

# **PLANNING COMMISSION**

**JUNE 14, 2021**

**6:30 O'CLOCK P.M.**

1. Call to Order
2. Minutes of the Previous Meeting – May 10 and Special Meeting May 24, 2021
3. Public Hearing for - Ordinance Change to Kennel Language Discussion
4. Public Hearing for - Ordinance Change to Solar Language Discussion
5. Public Hearing for - Ordinance Change to Sign Language Discussion
6. Fence permit Update
7. Update on Davidson Variance
8. Sterling Larson Solar Project
9. Transportation Map/Plan
10. Other
10. Adjourn

MINUTES OF PLANNING COMMISSION MEETING  
May 10, 2021

Pursuant to due call and notice thereof, a regular Planning Commission meeting was held at City Hall on the 12th day of April, 2021 at 6:30 PM

**THE FOLLOWING WERE PRESENT:** Chairman Ferris, Commissioner Burton, Commissioner Thompson (arrived at 7:34), Commissioner Torkelson, Commissioner Zelinske, Commissioner Tinsley and Commissioner Fitch

**THE FOLLOWING WERE ABSENT:** None

**THE FOLLOWING WERE ALSO PRESENT:** Administrator Tim Ibisch, Anthony Solseth and Chris Boruff

**CALL TO ORDER AT 6:30PM**

**ADDITIONS TO AGENDA –**

**Public Forum**

**Add Wilker Update to Other**

**MINUTES OF THE PREVIOUS MEETING – April 10, 2021 - Motion to Approve the Minutes as Amended made by Commissioner Torkelson, second by Commissioner Burton With All Voting Aye.**

**PUBLIC FORUM**

**Anthony Solseth – 402 N Mantorville Ave** - Bought a house on Mantorville Ave and was told he could put up a 36" fence and was turned in for code being 30". The Planning Commission asked him to get a variance for the fence height but gave him permission to continue building the fence pending the variance.

**Chris Boruff – 305 Mantorville Ave N** - Has the house across the street that has a fence that is too high. The Planning Commission stated that Mr. Boruff will need to submit a variance request.

**ORDINANCE CHANGE TO KENNEL LANGUAGE DISCUSSION** – The Planning Commission discussed possible changes and believes that changing the language of 90.03(A)(1) to "No residential address shall care for, have custody or control of more than three dogs within the City limits.

**ORDINANCE CHANGE TO SOLAR LANGUAGE DISCUSSION** – Administrator Ibisch stated that the City has had residents who have been inquiring about putting solar on their house. Commissioner Fitch stated that he thinks the Fire Department should be involved in the process somewhere.

**ORDINANCE CHANGE TO SIGN LANGUAGE DISCUSSION** – Administrator Ibisch stated that the part of the sign ordinance 154.344 the language is no longer valid. The City Attorney advises that line 154.344 (A) be revised to read: “Temporary Political signs, not exceeding 32 square feet in area, meaning any sign the display surface of which is primarily constructed of cloth, canvas, fabric, paper board or other light material intended or suitable for only a temporary period of display, and advertising a candidacy for political office or a proposition to be voted upon.” The Planning Commission discussed this and suggested that this portion of the ordinance be included with the candidate handbook when they sign up to run for office.

**UPDATE ON KOMET ACRES** – Administrator Ibisch updated the Commission on the annexation with Mantorville Township for Komet Acres. The Township was opposed to having a road go through but they did approve have the project go forward with the addition of 10 foot trail addition from the end of the cul de sac to the township road. Commissioner Zelinske stated that we need to look at future growth and transportation issues.

**TRANSPORTATION PLAN/MAP** – Administrator Ibisch presented the Comprehensive plan and maps. Commissioner Burton stated that we are not following our policies in the comp plan. Public safety is a large part of the transportation plan. Ibisch stated that this is crucial and we have a lot of subdivisions and more annexations coming in the future if the market stays the way it is.

**COUNTY PUBLIC HEARINGS** – Administrator Ibisch stated that these County projects are within our growth area. This is for the Commissioners information.

**OTHER - DAVIDSON VARIANCE UPDATE** – Administrator Ibisch referred to the staff report and that this is a variance after the fact.

**UPDATE ON WILKER INSPECTION** – Park and Rec Director Ron Unger, submitted his yearly inspection of the Wilker Landscaping property.

Adjourn 7:49PM

Respectfully Submitted,

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Linda Rappe, City Clerk

MINUTES OF SPECIAL PLANNING COMMISSION MEETING  
May 24, 2021

Pursuant to due call and notice thereof, a special Planning Commission meeting was held at City Hall on the 24th day of May, 2021 at 6:00 PM

**THE FOLLOWING WERE PRESENT:** Chairman Ferris, Commissioner Burton, Commissioner Thompson, Commissioner Torkelson, Commissioner Zelinske, Commissioner Tinsley (arrived at 6:30) and Commissioner Fitch

**THE FOLLOWING WERE ABSENT:** None

**THE FOLLOWING WERE ALSO PRESENT:** City Administrator Tim Ibisch, City Clerk Rappe, Ron Carlson and Derek Davidson

**CALL TO ORDER AT 6:00PM**

**PUBLIC HEARING DAVIDSON VARIANCE** – Administrator Ibisch referred to the staff report, stating that the plans originally submitted had the required setback listed on the plot plan and the application. The plans approved were based off incorrect measurements resulting in a building will be too close to the side yard setbacks and needs a 2 foot variance on each side at 16 2<sup>nd</sup> St NW. Staff went through the findings of fact and recommends approval in the R-C zoning district.

**Public hearing opened.**

Ron Carlson owns the property behind this lot and wonders how this got this far and now we are having the hearing. Derek Davidson stated that the discrepancy of the floor plan and the lot size. The biggest thing that bothered Mr. Carlson is that once the variance was filed the work kept going. Mr. Davidson stated that there was a change in plans part way through and he realizes this is a risk but the home is built and waiting to be set.

Neighbor Jessica Evans submitted comments via email.

**Public Hearing was Closed.**

Commissioner Thompson – stated that he will abstain since he was the draftsman. But he did not provide the site plan the contractor submitted it himself.

The Commissioners would like to know to what extent CMS verify measurements or can it be part of their process. Commissioner Zelinske stated the only way to be right on is to survey. Commissioner Burton stated that even without the survey you know whether you are off 2 or four feet.

Commissioner Burton – questioned impervious surface and what the clear definition is. Ibisch will follow-up.

Chairman Ferris stated that there are 6 questions that have to be answered for a variance, these are laid out in the staff report.

**Motion to Recommend Approval of the Request made by Commissioner Burton, second by Commissioner Zelinske. Ayes: Burton, Tinsley, Ferris, Fitch and Zelinske Abstain: Thompson and Torkelson**

Adjourn 6:39 PM

Respectfully Submitted,

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Linda Rappe, City Clerk

## STAFF REPORT

**TO:** Planning and Zoning Commission  
**FROM:** Brad Scheib, Consulting Planner, HKGi  
Laura Chamberlain, Consulting Planner, HKGi  
**DATE:** May 10, 2021  
**SUBJECT:** Zoning Code Updates - Kennels  
**MEETING DATE:** May 10, 2021

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### CURRENT CODE LANGUAGE ON KENNELS

#### TITLE IX: GENERAL REGULATIONS

##### Chapter 90: Animal Control

##### [§ 90.01 DEFINITIONS](#)

**KENNEL.** Any place, building, tract of land, abode, or vehicle where four or more dogs over the age of six months are kept and maintained. **KENNEL** does not include a veterinarian licensed to practice in the State of Minnesota who keeps, congregates or confines dogs in the normal pursuit of the practice of veterinary medicine. **KENNEL** does not include an animal shelter owned and operated by any political subdivision of the state or providing animal sheltering services under contract with any political subdivision of the state.

##### [§ 90.03 KEEPING OR HARBORING PROHIBITED](#)

(A)

(1) **No residential address shall own, care for, have custody or control of more than three dogs within the City limits.**

~~(1)~~**(2)** No person shall own, care for, have custody or control of, within the city limits, any non-domestic animal as defined in this chapter.

~~(2)~~**(3)** Exceptions. An exception may be made to this prohibition for the following: non-domestic animals within the City's Agricultural Zoning District as specifically provided within the city's Zoning Ordinance.

(B) Restrictions on food and drink establishments. It is unlawful for the owner or operator of any establishment wherein the selling, handling, processing or preparation of food is done to permit any animal in such establishment except as allowed by Minnesota Statutes.

[§ 90.16 KENNELS; LICENSE REQUIRED.](#)

No person will maintain a kennel within the city except in a location permitted by the zoning and subdivision code as a commercial kennel. The kennel license fee will be fixed from time to time by the Council and will be obtained in the same manner as the dog license. The license will expire annually on last day of December of each year.

**TITLE XV: LAND USAGE**

**Chapter 150: Definitions**

[§ 150.02 DEFINITIONS](#)

**ANIMAL (PET) SERVICES.** Establishments primarily engaged in the sale, grooming, retail of supplies or veterinary care of pets/non-agricultural animals; these uses do not include boarding of animals (see **KENNELS**).

**KENNEL (ANIMAL BOARDING).** A commercial establishment in which dogs or domesticated animals are housed, bred, boarded, or sold, all for a fee or compensation.

**Chapter 154: Zoning**

**Article 04: Base Districts**

**Part 2: Uses**

[§ 154.112 PRINCIPAL USES TABLE](#)

	R-1	R-1A	R-2	R-3	R-C	C-1	C-2	C-3	I-1	I-2	Use Standards
Animal / Pet Services						PS	PS	PS	PS		§154.206(A)
<b><u>Kennel / Animal Boarding</u></b>							<b><u>CUP</u></b>	<b><u>CUP</u></b>	<b><u>CUP</u></b>	<b><u>CUP</u></b>	<b><u>§154.206(B)</u></b>
Services otherwise allowed with drive-through or drive-in						CUP	CUP	PS	PS		§154.206(B)(C)

**Article 06: Use Specific Standards**

**Part 4: Specific Commercial Uses**

[§ 154.206 OTHER SERVICES.](#)

## (A) Animal/Pet Services

- (1) Animal hospitals shall be located no closer than 100 feet to any residential district, restaurant, hotel or motel in any district, and shall show that adequate measures and controls will be taken to prevent offensive noise and odor. No incineration of refuse shall be permitted on the premises.
- (2) Animal daycare center:
  - (a) An odor mitigation plan shall be provided to demonstrate how impacts from odors will be minimized.
  - (b) All outdoor areas for animals shall be enclosed with a fence.
  - (c) A facility sharing a common building wall, ceiling, or floor plate with another use or structure must provide engineering detail demonstrating sound attenuation to STC rating of 55 or higher for such common walls and ceilings. Noise testing by a qualified noise professional may be required as a condition of approval prior to issuance of a building certificate of occupancy.
  - (d) All outdoor designated areas for animals shall be located a minimum of 125 feet from a residential property line.
  - (e) An indoor facility must be located at a minimum of 50 feet from a residential property line.
  - (f) Overnight boarding of animals shall not be permitted.

(B) **Kennel / Animal Boarding**

- (1) **All kennels shall hold a valid license with the City of Kasson, reviewed and renewed annually.**
- (2) **No animal shall be boarded or have over-night sleeping facilities outdoors.**
- (3) **An odor mitigation plan shall be provided to demonstrate how impacts from odors will be minimized.**
- (4) **All outdoor areas for animals shall be enclosed with a fence.**
- (5) **A facility sharing a common building wall, ceiling, or floor plate with another use or structure must provide engineering detail demonstrating sound attenuation to STC rating of 55 or higher for such common walls and ceilings. Noise testing by a qualified noise professional may be required as a condition of approval prior to issuance of a building certificate of occupancy.**
- (6) **All outdoor designated areas for animals shall be located a minimum of 125 feet from a residential property line.**
- (7) **All indoor facilities must be located at a minimum of 50 feet from a residential property line.**



**(8) No incineration of refuse shall be permitted on the premises.**

~~(B)~~**(C)** Services otherwise allowed with drive-through or drive-in. See standards established in § 154.205(B).

## STAFF REPORT

**TO:** Planning and Zoning Commission  
**FROM:** Laura Chamberlain, Consulting Planner, HKGi  
**DATE:** June 7, 2021  
**SUBJECT:** Amendment to the Zoning Ordinance – Solar Energy Systems  
**MEETING DATE:** May 10, 2021

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### BACKGROUND

- The City adopted an updated Land Use Title in October 2020, including a complete update for the Zoning Chapter, 154.
- As new code language is being implemented, minor questions and needs for clarification have arisen and will likely continue to come up.
- In early 2021, City staff saw a need to clarify standards related to solar energy systems. The current standards allow for Community Solar Farms as a primary use in the I-2 district, and accessory solar energy systems in all districts. New standards are needed to clarify that ground-mounted accessory systems are not allowed.
- Staff has researched the topic and has drafted language for the Planning and Zoning Commission to consider that proposes additional definitions pertaining to solar energy systems, clarification on easements and disassembly, as well as no longer allowing accessory ground-mounted systems.

### REVIEW PROCEDURE

#### ZONING AMENDMENT

City Code § 154.02.25 states that changes to the provisions of Chapter 154: Zoning, may proceed with a recommendation by the Planning and Zoning Commission. The Planning and Zoning Commission should consider in their recommendation, and the City Council should consider in their decision, the compliance of the zoning amendment with the overall guidance of the Comprehensive Plan.

#### PUBLIC HEARING

City Code § 154.02.25 requires a public hearing for review of the zoning amendment be held by the Planning and Zoning Commission. The public hearing notice for the amendment was published in the Dodge County Independent and posted on the City website.

## **STAFF RECOMMENDATION**

Staff recommends that the Planning and Zoning Commission make recommendation to the City Council to approve the draft ordinance language related to solar energy systems.

## **CITY COUNCIL REVIEW**

In the event a recommendation is received from the Planning and Zoning Commission, it will be forwarded to the City Council for action at an upcoming meeting.

## **ATTACHMENTS**

- A. Draft Ordinance: Ordinance Regarding Solar Energy Systems and Related Zoning Standards

**CITY OF KASSON  
ORDINANCE NO. 2021-XX**

**ORDINANCE REGARDING SOLAR ENERGY SYSTEMS AND RELATED ZONING  
STANDARDS**

The City Council of Kasson does ordain:

**Section 1:** Chapter 150, Section 150.02 is hereby amended to add the following underlined text:

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**SOLAR ENERGY SYSTEM.** A set of devices whose primary purpose is to provide for the collection, storage and distribution of solar energy for space heating or cooling, electricity generation or water heating.

***SOLAR ENERGY SYSTEM, ACCESSORY.*** A solar energy system which is directly connected to or designed to serve the energy needs of the primary use.

**SOLAR ENERGY SYSTEM, BUILDING-INTEGRATED.** A solar energy system that is directly incorporated into the building by replacing typical building materials.

**SOLAR ENERGY SYSTEM, GROUND MOUNTED.** A solar energy system that is installed onto the ground directly or by means of brackets or poles.

**SOLAR ENERGY SYSTEM, ROOF MOUNTED.** A solar energy system mounted to a house or other building.

***SOLAR FARM, COMMUNITY.*** A solar array composed of multiple solar panels on ground-mounted rack or poles which is not directly connected to or designed to serve the energy needs of the primary use but rather for the primary purpose of wholesale sales of generated electricity or a financial proxy for retail power. Solar farms include but are not limited to community solar gardens. A community solar system may be either an accessory or a principal use.

**SOLAR THERMAL SYSTEM.** A system that includes a solar collector and a heat exchanger that heats or preheats water for building heating systems or other hot water needs of the building.

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**Section 2:** Chapter 154, Section 154.235(A) is hereby amended to add the following underlined text and remove the following strikethrough text:

(A) Community Solar Farm

Municipally owned Community Solar Farms shall be exempt from restrictions herein notated; however, all other Community Solar Farms shall be subject to the requirements set for conditional use permits as established in § 154.067 and the following additional performance standards:

(1) Foundations.

A professional licensed engineer in the state of Minnesota shall certify that the foundation and design of the solar panels is within accepted professional standards, given local soil and climate conditions.

(2) Vegetation requirements and management.

The following provisions shall be met related to the clearing of existing vegetation and establishment of vegetated ground cover. Additional requirements may apply as required by the City Council.

- (a) Large-scale removal of mature trees on the site is discouraged. Restrictions on tree clearing, or mitigation for cleared trees may be required by the City Council.
- (b) The project site design shall include the installation and establishment of vegetative ground cover.
  - (i) The ground cover should provide pollinator habitat or meet the beneficial habitat standards consistent with M.S. § 216B.1642, as may be amended from time to time, as set by the Minnesota Board of Water and Soil Resources.
  - (ii) Accessory uses of ground cover, such as beneficial crop growth, or feeding fields for sheep and goats, may be considered at the time of application and permitted with conditions by the City Council.
  - (iii) The applicant shall submit a financial guarantee in the form of a letter of credit, cash deposit or bond in favor of the City equal to 125 percent of the costs to meet the beneficial habitat standard. The financial guarantee shall remain in effect until vegetation is sufficiently established.

(3) Other standards and codes

All community solar farms shall comply with any applicable local, state and federal regulatory standards, including the State of Minnesota Uniform Building Code, as amended; the National Electric Code, as amended; the National Pollutant Discharge Elimination System (NPDES), as amended; and shall be in

compliance with all applicable federal, state and local wetland laws, rules and regulations, as amended.

(4) Power and communication lines

Power and communication lines running between banks of solar panels, to electric substations, among other project elements and providing interconnections with buildings shall be buried underground. Exemptions may be granted by the City Council in instances where shallow bedrock, water courses, or other elements of the natural landscape interfere with the ability to bury lines.

(5) Setbacks

Community solar farms must meet the minimum principal building setback for the zoning district and be located a minimum of 300 feet from a residential dwelling unit not located on the property. Setbacks shall be measured to the nearest solar array or other structure within the community solar farm, excluding security fencing, screening or berm.

(6) Maximum Height

Ground mounted systems shall not exceed 25 feet in height at maximum ground tilt.

(7) Screening

Community solar farms shall be screened from residential dwelling units as follows when there is less than 1,000 feet of separation between the solar array and residential dwelling:

- (a) Screening shall consist of earth mounds or berms; neutral colored fences; or landscaping used in combination or singularly so as to block direct visual access and to mitigate potential glare concerns.
- (b) The use of berming and landscaping shall be 80 percent opaque at the time of maturity. Planting screens shall consist of healthy plant materials at least six feet in height at the time of planting.
- (c) Screening fences that are in disrepair shall be repaired. Planting screens shall be maintained in a neat and healthy condition with plantings that have died being replaced within the current or next growing season.
- (d) Applicant shall provide mitigation of glare issues, failure to mitigate will be a violation of the CUP.

(8) Solar panels must be removed and properly disposed of if they are out of production for more than one year unless the City Council grants an extension of time for their removal.

(9) Application Requirements

The following information shall be provided to the City as part of the CUP permit:

- (a) A site plan of existing conditions showing the following:
  - (i) Existing property lines and property lines extending 300 feet from the exterior boundaries, including the names of the adjacent property owners and current use of those properties.
  - (ii) Existing public and private roads, showing widths of the roads and any associated easements.
  - (iii) Location and size of any existing or abandoned wells, and sewage treatment systems.
  - (iv) Existing buildings and any impervious surface.
  - (v) Topography at two foot intervals and source of contour interval, a contour map of surrounding properties may also be required.
  - (vi) Existing vegetation (list type and percent of coverage; i.e. grassland, pasture, plowed field, wooded areas, etc.).
  - (vii) Waterways, watercourses, lakes and public water wetlands.
  - (viii) Level 2 wetland delineation required. Other levels may be appropriate if approved by the Zoning Administrator or City Engineer.
  - (ix) The 100-year flood elevation and Regulatory Flood Protection Elevation, if applicable.
  - (x) Floodway, flood fringe and/or general flood plain district boundary, if applicable.
  - (xi) Surface water drainage patterns.
  - (xii) Mapped soils according to the Dodge County Soil Survey.
- (b) Site Plan of Proposed Conditions:
  - (i) Location and spacing of solar panels.
  - (ii) Location of access roads.
  - (iii) Planned location of underground or overhead electric lines connecting the solar farm to the building, substation or other electric load.
  - (iv) New electrical equipment other than at the existing building or substation that is the connection point for the solar farm.
  - (v) Sketch elevation of the premises accurately depicting the proposed solar energy conversion system and its relationship to structures on adjacent lots (if any).
- (c) Manufacturer's specifications and recommended installation methods for all major equipment, including solar panels, mounting systems and foundations for poles or racks.

- (d) The number of panels to be installed.
- (e) A description of the method of connecting the array to a building or substation.
- (f) Visual Impact Analysis  
An analysis of the potential visual impacts from the project including solar panels, roads and fencing along with measures to avoid, minimize or mitigate the visual effects shall be required. A plan may be required showing vegetative screening or buffering of the system from those items to mitigate for visual impacts.
- (g) A copy of the interconnection agreement with the local electric utility or a written explanation outlining why an interconnection agreement is not necessary.
- (h) A decommissioning plan shall be required to ensure that facilities are properly removed after their useful life.
  - (i) Decommissioning of solar panels must occur in the event they are not in use for 12 consecutive months. The plan shall include provisions for removal of all structures and foundations, restoration of soil and vegetation and a plan ensuring financial resources will be available to fully decommission the site. Disposal of structures and/or foundations shall meet all applicable rules and regulations to proper disposal.
  - (ii) To ensure proper decommissioning, the applicant shall provide a financial surety by posting a bond, letter of credit or the establishment of an escrow account at a rate of \$25,000 per MW or fraction thereof for Community Solar Farms and at a rate of \$500 per acre for Private Solar Gardens.
- (i) Any financial surety arrangement shall be approved by the City Attorney's Office as to form and issuing bank.
  - (i) The issuing bank must be an FDIC insured bank.
  - (ii) The issuing bank must be available in its entirety to fulfill the obligations of Developer under the Agreement.
  - (iii) Any letter of credit to the City shall contain language requiring its automatic renewal prior to December 31 of each calendar year, unless cancellation of the letter of credit is specifically approved in writing by the City.

(10) KPU Interconnect agreement.

The owner of a solar energy system that will physically connect to a house or other building's electrical system and/or the electric utility grid must enter into a



signed interconnection agreement with Kasson Public Utilities prior to the issuance of a building permit.

(11) Easements.

It shall be the responsibility of the property owner to secure/provide any desired solar easement by Kasson Public Utilities to protect solar access for the system (per Minnesota Statutes Section 500.30).

(12) Installation.

Solar energy systems shall be installed only by licensed contractors.

**Section 3:** Chapter 154, Section 154.255(D) is hereby amended to add the following underlined text and remove the following strikethrough text:

(D) Solar Energy Systems, Accessory

(1) Type. In all districts, only building or roof-mounted systems shall be permitted; ground mounted systems aside from Community Solar farms are prohibited as an accessory solar energy system

~~(a) — In residential districts only building or roof-mounted systems shall be permitted~~

~~(b) — In non-residential districts ground mounted, building, and roof-mounted systems shall be permitted~~

~~(2) — Accessory Structure Limit~~

~~Ground mounted systems shall count as an accessory structure for the purpose of meeting limits on the number of accessory structures allowed per lot and the coverage limits. Ground mounted systems less than 120 square feet shall not be required to apply for a Site Plan Review, but shall meet the setback requirements of an accessory structure.~~

(2) ~~(3)~~ Height

Roof-mounted solar energy systems shall not project beyond the peak of the roof and shall not be more than four (4) feet above the roof surface to which they are attached

~~Active solar energy systems are subject to the following height requirements:~~

~~(a) — Building or roof-mounted solar energy systems shall not exceed the maximum allowed height in any zoning district. For the purposes of height measurement, solar energy systems other than building-integrated systems shall be considered to be mechanical devices and are restricted~~

~~consistent with other building-mounted mechanical devices for the zoning district.~~

- ~~(b) Ground or pole-mounted solar energy systems shall not exceed 25 feet in height when oriented at maximum tilt.~~

(3) ~~(4)~~ Location within Lot

- (a) Accessory S solar energy systems must meet the accessory structure setback of the structure to which it is attached for the zoning district.

~~(i) Roof-mounted Solar energy systems~~

- (b) ~~a.~~ In addition to the building setback, the collector surface and mounting devices for the roof-mounted solar systems that are parallel to the roof surface shall not extend beyond the exterior perimeter of the building on which the system is mounted or built. The collector and racking for roof-mounted systems that have a greater pitch than the roof surface shall be set back from all roof edges by at least two feet.

- (c) ~~b.~~ Exterior piping for solar hot water systems shall be allowed to extend beyond the perimeter of the building on a side yard exposure.

~~(i) Ground-mounted Solar Systems~~

~~Ground-mounted solar energy systems may not extend into the side yard or rear yard setback when oriented at minimum design tilt.~~

(4) Coverage.

Roof-mounted solar energy systems must be of a size and placed in such a location so as to allow the dwelling/building to be insured for fire/casualty and liability coverage by any insurance company licensed to do business in the State of Minnesota. Proof of coverage must be provided by the owner showing that the roof-mounted solar energy system is specifically insured will be required for any permit issued under this section.

(5) Feeder Lines.

All power exterior electrical or other service lines must be buried below the surface of the ground.

(6) Weight.

Rooftop solar projects must not overload the designed weight limit of the roof.

(7) Aesthetics.

All solar energy systems shall use colors that blend with the color of the roof or other structure. Reflection angles from collector surfaces shall be oriented so as not to interfere with the use and enjoyment of other properties. Where necessary, screening may be required to address glare.

(8) ~~(5)~~ Compliance with State Electric Code

All photovoltaic systems shall comply with the Minnesota State Electrical Code.

(9) Compliance with plumbing code.

All solar thermal systems shall comply with the Minnesota State Plumbing Code.

(10) ~~(6)~~ Compliance with all applicable federal, state and local wetland laws, rules and regulations.

(11) ~~(7)~~ Application Requirements

The following information shall be provided to the Zoning Administrator as part of the site review process:

(a) A site plan of existing conditions showing the following:

(i) Existing property lines and property lines extending 100 feet from the exterior boundaries, including the names of the adjacent property owners and current use of those properties.

~~(ii) Existing public and private roads, showing widths of the roads and any associated easements.~~

~~(iii) Location and size of any existing or abandoned wells, and sewage treatment systems.~~

(ii) ~~(iv)~~ Existing buildings and any impervious surface.

~~(v) Topography at two foot intervals and source of contour interval, a contour map of surrounding properties may also be required.~~

~~(vi) Existing vegetation (list type and percent of coverage; i.e. grassland, pasture, plowed field, wooded areas, etc.).~~

~~(vii) Waterways, watercourses, lakes and public water wetlands.~~

~~(viii) 100-year flood elevation and Regulatory Flood Protection Elevation, if applicable.~~

~~(ix) Floodway, flood fringe and/or general flood plain district boundary, if applicable.~~

~~(x) Surface water drainage patterns.~~

(b) Site Plan of Proposed Conditions, showing the following:

(i) Location and spacing of solar panels.

(ii) Planned location of underground or overhead electric lines connecting the solar energy system to the building, substation or other electric load.

(iii) New electrical equipment other than at the existing building or substation that is the connection point for the solar energy system.

- (c) Manufacturer's specifications and recommended installation methods for all major equipment, including solar panels, mounting systems and foundations for poles or racks.
- (d) The number of panels to be installed.

(12) KPU Interconnect agreement.

The owner of a solar energy system that will physically connect to a house or other building's electrical system and/or the electric utility grid must enter into a signed interconnection agreement with Kasson Public Utilities prior to the issuance of a building permit.

(13) Easements.

It shall be the responsibility of the property owner to secure/provide any desired solar easement by Kasson Public Utilities to protect solar access for the system (per Minnesota Statutes Section 500.30).

(14) Installation.

Solar energy systems shall be installed only by licensed contractors.

(15) Abandonment.

If the solar energy system remains nonfunctional or inoperative for more than twelve consecutive months, the system shall constitute a public nuisance. The owner shall obtain a demolition permit and remove the abandoned system at their expense. Removal includes the entire structure, including collector, mount, and transmission equipment.

**Section 4:** This ordinance is effective upon adoption and official publication.

Adopted by the City Council this XX day of [Month], 2021.

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Mayor Chris McKern

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Attest: Linda Rappe, City Clerk

## Can Cities Prohibit Campaign Signs and Flags?

### City Regulations

**Q:** *Do cities have the authority to prohibit campaign signs and flags?*



**LMC:** We have been getting this question a lot lately because there is some confusion about a state law that preempts local sign ordinances during election season. In short, city regulations must comply with both state law and the First Amendment to the U.S. Constitution. State law (Minnesota Statutes, section 211B.045) provides a limited preemption of cities' authority to regulate campaign signs during the election season (defined as 46 days before the state general primary until 10 days after the state general election). State law requires cities to allow the posting of noncommercial signs of any size or number during this time. However, during the rest of the year, state law permits cities to regulate the size and number of noncommercial signs.

In addition, courts have ruled that the First Amendment prohibits cities from regulating signs based on their content. Best practice suggests avoiding total bans on noncommercial lawn signs in residential areas and using caution in adopting provisions that may favor some messages over others. City ordinances can regulate the size and number of signs, but not their content.

Courts have also recognized that the display of flags can constitute expressive conduct protected under the First Amendment. If regulating flags, cities should use caution to avoid favoring some types of flags (particularly, the U.S. flag) over other flags. If one type of noncommercial flag is acceptable, any noncommercial flag should be allowed. Learn more from the LMC information memo at [www.lmc.org/signs](http://www.lmc.org/signs).

*Answered by Research Attorney Jacob Glass: [jglass@lmc.org](mailto:jglass@lmc.org)*

**CITY OF KASSON  
ORDINANCE NO. #6.X-2021**

**ORDINANCE REGARDING A REVISION TO CHAPTER 154.344 PERMITTED SIGNS, ALL  
DISTRICTS**

**§154.344 PERMITTED SIGNS, ALL DISTRICTS.**

The following shall be allowed without a permit in all zoning districts:

~~(A) Political signs, for a period from August 1 until ten days after an election (M.S. §211B.045, as may be amended from time to time);~~

**Temporary political signs, not exceeding 32 aggregate square feet in area, meaning any sign the display surface of which is primarily constructed of cloth, canvas, fabric, paper board or other light material intended or suitable for only a temporary period of display and advertising a candidacy for political office or a proposition to be voted upon;**

(B) Finder signs and real estate signs, not exceeding eight square feet in area;

(C) Official signs, such as traffic-control, parking restrictions, information and notices;

(D) Bulletin boards for public, charitable or places of worship not exceeding eight square feet

in area;

(E) Historic markers, memorial signs, names of buildings and date of erection when cut into

any masonry surface or when constructed of metal and affixed flat against a structure; and

(F) Warning and name signs not exceeding two square feet located on the premises.(Ord. 879, passed 10-28-2020)

This ordinance is effective upon adoption and official publication.

Adopted by the City Council this 23rd day of June, 2021.

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Mayor Chris McKern

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Attest: Linda Rappe, City Clerk

The motion for the adoption of the foregoing ordinance was made by Council Member XX and duly seconded by Council Member XX. Upon a vote being taken, the following members voted in favor thereof: XX. Those against same: XX

Published this 1st day of July, 2021.



CITY OF KASSON  
401 5<sup>th</sup> Street SE Kasson, MN 55944 Phone 507-634-7071

## FENCE PERMIT APPLICATION

Site Address: \_\_\_\_\_

Owner: \_\_\_\_\_ Applicant: \_\_\_\_\_

Address: \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Type of Fence: (please check all that apply)

☐ New ☐ Chain link ☐ Other ☐ Alteration ☐ Wood

Type of Screening: (please check all the apply)

☐ Trees ☐ Shrubs

Size of fence:

(Please include sketch of location with distances to property line and provide the following).

Length: \_\_\_\_\_ ft. Width: \_\_\_\_\_ ft. Height: \_\_\_\_\_ ft. Total Area: \_\_\_\_\_ sq.ft.

Value : \$ \_\_\_\_\_

### **FILING REQUIREMENTS**

- ☐ copies of scaled drawing of fence specifications.
- ☐ copies of site plan showing fence location and lot lines
- ☐ if existing fence, provide description of existing that will remain.
- ☐ signatures of ALL abutting property owners, confirming notification of project.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**THE UNDERSIGNED HEREBY AGREES TO DO ALL WORK IN ACCORDANCE WITH KASSON CITY CODE.  
ONCE PERMIT IS PROCESSED, THERE ARE NO REFUNDS.**

\_\_\_\_\_  
Applicant Signature

Shaded Area Below For Office Use Only

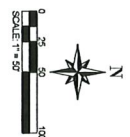
Permit Fee: \$15.00 Paid: \_\_\_\_\_

### **Approvals**

City Clerk: \_\_\_\_\_ Zoning Administrator: \_\_\_\_\_

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_





- 1 CONSTRUCT 14" WIDE GRAVEL ACCESS ROAD PER DETAIL 1 ON SHEET C401
- 2 CONSTRUCT 7' TALL GAME FENCE PER DETAILS 2 & 3 ON SHEET C401
- 3 CONSTRUCT 16" WIDE DRIVE GATE PER DETAIL 4 ON SHEET C401

<p><b>SHEET SIZE</b></p> <p>22"x34"</p>	<p><b>REDUCTION</b></p> <p>0</p>
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240TH AVENUE  
DODGE COUNTY, MN

## SITE PLAN

C201

REMARKS	DATE

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## Timothy Ibisch

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**From:** Timothy Ibisch <cityadministrator@cityofkasson.com>  
**Sent:** Tuesday, June 8, 2021 2:16 PM  
**To:** 'Duke Harbaugh'  
**Subject:** RE: Sterling Garden LLC

Thanks for this Duke, I will show the email below. The developer had asked for feedback and he has scheduled a meeting next week, I can invite you if so desired.

-----

**From:** Nate Bell <nate@nokomisenergy.com>  
**Sent:** Thursday, May 20, 2021 2:47 PM  
**To:** [cityadministrator@cityofkasson.com](mailto:cityadministrator@cityofkasson.com)  
**Cc:** Daniel Rogers <dan@nokomisenergy.com>  
**Subject:** Sterling Garden - Zoning Request and Site Plan

Hi Tim,

Nice to chat today. Thank you again for allowing me to speak with the City earlier this year about the proposed solar garden west of the County landfill. I am circling back as we will be heard at the next Dodge County PC meeting on 6/2. Attached is the site plan, narrative for the request, and also the slides from our meeting this year.

Due to the parcel being in the Urban Expansion Zoning District and our ask to move the land for the array into the Landfill District(same as the County buffer strip abutting the parcel) for solar permitting, this will require the City's thoughts on the following points.

- a. Whether the request does or could comply with the City's Comprehensive Land Use Plan and any Future Land Use Maps, and --

"The new use for this property as a solar garden is not entirely amenable with the future growth plan of the City of Kasson. This parcel as noted, is in the urban expansion zone, and we estimate that based on current growth it will be eligible to be incorporated into the City in 2036. If the Dodge County Board indicates that this area would be a better buffer zone for the Landfill District, then the City will not dispute the zoning change. If that change is made by the County Board, having been reviewed by Dodge County P&Z, requiring compliance in a 15 years timeframe would not be considered to be a major issue. The City of Kasson Planning and Zoning reviewed this project earlier this year and expressed some concerns regarding the nature of solar projects that may inhibit prudent growth and the placement of streets in an efficient manner. However, they did not verbally oppose this project."

- b. The proposed end use of the rezoned parcel would be conforming upon annexation to the city; --

"The City of Kasson is revising its City Code to prohibit non-institutional ground mounted solar units within City limits. At this time however, the proposed use would be compliant if the property were annexed into the City. At the expiration of the solar contract, the City would likely guide this property as residential of some type. However, we would work in conjunction with the property owner for the best use of the property."

c. Annexation to the city is not possible or feasible at the current time. --

"Annexation into the City of Kasson is not possible or feasible at this time, barring action by Mantorville Township and the adjoining property owners. In accordance with the Orderly Annexation agreement, the City will not annex without a petition from the property owner."

**From:** Duke Harbaugh <duke.harbaugh@gmail.com>  
**Sent:** Tuesday, June 8, 2021 10:31 AM  
**To:** Timothy Ibisch <cityadministrator@cityofkasson.com>  
**Subject:** Sterling Garden LLC

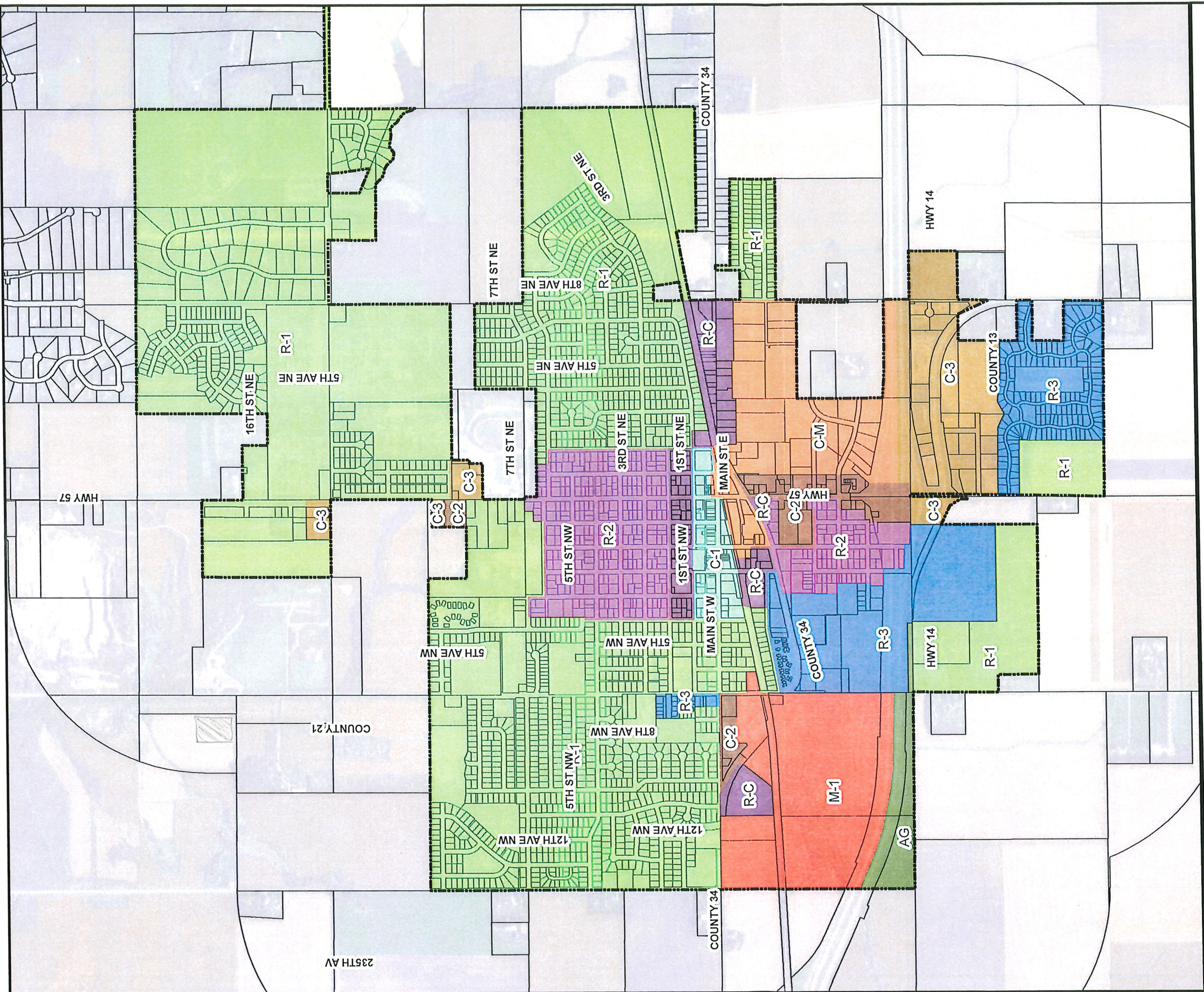
Last night at our Township Meeting the solar developer proposed their plan to us, while this was a no action item I had brought up concern over rezoning land to benefit a solar company. When I look at urban expansion land and the rules set forth in the zoning rules it does not allow solar and they are trying to rezone land to allow it. I am not comfortable with this as rules were set to avoid future land use issues with expansion in urban areas. I am curious if the Solar Company has reached out to the City for comment and what the comment from the City may have been. Thanks

--

**THANKS**

Nick (duke) Harbaugh  
(507)202-6698



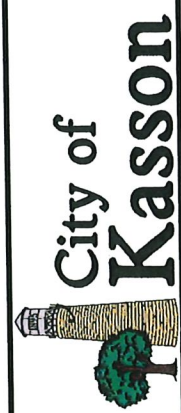


# Zoning

- AG, Agricultural District
- C-1, Central Business District
- C-2, General Commercial District
- C-3, Highway Commercial District
- C-M, Commercial - Manufacturing Mixed Use District

- M-1, Manufacturing/Industrial District
- R-1, Single Family Residential District
- R-2, Single Family, Older Core, Residential District
- R-3, Multi-Family Residential District
- R-C, Residential - Commercial Mixed Use District

Corporation Limits



## ZONING MAP



# CITY OF KASSON COMPREHENSIVE PLAN

## CONTENTS

ISSUES AND OPPORTUNITIES.....	7-2
COMPLETE STREETS AND ACTIVE TRANSPORTATION.....	7-3
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FUTURE ROADWAY SYSTEM.....	7-5
GOALS, POLICIES, ACTION STEPS.....	7-8

## 07. TRANSPORTATION

The growth and development of Kasson has been heavily shaped by regional transportation systems starting with the railroad corridor in the early stages of Kasson and ultimately Highways 14 and 57, which are the greatest influence on growth and land use patterns today.

The comprehensive plan recognizes the existing transportation system in place today and identifies key areas of attention relative to long term improvement.

## ISSUES AND OPPORTUNITIES

Hwy. 57 at 16th St. NE



Hwy. 57 at CR 34



Hwy. 57 at Hwy. 14



*During the engagement process, many indicated that various intersections along Hwy. 57 are unsafe.*

Kasson became a city thanks in part to transportation investments. In 1865 the Winona & St. Peter Railroad was completed from the East (Winona) to Kasson. The railroad company built a freight house in December of 1866, which became the first building erected in Kasson.

Kasson has grown beyond a city dependent on the railroad and is now served by regional highways such as Highways 14 and 57. However, the regional systems are only one part of the community's transportation system. A variety of local streets ranging from Main St. to neighborhood streets are what serve the everyday transportation needs of the community. Kasson must continue to plan for our local system of streets and roadways to enhance mobility options and preserve quality of life.

### EXISTING CONDITIONS TAKEAWAYS

The existing roadway network provides for one access point to Highway 14 (via Highway 57). By improving 16th Street NE, an additional access to Highway 14 will be provided (via Dodge County 15). This will help elevate traffic volumes along Highway 57 and provide an additional access point for emergency vehicles.

During times of high traffic volumes Highway 57/ Mantorville Avenue can become congested. Specifically, at the Highway 14 on/off ramps and the intersections of County 34, Main St and local streets north of Main St.

The intersection at Highway 57 and 16th Street is perceived to be unsafe, especially during school hours.

Main St. parking options can become limited during busy periods through-out the work day. The City municipal parking lot is well utilized.

Residential subdivisions have been developed adjacent to rural gravel township roadways. These gravel roadways are serving as collector streets for the city and are substandard.

The local trail system lacks connectivity and does not fully tie into the Dodge County regional trail system.

### WHAT WE'VE HEARD

During the community engagement process community stakeholders had many things to say about Kasson's transportation network, particularly things that aren't working for their transportation needs. Most of the comments heard through the online mapping site were related to transportation. These comments touched on the subjects of traffic, traffic safety, and both vehicular and non-vehicular new connections. Some of the specific transportation issues pointed out by residents included:

- » A need for a secondary access point to Highway 14 (via 16th Street NE)
- » A desire to ease congestion on Highway 57, particularly during peak hours
- » Safer intersection at Highway 57 and 16th Street
- » Optimize parking on Main St.

FIGURE 7.1 SOCIAL PINPOINT FEEDBACK

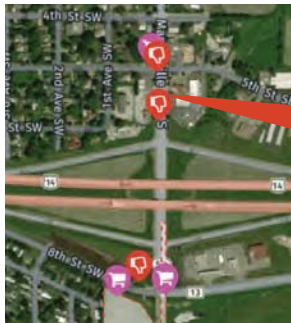
There should be stop light at this intersection by the schools. / There needs to be a round-a-bout to direct traffic. This area is dangerous and very congested, getting worse every year.







This road should be blacktopped all the way out to next black top so that Kasson can be accessed more from Hwy 14.



Traffic is a nightmare in the morning and evenings. More ways to get in and out of Kasson would be great. 260th Ave and connect the NE side and expand 235th Ave to connect the NW side.

## COMPLETE STREETS AND ACTIVE TRANSPORTATION

Streets comprise more than 80% of public space in cities, but they often fail to provide their surrounding communities with a space where people can safely walk, bicycle, drive, take transit, and socialize. It is becoming more widely accepted that streets aren't just for moving cars - they're for moving people. Furthermore, any lively and vibrant city understands that streets are also for people to enjoy and linger, not just move through.

Complete Streets are streets that are designed to be safe for people of all ages. This includes pedestrians, bicyclists, motorists, and transit riders.

Complete streets;

- » Are easy to cross and travel along,
- » Increase opportunities for physical activity,
- » Safely accommodate multiple modes of transportation,
- » Allow users to enjoy the public life around them, and
- » Result in increased walkability, a characteristic of a livable, desirable community.

Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling. Public transportation is often included as well due to its dependence on walking and/or biking at the beginning and end of trip.

Chapter 6 - Parks, Recreation, and Active Living mentions trails and bikeways as an approach to accomplishing daily physical exercise that can be achieved without expensive gym memberships or rigorous workout routines designed for athletes. Strong connectivity within a well-designed grid street system with ample trail and sidewalk connections helps encourage walking and biking not only for recreation purposes but for trip purposes too.

## WAYFINDING

Wayfinding can be defined as spatial problem solving; it is knowing where you are in the environment, where your desired location is, and how to get there. A good wayfinding system is a critical component of all cities and towns. Principles of wayfinding include:

- » Using landmarks to provide orientation cues and memorable locations
- » Providing well-structured paths
- » Creating individual identities at each location
- » Limiting users choices in navigation



16th St. NE is currently only paved to the edge of the developed portion of Kasson.

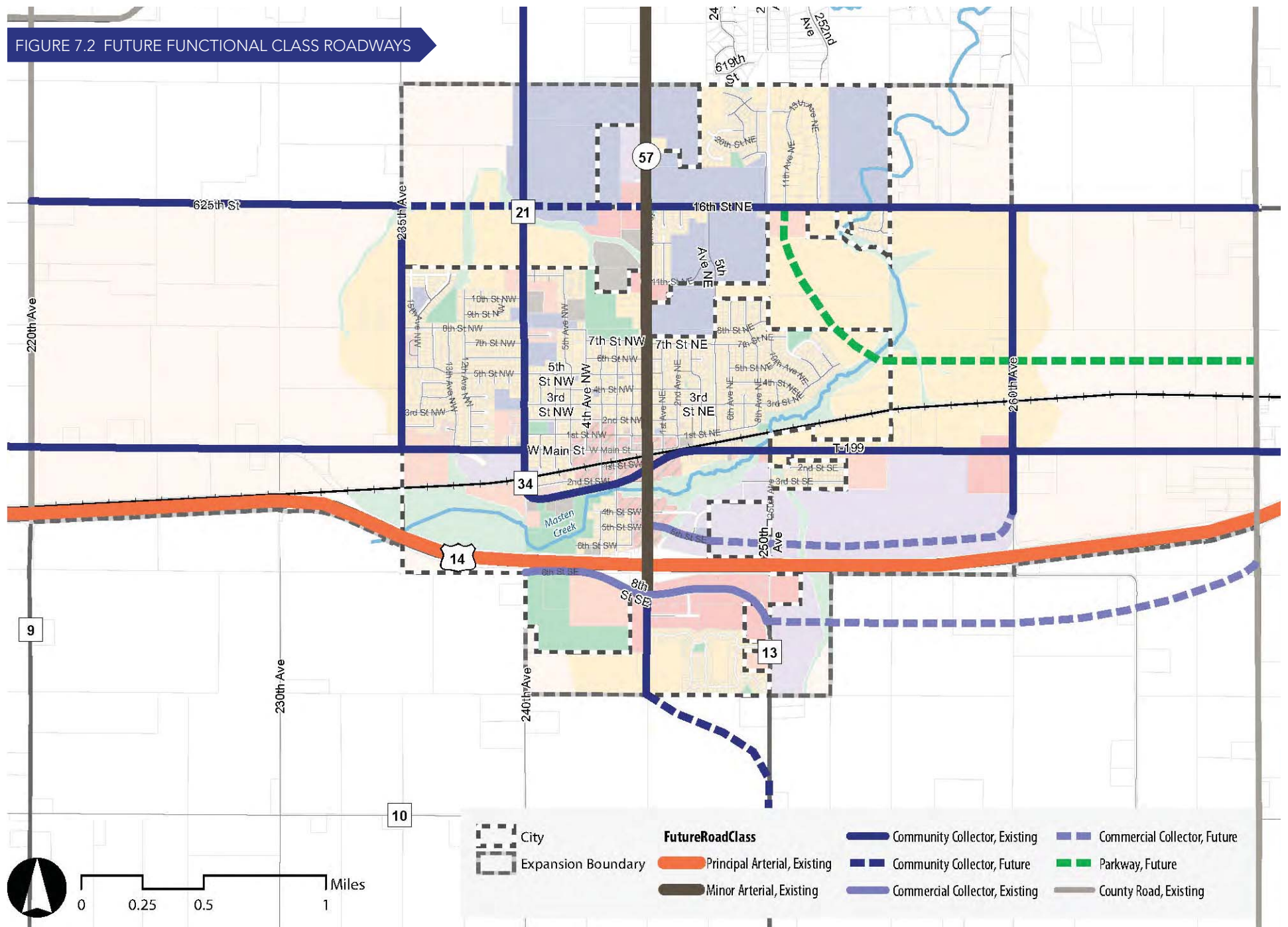


16th St. NE caters to a variety of roadway users.



Sidewalk riding is most common when bicyclists don't feel safe riding their bikes along the roadway. Sidewalks typically aren't built to handle safe and convenient bicycle movements.

FIGURE 7.2 FUTURE FUNCTIONAL CLASS ROADWAYS





- » Using survey views (give navigators a vista or map)
  - » Providing signs at decision points to help
- Wayfinding, when done properly, can also improve the safety of the transportation system. Heavy traffic can be directed towards the proper roadway corridors and roadway users can spend more time focusing on safely traveling along the street rather than looking for their destination.

Kasson currently lacks a comprehensive and effective wayfinding system to guide residents and visitors to community assets, including parks, trails, schools, downtown, historical assets, or businesses.

## FUTURE ROADWAY SYSTEM

The plan includes a system of roadways that provide access to property and allow traffic to move through the community, connecting it to regional destinations. The plan is described through a roadway network system of principal arterials, minor arterials, community collectors, commercial collectors, parkways, and local streets.

### FUNCTIONAL CLASSIFICATION

#### PRINCIPAL ARTERIALS

Principal Arterials are typically a 4 lane divided highway that serve a regional mobility function first and foremost, connecting Kasson to regional destinations such as to Rochester or Mankato. They will carry the highest traffic volume, are intended for longer trips and have the most strict access controls. Direct access is restricted to connections with other arterial and collector roadways. Highway 14 is the only principal arterial in Kasson.

#### MINOR ARTERIALS

Minor Arterials are typically 2-4 lane roadways that serve an inter-city mobility function, connecting

Kasson to nearby local destinations such as Mantorville and to principal arterials such as Highway 14 and Highway 52. These roads favor mobility over access. Unlike principal arterials, minor arterials can vary widely in configuration depending on the surrounding context such as rural vs developed. Highway 57/Mantorville Avenue is the only minor arterial in Kasson.

#### COLLECTORS

Collectors, both community and commercial, are typically a 2-3 lane roadways that may include a center turn lane or landscaped median that provide access from local nodes, commercial areas, and neighborhoods to minor arterials. These roads are generally county or state roads in Kasson but may sometimes be under the City's jurisdiction. These roads will carry a moderate level of traffic. Managing access on collector streets is an important objective due to the longer trip generating characteristics of these roads. 16th Street NE is an example of a collector in Kasson.

#### PARKWAYS

Parkways are a variation of a collector and serve the same travel purpose. These roadways feature a wide landscaped median as well as landscaped boulevards and walk/bike trails. They provide a greater focus on pedestrian and bicyclist comfort.

#### LOCAL

Local roadways provide access from private property to collector streets. These are Kasson's neighborhood streets.

### ROADWAY JURISDICTION

Roadway jurisdiction identifies the responsible government agency. Roadways don't stop at corporate boundaries. They span the community



Wayfinding aimed at directing people to points of interest and various destinations via map.



An example of a parkway type roadway.



An example of a complete street with safety for all roadway users.

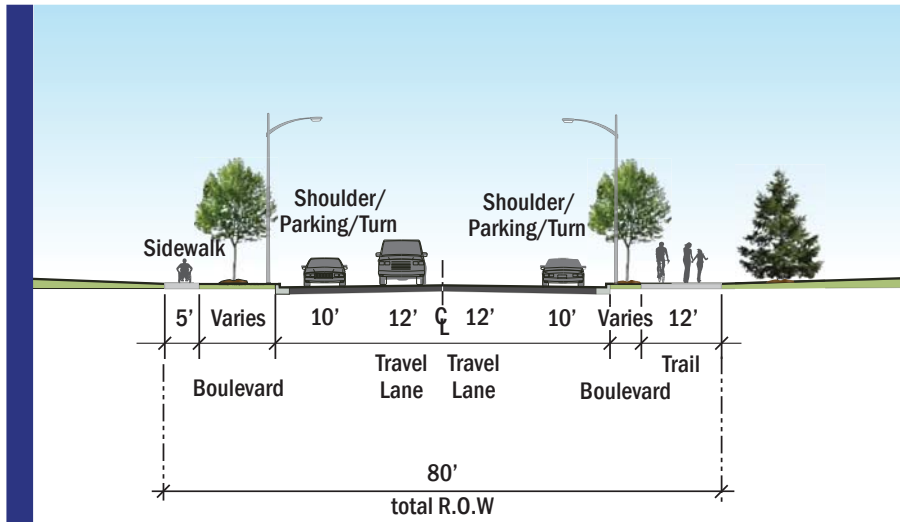


# ROADWAY ELEVATIONS

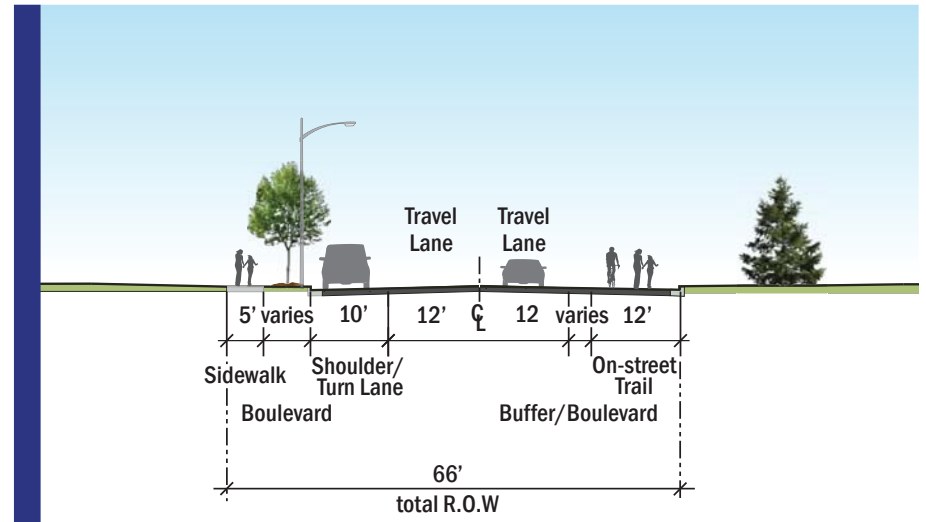
The following roadway elevations are conceptualized representations of potential roadway configurations that can be integrated into future road projects. These configurations improve the safety and mobility of all potential roadway users.

Multi-modal roadway best practices found in design manuals from National Association of City Transportation Officials (NACTO), the Federal Highway Administration (FHWA), and Minnesota Dept. of Transportation (MnDOT) should be considered in every roadway project.

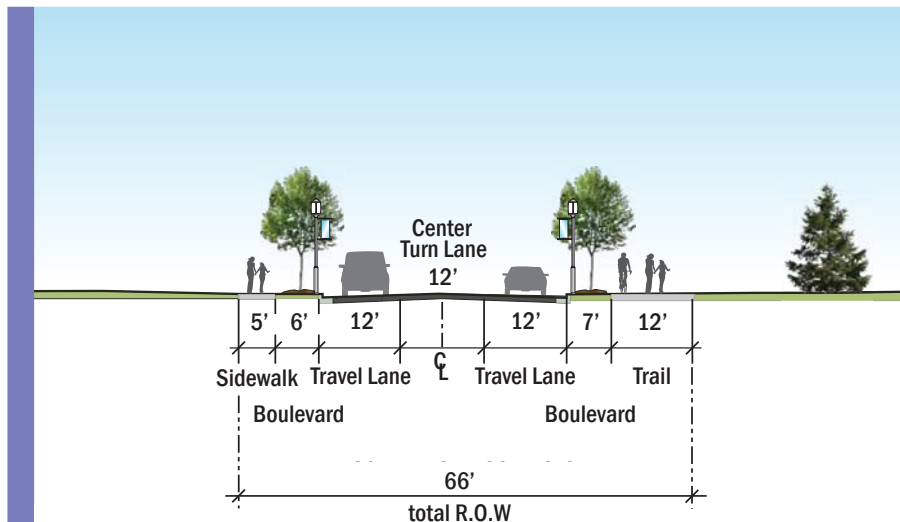
## COMMUNITY COLLECTOR, TYPICAL



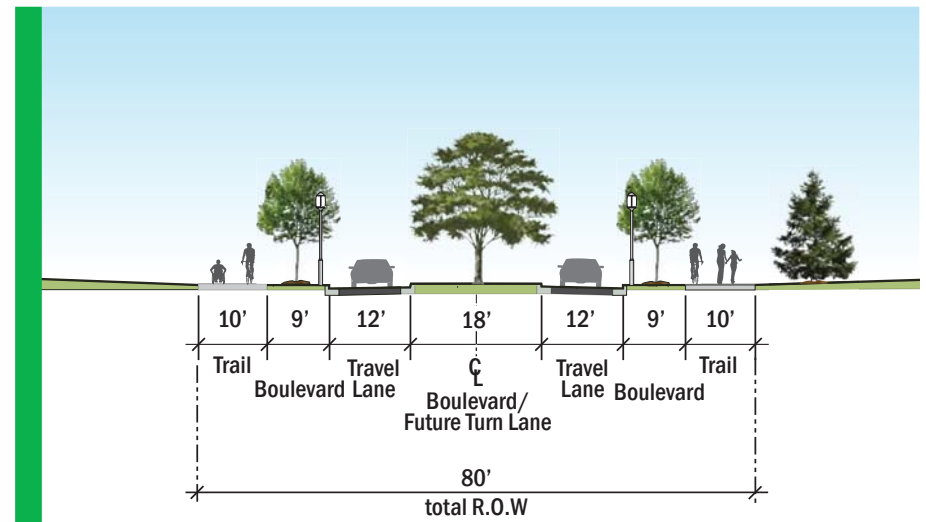
## COMMUNITY COLLECTOR, CONSTRAINED



## COMMERCIAL COLLECTOR



## PARKWAY



extending into adjacent rural areas. They also serve more than local needs, providing access to the region and ultimately the nation. Jurisdictional classification determines what government entity is responsible for development, maintenance and access to the roadway. Jurisdiction includes City, Dodge County, State (MnDOT) and the Federal Highway Administration (FHWA).

## LAND ACCESS

Access management is the planning, design, and implementation of land use and transportation strategies that maintain a safe flow of traffic while accommodating the access needs of adjacent development. Managing access points onto a road benefits the community in many ways. Consolidation of access at controlled intersections reduces delays. Fewer direct access points allow for less pavement and more landscaping or amenities and enhances the pedestrian experience. However, certain commercial land uses depend highly on convenient access to vehicular traffic.

Access and visibility is of great concern to businesses, but too many access points create conflict, accidents, congestion and visual clutter which is detriment to the success and vitality of a business and a community as a whole.

Figure 7.3 illustrates how access needs to roadways can vary depending on the functional classification of the roadway.

## ROADWAY CONNECTIVITY

Connectivity refers to a system of roads that connect points of interest such as; neighborhoods to schools, business centers, or downtown; collector and local roads to arterial roads; and neighborhoods to other neighborhoods. Greater connectivity within the

transportation network enables a variety of travel choices along transportation corridors which move people through and within the community.

## STORMWATER MANAGEMENT

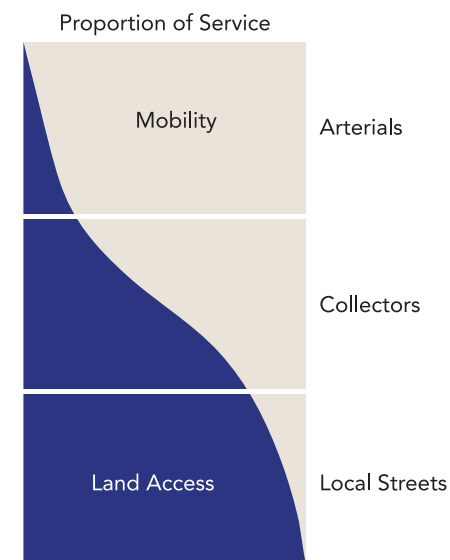
Stormwater management is an important aspect of street systems and street design. Streets are hard surfaces that generally increase stormwater volume and rates of run off. Integrating stormwater management strategies into the design and reconstruction of streets can help minimize flooding impacts, protect surface water resources, and beautify the public realm.

## MAJOR MOVES

Kasson must continue to plan for its local system of streets and roadways to enhance mobility options and preserve quality of life. The following transportation improvements identified through the planning and engagement process have the potential to make impactful change within Kasson by both serving future transportation needs and spurring future community development.

- » Safe Routes To School implementation
- » TH 14 interchanges and improvements
- » 16th Street NE improvements
- » 16th Street NW Extension
- » TH 57 corridor and intersection improvements
- » Local, collector, and parkway roadway development.

FIGURE 7.3 MOBILITY AND LAND ACCESS RELATIONSHIP



Landscaped medians are some of the most effective means to regulate access and reduce crashes.

# GOALS, POLICIES, ACTION STEPS



Streets like Main Street focus less on moving people around and more on getting people to stay and socialize and shop.



An example of a street with less focus on moving people around and more on getting people to stay and socialize and shop.

## TRANSPORTATION GOALS AND POLICIES

Kasson seeks a transportation system that is sustainable which is defined through the following goals and policies.

### GOAL 7.1

Offer a greater degree of connectivity for all roadway users in future developments.

**Policy 7.1.1** Require new neighborhoods to have multiple ingress and egress points from local streets connecting to collector and arterial street systems.

**Policy 7.1.2** Minimize the use of cul-de-sacs and dead end streets to places where such a street design protects or preserves significant natural resource elements or topographic features.

**Policy 7.1.3** Explore new street/roadway improvements on a city wide basis that increase or enhance connectivity within the community as a solution to relieving traffic congestion on existing collector corridors.

**Policy 7.1.4** Plan beyond a specific development projects boundaries. Roads and trails do not just end a particular project's edges. As development is proposed in new growth areas make sure that the circulation system considers how adjacent property might develop and how a circulation system works for the larger area and connects to the collector and arterial roadway system.

**Policy 7.1.5** Work with the railroad companies to ensure adequate levels of railroad crossing are available to facilitate connectivity.

### GOAL 7.2

Kasson's goal for mobility options is to offer a full range of travel modes as well as routes. This includes transit, walking, biking, and alternative vehicles that are energy efficient or that serve less mobile populations.

**Policy 7.2.1** Encourage site design and building design that strengthens the connection between sidewalks and trails (both existing and planned) such that getting to a building from the public right-of-way is an easy and attractive route.

**Policy 7.2.2** Incorporate parking areas for bicycles and other alternative vehicles in major public destination areas such as Downtown Kasson, major businesses, and local school campuses.

**Policy 7.2.3** As roadway improvements are planned, incorporate off street multi-use trails and sidewalks along all major road corridors (collectors) that lead to key destinations such as downtown Kasson, schools, churches, or recreation destinations.

**Policy 7.2.4** Require sidewalks to be built in new subdivisions on all roads and that provide connections between neighborhoods, to neighborhood or community parks, schools or other destinations. Sidewalks should be encouraged on both sides of the street. Support a policy of maintaining sidewalks that includes property owner responsibility for clearing sidewalks along local streets and city plowing along trail corridors, collector and arterial streets.

**Policy 7.2.5** As local roadways get reconstructed or as roads are constructed in new growth areas evaluate design alternatives that include incorporating on-street accommodations for alternative vehicles that travel at lower speeds

than typical automobiles. This may include electric golf carts or vehicles, motorized scooters/wheel chairs, or other innovative technology.

**Policy 7.2.6** As local roadways are re-stripped or resurfaced consider low cost bikeway/pedestrian facility retrofits within the existing roadway through reduced travel-lane widths, reduced travel lanes, or partially removing private vehicle storage (parking).

**Policy 7.2.7** Sidewalk design in Downtown Kasson should support the needs of downtown merchants to occasionally bring the business out to the street, while preserving the ability for safe and convenient movement of people with various mobility challenges.

#### GOAL 7.3

Develop a safe roadway system that minimizes traffic collisions and minimizes property damage that results from unsafe roadway systems.

**Policy 7.3.1** Work with State and County agencies in determining the optimal speed limits for major road corridors in conjunction with the stated function and desired design character of the roadway.

**Policy 7.3.2** Support a way-finding system to clearly guide and direct travelers who are new to the community and are seeking a particular destination.

**Policy 7.3.3** Ensure sign ordinances provide a balance between displaying appropriate business names and address information while minimizing distractions and clutter.

**Policy 7.3.4** Monitor traffic patterns and incidents on a regular basis to be able to respond to changing travel behaviors and traffic

movements.

**Policy 7.3.5** Support and enforce the policies related to access management, connectivity, mobility options, and traffic management as a means to enhance safety of the roadway system.

**Policy 7.3.6** Continually work with major employers and the trucking industry to make sure that truck traffic is able to move through the community in a safe and efficient way.

#### GOAL 7.4

In a cost effective manner, invest in the maintenance and reconstruction of the existing roadway infrastructure and ensure that new road corridors and intersections are planned for both short term and long term needs.

**Policy 7.4.1** Support dedication of funds for street maintenance and reconstruction on an annual basis, consistent with a street reconstruction plan and consistent with needs for upgrading existing infrastructure systems that can be aligned with street improvements.

**Policy 7.4.2** Collaborate with regional agencies to secure regional and federal funding for roadway projects that have a regional benefit.

**Policy 7.4.3** Institute a funding mechanism with new developments to offset costs to construct higher classification roadways needed due to new developments.

#### GOAL 7.5

Ensure the transportation system is consisted of attractive and memorable street corridors.

**Policy 7.5.1** Establish a 'wayfinding' system that identifies key locations for unique signage that promotes community destinations (Downtown

### GUIDING PRINCIPLES



SMALL TOWN IDENTITY



PROSPEROUS



WELCOMING



VIBRANT



HEALTHY



INNOVATIVE



CONNECTED

*Guiding Principles: see Chapter 03 Vision and Guiding Principles for more information.*

*The icons next to each goal indicate the Guiding Principles that are demonstrated within the stated goal. Guiding Principles that are most pertinent are shown in full color.*







Providing cross access to adjacent businesses reduces traffic and the potential for crashes on roadways.

Kasson–Schools –Regional Trail heads–historic land marks.)

**Policy 7.5.2** Encourage commercial property along arterial and collector corridors to have an attractive and high amenity site design that address the corridor. This can be done through architectural enhancements and/or key site design amenities described in Chapter 4 - Land Use and Community Character.

**Policy 7.5.3** Discourage vast blank parking areas between the street and the business. Where a parking configuration in the front of a structure is the most optimal site design pattern, require an orchard parking approach (heavily landscaped– parking area is broken up with tree islands).

**Policy 7.5.4** Establish a landscape and streetscape palette for public and private streetscape/ landscaping. Such a palette can offer flexibility while ensuring consistency between public and private streetscape/landscape enhancements.

## GOAL 7.6



Manage access to the existing and future roadway network.

**Policy 7.6.1** Control and manage direct access to arterial and collector roadways in new growth areas.

**Policy 7.6.2** Over time, correct access problems within existing developed areas as property intensifies in development, redevelops or as roadways are reconstructed.

**Policy 7.6.3** Require individual properties to access the arterial roadway system via access to collector or local streets rather than direct access to arterial streets.

**Policy 7.6.4** Support redevelopment of property along existing collector road corridors that seeks

to reduce individual direct access points.

**Policy 7.6.5** Encourage consolidation of driveways along collector streets.

**Policy 7.6.6** Restrict left turning movements and movements across the roadway, except at intersections.

**Policy 7.6.7** Coordinate approvals of local development projects that have potential regional impacts in collaboration with appropriate Township, County and State road agencies.

**Policy 7.6.8** Collaborate with Dodge County and MnDOT in establishing clear and concise access management standards, guidelines and policies that can be uniformly applied to major corridors that are within Kasson.

## ACTION STEPS

**ACTION STEP 7.1** Establish a Transportation Improvement District as a strategy to fund roadway projects.

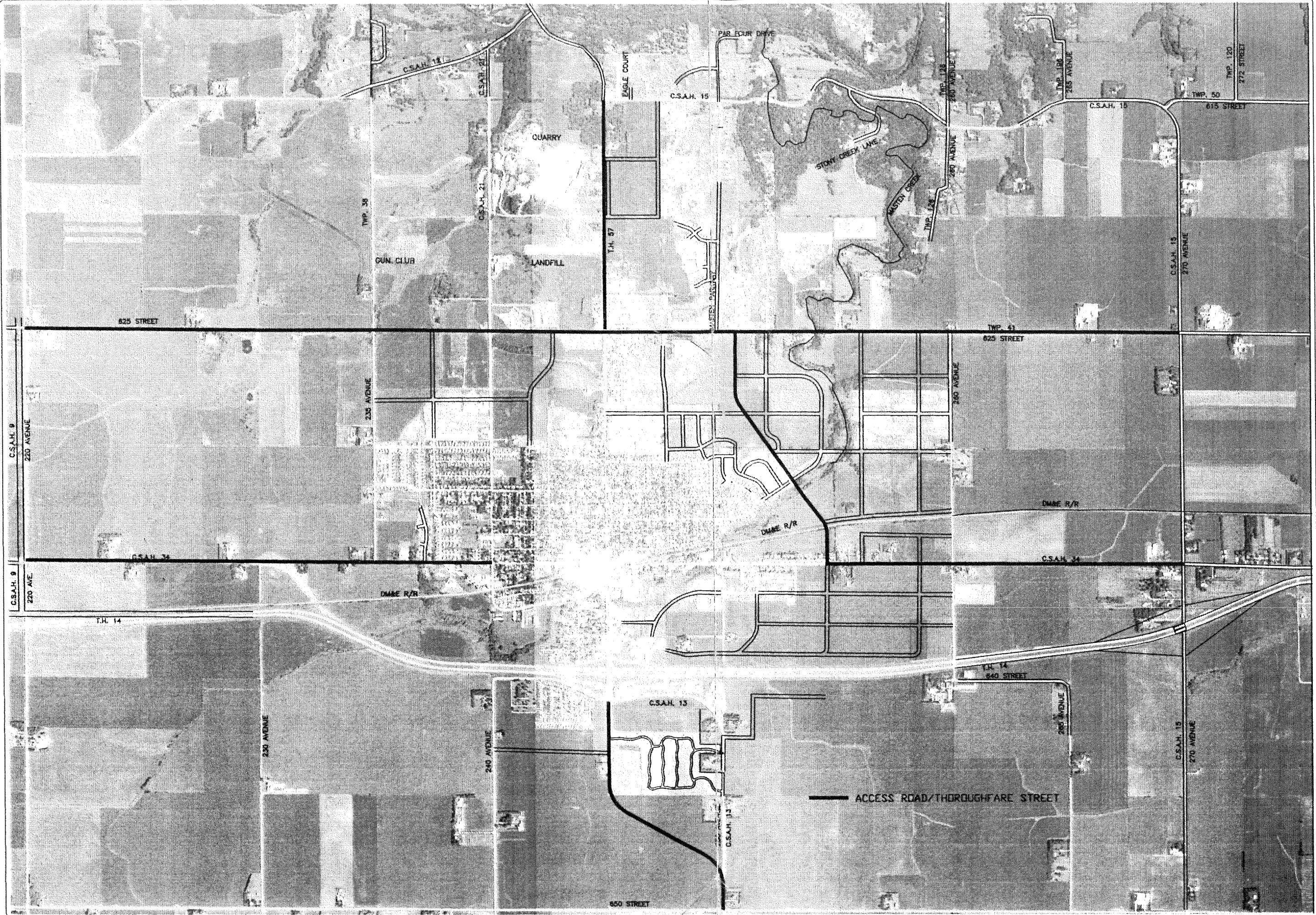
**ACTION STEP 7.2** Develop a wayfinding master plan that provides key guidance on the types of wayfinding, geographic location of signs, a preferred design theme, and funding resources.

**ACTION STEP 7.3** Develop a bicycle and pedestrian plan to address connectivity within the city; use this plan to apply for state/regional trail and sidewalk funding and to guide future investment and priorities.

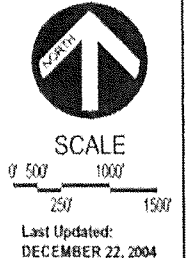
## WHAT WE'VE HEARD:

"Make more trails for biking, running and walking. Cities that invest into trails seem to attract more people to live-in and visit the community."





# REGIONAL TRANSPORTATION MAP CITY OF KASSON, MINNESOTA



**QED**  
QUALITY ENGINEERING DESIGN  
ENGINEERING, INC.  
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