

Comparison of the Scott County 2020 Comprehensive Plan Policies for the Hwy 169 Corridor cited in the Louisville Town Board Resolution adopted January 5, 2006 and the Staff December 18, 2006 Draft 2030 Plan Policies

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<p><b>B-1 Develop a cohesive countywide land use pattern that insures compatibility and functional relationships among activities and between jurisdictions.</b></p> <p>a. Provide for and encourage opportunities for public participation - especially township officials in the planning and development review process. <i>Reason: Input from many perspectives leads to high quality decisions.</i></p> <p>b. Build on strengths throughout the County such as environmental quality, open space, strong industrial and commercial areas in cities, prime farm land, recreation and entertainment facilities, quality local government, and excellent school and park amenities in defining the County's identity. <i>Reason: Scott County has many valuable resources. New development should be compatible with existing development, and compatible with the environment.</i></p> <p>c. To the maximum extent possible, development policies and regulations shall be applied consistently and uniformly <i>Reason: Inconsistently applied policies and regulations are not fair, result in inconsistencies with adopted policies, and open the door to legal challenges that question the entire system.</i></p> <p>d. Geographic land use designations and related zoning classifications shall be changed only when it can be demonstrated that such modifications are in the best long-term interest of the County. Such changes shall occur only when they will promote land use compatibility and meet the goals and policies of the Comprehensive Plan. <i>Reason: Land use zoning should not be changed simply to accommodate a proposed use, but should be established and maintained to the extent necessary to assure compatibility of adjacent land uses.</i></p> <p>e. Proactively address outstanding County issues or concerns that may detract from the County's identity. <i>Reason: There are a number of problems that currently face the County that should be addressed and which should not be</i></p>	<p><b>A-1 Develop a cohesive countywide land use pattern that insures compatibility and functional relationships among activities and between jurisdictions.</b></p> <p>A-1-d. Provide for and encourage on-going opportunities for public participation—<u>including township officials, cities, stakeholders, property owners, and employers</u>—in the planning and development review process. <i>Reason: Input from many perspectives typically leads to higher quality decisions.</i></p> <p>A-1-a. Build on Scott County's strengths—such as environmental quality, open space, strong industrial and commercial areas, prime farm land, recreation and entertainment facilities, quality local government, and excellent school and park amenities—to realize the County's 2030 Vision. <i>Reason: <u>This policy reflects an overarching theme in the 2030 Vision.</u> Scott County has many valuable resources. New development should be designed to coexist with existing development, and be compatible with the environment.</i></p> <p>A-1-f. To the maximum extent possible, development policies and regulations shall be applied consistently and uniformly. <i>Reason: Inconsistently applied policies and regulations are not fair, result in inconsistencies with adopted policies, and open the door to legal challenges that question the entire system.</i></p> <p>A-1-g. Geographic land use designations and related zoning classifications shall be changed only when it can be demonstrated that such modifications are in the best long-term interest of the County. <u>Other than special procedures for rezonings, such land use and zoning changes shall occur only when they will promote land use compatibility, meet the goals and policies of the County's Comprehensive Plan, and be based on a) changes in conditions or b) mistakes in the Comprehensive Plan.</u> <i>Reason: Land use zoning should not be changed simply to accommodate a proposed use, but should be established and maintained to the extent necessary to assure compatibility of adjacent land uses.</i></p> <p><u>A-2-a. County staff shall be proactive in collaborating and communicating with city and township staff on mutual planning issues such as urban expansion, annexation, land use, transportation, natural resources, sanitary service and</u></p>
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*exacerbated by future development. These are: traffic bottlenecks at high-traffic intersections, threats to ground water resources, erosion and flooding problems and land use incompatibilities.*

inspection, and parks, trails, and recreation. Reason: Joint planning studies and collaboration between cities, townships, and the County leads to better, more efficient planning.

A-2-c. Coordinate the following Township responsibilities with the Development Review Team (DRT) process:

- Storm water management system maintenance;
- Township road planning for supportive roadway systems and continuity;
- Local parks and trails planning;
- Weed control management;
- Wetland Conservation Act enforcement;
- Subordinate Service District establishment;
- Community Sewage Treatment Systems (CSTS) management.

A-2-d. Coordinate long range transportation and other infrastructure plans that will support and direct future growth and allow for planned road right-of-way and infrastructure improvements. Reason: Planning for road needs to accommodate planned development is the most efficient way to meet transportation needs for a region and ensure public safety.

f. Gravel mining shall be allowed as an interim land use as appropriate within Urban Expansion, Agricultural, Commercial/Industrial areas and Rural Residential Reserve areas. Extraction shall follow strict standards for operations and end use reclamation. Reason: Gravel resources are needed by society. Gravel removal operations are generally compatible land uses in industrial and rural areas. However, gravel mining should be looked at as an interim use rather than an end use of the land. End uses should be compatible with surrounding land uses and in conformance with the comprehensive plan.

**E-5 Preserve and protect non-metallic mineral deposits.**

E-5-a. Identify significant deposits of non-metallic minerals (sand, gravel, and aggregate), and where appropriate, consider preservation and protection for future access and resource-based activities that provide for a diverse, regional, and sustainable economy and environment.

E-5-b. Gravel mining shall be allowed as an interim land use as appropriate within the following districts: \_\_\_\_ Extraction shall follow strict standards for operations and end use reclamation. Reason: Gravel resources are needed by society. Gravel removal operations are generally compatible land uses in industrial and rural areas. However, gravel mining should be looked at as an interim use rather than an end use of the land. End uses should be compatible with surrounding land uses and in conformance with the comprehensive plan.

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<p><b>B-2 Advocate land use development that is accompanied by a sufficient level of supportive services and facilities (roads, storm water management systems, parking, access, etc.).</b></p> <p>a. Plan for and stage development to ensure it is accompanied by sufficient corresponding public infrastructure and support facilities such as roads, storm water management systems, parks, fire, medical and police protection, etc. <i>Reason: Premature development that occurs before roads, storm water management systems and public services are available presents an unnecessary risk to new residents and businesses and increased cost for taxpayers for later provision of these services. Developers - not existing taxpayers, should pay for their proportionate share of costs for needed infrastructure related to or resulting from new developments.</i></p> <p>b. Control direct access to major collector and arterial roadways. <i>Reason: Provide safe access to higher speed traffic conditions on roadways, which are designed to move traffic efficiently.</i></p>	<p><b>Draft 2030 Plan Policies</b></p> <p>A-1-h. The County will not approve a development or subdivision that includes, but is not limited to, any of the following:</p> <ul style="list-style-type: none"> <li>• is inconsistent with Scott County's Land Use Plan;</li> <li>• lacks necessary adequate local paved roads (or plans for future paved roads) to serve the subdivision or development;</li> <li>• lacks adequate sanitary sewer and potable water capabilities;</li> <li>• lacks adequate storm water drainage, storm water treatment facilities, or storm water management either within the development site or downstream;</li> <li>• is inconsistent with Scott County's environmental protection regulations.</li> </ul> <p><i>Reason: The County has clear standards for approval of developments and subdivisions.</i></p>
<p><b>B-3 Maintain and, where necessary, upgrade the aesthetics and environmental quality within the commercial and industrial land use area especially along TH 169 and I-35 corridors.</b></p> <p>b. Support private redevelopment of commercial/industrial properties which display deteriorated building conditions, obsolete site design, incompatible land use arrangements and/or under-utilization of the site, especially in the highly visible TH 169 and I-35 corridors. <i>Reason: Land valuation is driven by market demand. Successful high visibility business and high value residential developments will not locate in an area appearing to be blighted.</i></p>	<p><b><u>E-3 To enhance Scott County's image, encourage commercial/industrial development of high architectural and aesthetic quality along TH 169 and I-35 corridors</u></b></p> <p>E-3-a. Review standards that encourage businesses to construct aesthetically pleasing buildings <u>and sites that enhance, rather than detract from, the visual appeal of the County's major transportation corridors.</u> <i>Reason: Higher architectural and more aesthetic buildings hold their value longer, improve the tax base, and attract other higher value businesses to the area.</i></p> <p>E-3-b. Support private redevelopment of commercial/industrial properties which contain deteriorated building conditions, obsolete site design, blighted signs and billboards, incompatible land use arrangements, and/or under-utilization of the site, especially in the highly visible TH 169 and I-35 corridors. <i>Reason: Land valuation is driven by market demand. Successful high visibility business and high value residential developments will not locate in an area appearing to be blighted.</i></p>

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<p><b>B-6 Plan for growth through a phased basis, providing for a logical extension of urban and rural growth patterns and related community services in a fiscally responsible manner.</b></p> <p>a. Examine requested land use changes in relation to adjoining land uses, site accessibility, storm water management systems availability, and consistency with the Comprehensive Plan and policies. <i>Reason: An objective list of criteria needs to be used for consideration of proposed land use changes.</i></p> <p>b. Adequate lot sizes and soundly constructed buildings of sufficient size shall be required for all types of development. <i>Reason: Lots which require on-site sewage systems, individual wells and storm water management facilities must be larger than those served by municipal services. Larger size lots also provide more flexibility and options for the changing needs of the owners which otherwise would encroach and jeopardize the areas needed for these basic facilities. Poorly constructed buildings require premature replacement, lead to blight conditions and adversely impact surrounding property market values.</i></p> <p><i>(NOTE: Will the emphasis of these new E-4 policies in the right column lead to replacing C and I districts with UBR districts? Do the Overlays represent a helpful transition step in this process? Do these policies represent a mirror of the residential reserve policies of the Metro Council mandating no economic development until urban services are in place by annexation? Is this and the implementation of A-2e, A-3, B-1-f, B-1-h, and the residential policies with the exception of Goal B-4, a recipe for no significant investment in the Townships putting them on a path which will eventually starve them of their viability?)</i></p>	<p><b><u>E-1 Guide higher intensive commercial and industrial development into areas where urban services and infrastructure are available.</u></b></p> <p>A-1-h above</p> <p>E-1-a. The majority of new, high intensive commercial and industrial growth should occur in the seven cities. Reason: Commercial and industrial development is accompanied with relatively intensive demands best provided by municipal services. These include: storm water management, treatment of industrial/commercial wastewater not compatible with individual sewage treatment systems, fire protection, traffic, and water supply.</p> <p><b><u>E-4 Identify and reserve land along arterial transportation routes for future commercial or industrial development that will be served by urban services.</u></b></p> <p>E-4-a. Commercial/industrial areas should only be identified and reserved where compatible with existing and planned land uses and infrastructure. <i>Reason: This type of land use often presents incompatibility problems such as noise, dust, traffic, odor, lighting, etc.</i></p> <p>E-4-b. Hold land in commercial/industrial reserve areas until either a) urban services are extended to the area; b) annexation of the land into a city occurs; or c) supplies of existing vacant commercial/industrial land are substantially depleted. <i>Reason: Securing countywide agreement on the type, intensity, and location of commercial and industrial development in the County is a key 2030 Strategic Challenge. Areas that have been generally guided toward commercial/ industrial development which are anticipated to receive urban services that will significantly improve the value of the land and tax base should be protected from being developed with land uses which would conflict with the future development to commercial/industrial. However, these areas could be developed with compatible commercial/industrial developments before urban services are available if market demands dictate.</i></p> <p><b><u>E-4-c. Work with the cities to preserve future commercial/industrial land in</u></b></p>
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<p><b>A-2 Encourage commercial/industrial development of high architectural and aesthetic quality in order to enhance Scott County's image, promote building durability, and expand the local tax base.</b></p> <p>a. Develop standards with incentives that encourage businesses to construct aesthetically pleasing buildings. <i>Reason: Higher architectural and more aesthetic buildings hold their value longer, improve tax base and attract other higher value businesses to the area.</i></p>	<p><u>future urban and orderly annexation areas. Reason: This will reduce premature development and provide an efficient extension of services.</u></p> <p><b>E-2 To promote building durability and expand the local tax base, encourage commercial/industrial development of high architectural and aesthetic quality in the unincorporated areas.</b></p>
<p><b>A-3 Attracting, retaining and expanding businesses and industry is a priority for diversifying the local tax base and promoting local employment opportunities. The majority of new commercial and industrial uses should be concentrated where urban services are available.</b></p> <p>a. Identify specific planned areas with appropriate standards for infrastructure and aesthetics where small businesses with a need for outside storage can locate within the County. <i>Reason: There is an unmet need for industrial/commercial areas where outside storage is allowed within the County. However, these types of businesses are not often aesthetically desirable along major transportation corridors without well designed and maintained designs and landscaping.</i></p> <p>b. Commercial/Industrial uses should only be allowed where compatible with existing and planned uses. <i>Reason: This type of land use often presents incompatibility problems such as noise, dust, traffic, odor, lighting etc.</i></p>	<p>E-2-a. Identify specific planned areas, with appropriate standards for infrastructure and aesthetics, where small businesses with a need for outside storage can locate within the unincorporated County. <i>Reason: There is an unmet need for industrial/commercial areas where outside storage is allowed within the County. However, these types of businesses are not often aesthetically desirable to surrounding uses without well-designed and maintained sites with extensive landscaping.</i></p> <p>E-4-a. Commercial/industrial areas should only be identified and reserved where compatible with existing and planned land uses and infrastructure. <i>Reason: This type of land use often presents incompatibility problems such as noise, dust, traffic, odor, lighting, etc.</i></p> <p><b><u>C-1 Promote a compatible land use pattern that limits existing and potential conflicts and respects private property rights.</u></b></p> <p><u>C-1-a. When considering growth in the unincorporated portions of the County, guide new land uses to areas where similar uses are located and plan for transitional areas along natural or physical barriers (i.e., topography).</u></p>

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<p>c. Land for future commercial/industrial uses should be identified and reserved until either a) urban services are extended to the area or b) supplies of existing vacant commercial/industrial land are substantially depleted. <i>Reason: Areas that have been generally guided toward commercial/industrial development which are anticipated to receive urban services that will significantly improve the value of the land and tax base should be protected from being developed with land uses which would conflict with the future development to commercial/ industrial. However, these areas could be developed with compatible commercial/ industrial developments before urban services are available if market demands dictate.</i></p> <p>d. New commercial and industrial land uses shall be allowed within Commercial/ Industrial defined areas provided that all traffic, infrastructure, storm water management, and compatibility issues are addressed. <i>Reason: Commercial and industrial development is accompanied with relatively intensive demands best provided by municipal services. These include: storm water management, treatment of industrial/commercial wastewater not compatible with individual sewage treatment systems, fire protection, traffic and water supply.</i></p>	<p><u>drainageways, transportation routes, etc.) to minimize potential impacts.</u>  <i>Reason: Not all land uses are compatible and issues between abutting uses may create conflicts, such as noise, odor, lighting and traffic. As a result, existing land uses may pre-commit the land use of surrounding properties to maintain compatibility and reduce conflicts.</i></p> <p>C-1-b. Assure that incompatible land uses are not located close to one another, and that appropriate measures – such as larger lot size requirements while maintaining large setbacks, requiring additional landscape screening, and/or orientating lots and buildings, equipment, vehicle parking and exterior storage away from surrounding land uses – are used in instances where incompatibilities may otherwise occur. <i>Reason: This can minimize the potential number of complaints about noise, odor, lighting and traffic often associated with incompatible uses.</i></p> <p><b><u>E-1 Guide higher intensive commercial and industrial development into areas where urban services and infrastructure are available.</u></b></p> <p>E-1-a. The majority of new, high intensive commercial and industrial growth should occur in the seven cities. Reason: Commercial and industrial development is accompanied with relatively intensive demands best provided by municipal services. These include: storm water management, treatment of industrial/commercial wastewater not compatible with individual sewage treatment systems, fire protection, traffic, and water supply.</p> <p>E-1-b. Hold land in commercial/industrial reserve areas until either a) urban services are extended to the area; b) annexation of the land into a city occurs; or c) supplies of existing vacant commercial/industrial land are substantially depleted. <i>Reason: Securing countywide agreement on the type, intensity, and location of commercial and industrial development in the County is a key 2030 Strategic Challenge. Areas that have been generally guided toward commercial/ industrial development which are anticipated to receive urban services that will significantly improve the value of the land and tax base should be protected from being developed with land uses which would conflict with the future development to commercial/industrial. However, these areas could be developed with compatible commercial/industrial developments</i></p>
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	<i>before urban services are available if market demands dictate.</i>
<p><b>I-7 Preserve and protect known non-metallic mineral deposits for future access to the fullest extent feasible.</b></p> <p>a. Identify and protect existing mining areas from incompatible development where feasible.</p> <p>b. Require detailed gravel pit operation and reclamation plans that identify ultimate end use of the property that is complementary to surrounding and future land uses, does not adversely affect natural resources and the means by which the end use will be implemented.</p> <p>c. The siting and operation of gravel mining operations must consider compatibility with adjoining and planned land uses and mitigation measures to reduce nuisance concerns such as noise, dust, hours of operation and traffic.</p>	<p><b><u>E-5 Preserve and protect non-metallic mineral deposits.</u></b></p> <p><u>E-5-a. Identify significant deposits of non-metallic minerals (sand, gravel, and aggregate), and where appropriate, consider preservation and protection for future access and resource-based activities that provide for a diverse, regional, and sustainable economy and environment.</u></p> <p>E-5-b. Gravel mining shall be allowed as an interim land use as appropriate within the following districts: _____ Extraction shall follow strict standards for operations and end use reclamation. <i>Reason: Gravel resources are needed by society. Gravel removal operations are generally compatible land uses in industrial and rural areas. However, gravel mining should be looked at as an interim use rather than an end use of the land. End uses should be compatible with surrounding land uses and in conformance with the comprehensive plan.</i></p>

M. Cronin 3/30/07