OUR VICTORIA TOMORROW

AUGUST 2019

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CONTENTS


DISCOVER VICTORIA

01. SETTING THE STAGE

The Comprehensive Plan for the City of Victoria confirms a vision for the community that has been carried forward for decades. The plan takes ideas identified in prior plans and establishes a course of action to move those ideas forward. The plan also identifies new directions for growth and charts a path forward to further vet the new ideas and figure out how they might apply as Victoria grows consistent with the community's vision.

COMPREHENSIVE PLAN DOCUMENT ORGANIZATION

The Comprehensive Plan serves as a guide for the ultimate growth and development of the community and outlines the set of tools needed to move the community toward achieving consistency with its vision. The Comprehensive Plan is first written to provide a direction for the community of Victoria, but it also recognizes it's place in a growing region and adheres to regional development objectives and policies as required by Minnesota State Statutes and the Metropolitan Land Planning Act. The plan is organized in the following parts:

1. "Setting the Stage" provides an introduction to the comprehensive plan and overview of the planning process.
2. "Community Context" provides a summary of the social, economic and physical features and forces that are influencing land use and community development patterns at the time in which the Plan was developed. A more detailed documentation of community context is available as supporting documentation.
3. "Vision for the Future" summarizes the community's desires for the future, serves as the basis for the development of the remainder of the Plan, and acts as a measuring stick for future initiatives.
4. "Land Use Plan" describes the community's desired land use and development patterns and establishes related goals and public policy related to land use and growth.

5. "Economic Development" describes the community's approach to economic development and related goals, policies, and actions.
6. "Housing" analyses existing housing needs and establish related goals, policies, and actions.
7. "Parks, Recreation, Open Space, and Natural Resources" summarizes the park, recreation, and open space features of the community and a plan for how those systems continue to develop as part of future land use growth.
8. "Transportation and Mobility" describes the planned modes and networks of public transportation which provide mobility and access, as well as describes related goals, policies, and actions.
9. "Local Surface Water Management Plan" identifies the drainage patterns of the community and establishes policies that protect the function of the regional drainage system.
10. "Community Facilities and Infrastructure Systems Plan" describes existing community facilities and plans for improvements as well as plans and policies for potable water supply and sanitary sewer service systems needed to support future growth.
11. "Implementation/Strategic Initiatives" identifies how the Plan will be implemented to achieve the community's Vision by posing recommendations for public and private actions.

WHAT IS THE COMPREHENSIVE PLAN?

As the primary guide for community growth, the Comprehensive Plan is the single-most important collection of policies and action steps that help guide local decisions. It is intended to be a dynamic document that is regularly reviewed and updated. The Comprehensive Plan:

» Establishes a future vision based on a thorough community input process.

» Influences the form, pace and location of new development.

» Protects property investments by ensuring consistency and compatibility of land uses and development policies.

» Promotes the maintenance and enhancement of existing neighborhoods and commercial districts.

» Determines and reinforces approaches for protecting natural resources and open space.

» Guides the community in investment decisions for capital expenditures related to roads, utilities and parks.

» Provides the nexus for zoning regulations, subdivision ordinances and other land use and development related controls.

» Provides specific guidance for the growth of two focus areas to the south and west of Victoria:

- *West Growth Area south and east of Highway 5 and Laketown Road*
- *South Growth Area north and west of the County Road 11 and County Road 10 intersection*

AUTHORITY TO PLAN

The power to create and employ a comprehensive plan comes from State Law. Minnesota Statutes, Sections 462.351 to 462.364 contain the planning powers granted to Minnesota cities and townships. Specifically, M.S. Section 462.353, Subd. 1 authorizes communities to "carry on comprehensive municipal planning activities for guiding the future development and improvement of the municipality and may prepare, adopt and amend a comprehensive municipal plan and implement such plan by ordinance or other office measure."

The City of Victoria is required to complete and keep updated a Comprehensive Plan under the Metropolitan Land Planning Act of 1976 and all subsequent amendments to that act (Minnesota Statute Chapter 473). The Metropolitan Land Planning Act (MLPA) addresses the interdependence of local units of government within the Twin Cities Metropolitan Area and requires the adoption of coordinated plans and programs. In preparing the plan, the planning body is required to work with other governmental agencies, adjacent communities, school districts and counties in order to ensure coordinated regional planning.

The MLPA also requires the Metropolitan Council to prepare a comprehensive development guide for the metropolitan area. The Metropolitan Council's 2040 Thrive MSP fulfills this requirement and provides local units of government with direction on how to plan for development, transportation, water resources management and parks. Local governments within the seven county metropolitan area are required to amend local comprehensive plans so that they are consistent with the goals and policies established in the 2040 Regional Development Guide.

HISTORY OF PLANNING IN VICTORIA

The City's first planning commission was formed in 1966, and its first zoning ordinance adopted in 1968. The City of Victoria completed its first land use plan in the 1970's.

In 1976, the City of Victoria entered into an Orderly Annexation Agreement with the surrounding township, Laketown. This agreement set in place a long term boundary representing Victoria's long term growth capacity and responsibility.

The City Council adopted the first comprehensive plan on June 2, 1983 followed by updates (or major amendments) in 1993, 2004 and most recently in 2009.

This Comprehensive Plan anticipates and plans for growth in Victoria through the year 2040. The plan builds off of past planning directives and foundation planning directions such as the downtown development planning (vision and guiding principles), recent strategic planning, annual infrastructure planning, and site/topic specific studies.

OUR VICTORIA TOMORROW - THE PLANNING PROCESS

Participation from citizens, stakeholders, and various elected and appointed leaders in Victoria informed the creation of the 2040 Comprehensive Plan. A Steering Committee comprised of representatives from the Victoria community reviewed and provided input concerning information from the project team and City staff at the various stages of the planning process, from the creation of a draft Vision and set of Guiding Principles, through exploration of various plan alternatives, to the creation of a preferred plan and a final version of the Comprehensive Plan document.

Members of the community provided information concerning the overall direction of Victoria, that informed the creation of a draft Vision and set of Guiding Principles, in an online survey in Spring and Summer 2017 that received 158 responses. In November 2017, a total of 194 members of the Victoria community completed a second online survey, evaluating a set of alternatives for various aspects of the Comprehensive Plan.

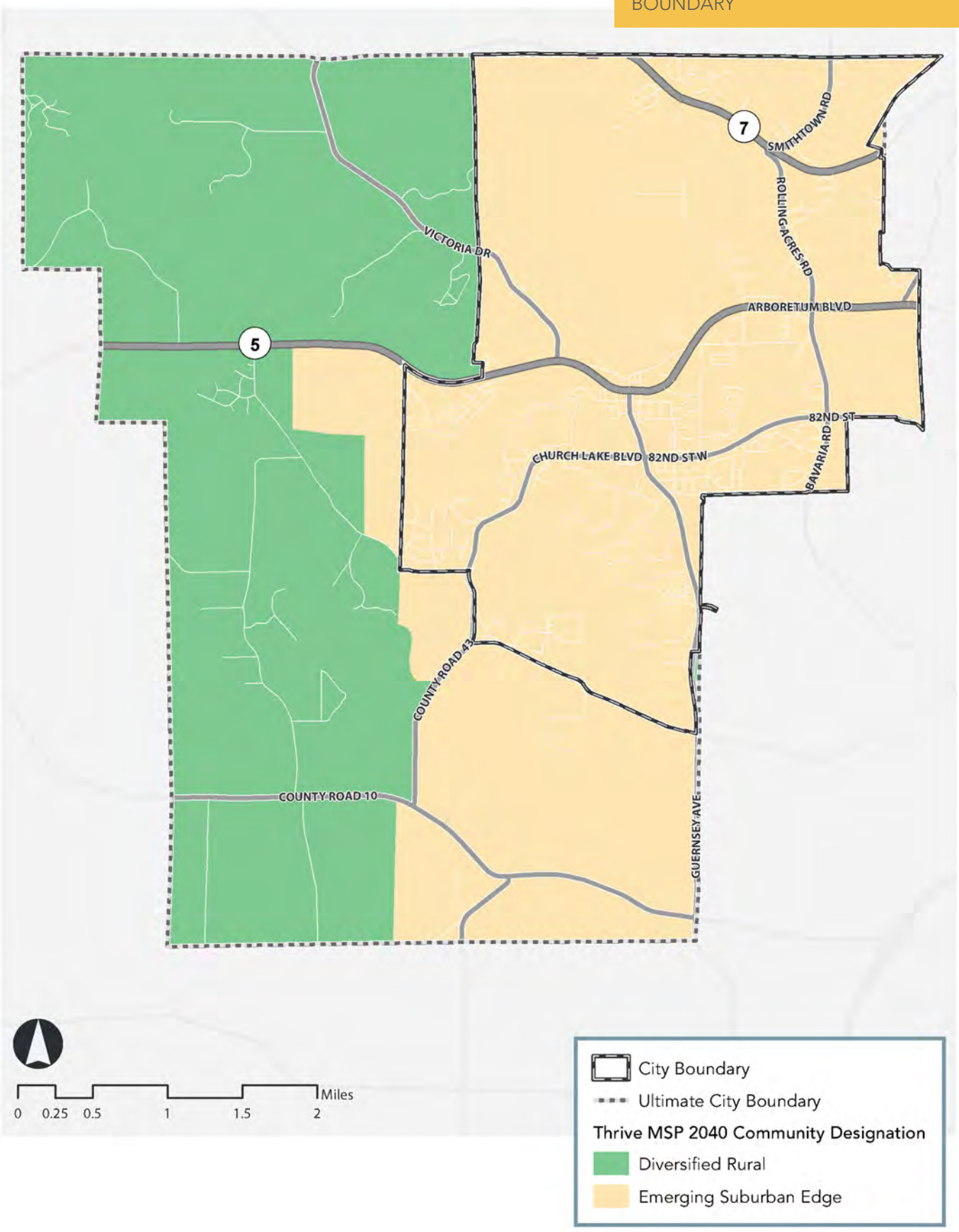
A public open house was held in October 2017 to review alternatives for the components of the Comprehensive Plan and a second public open house in January 2018 to review the preferred direction for the Comprehensive Plan. The City hosted an online mapping tool, in which participants were able to make location-specific comments for various areas in Victoria. The project team used the online mapping tool to gather initial input in Spring and Summer 2017 concerning the comprehensive planning process and to gain input concerning various areas of focus for the community. In Fall 2017 the project team used the online mapping tool to gather input concerning a set of alternatives for land use, transportation, and parks and open space for Victoria.

In addition to these community-wide outreach efforts, the project team met with property owners in areas projected for new growth, as well as representatives from Laketown Township, downtown business owners, and other key stakeholders in Victoria throughout the process in order to gain input and feedback concerning key ideas, alternatives, and preferred directions for the Comprehensive Plan. City staff and the project team also briefed the City Council, Planning Commission, and Park Board periodically throughout the process to provide updates and gain feedback concerning the development of the 2040 Comprehensive Plan. A complete summary of the process and community engagement results is available as supporting documentation.

PLANNING GEOGRAPHIES FOR "OUR VICTORIA TOMORROW"

Victoria is classified by the Metropolitan Council as an "Emerging Suburban Edge (see Figure 1.1)." According to the Metropolitan Council's 2015 System Statement for the City of Victoria, Emerging Suburban Edge communities include cities, townships and portions of both that are in the early stages of transitioning into urbanized

FIGURE 1.1 EXISTING CITY BOUNDARY AND ULTIMATE CITY BOUNDARY



levels of development. Emerging Suburban Edge communities are expected to plan for forecasted population and household growth at average densities of at least 3-5 units per acre for new development and redevelopment (see Chapter 4 - Land Use). In addition, Emerging Suburban Edge communities are expected to target opportunities for more intensive development near regional transit investments at densities in a manner that are articulated in the 2040 Transportation Policy Plan (TPP).

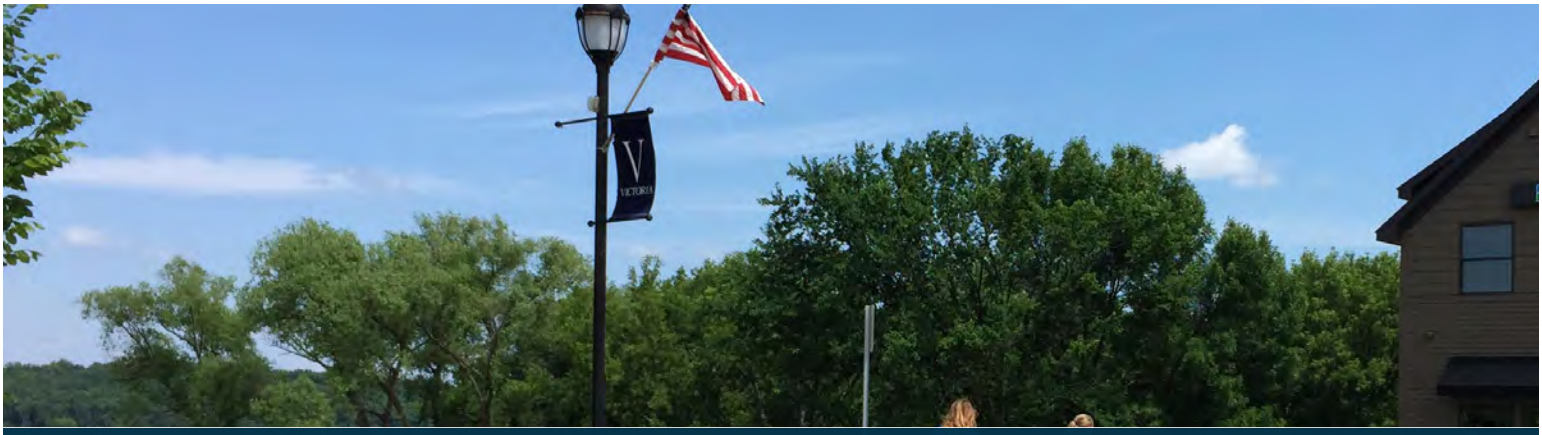
The City's future growth areas (see Figure 1-1) that fall outside the current 2018 city limits of Victoria are also classified by the Metropolitan Council as "Diversified Rural." According to the Metropolitan Council, these areas should be planned for in the following manner:

» Plan for growth not to exceed forecasts and in patterns that do not exceed 4 units per 40 acres.

» Preserve areas where post-2040 growth can be provided with cost-effective and efficient urban infrastructure.

» Manage land uses to prevent the premature demand for extension of urban services, and so that existing service levels (such as on-site wastewater management, gravel, and other local roads) will meet service needs.

Future growth projected to occur as part of this plan will fall with the current 2018 city limits of Victoria, or within the planned "growth areas." The planned growth areas include enough land to accommodate projected growth to 2040. Development beyond the 2040 growth areas would require an amendment to the comp plan.



02. COMMUNITY CONTEXT

VICTORIA FORECASTS

An examination of community characteristics provides information useful for planning for city services and anticipating changing population needs. Shown in Table 2.1 are the forecasted population, households, and employment for 2020, 2030, and 2040. These forecasts were provided by the Metropolitan Council and verified through the City's land use data and growth projections.

TABLE 2.1 CITY OF VICTORIA FORECASTS

	Census 2010	Estimated 2017	Forecasts		
			2020	2030	2040
Population	7,345	9,172	10,000	12,600	15,400
Households	2,435	3,063	3,500	4,570	5,700
Employment	1,502	1,105	2,100	2,380	2,600

Source: U.S. Census and Metropolitan Council

POPULATION

The City of Victoria has continued to add population over the last several years. The city's population has increased from just under 4,400 residents in 2000 to nearly 7,400 residents in 2010 and around 9,170 residents in 2017. Since 2010, Victoria has gained residents at a faster rate than other communities in the County. The community's population has increased by a total of 27 percent from 2010 to 2017, representing a larger percentage increase than its peer communities, Carver County as a whole, and the Twin Cities metro area. The continued western expansion of the metro area and the appeal of the schools, neighborhoods, and amenities in Victoria have contributed to the community's recent growth.

The Metropolitan Council has developed population projections for Victoria, and all municipalities in the metro area, through 2040 (Table 2.2). These projections indicate that the community will reach a population of 15,400 residents by 2040, representing a 68 percent increase from the estimated 2017 population. Waconia, Chanhassen, and Chaska will also continue to add residents over the next 25 years. The Metropolitan Council's projections indicate that Victoria will account for over 10 percent of the total increase in population in Carver County between 2017 and 2040.

TABLE 2.2 POPULATION PROJECTIONS IN AREA

	Census 2010	Estimated 2017	Forecasts			Projected Change, 2017 - 2040	% Change, 2017 - 2040
			2020	2030	2040		
Victoria	7,245	9,172	10,000	12,600	15,400	6,228	68%
Chanhassen	22,952	25,955	26,700	32,000	36,600	10,645	41%
Waconia	10,697	12,633	14,200	20,600	24,000	11,367	90%
Chaska	23,770	26,941	27,100	32,000	36,600	9,659	36%
Carver County	91,042	102,858	108,520	135,960	161,240	58,382	57%

Source: Metropolitan Council

HOUSEHOLDS

Similarly, the number of households in Victoria has continued to increase, along with population growth, over the last ten years. The City gained 628 households from 2010 to 2017. Projections from Metropolitan Council indicate that Victoria will gain almost 2,000 households from 2017 to 2040, representing an increase in the number of households by around 86 percent during this period. The increase in households in Victoria is projected to represent over 10 percent of the total projection for household growth in Carver County from 2017 to 2040.

TABLE 2.3 HOUSEHOLDS PROJECTIONS IN AREA

	Census 2010	Estimated 2017	Forecasts			Projected Change, 2017 - 2040	% Change, 2017 - 2040
			2020	2030	2040		
Victoria	2,435	3,063	3,500	4,570	5,700	2,637	86%
Chanhassen	8,352	9,346	10,000	11,900	14,000	4,654	50%
Waconia	3,909	4,563	5,400	8,000	9,500	4,937	108%
Chaska	8,816	10,012	10,400	12,300	14,200	4,188	42%
Carver County	32,891	37,097	40,940	52,180	62,590	25,493	69%

Source: Metropolitan Council

Table 2.5 outlines the breakdown of the households in Victoria, by type. Traditional families with two parents and children represent the largest group of households in the city (44 percent). Families with two spouses, but no children, account for 32 percent of all households. Single person households account for nearly 13 percent of the total, and other classification comprise the remainder of households in the City of Victoria, according to the most recent full U.S. Census (completed in 2010).

TABLE 2.4 AVERAGE HOUSEHOLD SIZE

	2010	2017	2020	2030	2040
Victoria	2.98	2.99	2.86	2.76	2.70
Chanhassen	2.75	2.78	2.67	2.69	2.61
Waconia	2.74	2.77	2.63	2.58	2.53
Chaska	2.70	2.69	2.61	2.60	2.58
Carver County	2.77	2.77	2.65	2.61	2.58
Twin Cities 7-County	2.55	2.56	2.50	2.47	2.43

Source: Metropolitan Council

TABLE 2.5 VICTORIA HOUSEHOLDS BY TYPE - 2010

Households with 1 Person	12.6%
Households with 2 or more People	87.4%
Family Households	84.4%
Husband-wife families	76.7%
With related children	44.0%
Other Family (No Spouse Present)	7.7%
Other Family with Male Householder	2.3%
With Related Children	1.6%
Other Family with Female Householder	5.4%
With Related Children	3.8%
Non Family Households	3.0%

Source: U.S. Census data, 2010

RACE AND ETHNICITY

The population of Victoria lacks the diversity of some other municipalities in the metro area, as White populations continue to dominate the composition of the community (at around 94 percent of the total, as of 2017). As indicated in Table 2.6, however, projections by ESRI indicate that Victoria will continue to slowly diversify over the next several years, with the populations of Asians and those who identify as two or more races, in particular, increasing within the community.

TABLE 2.6 VICTORIA BREAKDOWN OF RACE

	2010	2016	2021 (Projected)
White Alone	95.6%	94.3%	92.9%
Black Alone	0.5%	0.7%	1.1%
American Indian Alone	0.1%	0.1%	0.1%
Asian Alone	2.0%	2.5%	2.9%
Pacific Islander Alone	0.0%	0.0%	0.0%
Some Other Race Alone	0.3%	0.4%	0.5%
Two or More Races	1.5%	2.0%	2.6%
Persons of Hispanic Origin	2.0%	2.1%	2.5%

Source: ESRI

TABLE 2.7 MEDIAN HOUSEHOLD INCOME

	2016	2021 (Proj.)
Victoria	$119,841	$132,363
Chanhassen	$106,798	$117,470
Waconia	$87,323	$100,436
Chaska	$76,496	$85,119
Carver County	$88,204	$98,680
Twin Cities MSA	$69,934	$79,600

Source: ESRI

INCOME

Victoria's median household income of $124,248 in 2017 is significantly higher than the median household income for the peer communities, Carver County, and the overall Twin Cities metro area. ESRI projects that the median household income will increase significantly over the next few years, to over $132,000 by 2022.

TABLE 2.8 MEDIAN AGE

	2010	2016	2021 (Proj.)
Victoria	38.5	39.1	39.5
Chanhassen	39.1	39.9	41.3
Waconia	34.9	36.5	36.4
Chaska	33.8	35.2	35.9
Carver County	36.2	37.1	38
Twin Cities MSA	36.1	37	37.8

Source: ESRI

AGE

As Victoria continues to attract and retain Empty Nesters, the community's median age will continue to increase over the next several years. Projections by ESRI indicate that the median age in Victoria in 2022 will be 39.7 years, compared to 38.2 for Carver County and 37.8 for the overall Twin Cities region (Table 2.8). While Chanhassen has a slightly older population, Victoria's median age exceeds that of Waconia and Chaska, in particular.

Table 2.9 provides a breakdown of the population in 2017 and 2022 by age for Victoria and the various surrounding communities, according to ESRI data. Persons age 65 or older represent at least 8 percent of the population in Victoria as well as Chanhassen, Waconia, Chaska, Carver County, and the overall Twin Cities metro area. Victoria has a higher percentage of residents below age 15 than Chanhassen, Chaska, Carver County, or the overall Twin Cities area, and a lower percentage of residents age 25 to 34 than the other geographies listed in the table. Conversely, Victoria has a higher percentage of residents age 35 to 44 and 45 to 54 than other communities in the area. The data indicate that Victoria continues to grow as a good location for families with children.

A projection of populations by age group for 2022, provided by ESRI, indicates that Victoria will generally continue to have a higher proportion of residents in the under 15, 35 to 44, and 45 to 54 year old age ranges, compared to other communities in the area. The percentage of residents in Victoria age 65 or older will increase to 13.5 percent of the total, in line with the anticipated percentage for Carver County. The projections through 2022 call for the general continuation of existing patterns, in terms of age and aging, in the local area.

TABLE 2.9 POPULATION BY AGE: 2017-2022 ESTIMATES

	Victoria		Chanhassen		Waconia		Chaska		Carver County		Twin Cities Metro Area	
	2017	2022	2017	2022	2017	2022	2017	2022	2017	2022	2017	2022
TOTAL	**9,298**	**10,234**	**25,769**	**26,916**	**12,373**	**13,196**	**26,473**	**27,431**	**103,180**	**112,269**	**3,594,153**	**3,773,242**
Under 15	24.2%	23.4%	19.7%	18.1%	25.3%	24.4%	23.4%	22.7%	22.6%	21.7%	19.6%	19.1%
15 - 24	11.9%	11.0%	13.6%	11.6%	12.3%	12.3%	12.9%	12.2%	12.7%	12.0%	13.1%	12.4%
25 - 34	8.0%	8.6%	10.6%	11.5%	10.3%	11.8%	12.9%	13.1%	11.3%	11.7%	14.2%	14.1%
35 - 44	15.6%	16.2%	12.4%	13.5%	14.9%	14.4%	15.1%	15.8%	14.2%	14.7%	13.3%	13.8%
45 - 54	16.4%	14.9%	17.0%	14.0%	15.4%	13.7%	15.0%	13.0%	15.5%	13.6%	13.6%	12.2%
55 - 64	12.4%	12.4%	15.8%	16.3%	9.7%	10.8%	12.1%	12.4%	12.9%	13.3%	12.9%	12.7%
65 - 74	7.5%	8.7%	7.4%	10.2%	5.8%	6.3%	5.7%	7.4%	6.7%	8.4%	8.0%	9.4%
75 - 84	3.0%	3.7%	2.4%	3.6%	3.5%	3.6%	2.0%	2.6%	2.7%	3.4%	3.6%	4.5%
85 +	1.0%	1.1%	1.1%	1.1%	3.0%	2.6%	0.9%	0.8%	1.3%	1.2%	1.8%	1.8%
Over 65	**11.5%**	**13.5%**	**10.9%**	**14.9%**	**12.3%**	**12.5%**	**8.6%**	**10.8%**	**10.7%**	**13.0%**	**13.4%**	**15.7%**

Source: ESRI

EDUCATIONAL ATTAINMENT

Victoria and the surrounding communities include highly educated populations, relative to the averages for Carver County and the broader Twin Cities metro area. Nearly 45 percent of residents age 25 or older in Victoria have earned a Bachelor's degree, and 19 percent have earned at graduate or professional degree. Less than 2 percent of residents age 25 or older in the community have not earned a high school diploma or its equivalent. The presence of a very highly educated population in Victoria, and the surrounding communities, makes the area attractive to potential new employers as they consider where to locate.

TABLE 2.10 EDUCATIONAL ATTAINMENT (2017) - RESIDENTS AGE 25 PLUS

	Victoria	Chanhassen	Waconia	Chaska	Carver County	Twin Cities Metro Area
Less than 9th Grade	0.7%	1.4%	2.1%	3.4%	2.1%	2.9%
9th - 12th Grade, No Diploma	0.6%	2.0%	2.9%	2.6%	2.4%	3.6%
High School Graduate or GED	11.9%	11.8%	22.7%	20.5%	20.2%	21.5%
Some College, No Degree	12.7%	15.0%	18.2%	19.0%	17.9%	20.5%
Associate Degree	10.3%	8.3%	10.8%	11.6%	10.7%	10.6%
Bachelor's Degree	44.7%	41.4%	31.2%	29.8%	32.5%	26.7%
Graduate / Professional Degree	19.1%	20.1%	12.1%	13.1%	14.2%	14.3%

Source: ESRI

EMPLOYMENT

The Metropolitan Council collects data concerning levels of employment in the various communities around the Twin Cities and provides projections concerning employment through 2040. Data from the Council indicate that Victoria had around 1,100 employment positions within the city limits as of 2017, but that this number will increase by around 1,500 positions through 2040. Chanhassen and Chaska, to the east of Victoria, have a number of business parks and various businesses and have significant concentrations of employment within their boundaries. Victoria has traditionally functioned as a bedroom community, and the projections from Metropolitan Council suggest that this overall trend will continue over the next 25 years.

Data from ESRI, Table 2.12 that follows, provides a breakdown of the current employment base in Victoria. The community has very limited employment in construction, manufacturing, trade, or other traditional job generating industries. Instead, around one fourth of total employment is based in the retail trade industry and nearly half in services, including educational services. Government-based positions represent only 5.4 percent of employment in Victoria in 2017.

TABLE 2.11 EMPLOYMENT

	Census 2010	Estimated 2017	Forecasts			Projected Change, 2017 - 2040	% Change, 2017 - 2040
			2020	2030	2040		
Victoria	1,502	1,099	2,100	2,380	2,600	1,501	137%
Chanhassen	9,746	14,989	13,200	14,400	15,400	411	3%
Waconia	5,578	7,274	7,600	8,700	10,200	2,926	40%
Chaska	11,123	12,844	13,600	16,000	17,600	4,756	37%
Carver County	31,836	39,288	42,190	48,100	53,840	14,552	37%

Source: Metropolitan Council

TABLE 2.12 CITY OF VICTORIA, 2016 EMPLOYEES

BY SIC CODE CLASSIFICATION	Number	Percent
Agriculture & Mining	67	4.2%
Construction	131	8.2%
Manufacturing	30	1.9%
Transportation	8	0.5%
Communication	15	0.9%
Utility	0	0.0%
Wholesale Trade	25	1.6%
Retail Trade Summary	**397**	**24.8%**
Home Improvement	90	5.6%
General Merchandise Stores	1	0.1%
Food Stores	25	1.6%
Auto Dealers, Gas Stations, Auto Aftermarket	63	3.9%
Apparel & Accessory Stores	14	0.9%
Furniture & Home Furnishings	18	1.1%
Eating & Drinking Places	150	9.4%
Miscellaneous Retail	36	2.2%
Finance, Insurance, Real Estate Summary	**88**	**5.5%**
Banks, Savings & Lending Institutions	13	0.8%
Securities Brokers	10	0.6%
Insurance Carriers & Agents	34	2.1%
Real Estate, Holding, Other Investment Offices	31	1.9%
Services Summary	**753**	**47.0%**
Hotels & Lodging	3	0.2%
Automotive Services	0	0.0%
Motion Pictures & Amusements	95	5.9%
Health Services	68	4.2%
Legal Services	8	0.5%
Education Institutions & Libraries	160	10.0%
Other Services	419	26.2%
Government	87	5.4%
Unclassified Establishments	0	0.0%
Totals	**1,601**	**100.0%**

Source: ESRI

BUILDING PERMIT HISTORY

Following a period of diminished building permit activity following the Great Recession, the City of Victoria has recorded increased building permit activity over the last several years. The total number of residential permits for new construction was 117 for all of 2016 and, for the first five months of 2017, the City recorded just under 200 new residential permits, the highest total in many years. Single family residential permits account for the vast majority of residential permit activity in the community. Townhome permit activity decreased from between 10 and 24 permits, in the 2010 to 2013 time period, to zero permits in 2014 and 2015. The City recorded 20 townhome permits, however, through June 1st of 2017. Permits associated with the 81-unit Victoria Flats apartment project in Downtown Victoria account for the 81 apartment permits recorded during the first part of 2017. The City of Victoria anticipates that building permits will continue to accelerate, particularly for single family residential units, throughout the remainder of 2017.

TABLE 2.13 VICTORIA RESIDENTIAL BUILDING PERMIT DATA SUMMARY

	2010	2011	2012	2013	2014	2015	2016	2017 (YTD - June 1)
Permit Type								
Single Family	44	53	55	95	98	81	113	94
Townhome	10	15	18	24			4	20
Apartment / Condo (units)								81
TOTALS	54	68	73	119	98	81	117	195

Source: ESRI, Metropolitan Council

TABLE 2.14 SINGLE FAMILY DETACHED PERMITS

	Victoria	Chanhassen	Waconia	Chaska
2005	111	60	73	117
2006	76	89	68	68
2007	80	65	67	46
2008	37	28	38	36
2009	44	71	51	48
2010	45	71	45	43
2011	53	105	28	54
2012	55	107	86	115
2013	95	89	103	130
2014	110	57	83	136
2015	81	80	96	133
2016	113	46	107	129
TOTAL	900	868	845	1,055

Source: Metropolitan Council

TABLE 2.15 MULTI-FAMILY PERMITS

	Victoria	Chanhassen	Waconia	Chaska
2005	0	0	0	105
2006	5	0	0	106
2007	0	10	0	6
2008	0	12	48	58
2009	0	0	0	0
2010	0	0	0	0
2011	0	0	97	0
2012	0	0	0	54
2013	0	25	0	0
2014	0	24	0	0
2015	0	0	0	138
2016	0	76	35	0
TOTAL	5	147	180	467

Source: Metropolitan Council

TABLE 2.16 TOWNHOME OR DUPLEX PERMITS

	Victoria	Chanhassen	Waconia	Chaska
2005	63	24	62	60
2006	16	90	31	13
2007	26	94	52	14
2008	6	26	0	16
2009	6	14	0	0
2010	10	30	0	0
2011	15	62	0	0
2012	18	78	2	4
2013	24	76	4	18
2014	0	102	0	28
2015	0	24	4	2
2016	4	2	9	47
TOTAL	188	622	164	202

Source: Metropolitan Council

Table 2.15 and Table 2.16, drawing from data provided by the Metropolitan Council, outline the historical data for residential permits in Victoria versus the peer communities of Chanhassen, Waconia, and Chaska. Waconia, Chaska, and Victoria have experienced an uptick in single family detached residential permits over the last three years, while Chanhassen has experienced a general decrease in permit activity since 2012. Chanhassen has historically reported the highest levels of permit activity for townhomes or duplexes, compared to the other communities, although Chaska reported the highest level of townhome activity in 2016. Victoria and Waconia both reported more significant townhome development activity in the mid 2000s, but have reported very few townhome permits over the last three years. The development of Victoria Flats, according to historical permit data, represents the first multi-family activity in Victoria since 2006. In contrast, Chanhassen, Waconia, and Chaska have all reported at least some multi-family development activity over the last few years.

RESIDENTIAL HOME PRICES

Data from the Minneapolis Area Association of Realtors indicates that Victoria has historically had the highest median home prices, compared to the peer communities of Chanhassen, Waconia, and Chaska. All of the communities experienced a decline in median home values following the Great Recession, but have experienced increases in home values consistently since 2012. The median home price in Victoria at the end of 2016 was just over $423,000.

TABLE 2.17 MEDIAN HOME PRICES

	Victoria	Chanhassen	Waconia	Chaska
2008	$396,250	$295,800	$264,792	$268,019
2009	$324,900	$286,500	$199,500	$179,600
2010	$374,695	$312,000	$212,000	$212,500
2011	$352,500	$295,000	$187,500	$170,000
2012	$341,990	$280,000	$204,250	$207,000
2013	$371,500	$303,500	$228,500	$252,000
2014	$369,990	$318,000	$237,000	$235,000
2015	$403,250	$325,000	$250,000	$255,000
2016	$423,018	$336,950	$266,250	$272,000

Source: Minneapolis Area Association of Realtors

KEY ECONOMIC METRICS

Table 2.18 highlights some key economic metrics for Victoria compared to the peer communities of Chanhassen, Waconia, and Chaska.

Data compiled from ESRI as well as CoStar, a national database of real estate information, indicate that Victoria has considerably less retail space, on a per capita basis, compared to its peers to the east and west. The community does not have a grocery store or any other larger format retail, and the total of nearly 140,000 square feet of retail includes various restaurants and shops in the downtown area as well as a scattering of other retail properties along Highway 5 and elsewhere in the city. Chanhassen and Waconia have larger format stores (including Targets and larger grocery stores such as Cub). Chaska has a good deal of larger format retail and anticipates additional significant development of retail space along the Highway 212 corridor in the future. Victoria essentially is losing nearly all potential retail spending from its residents to surrounding communities.

TABLE 2.18 KEY ECONOMIC METRICS 2017

	Victoria	Chanhassen	Waconia	Chaska
Retail (SF)	136,598	1,191,593	737,234	993,046
Retail SF per Capita	14.7	46.2	59.6	37.5
Multi-Family (Units)	182	751	550	2,128
Total Housing Units	3,154	9,687	4,713	10,000
Multi-Family Percentage (of Total)	5.8%	7.8%	11.7%	21.3%
Office (SF)	60,939	603,109	451,793	1,058,826
Employment	1,102	14,581	7,021	12,949
Jobs / Housing Ratio	0.35	1.51	1.49	1.29

Source: Metropolitan Council

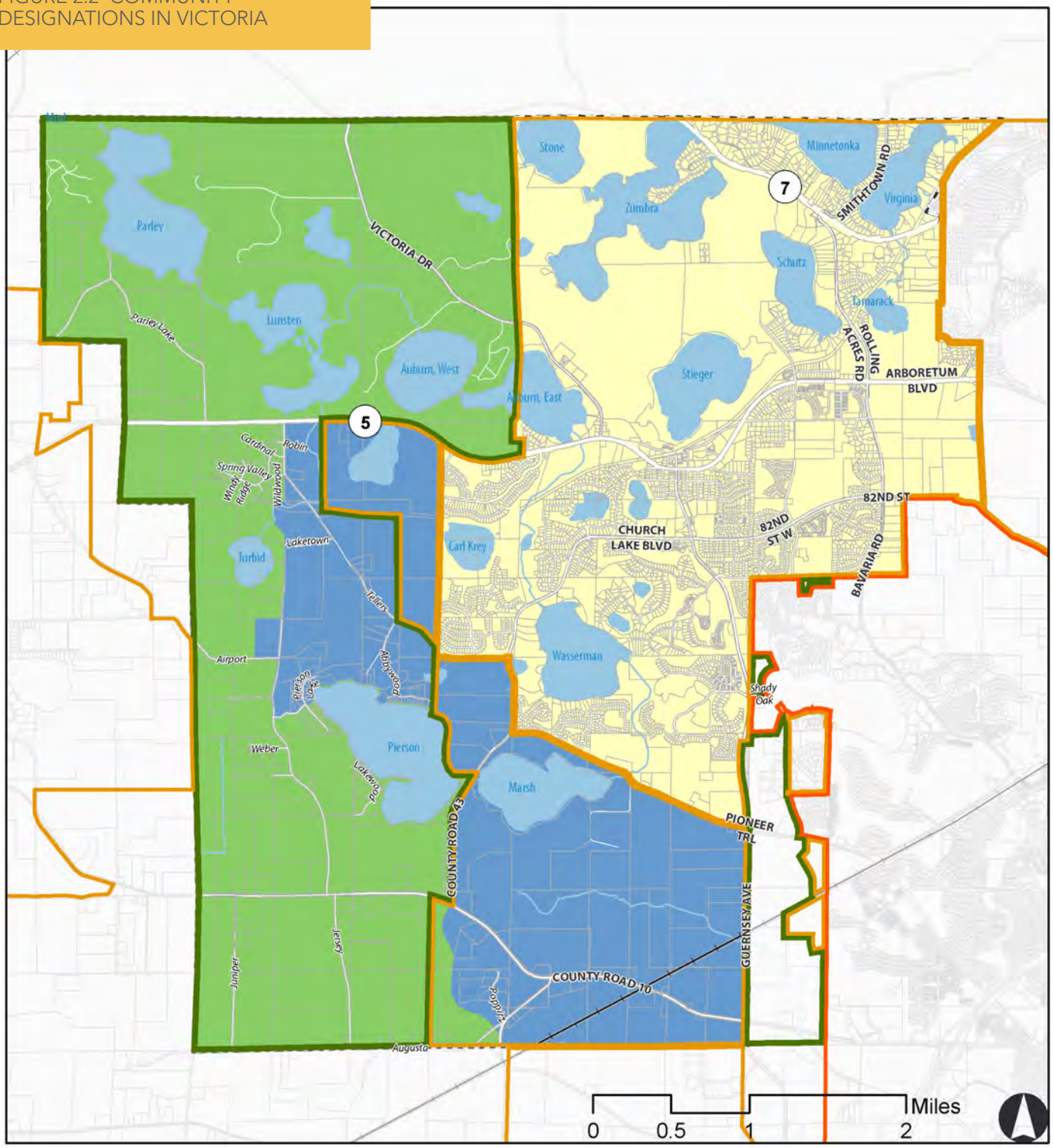
Victoria also has a relatively small base of multi-family units compared to its peers. Multi-family accounts for less than 6 percent of all residential units in the city. In contrast, multi-family represents nearly 12 percent of units in Waconia and over 21 percent in Chaska.

Victoria has a very limited quantity of office space and employment centers, compared to its peers. The jobs to housing ratio is a key metric used to compare communities across a given region. Many communities across the country aim to achieve a 1:1 jobs-to-housing ratio, meaning that the given community has sufficient numbers of employment to balance its residential base. For many suburban communities, a realistic jobs to housing metric would be in the 0.5 to 0.75 range. As of 2017, Victoria reported a jobs to housing ratio of only 0.35, compared to 1.51 in Chanhassen, 1.49 in Waconia, and 1.29 in Chaska.

THRIVE MSP 2040 COMMUNITY DESIGNATION

Community designations is the Metropolitan Council's way of grouping jurisdictions with similar characteristics for the application of regional policies. Community designations are used to guide regional growth and development; establish consistent land use expectations including overall development densities and patterns; and outline the respective roles of the Metropolitan Council and individual communities. Thrive MSP 2040 identifies Victoria with the community designation of Emerging Suburban Edge. Emerging Suburban Edge communities include cities, townships and portions of both that are in the early stages of transitioning into urbanized levels of development. Emerging Suburban Edge communities are expected to plan for forecasted population and household growth at average densities of at least 3-5 units per acre for new development and redevelopment.

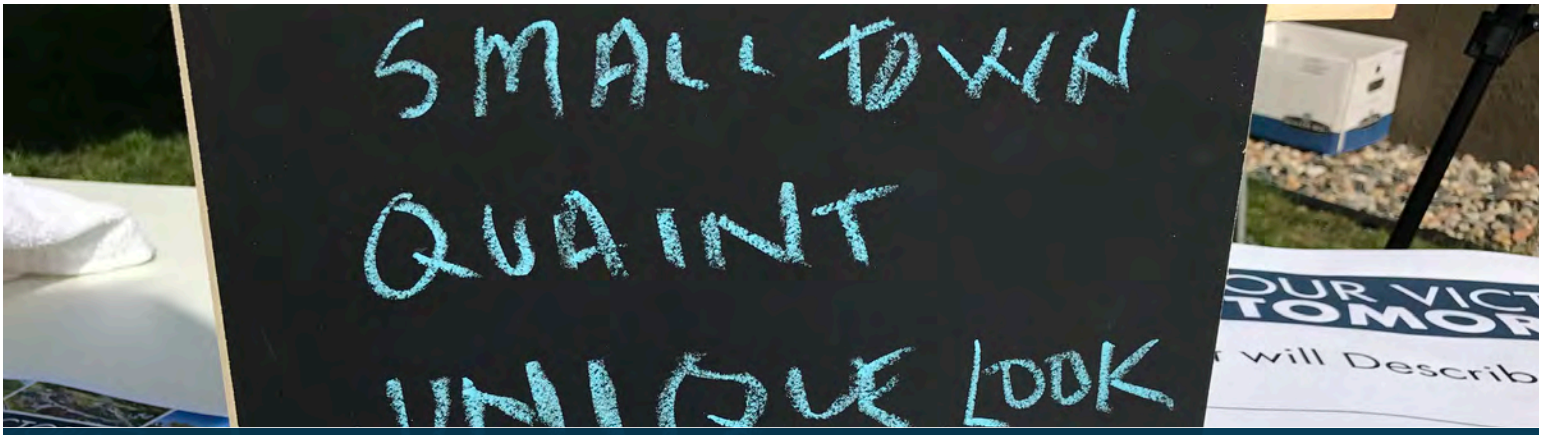
FIGURE 2.2 COMMUNITY DESIGNATIONS IN VICTORIA



City Boundary
Ultimate City Boundary
railroad
lakes
River

Growth Area
Existing City Limits
Remaining Orderly Annexation Area

Community Designations
Diversified Rural
Emerging Suburban Edge
Suburban Edge



03. VISION & GUIDING PRINCIPLES

Input provided through a Community Survey in Spring 2017 and discussions with various stakeholders and the Steering Committee contributed to the development of a Vision Statement and associated set of Guiding Principles for the Victoria community.

VISION

Establishing a clear vision for Victoria's future (Our Victoria Tomorrow) is a critical step in the comprehensive planning process. While rooted in the reality of the community's past and present, the vision seeks to describe how the community will look, feel, and function over the next 20 years. It is an over-arching framework that permeates the plan and informs supporting policy and strategy decisions.

Victoria is a high-quality, forward-looking community poised for continued and balanced growth in the 21st Century. It is a multi-generational community with a diverse range of educational, shopping, business, employment, housing, park, trail, and other recreational opportunities that are connected and accessible to all. Victoria actively preserves and enhances the natural features and environmental qualities that make it an attractive place to live, work, and play. Victoria will continue to grow in a high quality manner and will also preserve or enhance existing, older portions of the community. It will evolve in a thoughtful manner in order to preserve the sense of community and the special places that make Victoria a community of distinction in the Twin Cities Metropolitan Area.

GUIDING PRINCIPLES

Supporting the vision, the guiding principles help define the character, values, and priorities of the Victoria community by acting as an ongoing measurement tool for the appropriateness and effectiveness of future initiatives (projects, programs, etc.). The following are key characteristics of guiding principles:

- Orient the community to the future
- Require imagination, recognizing that the direction it sets for the community is ambitious and aspirational
- Look to current conditions and community traditions to inform the appropriate future
- Identify what the community desires for itself based on shared understandings
- Serve as a tool for evaluation of proposals, projects, ideas, and future directions
- Provide an anchor during conflict; a way of finding common ground and shared values
- Become a basis for coordination and cooperation
- Offer a source of energy and enthusiasm for maintaining a commitment to the future of Victoria

PRESERVATION OF OPEN SPACE AND NATURAL RESOURCES

Victoria will preserve and value its existing natural areas, including lakes, wetlands, woodlands, steep slopes, and rolling hills. Victoria will ensure that a contiguous network of open space will provide green corridors for outdoor recreation, natural ecosystem function, and a framework for thoughtfully designed development.

COORDINATED AND EFFICIENT GROWTH MANAGEMENT

Victoria will provide infrastructure and services for growth in an efficient manner that balances development with the conservation of the natural environment.

A FOCUS ON QUALITY DESIGN AND PRESERVING THE SENSE OF COMMUNITY

Victoria will promote a high standard of design for new development, renovations, and rehabilitations in order to provide attractive and enduring neighborhoods, public spaces, and commercial areas and to create unique destinations that will preserve the unique sense of community in Victoria.

BALANCING NEW GROWTH WITH PRESERVATION OF THE EXISTING COMMUNITY AND NEIGHBORHOODS

Victoria will provide for the efficient and thoughtful growth of new neighborhoods and districts in the community, but will balance these efforts with initiatives to preserve the qualities of existing areas in Victoria, including the Downtown district and various neighborhoods. Victoria will ensure that the parks, trails, and open spaces, infrastructure, and transportation facilities in older portions of the community continue to receive routine maintenance and periodic upgrades.

EXCELLENT TRAILS, PARKS, AND RECREATIONAL OPPORTUNITIES

Victoria will provide a diverse range of recreational opportunities, including facilities and programming for all ages and varying interests. Trails, parks, open space, and recreational opportunities will be connected and integrated into neighborhoods and other areas of the community. The overall recreational system in Victoria will support the overall slogan of the community as the “City of Lakes and Parks”.

AN EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM

Victoria will provide a safe and efficient transportation system that promotes a sense of community by connecting all areas of town, and accommodates various modes of travel, including walking, biking, and transit. The transportation system will efficiently connect Victoria to the rest of the Twin Cities metropolitan region. It also will provide for aesthetically appealing local streets and corridors and will promote the adaptability of corridors to changing transportation technologies and travel behaviors.

ECONOMIC AND FISCAL STRENGTH

Victoria will actively build its tax base and the diversity of businesses in order to provide fiscal strength to the community and to help fund the high level of services and amenities that the community desires. It will plan in a fiscally sustainable manner for new growth and the management of infrastructure to serve both newer and older parts of the community.

QUALITY OF LIFE IN NEIGHBORHOODS AND DISTRICTS

Victoria will encourage the creation of new and strengthening of existing neighborhoods, community destinations and gathering places (including Downtown, parks, and other civic spaces). It will provide for a diverse range of public art and cultural amenities around the community. It will promote and maintain the quality and character of established and new neighborhoods and ensure that residents have access to the full range of facilities and services that are needed for healthy, livable neighborhoods.

AN ACCESSIBLE, CONNECTED COMMUNITY

Victoria welcomes and is accessible to all people and all generations in its planning, management, and operations. Victoria pursues partnerships that advance the goals of the community, including partnerships with school districts, nearby communities, and the region at large. In addition, Victoria will provide the infrastructure to effectively connect different parts of the community, through a strong system of trails, sidewalks, and street connections between different neighborhoods and sections of Victoria.

04. LAND USE

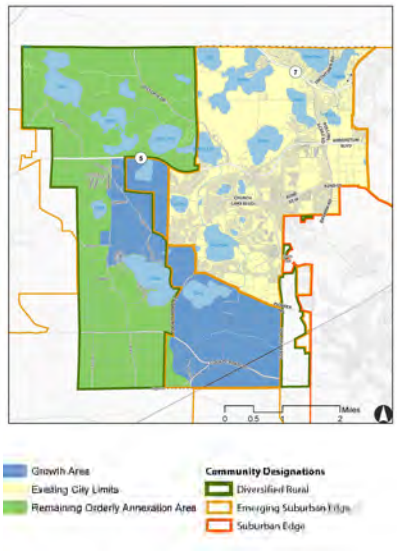
The City of Victoria's land use plan plays a key role in guiding growth, development and redevelopment in Victoria. The future land use plan identifies the location, intensity, and nature of future development in the City, and phases growth for the efficient expansion of the community and its infrastructure. This plan is intended to guide future development and growth to achieve the community's goals for balanced and efficient growth and the protection of natural resources and key open space and recreational areas.

PURPOSE

To maximize returns on the regional investment in sewer, water, roads, parks, and other infrastructure, the City needs to consider how land will be used. Existing and future uses translate a community's forecasted growth into where, when, and how much development occurs in the community. It is this effort that enables effective planning for infrastructure. Other considerations include housing needs, employment patterns, park needs, and commercial activities. The goal is to create livable neighborhoods with easy access to jobs and shopping, connected street patterns, and to protect our natural resources.

ORDERLY ANNEXATION AGREEMENT

As a growing city on the edge of the metropolitan area, Victoria has a responsibility to plan for growth beyond its current borders. In 1976, the City of Victoria entered into an Orderly Annexation Agreement with the surrounding township, Laketown. This agreement set in place a border of Victoria's full growth potential. All of the Land Use analysis within this Plan is calculated to this Orderly Annexation Border, even though a significant portion will not be developed/annexed by 2040. Land Use analysis in this chapter highlights the Current City Boundary, the South and West Growth Areas, and Orderly Annexation Area.



EXISTING LAND USE

Table 4.1 and Figure 4.1 outline the breakdown of existing land uses in Victoria and the areas surrounding the existing city limits.

The following outline generalized land use definitions, for the existing land uses in the City of Victoria. The categorization of properties was based on Carver County assessors classification, Metropolitan Council generalized land use, and site level assessment.

AG-1 (Farm Fields): purely agricultural lands including fields, pastures, etc.

AG-2 (Farm Fields with Homestead): includes parcels that include a homestead (such as a farmhouse, for example)

Rural Estate: This category reflects existing large lot residential uses where a homestead remained or was not developed as lands were parceled off. This uses includes a detached single family homes and no other uses typically.

Single Family Residential: Residential purposes, including mostly one-family homes and manufactured homes. This designation may include some open space within or adjacent to or related to a residential development. This designation is the most prominent in the city.

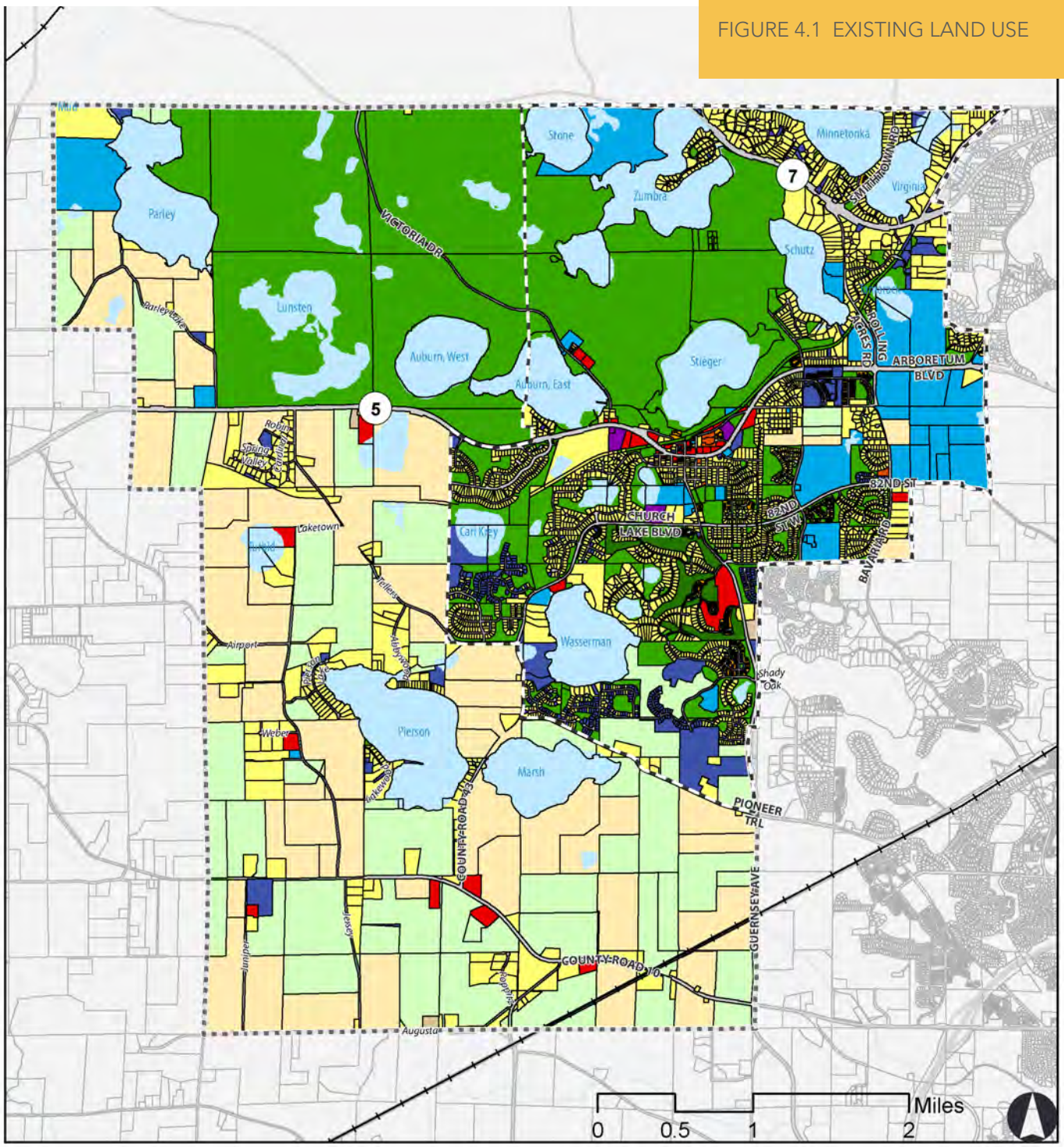
Multi-Family Residential: Residential purposes, including duplexes, triplexes, townhomes, apartment buildings. This designation may include open space within, adjacent to, or related to a residential development.

TABLE 4.1 EXISTING LAND USE

	CITY BOUNDARY		GROWTH AREAS		ORDERLY ANNEXATION AREA		TOTAL (FULL BUILD OUT)	
	Acres	%	Acres	%	Acres	%	Acres	%
AG-1 (Farm Fields)	202.74	2.96%	1,367.43	36.69%	1,238.12	18.41%	2,698.55	15.79%
AG-2 (Farm Fields with Homestead)	61.67	0.90%	1,468.86	39.41%	1,447.49	21.52%	2,978.01	17.42%
Rural Estate	8.63	0.13%	4.02	0.11%	5.96	0.09%	18.61	0.11%
Single Family Residential	1,562.57	22.78%	370.59	9.94%	449.58	6.69%	2,357.12	13.79%
Multi-Family Residential	7.82	0.11%		0.00%		0.00%	7.82	0.05%
Condominium	43.69	0.64%		0.00%		0.00%	43.69	0.26%
Commercial	72.97	1.06%	42.66	1.14%	18.22	0.27%	133.85	0.78%
Industrial	22.89	0.33%		0.00%		0.00%	22.89	0.13%
Institutional	722.99	10.54%		0.00%	137.51	2.04%	860.50	5.03%
Parks, Recreational, or Preserve	1,789.86	26.09%	0.07	0.00%	2,167.21	32.23%	3,957.14	23.15%
Golf Course	101.09	1.47%		0.00%		0.00%	101.09	0.59%
Vacant	349.57	5.10%	92.40	2.48%	44.36	0.66%	405.41	2.37%
ROW	546.27	7.96%	76.84	2.06%	181.79	2.70%	804.36	4.71%
Utility		0.00%	18.69	0.50%	0.35	0.01%	19.04	0.11%
Water	1,366.93	19.93%	285.75	7.67%	1,034.16	15.38%	2,686.83	15.72%
Total	**6,859.69**	**100.00%**	**3,727.31**	**100.00%**	**6,724.73**	**100.00%**	**17,094.91**	**100.00%**

Source: Hoisington Koegler Group, Inc.

FIGURE 4.1 EXISTING LAND USE



EXISTING LAND USE

City Boundary
Orderly Annexation Boundary
Railroad

Existing Land Use 2017

- AG-1 Farm Fields
- AG-2 Farm Fields with Homestead
- Rural Estate
- Single Family Detached
- Condominium
- Multi-Family
- Commercial
- Industrial
- Institutional
- Parks, Recreational, or Preserve
- Golf Course
- Vacant
- Right-of-Way
- Utilities
- Water

Condominium: Residential purposes, including multi-family buildings where individual units are owned, not rented. This designation may include open space within, adjacent to, or related to a residential development. The form is similar to multi-family.

Commercial: This category provides for general retail, service and office uses that serve the whole community.

Industrial: This category includes primarily manufacturing and/or processing of products. It could include light or heavy industrial land use, or large warehouse facilities.

Institutional: This category includes publicly owned facilities (such as city hall and community buildings) as well as churches, schools, and similar non-profit buildings.

Parks, Recreational, or Open Space: Primarily for public active and passive recreation activities. Could include area improved with playfields / grounds or exercise equipment, golf courses, zoos, or similar areas, resource protection or buffer. Can support unorganized public recreational activities and may contain trails, picnic areas, public fishing, etc., or preserve unaltered land in its natural state for environmental or aesthetic purposes.

Golf Course: Private or publicly owned property used primarily for golf and related outdoor activities

Vacant: This category includes lands that do not have a building or any current use, either public or private.

Utility: Public or private land occupied by a power plant or substation, electric transmission line, oil or gas pipeline, water tower, municipal well, reservoir, pumping station, water treatment facility, communications tower, or similar use.

Roadway Rights-of-Way (ROW): Public or private vehicular, transit and/or pedestrian rights-of-way

Water: Permanently flooded open water (floodways), water bodies, rivers and streams, determined using data from the Minnesota Department of Natural Resources (DNR) Public Waters Inventory(PWI).

FUTURE LAND USE

The future land use plan guides lands within the existing city limits and planned growth areas for a variety of land uses to accommodate population, household, and employment growth forecasts. Lands beyond the growth area but within the urban reserve areas of the city are guided as agriculture to serve as a long term holding area for future suburban development patterns.

Future development will occur in three different forms:

1. Redevelopment: redevelopment includes removing existing uses or sometimes repurposing existing uses and replacing them with a new structure or use. This form of development typically results in a greater density or intensity of development. Redevelopment occurs where land values exceed building values and the free market warrants improvements, where a public improvement project might necessitate intensification of adjacent lands, or where economic factors along drive higher and better uses. Downtown Victoria and parcels along Highway 5 are the most likely places to experience redevelopment.
2. Infill within existing city limits: vacant unconstrained lands within existing city limits are the most readily available for development. These lands may or may not require a platting process depending on the use planned for the site.
3. Development expansion to Growth Areas: urban development within the growth areas typically requires the greatest degree of planning and entitlements. These areas require being annexed into the city, which is governed by the orderly annexation agreement adopted in 1976 with Laketown Township. As areas are annexed, they generally require being rezoned, platted, and having infrastructure extended to serve them with city sewer and water. Key factors that influence the timing of development expansion into planned growth areas include: willing sellers/buyers, market conditions, proximity to and capacity of trunk sanitary sewer and water systems, and collector or arterial roadway capacities.

Agriculture

Rural Residential

Low Density Residential

Medium Density Residential

High Density Residential

Land areas outside of the growth areas but within the orderly annexation areas will continue to be governed by Carver County planning and zoning policies and the orderly annexation agreement.

The following categories provide a basis for land use designations for the 2040 land use plan.

AGRICULTURE (1 UNIT/40 ACRES)

The Agriculture land use designation is intended to maintain agricultural uses on land outside of the current city limits and planned growth areas. Agricultural uses act as a an urban reserve, until such a time that the city and land owners decide to annex the property and pursue urban development. Consistent with Carver County plans, this designation is governed by the Orderly Annexation Agreement. Laketown Township currently allows for higher residential densities than 1 unit per 40 acres through the wooded lot provision; this provision allows for clustering of up to 4/40 units per acre for eligible properties. All Township properties participating in the Agricultural Preservation Program are considered this Land Use until their program expires (see "Agriculture Preserve Program" on page 36 for more information).

RURAL RESIDENTIAL (1 UNIT/10 ACRES)

This category guides land for single family residential use at a density of 1 unit per 10 acres. Residences at this density will not be served by City water and sewer utilities except where failing septic systems or contaminated private wells cause health concerns. The purpose of Rural Residential is to provide options to maintain the character of existing rural areas platted before being incorporated into the city, and to provide for residential uses where public utilities are not available. The designation is appropriate as in fill or adjacent to existing plats with similar character.

LOW DENSITY RESIDENTIAL

This land use designation captures the traditional forms of single family housing found in Victoria and most suburban communities over the last few decades. The average density ranges from 2.25 to 6.0 units per acre. The Low Density typology includes predominantly single family detached homes with limited attached housing types such as duplexes or twinhomes.

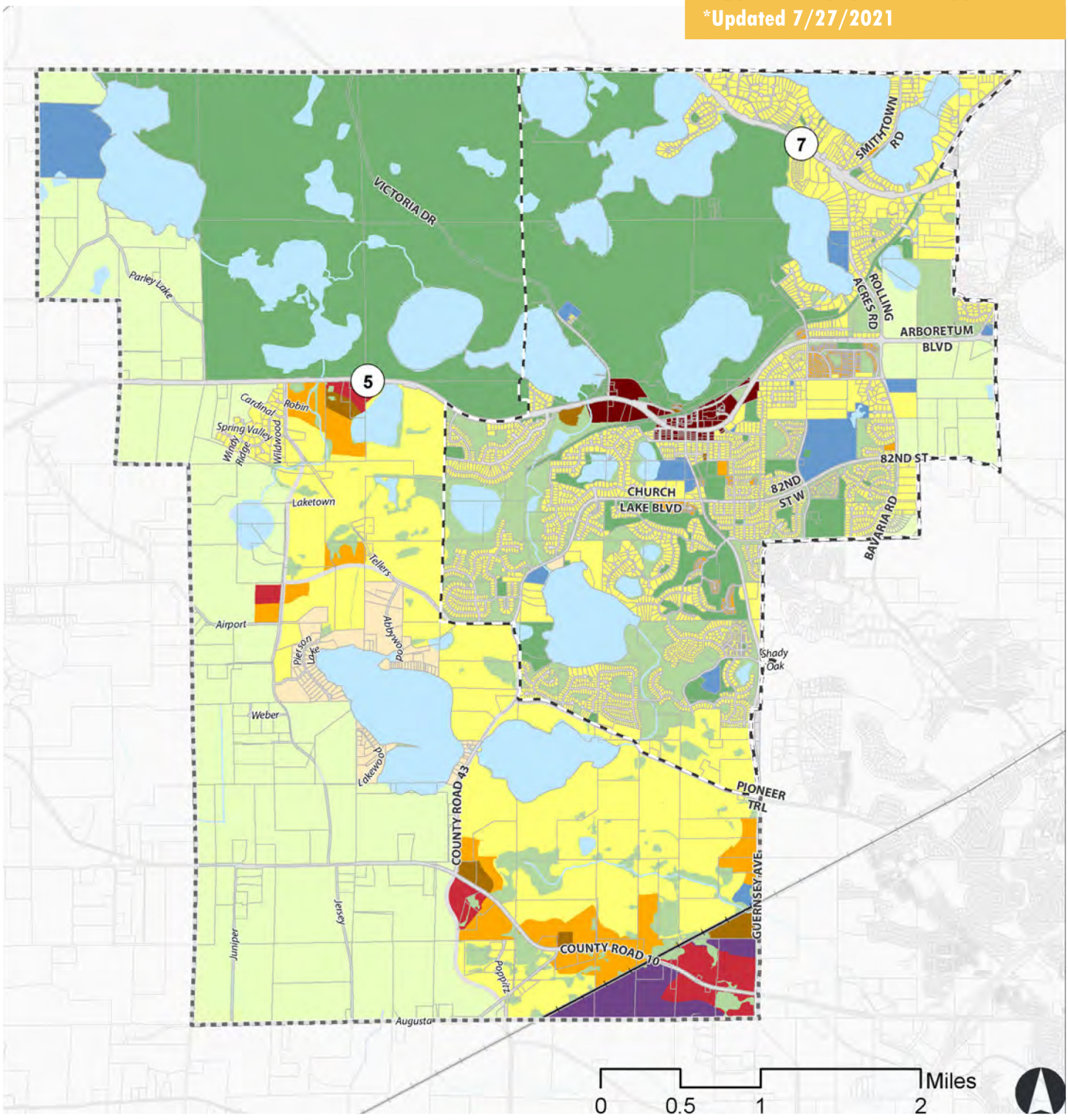
MEDIUM DENSITY RESIDENTIAL

The Medium Density Residential designation captures a variety of attached side by side townhome and row home products, with densities ranging from 6.0 to 12.0 units per acre. Limited stacked housing configurations could be integrated into medium density areas when balanced with other lesser density patterns.

HIGH DENSITY RESIDENTIAL

The High Density Residential designation includes a variety unit types including townhomes, row houses, patio homes, apartments, condominiums, and various forms of senior housing. The predominant form of housing is in a vertical stacked orientation. Density in this category ranges from 12.0 to 36.0 units per acre with building heights in the 3 to 5 story range.

FIGURE 4.2 FUTURE LAND USE
***Updated 7/27/2021**



FUTURE LAND USE

- City Boundary
- Ultimate City Boundary
- River
- Agriculture
- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Downtown Mixed Use
- Flex - Employment
- Public / Institutional
- Park
- Open Space
- ROW
- Utility
- Water

TABLE 4.2 2040 FUTURE LAND USE

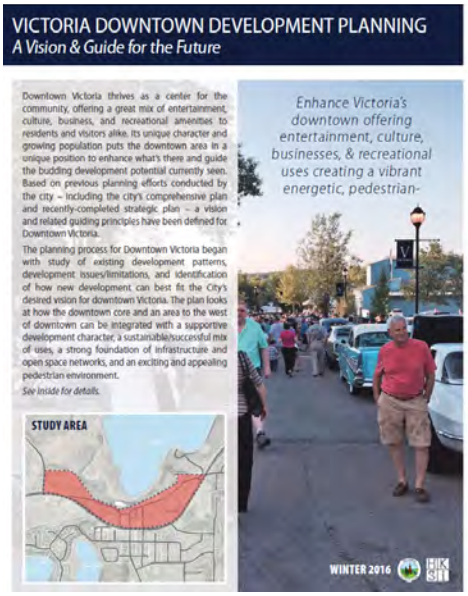
	CITY BOUNDARY			GROWTH AREAS		
	Gross	Net	% Net	Gross	Net	% Net
Agriculture	348.76	317.10	4.62%	100.18	91.48	2.61%
Rural Residential	3.75	3.11	0.05%	146.39	126.37	3.60%
Low Density Residential	1,849.44	1,759.69	25.65%	1,770.37	1,761.05	50.17%
Medium Density Residential	70.38	69.93	1.02%	326.17	325.33	9.27%
High Density Residential	10.76	9.39	0.14%	58.92	58.24	1.66%
Downtown Mixed Use	89.70	69.27	1.01%	-	-	0.00%
Commercial	-	-	0.00%	153.69	153.54	4.37%
Flex - Employment	-	-	0.00%	142.66	142.66	4.06%
Public / Institutional	167.43	152.31	2.22%	7.74	7.74	0.22%
Park	1,657.04	1,251.04	18.24%	-	-	0.00%
Open Space	739.22	368.53	5.37%	345.56	8.03	0.23%
ROW	556.27	549.96	8.02%	154.86	150.76	4.29%
Utility	-	-	0.00%	18.21	15.02	0.43%
DNR Water	1,366.93	3.57	0.05%	285.75	1.43	0.04%
Wetlands, Water, & Floodway	-	2,305.78	33.61%	-	668.83	19.05%
Total	**6,859.69**	**6,859.69**	**100.00%**	**3,510.49**	**3,510.49**	**100.00%**

	ORDERLY ANNEXATION AREA			TOTAL (FULL BUILD OUT)		
	Gross	Net	% Net	Gross	Net	% Net
Agriculture	3,026.93	2,591.08	38.53%	3,475.88	2,999.65	17.55%
Rural Residential	78.75	68.50	1.02%	228.89	197.98	1.16%
Low Density Residential	67.98	63.25	0.94%	3,687.79	3,584.00	20.97%
Medium Density Residential	-	-	0.00%	396.55	395.26	2.31%
High Density Residential	-	-	0.00%	69.67	67.63	0.40%
Downtown Mixed Use	-	-	0.00%	89.70	69.27	0.41%
Commercial	0.01	0.01	0.00%	153.70	153.55	0.90%
Flex - Employment	0.40	0.40	0.01%	143.06	143.05	0.84%
Public / Institutional	123.00	97.52	1.45%	298.16	257.57	1.51%
Park	2,206.97	1,731.69	25.75%	3,864.02	2,982.73	17.45%
Open Space	1.58	0.49	0.01%	1,086.37	377.05	2.21%
ROW	184.96	182.06	2.71%	896.09	882.78	5.16%
Utility	-	-	0.00%	18.21	15.02	0.09%
DNR Water	1,034.16	1.40	0.02%	2,686.83	6.40	0.04%
Wetlands, Water, & Floodway	-	1,988.34	29.57%	-	4,962.95	29.03%
Total	**6,724.73**	**6,724.73**	**100.00%**	**17,094.91**	**17,094.91**	**100.00%**

Source: Hoisington Koegler Group, Inc.

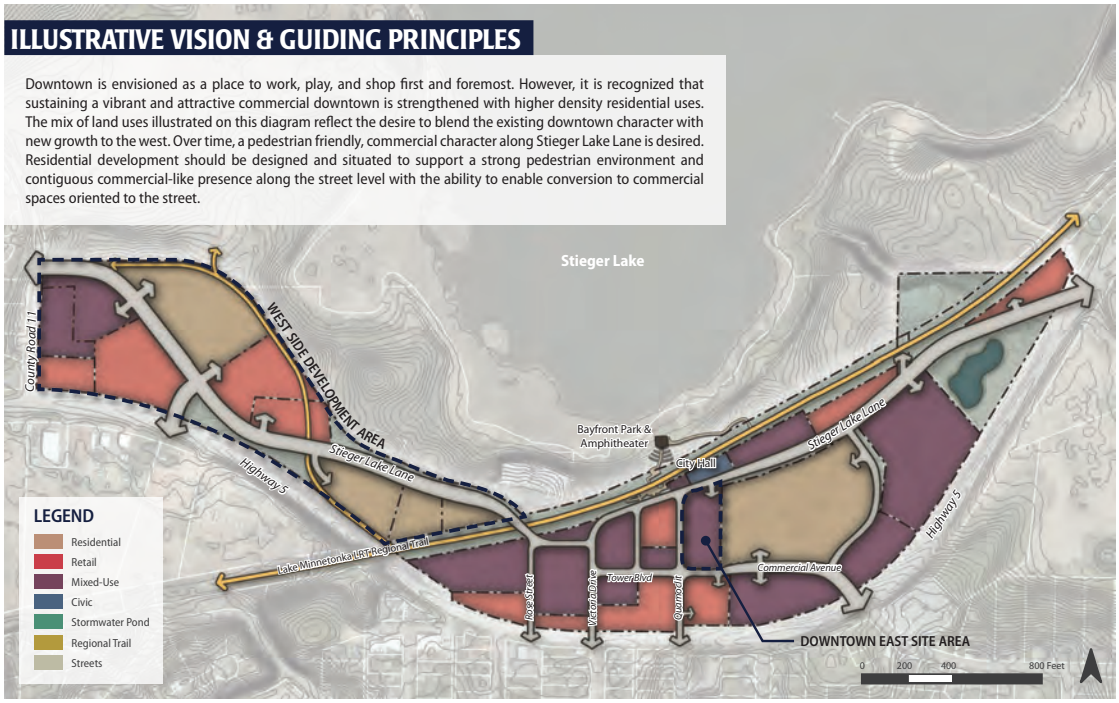
DOWNTOWN - MIXED USE

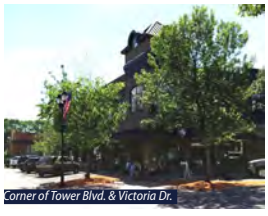
This land use designation, encompassing the existing Downtown Victoria district as well as areas to the east and west, and to the north of Highway 5, includes around 80 acres of land overall. The community envisions a continuation of mixed-use development in the district, including smaller scale retail or office buildings, vertical mixed use buildings with retail or office uses on the ground floor and other uses (including office or residential) on upper floors of buildings. Residential uses will comprise a minimum of 30% residential uses at densities greater than 24.0 dwelling units per acre up to 75.0 units per acre. Future land use in downtown will be guided by the Downtown Planning Vision and Guiding Principles developed in the winter of 2016 (see Figure 4.3). Parking, as an aspect of land use in downtown, was studied by the City in 2018-2019, and further explored in "Downtown Parking" on page 38.



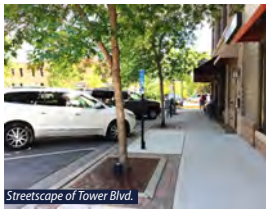
The City of Victoria completed a master plan for downtown in anticipation of continued redevelopment and expansion of the downtown area. This directive stemmed from objectives provided in the Strategic Plan adopted by the City Council in February 2015. The plan was completed in winter of 2016.

FIGURE 4.3 DOWNTOWN VISION PLAN




Corner of Tower Blvd. & Victoria Dr.


Floral Shop on Victoria Dr.


Streetscape of Tower Blvd.


Stieger Lake Ln. Bridge over Regional Trail


1. Create better physical & visual connections with Carver Park Reserve & Stieger Lake.


2. Identify welcoming "gateways" into downtown area.


3. Build on the strong character for downtown that establishes it as a destination & provides a sense of place.


4. Establish strong physical & visual connections between west side & downtown.


5. Utilize open space, parks, & lakefront to bolster downtown businesses & business diversity.


6. Improve on the comfortable & safe environment for pedestrians & cyclists with strong links to trail amenities.


7. Integrate increased parking capacity without sacrificing development character.


8. Incorporate more housing into future downtown &/or west side development.

Neighborhood Commercial

Community Commercial

COMMERCIAL

The Commercial designation primarily includes retail (goods and services) land uses, but also may include various forms of office land uses and some development of medium or high density residential uses, as well. This typology includes two different types of Commercial uses distinguished mostly by scale, orientation, and critical mass (total square footages), Neighborhood Commercial and Community Commercial. As new commercial areas become incorporated into the city, the City's Zoning Ordinance should be updated to reflect the difference in scale between Neighborhood Commercial and Community Commercial.

Areas designated as Commercial are anticipated to have an average Floor Area Ratio (FAR) of 0.25. Commercial nodes are typically located along collectors or arterial road corridors, or near key intersections. Proximity to neighborhoods is also an important factor in locating neighborhood commercial nodes. A key function of maintaining vital and resilient commercial nodes is to allow the integration of higher density housing. This approach helps create "place making" features and provides added patronage to maintain economic vitality. Commercial areas are anticipated to develop a minimum of 30 percent of the areas as residential, with densities at a minimum of 24 units per acre and a maximum of 50 units per acre.

GATEWAYS

Often commercial nodes are located along major arterials that offer "gateways" into the community (such as along Highway 5) or at a smaller scale into neighborhoods. As such, these higher profile commercial nodes should be designed with an enduring architectural character, quality landscaping, and site design that presents buildings or site amenities as the focal point. Design considerations should be sensitive to neighborhood aesthetics and transitions through landscape features, pedestrian connections, and strategic lighting that preserves a dark sky and focuses lights on what is intended to be lit.

Flex - Employment District

FLEX – EMPLOYMENT DISTRICT

The primary intent of the Flex - Employment land use designation is to enable and promote development of high paying and high quality jobs within Victoria. The Flex - Employment typology primarily includes office or related uses, either arranged in formal "Business Park" settings or developments, or as individual uses such as a variety of showroom, flex space, data center, and manufacturing space, of varying square footages. The typical project size in this typology ranges from 15,000 to 100,000 square feet. The average Floor Area Ratio for this district ranges from 0.25 to 0.5, and buildings may range from 1 to 4 stories in height. Parking may include either surface parking or structured parking arrangements where market forces support such investments. Proximity to major road corridors is an important locational factor. Site amenities such as trails, open space, and architectural detail are supportive of higher level employment and business opportunities.

PARK

Victoria intends the parks classification to represent active or passive recreation areas. Some uses are informal recreation areas while others are more formal with groomed fields. This designation includes Regional Parks, Regional Trails, Community Parks, Neighborhood Parks, Private Parks, and Golf Courses.

OPEN SPACE

The City intends the open space classification to reflect lands that are either undevelopable or that city intends to not develop. These areas are to be used for passive recreation, habitat restoration, or as a preserve. Generally, these areas are already protected by federal or local ordinances or include areas adjacent to protected features or areas less suitable for development.

PUBLIC/INSTITUTIONAL

The Public/Institutional classification includes uses such as public schools, fire stations, libraries, water-system facilities, religious institutions, cemeteries, private schools, and other City-used and owned properties.

FUTURE PUBLIC /INSTITUTIONAL FACILITIES

Most new public/institutional uses such as new schools, religious, or public institutions are driven by growth. Often these uses can form a neigborhood's identity. Collaboration between the development community and the public/institutional owner such as a school district will help define future public/institutional land uses.

ROW

ROW or "Right-of-Way" represents the areas of Victoria that are dedicated to roads, sidewalks, trails, and the preservation of land for future unbuilt transportation infrastructure. Linear utilities such as power lines and data lines may be collocated in this area.

UTILITY

The utility classification may include uses such as, but not limited to, electrical substations, telecommunication towers, and natural gas storage.

WATER

The Water designation is the same as existing land use and includes DNR Public Waters or was determined using data from the Minnesota Department of Natural Resources (DNR) for open water.

AGRICULTURE PRESERVE PROGRAM

Properties within the Minnesota Agricultural Preserve Program are located outside of Victoria City limits but are within planned growth areas (see Figure 4.4) . The proram is administered by Carver County and is designed to value and assess taxes for qualifying agricultural property located in the metropolitan area. The owner signs an eight-year perpetual covenant/agreement to leave the property in agricultural use, using acceptable practices as approved by the County Agricultural Service. Special assessments cannot be levied on Agricultural Preserve property. A property owner may file an "Expiration Notice" at any time; however, it takes eight years from the filing of the notice to remove a property from the program. A waiver of the eight-year requirement may be granted only by action of the Governor due to some emergency.

Properties within the program will not be allowed to be annexed into the City until they are through their eight year expiration process. Agriculture Preserve properties are represented by the "Agriculture Preserve Parcels 2014 (1/40 u/a)" overlay designation as depicted on Figure 4.5 by a cross hatch. Until such a time that they are out of the program, these properties will be limited to a density of 1 units per 40 acres.

FIGURE 4.4 AGRICULTURAL PRESERVE PARCELS IN 2014

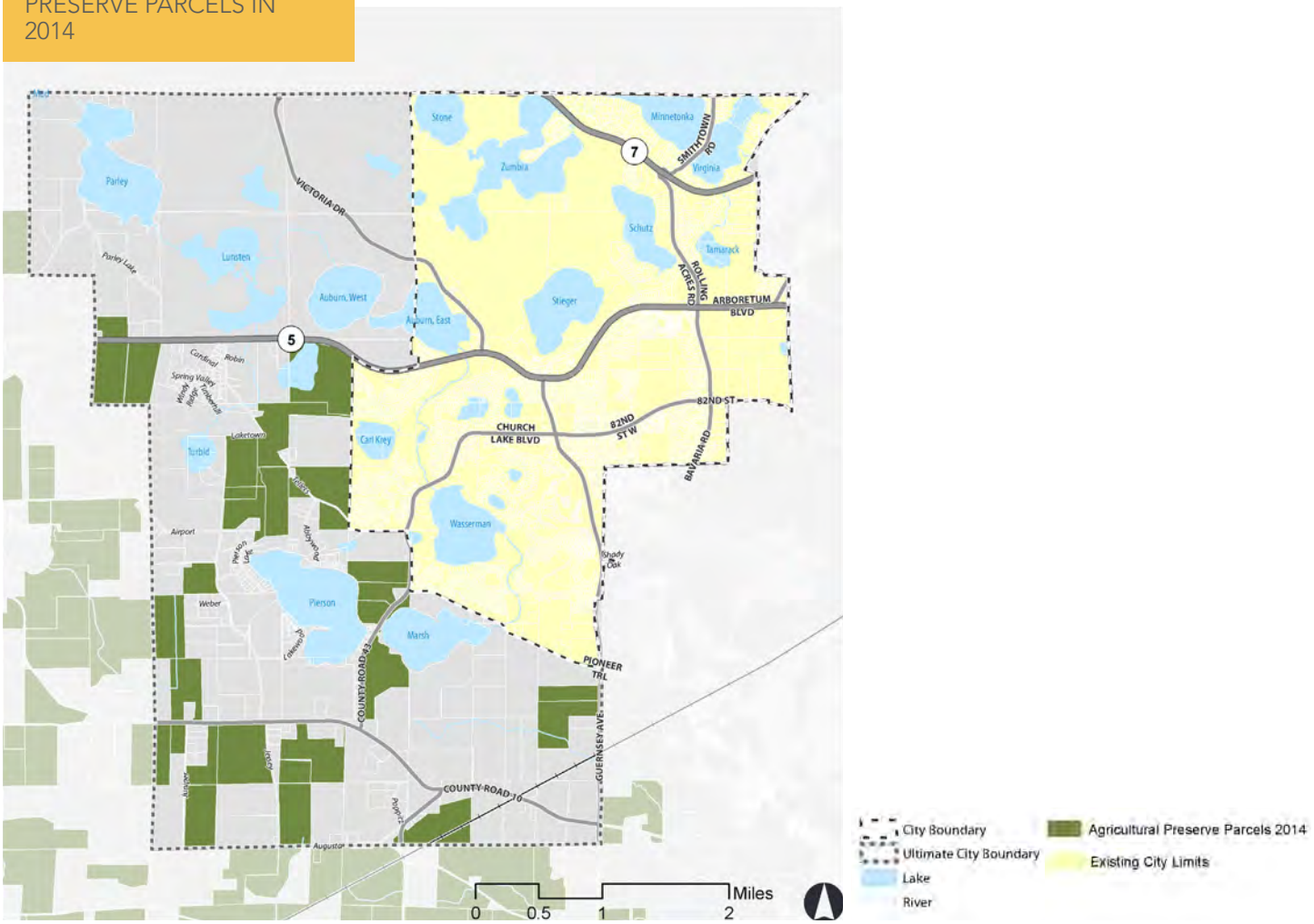
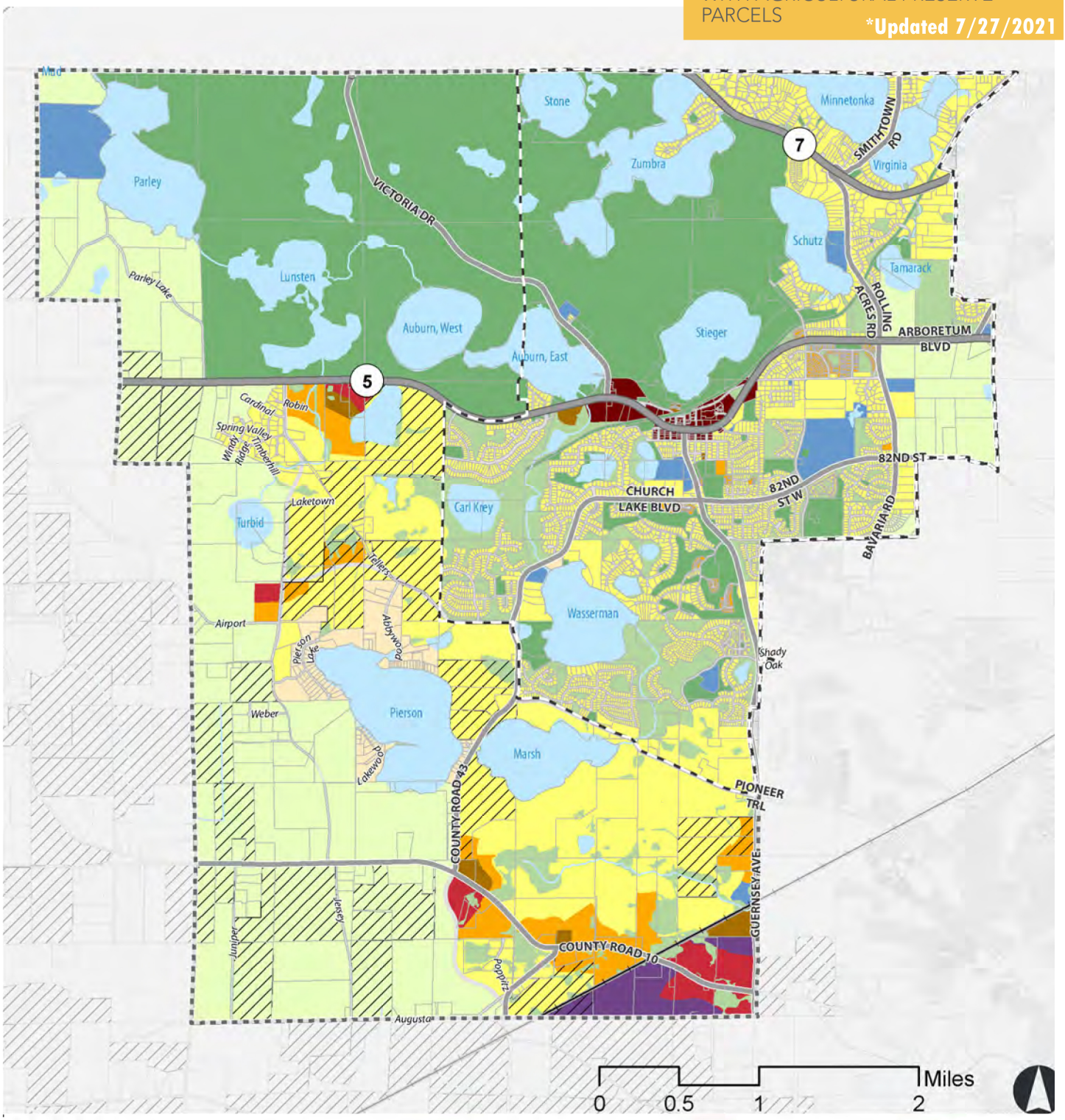


FIGURE 4.5 2040 FUTURE LAND USE WITH AGRICULTURAL PRESERVE PARCELS

***Updated 7/27/2021**



- City Boundary
- Ultimate City Boundary
- OpenDataStandards_Parcels_121418
- Lake
- River
- Agricultural Preserve Parcels 2014 [1/40 u/a]
- Agriculture
- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Downtown Mixed Use
- Flex - Employment
- Public / Institutional
- Park
- Open Space
- ROW
- Utility
- Water

DOWNTOWN PARKING

The physical configuration of downtown Victoria is the product of an era in which the automobile was not a dominant factor in daily life. The City benefits from the charm of a mature, pre-World War II ambiance; however, this also means that parking is not always readily available as with businesses that sit adjacent to expansive surface parking lots commonly found in newer suburbs.

One of the main reasons people are attracted to historic downtowns is because of their unique character and urban design. Visitors to Downtown Victoria notice the large number of shops, salons and restaurants and other destinations all within walking distance. In comparison, the first impression of a big-box store or strip mall is a stroll through the parking lot. Despite the unique layout of Victoria's downtown, users still expect to have parking available right in front of each destination, and many don't expect to pay for it. Since that is rarely the case in Downtown Victoria, there is a large gap between parking perception and reality, often leading to confusion and frustration when parking downtown.

Consistent with the goals of the 2016 Downtown Master Plan, the overall goal of parking in Downtown Victoria is a "park once and walk" theme that produces an interesting and stimulating pedestrian environment where very few downtown trips generate more than one parking action, converting drivers to pedestrians while they are downtown.

ROLE OF PUBLIC PARKING IN DOWNTOWN VICTORIA

It is important to recognize the role public parking plays in Downtown Victoria. The majority of downtown parking is public. Requiring every business to provide all of its parking results in a large parking lots between each building, making walking between stores a burdensome chore, if not a dangerous task. Providing public parking, on the other hand, allows the mix of downtown uses that have different parking needs to efficiently use fewer parking spaces, creating the pedestrian environment that makes Downtown Victoria unique and desirable. Providing public parking, however, is a cost to the City for maintenance and the cost of loss tax revenue for parking lots displacing potential development.

WHY A CONVENTIONAL PARKING APPROACH WON'T WORK

The conventional approach to parking is to make it free in order to attract customers. This strategy can work in communities without a significant amount of commercial activity or in areas where land is plentiful and cheap, allowing surface parking to expand outward. But this approach does not work in traditional downtowns where a large number of amenities and activities occupy a small area. In addition, people chose to visit downtown not because of the ample parking, but because of its charm, character, businesses, and entertainment uses. Too much emphasis on parking (e.g., replacing buildings with parking lots) can negatively impact the unique qualities (e.g., walkability and charm) Downtown Victoria has to offer, resulting in a less desirable place to visit. Future parking decisions need to minimize adverse land use patterns to protect the urban form. Priority should be given to the pedestrian experience over parking by supporting connected sidewalks and development patterns that foster positive downtown experiences.

DOWNTOWN PARKING TASK FORCE

In 2018, the City Council established a Parking Task Force to analyze the existing parking conditions and develop parking recommendations that would be consistent with the 2016 Downtown Master Plan. As part of the Parking Study, staff completed utilization counts. The counts showed the downtown experiencing normal utilization rates throughout the morning and afternoon hours during the weekday and weekend, but heavy utilization throughout the evening hours during both the weekday and weekend. The parking spaces that are underutilized are generally located on the edges of Downtown (i.e., public spaces along Stieger Lake Lane and at City Hall and the Flats). The evening utilization for the downtown is approximately 75 percent. These findings do not suggest the need for additional parking, but an opportunity to utilize parking in other areas of downtown that is currently underutilized. It should be noted that the parking counts were completed prior to the opening of the Winchester & Rye restaurant. The Parking Task Force recommends biannual parking counts be conducted to determine the parking demand trends.

DOWNTOWN PARKING RAMPS

Without understanding the complexities of parking, its role in the transportation system, or the high costs of building structured parking, people often say, "the City should just build a parking ramp." However, the high costs ($20,000 - $30,000 per parking space plus annual maintenance costs) has prevented a parking ramp from being constructed. In addition, surface parking requires the removal of taxable businesses and is inconsistent with the urban design goals of the Downtown Master Plan.

The City acknowledges that adequate and convenient parking is essential for the success of Downtown Victoria. Parking, however, should not be over emphasized at the expense of a walkable, inviting downtown and the City also has to weigh the costs and implications of constructing a parking ramp. Currently, there is no capacity issue during the day. During the evenings, people may need to drive around a bit to find parking downtown, but parking is available. Furthermore, as car sharing programs continue to grow in popularity (autonomous vehicles, car sharing companies like Zip Cars, and ridesharing like Lyft and Uber), transportation and parking needs will begin changing in significant ways. Parking will no longer need to be proximate to uses, which will reduce the amount of parking needed in Downtown.

If the City Council determines that additional parking is necessary, it should be completed as part of a redevelopment in order to use Tax Increment Financing (TIF) to help with the cost of construction, and the City and downtown property owners should share the maintenance costs.

MISCELLANEOUS REMEDIES

Prior to building parking ramps, the Task Force recommended strategies that are more readily viable. This includes providing wayfinding and signage to guide non-residents to appropriate parking locations, encouraging employees to park in underutilized parking lots located on the fringes of downtown, routine maintenance of parking lots, and revised the City's parking ordinance to clarify the parking requirements associated with a new use or development.

VICTORIA CHAIN OF LAKES GREENWAY

The City of Victoria is a healthy, active, and interconnected community built around abundant amenities including its lakes, parks and trails which create a place where people want to live, work and play.

Victoria's success, as a vibrant livable community, is founded on a vision where economic growth, high quality built environments, and healthy natural systems work in harmony to cultivate value for everyone. To elevate and extend this success, the City is establishing a bold vision for the future that continues to emphasize the overarching benefits of integrating natural systems with plans for sustainable growth of the built environment.

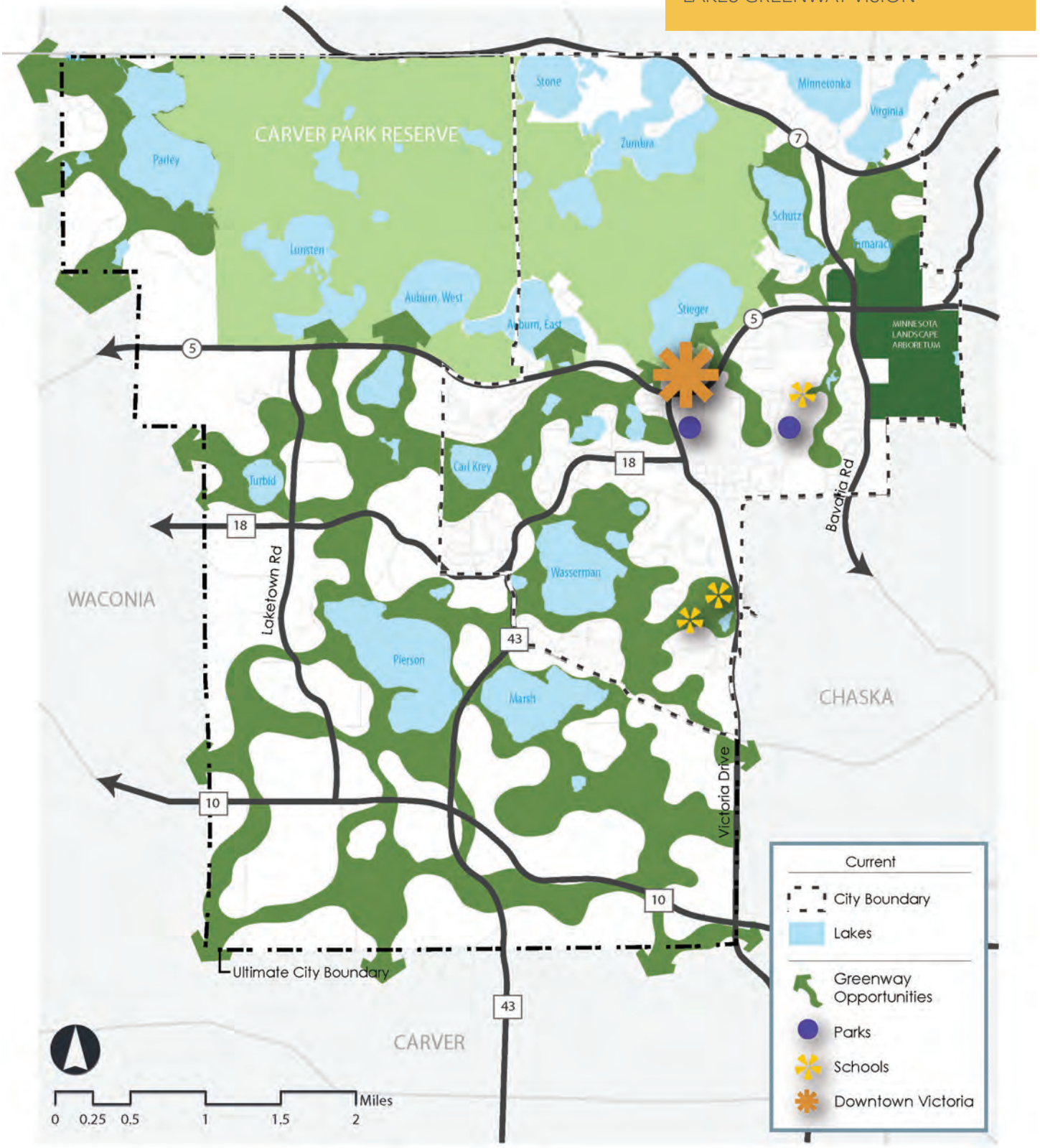
The City is endowed with significant natural features, including its own chain of lakes, which form the headwaters of Lake Minnetonka. Building off of Victoria's identity as the City of lakes, parks and trails, a vision for a Victoria Chain of Lakes has been established that will connect the City through a contiguous network of natural areas, trail corridors, parks, and public activity nodes.

The Victoria Chain of Lakes reflects an understanding that Victoria's natural systems create a unique sense of place. Preserving natural features, and strengthening the connection between them and the built environment provides social and economic value to the City; by reducing long term infrastructure costs, creating higher property values, and supporting a healthy and thriving community.

Victoria's Chain of Lakes will leverage the City's extraordinary natural resources into an interconnected and publicly accessible greenway system. The Chain of Lakes plan seeks to build off of the City's existing park and trail system, incorporating new public nodes on each lake, connecting to passive and active recreational areas, and enhancing the public experience of natural systems. The greenway will provide enhanced multimodal connections to housing and area amenities, including Downtown, Lions Park, Carver Park Reserve, the Minnesota Landscape Arboretum, and Lake Waconia. Figure 4.6 provides an illustrative view of the Chain of Lakes vision.

The 2040 Comprehensive Plan serves as a roadmap for this effort to enhance future development through the preservation and enhancement of Victoria's natural heritage. Following plan adoption, the City will work to develop complementary land use tools and, in partnership with Minnehaha Creek Watershed District, Carver County and other public and private partners to develop a strategic implementation plan to realize the vision of the Victoria Chain of Lakes. The implementation of this vision is explored further in "Victoria Chain of Lakes Greenway Policy & Implementation" on page 52.

FIGURE 4.6 VICTORIA CHAIN OF LAKES GREENWAY VISION



GROWTH POTENTIAL

Many of the improvements within the development areas will be market-driven. Predicting when development will occur is difficult. Development (phasing) will depend on when the market supports new uses and a property-owner's willingness to sell. Regardless of these factors, the development areas have been largely guided for residential uses. In that respect, it is important to recognize the City's growth areas are not expected to be fully-built out by 2040. The land use plan assumes growth will be staged over time and will extend beyond the time horizon (year 2040+) of this plan.

For the purposes of this Comprehensive Plan, the City assumes a majority, if not all of the growth will occur within the current city limits or planned growth areas. This would result in an average density of 3.81 units per acre (see Table 4.5 for development occurring within the 2040 development horizon), which meets the target of 3 to 5 units per acre for an "Emerging Suburban Edge."

The Metropolitan Council requires that land use forecasts be allocated through 2020, 2030, and 2040 consistent with the population, household, and employment forecasts. Table 4.4, Table 4.5, and Table 4.6 provide a break down of assumed/estimated land use absorption and residential growth allocated to each of these time periods. While, it should be noted that actual absorption is driven by market demand and willing property owners/developers, the future land use plan and infrastructure system plans are developed to accommodate the forecasts.

TABLE 4.3 DEVELOPABLE ACRES BY FUTURE LAND USE

	CITY BOUNDARY		GROWTH AREAS		ORDERLY ANNEXATION AREA		TOTAL (FULL BUILD OUT)	
	Net	% Net	Net	% Net	Net	% Net	Net	% Net
Agriculture	302.80	41.79%	91.48	3.53%	2,436.80	97.80%	2,831.07	48.73%
Rural Residential	-	0.00%	44.42	1.71%	13.64	0.55%	58.07	1.00%
Low Density Residential	172.60	23.82%	1,687.82	65.07%	3.04	0.12%	1,863.45	32.07%
Medium Density Residential	6.35	0.88%	325.14	12.54%	-	0.00%	331.49	5.71%
High Density Residential	7.39	1.02%	58.24	2.25%	-	0.00%	65.63	1.13%
Downtown Mixed Use	69.27	9.56%	-	0.00%	-	0.00%	69.27	1.19%
Commercial	-	0.00%	153.54	5.92%	0.01	0.00%	153.55	2.64%
Flex - Employment	-	0.00%	142.66	5.50%	0.40	0.02%	143.05	2.46%
Public / Institutional	19.74	2.72%	7.74	0.30%	-	0.00%	27.47	0.47%
Park	16.07	2.22%	-	0.00%	18.64	0.75%	34.70	0.60%
Open Space	125.86	17.37%	6.53	0.25%	-	0.00%	132.38	2.28%
ROW	4.48	0.62%	76.15	2.94%	19.06	0.77%	99.69	1.72%
Total	**724.54**	**100.00%**	**2,593.71**	**100.00%**	**2,491.58**	**100.00%**	**5,809.83**	**100.00%**

Source: Hoisington Koegler Group, Inc.

TABLE 4.4 ESTIMATED DEVELOPABLE ACRES ABSORPTION BY DECADE

	2017-2020	2021-2030	2031-2040	After 2040
Low Density Residential	64.57	199.83	250.50	1,364.86
Medium Density Residential	11.74	26.60	30.76	263.22
High Density Residential	4.47	13.48	6.78	42.94
Downtown Mixed Use	8.89	11.36	7.56	61.88
Commercial	6.80	21.34	17.94	107.61
Flex - Employment	9.44	18.88	18.88	95.86
Public / Institutional	0.27	0.75	0.34	26.11
Total	**106.18**	**292.24**	**332.76**	**1,962.49**

Source: Hoisington Koegler Group, Inc.

TABLE 4.5 RESIDENTIAL ESTIMATED DEVELOPABLE ACRES ABSORPTION BY DECADE

	RESIDENTIAL ACRES				MIN U/ AC	RESIDENTIAL UNITS			
	2017-2020	2021-2030	2031-2040	After 2040		2017-2020	2021-2030	2031-2040	After 2040
Low Density Residential	64.57	199.83	250.50	1,364.86	2.25	145	450	564	3,071
Medium Density Residential	11.74	26.60	30.76	263.22	6.00	70	160	185	1,579
High Density Residential	4.47	13.48	6.78	42.94	12.00	54	162	81	515
Downtown Mixed Use*	2.67*	3.41*	2.27*	18.56*	24.00	64	82	54	446
Commercial*	2.048*	6.40*	5.38*	32.28*	24.00	49	154	129	775
Total	**85.49**	**249.72**	**295.69**	**1,721.87**		**382**	**1,006**	**1,013**	6,386

*Downtown Mixed Use and Commercial are expected to develop at 30% residential. The numbers shown are 30% of the total acreage illustrated in Table 4.4

Source: Hoisington Koegler Group, Inc.

TABLE 4.6 EMPLOYMENT RELATED ESTIMATED DEVELOPABLE ACRES ABSORPTION BY DECADE

	EMPLOYMENT ACRES				F.A.R.	JOBS/ 1,000SF	JOBS CAPACITY			
	2017-2020	2021-2030	2031-2040	After 2040			2017-2020	2021-2030	2031-2040	After 2040
Downtown Mixed Use*	6.22*	4.77*	3.18*	43.32*	..3 - 1.0	3	244 - 813	187 - 623	125 - 415	1698 - 5661
Commercial*	4.76*	8.96*	7.54*	75.33*	.15 - .75	2	78 - 389	146 - 732	123 - 615	1230 - 6152
Flex - Employment	9.44	11.33	11.33	95.86	.2 - .6	1.5	123 - 370	148 - 444	148 - 444	1253 - 3758
Public / Institutional	0.27	0.45	0.20	26.11	.2 - .6	1.5	4 - 11	6 - 18	3 - 8	341 -1024
Total	**20.70**	**25.51**	**22.24**	**240.62**		**Projected Jobs**	**449**	**487**	**398**	4,523

*Downtown Mixed Use and Commercial are expected to develop at 70% employment uses. The numbers shown are 70% of the total acreage illustrated in Table 4.4

Source: Hoisington Koegler Group, Inc.

The location of that growth will be prioritized as follows:

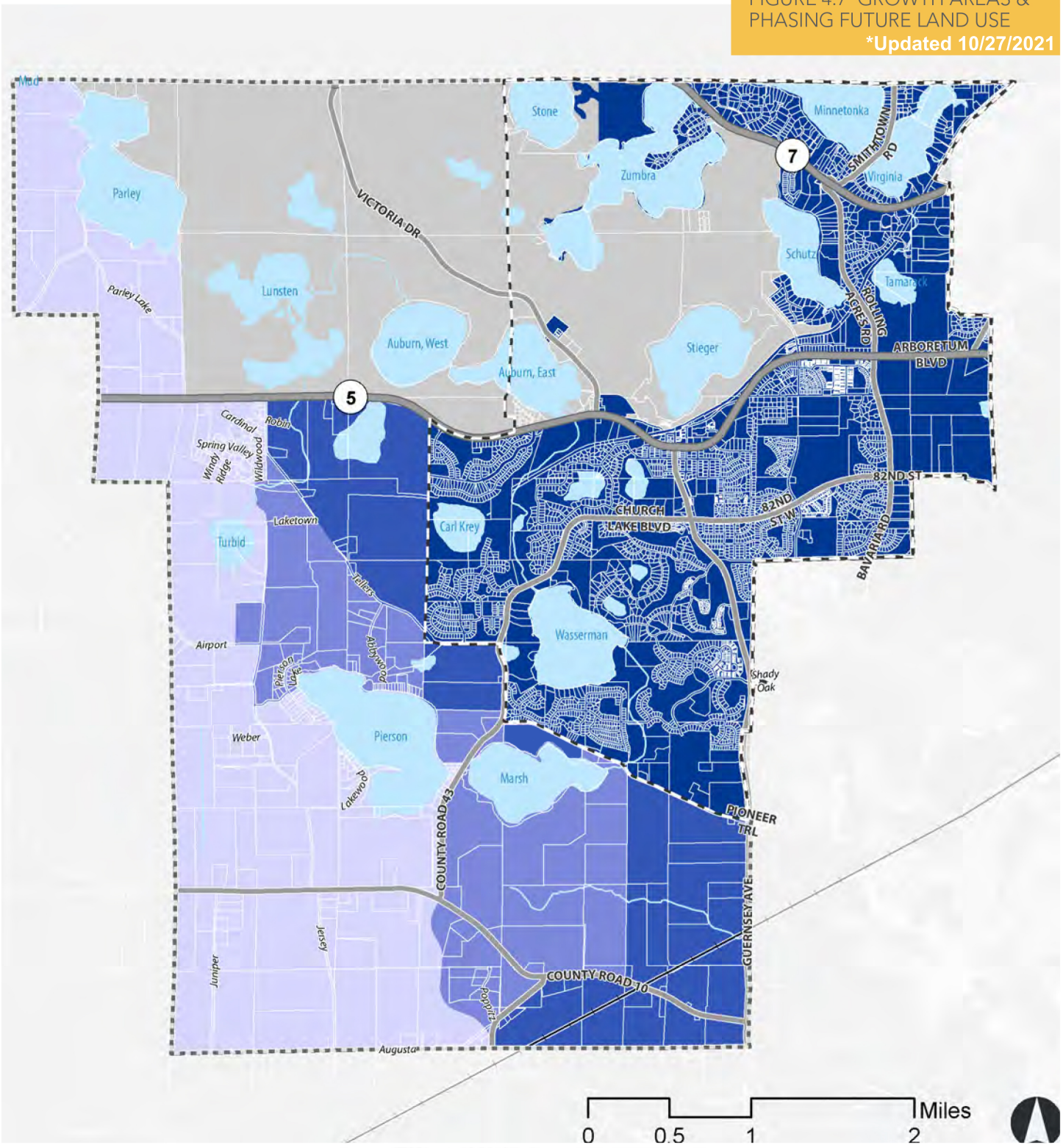
» Infill within existing city limits: 2017 to 2020 growth
» Growth areas: 2021 - 2030 growth and 2031 to 2040 growth
» No growth with city services is anticipated in the remainder of the orderly annexation areas outside of planned growth areas.

Figure 4.7 shows a phasing concept of how the city predicts where and when growth is likely to occur based on what we know today, split by decade. This image is meant to be a snapshot of our best estimate for growth today that is required by the Metropolitan Council. Whether or not a property develops with sewer and water depends on the feasibility of extending infrastructure to serve a geographic area in an orderly manner and not if it is in one or the other stages identified in the map. Development that is not consistent with the phasing shown within the map will not require an amendment to the comprehensive plan.

Only a percentage of these growth are projected to develop within the forecasting decades. As the city continues to grow, infill development will occur alongside outward growth as well.

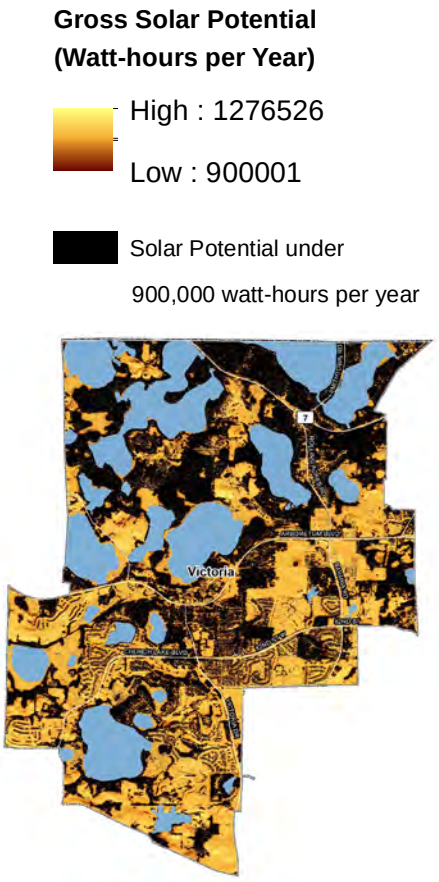
FIGURE 4.7 GROWTH AREAS & PHASING FUTURE LAND USE

***Updated 10/27/2021**



RESOURCE PROTECTION

FIGURE 4.8 GROSS SOLAR POTENTIAL



SOLAR RESOURCES

The Metropolitan Land Planning Act (Minnesota Statutes 473.859, Subd. 2) requires that local comprehensive plans include an element for the protection and development of access to direct sunlight for solar energy systems. The City will protect such access by requiring minimum standards for lot sizes, amounts or open space, yard setbacks and maximum height of buildings for residential development. Land uses should not preclude the possible use of solar energy systems. The City will review and revise, as necessary, the Zoning and Subdivision Ordinances to ensure protection of solar access. Currently the structure setback and height standards within the Zoning Ordinance are sufficient to prevent potential interference to solar collectors from adjacent structures and vegetation.

GROSS AND ROOFTOP SOLAR RESOURCE CALCULATIONS

The gross solar potential and gross solar rooftop potential are expressed in megawatt hours per year (Mwh/yr), and these estimates are based on the solar map for Victoria prepared by the Metropolitan Council. These values represent gross totals; in other words, they are not intended to demonstrate the amount of solar likely to develop within Victoria. Instead, the calculations estimate the total potential resource before removing areas unsuitable for solar development or factors related to solar energy efficiency. The gross solar generation potential and the gross solar rooftop generation potential are estimates of how much electricity *could* be generated using existing technology and assumptions on the efficiency of conversion. The conversion efficiency of 10% is based on benchmarking analyses for converting the Solar Suitability Map data to actual production, and solar industry standards used for site-level solar assessment.

TABLE 4.7 SOLAR RESOURCES CALCULATION

COMMUNITY	GROSS POTENTIAL (MWH/YR)	ROOFTOP POTENTIAL (MWH/YR)	GROSS GENERATION POTENTIAL (MEH/YR)	ROOFTOP GENERATION POTENTIAL (MEH/YR)
Victoria	13,299,351	371,209	1,329,935	37,120

Source: Metropolitan Council

HISTORIC PRESERVATION

The Metropolitan Land Planning Act (Minnesota Statutes 473.859, Subd. 2) requires that local comprehensive plans include a section on historic preservation. The City of Victoria has no structures or sites identified on the national register. History and Heritage: The City recognizes the importance of safeguarding the heritage of the City and promoting the continued use of historic sites and structures for the education and general welfare of residents. Due to the limited number of historic structures and sites, the City does not anticipate the need for a preservation ordinance or the establishment of a commission to oversee historic structures. However, the city will look to partner with **Carver County Historical** society to tell the story of Victoria and integrate history into development projects where feasible and appropriate.

AGGREGATE RESOURCES

The Metropolitan Council requires that communities identify aggregate resources within local boundaries and plan for the extraction of aggregate prior to urbanization. However, Victoria does not have any areas of aggregate-rich land within the current City boundaries or the ultimate City boundaries.

Key Terminology:

» Goals are broad statements that describe a desired outcome or end-state. Goals are often long-term in scope. (e.g. have a diverse and balanced tax base.)

» Policies describe the general course of action or way in which programs and activities are conducted to achieve a stated goal. Policies speak to underlying values, context, or principles, and are sometimes place-specific. There may be a range of specific strategies that support the implementation of a given policy. (e.g. ensure a balance of land uses that includes commercial, industrial, residential, and civic institutional development opportunities)

GOALS, POLICIES, ACTIONS

GOAL LU-1. Victoria will maintain a healthy balance between residential, commercial, business park/office, civic/institutional, and park/open space land uses

Policy LU-1.1. Promote high quality industrial and office development and redevelopment to build the tax base and generate revenues sufficient to support residential development.

Policy LU-1.2. Continue to support the reinvigoration and development of Downtown as a mixed-use district including a variety of commercial, office, and residential space and enhanced landscaping and beautification.

Policy LU-1.3. Preserve open space and park areas, as outlined in the Future Land Use Map, to protect sensitive natural areas and enhance wildlife habitats.

Policy LU-1.4. Encourage the provision of new housing options as part of higher density developments, especially when designed with connections to community parks and employment centers, and with dining, shopping, and other services located within close proximity.

Policy LU-1.5. Encourage the increased and ongoing diversification of housing options in Victoria to meet lifecycle housing needs, which will enable residents to stay in the community as their housing needs change and will attract new residents from a wider range of ages to move to Victoria.

Policy LU-1.6. Collaborate with the school district and development community in siting new school facilities as part of neighborhood developments.

GOAL LU-2. Future development will incorporate appropriate density / intensity levels and design to support increased housing options, the viability of neighborhood commercial, and long-term neighborhood sustainability

Policy LU-2.1. Ensure that the density / intensity of development will be compatible with the general characteristics of the surrounding area in which development is located. Changes in density / intensity may be supported when they enhance the viability, character and livability of the area.

Policy LU-2.2. Add development review guidelines that promote connectivity, crime prevention through design, and healthy living components as part of the general development review process.

Policy LU-2.3. Continue to support the development of multi-family housing in a dispersed pattern throughout the community as opposed to creating large concentrations of such housing.

Policy LU-2.4. Support the development of multiple family housing on high amenity sites such as adjacent to woodlands, parks, lakes and ponds; dispersal on amenity sites will help ensure quality developments which will be compatible with single-family neighborhoods, and which will maintain their value over the long term.

Policy LU-2.5. Encourage a diversity of housing types and forms by ensuring larger developments are not dominated by a single form or pattern of product type, for instance, townhome developments should limit any one-product line to approximately 75 units. This limitation will help provide the community with a variety of housing styles and prices and make neighborhoods less vulnerable to downturns in any one product line due to changes in consumer preferences and trends.

GOAL LU-3. The physical character and identity of Victoria is enhanced through property maintenance, redevelopment, and new development

Policy LU-3.1. Define ways the City can assist in the financing, redevelopment and maintenance of aging housing, parks, business and industrial areas.

Policy LU-3.2. Improve community appearance and promote a stronger tax base through the maintenance, enforcement and regular review of development and performance standards to accomplish higher levels of aesthetics and to ensure durable, quality development while providing flexibility to the property owners.

Policy LU-3.3. Achieve appropriate transitions between different types of land uses and / or development densities / intensities to ensure new development is compatible with existing areas, by utilizing design standards, landscape buffers / screening, and land use transitions, and by encouraging high-quality design.

Policy LU-3.4. Preserve and maintain natural, recreational, historical and cultural landmarks that are unique and essential to the identity of Victoria.

Policy LU-3.5. Enhance the aesthetic character of the city's primary gateways, major roadway corridors, and community commercial areas to increase the degree of community identity and sense of place by establishing design standards emphasizing the use of high quality building materials, coordinated signage, site lighting and landscaping to complement adjacent uses.

Policy LU-3.6. Ensure that the location, size, number, and appearance of signage throughout Victoria is appropriate to its location and maintains an enduring and aesthetic quality.

Policy LU-3.7. Provide cultural amenities throughout Victoria by incorporating them into public facilities / projects, such as city identity monuments at key city entrances, as well as encouraging development of cultural amenities by the private sector.

GOAL LU-4. New development and redevelopment projects will incorporate creative site design

Policy LU-4.1. Preserve and incorporate outstanding natural (such as woodlands, steep slopes, wetlands), cultural, historical and unique features as part of development projects.

Policy LU-4.2. Ensure that a connected and contiguous network of open space corridors are preserved within new developments in growth areas. Partner with Minnehaha Creek Watershed District to implement tools for preservation of open space.

Policy LU-4.3. Provide pedestrian and bike connectivity to parks, employment areas, businesses/services, and neighborhood institutional uses such as schools and churches.

Policy LU-4.4. Create neighborhood identity and/or unique features that are representative of Victoria.

Policy LU-4.5. Provide for flexibility in land use and design within Planned Unit Developments.

GOAL LU-5. New development and redevelopment will incorporate sustainable site design and construction techniques that promote energy conservation, the recycling of materials, and the cleanup of polluted sites.

Policy LU-5.1. Promote the use of green / sustainable construction practices for public and private sector projects.

Policy LU-5.2. Encourage developers and home owners to develop and remodel utilizing green / sustainable practices, to decrease environmental impacts and increase energy efficiency.

Policy LU-5.3. Protect environmentally sensitive features through preservation, best management practices, and green / sustainable design and construction techniques.

Policy LU-5.4. Reduce the size of impervious surfaces by working with land owners to provide appropriate levels to meet user demand, but not an oversupply of parking.

Policy LU-5.5. Encourage the maintenance and preservation of boulevard trees as an important component of the City's tree canopy

GOAL LU-6. Victoria will protect historic, cultural, environmental, and renewable energy resources and where appropriate integrate them into new developments.

Policy LU-6.1. Collaborate with private property owners and support efforts to incorporate and preserve historical elements of sites into the development pattern through design or interpretation.

Policy LU-6.2. Encourage the protection of cultural and historic resources by integrating them into new development projects and providing interpretive elements.

Policy LU-6.3. Encourage and support roof top solar systems as an alternative energy source to reduce reliance on non-renewable resource

Policy LU-6.4. Explore opportunities for larger solar system investments and systems that utilize non-buildable land resources or can be located on roof structures within industrial or flex-business areas.

Policy LU-6.5. Carefully examine and consider land use proposals introducing emerging technologies that offer energy cost savings and environmental benefits.

GOAL LU-7. Improve the effectiveness of the existing on-street and off-street parking facilities while maintaining the pedestrian experience of Downtown Victoria.

Policy LU-7.1. Priority should be given to the pedestrian experience over parking by supporting connected sidewalks and development patterns that foster positive downtown experiences.

Policy LU-7.2. Establish a system of wayfinding signage to help drivers located off-street parking facilities.

Policy LU-7.3. Continue monitoring parking demands in the Downtown on a bi-annual basis.

Policy LU-7.4. Revise the parking ordinance allowing existing tenant spaces to be used with permitted uses without providing additional parking (except restaurants), and continue to provide a reduction in the parking requirements for new developments (except for residential and restaurants).

Policy LU-7.5. Any significant development should include a parking study to determine the cost and need of a parking ramp. Maintenance cost of any parking ramp should be shared between the City and local property owners.

Policy LU-7.6. Ensure that any new parking structure should be designed to complement the architecture and urban form of the surrounding areas.

VICTORIA CHAIN OF LAKES GREENWAY POLICY & IMPLEMENTATION

PURPOSE

Through its Land Use policies, Victoria seeks to preserve not only what is required by existing State and regional statutes, but additional high quality natural resources and open spaces. In partnership with the Minnehaha Creek Watershed District and developers, Victoria will create a contiguous network of natural area patches and corridors. This network will provide corridors for outdoor recreation, non-motorized transportation, habitat preservation and restoration, and ecosystem functions. Figure 4.9 highlights a conceptual greenway network, which includes existing and proposed parks, trail corridors, and open spaces and some upland areas that serve as critical connecting areas.

Concurrent to the 2040 Comprehensive Plan process, Minnehaha Creek Watershed District (MCWD) and the City of Victoria collaborated on a study for the future of the western growth area. The purpose of the planning process was to:

- Understand likely future development patterns
- Preserve and enhance ecologic, hydrologic and natural systems
- Balance property owner and future developer desires with City-wide objectives

The goals for the study are:

- Improve natural systems
- Improve quality of development
- Reduce public expenditure
- Reduce public conflicts
- Reduce developer time and cost of review
- Reduce risk for development
- Align Shared values between City, MCWD, land owners, home buyers and residents

WHAT DOES THE GREENWAY CORRIDOR INCLUDE?

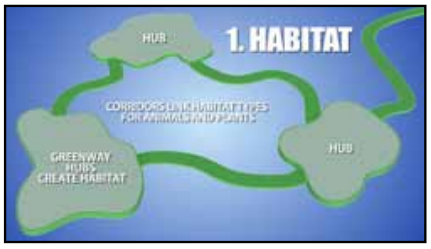
Tier 1 includes areas that are already restricted for development by Federal, State, or Local statutes:

- Wetlands
- Open Water (Lakes, Streams)
- Floodways and Floodplains
- Hydric Soils

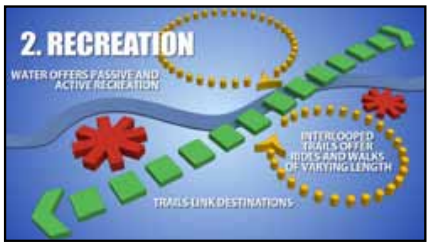
Tier 2 further looks at land cover and natural resources and adds the following layers:

- Stream and wetland buffers
- Natural corridors and woodlands
- Steep slopes

Corridors link larger hubs allowing plants and animals to thrive in a functioning ecosystem.



Destination trails with a natural signature tie together a seamless system of local parks, regional parks, local trails, greenways and schools.



Buffer strips, native vegetation and land management practices improve water quality and ecosystem health.

Trails with grade separation and four-season maintenance link activity centers across the county and link a feeder system of local trails.

The Dakota County Greenway Guidebook outlines four major objectives for its greenways, shown above.

Connective corridors that help acheive the Victoria Greenway framework by looking at Tiers 1 and 2 and connecting them to form a network of open space corridors that will benefit ecological, environmental, and recreational systems in Victoria.

HOW IS THE GREENWAY CORRIDOR POLICY IMPLEMENTED?

Existing development regulations protect Tier 1 items.

Tier 2 items and connective corridors will be protected through a number of different tools available to the City, County, and Watershed Districts such as:

- City, regional, and State policies
- Zoning overlay district
- PUD negotiations
- Density transfers
- Dedication
- Acquisition of land
- Coordination with Landowners
- Conservation Easements
- Utilization of existing public land
- Grant funding

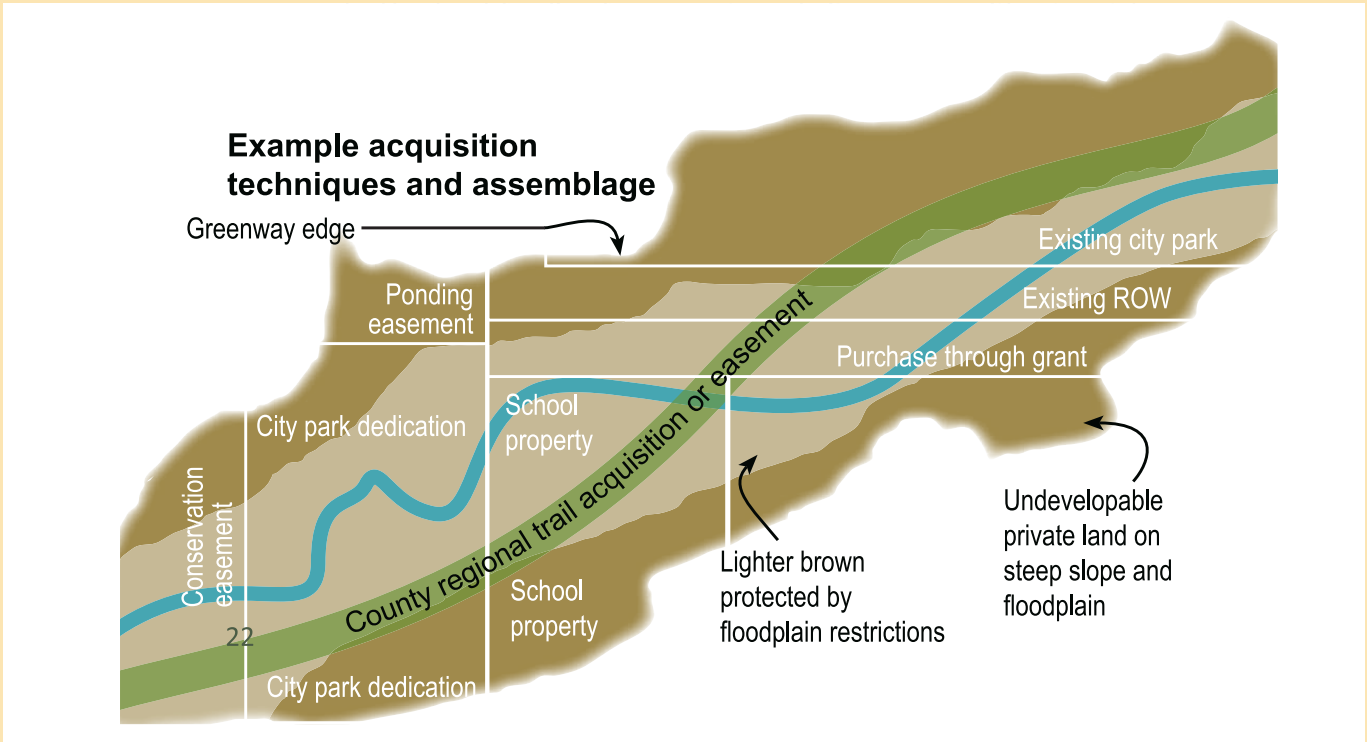
A typical acquisition strategy for protecting greenway lands and features might utilize the following prioritization:

1) Use existing public land that is already secured to create corridors. No ownership change is required. Examples include existing parks, ponding areas, schools, wildlife areas and other public land.

2) Preserve corridors in coordination with land development. Use park dedication, ponding areas, PUDs, and subdivision requirements to assemble corridors.

3) Take advantage of existing land use regulations that protect open space. Public ownership may not be needed in these areas beyond the 30-foot trail easement. Examples include floodplain regulations, shore land zoning, wetland protection areas, bluff protection areas, etc.

4) Strategically purchase property or easements as necessary. Leverage regional, state, and federal grants and existing land conservation programs as sources of revenue and provide local match as needed. Use local funding from county and city sources without match only when all other avenues have been explored.



The connective corridor search areas identified in Figure 4.9 should be considered diagramatic and as the name implies, search areas. It may not be necessary to protect the entire search area, but rather a portion of it, to create and preserve connectivity between existing patches of Tier 1 and 2 lands.

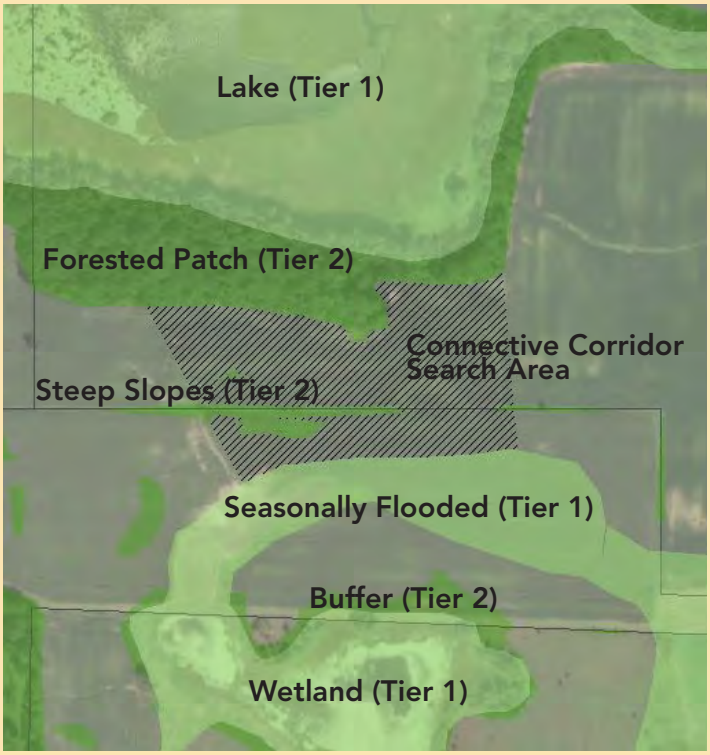
As opportunities arise for the preservation of lands within Tier 2 or the connective corridor search areas, the City and/or Watershed District should undertake actions to protect these natural features and connections considering the following principles of landscape ecology:

- Bigger patches function better than smaller patches
- Smaller patches function better than no patches
- Patches connected with multiple connections function better than patches only connected by one connection
- Connected patches function better than isolated patches
- Wider corridors function better than narrower corridors
- Continuously connected corridors function better than "stepping stone" corridors
- "Stepping stone" corridors function better than no corridor

For more information, see "Landscape Ecology Principles in Landscape Architecture and Land-Use Planning" by Dramstad, Olson, and Forman.

WHAT IS THE IMPACT OF THE GREENWAY CORRIDOR POLICY?

In order to fully realize and continue to support The City of Lakes and Parks Vision, the Greenway Corridor Policy will provide a framework for a connected system of open areas, parks, greenways, trails, wetlands, and water bodies. By establishing a set of guidelines and strategies for growth and development early on, the implementation of the greenway corridor vision can more easily be realized.

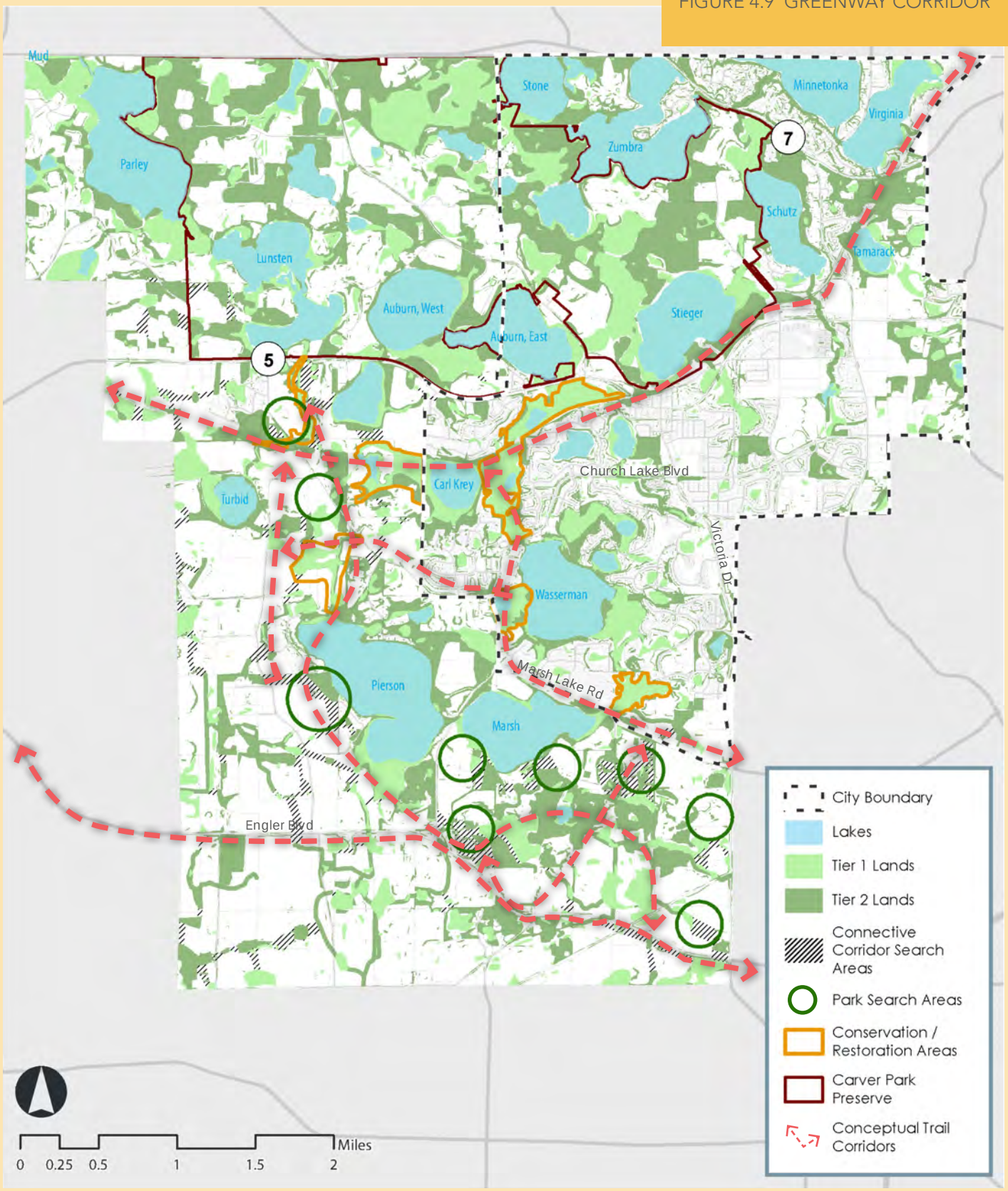


The image (left) illustrates the concept of the Connective Corridor Search Area, to connect natural feaures, habitat, and buffers for stormwater runoff. In some instances recreational features such as parks or trails may be able to be incorporated when the area develops.

While protecting more land leads to better ecological functioning, it may not be possible when weighed against development pressure.

In this case, it may not be necessary to protect the entire search area, instead protecting and enhancing a corridor within the search area to improve connectivity between the Tier 1 and 2 patches.

FIGURE 4.9 GREENWAY CORRIDOR



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05. ECONOMIC DEVELOPMENT

A guiding principle of the Comprehensive Plan is as follows:

"**Economic and Fiscal Health**: Victoria will actively build its tax base and the diversity of businesses in order to provide fiscal strength to the community and to help fund the high level of services and amenities that the community desires. It will plan in a fiscally sustainable manner for new growth and the management of infrastructure to serve both newer and older parts of the community."

The economy of a community can be an important determining factor driving land use and development. The incomes of Victoria residents are directly related to employment and other economic opportunities, and employment is dependent on local, county and regional economies.

Economic development is more than jobs, services, and tax base. Victoria must strives to foster an attractive environment for economic development supporting a community that offers great neighborhoods to live in, a strong park and recreation system, quality infrastructure (including communication technology), a safe and connected transportation system, and sustainable/efficient government.

PURPOSE

Including economic development with the comprehensive planning process and its implementation will promote and preserve Victoria's fiscal soundness. This will become even more important as development increases and the community expands geographically along with demands for public improvements. Understanding the economics of development makes the planning process more complete.

This chapter addresses both the population's employment characteristics and an analysis of employment located in Victoria.

EXISTING CONDITIONS

Chapter 2, Community Context, includes background information that affects and influences economic development in the city. The following tables can be found in that chapter:

» Occupations of workers in Victoria (Table 2.12)

» Household income in Victoria (Table 2.7)

Several major factors contribute to the high family income in Victoria. The City provides lifestyle, amenities, and location attractive to people with higher incomes. There is not a large supply of lower end housing available in Victoria. Finally, Victoria, like the rest of the Metropolitan Area, has a very high participation rate. The participation rate is the number of working age people (15 - 65 years of age) actually in the work force. The Twin Cities historically has one of the highest participation rates in the Country (81.3% in 2000). Victoria's participation rate in 2000 was 83.9 % which means a very high percentage of those able to work are employed.

ISSUES AND OPPORTUNITIES

Discussions with stakeholders revealed the following key Economic Development issues facing Victoria in 2017. The goals and policies of the City of Victoria should work over time to address these issues facing the community.

LACK OF SKILLED WORKERS ALIGNED TO JOB OPPORTUNITIES

A number of business people in the community have had issues in attracting and retaining workers with the necessary skills to fill job openings. Jobs in the trades, for example, have faced difficulties in attracting talent. The City of Victoria may wish to explore programs with local schools to strengthen the vocational technical training element of local curriculum to sufficiently train young people for skilled positions in various trades. Quite simply, not every student may need to go to a traditional college program. Instead, the community may explore how to match vocational training programs with local businesses in order to provide a pipeline of talent for skilled positions.

NEED TO CREATE SYSTEMS TO TRACK COMPANIES FOR POTENTIAL GROWTH

Results from recent surveys indicate that the City should work on more regularly tracking companies that are growing (and potentially requiring additional resources or additional space). Pursuing this strategy would help ensure that growing companies remain in Victoria longer term.

NEED TO STRENGTHEN RELATIONSHIPS AND PROGRAMS WITH SCHOOL DISTRICTS AND TECHNICAL PROGRAMS

The City needs to expand its ties and relationships to local schools in order to make sure that programs offered locally fit the needs of local employers for skilled workers.

STRENGTHEN PLANS TO RETAIN EXISTING BUSINESSES

As noted in various surveys, the City needs to work on advancing its programs and initiatives to retain existing businesses in the community. Retaining existing businesses is often far more efficient and easier than recruiting new companies, to a given community. The City should work with its partners in the private sector to strengthen efforts to keep existing companies and talent in Victoria. Efforts to retain businesses may involve offering the incentives necessary for local companies, or working to provide the amenities that local employees desire (such as places to eat, recreate, etc.).

Key Terminology:

» Goals are broad statements that describe a desired outcome or end-state. Goals are often long-term in scope. (e.g. have a diverse and balanced tax base.)

» Policies describe the general course of action or way in which programs and activities are conducted to achieve a stated goal. Policies speak to underlying values, context, or principles, and are sometimes place-specific. There may be a range of specific strategies that support the implementation of a given policy. (e.g. ensure a balance of land uses that includes commercial, industrial, residential, and civic institutional development opportunities)

» Actions are projects, programs, and practices that support one or more of the plan's goals and policies. Actions address the "who, what, when, where, and how" of reaching a goal, and may involve multiple sub-actions. They may include physical initiatives that directly correlate to the vision and guiding principles and are intended to carry out an idea or policy identified through the planning process and memorialized in the adoption of the plan. Actions may be on going (program/practice) or have definitive start and completion dates (project). (e.g. amend the zoning ordinance to enable alternative/creative development patterns.)

STRATEGIC PLANNING DIRECTIONS

As part of the City's strategic planning process, two important actions were identified that directly and indirectly advance economic development efforts in the City. They are:

1. Strengthen and Grow Partnerships
   - *A. Partner with 3-Rivers to Develop Waterfront Destination*
   - *B. Engage Community Partners to Develop Recreation Facilities*
2. Developing Victoria
   - *Explore and Implement Diverse Housing Options (Plan)*
   - *Create a Plan and Develop 13.5 Acre Site*
   - *Diversify Tax Base by Promoting and Expanding industrial/ commercial development*
   - *Continue to develop Down Town as a destination*

GOALS, POLICIES AND ACTIONS

GOAL ED-1. Diversify the tax base by promoting and expanding industrial/commercial development.

Policy ED-1.1. Encourage compact commercial developments that make efficient use of infrastructure and resources.

Policy ED-1.2. Ensure commercial developments are dispersed appropriately throughout the community and in designated commercial development areas.

ACTION: *Expand infrastructure and utilities to serve future growth areas consistent with the* **Adequate Public Facilities Ordinance.**

Policy ED-1.3. Support a balance of commercial and business development with higher density housing that strengthens the labor force, and bolsters active and vibrant commercial nodes.

ACTION: *Review and revise the zoning code to include commercial and flex-employment districts that allow the integration of higher density housing.*

GOAL ED-2. Maintain a strong reputation for Victoria as a great place for investment and employment.

Policy ED-2.1. Actively market Victoria as a great place to live and work in the Twin Cities region.

Policy ED-2.2. Collaborate with local and regional business support organizations to serve the needs of current and future businesses.

Policy ED-2.3. Utilize economic development tools and strategies to attract businesses to relocate or start-up operations in Victoria, or to help existing businesses to expand operations in the City.

Policy ED-2.4. Engage the community in a regular dialogue about new business ventures or start ups that could fit as future economic development opportunities in Victoria.

ACTION: *Collaborate with the Carver County CDA to promote business development in Victoria.*

GOAL ED-3. Develop attractive commercial and industrial developments that use land efficiently with enduring and lasting qualities and character.

Policy ED-3.1. Support thoughtful design and integration of renewable energy strategies, bike parking, electric car charging stations, or other emerging technologies.

Policy ED-3.2. Promote the creation of neighborhood commercial nodes linked/connected via trails and sidewalks to nearby neighborhoods.

Policy ED-3.3. Encourage businesses to incorporate native landscaping features, tree planting, green space and other amenities that enhance the quality and marketability of their properties.

Policy ED-3.4. Encourage use of quality building materials.

Policy ED-3.5. Encourage the integration of stormwater facilities as both functional aspects of the development and attractive, distinguishing site amenities

ACTION: *Review and revise zoning and development codes.*

GOAL ED-4. Attract and develop a quality labor force that meets the needs of the existing labor market and anticipates trends in business and industry

Policy ED-4.1. Collaborate with public and private sector partners to enhance the quality of the labor force in Victoria and plans for future labor needs

Policy ED-4.2. Facilitate partnerships with the local school district and with professional trade associations to develop training programs.

Carver County CDA Economic Development Assistance

» The Community Growth Partner Initiatives Grant Program was created and funded by the Carver County Community Development Agency (CDA) in January of 2016. The goals of the Program are to increase the tax base and improve the quality of life in Carver County through three specific strategies: affordable housing development, job creation and redevelopment.

» The Business Loan Fund, a revolving loan fund for eligible businesses in Carver County works in participation with local banks.

» The CDA has partnered with the Metropolitan Consortium of Community Developers (MCCD) to bring the Open to Business program to Carver County. The program provides one on one business counseling to current and prospective entrepreneurs. Open to Business consultants work with entrepreneurs to develop a strong business plan, to identify challenges and opportunities, and to tailor solutions. The service is available free of charge to all County residents, and any business located in Carver County. In addition to consulting, Open to Business program can link entrepreneurs to financing for a variety of business purposes, including equipment financing, inventory, cash flow/working capital needs and start-up costs. Open to Business has capital available to make loans directly to small businesses, and can assist entrepreneurs in creating an attractive loan package to apply to banks and other lending institutions.

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06. HOUSING

While there are many characteristics that create great neighborhoods, quality, affordable housing is one of the fundamental elements. As a growing community, Victoria will need to focus on encouraging maintenance and reinvestment in its existing housing, as well as shaping new housing developments on the edge of the community.

As a sustainable community, Victoria will provide housing opportunities for its workforce, young professionals, families, special needs, and senior residents as well as its business and corporate owners. Diverse housing supports economic development by creating a sustainable community where people of all walks of life can choose to live regardless of their stage in life; strong neighborhoods provide customers for businesses as well as employees for jobs. Businesses need employees and employees need housing. Having diverse housing also helps to ensure a strong local economy as the housing market continues to change into the future; having more housing options will limit struggles in the future when the housing market changes.

PURPOSE

Housing is the most significant form of development in Victoria. The character of neighborhoods plays an important role in shaping the character and identity of the City. The purpose of the Housing Chapter of the Comprehensive Plan is to identify housing needs and to provide a foundation for local decision-making to guide residential development and redevelopment efforts in Victoria. This is accomplished by:

» Describing the current housing stock.
» Quantifying the number of housing units by type.
» Setting goals and policies to meet the life-cycle housing needs of exVictoria residents
» Describing the services and amenities that affect the quality and desirability of neighborhoods.
» Identifying strategies for achieving those goals.

EXISTING CONDITIONS

UNIT DIVERSITY

The City of Victoria has nearly 2,800 housing units, of which more than 80 percent are single-family detached structures. The City has seen some increase in the variety in the types of housing units being constructed over the last few decades with more townhomes or twin homes in new developments. Senior housing has also been a recent focus of development discussions, including the potential to develop senior housing projects in the Victoria area. The general housing types and where they are located include:

Single-Family Detached - typically found in low and medium density land use residential categories.

Single-Family Attached - includes twin homes, duplexes, triplexes, and quadplexes and is typically found in medium density residential and high density residential areas of the community.

Multi-Family - consists of apartments and condominiums and is found in high density residential areas.

Single family detached homes account for almost 81 percent of all housing units in Victoria, while single family attached homes account for another 13.5 percent. Multi-family complexes with more than four units account for less than five percent.

TABLE 6.1 UNITS IN STRUCTURE

Units in Structure			
Total Housing Units	2,791	+/- 102	
1-unit, detached	2,255	+/- 103	80.8%
1-unit, attached	376	+/- 86	13.5%
2 units	0	+/- 12	0.0%
3 or 4 units	0	+/- 12	0.0%
5 to 9 units	78	+/- 78	2.8%
10 to 19 units	42	+/- 52	1.5%
20 to 49 units	19	+/- 21	0.7%
50 or more units	21	+/- 34	0.8%
Mobile home	0	+/- 12	0.0%
Boat, RV, van, etc.	0	+/- 12	0.0%

Source: American Community Survey, 2015

AGE OF HOUSING STOCK

As a growing community on the edge of the metro area, the housing stock in Victoria is relatively young. Reflecting the significant growth of Victoria over the last twenty-five years, over 24 percent of the homes in the city were constructed during the 1990s and nearly 43 percent were constructed from 2000 to 2009. However, the age of the housing stock in Victoria may soon arise as an issue of concern, as structures surpassing 20 years in age begin to require major repairs such as replacement of siding, roofing, and mechanical systems. Homes built in the 1980s and 1990s and earlier, for example, will require ongoing maintenance and rehabilitation.

The City encourages housing and property maintenance through inspection and code enforcement procedures. The City has a housing maintenance code that enables officials to require owners to maintain and make basic repairs to their structures.

TABLE 6.2 YEAR STRUCTURE BUILT

YEAR STRUCTURE BUILT			
Total Housing Units	2,791	+/- 102	
Built 2010 or later	130	+/- 36	4.7%
Built 2000 to 2009	1,188	+/- 132	42.6%
Built 1990 to 1999	673	+/- 106	24.1%
Built 1980 to 1989	273	+/- 75	9.8%
Built 1970 to 1979	196	+/- 88	7.0%
Built 1960 to 1969	103	+/- 56	3.7%
Built 1950 to 1959	111	+/- 64	4.0%
Built 1940 to 1949	1	+/- 17	0.4%
Built 1939 or earlier	106	+/- 45	3.8%

Source: ESRI

HOUSING TENURE AND VACANCY

Victoria has traditionally had a higher than average percentage of owner-occupied housing units. A comparison of 2017 to 2010 data shows the owner-occupancy rate has decreased slightly from 88.3% to 86.6%. As of 2015, the community reported a total of 2,162 owner-occupied units and 406 renter-occupied units.

The City of Victoria has traditionally reported lower overall housing vacancies (across all units) compared to averages for the metro area, and nationally. Data from ESRI indicate that only 4.4 percent of housing units were vacant in Victoria in 2017. In contrast, housing in the overall metro area typically reports vacancy rates in excess of 6 percent, and the vacancy rate nationally is between 11 and 12 percent.

TABLE 6.3 VICTORIA HOUSING STATISTICS

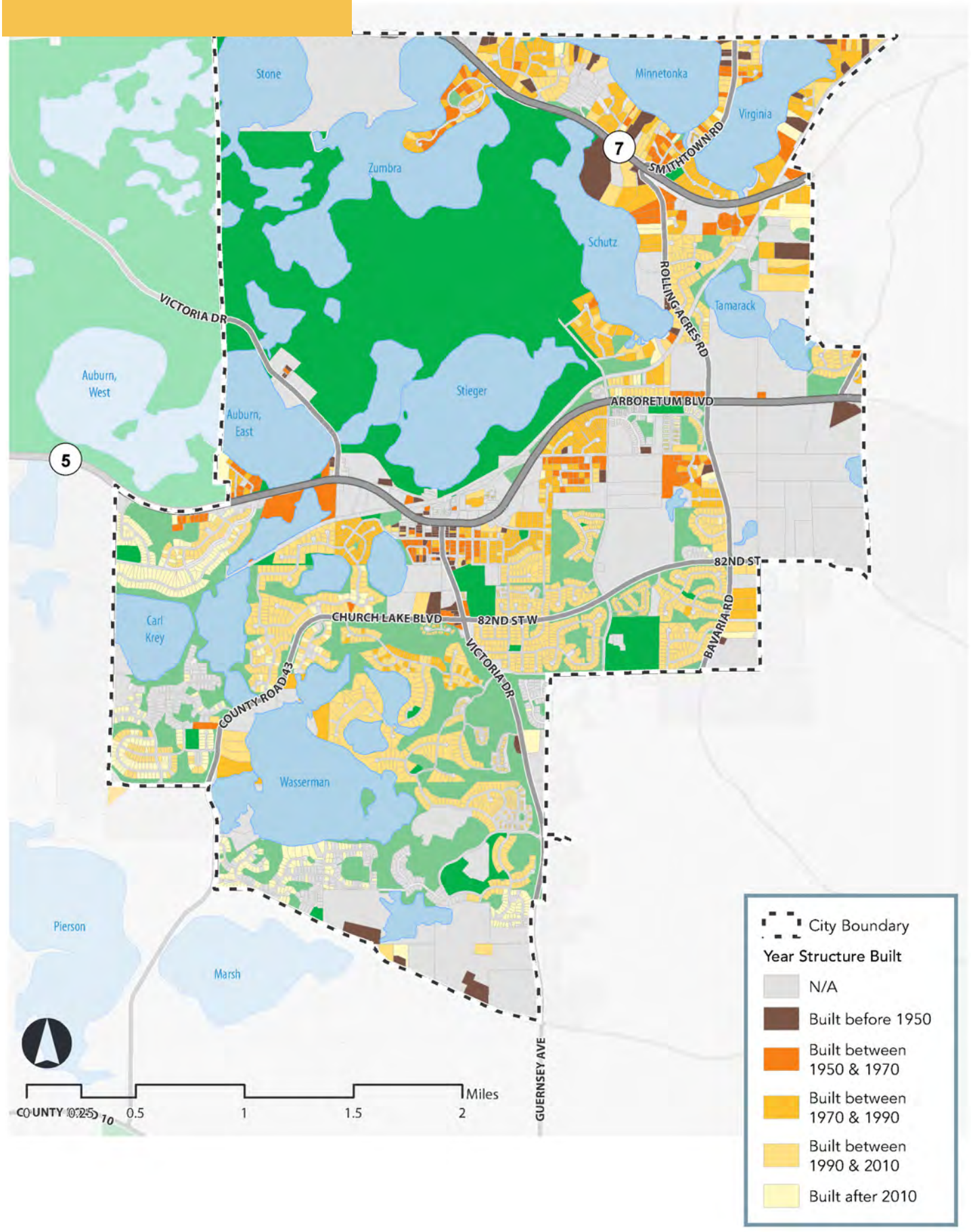
VICTORIA HOUSING STATISTICS	
2000 Housing Units	**1,531**
Owner Occupied Housing Units	89.0%
Renter Occupied Housing Units	7.4%
Vacant Housing Units	3.5%
2010 Housing Units	**2,555**
Owner Occupied Housing Units	88.3%
Renter Occupied Housing Units	7.4%
Vacant Housing Units	4.3%
2017 Housing Units	**3,154**
Owner Occupied Housing Units	86.6%
Renter Occupied Housing Units	9.0%
Vacant Housing Units	4.4%
2022 Housing Units (Projected)	**3,498**
Owner Occupied Housing Units	86.1%
Renter Occupied Housing Units	9.5%
Vacant Housing Units	4.4%

Source: ESRI

HOUSING COST

There is a diversity of styles and price ranges in the homes in Victoria. Older homes on smaller lots provide opportunities for first-time buyers in the older neighborhoods within Victoria. However, the vast majority of homes in Victoria are more expensive than the averages for the Twin Cities region, and the community has emerged as one of the more affluent suburbs in the region over the last two decades.

FIGURE 6.1 HOUSING AGE



Looking at the value of owner-occupied units in 2015 based upon American Community Survey data shows that less than 4% of Victoria's owner occupied housing units were valued below $200,000. Nearly 43 percent of homes are valued between $300,000 and $500,000, and nearly seven percent have valuations of $1 million or greater. As home values have increased rapidly across the Twin Cities over the last few years, the cost of housing in Victoria has likewise escalated considerably. Looking at the broader region, according to ESRI the median home value in Victoria in 2017 was $415,418, compared to a median home value for the entire Twin Cities region of $245,552.

Data from the American Community Survey indicate that around 45 percent of rental homes in Victoria have rents below $800 per month, as of 2015. However, nearly 15 percent of units in Victoria rent for more than $2,000 per month. Overall, Victoria has a less affordable housing rental market compared to the broader Twin Cities region.

TABLE 6.4 HOUSING VALUES

HOUSING VALUES, CITY OF VICTORIA		
Owner-occupied units	2,802	
Less than $50,000	18	0.3%
$50,000 to $99,999	1	0.0%
$100,000 to $149,999	72	1.2%
$150,000 to $199,999	101	1.9%
$200,000 to $249,999	191	4.3%
$250,000 to $299,999	320	9.5%
$300,000 to $399,999	626	23.2%
$400,000 to $499,999	467	19.4%
$500,000 to $749,999	645	25.4%
$750,000 - $999,999	207	8.2%
$1,000,000 or more	154	6.7%

Source: American Community Survey

EXISTING AFFORDABLE HOUSING ASSESSMENT

Based on estimates from the Metropolitan Council, approximately 21% of the housing units in Victoria are affordable at some level. Because there are no publicly subsidized affordable housing units, naturally occurring affordable housing in the community makes up the entire housing stock of affordable units, shown in Table 6.5.

Housing is considered affordable if a household does not have to dedicate more than 30% of its income to housing. Households spending more than 30% of income on housing are considered "Cost Burdened Households." The Metropolitan Council estimates that there are 394 cost burdened households in Victoria that are earning less than 80% of the area median income (AMI). The breakdown can be seen in Table 6.6.

According to the Metropolitan Council's existing housing assessment in 2016, the City of Victoria had no publicly subsidized housing units, including publicly subsidized senior units or publicly subsidized units for people with disabilities.

TABLE 6.5 AFFORDABILITY IN 2016

Affordable to households with income at		
0-30% AMI	31-50% AMI	51-80% AMI
2	214	422

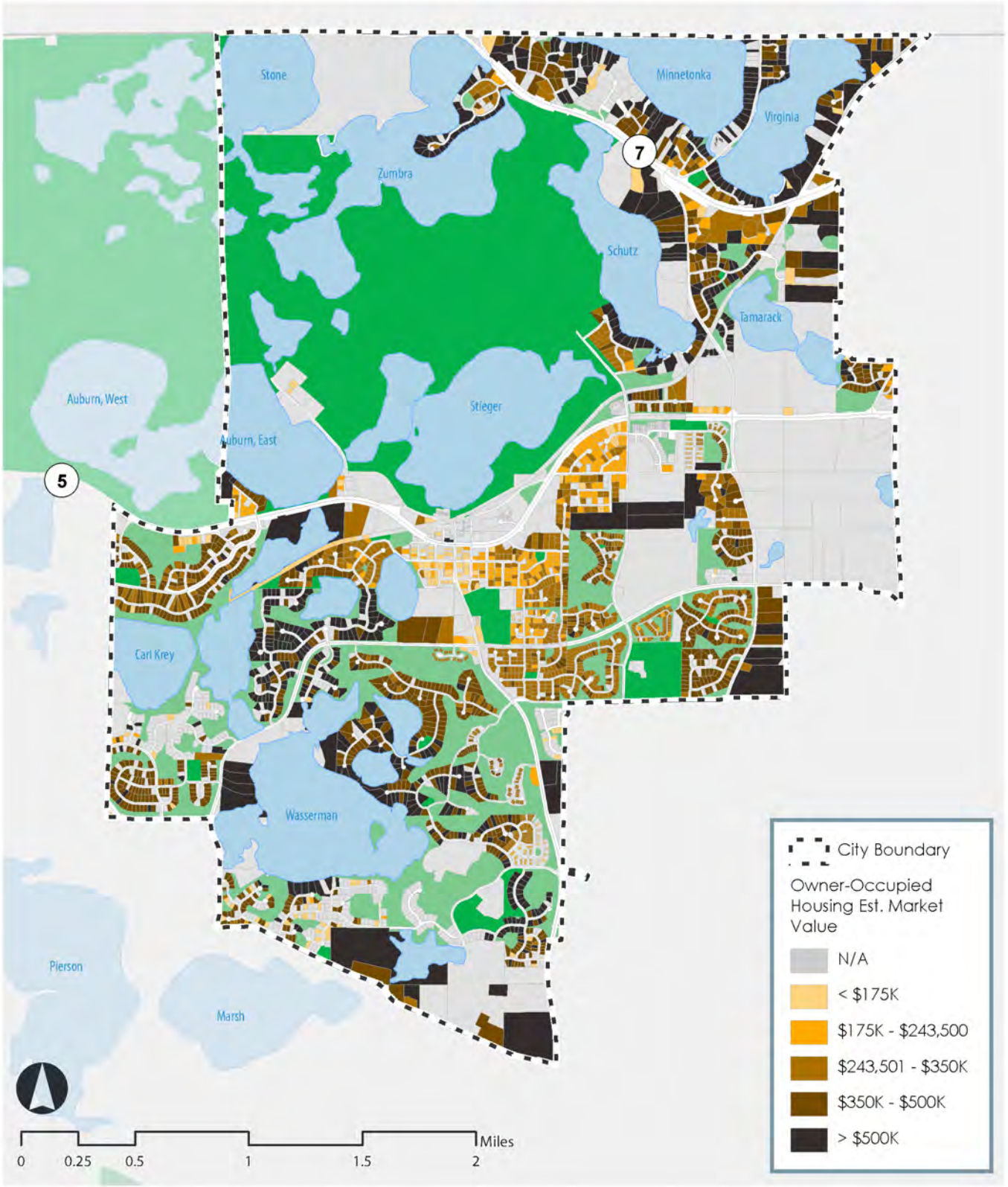
Source: Metropolitan Council

TABLE 6.6 COST BURDENED HOUSEHOLDS IN 2016

Cost burdened households with income at					
0-30% AMI		31-50% AMI		51-80% AMI	
157	5.3%	48	1.6%	189	6.4%

Source: Metropolitan Council

FIGURE 6.2 HOUSING VALUE



ALLOCATION OF AFFORDABLE HOUSING NEED

Through its regional planning efforts, the Metropolitan Council has prioritized housing affordability in the Thrive MSP 2040 Regional Policy. The Metropolitan Council determined the allocation of affordable housing needed to meet the rising need for affordable housing across the Twin Cities metropolitan region. Housing is considered "affordable" when no more than 30% of household income goes to housing. As such, households with different income levels have different thresholds of "affordable," as seen in Table 6.8.

The Metropolitan Council has selected the four-person household thresholds as a general measurement for affordable housing needs at each income level.

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

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

Through these calculations, the Metropolitan Council has determined the Affordability Housing Need Allocation for Victoria between now and 2040, as shown in Table 6.9.

The way that communities accomplish this affordable housing allocation is by designating adequate vacant land or redevelopable land at minimum densities (units/acre) that are high enough for affordable housing to be an option. Essentially, the more units/acre allowed on a site, the lower the cost per unit for construction will be, which makes the development a more viable option for affordable housing developers as well as market-rate developers. The affordable housing allocation does not mean that the City must force the building of this many affordable units by 2040. Rather, through future land use guidance, the City needs to ensure that the opportunity for affordable housing exists by having adequate vacant or redeveloped land guided for higher densities to meet the stated share.

TABLE 6.7 MONTHLY RENT BREAKDOWN

MONTHLY RENT BREAKDOWN, CITY OF VICTORIA		
Housing units without a mortgage	**261**	
Less than $600	0	0.0%
$600 to $799	117	44.8%
$800 to $999	64	24.5%
$1,000 to $1,249	13	5.0%
$1,250 to $1,499	10	3.8%
$1,500 to $1,999	10	3.8%
$2,000 or more	39	14.9%
Median Contract Rent	**$831**	

Source: American Community Survey, 2015

TABLE 6.8 TWIN CITIES METROPOLITAN REGIONAL HOUSEHOLD INCOME LEVELS, 2015

Household Size	30% AMI	50% AMI	80% AMI
One-person	$18,050	$30,050	$46,000
Two-person	$20,600	$34,350	$52,600
Three-person	$23,200	$38,650	$59,150
Four-person	$25,750	$42,900	$65,700
Five-person	$28,440	$46,350	$71,000
Six-person	$32,580	$49,800	$76,250
Seven-person	$36,730	$53,200	$81,500
Eight-person	$40,890	$56,650	$86,750

Source: Metropolitan Council

TABLE 6.9 AFFORDABLE HOUSING NEED ALLOCATION FOR VICTORIA 2021-2030

Household Income Level	Units
At or below 30% AMI	235
31 to 50% AMI	150
51 to 80% AMI	49
Total Units	**434**

Source: Metropolitan Council

TABLE 6.10 VICTORIA DEVELOPMENT POTENTIAL FOR AFFORDABLE ALLOCATION NEED

Future Land Use	Minimum Units/Acre	Qualify for Affordable Housing Allocation?
Low Density Residential	2.25	No
Medium Density Residential	6.0	51% - 80% AMI only
High Density Residential	12.0	Yes
Downtown Mixed Use (30% of area includes housing)	24.0	Yes (30% Residential Applied)
Commercial (30% of area includes housing)	24.0	Yes (30% Residential Applied)

Source: Hoisington Koegler Group, Inc.

TABLE 6.11 VICTORIA FUTURE LAND USE DESIGNATIONS FOR ALLOCATION OF AFFORDABLE HOUSING NEED

	2021-2030 Acres (Net)	Minimum Units/Acre	Minimum % Residential	Units
50% AMI or Below				
High Density Residential	13.48	12.0	100%	162
Downtown Mixed Use	11.36	24.0	30%	82
Commercial	21.34	24.0	30%	154
Total				**397**
51% - 80 % AMI				
Medium Density Residential	26.60	6.0	100%	160
Total				**160**

Source: Hoisington Koegler Group, Inc.

The Metropolitan Council has established guidelines for land uses that qualify to meet the affordable housing allocation. Table 6.10 features all future residential land use designations for Victoria, their minimum density (units per acre) and if they qualify for including towards the affordable housing goals.

Any vacant or redevelopable land designated as High Density Residential may count towards affordable housing allocation calculations. As seen in Table 6.11, the net developable or redevelopable acres of each applicable land use have been multiplied by the minimum units per acre to determine the minimum number of units that could be developed on this available land. Note: we utilize net developable acreage which removes areas where units cannot be built, such as existing right-of-way, planned arterial right-of-way, open water, and wetlands.

With the available vacant land within areas designated as High Density Residential, Community Commercial, or Downtown Mixed Use, the City of Victoria will be more than able to meet its allocation of affordable housing per Metropolitan Council guidelines.

ISSUES AND OPPORTUNITIES

The following is a summary of housing related issues and opportunities facing Victoria.

REINVESTMENT IN AGING HOUSING STOCK

» Older homes in Victoria will require more significant and expensive maintenance as housing ages.

» Deferred housing maintenance can negatively impact neighborhood character and desirability.

» Many of the city's older housing units are considered "naturally occurring" affordable housing, so preservation of aging housing stock provides great opportunities for first-time home buyers as well as households in need of affordable housing

INCREASED HOUSING VARIETY

» The growing population/households have diverse housing needs:
  - *Affordable rental housing for young heads of households (0-2 BR)*
  - *"Starter" homes in well-connected neighborhoods for young families*
  - *"Move-up" homes that have investment/expansion potential*

» Downsizing options for empty-nesters & those shifting in lifestyle, including single-level living for Empty Nesters and seniors

» Senior housing options, including active, assisted, and affordable, as well as locations that are walkable and near neighborhood amenities

» An increasingly diverse population presents new housing needs and challenges, including intergenerational living; connection to community members, services, and resources

» More people will be working from home or telecommuting, shifting commuting patterns, as well as what residents need out of their housing.

» Growing demand to live near trails, recreational amenities, and great places such as downtown Victoria presents opportunities to strengthen the retail vibrancy of key commercial nodes in Victoria.

AFFORDABLE HOUSING OPTIONS

» Preservation of Victoria's "naturally occurring" affordable housing, including apartments

HOUSING ASSESSMENT

It is important in analyzing the existing housing conditions data to keep in mind the local context. Victoria is a lake community with a lot of shoreline, inlets, wetlands, and hills that created a beautiful setting for residential development, but limit the transportation and transit connections and the market for commercial, office, or industrial development. Thus, the City is a bedroom community with most residents leaving via automobile for employment in other locations.

Victoria continues to be a desirable place to live. However, the City recognizes that as more than 80% of its units are single-family residential it is primarily serving the needs of those seeking to live in those types of homes. There is increasing interest from people of all ages for more options, like townhomes or senior living facilities. In addition, there has been demand for more walkable and connected neighborhoods. Thus, the area would benefit from the creation of new, market rate apartments, as well as small lot single family homes or twin homes.

The City continues to be interested in supporting property maintenance and investment to ensure resident health, safety and welfare, as well as thriving neighborhoods.

The amenities that make Victoria an attractive residential community also impact cost. It is a concern, especially, for those desiring to move to or remain in the community as their housing needs change. While higher density projects are not necessarily less expensive, the diversification of the housing stock will likely include some lower cost options. The addition of new options may provide existing single-family homeowners an alternative which may free up some other naturally occurring affordable housing options. The City continues to seek opportunities to partner on the creation of affordable housing options. The City recognizes, however, that there may not be many opportunities as due to limited transit and employment options, the City is a more appropriate location for those able to have an automobile.

As a growing community, most of the new housing options will come through development of private property. The City has created a variety of residential land use districts to provide flexibility and encourage the development of attractive neighborhoods to provide housing options at a range of densities.

Prioritzation of Existing and Projected Housing Needs

1. Maintenance and reinvestment in existing housing stock
2. Variety of housing types for all stages of life
3. Housing that is affordable to a range of income levels, especially moderate and low income households

HOUSING TOOLS BY NEED

Table 6-1. Housing Tools/Implementation by Housing Need

Program/Tool	Housing Need Addressed?			Circumstances	Sequence of Use	Affordability Level?			
	Aging Housing Stock	Diversity of Housing Types	Affordable Housing			30% AMI and below	31% - 50% AMI	51% - 80% AMI	All Income Levels
Tax Increment Financing (TIF)		X	X	City Program for Development	City would consider using TIF to support multi-family development within the downtown, or meets needs of senior housing or providing affordable units			X	
Housing Bonds			X	City Program for Development	The City will consider issuing Housing Bonds for residential projects that are eligible for TIF and the use of Housing Bonds would creating a number of units affordable to very low- or low-income households	X	X		
Tax Abatement		X	X	City Program for Development	City would consider using Tax Abatement to support multi-family development within the downtown, or meets needs of senior housing or providing affordable units		X	X	
Consolidated RFP through the MHFA		X	X	State Program for Development	The City would strongly consider supporting/sponsoring an application to the Consolidated RFP programs through MHFA for residential project proposals in areas guided for high density residential uses and mixed uses.			X	
Land Bank Twin Cities			X	Regional Program for Development	The City would encourage developers and property owners to work with the Land Bank of the Twin Cities. It is unlikely that the City will become an active partner with the Land Bank for development.		X	X	
Livable Communities Demonstration Account (LCDA) through Metropolitan Council		X		Regional Program for Development	The City would strongly consider supporting/sponsoring an application to Livable Communities Account programs for proposals with residential units in areas guided as high density residential as well as mixed use areas.				X
Community Development Block Grant Funds (CDBG) through Carver County		X	X	County Program for Development	The City will explore the use of a portion of our CDBG funds to prioritize projects if they provide affordable units, and are lguided as high density residential as well as mixed use areas.		X	X	
Community Land Trust through Carver County			X	County Program for Individual Households	The City will direct residents to CDA services. The City would explore opportunities to collaborate with a the CDA Land Trust to support affordable housing options for any type of housing density.	X	X	X	

Program/Tool	Housing Need Addressed?			Circumstances	Sequence of Use	Affordability Level?			
	Aging Housing Stock	Diversity of Housing Types	Affordable Housing			30% AMI and below	31% - 50% AMI	51% - 80% AMI	All Income Levels
Minnesota City Participation Program (MCPP) through Carver County			X	County Program for Individual Households	The City will explore opportunities with the CDA to provide low-interest loans to first-time homebuyers			X	
Rehabilitation Loan & Emergency Loan Program through Carver County	X			County Program for Individual Households	The City will direct residents to CDA resources for housing rehabilitation				X
Rental Property Rehabilitation Loans through Carver County	X	X		County Program for Individual Households	The City will direct rental property owners to CDA resources for rehabilitation				X
Habitat for Humanity Partnership Program			X	Organizational Program for Development	The City will explore opportunities for organizations to develop housing for lowest income households	X			
Site Assembly				City Action for Development	The City will likely not buy and assemble parcels for development				
Referrals				City Action for Individual Households	The City will review and update reference procedures and training for applicable staff by 2022, including a plan to maintain the ability to refer residents to any applicable housing programs outside the scope of local services.				X
Guiding land at densities that support affordable housing			X	City Policy	See our future land use plan and projected housing needs section of the housing chapter of this comprehensive plan.			X	X
NOAH Impact Fund	X		X	State Program for Individual Properties	The City will explore opportunities with the Minnesota Housing Fund on the use of NOAH (Naturally Occurring Affordable Housing) Impact Funds to finance the acquisition and preservation of naturally occurring affordable housing		X	X	
Local 4d Tax Incentives				City Policy	The City will evaluate the appropriateness of a local 4d tax incentive policy				

Program/Tool	Housing Need Addressed?			Circumstances	Sequence of Use	Affordability Level?			
	Aging Housing Stock	Diversity of Housing Types	Affordable Housing			30% AMI and below	31% - 50% AMI	51% - 80% AMI	All Income Levels
Fair Housing Policy				City Policy	The City will continue to assist residents facing issues of fair housing within the community as well as monitor actions and best practices by other communities in the region to help further fair housing. The City will consider adoption of a fair housing policy.				X
Zoning and Subdivision Ordinances				CIty Policy	The City will be reviewing our zoning and subdivision ordinances to identify any regulations that inhibit the housing priorities in this document. This effort is slated for completion by 2022.				
Property Maintenance	X			City Policy	The City will continue to enforce the International Property Maintenance Code.				
Expedited Pre-application				City Policy	The City will consider the creation of a pre-application process to identify ways to minimize unnecessary delay for projects that address our stated housing needs, prior to a formal application submittal.				
Fee Reductions				City Policy	The City will consider reductions in city fees, such as park dedication or trunk utility, to support redevelopment projects.				
Housing Improvement Area (HIA)	X			Possible City Program	The City will evaluate the potential use of Housing Improvement Areas (HIA) through its EDA as a tool to assist condo and townhome associations with improvements they could not otherwise finance.				X
Partnership with Carver County CDA	X	X	X	County Organization	The City will continue to partner with Carver County Community Development Authority to implement a variety of housing programs within the city				X

Key Terminology:

» Goals are broad statements that describe a desired outcome or end-state. Goals are often long-term in scope. (e.g. have a diverse and balanced tax base.)

» Policies describe the general course of action or way in which programs and activities are conducted to achieve a stated goal. Policies speak to underlying values, context, or principles, and are sometimes place-specific. There may be a range of specific strategies that support the implementation of a given policy. (e.g. ensure a balance of land uses that includes commercial, industrial, residential, and civic institutional development opportunities)

» Actions are projects, programs, and practices that support one or more of the plan's goals and policies. Actions address the "who, what, when, where, and how" of reaching a goal, and may involve multiple sub-actions. They may include physical initiatives that directly correlate to the vision and guiding principles and are intended to carry out an idea or policy identified through the planning process and memorialized in the adoption of the plan. Actions may be on going (program/practice) or have definitive start and completion dates (project). (e.g. amend the zoning ordinance to enable alternative/creative development patterns.)

GOALS, POLICIES, AND ACTIONS

GOAL H-1. Preserve good quality housing stock (existing and future) and create strong neighborhoods.

Policy H-1.1. Support the creation of a variety of housing types for ownership and rental for people in all stages of the life cycle.

Policy H-1.2. Maintain future land use guidance that enables a balanced housing supply, with housing availability for people at all income levels.

Policy H-1.3. Support and encourage housing that accommodates all racial and ethnic groups in the purchase, sale, rental, and location of housing in the city.

Policy H-1.4. Promote housing development and redevelopment that respects the natural environment of Victoria while striving to meet the need for a variety of housing types and costs.

Policy H-1.5. Promote sustainable housing that is energy efficient, and utilizes green techniques.

Policy H-1.6. Promote the availability of a full range of services and facilities for its residents, and the improvement of, access to, and linkage between housing and development.

Policy H-1.7. Promote and protect small businesses as areas of the City experience new housing development and redevelopment of existing housing areas.

Policy H-1.8. Allow for and encourage higher density housing to be integrated into downtown and commercial nodes.

ACTION: *Work with local lenders, Chamber of Commerce and local businesses to promote existing funding programs that assist existing homeowners with housing rehab and maintenance needs.*

ACTION: *Market available resources and services to support housing rehabilitation and redevelopment through the City's website, direct outreach, and community events.*

ACTION: *Adopt green building standards for housing as part of the development code.*

ACTION: *Review revise zoning and subdivision regulations as needed to encourage a mix of housing types and prices in development projects (possible changes include revisions to minimum lot sizes, parking requirements, minimum floor areas, street design, and stormwater management techniques, and integration of housing in commercial nodes.).*

ACTION: *Planned Unit Development. Continue to use PUD provisions in reviewing new housing developments and apply the city-wide goals and housing policies when evaluating such plans.*

ACTION: *Review the mixture of housing in Victoria at least every five years, in order to identify gaps in the provision of housing for people at different income and age levels in the community.*

ACTION: *Perform annual "windshield surveys" of housing and site conditions to identify urgent housing issues or needs.*

ACTION: *Leverage community partners and volunteers to support rehabilitation and maintenance work. Examples of initiatives may include "adopt a family".*

ACTION: *Create a program that would link homeowners to pre-screened service personnel such as lawn care, snow plowing, handymen, etc.*

GOAL H-2. Improve the availability of affordable housing within Victoria.

Policy H-2.1. Encourage the provision of affordable housing units as part of redevelopment projects in the community.

Policy H-2.2. Support a land use pattern that enables a housing stock in the community that serves residents at various life stages (from childhood through senior living).

ACTION: *Partner with Carver County CDA and other regional housing agencies to provide support programs/services or funding assistance (to developers, and also to those in need of housing) to provide for affordable housing units in the community.*

ACTION: *Guide future land uses at densities high enough to support achievement of regional affordable housing goals.*

Carver County CDA:

The Carver County CDA provides a number of housing development services in tools to communities including the City of Victoria. The City is partner with the CDA and supports the various **CDA housing tools and programs.**

- Community Land Trust
- Affordable Mortgage Products
- Homebuyer Education and Prepurchase Counseling
- Homeowner Counseling
- CDA Rental Housing (CDA acting as developer / owners)
- Rental Assistance/Vouchers
- Rental and Homeless Displacement Counseling
- Coordinated Entry
- Deposit Fund

ACTION: *Leverage redevelopment tools to revitalize aging residential properties, through the use of various programs through federal, state, and local governments, and non-profit agencies.*

ACTION: *Consider use of available funding mechanisms such as Tax Increment Financing, Tax Abatement, CDBG (Community Development Block Grant) funds, LCDA (Livable Communities Demonstration Account)*

ACTION: *Streamline permitting and development processes to ease the rehabilitation or improvement of existing homes and reduce the impacts of these processes on the price of entry-level homes.*

ACTION: *Review and modify zoning standards to accommodate alternative housing options where appropriate (such as accessory dwelling units or multi- generational housing).*

07. PARKS, RECREATION, OPEN SPACE & NATURAL RESOURCES

Parks, trails, and natural resources are some of the most identifiable features in a community. Victoria contains several lakes and large natural areas that attract residents and visitors to the area. It is necessary to plan for the future preservation and maintenance of these spaces to keep the existing character of the city in line with the vision for the community.

PURPOSE

Parks and recreation facilities shape the quality of life and leisure time activities in Victoria. This chapter identifies the direction for future parks and recreation facilities in Victoria, as well as addressing goals for existing parks and facilities, their operation and maintenance, and an overall vision for open space.

EXISTING CONDITIONS

Victoria is well served by a variety of parks, trails, lakes, and open spaces that provide the community with highly valued natural and recreational areas.

Kirkelachen Park

Diethelm Park

PARK CLASSIFICATION + OWNERSHIP

The City of Victoria's 2030 Comprehensive Plan utilized the following park classifications to describe its system: Large Urban Park, Community Park, Neighborhood Park, Mini Park, Sports Complex, and Open Space. Currently, the city does not have any parks that are categorized as Large Urban Park or Sports Complex. The 2040 Comprehensive Plan removes the Mini Park classification and converts all Mini Parks to Neighborhood Parks.

The land owners of parks and open space in Victoria include: the City of Victoria, the City of Chaska, Three Rivers Park District, the Minnesota Department of Natural Resources (DNR), the Minnehaha Creek Watershed District (MCWD), Deer Run Golf Club, and various HOAs.

SYSTEM OVERVIEW

There are three existing Community Parks: Diethelm Park, Lions Park, and Laketown Park/Victoria Elementary School. These are large parks with several amenities and features, such as soccer/football fields, ballfields, skate parks, picnic areas, and playgrounds. Several smaller neighborhood parks serve residential areas with open space and playgrounds. Miles of trails connect these parks to each other and to residential areas throughout the city. Carver Park Reserve is not owned or managed by the City but provides residents with access to a large tract of natural open space and miles of trails.

The City of Victoria owns many parcels categorized as Open Space. These parcels range in size from a tenth of an acre up to 70 acres. They consist of development outlots, corridors, unidentified natural areas, and the water storage facility site. Some of the parcels overlap open water, so the acreage is not only land area but includes surface water as well.

REGIONAL PARKS, TRAILS, AND OPEN SPACE

Carver Park Reserve is a large regional park located on the north side of Victoria. It is owned and operated by Three Rivers Park District. The western half of the park reserve is in Laketown Township, which is part of the western growth area for Victoria. The park reserve consists of many natural upland areas, several small lakes and wetlands, and miles of paved and natural surface trails. Other amenities include: an archery range, an off-leash dog area, winter trails, a nature center, a historic farm site, and a campground. The park reserve serves residents of Victoria and surrounding communities, and it provides an open space amenity on the north edge of Victoria's downtown core.

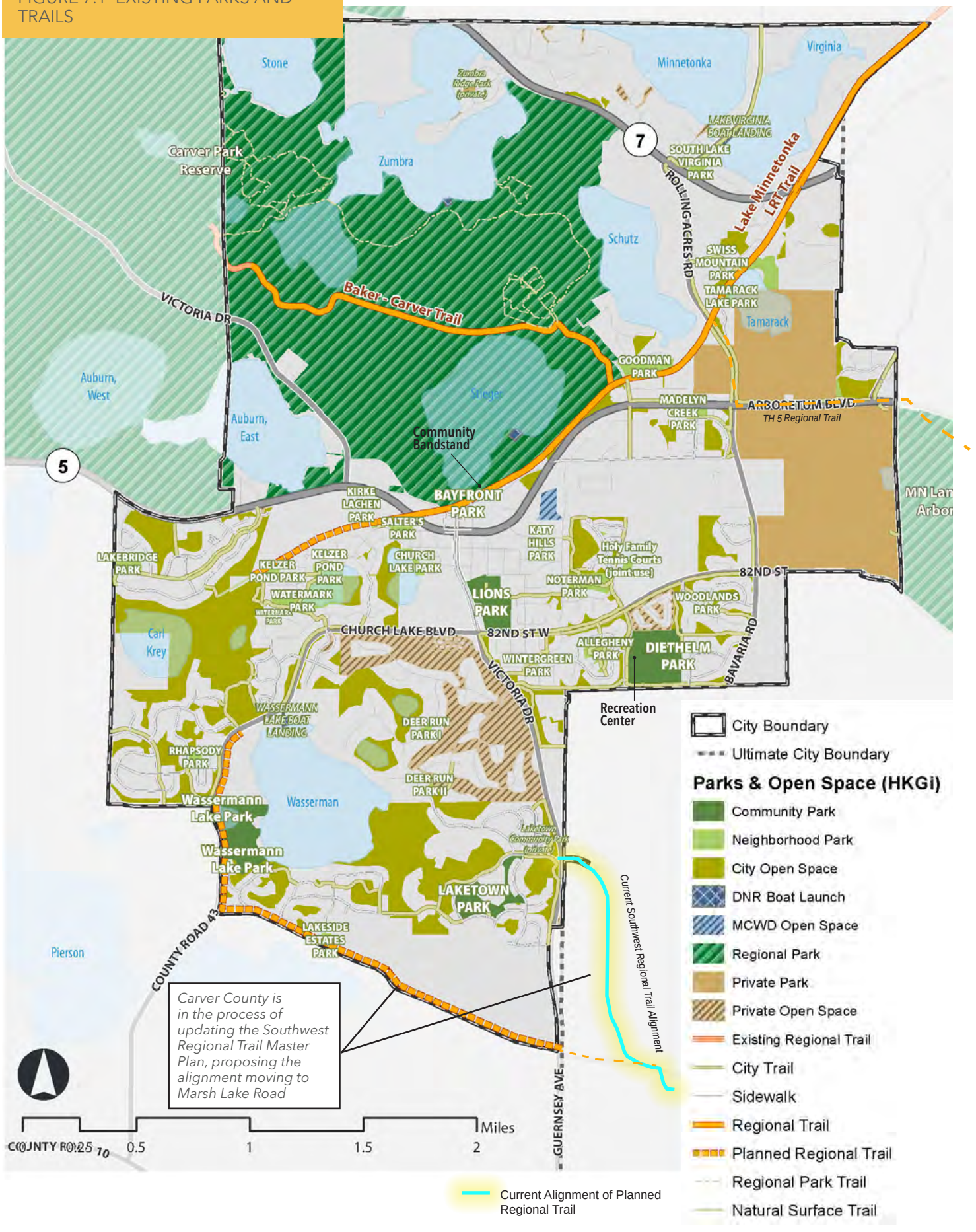
The Lake Minnetonka LRT Regional Trail and Baker-Carver Regional Trail connect in the northern part of the City, at the edge of Carver Park Reserve. These trails can be accessed within Victoria's downtown area. These trails provide off-road trail connections to northern Twin Cities' suburbs and to Minneapolis. The Lake Minnetonka LRT Regional Trail is planned to continue west into Laketown Township. The TH 5 Regional Trail was added to the 2040 Regional Parks Policy Plan in 2018; it will connect the Lake

Minnetonka LRT Trail to the Carver County border, via Trunk Highway 5. Another planned regional trail is the Southwest Regional Trail, which will connect southern Victoria neighborhoods to Chaska and the Minnesota River valley.

TABLE 7.1 PARKS AND OPEN SPACE IN VICTORIA

Feature/Park Type	Description & Components	Service Area	Size	Level of Service	Qty	Total Acres	Notes
Large Urban Park	Contiguous area that consists of open spaces, environmentally significant spaces and areas designed specifically to meet the residents' recreational needs	Citywide	75-100 acres	100 acres per 15,000 population	-	-	There are currently none within the City.
Community Park (includes planned Large Urban Park and Sports Complex)	Area of natural or ornamental quality for outdoor recreation such as walking, viewing, sitting, picnicking; could include athletic fields for programmed games; could include neighborhood park features, such as play areas and courts	Citywide, 1-3 mile service area, depending on barriers and access	30-50 acres	13 acres per 1,000 population	4	74.23	Diethelm Park, Lions Park, Laketown Park/ Victoria Elementary, Wasserman Lake Park
Neighborhood Park	Area for intense recreational activities such as field games, play court games, crafts, play equipment, skating, shelter, open play area	Neighborhood, ½ mile to 1 mile service area, uninterrupted by nonresidential roads	.07-15 acres	8 acres per 1,000 population	22	53.51	Includes parks formally classified as Mini Parks
Sports Complex	Area for intense recreational facilities such as athletic fields for youth and adult league use; could include neighborhood park elements as support facilities (playground, picnic shelter, etc.)	Citywide	50-75 acres	1 complex per 15,000 population	-	-	There are currently none within the City.
Open Space / Linear Park / Natural Area	Areas of natural quality such as waterways and wetlands that are preserved for environmental or aesthetic benefits to the community			Serves as corridors for trails and park access points		632.53	Includes trail corridors, stormwater management sites, and passive natural areas.
Trails System	Paved and unpaved trails that are along roads or within natural corridors for linear recreation - walking, running, biking, rollerblading, dog walking	Walking/hiking/jogging: 1.1 miles per 1,000 population; Bicycling: 0.7 miles per 1,000 population					
SUBTOTAL						**760.27**	

FIGURE 7.1 EXISTING PARKS AND TRAILS



Non City-owned Parks and Open Space							
Private Park	typically a play area or open space provided by a developer or residential housing association	Private residential developments			2 parks, 3 parcels	2.3	Zumbra Ridge HOA and Laketown Community HOA
Private Open Space	undeveloped open space preserved by a developer or housing association for buffer land or aesthetic value					145.4	Includes golf course, private outlots from development, City of Chaska owned land, townhome open space.
Minnehaha Creek Watershed District (MCWD)					1 parcel	6.6	
MnDNR Boat Launches						1.8	Wasserman Lake and Virginia Lake
Regional Park (Three Rivers Park District)		multiple communities	100+ acres			1,375.8	Includes Charlson Thun Community Bandstand, which the City has a lease agreement to operate
University of Minnesota (Arboretum)						448.2	Includes parcels owned but not programmed by the Arboretum
Subtotal						1,980.1	
TOTAL						**2,740.33 ACRES**	

Charlson Thun Community Bandstand

ISSUES AND OPPORTUNITIES

The 2005 Park Master Plan set forth a vision for Victoria's park system:

We envision the City of Victoria, the City of Lakes and Parks, as a place where parks, recreation and environmental conservation efforts enhance the quality of life.

The following attributes are fundamental to this vision of the park system:

» Safe and innovative linkages through a network of planned open spaces and sensitively managed green space corridors.
» Both recreational opportunities and the protection and enhancement of environmental resources.
» Green Ribbon system, a highly connected system with opportunities to "flow" from active to passive recreation.
» Parks and trails are developed in concert with new residential, commercial and industrial areas.

GOALS, POLICIES, AND ACTIONS

The following list of Goals, Policies, and Action Items identifies the detailed steps necessary to achieve the park system vision outlined above. The Goals incorporate ideas from the last comprehensive plan and the 2005 Park Master Plan that have not been fully achieved yet, or are still relevant.

GOAL PROS-1. All city-owned open space is designated as available for public use or only for city utility function.

Policy PROS-1.1. City-owned land used for trail corridors should be classified as "linear park." This land will be available for public recreation use. It will be managed at a limited level with mowing and tree management. Improvements will be in the form of trails or trail amenities.

ACTION: *Develop management standards and maintenance schedule for linear parks.*

Policy PROS-1.2. City-owned land that is not used for trail corridors and that includes steep slopes, wetlands, and wooded areas, should be classified as "natural area" or "preserve" and managed at a limited level.

Policy PROS-1.3. The city should identify all city-owned land that is not needed for parks, trail connections, and/or city utility function. This land should be considered for resale to adjacent property owners.

ACTION: *Develop list of open space parcels that may be sold.*

Policy PROS-1.4. Regarding future growth, the city should plan ahead to ensure that land given in the form of park dedication is useful and necessary for new parks, trail connections, or preserved open space.

ACTION: *Prior to approval of new developments, parks and planning staff should evaluate plans to ensure inclusion of adequate parks and open space.*

GOAL PROS-2. Victoria provides unique facilities, such as urban plazas, swimming beaches, natural areas, and picnic areas at community parks and special use parks located throughout the city.

Policy PROS-2.1. Develop and maintain a Large Urban Park according to the 2005 Parks Master Plan. A potential location has been identified on the west side of Piersons Lake.

ACTION: *Seek to acquire park land on Piersons Lake for future Community Park.*

Policy PROS-2.2. Continue to evaluate the need for a large Sports Complex, as identified in the 2005 Parks Master Plan.

Policy PROS-2.3. Consider planning for community garden space when new parks and developments are constructed. Ensure adequate access and water sources are available for new community gardens.

Policy PROS-2.4. Continue to pursue the development of an Urban Town Square, as identified in the 2005 Park Master Plan. Consider a location within the Central Business District, a gathering area for community events, space for passive relaxation, and strong visual connections to streets and other public areas, serve as an identifiable landmark that is the hub for business, civic events, cultural festivals, exhibits and other entertainment within the city. It will provide a place for relaxation, a retreat for downtown workers and shoppers and will function as a unifying visual element.

GOAL PROS-3. Victoria provides basic recreation facilities in neighborhood parks, which are located within 1 mile of every resident.

Policy PROS-3.1. Use National Recreation and Parks Association (NRPA) metrics to assess the city's level of service in providing parks and recreation facilities.

To increase access and visibility new parks should front on right of way, as seen above, rather than butting up against residential backyards, as pictured below.

Policy PROS-3.2. Future growth areas include plans for neighborhood parks located within walking distance of all residential areas.

ACTION: *Utilize south and west growth area planning framework diagrams to evaluate future development proposals. Continue to advance and evolve planning frameworks as opportunities arise.*

Policy PROS-3.3. Continue to evaluate the number of athletic fields, playgrounds, and other recreation features in order to determine the need for new facilities.

Policy PROS-3.4. Future park locations are fronted by public right of way and not relagated to backyards, ensuring good access from surrounding neighborhoods, safe park spaces with increased visibility, and good access for maintenance.

Policy PROS-3.5. Neighborhood park service area gaps are evaluated for potential new parks or stronger trail connections to existing parks.

Policy PROS-3.6. The city continues to evaluate and keep abreast of recreation trends, such as pickleball and disc golf, and add facilities where desired and space is available.

Policy PROS-3.7. The city provides facilities for residents of all ages, including seniors and youth, and considers the addition of new facilities to cater to these age groups, such as bean bag toss and horseshoes.

GOAL PROS-4. Victoria develops and maintains a Green Ribbon trail system that connects to community destinations, includes a large loop trail along an enhanced natural corridor, and local loop routes.

Policy PROS-4.1. Identify trail gaps on a map and construct trails as opportunities arise and in coordination with road reconstruction or new development.

Policy PROS-4.2. Connect city trails to regional trails in order to provide seamless connections and continuous linear recreation for Victoria residents.

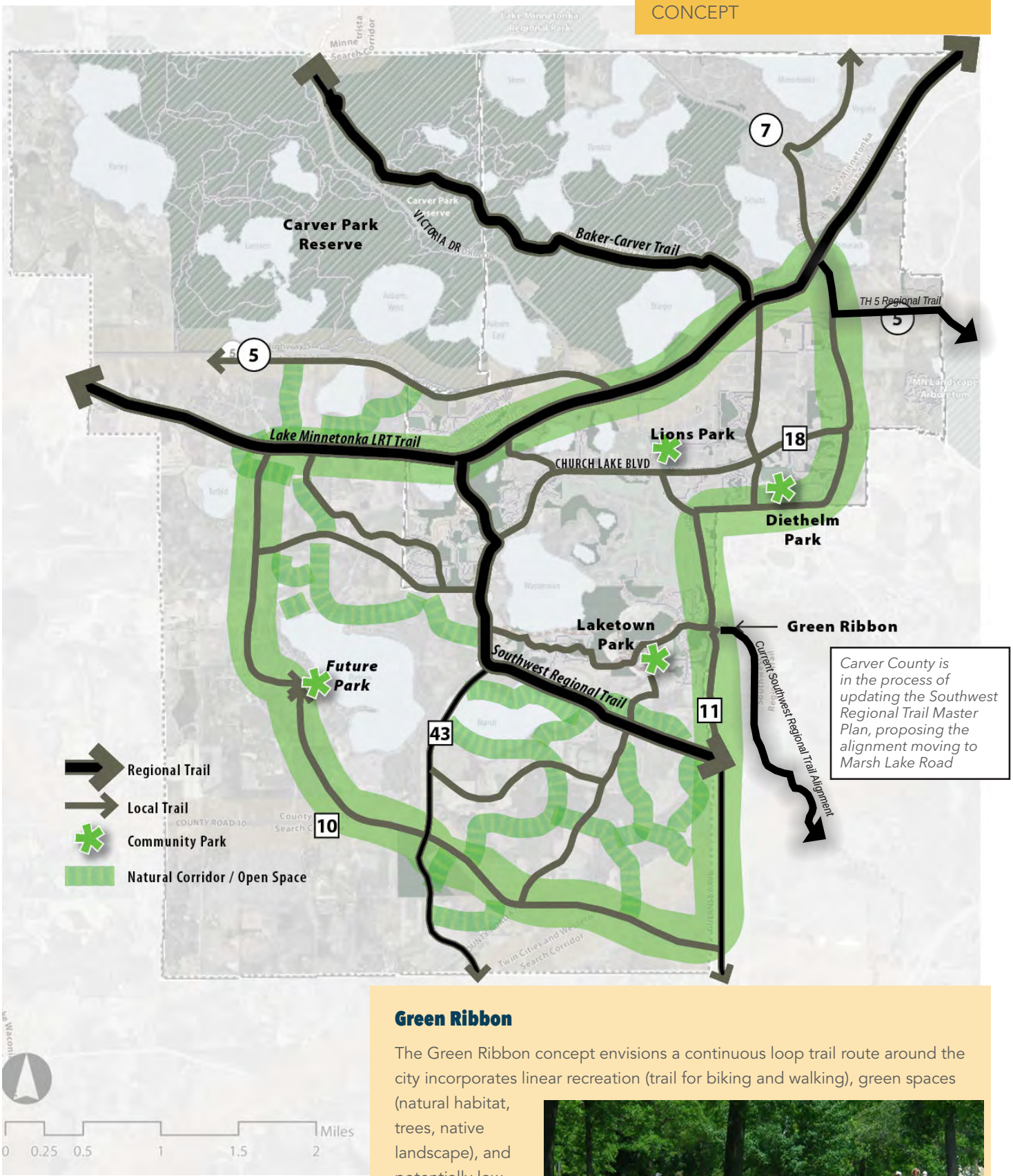
Policy PROS-4.3. Categorize, map, and inventory trails according to type, condition, and use.

Policy PROS-4.4. As development occurs in the south and west growth areas, design trails to follow natural corridors where possible and be integrated within road rights of way where necessary. Consider a minimum 30-foot wide green corridor.

Policy PROS-4.5. Design roadways along the green ribbon route to include parkway-like features, natural amenities, and a trail buffered from vehicular traffic.

Grade separated crossings of major roadways for trails add a measure of safety and comfort for trail users.

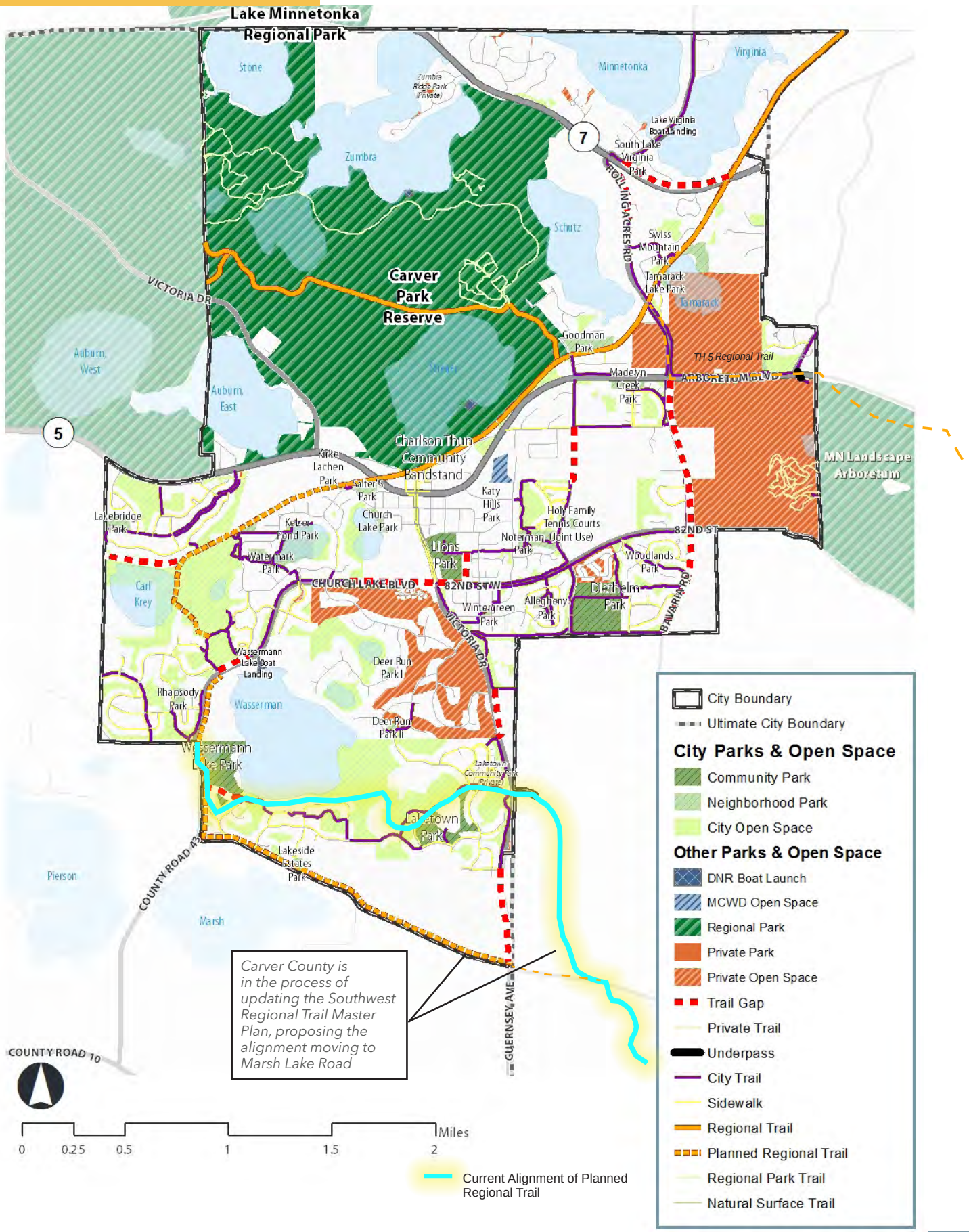
FIGURE 7.2 GREEN RIBBON CONCEPT



Green Ribbon

The Green Ribbon concept envisions a continuous loop trail route around the city incorporates linear recreation (trail for biking and walking), green spaces (natural habitat, trees, native landscape), and potentially low-speed vehicular roadways.

FIGURE 7.3 TRAIL GAPS



Policy PROS-4.6. Encourage future trail crossings of major roadways to be grade separated so as to minimize potential conflicts with vehicle traffic.

Policy PROS-4.7. Partner with Minnehaha Creek Watershed District, Carver County, and other agencies to secure funding, advance planning, and construct trails and conserve natural corridors in future development areas.

Policy PROS-4.8. Seek to connect to lakes and parks whenever feasible with the green ribbon system.

Policy PROS-4.9. Acquire new corridors for community trails through the CIP. The City should identify desirable corridors and designate funding sources to acquire and maintain future trails for community benefit. Park dedication funds may be used for open space and trail corridors if necessary in order to achieve the vision of the Green Ribbon trail. Acquisition, development, and maintenance of future city trails may also be in coordination with future roadway development.

GOAL PROS-5. Victoria protects and manages natural areas within the city for environmental benefits and scenic beauty.

Policy PROS-5.1. Continue to pursue development of the Lake Tamarack Park Preserve. Include low impact recreational activities; seek to protect the water quality of the lake; and encourage a healthy fishery, waterfowl habitat, and native flora and fauna.

Policy PROS-5.2. As opportunities arise, partner with private land owners and public agencies to protect high quality natural areas within the city.

Policy PROS-5.3. Preserve and restore native landscapes, steep slopes, wetlands, and woodlands within and adjacent to parks, open spaces, and trail corridors.

GOAL PROS-6. Victoria provides indoor and outdoor recreation facilities and amenities to its residents at the Victoria Recreation Center, including fitness facilities, ice arenas, Splash Pad, and gymnasium space.

Policy PROS-6.1. Manage the Recreation Center as the hub of indoor recreation for Victoria residents and visitors.

Policy PROS-6.2. Seek to partner with athletic organizations, schools, public agencies, and other groups to provide recreation facilities for events and programs.

Policy PROS-6.3. Continue to add desired facilities and amenities, such as an outdoor aquatic facility, while considering the input of community members, financial impacts, other priorities of the community and partnerships.

FIGURE 7.4 REGIONAL TRAIL SEARCH CORRIDORS (ULTIMATE VICTORIA BOUNDARY)

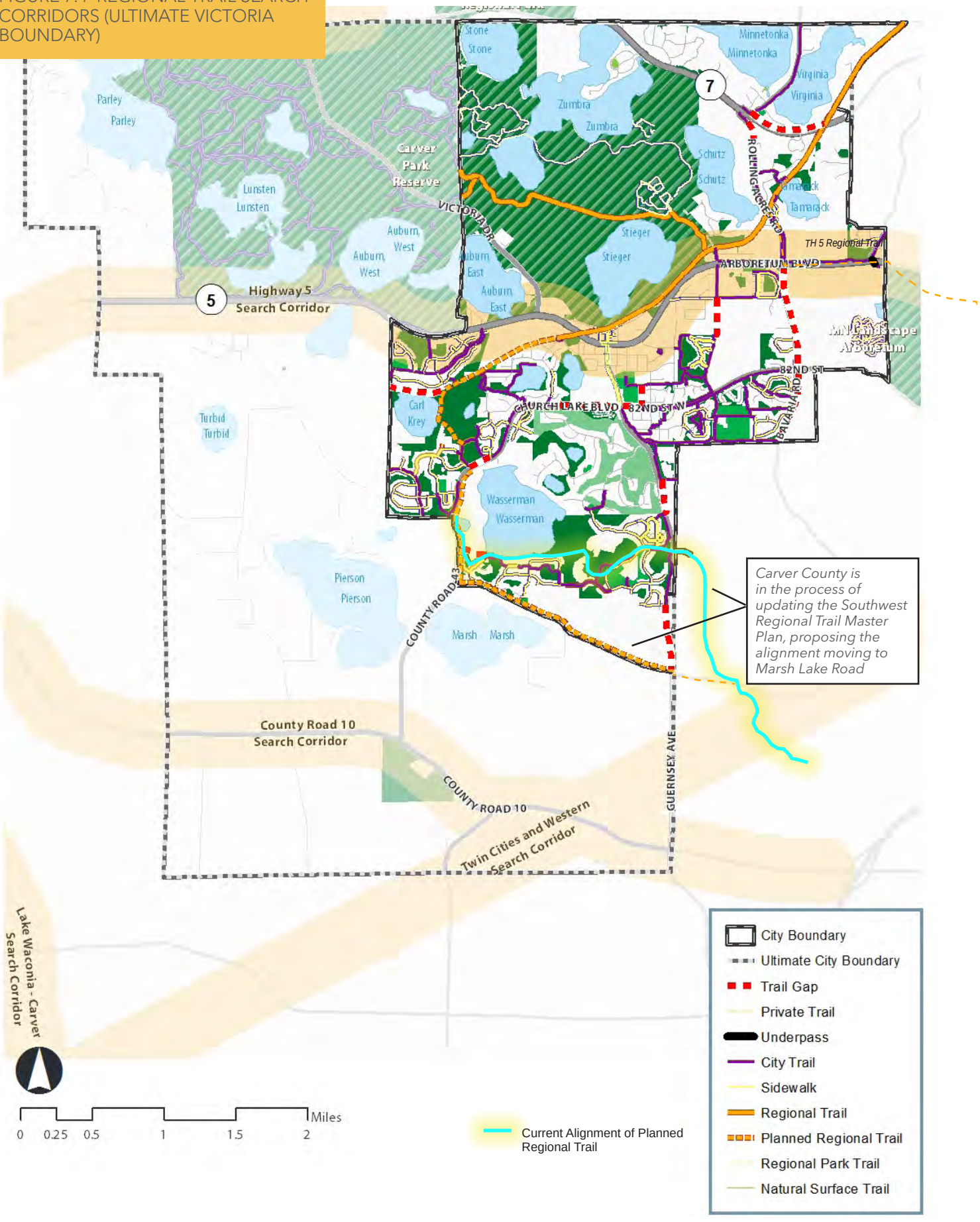
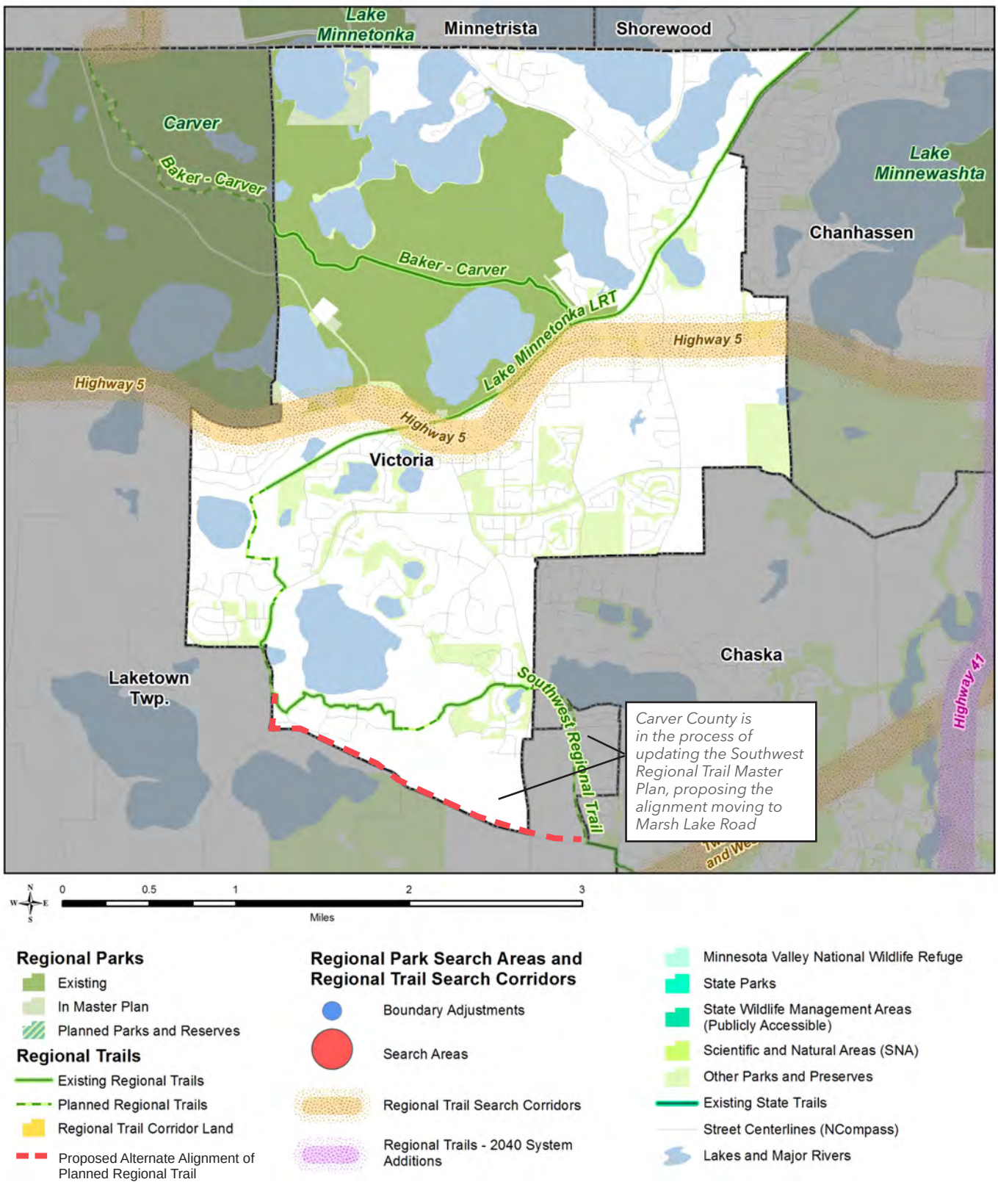


FIGURE 7.5 REGIONAL PARKS SYSTEM (CURRENT CITY OF VICTORIA BOUNDARY)
Source: Metropolitan Council



GOAL PROS-7. Acknowledge the role of regional and private parks in providing recreation facilities, and seek to complement, rather than compete, with these facilities.

Policy PROS-7.1. Recognize the role of regional parks in providing specialized facilities, such as off leash dog parks. Provide Victoria residents with information about regional facilities that are available to them.

Policy PROS-7.2. Seek to provide access and trail connections from Victoria neighborhoods to regional parks, trails, and facilities.

ACTION: *Identify potential trail connections to Carver Park Reserve and the University of Minnesota Arboretum.*

Policy PROS-7.3. Seek to protect private parks and open spaces as valuable scenic and environmental resources with open space land use designation.

Policy PROS-7.4. Recognize the planned regional trails and regional trail search corridors that exist within Victoria's borders: Southwest Regional Trail (planned), Hwy 5 Trail Search Corridor, and Baker/ Carver Regional Trail extension.

GOAL PROS-8. Signage, landscape design, and other features identify Victoria's borders and welcome visitors to the city.

Policy PROS-8.1. POLICY: Designate city borders along major roadways and trails with welcoming entry signage.

ACTION: *Create a gateway signage master plan. Identify gateway locations, potential signage types and styles, and a phasing plan for implementation.*

Policy PROS-8.2. Use high quality landscape design, artistic elements, and other features to characterize and distinguish Victoria as a unique community.

ACTION: *Develop a landscape palette and planting plans for public spaces within the city to create a welcoming atmosphere. Include artistic elements, water features, and native plants.*

IMPLEMENTATION PRIORITIES

A few key ideas have been identified as high priorities for the community. These ideas are described below as short term priorities that should be moved forward in the next five years. Staff and community members should keep these ideas at the forefront when planning parks and recreation in the city. Other goals and action steps in the Comprehensive Plan are long term priorities and should be pursued as opportunities arise, with the goal that they are completed in the next ten to 20 years.

NEW COMMUNITY PARK

Seek to acquire park land for a new community park on Piersons Lake as opportunities arise. This park will serve the function of the Large Urban Park and Waterfront Park, both ideas that were identified in the 2005 Park Master Plan. There is the potential for this park to serve as a Sports Complex as well, depending on the amount of available land for the park. Natural areas, lakefront picnic areas, trails, and a beach are key elements desired in the new community park.

FILL TRAIL GAPS

Several trail gaps have been identified on the Future Parks and Trails Map. These gaps are necessary to improve access to existing parks and trails, community destinations, and downtown Victoria. Some of these gaps are along County roads, which will require the city to work with and urge Carver County to pursue trail construction within the road right of way. The high priority gaps include:

- Victoria Drive, farther to the south
- Bavaria Road (including connections to Chaska and to opportunities to the north of Highway 5)
- Church Lake
- Stieger Lake, east and west (as part of the reconstruction of the street along Stieger Lake Lane)
- West side of Wasserman Park (this includes part of the planned Southwest Regional Trail)

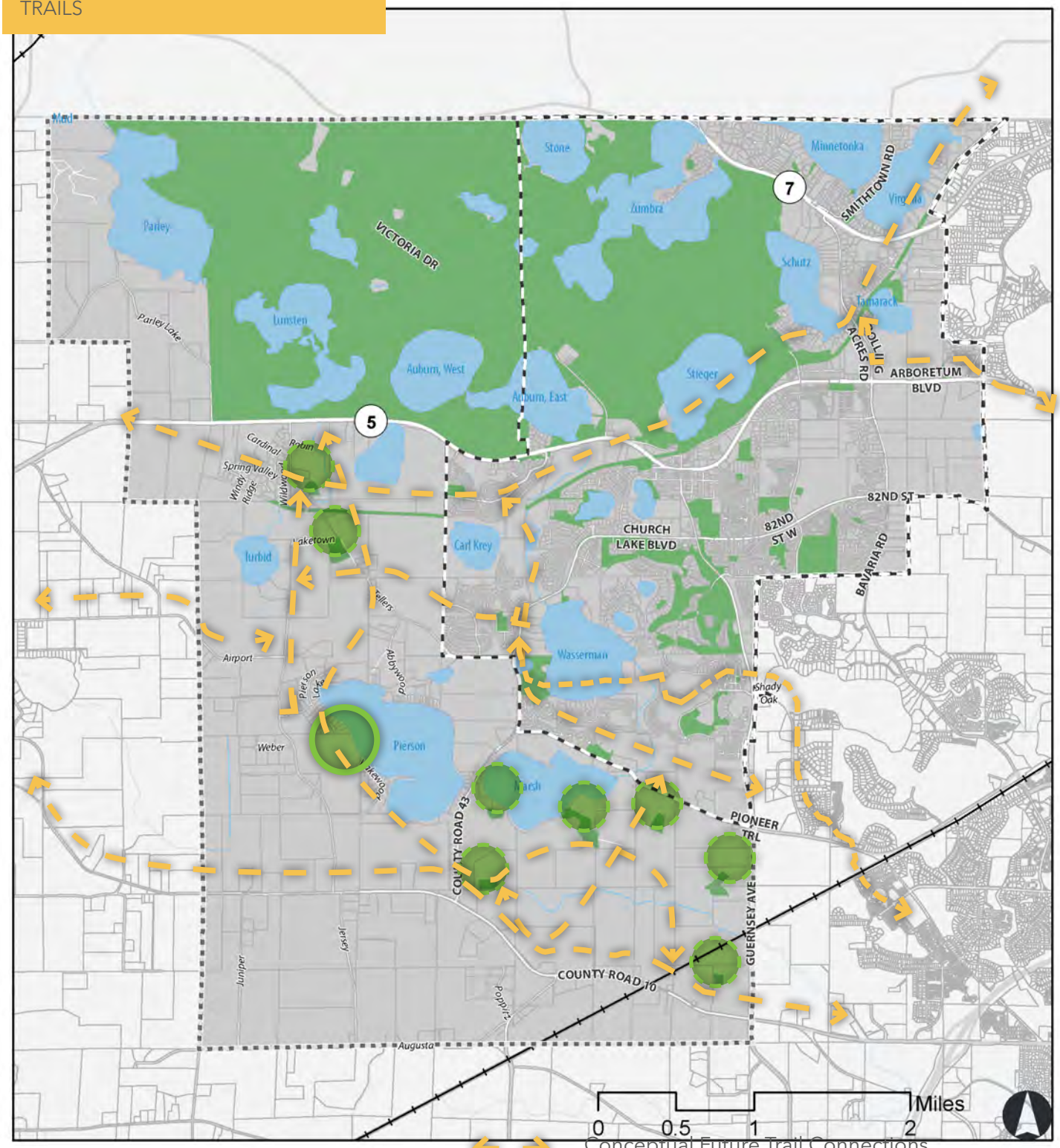
Identify these trail gaps on a map and describe the necessary partners and funding needed to advance construction of the trails.

TRAIL CORRIDOR ACQUISITION AND MAINTENANCE

Future regional trail responsibilities for acquisition, development and maintenance will fall to outside agencies (regional parks district, County). The City should cooperate and partner with regional agencies when necessary to achieve a common vision of trail connectivity.

Future City trails should be the responsibility of City staff and elected officials. Acquisition, development and maintenance of City trails should be identified in the City's CIP and budgeted for adequately in order to achieve the vision and goals identified by the community members in this Comprehensive Plan and other previous plans. Future roadway design and reconstruction may be opportunities for the City

FIGURE 7.6 FUTURE PARKS AND TRAILS



to incorporate new trails into rights-of-way and pursue cost-sharing options. Developers shall be responsible for incorporating sidewalks and planned trail connections into their planning.

WASSERMAN LAKE PARK

Continue to develop Wasserman Lake Park as a community park; implement park facilities and amenities in line with a park master plan.

LAKE TAMARACK PARK RESERVE

The 2005 City of Victoria Park Master Plan outline the vision below regarding preservation of the land around Lake Tamarack. Since then, the city has acquired and managed some of the land adjacent to the lake. This plan recommends continuing to implement the vision.

2005 VISION FOR LAKE TAMARACK

Lake Tamarack is a highly pristine environmental lake that should be preserved. Majestic stands of oak, maple, basswood and pine as well as an upland meadow and wetlands provide habitat for a diverse population of birds, mammals, amphibians, and native plants. The deepest lake in Carver County supports a healthy lake ecosystem and fishery. Low impact recreational opportunities are compatible with the long term goals of the preserve. Protect the water quality of the lake. Vigorously prevent water pollution. Encourage a healthy fishery, waterfowl habitat, and native flora and fauna. Value the scenic beauty of the preserve, trail corridors, and buffers.

FUTURE NEIGHBORHOOD PARKS

The Future Parks and Trails map on the following page identifies conceptual locations for future neighborhood parks, community parks, and trail connections in growth areas. The goal is for trails to connect preserved open spaces and natural areas, neighborhood parks, regional trails, and community destinations. Future park land and trail corridors will be ultimately planned when developments occur.

INVESTING IN PARKS, RECREATION AND NATURAL RESOURCES

The important vision of the "City of Lakes and Parks" requires an appropriate level of investment into resources to maintain the system. The City must ensure future budgets align with needed resources to ensure a continued high level of service.

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08. TRANSPORTATION AND MOBILITY

The Transportation Plan is a guide for the development and improvement of the City of Victoria's transportation system. It identifies the existing and proposed network, examines potential deficiencies, and sets priorities for investment. The elements included in this part of the Comprehensive Plan include:

» Roadway System
» Trails
» Transit
» Freight
» Aviation

As with the other elements of the Comprehensive Plan, the Transportation Plan should be dynamic. As conditions evolve and improvements occur, the Plan will require review and revision to keep pace with the changing City.

ISSUES

The City of Victoria distributed a community survey that was intended to determine residents' and business owners' views on the City's future. As part of this survey, respondents were asked to explain what they saw as the current and future issues facing the City. A number of responses related to transportation which was identified as one of the most significant issues facing the City. The following are some of the questions included in the survey and the corresponding responses and analysis of the issues that were mentioned related to transportation and transit in the City.

"AS VICTORIA CONTINUES TO GROW, I ENVISION THE CR 10 CORRIDOR EVOLVING AS FOLLOWS: (SELECT ALL THAT APPLY)"

- 34 percent of the respondents envision a regional center for shopping, entertainment, and gathering, attracting business from outside Victoria.
- 34 percent of the respondents envision a smaller, neighborhood center of activity, geared to neighborhoods located immediately nearby, in the southern part of Victoria.
- 16 percent of the respondents envision a regional center for business parks and employment.
- 26 percent of the respondents envision a major east-west transportation corridor, potentially more prominent than Highway 5.
- 29 percent of the respondents envision a county road connecting Waconia to Chaska, but less prominent than Highway 5.

"THINKING ABOUT THE MAJOR ROADWAYS THAT EXTEND THROUGH VICTORIA, I BELIEVE THE CITY'S PRIORITY FOR IMPROVEMENTS SHOULD BE (PLEASE ORDER RANK)"

- Highway 5 widening to 4 lanes (from Hwy 41 to CR 13) was considered the highest priority of the four options with a score of 3.47.
- Highway 5 widening to 4 lanes (from CR 13 to CR 11 by Dairy Queen) was considered the second highest priority of the four options with a score of 2.41.
- CR 18 upgrade from gravel to pavement and realignment (Victoria to Chanhassen was considered the third highest priority of the four options with a score of 2.39.
- CR 13 (Rolling Acres Road) was considered the lowest priority of the four options with a score of 1.77.

"MY PREFERENCE FOR ADDRESSING WALKABILITY AND PEDESTRIAN LINKAGES IN VICTORIA WOULD BE:"

- 58 percent of the respondents prefer that or trails always be provided only on one side of a City street.
- 28 percent of the respondents prefer that sidewalks or trails always be provided on both sides of a City street.

» 4 percent of the respondents indicated they don't believe sidewalks or trails are necessary, as people can walk in the street.
» 10 percent of the respondents expressed no preference.

"TO THE WEST OF COUNTY ROAD 43, I WOULD PREFER THE FOLLOWING ALIGNMENT OF MARSH LAKE ROAD IN THE FUTURE:"

» 53 percent of the respondents prefer that Marsh Lake Road have a broken alignment – using part of CR 43 from Marsh Lake Road to Tellers Road – similar to the alignment of Pioneer Trail in Chaska – with roundabouts linking people heading east/west.
» 10 percent of the respondents prefer that Marsh Lake Road be extended directly from the intersection with County Road 43 to the north and west toward Laketown Road.
» 23 percent of respondents expressed no preference.
» 14 percent of respondents indicated that they did not know.

GOALS AND POLICIES

PROPOSED OVERALL GOAL

To achieve a safe, efficient, and environmentally sound transportation system that provides personal mobility for all residents and supports the City of Victoria and regional economy.

To attain this overall goal, the following specific goals are proposed:

- **Integrated Planning** - To integrate the transportation element with other functional elements of the Comprehensive Plan.
- **An Efficient Roadway System** - To provide a street and highway system which, together with other transportation facilities, will meet the short and long range needs, interests, and objectives of the City's residents and businesses in a cost-effective manner.
- **Safety** - To reduce the potential for traffic crashes and provide for safe transportation throughout the City.
- **Minimize Environmental Disruption** - To encourage development of a transportation system that minimizes environmental disruption and strives to maintain a quality environment.
- **Compatibility with Development Patterns** - To develop a transportation system compatible with existing and future land uses.
- **Multimodal Interaction** - To provide an integrated transportation system that enables best use of the capabilities of individual and combined modes, including rail and trucking facilities, public transportation, and bicycle and pedestrian travel.
- **Encourage Public Transportation** - To facilitate and encourage public transit as a viable alternative transportation mode.
- **Facilitate Bicycle and Pedestrian Travel** - To create a physical and cultural environment which encourages travel by foot or bicycle by making these modes of transportation safe, convenient, and attractive alternatives to motorized travel.

GOAL T-1. Integrated Planning: To integrate the transportation element with other functional elements of the Comprehensive Plan.

Policy T-1.1. The existing transportation system should be periodically evaluated, deficiencies identified and solutions proposed.

Policy T-1.2. The transportation system should be planned in support of current land use and desired patterns of future development.

Policy T-1.3. Compatibility should be promoted among local, regional and state transportation plans and policies.

GOAL T-2. An Efficient Roadway System: To provide a street and highway system which, together with other transportation facilities, will meet the needs and interests of the City's residents and businesses in a cost-effective manner.

Policy T-2.1. Work cooperatively with adjacent communities, Carver County, and MnDOT to facilitate timely improvements to TH 5 and TH 7, County roads including 82nd Street (CSAH 18), Marsh Lake Road, and Rolling Acres Road (CSAH 13) to reduce congestion.

Policy T-2.2. The roadway system should accommodate future growth in highway travel and potential mode choices to efficiently move people and goods.

Policy T-2.3. Reserve adequate financial resources for maintenance and renewal of existing roadways to minimize deterioration.

Policy T-2.4. Regulations concerning the use of roadways should be strictly enforced, including those which prevent the deterioration of structures and roadways.

Policy T-2.5. Require that new development provide access in accordance with Carver County and MnDOT guidelines as they apply to county and state highways within the City.

GOAL T-3. Safety: To reduce the potential for traffic crashes and provide for safe transportation throughout the City.

Policy T-3.1. The level of access control should be appropriate to the function of the roadway.

Policy T-3.2. Vehicle conflicts should be reduced through appropriate roadway and intersection design.

Policy T-3.3. Safety regulations should be employed within and around transportation-related construction sites.

GOAL T-4. Minimize Environmental Disruption: To encourage development of a transportation system that minimizes environmental disruption and strives to maintain a quality environment.

Policy T-4.1. Care should be taken to protect historic buildings, and scenic, historic, scientific, and cultural sites when constructing new or improving existing transportation facilities.

Policy T-4.2. The location of roadways through environmentally sensitive areas should be minimized; if alternatives exist.

Policy T-4.3. The amount of land used for roadways should be minimized and multiple uses of rights-of-way should be encouraged.

Policy T-4.4. Transportation facilities should be aesthetically pleasing and sensitive to the natural landscape, incorporating such amenities as boulevards, berms, and attractive landscaping on major arterials through the City.

Policy T-4.5. Natural vegetative landscapes should be encouraged along roadsides to protect wildlife, reduce the use of herbicides, and cut down on maintenance costs.

Policy T-4.6. Transportation facilities should be located and designed to minimize exposure of people to harmful air, water, or noise pollution.

Policy T-4.7. Air pollution should be minimized through efficient traffic control measures and through encouraging transit, bicycle, and pedestrian travel.

GOAL T-5. Compatibility with Development Patterns: To develop a transportation system compatible with existing and future land uses.

Policy T-5.1. The appropriate use of land for highways should be maintained by coordinating street and highway planning with land use planning.

Policy T-5.2. The amount of land used for roadways should be minimized and multiple uses of rights-of-way should be encouraged.

Policy T-5.3. The disruption or dislocation of neighborhoods, households, businesses, industries, and public buildings by roadway construction should be minimized.

Policy T-5.4. Locating new transportation facilities in or through recreational facilities and historic, scenic, or cultural sites should be avoided wherever possible.

Policy T-5.5. Transportation facilities should be designed to promote compact development around future transit corridors.

Policy T-5.6. Preserve future transportation corridor needs through acquisition of rights-of-way, through implementing the adequate public facilities ordinance, purchase, and/or via official mapping.

Policy T-5.7. Promote alternate design patterns for minor collector roads that function as neighborhood collectors;

ACTION: *Alternate designs should minimize individual access onto minor collector roads through features such as shared driveways, alley fed lots, or side loaded lots.*

ACTION: *Consider requiring larger setbacks from minor collectors to enable adequate landscaping and berming.*

New roads do not have to follow a traditional street grid, but they should be designed to allow for high connectivity throughout Victoria.

GOAL T-6. Multimodal Interaction: To provide an integrated transportation system that enables best use of the capabilities of individual and combined modes, including rail and trucking facilities, public transportation, and bicycle and pedestrian travel.

Policy T-6.1. Efficient truck routing should be oriented to the freeway and high-level arterial network to facilitate truck traffic and reduce conflicts with autos.

Policy T-6.2. Joint terminals and common pick-up and delivery services should be encouraged where efficient and practical for the transport companies concerned.

Policy T-6.3. The location of truck and rail access should be determined cooperatively by public and private interests.

Policy T-6.4. Ensure new rail access to industrial properties within the planned Business Park.

Policy T-6.5. Plan to accommodate all truck movements on streets accessing or within the planned Business Park.

Policy T-6.6. Upon annexation of the Southwest Annexation Area in a portion of Laketown Township, plan for and inform affected landowners and potential developers about Pierson Lake as a designated lake for seasonal seaplane activities.

GOAL T-7. Encourage Public Transportation: To facilitate and encourage public transit as a viable alternative transportation mode.

Policy T-7.1. Promote land use patterns and site designs that facilitate efficient public transportation service.

Policy T-7.2. Work with transit authorities to determine future transit service and facilities consistent with the City's transit market area and associated service standards and strategies.

Policy T-7.3. Encourage development of commuter rail service to serve the residents of the City and surrounding communities.

GOAL T-8. Facilitate Bicycle and Pedestrian Travel: To create a physical and cultural environment which encourages travel by foot or bicycle by making these modes of transportation safe, convenient, and attractive alternatives to motorized travel.

Policy T-8.1. A network of suitable on- and off-road routes will be developed which provide linkages between important origins and destinations and interconnect with other transportation modes.

Policy T-8.2. Bicycle and pedestrian related improvements will be integrated into the planning, budgeting, design, and construction of appropriate roadway improvement projects.

Policy T-8.3. Reserve adequate financial resources for maintenance and renewal of existing roadways to minimize deterioration.

Policy T-8.4. Facilities and amenities which complement and make bicycling and walking more attractive alternatives to motor vehicle travel should be provided at destination locations.

Policy T-8.5. Crossings of off-road bicycle or pedestrian routes with roadways will be made as safe as possible, and grade- separated crossings will be encouraged on busy highways such as TH 5.

Policy T-8.6. Actions, activities, and incentives which encourage increased walking and bicycling for transportation purposes should be promoted.

Policy T-8.7. Signage to alert motorists to the presence of bicyclists and pedestrians on designated routes should be provided.

Policy T-8.8. Compact land use, especially in areas with high density residential development and mixed uses, should be encouraged to increase opportunities for bicycling and walking.

Policy T-8.9. New development will be encouraged to integrate bicycle and pedestrian transportation modes.

Policy T-8.10. Preserve bikeways and trails in a smooth, clean, and safe condition.

Policy T-8.11. Establish uniform signage and marking of all bicycle trails and walkways throughout the City.

Policy T-8.12. Enhance connections between pedestrian/bicycle trails and routes to future transit corridors.

Policy T-8.13. Plan for the inclusion of bike lockers at future high-demand rail and bus transit stops.

Policy T-8.14. Ensure destination points are as accessible to pedestrians and bicyclists as they are to motorists by providing safe travel corridors for non-motorists to all schools, parks, and business centers in the City.

ROADWAY SYSTEM PLAN

This section of the Transportation Plan identifies issues with the existing roadway system and recommends a plan for future roadway system improvements. The roadway system plan addresses jurisdictional issues, the functional classification system, future traffic volumes, congestion, safety, future roadway system issues and improvements, and key transportation policies.

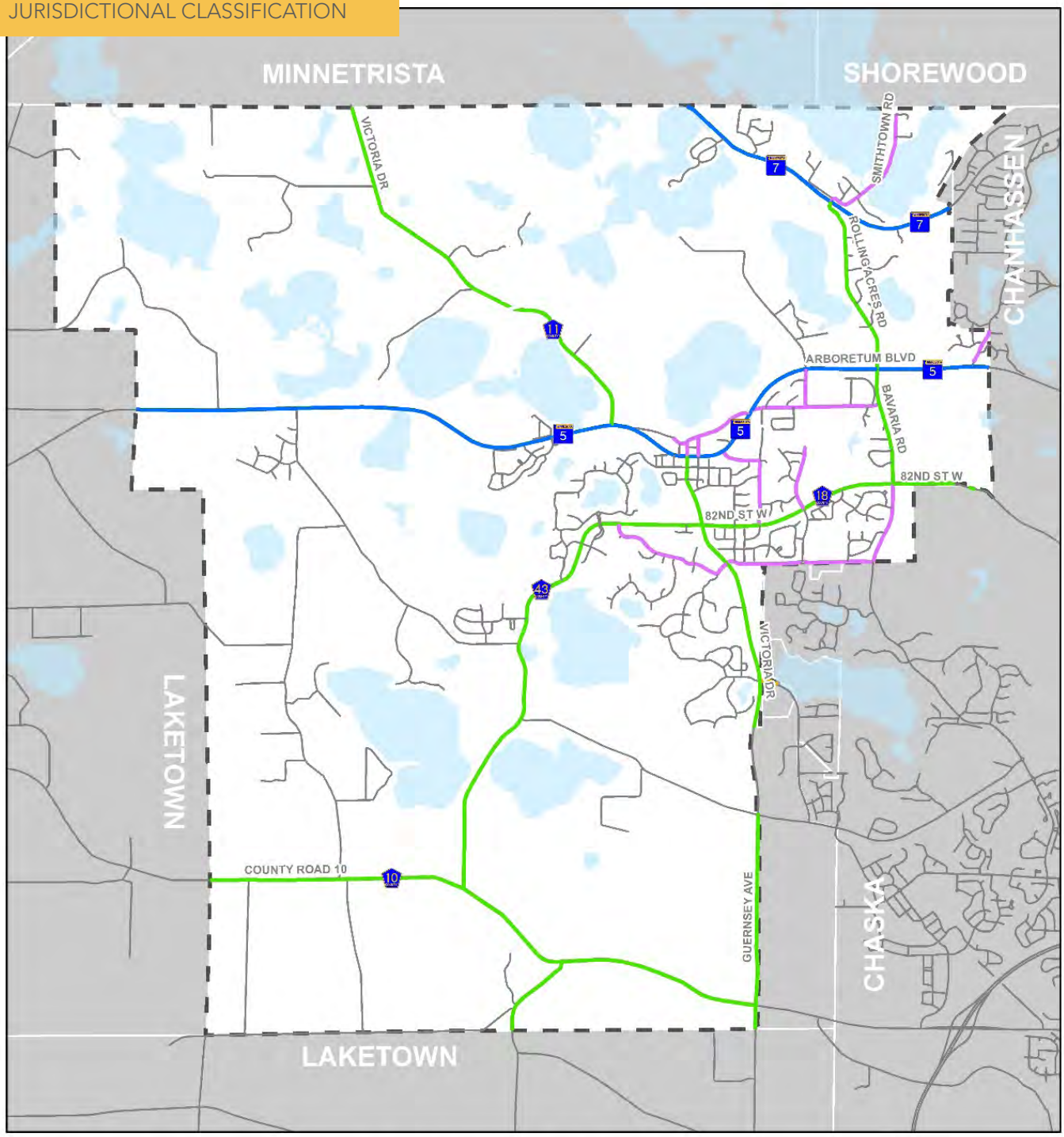
ROADWAY JURISDICTION

The City shares the jurisdiction for roadways within the City boundaries with the State of Minnesota and with Carver County. There are no federal roadways within the City. The Minnesota Department of Transportation (MnDOT) maintains the Trunk Highway (TH) system. Carver County maintains the County Roads (CR) and County State-Aid Highways (CSAH). The City is responsible for and maintains the Municipal State-Aid (MSA) roads as well as local City roadways. Table 8.1 below shows the current ownership of various roadways as well as the total mileage of each type within the City and within Carver County. Figure 8.1 displays the roadways under each jurisdiction type.

TABLE 8.1 EXISTING (2016) ROADWAY MILES BY JURISDICTIONAL CLASSIFICATION

ROADWAY JURISDICTION	ROADWAY TYPE	VICTORIA MILES	PERCENTAGE OF ROADWAY SYSTEM
Minnesota	Trunk Highway	7.8	9.0%
Carver County	County State-Aid	17.4	20.1%
	County Road	0.1	0.1%
Municipality	Municipal State-Aid	6.3	7.4%
	Local	54.8	63.4%
Totals		86.4	100%

FIGURE 8.1 EXISTING JURISDICTIONAL CLASSIFICATION



Existing Jurisdictional Classification

- MN Highway
- County State Aid Highway
- County Road
- Municipal State Aid Street
- Municipal Street

NORTH

0 0.7 1.4 Miles

Source: Carver County
Published: SRF Consulting Group, Inc.

ROADWAY FUNCTIONAL CLASSIFICATION

The functional classification system defines both the function and role of a roadway within the hierarchy of an overall roadway system. This system is used to create a roadway network that collects and distributes traffic from neighborhoods and ultimately to the state or Interstate Highway System. Functional classification works to manage mobility, access, and alignment of routes. Functional classification also seeks to align designations that match current and future land uses with the roadway's purpose.

A roadway's functional classification is based on several factors, including:

- Trip characteristics: length of route, type and size of activity centers, and route continuity
- Access to regional population centers, activity centers, and major traffic generators
- Proportional balance of access, ease of approaching or entering a location
- Proportional balance of mobility and ability to move without restrictions
- Continuity between travel destinations
- Relationship with neighboring land uses
- Eligibility for State and Federal funding

The existing functional classification of roadways in Victoria is shown in Figure 8.2 and a breakdown by mileage is provided in Table 8.2.

Within the Twin Cities Metropolitan Area, the Metropolitan Council has established detailed criteria for roadway functional classifications, which are summarized in Table 8.3.

TABLE 8.2 EXISTING (2017) ROADWAY MILES BY FUNCTIONAL CLASSIFICATIONS

FUNCTIONAL CLASSIFICATION	MILES	PERCENT OF TOTAL MILES
Principal Arterial	2.4	2.8%
A-Minor Arterial	14.0	16.2%
Other Arterial	6.5	7.5%
Major Collector	4.5	5.2%
Local	59.0	68.3%
Total	86.4	100%

TABLE 8.3 ROADWAY FUNCTIONAL CLASSIFICATIONS

CRITERIA	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL STREET
Place Connections	Connect regional job concentrations and freight terminals within the urban service area.	Provide supplementary connections between regional job concentrations, local centers, and freight terminals within the urban service area.	Connect neighborhoods and centers within the urban service area.	Connect blocks and land parcels within neighborhoods and within commercial or industrial developments.
Spacing	Urban communities: 2 – 3 miles; Suburban communities: Spacing should vary in relation to development density of land uses served, 2 – 6 miles	Regional job concentrations: 1/4 – 3/4 mile; Urban communities: 1/2 – 1 mile; Suburban communities: 1 – 2 miles	Job concentrations: 1/8 – 1/2 mile; Urban Communities: 1/4 – 3/4 mile; Suburban Communities: 1/2 – 1 mile	As needed to access land uses
System Connections	To Interstate freeways, other principal arterials, and selected A-minor arterials. Connections between principal arterials should be of a design type that does not require vehicles to stop. Intersections should be limited to 1-2 miles.	To most interstates, principal arterials, other minor arterials, collectors and some local streets	To minor arterials, other collectors, and local streets.	To a few minor arterials. To collectors and other local streets.
Trip-Making Service	Trips greater than 8 miles with at least 5 continuous miles on principal arterials. Express and highway bus rapid transit trips	Medium-to-short tips (2-6 miles depending on development density) at moderate speeds. Longer trips accessing the principal arterial network. Local, limited-stop, and arterial bus rapid transit trips.	Short trips (1-4 miles depending on development density) at low-to-moderate speeds.	Short trips (under 2 miles) at low speeds, including bicycle and pedestrian trips. Longer trips accessing the collector and arterial network.
Mobility vs. Land Access	Emphasis is on mobility for longer trips rather than direct land access. Little or no direct land access within the urbanized area.	Emphasis on mobility for longer trips rather than on direct land access. Direct land access limited to concentrations of activity including regional job concentrations, local centers, freight terminals, and neighborhoods.	Equal emphasis on mobility and land access. Direct land access predominantly to development concentrations.	Emphasis on land access, not on mobility. Direct land access predominantly to residential land uses.
System Mileage	5-10%	10-15%	5-15%	60-75%
Percent of Vehicle Miles Travelled	15-35%	15-25%	10-25%	10-25%
Intersections	Grade separated desirable where appropriate. At a minimum, high-capacity controlled at-grade intersections	Traffic signals, roundabouts, and cross-street stops	Four-way stops and some traffic signals	As required
Parking	None	Restricted as necessary	Restricted as necessary	Permitted as necessary
Large Trucks	No restrictions	Candidates for local truck network, large trucks restricted as necessary	May be candidates for local truck network, large trucks restricted as necessary	Permitted as necessary
Management Tools	Ramp metering, preferential treatment for transit, access control, median barriers, traffic signal progression, staging of reconstruction, intersection spacing	Traffic signal progression and spacing, land access management/ control, preferential treatment for transit	Number of lanes, traffic signal timing, land access management	Intersection control, cul-de-sacs, diverters
Typical Average Daily Traffic Volumes	15,000-100,000+	5,000-30,000+	1,000-15,000+	Less than 1,000
Posted Speed Limit	40-65 mph	30-45 mph	30-40 mph	Maximum 30 mph
Right-of-Way	100-300 feet	60-150 feet	60-100 feet	50-80 feet
Transit Accommodations	Transit advantages that provide priority access and reliable movement for transit in peak periods where possible and needed	Transit advantages for reliable movement where needed.	Regular-route buses, transit advantages for reliable movement, where needed	Normally used as bus routes only in nonresidential areas
Bicycle and Pedestrian Accommodations	On facilities that cross or are parallel to the principal arterial, with greater emphasis along transit routes and in activity centers. Crossings should be spaced to allow for adequate crossing opportunities.	On facilities that cross or are parallel to the minor arterial, with greater emphasis along transit routes and in activity centers. Crossings should be spaced to allow for adequate crossing opportunities.	On, along, or crossing the collector with higher emphasis along transit routes and in activity centers. Crossings should be spaced for adequate crossing opportunities.	On, along, or crossing the local road

Source: Metropolitan Council, 2040 Transportation Policy Plan, 2015

This table summarizes characteristics for existing roadways to be used in evaluating functional classification and should not be used as design guidelines.

PRINCIPAL ARTERIALS

Principal arterials are part of the Metropolitan Highway System and provide high-speed mobility between the Twin Cities and important locations outside the metropolitan area. They are also intended to connect the central business districts of the two central cities with each other and with other regional business concentrations in the metropolitan area. These roadways, which are typically spaced from three to six miles apart, are generally constructed as limited access freeways in the urban area, but may also be constructed as multiple-lane divided highways. The City of Victoria's only principal arterial is TH 7 which runs east-west through the northeast corner of the City.

MINOR ARTERIALS

Minor arterials also emphasize mobility over land access, serving to connect cities with adjacent communities and the metropolitan highway system. Major business concentrations and other important traffic generators are usually located on minor arterial roadways. In urbanized areas, one-half to two-mile spacing of minor arterials is considered appropriate, depending upon development density.

A-minor arterials are defined by the Metropolitan Council as roadways of regional significance that are of regional importance because they relieve, expand or complement the principal arterial system. A-minor arterials are categorized into four types, consistent with Metropolitan Council guidelines:

1. **Relievers:** Minor arterials that provide direct relief for metropolitan highway traffic
2. **Expanders:** Routes that provide a way to make connections between urban areas outside the I-494/I-694 beltway.
3. **Connectors:** Roads that provide good, safe connections to and among communities at the edge of the urbanized area and in rural areas.
4. **Augmenters:** Roadways that augment principal arterials within the I-494/I-694 beltway.

A well-planned and adequately designed system of principal and A-minor arterials will allow the City's overall street system to function the way it is intended and will discourage through traffic from using residential streets. Volumes on principal and minor arterial roadways are expected to be higher than on collector or local roadways. Providing the capacity for these higher volumes will keep volumes on other city streets lower. Other arterials provide a citywide function, serving medium to long distance trips.

COLLECTORS

Collectors, as the term implies, collect and distribute traffic from neighborhoods and commercial areas and provide a critical link between local streets, which are designed for property access, and minor arterials, which are designed for mobility. Collector streets have an equal emphasis on land access and mobility. The City of Victoria

has the greatest responsibility for the collector roadways. Principal and minor arterials tend to be under the jurisdiction of either MnDOT or Carver County.

Table 8.4 provides a further differentiation between minor and major collectors.

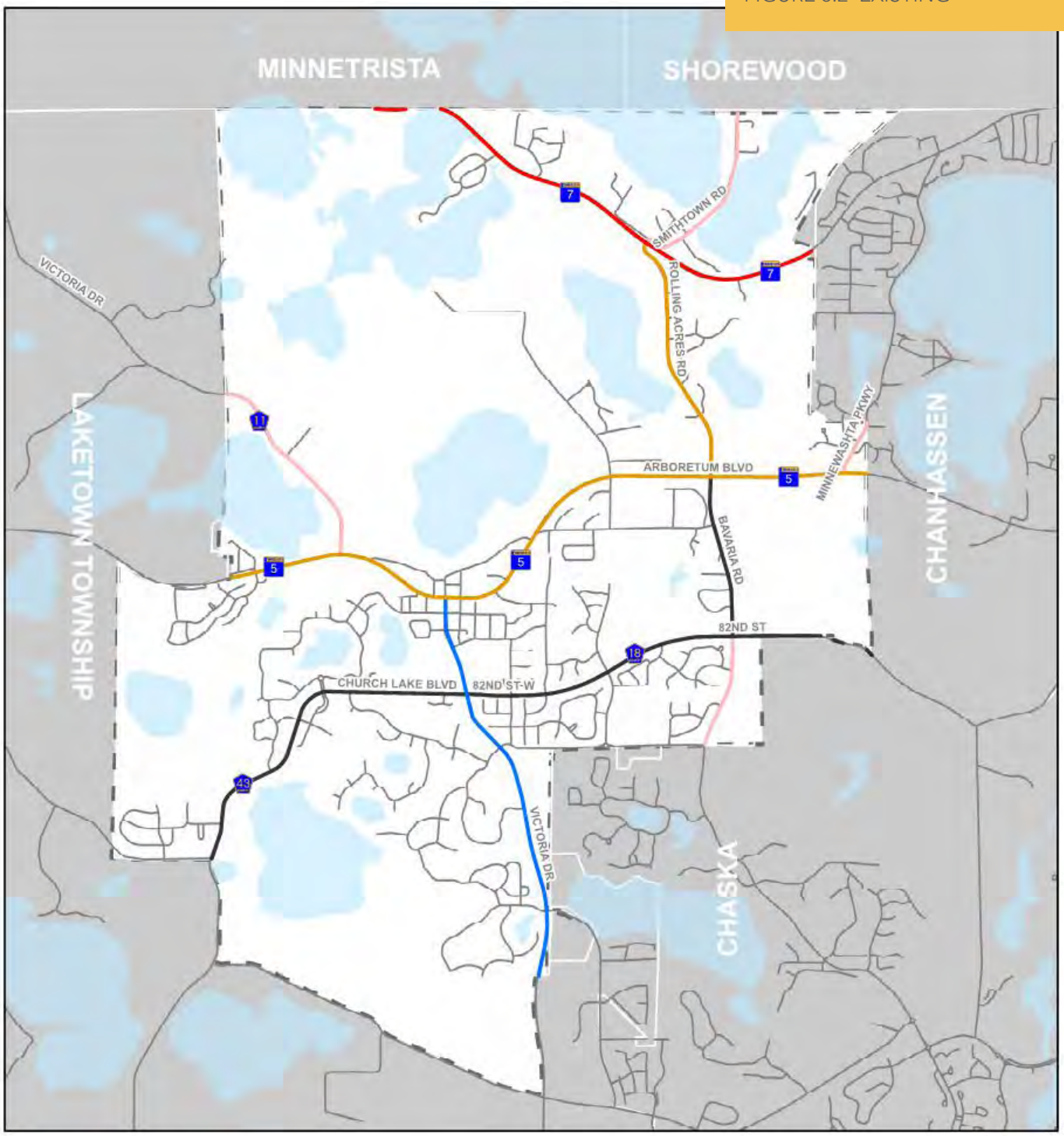
TABLE 8.4 CHARACTERISTICS OF MINOR AND MAJOR COLLECTORS

CRITERIA	MINOR COLLECTOR	MAJOR COLLECTOR
Length	Short, less than 1.5 miles.	Longer, 1.5 miles to three miles.
Travel Shed	Limited to immediate neighborhood.	Larger area links more than one neighborhood.
Speeds	Low Speed (30-35 MPH)	Medium Speed (35-45 MPH)
Access	Private access permissible	Private access discouraged. Generally access is provided to higher trip generators (e.g., shopping centers, office buildings.)
Parking	Usually allowed	Some restrictions depending on traffic volumes.
Land Use	Typically serves residential areas.	Residential, commercial or high employment concentrations.
Mobility	Less emphasis on mobility and greater value on access.	More balance between mobility and access.
Transit	May accommodate fixed route transit but less likely to be used as a route.	Should be designed to accommodate fixed route transit.
Spacing	Closer spacing. Contained within homogeneous neighborhoods to distribute trips.	Greater spacing, traverses distinct neighborhoods and land use types.

LOCAL STREETS

Local streets provide access to adjacent properties and neighborhoods. Local streets are generally low speed, and designed to discourage through traffic. All the roadways in the City that are not included under the previous functional classifications above fall under the local road designation.

FIGURE 8.2 EXISTING



Existing Functional Classification

- Principal Arterial
- A-Minor Expander
- A-Minor Connector
- Other Arterial
- Major Collector
- Local Roads

NORTH

0 0.5 1 Miles

Source: Met Council
Published: SRF Consulting Group, Inc.

EXISTING TRAFFIC OPERATIONS

Congestion on the roadway system is judged to exist when the ratio of traffic volume to roadway capacity (v/c ratio) approaches or exceeds 1.0. The ratio of volume to capacity provides a measure of congestion along a stretch of roadway and can help determine where roadway improvements, access management, transit services, or travel demand management strategies need to be implemented. It does not, however, provide a basis for determining the need for specific intersection improvements. Additionally, the Metropolitan Council defines congestion on principal arterial roadways as locations experiencing a speed less than 45 miles per hour for at least one hour a day.

Table 8.5 provides a method to evaluate roadway capacity. For each facility type, the typical planning-level annual average daily traffic (AADT) capacity ranges and maximum AADT volume ranges are listed. These volume ranges are based upon guidance from the Highway Capacity Manual, discussions with the Metropolitan Council and professional engineering judgment. A range is used since the maximum capacity of any roadway design (v/c = 1) is a theoretical measure that can be affected by its functional classification, traffic peaking characteristics, access spacing, speed, and other roadway characteristics. Further, to define a facility's "daily capacity," it is recommended that the top of each facility type's volume range be used. This allows for capacity improvements that can be achieved by roadway performance enhancements.

TABLE 8.5 PLANNING-LEVEL ROADWAY CAPACITIES BY FACILITY TYPE

FACILITY TYPE	PLANNING LEVEL DAILY CAPACITY RANGES (AADT)	UNDER CAPACITY			APPROACHING CAPACITY		OVER CAPACITY
		LOS A	B	C	D	E	F
		0.2	0.4	0.6	0.85	1.0	>1.0
Two-lane undivided urban	8,000 – 10,000	2,000	4,000	6,000	8,500	10,000	> 10,000
Two-lane undivided rural	14,000 – 15,000	3,000	6,000	9,000	12,750	15,000	> 15,000
Two-lane divided urban (Three-lane)	14,000 – 17,000	3,400	6,800	10,200	14,450	17,000	> 17,000
Four-lane undivided urban	18,000 – 22,000	4,400	8,800	13,200	18,700	22,000	> 22,000
Four-lane undivided rural	24,000 – 28,000	5,600	11,200	16,800	23,800	28,000	> 28,000
Four-lane divided urban (Five-lane)	28,000 – 32,000	6,400	12,800	19,200	27,200	32,000	> 32,000
Four-lane divided rural	35,000 – 38,000	7,600	15,200	22,800	32,300	38,000	> 38,000
Four-lane expressway rural	45,000	9,000	18,000	27,000	38,250	45,000	> 45,000
Four-lane freeway	60,000 – 80,000	16,000	32,000	48,000	68,000	80,000	> 80,000
Six-lane freeway	90,000 – 120,000	24,000	48,000	72,000	102,000	120,000	> 120,000

Figure 8.3 displays the existing and future number of lanes for the Principal and A-Minor arterial system and Figure 8.4 displays the volumes for key roadways within the City based on the 2012-2015 MnDOT Average Annual Daily Traffic (AADT) counts. Table 8.6 lists planning-level daily threshold volumes for different roadway design types as referenced in the Metropolitan Council Transportation Policy Plan.

LEVEL OF SERVICE (LOS)

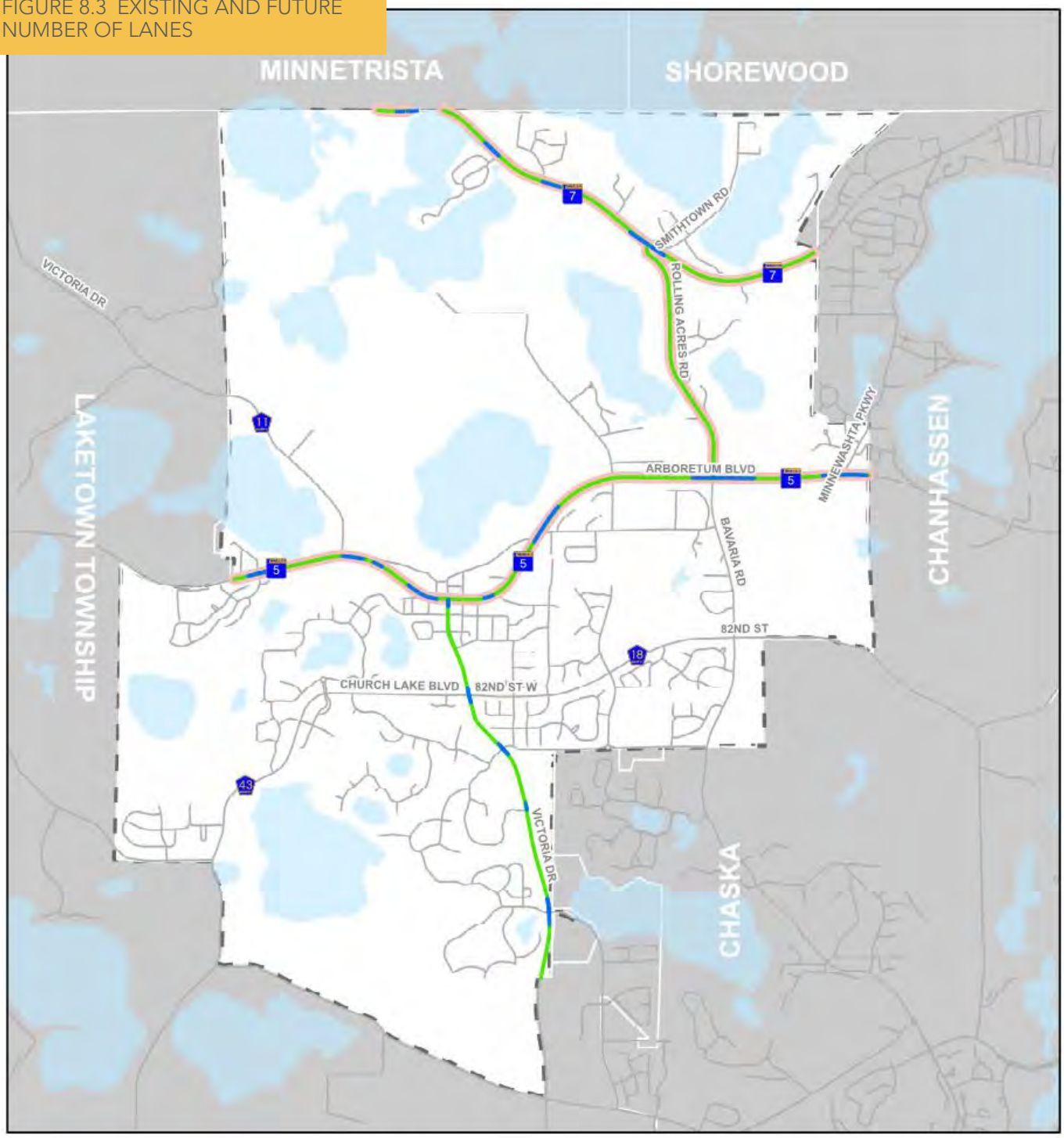
Level of Service (LOS), as related to highways and local roadways, categorizes the different operating conditions that occur on a lane or roadway when accommodating various traffic volumes. It is a qualitative measure of the effect of traffic flow factors, such as speed and travel time, interruption, freedom to maneuver, driver comfort and convenience, and indirectly, safety and operating costs. It is expressed as levels of service "A" through "F." Level "A" is a condition of free traffic flow where there is little or no restriction in speed or maneuverability caused by presence of other vehicles. Level "F" is forced-flow operation at low speed with many stoppages, with the highway acting as a storage area.

The following section describes LOS and further relates the correlation between LOS and planning-level roadway capacities, helping Victoria better understand the operations and capacity level on existing roadways.

TABLE 8.6 LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE (LOS)	TRAFFIC FLOW	VOLUME/CAPACITY RATIO	DESCRIPTION
A	Free Flow; Below Capacity	0.20	Low volumes and no delays
B	Stable Flow; Below Capacity	0.40	Low volumes and speed dictated by travel conditions
C	Stable Flow; Below Capacity	0.60	Speeds and maneuverability closely controlled due to higher volumes
D	Restricted Flow; Near Capacity	0.85	Higher density traffic restricts maneuverability and volumes approaching capacity
E	Unstable Flow; Approaching Capacity	1.0	Low speeds, considerable delays, and volumes at or slightly over capacity
F	Forced Flow; Over Capacity	>1.0	Very low speeds, volumes exceed capacity, and long delays with stop-and-go traffic

FIGURE 8.3 EXISTING AND FUTURE NUMBER OF LANES



Number of Lanes on Principal and A-Minor Arterial System

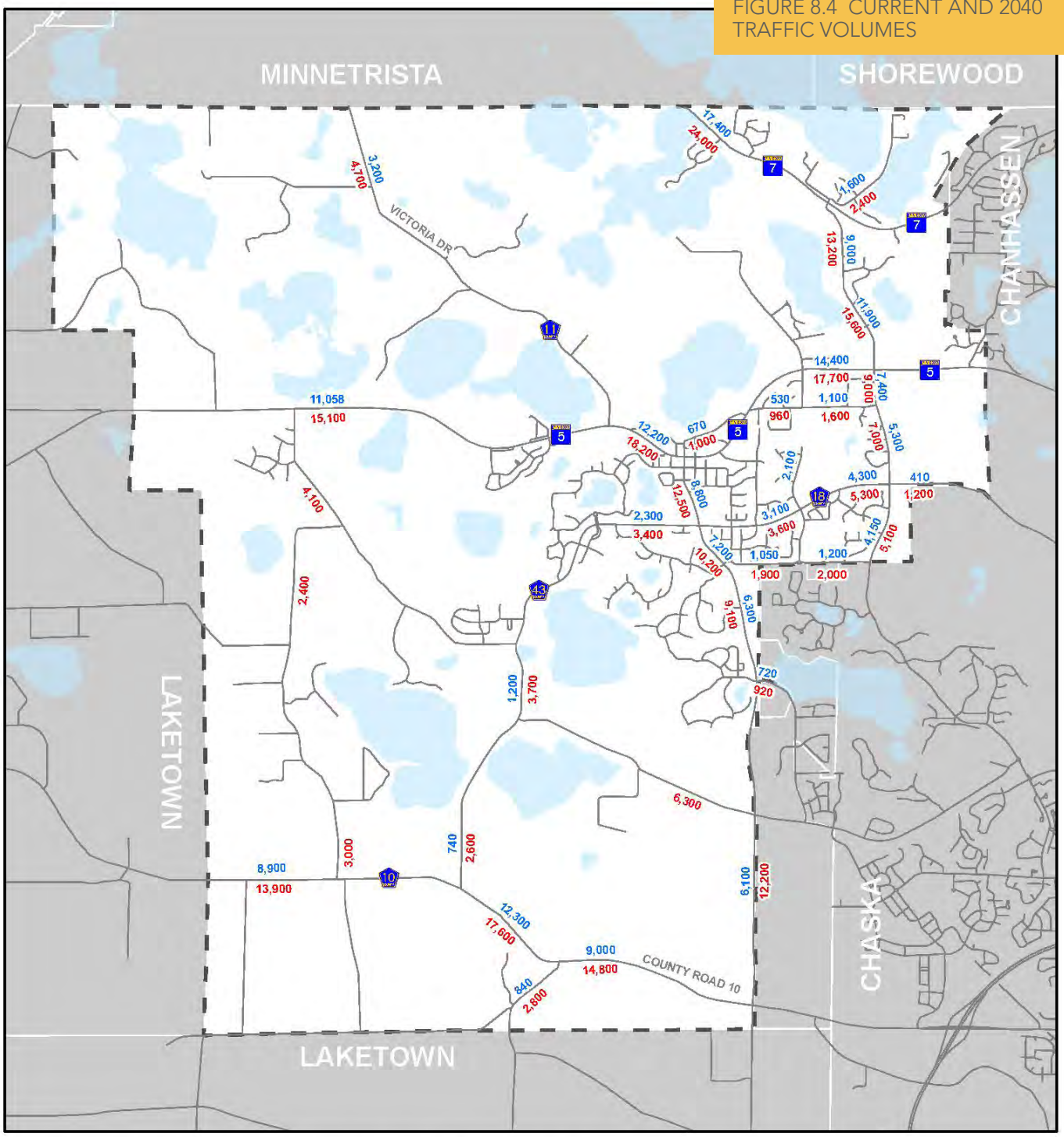
- Existing 2-Lane Road
- Existing 3-Lane Road
- Future 3-Lane Road

NORTH

0 0.5 1 Miles

Source: Met Council
Published: SRF Consulting Group, Inc.

FIGURE 8.4 CURRENT AND 2040 TRAFFIC VOLUMES



Current and 2040 Traffic Volumes

0000 Current Volume Year Traffic Volumes

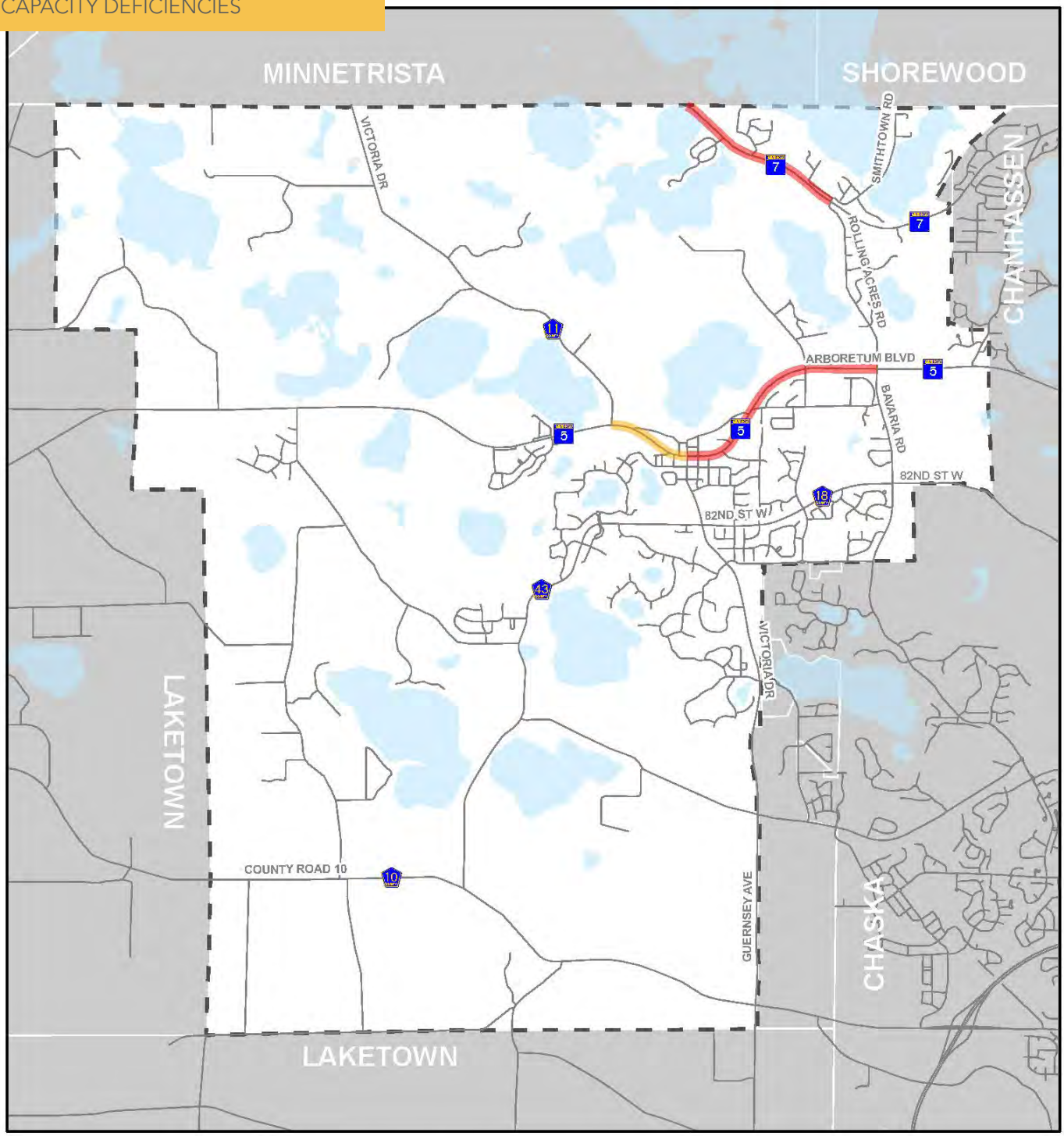
0000 Forecast 2040 Traffic Volumes

NORTH

0 0.7 1.4 Miles

Source: Met Council
Published: SRF Consulting Group, Inc.

FIGURE 8.5 CURRENT (2014) CAPACITY DEFICIENCIES



Current (2014) Capacity Deficiencies

Near Capacity (0.85 - 1.00)

Over Capacity (> 1.00)

NORTH

0 0.7 1.4 Miles

Source: Carver County
Published: SRF Consulting Group, Inc.

Figure 8.5 shows roadway segments that are operating under, near, or over capacity today. As shown, TH 5 and TH 7 currently have AADTs approaching or above the planning-level thresholds and are experiencing congestion and delays, especially during the peak periods. Additionally, heavy commercial annual average daily traffic (HCAADT) volumes exist on TH 5 and TH 7 within the City. Based on the MnDOT traffic data, the existing HAADT volumes for TH 5 and TH 7 are listed below:

» TH 5: HCAADT volume between 290 and 320
» TH 7: HCAADT volume between 700 and 870

TRAFFIC FORECASTS

An important component of future planning is determining expected traffic volumes. By establishing the projected demand, transportation network deficiencies within the City of Victoria can be further recognized and potential improvements identified. The following sections describe the methodology and present the 2040 forecasts.

METHODOLOGY

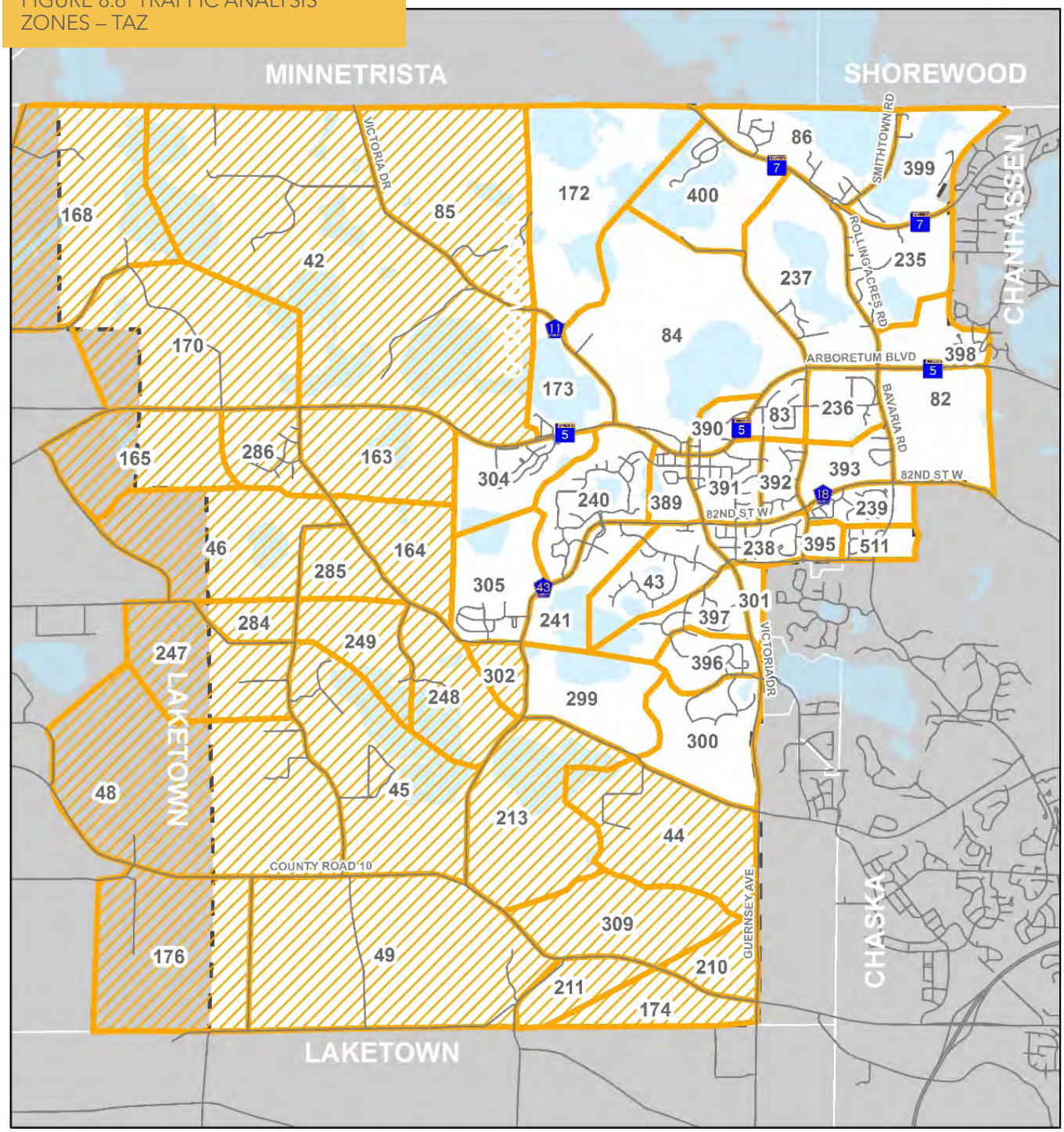
Future population growth and land development patterns were analyzed through the development of a citywide travel demand model as part of this transportation plan. Travel demand models predict the amount of travel on roadways given assumptions about future development and transportation system improvements.

The citywide travel demand model was developed as a subset of the Carver County Transportation Model.

The travel demand model uses planned development data as expressed by population, household, and employment to estimate vehicular travel. The City is represented by five zones (transportation analysis zones, or TAZs) in the Metropolitan Council model, which were further divided into a total of 21 zones to better reflect local zoning and locations for planned development within the City. Figure 8.6 shows the location of the TAZs in the City.

Table 8.7 breaks down the socioeconomic information by TAZ for the year 2020, 2030 and 2040. These forecasts are consistent with Metropolitan Council's forecasts. Allocating socioeconomic information by TAZ over these time horizons were determined by City staff using a land-use based tool built on a series of development assumptions (e.g., net developable acres, historical plat monitoring data, minimum-density ranges associated with the future land use plan, and known development plans).

FIGURE 8.6 TRAFFIC ANALYSIS ZONES – TAZ



Existing and 2040 TAZ Boundary

Victoria TAZ 2017

Victoria TAZ 2040

NORTH

0 0.7 1.4 Miles

Source: Carver County
Published: SRF Consulting Group, Inc.

TABLE 8.7 SUMMARY OF SOCIO-ECONOMIC DATA BY TAZ BY CARVER COUNTY TAZ STRUCTURE

CARVER CO. TAZ	MET COUNCIL TAZ	2020			2030			2040		
		POP.	HH.	JOBS	POP.	HH.	JOBS	POP.	HH.	JOBS
42	326	0	0	0	0	0	0	0	0	0
43	328	721	271	0	721	271	0	721	271	0
44	329	165	73	10	670	255	10	1,220	437	10
45	330	100	35	3	100	35	3	100	35	3
46	331	188	59	3	188	59	3	188	59	3
48	333	145	52	15	145	52	15	145	52	15
49	334	84	38	45	84	53	60	84	63	73
82	370	51	16	102	51	18	102	51	20	102
83	371	390	155	77	425	164	85	450	166	90
84	372	120	50	420	146	56	450	170	61	476
85	373	0	0	0	0	0	0	0	0	0
86	374	335	123	0	350	130	0	360	138	0
163	327	150	52	17	275	182	20	400	312	28
164	327	60	30	0	340	129	0	640	229	0
165	331	0	0	0	0	0	0	0	0	0
168	326	28	7	149	28	7	149	28	7	149
170	326	33	7	5	33	7	5	33	7	5
172	373	51	18	19	51	18	19	51	18	19
173	326	48	16	4	48	16	4	96	17	4
174	357	20	12	240	82	36	282	140	60	396
176	334	12	5	1	12	5	1	12	5	1
210	329	40	24	175	190	90	280	350	157	344
211	357	33	17	0	92	47	0	150	77	0
213	329	35	21	0	189	89	0	350	158	0
235	370	186	53	0	168	56	0	186	56	0
236	371	155	60	89	155	60	89	160	60	89
237	372	305	101	115	305	101	115	305	103	115
238	370	728	200	0	728	200	0	728	200	0
239	370	291	103	0	300	109	0	310	113	0
240	327	725	211	30	745	211	35	761	214	47
241	328	1	1	33	5	2	33	10	6	33
247	333	0	0	5	0	0	5	0	0	5
248	330	60	30	0	150	60	0	215	84	0
249	330	120	40	0	130	46	0	140	51	0
284	331	3	1	50	17	6	75	30	11	92
285	330	4	2	0	22	10	0	40	17	0
286	331	36	12	0	51	20	0	65	28	0
299	328	75	40	0	241	96	0	400	153	0
300	328	179	65	76	315	123	76	450	181	76
301	368	7	3	0	24	10	0	40	16	0

Source: Carver County and HKGi

TABLE 8.7 SUMMARY OF SOCIO-ECONOMIC DATA BY CARVER COUNTY TAZ STRUCTURE (CONTINUED)

CARVER CO. TAZ	MET COUNCIL TAZ	2020			2030			2040		
		POP.	HH.	JOBS	POP.	HH.	JOBS	POP.	HH.	JOBS
301	368	7	3	0	24	10	0	40	16	0
302	330	21	10	0	111	42	0	200	74	0
304	327	609	203	0	610	212	0	610	221	0
305	327	320	110	2	362	120	2	380	136	2
309	329	110	54	0	620	209	0	1,160	415	0
389	327	135	54	60	160	65	80	190	71	97
390	372	115	58	242	150	70	270	220	90	281
391	371	675	245	40	680	250	40	730	271	48
392	371	478	142	0	478	148	0	478	152	0
393	371	301	113	55	301	113	55	301	113	55
395	370	0	0	0	0	0	0	0	0	0
396	328	460	168	0	460	170	0	460	172	0
397	328	86	33	0	86	33	0	86	33	0
398	370	263	76	3	263	79	3	263	81	3
399	374	222	78	13	222	78	13	222	78	13
400	372	86	26	0	86	26	0	86	26	0
511	370	435	128	0	435	128	0	435	128	0
Total:		**10,000**	**3,500**	**2,100**	**12,600**	**4,570**	**2,380**	**15,400**	**5,700**	**2,600**

TABLE 8.7 SUMMARY OF SOCIO-ECONOMIC DATA BY MET COUNCIL TAZ STRUCTURE

MET COUNCIL TAZ	2020			2030			2040		
	POP.	HH.	JOBS	POP.	HH.	JOBS	POP.	HH.	JOBS
326	109	30	158	109	30	158	157	31	158
327	1,999	660	109	2,492	919	137	2,981	1,183	174
328	1,522	578	109	1,828	695	109	2,127	816	109
329	350	172	185	1,669	643	290	3,080	1,167	354
330	305	117	3	513	193	3	695	261	3
331	227	72	53	256	85	78	283	98	95
333	145	52	20	145	52	20	145	52	20
334	96	43	46	96	58	61	96	68	74
357	53	29	240	174	83	282	290	137	396
368	7	3	0	24	10	0	40	16	0
370	1,954	576	105	1,945	590	105	1,973	598	105
371	1,999	715	261	2,039	735	269	2,119	762	282
372	626	235	777	687	253	835	781	280	872
373	51	18	19	51	18	19	51	18	19
374	557	201	13	572	208	13	582	216	13
Total:	**10,000**	**3,500**	**2,100**	**12,600**	**4,570**	**2,380**	**15,400**	**5,700**	**2,600**

Source: Carver County and HKGi

2040 FORECAST

Using the methodology described above, a 2040 Base Scenario was developed to estimate future system performance under a financially-constrained system with only state and county programmed improvements in place. As listed in the Carver County Plan and consistent with the adopted Metropolitan Council Transportation Policy Plan, the following improvements were assumed to be complete by 2040 in or near the City:

- CSAH 10 from CSAH 11 to West Chaska Creek (Expansion to 4-lane divided arterial)
- CSAH 13 from TH 7 to TH 5 (reconstruction to 2-lane arterial with shared center turn lane)
- CSAH 14 Extension (Marsh Lake Road) from CSAH 11 to CSAH 43 (Construction of 2-lane divided urban arterial)

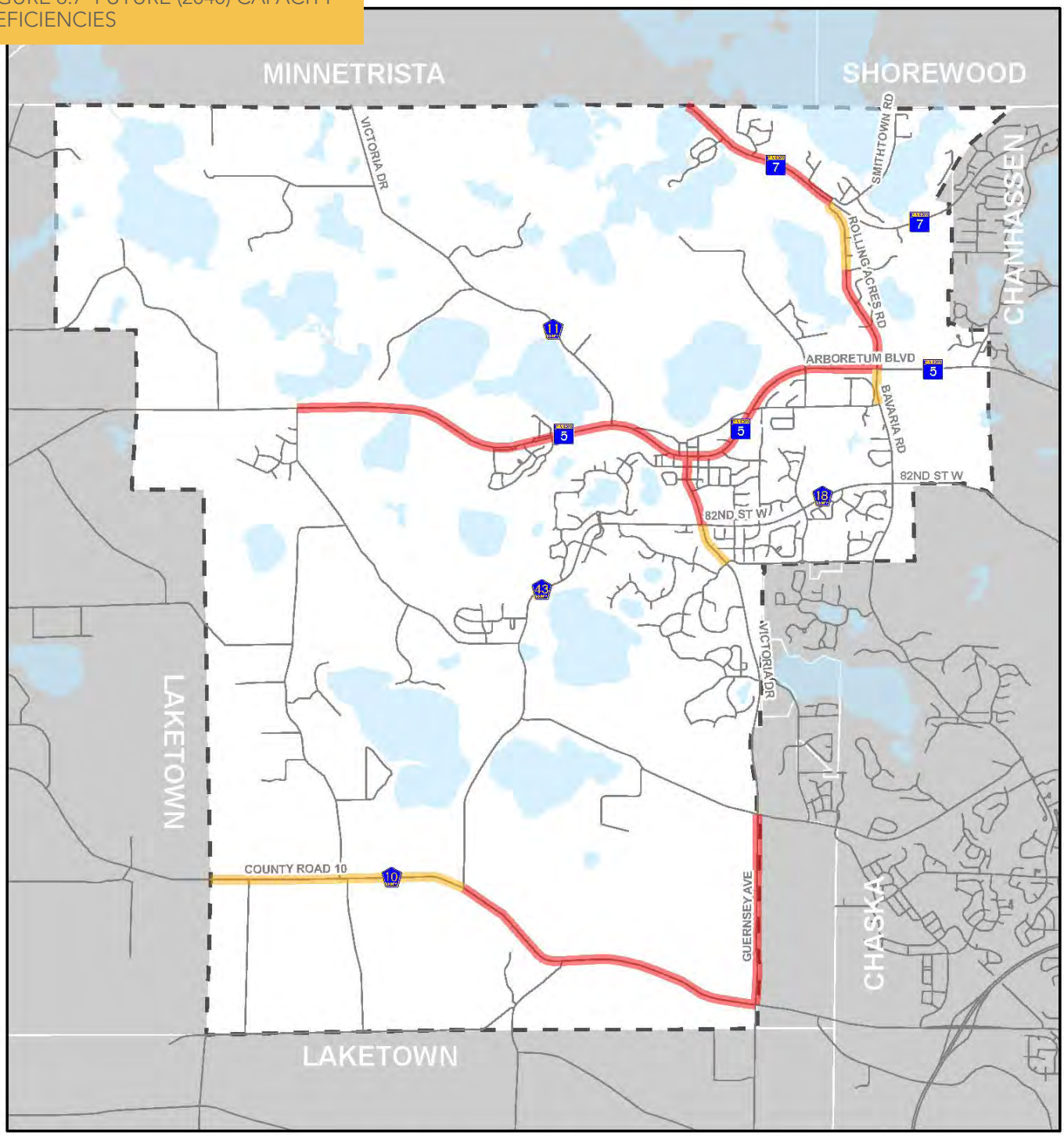
In addition to these system improvements, other roadways enhancements by the County or the City are expected by 2040. The following new connections will improve access and mobility for residents:

- Extension of Stieger Lake Ln to CSAH 11 north of Hwy 5 (Victoria)
- Lakeside Drive in Victoria
- CSAH 43; extend south from west intersection with CSAH 10 through Augusta Road to CSAH 43 (east).
- New County Road; extend west from Tellers Road just north of Abbywood Road across the annexation area to Airport Road.
- Kochia Lane; connect for a continuous road between TH 5 and CSAH 18.
- Lakes Parkway; extend west to the intersection of Tellers Road and Laketown Road.
- Marsh Lake Road; extend from its current CSAH 43 intersection northwest to a new intersection with Tellers Road.
- Northwest Boulevard; extend north to an intersection with the Lakes Parkway extension and extend south to an intersection with the Marsh Lake Road extension.
- Red Fox Drive; extend south through Marsh Lake Road to the CSAH 10 and CSAH 43 (east) intersection.

Figure 8.4 shows the projected 2040 Base Scenario Average Daily Traffic (ADT) volumes based upon the City transportation model described above.

Once established, these 2040 ADTs were compared to the planning level capacity thresholds. As done with existing volumes, this comparison identifies an approximate level of congestion for each roadway segment. Figure 8.7 shows the 2040 Base Scenario system performance graphically.

FIGURE 8.7 FUTURE (2040) CAPACITY DEFICIENCIES



Forecast (2040) Capacity Deficiencies

Near Capacity (0.85 - 1.00)

Over Capacity (> 1.00)

NORTH

0 0.7 1.4 Miles

Source: Carver County
Published: SRF Consulting Group, Inc.

As shown, the 2040 Base Scenario analysis indicates the following segments may have traffic levels nearing or beyond the roadways' design capacity:

» TH 5, from Laketown Rd to CSAH 13
» TH 7, from north City limits to CSAH 13
» CSAH 11, from TH 5 from Deer Run Drive
» CSAH 11, from Marsh Lake Rd/CSAH 14 to CSAH 10
» CSAH 13, from TH 7 to 78th Street
» CSAH 10, through the City and annexation limits

EXISTING SAFETY ISSUES

Public safety is an important component of any transportation plan. MnDOT maintains a statewide database of crash records These records identify the location, severity and circumstances associated with each crash. This dataset was reviewed to identify the number, location and severity of crashes on roadways in the City of Victoria for the years 2011-2015 (see Table 8.8). As shown, 464 total crashes occurred with one traffic-related fatality in the City during this time period.

These crashes were generally widely distributed throughout the City with most locations accounting for only one or two incidents, suggesting that a crash at that location was a random event. However, several crashes were concentrated at a limited number of locations. The ten intersection locations with the highest frequency of crashes between 2011 and 2015 are listed in Table 8.9. These intersections were also evaluated using MnDOT's crash rate methodology. Per MnDOT, a critical index of 1.00 or less indicates performance within statewide trends. Critical index above 1.00 indicates that the intersection operates outside of an expected range, as shown in red in Table 8.9.

TABLE 8.8 CRASH DATA SUMMARY (2011-2015)

YEAR	FATAL	PERSONAL INJURY CRASHES			PROPERTY DAMAGE	TOTAL CRASHES
		TYPE A INCAPACITATING INJURY	TYPE B NON-INCAPACITATING INJURY	TYPE C POSSIBLE INJURY		
2011	0	2	6	11	49	68
2012	0	0	5	14	78	97
2013	1	2	3	17	77	100
2014	0	2	2	15	75	94
2015	0	1	11	21	72	105
Totals	1	7	27	78	351	464

TABLE 8.9 TOP 10 INTERSECTION CRASH LOCATIONS (2011-2015)

	INTERSECTION	SEVERITY					TRAFFIC CONTROL	CRITICAL INDEX	CRITICAL INDEX
		FATAL	TYPE A	TYPE B	TYPE C	PROPERTY DAMAGE		ALL CRASHES	FATAL & TYPE A
1.	TH 5 (Arboretum Blvd) CSAH 13 (Rolling Acres Rd)	0	0	3	10	31	Signal	1.29	0.00
2.	TH 7 Rolling Acres Rd	0	0	1	4	17	Signal	0.84	0.00
3.	CSAH 10 (Engler Blvd) CSAH 11 (Victoria Dr)	0	2	2	3	12	Signal	0.93	2.04
4.	CSAH 43 (Church Lake Blvd) CSAH 18/CSAH 11	0	0	1	2	11	Thru-stop	1.56	0.00
5.	TH 5 (Arboretum Blvd) CSAH 11 (south leg)	0	0	1	2	9	Signal	0.41	0.00
6.	CSAH 18 (W 82nd St) CSAH 13 (Bavaria Rd)	0	0	1	4	6	Thru-stop	1.32	0.00
7.	CSAH 18 (W 82nd St) Kochia Ln	0	0	0	1	10	Thru-stop	2.00	0.00
8.	TH 5 (Arboretum Blvd) Minnewashta Pkwy	0	0	1	2	7	Thru-stop	0.44	0.00
9.	TH 5 (Arboretum Blvd) CSAH 11 (north leg)	0	0	0	4	6	Thru-stop	0.95	0.00
10.	CSAH 11 (Victoria Dr) CSAH 14 (Marsh Lake Rd)	0	0	1	1	7	Thru-stop	0.98	0.00

As shown above, the top three crash hotspots are at signalized intersections. The overwhelming crash types occurring at these intersections include: Rear End, Right Angle, and Left Turn into Traffic. These crash types commonly occur at signalized intersections due to the nature of how these intersections operate. MnDOT's Traffic Safety Fundamentals Handbook (2015) recommends the following strategies to reduce frequency and severity of intersection crashes:

- Use of multiphase signal operation combined with left turn lanes
- Provide a coordinated signal system along urban arterials
- Use overhead indications – one per through lane mounted at the center of each lane
- Provide dilemma zone protection and optimize clearance intervals
- Use advance warning flashers to supplement static signs where a signal may be unexpected
- Pedestrian indications including the use of countdown timers

The unsignalized intersections of CSAH 43/CSAH 18/CSAH 11, CSAH 18/CSAH 13, and CSAH 18/Kochia Ln are under side-street stop control. These three intersections have a critical index more than 1.00 indicating they operate outside of the statewide trends. The high critical index signals a potential problem that warrants further investigation to

determine potential solutions. Depending upon the results of such a study, the intersections could be targeted for safety and/or operational improvements.

RIGHT-OF-WAY

Right-of-way (ROW) is a valuable public asset that needs to be protected and managed in a way that respects the intended function of the adjacent roadway, while serving the best interest of the public. The City of Chaska will need to reconstruct, widen, and construct new roadway segments to meet future capacity and connectivity demands due to the City's current and anticipated growth. Such improvements will require adequate ROW be maintained or secured. The City will coordinate with MnDOT and Carver County for ROW acquisition along County or State routes. To ensure consistency, ROW guidelines were prepared and reviewed by City staff. Table 8.10 presents these ROW guidelines by functional classification and facility type. Upon adoption of the Transportation Plan, it is recommended that these guidelines be administered in a uniform manner, as use of these guidelines during the ROW acquisition or corridor preservation process will reduce cost and streamline project development.

TABLE 8.10 ROW GUIDELINES

FUNCTIONAL CLASSIFICATION	ROW WIDTHS[1]
Principal Arterial	150 to 300 feet
A-Minor Arterial	120 to 150 feet
Other Arterial	100 to 120 feet
Major Collector	80 to 100 feet
Minor Collector	60 to 80 feet
Local Roadways	60 feet

Note: [1] Due to certain development conditions or physical features of the site or highway, the City may require additional ROW width greater than shown in the guidelines. At intersections, ROW widths may be greater to accommodate additional geometric configurations such as signals, turn lanes, and roundabouts.

RIGHT-OF-WAY PRESERVATION

When future expansion or realignment of a roadway is proposed, but cannot immediately be constructed, the City may consider ROW preservation strategies to reduce costs and maintain the feasibility of the proposed improvement. Several strategies may be implemented to preserve ROW for future construction, including advanced purchase, zoning and subdivision dedication techniques, official mapping, and corridor signing. Before implementing any ROW preservation programs, local agencies should consider the risks of proceeding with ROW preservation without environmental documentation, as MnDOT policy requires environmental documentation prior to purchase. If environmental documentation has not been completed, agencies risk preserving a corridor or parcel that has associated environmental issues.

DIRECT PURCHASE

One way to preserve ROW is to purchase it. Unfortunately, agencies rarely have the necessary funds to purchase ROW in advance, and the public benefit of purchasing ROW is not realized until a roadway or transportation facility is constructed. In most cases local jurisdictions utilize various corridor preservation methods prior to roadway construction and then purchase the ROW, if it is not dedicated, at the time of design and construction.

PLANNING AND ZONING AUTHORITY

Local agencies have the authority to regulate existing and future land use. Under this authority, agencies have a number of tools for preserving right-of-way for transportation projects. These tools include:

» Zoning – If the property has a very low-density zoning classification, local agencies should try to maintain its existing zoning classification. A low zoning classification limits the risk for significant development and can help preserve land for potential ROW until funding becomes available for roadway construction.

» Platting and Subdivision Regulations – Local platting and subdivision regulations give local agencies authority to consider future roadway alignments during the platting process since most properties must be platted before development. The City of Chaska can use their authority to regulate land development to influence plat configuration and the location of proposed roadways. In most instances, planning and engineering staff work with developers to formulate a plat that meets development objectives and conforms to a long-term community vision and plans. Most local agencies require ROW dedication as part of the platting and subdivision process.

» Official Mapping – A final strategy to preserve ROW is to adopt an Official Map. An Official Map is developed by the local governmental unit and identifies the centerline and ROW needed for a future roadway. The local agency then holds a public hearing showing the location of the future roadway and incorporates the Official Map into its thoroughfare or community facilities plan. The mapping process allows agencies to control proposed development within an identified area, and to influence development on adjacent parcels. However, if a directly affected property owner requests to develop property, agencies have six months to initiate acquisition and purchase of the property to prevent its development. If the property is not purchased, the owner is allowed to develop it in conformance with current zoning and subdivision regulations. As a result, this process should only be used for preserving key corridors in areas with significant growth pressures.

CORRIDOR SIGNING PROGRAM

In addition to land use regulations, some jurisdictions have used a corridor signing program to identify arterial roadways that are planned for expansion projects. This signage program notifies residents and potential developers that the particular roadway is planned to be upgraded or a new roadway is planned to be constructed. This often streamlines negotiations with residents and developers since they have been given advanced notice of major roadway expansion projects. Further, this advanced information aids developers in planning coordinated land uses and access management measures into their subdivisions. Signs are generally placed along section line roads on the urban fringe near the City limits or within a City's extraterritorial expansion area.

RECOMMENDED ROADWAY IMPROVEMENTS

Based upon the identification of existing and anticipated capacity problems as well as existing and anticipated safety problems, a list of important roadway improvements have been identified that would, if implemented, correct one or more of these capacity and/or safety problems.

As shown with the Base Scenario, congestion is expected to continue on TH 5 and TH 7 in the future. Additionally, CSAH 11 and CSAH 13 are expected to be congested with delays in 2040, even with planned roadway improvements. The majority of the roadways congested provide east-west travel, suggesting additional capacity for east-west movement is needed. Based upon these results, additional improvements will be needed to satisfy the traffic demands and reduce congestions and delays in the City.

Expansion of the roadway system alone does not completely eliminate the expected congestion in 2040. This further illustrates the importance of other modes of transportation. Improvements to transit and non-motorized trails will help to reduce the overall traffic volumes and the expected congestion.

The City will continue to work with the County and the State to provide improvements to the transportation system, including other transportation modes, to provide a safe and efficient network into the future.

These improvements should include the road enhancements currently planned as well as others listed in this section. In particular, expansion of the TH 5, TH 7, CSAH 13, and CSAH 18 corridors will help reduce traffic volumes in other areas of the City.

As expansion of existing corridors and constructing new roadways require right-of-way (ROW), the City will also consider strategies to preserve needed ROW for the future. ROW preservation strategies for planned and programmed corridors helps reduce future construction

costs and minimizes disruption to area residences and businesses. Information on various tools and techniques of ROW preservation are found in the Carver County 2040 Comprehensive Plan.

JURISDICTION TRANSFERS

As the City and County work to provide their 2040 transportation networks, the ownership of roadways may need to change. Ownership is important as that agency becomes responsible for the roadway, including regulatory, maintenance, construction, etc. The goal, however, is to match the roadway's function with the appropriate agency. For instance, a road that serves regional trips should be controlled by a regional agency, such as the State or the County.

Victoria does not envision any significant jurisdictional transfers during the planning timeframe. However, Carver County has identified (and Victoria agrees) that Marsh Lake Road will be transferred to County jurisdiction (CSAH 14). The City will work with the County for appropriate ownership and efficient ownership transfer for overall improvement of both transportation networks.

FUNCTIONAL CLASSIFICATION CHANGES

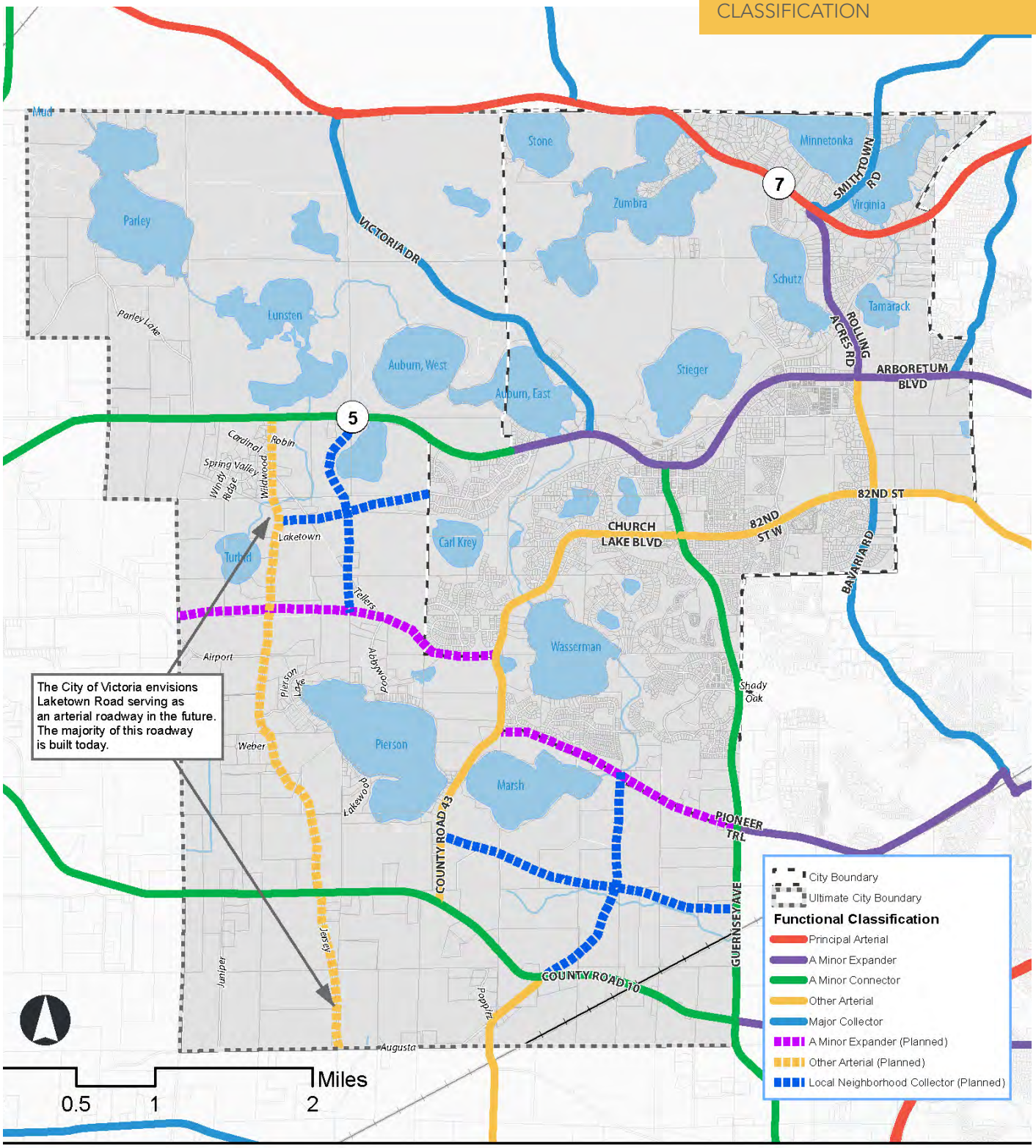
The functional classification system for roadways in the City of Victoria was reviewed to ensure appropriate network connectivity is maintained and for consistency with the functional classification criteria established by the Metropolitan Council. Based on this review, there are no recommended functional classification changes to the principal arterial system; there is a recommendation to convert Marsh Lake Road (future CSAH 14) from a major collector to an A-minor arterial. There are other subarea planning exercises that took place as part of the land use development chapter that include potential roadway configurations that will need to request appropriate functional classifications in due time when development of those areas occurs.

There are no changes proposed/planned to the collector/local functional classifications. Those represented on the existing functional classification map are what the City identifies as their major collector system.

LOCAL NEIGHBORHOOD COLLECTOR

The Local Neighborhood Collector designation was created to help better define the local roadway system. These roads will serve relatively low volumes of traffic and pass through areas predominantly planned for residential growth. Local Neighborhood Collectors are intended to give local traffic access to the arterial roadway network and are not intended to carry a greater volume of traffic, except for trips generated by growth in the local neighborhood. Access on these roadways should be managed on a case-by-case basis and subject to conditions. Furthermore, these routes are not intended to be part of the county or regional system.

FIGURE 8.8 PLANNED FUNCTIONAL CLASSIFICATION



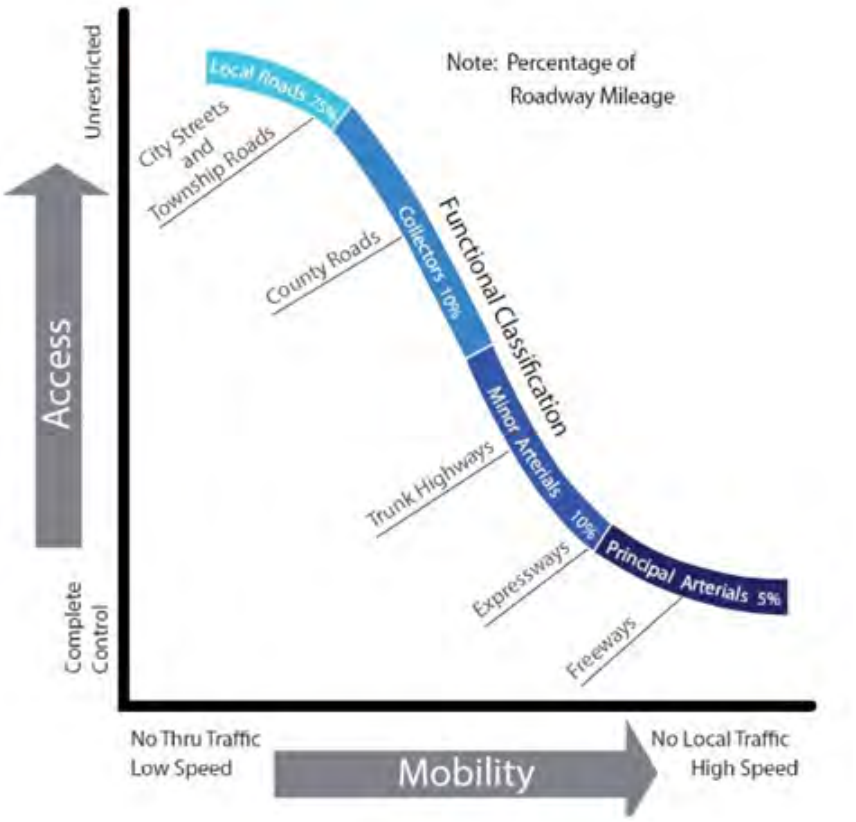
ACCESS MANAGEMENT

Access management is the balance between mobility on roads and access to property. Increased access to a road leads to more vehicle turning movements as motorists enter and exit properties. This increase in turning movements results in a decrease in mobility. Similarly, increasing the mobility corresponds with a decrease in access.

In terms of safety, as the access to a road increase, whether public or private, the crash rate increases. This relationship has been confirmed by Technical Study No. 4, Toward An Access Classification System and Spacing Guidelines, by the Minnesota Department of Transportation (MnDOT) and by the Federal Highway Administration's (FHWA) Access Research Report No. FHWA-RD-91-0444.

Based upon this relationship, the safest transportation network would have almost no access. Such a network is completely unrealistic as motorists need access for every destination. Thus, access management guidelines were developed to provide that balance between safe, efficient travel and sufficient property access.

FIGURE 8.9 ACCESS MANAGEMENT RELATIONSHIP



The relationship between access and mobility is further defined with the functional classification of roadways. An Interstate Freeway provides the greatest mobility as access is limited. On the opposite side, a local roadway cul-de-sac provides the greatest access with almost no mobility. Figure 8.9 shows this relationship.

When a transportation network provides effective access management, the benefits include:

» Reduced congestion and improved safety with fewer crashes

» Improved travel times

» Improved movement between destinations

» Improved economic development

Additional information regarding access management can be found on the MnDOT website, https://www.dot.state.mn.us/accessmanagement/resources.html.

As the State, the County, and/or the City have responsibility for access management, depending upon the road, there is benefit to having consistency across the agencies. Therefore, the City will use the MnDOT and Carver County access spacing guidelines. Table 8.11 shows these guidelines that are based upon the functional classification. The table identifies recommended distances for full access and secondary/limited access intersections, signal spacing, and private

access locations. This table is from the Carver County Transportation Plan and more information regarding the guidelines can be found in that document.

Some existing public and private connections may not currently satisfy these guidelines. In addition, access that does not adhere to the guidelines may need to be granted for special circumstances. Flexibility is required in these and other cases, depending upon the exact circumstances. It is important to note that these spacing guidelines are long-term goals that are not intended to be absolute rules. The City will work with the State, the County, developers, and its community to improve roadway safety and mobility through these guidelines.

TABLE 8.11 ACCESS MANAGEMENT GUIDELINES

AREA OR FACILITY TYPE	TYPICAL FUNCTIONAL CLASS	INTERSECTION SPACING		SIGNAL SPACING	PRIVATE ACCESS
		PRIMARY FULL MOVEMENT INTERSECTION	CONDITIONAL SECONDARY INTERSECTION		
HIGH PRIORITY INTERREGIONAL CORRIDORS (TH 212)					
Interstate Freeway	Principal Arterials	Interchange Access Only			
Non-Interstate Freeway		Interchange Access Only			
Rural, Exurban, & Bypass		1 mile	1/2 mile	INTERIM ONLY By Deviation Only	By Deviation Only
MEDIUM PRIORITY INTERREGIONAL CORRIDORS (N/A)					
Non-Interstate Freeway	Principal Arterials	Interchange Access Only			
Rural, Exurban & Bypass		1 mile	1/2 mile	STRONGLY DISCOURAGED By Deviation Only	By Exception or Deviation Only
Urban/Urbanizing		1/2 mile	1/4 mile	STRONGLY DISCOURAGED By Deviation Only	By Exception or Deviation Only
Urban Core		300-600 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
HIGH PRIORITY REGIONAL CORRIDORS (TH 7)					
Non-Interstate Freeway	Principal and Minor Arterials	Interchange Access Only			
Rural, Exurban & Bypass		1 mile	1/2 mile	1 mile	Permitted Subject to Conditions
Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile	By Exception or Deviation Only
Urban Core		300-600 feet dependent upon block length	1/4 mile	Permitted Subject to Condition	

AREA OR FACILITY TYPE	TYPICAL FUNCTIONAL CLASS	INTERSECTION SPACING		SIGNAL SPACING	PRIVATE ACCESS
		PRIMARY FULL MOVEMENT INTERSECTION	CONDITIONAL SECONDARY INTERSECTION		
PRINCIPAL ARTERIALS					
Non-Interstate Freeway	Principal Arterials	Interchange Access Only			
Rural, Exurban & Bypass		1 mile	1/2 mile	1 mile	Permitted Subject to Conditions
Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile	By Exception or Deviation Only
Urban Core		300-600 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
MINOR ARTERIALS					
Rural, Exurban & Bypass	Minor Arterials	1/2 mile	1/4 mile	1/2 mile	Permitted Subject to Conditions
Urban/Urbanizing		1/4 mile	1/8 mile	1/4 mile	By Exception or Deviation Only
Urban Core		300-600 feet dependent upon block length		1/8 mile	Permitted Subject to Conditions
COLLECTORS					
Rural, Exurban & Bypass	Collectors	1/2 mile	1/4 mile	1/2 mile	Permitted Subject to Conditions
Urban/Urbanizing		1/4 mile	1/8 mile	1/4 mile	
Urban Core		300-600 feet dependent upon block length		1/8 mile	

Source: MnDOT Access Management Manual, Chapter 3 (January 2008) & Carver County 2040 Comprehensive Plan

In addition to working with these spacing guidelines, the City will use best access management practices in its urban, developing, and rural areas. These practices include:

- Minimizing new access locations and reducing/consolidating existing access points
- Protecting and improving intersection functional and sight distance areas
- Properly designing of driveway and intersection (grade, lane width, etc.)
- Developing turn lanes
- Avoiding offset intersections and driveways

TRAIL SYSTEM PLAN

Trails, or non-motorized pathways, provide an important component of the transportation system in terms of both recreation and commuter routes. A properly designed and organized trail system provides connections to parks and open spaces, internal city developments, neighboring Cities, and regional corridors. With such connections, the trail system helps to reduce reliance on automobiles and the volume of auto traffic on the City roadways.

As described in the earlier section "Parks, Trails, and Open Space," the City adopted a Park Master Plan in December 2005. This Master Plan is incorporated in the Comprehensive Plan and provided in the Plan's Appendix. In regard to the transportation system, the key attributes from the Master Plan and its vision are:

» Green Ribbon system, a highly-connected system.
» Trails are developed in concert with new residential, commercial, and industrial areas.

The City now requires new developments to provide trails in accordance with its adopted trail plan. Both on-street and off-street trails are provided within the City.

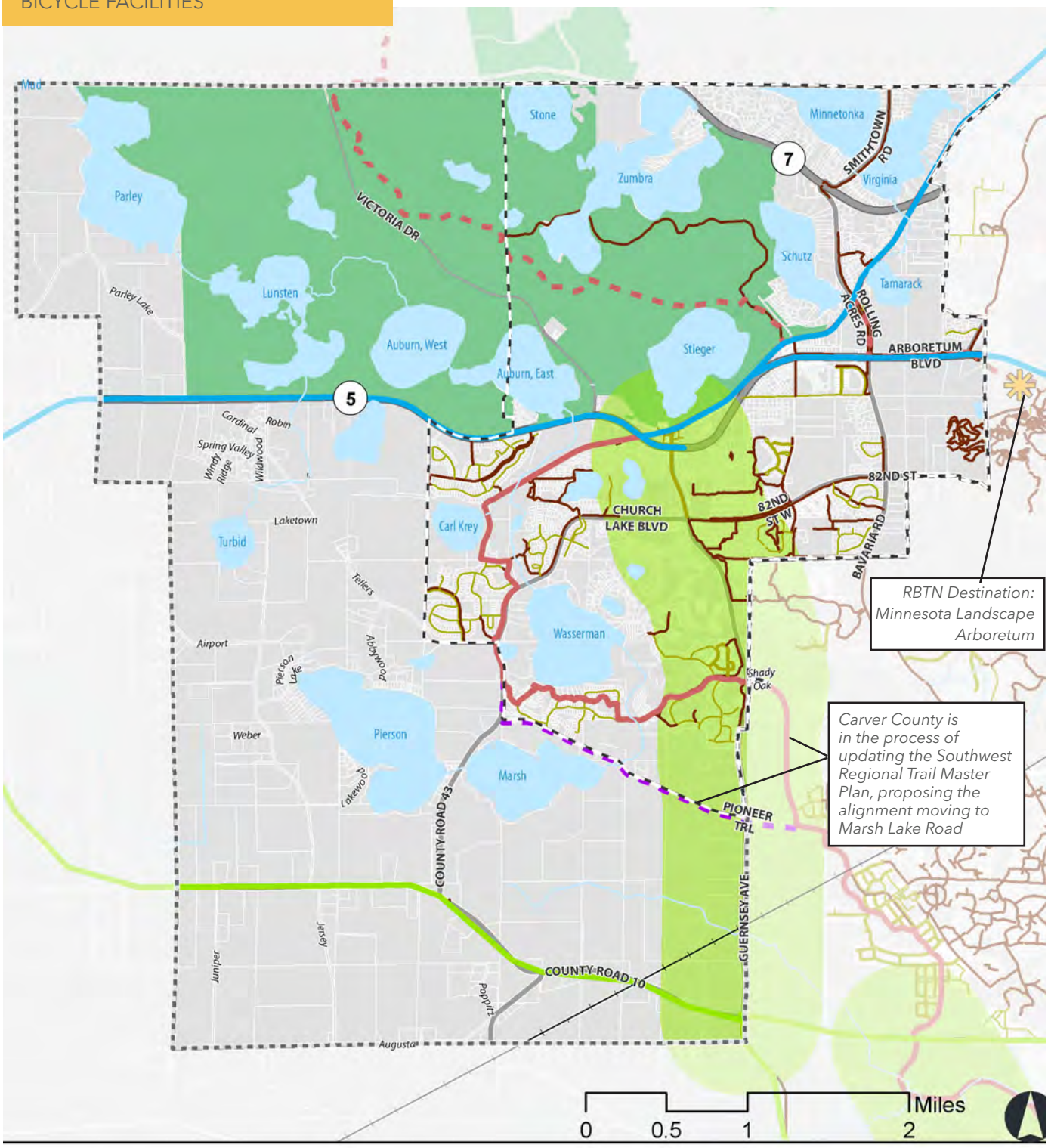
REGIONAL BICYCLE TRANSPORTATION NETWORK (RBTN) NETWORK

Future phases of the City's multimodal system will be guided by the Regional Bicycle Transportation Network (RBTN) in order to provide seamless connections to neighboring communities and the broader regional transportation network.

The RBTN was developed as an outcome to the Regional Bicycle System Study and serves as a framework of designated regional corridors and alignments that define critical bicycle transportation links needed to achieve regional bicycle facility connectivity. The RBTN is subdivided into two tiers for regional planning and investment prioritization:

» Tier 1 – Priority Regional Bicycle Transportation Corridors and Alignments. These corridors and alignments provide direct connections to regional activity centers in urban and suburban areas. They are expected to attract high bicycle ridership while also encouraging walking, biking and use of transit. Tier 1 corridors and alignments are given the highest priority for transportation planning and investment.
» Tier 2 – Regional Bicycle Transportation Network Corridors and Alignments. These corridors and alignments are the second highest priority for transportation planning and investment. They provide connections to regional facilities in neighboring cities, and serve to connections between priority regional bicycle transportation corridors and alignments.

FIGURE 8.10 PEDESTRIAN AND BICYCLE FACILITIES



Victoria's Tier 1 Alignments include:

» The Lake Minnetonka LRT Regional Trail links the City to Lake Minnetonka and terminates in Hopkins.

» A Tier 1 alignment follows TH 5 (Arboretum Blvd) through the City of Victoria connecting to Waconia, Chanhassen, and Eden Prairie. More information regarding the trail network, including maps, can be found in the "Parks, Trails, and Open Space" section of this Comprehensive Plan.

Victoria's Tier 2 Corridors include:

» A Tier 2 corridor follows TH 10 through the annexation area connecting to Waconia and Chaska.

TRAIL PLANNING

The City has established goals, policies, and implementation plans regarding the future trail system. Details regarding the future system can be found in the Parks Master Plan and the Walkability Assessment completed by the City. An earlier section in this Comprehensive Plan provides a summary of those documents and identifies the primary concepts and plans.

In regard to the future transportation network, trails are an important component for both recreation and commuter travel. A well-defined and connected trail system can encourage motorists to bike instead of drive to work, reducing peak period congestion. Pedestrian and bicycle trails should be interconnected with major generators, integrated with the Regional Bicycle Transportation Network (RBTN), and have continuity across major barriers and between jurisdictions.

To help achieve the RBTN network, the City will implement the trail program as guided by the Park Master Plan, Walkability Assessment, and the Parks, Trails, and Open Space Chapter of this Comprehensive Plan. Refer to these referenced materials for additional detail and specifics of the future trails network.

The City will also look for opportunities to integrate pedestrian and bicycle facilities (e.g., sidewalks) through the development review process as new subdivisions are proposed. These efforts will help facilitate development in a manner that is consistent with the City's community designation (i.e., Emerging Suburban Edge) set by the Metropolitan Council, while working towards local and regional pedestrian and bicycle goals.

TRANSIT FACILITIES PLAN

The transportation needs of Victoria residents cannot be met by a comprehensive, well maintained roadway system alone. A complete transportation system supports a variety of different transportation modes to meet the varied needs of residents and visitors.

Transit is an important element in the transportation network because it:

» Provides vulnerable populations access to services in the area, including those who cannot afford a personal vehicle, people who cannot drive, and senior citizens.

» Provides opportunities for people who prefer an alternative to automobile travel.

» Removes a portion of existing and future automobile traffic from the roadway, reducing travel time and congestion for everyone on the roadway.

This chapter identifies the existing services, facilities, and programs within the City of Victoria, and suggests improvements to the transit system.

EXISTING TRANSIT FACILITIES

Victoria is outside of the Metropolitan Transit Capital Levy District. The City is in Transit Market Area IV and V (see Table 8.12). The existing transit opportunities are described below. Figure 8.11 shows the current transit opportunities.

TABLE 8.12 TRANSIT MARKET AREAS

MARKET AREA	PROPENSITY TO USE TRANSIT	SERVICE CHARACTERISTICS	TYPICAL TRANSIT SERVICE	PRESENCE IN VICTORIA
IV	Approximately ½ ridership potential of Market Area III	Frequency: 15-60 min most modes Span: peak times, occasional weekends Access: varies on development patterns	This market can support peak period express bus services if a sufficient concentration of commuters likely to use transit service is located along a corridor. General public dial-a ride services are appropriate in Market Area IV.	East central Victoria: south of TH 5 and east of Victoria Drive
V	Lowest potential for transit ridership	Frequency: three trips per peak express bus	General public dial-a-ride service may be appropriate here, but due to the very low-intensity land uses these areas are not well-suited for fixed-route transit service.	Western Victoria: north of TH 5 and west of Victoria Drive

TRANSIT SERVICE

SouthWest Transit (SWT) is the transit service provider for eastern Carver County. SWT serves Chaska, Chanhassen, Carver, Victoria, and Eden Prairie. Currently, there is no fixed route service in Victoria. However, SWT does operate a demand-response transit service currently being offered within the City of Victoria. SouthWest Prime (SWPrime) is a shared-ride demand-response service. Riders can pay four dollars ($0.75 - $1.50 more than fixed route service depending on the time of

day) to ride anywhere within the five-city service area of SWT between 6:30 a.m. and 6:00 p.m. Monday through Friday. Riders request routes either by phone, online, or by using the SWPrime App on a mobile device. SWPrime transfers between the Eden Prairie and Carver County SWPrime buses at SW Village. SWPrime helps connect people who cannot access Park-and-Rides on their own to express routes.

SWPrime service began serving Victoria in 2018 and utilizes vehiclesvans that are ADA accessible, however, riders must specify as they book their ride if they are using a mobility device of have a bicycle. Regular requests for SWPrime service to specific destinations at specific times could help identify future fixed route transit service.

Another transit option within Victoria includes SmartLink Transit which is a general public dial-a-ride service offered 6:00 a.m. through 7:00 p.m. Monday through Friday in all of Carver County and Scott County. All SmartLink vehicles are equipped with wheelchair lifts. Riders schedule a ride through Metro Mobility. SmartLink offers a suite of services that includes dial-a-ride public transit, medical transportation, and rides provided by volunteer drivers. Passenger fares vary based on service type and distance.

PARK-AND-RIDE LOT

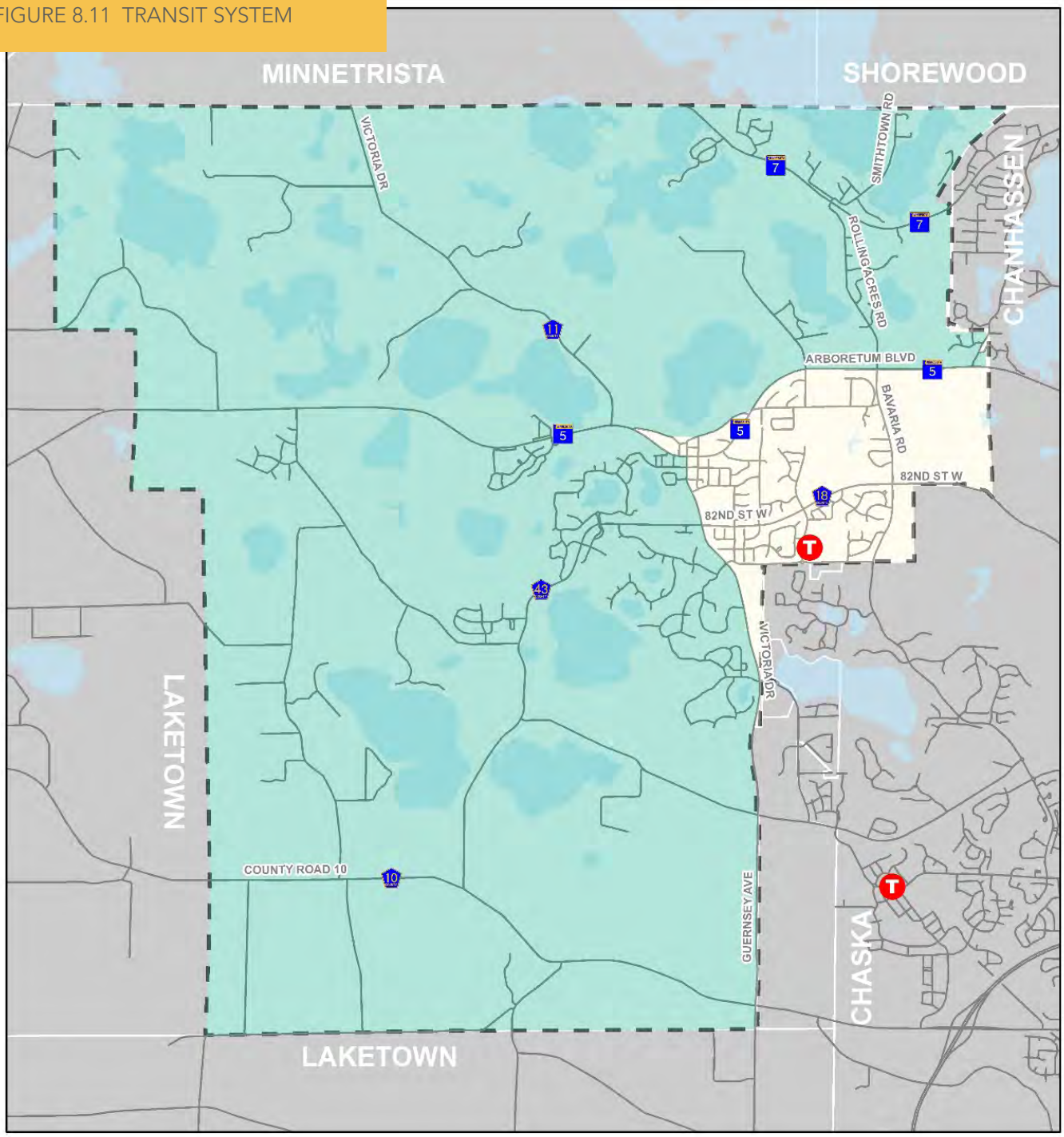
There is currently a single Park-and-Ride lot within the City located south of the Victoria Field House and east of Kochia Lane. Approximately 50 parking spaces are available. With no fixed route transit service in Victoria there is limited need for a Park-and-Ride, however, if there is increased congestion along Highway 5, there could be potential need for expansion of this Park-and-Ride facility.

There are other Park-and-Ride lots located in nearby Chaska. Additional transit service is available to and from the Chaska lots. The 2016 annual regional park-and-ride system report identified unused capacity at the East Creek Station.

RIDESHARE

Rideshare is a Metro Transit program that matches commuters in the same area who travel to and from the same work area. Commuters register with Metro Transit, who then notifies them when a carpool or vanpool opportunity exists. It is up to the individual commuters to contact each other and follow through on the pool.

FIGURE 8.11 TRANSIT SYSTEM



Transit System

- Park and Ride Lots
- Transit Market Area IV
- Transit Market Area V

NORTH

0 0.7 1.4 Miles

Source: Carver County, Met Council
Published: SRF Consulting Group, Inc.

TRANSIT PLANNING

While the County is better able to advocate for improved transit in the area, support and assistance from the local governments will be needed. The City will work with the County in pursuit of their common and city-specific goals. Participating in the future transit advisory committee as formed by the County is considered a minimum. Other ways to increase the City's voice on transit coverage and improvements could include entering into the joint powers agreement for Southwest Transit or studying a proposed location for a transit hub or center.

In the future, as the City of Victoria sees growth in population and employment, and depending on land use patterns may convert from a demand-response to a flex or fixed route service. If a new local bus route – either flex route or fixed route – is to be developed in Western Carver County, service could link to Victoria routes via Highway 5. Expansion in transit service will depend on adequate funding.

Transit service should continue to be aligned with park-and-ride demand, and continued monitoring of system usage will guide investment decisions. If there is increased congestion along Highway 5, there could be potential need for a park and Ride near Highway 5 and Rolling Acres on the eastern side of Victoria.

FREIGHT PLAN

Most industrial areas in the City of Victoria are located with adequate access to the metropolitan highway system (Figure 8.12). Key freight corridors within the City include Trunk Highway 5 (TH 5) and Trunk Highway 7 (TH 7).

Truck traffic from industrial, industrial/warehousing and commercial land uses can be adequately accommodated through the following measures:

» Locating truck-intensive land uses with good proximity to the metropolitan highway system and with good access to the minor arterial system;
» Using acceptable design standard on arterials, which will ensure adequate turning radius and pavement depth for trucks; and
» Signing and marking to minimize truck traffic through neighborhoods.

There is one active rail line within the annexation area. Owned by Twin Cities and Western, the line runs diagonally through the southeastern corner of the annexation area connecting to downtown Minneapolis.

MnDOT mapping shows an average of three trains per day on the line with a top speed of 30 mph. There are no stops or sidetracks serving areas of the City. Public at-grade railroad crossings are located at the intersections with CSAH 10 and CSAH 11. There are also several private rail crossings in this area. MnDOT records did not show any vehicle-train crashes in the years 2013 to 2017.

RAIL PLANNING

No known plans show expansion of the rail system within the City in the near future. However, if rail traffic or as other modes of traffic increase, rail crossing safety and delay will likely become more important issues.

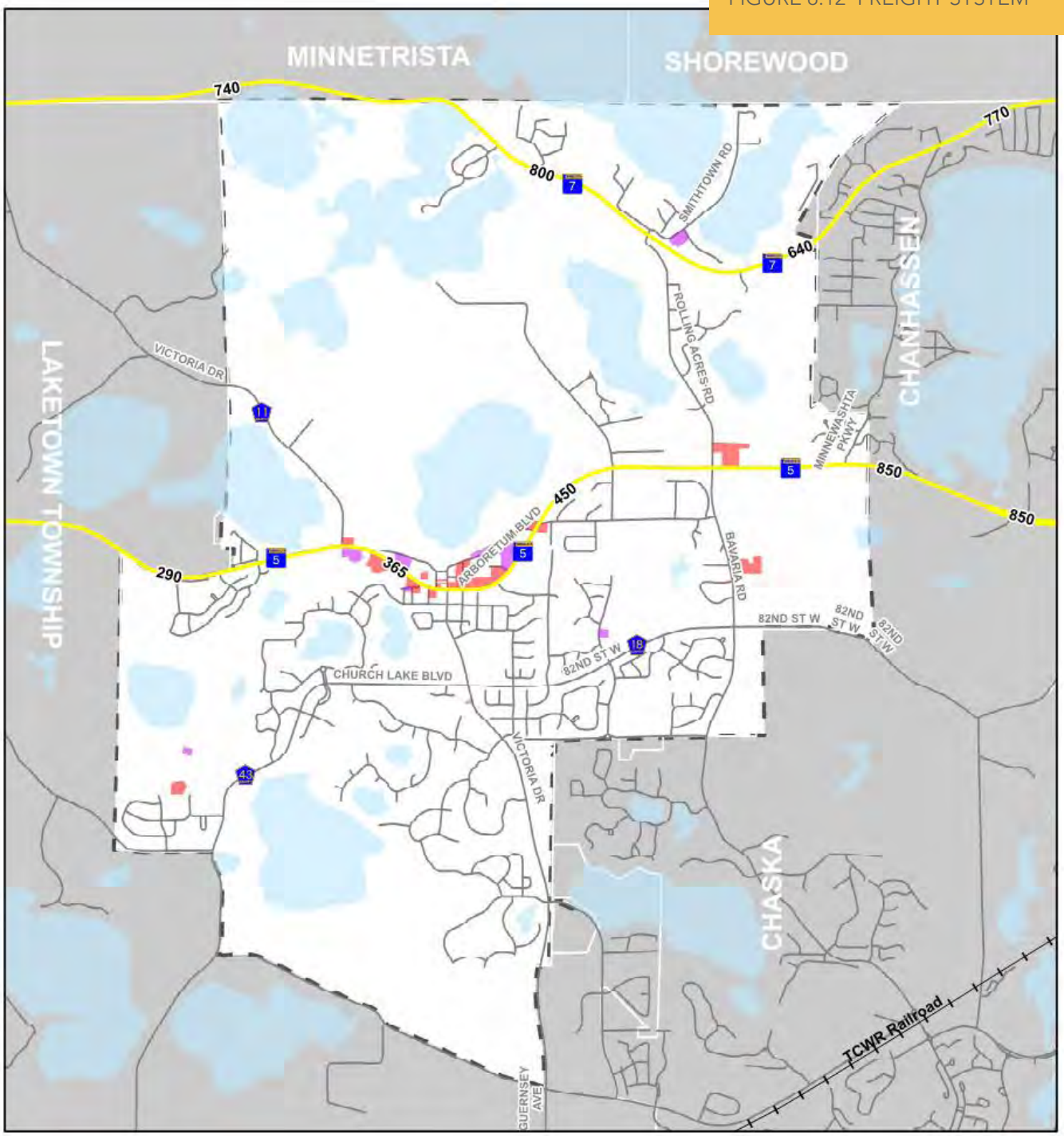
There are two public crossings and some private crossings in the City's growth area. The two public crossings occur on CSAH 10 and CSAH 11. As required by law, other modes of traffic must yield to trains. Depending upon the speed and length of the train, stopping for a train can add noticeable delay to a trip.

The size of a train can also lead to a perception of slower speed. Combined with the delay, motorists or others may attempt to 'beat' the train creating a significant safety risk.

The City will work to improve these conditions through education and crossing enhancement. Education is focused on safe driving, biking, and walking behaviors. When opportunities arise, the City will work with other agencies to provide rail crossing information and safety tips.

The City will also look for opportunities to improve the existing crossing protections at each location. This could mean closing private crossings when development or redevelopment occurs. The public crossing locations may need upgrade to full lights and guard arms. Ultimately, all users of the transportation network may benefit from grade- separated

FIGURE 8.12 FREIGHT SYSTEM



Freight System

Current Year Heavy Commerical Traffic Volumes

- < 1,000
- 1,000 - 2,500
- 2,500 - 5,000
- 5,000 - 7,500
- > 7,500

Land Use

- Industrial and Utility
- Retail and Other Commercial
- TCWR Railroad

NORTH

0 0.5 1 Miles

Source: Met Council, MnDOT
Published: SRF Consulting Group, Inc.

crossings at the two public locations. Grade- separated crossings physically separate the trains from other modes of travel. The City will need to work with the other agencies as opportunities arise and volumes increase into the future.

FUTURE CONSIDERATIONS

The City of Victoria is continuing its development as a regional destination of industrial centers, business locations, and commercial districts. Much of development along freight corridors within and adjacent to the City is driven by expansion of TH 5 and TH 7 which consists of regional developments that are experiencing increased growth of commercial, industrial and warehouse businesses. Transportation system improvements recommended by the City accommodate these continually changing land uses and facilitate increased demand for efficient freight operations to serve these new and growing business developments.

AVIATION PLAN

There is no airport or heliport in the City or its annexation area. The Minneapolis/St. Paul International Airport is approximately 22 miles east of the City. The Flying Cloud Airport, a reliever airport, is about 11 miles to the southeast. No property in the City or its annexation area is along the glide path of these airport runways. In addition, the City is not within the Airport Influence Area. No development will impact airport communications/air traffic operations through visual and/or electronic interference. Protection of the region's general airspace will be addressed by requiring proposers of potential obstructions to air navigation to notify MnDOT Aeronautics and the FAA using federal form 7460.

SEAPLANES

Near the City of Victoria seaplane use on certain areas of Lake Minnetonka is authorized and regulated by Minnesota State Rules Chapter 8800.2800. While seaplane use is prohibited in certain bays of Lake Minnetonka, overall the operation of seaplanes on surface waters must conform to all applicable marine traffic rules and MnDOT regulations.

REGIONAL INITIATIVES

The two primary regional roadways through the City of Victoria are TH 7 and TH 5. Both routes provide east-west travel and are currently congested. As traffic volumes continue to increase, the congestion and delay on each corridor will worsen as well.

TH 5 can easily be described as the 'lifeline' of Victoria. This highway travels through the middle of the City, connecting the downtown area west to Waconia and beyond and east to Chanhassen and the rest of the metro area. This roadway currently experiences the highest traffic volumes in the City and projected volumes are also expected to remain the highest into the future. As such an important internal and external link, the City has a vested interest in improving the corridor in terms of safety and capacity.

As mentioned earlier, TH 5 is not scheduled for any measurable capacity improvements until after 2040 based on the current Metropolitan Council Transportation Policy Plan. To take advantage of existing management and planning opportunities along the corridor, the City took an active role in the TH 5 Corridor Study. The study identified key issues and determined a planning-level corridor footprint to guide future improvements.

Carver County is working towards additional investments to the Principal and A-Minor arterial system. These improvements have been identified as part of Carver County's recently adopted (May 2017) half percent transportation sales tax, a $20 vehicle excise tax, and $20 per eligible vehicle wheelage tax. The half percent transportation sales tax only applies to retail sales made within Carver County. The $20 vehicle excise tax applies to sales of motor vehicles registered for road use. The $20 vehicle wheelage tax applies to motor vehicles registered in the county, except for motorcycles and mopeds, trailers and semitrailers, vehicles not subject to annual registration (i.e., collector vehicles), tax exempt, and state owned vehicles. Revenue generated from these taxes will be allocated towards Carver County's 20-Year Transportation Tax Implementation Plan (2018-2037). Programmed improvements are identified as part of Carver County's Capital Improvement Program (CIP).

In the City, the key issues centered around right-of-way needs through the downtown area, and operational issues due to closely spaced private and public access points. Pedestrian safety and improved corridor aesthetics are also primary concerns. The study identified a conceptual layout for TH 5, including right-of-way limits, possible property acquisition, and access management. Potential interim improvement projects were presented, which include high priority projects in the City. The TH 5 Corridor Study, dated October 2008, should be consulted for more details on the conceptual layout and interim projects. As the corridor study transitions into environmental documentation and other next steps, the City will remain an active partner working toward improvement of the TH 5 corridor.

An indirect regional roadway is TH 212, through Chaska, that provides

access to the I-494 loop and beyond. The freeway-style corridor portion of TH 212 includes an interchange with CSAH 10, to the west of TH 41 and just east of CSAH 11. Downtown area motorists could travel south on CSAH 11 and then east on CSAH 10 to access the TH 212. TH 212 provides an indirect alternative for Victoria residents, businesses, and visitors to and from the central metro area.

The Lake Minnetonka Regional LRT Trail's north alignment connects Victoria to Hopkins. A ten-foot wide crushed limestone trail is provided on abandoned railroad beds. The corridor was acquired by the Hennepin County Regional Railroad Authority (HCRRA) for future light rail transit. At this time, no plans or studies are currently underway for that use. During this interim, Three Rivers Park District has a cooperative agreement with HCRRA for recreational purposes. When study of this corridor for future light rail begins, the City will again be an active participant to guide potential station locations as well as plan for the future of current trail connections and activities.

TRANSPORTATION IMPLEMENTATION PROGRAM

The following program will be implemented in order to ensure that the City's Transportation goals and policies are met.

1. The City will continue to advocate for the upgrades to Trunk Highway (TH) 5 and TH 7, both of which lack necessary capacity for current and future traffic. Although driven by auto traffic, upgrades of these roads should not overlook the importance of bicycle and pedestrian travel and aesthetic design elements in any improvements.
2. The City will continue to participate in coalitions and multi-jurisdictional efforts for improvements to the transportation network. This could include corridor studies/groups (such as the TH 5 corridor study), transit oversight panels (such as the County transit advisory board), and/or construction projects.
3. The City will continue to work with the County on the realignment of Marsh Lake Road at CSAH 43.
4. The City will take the initiative to refine the future location of the County State Aid Highway (CSAH) 43 extension from CSAH 10 to the south.
5. The City will continue to work with surrounding Cities, Carver County, the Minnesota Department of Transportation, and other government agencies in development of the transportation network consist with the goals and strategies of this plan.
6. The City will continue to improve the transportation network to reflect all modes of travel.
7. The City will update and refine their 5-year Capital Improvement Plan to be consist with the goals and strategies described in this plan.

PLANNING FOR THE FUTURE

Throughout the City of Victoria's comprehensive planning effort, the City will need to consider how to address existing transportation needs, while setting the stage for future growth. Items for consideration include the following:

» System Preservation
» Assisted Driving and Autonomous Vehicles
» Travel Demand Management
» Complete Streets and Safe Routes to School
» Performance Based Planning
» Future Projects and Consideration

SYSTEM PRESERVATION

Infrastructure systems (e.g., roads, bridges, culverts, and sidewalks) have become very expensive and difficult to maintain in today's environment with aging infrastructure, rising costs of materials, and stagnant or declining revenue. In fact, many local agencies are being forced to pause, and ask questions about the costs and benefits of continuing to maintain assets throughout their entire system, or if other approaches should be explored to better balance needs with available resources. Generally, considerations to include are:

» **Performance Standards and Measures.** A performance-based approach improves the accountability of local infrastructure investments, assess risks related to different performance levels, monitor progress and increase transparency.
» **Project Prioritization.** Project prioritization can help cities rank infrastructure needs in a manner that is consistent with preservation goals and objectives. This technique can help avoid the typical "worst first" approach to programming preservation projects that tends to invest limited resources in the most expensive "fixes" (reconstruction) instead of directing maintenance funds to infrastructure that merely need rehabilitation, which will provide more cost-effective solutions in a timely manner.
» **New Revenue Sources.** There are methods to capture new revenue streams to close the financial gap in maintaining assets in a "state of good repair." Exploring new revenue sources will allow the City to expand and accelerate preservation initiatives.
» **New Maintenance Techniques.** There are new maintenance techniques that can extend the lifecycle of an asset. For example, new maintenance techniques for roadway surfaces can provide longer service life and higher traffic volume thresholds, resulting in more stable road maintenance costs. Cost reduction of life cycle extension strategies which save money, or extend surface life, can directly benefit preservation needs, and minimize any identified financial gap.
» **Asset Management.** Tracking assets and their condition will provide a stronger outlook on lifecycle costs and replacement schedules. This will help establish funding plans and identified future funding gaps or shortfalls.

ASSISTED DRIVING AND AUTONOMOUS VEHICLES

Fully autonomous cars are still in the advanced testing stages, but partially automated technology and low-speed cars are beginning to embed themselves into markets across the country. In that respect, understanding autonomous vehicles will play an important role in how agencies manage their transportation assets, while setting the stage for investments. In addition to fully autonomous vehicles there are connected vehicles that will interact with our transportation system (vehicles that communicate with the roadside to complete driving functions or provide information to the driver to make informed decisions).

Aside from some of the more obvious predicted impacts such as the continued growth of car-sharing, and on-demand taxi services like Uber and Lyft, autonomous vehicles (AVs) and connected vehicles (CVs) also stand to disrupt the norms of both transportation and land use planning. Parking minimums, street design, right of way needs, development demand, signage and signalization, building siting and design, access management, and their accompanying norms and standards have the potential to change dramatically over the next 40-50 years.

Researchers have concluded that AVs and CVs will reshape future road rights-or way. Autonomous vehicles are likely to be smaller than existing passenger vehicles, permitting narrower lanes, likely won't require medians, and due to wireless communication between vehicles, will allow travel much closer to one another. By accommodating the same or more volume in less space, newly available road can be reapportioned to other road users like pedestrians and bicycles.

Although newly available road can be configured for additional multimodal use, there are some potential drawbacks for pedestrians, bicyclists, and other road users that the City will need to be conscious of when moving towards a more automated roadway type infrastructure. The reapportioning of rights-of-way may allow for expanded sidewalks and more dedicated bike lanes, however, due to potential signal removal this may cause longer waits at intersections dominated by free-flowing vehicles. Adding pick-up and drop-off locations could also fragment the streetscape, complicating travel for multimodal users.

The redevelopment of former parking lots has the potential to transform existing urban centers, such as Victoria and surround communities. Future site designs will be impacted by the implementation of autonomous vehicle structure, potentially allowing for buildings to more regularly front streets rather than parking lots. Accommodation for pick-up and drop-off locations within these parking lots will need to be a consideration. However, off-site parking reservoirs are an act to reshape future site designs.

The City of Victoria will need to be mindful of the potential infrastructure impacts caused by adoption of autonomous and connected vehicle culture. As the City looks to redevelop larger roadways, thoughtful

consideration for how roadway infrastructure can be expanded to compliment autonomous vehicles is crucial to keeping Victoria a vital asset within the Twin Cities metropolitan region.

TRAVEL DEMAND MANAGEMENT

Research has shown that Travel Demand Management (TDM) strategies are a useful technique in helping alleviate parking demands in a geographical area. TDM strategies are applied to help reduce the number of single occupancy vehicles traveling and parking in a certain area. Examples of TDM strategies from a development review perspective are highlighted throughout this section.

- **Bicycle Amenities.** Actively promoting bicycling as an alternative means of travel to and from a destination can be achieved through information dissemination and the provision of bicycle storage facilities and adding on-street bicycle lanes and additional connections to trails. These actions can help decrease the demand for vehicle parking.
- **Car Sharing Provisions.** Car sharing programs provide mobility options to a cross section of residents who would not otherwise have access to a vehicle. These programs encourage the efficient use of a single vehicle among multiple users, while reducing the amount of parking needed to accommodate each resident within a neighborhood. Zoning language can encourage or require new developments of a certain size to include off-street parking provisions for car sharing programs.
- **Shared Mobility.** Shared mobility includes bikesharing, carsharing, and ridesourcing services provided by companies such as Uber and Lyft. Predictions indicate that by creating a robust network of mobility options, these new modes will help reduces car ownership and increase use of public transit, which will continue to function as the backbone of an integrated, multimodal transportation system.
- **Travel Demand Management Plans (TDMP).** A TDMP outline measures to mitigate parking demand as part of the development permit process, which can result in innovative solutions that are tailored to the specific needs of a neighborhood or district. These types of plans may require specific strategies for reducing single-occupancy vehicle trips and promoting alternative modes of transportation.

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL

Complete Streets are commonly defined as roadways that accommodate all users (e.g., pedestrians, bicyclist, vehicles and transit), regardless of age and ability. This is important to consider when recognizing the diversity of people traveling throughout the community.

The City of Victoria has not established design guidelines related to complete streets. However, the Transportation Plan's goals and policies do embrace several elements of completes streets (e.g., safety for pedestrians and bicyclists). MnDOT has adopted a Complete Streets Policy (updated May 2016) and has committed to assessing

opportunities for incorporating complete street design principles in all MnDOT projects. MnDOT's Complete Streets Policy can serve as a resource to the City for incorporating complete street design standards into city projects.

Safe Routes to School is a national initiative to increase safety and promote walking and bicycling for America's youth. The Safe Routes to school program will assist in providing infrastructure and non-infrastructure grants to build trails, paths, and safe connections to local schools.

09. LOCAL SURFACE WATER MANAGEMENT PLAN

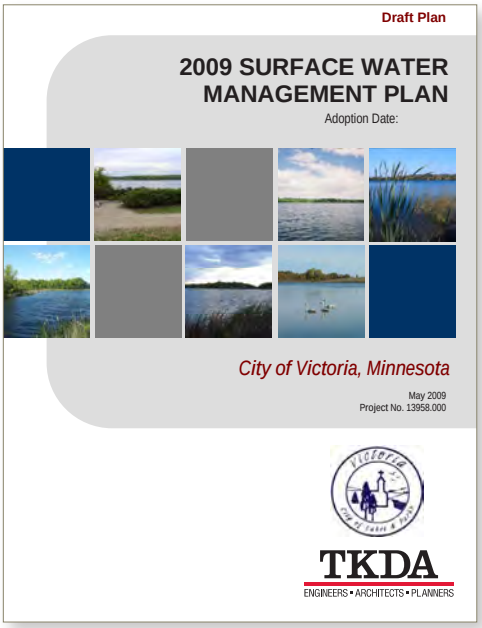
This chapter of the City's 2040 Comprehensive Plan serves as the City's Local Surface Water Management Plan in accordance with Minnehaha Creek Watershed District and Carver County Water Management Organization policies. This chapter is an update of the City's 2009 Surface Water Management Plan.

EXECUTIVE SUMMARY

This Local Surface Water Management Plan will help to guide the protection and management of surface waters and related natural resources in the City of Victoria. The plan has been developed as part of the City's 2040 Comprehensive Plan to meet the requirements of the Metropolitan Council and State Statutes. The City is located within the jurisdiction of the Carver County Water Management Organization (CCWMO) and Minnehaha Creek Watershed District (MCWD). The existing CCWMO and MCWD plans were used to develop several sections of this plan. The following highlights the sections of this chapter:

PHYSICAL ENVIRONMENT AND LAND USE

The plan includes an inventory of surface waters and natural resources within the City. Victoria has extensive wetland and lake areas as well as limited floodplains. Smithtown Bay on Lake Minnetonka, the Carver Park Reserve, and several other areas of natural communities exist within Victoria. The City has experienced significant development over the recent past, and it is predicting additional development through 2040. The City has an Orderly Annexation Agreement in place to annex adjacent areas of Laketown Township and the anticipated ultimate city limits have been included in this plan. As the City urbanizes stormwater improvements are managed to meet federal, state, and local requirements.



This Local Surface Water Management Plan is an update of the 2009 Surface Water Management Plan.

EXISTING AND POTENTIAL WATER RESOURCE RELATED PROBLEMS

The plan includes a discussion of existing water quantity and quality concerns within the City as identified by the City and MCWD. In general, issues include controlling the rate, volume, and quality (erosion and sediment control) of stormwater runoff during and after new construction.

ROLES AND RESPONSIBILITIES

There are many organizations that have an interest and role in managing surface waters in Victoria. These organizations and their respective roles are summarized in this section of the chapter.

GOALS AND POLICIES

This section of the chapter highlights goals and policies that show how the City will continue to play a significant role in surface water management within Victoria, in partnership with MCWD and CCWMO. All three agencies will review site plans for development projects or other zoning and subdivision applications to ensure the plans are consistent with the surface water management goals for the City. The City will implement its adopted Municipal Separate Storm Sewer System (MS4) Permit and SWPPP to manage stormwater infrastructure and educate its residents about the importance of protecting surface waters. The goals and policies section also includes implementation actions that note the City will enforce its zoning and subdivision ordinances to assist in maintaining or improving the quality of surface and groundwaters within Victoria. The City will update its code as needed to ensure that it meets the requirements of the Metropolitan Council and its plan is consistent with those of MCWD and CCWMO. The City will partner with other regional entities to work together to protect surface waters and enhance natural resources.

COORDINATION AND PARTNERSHIP WITH WATERSHED ENTITIES

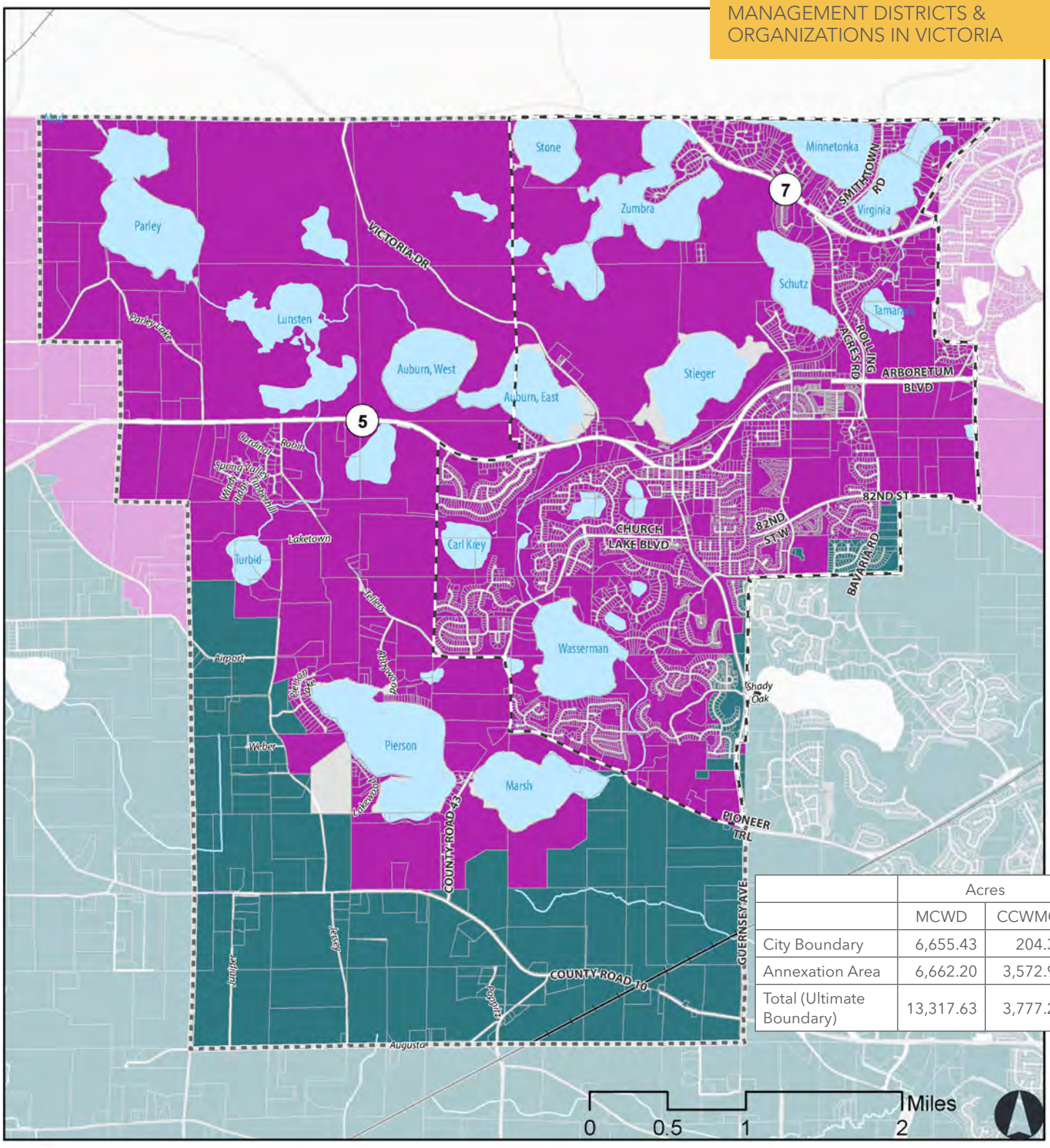
This section highlights how the city will collaborate with organizations like the MCWD and CCWMO to meet stormwater management goals and requirements.

WATER RESOURCE MANAGEMENT RELATED AGREEMENTS

The City has entered into several agreements with MCWD regarding areas of collaboration between the two entities. The following summarizes those agreements:

- Agreement regarding maintenance of stormwater facilities.
- Memorandum of Understanding dated March, 2015, which provides a framework for Coordinated Planning, Assessing Specific Water Management Issues and Regulatory Coordination and Support.
- 2016 Cooperative Agreement (and supporting documents) related to regional stormwater management for downtown Victoria.
- 2017 Six Mile-Halsted Bay Subwatershed Partnership and Resolution of Support to develop a coordinated policy and investment framework for the Six Mile-Halsted Bay Subwatershed.
- 2017 Purchase Agreement for Lake Wassermann Park.

FIGURE 9.1 WATERSHED MANAGEMENT DISTRICTS & ORGANIZATIONS IN VICTORIA



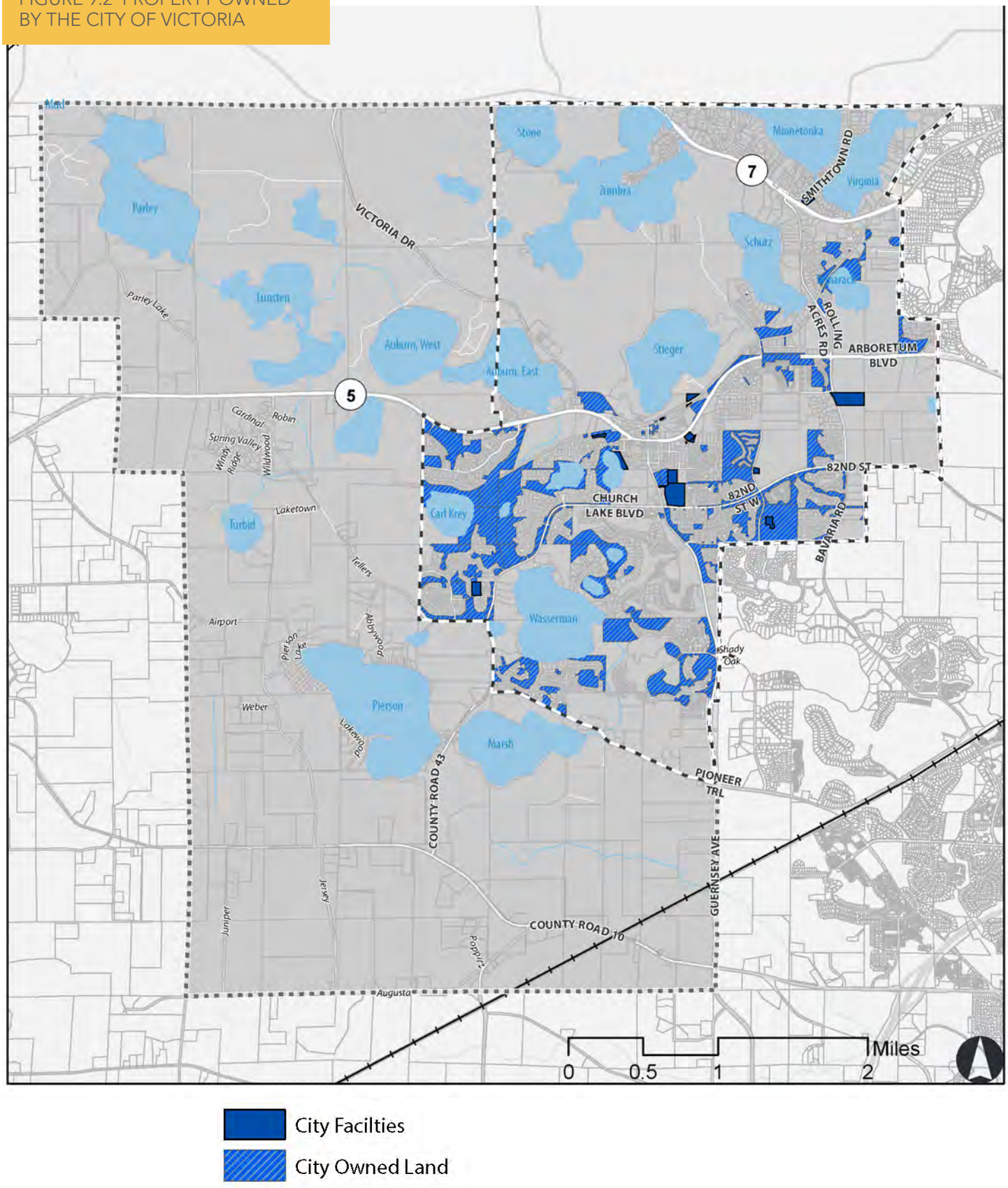
	Acres	
	MCWD	CCWMO
City Boundary	6,655.43	204.34
Annexation Area	6,662.20	3,572.90
Total (Ultimate Boundary)	13,317.63	3,777.24

City Boundary
Ultimate City Boundary
Lake
River

Watershed Organization

Carver County Watershed Management Organization
Minnehaha Creek Watershed District

FIGURE 9.2 PROPERTY OWNED BY THE CITY OF VICTORIA



The CCWMO and MCWD manage stormwater permitting within the City, and the City provides comments on development proposals and other permit applications via City ordinances. The CCWMO and MCWD also serve as the Local Government Unit (LGU) for enforcing the Wetland Conservation Act within the City. As growth continues into areas within CCWMO, the City will explore establishing an agreement regarding water resource related education. The City currently operates under its National Pollutant Discharge Elimination System (NPDES) MS4 permit.

LOCAL SURFACE WATER MANAGEMENT PLAN AMENDMENTS AND UPDATES

City Comprehensive Plans are updated every ten years. LSWMPs must be updated within the timeframe established by both the MCWD's and CCWMO's Watershed Management Plans. The City will update its LSWMP along with its Comprehensive Plan, or as needed to comply with state rules related to LSWMP updates to be consistent with Watershed Management Plans.

The MCWD adopted its current plan in January of 2018, and will update its plan in 2027. The CCWMO adopted its current plan in 2010, and is currently in the process of updating its plan.

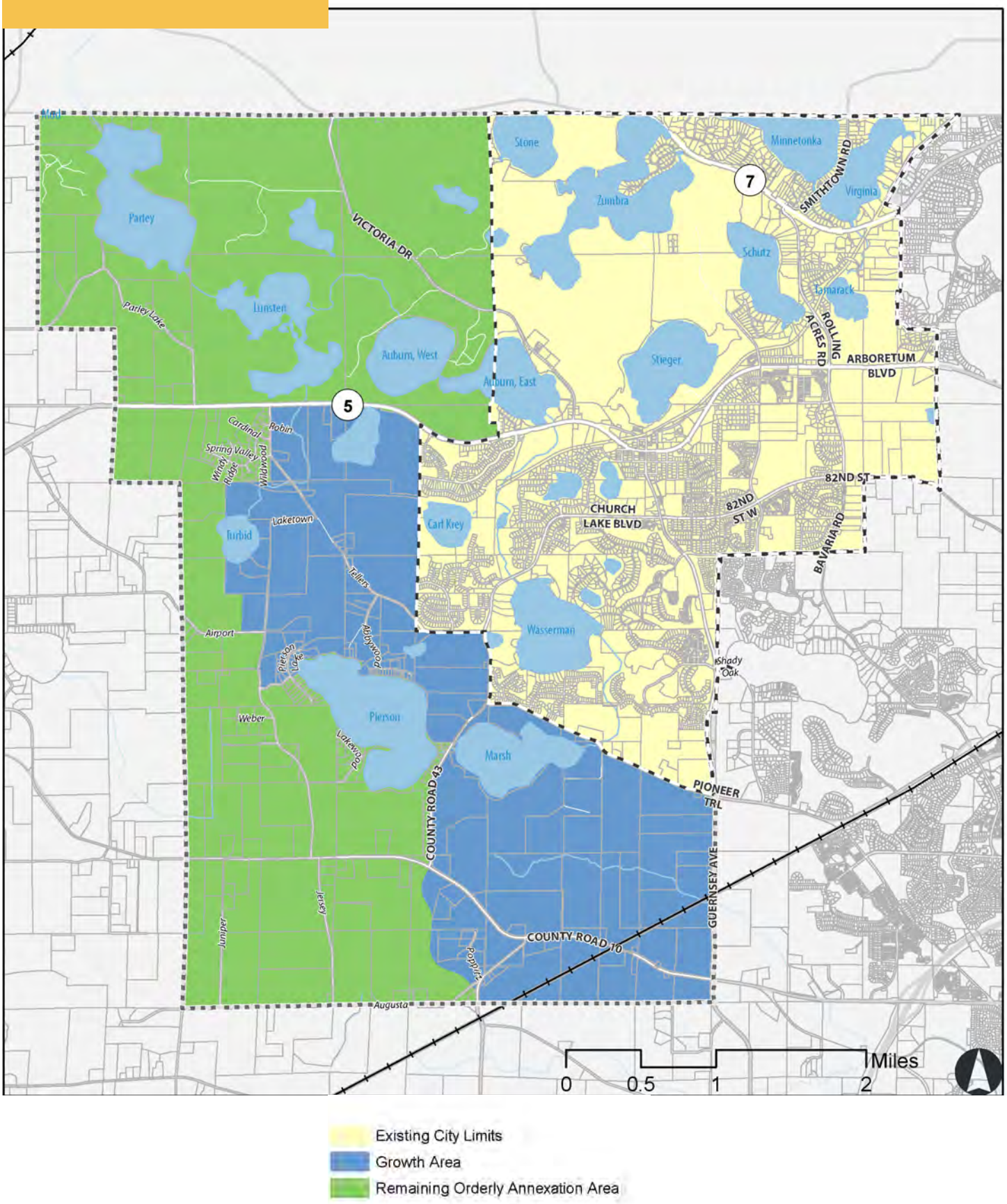
Substantive revisions to the goals and objectives, the adoption of new or revised standards or rules, and major revisions to the CIP or administrative procedures of the Watershed District or Water Management Organization Plans will require an amendment to this LSWMP and approval by the City Council.

Once approved, no significant changes to this plan can be made without approval of the proposed revisions by the affected watershed entities. Any proposed changes shall be coordinated with the City Manager, Community Development Director, Parks and Public Works Director, City Engineer, MCWD and/or CCWMO, and the Metropolitan Council. The public shall also be involved through a public hearing process.

Following notification of the above parties, they shall have 60 days to comment on the proposed revisions, with the exception of The Metropolitan Council who shall have 45 days to comment on the revisions. Failure to respond within the specified time periods constitutes approval. Upon receipt of approvals from the affected Watershed Management Organizations and Watershed Districts within the City, any proposed amendments will be considered approved.

Minor changes to the Plan shall be defined as changes that do not modify the goals, policies, or commitments explicitly defined in this plan by the City. Adjustment to subwatershed boundaries will be considered minor changes provided that the change will have no significant impact on the rate or quality in which storm water runoff is discharged from the City boundaries. Minor changes to this plan can be made by City staff without outside review. It is the intention of the City that this Plan be updated ten years after the adoption of this Plan unless significant changes to the plan are deemed necessary prior to that date.

FIGURE 9.3 GROWTH AREAS



PHYSICAL ENVIRONMENT & LAND USE

EXISTING PHYSICAL ENVIRONMENT & LAND USE

Victoria is a rural, developing community. Most of its land use within the current city boundary is single family residential with turf grass and scattered trees. Several lakes, ponds, and wetlands exist within the city boundary. A large portion of the city is regional park land, which is covered with a variety of land cover, including forest, tall grasses, wetland shrubs, ope water, wetland open water, and wetland emergent vegetation. Much of the existing growth areas include agricultural land as well as wetlands and grasslands as shown by the MLCCS Land Cover data in Figure 9.6.

PROPOSED PHYSICAL ENVIRONMENT & LAND USE

The proposed land use and physical environment in Victoria's growth areas includes a majority of single family residential developments. The goal is for new developments to include ample open spaces areas where wetlands, floodplains, steep slopes, and potentially high quality natural resources are preserved as open space and recreational corridors. Nodes of higher intensity development with a mix of commercial and residential uses are anticipated at major road intersections within future growth areas of the city. Phasing of growth by land use and small area plans for redevelopment are explored further in Chapter 4, "Growth Potential" on page 42.

The City of Victoria has been actively working with MCWD staff, and will work with CCWMO, to thoughtfully plan for future growth that will provide the most benefit for future stormwater management and water quality, as well as providing desirable places to live and recreate. The greenway policy, as seen in Chapter 4 on page 40 and page 52, is a prime example of how stormwater management and land use can be integrated.

FLOODPLAINS

In 2018, FEMA adopted new floodplain maps designating new floodplain areas within the City and ultimate boundary. In anticipation of the updated mapping, the City adopted a floodplain ordinance consistent with the DNR model ordinance.

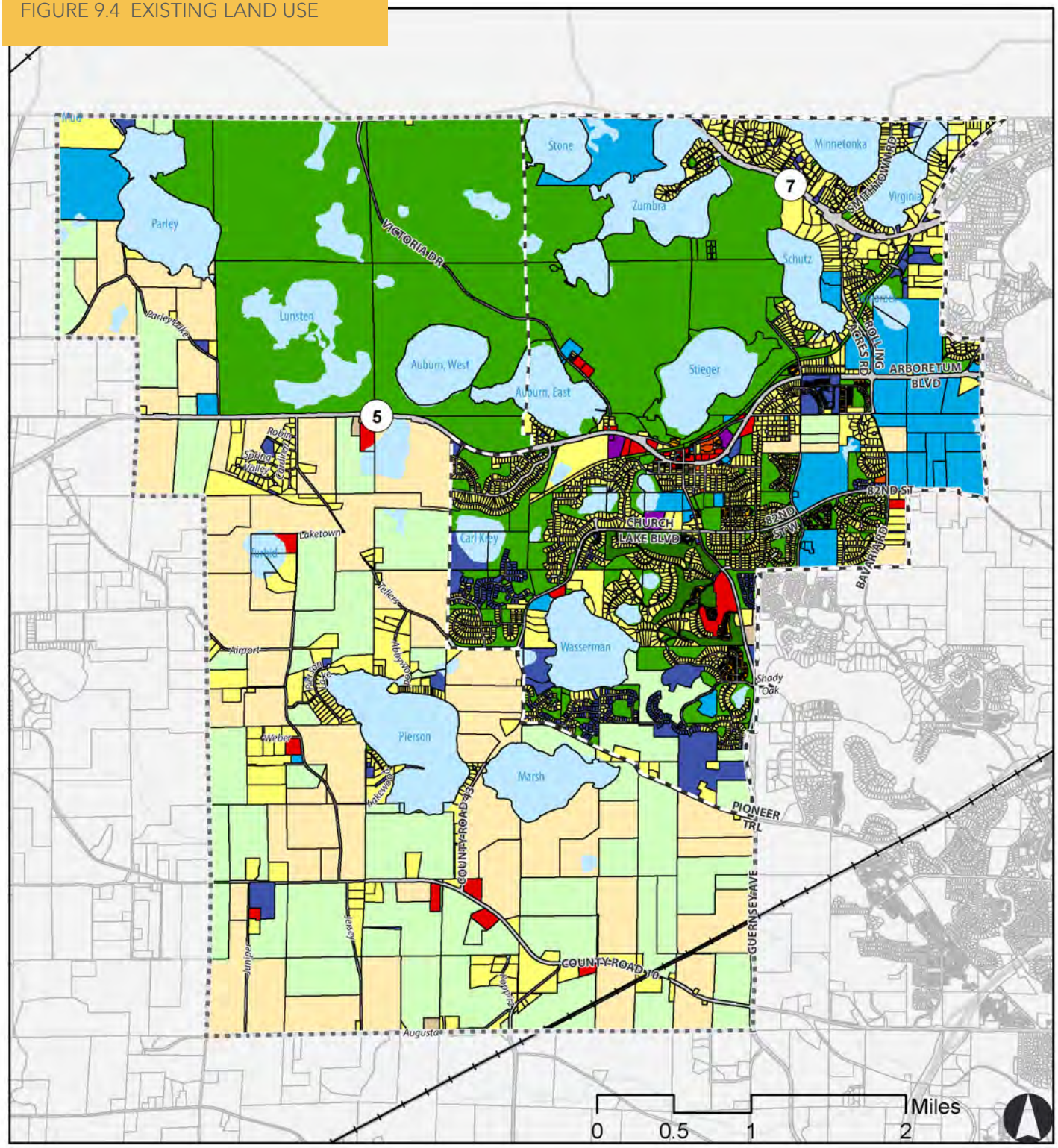
DRAINAGE AREAS & DRAINAGE SYSTEMS

STORM DRAINAGE SYSTEM AND CITY OWNED PROPERTY

Historically, the City's drainage system consisted of rural roads with a combination of ditches, culverts, and minimal storm sewer that would convey stormwater runoff directly to wetlands and lakes. Most of these historic drainage systems have been replaced with curb and gutter, storm sewer inlets, and pipes as part of road reconstruction projects.

As environmental regulations and water resource protection evolved, the City began incorporating pollutant removal and runoff reduction measures as part of its drainage system in areas of new development. These systems are built specifically to intercept pollutants and include wet ponds and grit chambers.

FIGURE 9.4 EXISTING LAND USE

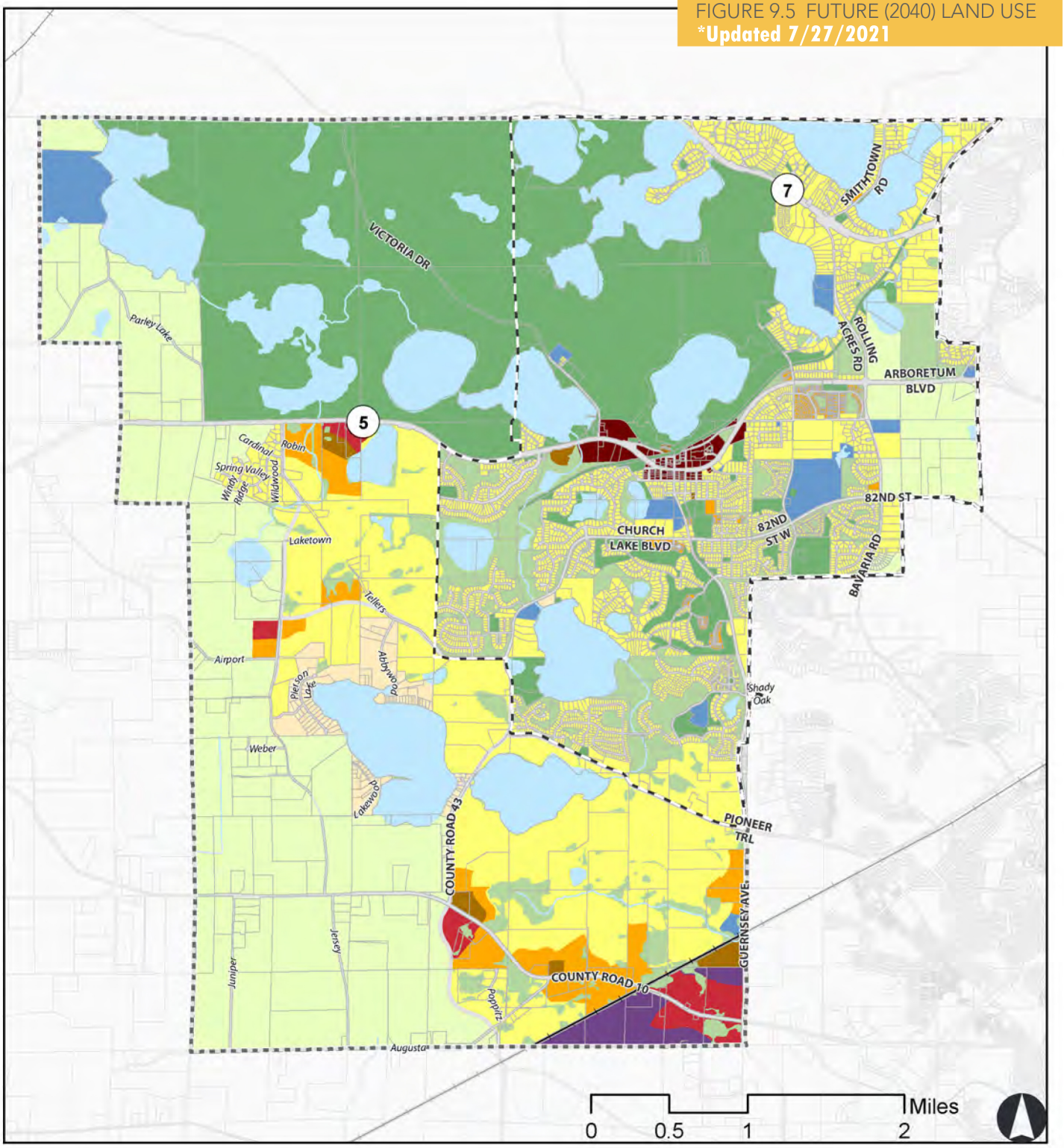


City Boundary
Orderly Annexation Boundary
Railroad

Existing Land Use 2017

- AG-1 Farm Fields
- AG-2 Farm Fields with Homestead
- Rural Estate
- Single Family Detached
- Condominium
- Multi-Family
- Commercial
- Industrial
- Institutional
- Parks, Recreational, or Preserve
- Golf Course
- Vacant
- Right-of-Way
- Utilities
- Water

FIGURE 9.5 FUTURE (2040) LAND USE
***Updated 7/27/2021**



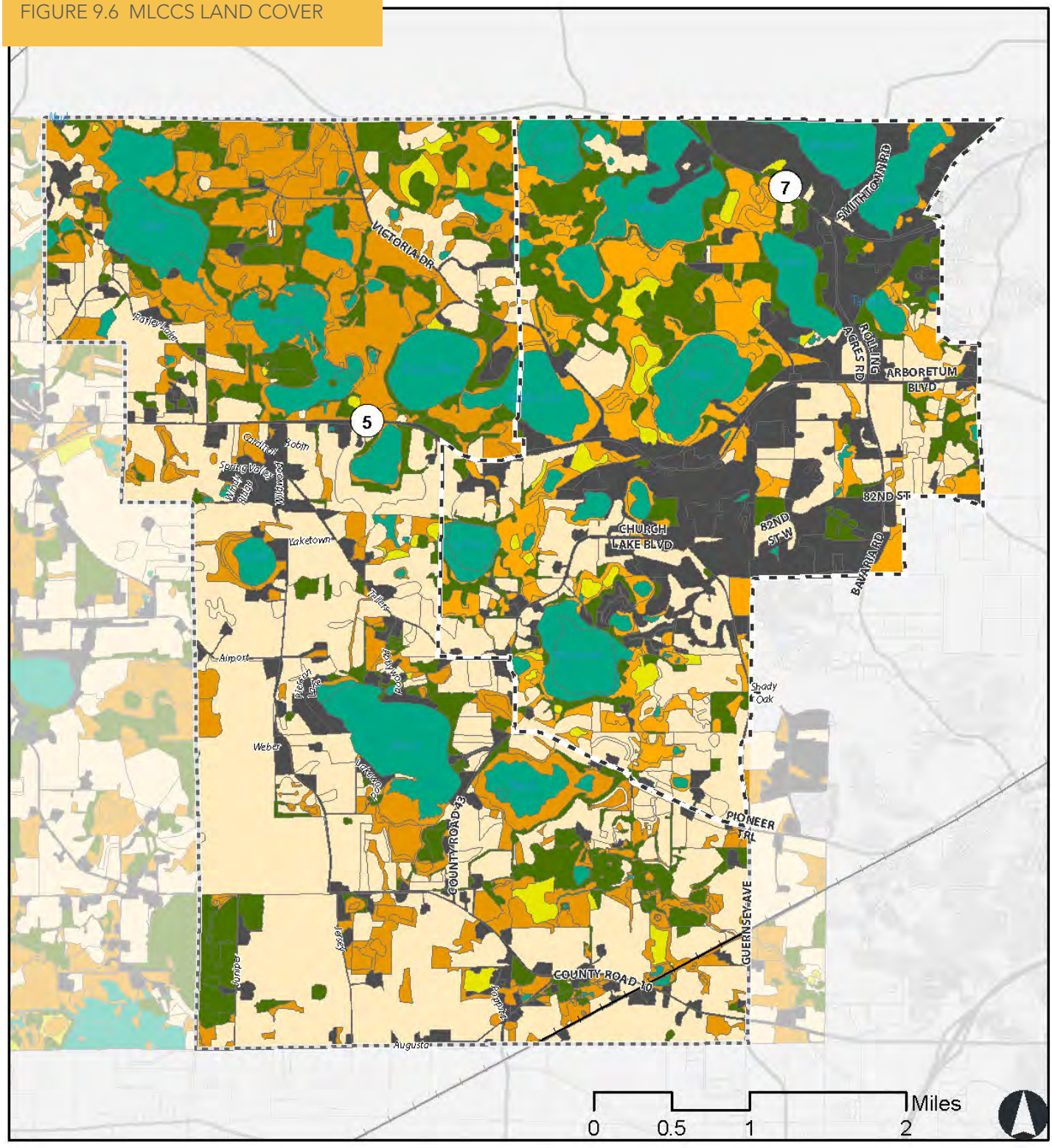
City Boundary
Ultimate City Boundary
River

Agriculture
Rural Residential
Low Density Residential
Medium Density Residential
High Density Residential

Commercial
Downtown Mixed Use
Flex - Employment
Public / Institutional
Park

Open Space
ROW
Utility
Water

FIGURE 9.6 MLCCS LAND COVER



City Boundary
Ultimate City Boundary
railroad
lakes
Impervious
Agriculture
Woodland
Shrub
Grassland
Wetland/Water

A map of the City's stormwater infrastructure is shown in Figure 9.78. The City owns and operates most of this infrastructure including stormwater management facilities which are installed in outlots that are deeded to the City as part of the development process. The exception to this requirement applies to a small number of facilities located on church/ school property and are privately maintained. The City also requires wetlands and wetland buffers to be included in outlots that are deeded to the City.

Aside from public right of way and open space preserved by the City for wetland and natural resource protection, the City owns and maintains a variety of facilities including approximately 20 parks and multiple municipal buildings and public parking lots. All City owned property is shown in Figure 9.2. As part of the City's MS4 permit, inspections of the stockpiles, and storage and material handling areas within these facility areas are completed quarterly, and maintenance is completed as necessary based on the findings of the inspections. Generally, the number of stockpiles and storage and handling areas vary depending on the time of year (ie salt storage toward the beginning of winter, sweepings storage during the spring and fall, etc.) and are not used year-round. Maintenance and general practices related to these areas may include routine inspections, perimeter control, sweeping, removal and disposal of piles throughout the year, and temporary inlet protection.

PUBLIC DITCHES

Counties have authority for managing drainage systems (under Minnesota Statute §106A) within a County, or a Joint County Drainage Authority for drainage systems that are within two or more counties. Counties have the option to delegate authority over drainage systems to watershed districts, where they exist. Counties, when acting as the drainage authority, may establish, improve or repair drainage systems and similar activities related to drainage. However, these authorities are regulated by a variety of Federal and State agencies. In the City, Carver County has delegated the jurisdiction over public ditches to the MCWD within their boundary. Thus, the MCWD is the ditch authority for the purposes of implementing Minnesota Statute §103E (Drainage Law). There are no jurisdictional ditches within the City. However, the City's ultimate boundary contains Six-Mile Creek, which has been channelized as Judicial Ditch No. 2 and is under the jurisdiction of MCWD.

Watershed Modeling Information

Watershed model data within the Minnehaha Creek Watershed area is maintained by MCWD.

As growth is extended into the Carver Creek Watershed, it will be necessary to develop more detailed watershed model information for those land areas consistent with the approved land use plan and maintained as development occurs. By June 1, 2019, the City will delineate drainage areas, determine flows, volumes, rates, and routing for each drainage area within CCWMO consistent with Minnesota Rules. See Figure 9.7 for existing known subwatersheds.

FIGURE 9.7 SUBWATERSHEDS & STORMWATER FLOW

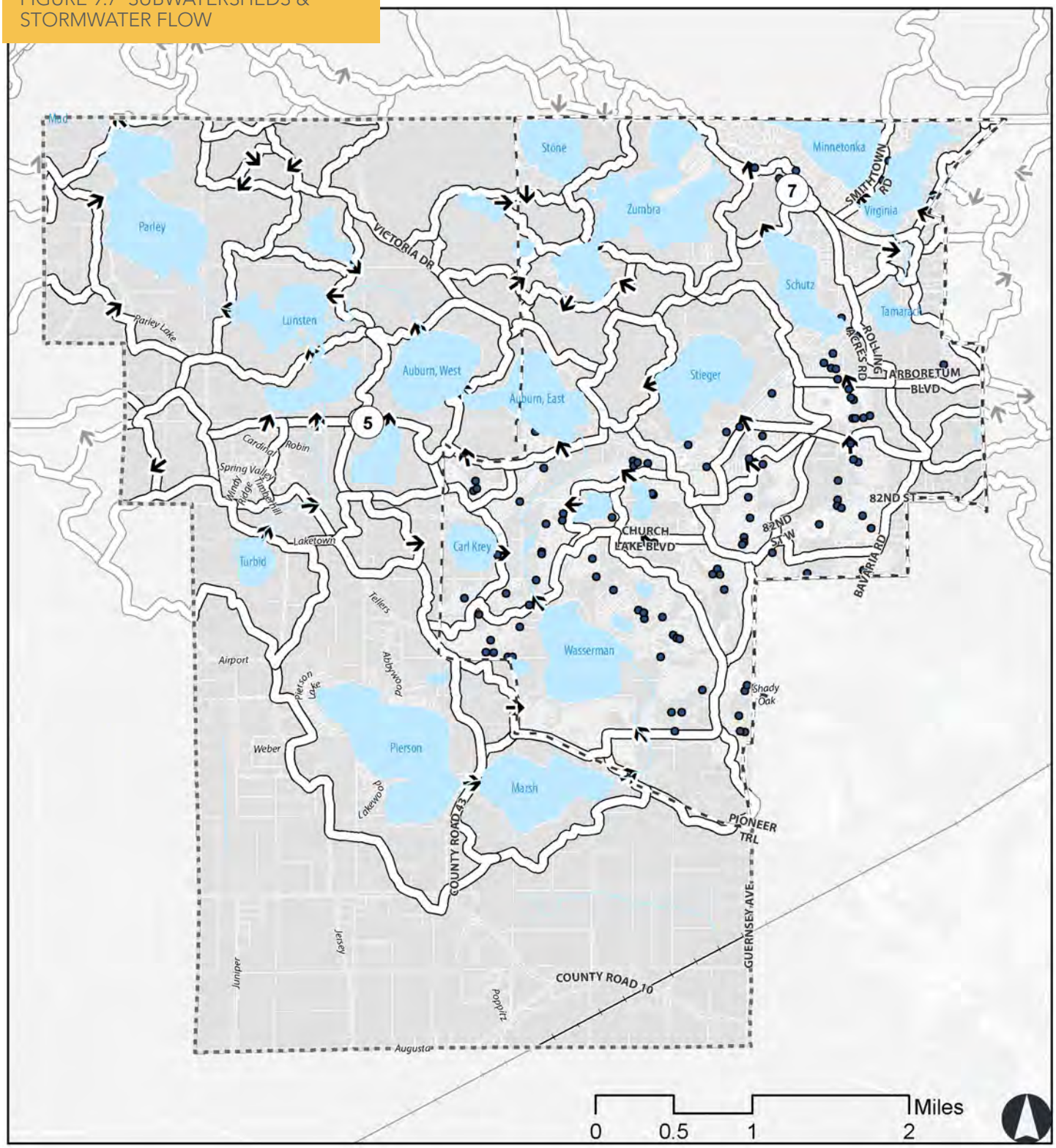
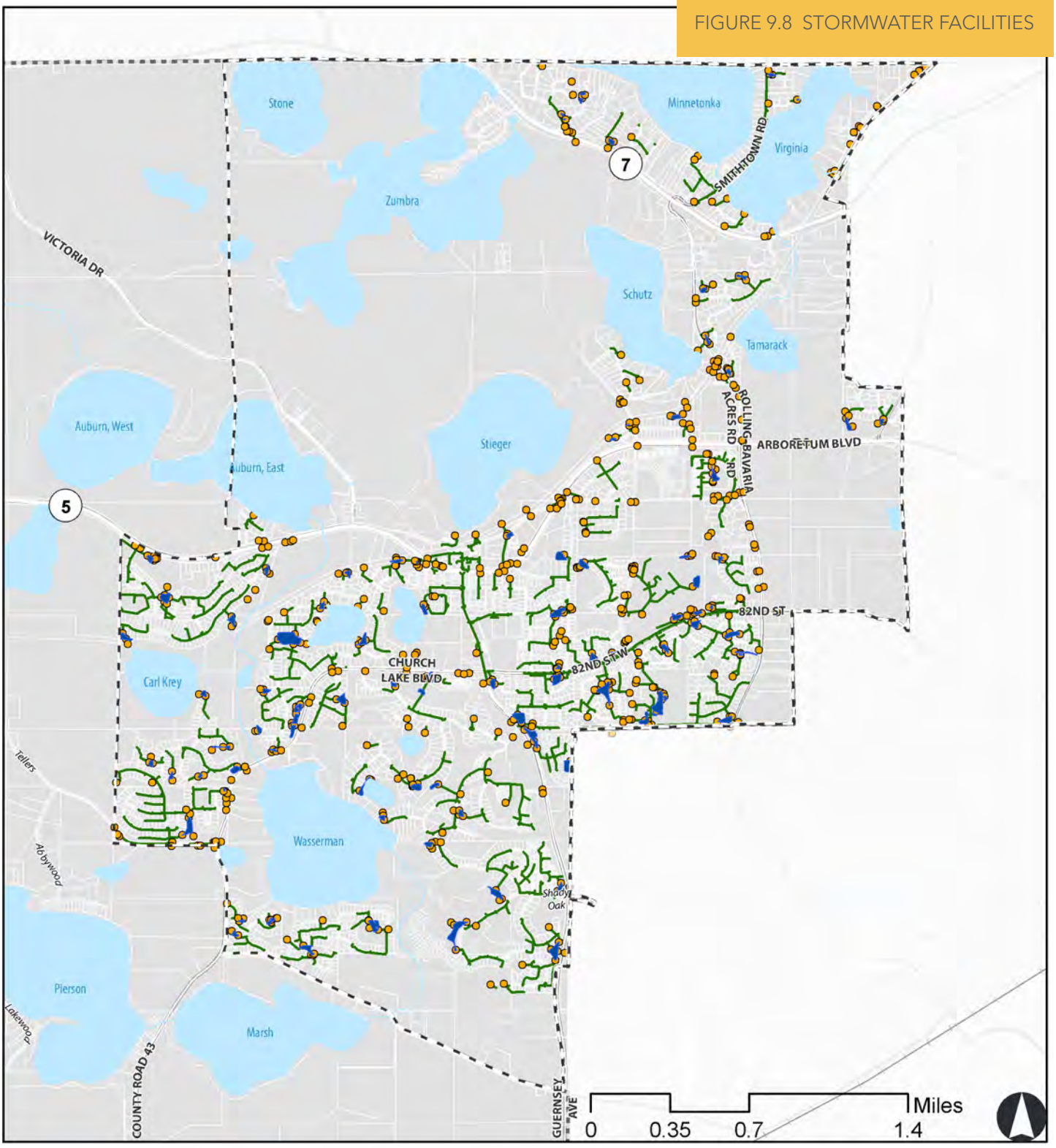


FIGURE 9.8 STORMWATER FACILITIES



EXISTING AND POTENTIAL WATER RESOURCE-RELATED PROBLEMS

EXISTING & POTENTIAL WATER RESOURCE RELATED PROBLEMS

An assessment of water related problems and issues was completed as part of the 2009 Surface Water Management Plan. The issues identified remain similar today as do the strategies for addressing them. The issues are typical to suburban fringe developing communities with existing rural/agriculture related uses that are transitioning with development pressures. In general, issues summarized in the 2009 plan include controlling the rate, volume, and quality (erosion and sediment control) of stormwater runoff during and after new construction.

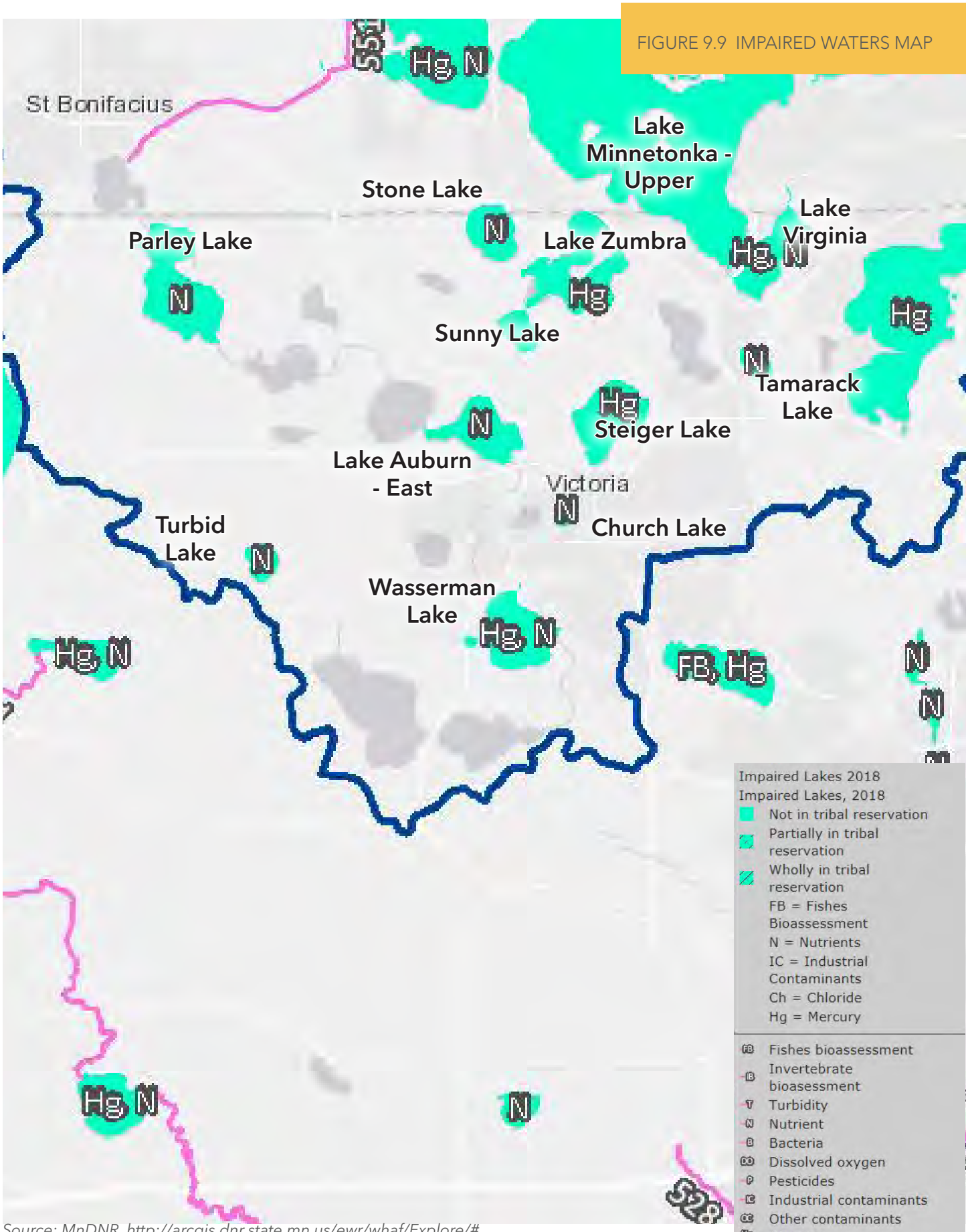
Maintenance of existing stormwater management facilities is anticipated to be a potential water resource related problem. Over time, existing ponds will need to be dredged to remove sediment which may contain level 3 contaminants resulting in high disposal costs. This challenge, which all owners/operators of stormwater facilities are facing, will need a cooperative multi-jurisdictional approach to finding a solution.

Since 2009 areas identified for potential flooding have been monitored during heaving flow conditions, like the properties around Lake Zumbra. In response, MCWD, the City of Victoria, Three Rivers Park District and residents from the Lake Zumbra Association have been working together to understand causes of flooding, evaluate strategies to reduce flooding, and review implementation steps to address flooding. The City anticipates that the partners will continue to work together to implement strategies where appropriate.

The Deer Run Golf Course has also experienced flooding during historic rain events. Between 2015 and 2017, the City, supported by MCWD, worked with the golf course to evaluate flood risks and possible solutions. In response, maintenance work was completed including the replacement of a failing outlet control structure for one of the ponds. Preliminary design was completed for more comprehensive improvements to the system to reduce flooding. After consideration, it was determined that the high cost of the improvements and the high impact to golf course operations outweighed the flood risk.

Outside of the items noted above and minor localized flooding issues, there have been no other significant flood risks identified in the City. In 2013, the City along with MCWD and the City of Minneapolis participated in a study funded by NOAA to look at the impact and needs to adapt due to extreme weather trends. A portion of Victoria was evaluated and the City's infrastructure was found to be able to accommodate increases in precipitation. The amount of green space preserved through the development process along with placement of wetlands, wetland buffers and stormwater management features in City-owned outlots contributes to the ability of the system to withstand increased rain events. The Final Project Report, "Weather: Extreme Trends", was issued on January 31, 2014.

FIGURE 9.9 IMPAIRED WATERS MAP



Source: MnDNR, http://arcgis.dnr.state.mn.us/ewr/whaf/Explore/#

The study, along with additional background information, is available on the project page of the MCWD website at:

https://www.minnehahacreek.org/project/weather-extreme-trends

MCWD's fourth generation Watershed Management Plan was adopted on January 18, 2018. The City Council approved Resolution No. 2017-57, A Resolution of Support for the Minnehaha Creek Watershed District Watershed Management Plan, on August 28, 2017. The Plan includes several subwatershed plans which encompass land within the City of Victoria and much of the area to be annexed into the City. A copy of the MCWD plan can be found on the MCWD website at:

https://www.minnehahacreek.org/about/watershed-management-plan

Applicable subwatershed plans include:

- Lake Minnetonka Subwatershed Plan
- Lake Virginia Subwatershed Plan
- Schutz Lake Subwatershed Plan
- Six-Mile Halsted Bay Subwatershed Plan

Each plan details resource needs, management strategies, local plans and priorities, implementation priorities and the district's capital improvement plan. Elected officials, City of Victoria residents and property owners, and City staff participated in the development of each of these subwatershed management plans.

The Lake Virginia subwatershed management plan notes that Lake Virginia is an impaired water with an approved TMDL with a target reduction needed of 77 lbs. The Schutz Lake Subwatershed Management plan notes that while Schutz Lake is not currently impaired for excess nutrients, total phosphorus concentrations are near state water quality standards. Both subwatershed management plans indicate that a reduction in stormwater volumes and nutrient loading is needed to improve conditions in both lakes.

The Six-Mile Halsted Bay Subwatershed Plan provides a detailed assessment of the needs and drivers for this very complex area which includes a large area of the current City limits and growth area.

As noted in the Plan, the Six Mile Creek-Halsted Bay subwatershed spans 27 miles and covers many jurisdictions including the City of Victoria. Given its scale, abundance of natural resources, complexity of issues including many impaired waters, along with partnerships between MCWD and the cities and agencies within the area, the MCWD Board of Managers identified this area as priority for planning and implementation. This prioritization creates a significant opportunity for the City of Victoria. Issues were first identified in this area of the City with the identification of Lake Wassermann as an impaired water not meeting state water quality standards. This designation was followed by the development and approval of a TMDL for the Lake in 2011.

TABLE 9.1 IMPAIRED WATERS WITH APPROVED TMDLS

WATERBODY	POLLUTANT	TARGET	REDUCTION NEEDED
East Auburn Lake	Total Phosphorus	40 µg/L	626 lbs
Lake Virginia	Total Phosphorus	40 µg/L	77 lbs
Parley Lake	Total Phosphorus	60 µg/L	998 lbs
Stone Lake	Total Phosphorus	40 µg/L	29 lbs
Tamarack Lake	Total Phosphorus	40 µg/L	0 lbs
Turbid Lake	Total Phosphorus	40 µg/L	138 lbs
Wassermann Lake	Total Phosphorus	40 µg/L	470 lbs

Source: Minnehaha Creek Watershed District 2018 Watershed Management Plan

Through the process of developing a plan to address the TMDL and subsequent analysis, it was clear that the interconnected area needed to be reviewed with a systems approach to address issues in order to obtain measurable progress in improving water quality in Lake Wassermann as well as the rest of the Six Mile Creek area. Identified challenges include elements such as excess nutrients including internal sediment phosphorus loading, altered wetlands and channels, , roadway crossing impacts, increased stormwater runoff, and an overabundance of carp against a backdrop of development pressures that are resulting in increased impervious surfaces.

Working in partnership with MCWD creates the opportunity to see these issues addressed and water quality improved, while generating secondary benefits addressing the City's priorities in these areas. Some of the secondary benefits include protection of natural resources and trees, greenway corridor preservation, and trail connections as outlined in other sections of the City's Comprehensive Plan.

IMPAIRED WATERS

According to the Minnesota Pollution Control Agency's 303d impaired waters list, the following water bodies within the existing and ultimate city boundaries are impaired:

- Church Lake
- Lake Auburn - East
- Lake Minnetonka - Upper
- Lake Virginia
- Parley Lake
- Steiger Lake
- Stone Lake
- Sunny Lake
- Wassermann Lake
- Tamarack Lake
- Turbid Lake
- Lake Zumbra

ROLES AND RESPONSIBILITIES

CITY OF VICTORIA OFFICIAL CONTROLS

The City's Community Development Department, Engineering Department, and Public Works Department are responsible for water resources management within the City.

The Public Works Department maintains the City's public infrastructure and parks. The department provides monitoring and maintenance of storm sewers, stormwater ponds, water quality devices, and lake control structures. The Engineering Department is responsible for planning, administration, design, and inspection of infrastructure improvements. The department coordinates with the CCWMO, MCWD, and other outside agencies in water resource management. Figure 9.1 identifies watershed authorities within the City.

The Community Development Department manages comprehensive planning, zoning controls, and ordinances. The City code contains the following regulations related to surface water management and protection:

- Chapter 8, Article II, Surface Water Drainage
- Chapter 26, Article IV, Storm Drainage Utility
- Chapter 30, Article VII, Shoreland District Requirements
- Chapter 30, Article XVIII, Tree Preservation and Replacement
- Chapter 30, Article XX, Stormwater Management

The zoning and land use regulations are currently being revised in conjunction with the updated Comprehensive Plan. The revised regulations will incorporate the goals and policies identified in this LSWMP.

The above referenced departments in conjunction with the City's finance department and administration department support the City Council in the planning, programming and implementation of the City's infrastructure including street and transportation systems, sanitary sewer and water systems, storm sewer and stormwater management systems, and park and recreation facilities. A series of processes drives the decisions in these areas including the development of the comprehensive plan every 10 years, followed by strategic planning by the City Council, input and requests by property owners and residents, and staff identification of maintenance needs. Each year, the finance department maintains a long-term finance plan (10+ years), capital improvement plan (5 years) and annual budgeting (2 years) based on the projects, programs and needs identified through the above referenced sources.

Over the course of a year, the finance director works with staff, the finance committee and the City Council to develop the budget for the following year using the following timeline:

» June – Staff identifies needs
» July – Finance committee reviews 1st draft for general budget
» August – Budget workshop with Council
» September – Council adopts preliminary budget
» November – Budget workshop with Council
» December – Council adopts final budget

Opportunities to address water resources issues, projects and/or opportunities are contemplated throughout the other systems in any areas of overlap. Park improvements can intersect with water quality improvements. Transportation projects create opportunities to address legacy issues. Given Victoria's small staff, all departments work closely together in supporting the City Council and implementing policies and priorities of the City Council. Additional detail can be found on the Budget and Planning page of the City's website.

THREE RIVERS PARK DISTRICT

Three Rivers Park District manages the land and natural resources within the Carver Park Reserve. The Park Reserve includes several large lakes and wetlands, as well as natural community areas of high quality. The MDNR's County Biological Survey notes the locations of natural communities and rare species within the Park Reserve.

CARVER COUNTY

The County is the primary planning entity for ground water planning. State Statute §103B.255 - Ground water plans, Subdivision 1, requires that watershed and local water management plans comply with the provisions of the ground water plan. The County also has specific programs and policies relating to drainage issues on its highway systems and County ditch systems. The County also has established shoreland zoning ordinances for the control of development activity along the shorelines of lakes and the banks of major rivers. These zoning ordinances also regulate established 100-year flood plains.

CARVER SOIL AND WATER CONSERVATION DISTRICT (SWCD)

SWCDs are established under Chapter 103C of the Minnesota Statutes. The purpose of these Districts is to promote programs and policies which can conserve the soil and water resources within their territorial limits. Historically, SWCDs focused on identification, implementation, and financial support of practices that effectively reduce or prevent erosion, sedimentation, siltation, and agriculturally-related pollution. As formerly rural counties in the Metropolitan Area have become more urban, SWCDs have expanded their roles to address the impacts of urban development on water and natural resources.

SWCDs frequently act as local sponsors or provide cost-share resources for water management projects that include a variety of BMPs. The Districts also are actively involved in educational programs which promote water, natural resource, and soil conservation practices. The SWCDs receive a great deal of technical assistance from the United States Natural Resource Conservation Service (NRCS).

The activities of the Carver County SWCD are governed and directed by an elected board of five supervisors. The activities fall under the general categories of Agriculture and Rural Programs, County-Wide Programs, and Education Programs.

WATERSHED MANAGEMENT ORGANIZATIONS

The State of Minnesota adopted the Minnesota Watershed District Act in 1955. This Act, now codified in Minnesota Statues 103D (formerly Chapter 112), provides for establishment of watershed districts to regulate land use planning, flood control, and other conservation issues.

In 1982, the State approved the Metropolitan Surface Water Act, Minnesota Statutes 103B. This act requires all metropolitan area local governments to address surface water management through participation in a Water Management Organization (WMO). A WMO can be organized as a Watershed District, a joint powers agreement (JPA) among municipalities, or as a function of county government. The City is divided into multiple drainage basins that flow to two separately managed watersheds.

MINNEHAHA CREEK WATERSHED DISTRICT (MCWD)

The MCWD was formed in 1967 under the authority of Minnesota Statutes §103D. MCWD covers approximately 181 square miles and is composed of 29 communities: Chanhassen, Deephaven, Edina, Excelsior, Golden Valley, Greenwood, Hopkins, Independence, Laketown Township, Long Lake, Maple Plain, Medina, Minneapolis, Minnetonka, Minnetonka Beach, Minnetrista, Mound, Orono, Plymouth, Richfield, Shorewood, Spring Park, St. Bonifacius, St. Louis Park, Tonka Bay, Victoria, Watertown Township, Wayzata, and Woodland.

The mission of the District is to collaborate with public and private partners to protect and improve land and water for future generations. As established through the MCWD Water Management Plan, the District's organizational philosophy recognizes that the natural environment is an integral component of vibrant communities and creates a sense of place, provides vital connections, and enhances social and economic value. As a regional water resource planning agency, MCWD uses sound science to make investments in the landscape, or influence the investment of others, that achieve measurable outcomes and are a result of integrated land use and water planning.

CARVER COUNTY WATER MANAGEMENT ORGANIZATION (CCWMO)

The CCWMO was formed in 1996 under the authority of Minnesota Statutes §103D. CCWMO is responsible for water resources management for all areas in County that are not within the boundaries of another WMO.

CCWMO has been authorized by the Minnesota State Legislature to act as the LGU responsible for administering the WCA. The CCWMO uses methods and procedures outlined in the WCA to determine replacement of wetland values in mitigation proposals. The CCWMO also administers an extensive permitting program for development.

METROPOLITAN COUNCIL (METCO)

The Metropolitan Council, created in 1963, is the regional governmental body responsible for planning within the seven-county Minneapolis-St. Paul metropolitan area. The Metropolitan Area includes Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington Counties. The METCO plans for major regional systems, including the following:

» Transportation and Mass Transit
» Wastewater and Public Water Supply Systems
» Housing, Re-development, and Urban Growth
» Regional Parks and Open Space
» Water Resource Management

The METCO has review authority for City and County Comprehensive Plans within the Seven-County Area, to assure that they are consistent with the regional system plans. The METCO provides extensive data analysis and information to local communities, and completes forecasts of regional and local population growth that are used in the development of local plans.

The METCO's activities specific to water resources management include:

» Region-wide Surface and Ground water Planning and Non-point Source Pollution Abatement
» Industrial Wastewater Management
» Sewage Collection and Treatment

The METCO provides guidance for developing local water resource plans in its "Water Resource Management Policy Plan" adopted December 19, 1996. The Plan identifies broad region-wide objectives for water management, and its Appendices detail the requirements for LSWMPs.

STATE BOARD OF WATER AND SOIL RESOURCES (BWSR)

The BWSR was created by the 1986 legislature. Three functioning state boards were eliminated by this legislation and their duties were transferred to BWSR on October 1, 1987. BWSR's duties include oversight programs and funding of State SWCDs, formation and guidance of watershed districts, and the direction and assistance to counties in developing their Comprehensive Water Plans. The BWSR is responsible for implementation of the WCA. The BWSR reviews and approves water management plans and project activity of watershed districts and soil and water conservation districts.

MINNESOTA POLLUTION CONTROL AGENCY (MPCA)

The MPCA has created by State Legislature in 1967. The MPCA has both regulatory and enforcement authority relative to potential actions which could affect the quality of the ground waters and surface waters of the State. Since future City projects will likely involve water quality considerations, the MPCA may become an active participant in these projects. The MPCA is also involved with other governmental units, such as municipalities, in the construction and operation of wastewater treatment plants and the control of non-point source pollution.

The MPCA is required to publish a list of impaired waters in the state not meeting federal water quality standards. For each waterbody on the list, the MPCA is required to conduct a study to determine the allowable Total Maximum Daily Load (TMDL) for each pollutant that exceeds the standard. Local governments will be required to incorporate completed TMDL Studies into their surface water management plans.

Another important function of the MPCA is implementing the National Pollutant Discharge Elimination System (NPDES) program. This program regulates not only traditional wastewater discharges but also construction activities and stormwater.

The MPCA NPDES Phase II general permit establishes conditions for discharging stormwater, and specific other related discharges, to waters of the State. This permit is required for discharges that are from Small Municipal Separate Storm Sewer Systems (MS4). The Rule identifies a number of implementation options for regulated MS4 operators. The permit requires the following minimum program elements:

- Public Education and Outreach
- Public Participation and Involvement
- Illicit Discharge Detection and Elimination
- Construction Site Runoff Control
- Post-Construction Runoff Control
- Pollution Prevention and Good Housekeeping

The MPCA has also published the Minnesota Stormwater Manual. The manual serves as a unified stormwater guidance document for the entire state.

MINNESOTA DEPARTMENT OF NATURAL RESOURCES (MDNR)

The MDNR was originally created in 1931 as the Department of Conservation. The MDNR has both regulatory and enforcement authority over the natural resources of the State. The principal divisions of MDNR include the Division of Waters, the Division of Forestry, and the Division of Fish and Wildlife (which includes the sections of Wildlife, Fisheries, and Ecological Services). The MDNR has permit authority for any change in cross-section or work below the Ordinary High Water (OHW) level of regulated water bodies. This often includes protected waters and wetlands. The MDNR is also actively involved in helping local units of government administer floodplain and shoreland management ordinances and standards.

MINNESOTA DEPARTMENT OF HEALTH (MDH)

The MDH manages programs to protect the public health, including implementation of the Safe Drinking Water Act (SDWA). It has permit authority and regulatory authority for monitoring water supply facilities. These facilities include water wells, surface water intakes, water treatment, and water distribution for public use. The MDH also is responsible for the development and implementation of the Wellhead Protection Program (WHPP).

MINNESOTA ENVIRONMENTAL QUALITY BOARD (EQB)

The EQB is comprised of five citizen members and the heads of ten State agencies that play an important role in Minnesota's environment and development. The EQB develops policy, creates long-range plans, and reviews proposed projects that may significantly influence Minnesota's environment.

The EQB is also responsible for implementing the State's environmental review rules.

MINNESOTA DEPARTMENT OF TRANSPORTATION (MNDOT)

Within the City, MnDOT administers several state highway systems. Since highway systems cross drainage patterns of natural and artificial waterways, there is opportunity for frequent interaction between the City and MnDOT. City projects requiring structures through MnDOT regulated highways require coordination and approval by MnDOT. Anticipated activities of MnDOT are periodically published in their State Transportation Improvement Plan (STIP).

U.S. ENVIRONMENTAL PROTECTION AGENCY (USEPA)

Responsibilities of the EPA within Minnesota have largely been delegated to the MPCA. The agreement between EPA and MPCA relative to these programs is largely identified by the document "Environmental Performance Partnership Agreement." This includes the NPDES Phase II program, which includes the City.

U.S. ARMY CORPS OF ENGINEERS (USACE)

The USACE can have permit and regulatory authority over projects in the City under Section 404 of the Clean Water Act (CWA) for jurisdictional wetlands.

FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)

FEMA manages federal disaster mitigation and relief programs, including the National Flood Insurance Program. This program includes floodplain management and flood hazard mapping.

NATURAL RESOURCE CONSERVATION SERVICE (NRCS)

The Natural Resources Conservation Service (formally called the Soil Conservation Service (SCS), is a division of the U.S. Department of Agriculture. The NRCS provides technical advice and engineering design services to local conservation districts across the nation. The Soil Survey of Carver County was published by the NRCS in 1968. The NRCS also developed hydrologic calculation methods that are widely used in water resources design.

U.S. GEOLOGICAL SURVEY (USGS)

The USGS provides mapping and scientific study of the nation's landscape and natural resources. USGS maps provide the basis for many local resource management plan efforts.

U.S. FISH AND WILDLIFE SERVICE (USFWS)

The mission of the USFWS is to conserve, protect, and enhance the nation's fish, wildlife, plants and habitat. The USFWS developed the National Wetlands Inventory (NWI) in 1974 to support federal, state, and local wetland management work.

GOALS AND POLICIES

As required under Minnesota Rule 8410, this Plan establishes goals and policies that will guide the City in the effective management of its water resources, while addressing identified problems and issues. The goals presented in this Section of the Plan are sufficiently detailed to provide direction regarding what the policies should accomplish and to allow for the assessment of their success. The goals and policies recognize the fundamental relationship between water quality and land use. These requirements along with Minnesota Watermarks, MCWD and CCWMO policies and NPDES Phase II permitting requirements form the Plan's foundation and will guide the City, particularly as to land use and development controls, for purposes of protecting against flooding or preserving water quality.

GENERAL WATER RESOURCES POLICY STATEMENT

The City of Victoria has a strong desire to protect and manage its valuable water and natural resources, recognizing the relationships between resource protection, land use management, development, facility maintenance, and fiscal responsibility. The City recognizes the need to work with others, including the Minnehaha Creek Watershed District and Carver County Water Management Organization, to achieve its goals for the protection of surface waters, ground water and related natural resources within Victoria. The overall goal for water resources management is for the City to remain committed to a goal of nondegradation of the lakes, wetlands, and streams within the City, and to work with local watershed management organizations and State agencies to achieve this goal.

GOAL SWM-1. Control the rate of stormwater runoff from development to reduce downstream flooding and erosion.

Policy SWM-1.1. The City will enforce the stormwater management practices required in the Zoning Ordinance to ensure that the peak rate of runoff from regulated land development does not exceed the specified rates.

Policy SWM-1.2. The Zoning Ordinance will be reviewed and updated as necessary to ensure that peak control standards are consistent with current engineering practices and current regulations of local and state agencies having jurisdiction within the City.

Policy SWM-1.3. All drainage system analyses and designs shall be based on proposed full development land use patterns.

Policy SWM-1.4. The City will continue to assess the potential risk of flooding at locations identified by the MCWD HHPLS and any other locations determined by the City and CCWMO.

GOAL SWM-2. Reduce pollutant loads and impacts to water bodies and encourage ground water recharge by reducing the volume of stormwater runoff from development.

Policy SWM-2.1. The Zoning Ordinance will be reviewed and updated as necessary to ensure that volume control standards are consistent with current engineering practices and current regulations of local watershed management organizations and state agencies having jurisdiction within the City.

Policy SWM-2.2. The Zoning Ordinance will be reviewed and updated as necessary to minimize the area of impervious surfaces required with development.

Policy SWM-2.3. Where practical, the City will encourage the use of infiltration systems, taking into consideration site limitations such as soil conditions, depth to ground water, safety, snow removal, and maintenance issues.

Policy SWM-2.4. The City will minimize impervious surfaces where feasible when reconstructing streets and other paved surfaces.

Policy SWM-2.5. The City will carefully review any developments proposed for land locked basins and verify that adequate measures have been taken to minimize impervious surface, promote infiltration, and provide an acceptable level of flood protection.

GOAL SWM-3. Provide adequate storage and conveyance of runoff to protect the public safety and minimize property damage.

Policy SWM-3.1. The City will enforce the standards within the Subdivision Ordinance to ensure that adequate drainage facilities and easements are provided with land development.

Policy SWM-3.2. The City will enforce its Building Code to ensure that new structures are adequately elevated above identified flood elevations, especially properties located within land locked basins.

Policy SWM-3.3. The Subdivision Ordinance and Building Code will be reviewed and updated as necessary to ensure that flood control standards are consistent with current engineering practices.

GOAL SWM-4. Reduce the nutrient and sediment loads discharged from land development.

Policy SWM-4.1. The City will enforce the stormwater management practices within the Zoning Ordinance and its Surface Water Pollution Prevention Plan (SWPPP) to ensure that water quality is protected as development occurs.

Policy SWM-4.2. The stormwater management practices in the Zoning Ordinance will be enforced to ensure that direct discharge of untreated stormwater runoff to water bodies is prohibited.

Policy SWM-4.3. The Zoning Ordinance will be reviewed and updated as necessary to ensure that water quality treatment standards are consistent with current engineering practices and current regulations of local watershed management organizations and state agencies.

Policy SWM-4.4. The City's Community Development Department and/or City Engineer coordinates development review activities with the WMO's. City staff and CCWMO or MCWD staff work closely together during the review of all phases of the development process beginning with the sketch plat phase when developers are directed to meet with CCWMO or MCWD staff. Joint meetings with the developer will be conducted where applicable. The City does not approve construction for new development until approvals have been obtained from CCWMO or MCWD when applicable.

GOAL SWM-5. Prevent sediment from construction sites from entering the City's surface water resources.

Policy SWM-5.1. The City will enforce an Erosion and Sediment Control Ordinance as outlined in its NPDES Permit.

Policy SWM-5.2. The City will periodically review its Erosion and Sediment Control Ordinance and make revisions as necessary.

Policy SWM-5.3. Erosion and sediment control shall conform to the standard practices consistent with current engineering practices and current regulations of local watershed management organizations and state agencies having jurisdiction within the City.

Policy SWM-5.4. The City will encourage preservation of natural vegetation to the greatest extent practical.

Policy SWM-5.5. The City will assess the need for erosion control at locations identified by the MCWD HHPLS and other locations in the City where excessive velocities may be contributing to local erosion.

GOAL SWM-6. Protect the City's wetlands, lakes, streams and ground water to preserve the functions and values of these resources for future generations.

Policy SWM-6.1. The City will cooperate with local watershed management organizations, other local governments, and state agencies to implement lake management plans, the Wetland Conservation Act (WCA), buffer standards, ground water protection rules, and TMDL studies.

Policy SWM-6.2. The Subdivision Ordinance will be amended to require a copy of each proposed preliminary plat, and iterations thereof, be provided to the District for informational purposes at the time it is submitted to the City within 180 days of the adoption of this Plan.

GOAL SWM-7. Protect and preserve wetland to maintain or improve their function and value.

Policy SWM-7.1. The City will apply the applicable WMO policies and performance standards for wetlands within each watershed. The City will update its Code with the most recent watershed and City requirements for buffers and other wetland protection and management standards.

Policy SWM-7.2. Prior to development activities or public projects, a wetland delineation must be completed, including a field delineation and report detailing the findings of the delineation.

Policy SWM-7.3. The City will require that developers complete a Functions and Values Assessment for any wetland that has not been assessed by the Minnehaha Creek Watershed District or Carver County. The assessment shall use the Minnesota Routine Assessment Method (MNRAM) 3.0 methodology (or most recent version of MNRAM), and shall be submitted along with the wetland delineation report. Wetland buffers and management standards of the watershed organizations or City will be enforced based on the completed assessment.

Policy SWM-7.4. The City will identify and implement opportunities to enhance the functions and values of degraded wetlands within the City, as a part of park projects, infrastructure projects, or other projects.

Policy SWM-7.5. The City will require natural buffer zones around ponds and wetlands.

Policy SWM-7.6. Buffer areas should not be mowed or fertilized, except that harvesting of vegetation may be performed to reduce nutrient inputs.

Policy SWM-7.7. Runoff must be pre-treated prior to discharge to wetlands.

Policy SWM-7.8. The City subdivision ordinance states that no lot shall contain any land that is a delineated wetland, a required wetland buffer, or land that would be inundated by the ordinary high water level (OHWL) of a NURP pond.

GOAL SWM-8. Manage lakes to improve water quality and protect resource values.

Policy SWM-8.1. The City will cooperate with local water management organizations to complete and implement lake management plans, through management of land use, local infrastructure, and enforcing the City's stormwater management requirements.

Policy SWM-8.2. The City will work in partnership with MCWD to monitor conditions in Lake Tamarack, including citizen volunteer monitoring and periodic aquatic vegetation monitoring.

Policy SWM-8.3. The City will work in partnership with MCWD and Carver County to reduce colonization and continued distribution of harmful exotic species within City lakes.

Policy SWM-8.4. The City will work in partnership with MCWD to identify specific steps for the achievement of required phosphorus load reductions assigned to the City of Victoria. The City will also provide an annual report to the MCWD that will summarize the progress towards this goal.

GOAL SWM-9. Improve water quality, provide wildlife habitat and protect the resource value of streams.

Policy SWM-9.1. The City will cooperate with local water management organizations to improve water quality and natural resources associated with streams by managing land use, local infrastructure, and enforcing the City's stormwater management requirements.

Policy SWM-9.2. The City will work with MCWD to evaluate and repair erosion on Six Mile Creek that is contributing to downstream sediment conveyance.

GOAL SWM-10. Address target pollutants identified in TMDL studies to improve the quality of impaired waters.

Policy SWM-10.1. The City will amend the stormwater management practices required in the Zoning Ordinance to implement pollutant load reductions identified in TMDL studies for impaired lakes.

Policy SWM-10.2. This surface water management plan will be amended to incorporate completed TMDL studies.

Policy SWM-10.3. The City will use the findings of the TMDL studies to guide development review.

GOAL SWM-11. Protect ground water resources and ground water dependent resources.

Policy SWM-11.1. The City will require pretreatment for infiltration practices based on their location within the Ground water Impact Zone, and discourage use of infiltration practices where the use of these practices is likely to cause the transport of contaminants into the ground water.

Policy SWM-11.2. The City will implement its wellhead protection plan (WHPP).

GOAL SWM-12. Manage the City's shorelands to preserve the functions and values of these resources.

Policy SWM-12.1. The City will enforce the shoreland elements of its Zoning Ordinance, and update these elements as required by state or federal agencies.

Policy SWM-12.2. The City will regulate development with the Shoreland Overlay District to minimize impacts to local water bodies and associated shoreland areas as required in the Zoning Ordinance and Minnesota Rules.

GOAL SWM-13. **The City will implement the Best Management Practices (BMPs) identified in its Surface Water Pollution Prevention Plan (SWPPP) to prevent pollution of surface water in the City. The SWPPP will be adopted as part of this LSWMP and is included in the Appendix.**

Policy SWM-13.1. The City will implement the Public Education and Outreach program detailed in the SWPPP.

Policy SWM-13.2. The City will comply with the Public Notice requirements, and solicit public input and opinion on the adequacy of the SWPPP.

Policy SWM-13.3. The City will implement the Regulatory Control Program and illicit discharge detection and elimination programs included in the SWPPP.

Policy SWM-13.4. The City will update its erosion and sedimentation ordinance to meet NPDES requirements, and continue to enforce the compliance measures adopted by the City.

Policy SWM-13.5. The City will work with local WMO's, contractors and developers to implement construction site erosion and sediment control BMP's.

Policy SWM-13.6. The City will develop and implement a waste control program for construction site operators.

Policy SWM-13.7. The City will continue to implement its procedures for site plan review, reports of stormwater noncompliance, and procedures for site inspections and enforcement.

Policy SWM-13.8. The City will review and update its requirements for structural and nonstructural BMP's.

Policy SWM-13.9. The City will continue its inspection and maintenance program for BMP's. Policy: The City will install all new stormwater infrastructure on City-owned outlots.

Policy SWM-13.10. The City will continue its ongoing MS4 inspection and cleaning program, and implement its Pollution Prevention Plan inspection and maintenance procedures.

GOAL SWM-14. **Preserve, conserve and enhance the natural resources and connecting greenway corridors within the City.**

Policy SWM-14.1. The City will implement the goals and policies in the Comprehensive Plan to conserve, protect and enhance the ecological values of these areas for the future, including the following policies:

Policy SWM-14.2. Protect and improve the quality of the surface water, ground water, and shoreline areas within Victoria.

Policy SWM-14.3. Identify and protect unique natural resources such as floodplains, wetlands, steep slopes, woodlands and prairies. The remaining areas of "Big Woods" are a high priority for protection. These areas have been mapped on the Natural Resource Priority Areas and Greenway Corridors Map.

Policy SWM-14.4. Direct development away from environmentally sensitive areas and natural resources. Guide the location and design of development to minimize any adverse impact on the quality of surface waters, aquifers, wetlands, steep slopes, woodlands and prairies.

Policy SWM-14.5. Cooperate with Carver County, neighboring communities, and other levels of government to protect natural resources.

Policy SWM-14.6. Require that Developers identify the Natural Resource Priority Areas and Greenway Corridors on plat submittals, and identify how these areas will be protected or enhanced in their development plan. The City will carefully review preliminary plats, zoning ordinance provisions, and Planned Unit Development (PUD) Conservation Subdivision Design provisions to assure that priority resources are protected.

Policy SWM-14.7. Preserve environmentally sensitive and unique areas for the public by acquiring such area through dedication as public park or open space, purchase, conservation easements, sensitive design and other means, or by establishing private open space under the jurisdiction of an owner's association or a covenant.

Policy SWM-14.8. Delineate and protect greenway corridors to connect natural communities, parks and open spaces, and protect their health for the long term.

Policy SWM-14.9. Use the community-wide goals and the provisions of the comprehensive plan to achieve and preserve an ecological balance between land use, transportation, community facilities, and the natural environment.

Policy SWM-14.10. Encourage developers to use Conservation Subdivision Design when developing property.

GOAL SWM-15. Establish adequate funding mechanisms for Plan implementation and appropriate to meet the City's capital improvement requirements.

Policy SWM-15.1. Identify and establish funding mechanisms to support the implementation of this Plan.

IMPLEMENTATION ACTIONS

Specific implementation actions to be completed include the following:

Ongoing

1. The City concurs with and adopts the CCWMO and MCWD Watershed Management Plans, standards, and rules. The CCWMO and MCWD will continue to enforce surface water regulations and permitting within the City within their boundary at this time. The City will coordinate its review of development proposals with both agencies and will manage land use to support protection of surface and ground waters through its ordinances.

June - 2019

2. As growth is extended into CCWMO, it is necessary to develop watershed modeling information for those land areas. By June 1, 2019, the City will delineate drainage areas, determine flows, volumes rates and routing for each drainage area within CCWMO.

Ongoing

3. The City will support the CCWMO and MCWD with implementation of their standards for management of water quantity and quality, including control of peak runoff, volume control, infiltration and filtration, wetland quality, and best management practices to control Total Suspended Solids (TSS), Total Phosphorus (TP), and runoff from development or redevelopment within the City. The agencies will play the primary role in reviewing the stormwater plans for development applications within the City, and implement their rules through the review and permit process. The City will provide comments on development applications to the agencies during the review process.

2019-2020 and ongoing

4. The City will update its ordinances, as necessary, to be consistent with the standards and rules of regulatory agencies.

Ongoing

5. The City will coordinate its review of development proposals with the Wellhead Protection Program.

Ongoing

6. The City will cooperate with the CCWMO and MCWD to address concerns related to impaired waters and as the agencies complete TMDL studies.

Ongoing

7. The MCWD Watershed Management Plan included many potential projects for improvements to the subwatersheds within the City of Victoria. The City will continue to work in close partnership with MCWD to identify and program priorities in these areas.

Ongoing

8. The MCWD Six Mile Creek-Halsted Bay Subwatershed Plan identifies key implementation priorities for the area partners and includes over $30 million in capital improvements over the next 10 years using a combination of grant funds, partner contributions and MCWD funds. The City will work with the Six Mile Creek-Halsted Bay Subwatershed Partnership as it pursues prioritization, funding sources and implementation of the projects identified in the Plan. The city will review the plan an project list on an annual basis and will incorporate updates as needed in coordination with applicable watershed organizations.

Ongoing

9. This plan and the project list provided on pages 181 and 182 will be amended periodically including following any minor plan amendments by MCWD or CCWMO which impact the City of Victoria. The project list will be incorporated into the City's Capital Improvement Plan process outlined below.

CAPITAL IMPROVEMENT PLAN

The City of Victoria maintains and updates its Capital Improvement Plan on a regular basis. The current 2018 through 2020 CIP includes the following stormwater related projects. More detail on these projects is available from the adopted CIP program for 2018-2022.

» Parkwood Culvert Replacement - Project 18-SWM-002 – Replacing a failing outlet control structure.
» Various annual street improvement projects will include stormwater related improvements.
» Various equipment purchases including purchase of a new street sweeper will enable staff to properly maintain and manage stormwater related activities and operations.

In addition to the Capital Improvement Plan, the City's annual budget includes funding for maintenance and water quality improvements with specific scope and location to be determined on an annual basis based on opportunities. As an example, in 2018, MCWD partnered with the City to obtain grant funds to expand the Downtown Regional ponding system to provide additional treatment to water from Downtown as well as from Church Lake which flows to East Auburn which is an impaired water. The City used stormwater utility funds as the local match to the grant.

Through the ongoing partnership with MCWD and CCWMO, the City will continue to prioritize funding to support the priorities developed through this process.

CITY ORDINANCES

The City has adopted ordinances that provide standards and regulations to manage water resources. These include the following:

» Chapter 8, Article II, Surface Water Drainage
» Chapter 26, Article IV, Storm Drainage Utility
» Chapter 30, Article VII, Shoreland District Requirements
» Chapter 30, Article XVIII, Tree Preservation and Replacement
» Chapter 30, Article XX, Stormwater Management
» Ordinance Number 429, Flood Protection

After the LSWMP and 2040 Comprehensive Plan are adopted, the City will revise or update its ordinances as described in the Goals and Policies section of this plan, to ensure that they meet state requirements and are consistent with the goals of this LSWMP. Ordinance updates will be completed within nine months of the adoption.

TABLE 9.2 PLANNED SURFACE WATER PROJECTS

SUBWATERSHED	PLANNED PROJECT	DESCRIPTION	EST. COST	POTENTIAL FUNDING SOURCES	IMP. YEAR
City Wide	Purchase Street Sweeper	The City currently shares two street sweepers with the City of Carver and Carver County. The plan to is joint purchase a third sweeper which would all the City to increase sweeping particularly in targeted areas.	$42,500	City Stormwater Utility Fund	2019
City Wide	Annual Pond Dredging	The City currently has 86 stormwater ponds with new ponds constructed every year. As ponds fill in with sediment over time, it is anticipated that each pond will eventually need to be dredged.	$500,000	City Storwmater Utility Fund	2018-2027
Various Locations	2020-2021 Street Reconstruction Projects	Reconstruction of neighborhood streets.	$1,500,000	City Funds	2020-2021
Lake Virginia	Stormwater Volume and Pollutant Load Reduction*	The 2011 TMDL study identified a need to reduce phosphorus loading by 20% (77 pounds).	$650,000	City Stormwater Utility Fund, MCWD, grants, other partners	2018-2027
Schutz Lake	Rolling Acres Road Reconstruction	Rolling Acres Road is a 50+ year old County Road programmed for reconstruction to current standards including implementation of stormwater management.	$8,000,000	City Funds, County Funds, State Aid	2022
Schutz Lake	Stormwater Volume and Pollutant Load Reduction*	Though not currently impaired, total phosphorus concentrations are near state water quality standards. Additional phosphorus load reductions are needed to protect water quality.	$250,000	City Stormwater Utility Fund, MCWD, grants, other partners	2018-2027
Six Mile Creek-Halsted Bay	Marsh Lake Road Improvements	Marsh Lake Road is an existing gravel road over 1.5 miles long. The corridor is scheduled to be reconstructed to County standards including stormwater management.	$9,000,000	City Funds, County Funds, State Aid	2020
Six Mile Creek-Halsted Bay	Stieger Lake Lane West Improvements	Reconstruction of existing Stieger Lake Lane and extension of roadway through City owned property to County Road 11 including construction of stormwater BMPs.	$4,000,000	City Funds	2020
Six Mile Creek-Halsted Bay	Stieger Lake Lane East Improvements	Reconstruction of existing Stieger Lake Lane to Hwy 5 including construction of underground stormwater BMP.	$1,300,000	City Funds	2023
Six Mile Creek-Halsted Bay	East Auburn Stormwater Enhancement Project*	The TMDL for East Auburn identified a need to reduce loading in East Auburn by 626 lbs/year. Project includes enhancements to existing stormwater ponds upstream of Auburn to increase phosphorus reduction.	$250,000	City Stormwater Utility Fund, MCWD, BWSR Clean Water Legacy Grant	2018
Six Mile Creek-Halsted Bay	Wassermann West External Load Reduction and Landscape Restoration*	The TMDL for Lake Wasserman requires a 470 lbs/year reduction in phosphorus loading. Proposed project includes implementation of strategies to reduce loading through the use of alum, wetland restoration and programmed public access.	$2,250,000	City funds, MCWD, grants, other partners	2018-2019

SUBWATERSHED	PLANNED PROJECT	DESCRIPTION	EST. COST	POTENTIAL FUNDING SOURCES	IMP. YEAR
Six Mile Creek-Halsted Bay	Pierson Lake Headwaters Restoration*	Located in the City's growth area, Pierson Lake currently meets water quality standards, 85% of its nutrient pollution is attributed to the drainage area north of the Lake. Through land use planning efforts, the City will provide support to MCWD's implementation of this project.	$320,000	City support, MCWD, grants, other partners	2019-2021
Six Mile Creek-Halsted Bay	Turbid-Lundsten Wetland Restoration*	Located in the City's growth area, the adopted TMDL for Turbid Lake requires 138 lbs/year reduction in nutrient loading. Through land use planning efforts, the City will provide support to MCWD's implementation of this project.	$3,100,000	City support, MCWD, grants, other partners	2019-2021
Six Mile Creek-Halsted Bay	Wassermann Internal Load Management*	The TMDL for Lake Wasserman requires a 470 lbs/year reduction in phosphorus loading with 88% coming from internal sediment release. Proposed project includes applications of alum to inactivate sediment release.	$310,000	City Funds, MCWD, grants, other partners	2020-2022
Six Mile Creek-Halsted Bay	East Auburn Wetland Restoration*	The TMDL for East Auburn identified a need to reduce loading in East Auburn by 626 lbs/year. Project includes restoration of up to five degraded wetlands from Stieger, Sunny and Wassermann Lakes targeting nutrient reduction.	$990,000	City Stormwater Utility Fund, MCWD, grants, other partners	2020-2021
Six Mile Creek-Halsted Bay	Wetland Restoration*	The subwatershed includes six lakes exceeding nutrient standards and others close to the limit. Previous studies have identified a need to complete wetland restoration projects throughout the subwatershed both within Victoria and within the City's growth area.	$3,000,000	City Stormwater Utility Fund, MCWD, grants, other partners	2018-2027
Six Mile Creek-Halsted Bay	Stormwater Volume and Pollutant Load Reduction*	The subwatershed includes six lakes exceeding nutrient standards and others close to the limit. Previous studies have identified a need to complete wetland restoration projects throughout the subwatershed both within Victoria and within the City's growth area.	$2,000,000	City Stormwater Utility Fund, MCWD, grants, other partners	2018-2027

* Additional detail regarding these proposed projects can be found in the MCWD Surface Water Management Plan. The City of Victoria will work closely in partnership with MCWD for these projects including providing technical assistance and funding along with access to City property, where applicable.

COORDINATION & PARTNERSHIP WITH WATERSHED ENTITIES

Given the complexity of rules, regulations and agencies governing water in the state of Minnesota, it is important that agencies partner and work together to meet requirements. Specifically, support is needed from MCWD and CCWMO to assist the City in areas such as meeting requirements of the Wetland Conservation Act, the MS4 permit including public education and outreach, construction and post construction stormwater management and addressing TMDLs for impaired waters, along with any other mutually identified goals. Improved outcomes can undoubtedly be achieved through coordination and partnership.

The City will meet with both CCWMO and MCWD annually to review activities completed in the previous year and to review activities programmed for the upcoming year to help better identify areas and opportunity for collaboration.

The following outlines the ongoing coordination efforts between the City and MCWD and CCWMO:

» Regular meetings – Staff members will meet regularly (as least biannually with MCWD and annually with CCWMO) to review activities from the previous year and draft capital improvements for each entity programmed for the upcoming year. City staff will provide updates on ongoing MS4 related activities, annexation and development activities. It is anticipated that the Community Development Director, Director of Parks and Public Works and City Engineer will attend the meeting(s) on behalf of the City.

» Land Use Planning – Planning staff will inform MCWD and CCWMO of any land use changes from the approved comprehensive plan and any planned annexations. Approvals of land use applications will be coordinated such that applicants will be directed to meet with MCWD or CCWMO staff during the sketch plan process and no final approval for construction will be granted until such time as final approval has been granted by MCWD or CCWMO.

» Regulatory activities – Planning staff will require documentation of appropriate MCWD or CCWMO construction and land alteration permits as a condition of City approval. Approved permits will be stored with other project documentation for future reference. Within MCWD areas, MCWD staff will provide reporting of annual permitting and inspections for the City's use in completing annual MS4 reports. Copies of the City's MS4 Annual Report will be provided to MCWD and CCWMO.

» Wetland Conservation Act enforcement – MCWD is the LGU for Wetland Conservation Act (WCA) applications and will continue to inform City planning and engineering staff of applications and progress towards approvals for each applicant. CCWMO will be the LGU for growth areas within CCWMO.

» Funding – The City seeks support from MCWD and CCWMO in terms of grant funding for water quality projects. The City requests that MCWD and CCWMO staff continue to provide information about upcoming grants and other funding opportunities.
» Data Sharing – City staff members will coordinate with MCWD and CCWMO staff to share any new or relevant data on an annual basis to ensure consistency. This data could be related to any newly completed studies, water quality monitoring, BMP performance monitoring, etc.
» Public Improvement Projects – City staff members will provide yearly updates on plans for public improvement projects. This will be coordinated as part of the annual meeting while discussing the draft Capital Improvement Plan. When requested, maintenance activities for stormwater infrastructure will be provided as part of the MS4 recording process and City inspection reports.

MINNEHAHA CREEK WATERSHED DISTRICT AND CITY OF VICTORIA COORDINATION PLAN

BACKGROUND

Minnehaha Creek Watershed District (MCWD/District) has defined its role as a regional water planning agency through its Water Management Plan (Plan). The Plan focuses on partnership with the land use community and incorporates a subwatershed focus to address areas of significant resources needs with a level of complexity that requires sustained effort and coordination across multiple partners.

In 2014 the MCWD Board of Mangers officially adopted the Six Mile Creek Halsted Bay (SMCHB) subwatershed as a District priority. Beginning in 2016, as part of the MCWD's Watershed Management Plan development process, MCWD convened a multi-jurisdictional partnership, of which Victoria is a participant, to work together to guide and prioritize planning and implementation efforts in this region. The interagency team worked through a collaborative process in which we reached a shared understanding of natural resource issues, drivers, and management strategies; worked to understand partner agencies plans and priorities; identified opportunities where local plans dovetail with identified natural resource needs; and created a shared implementation framework.

Minnehaha Creek and the City of Victoria have established a successful history of partnership guided by a 2015 Memorandum of Understanding (MOU) which provides a cooperative framework for early coordination of land use planning. The MOU addresses specific water management issues within the City, and furthers our shared commitment to integrate planning and investments to protect and improve natural systems while creating a vibrant, healthy community.

As part of the City 2040 Comprehensive Plan process, MCWD and the City collaborated on a study for the future of the western growth area of Victoria. This planning process resulted in the Victoria Chain of Lakes Greenway Policy and Implementation Plan which establishes a set of guidelines and strategies for development that recognizes and responds to a systems plan of connected open space, parks, greenways, trails, wetlands and waterbodies.

PURPOSE

The Minnehaha Creek Watershed District's (MCWD) approach to water resource planning recognizes the environmental, social and economic value created when built and natural systems work in harmony. Through its Plan, the MCWD emphasizes early coordination of land use and water resources planning with Cities to integrate water resources goals with other public and private goals to add this broader value to communities. To maintain awareness of needs and opportunities to implement programs and projects that reflect the cooperation of partners, align investments, and secure a combined set of District and partner goals, the MCWD requests that cities establish a coordination plan as part of the Local Water Management Plan that the City and MCWD can implement at a staff level.

This Coordination Plan reflects and builds upon the terms of the 2015 Memorandum of Understanding, integrating land use planning at the City and watershed planning at the MCWD at the conceptual level planning phase. The outcomes of this type coordination are projects that meet multiple goals and result in an efficient use of public funds. Early coordination between entities is the key to maximizing shared water resource goals, community goals for private development, and the implementation of the Victoria Chain of Lakes Greenway.

COORDINATION

The following coordination plan will be adjusted and expanded as deemed appropriate by the City and MCWD during project implementation. It is anticipated that the City Planner will be the primary contact for the coordination plan.

The Coordination Plan further establishes and documents a shared commitment by MCWD and the City to integrate land use and water planning through early coordination and continued collaboration as previously established in the 2015 Memorandum of Understanding, Six Mile Creek Halstead Bay Subwatershed Partnership and the Victoria Chain of Lakes Greenway Policy and Implementation Plan. The following outlines current and future coordination efforts between MCWD and the City:

1. Annual meeting – City and MCWD staff will meet at least annually to review activities from the previous year and draft capital improvements for each entity programed for the upcoming year. City staff will provide updates on ongoing MS4 related activities, annexation and development activities. It is anticipated that the Community Development Director, Public Works/Park and Recreation

Director, and City Engineer will participate the annual meeting.

2. Land Use Planning – The City will continue to join with its partners in the SMCHB subwatershed in order to implement water resource priorities identified in the MCWD Watershed Management Plan; the strategies for growth and development identified in the City of Victoria Greenway Corridor Policy; and align local plans and capital investment to identify opportunities where local investments intersect with natural resource goals. The City and MCWD will endeavor to leverage external funding to implement the shared vision for the SMCHB subwatershed.

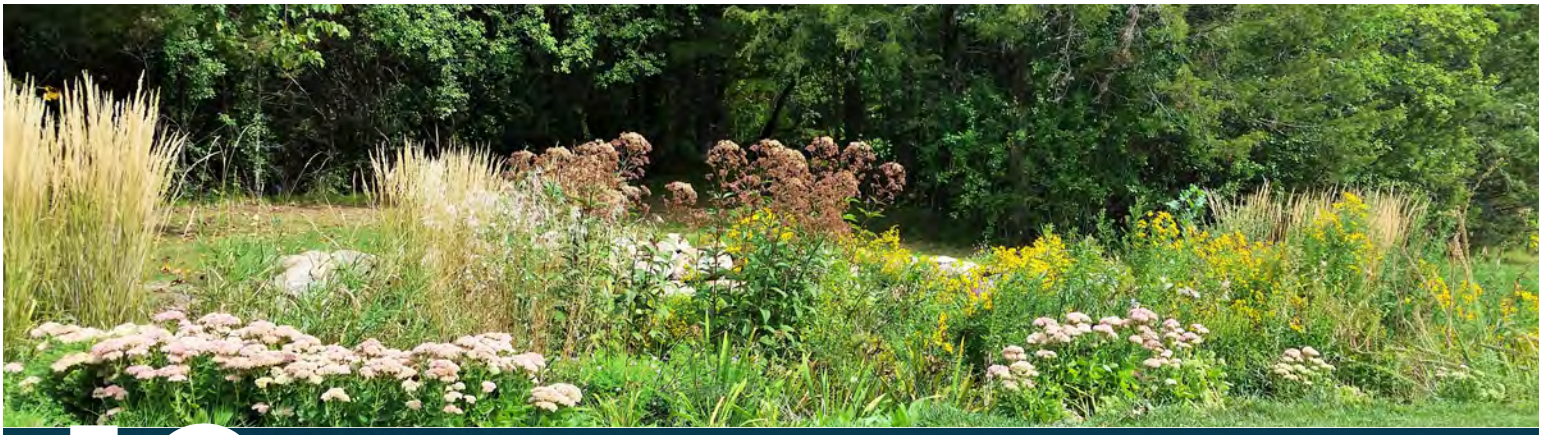
   Implementation opportunities that the City and District will endeavor to implement though on-going coordination and partnership include:

   - *City of Victoria Chain of Lakes Greenway Vision*
   - *Wasserman West Lakefront Park and Natural Resource Improvements*
   - *East Auburn Wetland Restoration*

3. Regulatory coordination – The City of Victoria Planning staff will endeavor to continue to route request for land use approvals including but not limited to, subdivisions, site plan approvals, WCA applications, infrastructure improvements and park improvements to the District at concept plan phase in effort to maximize water resources benefits and streamline regulatory processes. Specific areas of regulatory coordination include the following:

   - *Pre-application meetings and permit reviews coordinated with MCWD early in the planning process*
   - *City assistance to support MCWD in construction site inspections and compliance*
   - *MCWD will keep the City appraised of water resource violations and expectations for compliance*
   - *The City will require documentation of required MCWD permits in advance of issuing applicable City permits. Approved MCWD permits will be stored with other project documentation for future reference.*
   - *City road, infrastructure, facilities and land improvements that require MCWD permits will be coordinated as part of the annual meeting and otherwise early in the CIP process so that the regulatory process may be efficient and integrated water and natural resource improvements may be explored.*
   - *The primary person responsible for regulatory coordination at the City of Victoria is the Community Development Director and the Permitting Program Manager at MCWD*

4. MCWD coordination and partnership on public communications and education – MCWD serves as a valuable resource to the City in educating the public and meeting requirements of the City's MS4 permit pertaining to both education and public participation and engagement. Efforts include access available educational materials and MCWD participation in City events including a periodic hosting of a meeting with property owners adjacent to lakes, wetlands and stormwater management facilities.
5. Aligning Planning and Investments – The City understands that the process to align investments begins at the concept stage of project development and recognizes that the MCWD may offer technical resources and planning assistance to assist the City in aligning public and private investments providing value to its residents and the environment. In addition to leveraging District technical, the City will support the District as it pursues external funding resources to support capital project implementation within the City and the Six Mile Creek Halstead Bay submwatershed.
6. Communication – The primary contact person responsible for implementation of the coordination plan is the City Community Development Director at the City of Victoria and the Policy Planning Manager at the MCWD.



10. COMMUNITY FACILITIES & INFRASTRUCTURE

In addition to parks, trails, and open spaces, there are many publicly owned facilities and infrastructure that make communities work. These facilities include buildings that house public officials and employees, equipment used to maintain city streets and provide for public safety, and underground infrastructure that supports daily life, including sanitary and storm sewer, water service, and other utilities.

COMMUNITY FACILITIES

A City's community facilities are the structures that house services provided on a daily basis to the residents of a City. Generally, community facilities are provided by the City or other public entities such as a school district. Since Victoria will grow significantly over the planning period, the City will need to plan for growth in community facilities as well.

CONNECTIONS

The City places a priority on locating key community facilities in the downtown area as well as providing City residents accessibility to these facilities by a variety of transportation modes. The Transportation (auto and trail) elements of this Comprehensive Plan emphasize how connectivity and accessibility are important aspects of the City's planning efforts including the idea of a community-wide greenway network that helps form a connecting element.

DOWNTOWN

The City is strongly committed to maintaining the downtown as a viable focus of community activity. One way to accomplish this is to keep facilities/services downtown that attract people there. The recently constructed City Hall and Library exemplify an effort of the city to maintaining the vitality of downtown. The implementation of the City's goals and policies will help protect the vitality of the downtown area as well as support appropriate development of new public and institutional

Community Facilities & Infrastructure:

This chapter includes information related to:

- Existing public buildings and non-park facilities
- Sanitary sewer
- Water supply system

Victoria's high quality schools, municipal services, public library, and private institutions all contribute to the quality of life enjoyed by the City of Victoria residents.

facilities in future growth areas. The recent investment in a new City Hall and Library Facility provides quality facilities for meetings, community gathering, and government administration. This new space should meet the demands for future growth over the 2040 planning horizon.

SCHOOLS

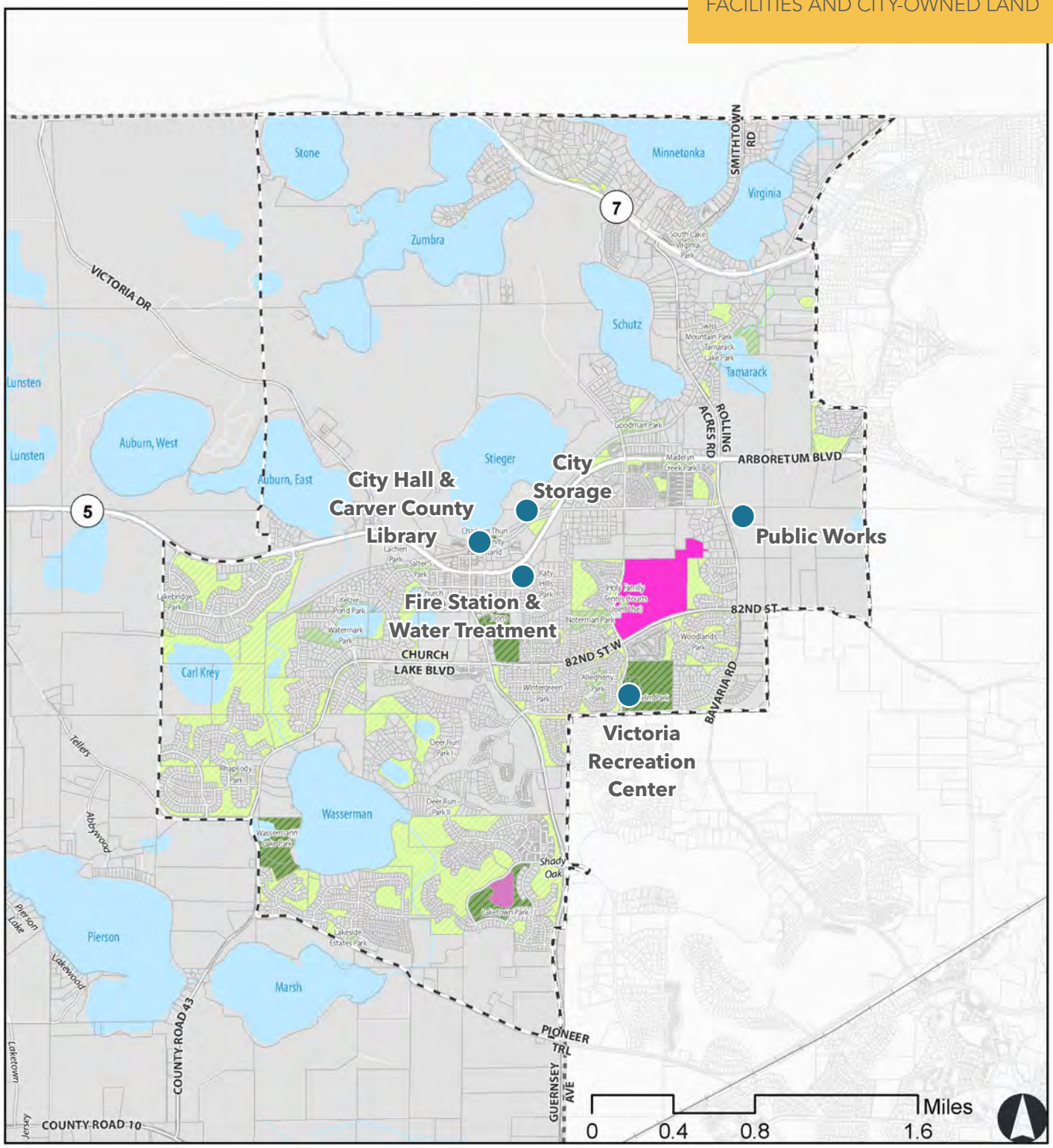
Victoria and its growth area is part of three separate school districts: Minnetonka, Eastern Carver County, and Waconia. As the City of Victoria grows over the planning horizon (2040) it is expected that new school facilities may or will likely be needed as part of future planning efforts. Key land use policy is for the city, development community, and local school districts to work collaboratively as new growth is planned to site new school facilities in a sustainable and resilient way. A diversity of housing styles and forms within neighborhoods will help schools be resilient by having all forms of housing that support a consistent student demographic. Such a policy also helps neighborhoods retain their value as schools are not continually changing attendance boundaries and re purposing. The city of Victoria routinely works with school districts to stay apprised of anticipated growth plans.

Schools also provide important community recreation space weather they be shared with park and recreation programming or part of school activities. Locating new school facilities within Victoria provides important community spaces for meetings or other recreation and community education needs.

PARK AND RECREATION

The City Park and Recreation department provides facilities for recreation programming. Chapter 7 provides details on goals and policies for future park and rec facilities. A key to providing adequate facilities and programming is collaboration with community partners including sports clubs and school districts.

FIGURE 10.1 EXISTING CITY FACILITIES AND CITY-OWNED LAND



City Parks & Open Space

- Community Park
- Neighborhood Park
- City Open Space

Schools

- Victoria Elementary School
- Holy Family Catholic High School

SANITARY SEWER SYSTEM

The City of Victoria operates and maintains a municipal wastewater collection system to serve the community. The municipal system discharges to a collection and treatment system operated by Metropolitan Council Environmental Services (MCES).

A complete wastewater plan that meets the comprehensive planning requirements of the Metropolitan Land Planning Act and regional system planning needs includes the following:

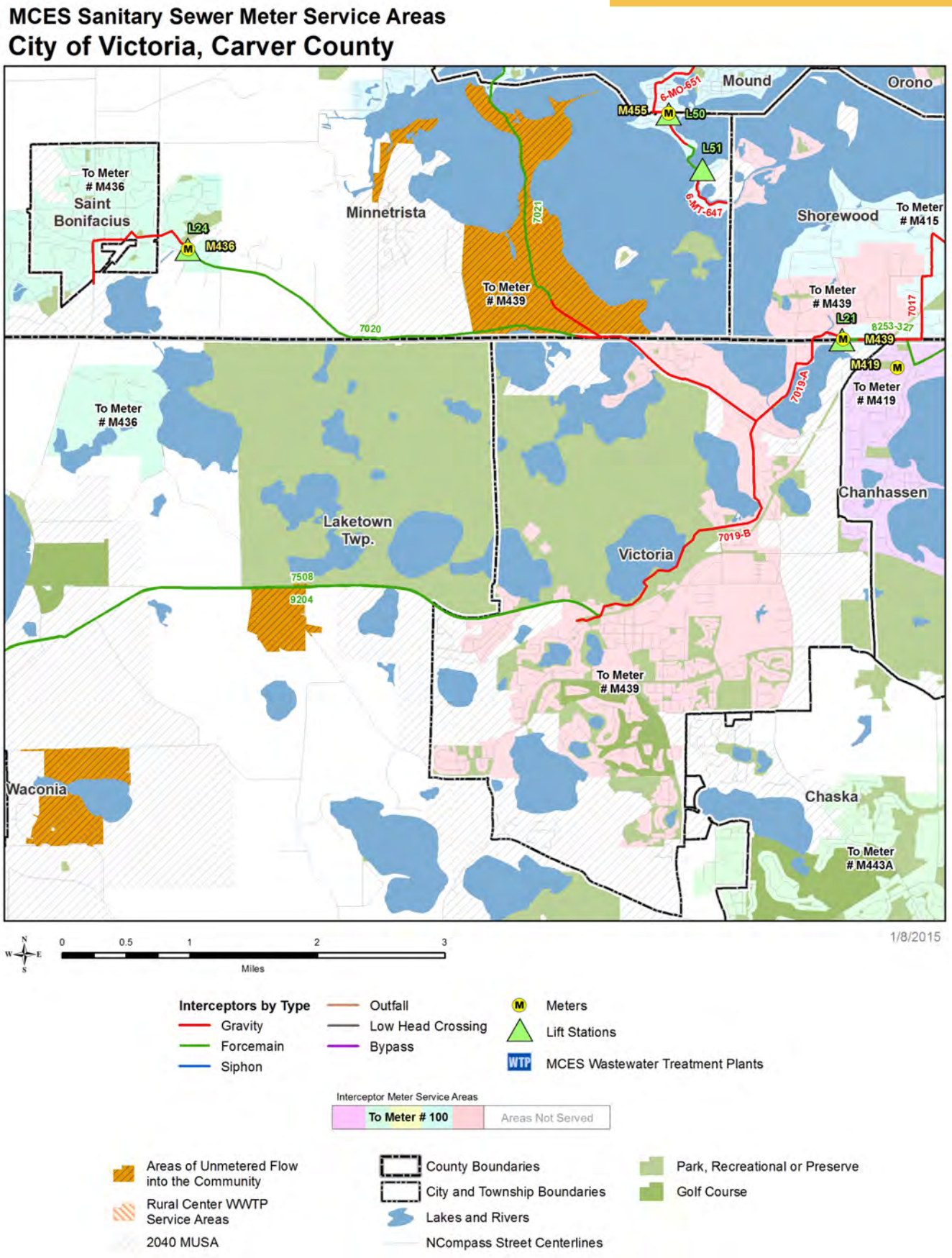
- Forecasts of employment and households growth in 10-year increments through 2040.
- A system map that describes Victoria's existing wastewater infrastructure and future expansion of the system to serve the 2040 growth plan.
- A system map showing areas that have or will receive public sewer and those areas that are not planned to have public sewer.
- Tabulation of design flows, projected flows and capacity for the City's sanitary sewer infrastructure.
- Description of the management program for subsurface sewage treatment systems.
- Discussion of the extent, source and significance of inflow and infiltration into Victoria's sanitary sewer system.
- Requirements and standards for minimizing inflow and infiltration and for the disconnection of sump pump and foundation drain connections to the sanitary sewer system.
- An implementation plan that contains strategies, priorities, scheduling and financing mechanisms for eliminating and preventing excessive inflow and infiltration.

This section contains characteristics of the current municipal system, improvements to address expansion of the municipal system, and estimates of flow contributions to the MCES system.

EXISTING CONDITIONS

Victoria's sewage collection system dates back to the 1950s. In the late 1950s, a wastewater treatment plant was constructed at a location now known as Trillium Court, just northwest of Church Lake, to serve the original Village of Victoria. The City's treatment facility was abandoned in the early 1970s, and the City of Victoria's sanitary sewer system was connected to the MCES interceptor sewer system. Wastewater flows generated by the City are now treated at the MCES's Blue Lake Wastewater Treatment Facility. These flows are metered through a meter located at MCES Lift Station No. L21 located on the northeast corner of the City near Virginia Drive. The existing service area and the location of MCES interceptors are shown in Figure 10.2.

FIGURE 10.2 SANITARY SEWER METER SERVICE AREAS
Source: Metropolitan Council



Inter-Community Connections

The flow from the Church and Single Family Subdivision located east of Minnewashta Parkway and Tristan Heights Subdivision located west of Minnewashta Parkway is discharged to the City of Chanhassen, and Chanhassen bills Victoria for this flow. There is no billing between the communities for the Tall Trees Addition located along Aster Trail that discharges to the City of Shorewood, and the four homes in the City of Minnetrista on Baycliff Drive that discharge into Victoria.

The sanitary sewer system is comprised of three basic parts; the regional system, municipal trunk system, and municipal lateral system. The part of the system operated by the MCES is the regional system, including interceptors, forcemains, and a lift station just outside the City limits. The municipal trunk system consists of the City operated regional trunk lines (sanitary sewers that are larger than 8-inch diameter), and major service area forcemains and lift stations. The lateral system consists of the City operated 8-inch diameter sanitary sewers, and minor lift stations for more localized service areas. Figure 10.3 shows the Existing Sewer System including connection points to the existing MCES System.

INTER-COMMUNITY CONNECTIONS

The Tristan Heights subdivision located along TH 5 and adjacent to the City of Chanhassen discharges to the City of Chanhassen sanitary sewer system connecting in Minnewashta Parkway north of TH 5. This area consists of 40 REC units with an estimated peak hourly flow of 26 gpm.

TABLE 10.1 CAPACITY AND DESIGN FLOWS FOR EXISTING SEWERS AND MAJOR LIFT STATIONS

	EXISTING CAPACITY				ESTIMATED 2040 REC				ESTIMATED EXCESS CAPACITY	
CONNECTION POINT	INTERCEPTOR DIAMETER	*REC	FLOW (MGD)	QP (GPM)	HOUSEHOLDS	JOBS	FLOW (MGD)	QP (GPM)	REC	FLOW (MGD)
12	15"	2039	0.48	1155	922	521	0.34	840	596	0.14
14	12"	1716	0.40	972	754	426	0.27	707	536	0.12
15 (LS18)	30"	9151	2.13	4146	2,313	805	0.73	1664	6,034	1.41
19(LS15)	21"	5776	1.35	2617	1,089	168	0.29	671	4,519	1.05

**This list does not include lateral 8-inch diameter sewer lines and small lift stations which connect directly to MCES interceptors. No significant expansion is anticipated for these areas*

Source: HKGi – FOCUS Engineering, Inc.

FUTURE GROWTH

The Metropolitan Council requires municipalities to assign 2040 growth projections to MCES facilities. Table 10.2 includes the regional growth allocation for the City of Victoria for sewered growth. The projected land use patterns are adequate to accommodate this level of projected growth. The sanitary sewer infrastructure system, with the identified improvements, is adequate to serve this projected growth. These projections are consistent with the other elements of the comprehensive plan.

TABLE 10.2 SEWERED ALLOCATION FORECASTS

FORECAST YEAR	POPULATION			HOUSEHOLDS			EMPLOYMENT		
	MCES SEWERED	UN-SEWERED	TOTAL	MCES SEWERED	UN-SEWERED	TOTAL	MCES SEWERED	UN-SEWERED	TOTAL
2017 (EST.)	8,921	251	9,172	2,978	85	3,063	1,098	7	1,105
2020	9,749	251	10,000	3,415	85	3,500	2,090	10	2,100
2030	12,349	251	12,600	4,485	85	4,570	2,370	10	2,380
2040	15,149	251	15,400	5,615	85	5,700	2,600	0	2,600

Source: Metropolitan Council – HKGi

FIGURE 10.3 EXISTING SANITARY SEWER SYSTEM

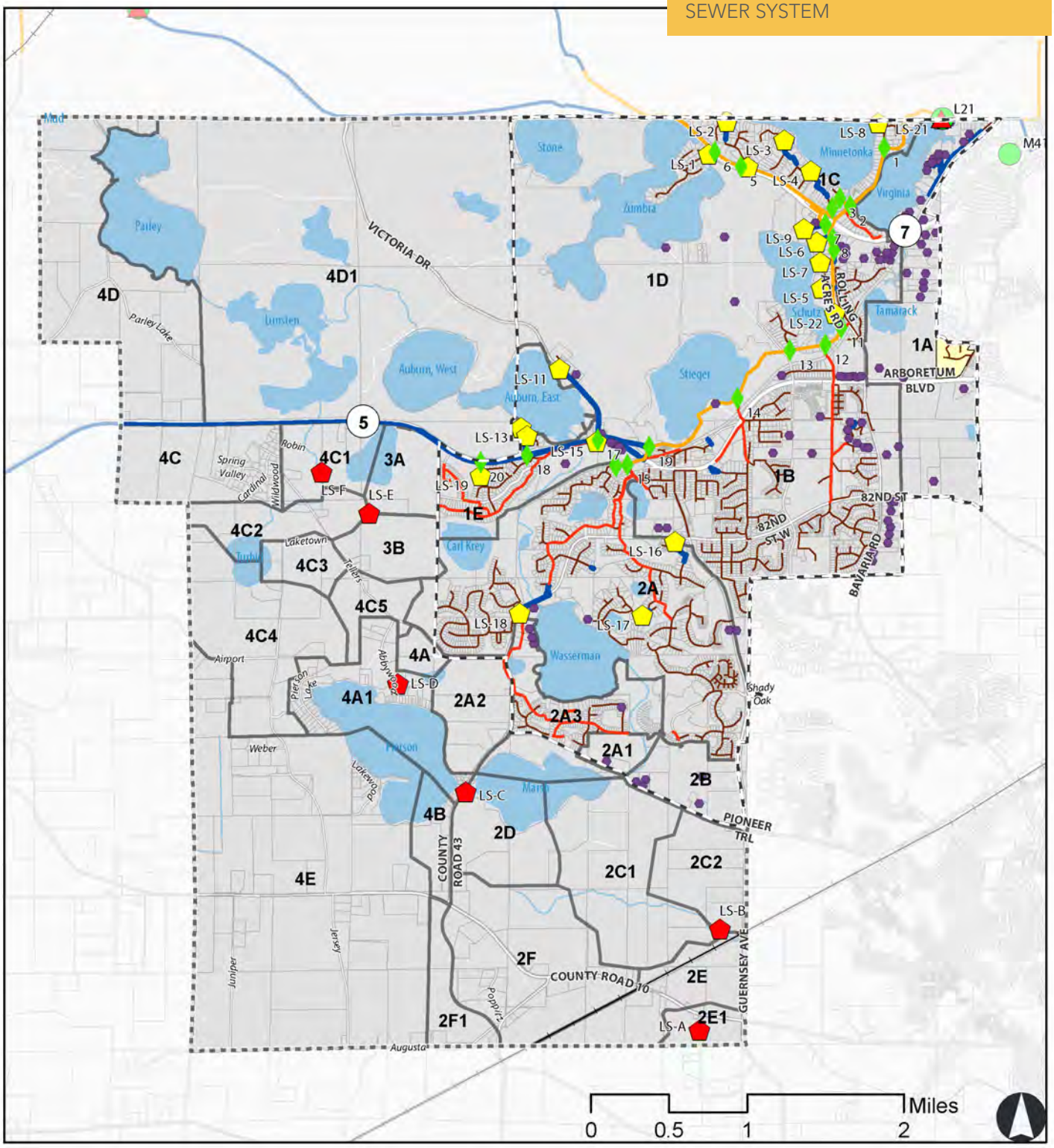


FIGURE 10.4 PLANNED SANITARY SEWER SYSTEM

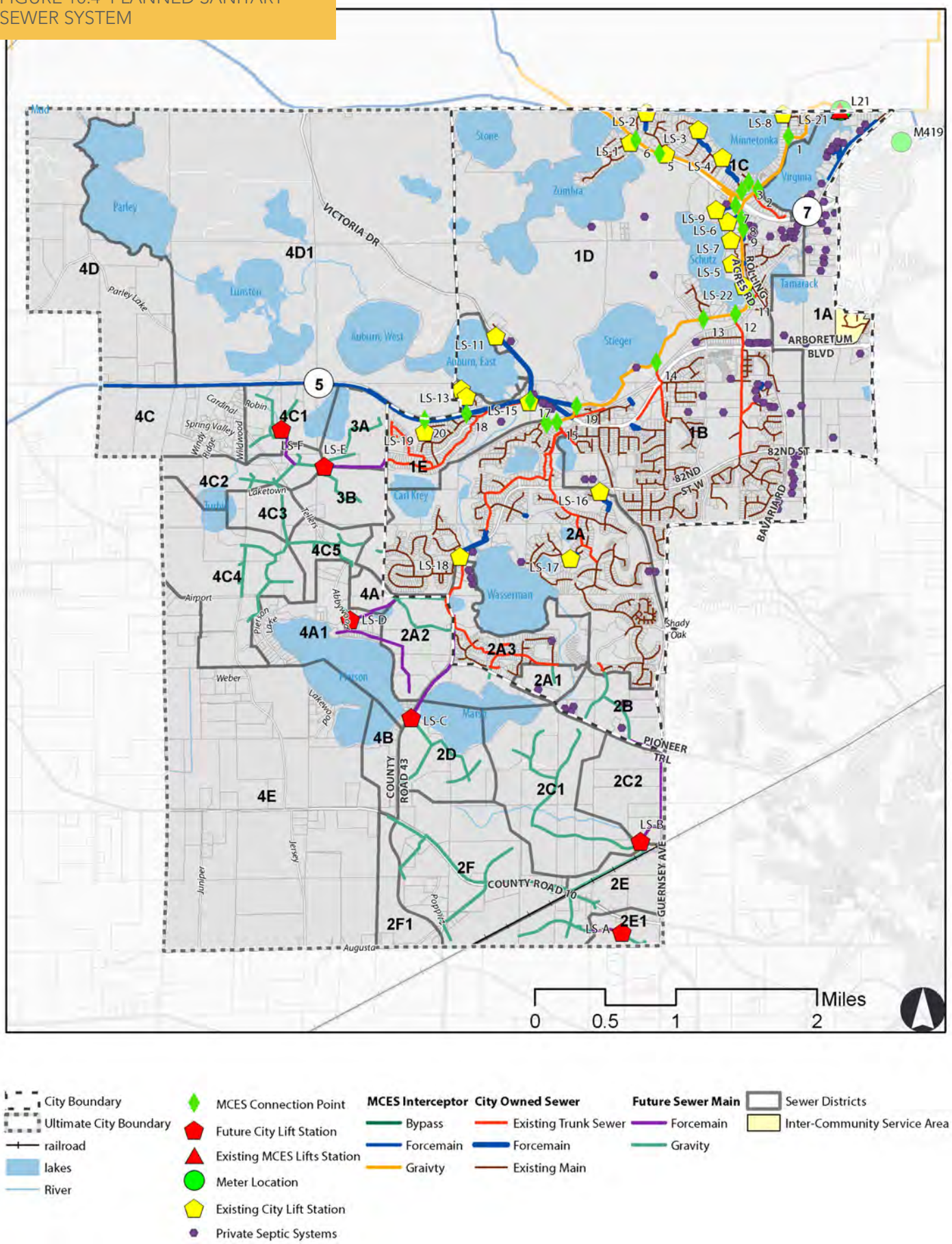


Figure 10.4 shows sanitary sewer trunk infrastructure that remains to be built to support existing and future growth anticipated for the City of Victoria. The extensions of infrastructure will be constructed as necessary to accommodate growth. All future growth within Victoria City Limits will be extended from existing City infrastructure. No new connections to the MCES system are anticipated

FLOW ESTIMATES FOR FUTURE EXPANSION

MCES has established 274 gallons per day (gpd) to be the average daily wastewater production from a typical residential connection throughout the Metropolitan Area (1 REC = 274 gpd). Past records for the City of Victoria indicate that an average wastewater flow of 233 gpd is more representative of the City flow contributions due to a newer than typical sanitary sewer pipe network. The 233 gpd has therefore been used by the MCES for billing purposes. Due to the relatively "tight system," this Plan is based on 1 REC = 233 gpd, where 1 household = 1 Job = 1 REC.

The current connections, estimated REC units in the current City boundary, and estimated REC units in the orderly annexation area have been combined with the projected staging to estimate connections for each location where the City's sanitary sewer system connects to the MCES system in 10-year increments beginning in 2020. This data has been used to determine the flow projections by MCES Interceptor as shown in Table 10.3.

TABLE 10.3 ASSIGNMENT OF 2040 GROWTH FORECASTS BY MCES INTERCEPTOR FACILITY

MCES INTERCEPTOR	2020 FORECAST				2030 FORECAST				2040 FORECAST			
	HH	JOBS	REC	FLOW (MGD)	HH	JOBS	REC	FLOW (MGD)	HH	JOBS	REC	FLOW (MGD)
7019-B	3,128	2,050	5,178	1.21	4,175	2,315	6,490	1.51	5,305	2,535	7,840	1.83
7020	47	10	57	0.01	50	15	65	0.02	50	15	65	0.02
7019-A*	240	30	270	0.06	260	40	300	0.07	260	50	310	0.07
TOTAL	3,415	2,090	5,505	1.28	4,485	2,370	6,855	1.60	5,615	2,600	8,215	1.92
	FLOW (MGD) = REC X 233GPD X (1MG/1,000,000G)											

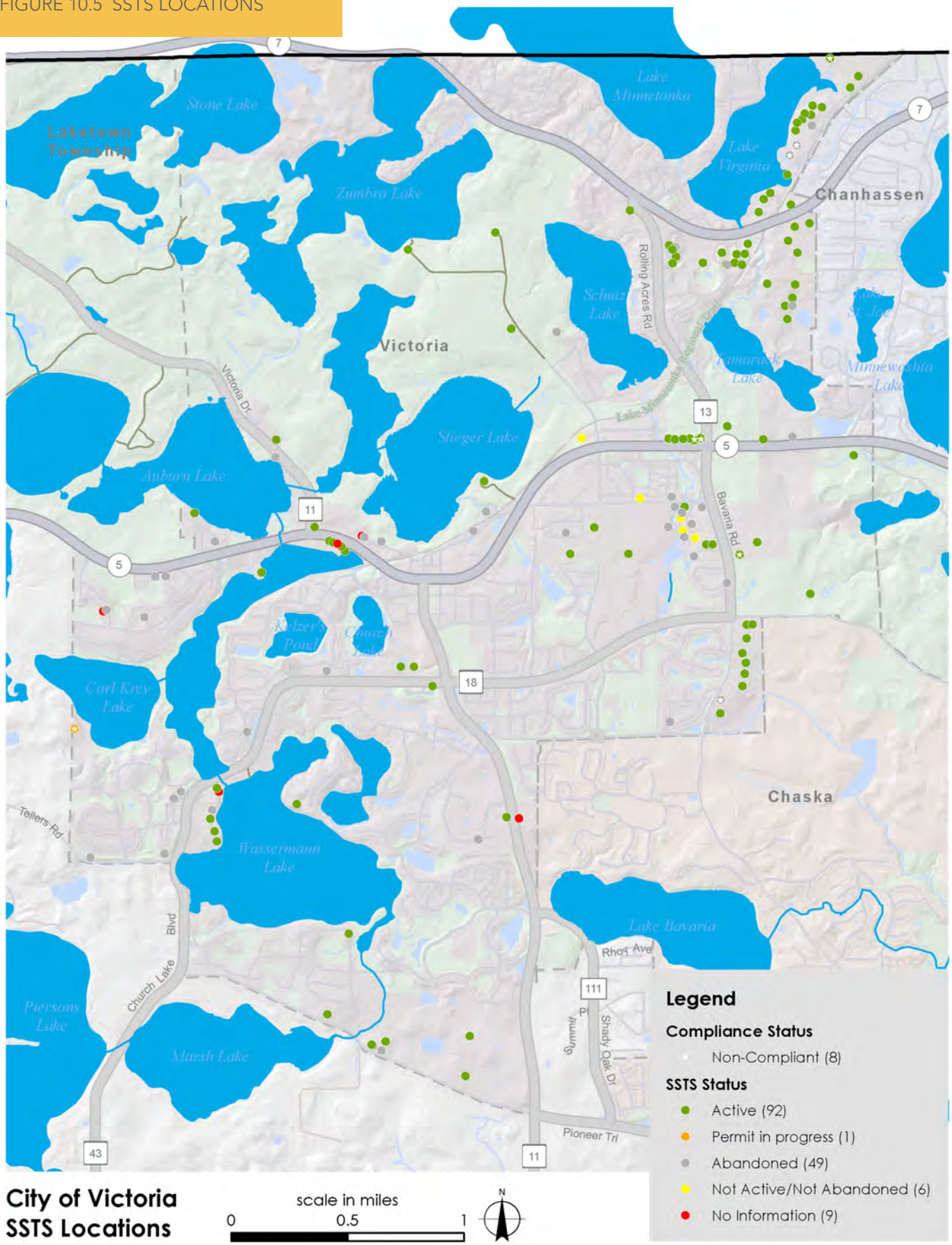
**7019-A Interceptor also collects flow from 7019-B and 7020; numbers shown are only additional flow not already included from other interceptors*

Source: HKGi – FOCUS Engineering, Inc.

SUBSURFACE SEWAGE TREATMENT SYSTEMS (SSTS)

Most of the existing properties within the City limits are served by the City's sanitary sewer collection system. The exceptions include private individual Subsurface Sewage Treatment Systems (SSTS) serving properties located east of Lake Virginia, Parkwood Developments, Foxglove Developments, a few properties west of Zumbra Lake, and a few additional isolated homes as shown on the Figure 10.5 . As noted on the map, there are 92 active SSTS within the City limits. The County identified eight as non-compliant though only five of those are active.

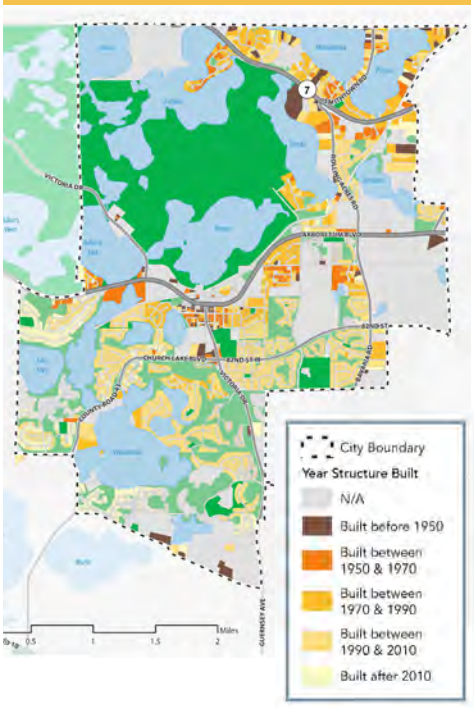
FIGURE 10.5 SSTS LOCATIONS



There are no public or private Community Wastewater Treatment systems in operation in the City. Laketown Township properties are also mostly unsewered and will remain so until they are annexed into the City of Victoria.

Properties not connected to the City's sanitary system are subject to meet the requirements of the State and Carver County as noted in City Ordinance No. 26.197. Carver County Ordinance No. 52 outlines County requirements for SSTS. Carver County is the lead agency for inspections and maintenance requirements for these systems in the City. The County program requires mandatory pumping every three years for all systems and mandatory compliance inspection at property transfer or when a building permit is issued. When failing or non-compliant systems are identified Carver County works with homeowners to resolve the issue in a timely manner.

FIGURE 10.6 HOUSING AGE



INFLOW AND INFILTRATION (I/I)

Inflow and Infiltration (I/I) is surface water and groundwater that enters the sanitary sewer system through broken manhole covers, sewer cleanouts, sump pumps, cracks in sanitary sewer pipes and leaking manholes. Once in the system, this clear water consumes sewer and treatment capacity. Excessive I/I creates unnecessary demands on systems resulting in needing to overbuild and overspending on sanitary sewer infrastructure; therefore, managing I/I is a City priority. In February, 2006 MCES implemented a program to limit excessive I/I into the sanitary sewer systems. The program requires communities that have excessive I/I to eliminate excessive I/I over time. The City has not been identified by MCES as a community with excessive I/I; however, the City recognizes the importance of understanding I/I and continuing to implement ongoing plans to mitigate or minimize I/I.

The City goals are to manage and mitigate I/I by implementing cost-effective I/I reduction projects within the 2040 planning horizon to:

» Gain a more thorough understanding of the sources and extent of I/I within the City of Victoria.
» Manage or reduce ratepayer costs for conveyance and treatment of wastewater
» Minimize liability from water pollution and public health risks by eliminating sanitary sewer overflows in storm events.
» Offset the capital costs of system expansion which may otherwise be needed to support new growth.

Addressing I/I has been an going priority for the City over the last 30 years with the highlighted ordinances, policies and projects below:

» City Ordinance No. 26.198 prohibits discharge of stormwater into the sanitary sewer including roof drains and sump pumps. Ordinance No. 26.198 also required the disconnection of existing sources discharge sources by 1994. At time of adoption of this ordinance in 1993, the City embarked on a program to ensure that connected sump pumps were redirected including inspection and charging a surcharge for those not in compliance.

- Since 2004, the City has improved all the City's older streets (constructed before the mid to late 90s). Prior to completing street improvements, all sanitary sewer was televised, and repairs or replacement of the sanitary sewer system was included in each project. Draintile has been added to each improved street with services provided to allow connection of sump pumps to the storm sewer.
- Nearly all the City's 18 lift stations are new or have been improved including installation of SCADA to improve flow monitoring. Wet well underground structures and surface covers have been replaced as needed to reduce I/I.
- All sanitary sewer lines located outside of roadways have been televised and lined where necessary to reduce I/I.
- The City monitors sewer flows during storm events to see if there is an increase in sewer discharge. Flow monitoring has indicated potential problems with I/I to Lift Station No. 1 (serving 49 homes) and Lift Station No. 11 (serving 10 homes). Additional investigation will be completed in the next two years with necessary improvements made based on those assessments.

As shown in Figure 10.6, Victoria has around 220 units that were built prior to 1971, making up around nine percent of the housing stock. The City is not aware of any of these homes that have been evaluated for susceptibility to I/I. Over 70% of the City's housing stock was constructed after 1990 (see Table 10.1). The relative age of the City sanitary sewer pipes and housing stock is believed to result in a lower likelihood of I/I.

Given the limited sewer flow monitoring and that the City sewer flows are not metered by the MCES, there is not an existing estimate of I/I in the community.

The suspected sources of I/I in Victoria are based on knowledge of the existing system gained from annual maintenance and repair work as well as day to day City operation. The City suspects that I/I could enter the wastewater system from sources such as sump pump connections and uncapped sewer cleanouts; aging or broken manhole covers, leaky pipes and joints, and root intrusions; and faulty construction practices. Due to the relative age of sewer systems and completion of maintenance efforts, staff estimates that there is minimal I/I from the City system. It is estimated that there is minimal to moderate I/I from private systems with flow potentially higher for older homes with older infrastructure.

To reduce I/I, the City plans to implement the following:

- Begin to quantify estimates of I/I; now that the City's lift stations are all on SCADA, the City will develop a plan within the next two years to use SCADA for estimating I/I at the City's lift stations.
- Inspect and clean all sewers. All existing sanitary sewer mains are televised every five years. All sanitary manholes are inspected every three years. Upon completion of televising or inspections, any identified issues are scheduled for repair. Lining of manholes is anticipated as a focus in coming years.

- Explore an outreach program to educate and assist property owners to televise sewer laterals, identify issues, and conduct repairs to minimize I/I contributions.
- Continue to require developers to install drain tile along all streets with sewer services. New homes are required to connect sump pump discharges to this system.
- Continue to ensure quality construction methods, sewer mains will be constructed with up-to-date standards, and manholes rings and barrel sections are installed with external wrap.
- Continue to test new sewer mains in accordance with the Minnesota City Engineers Association Standards for Utility Construction.
- Prioritize repairs to manholes including lining of manholes to reduce surface inflow as needed.

The City plans to fund the improvements through the CIP and may apply for grants as available from the Met Council.

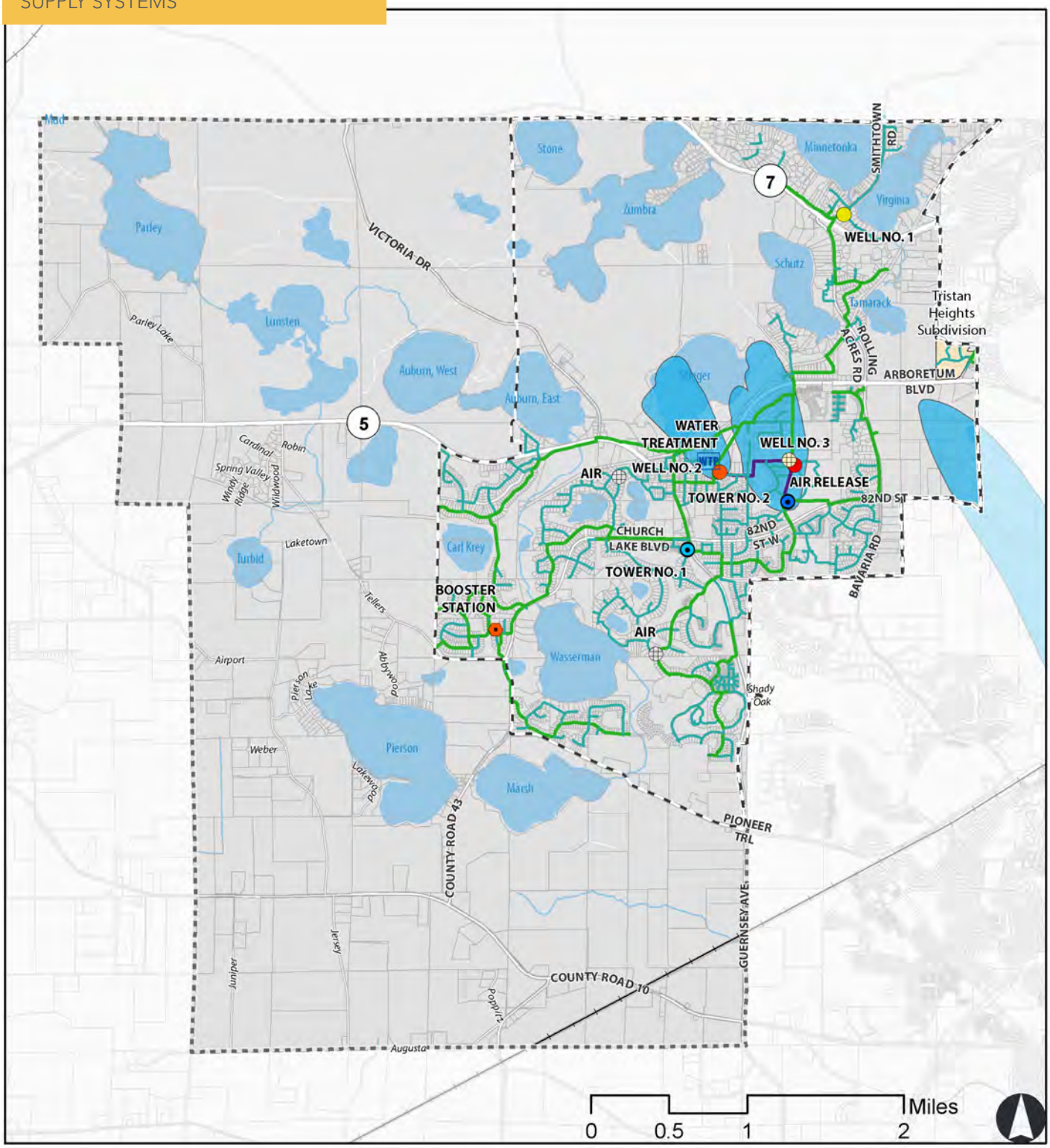
WATER SUPPLY SYSTEM

The City of Victoria operates and maintains a municipal water supply and distribution system to serve the community. As required by the Met Council, the City of Victoria completed its Local Water Supply Plan Template, Third Generation for 2016-2018 in 2016. This plan can be found on the City's website. The following information highlights areas of the template.

EXISTING CONDITIONS

The existing water supply and distribution system, which serves most residents in the City of Victoria, was established in the 1970s and 1980s. Victoria's water system consists of three water supply wells, one elevated water storage tank, two ground storage tanks, a water treatment plant, a booster station, and a distribution system as shown in Figure 10.7 Emergency interconnections were established in 1996 with the City of Shorewood and 2016 with the City of Chaska which can be used as a supplemental water supply during emergency events. The Tristan Heights development, located along the eastern edge of the City and TH 5, receives its water supply from the City of Chanhassen. Current and historical water system demands are depicted in Table 10.4.

FIGURE 10.7 EXISTING WATER SUPPLY SYSTEMS



City Boundary
Ultimate City Boundary
railroad
lakes
Well #1
Well #2
Well #3
WTP Water Treatment
Booster Station
Water Tower #1
Water Tower #2
Air Release
Existing Trunk Watermain
Raw Watermain
Existing Water Main
Inter-Community Service Area
Wellhead Protection Areas

TABLE 10.4 HISTORICAL WATER DEMAND

YEAR	POP. SERVED	RESIDENTIAL WATER DELIVERED (MG)	C/I/I WATER DELIVERED (MG)	WATER SUPPLIER SERVICES (MG)	TOTAL WATER DELIVERED (MG)	TOTAL WATER PUMPED (MG)	PERCENT UNMETERED/ UNACCOUNTED	AVERAGE DAILY DEMAND (MGD)	MAX. DAILY DEMAND (MGD)	DATE OF MAX. DEMAND	RESIDENTIAL PER CAPITA DEMAND (GPCD)	TOTAL PER CAPITA DEMAND (GPCD)
2005	5,700	141.6	9.9	9.0	160.5	176.1	8.9	0.48			68.1	84.7
2006	6,310	209.0	18.1	21.8	248.9	264.1	5.7	0.72	2.649	5/30/06	90.7	114.7
2007	6,395	232.2	10.8	11.9	254.8	274.9	7.3	0.75			99.5	117.8
2008	6,075	244.5	12.8	0	257.3	264.2	2.6	0.72			110.3	119.2
2009	6,137	247.8	16.9	0	264.7	287.9	8.1	0.79	1.995	7/12/09	110.6	128.5
2010	6,755	208.1	15.6	1.0	224.7	249.9	10.1	0.68	1.729	7/2810	84.4	101.3
2011	7,034	236.0	21.1	0.5	257.6	277.9	7.3	0.76			91.9	108.2
2012	6,800	276.5	25.9	2.7	305.1	341.1	10.6	0.93			111.4	137.4
2013	7,079	242.7	21.2	1.7	265.6	305.9	13.2	0.84	2.078	8/25/13	93.9	118.4
2014	7,358	225.1	19.1	1.2	245.5	288.3	14.8	0.79	1.908	8/15/14	83.8	107.3
2015	7,615	228.1	17.4	0.6	246.1	286.7	14.2	0.79	2.180	8/15/15	82.1	103.1
2016	7,871	238.0	15.8	0	253.8	268.1	5.3	0.73	2.305	7/4/16	82.8	93.3
Avg. 2011-2016	7,293	241.1	20.1	1.1	262.3	294.7	10.9	0.81	2.188*	N/A	91.0	111.3

GPCD – Gallons per Capita Per Day **MG – Million Gallons** **MGD – Million Gallons Per Day**

 # 2015 Water use data included a 20 MG watermain leak

*** Average is for 2013 – 2016**

Source: Local Water Supply Template (Third Generation 2016-2018)

Wells and Water Supply: Victoria's water supply and distribution system were first constructed in 1975. This system began with a single Well No. 1 that was ultimately taken out of service in 1998, and abandoned in 2005, due to its limited production capacity. Well capacity was replaced by three wells brought online as the area developed. The City currently has 2,450 gallons per minute (gpm), or 3.5 million gallons per day (gpd) of firm well capacity. Firm well capacity is the capacity of wells with the largest capacity well being out of service. Firm well capacity should match Peak Day system demands. Victoria's current water production capacity falls below the 10 State Standard of 2,625 gpm.

TABLE 10.6 WATER SOURCES AND STATUS

RESOURCE TYPE (GROUNDWATER, SURFACE WATER, INTERCONNECTION)	RESOURCE NAME	MN UNIQUE WELL # OR INTAKE ID	YEAR INSTALLED	CAPACITY (GALLONS PER MINUTE)	WELL DEPTH (FEET)	STATUS OF NORMAL AND EMERGENCY OPERATIONS (ACTIVE, INACTIVE, EMERGENCY ONLY, RETAIL/WHOLESALE INTERCONNECTION)	DOES THIS SOURCE HAVE A DEDICATED EMERGENCY POWER SOURCE? (YES OR NO)
Groundwater	Drift	449111	1987	950	436	Active	Yes
Groundwater	Drift	657278	2001	1500	438	Active	Yes
Groundwater	Drift	719443	2006	1500	450	Active	No
Interconnection	Shorewood	N/A	1996	900	N/A	Emergency Only	N/A
Interconnection	Chaska	N/A	2016	1200	N/A	Emergency Only	N/A

Source: Local Water Supply Template (Third Generation 2016-2018)

Water Treatment: Water Treatment Plant No. 1, constructed in 2006, has a gravity center column design with iron/manganese removal. The treatment process included aeration, detention and filtration and has a capacity of 6.48 MGD.

TABLE 10.7 WATER TREATMENT CAPACITY AND TREATMENT PROCESSES

TREATMENT SITE ID (PLANT NAME OR WELL ID)	YEAR CONSTRUCTED	TREATMENT CAPACITY (GPD)	TREATMENT METHOD	TREATMENT TYPE	ANNUAL AMOUNT OF RESIDUALS	DISPOSAL PROCESS FOR RESIDUALS	DO YOU RECLAIM FILTER BACKWASH WATER?
WTP1	2006	6.48	Chemical Addition	FE/MN removal Fluoridation Chlorination Coagulation	208,363 Gallons	Industrial Discharge Permit through Met Council	Yes
Total	NA	6.48	NA	NA	208,363	NA	NA

Source: Local Water Supply Template (Third Generation 2016-2018)

Water Storage: The City's distribution system includes an elevated tank and two ground storage reservoirs as shown in the following table 10.4.

TABLE 10.5 STORAGE CAPACITY, AS OF END OF THE LAST CALENDAR YEAR
Source: Local Water Supply Template (Third Generation 2016-2018)

STRUCTURE NAME	TYPE OF STORAGE STRUCTURE	YEAR CONSTRUCTED	PRIMARY MATERIAL	STORAGE CAPACITY (GALLONS)
1 Elevated Tank 2	Elevated storage	2000	Steel	500,000
2 GS Tank 1	Ground storage	2006	Cement	612,000
3 GS Tank 2	Ground Storage	2016	Cement	750,000
Total	NA	NA	NA	1,862,000

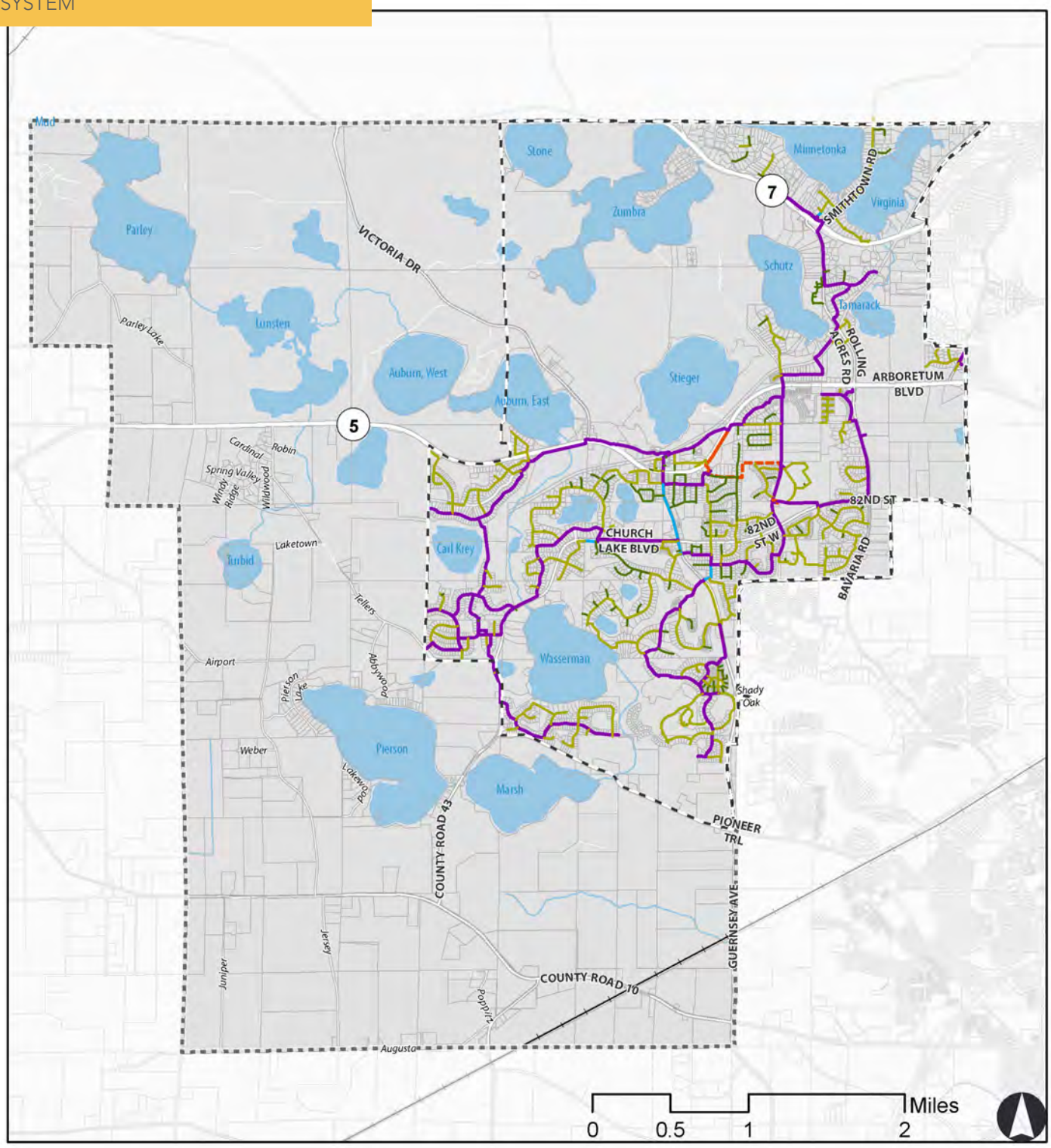
Distribution System: The existing distribution system consists of approximately 53.5 miles of trunk watermain which varies in size from 6 inches to 12 inches in diameter. Figure 10.8 portrays the watermain pipe locations and diameters. Most of the distribution watermain pipes are composed of polyvinyl chloride (PVC). The distribution system is sized to deliver domestic water to residents as well as fire-fighting flows. The distribution system consists of relatively newer watermain pipe and is of adequate size to service the existing system customers. There are no known major distribution system deficiencies currently.

Pressure: The majority of the existing water distribution system operates on one pressure zone, maintained by Elevated Tank No. 2 with a high-water level (HWL) of 1,160 feet. The Minnesota Department of Health recommends 50 psi - 80 psi for a normal system pressure range. Ground elevations in the existing system generally range from 950 feet to 1,030 feet. Given this range, adequate system pressures exist throughout the City with a few localized exceptions.

City standards require new building sites with a first-floor elevation at 1,021 feet or higher to consider having a private booster pump or hydro pneumatic tank installed to boost the system pressures. Building sites with a proposed first floor elevation above 1,030 feet require an engineering analysis to determine the expected water system pressures to the property and to determine if additional measures are required to provide minimum system pressures.

Booster Station No. 1 was originally constructed with the Rhapsody development to increase the water system pressures to this localized area. The facility was revised to increase booster pump capacity, and to pump from a new 0.75 MG ground storage tank onsite in the park. The revised booster station has three booster pumps; each with a flow of 1,000 gpm. The station can supply a maximum capacity of 2,000 gpm to the high service zone for fire flow, and normally operates off of one 1,000 gpm pump. The third pump provides redundancy. The booster station is set to maintain a pressure of 80 psi to the high-pressure zone. In the event of reduced pressures on the low zone, a pressure control valve will open up at a set point of 45 psi, and bleed water back from the high zone to the low zone. The Ambergate Tank ground storage reservoir is filled by an automatic valve in the system set by water level in the tank and time of day. The tank fill valve opens at 10-ft water level, and closes at 15-ft water level, and only operates between 10:00am and 5:00pm.

FIGURE 10.8 WATER DISTRIBUTION SYSTEM



City Boundary
Ultimate City Boundary
railroad
lakes
River

Existing Watermain

Potable Water, 16"
Potable Water, 12"
Potable Water, 10"
Potable Water, 8"
Potable Water, 6"
Raw Water, 16"
Raw Water, 12"

FUTURE GROWTH

Infrastructure and distribution system improvements will be necessary to maintain a reliable and adequate water supply system to meet the future water system needs as the City grows.

Water Use and Demands: Water use projections were developed from the population projections for the City of Victoria to the year 2040 and are shown in Table 10.8. These projections were established in the Local Water Supply Plan Template (2016-2018). Detailed methodologies can be found within the template. The following key points are made relative to the projections:

- The projections are consistent with the future land use plan and the 2040 planning horizon. Future planning efforts will be needed to site additional wells and storage facility needs as Victoria continues to growth within the Orderly Annexation Areas beyond the 2040 growth areas.
- Total population was projected using linear interpolation of the Thrive 2040 projections given in the 2015 System Statement for Victoria.
- The projections assume that future growth within the Victoria growth areas will be connected to municipal water.
- Usage and demand projections were based on the conservation goals established in the Local Water Supply Plan Template.

TABLE 10.8 PROJECTED WATER DEMAND

YEAR	TOTAL POPULATION	POPULATION SERVED	PER CAPITA WATER DEMAND (GPCD)	AVERAGE DAILY DEMAND (MGD)	MAXIMUM DAILY DEMAND (MGD)
2016	8,920	7,871	93.3	0.73	2.31
2020	10,000	8,897	90.34	0.80	2.17
2030	12,600	11,497	83.75	0.96	2.60
2040	15,400	14,297	81.81	1.17	3.16

GPCD – Gallons per Capita Per Day MGD – Million Gallons Per Day

Source: Local Water Supply Template (Third Generation 2016-2018)

To accommodate future growth consistent with the 2040 future land use plan, additional wells (3), water storage (1), water treatment (1) and expansion of the distribution system will be needed as outlined in Table 10.9 and Table 10.10 and as shown on Figure 10.9. Anticipated construction year is projected timing based on Met Council population projections. The specific timing for construction of new wells, storage and treatment facility will be based on actual growth.

TABLE 10.9 ADEQUACY OF WATER SUPPLY SYSTEM

SYSTEM COMPONENT	PLANNED ACTION	ANTICIPATED CONSTRUCTION YEAR	NOTES
Wells/Intakes	☐ No action planned - adequate ☒ Repair/replacement ☒ Expansion/addition	Repair: 2018-Well 3 2020-Well 4 2021-Well 2 Addition: 2018-Well 2.5 2019- Well 5 2037-Well 6	Repair: Pull and rebuild wells every 7 years.
Water Storage Facilities	☐ No action planned - adequate ☐ Repair/replacement ☒ Expansion/addition	2030	Located in southern portion of City
Water Treatment Facilities	☐ No action planned - adequate ☐ Repair/replacement ☒ Expansion/addition	2037	Located in southern portion of City
Distribution Systems (pipes, valves, etc.)	☐ No action planned - adequate ☒ Repair/replacement ☒ Expansion/addition	Ongoing	System repairs completed with street projects. Expansion is occurring annually with growth.
Pressure Zones	☐ No action planned - adequate ☐ Repair/replacement ☒ Expansion/addition	Ongoing	Expansion to normal zone as Development continues south of the City and high zone as development moves west.
Other:	☐ No action planned - adequate ☐ Repair/replacement ☐ Expansion/addition		

Source: Local Water Supply Template (Third Generation 2016-2018)

TABLE 10.10 PROPOSED FUTURE INSTALLATIONS/SOURCES

SOURCE	INSTALLATION LOCATION (APPROXIMATE)	RESOURCE NAME	PROPOSED PUMPING CAPACITY (GPM)	PLANNED INSTALLATION YEAR	PLANNED PARTNERSHIPS
Groundwater	Close to existing Well 2 – Katy Hills Park	TBD	TBD	2018	N/A
Groundwater	South end of town Near Marsh Lake Road	TBD	TBD	2019	N/A
Groundwater	South end of town Near Marsh Lake Road	TBD	TBD	2037	N/A

Source: Local Water Supply Template (Third Generation 2016-2018)

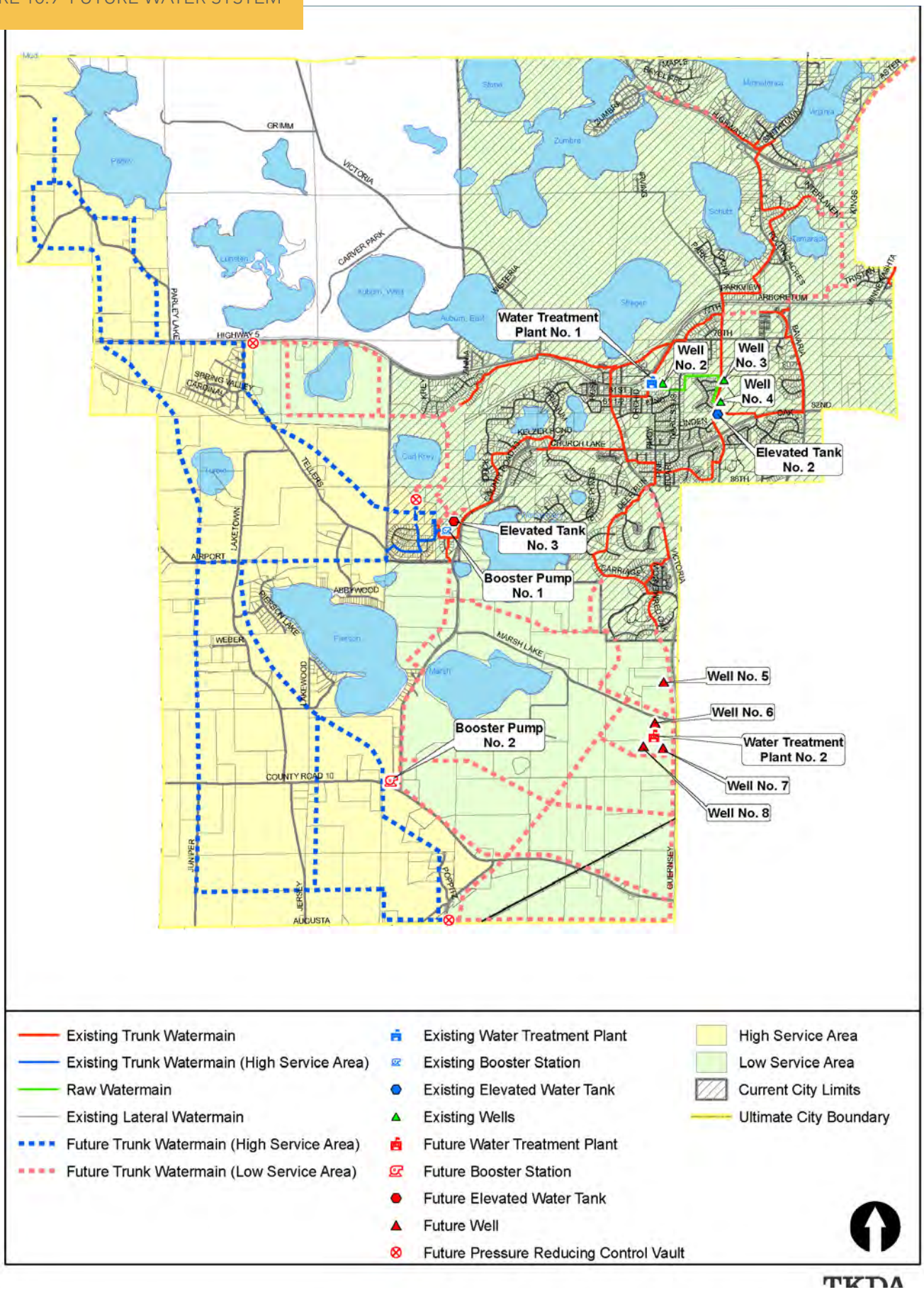
WATER CONSERVATION

Water conservation continues to be critical for the management of the Victoria water system as the City expands the system to accommodate growth while meeting the demand of current users. As the entire metropolitan area continues to grow, greater pressures are being placed on the region's aquifers and limited water supplies. Conservation measures are required to meet DNR benchmarks, curb future water use demands and ensure a sustainable supply.

The City's current water use metrics have come more in line with the DNR minimum recommended values for residential gallons per capita per day water use and peak to average day ratio; though further reduction is needed. High water use and peak demands are attributed to watering lawns during hot summer months. Construction activities place a high demand on water use for watering new sod and the installation of residential automatic sprinkler systems is a standard amenity putting continued pressure on conservation efforts.

The City is implementing initiatives to promote water conservation as outlined in the City's Local Water Supply Plan Template. Conservation measures need to be continued together with increased enforcement to reduce overall residential water use and peak demands. Water use conservation policies contribute to a more financially environmentally sustainable and resilient infrastructure system and ground water supply.

FIGURE 10.9 FUTURE WATER SYSTEM



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11. IMPLEMENTATION

INTRODUCTION

Implementation of the Comprehensive Plan is an ongoing process and occurs as the City reviews development proposals, facility plans, and other projects.

The Plan represents a commitment to a set of goals, policies and actions that will guide the future of the City. It is the result of careful study of the community's physical, economic and social elements, discussion with the community and other organizations, and integration of the community's plans for the future into a unified plan. The City is committed to implementing the Plan and achieving the goals and objectives identified in the comprehensive planning process.

This Implementation Plan is based on the following assumptions:

» This Plan extends to 2040 (the planning horizon); however, not all Plan action items are expected to be implemented within this timeframe. Implementation will occur as funding and resources are available and as state laws require.

» Elements of the Plan and its parts must be implemented on a coordinated basis.

» Effective implementation of the Plan will require that various Plan elements and areas within the community be restudied from time to time or studied at a finer grain.

» Implementation is achieved on an incremental basis.

Knowledge of the Plan and understanding of its importance and benefits, and a commitment to fulfilling the Plan are the key ingredients to successful implementation. While the City Council, Planning Commission, and City Staff are ultimately the ones who carry the bulk of the responsibility in implementing the plan, a diversity of stakeholders can also play key roles in helping advance the ideas and actions identified.

PROCESS FOR MAKING AMENDMENTS AND UPDATING OF THE PLAN

As a policy and planning document, changes to the plan in either text or maps will likely occur. Amendments to the Comprehensive Plan can be initiated by citizens, developers, the City, or others.

Changes to the Plan are made through an amendment process. Amendments require a thorough review and a proper public hearing prior to approval by the City. Amendments must also be reviewed by regional planning agencies and adjacent jurisdictions to determine impacts on regional systems and may then result in concurrent amendments to the City's Zoning Ordinance and Map.

OFFICIAL CONTROLS

The City has a number of Ordinances that implement the Comprehensive Plan including the Zoning Ordinance, Subdivision Ordinance, and Adequate Public Facilities Ordinance. As a part of the Zoning Ordinance, the City also has requirements relating to the regulation of shorelands, signs, special districts, tree preservation, erosion control, and Planned Unit Developments (PUDs).

The City's Ordinances are tools for the City to use to maintain the City's character, manage growth and land uses, and protect natural resources.

As part of the implementation of the Comprehensive Plan, the City will review the land use control ordinances, including zoning and subdivision ordinances, to ensure consistency with the Comprehensive Plan and to assist in implementation of the community-wide goals, policies, and programs contained in this Plan.

Zoning is the primary means of land use control available for local governments. Unlike the Comprehensive Plan, the zoning ordinance is specific in terms of types of uses, size, location and intensity of buildings, lot sizes and setbacks. The purpose for the zoning ordinance is to protect the health, safety and welfare of the general public by regulating the physical development and use of land.

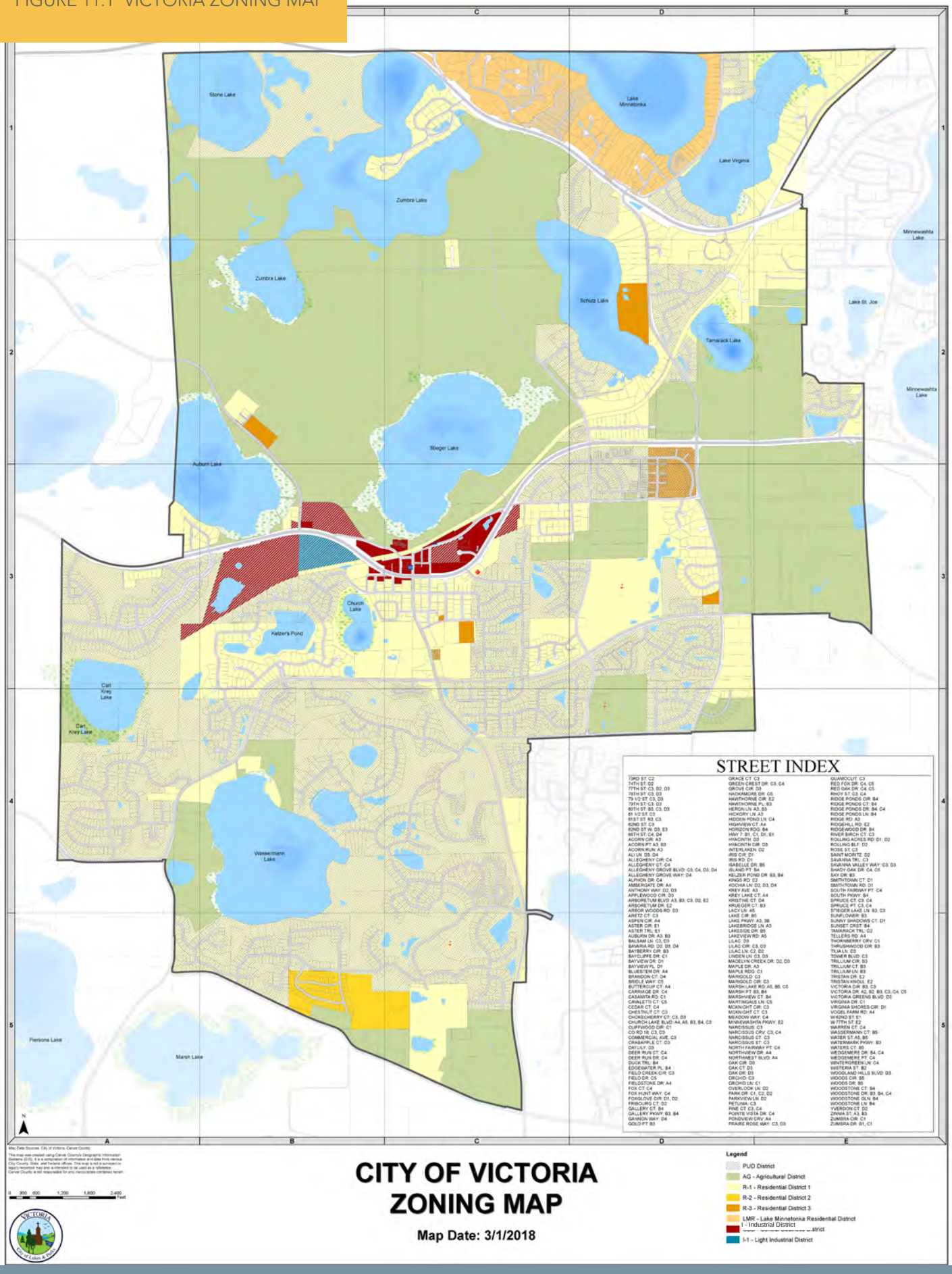
A key implementation action is to update the City's zoning and subdivision code to be consistent with the Comprehensive Plan. State Statute requires this to be done within nine months following the adoption of the Comprehensive Plan.

TABLE 11.1 EXISTING ZONING DISTRICTS, 2018 AND RELATIONSHIP TO 2040 LAND USE PLAN

EXISTING DISTRICT	APPLICABLE FUTURE LAND USE DESIGNATION
AG Agricultural District	Agriculture
R-1 Low Density Residential District	Low Density Residential
R-2 Single Family Residential District	Low Density and Medium Density Residential
R-3 Multi-Family Residential District	Medium Density Residential
R-4 High Density Residential District	High Density Residential – can also be applied to commercial nodes as part of the 30% residential assumption
LMR Lake Minnetonka Residential District	Low Density Residential
CBD Central Business District	Downtown (core area)
I Industrial district	Flex/Business
NA – new zoning districts will be needed	Commercial

Source: City of Victoria Zoning Ordinance, Sec. 109-52.

FIGURE 11.1 VICTORIA ZONING MAP



ORDERLY ANNEXATION AGREEMENT

As a growing city on the edge of the metropolitan area, Victoria has a responsibility to plan for growth beyond its current borders. In 1976, the City of Victoria entered into an Orderly Annexation Agreement with the surrounding township, Laketown. This agreement set in place a border of Victoria's full growth potential. All of the Land Use analysis within this Plan is calculated to this Orderly Annexation Border, even though a significant portion will not be developed/annexed by 2040. Land Use analysis in this Comprehensive Plan highlights the Current City Boundary, the South and West Growth Areas, and Orderly Annexation Area.

Given this orderly annexation agreement is from 1976, it is recommended that the agreement be reviewed and, in collaboration with the Township and Carver County, be updated consistent with more recent planning and state statutes.

City of Victoria Code Sec. 109-54. – "Annexations"

"All territory annexed to the city, which is not shown on the zoning map as part of this article shall automatically be classified within the AG agriculture district and is subject to all regulations, notations, references and conditions applicable to such zone until such time a determination is made as the proper district, classification and amendments made to that effect."

CAPITAL IMPROVEMENT PLAN

The Capital Improvements Plan (CIP) is the financial planning mechanism used by communities to plan for long-term major expenditures. Victoria adopts a 5-year CIP annually. Each year is it reviewed and revised as priorities change. The upcoming year of the CIP is used to aid in the annual budgeting process. Each year the City adopts an annual budget. Expenditures are made in accordance with this budget for the following year.

The Comprehensive Plan sets forth overall direction for the City; the 5-year CIP and annual budget implements the goals and policies contained within it. Each year, every item in the CIP should be evaluated in relation to the goals, policies, and general direction of the Comprehensive Plan. This allows spending decisions to be made within the overall context and future plan for the City. It is important that the financial tools implement the intent of the Comprehensive Plan. The City of Victoria's 2018 CIP is consistent with the comprehensive plan. The current CIP can be accessed here:

http://www.ci.victoria.mn.us/index.aspx?NID=138

ACTION STEPS

This implementation plan presents a number of action steps that together have the potential to positively shape growth and change in the City. Since resources are usually limited, it is unrealistic to assume that the City can undertake all of them simultaneously. Therefore, it will be necessary to focus on those that have the greatest potential to accomplish stated goals or those that respond to issues or problems that have been identified within the Comprehensive Plan.

In order to measure the progress of each action step an implementation matrix has been developed and can be seen in Table 11.2. This tool will allow the City to track each action by its responsible party and associated priority (see sidebar). Essentially, the Action Steps should serve as the "to do list" for the City. As the City and its advisory boards develop annual goals in goal setting workshops, they should consult the to do list as a starting point. As a number of action steps are completed, the plan should be updated to refresh the action steps and, using the community indicators, establish new action steps.

The action steps highlighted in Table 11.2 are developed based on the goals and policies identified in the plan and the broader community strategies identified within the Implementation Chapter.

For reference, each chapter in the Comprehensive Plan includes Goals, Policies, and Actions that describe the future vision for Victoria and ways to achieve that vision.

- Goals are broad statements that describe a desired outcome or end-state. Goals are often long term in scope. (e.g. have a diverse and balanced tax base)
- Policies describe the general course of action or way in which programs and activities are conducted to achieve a stated goal. Policies speak to underlying values, context, or principles, and are sometimes place-specific. There may be a range of specific strategies that support the implementation of a given policy. (e.g. ensure a balance of land uses that includes commercial, industrial, residential, and civic institutional development opportunities)
- Actions are more detailed than policies in that they describe a specific step needed to achieve a policy or goal. Table 11.2 includes some of the more tangible Actions from the plan. Refer to each chapter for more detail on the actions and to see more actions.

1.
2.

Priority

Ongoing: Continuous efforts with no definite start or stop date

Short term: Completing within 1 - 3 years

Mid term: Completing within 3-5 years

Long term: Completing within 5-10 years

Responsible Party

City – City of Victoria

County – Carver County

MCWD - Minnehaha Creek Watershed District

Region - This may include regional agencies such as the Metropolitan Council, Minnesota Department of Transportation, Minnesota Department of Natural Resources or Watershed Districts

TABLE 11.2 PLANNING INITIATIVES AND PROJECTS

IMPLEMENTATION INITIATIVE (ACTION)	DESCRIPTION	RESPONSIBLE PARTY	PRIORITY
MASTER PLANNING			
Growth Area Master Plans	Annexation/Infrastructure Feasibility Study/Environmental Review in growth areas	City / MCWD	Short term
Highway 5 Corridor Master Plan	Vision for land use character, walkability, impacts from Highway 5 improvements – get out ahead of the MnDOT upgrades to Highway 5 and understand the impact future roadway improvements will have on land use, access, and redevelopment The City will continue to advocate for the upgrades to Trunk Highway (TH) 5 and TH 7, both of which lack necessary capacity for current and future traffic. Although driven by auto traffic, upgrades of these roads should not overlook the importance of bicycle and pedestrian travel and aesthetic design elements in any improvements.	City	Mid term
Master Plan for New Community Park on Piersons Lake	Identify parcels for potential acquisition, incorporate into future development, identify trail connections, vision for park program	City	Mid term
Gateway Signage Master Plan	Create a gateway signage master plan. Identify gateway locations, potential signage types and styles, and a phasing plan for implementation.	City	Mid term
Trail Planning	Identify potential trail connections to Carver Park Reserve and the University of Minnesota Arboretum.	City	Short term
PARTNERSHIPS & COLLABORATION			
Expand infrastructure to Growth Areas	Expand infrastructure and utilities to serve future growth areas consistent with the Adequate Public Facilities Ordinance	City / Met Council	Long term
Promote business development in Victoria	Collaborate with the Carver County CDA to promote business development in Victoria	City / County	Short term
Encourage higher density housing in downtown and commercial nodes	Work with local lenders, Chamber of Commerce and local businesses to promote existing funding programs that assist existing homeowners with housing rehab and maintenance needs.	City / Chamber of Commerce	Ongoing
Support housing for all stages of life	Partner with Carver County CDA and other regional housing agencies to provide support programs/services or funding assistance (to developers, and also to those in need of housing) to provide for affordable housing units in the community.	City / County	Short term
Support housing rehab and maintenance	Leverage community partners and volunteers to support rehabilitation and maintenance work. Examples of initiatives may include “adopt a family”.	City / Volunteers	Mid term
Transportation planning partnerships	The City will continue to participate in coalitions and multi- jurisdictional efforts for improvements to the transportation network. This could include corridor studies/groups (such as the TH 5 corridor study), transit oversight panels (such as the County transit advisory board), and/or construction projects.	City / Region	Ongoing
Marsh Lake Road planning	The City will continue to work with the County on the alignment of Marsh Lake Road.	City / County	Ongoing
Coordination and Partnership with Waterhsed District	The City supports efforts to manage water and natural resources to preserve and protect the value as a resource and a community asset. Coordination and partnership on tools, processes, land management, facility development and maintenance is an ongoing collaborative process.	City/MCWD/ CCWMO/Lakes Water Quality Advisory Com.	Ongoing

IMPLEMENTATION INITIATIVE (ACTION)	DESCRIPTION	RESPONSIBLE PARTY	PRIORITY
OUTREACH / SUPPORT FOR RESIDENTS & DEVELOPERS			
Housing rehab services	Market available resources and services to support housing rehabilitation and redevelopment through the City's website, direct outreach, and community events.	City	Short term
Housing maintenance support	Create a program that would link homeowners to pre-screened service personnel such as lawn care, snow plowing, handymen, etc.	City	Short term
Revitalize residential properties	Leverage redevelopment tools to revitalize aging residential properties, through the use of various programs through federal, state, and local governments, and non-profit agencies.	City	Mid term
Use applicable funding tools	Consider use of available funding mechanisms such as Tax Increment Financing, Tax Abatement, CDBG (Community Development Block Grant) funds, LCDA (Livable Communities Demonstration Account)	City	Short term
Streamline permitting	Streamline permitting and development processes to ease the rehabilitation or improvement of existing homes and reduce the impacts of these processes on the price of entry-level homes.	City	Short term
ONGOING AND OPERATIONAL ACTIONS			
Housing conditions analysis	Perform annual "windshield surveys" of housing and site conditions to identify urgent housing issues or needs.	City	Ongoing
Public space landscape standards	Develop a landscape palette and planting plans for public spaces within the city to create a welcoming atmosphere. Include artistic elements, water features, and native plants.	City	Short term
Transportation Network Development	The City will continue to work with surrounding Cities, Carver County, the Minnesota Department of Transportation, and other government agencies in development of the transportation network consist with the goals and strategies of this plan.	City	Ongoing
Update CIP regarding transportation goals	The City will update and refine their 5-year Capital Improvement Plan to be consist with the goals and strategies described in this plan.	City	Ongoing
Housing type analysis	Review the mixture of housing in Victoria at least every five years, in order to identify gaps in the provision of housing for people at different income and age levels in the community.	City	Ongoing
Linear park management plan	Develop management standards and maintenance schedule for linear parks.	City	Short term
Sell off unneeded open space parcels as opportunities arise	Develop list of open space parcels that may be sold.	City	Short term
Ensure park access in new developments	Prior to approval of new developments, parks and planning staff should evaluate plans to ensure inclusion of adequate parks and open space.	City	Ongoing
Continuously improve transportation options	The City will continue to improve the transportation network to reflect all modes of travel.	City	Ongoing

OUR VICTORIA TOMORROW

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