to identify properties adjacent to the existing downtown which may be acquired in the future for expansion of the downtown. The current downtown corridor includes a number of businesses interspersed with residential homes.

B. C-1: GENERAL COMMERCIAL DISTRICT

The City may reasonably anticipate general commercial/business expansion (primarily vehicular-oriented) to occur within the next ten years, primarily in conjunction with the "Fieldstone" development near Trunk Highways 7 and 25.

As the City begins to see demand for commercial development rise, the City should promote such commercial development in designated centers and commercial "nodes" that not only offer higher efficiency in land use and development, but also offer a higher level of aesthetics. Commercial nodes adjacent to T.H. 7 could easily be defined through the protection of woodland and wetland corridors/communities as defined on the development constraints map in Chapter Two of this document. The preservation of such environmental areas would not only allow a break in the linear development of structures in the corridor, but also maintain some of the existing viewsheds from the roadway and ultimately adding to character and uniqueness of the corridor.

In addition, since the highway corridors typically serve needs dependent on high volumes of vehicular traffic and highway visibility, the City should work to refine permitted/conditional uses in the C-1: General Commerce District so that it is complimentary to the services in the Downtown.

The City may consider financial incentives, such as tax abatement and/or a local revolving loan fund as a means of assisting commercial establishments with demonstrated gaps in financing. If considering financial assistance for commercial establishments the City is encouraged to review:

- Employment positions to be added to the community;
- The wage level of said jobs;
- The appropriateness of uses contemplated and competition thereof;
- If the project is in the best interest of the community; and,
- If the project would/could occur without assistance.

Goals and Objectives for C-2 General Commerce District (Highway) Development.

Mobilize/Activate Business Outreach

The City's established Economic Development Authority consists of five members, two representatives from the City Council and three at-large representatives. The EDA is dedicated to assisting the business community and promoting the diversification of the tax base within the community.

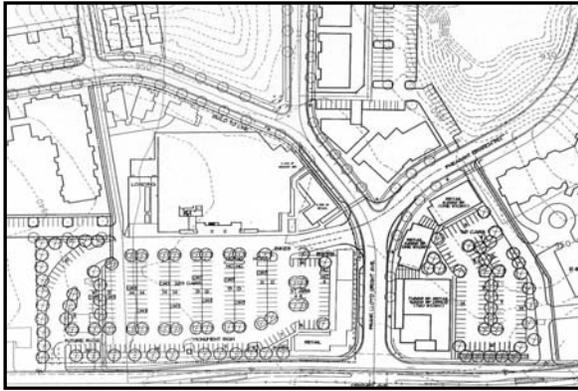
The EDA may:

- Establish annual and five-year work plans for commercial redevelopment/development;
- Implement financial incentive programs;
- Develop marketing tools and information packets to distribute to commercial development leads seeking information regarding locating in the City or expanding within the City; and,
- Create an inventory of available commercial parcels/lots available for development or redevelopment for distribution to development prospects, posting on the DEED website, etc.

Commercial Development Design.

General Commercial/Business developments should be complimentary the environment and adjacent land uses. Developments along T.H. 7 should be of a specialized nature exhibiting the unique needs associated with major highway access and visibility.

Commercial and service centers should be developed as cohesive, highly interrelated and coordinated units with adequate off-street parking and appropriate, regulated points of access. Direct property access to arterials roadways should be discouraged in favor of accommodating said traffic through a frontage road system.



New commercial development should relate to existing development, transit corridors and residential developments. For example, trees could line a pathway creating a physical and aesthetic connections to existing development.

Revisions/additions of certain development standards should be considered to help ensure the quality of development desired by the community results from such development standards, including minimum lot sizes, lot coverage, landscaping standards, building construction, lighting, screening and outdoor storage.



Commercial maintenance codes may be enacted and enforced to help insure that the commercial development maintains community character on an ongoing basis (i.e. design review board).

Immediate, short-range market potential and demands for activities that are not suggested for a site or area by the Comprehensive Plan or allowed by the Zoning Ordinance should not be the sole justification for a change in activity.

C. C/I DISTRICT COMMERCIAL/INDUSTRIAL DEVELOPMENT

The City of Mayer is fortunate to have recently experienced growth of its industrial base. The industrial area is located in the southeastern quadrant of the City and features mainly wholesale/storage facilities. The C/I district currently allows various retail, service and light industrial uses.

As the City expands, the Council has expressed a desire to allow for future industrial uses. The future land use plan guides areas adjacent to the existing C/I zone to similar use. The City may also wish to consider second-tier development in the vicinity of TH 7 for quality industrial uses. The employment of zoning standards requiring quality architecture, landscaping, building placement, etc. would assist the City in promoting a quality industrial park which could capitalize on its proximity to TH 7.

The City may consider financial incentives, such as economic development tax increment financing, tax abatement, Minnesota Investment Fund grant/loan, Industrial Revenue Bond issuance and/or a local revolving loan fund as a means of assisting quality manufacturing/production establishments with demonstrated gaps in financing. If considering financial assistance for such establishments the City is encouraged to review:

- Employment positions to be added to the community;
- The wage level of said jobs;
- The appropriateness of uses contemplated;
- If the project is in the best interest of the community; and,
- If the project would/could occur without assistance.

Goals and Objectives for C/I Commercial/Industrial District Development.

Mobilize/Activate Outreach to Manufacturing/Production Establishments

The City's established Economic Development Authority consists of five members, two representatives from the City Council and three at-large representatives. The EDA is dedicated to assisting the business community and promoting the diversification of the tax base within the community.

The EDA may:

- Establish annual and five-year work plans for industrial redevelopment/development;
- Purchase and develop industrial lots with a full complement of urban services at lower than market lot prices;
- Implement financial incentive programs;
- Implement a business retention and expansion program;
- Conduct active outreach to identified target industries (e.g. privately held companies with under 50 employees in fully developed communities looking to expand);
- Develop marketing tools and information packets to distribute to industrial development leads seeking information regarding locating in the City or expanding within the City; and,
- Create an inventory of available industrial parcels/lots available for development or redevelopment for distribution to development prospects, posting on the DEED website, etc.

Coordination

The City and its Economic Development Authority should actively promote industrial developments that maximize the return on city investments in public facilities and services, provide quality employment opportunities and compliment existing services.

Traffic and Access

Traffic generated by industrial activity should be prohibited from penetrating residential neighborhoods. Future industrial parks should be developed with at least one primary access from a public street with a functional classification of 'collector' or greater. Traffic from industrial parks should be quickly routed to principal arterials and be prohibited from traversing through residential neighborhoods.

Impact on Environment

Existing industrial uses and new industrial development should not cause pollutants or contaminants to be emitted into the surrounding environment (including air, soils, noise, ground water, drainage ways, sanitary sewer and storm sewer) in excess of State and Federal regulations. New industrial parks should be designed to minimize the impact on environmental features such as wetlands and the South Fork of the Crow River.

Impact on Utilities

Consideration should be given to facility demands (i.e., traffic generation, sewer and water demands, etc) of any proposed industrial development to ensure the City has the capacity to serve the proposed project(s). Extension of utilities and annexation of areas about to become industrial in nature should occur prior to the issuance of building permits for the industrial construction.

Design Standards

As the City continues to grow and expands industrial areas near higher visible roadways (Trunk Highway 7 and 25), the city may wish to include additional design standards or create a second industrial zoning district with more requirements. The City should continue to minimize the impact of industrial properties on adjacent land uses. For both existing and new industrial development, regulations should be maintained with criteria regarding: building appearance and materials; screening of outside storage areas; screening of off-street parking facilities; use of landscaping; and proper handling of environmentally sensitive areas.

IMPLEMENTATION

I. INTRODUCTION

The previous Mayer Comprehensive Plan components comprise the City's plan for overall growth/redevelopment. This section identifies methods the City of Mayer will employ to implement the Comprehensive Plan and associated goals and objectives as identified by the community. Implementation of the Comprehensive Plan begins with its official approval. Following approval, the City will utilize many 'tools' to achieve policy plans and goals including:

- Zoning Ordinance
- Subdivision Ordinance
- Capital Improvement Plan
- Orderly Annexation Agreements
- Comprehensive Plan Review and Revision
- Implementation Strategies

A description, implementation information and recommendations for each of the City's local controls and implementation programs follows.

II. ZONING ORDINANCE

The current City of Mayer Zoning Ordinance was adopted by the City Council in 2001. The Zoning Ordinance includes specific regulations governing land use and an official zoning map. With formal approval of the Mayer Comprehensive Plan the City Council recognizes the Comprehensive Plan as the 'umbrella' policy guiding the overall growth and redevelopment of the City of Mayer. The policies/goals identified within the Comprehensive Plan are in part carried out through standards regarding land use set forth within the Zoning Ordinance.

The City shall administer the Zoning Ordinance on an on-going basis. Consistent with State law, as a part of the comprehensive planning process the City shall achieve consistency between the Comprehensive Plan and the zoning ordinance.

A. PURPOSE

The purpose and intent of the Mayer Zoning Ordinance is to protect the public health, safety, and general welfare by regulating the use of land, the location and use of building and the arrangement of buildings on lots, and the density of the population in the City.

B. CONTENTS

Local controls relative to the Land Use portion of the Comprehensive Plan and provided by the Zoning Ordinance include, but are not limited to, the following:

- Intent and Purpose
- Rules and Definitions
- General Provisions
- Administration of the Ordinance
- Zoning Districts and District Provisions
- Performance Standards; and
- Violations

C. OFFICIAL ZONING MAP/DISTRICT DESCRIPTIONS

A copy of the City of Mayer's Official Zoning Map is included at the close of Chapter 4 of the Comprehensive Plan. The zoning district matrix is included on the following page and depicts allowable densities/intensity of use and lot sizes.

**TABLE 11-1
ZONING DISTRICT DIMENSIONAL STANDARDS MATRIX**

District	Lot Area	Lot Width²	Maximum Density³	Front Yard⁴	Side Yard⁵	Rear Yard⁶	Maximum Height	Lot Coverage⁷
A – Agricultural	40 acres ¹	300'	1/40 acre	50'	50'	50'	50'	NA
R-1 – Low Density Resid.	10,000 sf ¹	85'	3/acre	30'	10'	50'	30'	25%
R-2 – Med. Density Resid.	7000 sf ¹	100'	6/acre	30'	10'	30'	35'	50%
R-3 – Multiple Family Resid.	2720 sf ¹	120'	16/acre	30'	10'	30'	40'	75%
PRD – Planned Resid. Devl.	Varies	Varies	Varies	30'	10'	30'	40'	Varies
C-1 – General Commerce	20,000 sf	120'	NA	30'	30'	30'	40'	75%
C-2 – Central Business	7,500 sf	50'	NA	NA	NA	NA	40'	NA
C/I – Comm/Industrial	15,000 sf	100'	NA	30'	30'	30'	40'	75%
P/I – Public/Institutional	20,000 sf	120'	NA	30'	30'	30'	40'	50%

1. Minimum lot area per dwelling unit.
2. Minimum lot width is the horizontal distance between the side lot lines of a lot measured at the front yard building setback line.
3. Units per net acreage (net acreage equals gross acreage less wetlands, surface water, floodplain, and existing road easements or rights-of-way).
4. Parking and loading areas shall be setback a minimum of ten (10) feet.
5. Side yards with street frontage (corner lots) in residential districts shall be the same distance as the required front yard setback for that district. Parking and loading areas shall be setback a minimum of ten (10) feet.
6. Parking and loading areas shall be setback a minimum of ten (10) feet.
7. Relationship of impervious surface area to total site area.

D. IMPLEMENTATION

The Zoning Ordinance is reviewed and subsequently administered by planning staff, the Planning Commission and the City Council.

The Zoning Ordinance is subject to periodic review to ensure consistency with the City's Comprehensive Plan and overall goals/objectives as defined by the City. The City Council may amend the Ordinance provided the Council adheres to constitutional, statutory, and other lawful procedures. The City shall not approve zoning ordinance amendments which conflict with the current Comprehensive Plan.

In order to ensure the Zoning Ordinance is consistent with the goals and objectives of the 2006 Comprehensive Plan the Planning Commission and Council will within nine (9) months after approving the 2006 Comprehensive Plan amend the zoning ordinance to address the following:

E. RECOMMENDED AND/OR REQUIRED UPDATES

1. The Planning Commission and Council shall consider amending the zoning ordinance to include standards relating to environmental conservation which could address maintaining wildlife corridors, tree preservation/replacement, riparian woodland preservation, preservation of wetland communities, preservation of surface waters, preservation of natural habitat areas and pre-settlement vegetative communities where feasible.
2. The City shall investigate the applicability of existing flood plain standards and participate in the National Flood Insurance Program.
3. The City should review current standards related to storm water management (i.e. blanket reference to National Urban Runoff Program (NURP) standards for the design of new

stormwater ponds and the provisions of the Minnesota Pollution Control Agency's publication Protecting Water Quality in Urban Areas relating to "best management practices," for urban areas) used to review any proposed development in order to reduce non-point source pollution to ensure a policy is in place to review proposed developments relative to the standards cited.

4. The Planning Commission/City Council shall amend the R-3 Multiple Family Residential District dimensional standards to achieve LCA density goals in the Housing Plan (i.e. up to 22 du/ac).
5. The City should review allowable uses, design guidelines and mixed use opportunities within the Downtown as a means of providing for a multi-functional, pedestrian-oriented Downtown core. Specific items to be reviewed are: the potential to retain/require government buildings within the downtown (e.g. post office, public library, government center); the installation of humanscale design elements; the installation of landscaping treatments which enhance the pedestrian experience; the employment of building design standards which encourage the simplifying of storefronts, consistent exterior building materials (i.e. brick/clapboard), complimentary sight lines (canopies, roof lines, brick/clapboard heights, etc.), historic color palettes, etc.
6. The City should review use and lot dimensional standards applicable to vehicle-oriented commercial nodes in areas adjacent to high volume traffic corridors with a goal of encouraging the intensification of development at key nodes adjacent to major transportation corridors. General commercial development should be complimentary to the natural environment, adjacent land uses and the specific needs of vehicle-oriented commercial development. New commercial development should relate to existing development, transit corridors and residential developments.
7. The City should review open space preservation guidelines especially as they relate to the development commercial and related uses adjacent to entryway corridors.
8. The City should investigate the implementation of zoning standards requiring infill development to be compatible in use and scale with the surrounding neighborhood.
9. The City shall create a new zoning classification specifically related to light industrial development adjacent to arterial and major collector roadways allowing for increased aesthetic standards intended to preserve the visual quality of major roadway corridors and minimize the impact of industrial properties on adjacent land uses while allowing for industrial development with convenient access to appropriate roadway corridors.
10. The Planning Commission and City Council may wish to review uses allowed in the various zoning classifications, particularly the potential for institution of specific conditional and interim uses rather than should consider an amendment to the Zoning Ordinance to include the provision for issuance of Interim Use Permits as an optional alternative to Conditional Use Permits. The Interim Use Permit would be utilized in cases in which a use is associated with a specific time period or conditions, as outlined in state statutes. While a conditional use permit is recorded and runs with the land, an interim use permit, as outlined in MN. Statutes 462.3597 is for a set period of time or activity. This may assist the City in allowing temporary uses which are reasonable while achieving long term land use compatibility.
11. The City should review/update the sign ordinance as it pertains to commercial uses adjacent to Highways 7 & 25 to promote aesthetically pleasing signage and minimize visual confusion and/or clutter while meeting the needs of businesses and consumers.
12. The Planning Commission and Council may wish to employ a highway corridor overlay district as a means of preserving existing environmental features which define the historical

landscape of the City of Mayer and which creates a distinctive impression of the City and maintains the integrity of existing/future mobility corridors.

13. The City shall review park/open space guidelines within the Planned Residential Development District and how they relate to requiring the integration of locations of sensitive natural resources into land use and park/open space plans.
14. The City shall establish standards allowing for commercial and/or mixed use clusters (i.e. commercial and or mixed use planned unit developments).
15. Upon adoption of a Wellhead Protection Plan or revision thereof, the City's Zoning Ordinance should be updated to ensure protection of this natural resource.
16. The City shall amend the zoning ordinance as a means of protecting airspace from potential electronic interference and obstructions to air navigation by requiring: (A) Applicants proposing structures constructed exclusively for or hosting telecommunications equipment shall provide written verification of approval from the Federal Communications Commission and the Federal Aviation Administration to the extent required by those agencies; and (B) The City shall require an applicant who proposes the construction of any structure with a height equal to or greater than two hundred (200) feet above ground level; or the alteration of any structure to a height which is equal to or greater than two hundred (200) feet above ground level to submit written evidence relating to notification/approval of the Minnesota Department of Transportation Commissioner and the Federal Aviation Administration Commissioner of said proposal. The City shall be responsible for submitting FAA Form 7460 (i.e. Notice of Actual Construction or Alteration to the Federal Aviation Administration).

III. SUBDIVISION ORDINANCE

The City of Mayer Subdivision Ordinance was amended in 2005. This Ordinance regulates the division or platting of land within the City's corporate limits.

A. PURPOSE

A Subdivision Ordinance has been adopted to safeguard the best interests of the City and to assist the subdivider in harmonizing the subdivider's interests with those of the City at large. The Ordinance is intended to prevent the piecemeal planning of subdivisions which could result in an undesirable, disconnected patchwork or pattern of development or fiscal inefficiency. The Subdivision Ordinance is correlated to the City's Comprehensive Plan and consistent with a goal of promoting unified community interests.

B. CONTENTS

The Subdivision Ordinance includes provisions that:

1. Dictate procedures for filing, submittal and review (including the required contents of and conditions for) preliminary and final plats.
2. Establish and ensure design standards including: blocks, lots, streets and alleys, planned unit developments and other standards which promote the public health, safety, and general welfare.
3. Define parks and open space requirements.
4. Require improvements according to City standards for general improvements, streets, sanitary sewer and water distribution and public utilities.
5. Allow for variances from this Ordinance provided unique circumstances exist; and
6. Provide for enforcement of and penalties for violation.

C. IMPLEMENTATION

The Subdivision Ordinance is subject to periodic review to ensure consistency with the City's Comprehensive Plan and overall goals/objectives as defined by the City. The City Council may amend the Ordinance provided the Council adheres to constitutional, statutory and other lawful procedures. The City shall not approve Subdivision Ordinance amendments which conflict with the current Comprehensive Plan.

In order to ensure the Subdivision Ordinance is consistent with the goals and objectives of the 2006 Comprehensive Plan the Planning Commission and Council will within nine (9) months after approving the 2006 Comprehensive Plan amend the subdivision ordinance to address the following:

D. RECOMMENDED AND/OR REQUIRED UPDATES

1. The Planning Commission and City Council shall examine requirements for environmental protection that may be incorporated into the City's subdivision ordinance such as identification of metropolitan greenways, wildlife corridors, significant trees, native vegetative species, rare plant and animal species/habitat, etc. The City could require the identification of sensitive natural resources (e.g. habitats, unique natural features, etc.) using existing ecological information including MN DNR County Biological Survey, Regionally Significant Ecological Area Map, Metro Wildlife Corridor Map, aerial photography, etc. and work with the Developer to integrate locations of identified sensitive natural resource information into land use, park and/or open space plans
2. The Planning Commission and City Council should consider including specific text relating to landscaping within new subdivisions (e.g. boulevard landscaping, installation of trees within new residential lots within required improvement standards).

3. The City should develop policy ensuring compliance with approved subdivision grading/drainage plans is maintained. Such policy could require compliance checks/certifications upon initial site grading completion, at the time of building permit issuance and immediately prior to the issuance of a certificate of occupancy. Such policy standards could be included in required subdivision development agreements.
4. The Planning Commission and City Council should consider requiring developers to integrate sensitive natural resources and/or natural resources of high quality or of local or regional importance into subdivision design and/or park and open space plans.
5. The Planning Commission and City Council shall add pre-application meeting and informal concept plan submittal requirement to the subdivision review process as set forth within the subdivision ordinance. The purpose of the pre-application meeting is to specifically make applicants aware of all applicable ordinances, regulations and plans affecting the area proposed to be subdivided (e.g. zoning ordinance, subdivision ordinance, environmental review requirements, existing transportation, park and utility plans and the like). The purpose of the concept plan submittal is to provide City staff an opportunity to comment informally on whether the proposed subdivision could be premature due to lack of adequate infrastructure to support the proposed Subdivision, including, but not limited to, roadways, utilities, parks, schools, and other public facilities. The informal review is intended to provide the developer an opportunity to disengage from the subdivision process prior to incurring costs associated with preparation of a preliminary plat.
6. The Planning Commission and City Council shall review the potential of requiring applicants for subdivision approval to create planned trail and/or sidewalk connections and linkages as illustrated in the Comprehensive Plan and Park Planning documents.
7. The Planning Commission and City Council shall update the subdivision ordinance to require annexation (and Comprehensive Plan amendment if needed) prior to submittal of a preliminary plat. Parcels abutting urban development which is existing or proposed on two parallel sides should be also be annexed at the time of proposed development so as to lessen the potential for creating islands of non-urban development within the corporate limits.
8. The Planning Commission and City Council should periodically review current park dedication standards to assure they are adequately addressing the needs of the park system through developer dedication. The City should require the Park Board/Commission review proposed parkland dedication and/or fee in lieu of parkland dedication and make a recommendation to the City Council relating to the adequacy of said dedication and its consistency with existing plans.
9. The Planning Commission and City Council shall review current subdivision standards relating to access management guidelines (1/4 mile for arterial and collector streets recommended) to determine adequacy thereof. The City shall expand the section to reflect standards included in the transportation plan including, but not limited to: design standards for each type of road classification including access control, traffic control, right-of-way widths, lanes and function of the roadway.
10. State Statute 462.358, Subd. 3c allows that unless the city and developer agree, no amendment to the city's comprehensive plan or other controls, which include the Subdivision Ordinance, shall apply to or affect the use one year after preliminary approval and two years after final approval of the use. The City should consider an amendment to provide consistency with state law.
11. The City should consider amending the Subdivision Ordinance to include requirements for Common Interest Community Plats, in accordance with State Statutes 515.B

IV. CAPITAL IMPROVEMENT PLAN

The City of Mayer has instituted a Capital Improvement Program (CIP) that lists projects, prioritizes expenditures and identifies sources of funding for the scheduled financing of capital expenditures relative to the implementation and maintenance of public facilities and services necessary for the City's growth. The CIP is reviewed as a part of the annual budget process. A copy of the 2007 Capital Improvement Plan is included at the close of this Chapter of the Comprehensive Plan.

The overall objective of the Capital Improvement Plan (CIP) is to provide for the efficient use of fiscal resources in funding future capital expenses. The CIP is a flexible, evolving tool the City uses as a guide for the future. The annual CIP update allows for capital necessity and prioritization changes. Along with anticipated expenditures, the CIP includes proposed sources of funding such as special assessments, enterprise funds (water, sanitary sewer, storm sewer), state aid, annual levy, etc. Expenditures such as municipal vehicles/equipment (public works/fire), city staff changes, street and utility projects, park improvements and the like are included in the CIP. The phasing in of projects which require the same sources of funds assists in retaining a level annual tax levy.

Comprehensive plans within the Twin Cities Metropolitan Area are required to include a CIP for four areas: transportation, wastewater, water supply and parks/open spaces. The CIP must illustrate how the City will support and implement the timing and financing of public improvements necessary for the City's planned growth. The CIP includes budgets and expenditure schedules for transportation, sewers, water supply and park/open space facilities.

V. GROWTH AREAS AND ANNEXATION

The City of Mayer, through its comprehensive planning process, has identified land use needs to accommodate additional residential, commercial and industrial development both within the existing corporate limits as well as in potential annexation areas. The urban growth boundary (Map 4-8 at the close of the Land Use Plan) is anticipated to meet the needs of the city to the year 2030. The urban growth boundary will coincide with municipal utility service areas and projected capital infrastructure. Parcels within the urban growth boundary are to be annexed into the City of Mayer prior to being developed. It is recognized that there are parcels of land within the identified urban growth boundary that, although they are close to the municipal city limits, are not contiguous and may not have city services available for a number of years.

In addition to the urban growth area the Comprehensive Plan also includes a municipal expansion area which is located outside of the urban growth boundary as defined on the Map 4-8 at the close of Chapter Four, but within a two-mile radius of the City of Mayer. The municipal expansion area is included as Map 4-9 at the close of the land use plan (Chapter Four). The City of Mayer has defined this area for potential long-term municipal expansion however, it does NOT mean urban expansion will occur within the area in the future and should not be considered as representing such. Instead, the map is to be used to spur discussion regarding coordination/timing of the provision of services (including facility and infrastructure extension/expansion – especially collector roadways adjacent to State Highway 7 and wastewater treatment services) with Camden, Hollywood, Waconia and Watertown Townships, the cities of New Germany, Norwood Young America, Waconia and Watertown and Carver County.

The City of Mayer has invited representatives from Camden, Hollywood, Waconia and Watertown Townships to meetings relative to the Mayer Comprehensive Plan update. No agreements have been signed or are pending with any of the four townships. In addition, Carver County is in the process of updating its Comprehensive Plan at the time of the completion of the Mayer Comprehensive Plan. In an effort to collaborate with other local units of government, during the Comprehensive Planning process the City of Mayer has met with the Carver County Engineer, the Carver County Planner, the Carver County Parks Director, representatives from the City of Watertown and the New Germany City Council and City Planner.

It is noted the Mayer Comprehensive Plan is not an annexation agreement nor is it a substitute for such an agreement. The Comprehensive Plan and its role in the future expansion of the existing municipal boundary is limited to serving as a statement of city policy. It can also serve as a basis for subsequent annexation plans and agreements.

It is further noted the City of Mayer has held informal discussion sessions with the City of New Germany regarding utility and infrastructure extension between the two cities. The City of New Germany and Mayer have informally agreed to investigate cooperative wastewater facilities in the future as their corporate limits draw nearer. As of the drafting of this land use plan the City of Mayer has also held an information meeting with staff from the City of Watertown regarding the need for future urban services north of Highway 7 and the availability of services by the City of Mayer. In addition, the City of Mayer has met with Carver County officials regarding land use in adjacent townships, lot size requirements within townships contained in urban growth boundary and municipal expansion area and coordination of development review within the UGB and municipal expansion area.

As a part of the Comprehensive Plan implementation process, the City of Mayer and Camden, Hollywood, Waconia and Watertown Township will continue to work together to develop and adopt Orderly Annexation Agreements. The City of Mayer desires to take an active role in the review of future development/redevelopment applications for approval within both the urban growth boundary and the urban expansion area as they relate to: transportation systems; land use; water supply, sanitary sewer and storm sewer system components; and, trail and park plans which may impact the City of Mayer.

VI. COMPREHENSIVE PLAN REVIEW AND REVISION

The Comprehensive Plan is intended to guide the growth of the community. As events and circumstances within the community change, the Comprehensive Plan shall be reviewed and updated, as appropriate. Amendments to the Comprehensive Plan shall not occur without public notice, a public hearing conducted by the Planning Commission, City Council final review and approval and approval by the Twin Cities Metropolitan Council. Amendments to the Comprehensive Plan should be considered if there have been changes within the community or issues which were not anticipated by the Plan.

Mayer Capital Improvement Plan-2007 (5 Year Plan)

Proposed

Project	Year	Priority	Est. Cost	Source of Funding			
				Cash Amt.	Fund	Other's \$	Debt \$
Water Utility Projects							
Joe Hamm	2006	Medium	\$ 35,000	\$ 25,000	Water	\$ 10,000	
Upgrade Well 1	2007	High	\$ 30,000		Water		\$ 30,000
Loop 4th and 5th	2007	High	\$ 33,500		Water		\$ 33,500
Well no. 3	2009	High	\$ 400,000		Water		\$ 400,000
Additional Water Treatment 500 gal	2010	High					
Water Tower	2011	High	\$ 1,200,000				
Other (Emergency generators		Medium					
<i>Subtotal Water Projects</i>			\$ 1,698,500	\$ 25,000	\$ -	\$ 10,000	\$ 463,500
Sewer Utility Projects							
Slip lining	2007	High	\$ 25,000	\$ 25,000	Sewer		
Expansion of Lift Station 2	2008	High	\$ 75,000		Developer	\$ 75,000	
Slip lining	2008	High	\$ 30,000	\$ 30,000	Sewer		
Lift Station 3	2009	High	\$ 250,000	\$ 50,000	Developer	\$ 200,000	
Slip lining	2009	High	\$ 35,000	\$ 35,000	Sewer		
Lift Station 4	2010	High	\$ 250,000	\$ 50,000	Developer	\$ 200,000	
Enlargment of Main	2010	High	\$ 100,000		Developer	\$ 100,000	
WWTF - Expansion	2010	High	\$ 3,000,000		Sewer		\$ 3,000,000
Slip lining	2010	High	\$ 40,000	\$ 40,000	Sewer		
Slip lining	2010	High	\$ 45,000	\$ 45,000	Sewer		
						\$ 575,000	\$ 3,000,000
<i>Subtotal Sewer Projects</i>			\$ 3,825,000	\$ 250,000			

Mayer Capital Improvement Plan-2007 (5 Year Plan)

Proposed

Project	Year	Priority	Est. Cost	Source of Funding			Debt \$
				Cash Amt.	Fund	Other's \$	
Storm Water	2007	Medium	\$ 90,000		Developers/Storm Water Fund	\$ 90,000	\$ -
Storm Water	2008	Medium	\$ 200,000		Debt/Storm Water Fund		\$ 200,000
Storm Water	2009	Medium	\$ 200,000		Debt/Storm Water Fund		\$ 200,000
Storm Water	2010	Medium	\$ 200,000		Debt/Storm Water Fund		\$ 200,000
Storm Water	2011	Medium	\$ 200,000		Debt/Storm Water Fund		\$ 200,000
<i>Subtotal Storm Sewer Projects</i>			\$ 890,000			\$ 90,000	\$ 800,000
Street/Sidewalk/Trail Projects							
Hwy 25 project	2007	High	\$ 1,400,000		MN DOT	\$650,000.00	\$750,000.00
Sealcoating	2007	High	\$ 25,000	\$ 25,000	General	\$25,000.00	
Siren	2007	High	\$ 20,000		Developrs	\$22,000.00	\$22,000.00
Ridge Road 4th Street NE	2007	High	\$ 430,000		Bond		\$430,000.00
4th Street	2007	High	\$ 352,000		Bond		\$352,000.00
5th Street	2007	High	\$ 321,000		Bond		\$321,000.00
Birch Street	2007	High	\$ 75,000		Bond		\$75,000.00
West Ridge Road	2007	High	\$ 75,000		Bond		\$75,000.00
Ridge Road 4th Street NE	2007	High	\$ 75,000		Bond		\$75,000.00
2nd Street NW	2008	High	\$ 220,000		Bond		\$220,000.00
3rd Street NW	2008	High	\$ 65,000		Bond		\$65,000.00
4th Street NW	2008	High	\$ 65,000		Bond		\$65,000.00
5th Street NW	2008	High	\$ 102,000		Bond		\$102,000.00
Canary Avenue	2008	High	\$ 85,000		Bond		\$85,000.00
Trails	2008	Medium	\$ 50,000	\$ 50,000	Parks		
Sealcoating	2008	High	\$ 37,000	\$ 37,000	General		
Trails	2009	Medium	\$ 44,000	\$ 44,000	Parks		
Sealcoating	2009	High	\$ 51,000	\$ 51,000	General		
Trails	2010	Medium	\$ 60,000	\$ 60,000	Parks		
Sealcoating	2010	High	\$ 55,000	\$ 55,000	General		
Trails	2011	Medium	\$ 65,000	\$ 65,000	Parks		
Trails	2012	Medium	\$ 70,000	\$ 70,000	Parks		
<i>Subtotal Street/Pedestrian Projects</i>			\$ 3,742,000	\$ 457,000	\$ -	\$ 697,000	\$ 2,637,000

Mayer Capital Improvement Plan-2007 (5 Year Plan)

Proposed

Project	Year	Priority	Est. Cost	Source of Funding			
				Cash Amt.	Fund	Other's \$	Debt \$
Public Works							
Pick UP	2007	Medium	\$ 30,000	\$ 30,000	General		
Dump Truck Plow and Sander	2008	Medium	\$ 110,000	\$ 110,000	General		
Front End Loader	2008	Medium	\$ 75,000	\$ 75,000	General		
Snow Blower	2008	Medium	\$ 30,000	\$ 30,000	General		
Jetter	2010	Low	\$ 150,000	\$ 150,000	Sewer		
Tandem Truck	2011	Medium	\$ 75,000	\$ 75,000	General		
Pick Up	2012	Medium	\$ 30,000	\$ 30,000	General		
<i>Subtotal Public Works</i>			\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -

Mayer Capital Improvement Plan-2007 (5 Year Plan)

Proposed

Project	Year	Priority	Est. Cost	Source of Funding			Debt \$
				Cash Amt.	Fund	Other's \$	
Park Improvements							
Concession Stand	2007	High	\$ 75,000	\$ 75,000	Park		
Restrooms	2007	High	\$ 75,000	\$ 75,000	Park		
Playground Equipment (Old SchoolHouse)	2007	High	\$ 45,000	\$ 45,000	Park		
Playground Equipment (Meadow Park)	2007	High	\$ 45,000	\$ 45,000	Park		
Parking Lot	2008	Medium	\$ 100,000	\$ 100,000	Park		
Fencing	2008	Low	\$ 31,000	\$ 31,000	Park		
Volley Ball / Horse Shoe Pits	2008	Low	\$ 35,000	\$ 35,000	Park		
Skate Park	2008	High	\$ 65,000	\$ 65,000	Park		
Lights	2009	Medium	\$ 75,000	\$ 75,000	Park		
Grand Stand	2010	Medium	\$ 200,000	\$ 200,000	Park		
<i>Subtotal Park Projects</i>			\$ 746,000	\$ 746,000	\$ -	\$ -	\$ -

Mayer Capital Improvement Plan-2007 (5 Year Plan)

Proposed

Project	Year	Priority	Est. Cost	Source of Funding			Debt \$
				Cash Amt.	Fund	Other's \$	
Fire Department							
Turn Out Gear	2007	High	\$ 6,100	\$ 6,100	Fire		
Small Rescue	2007	High	\$ 50,000	\$ 50,000	Fire		
Jaws of Life	2008	Med	\$ 32,000	\$ 32,000	Fire		
Turn Out Gear	2008	High	\$ 6,200	\$ 6,200	Fire		
Turn Out Gear	2009	High	\$ 6,200	\$ 6,200	Fire		
Replace/Pumper 1987	2012	Med	\$ 400,000				\$ 400,000
Replace Tanker 1989	2014	Med	\$ 250,000				
Replace/Rescue	2015	Med-High	\$ 200,000				\$ 250,000
							\$ 200,000
Air packs (7sets)	2017	High	\$ 35,000	\$ 35,000	Fire		
Air packs (7sets)	2018	High	\$ 35,000	\$ 35,000	Fire		
Air packs (7sets)	2019	High	\$ 35,000	\$ 35,000	Fire		
Replace/Pumper 2000	2020	Med	\$ 450,000				
<i>Subtotal Fire Department</i>			\$ 1,505,500	\$ 205,500	\$ -	\$ -	\$ 850,000