

Longdale



Comprehensive Plan - 2040



INTRODUCTION

I. WHAT IS A COMPREHENSIVE PLAN?

A Comprehensive Plan is a document which establishes guidelines for the future growth and redevelopment of the city. This plan guides development through the year 2040. It is an all-inclusive document which includes the following elements:

- History and vision of the community
- Physical profile
- Demographic trends & assumptions
- Housing
- Economic Development
- Parks, Trails and Recreation
- * Transportation
- * Public Utilities
- * Community Facilities
- * Land Use
- * Implementation

The Comprehensive Plan establishes guidelines to implement the City's vision for the future. It should be used as a policy to guide decisions about the (re)development of the community. The plan should be reviewed and updated as necessary.

II. PLANNING FRAMEWORK

The City of Lonsdale prepared a Comprehensive Plan in 1996, with updates to the land use chapter in 2002 and a complete Comprehensive Plan update in 2005. Similar to metropolitan communities, which are required to update their plans every ten (10) years, the City of Lonsdale is proactively addressing future needs and incorporating changes and studies which have occurred over the past decade. A summary of the studies and data utilized to prepare the 2040 Comprehensive Plan follows:

2010 Census.

Information on population, demographics, housing and employment, from the 2010 Census has been incorporated into the various chapters of the 2040 Comprehensive Plan.

MN State Demographer Projections

The Minnesota State Demographer's population estimates and projections to the year 2040, for Rice County, have been incorporated into the Demographics Chapter.

Building Permit Records, 2005-2015

Historical building construction, including new home construction and commercial/industrial construction, from City building permits, is incorporated into the Housing and Land Use Chapters.

Rice County Housing Study, 2012

Rice County engaged the services of Community Partners Research, Inc. in 2012, to identify the housing needs in Rice County. The Study incorporates 2010 US Census data and includes recommendations for housing for each of the communities, including Lonsdale.

City of Lonsdale, Master Park and Open Space Plan, 2007

The City of Lonsdale prepared a Master Park and Open Space Plan in 2007. Information from this plan has been incorporated into the Parks, Trails and Open Space Chapter.

City of Lonsdale Utility Plans.

The following studies and plans were reviewed and incorporated into the 2040 Comprehensive Plan:

- Bio-Solids Study
- Lift Station Study
- NE Sewer Plan
- SW Sewer Plan
- Updated CIP Area No. 5 – Phase II Feasibility Study

Transportation Plan, 2006

WSB & Associates prepared a Transportation Plan for the City of Lonsdale in 2006. The information is included in the Transportation Chapter.

Rice County Transportation Plan, 2006

Rice County's Transportation Plan includes information on County Roads 4, 33, 34 and 96. Urban and Rural Designations of roadways are included within the Transportation Chapter.

Safe Routes to School Plan, 2015

Tri-City United worked with Region 9 Development Commission on a Safe Routes to School Plan in 2015, which included the cities of Lonsdale, Montgomery and Le Center. Findings and recommendations of the Plan are included in the Transportation Chapter.

Downtown Master Streetscape Plan, 2007

Yaggy Colby Associates assisted the City with the development of a Downtown Streetscape Master Plan in 2007. The concepts have been incorporated into the Economy and Employment Chapter.

Streetscape Plan, 2013

In 2013, WSB & Associates assisted the City with the development of optional streetscape designs and cost estimates. This information is incorporated into the Economy and Employment Chapter.

Rice County Comprehensive Plan, 2016

Rice County was in the process of updating their Comprehensive Plan at the same time as Lonsdale. Information relevant to the community was reviewed as a part of the City's Comp Plan update.

III. SCOPE OF THE COMPREHENSIVE PLAN

This Comprehensive Plan encompasses twelve (12) general categories of information:

1. This **Introduction** includes the planning framework, the scope of the plan, the process for completing the plan and participants in the process.
2. **Community History, Community Character and Vision** - This chapter provides historical information on the city, the character of the community and the vision for the future growth and (re) development. It includes a vision statement, guiding principles and general community goals and strategies that set forth standards for land use and growth management.
3. A review of the **Physical Profile and Natural Resources** in the community indicate the geographical nature of the community in terms of a regional context along with an evaluation of the physical aspects of the City such as water resources, topographical elements and physical barriers to development.
4. **Demographic Trends and Projections** contains historic and projected population information as it relates to growth, age characteristics, education, occupation, and income levels.
5. The **Housing Chapter** evaluates the current housing stock, evaluates housing trends, reviews land use options and establishes housing objectives and policies to meet future housing needs.
6. The **Economic Development Chapter** includes a review of various economic statistics, a review of the EDA and economic development policy statements relative to the commercial and industrial districts. Business trends and employment projections are included which assist in identifying the amount of commercial and industrial land to plan for in the land use chapter.

7. The **Parks, Trails, Open Space and Recreation Chapter** includes an inventory of existing park and recreational amenities in the city, an analysis of future needs and policies relating to the future parks, trails and other recreational offerings in the city and adjacent areas.
8. The **Transportation Chapter** includes information on the current transportation system, categorizes the current street system, addresses local, regional and state transportation plans which impact the city, and establishes access management policies as well as overall transportation policies for future transportation planning.
9. The **Utilities Chapter** includes an overview of sanitary sewer, water and surface water utilities as they relate to the city's ability to service current and future growth area and capital improvements required to support growth.
10. The chapter on **Municipal or Administrative Buildings and Public Services** includes information relating to government and educational facilities.
11. **The Land Use Chapter** inventories existing land uses, identify potential infill or redevelopment areas and evaluates future land uses. This chapter also discusses the Municipal Boundary Expansion and defines a growth area outside of the current municipal limits in which future growth is anticipated, and where the city is able to service growth with future utilities. This chapter also includes policies for boundary expansion or annexation.
12. Finally, the **Implementation Chapter** describes and summarizes local controls pertaining to land use; the subdivision of land, Capital Improvement Planning, orderly annexation and implementation strategies.

IV. PLANNING PROCESS

This Plan evolved through a participatory process that included:

- **Community survey-** An on-line and paper community survey was available November through December, 2015. 398 responses were received. The 2014 MN State Demographer's estimated population for Lonsdale was 3,821 residents. Of these it was estimated 2,472 are over 18 years of age, providing a 16% response rate of all adults. There were 1,325 estimated households in 2010 suggesting approximately 30% of households participated, if one person per household responded.

- **Public meetings**, including:
 - A **community visioning session** held December 17, 2015. Approximately 35 people attended and provided input.
 - An **open house and public hearing** held on October 20, 2016.
- **Focus Group Meetings with City Committees** including the:
 - EDA and Chamber of Commerce and
 - Parks and Recreation Commission
- **City staff, consultant/engineer** participation.
- **Nine Workshop Meetings** with a Comprehensive Planning Committee (Planning Commission with representatives from the EDA and Parks and Recreation Commission) from November, 2015 to September, 2016.

V. PROJECT PARTICIPANTS

The development of the Comprehensive Plan is the result of the input of many participants including citizens, staff, elected officials, citizen commissions, the Chamber of Commerce and other stakeholders. The list of participants follows:

City Council:

Tim Rud, Mayor
 Kevin Kodada
 Cindy Furrer
 Joe Daleiden
 Scott Pelava

Economic Development Authority:

Cindy Furrer, Council Rep.
 Fritz Duban
 Randall Rivers
 Jason Ruppert, President
 Debbie Zellner
 Laura Prigge, Vice President
 Joe Daleiden, Council Rep.

Planning Commission:

Dave Dols, Chair
 Joe Kodada, Vice Chair
 Jim Freid
 Ben Sticha
 John Duban

Planning Commission, continued:

Scott Pelava, Ex-officio (Council Representative)
Joe Erickson, Ex-officio (City Administrator)
Benjamin Baker, Secretary (City Planner)

Parks and Recreation Advisory Board:

Kevin Kodada, Chair/Council Representative
Jeanette Utecht, Vice Chair
Shelly Narum
Laura Carpentier
Mary (Micki) Ziskovsky
Benjamin Baker, Secretary (City Planner)

Comprehensive Plan Committee:

Scott Pelava – City Council & Planning Commission
Debbie Zellner – EDA
Jason Ruppert – EDA
Laura Carpentier – Parks & Recreation Commission
Dave Dols – Planning Commission
Joe Kodada – Planning Commission
Jim Freid – Planning Commission
Ben Sticha – Planning Commission
John Duban – Planning Commission
Joel Erickson – City Administrator
Ben Baker – City Planner

Other:

Citizens of Lonsdale
Township Officials
City Staff
Chamber of Commerce
Local Developers
Municipal Development Group, LLC. Planning Consultants
City Engineer - WSB Inc., Transportation Planners

COMMUNITY HISTORY, COMMUNITY CHARACTER & VISION

In order to plan for the future, it is important to understand the history of a community and what led to its current development. This Chapter provides a history of the city, describes its regional setting, incorporates the communities' vision for the future and establishes guiding principles and goals to accomplish the vision.

I. HISTORY

In the late 1800's the settlement of "Trondhjem" was established by farmers. In the 1890's the Chicago Milwaukee and St. Paul Railway Company started their plans for a rail line from Farmington, Minnesota in Dakota County to Wells, Minnesota in Blue Earth County. In 1901 the railway company purchased 80 acres of land. A railway depot was built and soon growth followed.



In 1902, 80 acres were purchased and a village was platted. An article appearing in the *Montgomery Messenger* stated on July 16, 1902 a grand opening of the town of Lonsdale was held with lots being auctioned off at prices from \$100.00 to \$400.00 each. Many of the first residents were former Veseli residents that placed many of their homes on skids and pulled them to Lonsdale by steam tractors. As the town quickly established with many settlers from Czechoslovakian and Norwegian decent, discussion for incorporation occurred. Finally on July 1, 1903 24 votes for incorporation were cast to none against; thus the birth of Lonsdale.

From the initial population of 84 persons in 1903, the City saw an increase to 541 persons by 1960. Since then, the City's population has experienced much faster growth. During the 1970s, the City doubled to 1,160 persons. The 2010 Census reported a population of 3,674, with the MN State Demographer estimating a 2014 population of 3,821.

Early businesses in Lonsdale included a saloon, hotel, livery, grain elevators, blacksmith shop and harness shop. The Trondhjem Church, constructed in 1878, is on the National Register of Historic Places.



Trondhjem Church, Built 1878

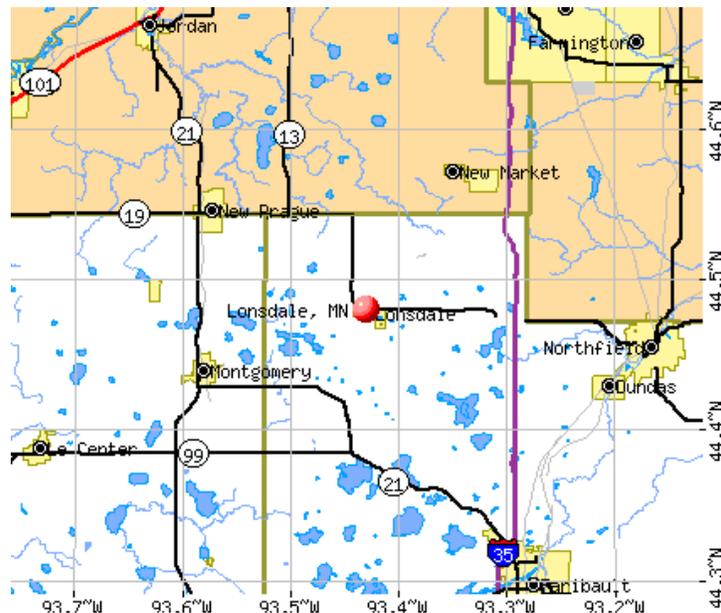


Historic Main Street, 1910s

II. REGIONAL SETTING

Lonsdale is located approximately 45 miles south of Minneapolis and approximately six miles west of Interstate 35. State Highway 19 connects the City to Interstate 35 to the east and to the City of New Prague to the northwest. Lonsdale is also located in the northwest corner of Rice County. Rice County is on the fringe of the Twin Cities Metropolitan Area and has been experiencing increased pressure for growth in recent years.

Figure 3.1- Location Map



III. INTRODUCTION

The Community Vision is the heart of the Comprehensive Plan. It is designed to capture what the community wants to be in the future. It includes a vision statement and guiding principles and general community goals and strategies that set forth standards for transportation, economic development, housing, park and recreation, downtown, public services and facilities, and land use and growth management.

No system of land use designation can survive strong social and economic pressures to change. Therefore, it is appropriate that such systems be periodically reevaluated in light of changing social and economic conditions. Realizing that change is inevitable, these statements communicate the aspirations of the community regarding the type of living environment that its citizens strive to achieve. While external factors influencing land use will change, the vision statements, goals and strategies will continue to provide a longer range perspective from which to view proposed land use changes.

IV. COMMUNITY VISION

A Visioning Session was held in December 2015. Approximately 30 members participated. Strengths of the community were discussed, along with the vision for the city in 2040. The following "Vision Statement" was developed as a basis for the Comprehensive Plan:

**In 2040, Lonsdale is a City of 7,450 and is recognized as the
"Forever home, with a small town feel and boundless opportunities"**

In order to accomplish this vision, the City will encourage growth in population, commerce and industry, while focusing on the quality of life by adding activities for all ages, revitalizing the downtown, working with the school districts to determine the feasibility of a future school in the community and providing additional housing opportunities.

The City of Lonsdale is a growing small town that recognizes its strategic advantage of its small town atmosphere and good solid growth. Community input gathered through this Comprehensive Plan process indicated that the majority of the City's residents value the City's small town character and friendly atmosphere. The City prioritizes projects that promote community gathering and enhanced sense of identity and pride. The City wants to enhance its traditional downtown character while adding housing and new commercial industrial development.

GUIDING PRINCIPLES

The guiding principles identify broad directives that guide future growth or act as a filter that guides decision-making related to city growth through the life of this document. The guiding principles for the 2040 Lonsdale Comprehensive Plan are as follows:

- Enhance Lonsdale's high quality of life
- Plan orderly community development
- Maintain a sense of community and small town values
- Provide quality, basic municipal services
- Commitment to excellence
- Revitalize downtown
- Strong residential growth
- Encourage business & industrial growth
- Develop Parks, Trails and Open Space as a focal point of neighborhoods

GENERAL GOALS AND STRATEGIES

General Goal #1

Maximize Lonsdale's potential as a thriving center for business, industry, education and recreation, while maintaining and enhancing its livability and community character.

Strategies:

1. Promote the development and implementation of a Comprehensive Plan that effectively and efficiently plans for land use, community facilities, transportation, housing, economic development and environmental protection for Lonsdale and the immediately surrounding area.
2. Review and amend the Comprehensive Plan as necessary to ensure its usefulness as a practical guide for current and future development. Adhere to this Plan, which shall guide all zoning changes, as closely as possible to ensure consistent development policy.
3. Formulate and enforce city ordinances to ensure development in accordance with the Comprehensive Plan and general residential, commercial and industrial development requirements.
4. Continue to plan for land uses to support and enhance Lonsdale's downtown.
5. Continue to plan for land uses to support and enhance Lonsdale's ability to attract quality development, by providing adequate quality areas for new business development.

6. Participate in the State, Rice County and surrounding townships' governmental processes regarding issues important to the city.
7. Protect both the general welfare and the individual choices of Lonsdale residents. Insure that decisions that are made by the community reflect the needs of current residents and business owners.
8. Continue to support the relationship between the City and the School Districts in efforts to address new development and its impact to enrollment and facilities.

General Goal #2

Promote community spirit and unity and enhance Lonsdale' character and identity.

Strategies:

1. Encourage volunteerism, participation in community activities and acceptance of community leadership positions.
2. Seek partnerships with coalitions and interest groups to share resources and energies in order to address community problems and opportunities.
3. Actively encourage and utilize resident participation in the local decision-making process.
4. Encourage increased interaction and communication between citizens of all ages, cultural heritages and incomes.
5. Continue to improve and enhance communication among the city, residents, businesses, civic groups and public agencies utilizing various media such as a city newsletter, local newspaper and the city website and social media.
6. Continue to improve connections between the city and its business community through active participation in the local Chamber of Commerce and civic groups.
7. Encourage a variety of living, working and social experiences and opportunities within the community.
8. Protect and enhance important historical, cultural and natural resources as a means to maintain the integrity, heritage and local character of Lonsdale's natural and built environment.

PHYSICAL PROFILE & NATURAL RESOURCES

PURPOSE

Natural and physical features of the City of Lonsdale are bountiful resources which provide a healthy environment and high quality of life for citizens. The rolling hills, wetlands and ponds were identified as icons which identify the community, by 111 of the 374 survey participants. In order to plan for sustainable growth, these natural resources should be considered as the city continues to develop. This Chapter provides information on:

1. The City's Physical Profile including the area, soils, topography, waterbodies and watersheds, groundwater, leak sites, wildlife, endangered species and potential development constraints.
2. Natural Resource Objectives and Policies.

I. PHYSICAL PROFILE.

A. Area.

The City of Lonsdale is 2.6 square miles in size or 1,667.87 acres. (Source: GIS records February 2015).

B. Soils.

The characteristics of the soils in the Lonsdale area should be examined in order to make proper decisions on the use of the land and to protect the natural environment. Map 3-1 identifies the various soil types which are within the City of Lonsdale and its growth area. Map 3-1 includes a legend identifying the Soil Series.

The Soils Survey of Rice County, Minnesota, prepared by the US Department of Agriculture and Natural Resources Conservation Service, in cooperation with the Minnesota Agricultural Experiment Station, includes a wealth of information relating to the various soil types. As development occurs the City may utilize the soil survey data to determine the best use of land. Data available in the Soil Survey includes:

- **Agronomy** or the suitability of each soil type for growing crops, for pasture land, planting windbreaks and environmental planting. Tables which identify the land's capability and projected yields per acre of crops as well as prime farmland soil series are noted.
- **Recreational Development.** The various soil types are rated on their suitability for recreation. "The ratings are based on restrictive soil features, such as wetness, slope, and texture of the surface layer. Susceptibility to flooding is considered. Not considered in the ratings, but important in evaluating a site, are the location and accessibility of the area, the size and shape of the area and its scenic quality, the ability of the soil to support vegetation, access to water, potential water impoundment sites, and either access to public sewer lines or the capacity of the

soil to absorb septic tank effluent. Soils subject to flooding are limited, in varying degrees, for recreational uses by the duration of flooding and the season when it occurs. Onsite assessment of the height, duration, intensity, and frequency of flooding is essential in planning recreational facilities.”¹

- **Wildlife Habitat.** Soils are rated based on their ability to support wildlife habitat. Factors which are included are the soils ability to provide a habitat which includes food and cover.
- **Engineering.** Soil properties are rated for their ability to support building site development, sanitary facilities, construction materials and water management. The various tables including information to assist with planning for site development.
- **Soil Properties** include the “Engineering Index Properties”, “Physical and Chemical Properties of Soils”, “Water features” and “Soil Features”.

The various types of soils present different opportunities as well as requirements for correction for urban development. It is recommended the City require soil borings prior to granting building permits in areas where soils have been rated as severe to moderate.

C. Topography.

Map 3-2 illustrates topography within the City of Lonsdale. The area features mild fluctuations in elevation from about 1022 to 1178 feet above sea level. A majority of the City is relatively flat with slopes typically under 12%; however, some areas with slopes over 18%. These areas are included on Map 3-5 as potential Development Constraints. These include the following soils and slopes:

Hawick sandy loam, 12 to 25 percent slopes
Kilkenny clay loam, 18 to 25 percent slopes
Kilkenny clay loam, 25 to 35 percent slopes
Lester loam, 18 to 25 percent slopes
Lester-Kilkenny complex, 18 to 25 percent slopes
Lester-Kilkenny complex, 25 to 35 percent slopes

The City’s Subdivision Ordinance defines a “Steep Slope” as “an 18% or greater deviation of a surface from the horizontal.” The Subdivision Ordinance includes provisions to require diversions to be installed to divert surface water runoff from slopes of 10% or steeper. The Subdivision Ordinance; however, does not include restrictions relating to development of “steep slopes”. The City may wish to consider requiring the identification of steep slopes on Preliminary Plats, including language which allows the City to evaluate land suitability for subdivision based on steep slopes, as well as other

¹ Soil Survey of Rice County, Minnesota. USDA, Natural Resources Conservation Service in cooperation with the MN Agricultural Experiment Station.

items and the requirement for replacement trees to be installed on any disturbed steep slopes.

The Subdivision Ordinance requires that, "Lots shall be placed to preserve and protect natural amenities, such as tree growth, watercourses, bluffs, historic spots or similar conditions, which if preserved, will add attractiveness and stability to the proposed development."²

As the City plans its future land uses, it is important to take the topography of the city into consideration. Flat areas are typically more conducive for industrial development with rolling hills or areas with steeper slopes preserved for residential or natural resource protection.

D. Water bodies.

There are several waterbodies on the south and east side of the City and its growth boundary (See Map 3-5). Stangler Pond, a 13 acre open water pond, is located on the northeast side of the City.



Harvest Pond, a 7.8 acre open water pond, is located south of Ash St. NE and north of Central Street E. Novak Pond, is a 3 acre open water pond, located along 15th Avenue SE. In addition, Heath Creek meanders through the southeast corner of the City. Hidden Willow Pond is 18 acres in size with 9 acres of open water. This is located within Rezac Nature Preserve. In addition, two ponds are located south of the City limits; Trondhjem Ponds (27 acres), and Union Lake Pond (7 acres).

² City of Lonsdale Subdivision Ordinance

National Wetland Inventory. Map 3-3 illustrates the locations of wetlands within the city and its growth boundary. Seasonally flooded basins or flat wetlands, Deep Marsh wetlands and Shallow Marsh wetlands are located within the City. In rural areas, wetlands larger than 10 acres are designated as DNR protected. In urban or developed areas, including the City of Lonsdale City limits, this threshold falls to 2.5 acres.

FEMA Floodplain. Map 3-4 illustrates areas identified by the Federal Emergency Management Agency as Floodplain. Currently there are no floodplains in the city limits, however, there is a floodplain south of the City, along Heath Creek.

In 2012, the City amended the Floodplain Management Chapter of the City Code and created a Floodplain Overlay District.

E. Watersheds.

Watersheds are drainage networks or areas of land which drain water under or off it to lakes and rivers and eventually to larger water bodies. Topography dictates where water or drainage flows. It is important to protect the quality of watersheds as run-off may affect water quality causing a negative impact on wildlife and humans.

Rice County has three primary watersheds. According to the Soil Survey of Rice County, Minnesota, "About 82 percent of the county drains into the Cannon River. The northwestern part of the county drains into the Minnesota River, and the southeastern part drains into the Zumbro River."

Green techniques, which may be employed by a community and its citizens to assist in maintaining the water quality of its watersheds, include such activities as repairing leaky faucets, repairing septic tanks, using pavers in lieu of asphalt driveway allowing for drainage and planting of trees and plants native to the area to reduce the use of fertilizers and pesticides.

F. Groundwater.

Lonsdale is in the South-Central Ground Water Province. This is characterized by thick clayey glacial drift with limited extent sand aquifers overlying Paleozoic sandstone, limestone, and dolostone aquifers.³

The Minnesota Pollution Control Agency reports six confirmed instances of leaking underground storage tanks within the City. Three included groundwater contamination. All files on the sites have been closed as of the drafting of this Plan. The sites are identified in the following table.

³ Minnesota Geological Survey Map & Data Base, MNDNR

**TABLE 3-1
LEAKING UNDERGROUND STORAGE TANK SITES
CITY OF LONSDALE**

Site	Status
ID# 2493 15 Central St. E-Canedy Auto Service Kenneth Morrell Property – 19 Central Street East Product released: gasoline, unleaded; waste oil	Discovered 04/25/1990. Site closed 09/08/1995
ID #16770 215 Central St E Casey's General Store Property Product released: gasoline, unleaded Groundwater contamination	Discovered 03/26/2007 Site closed 10/28/2007
ID# 15542 714 Central St NW Home Oil Donald Smisek Property – 710 Central Street W. Product released: Fuel Oil 1 & 2	Discovered 11/17/2003 Site closed 03/23/2004
ID #14520 212 E Central St. Home Oil Co. Jesse Food Mart Property Product released: Diesel, Fuel Oil 4 & 6; Gasoline, type unknown Groundwater contamination	Discovered 10.17/2001 Site closed 12/22/2005
ID #11500 110 5 th Ave SW Lonsdale Facility Rice County Highway Department Shop Property Product released: Diesel	Discovered 07/07/1998 Site closed 04/09/1999
ID # 16291 104 Railway St. Ann Pint Property Product released: Fuel Oil 1 & 2; Gasoline, Type unknown Groundwater contamination	Discovered 12/06/2005 Site closed 12/14/2007

- Source: MN Pollution Control Agency, 2016 & City of Lonsdale

G. Wildlife Management Areas.

The Rice County's "Parks, Recreation and Open Space Plan, 2011-2021 identifies the following Wildlife Management Area, "Robert J. Lick Marsh/Low Ground Forest is 194 acres, located 3.2 miles south on County Road 4 (from Lonsdale). Robert J. Lick is primarily marsh with upland and low ground forest, and grass fields. Management emphasis includes wetland restoration, waterfowl habitat, and pheasant wintering area."

H. Endangered Species

The U.S. Fish and Wildlife Service has identified federally-listed Threatened, Endangered, Proposed and Candidate Species. The following have been identified within Rice County.

**TABLE 3-2
THREATENED & ENDANGERED SPECIES RICE COUNTY**

Species	Status	Description
Northern long-eared bat MYOTIS SEPTENTRIONALIS	Threatened	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during spring and summer.
Dwarf trout lily (<i>Erythronium propullans</i>)	Endangered	North facing slopes and floodplains in deciduous forest
Prairie bush clover (<i>Lespedeza leptostachya</i>)	Threatened	Native prairie on well-drained soils

Source: U.S. Fish and Wildlife Service (revised April 2015)

I. Development Constraints

Map 3-6 illustrates potential constraints to future development. The boundaries on the map are a compilation of floodplain areas, National Wetland Inventory data areas, areas of steep slope, soils survey data and DNR Public Waters Inventory data. Field verification was not done to determine wetland existence. It should be noted that further review of these and sites identified is required prior to development. This map is intended to provide a general overview. The City should require that areas proposed within these areas be shown in detail as necessary to determine development suitability and protection when submitted with development proposals.

- J. **City Ordinances.** The City's Subdivision Ordinance includes requirements for tree planting, tree replacement, and lot design to ensure compliance with Floodplain, Shoreland and Surface Water Management. Identification of floodplains and national wetland inventory data are also required on Preliminary plats.

II. NATURAL RESOURCE OBJECTIVES.

- A. Promote conservation of key natural resources and open space areas.
- B. To the extent possible establish a balance between promoting, protecting, enhancing and preserving natural and physical features (including, but not limited to, woodlands, wetlands, soils, steep slopes, surface waters, groundwater) while managing requests for development and redevelopment.
- C. Protect the quality and use of surface water through support and coordination with the Watershed Management Organization and state and federal agencies.
- D. Protect and preserve groundwater supply and quality through support and coordination with the Watershed Management Organization and state and federal agencies.
- E. Educate the community about its natural resource assets and encourage them to think about their use and impact on the natural resources of the community and greater areas.

III. NATURAL RESOURCE POLICIES.

- A. Examine specific requirements for environmental protection that may be incorporated into the City's Subdivision Regulations relating to "steep slopes".
- B. Encourage "Green techniques" which may be employed by a community and its citizens to assist in maintaining the water quality of its watersheds.
- C. Integrate locations of identified sensitive natural resource information into a park and open space plan and/or other tools to guide development to allow for observation and interaction with natural resources. Support the construction of soft, permeable, low impact trail systems in natural areas when feasible, encourage the construction of trail connections linking residents to parkland and natural resources.
- D. Promote good stewardship of the land and support a sustainable environment through community efforts such as recycling and collection of household hazardous wastes. Continue to encourage composting by providing a municipal compost and yard waste site. Protect the urban forest by implementing best management practices for forest management, tree preservation and disease management and prevention.

DEMOGRAPHIC TRENDS AND PROJECTIONS

In order to plan for the future, it is important to understand the demographics of the community. An analysis of who the city is currently serving and how analyze future housing, park and recreation, governmental, utility and transportation needs of the City it is important to review historic trends that have occurred and review projections for future population and employment growth of the community. The information contained in this Chapter has been obtained through statistical data released by the United States Census Bureau, the State Demographer's Office, the Metropolitan Council and the City of Lonsdale, including building permit activity. This Section provides an overview of the population and household characteristics of the residents of Lonsdale in 2010/2014 as well as projected in 2040.

I. SOCIAL PROFILE SUMMARY

- **Population.** The US Census Bureau estimated that the City of Lonsdale's population as of 2015 was 3,843, an increase of 4.6% or 169 residents from the 2010 Census population of 3,674.
- **Households.** The MN State Demographer estimated 1,325 households in Lonsdale in 2014 per the American Community Survey (ACS). This is an increase of 48 housing units from the 2010 Census which reported 1,277 households.
- **Household Size.** The average household size in Lonsdale, per the American Community Survey 2010-2014 was 2.88. This is similar to the 2010 Census household size of 2.87.
- **Population and Household Projected Growth.** This Comprehensive Plan includes projections for a 2040 population of 7,450 residents in 2040 with approximately 2,804 households.
- **Age** distribution statistics indicate the City of Lonsdale had a median age of 29.5 years (2010 Census). This is younger than Rice County's median age of 35 years; Minnesota median age of 37.4 years and the U.S. median age of 37.2 years per the 2010 Census.
- **Gender.** 2000 Census information identifies a gender distribution of 48.9% female to 51.1% male within the City of Lonsdale, illustrating the same female to male ratio of Rice County (48.9% to 51.1%). The ratio is similar to Minnesota (50.4% female to 49.6% male).
- **Income.** The 2010 Census reports a median family income in the City of Lonsdale of \$74,841 and median household income of \$67,250, well above Rice County's median family and median household incomes of \$73,379 and \$60,365. According to the 2010-2014 American Community Survey, 12.4% of the population in Lonsdale was below the poverty level.
- **Employment.** The 2010-2014 American Community Survey estimates 2,079 people, 16 years and older, in the workforce, earning a median income of \$42,342.
- **Travel Time to Work.** According to the 2010 Census, workers in Lonsdale traveled an average of 35.2 minutes to their place of employment.

II. POPULATION TRENDS – STATE AND REGIONAL

According to the Minnesota Department of Administration three trends are occurring which will affect cities and counties within Minnesota as well as the United States. The following information was obtained from: The Minnesota State Demographic Center, February 12, 2013 “How Social, Economic & Demographic Changes are Transforming Minnesota” PowerPoint. The three state and regional trends predicted include:

- A. **The population is aging.** The median age in Minnesota was 35 years old in 2000. This increased to 37 years of age in 2011. The MN State Demographer projects “unprecedented increases in Minnesota’s 65+ age population.”¹

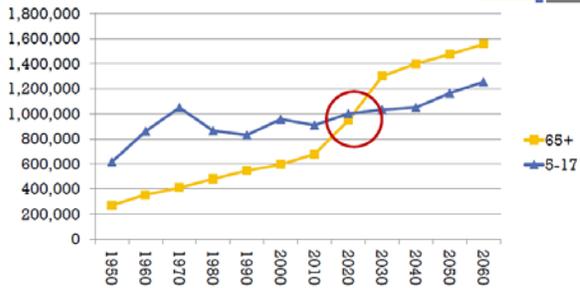


In Rice County,
34 years

In Faribault,
36 years

In Northfield,
23 years

For the first time in MN history:
More 65+ than school-age by 2020



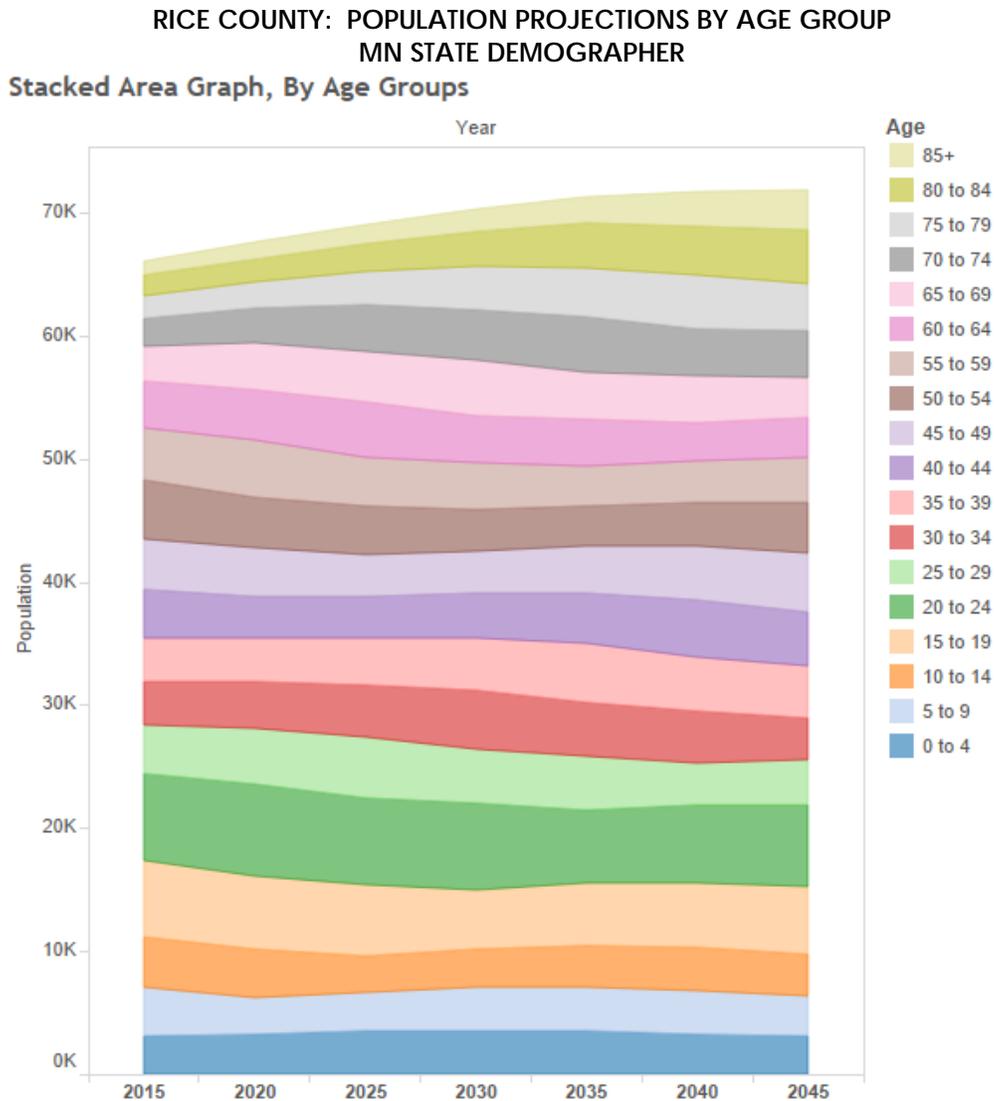
U.S. Census Bureau & Minnesota State Demographic Center

Conversely,
In Lonsdale,
the median age decreased from
32.1 years of age (2000 Census) to
29.5 years
(2010 Census).

¹ MN State Demographic Center, February 12, 2013 “How Social, Economic & Demographic Changes are Transforming Minnesota” PowerPoint

The MN State Demographer predicts that by 2020, there will be more senior citizens aged 65+ years than there will be school aged children. Planning communities which address this changing demographic is important. This includes the types of housing, park and recreational opportunities, types of businesses and impacts on employment. Lonsdale is a relatively young community when compared to the county and state; however, the demographics as a whole is predicted to age as 2040 approaches.

As depicted in the following graph, the Minnesota State Demographer projects that the fastest growing age groups in Rice County, as well as Minnesota, will be those 75+ years of age.

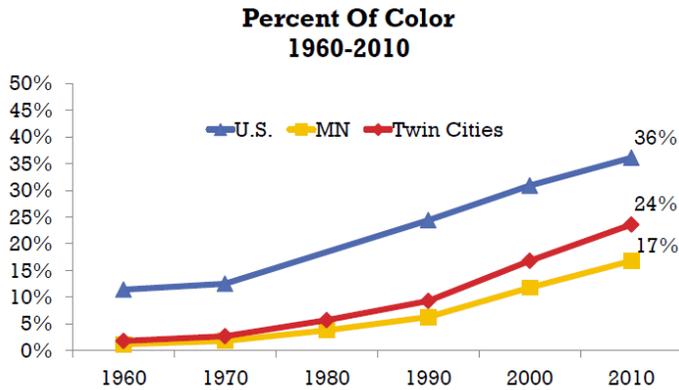


The MN State Demographer projects, "The number of Minnesotans turning 65 in this decade (about 285,000) will be greater than the past four decades combined. The total number of older adults (65+) is anticipated to double between 2010 and 2030, according to our projections. By then, more than 1 in 5 Minnesotans will be an older adult, including all the Baby Boomers."

B. **More diversity.** According to the MN Department of Administration, “3% of adults 85+ years are people of color (2011 data), while 30% of children under the age of 5 are people of color. Within Rice County 15% of the residents are Persons of Color (2009-2011).” The charts below, from mncompass.org, illustrates the countries in which MN foreign born population are from.

The growth in diversity from 1960 to 2010 is also illustrated.

50 years of growing diversity in our region, state, nation



Source: mncompass.org



MN foreign-born population: Largest groups by country of birth



* Hmong represented

Source: mncompass.org



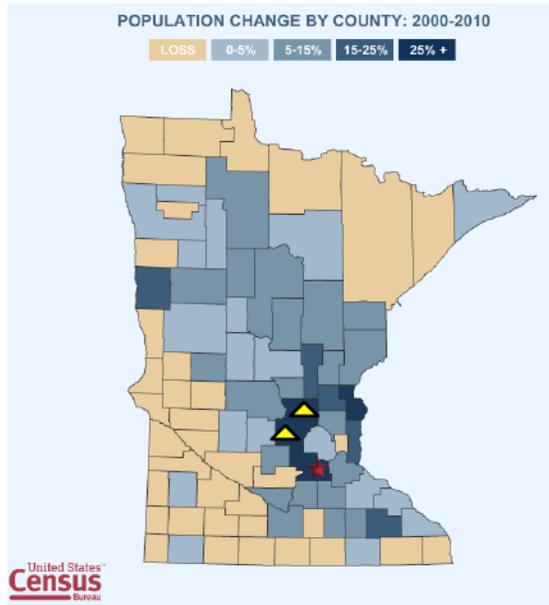
According to the MN State Demographer, “In 1920, about 1 in 5 Minnesotans was foreign-born; today about 1 in 14 are (2010-2012). The largest groups of foreign-born Minnesotans

were born in Mexico; India; Laos, including Hmong; Somalia; Vietnam; Thailand, including Hmong, and China (data from 2010-2012). These estimates do not include U.S.-born children of these immigrants. They also likely underestimate the size of our immigrant populations because trust and language issues depress response rates to Census surveys.

Behind English, the most common languages spoken in the homes of Minnesotans 5 and older are Spanish (about 198,000 speakers), Hmong (54,000 speakers), and Somali (37,000 speakers) (data from 2010-2012)."

- C. **Population shifts.** The US Census Bureau reports the largest population shifts were within the metropolitan areas in Minnesota. Scott County, on the southwest side of the metropolitan area, experienced 45% growth from 2000 to 2010. Rice County experienced 13% growth.

Population shifts during last decade (2000s)



- Greatest growth in was in counties that ring the TC metro, as well as growth in a diagonal pattern across the state

- Scott=45% growth! ★
- Sherburne (37%) and Wright (39%) ▲
- Rice=13%



III. CITY OF LONSDALE POPULATION AND HOUSEHOLD PROJECTIONS

There are various factors which are considered when developing future local population and household projections. These include historic building trends in the community, how fast the City is growing in comparison to the county, the State Demographer's projections for the county, as well as local input on the community's desire to grow.

A. Historical Building Trends. In projecting the future, it is important to review the historical building trends in the community. As reflected in the graph and table below, Lonsdale's new single-family housing construction grew in the early part of the decade, peaking in 2004 and with the recession decreased with later in the decade.

An average of 56 new housing units were constructed annually between 2000 and 2014. In the past five years, the City has averaged 11 new residential permits per year. If the 15 year average trend continued over the next 25 years, the City would add 1,400 new dwelling units to the housing stock. While it is not anticipated the building construction will peak and fall as in the past, it is hoped the construction will steadily grow over the next 25 years.

The household size, currently at 2.87 people per household, is predicted to decline in size as the demographic ages. The 2010 Census reported 2.55 people per household in Rice County and 2.48 people per household in Minnesota. For planning purposes, a 2040 household size of 2.70 people per household is included.

**TABLE 2-1
AVERAGE NUMBER OF PERSONS PER HOUSEHOLD**

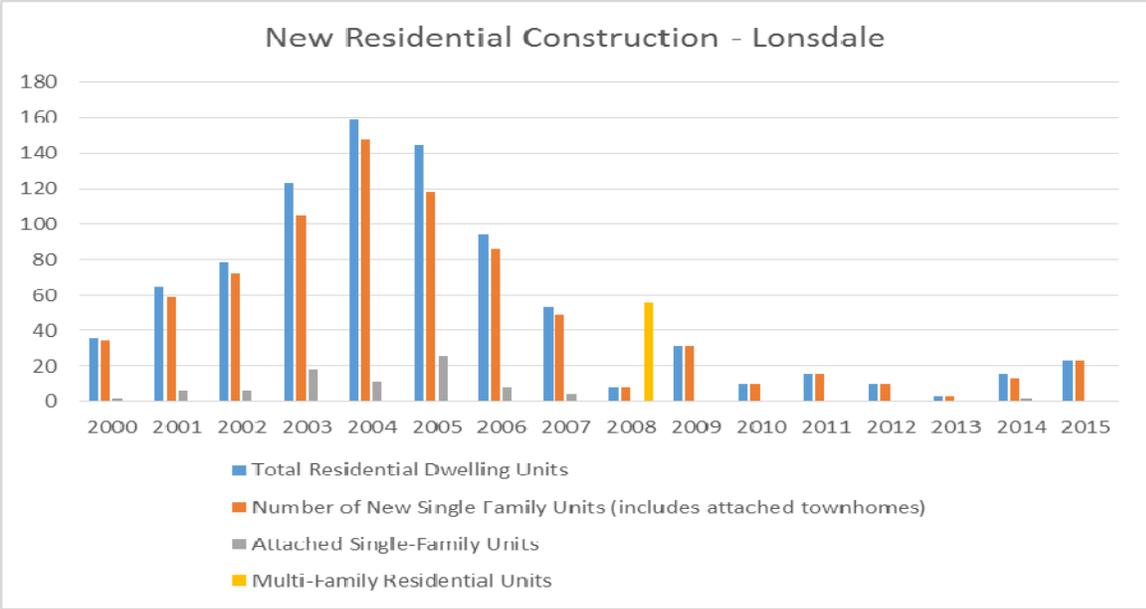
	1980 Census	1990 Census	2000 Census	2010 Census
City of Lonsdale	2.97	2.85	2.62	2.87
Rice County	2.83	2.66	2.65	2.55

Source: U.S. Census

Building Permit Method

Based on the 15 year average of 56 homes per year x 25 years = 1,400 homes

Existing units (2014 estimate)	1,325 (2010-2014 ACS)
+Projected new units	<u>1,400</u>
=Total housing units 2040	2,725
X People per household	<u>2.70</u>
Estimated 2040 population	7,357



**TABLE 2-2
NEW HOUSING CONSTRUCTION SUMMARY**

Year	Total Residential Dwelling Units	Number of New Single Family Units (includes attached townhomes)	Attached Single-Family Units	Multi-Family Residential Units
2000	36	34	2	0
2001	65	59	6	0
2002	78	72	6	0
2003	123	105	18	0
2004	159	148	11	0
2005	144	118	26	0
2006	94	86	8	0
2007	53	49	4	0
2008	66	8	0	56
2009	31	31	0	0
2010	10	10	0	0
2011	15	15	0	0
2012	10	10	0	0
2013	3	3	0	0
2014	15	13	2	0
2015	23	23	0	0
Total	923	784	83	56

Source: City of Lonsdale Building Permit Records

B. Historical Growth as a Percent of the County's Population

In 2000, the City of Lonsdale accounted for 2.93% of the County's total population. With significant growth in the City occurring between 2001 and 2007, the City grew at a faster rate than the county. By 2010, the City accounted for 5.73% of Rice County's population. The growth rate in the city has continued at a faster pace than the county in recent years.

Table 2-3, below, depicts the historical population and growth rates within the City of Lonsdale and Rice County. Table 2-4 includes the State Demographer's projected population and growth rates for Rice County (updated in March, 2014). The City's population, as a percent of the County's population is projected to continue to grow at a faster rate than the county. Table 2-4 suggests that by 2040, the City will account for 9.75% of the County's population, resulting in a population just under 7,000. (*Comp Plan Committee input requested on the % growth*)

**TABLE 2-3
HISTORIC POPULATION AND GROWTH RATES
CITY OF LONSDALE – RICE COUNTY**

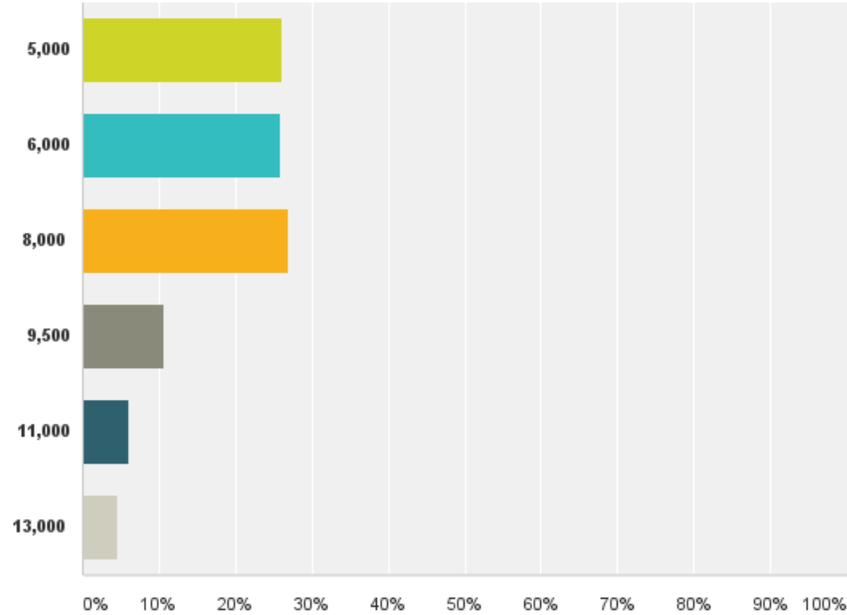
<u>Year/Census</u>	<u>City Pop.%</u>	<u>Annual Growth</u>	<u>Rice Co. Pop.</u>	<u>City % of the County pop.</u>
2000	1,491		56,665	2.93%
2010	3,674	14.6% (73% -5 yr.)	64,142	5.73%
2014	3,821	1.0% (4% - 4 yr.)	65,180	5.86%

**TABLE 2-4
PROJECTED POPULATION BASED ON COUNTY AND GROWTH RATES**

Year	Rice Co. Population Projection based on MN State Demographer	County Growth % in 5 year increments	City % of the County Population	Projected City Population
2015	66,022	2.9%	6.00%	3,961
2020	67,619	2.4%	6.75%	4,564
2025	68,965	2.0%	7.50%	5,172
2030	70,237	1.8%	8.25%	5,795
2035	71,303	1.5%	9.00%	6,417
2040	71,701	.60%	9.75%	6,991

Q6 The City of Lonsdale has a 2014 estimated population of 3,821. What population would you recommend the City plan for in the year 2040?

Answered: 368 Skipped: 19



C. Community Input.

- **Survey:** The City of Lonsdale sought input from the public on the Comprehensive Plan, via a community survey. Citizens were asked “What population would you recommend the City plan for in the year 2040?” The chart illustrates the responses from the 368 people who participated on this question. The average of the responses was 7,662.
- **Visioning Session.** The City conducted a Visioning Session in December of 2015. The consensus of the participants was to plan for a population of 7,450.

Summary of Population Projections 2040:

Building Permit Method	7,357
% of Rice County	6,991
Community Survey	7,662
Visioning Session	7,450

For purposes of planning for housing units and land required to support growth to 2040, a population projection of 7,450 is being used. Factors such as the economy, gas prices, local employment opportunities, etc. will impact actual population.

IV. LONSDALE POPULATION CHARACTERISTICS

A. Household Type

The 2010 Census reported a total of 1,370 housing units with 93.2% or 1,277 occupied. Of the total number of occupied units, the U. S. Census data indicates a significantly higher percent of family households (76.4%) than non-family households (23.6%) within the City of Lonsdale. The Census defines non-family households as those with persons who are not related by birth, marriage or adoption.

Just under ½ of the households have individuals under 18 years of age and 10.3% of the households have individuals 65 years and over.

**TABLE 2-5
HOUSEHOLD COMPOSITION - LONSDALE, 2010 CENSUS**

Total households	1,277	100%
Family Households	976	76.40%
Husband-wife family	822	64.40%
With own children under 18 years	489	38.30%
Male householder, no wife present	68	5.30%
With own children under 18 years	53	4.20%
Female householder, no husband present	86	6.70%
With own children under 18 years	66	5.20%
Nonfamily households [7]	301	23.60%
Householder living alone	212	16.60%
Male	120	9.40%
65 years and over	19	1.50%
Female	92	7.20%
65 years and over	40	3.10%
Households with individuals under 18 years	631	49.40%
Households with individuals 65 years and over	131	10.30%

The 2010 Census reports 88.4% of the occupied housing units were owner-occupied, with 11.6% (148 units) as renter-occupied housing units.

Additional information on housing is included within the Housing Chapter of this Plan.

B. Age.

As noted, the median age of Lonsdale residents per the 2010 Census was 29.5 years of age. This was a decrease from 32.1 years in the 2000 Census. Over 34% of Lonsdale's population in 2010 was under 18 years of age while 4.9% of the population was 65 years old or older. These ratios

are projected to change with a continued aging of the demographics in the community, county and state.

The City of Lonsdale's median age remains lower than Rice County (35 years), Minnesota (37.4 years) and the United States median age (37.2 years), according to the 2010 Census. Table 2-4 identifies the age distribution within Lonsdale. As of 2010, the largest age categories were under the age of 5 years.

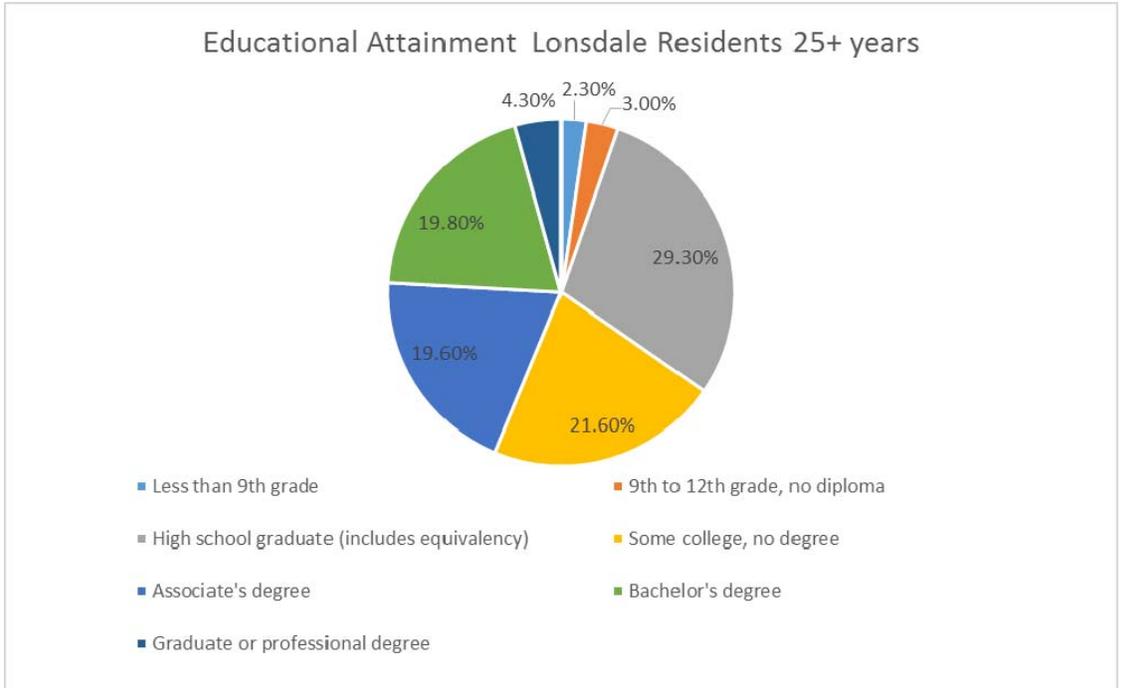
**TABLE 2-6
LONSDALE 2010 AGE GROUP DISTRIBUTION**

Age Group (Years)	Lonsdale 2010 Census	Percent of Total Population
Under 5	459	12.5
5 to 9	389	10.6
10 to 14	290	7.9
15 to 19	158	4.3
20 to 24	172	4.7
25 to 29	418	11.4
30 to 34	396	10.8
35 to 39	328	8.9
40 to 44	298	8.1
45 to 49	203	5.5
50 to 54	158	4.3
55 to 59	132	3.6
60 to 64	93	2.5
65 to 69	62	1.7
70 to 74	47	1.3
75 to 79	31	0.8
80 to 84	26	0.7
85 to 89	10	0.3
90 years and over	4	0.1
TOTAL	3674	100%

Source: U.S. Census- 2010

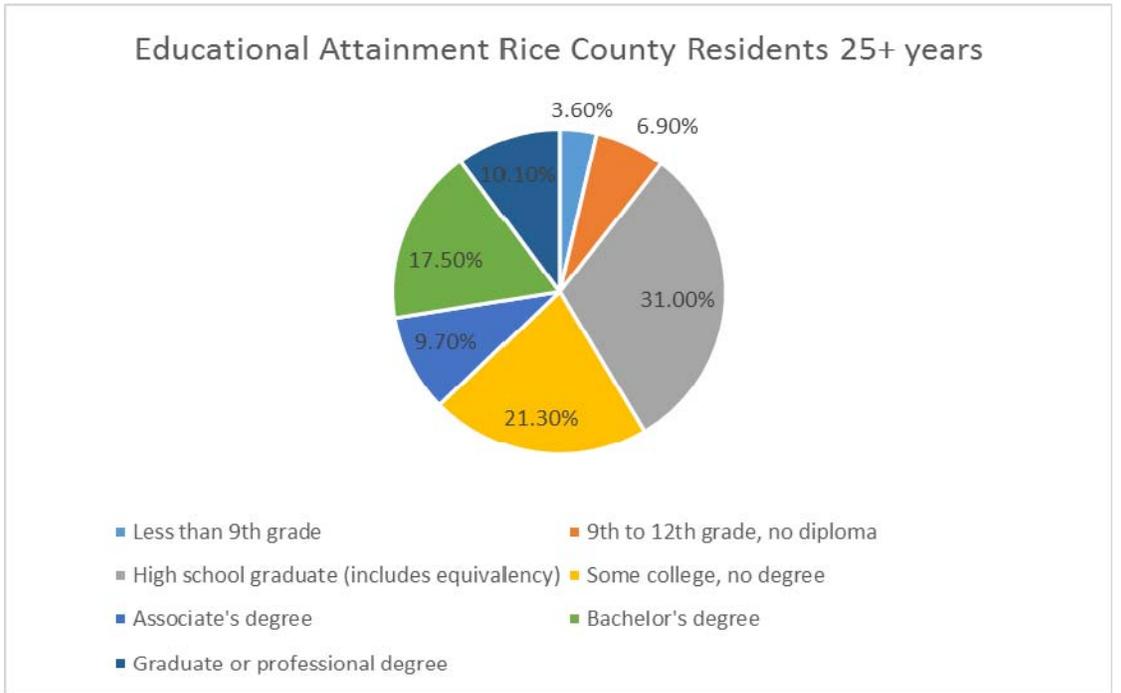
C. Educational Attainment.

According to the 2014 American Community Survey, (ASC) Census, there were 2,285 people in Lonsdale 25 years of age and older in 2014. Of these, 94.7% graduated from high school. Of those with a higher education, 19.6% attained an associate's degree, 19.8% a bachelor's degree and 4.3% a graduate or professional degree.



Source: American Community Survey (ACS) 2014

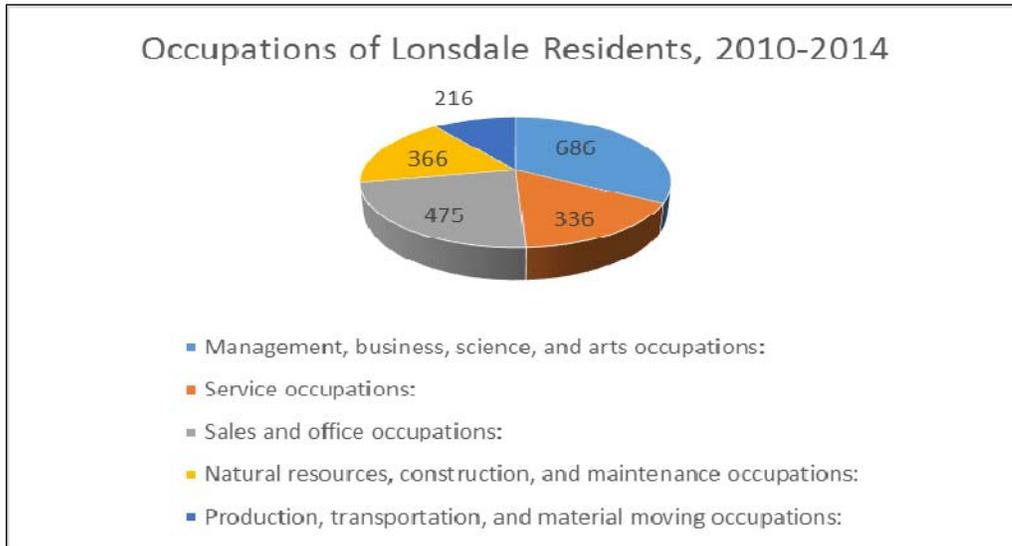
Within Rice County, 89.5% have a high school graduate degree or higher. Of those with a degree beyond high school diploma, 17.5% have a bachelor’s degree and 10.1% have a graduate or professional degree. Within Minnesota 92.3% have a high school degree and 33.2% have bachelor’s degree or higher. Within the US, 29% have a bachelor’s degree or higher. (2012).



Source: American Community Survey (ACS) 2014

D. Employment Characteristics

Of the 2,079 civilian employed residents, who were 16 and older in Lonsdale, the median earnings were \$42,342 per year. The largest sector of Lonsdale residents hold occupations in the management, business, science and arts occupations, followed by the sales and office occupations. The following chart illustrates the top five occupational categories for Lonsdale residents.



According to the U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates, 85.8% of the 2,079 workers drove a vehicle to work alone, 7.3% carpooled to work, 2.1% walked and 4.7% worked from home. The mean travel time was 35.2 minutes. This compares to 22.5 minutes for workers in Rice County, where 13% of the residents report working from home, and 23 mean travel minutes in Minnesota.

As illustrate in the following chart, from 2010 to 2014 there was an increase in the percent of workers driving to work alone versus carpooling.

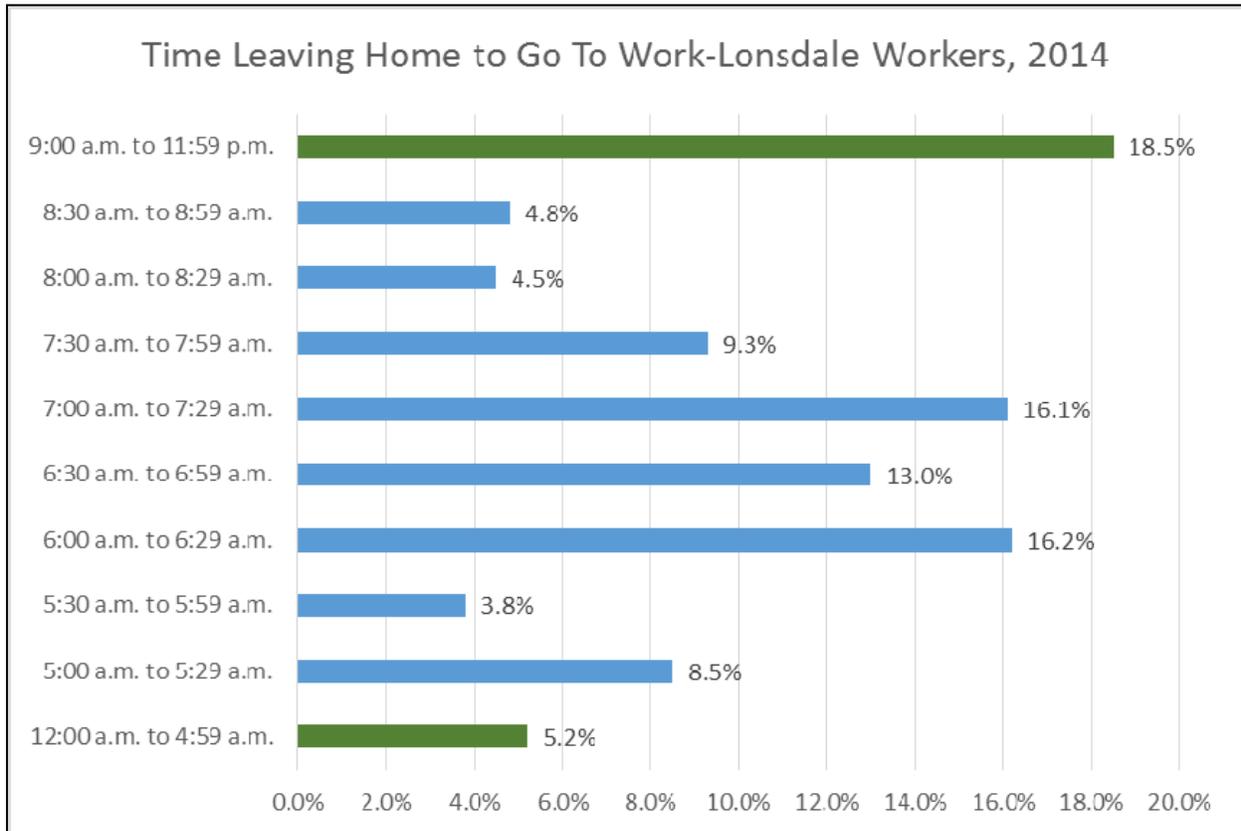
**TABLE 2-7
MEANS OF TRANSPORTATION TO WORK- LONSDALE, 2014**

Means of Transportation to Work	2010	2014
Car, truck, or van	93.30%	93.10%
Drove alone	79.80%	85.80%
Carpooled	14.10%	7.30%
In 2-person carpool	12.90%	6.40%
In 3-person carpool	1.20%	0.00%
In 4-or-more person carpool	0.00%	0.90%
Workers per car, truck, or van	1.08%	1.04%
Public transportation (excluding taxicab)	0.00%	0.00%
Walked	1.10%	2.10%
Bicycle	0.20%	0.00%
Taxicab, motorcycle, or other means	0.80%	0.00%
Worked at home	4.00%	4.70%

Source: 2010 Census

According to the American Community Survey (ASC) 2014, only 15.6% of residents work within the City; 27.3% of Lonsdale workers 16 years and older work within Rice County, 72.2% work outside of Rice County and 0.5% work outside of Minnesota.

As illustrated below, 46.7% (nearly ½) of workers are leaving Lonsdale before 7 a.m. to go to work. Note the chart below includes 30 minute increments for departure time, with the exceptions of the 9:00 a.m. to 11:59 a.m. and 12:00 a.m. to 4:59 a.m. timeframes.



The Minnesota State Demographic Center reports, "At 4.6%, Minnesota's unemployment rate in April 2014 (seasonally adjusted) was 1.6 percentage points lower than the rate nationwide. In 4th quarter 2013, there were 2.1 unemployed job seekers for each job vacancy statewide. During the recent "Great Recession," this ratio peaked at 8.2 in 4th quarter 2009. This figure is now much more in line with the 2.0 ratio that Minnesota averaged between 2004 and 2007.

E. Income

The median *household* income in Lonsdale was \$67,863 in 2010, compared to a 2014 median *household* income of \$67,250.² The median *household* incomes were higher than those reported within the county and state.

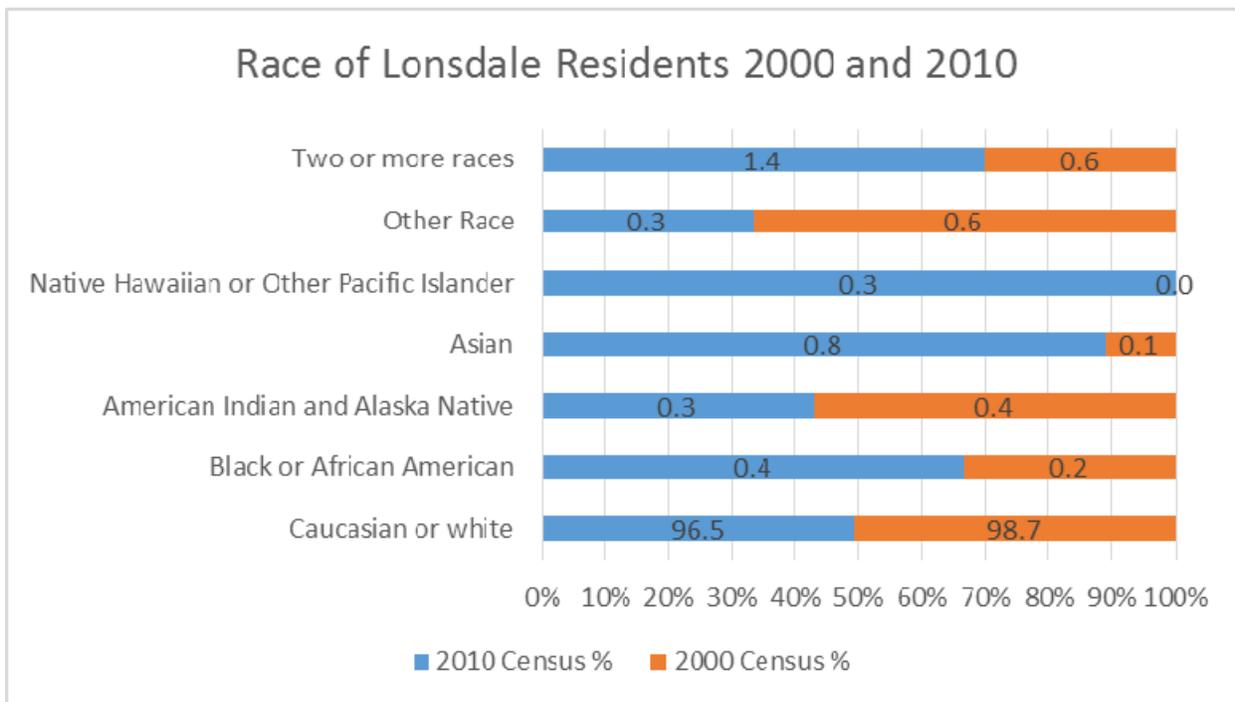
² Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

The 2010-2014 American Community Survey 5-Year Estimates report 12.4% of the population in Lonsdale was below the poverty level. (Note: the ACS indicates there is a 7-8% margin of error.) This compares to 11.8% poverty level in Rice County and 11.5% in Minnesota.

F. Race

2010 Census statistics indicate 3,623 of the 3,674 residents (96.5%) of Lonsdale residents classify themselves as white or Caucasian, 0.4% or 13 are Black or African American, 0.3% or 12 are American Indian and Alaska Native, 0.8% or 31 are Asian, 0.3% or 12 are Native Hawaiian or Other Pacific Islander, 0.3% or 11 are some other race and 1.4% or 51 are two or more races.

When compared to the 2000 Census, the community is slightly more diverse. In 2000, 98.7% of Lonsdale residents classified themselves as white or Caucasian, 0.2% of the population were Black or African American, 0.4% of the population were American Indian or Alaskan Native, 0.1% of the population were Asian, 0.6 % reported "some other race" and 0.6% noted two or more races.



HOUSING

I. INTRODUCTION

The purpose of this Chapter is to summarize housing conditions within the City of Lonsdale and establish goals and work items promoting a healthy residential infrastructure and furthering a variety of life-cycle housing options. This chapter includes:

- An analysis of existing housing conditions including life-cycle housing, Lonsdale's population characteristics, the existing housing stock, and vacancies;
- Housing affordability;
- A summary of historical building activity,
- A summary of future housing needs; and
- Housing Objectives, Policies and Housing Plan.

The issues have been identified through:

- An analysis of City demographics;
- An evaluation of historical building trends gathered from building permit information on file at the City offices;
- A Housing Study, completed in July, 2012 by Rice County
- Input from local realtors and developers
- Input from a Community Survey; and
- Statistics from the National Association of Realtors and Economic Indicators.

II. LIFE CYCLE HOUSING

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

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

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

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

III. POPULATION CHARACTERISTICS/GROWTH

Lonsdale’s existing population, as described in the Demographic Overview (Chapter 3), reports a 2010 Census (and a 2010-2014 American Community Survey 5-year estimate)median age of 29.5 years. The median age in Rice County was 35 years of age and the State median age was 37.4 years.

The State Demographer’s Office provides population projections, by county, for each age category. Projections suggest the fastest growing age group in Rice County is anticipated to be those 75+ years of age, to the year 2045. This will have an impact on the type of housing required in the future.

A community’s median income affects the types of housing units which are needed or residents can afford. Likewise, the type of housing lots and products offered can ultimately affect the median income of a community. The 2010 inflation adjusted median *family* income in Lonsdale was \$74,841. This compares to a 2000 Census median family income of \$48,011. The median *household* income in Lonsdale was \$67,250, well above Rice County’s median family and median household incomes of \$73,379 and \$60,365. The increase in family and household incomes, along with reduced interest rates, has increased the price point for housing for many households in Lonsdale.

IV. EXISTING HOUSING STOCK

The existing housing supply in Lonsdale includes a variety of housing units, with a majority of the units being one unit detached homes. One-unit units comprise 82.6% of all housing units, while 8.7% of units are in buildings with 10 or more units. According to the 2014 American Community Survey (SCS), the make-up of the existing housing stock is as follows:

**TABLE 5-1
TYPES OF HOUSING LONSDALE, 2014**

Units in Structure	Total	% All Housing Units
1, detached	1,117	79.6%
1, attached	42	3.0%
2 units	0	0.0%
3 or 4 units	92	6.6%
5 to 9 units	13	0.9%
10 to 19 units	108	7.7%
20 or more units	14	1.0%
Mobile home	18	1.3%
Total	1,404	100%

SOURCE: 2014 America Community Survey (ASC), Census Bureau Population Estimates.

Of the 1,404 housing units, 1,333 are occupied. Of these, 84.6% are owner-occupied and 15.4% are renter-occupied. The percent of owner-occupied to renter-occupied in area communities is shown in Table 5-2. The City of Lonsdale’s percent of owner-occupied units to total units is about 9% higher than Rice County’s make-up, as illustrated in the following table. This may be due in

part to the high rental concentration in Northfield, with the presence of college students. Overall; however, Lonsdale has a higher home ownership rate than most area communities.

**TABLE 5-2
OWNER-OCCUPIED AND RENTAL STATISTICS 2014 ASC**

Area	Occupied Housing Units	Owner Occupied Units	% Owner-Occupied Units	Renter Occupied Units	% Renter Occupied Units
Elko New Market	1,405	1,202	85.6%	203	14.4%
Le Center	958	675	70.5%	283	29.5%
Le Sueur	1,757	1,260	71.7%	497	25.5%
Lonsdale	1,333	1,128	84.6%	205	15.4%
Montgomery	1,129	869	77.0%	260	23.0%
New Prague	2,710	2,080	76.8%	630	23.2%
Northfield	6,227	4,273	68.6%	1,945	31.4%
Rice County	22,498	16,972	75.4%	5,526	24.6%

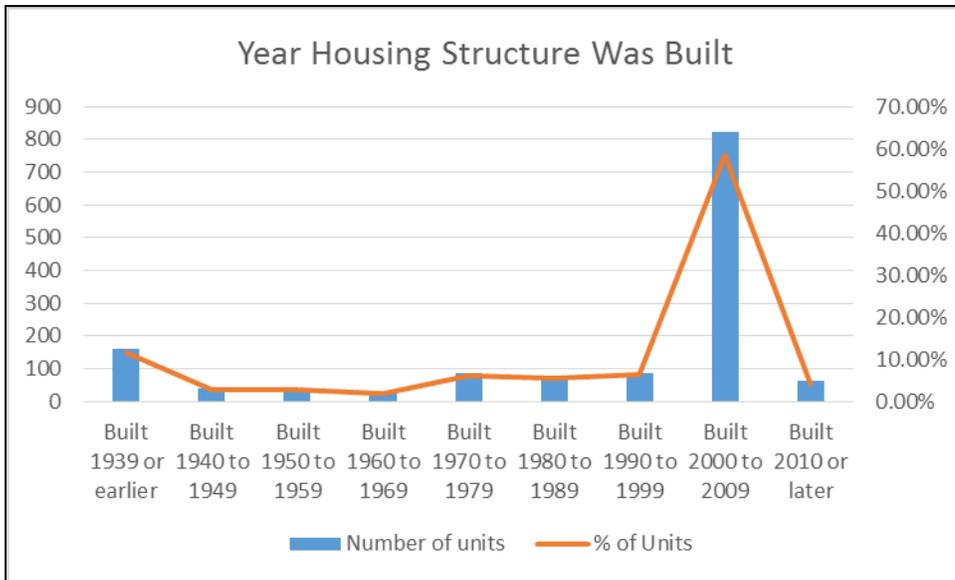
SOURCE: 2014 America Community Survey (ASC), Census Bureau Population Estimates.

Housing Condition. As depicted in Table 5-3, over one-half of the housing units in the city were built between 2000 and 2009. Given the new construction, the need for residential rehabilitation programs is somewhat limited. According to the 2014 ACS, no housing unit lacked complete plumbing or kitchen facilities.

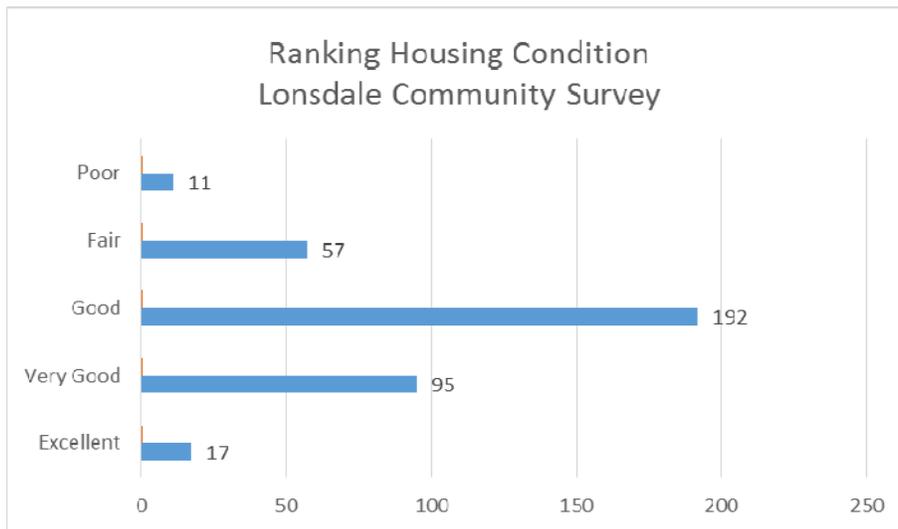
**TABLE 5-3
YEAR HOUSING STRUCTURE WAS BUILT**

Total Housing Units	1,404	%
Built 1939 or earlier	162	11.50%
Built 1940 to 1949	40	2.80%
Built 1950 to 1959	38	2.70%
Built 1960 to 1969	28	2.00%
Built 1970 to 1979	87	6.20%
Built 1980 to 1989	78	5.60%
Built 1990 to 1999	88	6.30%
Built 2000 to 2009	822	58.50%
Built 2010 or later	61	4.30%

Source: 2014, American Community Survey



The condition of the existing housing stock in Lonsdale has been documented to be in generally good condition. As a part of the Comprehensive Plan survey, survey participants were asked to rate the current quality of housing stock in the City. A majority rate it as “Good” to “Very Good”. Responses follow:



As a part of a 2012 Housing Study completed for Rice County, a windshield survey of the original area of Lonsdale was completed by Community Partners Research Inc., to rate the condition of housing units in Lonsdale. As illustrated below, 92% of the units were found to be sound or in need of minor repair. Following are the results of the survey:

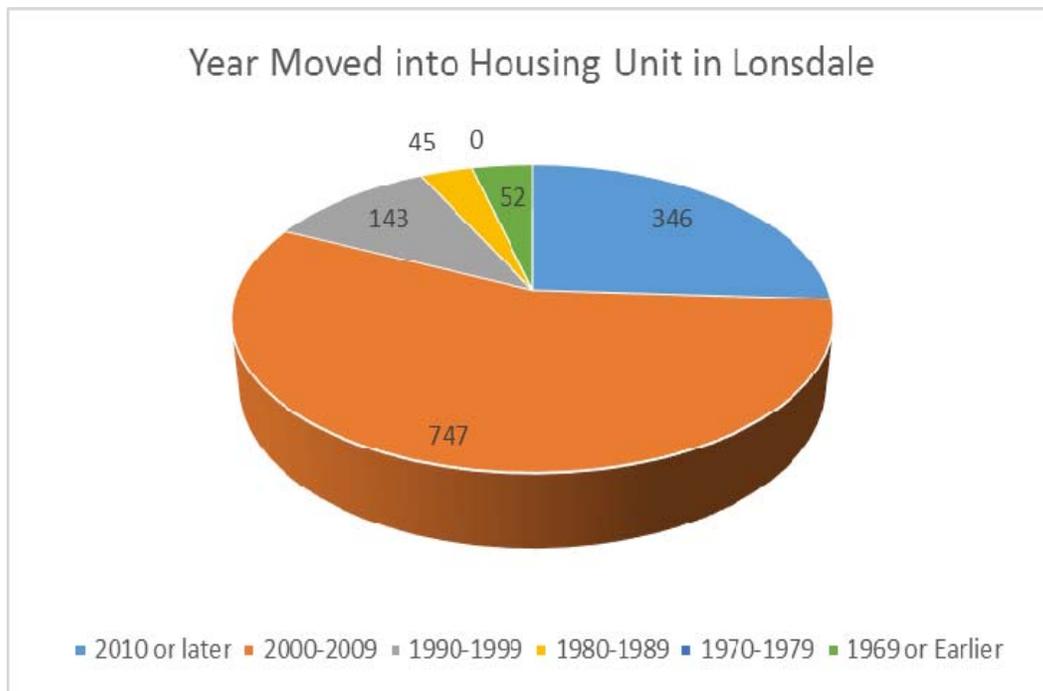
- 51.3% (164 units) were found to be “sound”
- 40.9% (131 units) were found to need minor repair
- 7.4% (24 units) were found to need major repair; and
- 0.3% (1 unit) was considered dilapidated.

Table 5-4 illustrates 2014 ACS Census data showing that 82% of those occupying housing units within the community moved into their unit within the past 16 years. Over 1/4 of householders moved into their current household since 2010.

**TABLE 5-4
LONSDALE HOUSING UNITS BY YEAR HOUSEHOLDER MOVED IN**

Year Household Moved Into Unit	Population in Occupied Units	Percent in Occupied Units
1969 or Earlier	52	3.90%
1970-1979	0	0.00%
1980-1989	45	3.40%
1990-1999	143	10.70%
2000-2009	747	56.00%
2010 or later	346	26.00%
Total	1,333	100%

Source: U.S. Census 2010



Housing Unit Vacancies

The 2014 American Community Survey (ACS) identifies 71 vacant housing units within the City (5.1% vacancy rate). This compares to an 8.2% vacancy rate in Rice County.

V. HOUSING AFFORDABILITY

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

The 2010 Census reports that the median monthly housing cost for housing units, with a mortgage, in Lonsdale was \$1,673 per month, which equates to 29.9% of the median household income of \$67,250, and 26.8% of the median family income of \$74,841. Of the 1,128 owner-occupied units, 84.9% had a mortgage. Of the 170 units without a mortgage, these households were spending a median \$537 per month on housing costs or 9.6% of the median household income or 8.6% of the median family income on housing. According to Census Definitions, “the amounts reported include everything paid to the lender including principal and interest payments, real estate taxes, fire, hazard, and flood insurance payments, and mortgage insurance premiums. It also includes, where appropriate, the monthly condominium fee for condominiums, and mobile home costs (installment loan payments, personal property taxes, site rent, registration fees, and license fees).”

The Table below depicts the number of owner-occupied units in the City of Lonsdale with and without mortgages, and the median value of the units and median monthly housing costs. The median value home suggests affordable housing exists for the community’s income levels, as most are spending less than 30% of their income on housing costs.

**TABLE 5-5
ESTIMATED ACTUAL HOUSING COSTS**

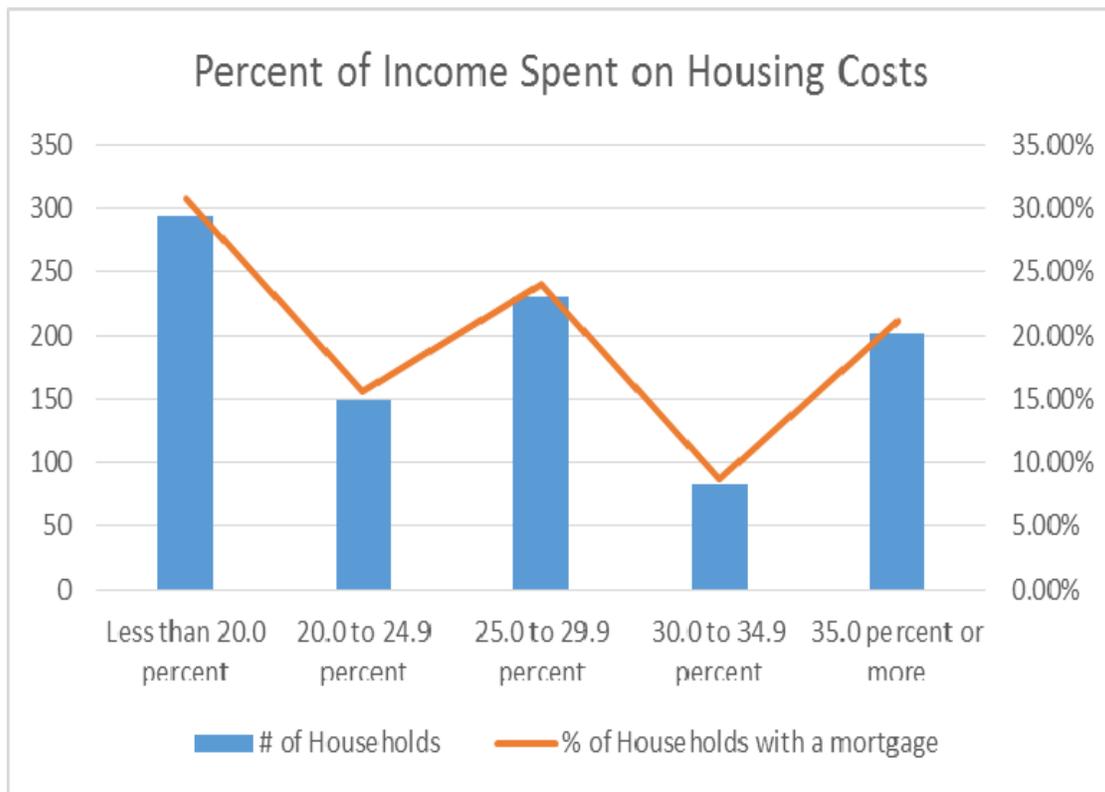
Area	All Occupied Hsg. Units*	Owner-Occupied Units With Mortgage	Owner Occupied Median Value	Median Monthly Housing Cost for Housing Units with a Mortgage	Owner-Occupied Units Without Mortgage	Median Monthly Housing Cost for Housing Units without a mortgage
City of Lonsdale	1,333	958	\$192,900	\$1,673	170	\$537

Source: 2014 American Community Survey

Of the 958 housing units with a mortgage, 29.8% were spending 30% or more of their household income on housing costs. The following chart and table illustrate the percent of income those with a mortgage are spending monthly. It is important to note that 12.8% did not have a mortgage.

**TABLE 5-6
CITY OF LONSDALE MONTHLY COST AS A PERCENT OF HOUSEHOLD INCOME**

Amount of Mortgage	# of Households	% of Households with a mortgage
Less than 20.0 percent	294	30.7%
20.0 to 24.9 percent	149	15.6%
25.0 to 29.9 percent	230	24.0%
30.0 to 34.9 percent	83	8.7%
35.0 percent or more	202	21.1%



The U.S. Census Bureau classifies household and family income differently. Household income is defined as total money received in a calendar year by all household members 15 years old and over. Family income is the total income received in a calendar year by family members related by birth, marriage or adoption. Many households are not families. For example, single people living alone or with non-related roommates are considered a non-family household. Median household income is often lower than median family income.

**TABLE 5-7
INCOME (2014 ACS)**

Annual Income	Households	% of Households	Families	% of Families
Less than \$10,000	116	8.7%	55	5.6%
\$10,000 to \$14,999	13	1.0%	0	0.0%
\$15,000 to \$24,999	61	4.6%	49	5.0%
\$25,000 to \$34,999	102	7.7%	26	2.6%
\$35,000 to \$49,999	115	8.6%	66	6.7%
\$50,000 to \$74,999	297	22.3%	221	22.5%
\$75,000 to \$99,999	243	18.2%	217	22.1%
\$100,000 to \$149,999	324	24.3%	287	29.2%
\$150,000 to \$199,999	29	2.2%	29	3.0%
\$200,000 or more	33	2.5%	33	3.4%

Source: 2014 American Community Survey

'Median' is created by dividing income distribution data into two groups, one having incomes greater than the median and the other having incomes below the median. 'Average' income is calculated by adding all incomes together and dividing the total by the number of responses. The following Tables compare the City of Lonsdale and Rice County's housing affordability data in terms of median household income (Table 5-8) and Lonsdale and Rice County in terms of median family income (Table 5-9).

**TABLE 5-8
AFFORDABLE HOUSING – GENERAL DEFINITION
30 PERCENT OF MEDIAN INCOME ON HOUSING COSTS**

City of Lonsdale	Income	"Affordable" Monthly Housing Costs
Median Household Income	\$67,250	\$1,681
Median Family Income	\$74,841	\$1,871
Moderate Income (80% of Median Family Income)	\$59,973	\$1,497
Low Income (50% of Median Family Income)	\$37,420	\$935

Source: 2014 ACS for Income. MDG, Inc. calculations of affordable mortgage and rent rates based on Section 8 definition of affordable (30% of income on housing).

AFFORDABLE HOUSING IN LONSDALE

The U.S. Census Bureau reports the actual income distribution in the City in terms of both median household and median family incomes. Income distributions can be compared to affordability standards to determine how many households and families in the City of Lonsdale may require affordable housing. In Table 5-9, households that may require affordable housing (based on household income) are depicted in the shaded areas.

**TABLE 5-9
CITY OF LONSDALE HOUSEHOLD INCOME AFFORDABILITY**

Annual Household Income	Number of Households in Category	Sustainable Monthly Rent - Lower End	Maximum Sustainable Monthly Rent or House Payment
Less than \$10,000	116	\$0	\$250
10,000 – 14,999	13	\$250	\$375
15,000 – 24,999	61	\$375	\$625
25,000 – 34,999	102	\$625	\$875
35,000 – 49,999	115	\$875	\$1,250
50,000 – 74,999	297	\$1,250	\$1,875
75,000 – 99,999	243	\$1,875	\$2,500
100,000 - 149,999	324	\$2,500	\$3,750
150,000 - 199,999	29	\$3,750	\$5,000
200,000 or more	33	\$5,000	NA
Total	1,333		

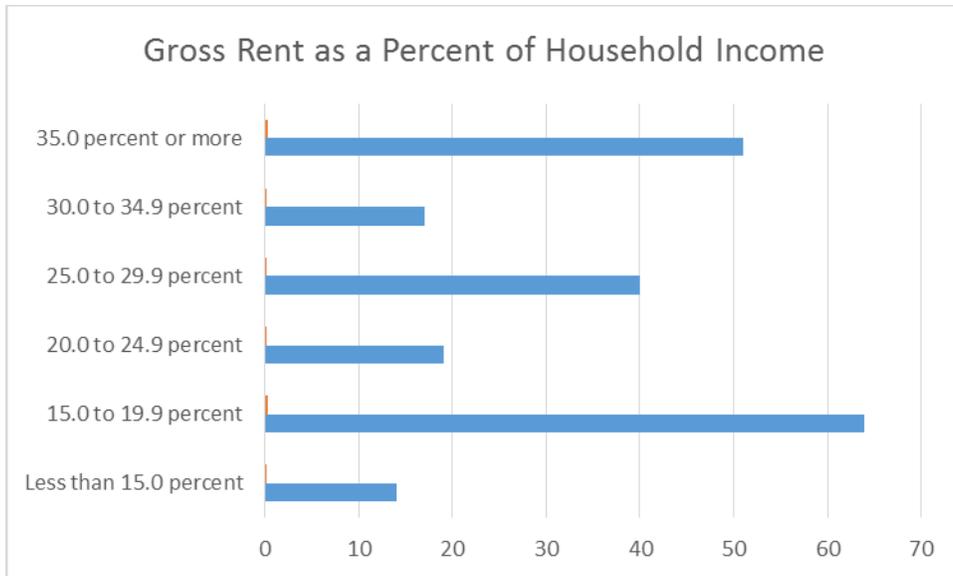
Source: 2014 American Community Survey

VI. RENTAL UNIT SUPPLY

Lonsdale has four primary rental projects in the community, which comprise over one-half of all rental units. Three are subsidized through Rural Development. Rental facilities include:

- Landmark Square Apartments – 24 units (12 one-bedroom, 12 two-bedroom)
- MGM Apartments – 16 units (14 one bedroom and 2 two-bedroom units).
- Southside Apartments – 12 units (10 two-bedroom and 2 three-bedroom units)
- Villages of Lonsdale – 56 units (17 independent, 25 assisted living and 14 memory care)

Of the 1,333 occupied housing units, 205 were occupied units with rent. The 2014 ACS reports that the median gross rent in the City of Lonsdale in 2014 was \$632 per month. The Chart below illustrates the gross rent as a percent of the household income. Over 66.8% of renter-occupied households are paying less than 30% of their household income on rent, with over 24.9% paying over 35% or more of their household income in gross rent. As illustrated in Table 5-8, it is suggested the median household can afford monthly rent rates of \$1,681, if 30% of income is spent on housing costs and “affordable rent” for those at 50% of the median is \$935 per month. The following chart and table illustrate actual monthly rents as reported in the 2014 ACS.



Source: 2014 American Community Survey (ACS)

**TABLE 5-10
LONSDALE GROSS RENT PAID**

Occupied units paying rent	205	%
Less than \$200 per month	0	0.00%
\$200 to \$299 per month	11	5.40%
\$300 to \$499 per month	30	14.60%
\$500 to \$749 per month	88	42.90%
\$750 to \$999 per month	15	7.30%
\$1,000 to \$1,499 per month	34	16.60%
\$1,500 or more per month	27	13.20%
Median (dollars)	632	100%

Source: U.S. Census, 2010

Lonsdale has a number of various rental units, ranging from apartment complexes, to apartments above commercial stores, to single family homes used for rental purposes.

VII. BUILDING ACTIVITY

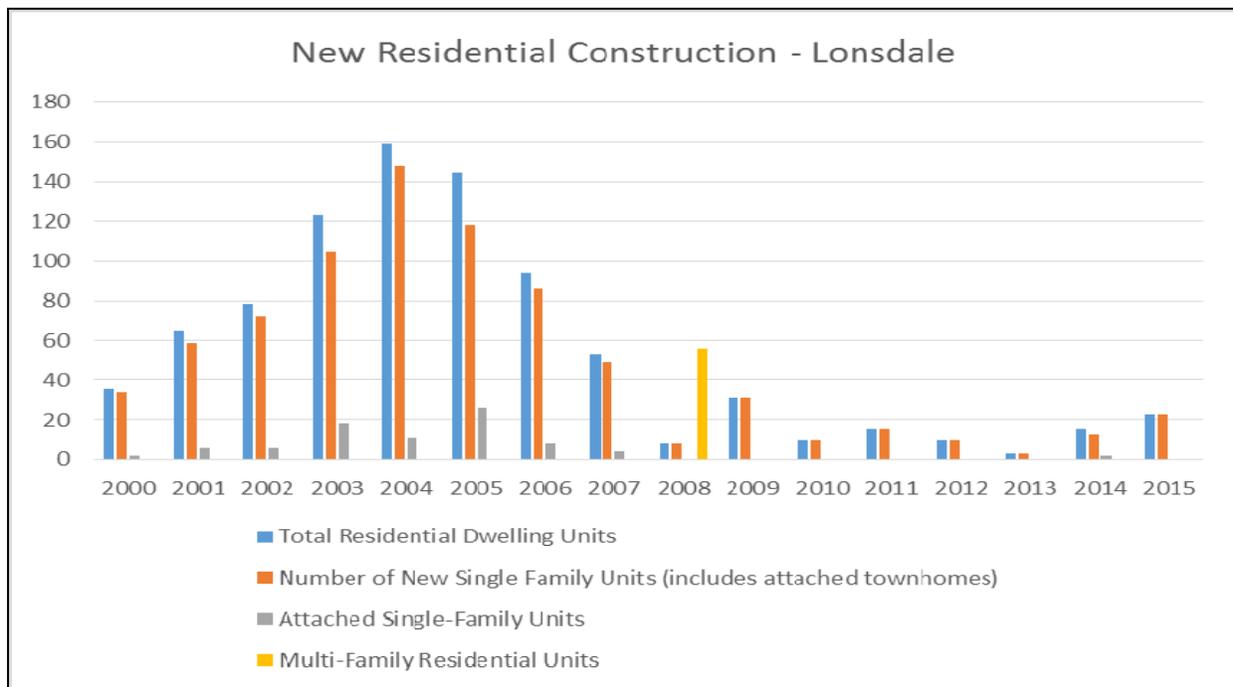
Table 5-11 summarizes new residential building permit information for the previous 16 years. The following charts illustrate new single-family home construction trends. The number of new single-family homes constructed peaked in 2004, with limited construction between 2010 and 2013. New construction has started to increase the past two years. The significant spike corresponds with the increased growth in Rice County and Minnesota. Only one multi-family complex was constructed over the past 16 years. This was a 56 unit senior housing complex built in 2008.

**TABLE 5-11
NEW HOUSING CONSTRUCTION SUMMARY**

Year	Total Residential Dwelling Units	New Single Family Units (includes attached townhomes)	Attached Single-Family Units	Multi-Family Residential Units
2000	36	34	2	0
2001	65	59	6	0
2002	78	72	6	0
2003	123	105	18	0
2004	159	148	11	0
2005	144	118	26	0
2006	94	86	8	0
2007	53	49	4	0
2008	64	8	0	56
2009	31	31	0	0
2010	10	10	0	0
2011	15	15	0	0
2012	10	10	0	0
2013	3	3	0	0
2014	15	13	2	0
2015	23	23	0	0

Source: City of Lonsdale Building Permit Records

NEW RESIDENTIAL CONSTRUCTION, LONSDALE, MN



At the time of this Comprehensive Plan (July, 2016), there were seven (7) residential homes listed on www.realtor.com at an asking price under \$150,000, 45 homes were priced between \$150,000 and \$300,000 and five (5) homes were listed for over \$300,000. Existing home prices suggest the availability of “affordable” housing options.

VIII. HOUSING NEEDS

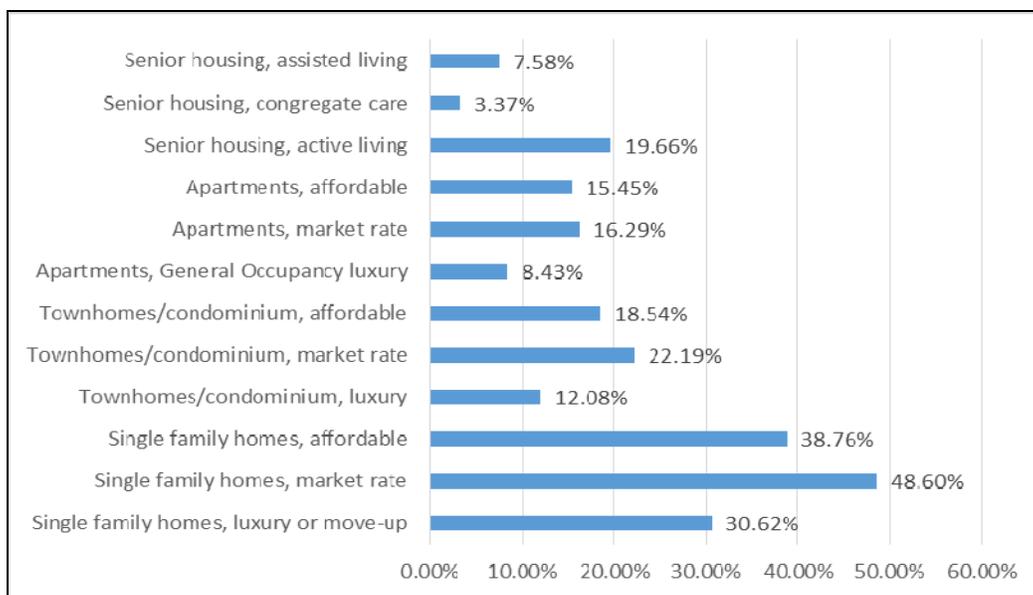
This Comprehensive Plan includes projections for population and households to the year 2040. The following population and new households are projected:

**TABLE 5-12
POPULATION AND HOUSEHOLD PROJECTIONS**

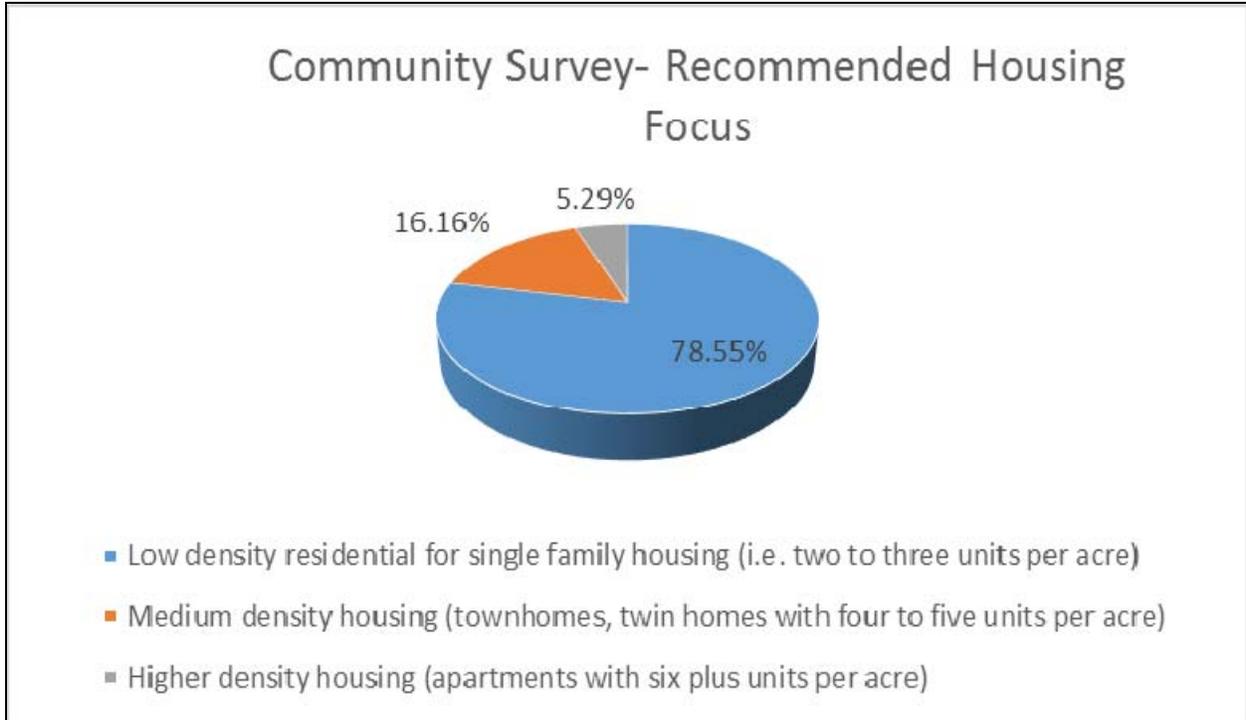
Year	Projected City Population	Population Growth	Projected Households	Estimated Household Size	Projected Ave. New Units/Year
2014	3,821	--	1,325	2.88	--
2020	4,270	449	1,504	2.84	30
2025	4,820	594	1,721	2.80	43
2030	5,520	699	2,007	2.75	57
2035	6,320	799	2,341	2.70	67
2040	7,450	1129	2,804	2.66	93

As a part of the Community Survey, residents were asked what type of housing is currently needed. The top responses included additional market rate single-family homes, more affordable single-family homes and move-up or luxury single-family homes. The chart below illustrates responses received as a part of the survey.

**Type of Housing Currently Needed in Lonsdale
Lonsdale Community Survey, 2015**



The community was also asked to provide input on the future housing needs and whether the city should place a higher emphasis on low density, medium density or high density housing. Over $\frac{3}{4}$ recommended focusing on low density residential development with two to three units per acre (larger lots).



Based on the Demographic projections (Chapter 3), the City of Lonsdale projects a need for 1,479 new housing units between 2014 and 2040. The Demographic Chapter of this plan suggests a 2040 population in Lonsdale of 7,450.

RESIDENTIAL LOTS FOR OWNER-OCCUPIED HOUSING. The City of Lonsdale has a number of residential subdivisions with 317 lots available for infill. Based on projections in Table 5-12, this lot inventory should support growth for the next seven to ten years. The following table illustrates the locations of the vacant lots.

**TABLE 5-13
VACANT RESIDENTIAL LOTS INVENTORY AS OF JULY, 2016 LONSDALE**

Subdivision	Approved Lots	Vacant Lots	% of Phase Completed	% Development Completed
Harmony Meadows	53	30	43%	43%
Harvest Ponds	66	4	94%	89%
Harvest Ponds 2	92	14	85%	
Heritage Estates 2	29	1	97%	
Heritage Estates 3	54	7	87%	96%
Heritage Estates 4	32	0	100%	
Heritage Estates 5	34	1	97%	
Legacy Meadows	52	35	33%	33%
RayAnn Acres	100	51	49%	49%
Rolling Ridge	112	9	92%	92%
Shadow Stone	69	10	86%	76%
Shadow Stone 2	6	2	67%	
Singing Hills	20	2	90%	90%
Val Rose Gardens	21	21	0%	0%
WELCO	73	30	59%	59%
Willow Creek	104	9	91%	59%
Willow Creek 2	72	21	71%	
Willow Creek 3	88	60	32%	
Willow Creek Ponds	17	10	41%	
Total Lots	1,171	317	41%	73%

Source: City of Lonsdale

The need for newly platted residential developments is not anticipated until 2023 or beyond. Utilization of public infrastructure already developed is encouraged prior to the annexation or further platting of new subdivisions. Locations of existing developments are identified on the following map.

IX. HOUSING RECOMMENDATIONS

The 2012 Rice County Housing Study included the following 17 Findings and Recommendations for Housing in Lonsdale:

Rental Housing Development

1. Develop 26 to 30 general occupancy market rate rental units, with two and three bedroom mix, ranging in size from 1,000 to 1,250 square feet and rent of \$800 to \$975 per month, excluding electricity and garage.
2. Monitor the need for additional subsidized/tax credit rental units.
3. Monitor the need for senior with services units.
4. Develop a mixed-use downtown commercial/housing project (PUD) with commercial space on the first floor and 10 to 12 rental units on the 2nd floor. Prior to construction an anchor tenant should be found to lease the first floor, which would complement existing downtown businesses and attract people to the downtown.

Home Ownership

5. Utilize and promote all programs that assist with home ownership, such as Three Rivers Community Action, Inc. and the Rice County Housing and Redevelopment Agency.
6. Develop a Purchase/Rehabilitation Program.

New Construction

7. Market lot availability and development; maintain a 2 ½ year lot supply.
8. Monitor the need for townhouse and twin home development, addressing a market need for empty nesters and seniors. Include senior friendly home designs, maintenance, lawn care, snow removal, cluster development and acceptable pricing.
9. Continue cooperation with agencies/nonprofits that develop affordable housing.
10. Develop home ownership and new construction market programs.

Housing Rehabilitation

11. Promote rental housing rehabilitation programs and seek funds through MN Small Cities program, Federal Home Loan Bank, the MN Housing Finance Agency and Rural Development.
12. Promote owner-occupied housing rehabilitation program.

Other Housing Initiatives

13. Acquire and demolish dilapidated structures.
14. Create a plan and continue coordination among housing agencies including the Rice County Housing and Redevelopment Authority, Three Rivers Community Action, Inc., the Southwest Minnesota Housing Partnership, the Minnesota Housing Finance Agency, the USDA Rural Development Office and the Greater Minnesota Housing Fund.
15. Expand the City of Lonsdale New Construction Incentive Program.
16. Promote commercial rehabilitation and commercial development.
17. Strategies to address Lonsdale's current housing issues.

X. HOUSING GOALS AND STRATEGIES

1. **Life-Cycle Housing.** Maintain a balanced housing supply with housing available for people at all income levels and unit types which meet the varying life-cycle needs of Lonsdale residents.
2. **Preservation and Maintenance.** Establish a community of well-maintained housing and neighborhoods including ownership and rental housing by promoting on-going maintenance of owner-occupied and rental housing units.
3. **Infill Development.** Proactively plan for housing needs including infill of available residential lots. New residential development within existing neighborhoods should be designed to be compatible in use and in scale with the surrounding neighborhood. When locating duplexes or multi-family development in a single-family residential district, the buildings should be designed with an adequate setback or buffer space, be of materials compatible with the surrounding area so as to blend into the neighborhood. Multi-family housing projects should be spread throughout the City rather than concentrated in one area.

4. **Neighborhood Character.** Residents of Lonsdale stated that they came to the city for its small town atmosphere. Lonsdale is a town with two faces, one being a traditional small Midwestern town and the other of a growing suburb. Lonsdale retains in part its small town through its grid street pattern surrounding a commercial main street downtown district. These neighborhoods are well connected to the commercial center with streets, walkable distances to downtown and compact lot and block sizes. The newer more suburban Lonsdale consists of larger lots and blocks, larger houses, fewer grid streets with less connectivity to downtown and other community gathering points. Furthermore, the edges of town have become more blurred with developments extending out into farmland and growth spread out along arterial roadways.

The vision for Lonsdale is an expression of its desire to grow and retain its small town character. Although difficult, there are opportunities to strengthen the best elements of both faces of Lonsdale through encouragement of traditional mixed use development patterns, i.e., traditional grid street layout, connecting new neighborhoods to the old with through streets, sidewalks and trails, traditional street lighting, a mix of housing types and densities and the creation of neighborhood centers, with public and private open spaces, and or existing natural resources as focal points. It is a goal to establish a housing pattern that respects the natural environment while striving to meet local housing needs and the community's share of the area's housing growth.

5. **Connectivity.** Improve access and linkages between housing, employment and retail centers in Lonsdale, through street connections as well as pedestrian routes.
6. **Implement the 2012 Rice County Housing Study Recommendations.** The 2012 Rice County Housing Study includes 17 recommendations to further housing development in Lonsdale. The City should work to implement these recommendations.

ECONOMIC DEVELOPMENT

I. ECONOMIC DEVELOPMENT OVERVIEW

Economic health is an important component of a thriving community. A strong commercial and industrial base provides jobs to a community's residents, contributes to a city's tax base and is a source of community vitality. This can best be explained when one compares a downtown area consisting of vacant and/or boarded up buildings with one that has a thriving business sector. The vacant and boarded up buildings appear lifeless and drab, while a busy downtown community is lively, strong and thriving.

Located along Highway 19, in Rice County, Lonsdale's economy has changed over the past twenty years and is anticipated to change over the next twenty years. The expansion of the first and second ring suburbs and associated road improvements have resulted in a more mobile society; allowing Lonsdale to become a home to those working in other communities, especially the Twin Cities Metropolitan Area. This chapter will discuss trends in economic development, the Central Business District, Highway Commercial and Industrial Development, economic development agencies and establish goals for the future growth and redevelopment of Lonsdale's commercial and industrial sectors.

II. ECONOMIC TRENDS

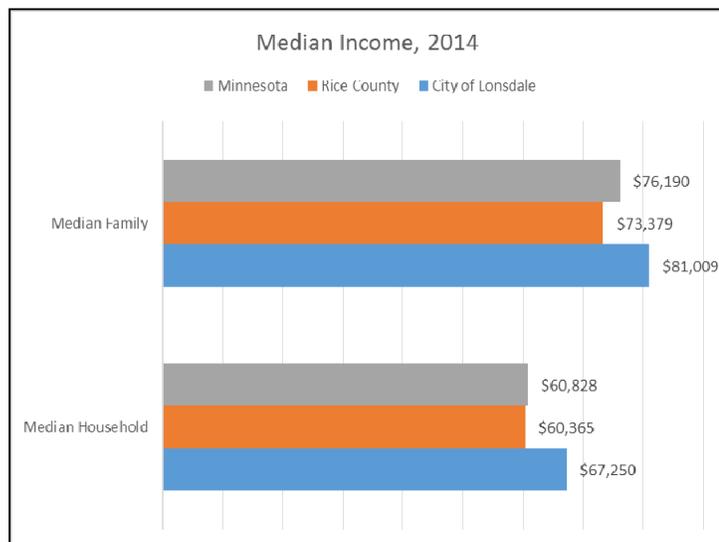
Economic trends can be important indicators as to the economic health of the community. Following is a summary of several economic indicators including income/wages, labor force and commercial and industrial construction.

Income and Wages.

The 2010 Census reports a median *family* income in Lonsdale of \$72,841 and a 2014 median *family* income of \$81,009. These are higher than the median *family* incomes reported for Rice County as well as the state of Minnesota.

The median *household* income in Lonsdale was \$67,863 in 2010, compared to a 2014 median *household* income of \$67,250.¹ The median *household* incomes were higher than those reported within the county and state.

Of the 2,079 civilian employed residents, who were 16 and older in Lonsdale, the median earnings were \$42,342 per year, with the male



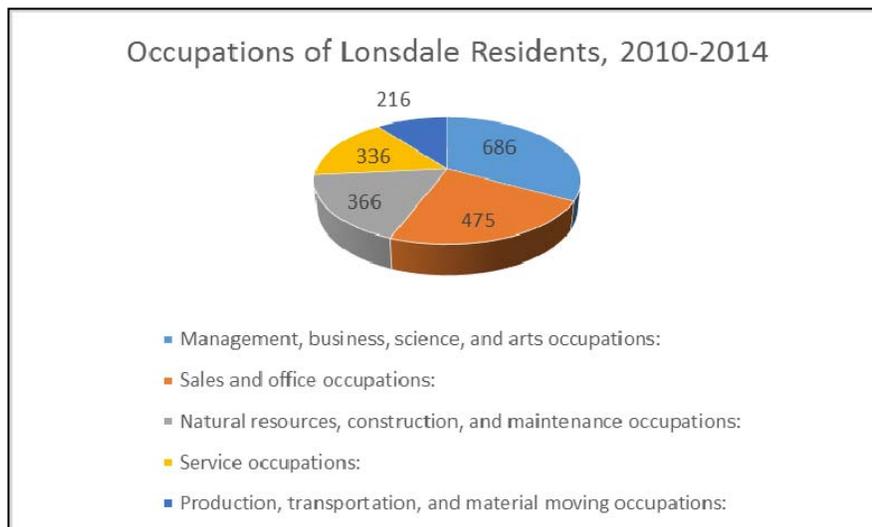
¹ Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

median earnings at \$51,724 per year and female median earnings at \$27,054 per year. The following table and chart illustrate the number of residents 16 and older employed within each of the broad employment categories and the median earnings within each.

Table 6-1 Median Earnings by Occupation
U.S. Census Bureau, 2010-2014 American Community Survey Estimates 5-Year

	Lonsdale city, Minnesota			
	Total estimate	Median earnings (dollars) estimate	Median earnings (dollars) for male estimate	Median earnings (dollars) for female estimate
Civilian employed population 16 years and over	2,079	\$ 42,342	\$ 51,724	\$ 27,054
Management, business, science, and arts occupations:	686	\$ 51,081	\$ 56,151	\$ 48,075
Sales and office occupations:	475	\$ 22,452	\$ 39,792	\$ 12,299
Natural resources, construction, and maintenance occupations:	366	\$ 54,412	\$ 54,412	-
Service occupations:	336	\$ 16,848	\$ 28,807	\$ 14,338
Production, transportation, and material moving occupations:	216	\$ 48,200	\$ 52,833	\$ 43,514

The largest sector of Lonsdale residents hold occupations in the management, business, science and arts occupations, followed by the sales and office occupations. The top five occupational categories of residents of Lonsdale are identified below.



Local Trends.

Lonsdale has experienced positive trends in the growth of business establishments, jobs and wages over the past 5 ½ years. According to statistics provided by the MN Department of Employment and Economic Development’s Economic Census, as of the second quarter of 2015, a total of 76 business establishments were located within Lonsdale, providing 427 jobs. The number of business establishments increased 5.5% over the past 5 1/2 years, while employment increased 35.5% from 2010 to the second quarter of 2015. Annual wages paid to employees increased from \$7.8 million in 2010 to over \$10.4 million in 2014, a 34.4% increase. The wages in the first two quarters of 2015 also increased from 2014, suggesting a continued trend.

**TABLE 6-2
NUMBER OF BUSINESS ESTABLISHMENTS IN LONSDALE 2010-2016
MN DEPARTMENT OF EMPLOYMENT AND ECONOMIC DEVELOPMENT**

Year	Q1	Q2	Q3	Q4	Annual
2016	69	NA	NA	NA	NA
2015	71	73	68	69	70
2014	73	73	74	73	73
2013	73	73	74	75	74
2012	69	69	70	72	70
2011	70	70	71	73	71
2010	72	72	71	71	72

Source: MN Department of Employment and Economic Development

**TABLE 6-3
EMPLOYMENT IN LONSDALE 2010-2016
MN DEPARTMENT OF EMPLOYMENT AND ECONOMIC DEVELOPMENT**

Year	Q1	Q2	Q3	Q4	Annual
2016	439	NA	NA	NA	NA
2015	384	429	437	442	423
2014	382	411	441	424	415
2013	340	356	386	366	362
2012	334	343	372	374	356
2011	297	339	385	381	351
2010	290	321	331	318	315

Source: MN Department of Employment and Economic Development

**TABLE 6-4
WAGES PAID BY LONSDALE BUSINESS ESTABLISHMENTS 2010-2016
MN DEPARTMENT OF EMPLOYMENT AND ECONOMIC DEVELOPMENT**

Year	Q1	Q2	Q3	Q4	Annual
2016	\$2,786,458	NA	NA	NA	NA
2015	\$2,349,598	\$2,781,095	\$3,015,301	\$3,249,855	\$11,395,849
2014	\$2,336,262	\$2,470,310	\$2,825,381	\$2,841,823	\$10,473,776
2013	\$2,069,845	\$2,102,151	\$2,443,161	\$2,352,597	\$8,967,754
2012	\$1,998,805	\$1,986,476	\$2,393,502	\$2,968,259	\$9,347,042
2011	\$1,796,089	\$1,997,805	\$2,535,550	\$2,409,601	\$8,739,045
2010	\$1,669,993	\$1,949,345	\$2,065,345	\$2,082,768	\$7,767,451

Source: MN Department of Employment and Economic Development

Major Employers within the City.

The major employers in the City of Lonsdale are identified in Table 6-5 which follows.

**TABLE 6-5
MAJOR EMPLOYERS IN LONSDALE, 2015**

Employers	No. of Employees
Lonsdale Packaging	60-90
Villages of Lonsdale	52
Tri-City United School District 2905	47
Fred's MarketPlace	36
City of Lonsdale	36
Casey's General Store	24
R & L Woodcraft	22
Generations HBC	15
Midwest Cryogenics (over 100 employees @ off-site location after merger)	12
Telamco	11
Lonsdale Family Dental	10
Lonsdale Tool & Manufacturing	9

Source: City of Lonsdale, 2015

Employment Forecast.

Table 6-6 illustrates employment forecasts within the various industries and projected growth from 2010 to 2020, as reported by the MN Department of Employment and Economic Development. Employment is anticipated to increase by 13% within the state with the highest percentage gains in employment in the construction, education and health services and trade and transportation industries. The slowest growing industries for employment include self-employed in the agricultural industry, information and public administration.

When recruiting businesses or assisting local businesses it is important to consider projected growth within the various industries, along with the skills and training (current employment) of residents.

**TABLE 6-6
EMPLOYMENT FORECASTS MINNESOTA 2010-2020**

<u>NAICS Code</u>	<u>Industry</u>	<u>Estimated Employment 2010</u>	<u>Projected Employment 2020</u>	<u>Percent Change 2010 - 2020</u>	<u>Numeric Change 2010 - 2020</u>
000000	Total, All Industries	2,830,000	3,198,000	13.0%	368,000
7010	Agricultural Self-employed	43,506	42,000	-3.5%	-1,506
1011	Natural Resources and Mining	31,107	32,720	5.2%	1,613
1012	Construction	87,647	122,050	39.3%	34,403
1013	Manufacturing	292,082	306,280	4.9%	14,198
1021	Trade, Transportation and Utilities	490,694	542,969	10.7%	52,275
1022	Information	54,171	54,305	0.2%	134
1023	Financial Activities	171,329	186,070	8.6%	14,741
1024	Professional and Business Services	315,113	367,570	16.6%	52,457
1025	Education and Health Services	445,424	586,500	31.7%	141,076
1026	Leisure and Hospitality	249,008	268,710	7.9%	19,702
1027	Other Services	122,853	132,820	8.1%	9,967
1028	Public Administration	379,151	384,500	1.4%	5,349

Source: MN Department of Employment and Economic Development

Commuting Time.

According to the U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates, there were 2,079 workers in Lonsdale in 2014. Of these 85.8% drove a vehicle to work alone, 7.3% carpooled to work, 2.1% walked and 4.7% worked from home. The mean travel time was 35.2 minutes. This compares to 22.5 minutes for workers in Rice County, where 13% of the residents report working from home, and 23 mean travel minutes in Minnesota.

Through the expansion of existing businesses and recruitment of additional businesses, it is a goal to provide additional local employment opportunities to reduce commuting time, keep residents in the community to work, shop and participate in local activities.

Home Occupations

The U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates report between 3.5% and 6.1% of Lonsdale residents “work from home”. This equates to between 74 and 95 workers. The city’s Zoning Ordinance, Section 153.073 includes limited regulations for home occupations. Home-based business which are low intensity such as offices often have no impact on a neighborhood; however, those with excessive traffic, noise or unsightliness may have a negative impact on a residential neighborhood. It is recommended the City update its Home Occupation section of its Zoning Ordinance to ensure compatibility of home occupational uses in the future.



Source: U.S. Census, 2010

III. CENTRAL BUSINESS DISTRICT/DOWNTOWN

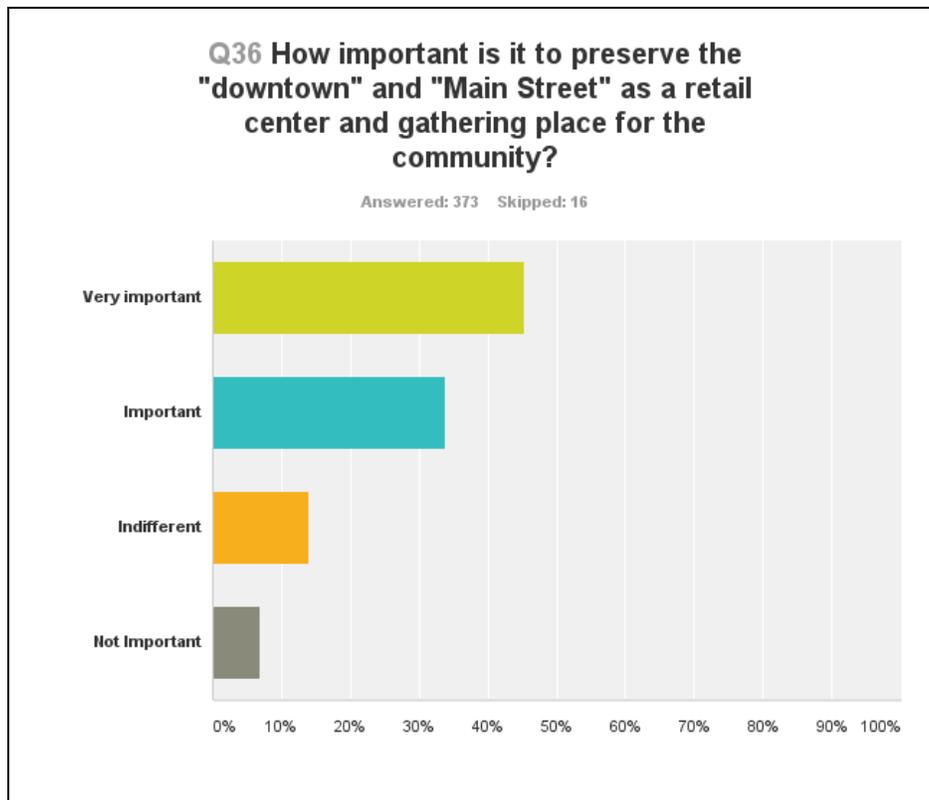
Lonsdale’s downtown is an asset to the community representing a connection with the past, a community focal point and a unique entity than many cities without downtowns are now trying to emulate. As the City has grown, the City’s old commercial downtown has declined both physically and economically in response in part to changing market demands, aging structures, outward growth of the City’s population and lack of public and private investment. Over the years, the EDA has expressed interest in revitalizing downtown through the creation of the 2007 Streetscape Plan and the 2012 Streetscape Option. Historically, Main Street was a mixed use district comprised of commercial retail area with first floor commercial and in many instances residential or office uses above with service and parking in the rear or sides of the buildings. This is typical of traditional downtowns. In some cases, the general decline of the area has led to an equal deterioration of the second floor housing.

The downtown includes a variety of retail and service businesses including but not limited to food establishments, banking, dance studio, plumbing and heating, hardware, antiques, meat market, chiropractic and auto parts. Retaining these businesses and adding to the retail center is recommended.

Based on Community Survey and Visioning Session input, economic development, and specifically the downtown, is a high priority for Lonsdale residents and businesses. It is the Vision for the community that,

“Lonsdale, in 2040, is a city of 7,550 and is recognized as a “forever home, with a small-town feel and boundless opportunities.”

It is noted that in order to accomplish this vision, the City will encourage growth in population, commerce and industry, while focusing on the quality of life by adding activities for all ages, revitalizing the downtown, working with the school districts to determine the feasibility of the current K-4 school being expended or another school in the community and providing additional housing opportunities.



Importance of Downtown. Consistent with comments received at the Visioning Session, nearly 45% of the 398 survey respondents noted it is "Very Important" to preserve the downtown and "Main Street" as a retail center and gathering place for the community. Another 34% rated it as "Important". Approximately 7% felt it was not important, while 14% were indifferent.

In a joint EDA and Chamber of Commerce meeting, the following "Strengths of the Downtown" were identified:

- Wide street
- Downtown serves as an identity for the community
- Downtown serves as a gathering place
- Community Events
- Off Main Street –Hwy 19
- Veteran's Memorial Park
- Downtown has a stoplight
- There are a few well-established businesses
- Easy parking
- Sidewalk access
- The history

Challenges for the downtown included:

- Updating the streetscape
- Disrepair of buildings/age of buildings
- Need for more businesses downtown/empty buildings
- Small size of the downtown

Building on Strengths & Addressing the Challenges

Design Elements: According to Rice County records, many of the commercial buildings in the Central Business District were constructed between 1912 and the 1930's. A façade program which encourages design features from that era would assist in building on the history of the downtown.

Several downtown buildings were also constructed in the 1940's and 50's, with the most recent construction, a chiropractic office, in 2000. Existing buildings in the downtown area are one to two stories high. New development within this district should complement what currently exists in terms of scale, pedestrian areas, architectural character, setbacks to the street, use of decorative lighting, etc. The downtown area should evolve into a mix of market appropriate uses that offer goods and services to residents and attract visitors.



The photo above illustrates a building which utilized Small Cities Development Grant rehabilitation loan funds in 2009. In addition, some streetscape elements have been incorporated into the downtown. A program to continue these efforts is recommended.

The stated "Purpose" of the B-3, or Central Business District, per Chapter 153, Zoning Ordinance, is "The B-3 District is intended to sustain the Historic Central Business District and to augment and increase its viability and prosperity by allowing the development and redevelopment of a variety of uses and activities, made compatible through the enforcement of design standards. The downtown is intended to serve the entire city and be a diversified commercial center that offers the full range of comparison goods, sales and services; cultural and civic opportunities, financial and professional offices, and public uses. Although this district relies on automobile traffic, the needs of pedestrians and bicyclists are deemed equally important. Pedestrian and bicycle routes, landscaping, and appropriate amenities are important components of this district."²

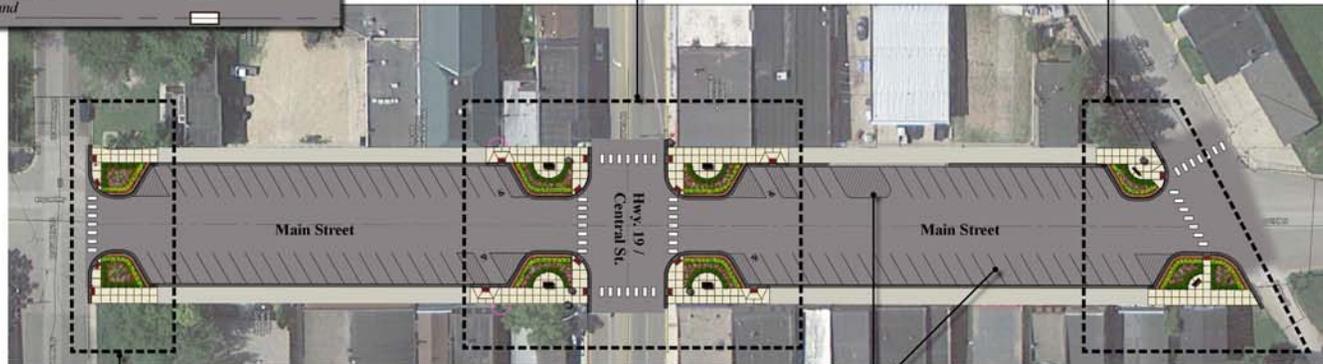
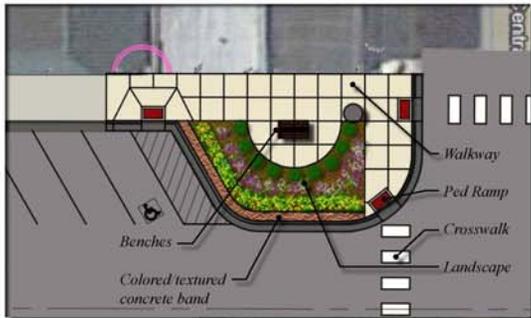
² City of Lonsdale Zoning Ordinance

The City completed a 2007 Streetscape Master Plan and a 2012 Streetscape Option. These planning documents provide options for sidewalk and parking enhancements, landscaping, benches and options for lighted bollards and kiosks. The cost, in 2012, ranged from \$128,100 to \$250,000 depending on the options selected.

Bumpout Enlargement:
 Landscaped bumpouts are raised up at walkway level and bordered by new curb and gutter with bench seating areas in select locations. A 24" wide colored & textured concrete band is located along the top of the curb to border the landscaped area (see Textured Concrete Examples).



Textured Concrete Examples



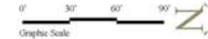
Bumpout Improvements:
 Main Street and Hwy 19 intersection bumpouts to be included in the Base Bid for construction and are designed to make use of existing crosswalk locations. Refer to enlargement for additional information.

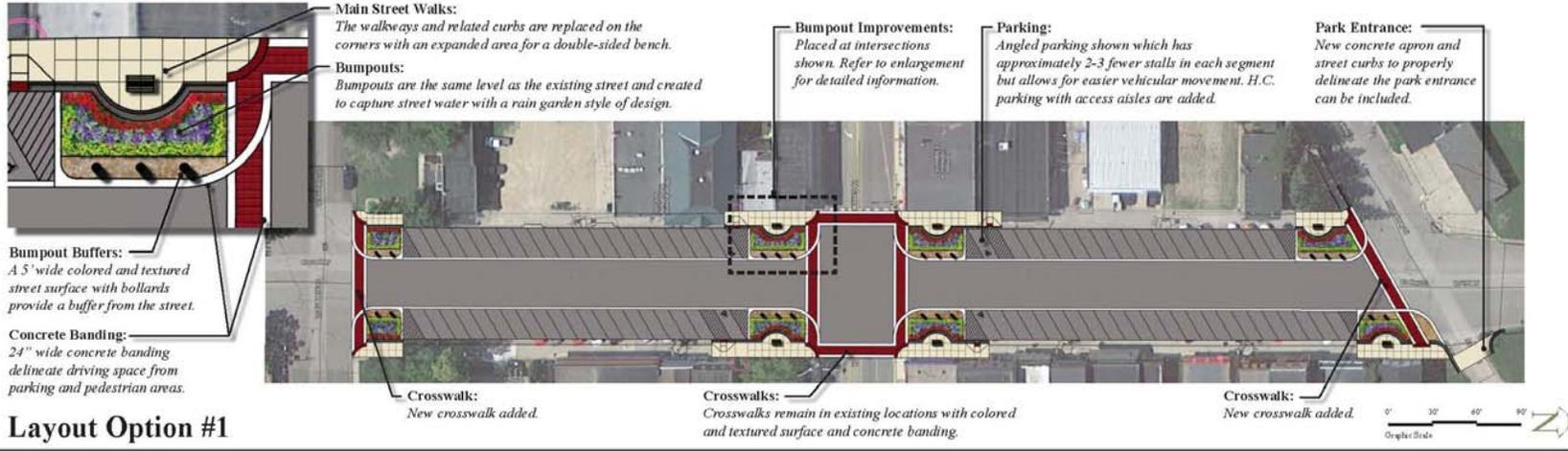
Bumpout Improvements:
 End intersections to be bid as an Add Alternate.

Bumpout Improvements:
 End intersections to be bid as an Add Alternate.

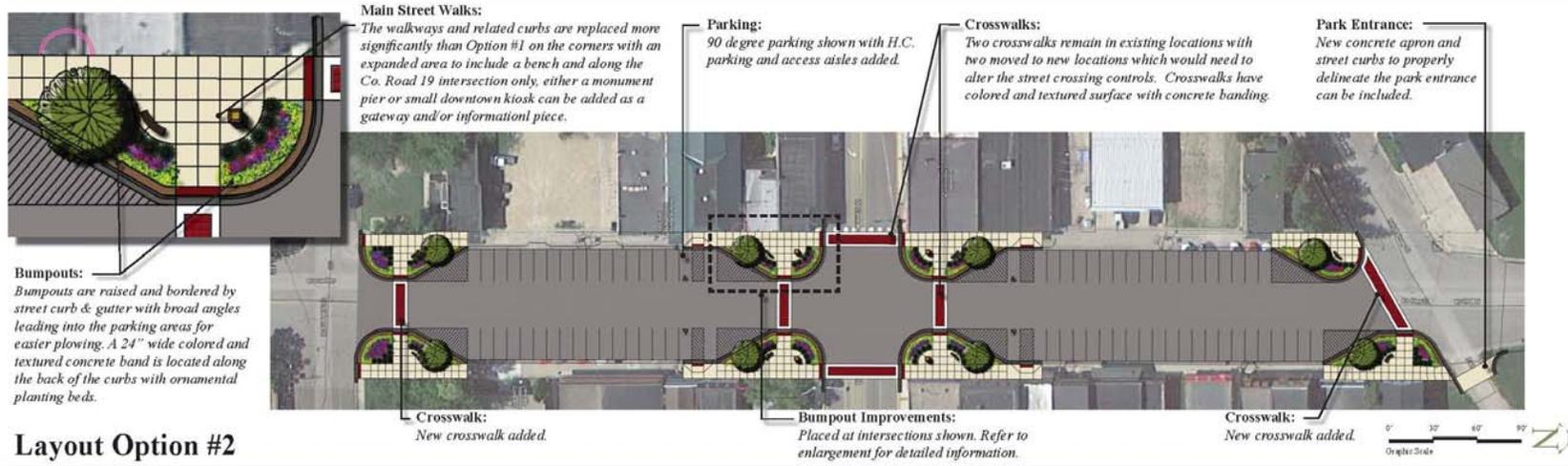
Parking:
 Angled parking to be striped as indicated with H.C. parking and access aisles added. Blocked out area allows existing alley access to remain.

Final Layout Plan





Layout Option #1



Layout Option #2

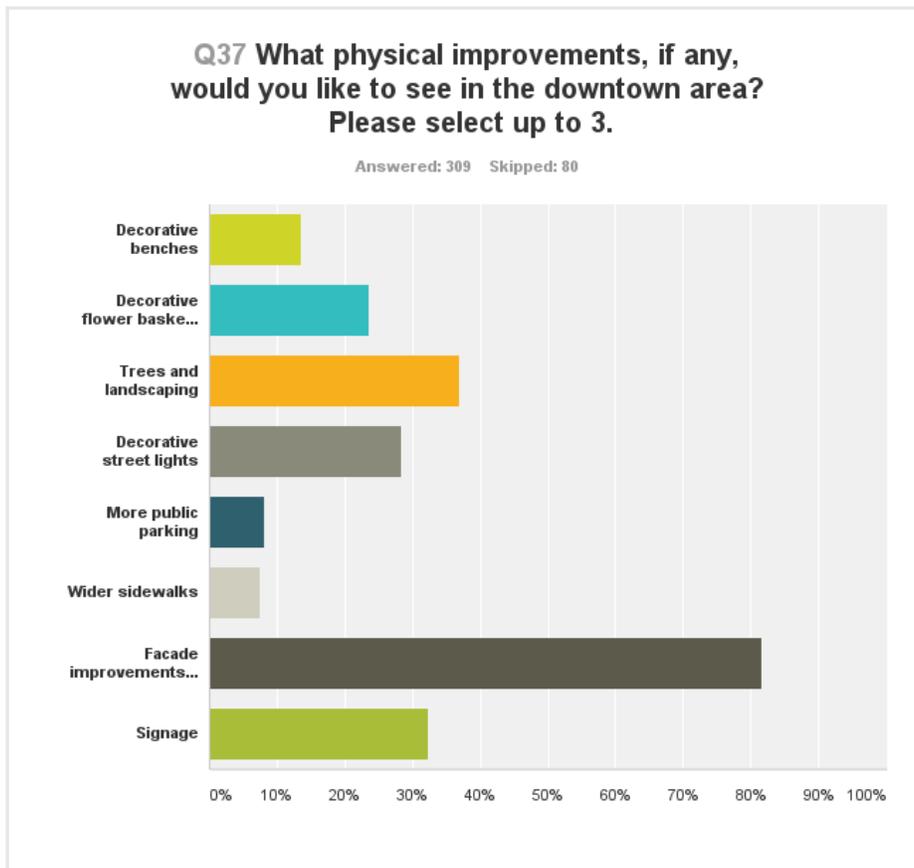


Historic Downtown



Downtown 2013

Downtown Improvements Recommended. As a part of the survey, residents were asked what physical improvements, if any, they would like to see in the downtown. The top five responses, as illustrated on the following chart, were façade improvements, trees and landscaping, signage, decorative street lights and decorative flower baskets. It is recommended these elements be taken into consideration when planning the implementation of the Streetscape Master Plan and Streetscape Option.



There are numerous strategies than can be utilized to revitalize Main Street and the downtown area including:

1. Review and implementation of the 2007 Streetscape Master Plan;
2. Review and implementation of the 2012 Streetscape Option;
3. Provide adequate street lighting;
4. Encourage high quality architecture through the Zoning Ordinance and/or Design Standards;
5. Develop and enforce strict development standards for new building construction, streetscape, landscaping and signage;
6. Research funding options (i.e. Small Cities Grant or local low/no interest loan fund/matching grant) to encourage façade improvements;
7. Encourage building placement to reinforce streetscapes and open space within the Downtown;
8. Preserve those components of Lonsdale that define its small town character and pedestrian scale;
9. Public investment in infrastructure such as utilities, new street lighting, benches and landscaping;
10. Carefully define allowed uses in the district that are distinct from those in the B-2, Highway Business district, which are dependent on a large volume of traffic;
11. Promote human scaled development with controls on massing and building heights;
12. Allow only pedestrian orientated streetscape and façade treatments;
13. Promote a pedestrian friendly sidewalk with street furniture and landscaping; and
14. Consider the purchase of buildings and those adjacent to them as they come up for sale for possible redevelopment projects.

IV. HIGHWAY & SERVICE BUSINESS & LIMITED COMMERCIAL DISTRICTS

The city's B-2 or Highway and Business Service District, "accommodates uses that provide a wide range of goods and services for the entire community. Businesses in this district are dependent on a large volume of traffic, thus need to be highly visible and accessible and prefer to locate in close proximity to major roadways. It is the intent of this district to promote development that maximizes the full development potential in areas adjacent to large traffic volume roadways. Zoning standards are intended to promote compatibility in form, function, and style."

There are several areas that are zoned B-2, along Highway 19/Lonsdale Boulevard. The primary B-2 District is on the south side of Highway 19, near 15th Avenue. The City experienced new commercial development along Highway 19 in 2005-2007. The 32 acres of highway commercial, located east on Highway 19, consists of the Rolling Ridge Market Place (Fred's Market Place, Lonsdale Liquor, Subway, Snap Fitness and



Herrmann Drug) and Willow Creek Commons (Lonsdale Car and Pet Wash, the Family Health Medical Clinic of Lonsdale and Dollar General). With its population growth, Lonsdale will continue to becoming a greater economic factor with a growing work force. As the population of Lonsdale increases, so will the commercial and business service opportunities.

The City's Zoning Ordinance and Map also contain a B-1 or Limited Commercial Zoning District. "The B-1 district is intended to allow areas for the development of limited business such as professional offices, clinics, and other similar uses that are compatible with residential neighborhoods. The district may be used as a transitional or buffer district between residential and commercial uses. The office uses allowed in this district are those in which there is limited contact with the public and no manufacturing and exterior display, or selling of merchandise to the general public is allowed. Although not in compliance with the designated uses for the B-1 District, documented legal nonconforming uses with a CUP, located on parcels that have been rezoned or permitted prior to this adoption, shall be given reasonable consideration when a request is made to amend the CUP, to permit viable operation of the use (such as single-family homes, car wash, feed mill and bank)".³

Strengths and Challenges in the Highway Commercial District

The EDA and Chamber of Commerce met in a joint session in January, 2016. The following were identified as Strengths of the Highway Commercial District:

Strengths

- Traffic counts
- Room for growth
- Highway exposure
- Affordable land for building
- Access to I-35
- Availability of lots

Challenges to face in the Highway Commercial District included:

- Traffic control at 8th
- Homes along Highway 19
- Cost of land
- Outer edge concentrations
- Attracting new businesses

Types of Business Desired. In order to address a need to attract more businesses and develop available lots, survey participants were asked what types of retail or service businesses they would like to see in Lonsdale. Following is a summary of the most requested business categories.

³ City of Lonsdale Zoning Ordinance, Chapter 153 City Code.

**TABLE 6-7
TYPES OF BUSINESSES DESIRED- LONSDALE COMMUNITY SURVEY 2015**

# of Responses	Type of Business Desired
338	Food and Beverage
132	Retail Stores
66	Entertainment Related
54	Services
2	Manufacturing/Industry
2	Utility Related

The most requests were within the *Food and Beverage* category included requests for general restaurants (114), coffee shops (95), family-style restaurants (30), fast food (28), a bakery (27), pizza places (24), sports bars (14), wine, breweries and smoothie shops.

The most common requested *retail stores* included clothing (24), large retail or discount stores (15), grocery (14), gift shops (12), florists (11), pharmacy/drug store (8), boutiques (7), book store (5) and auto parts (5). Many other retail stores were noted one or two times.

Services requested included personal services such as a hair salon (9), nail salon (9), pet stores, washes and doggy day care (10), bank (4), daycare (4) among other services.

Entertainment related businesses requested included a bowling alley (14), pool/waterpark/splash pad (7), community center (7), movie theater (6), Red Box (6), hotel, teen center /dance (4) among others.

Identification of the types of businesses requested which would complement the Central Business District and B-1 and B-2 Districts and targeting these to fill available spaces will assist in enhancing the commercial districts, while meeting consumer needs.

V. INDUSTRIAL

Lonsdale's industrial uses presently make up a small portion of the City's land use. Approximately 7 % or 103 acres of the developed area of the City is used for industrial purposes. Industrial land at present is concentrated on the east and south sides of town, south of State Highway 19 and east of Main St. S. (Industrial Dr. SE, Industrial Park Dr. SE, Delaware St. SE and Florida St. SE). The existing industrial use is primarily low intensity office warehousing, contractor yards, packaging and low intensity manufacturing. In 2005, the City developed a five (5) lot industrial park of twenty (20) acres that was built on the former wastewater treatment ponds adjacent to an existing industrial area. As of 2015, one (1) lot remains for sale totaling over seven (7) acres of which, four (4) are buildable. This lot may be retained by the City for expansion of its wastewater treatment plant.

In 2014, the City completed construction of the Lonsdale Business Park on the east side of town adjacent to State Highway 19 and Garfield Ave. In June of 2012, the City submitted a Business Development Capital Project Grant Application to the Minnesota Department of Employment and Economic Development (DEED) and in September 2012, the City was awarded \$1,500,000.00 in grant funds for the street and utility construction of the business park. The business park is approximately 75 acres, which consists of forty-four (44) acres for development

and thirty-one (31) dedicated for parkland. The Comprehensive Plan Land Use Map was amended to guide the property for Commercial/Industrial and has been rezoned to Medium Industrial (I-2) and Commercial-Industrial (C-I). The Business Park has been certified as a Shovel Ready Development Site by the Minnesota Department of Employment and Economic Development. The park is marketed as the only Shovel Ready Site along I-35, between Iowa and the Twin Cities.



The City pursued the business park project to:

1. Increase the City's tax base;
2. Provide livable wage employment opportunities; and
3. Accommodate businesses interested in locating in Lonsdale with the need to construct a building and become operational in a short period of time.

Strengths and Challenges to Lonsdale's Industrial Development

The EDA and Chamber of Commerce recognize the strengths of Lonsdale's industrial sector as well as the challenges for future development. A summary follows:

Strengths:

- Diverse businesses
- Quality structures which are aesthetically pleasing
- Competitively priced land
- Strong work ethic of employees

Challenges for future industrial development include:

- Marketing (billboard)
- Enticing potential buyers
- Recovering cost of the land development
- Consistent building standards

Rice County Economic Development Planning

In 2005, Rice County began planning for a 1,080 acre commercial/industrial development that parallels Interstate 35, with Trunk Highway 19 to the north, County Road 46 to the west and Interstate 35 to the east. At County Road 1, the area includes all four corners of Interstate 35/County Road 1. Although the details of the proposed development are unknown, there are some likely effects on the long-term development of Lonsdale.

Potential effects include:

1. Greater competition for commercial and industrial development;
2. Greater pressure on the residential housing market in Lonsdale; and
3. More jobs in the general region.

Due to the fact that not much has been done pertaining to this development since 2005, it is difficult to predict what the long-term effects will be. Lonsdale should be actively involved in the planning process and should do its best to mitigate the negative effects of this development to the City. Furthermore, this Comprehensive Plan is envisioned as a flexible document and as existing conditions change, changes to the Comprehensive Plan will be necessary and are recommended.

VI. ECONOMIC DEVELOPMENT AGENCIES

ECONOMIC DEVELOPMENT AUTHORITY (EDA)

The City established the Lonsdale Economic Development Authority for the purpose of coordinating and administering economic development and redevelopment in and for the City. The Lonsdale EDA currently has seven (7) members, which consists of five (5) business/community members and two (2) City Council members. The EDA offers a low interest loan program to local businesses. The stated goals of the EDA are as follows:

1. Increase job opportunities / promote job creation
2. Support the retention and growth of existing businesses
3. Marketing

REGIONAL DEVELOPMENT EFFORTS

A commercial/industrial development located between I-35 and County Road 46 (east/west) and the intersection of Highway 19 and County Road 1 (north/south) is planned. To date, the property has only been zoned Highway Commercial.

Rice County has Economic Development staff and an Economic Development Authority (EDA). Rice County has financial assistance programs that include: (1) a Revolving Loan Fund and (2) Tax Abatement. There is a need and opportunity for regional cooperation in order to pool resources in an effort to attract business and to find mutually beneficial relationships between commercial centers.

Region 9 Development Commission is based in Mankato. Region 9 has worked with cities, counties and schools in Southwest MN since 1972, offering programs in economic development, business development, etc.

The Southern Minnesota Initiative Foundation. The Southern MN Initiative Foundation serves 20 counties in south central and south east Minnesota. The Foundation provides technical assistance, loans and grants to encourage "asset based community development" (SMIF).

MN Department of Employment and Economic Development. The State of Minnesota offers various grants and programs to assist with infrastructure, façade improvements, job creation and business park development.

Rice County Small Business Development Center (SBDC). The purpose of the SBDC is to provide free and confidential help for small businesses. It operates as a satellite office of the SE MN Regional Office of the MN SBDC in Rochester.

VII. ECONOMIC DEVELOPMENT GOALS

A. DOWNTOWN

Goal: Preserve Downtown Lonsdale as a Focal Point. Lonsdale's Central Business District should be promoted as a community center for retail, community events and social gatherings.

Strategies:

1. **Preserve the Historical Character of the Downtown.** Work with local businesses to update design guidelines which incorporate historic architectural elements from 1912-1950.
2. **Facilitate Façade Improvements.**
 - Pursue a Small Cities Development Program grant for housing and economic rehabilitation in the downtown area if significant interest exists from the business community.
 - Consider local programs such as Matching Grant or No Interest Loans to assist and encourage façade improvements for projects with high quality architecture.
 - Promote the rehabilitation and redevelopment of existing commercial facilities by providing financial programs and assistance and promote public-private partnerships to provide façade and other private improvements and to act as a catalyst for additional private development.
3. **Investigate Signage Improvements.** Identify locations for a downtown Kiosk, as well as directional or way-finder signage.
4. **Implement Streetscape Plans.** Review and Implement the 2007 Streetscape Master plan and 2012 Streetscape Options. Upgrade public infrastructure: i.e., landscaping, lights, sidewalks, explore alternatives to support businesses through improved infrastructure, accessibility and visibility.
5. **Enhance Landscaping Treatments.** Landscaping treatments can be used to enhance the pedestrian experience, compliment architectural features and/or screen utility areas. The use of flower boxes, planters and hanging flower baskets by individual businesses should be encouraged.
6. **Encourage the use of side alleys and underutilized parking areas for commercial plaza activities.**
7. **Continually evaluate the amount of parking on Main Street** to determine is public or private parking lots should be considered.
8. **Continue/improve the “Lonsdale First!” Campaign.** Educate the public on the benefits of shopping local and impact it has on the local economy. Educate residents on the businesses which are available in the community.
9. **Collaboration among Businesses.** Encourage joint marketing and promotional events among local businesses (i.e. Ladies Night, Festivals, etc.).

B. HIGHWAY COMMERCIAL (B-2 DISTRICT)

Goal: Continue to expand the Highway Commercial corridor as an attractive gateway into the community, with businesses that exhibit needs of highway access and visibility and compliment the Downtown District.

Strategies:

1. **Parking and Access.** Commercial and service center shall be developed as cohesive, highly interrelated and coordinated units with adequate off-street parking, and appropriate regulated points of access. Access to highway commercial areas should be planned from collector and local streets to minimize the impact and access points to Highway 19.
2. **Design Standards.** The City should work with business and land owners in the Highway Commercial District to establish design standards to promote quality construction in the highly visible highway corridor, while taking the cost of development into consideration.
3. **Evaluate proper zoning** throughout the City including the option to rezone properties on Highway 19 for commercial use as per the Comprehensive Land Use Plan.
4. **Continually evaluate transportation routes** and look to upgrade access as applicable.
5. **Expand commercial and service offerings.** Work with existing businesses to possibly expand to offer goods and services requested by residents as well as target market to businesses identified by the community as needed and desired.

C. INDUSTRIAL DEVELOPMENT

Goal: Increase Job Opportunities / Promote Job Creation

Strategies:

1. **Traffic and Access.** Access to industrial lots should be provided via collector roads whenever possible. Traffic generated by industrial activity should be discouraged from penetrating residential neighborhoods.
2. **Coordination.** Continue to coordinate economic development activities by working with economic development related organizations such as the Lonsdale Area Chamber of Commerce, Lonsdale Economic Development Authority, Rice County, MN DEED and nonprofit organizations.
3. **Business Retention and Expansion.** Expansion of existing businesses accounts for 80% of business growth, while incoming new businesses comprise 11% of business growth and Business Start-up make up 9% of business growth.⁴ The EDA will strive to work with local businesses to retain their facilities in the community as well as assist them with growth needs.⁴ Continue to support or expand local commercial and industrial business retention and expansion initiatives.
4. **Promotion and Financial Assistance.** The Economic Development Authority should actively promote industrial developments that maximize the return on city investments in public facilities and services, provide quality employment opportunities and compliment existing services. The City should consider economic incentives for industries that will contribute

^{4 4} Source: Blane, Canada, Ltd. "Beyond the Basics – Advanced Business Retention"

substantially to the City's tax and employment bases without substantial negative impacts on the City's infrastructure system.

5. **Impact on Utilities.** Consideration should be given to facility demands (i.e., traffic generation, sewer and water demands, etc) of any proposed industrial development, to ensure the City has the capacity to serve the proposed project(s).
6. **Recognize the fundamental link between housing and economic development** and work to match housing availability with community employment.
7. **Workforce Training.** Facilitate the conversation of increased workforce training options between educational institutions and employers.

D. GENERAL ECONOMIC DEVELOPMENT GOALS

Lonsdale recognizes the importance of economic development for the overall health of the City. The following are the goals and strategies to address these issues. These express the community's aspirations related to economic development and new economic growth in the City of Lonsdale. These are not listed in order of importance, priority or sequence for implementation.

Goal: Attract Commercial / Industrial Development and Retain Existing Business

1. Market Lonsdale

- a. Develop a Brand for Lonsdale and market the community as a place for business development, tourism and for new residents.
- b. Improve the City's website overall but specifically the EDA's webpage.
- c. Utilize media such as: television, social media, radio stations, etc.
- d. Continually monitor and improve Lonsdale's App.

2. **Provide additional local employment opportunities.** Through the expansion of existing businesses and recruitment of additional businesses, it is a goal to provide additional local employment opportunities to reduce commuting time, keep residents in the community to work, shop and participate in local activities.

3. Work to **preserve landmarks** that make Lonsdale what it is today.

4. Continually **promote patronage/support** of local businesses.

5. **Create a strategic marketing plan** that focuses on each of the three identified business areas:

- a. Lonsdale Business Park;
 - b. Existing Business Parks; and
 - c. Downtown
-

Prioritizing Short and Long Term Economic Development Goals

EDA and Chamber members ranked the above goals and strategies and identified the following priorities for short and long term goals. Budgeting for the activities and establishing committees to address the following is recommended for implementation.

Prioritization of Short Term Goals:

1. Create a strategic marketing plan which focuses on (a) the Lonsdale Business Park, (b) Existing Business Parks and (c) Downtown. (8 votes)
2. Develop a Brand for Lonsdale and market the community as a place for business development, tourism and new residents. (5 votes)
3. Develop a program to encourage and promote patronage and support of local businesses. (5 votes)
4. Provide financial assistance to industrial businesses, where there is a return on the investment to the city. (4 votes)
5. Focus on business retention and expansion efforts. (3 votes)
6. Investigate signage improvements for the downtown. (2 votes)
7. Research Matching Grant or No Interest Loans for Downtown building improvements. (2 votes)
8. Continually monitor and improve Lonsdale's App. (2 votes)

Prioritization of Long Term Goals:

1. Market Industrial Park lots through the "Shovel Ready" program, Trade shows, etc. (4 votes)
2. Implement Streetscape Plan for the downtown. (3 votes)
3. Work with existing businesses to expand their goods and services to meet consumer requests. (3 votes)
4. Preserve landmarks that make Lonsdale what it is today. (3 votes)
5. Evaluate transportation routes and upgrade as applicable. (2 votes)
6. Matching grants or No interest loans for the central business district. (2 votes)

CHAPTER 7 – PARKS, TRAILS, OPEN SPACE & RECREATION

1. INTRODUCTION

The character and variety of Parks and Recreational Facilities, recreation opportunity, physical environment, extent of open space, and personal living space enhance a community's identity and sense of pride and are important to one's perception of the quality of life in a city.

A community survey was completed as a part of the Comprehensive Planning process. Responses were received from 389 participants indicated the importance Lonsdale's parks and trails play have on the community.

Community Strengths: Participants were asked to identify the three greatest strengths of the community. Nearly 70 people identified the "Parks", with 13 noting the walking trails.

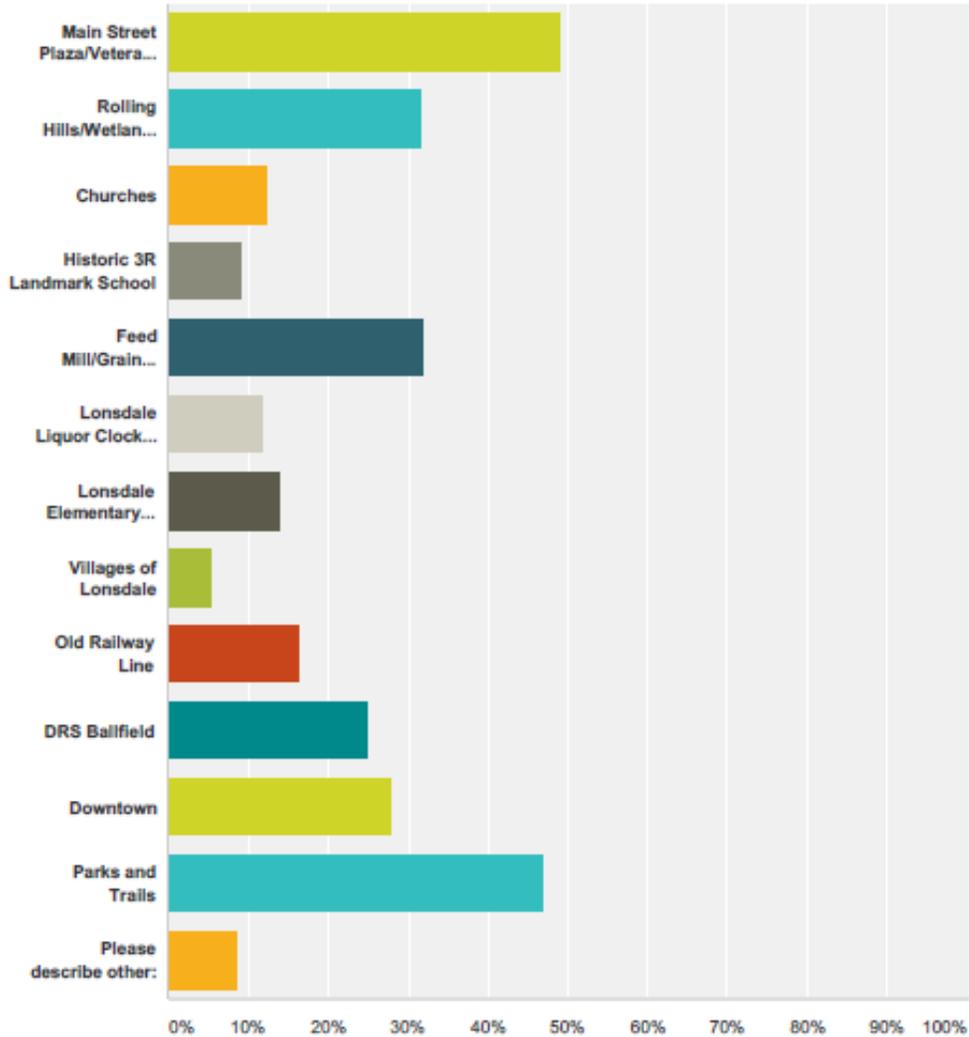


Community Identity: Survey participants were asked to identify the community icons, landmarks or places which define Lonsdale. The number one response was "the Main Street Plaza" and "Veteran's Memorial", followed by "Parks and Trails". Other park and recreational amenities,

including the “Rolling Hills and Wetlands”, “DRS Ballfield” and “Historic 3R Landmark School” were noted. The following chart illustrates the responses received.

**Q15 What community icons, landmarks or places define what Lonsdale is to you?
Please select up to 3.**

Answered: 350 Skipped: 14



For the park and trail system to continue to be successful, it must fulfill the physical, psychological, and recreational expectations of those it is intended to serve.

As the City grows, demand for park space will increase, as will the pressure to offer additional recreational facilities within the city. There are major obstacles to providing the community with additional recreational opportunities and improvements, both financial and physical. This plan is important, as it will become increasingly important to prioritize and allocate funds that benefit

the future population base. This plan will assist the City to project future costs and plan improvements to the existing and new park facilities. The purpose of this chapter is to:

1. Create an understanding of the existing facilities within the community;
2. Ensure continued improvement of recreation equipment and facilities;
3. Ensure continued maintenance of existing parks and the creation of new parks to adequately serve a growing population;
4. Provide for the development of some passive park areas, which will serve the dual purposes of providing necessary parkland for community enjoyment while preserving some of the natural, scenic, and wetland areas that are unique to the community;
5. To outline goals and strategies for the improvement, expansion and maintenance of the parks, trails and open space systems.

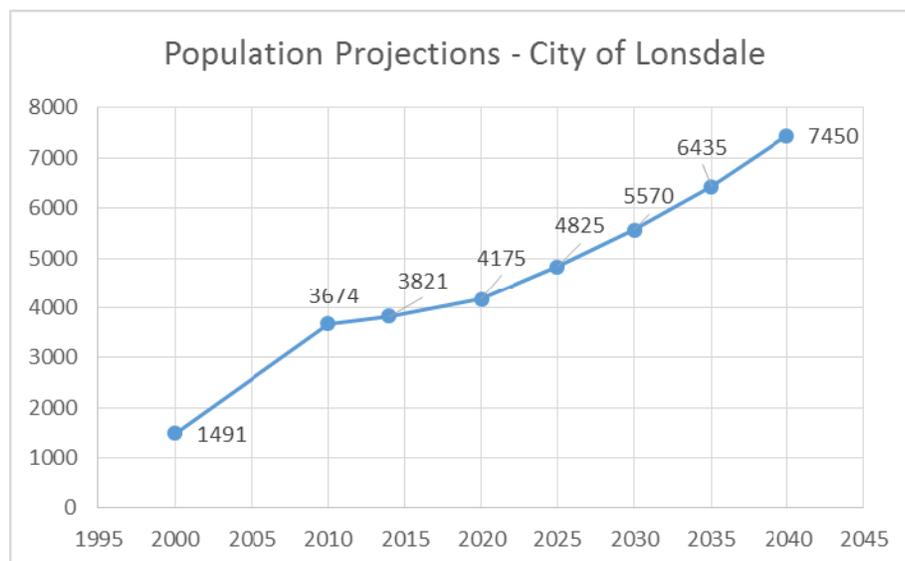
The Park, Trails and Open Space Chapter addresses existing and future parks and trails for expected growth to the year 2040.

II. DEMOGRAPHICS SERVED

In order to plan for existing and future parks, trails and recreational programming, it is important to understand the market we served in the past, the market we now serve and the market we anticipate serving in the future.

Population and Employment Growth

The MN State Demographer's 2014 estimated population for Lonsdale was 3,821 people. This was a 156% increase from the 2000 Census of 1,491. Over the next 25 years, the City of Lonsdale will continue to grow. The Comprehensive Plan estimates a 2040 population of approximately 7,450 people. The city will also experience significant employment and business growth. Parks, trails and recreational offerings must be added and expanded to meet the forecasted growth. This plan includes recommendations for planning further development of existing parks, trails and recreational activities as well as identifying search areas for future parks to serve a population 98% larger than today.

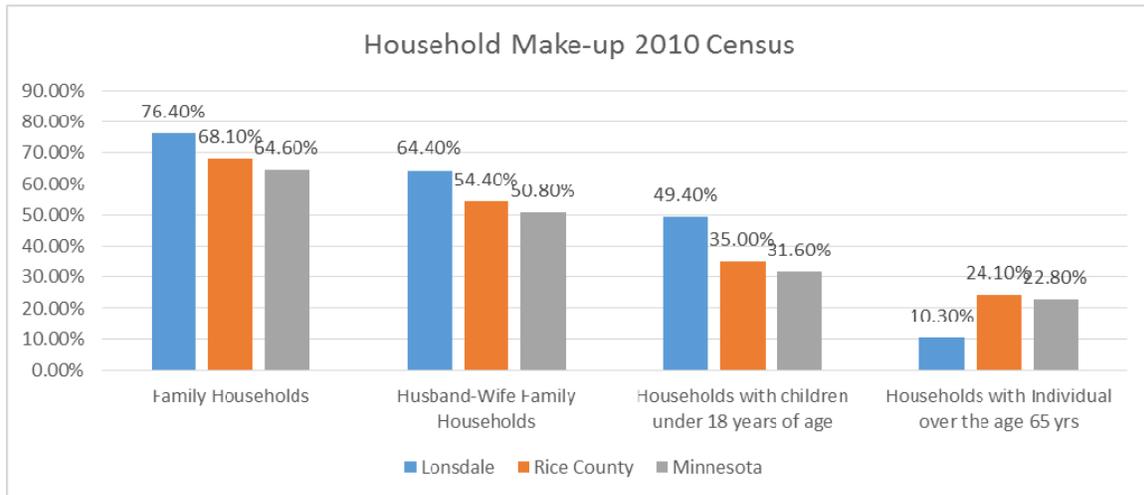


Household/Family Make-up

According to the 2010 Census, 76.4% of the 1,277 households were "Family Households", while 23.7% were "Non-Family Households". This was a 5.9% increase in "Family Households" from the 2000 Census. "Husband-wife households" comprised 64.4% of the family households in 2010. As reflected in the following chart, the City of Lonsdale had a larger percent of "family households" than Rice County and the state. In addition, nearly one-half of the households in Lonsdale had children under the age of 18 years. This compares to under 1/3 of households in Minnesota.

Income

The median *family* income in Lonsdale increased from \$58,676 in 2000, to a 2010 median *family* income of \$72,841. The median *household* income in Lonsdale was \$67,863 in 2010, compared to \$58,771 and \$57,243 in Rice County and Minnesota, respectively.



Age

The median age of Lonsdale residents decreased from 32.1 years of age, according to the 2000 Census to 29.5 years according to the 2010 Census. This is significantly younger than the Rice County median age of 35.0 years and state median age of 37.4 years.

The younger, more active family households, with additional disposable income have resulted in a necessity to provide expanded park and recreational amenities that are identified in the Community Survey, which is included as a part of this Chapter.

Age-Friendly City

As illustrated in the previous table, only 10% of the households in Lonsdale had individuals over the age of 65 years, in 2010. This is one-half of the percent of households compared to the county and state. The Minnesota State Demographer's Office projects the largest increases in population over the next 20 years will be in the 60+ year segment of the population, therefore increasing the median age over time. The "baby boom" generation is approaching retirement. It is likely that many "boomers" will continue to be active recreation users, but their choice of activities will shift toward lesser intensity and less team sports participation. It is a goal of the

City to continue to provide park, trail and recreational opportunities for aging-in-place. While active recreational uses may be the short-term demand in the community; changes in the demographic make-up should be reviewed with future Census information to ensure needs of an aging demographic are met.

III. PARK CLASSIFICATIONS SYSTEM

Park classifications define the minimum acreage and development criteria for different classes, or types, of parks. They are important in that they provide a common, consistent, and justifiable framework for planning purposes, thus allowing for the orderly development of the park system that ensures all community needs are fulfilled.

The classifications used here are based on the national guidelines recommended by the National Recreation and Parks Association (NRPA). Table 7.1 provides an overview of each park classification.

In the case of Lonsdale, the park system is comprised of mini-parks, neighborhood parks, neighborhood playfields, community parks and historic sites.

Table 7.1 – Classification of Parks

Park Classification	Use	Service Area	Size	Acres/ 1,000	Site
Mini-Park	Specialized park that serves a concentrated population (i.e. tots or seniors) or geographic area. Used in areas where geographic barriers prevent access to a neighborhood park.	¼ mile radius	0.5 to 2 acres	0.25 to 0.5	Typically near higher density housing that does not have access to a neighborhood park or as a supplement to a neighborhood park.
Neighborhood Park	Basic unit of the park system, developed for both active & passive activities. Design criteria should anticipate the changing demographic profiles of the neighborhood served, as to provide appropriate facilities. Focus on informal and unstructured activities.	¼ to ½ mile radius	4 to 10 acres	2.5 to 3.5	Easily accessible to the neighborhood population with safe walking and biking access utilizing trail networks. Parking facilities limited to a minimum. Site should have well-drained soils and not include topography of excessively steep slopes.

Park Classification	Use	Service Area	Size	Acres/ 1,000	Site
Neighborhood Playfield	Similar to a neighborhood park, but with more emphasis on organized youth athletics. Provides active & passive activities. Design criteria should balance neighborhood and community youth athletic needs.	½ to 1 mile radius	6.5 to 15 acres	2.5 to 3.5	Easily accessible to the neighborhood and the community with a mix of local and collector street access. Safe walking and biking access utilizing trail networks. Parking facilities designed to accommodate scheduled athletic use. Site should have well-drained soils and topography should be flat to gently sloped to meet athletic field requirements.
Community Park	Area possessing natural qualities conducive to passive recreational activities.	2 to 2.5 mile radius	20 to 80 acres	2.5 to 5	Site typically affords a variety of natural features, well drained soils, positive drainage, varied topography and accessible to pedestrian and vehicular traffic.
Conservancy Lands	Area possessing natural qualities preserved for environmental, open space or aesthetic purposes. Facilities should be compatible with the preservation of the resource.	Community wide	Depends on resource	Vari-able	Significant natural areas which merit preservation and would be adversely affected by development.
Community Playfield/ Athletic Complex	Area for intensely programmed recreation facilities and uses such as athletic fields, swimming pools, etc. Separate athletic field's complexes are typically provided for youth and for adults. Fields are typically lighted for evening use.	Community wide	25 to 80 acres	2.5 to 3.5	Site should be suited for intense development that is easily accessible to the population it is intended to serve. Located near high traffic areas such as schools and major thoroughfares, preferably in non-residential areas.

Park Classification	Use	Service Area	Size	Acres/ 1,000	Site
Special Use	Highly specialized use area such as community golf courses, marinas, preserves, arenas, gardens, plazas, and other specialized recreation uses.	Community wide	Varies	Varies	Site Specific
Historic Sites	Area set aside for preserving and interpreting historical features such as landscapes and architecture.	Community wide	Varies	Varies	Size should be adequate to provide support facilities such as picnic areas, parking, etc.
School Parks, Playgrounds and Open Space	School playgrounds, open space, play fields and basketball courts at schools often function as a neighborhood park and attract residents from the area.	Community Wide	Varies	Varies	School facilities may help meet neighborhood park needs in areas not served by a city park; however, a city should not rely on school facilities to meet park and recreational needs

IV. EXISTING PARKS AND OPEN SPACE INVENTORY

Lonsdale’s Parks, Trails and Open Space system is one of the city’s most important assets. Lonsdale presently has 13 parks, accounting for 107.71 acres. In addition there are numerous publicly and privately owned open spaces.

The City also maintains pedestrian and bike trails that runs through many of the new developments and a snowmobile trail that connects to the countywide system. This is a foundation for a pedestrian and bike trail system that is being planned that will connect the existing trails with the downtown, create a trail corridor along the former railroad bed and to a looped trail around the city. Regionally, there are plans for (1) a Czech Area Heritage bike route that would connect the cities of Lonsdale, Montgomery and New Prague and (2) a regional trail connecting to the cities of Webster and Elko New Market via the old railroad bed. Additional information on trails and pedestrian ways is included in Section VII. of this Chapter.

Following is a summary of the existing parks. The location of these facilities can be found on Map 7-1, along with the current trail system:

1. *8th Avenue Park Area, 123 8th Avenue NW*



Area: 0.89 acres

History: Platted as "park area" in 1970 along with the Grandview Park 2nd Addition

Current Site Amenities/Features:

- Mowed/maintained lawn
- Picnic table and trash receptacle

Future Improvements:

- Determine if the official name for this park area should be 8th Avenue Park, Jirik Park, or another name
- Install a park identification sign, if additional amenities are added to the park.
- Playground equipment

2. *Baldwin Street Open Space, 395 Baldwin Street NE*



Area: 0.39 acres

Current Site Amenities/Features:

- Mowed/maintained lawn

Future Improvements:

- Determine if the official name for this park area should be Baldwin Street Park or another name
- Determine if the open space area should stay as an open space, be developed as a park, or used for another civic function
- Install a park identification sign

3. *Bastyr Park, 514 10th Avenue NE*



Area: 0.36 acres

History: Platted as Oulot B of the 2002 Harvest Ponds 1st Addition plat

Current Site Amenities/Features:

- Play equipment (installed in 2006)
- Portable restroom (enclosed within a wooden screen)
- Walkway to/from 10th & 11th Avenue NE
- Picnic tables and park benches
- Mowed/maintained lawn
- Park identification sign

Future Improvements:

- Add landscape plantings/trees as needed

4. Idaho & Main Street Open Space, 1001 Main Street South



Area: 10.8 acres

History: Platted as Outlot B of the 2005 Harmony Meadows 1st Addition plat. This site was previously identified as a potential location for a community/governmental center, including a water park, ice arena, fitness center, pool, multipurpose gym, library, City Hall, and Police Department. In both November 2004 and August, 2016, referendums to construct a community/governmental center failed. In contrast to the failed referendums; results from the December 2015 Community Survey showed strong support for a community center in Lonsdale.

Current Site Amenities/Features:

- Water Treatment Plant/Well No. 4
- Tree nursery
- Tree lined trail along Idaho Street SW
- Two ponds
- Mowed open spaced area (periodically used for community festivals and events)

Future Improvements:

- Determine if this property should stay as open space, developed as a park, or be reserved for a future community/governmental center.
- Site of a new Well No. 1.
- Possible location for a splash pad and/or swimming pool

5. Kalina Park, 669 Pondview Drive S.E.



Area: 15.5 ac. (plus an additional 4 ac. easement over the southern part of the park)

History: Platted as "Outlot F" with the 2003 Willow Creek Heights 2nd Addition plat. In June 2011, the City of Lonsdale secured 1.1 additional acres (4 lots) of land along Pond View Drive SE to provide better public access to the park. The park land and grass trails were graded in late 2011. In 2015, land was secured by the City to provide a southern connection to the Rezac Nature Preserve along with an easement over the wetland, stormwater pipe, and drainage ditch located directly south of the existing park.

Current Site Amenities/Features:

- Grass trails and mowed open space areas (2011)
- Play equipment (2013)
- Off-street gravel parking lot (2013)
- Wooden bridge (2013)
- Trees around play area and parking lot (2013)
- Concrete border around play area (2014)
- Park benches and picnic tables (2014)
- Bituminous trail (2014)
- Park identification sign (2014)
- Wetland enhancement/deeper water level (2011 & 2015)

Future Improvements:

- Plant additional trees throughout the site
- Fix the overflow structure between the Willow Creek Drive wetland and the main Park wetland
- Construct a picnic shelter/restrooms near the play area and parking lot
- Construct smaller picnic areas with permanent grills along the grass trails
- Pave a bituminous trail around the main wetland from Pond View Drive SE to Willow Creek Dr. SE
- Connect a new grass or paved trail to the Rezac Nature Preserve and to the Historic Trondhjem Lutheran Church
- Obtain future parkland, through park dedication, as the Willow Creek neighborhood expands southward and eastward.
- Add a paved parking lot
- Determine the feasibility and desirability of adding a disc-golf course within the park.
- Install fitness equipment course within the park and along the trails
- Permanent restroom facilities
- Review the life-cycle of park equipment for re-use

6. *Lions Park, 200 Central Street West*



Area: 0.16 acres

Current Site Amenities/Features:

- Park shelter (1998)
- 2 individual play rockers
- Raised planter/flower bed with four flags/flag poles
- Park identification sign
- Well/pump house (1948)
- Mowed/maintained lawn
- Mature shade trees
- Benches
- Tall evergreen tree (Winter Christmas Tree) at the corner of Railway & Hwy 19

Future Improvements:

- Install a town historic marker
- Install sidewalk/trail along Railway Street
- Replace/update playground equipment (rockers)
- Maintain pavilion
- Potential expansion of the parkland toward the northwest, if Railway Street is ever vacated or rerouted with a new intersection at Hwy 19.

7. Lonsdale Jaycee Park, 600 Arizona St NW



Area: 6.5 acres (plus an additional 1.13 ac. parcel located south of Arizona St. NW)

History: Acquired in the late 1970s-early1980s through the help of the local Jaycees Chapter and a Minnesota DNR grant.

Current Site Amenities/Features:

- Play equipment area and concrete sidewalk
- Park benches
- 2 park shelters (1985 & 2009) with picnic tables
- 2 softball fields with covered/fenced dugouts
- Ball field lights (2007)
- Bleachers for both fields (on pavement)
- 2 drinking fountains
- Concession stand/restrooms (1985)
- Basketball court (1992)
- Ice/hockey rink
- Warming house (2008)
- Ice re-surfacer (2013)
- Booster station (1985)
- Park identification sign
- Mowed/maintained yard
- Shade trees around play area
- Off-street gravel parking lot (additional overflow parking lot south of Arizona St.)

Future Improvements:

- Acquire the current Rice County Highway Department Shop property located directly east of Field No. 1 at 110 5th Avenue NW
- Pave parking lot(s)
- Install additional trees/landscaping as needed
- Install scoreboards for both ball fields
- Replace worn-out backstop fencing
- Remodel outdated concession stand/restrooms (exterior and interior)
- Expand hockey rink to full size rink, if possible
- Add additional ice rink, if possible
- Replace hockey boards
- Pave hockey rink
- Possible skate park inside hockey rink
- Review the life cycle of the park equipment

8. Main Street Plaza, 127 Main Street N. & Veterans Memorial Park, 133 Main St. N.



Area: 0.22 acres

History: 127 Main Street North (0.14 ac.) was donated to the City, by Tim and Debbie Rud, on December 29, 2011. 133 Main Street North (0.08 ac.) was acquired by the City on June 26, 2014. The Main Street Plaza was constructed and dedicated in 2014. A home/old business at 133 Main Street North was demolished in August 2014. The Veterans Memorial was constructed and dedicated in 2015.

Current Site Amenities/Features:

- 5-prong central granite monument with a bronze eagle on top
- 3 flags/flag poles
- Over 200 military service men/women pavers
- Field cross/fallen soldier monument
- Donation stone/Vets Mem identification sign
- Plaza benches and tables
- Stone pub tables
- Sweat-troweled concrete military star
- Sand box
- Little free library

- Raised and ground level planting beds
- Lighted walkways
- Circular fountain (center frothy nozzle and a multi nozzle ring; rock bottom)
- Mowed/maintained yard
- Landscape plantings/flowers/trees

Future Improvements:

- Expand Veterans Memorial area to allow for more military pavers in the future
- Install Park Identification sign



9. *Marlene Park, 900 Colorado Street NW*



Area: 0.43 acres

History: Platted as "Park" with the 1970 Oak Ridge Park plat.

Current Site Amenities/Features:

- Mowed/maintained lawn

Future Improvements:

- Determine if the open space area should stay as an open space, be developed as a park, or replatted and sold as a residential lot

10. Rezac Nature Preserve, SE corner of the City



Area: 42.4 acres

History: Platted as "Outlot F" with the 2013 Lonsdale Business Park plat (25.9 acres). An additional 16.5 acres of land was acquired in 2015, which connects to Kalina Park on the south side of Hidden Willow Pond.

Current Site Amenities/Features:

- Park identification sign

- Archery range/gravel parking lot
- Bituminous trail
- 9 acre open water pond
- Woodlands
- Wetlands
- Compost site
- Fishing pier/dock and boardwalk trail
- Annual stocking of fish in the pond (by the DNR)

Future Improvements:

- Construct a picnic shelter/restrooms near the archery range
- Connect a grass or paved trail along the southern part Hidden Willow Pond to/from Kalina Park
- Construct a road/access to the pond for canoes and emergency access;
- Dog park
- Determine the feasibility and desirability of adding a disc-golf course within the park

11. Singing Hills Park, 405 Singing Hills Drive SE



Area: 1.4 acres

History: Platted as "Park" with the 1995 Singing Hills Estates plat.

Current Site Amenities/Features:

- Park identification sign
- Mowed/maintained lawn
- Play equipment (1997)
- Picnic table
- Sandbox
- Baseball/softball backstop and infield

Future Improvements:

- Install additional trees/landscaping as needed
- Expand the park to the south/east when the adjacent properties are developed
- Review the life-cycle of playground equipment and replace if needed.

12. Sticha Park, 515 Industrial Drive SE



Area: 14.67 acres

History: In 1982 the city identified the need for a park on the southeast side of town to accommodate area residents. At that time, the city was permitted to fill the low area south of Industrial Drive. In 2005, the site was plated as "Park" along with the Lonsdale Industrial Park 2nd Addition. In 2015, the old compost site was relocated to the Rezac Nature Preserve.

Current Site Amenities/Features:

- Park identification sign
- Mowed/maintained lawn
- Softball field
- 2 sand volleyball courts(2011)
- Off-street gravel parking (2011 & 2013)
- Play equipment (2013)
- Park shelter (2013)
- Heath Creek Trail (along Willow Creek Drive SE)
- Heath Creek waterway
- Wetlands

Future Improvements:

- Construct a paved trail to/from Willow Creek Dr. SE via a bridge over Heath Creek
- Install a splash pad
- Establish permanent soccer fields
- Construct a full-sized hockey rink and warming house
- Install horseshoe courts
- Determine feasibility of dog park

13. Tenda Memorial Park (DRS Park), 250 Main Street North



Area: 10 acres

History: The City (Village of Lonsdale) acquired the property from the Lonsdale Community Club in 1935.

Current Site Amenities/Features:

- Park identification sign
- Mowed/maintained lawn
- Play equipment
- Little league ball field, including bleachers and dugouts

- Tennis/basketball court
- Picnic table and park benches
- Off-street gravel/compacted millings parking lot
- DRS (Dakota-Rice-Scott)Field
 - Irrigation system
 - Storage shed
 - Grandstand
 - Accessible spectator viewing area (along the first base line)
 - Concession stand
 - Restrooms
 - Dugouts
 - Scoreboard
 - Field lights
 - Batting cage

Future Improvements:

- Install additional trees/landscaping as needed
- Remove/replace the Cottonwood trees (along the DRS 3rd Base Line) as needed
- Reconstruct the tennis court for future use as a tennis court, basketball court, skate park, or other park amenity
- Construct a park shelter
- Pave the parking lot
- Renovate the DRS Field lighting
- Renovate the concession stand/restrooms (interior and exterior)
- Replace the stone “RayAnn Acres” sign (along 2nd Avenue NE) with:
 - a new Trender Memorial Park sign, or
 - a bench swing, or
 - hanging flowers/plants
- Review the life cycle of parks

OTHER HISTORIC AND RECREATIONAL AREAS

3-R (Reading, 'Riting, 'Rithmetic) Landmark School, 405 3rd Avenue South



Area: 1.03 acres

History: Originally built in 1908, the building has been on the National Registry of Historic Places since 1978. The two-story public schoolhouse was the old school for Independent School District # 76. In 1963, the City acquired the property when the District # 76 was dissolved into Montgomery-Lonsdale Independent School District # 394. From the late 1970s until the mid-1980s, a local grass roots non-profit organization worked toward restoring the old school house. A rededication ceremony was held in 1986. In 2014, the City renovated the exterior of the schoolhouse again with a new roof, along with siding and windows as needed.

Current Site Amenities/Features:

- Park identification sign
- Mowed/maintained yard
- 1st Floor - museum (open at various time of the year for community events)
- 2nd Floor – historic school room

Future Improvements:

- Add landscaping/trees as needed
- Organize/form a Historical Preservation Committee to manage and promote the historic schoolhouse
- Install an interpretive historic plaque at the site
- Potential play area
- Maintain the school building

TCU Lonsdale Elementary School and Nature Center, 1000 Idaho Street SW



Area: 20.3 acres

History: In 2003, the property was purchased by the Montgomery-Lonsdale School District # 394. The school building/grounds were constructed in 2006. In 2013, three more classrooms were added to the northwest side of the building.

Current Site Amenities/Features:

- Park identification sign (Nature Center)
- Mowed/maintained lawn
- Play equipment and playground/basketball court
- Little league ball field with bleachers and dugouts
- Paved trails
- Indoor gym
- Nature Center
 - Wetlands
 - Prairie grasses
 - Woods
 - Butterfly garden
 - Rain garden
 - Viewing deck with picnic tables (2009)
- Weather station/bug
- New school sign

Future Improvements:

- Acquisition of additional land to the north and west sides of the current property for future expansion of the play area and the nature center
- Install a freestanding school identification sign
- Install additional trees/landscaping as needed

Old Trondhjem Church, 8501 Garfield Avenue



Area: 1.4 acres

History: The Old Trondhjem Norwegian Lutheran Church and cemetery is a historic site that abuts city limits on the southeast side of town. The Trondhjem Community Preservation Society, Inc. is in charge of the restoration and operations of the church that was first built in 1878 and redesigned and constructed in 1899. In 2002, the church was placed on the list of National Register of Historical Places. The site has been used for community events, concerts, family reunions, and weddings.

Future Improvements:

- Connect a trail to the City's trail and park system
- Work with the Trondhjem Community Preservation Society to promote the historic site along with other City owned historical buildings and places.

CITY OF LONSDALE – PARKS INVENTORY 2016

	Area (Acres)	 Off-Street Parking	 Rest-Room	 Historic Landmark Monument	 Picnic Table(s)	 Park Shelter(s)	 Play Structures	 Hiking Trail(s)	 On-Leash Dogs	 Ball Field(s)	 Tennis Court(s)	 Volleyball Courts	 Basketball Courts	 Ice Rink & Warming House	 Snow Sledding	 Bird & Nature Watching	 Fishing Pier	 Canoe Access	 Archery Range	
8th Avenue Park	0.89				X				X											
Baldwin Park	0.39																			
Bastyr Park	0.36		PP		X		X		X											
Idaho & Main St. Park	10.8																			
Kalina Park	18.13	X	PP		X		X	X	X											
Lions Park	0.18			X	X	X			X											
Lonsdale Jaycee Park	6.5	X	X		X	X	X	X	X	X			X	X						
Main St. Plaza & Vets Mem	0.22		PP	X	X		Sand Box		X											
Marlene Park	0.43								X											
Rezac Nature Preserve	42.4	X	PP		X			X	X								X	X	X	X
Singing Hills Park	1.4		PP		X		X		X	X										
Sticha Park	14.67		PP		X	X	X	X	X	X		X			X					
Trenda Mem. Park (DRS Field)	9.7	X	X		X	X	X	X	X	X	X		X							
Historic 3R Landmark School	1.03			X					X											
Elem. School & Nature Center	20.33	X			X		X	X	X	X			X				X			
Old Trondhjem Church	1.40																			

COMMUNITY FACILITIES AND PUBLIC SERVICES

I. INTRODUCTION

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

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

Lonsdale was incorporated on July 1, 1903. The City of Lonsdale operates under a Plan A Statutory City. The City Administrator is responsible for administration of the city and its various departments.

II. EXISTING COMMUNITY FACILITIES

Locations of current municipal and community facilities are noted on Map 8-1.

1. City Hall: 415 Central Street West

The City's Administrative Offices are located in a one-story building, which was constructed in 1994, and purchased for City Hall in 2001. The current facility, which is 1,526 square feet in size on the main floor, with an additional 1,145 square feet finished on the lower level, is in good condition. Offices in the facility include administration on the main floor and the City Council Chambers in the lower level. Office space is currently limited with a conference room serving as an office and breakroom. As the city continues to grow, and staff added, there will be added demand for additional administrative office space.

There is an opportunity to expand both levels of City Hall to the west. This could provide three more offices as well as more storage. An alternative would be to relocate the city offices to a new community center facility, if constructed in the future.

Staff members for administrative functions include a City Administrator, City Planner, City Treasurer and Office Administration Specialist. The City currently contracts building inspection services and engineering services with private firms, who both utilize the conference room when in the city.

Administrative responsibilities include:

- City Administrator - The City Administrator is in charge of all day to day operations of City business. The Administrator coordinates the operation of all departments, coordinates efforts to meet goals and objectives established by the City Council and acts as Council liaison for staff.

- Planner – The Planner serves as staff to the Planning Commission and Parks and Recreation Advisory Board. The Planner coordinates building and zoning permits, land use applications and zoning enforcement. The Planner also coordinates projects relating to planning for new park and recreation amenities.
- City Treasurer – This position includes assistance with budget preparation, managing expenditures and receipts, payroll, special assessments, records management and coordinating the annual audit with the City's Auditor. This position responds to a wide variety of inquires, provides notary public services, ensures citizens receive high quality products and services and provides staff support to the City Council and citizen advisory boards.
- Office Administration Specialist- This position includes Utility Billing - Water and sewer and administrative support to various City departments.

The Comprehensive Planning Committee recommends the City plan for either an expansion of the City offices on site, or be included with a larger facility.

2. Fire Hall: 426 Railway Street SW

The Lonsdale Fire Department serves Lonsdale and Erin, Forest, Wheatland, and Webster Townships. The Fire Department is a 100% volunteer Fire/Rescue service, with currently 23 active members. The potential may exist to expand the roster at some point to 30 members. There are 144 square miles in the fire department's service area. In addition, the Fire Department provides mutual aid to neighboring communities.

The primary goal of the Fire Department is to protect and serve the community and townships from fire and other emergencies.

The Fire Department has 11 units including three pump trucks, two tankers, a rescue squad, 85 foot aerial truck, two brush/grass rigs, ice and water rescue boat and an all-terrain vehicle. The Fire Department also has a fully restored 1929 Willis Overland Fire Truck.

The fire hall facility is currently filled with equipment and vehicles necessary to provide emergency services. The main floor is 10,500 square feet, with additional square footage on a partial second level. The facility includes an area for the ambulance service, kitchen, a meeting room, open lockers, mechanical room, offices, exercise/weight room and storage bays.

The fire hall was originally constructed in 1980 as a 7,000 square foot building. In 2002 it was expanded with an additional 3,500 square feet, in response to the city's growing needs. In 2010 the roof was replaced on the building. The fire hall is in very good condition.

The Fire Department has indicated their current facility is sufficient for the near future. If needed, the building could be expanded to the east. The Fire Department has a capital outlay program to fund vehicle purchases and building maintenance. Sources of funds include donations from the Fire Relief Association, grants and the City's budget, which includes funds from the townships.

3. Lonsdale Area Emergency Medical Service (Ambulance Department): 426 Railway Street SW

The City of Lonsdale contracts ambulance service through Northfield Ambulance. Emergency health services are provided to the City of Lonsdale and surrounding townships. This arrangement has been in place since the 1960's.

An ambulance and rescue vehicles are housed within the Fire Hall building.

As the City grows, additional coverage within the City may be needed.

4. Lonsdale Police Department: 115 Alabama Street SW

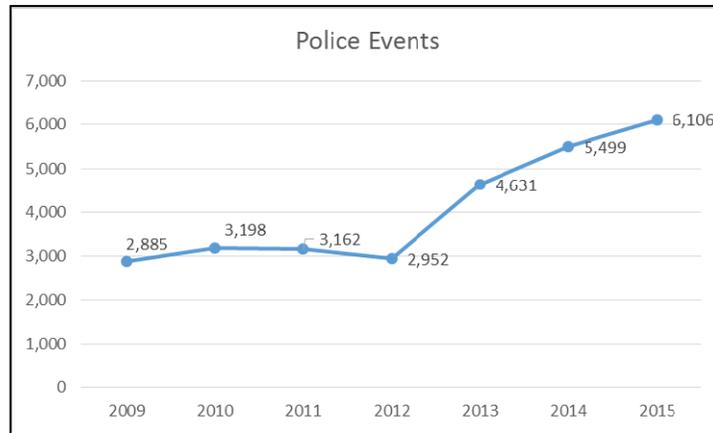
The Lonsdale Police Department (LPD) headquarters are located at 115 Alabama Street SW. The Police Department is housed in a structure built in 1940. The 1,500 square foot building was added onto in 1945 to include an 850 square foot shop. The police station facility includes a reception area, and office patrol room, a small interview room and a room for the Lonsdale Civil Defense SKYWARN®. The facility served as the fire hall and then City Hall before it became the police department in 2001. In 2004, the interior of the building was completely remodeled and upgraded. The Police Department is in poor condition.

The Mission of the Police Department is as follows: "The Lonsdale Police Department, in partnership with our community, provides impartial, ethical, respectful, quality, and professional law enforcement service and protection. We strive to maintain the trust, confidence, and dignity of our citizens while working to improve the quality of life and safety of the community."

The Lonsdale Police Department has experienced an increase in events over the past seven years, as illustrated in the following table and graph:

Table 8-1 Police Events

Year	Number of Events
2009	2,885
2010	3,198
2011	3,162
2012	2,952
2013	4,631
2014	5,499
2015	6,106



The Lonsdale Police Department is currently comprised of four full-time officers, four part-time licensed officers and one full-time clerical staff. At the time of this Comprehensive Plan update, the Department was planning to fill a vacancy and add one full-time officer, resulting in six full-time officers. The LPD provides twenty-four hour, seven day per week services in the City of Lonsdale.

The emergency 911 service is coordinated through the sheriff's department with the primary dispatch in Owatonna.

The Police Department provides the following services:

- Community Policing: Making a presence in our community in a friendly and neighborly manner, reducing speeding throughout the city, investigating and reducing crime/vandalism, ensuring a safe environment for our citizens, and so much more!!
- Checking Parks and Local Business throughout the day and night.
- Creating a safe environment during local celebrations; for example Community Days and Night to Unite.
- Extra Patrol in areas when requested by the public.
- Responding to Emergency and Non-Emergency calls.
- Assisting surrounding agencies and neighborhoods when asked.
- 24 hour service year round

Needs identified by for the Police Department include:

- Signage directing the public to the Police Department
- A new police building with additional space for a soft interview room, evidence and forfeiture storage, an indoor impound area, separate office and break room and larger garage.

The Comprehensive Planning Committee recommends the City plan for a new building for the Police Department.

5. **Public Works- The Public Works Department has the following facilities:**

- **Public Works Department, 635 Industrial Drive SE**
- **Wastewater Treatment Plant, 835 Industrial Park Drive SE**
- **Water Treatment Plant, 420 Idaho Street SW**
- **Various parks/trails throughout the community.**

The Lonsdale Public Works Department is responsible for the operation and maintenance of the water system, sanitary sewer system, storm water system, trails and City roadways, including snow removal and sanding, pavement repairs, striping and signs. The department is also in charge of park maintenance. The department also maintains all City-owned equipment, structures and fire apparatus.

Services include:

- Composting – Maintaining the city's composting site;
- Parks & Recreation - Maintaining parks, trails and other related facilities and construction of various improvements;
- Roadways - Streets including snow removal, street sweeping and sanding, pavement repairs and traffic control signage;
- Sanitary Sewer - Sanitary sewer pipes, lift stations and wastewater treatment facility;
- Storm Sewer - Storm sewer infrastructure and retention ponds;
- Tree Maintenance - Planting and maintenance of all trees located on city property and/or right-of-way; and
- Water - Water mains, wells, tower and water filtration plant.

The City's **Public Works Department building** at 635 Industrial Drive SE is a 9,200 square foot metal shop/steel frame building which was constructed in 1998. The building is on a 1.99 acre parcel with an adjacent 1.64 acre parcel for an overall site which is 3.63 acres in size. The Public Works Department building includes an office with three work stations, a break room/meeting room, shop and restrooms. The mezzanine is utilized for storage. The Public Works facility houses snow plows, the street sweeper, mowers, trucks, generators and equipment for streets, parks, and the water and sewer departments. The Public Works building is in good condition.

There is an outdoor storage area to the south of the building, which could be used for an expansion. There is room to expand the Public Works Building on site, but excavation of a hill may be required. Cold storage could be relocated to the Wastewater Treatment Plant site.

The **Wastewater Treatment Plant** is on a 13.10 acre site at 835 Industrial Park Dr. SE. There are two buildings on the site measuring 2,450 square feet and 1,617 square feet. Both were constructed in 2003. In addition, there is a 560 square foot storage building, which was constructed in 1989. At the time of this Comprehensive Plan update, the wastewater treatment plant was running at 30% to 40% capacity, with an ability to treat .687 million gallons per day.

The wastewater treatment plant includes two aeriated basins on site, along with a mechanical plant. There is room to expand the ponds on site.

Future needs include addressing the storage of bio-solids, which could be located on the city-owned lot directly to the west.

The **Water Treatment Plant** is located on a 10,987 square foot site at 420 Idaho Street SW. This includes two small structures; a 391 square foot building constructed in 2007 and a

2,213 square foot building constructed in 2012. This building houses the filtration system, a lab, office and restroom.

There is room to expand the water treatment plant to the east.

A future "Well No. 5" will be needed. At this time a site for a future well has not been determined.

The City Public Works Department currently includes six full-time and four seasonal employees.

Rice County owns a shop at 110 5th Street NW, adjacent to Jaycee Park. The City may be interested in purchasing this facility for the Public Works and Parks Departments.

6. Municipal Liquor Store -751 Ash Street NE

The Municipal Liquor Store employs two full-time and four part-time workers.

The Mission of the Municipal Liquor Store is, "Lonsdale Liquors' purpose is to provide a quality liquor establishment for our community by offering the finest professional service and selection in a profitable manner and to continue controlling the sale of our products to responsible adults."

At the time of this Comprehensive Plan, the Municipal Liquor Store has served as a source of revenue for the City and may provide funds for future community capital projects.

The 7,545 square foot Liquor Store was constructed in 2007. The current buildings is anticipated to serve future needs. Within the structure, an additional check-out lane, and expansion of the walk-in beer cave may be considered.

OTHER COMMUNITY FACILITIES

1. Library: 1006 Birch Street NE.

The library is located on the east side of the community. It was constructed in 2009 as a part of a senior housing project. The City leases space within the building. Lonsdale's library is part of the Southeastern Libraries Cooperating (Selco) system which includes 90 libraries. In 2015, the library had 10,500 visitors and 19,805 circulations of materials. The electronic or digital circulation was 1,225.

The library currently offers a variety of books, cd's, movies, local papers and magazines as well as eight computers for public use. Historical collections including scrapbooks are available within the library. Programming includes author visits, children's story time, a summer reading program, adult reading program and other special events.

The 4,400 square foot library space includes the library area, two offices and a storage room. Two meeting rooms are within the facility as well.

Additional library space may be needed in the future, as the population grows and/or programming increases.

2. **School Facilities:** The City of Lonsdale is served by two school districts.
- A. **School District #2905, Tri-City United Public Schools,** serves the community of Lonsdale as well as residents in Le Center, Montgomery and adjacent townships in Rice and Le Sueur counties.

The mission of Tri-City United Public Schools is:

- To Empower Learners
- Create Opportunities
- United for Success

Tri-City United Public Schools, District 2905 was the result of a merger of the Montgomery-Lonsdale School District and Le Center School District in 2011. The Tri-City United School District provided learning opportunities under the newly merged district for the first school year 2012-2013. Student enrollment grew in grades K through 12 by 74 students from October 1, 2012 to October 1, 2013. Continued growth in the district is anticipated.

School District #2905 has a Strategic Plan in place. The School Board and administration are studying efficiencies of programming within the district along with capacities of existing buildings within all cities in the school district. A Capacity Study was completed in 2012 to identify facility needs in the future. While there is some land adjacent to the high school in Montgomery, the current Montgomery Elementary School-Middle School – District Office facility is landlocked. The District is exploring opportunities to expand the Lonsdale Elementary School to address capacity issues. This is further explained below.

The future location of facilities and where children are educated has a direct impact on a community as school activities and after school activities bring families and others into a city and build community.

Students in the Tri-City United School District are served within three elementary schools, one middle school (combined with the Montgomery Elementary school), and one high school. One of the educational facilities is currently located within the City of Lonsdale; the Lonsdale Elementary School. A description of each follows:

- **Tri-City United High School, located at 700 4th Street NW, Montgomery,** serves students in grades 9-12. This facility was constructed in 2011 with the capacity to serve 490 students. The April 2016 enrollment was 524 for grades 9 thru 12. The TCU School District is exploring options to increase capacity including the addition of 9 classrooms.
- **Lonsdale Elementary School is located at 1000 Idaho Street SW in Lonsdale.** The elementary school is located on a 20 acre parcel on the southwest side of the city. This 52,883 square foot building was constructed in 2006. A 3,783 square foot addition for classrooms was constructed in 2013. The building has a capacity to serve 335 students. Enrollment at the Lonsdale Elementary has varied the past four years as follows:

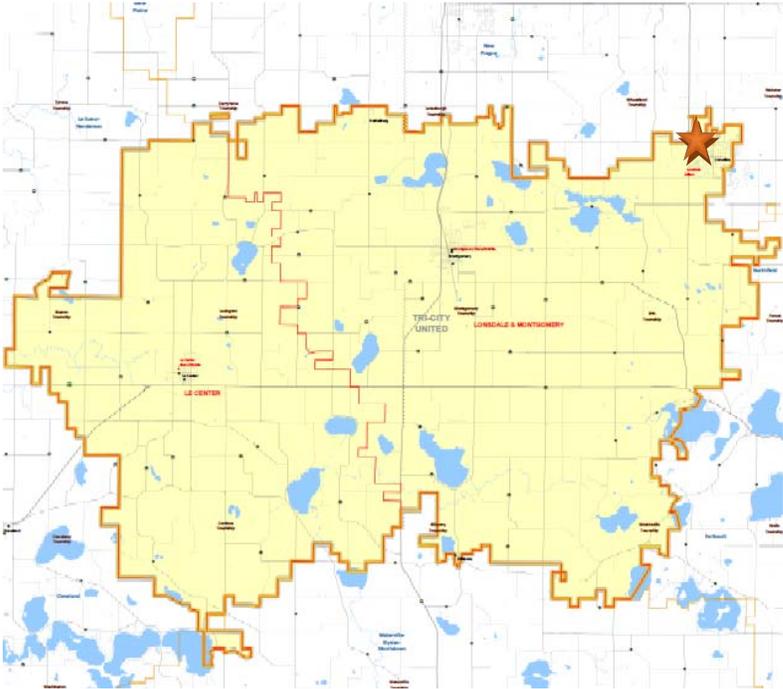
2012-2013	241 students
2013-2014	251 students
2014-2015	244 students
2015-2016	230 students

Due to capacity issues at the Montgomery PreK-8 School, the TCU School District is exploring options to convert the Lonsdale Elementary School to a Pre-K-6th Grade building by adding 7 classrooms. This would provide room for the growing Pre-School and Early Childhood education programs, retain TCU Lonsdale students in the city through Grade 6 and help reduce the over capacity at the TCU Montgomery Elementary/Middle School. A future referendum vote is being explored to fund the proposed addition.

- **Montgomery Elementary-Middle School, located at 101 2nd Street NE, Montgomery,** serves student in grades Pre-K through 8th grade. This building was constructed 1955 with additions in the 1970's (the pool), 1982 and 1992 (the gym). The building has a capacity to serve 653 students. The current enrollment is 637 (278 in K through 4th grade and 359 in grades 5 through 8) with a projected enrollment of 726 in 9 years.
- **Le Center Elementary – Middle School is located at 150 West Tyrone Street in Le Center.** This facility serves children from Pre-K through 8th grade. The building has a capacity to serve 673 students. There are currently 264 students enrolled in kindergarten thru 4th grade and 189 students in 5th grade thru 8th grade, for a total of 453 students.

Other educational programs offered; include programs offered through Tri-City United Schools Community Education, which is housed within Montgomery's Elementary-Middle School building. Adult Basic Education (G.E.D.) courses are offered in Le Center. An Area Learning Program is offered for high school students and is located at the Le Center campus in the morning with students returning to TCU High School in the afternoon.

Tri-City United School District Boundary Map



B. New Prague School District.

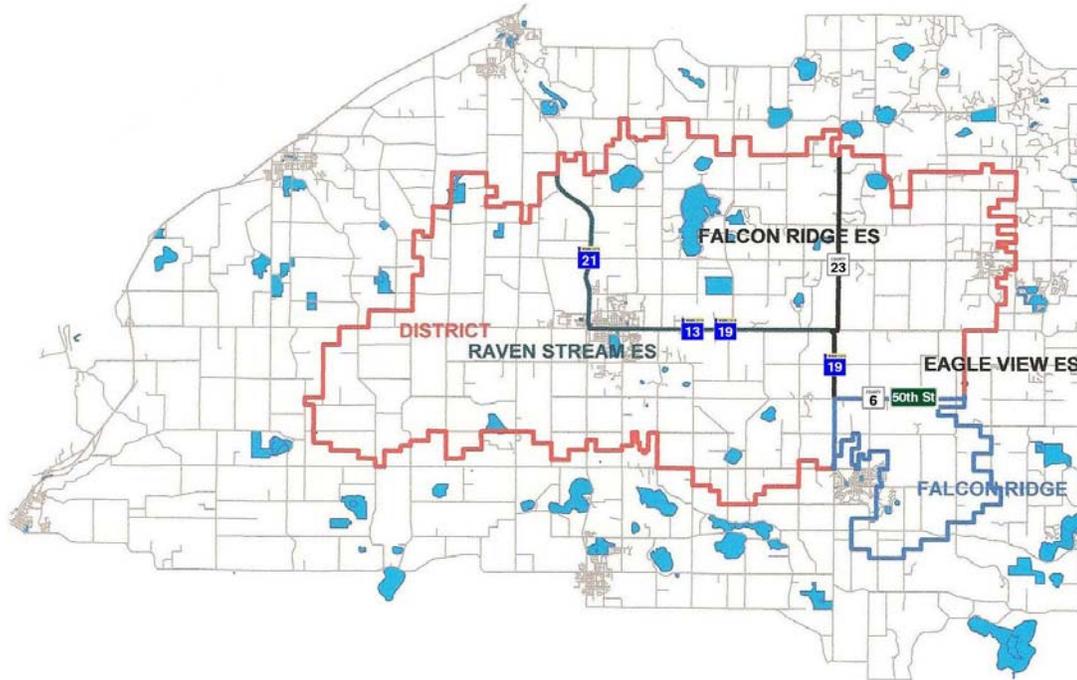
School District 721 serves a population of 19,000. This district covers the City of New Prague and parts of the City of Lonsdale and City of Elko New Market along with 10 townships in Scott, Le Sueur and Rice Counties. The school district served 3,894 students in 2014-2015.

The New Prague School Districts provides learning opportunities in several facilities:

- The New Prague Senior High School constructed in 1998 and expanded in 2006 (9th-12th grades),
- The New Prague Middle School constructed in 1975 initially as the high school, now serves grades 6 through 8. An addition to the Middle School is currently underway (2016-2017) to create additional 6th grade classrooms.
- Eagle View Elementary constructed in 2006, serves K-5th grade. This school is located in Elko New Market.
- Falcon Ridge Elementary, constructed in 1968 with remodeling in 1992, serves children K-5th grade. This facility is centrally located in New Prague.
- Raven Stream Elementary, constructed in 2006, serves grades K-5. This school is located on the west side of New Prague.
- The Central Education Campus (CEC) remodeled in 1992, 1997 and 2007, currently provides classrooms for 6th graders. These classrooms will be relocated when the 2017 middle school addition is complete. The building also houses Special Services, Community Education, District Office, Operations, Alternative Learning Center and the Early Childhood Center (Ages Birth-5 and Parents). A portion of the CEC building will be demolished, with the construction of a new indoor swimming pool as a part of a 2016-17 remodeling project. New Prague Community Education provided educational classes and events for 9,078 individuals in 2014-2015.

Elementary school aged children in Lonsdale attend either Falcon Ridge Elementary, in New Prague, or Eagle View Elementary in Elko New Market, depending where they reside. Below is a map of the New Prague Elementary school district boundaries for 2016-17 school year. Boundaries for elementary school attendance are identified by major roadways, as depicted on the following map.

New Prague Area Schools - Independent School District #721 - District Map with School Boundaries



Holy Cross Catholic School, 6100 37th Street West, Webster, MN. Holy Cross Catholic School is a part of the New Prague Area School District 721. The private school serves children pre-K through 8th grade. The 2015 enrollment was 144 students. The school serves the tri-parish communities of Lonsdale, Elko New Market and Veseli, MN. The school currently does not have plans for expansion or changes.

3. Post Office: 108 Railway Street.

The Lonsdale Post Office serves the cities of Lonsdale and adjacent townships. The 2,103 square foot building was constructed in 1985.

III. MUNICIPAL BOARDS, COMMISSIONS AND COMMITTEES

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

- 1. City Council.** The City Council is comprised of five (5) elected officials, including the Mayor, who establish policy and govern the issues related to the City of Lonsdale. The Mayor is responsible for chairing Council meetings. In all other ways, the Mayor and the Council have the same authority and responsibilities. The Mayor is elected for a 2-year term and Council members are elected for 4-year staggered terms. Elections are held in November of the odd numbered years.

2. **Parks and Recreation Commission.** The Parks and Recreation Commission is comprised of five (5) members who are appointed by the City Council. The Mayor recommends applicants to the City Council based on their backgrounds and interest in creating a vision for the development of parks, trails and recreational facilities in the City of Lonsdale, along with willingness to serve. Members serve a four-year term, without monetary compensation. The Parks and Recreation Commission advises the City Council and staff on a variety of matters pertaining to the parks system and all public recreational facilities in the City of Lonsdale. The Board reviews development proposals for park dedication requirements when required, reviews recreational programs and activities and determines long-range planning objectives for parks, natural areas and trails. The Commission also proposes rules and regulations for use and maintenance of these public facilities, works in cooperation with the School District for joint use of the park system as a matter of economy and convenience and assists in the development of the budget for the parks department.
3. **Planning and Zoning Commission.** The Planning and Zoning Commission is comprised of five (5) regular members who are appointed by the Mayor and approved by the City Council and one (1) member of the City Council, serving as liaison, who is selected by the Mayor and approved by the City Council, and the City Administrator serving as an ex-officio. Each member serves a three (3) year term. Members do not receive monetary compensation.

The Planning and Zoning Commission advises the City Council on a variety of planning and land use issues brought before the City. The Commission prepares and maintains the city's Comprehensive Plan and advises the City Council on matters regarding implementation of the plan.

The Commission also conducts public hearings and makes recommendations to the City Council on proposed changes affecting zoning and land uses within the city, considers site plan reviews, conditional use permits, interim use permits, annexations, subdivisions, vacations and variances in conformance with the Lonsdale Zoning and Subdivision Ordinances. The Planning and Zoning Commission forwards information it gathers from these public hearings, along with their own recommendations, to the City Council which also serves as the Board of Zoning Adjustments and Appeals. The City Council makes the final decision concerning planning consideration applications.

4. **Lonsdale Economic Development Authority.** The Economic Development Authority is comprised of five (5) regular members who are recommended by the Mayor and approved by the City Council and two (2) members of the City Council who are selected by Mayor and approved by the City Council. Individuals interested in economic development, including both commercial and industrial uses, should consider serving on the Board. Each member serves a six (6) year term. There is no term limit. Members do not receive monetary compensation.

The Economic Development Authority (EDA) Board provides business assistance and referral services, offers historic preservation assistance, assists existing businesses and industry within the community and promotes the continued growth and development of the City of Lonsdale. The EDA works to add job opportunities for the residents of Lonsdale and the surrounding area and increase the commercial and industrial tax base. The EDA has a variety of tools at its disposal to promote this development through loans, grants and other financial resources as granted by the City Council.

IV. PUBLIC INPUT

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

Public Information/Communication. The City of Lonsdale provides many vital services to the citizens of Lonsdale including new residents, developers and visitors. Community announcements, Meeting agenda's, Commission and City Council minutes, new residents packets and other vital information available at City Hall and on the City's website.

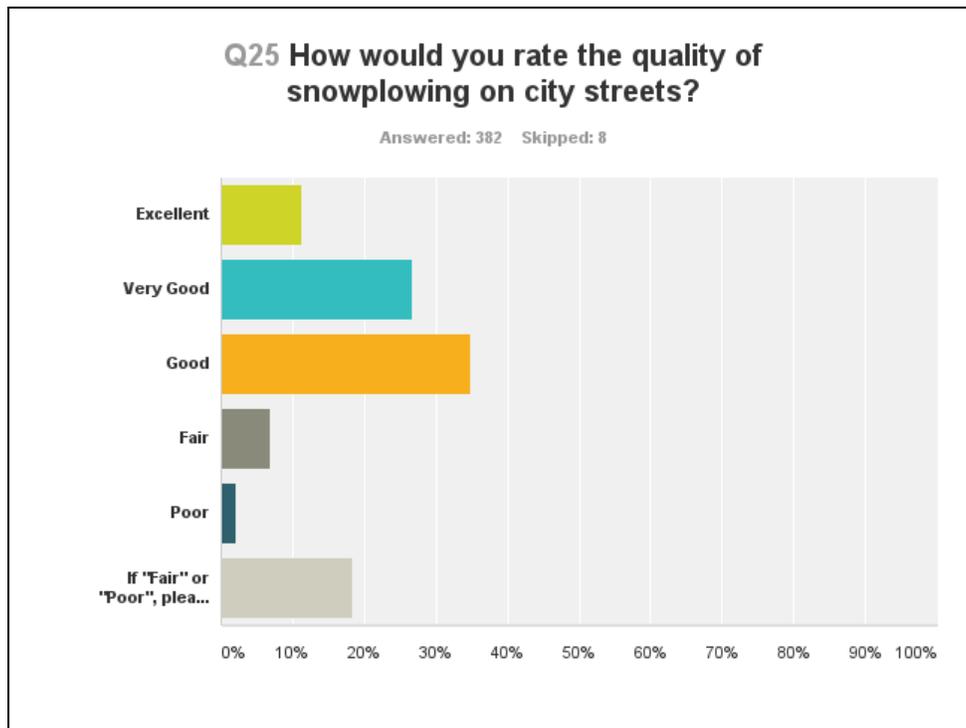
Residents were asked how they would prefer to receive information about the City. They were asked to provide the top three methods of communication. As illustrated, most requested forms of communication are the newspaper, Facebook, website, quarterly newsletter and email.

Directional Signage.

Survey participants were asked if the directional signage, identifying the locations of parks, the library, schools and businesses is adequate. Approximately 63% noted it is adequate, 12% noted signage is inadequate and 25% were unsure. Directional signs requested included signs to city parks, the Elementary School and businesses. Directional signage to identify the location of the Police Department was also noted as a need.

Snow Plowing.

Residents were asked to rank the quality of snowplowing on city streets. A majority ranked this as Good to Very Good.



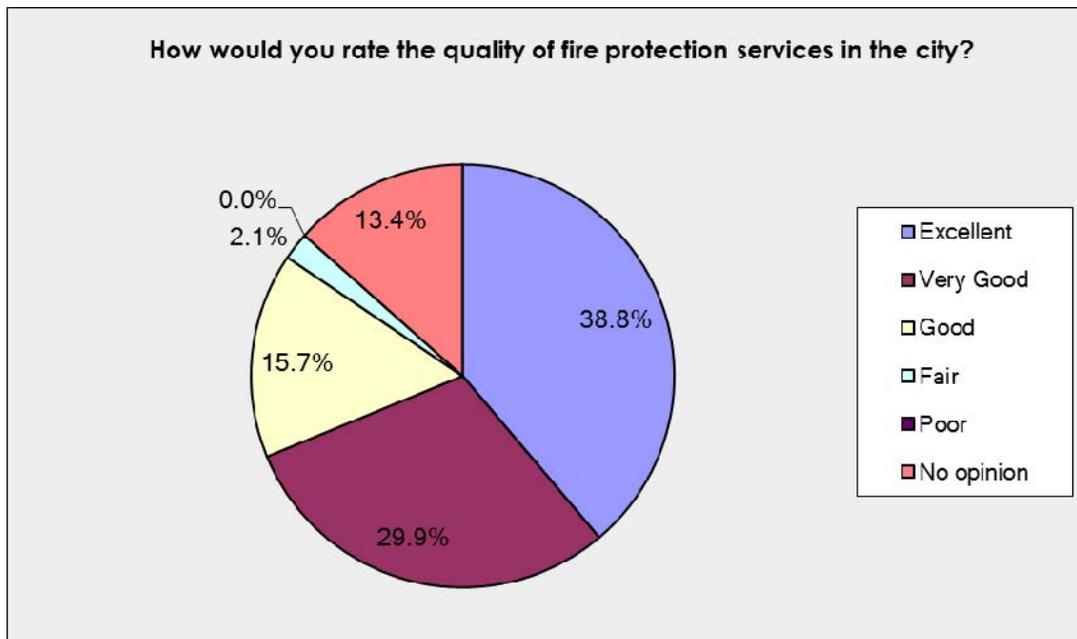
Utilities.

Survey participants were asked to rate the dependability and quality of municipal utilities. Following are the ranking for sanitary sewer, storm sewer and water, which indicate most residents rank the utility services as Good to Very Good.

Answer Options	Excellent	Very Good	Good	Fair	Poor	No opinion	Response Count	
Sewer	87	122	121	25	5	18	378	
Storm Sewer (drainage)	76	115	130	27	9	19	376	
Water	74	106	127	34	19	14	374	
If "Fair" or "Poor", please describe your concern in detail.							117	
							<i>answered question</i>	381
							<i>skipped question</i>	9

Fire Protection.

Residents ranked the quality of fire protection services in the City. The following chart illustrates the responses. Over 68% rated the services as Very Good or Excellent.



Lonsdale Liquor.

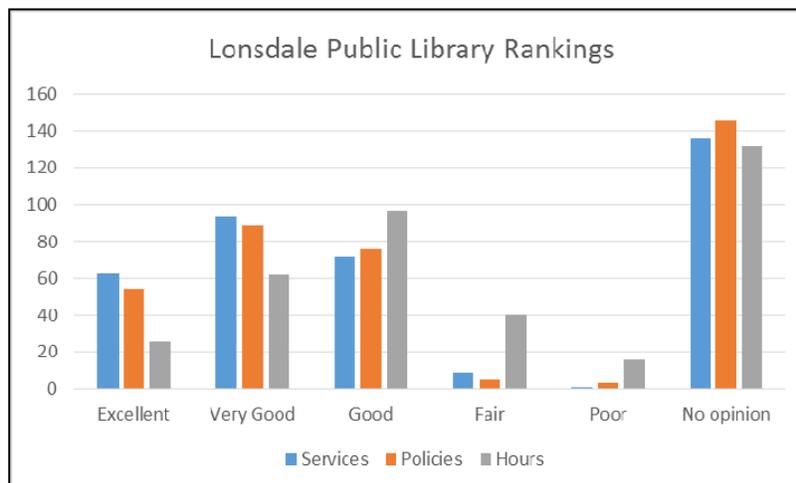
Survey participants ranked Lonsdale Liquor’s services, selection and prices. A majority reported they were extremely to very satisfied with the service and selection, with most satisfied with the pricing. Comments relating to dissatisfaction were primarily related to prices.



Public Library.

Residents were asked to evaluate the Hours, Policies and Services at the Lonsdale Public Library, on a scale of 1 to 5, with 1=Poor and 5=Excellent. All ranked 3.5 or greater. Approximately 1/3 had no opinion.

How would you rate the quality of the following at the Lonsdale Public Library?								
Answer Options	Excellent	Very Good	Good	Fair	Poor	No opinion	Rating Average	Response Count
Services	63	94	72	9	1	136	3.53	375
Policies	54	89	76	5	3	146	3.68	373
Hours	26	62	97	40	16	132	3.95	373
If "Fair" or "Poor" please describe your concern in details.								62
<i>answered question</i>								376
<i>skipped question</i>								14



Library programming was also rated. Story time, the summer reading program and author visits all ranked between 4.14 and 4.38 by residents.

When asked what programs they would like to see at the Public Library in the future, 50.19% of the 261 respondents requested a "Crafting group", followed by 36.78% requesting "Computer classes for seniors" and 26.82% requesting a "Teen book club". Other requests included "Adult book clubs", "events for teens and children, etc.

Schools.

Of the 386 responding, nearly 24% have pre-school age children, 24% have children attending a Tri-City United School, 17% have children attending a New Prague school, 6% are attending another public or private school, 6% have children attending college/vocational/technical school or are in the military, 19% have children out of school, and 20% do not have children. The percentages exceed 100% as some families have children in more than one category.

Answer Choices	Responses	
Pre-school aged	23.58%	91
Attending a New Prague School	17.10%	66
Attending a Tri City United School	23.58%	91
Attending another private or public school	5.70%	22
Attending college/vocational/technical school/military	6.48%	25
Out of school	18.91%	73
No children	20.73%	80
Total Respondents: 386		

V. PROJECTED GROWTH

The population is forecasted to increase from the 2015 State Demographer's estimate of 3,843 to 7,450 people by the year 2040, a 94% increase. The projected growth will reasonably require the expansion of existing public and community services. Such services will not only result in a demand for increased public employees, but also increased facility space and increased capital equipment costs. The expansion of administrative facilities and capital equipment purchases should be included in a capital improvement/equipment program.

VI. MUNICIPAL FACILITIES AND SERVICES OBJECTIVES AND POLICIES

OBJECTIVES

1. To provide for adequate facilities and staff to operate and maintain the essential services for current and future residents and businesses in the community.

2. To continue to serve the citizens of Lonsdale in an efficient, friendly, and cost effective manner.
3. To begin planning for future space needs, including the evaluation of the feasibility of a community center.
4. To continue to update and maintain facilities and operations.
5. To continue to evaluate technology and incorporate technology in carrying out the functions of the city including partnerships with the school districts and add social media usage.
6. To provide citizens the opportunity to participate in local government as well as inform citizens of municipal activities.
7. Encourage cooperation and joint service initiatives with other community, city, county, school district and organizations.

POLICIES

1. Upon receiving concept plans, the City shall review its provision of services including, but not limited to, public administration and public protection services such as police and fire service to ensure said services which are reasonably necessitated by proposed subdivisions and must be provided at public expense, can be reasonably provided within two (2) fiscal years of approval of the proposed subdivision. If said services cannot be reasonably provided, the subdivision shall be deemed premature.
2. The City shall monitor and assess the condition and adequacy of existing municipal structures and locations. The City should establish long-term solutions to anticipated building/office space needs. Routine maintenance and repair costs should be allotted for in the annual budget. Reconstruction, remodeling and/or construction of facilities should be addressed in a Capital Improvement Plan. A Facilities Committee may be beneficial to engage the public in finding solutions to meet public facility needs, including the feasibility of incorporating city hall and the police department into a community center building.
3. Continue to work in cooperation with other public agencies, such as the Tri-City United School District and the New Prague Area School District, to coordinate rather than duplicate public space such as auditoriums, meeting rooms, storage facilities, park and athletic field space, etc. when feasible.
4. Work with the Tri-City United School District and New Prague School District to provide data for a long range facility planning and coordinate future referendums and major fiscal expenses to minimize the impact on the tax payers.
5. Meet with the Tri-City United School District to discuss safety issues and potential areas for "Safe Routes to Schools Grants" or other transportation improvements.
6. Continue to inventory and analyze all City equipment to make sure that it works safely and efficiently.

7. Increase the city's participation with other governmental jurisdictions like cooperating with school district, adjacent cities, and the County in the delivery of public services that can gain on efficiency and explore potential joint service initiatives.
8. Encourage all governmental units to maintain and improve their buildings and facilities at the highest standards to serve as examples for private development.
9. Actively solicit citizen participation in City affairs, including committees and events. Post events and committee updates on the city's web site, newsletter and cable access channel.
10. Locate municipal facilities within the downtown area, or near the center of town, where appropriate and possible.

COMMUNITY FACILITY GOALS AND STRATEGIES

Following are goals and strategies to address public and community facilities and services. These are not listed in order of importance, priority or sequence for implementation.

1. Construct a new City Hall/Community Center on Main Street to serve as a catalyst for Main Street and downtown revitalization.

Strategies:

1. Continue efforts for a new referendum to build a City Hall Community Center on Main Street.
 2. Explore alternate locations for a City Hall/Community Center on Main Street that might better serve as a catalyst for downtown redevelopment.
 3. Explore public/private partnerships for building a new City Hall/Community Center.
 4. Consider housing the police department with the City Hall/Community Center building.
2. Continue to lobby for a second school to be built in Lonsdale by the New Prague School District: pursue the opportunity to locate a junior or senior high school in Lonsdale.

Strategies:

1. Work with the New Prague School District to locate a second school in the City of Lonsdale
 2. Explore a partnership with the School District to share field space with a community park located near the north end of Main Street.
3. Continue planning for a new Parks, Public Works and Streets Building near the wastewater facilities. Develop a site plan to incorporate the needed Public Works building on the current Public Works shop site.

Strategies:

1. Prepare preliminary site and building plans for the future Parks, Public Works and Streets Building near the wastewater facilities in order to make best use of the reserved lot.

4. Revitalize the exterior of the police department building.

Strategies:

1. The City should explore either rehabbing the exterior of the police station or include the station in a new City Hall/Community Center development.
5. Continue to improve City Communications to residents, developers and visitors.

Strategies:

1. Regularly maintain the City Website to include building permit information and the process, agendas, and city code information.
2. Record meetings so they may be placed on the public access channel.
3. Develop the Quarterly Mayor's Report into a City Newsletter to be mailed quarterly.
4. Review and modify the current new resident packet and develop a developer's packet.

TRANSPORTATION

I. INTRODUCTION AND PURPOSE

The purpose of the Transportation Chapter is to provide direction for the City, land owners and developers on street improvements and new infrastructure to support growth. This Chapter provides the framework for decisions regarding the nature of street improvements necessary to achieve safety, adequate access and mobility. The primary goal of this Chapter is to establish local policies, standards, and guidelines to implement the future street network that is coordinated with respect to county, regional, and state plans in such a way that the transportation system enhances quality economic and residential development within the City of Lonsdale. To accomplish these objectives, the Transportation Chapter provides information about:

- The functional hierarchy of streets and roads related to access and capacity requirements;
- Existing and potential deficiencies of the existing arterial-collector street system;
- A future arterial-collector street system capable of accommodating traffic as the city grows;
- Access management policies and intersection controls; and
- The importance of pedestrian/bicycle trail and sidewalk system along the roadway system.

II. EXISTING TRANSPORTATION SYSTEMS

1. **Transportation System.** The existing street system within Lonsdale consists of minor arterial, collector and local streets. Jurisdiction of these roadways consists of state, county, and city owned facilities. The Existing Transportation Classification System is depicted on Map 9-1. The Future Functional Classification System Map is illustrated on Map 9-2. Additional information on roadways within the City is included in Sections III through VIII of this Chapter.
2. **Air.** Lonsdale has access to air transportation with several airports within a one hour radius of the city. Lonsdale is 30 miles south of the Minneapolis-St. Paul International Airport, 42 miles from the Mankato Regional Airport, 21 miles from the Airlake Airport in Lakeville, 41 miles from the Waseca Municipal Airport, 34 miles from the minor airstrip in Le Sueur, and 17 miles from the Faribault Municipal Airport. Lonsdale is not located within any airport noise exposure zones.
3. **Public Transit.** There currently are no public transit options within Lonsdale. Hiawathaland Transit provides bus service within Goodhue, Rice, and Wabasha Counties and operates in the cities of Cannon Falls, Elgin, Faribault Kellogg, Lake City, Mazeppa, Northfield, Plainview, Red Wing, Wabasha, Wanamingo, and Zumbrota, and the Townships of Leon, Stanton, Randolph, Florence, Greenfield, Reeds Landing, Featherstone, Hay Creek, and Wacouta. As the City continues to grow, the need to provide public transit may need to be evaluated.

Trails. The City of Lonsdale has constructed a looped trail around the city. Chapter 7 of this Plan includes maps with existing and proposed trails. Chapter 7 includes additional

information on the Czech Area Heritage Trail, the Mill Tows State Trail and other regional trails. Presently the City has approximately 8.6 miles of paved trails, not including the sidewalks that exist in the downtown district along Main Street and on a few side streets.

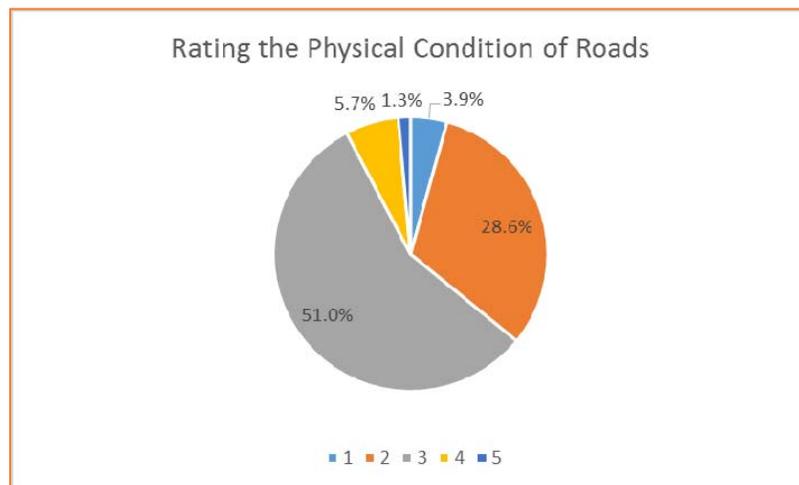
III. TRANSPORTATION ISSUES

During the preparation of the Comprehensive Plan, input was sought from the public relating to various areas of transportation. Following are the results of from 390 surveys.

Physical Condition of Roads. Residents were asked to rate the physical condition of roads in the City. Over one-half rated the streets as “Good”. Nearly 1/3 rated them as “Excellent” or “Very Good”. Following is a breakdown of the responses:

How would you rate the physical condition of roads in the City?

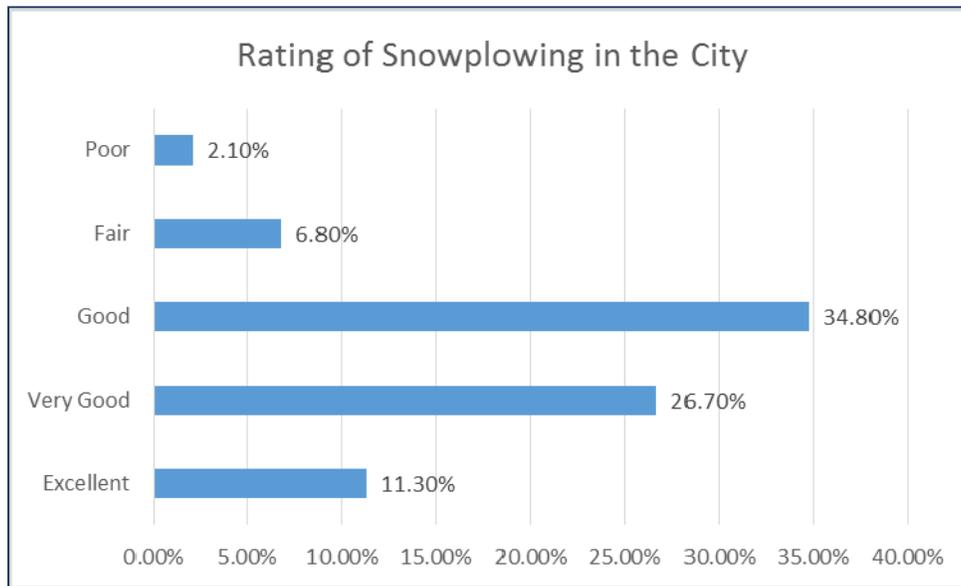
Answer Options	Response Percent	Response Count
1. Excellent	3.9%	15
2. Very Good	28.6%	110
3. Good	51.0%	196
4. Fair	5.7%	22
5. Poor	1.3%	5
If "Fair" or "Poor" please describe your concern in detail:	9.4%	36
answered question		384
skipped question		6



Quality of Snowplowing. Residents were asked to rate the quality of snowplowing on City streets. Again, a majority rated the quality as “Good”, followed by “Very Good” and “Excellent”. Following are responses.

How would you rate the quality of snowplowing on city streets?

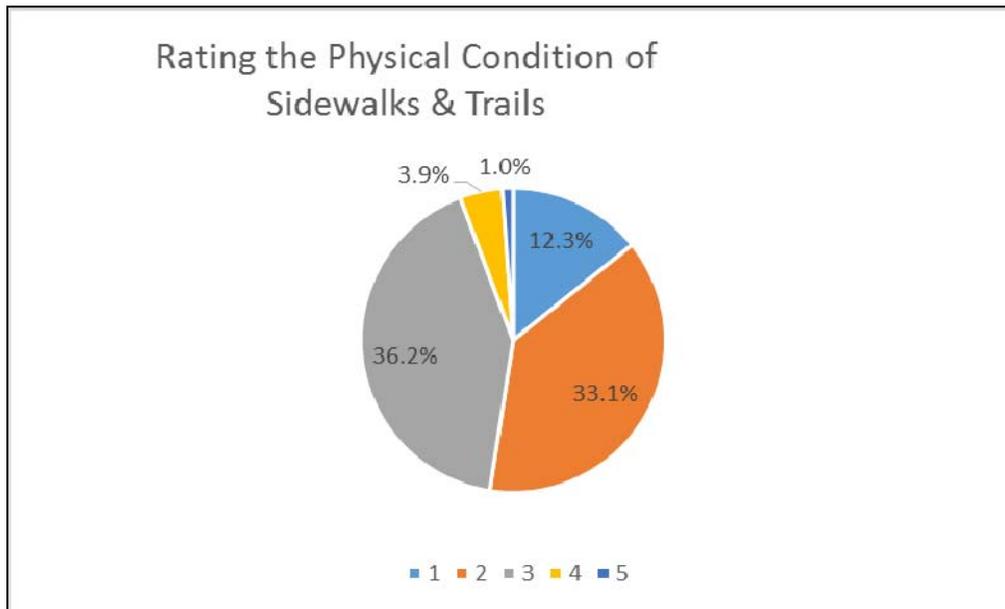
Answer Options	Response Percent	Response Count
Excellent	11.3%	43
Very Good	26.7%	102
Good	34.8%	133
Fair	6.8%	26
Poor	2.1%	8
If "Fair" or "Poor", please describe your concern in detail.	18.3%	70
<i>answered question</i>		382
<i>skipped question</i>		8



Physical condition of sidewalks and trails. Similarly, residents rank the physical condition of sidewalks and trails as "Good" to "Very Good". The results of the survey follow:

How would you rate the physical condition of the sidewalk and trail system in Lonsdale?

Answer Options	Response Percent	Response Count
1. Excellent	12.3%	47
2. Very good	33.1%	126
3. Good	36.2%	138
4. Fair	3.9%	15
5. Poor	1.0%	4
If "Fair" or "Poor", please describe your concern in detail.	13.4%	51
<i>answered question</i>		381
<i>skipped question</i>		9



Residents were also asked to provide input on transportation issue. The top issues identified included:

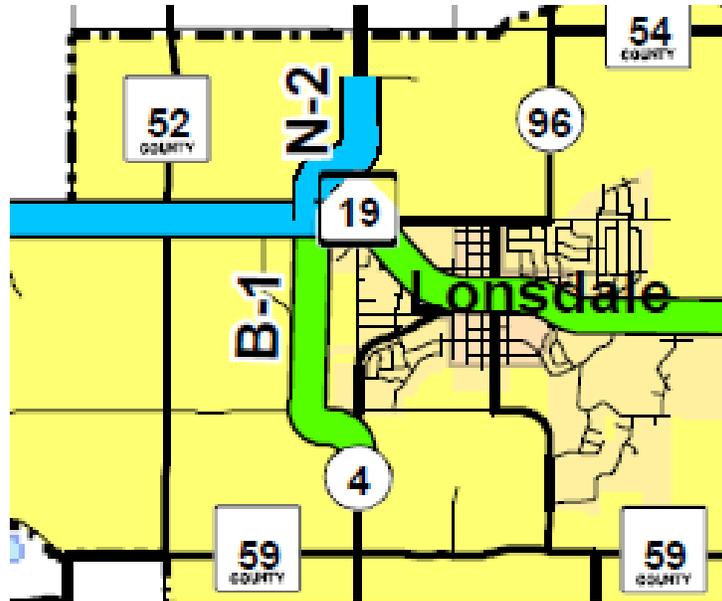
- TH 19 and CSAH 4 road alignment
- 8th Avenue and TH 19 – Pedestrian crossing concerns; need to add a sign “Cross Traffic Does Not Stop”
- Sidewalk construction and expansion along Main Street needed.
- Birch St. NE and 8th Avenue NE – site visibility is impaired with a transformer in the corner.
- Need for handicap accessible parking on TH 19
- Visibility at the intersection of TH 19 and Main St.
- Lighting along the trail is needed
- Transitioning or lowering the speed limit as you enter the City along Highway 19, from the east.

The City is encouraged to address these issues as a part of their capital improvement plan.

The Rice County Transportation Plan, 2006, also identified special transportation issues. These are as follows:

County State Aid Highway 4 Bypass

The Rice County transportation planning process identified a possible roadway project which would re-route CSAH 4 to the west from south of Idaho Street to TH 19 as it enters Lonsdale from the north. This approach would remove a significant amount of regional “through” traffic from the western portions of Lonsdale, and would allow regional traffic to move more efficiently in the vicinity of Lonsdale. The City supports the bypass concept, and has joined with the County to jointly study alignment and design options for such a project.



County State Aid Highway 4 Bypass – Rice County Transportation Plan, 2006.

Highway 19/Main Street Intersection

Highway 19 is an important regional roadway, carrying 5,700 to 6,400 vehicles per day through Lonsdale. As its name implies, Main Street represents the traditional primary commercial center for the town. This intersection is currently controlled with a traffic signal system. East bound, west bound and center left turn lanes are on TH 19, with northbound and southbound on Main Street. Other improvements made in this intersection the past 10 years have included the elimination of parking on the south side of the intersection, movement of parking along TH 19 in the northeast portion of the intersection, and creation of a TH 19 center turn lane. Due to inadequate space, a westbound right turn lane (turning onto northbound Main Street) using the area from restricted parking the northeast portion of the intersection, could not be constructed, as recommended by the study.

Highway 19/CSAH 4/3rd Avenue Intersection

This intersection currently has a poor design for the following reasons: a) it is multi-legged (i.e. more than four), and b) it there is a high degree of skew between CSAH 4 (Railway Street) and TH 19. This was the number one transportation issue identified in the Resident Survey completed as a part of the Comprehensive Plan update. As Lonsdale grows and traffic levels increase, this design will become increasingly unacceptable. The following map illustrates the location of the intersection in question.



The Lonsdale Transportation Plan included the following recommendations for this intersection:

- Close 3rd Avenue Southwest access to CSAH 4/TH 19 with a cul-de-sac
- North of TH 19, close Railway Street access to TH 19 with a cul-de-sac

These improvements will help accomplish the overall goal of limiting/managing access to TH 19 in a manner which MnDOT supports and which improves safety levels for Lonsdale residents. It also reduces the skew issues associated with the intersection by routing existing Railway Street traffic from the north leg of the intersection down 2nd Avenue NW.

In addition, the Lonsdale Transportation Plan recommends future analysis of realigning CSAH 4/Railway Street to the west such that its intersection with TH 19 would be west of the existing location, and would be more squared to this arterial roadway. The outcome of the CSAH 4 bypass work referenced previously would have significant bearing on this potential improvement alternative.

Stop Sign Locations

An issue which came up during discussions with City officials and through public involvement as part of the Lonsdale transportation planning process involves stop sign placement. The current locations of various stop signs may be undesirable. Some of the stop signs appear to have been placed in locations to slow overall traffic speeds on collector-type roadways. This goes against standard traffic engineering practice and these locations should be reviewed. In general, there does not appear to be a systematic overall “game plan” to the placement of stop signs within the City. The Lonsdale Transportation Plan will provide guidance on the assessment of existing stop sign locations and the implementation of a more systematic and effective approach to serve the overall city street system.

Speed Limit on TH 19

It has been suggested the speed limit transition on TH 19 to locations further away from the center of town. As the City grows to the east and west, the higher speed limits will be moved in each direction. This will occur with development in the area.

IV. FUNCTIONAL CLASSIFICATIONS

This section outlines the Functional Classification System for the transportation system in Lonsdale.

1. **Roadway Functional Classification System.** Functional Classification of a roadway system involves determining what function each roadway should be performing with regard to travel within and through the City. The intent of a functional classification system is the creation of a roadway hierarchy that collects and distributes traffic from local roadways and collectors to arterials in a safe and efficient manner. Such classification aids in determining appropriate roadway widths, speed limits, intersection control, design features, accessibility and maintenance priorities. Functional classification helps to ensure that non-transportation factors, such as land use and development, are taken into account in planning and design of the roadway system.

A balanced system is desired, yet not always attainable due to existing conditions and characteristics. The criteria of the functional classification system are intended to be guidelines and are to be applied when plans are developed for the construction or reconstruction of a given classified route. It can and does occur that different roadways with very similar design characteristics may have different functional classifications. Some roadways, for a short segment, may carry higher volumes than a roadway with a higher classification. Spacing guidelines may not follow recommendations for a variety of reasons such as topography, land use type and density, and environmental concerns.

The two major considerations in the classification of roadway networks are access and mobility. Mobility is of primary importance on arterials, thus limitation of access is a necessity. Collector Roadways move traffic from local streets to arterials and minor arterials. Limiting direct access onto collector roadways is also encouraged. The primary function of a local roadway, however, is the provision of access, which in turn limits mobility. The extent and degree of access control is a very important factor in the function of a roadway facility. The functional classification types utilized are dependent upon one another in order to provide a complete system of streets and highways.

Per the 2006 Rice County Transportation Plan, and as illustrated on Map 9-1, following are the functional classification of roadways in Lonsdale:

A Minor Arterials- TH 19 in Lonsdale is an A-Minor Arterial

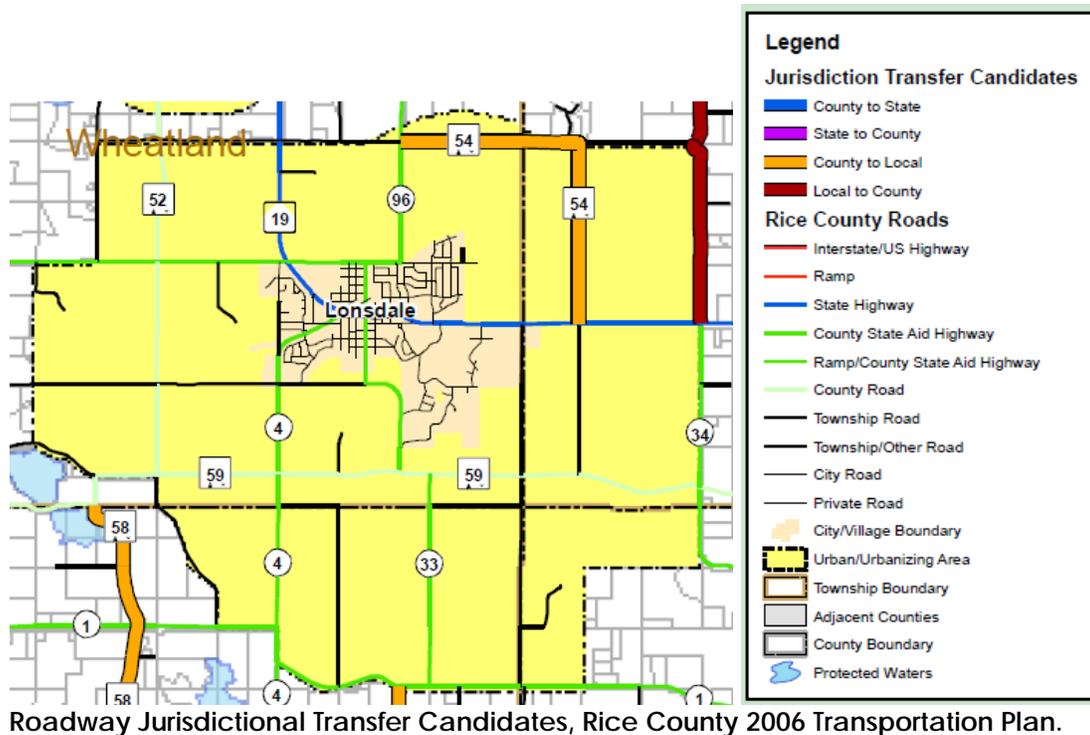
- *Primary Purpose: mobility*

Collector Roadways - County State Aid Highway (CSAH) 4 and CSAH 2.

- *Primary Purpose: mobility of traffic from local streets to minor arterials.*

Local Streets - Most roadways in Lonsdale are classified as local streets.

The 2006 Rice County Transportation Plan recommends a future Roadway Jurisdictional Transfer of CR 54 on the NE side of the City's growth boundary, from the County to the City, or local jurisdiction. The location of this roadway is illustrated on the following map.



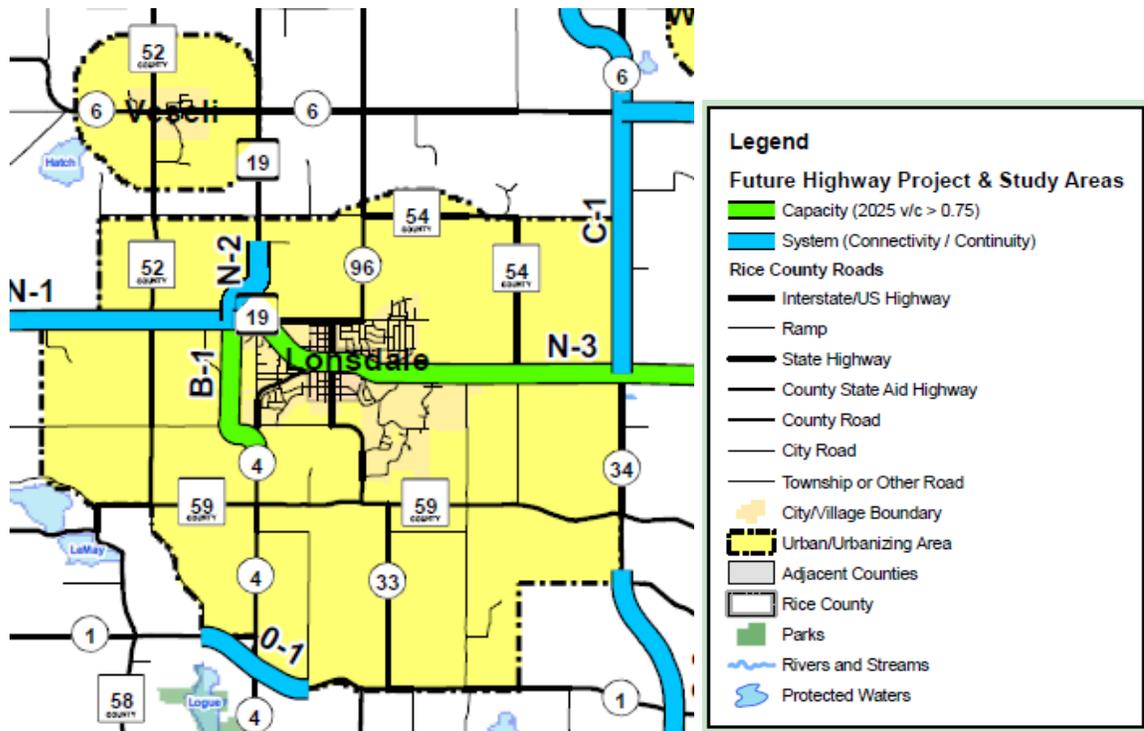
V. FUTURE ROADWAY NETWORK

The existing daily traffic volume data for the primary roadways in the City of Lonsdale has been obtained from traffic flow maps from 2010 from the Minnesota's Department of Transportation. These volumes, shown on Map 9-3, provide an indication of the daily volumes on these facilities and are updated periodically.

It is anticipated that Lonsdale will continue to grow into the foreseeable future, as indicated in Chapter 3, Demographics. Based on population projections and proposed land uses, forecasted traffic volumes are also projected. This assists the City in determining when roadways may reach capacity. Using regional forecasting information generated as part of the Rice County planning process, in conjunction with traffic generation analysis based upon the 2040 Lonsdale land use plan, the Lonsdale Transportation Plan provides estimated 2040 traffic levels on the primary Lonsdale roadways. This information is summarized on Map 9-4.

In order to accommodate this growth, the existing roadway system will need to be expanded and improved accordingly. Map 9-5 depicts a recommended 2040 roadway network. The proposed street network will allow on-going City (and County) roadway projects to be designed within a structured and systematic context. As private developers plan and propose subdivisions in Lonsdale, they will be able to design their street elements within a known future system, thus improving the efficiency of individual projects, as well as the overall network.

The Rice County 2006 Transportation Plan, by Bolton & Menk, Inc.¹ includes Future Highway Project and Study Areas. Within Lonsdale, capacity issues were identified along TH 19 and CR 4. Roadways are also proposed for system connectivity and continuity, are illustrated below.



VI. STANDARDS AND GUIDELINES

Design Standards

A system of design guidelines is an effective tool to help provide safe, efficient, and consistent roadway networks. Some situations may require additional analysis due to unusual or unforeseen conditions, but established baseline standards will minimize design uncertainties in most circumstances.

The City's Subdivision Ordinance, Design Standards, require, "The street layout of every subdivision shall be in conformity with the city's transportation plan, and shall provide for the continuation of major streets, which serve property contiguous to the subdivision. Street networks shall provide ready access for fire and other emergency vehicles, and the Planning and Zoning Commission may require additional access points if such are found to be beneficial or necessary to protect the public safety. "

¹ Rice County Transportation Plan, Bolton & Menk, 2005.

The Lonsdale Subdivision Ordinance also requires a six-foot wide sidewalk on both sides of a street in commercial areas, or a ten-foot wide trail if designated in the Comprehensive Plan. Within industrial areas, a six foot wide sidewalk or ten foot wide trail is required to provide access to schools, parks and other destination points. In residential subdivisions, a six foot wide sidewalk on at least one side of local streets is required. Along collector roads, sidewalks are required on both sides of the residential street, unless there is a ten foot wide trail. Sidewalks are not required on cul-de-sacs.

Access management guidelines

Access to the roadway system serving the City should be appropriately controlled in terms of driveway openings and side street intersections. Access management is based upon the roadway functional classification system discussed previously. Because arterial roadways serve relatively long, high speed trips, access to arterials is limited accordingly. Too many driveways and intersecting streets can easily disrupt safety and operational characteristics of arterial roadways. Conversely, the purpose of local streets is to provide connections to adjacent land uses with relatively short, low speed trips. Access to local streets, thus, is generally not restricted. Collector roadways fall between arterials and collectors in terms of transportation function and associated restrictions on access.

Access management guidelines allow the City discretion and negotiating authority regarding individual access decisions. Individual circumstances may warrant occasional exceptions from these guidelines. However, any such exceptions would have to be supported with comprehensive traffic engineering analysis, as well as thorough discussions with City staff and representatives as appropriate.

VII. TRANSPORTATION GOALS

In order to provide a safe and efficient transportation system, the City is committed to the following goals. Such goals are dependent upon the ability to finance the components needed.

Goals

1. Provide a transportation system that serves the existing and future access and mobility needs of the City.
2. Continue to provide a safe and efficient transportation system that is cost effective, including continued updates to the street and trail improvement and maintenance program.
3. Ensure that the transportation system, in the implementation phases, is as environmentally sensitive as possible, taking into account wetlands, steep slopes and other natural resources.
4. Provide a coordinated transportation system with respect to regional and county's plans.
5. Provide a transportation system that supports multi-modal transportation whenever and wherever feasible and advantageous.

6. Provide and support a transportation system that enhances quality economic development within the City.
7. Provide a transportation system which preserves the downtown and enhances highway commercial development.
8. Encourage a grid-like street pattern.
9. Discourage the use of long cul-de-sacs, except where it is impractical to provide "through" connecting streets due to environmental or other factors.
10. Continually update the capital improvement program to include street projects for the upcoming five years and include projects such as the Highway 19/CSAH 4/3rd Avenue Intersection, sidewalks along Main Street, lighting along the trail, 8th Avenue and TH 19 – signage noting, Cross Traffic Does Not Stop", etc.
11. Review the desired width of streets in new subdivisions, as a part of a Subdivision Ordinance Update.
12. In future analysis, explore options for improving non-motorized access along and across Highway 19.
13. In future analysis, assess design issues and alternatives for the Fig Street/TH19/CSAH 2 intersection.
14. If the elementary school expands to a K-6, versus K-4, in the future, seek Safe Routes to School Grants to expand walking and biking paths.
15. Update the 2006 Transportation Plan as growth occurs and/or there are changes in land use, to ensure transportation needs are being addressed proactively.
16. Complete Walking and Bicycle Audits, evaluating the city's sidewalk and trail systems.
17. Research the demand for public transportation services.

VIII. TRANSPORTATION FUNDING

There are a number of various funding mechanisms available to support transportation projects these include the following:

1. **MnDOT Funds.** The State of Minnesota has funds available to assist with cooperative projects which increase safety and mobility. Improvements to TH 19 may be eligible for cooperative funding projects. The State of Minnesota, through the gas tax and license fees, collects funds to be used to construct and maintain the State's transportation system. Most of the funds collected are distributed for use on the State's Trunk Highway (TH) system, the County State Aid Highway (CSAH) system and the Municipal State Aid Street (MSAS) system. When a city's population goes above 5,000 they become eligible to receive a portion of the MSAS funding. Lonsdale is anticipated to reach 5,000 in population between 2025 and 2030.

2. **County Road Project Participation.** Rice County has adopted a Cost Participation Policy. For cities under 5,000 in population, the County will fund 100% of many of the construction components, with the City responsible for water and sewer modifications, other utilities and street lighting, intersecting streets that are outside of the county right-of-way, new sidewalks, replacement of trees and shrubs in the right-of-way and new landscaping.
3. **New Street Development.** The City of Lonsdale's policy, at the time of this Comprehensive Plan update, requires developers to fund the entire cost of minor and major collector streets, as well as local streets as a part of their development fees.
4. **Assessments.** The City currently has an assessment policy for reconstruction projects. Benefiting properties are assessed 50% of the project cost.
5. **Grants.** In 2014, the City of Lonsdale received a Safe Routes to School Planning Grant. Region 9 Development Commission administered the grant on behalf of the City of Lonsdale. Safe Routes to School Grants are available for construction of trails and sidewalks leading to school facilities.

UTILITIES

I. INTRODUCTION/PURPOSE

Public utilities include the municipal wastewater/sanitary sewer system, municipal water and storm water utilities. Private utilities include electrical, gas and telecommunications. The ability to serve the City with utilities is essential to the City's future growth. Proactively planning and budgeting for infrastructure replacement and upgrades will assist the City in providing infrastructure more cost effectively. This portion of the Comprehensive Plan will review the:

- I. Municipal Wastewater Treatment/Sanitary Sewer System;
- II. Municipal Water System;
- III. Municipal Storm Water System;
- IV. Private Utilities; Electric, gas, telecommunications and garbage/recycling;
- V. Public Input; and
- VI. Public Utilities Policies and Objectives.

II. WASTE WATER/SANITARY SEWER SYSTEM

- A. System components:** The existing sanitary sewer facilities can be divided into two distinct components: the sewage collection system and the wastewater treatment plant (WWTP). The City of Lonsdale treated sewage with individual sewage treatment systems until the 1970s. The City now owns and operates its own wastewater treatment facility. A new wastewater treatment plant was placed on line in 2002. The treatment facility is located at 835 Industrial Park Drive SE. The plant removes solids, organic compounds, nutrients and pathogens that have a degrading effect on natural water systems. The City follows the regulations of the Minnesota Pollution Control Agency (MPCA).

The sanitary sewer collection system within the city was placed into service at various times. As a part of financial reporting requirements, the City is required to create an itemized inventory of the value of each individual collection main and when each main was placed into service, for the purposes of itemizing asset depreciation in conjunction with Government Accounting Standards Board (GASB) 34 directive.



Collection System - The sanitary sewer collection system includes a network of collection pipes with majority of it being PVC pipes, a small area at the southern end of Oak Ridge Park addition that have clay pipes and two permanent lift stations located near the wastewater treatment plant. Lift Station # 1 is was constructed in 1991 with a pumping capacity of 1000 gallons per minute (GPM). Lift Station # 2 was reconstructed in 2001 contains two pumps with a total combined pumping capacity of approximately 1,800 gallons. According to the Southwest Trunk Sanitary Sewer Analysis conducted by WSB Engineering, a third pump will need to be added at the lift station to handle 3,000 GPM to handle the entire growth area as proposed in their study.

The Pretreatment building includes a digester, blower room and two clarifiers. The City discharges its treated wastewater to Heath Creek.

WWTP Capacity. The Lonsdale wastewater sewer system features a mechanical plant with a capacity of 687,000 gallons per day (10-year average wet weather design flow). At the time of this Comprehensive Plan Update, the City estimated the plant was running at 30% to 40% of capacity or 206,100 to 274,800 gallons per day. The system was constructed with the ability to be upgraded to a design capacity of 987,000 gallons per day.

Based on a population of 3,821 this is a contribution of up to 72 gallons per person per day (gppd), not including the commercial and institutional contributions. Assuming a maximum 100 gppd, the current facility could serve the city to a population of 6,870, or between the years 2035 to 2040, based on population projections, below. This may change depending upon the type/volume of commercial/industrial users which locate within the community. An industry which discharges high levels of wastewater could consume a large portion of the city's wastewater treatment plant capacity. Industrial growth, as well as actual population growth, should be monitored and sewer capacity plans be made accordingly.

The City has a "Premature Subdivision" section in its Subdivision Ordinance, which allows for the denial of plats if the City is unable to service the area with municipal sewer, among other services. If in the future growth increased significantly and the city did not have funding to expand the WWTP, the City could implement and exercise the premature subdivision clause.

- C. **Population Projections.** As noted within Chapter 3 - Demographic Projections, the City is planning for the following household with future populations of 4,270 in 2020; 5,520 in 2030 and 7,450 in 2040.

**TABLE 10-1
POPULATION PROJECTIONS**

<u>Year</u>	<u>Projected City Population</u>	<u>Population Growth</u>	<u>Projected Households</u>	<u>Projected Average New Units/Year</u>
2014	3,821	--	1,325	--
2020	4,270	449	1,504	30
2025	4,820	594	1,721	43
2030	5,520	699	2,007	57
2035	6,320	799	2,341	67
2040	7,450	1129	2,804	93

The growth boundaries for future land use extend into Wheatland and Webster Townships to the north and west and Forest Township to the south. Orderly annexation agreements have not yet been negotiated. Based on the capacity of the wastewater treatment plant and current average and peak loads, it appears the City would be able to serve the proposed growth boundary identified to the year 2035 to 2040.

- D. Connections.** As of 2016, the City of Lonsdale provided service to approximately 1,345 residential, 71 commercial and one public (school) accounts.
- E. Evaluation of Wastewater/Sanitary Sewer System.** Infiltration/Inflow into the sanitary sewer lines can decrease the efficiency of sanitary sewer treatment and result in additional volumes to be treated, reducing treatment capacity and increasing costs. Infiltration may occur if there are cracks in clay sewer lines or if pipes are defective. Inflow occurs if tile, sump pumps, roof or yard drains are connected to the City's sanitary sewer lines. The City Code restricts connection of sump pumps to the sanitary sewer system, stating, "(O) Any new construction must install a sump pump or discharge by other means the drain tiles around any building or any other drains, except sanitary sewers. No drain tile or other drains, except sanitary sewers will be allowed to be connected to the sanitary sewer system."

The City as a policy should require individual septic systems to conform to Minnesota Rules Chapter 7080 and relevant Rice County ordinances. A system of inspections should be considered to enforce conformance, or develop a sewer and water hookup policy with a timetable or triggers to get all homes and businesses to hook up to municipal utilities, such as with any home improvement requiring a building permit.

There is sufficient space at the existing wastewater treatment plant on site for future expansion, if needed. There are two aeration basins. Only one is used, to save on electrical expense. The City could utilize the second basin in the future, if needed. Public Works staff has noted concerns with storage of bio-solids on site.

- F. Private Sewer Treatment Plants/Cluster Systems.** The City of Lonsdale regulates the development of private sewage disposal systems through City Code § 52.03 Private Sewers. Private systems are allowed only in areas which cannot be served by the municipal system.
- G. Sewer Rates and Fees** - Sewer rates effective in 2016 are \$20 per month as a base fee plus \$6.20 per 1,000 gallons. The user fees for sanitary sewer are based on the usage during the first quarter of the year. The basis behind this is that much of the water usage is generally accounted for wastewater treatment. However, during the summer and the growing seasons, a larger amount of the water use is for lawn sprinkling and does not need to be treated. The City also charges a Sewer Access Connection (SAC) of \$5,500 for a four inch service. In addition, the City charges \$3,615.50 per single family, \$2,711.63 per townhome unit, \$7,231.00 per adjusted acre for commercial/industrial to developers for trunk sewer and water fees. Rates are based on operational needs while trunk sewer and water fees are based on estimated costs required to support the construction of sewer and water facilities to service the new growth.

Policies for the Sanitary Sewer or Wastewater Treatment System

1. Monitor growth of the community and the remaining capacity of the treatment plant on a regular basis, and adjust the schedule for Phase 2 improvements accordingly.
2. Coordinate trunk sewer improvements with street construction or reconstruction projects to replace many of the mains that were installed in the original portions of town.
3. Review current sewer user charges and utility charges to be able to accommodate treatment capital improvements, labor, and maintenance costs for future facilities.
4. Continue to complete Infiltration/Inflow measures to maximize the facility's potential.
5. Complete a Trunk Sanitary Sewer Analysis for the remaining portions of town, in particularly looking at the northern portions of town.
6. Expansions of the sanitary sewer system should be orderly to prevent "leap frog" development. This occurs when large parcels of land are left vacant or underdeveloped between existing and new development. As a matter of policy, this should be avoided to minimize unnecessary expenditures and prevent premature development.

III. WATER

Existing Water System. The City of Lonsdale's municipal water system includes four wells, a water treatment facility, water storage facilities and the distribution system.

- A. Wells.** The City presently obtains its raw water supply primarily from 3 wells with a combined capacity 1000 gallons per minute (GPM) or 1.44 MGD. A majority of the water is pumped from the Mount Simon aquifer.

Well # 1 was an old railroad well with a submersible pump that produced approximately 125 GPM that was constructed in 1939. It was used only in emergency situations. Because of its age, low output, needed repairs, and lack of chemical treatment, the Railroad well was sealed and abandoned when Well # 4 went on-line.

Well # 2 is in better condition than the Railroad Well. The well was constructed in 1949. It is too far from the proposed water treatment plant location to be considered for being a primary, treated, well. Additionally, its output (230 GPM) is too low to be saved for emergency uses and it pumps significant sand. Plans were to seal and abandon Well # 2 when Well #4 went on-line.

Well # 3 has an output of 500 GPM and is located close in proximity to the proposed water treatment plant. This well draws from multiple aquifers, drawing water from both the Ironton-Galesville and the Mount Simon. This well is in violation of regulations governing the use of public wells. Because of this fact, the well can be maintained in its present condition, but cannot be improved for higher output. Well # 3 was constructed in 1963.

Well # 4 was placed on line in 2006. It is the main well that supplies the City with its water supply.

Discussion has occurred regarding a future Well #5. DRN regulations relating to pumping would need to be met. A site for well #5 has not been determined.

- B. Water Treatment Facility.** The Water Treatment Facility is located on a 10,987 square foot site at 420 Idaho Street SW. This includes two small structures; a 391 square foot building constructed in 2007 and a 2,213 square foot building constructed in 2012. This building houses a lab, office and restroom. There is room to expand the water treatment plant to the east.



- C. Water Storage Facilities.** The City has one elevated storage tank providing 300,000 gallons of storage capacity that was constructed in 1994. The city secured a site for a second water tower within the Lonsdale Business Park.
- D. Water Distribution.** The water distribution system includes pipes ranging from four to twelve inches in diameter, with mains in newer additions being eight to twelve inches in diameter. Most of the older mains are cast iron pipe and six inches in diameter. The existing distribution system operates under two separate systems. A small portion of town located on the northwest side of town is serviced through a booster station and pressure tank facility on Arizona St. SW. This station is old and is in need of repair. The additional water tower will allow for the removal of this station allowing the system to operate under two separate pressure zones.
- E. Water Utility Plans.** The City has plans to continue to replace water mains. A 2006 Report from WSB Associates, Inc. identifies a Utility Infrastructure CIP Reconstruction Program. Water main improvements are recommended by "Areas" within the City. Approximately \$1.3 million in improvements are recommended to be completed in Areas 3, 5, 6 and 7. A majority of these improvements are recommended within Area 7 (\$500,000) which is in the southern portion of the City near SW Second, SW Third and SW Fourth Avenues. Updating water lines in this area is proposed.
- F. Water Rates and Fees.** *Water Rates and Fees* - Water rates effective in 2016 are \$9 per month base fee with \$2.75 per 1,000 gallons used for 0-3,000 gallons, \$2.90 per 1,000 gallons for 3,001-9,000 gallons, \$3.15 per 1,000 gallons for 6,001-9,000 gallons and \$3.40 for over 9,000 gallons. Bulk water rates are also in place. The City also charges a Water Hook-Up Fee of \$3,750 for a one inch service. In addition, the City charges \$3,615.50 per single family, \$2,711.63 per townhome unit, \$7,231.00 per adjusted acre for

commercial/industrial to developers for trunk sewer and water fees. Rates are based on operational needs while trunk sewer and water fees are based on estimated costs required to support the construction of sewer and water facilities to service the new growth.

Water Supply & Distribution Plan Polices - The following policies were identified in the Water Supply & Distribution Plan, 2004 (prepared by Bonestroo Rosense Anderlik & Associates) that are still relevant:

1. Follow the Comprehensive Water Supply and Distribution Plan as a guide to the orderly expansion of the City's water system
2. Construct new Well #1 on the City-owned property at 1001 Main Street South.
3. Coordinate trunk watermain improvements with street construction or reconstruction projects to replace many of the mains that were installed in the original portions of town.
4. Annually review the water system Capital Improvement Program to better serve the community development needs.
5. Review current water connection fees and user rates to be able to accommodate treatment capital improvements, labor, and maintenance costs for future facilities.
6. Fund the supply, storage and distribution system through WAC charges.
7. Review the comprehensive water plan and distribution every 5 years to account for changes in development patterns, water use, and construction costs, and to check the balances in the trunk water fund.

IV. STORM WATER UTILITY

In order to preserve natural resources, review of storm water drainage issues and education of the public on issues relative to surface water quality is important.

Storm water management is used to guide the development and expansion of the City's drainage system in a cost-effective manner that preserves existing water resources. Goals of surface water management include, but are not limited to: reduction of public expenditures necessary to control excessive volumes and rates of runoff; flood prevention especially those urban in nature; identification of current and future drainage patterns; protection and enhancement of the areas natural habitat; promotion of ground water recharge; protection of the water quantity and quality in wetlands, the Minnesota river; and reduction in erosion from surface flows.

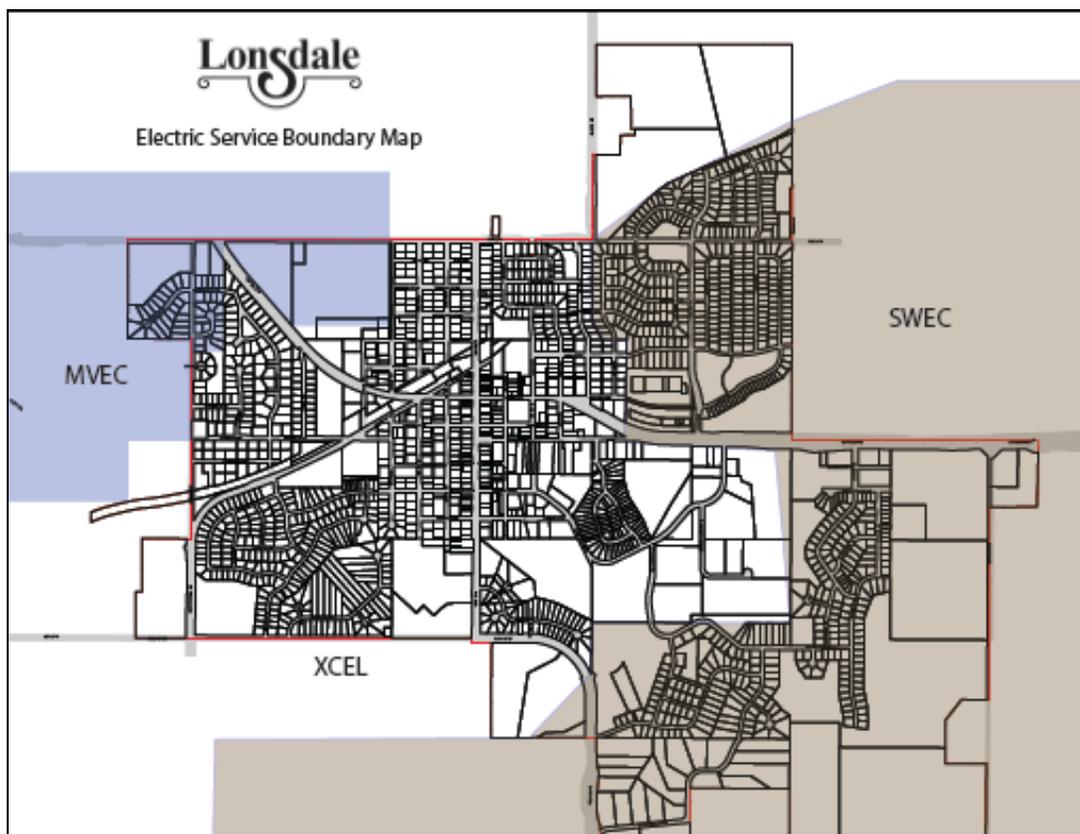
A 2006 Utility Infrastructure CIP Reconstruction Program Report was completed by WSB Associates, Inc. As a result, storm water improvements have been completed in several areas of the City including Area No. 1 (western portion of the City/NW Eighth Avenues), Area No. 2 (north central portion of the City/west of Main Street and NW Second and Third Avenues), Area No. 4 (below Area No. 1 in the western portion of the City/SW Colorado and SW Arizona Streets) and also in a portion of Area 5. Additional Storm Water improvements are proposed with Areas 5, 3

and 7. The storm sewer improvements in these areas, at the time of the original Capital Improvement Plan were estimated to cost \$828,000. It is projected these costs are now higher.

Storm Water Fees. The City currently does not charge storm water fees. As the City continues to grow, development of a storm water management plan and fees may be beneficial.

V. PRIVATE UTILITY PROVIDERS

- A. Electric.** The City of Lonsdale is served by Minnesota Valley Electric Company (MVEC) on the northwest side of the City, Xcel Energy in the central portion of the City and Steele-Waseca Coop Electric (SWEC) on the east and south sides of the City. An Electric Service Map is illustrated below.



- B. Natural Gas.** CenterPoint Energy provide gas service to the community.
- C. Telecommunications.** Several providers serve the City, including Lonsdale Telephone & Video Ventures, MediaCom and Exede Satellite Internet, among others.
- D. Garbage/Recycling.** Waste Management serves as the city's garbage and recycling provider.

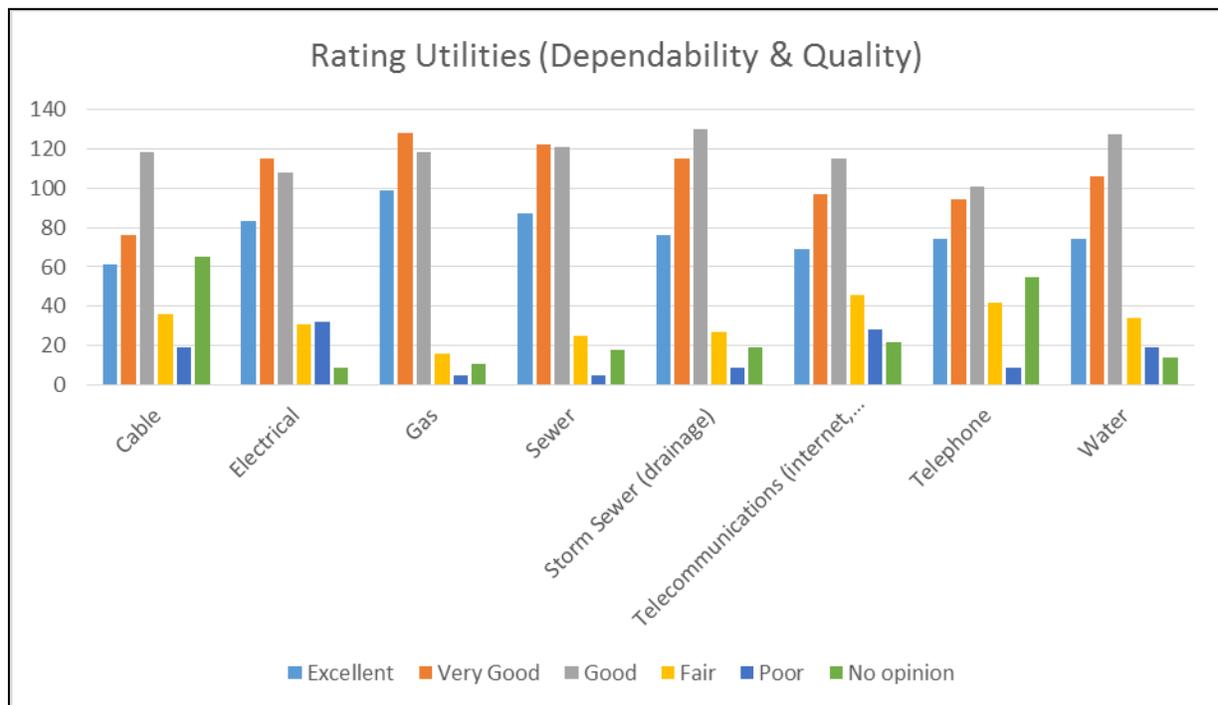
VI. COMMUNITY INPUT

As a part of a Community Survey in 2015, residents were asked to rate the quality and dependability of utilities on a scale of 1 to 5 with 5= Excellent, 4= Very Good, 3= Good, 2=Fair and 1 = Poor. Following is a weighted average of the responses.

The highest ranking utilities were natural gas and sanitary sewer. Telecommunications received the lowest average ranking Results of the survey are illustrated below:

**TABLE 10-2
RATING THE DEPENDABILITY AND QUALITY OF THE FOLLOWING UTILITIES**

Answer Options	Excellent	Very Good	Good	Fair	Poor	No opinion	Response Count
Cable	61	76	118	36	19	65	375
Electrical	83	115	108	31	32	9	378
Natural Gas	99	128	118	16	5	11	377
Sanitary Sewer	87	122	121	25	5	18	378
Storm Sewer (drainage)	76	115	130	27	9	19	376
Telecommunications (internet, etc)	69	97	115	46	28	22	377
Telephone	74	94	101	42	9	55	375
Water	74	106	127	34	19	14	374
If "Fair" or "Poor", please describe your concern in detail.							117
answered question							381
skipped question							9



VII. MUNICIPAL UTILITIES OBJECTIVES AND GOALS

MUNICIPAL UTILITY OBJECTIVES

1. Continue to provide quality utility services to Lonsdale residents and businesses at cost effective rates.
2. Plan for future utility needs and structure rates and fees to ensure future development pays for infrastructure costs needed to support the growth.
3. Continue to upgrade existing utility infrastructure as well as plan for future extensions and improvements.

MUNICIPAL UTILITY GOALS

1. The City should emphasize redevelopment/infill in existing urban areas to maximize existing municipal utilities.
2. The City should continually review the appropriateness of: utility rates, sewer and water availability and connection charges and trunk area charges to determine whether or not said fees are sufficient to provide for future reconstruction and expansion of the system.
3. To avoid duplicate costs, the City should continue to coordinate future street construction/reconstruction with needed municipal utility construction and reconstruction including coordination with other jurisdictions (county, MnDOT).
4. Utility improvements should balance environmental factors with the need to rehabilitate and expand.
5. The City should review and calculate the impact of all proposed development and land subdivision on the capacity of the existing sanitary sewer system to determine whether the City can provide services requested within a timely manner (i.e. two years).
6. The capital improvement plan should be updated annually to plan for expenditures for sanitary sewer/WWTP, water facilities, storm water facilities and any public telecommunication.

LAND USE

I. INTRODUCTION

Lonsdale's close proximity to the southern Twin Cities metropolitan area, rural character, more affordable land costs and the absence of development limitations, make it an attractive place for homes and businesses. As a result, Lonsdale experienced significant growth from 2000-2007. With growth anticipated to return, it is important to plan for logical and efficient commercial, recreational, industrial and residential growth.

This chapter includes an inventory and analysis of existing land uses by type and volume, examines development and redevelopment issues, includes forecasts for land use volumes to support future growth, and includes future land use policies and the staging of future municipal boundary expansions through annexation.

II. LAND USE INVENTORY

In order to plan for the future development of Lonsdale, it is useful to examine the existing patterns of land use in the city. The land use inventory quantifies existing development in the city. The type of development and how that development is allowed to progress should be a reflection of the community's needs and desires.

Map 11-1 illustrates the zoning classification for parcels within the community. Map 11-2 depicts the actual land use, according to the Rice County tax records, 2016. Table 11.1 shows Lonsdale's historical land use make up and existing land uses by acreage, as of May 2016. Acreages are given as "gross acres" which is the total acreage, including water and wetlands. Lonsdale is about 2.6 square miles in size, or twice the geographic size it was 20 years ago, in 1996. Due to calculations for vacant land and right-of-way total acreage is not comparable; however the actual zoning classifications for low density residential, medium to high density residential, commercial and industrial should be fairly accurate.

As illustrated in Table 11-1, growth over the past 10 years has primarily occurred in the low density residential category. New residential plats added to the city in 2005 and 2006 included Val Rose Gardens, Legacy Meadows, Harmony Meadows 1st Addition, Eagle Creek and Willow Creek Ponds. The 2005 Calculations may have included vacant lots in the "Vacant" category. These platted lots have been included in the Low Density Residential calculation for 2016. Industrial acreage also increased with the Lonsdale Industrial Park 2nd Addition in 2005 and in the Lonsdale Business Park.

**TABLE 11-1
EXISTING LAND USES**

Land Use	1996 Acres	1996 % of City Area	2005 Acres	2005 % of City Area	2016 Acres	2016 % of City Area
Low Density Residential (2016 includes: R-1, R-1A, R-2, R-2A, Rural Residential, PUD-EC, PUD-HM, and PUD-WCHV)	163	20%	581	37%	1032	69%
Medium Density Residential (2016 includes: R-3, R-4 and PUD-WCHVII)	4	1%	24	2%	26	2%
Commercial (2016 includes: B-1, B-2 and B-3 and PUD-RRMP)	26	3%	79	5%	94	6%
Industrial (2016 includes: I-1, I-2 and OI)	23	3%	51	3%	94	6%
Parks (P) and Public/Semi Public (PF)	105	13%	155	10%	239	16%
Transportation (R-O-W)	108	12%	198	13%	NA	NA
Vacant	386	47%	473	30%	NA	NA
Total	815	100%	1,561	100%	1,487	100%

EXISTING LAND USE TYPES

Low Density Residential

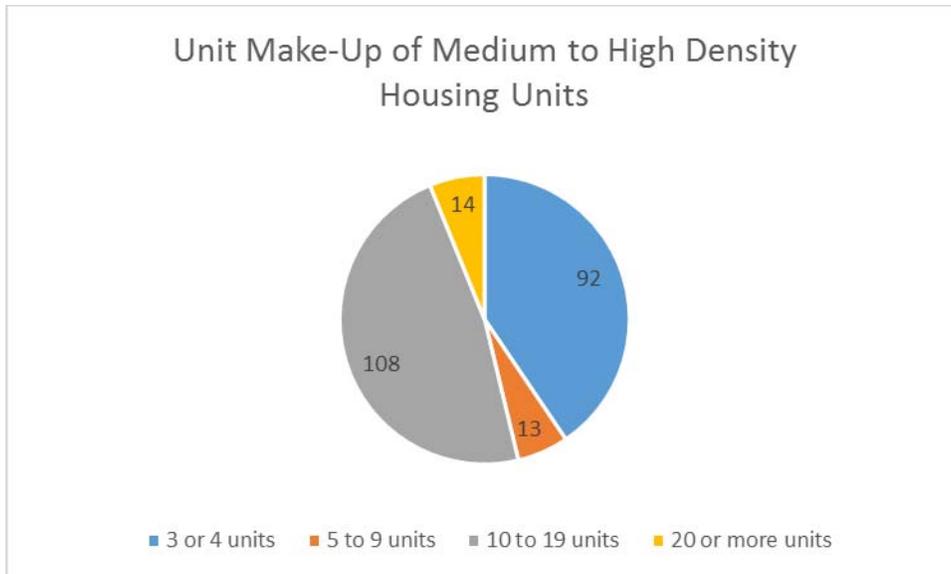
Historically, Lonsdale has been primarily a single-family residential community with limited multi-family residential housing. Prior to the 1990's most of the housing was built on a traditional grid street pattern. Since then the pattern of development has changed with more curvilinear streets, more irregular blocks and some cul-de-sacs. Due to the City's location within a 35-minute drive to the south metropolitan area, easy access to arterial roads, I-35 and others, lower land values, and relatively few barriers to development, Lonsdale is seeing rapid residential growth. Many of the new residents moving to Lonsdale appear to be coming from the south Twin Cities metropolitan area and many are in search of more affordable homes.

As of 2014, there were approximately 1,404 housing units. Of these 1,159 were single-family attached and detached residential housing units, comprising 81.6% of the housing stock. Existing single-family residential densities are approximately 2 dwelling units/acre.

For purposes of the Comprehensive Plan, areas zoned R-1, R-1A, R-2 and R-2A along with various Residential Planned Unit Developments are considered low density residential areas. Low Density Residential comprises the largest land use category in the City.

Medium to High Density Residential

Historically, multi-family residential housing in Lonsdale has been primarily rental units above commercial storefronts in the downtown area. In more recent years, Lonsdale has had some new multi-family residential development. The unit make-up of Lonsdale's medium and high density housing units is illustrated below.



As noted in Chapter 5- Housing, there are four primary multi-family rental facilities:

- Landmark Square Apartments – 24 units (12 one-bedroom, 12 two-bedroom
- MGM Apartments – 16 units (14 one bedroom and 2 two-bedroom units).
- Southside Apartments – 12 units (10 two-bedroom and 2 three-bedroom units); and
- Villages of Lonsdale – 56 units (17 independent, 25 assisted living and 14 memory care)

As noted in the Housing Chapter, the City should plan for more medium density housing, including townhouse developments, to accommodate empty nesters and seniors who prefer less yard and maintenance.

Areas zoned R-3 and R-4 are considered medium to high density residential. As of 2016 there were 26 acres of medium to high density residential land with 16 acres of medium density (R-3 zoned land), 8 acres of high density (R-4 zoned land) (Note: PUD WCHV, PUD WCHVII, R-2A Base Zone.)

Commercial

Lonsdale’s commercial uses were traditionally located on the Main Street downtown area and surrounding streets. As Lonsdale has grown to the east and west, the city has expanded commercial zoning along Highway 19, with new developments such as the Rolling Ridge Market Place, William Creek Commons and Lonsdale Business Park. Within these eastern side commercial areas are a grocery store, a pharmacy, a medical clinic and other commercial uses.

Downtown - Lonsdale’s downtown, or B-3 Zoning District, is centered on Main Street and Highway 19 and includes surrounding streets, primarily Railway Street. The downtown is typical of older downtown districts with a small commercial land uses mixed with some office and residential uses on the second floor and sidewalks along the storefronts.

As noted in Chapter 6- Economic Development, the EDA has expressed interest in revitalizing downtown through the creation of the 2007 Streetscape Plan and the 2012 Streetscape Option. Historically, Main Street was a mixed use district comprised of commercial retail area with first floor commercial and in many instances residential uses above with service and parking in the rear or sides of the buildings. This is typical of traditional downtowns.

The downtown includes a variety of retail and service businesses including but not limited to food establishments, banking, dance studio, plumbing and heating, hardware, antiques, meat market, chiropractic and auto parts. Retaining these businesses and adding to the retail center is recommended.

The Downtown, or B-3 District, comprises 10.6 acres or 11.3% of all commercial acres in the City. No expansion of the downtown is proposed as a part of the Comprehensive Plan, rather redevelopment and rehabilitation of the existing buildings and sites are proposed. As a part of a community survey, 45% of the 398 participants responded that it is "very important" to preserve the downtown and "Main Street" as a retail center and gathering place for the community. Another 34% rated it as "important".

Highway Commercial - Areas zoned B-2 or Highway Commercial are located on the east and west sides of town and tend to be auto oriented. These districts are located at the fringes of the community to draw in area automotive traffic, rather than specific neighborhood customers. Although it is appropriate to locate some of these activities at the edge of the community, it is important to keep the downtown vital by restricting the types of activities that are allowed in these highway commercial districts.

As of 2016, there were 71.82 acres of Highway Commercial or B-2 Zoned land. This is 76% of all commercial land in the City. Future highway commercial development is proposed on the northwest side of the city, as well as on the east side of the community, along Highway 19. These commercial areas should be developed with high architectural standards as they will serve as gateways into the community.

Limited Commercial – Areas zoned B-1, Limited Commercial are located near the center of the community, along Highway 19. The B-1 district is intended to allow areas for the development of limited business such as professional offices, clinics, and other similar uses that are compatible with residential neighborhoods. The district may be used as a transitional or buffer district between residential and commercial uses. The office uses allowed in this district are those in which there is limited contact with the public and no manufacturing and exterior display, or selling of merchandise to the general public is allowed. Although not in compliance with the designated uses for the B-1 District, documented legal nonconforming uses with a CUP, located on parcels that have been rezoned or permitted prior to this adoption, shall be given reasonable consideration when a request is made to amend the CUP, to permit viable operation of the use (such as single-family homes, car wash, feed mill and bank).

There are 11.65 acres in the B-1 or Limited Commercial District. This is 12% of the commercially zoned land in the City. No expansion of the B-1 District is proposed as a part of the Comprehensive Plan.

Commercial-Industrial District – The City created a new zoning district in 2014, the C-I, District. This district combined uses and regulations from the B-2, I-1 and I-2 zoning Districts. The C-I district is located along Highway 19 on the east side of the City.

Industrial

Industrial uses presently make up 122.49 acres of the City. Two Industrial Districts are included in this calculation: OI –Original Industrial and I-2, Medium Industrial. Industrial land uses are present and concentrated in the east side of town, south of State Highway 19. The existing industrial is primarily low intensity office-warehousing, contractor yards, packaging, and manufacturing.

In 2014, the City completed construction of the Lonsdale Business Park on the east side of town adjacent to State Highway 19 and Garfield Avenue. The business park is approximately 75 acres, which consists of forty-four (44) acres for development and thirty-one (31) dedicated for parkland. The Business Park has been certified as a Shovel Ready Development Site by the Minnesota Department of Employment and Economic Development.

Future industrial expansion is proposed on the east side of the community, south of Highway 19.

Public/Semi Public

Public land uses make up an important portion of the existing land. This category includes government, utility, water treatment facility, storm water ponds, city hall/fire station/police station, schools, churches and cemeteries and city-owned wetlands. Additional information on public and semi-public land uses may be found in Chapter 8.

No additional land is guided for public or semi-public uses, rather infill or development on existing sites is proposed.

Parks and Open Space

The City of Lonsdale's Park and Recreational land uses include six city owned parks, as well as other open space and recreational areas. These land uses account for approximately 108 acres or seven percent (7%) of the City's total acreage. Parks and open spaces include both active recreational areas, such as ballfields, as well as nature preserve areas for passive recreation.

As the City grows, additional parks will be needed to serve neighborhoods. Park Search Areas have been identified on Map 7-3. Additional information on parks and open spaces may be found in Chapter 7.

FUTURE LAND USE PLAN

The Comprehensive Plan provides a framework for growth and development in Lonsdale over the next twenty-four years, to 2040. This plan focuses on providing additional areas for residential, commercial, and industrial growth in the Lonsdale area while recognizing the importance of maintaining the existing downtown and surrounding residential neighborhoods.

Revitalizing & redeveloping the existing downtown area can become a focal point for the city and for visitors as the primary location for service, retail, restaurant and multi-family uses and can in part absorb some of the needed additional commercial growth. In general determining the proper amount of commercial/industrial land use is difficult with changing trends, regional influences and because commercial/industrial growth typically lags behind residential growth. The City should continue to analyze the need for additional commercial/industrial expansion and can make adjustments to zoning over time.

REDEVELOPMENT/INFILL POTENTIAL

The City should emphasize the use of currently available sites within the City limits prior to the annexation and platting of new sites. The development of sites within the serviced area will ensure prudent land management, assist in the prevention of 'leap-frog' type development and ensure maximum cost effectiveness for community residents. Additionally, efforts should be

made to ensure proper placement and phasing of urban expansion and the maintenance of existing and future land use compatibility.

Potential redevelopment areas are primarily centered in or near the City’s core. The City should focus redevelopment efforts on commercial and residential areas/parcels in the more established areas of the City. To achieve this, the City should:

1. Encourage the removal of existing buildings that have exceeded their useful life, or
2. Encourage or participate in the removal of those which are deemed to have a “blighting effect” upon adjacent properties and/or present nuisance conditions that pose a threat to health and safety of citizens; or
3. Promote appropriate re-uses for under-utilized properties.

Infill. There are 317 vacant residential lots with streets and utilities in place, ready for residential development.

**TABLE 11-2
VACANT RESIDENTIAL LOT INVENTORY, 2016**

Subdivision	Vacant Lots
Harmony Meadows	30
Harvest Ponds	4
Harvest Ponds 2	14
Heritage Estates 2	1
Heritage Estates 3	7
Heritage Estates 5	1
Legacy Meadows	35
RayAnn Acres	51
Rolling Ridge	9
Shadow Stone	10
Shadow Stone 2	2
Singing Hills	2
Val Rose Gardens	21
WELCO	30
Willow Creek	9
Willow Creek 2	21
Willow Creek 3	60
Willow Creek Ponds	10
Total Lots	317

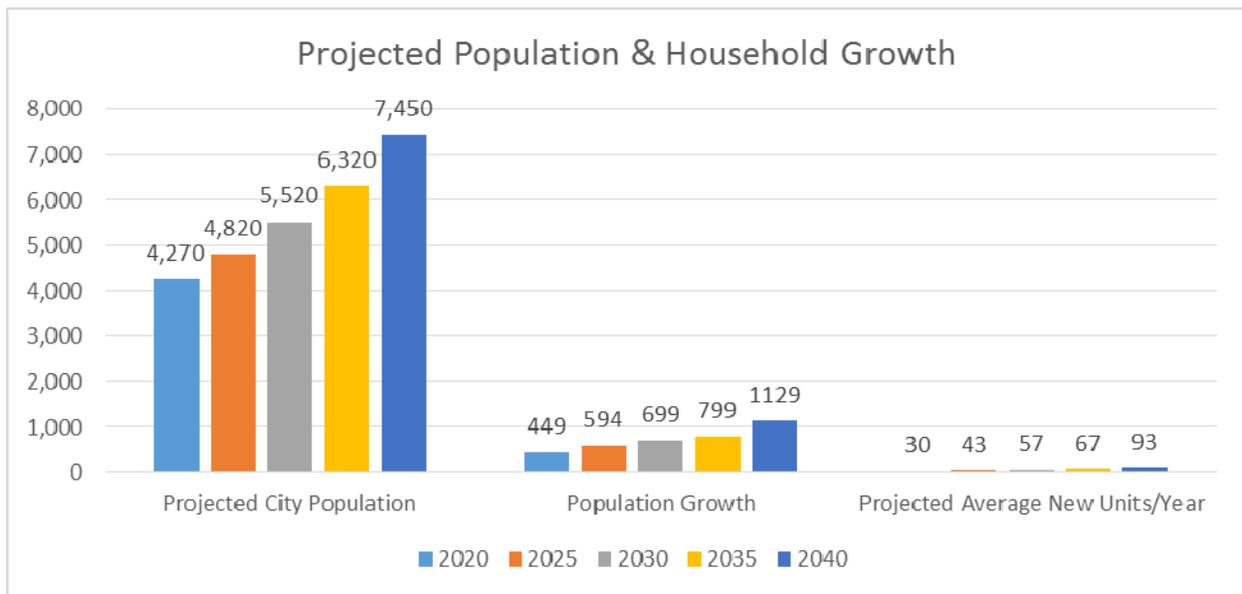
Source: City of Lonsdale

FORECAST LAND USE DEMAND

The City of Lonsdale will need additional land with urban services to accommodate forecasted household and employment growth through the year 2040. Projections of population and households identified in Chapters 4 (Demographics and Social Profile) and 5 (Housing) of this Plan, were developed based on local and regional trends and policies, and through the application of economic and demographic principals. Projections were based on U.S. Census data, historic residential building permits issued, historical population/household patterns and trends, trends in average household size, and sub-regional migration patterns.

Market conditions will have a major impact on housing types as the City progresses toward the year 2040. Interest rates, land/material prices and inflation, gas prices, among other factors will significantly impact buyer preferences. Since housing types are difficult to forecast, the land use plan focuses on density rather than housing types. Residential use computation is based on current City indices relative to life-cycle housing and density. Please note net densities of three and ten units per acre are used respectively to forecast single family and multiple family residential development calculations.

As noted in the Demographic Trends and Projections Chapter, the City is planning for the following population and household projections:



Year	Projected City Population	Population Growth	Projected Households	Estimated Household Size	Projected Average New Units/Year
2014	3,821	--	1,325	2.88	--
2020	4,270	449	1,504	2.84	30
2025	4,820	594	1,721	2.80	43
2030	5,520	699	2,007	2.75	57
2035	6,320	799	2,341	2.70	67
2040	7,450	1,129	2,804	2.66	93

Table 11-3 illustrates the number of additional acres which are anticipated to be needed to support the projected growth. As illustrated below, the 317 vacant, available lots should accommodate growth until between 2025 and 2030. At a projected ratio of 85% low density residential to 15% medium to high density residential, an additional 307 acres of low density residential land is needed to accommodate growth. In additional 18 acres of medium to high density residential land is needed to accommodate growth to 2040.

**TABLE 11-3
FORCASTED LAND USE NEEDS**

LAND USE	2015 No.	2015	2015	% of	2020	2020	2025	2025	2030	2030	2035	2035	2040	2040	Total	Total
	of Units	% of Units	Acres	Residential Acres	Est. Addt Units	Addt Acres	Est. Addt. Units	Addt Acres	Est. Addt Units	Addt Acres	Est. Addt Units	Addt. Acres	Est. Addt Units	Acres	Est. Addt Units	Addt. Acres
LD Low Density Residential (2016 includes: R-1, R-1A, R-2, R-2A, Rural Residential, PUD-EC, PUD-HM, and PUD-WCHV)	1159	81%	927	97%	85	0	184	0	243	81.0	284	95	393	131	1,189	307
MHD Medium and High Density Res. (2016 includes: R-3, R-4 and PUD-WCHVII)	245	17%	26	3%	15	0	33	0	43	4.8	50	6	69	8	210	18
Total	1,404	99%	953	100%	100	0	217	0	286	85.8	334	100	462	139	1,399	325

Of the 1032 Low Density acres in 2016, 105 acres were considered vacant, available lots, resulting in 927 acres of LD.

Assumes future density of 3 units per acre for low density and average 9 units per acre for medium to high density.

Assumes future mix will be 85% LD and 15% MHD

Assumes the construction of low density homes on vacant final platted single family lots and multiple family lots, as identified in Table 11-2 through 2020.

**TABLE 11-4
RATIO OF RESIDENTIAL LAND USES TO COMMERCIAL/INDUSTRIAL USES 2016**

Land Use Category	# of acres	% of Acres
Low Density Single Family Detached Residential	1,032	69%
Medium & High Density Multiple Family Attached Residential	26	2%
Total Residential Acres	1,058	71%
Commercial	94	6%
Industrial	94	6%
Total Commercial Industrial Acres	188	12%
Total Acres: Ratio of Residential to Commercial/Industrial	1,246	85%

Table 11-5 represents projected net acreage, which is projected to be used for residential, commercial and industrial land uses through the year 2040.

**TABLE 11-5
NET ACREAGE FORECASTS RESIDENTIAL, COMMERCIAL AND INDUSTRIAL LAND USES TO 2040**

Land Use	Net Acres Needed to Accommodate Growth to 2040	Gross Acres with 20% for St. ROW, ponds, etc.
Residential Ac. Forecast	325	390
Commercial & Industrial Land Acre Forecast	57	68
Subtotal Net Forecast	382	458
Park land Based on 10%	38	46
Total Net Forecast	420 additional acres	504 additional gross acres

*Acreage based on 2016 City land use acres plus projected land uses based on continuance of current ratios of 15% commercial/industrial to 85% residential.

**Residential land use needs reduced to include consumption of existing residential and commercial lots. The City has 44 acres of industrial land in the industrial park, as of 2016.

It is important to note that future growth boundaries should be larger than the 504 acres projected as portions of land in the growth boundaries are already developed with rural residential subdivisions and/or businesses located in the township or contain wetlands or creeks. In addition, land will be required for public and institutional uses.

FUTURE LAND USE DESIGNATIONS

Table 11-6 shows Lonsdale's proposed 2040 land uses by acreage. Acreages are given as "gross" and refer to the total acreage including floodplains and wetlands. This table shows that Low Density Residential will continue to be the largest land use category in the city. Map 11-4 illustrates the proposed locations for the various future land uses noted below in Table 11-6.

**TABLE 11-6
LONSDALE'S 2040 FUTURE LAND USE MAP ACREAGES**

2040 Land Use	Acres in FLU Boundaries	%
Low Density Residential	1,720	61%
Medium Density Residential	338	12%
Commercial	450	16%
Industrial	297	11%
Total	2,806	100%

LAND USE PLAN CATEGORIES

Low Density Residential

The purpose of this category is to identify portions of Lonsdale and its growth areas that contain or should be developed at residential densities of 2 to 4 dwelling units per acre, net of wetlands and major road right-of-way. Low Density Residential includes the older, smaller lot, primarily single-family neighborhoods and existing suburban style, single-family subdivisions, duplexes and twin homes. It will also guide the development of new subdivisions in the city's planned growth areas. Areas designated as Low Density Residential will be primarily single-family detached homes, but may include limited amounts of twin homes and duplexes in appropriate areas and mixed uses in the form of a traditional subdivision design with a mix of single family, duplexes, townhouses and some apartments as part of a single development.

An additional 1,720 acres of low density residential land is included within the Future Land Use boundaries. There are 1,032 acres of low density residential land as of 2016. Of this there are 317 vacant lots available for development. The population is anticipated to nearly double over the next 24 years, again illustrating more than sufficient land for low density residential development in the Future Land Use boundary.

Medium to High Density Residential

The purpose of this category is to identify portions of Lonsdale and its growth areas that contain or should be developed at residential densities of 3-12 units per acre for medium density and over 12 units per acre for higher density residential, net of wetlands and major road right-of-way. Medium Density Residential is intended to accommodate primarily town-home complexes, apartments, and other multi-family development.

An additional 338 acres are included in the Future Land Use boundaries for medium to high density residential development. As of 2016, the City had 26 acres of medium to high density acreage. Proposed acreage is located on the east side of the City adjacent to proposed highway commercial and industrial land uses.

Highway Commercial

The purpose of this category is to identify portions of Lonsdale and its growth areas that contain or should be developed for general commercial use. Examples of these could include highway-oriented businesses such as restaurants, convenience stores, gas stations and other auto-oriented businesses and large retailers. Limited office and service uses are appropriate in these areas as well.

The 2040 Plan envisions an additional 450 acres of commercial land to accommodate growth. With 149 currently in the City, it is recognized this is more than sufficient land to accommodate future commercial needs. The plan allows for commercial growth to occur to the NW or to the east, depending on land availability and developer's plans.

Downtown Commercial

The purpose of this category is to identify Lonsdale traditional mixed-use commercial core and expansion of downtown that contain or could be developed with a mixture of compatible land uses. Mixed-use development is to be located in buildings next to one another on adjacent lots or on the same lot, or vertically within a single building. Mixed use promotes sustainable development by including housing, commercial and civic uses within a compact walkable area. The downtown area has good access via vehicle and pedestrian traffic. Land uses could include mixed residential densities, varied housing types, small-scale commercial development (retail, office) and civic uses.

New development within this district should complement what currently exists in terms of scale, pedestrian areas, architectural character, walkways, streetscape improvements, buildings located close to the street, parking located in the rear or in shared or structured parking, use decorative lighting, etc. (See Chapter 6 - Economic Development for Downtown Revitalization).

Neighborhood Commercial

The purpose of this category is to provide neighborhood scale service and convenience shopping. Neighborhood Commercial areas should be located at points in the community that can support limited commercial development and do not have convenient walking access to downtown. The Land Use Plan 2025 Plan recognizes the need to provide for neighborhood commercial services in some new developments within the city's growth areas. Neighborhood commercial centers should remain small scale, providing service primarily to the surrounding neighborhood. Larger, auto-oriented retail, office and service businesses are not appropriate neighborhood commercial uses. Also, the architecture and site design of neighborhood commercial areas must be compatible with the surrounding neighborhood. Such issues as building size, location on the lot, building materials, screening and other design issues are important.

Industrial

The purpose of this category is to identify portions of Lonsdale and its growth areas that contain or should be developed for industrial use. Land uses could include manufacturing, warehousing, business service and assembly. In some areas more intense uses such as truck terminals may be appropriate. Industrial uses are businesses that provide goods and services, but not directly to the public. An industrial park is a group of separate businesses concentrated in one area of a city to reduce the disruption that could be caused if each business was scattered throughout the city.

The 2040 Plan recognizes the importance of industrial development with local tax base and employment opportunities. At this time, there are available industrial lots, within a city owned industrial park. As these lot are sold and developed, the City should continue to pursue industrial development. The future location for industrial development has been identified on the east side of the community, south of Highway 19.

An additional 297 acres of industrial land is illustrated on the Future Land Use Map. The City, as of 2016 had 108 acres of industrial land, with vacant lots available. Again, this is more land than is anticipated to be needed for industrial development through 2040.

Parks and Open Space

Lonsdale currently has 108.94 acres of parkland within the City. Based on a projected population of 7,450 Lonsdale it is suggested the city provide at least 74.5 acres of park land. At this time, there is sufficient land to support the projected population in 2040. It is important to note that 42 acres of the current land is a part of Rezac Nature Preserve and not available for active recreational uses such as ballfields, resulting in 66 acres of park land for active recreational purposes. Chapter 7 – Parks, Trails and Open Spaces provides a further overview of park and recreational needs. Map 7-3 identifies locations for future park search areas and future community center search areas.

Public/Semi-Public

The purpose of this category is to identify portions of Lonsdale and its growth areas for uses that benefit the public. This would include publicly owned uses, such as schools, city buildings, county buildings and utility/infrastructure related uses such as sewage treatment plants, etc. This also includes semi-public private institutional uses such as private schools, churches, cemeteries, etc. If a public facility or institution ceases to exist or moves from its present site, that site should be designated as the same use or the predominate land use that surrounds it until such time as a comprehensive plan amendment designates it as something different. For example, if a church surrounded by Low Density Residential relocates, the church property should either house a new church, or be designated for low-density residential development. In addition, new development should incorporate appropriate Public/Semi-Public uses as they are developed. The actual location of these Public/Semi-Public sites will be determined by the site design of each subdivision or development complex and service needs.

As noted in Chapter 8 – Community Facilities and Services, there is a need to plan for an expanded/new police department facility as well as city offices. These facilities could be part of a future community center within existing public land or as a part of a redevelopment site.

LONG TERM GROWTH AREA - 2040 PLAN

The City of Lonsdale Comprehensive Land Use Map 11-4, identifies desired future land uses at full urbanization in 2040 and beyond.

LAND USE / ZONING COMPATIBILITY

As Lonsdale develops and redevelops, the City will need to ensure that development is compatible with surrounding land uses. Land use incompatibility can arise if an impact generated by one land use negatively impacts an adjacent land use. Examples of impacts capable of creating land use incompatibility include high levels of traffic (noise, congestion and air pollution), a high percentage of lot coverage by structures and paved surfaces (dust, glare, noise, excessive heat, high rates of storm water runoff, and loss of vegetation), and large building size (blocking of views, disruption of aesthetic scale and reduce access to light, air and open space). These impacts do not stop at property lines and where commercial or industrial uses border residential uses, they can contribute to residential deterioration. However side effects can be reduced or eliminated by using various buffering techniques. Actual land use

compatibility depends upon the particular uses, the specific site designs, massing, etc. and the extent to which the uses are buffered from one another. Uses considered generally compatible do not require any exceptional buffering, separation or other mitigation. Uses identified as generally incompatible require more careful site planning and greater attention to detailed design, relationship and spacing between uses, buffering, landscaping, etc.

In some cases where the scale or intensity of use does not create an appropriate transition or where site design, buffering is not sufficient those incompatible use relationships should be avoided by changing the adjoining use relationship or intensity.

ANNEXATION

It is recommended the City establish orderly annexation agreements with the townships to facilitate staging of annexation and urban growth (with municipal utilities and services) over the next 20+-years. The annexation plan should be based the anticipated development pattern and ability to extend municipal services into designated unincorporated areas. Also the city should adopt an ordinance concerning the annexation process. The ordinance would set forth the city's policy regarding the review of annexation requests from developers. The ordinance may include what information is needed, the formal review process, and an approved conceptual plan.

The city has prepared a plan to guide the future use of land throughout the existing city and identified annexation areas. In the city proper, the guiding of land primarily follows the existing use of land or the existing zoning of the land. Areas guided for new development within the Lonsdale Growth Areas are based on current development patterns, availability of sanitary sewer and surrounding land uses.

LAND USE AND GROWTH GOALS AND STRATEGIES

Underlying Planning Principles:

- *Retain the spirit of a small town.* The goal of retaining the small town atmosphere is included through a logical pattern of future land use in an organized fashion, along with a transportation system to support the various land uses, parks and recreation and quality educational facilities to offer quality of life amenities.
- *A proactive position on future growth* – The future land use plan includes projections and growth boundaries intended to serve the City to the year 2040. As market demands change the plan may need periodic review and updates. The future land use plan has been coordinated with a sanitary sewer plan, storm water management plan and transportation plan to encourage proactive planning of land uses with infrastructure and the funding of the infrastructure. Additional information on utility needs is included in the Utility Chapter of this Comprehensive Plan.
- *A well-balanced tax base* – In order to assist with the fiscal health of the city and discourage the future development of a bedroom community for other suburbs with employment offerings, a range of land uses including commercial and industrial have been planned.

- *A place for people to gather* –The community has expressed a desire to retain the downtown as a central gathering place and center for services and commerce. Encouraging redevelopment through financial incentive programs and redevelopment of sites as well as investing in streetscape will assist in accomplishing this goal.
- *An identity that reflects the place* – The Community has identified parks and recreation, the railroad and other icons as potential themes to brand the community around and create an “identifiable place”. As the city continues to grow it is recommended the city further define and incorporate designs which reflect the place.
- *Proactive Planning* - It is the intent of this Plan to facilitate or create a community within which these elements exist:
 - A variety of housing types,
 - Adequate parks, trails and community facilities,
 - An efficient transportation system,
 - An orderly and planned extension of municipal utilities, and
 - Ample business and commercial opportunities for residents and visitors alike

Goals and Strategies

Lonsdale recognizes the importance of planned and orderly growth in accordance to previous planning efforts, availability of municipal services and cooperation and coordination with Wheatland and Webster Townships. Following are the goals and strategies of Lonsdale to address these issues. These are not listed in order of importance, priority or sequence for implementation.

Land Use and Growth Goal #1

Support the compact, efficient and orderly growth of residential, commercial and industrial land uses.

Strategies:

1. Annex approximately 390 acres of new residential land to accommodate growth to the year 2040. This assumes an average density of 3 units per acre for single family and 9 units per acre for medium to high density development and continued growth in new housing units per year.
2. Work towards adoption and implementation of orderly annexation process and agreements between Lonsdale and Wheatland and Webster Townships.
3. Coordinate growth and development with logical and phased extension of municipal utilities and public streets. Avoid “leap frog” development.
4. Require all development in the City to be on public sewer and water.
5. Identify areas of significant natural resource benefit and protect these areas from premature or incompatible development or preserve as parkland. Relative scarcity of natural areas makes this more important.
6. Encourage the development of additional commercial and industrial areas within the city in accordance with the 2040 Comprehensive Land Use Plan to provide good access while avoiding the routing of traffic through residential neighborhoods.
7. Buffer commercial and industrial developments from environmentally sensitive and residential areas within the community, by utilizing design standards and compatible materials to promote the aesthetics of the development.
8. Discourage the placement of high-density developments in areas lacking adequate transportation infrastructure.

9. Have new development pay the public infrastructure, parks, trails and service costs necessary to support the development.
10. Develop mixed land use patterns that ensure a mixture of compatible uses to eliminate large parcels of a single use.

Land Use and Growth Goal #2

Protect community historical, cultural and natural resources and character without restricting community growth.

Strategies:

1. Protect gateways into the community with higher design standards, landscaping and architectural guidelines.
2. Protect community historical or cultural resources such as the railroad bed crossing through town, the grain elevator, downtown buildings, old school house, the old Trondhjem Lutheran Church, etc. by encouraging maintenance and reuse of structures and public private partnerships where appropriate.
3. Protect natural resources such as tree lines, wetlands, creeks, etc. through appropriately located new parks, buffers and open space areas.
4. Maintain and encourage development on the traditional street grid and traditional lot sizes to maintain small town character and continuity and connections to downtown.
5. Encourage traditional development through zoning and subdivision code changes.

Land Use and Growth Goal # 3

Revise zoning and subdivision regulations to comply with the land uses and intent of this Plan.

Strategies:

1. Review and update the commercial zoning districts. New commercial standards are needed to guide the downtown, neighborhood commercial, highway commercial and industrial districts.
2. Consider establishing an Agricultural Zoning District for all newly annexed agricultural land to "hold" land until it is rezoned according to its comprehensive plan designation and developed. The Agricultural Zoning District should establish a minimum lot size for an agricultural use, (10 acres) and the district would allow the normal agricultural operations to continue uninterrupted.
3. Establish a Neighborhood Commercial Zoning District to provide neighborhood scale service and convenience shopping.
4. Combine the Limited Business and Central Business Zoning Districts and revise the list of permitted uses to those that complement the downtown core.
5. Update land use lists of permitted, conditional and accessory uses in all zoning districts to better distinguish each district.
6. Create a gateway overlay zoning district to establish higher quality improvements at the entrances to the city.
7. Establish duplexes as Conditional Use in the Medium Density Residential District with criteria for conditional approval.
8. Encourage traditional development elements (sidewalks, grid street pattern, etc.) through zoning and subdivision code changes.
9. Revise the Subdivision Code to improve subdivision standards, such as landscaping, trails, tree preservation, etc.
10. Restrict home occupations to low-intensity office type uses that do not cause a nuisance to the surrounding resident or detract from commercial growth. Other uses such as retail sales, contractor businesses, auto repair, etc. should be located in a commercial or industrial area.

11. Establish an ordinance concerning the annexation process. The ordinance would set forth the city's policy regarding the review of annexation requests from developers. The ordinance may include what information is needed, the formal review process, and an approved conceptual plan.

Land Use and Growth Goal #4

Basic Planning Provisions:

1. Zone all property in accordance with this Comprehensive Plan.
2. Extend sewer and water service, when feasible, to all property in the city.
3. Ensure adequate services for the entire community.
4. Connect existing and new residential neighborhoods, park and community facilities, with new neighborhoods, downtown, new commercial areas, schools, and other points of interest with walking and/or recreational trails.
5. Work with County and State transportation departments to ensure appropriate street access to all existing and future development in the city and the Lonsdale Orderly Annexation Areas.
6. Work with the surrounding townships and the county on an orderly annexation agreement to be consistent with the future boundary identified in the Comprehensive Plan.

IMPLEMENTATION

I. INTRODUCTION

The various chapters of the Lonsdale Comprehensive Plan outline the City's overall plan for growth and redevelopment. This chapter identifies methods the City of Lonsdale will employ to implement the Comprehensive Plan and associated goals and objectives as identified by the community.

The Implementation Chapter of Lonsdale's Comprehensive Plan includes a summary of the following:

- The City's Official Controls including its Zoning Ordinance and Subdivision Ordinance;
- The City's Capital Improvement Plan; and,
- A Housing Implementation Program.

This Chapter also includes information relating to orderly annexation and future comprehensive plan amendments.

II. ZONING ORDINANCE

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

The City shall administer the Zoning Ordinance on an on-going basis. As required by state statutes, the City shall achieve consistency between the Comprehensive Plan and the Zoning Ordinance.

Purpose: The purpose and intent of the Lonsdale Zoning Ordinance is outlined in 13 statements within the Zoning Ordinance. In summary, the purpose is to protect the public health, safety, and general welfare by regulating the use of land, the location and use of buildings and the arrangement of buildings on lots, and the density of the population in the City. The purpose, within the Ordinance, is identified as:

- (1) To promote the health, safety, comfort, convenience and general welfare of the inhabitants of the city;
- (2) To minimize congestion in the public rights-of-way, securing safety from fire, panic and other dangers, provide for adequate light and air, and preventing the overcrowding of land;
- (3) Avoiding undue concentration of population, facilitating the adequate provisions of transportation, water, sewage, parks, and other public requirements;
- (4) To promote a more efficient and desirable utilization of land by recognizing special land features, such as topography, soils, vegetation, wetland areas, and wildlife;
- (5) Conserving and developing natural resources and maintaining a high standard of environmental quality;
- (6) To divide the city into zones or districts as to the compatible use of land and structures for residential, business, and industrial purposes;
- (7) To prohibit the use of buildings, structures, and lands that are incompatible with the intended use or development of lands within the specified zones;

- (8) Providing for the compatible and appropriate use of land throughout the city;
- (9) Promoting orderly development of residential, commercial, industrial, recreational and public areas;
- (10) Minimizing pollution of all types;
- (11) Providing for the administration of this chapter and amendments thereto;
- (12) Defining the powers and duties of the administrative officers and bodies;
- (13) Describing penalties for the violation of provisions of this chapter or any amendment thereto.

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

- General purpose and intent, rules, definitions, application of the chapter, private agreements, separability, accessory buildings, structures and uses and nonconforming uses.
- Administration
- Zoning Districts and Provisions; and
- Performance Standards

Official Zoning Map/District Descriptions: A copy of the City of Lonsdale’s Official Zoning Map is included as Map 11-1 within Chapter 11 of the Comprehensive Plan. The zoning district matrix in Table 12-1 depicts allowable densities/intensity of use and lot sizes.

**TABLE 12-1
ZONING DISTRICT DIMENSIONAL STANDARDS MATRIX**

<u>District</u>	<u>Lot Area</u> ¹	<u>Lot Width</u> ²	<u>*Ave. Density Allowed</u>	<u>Front Yard</u>	<u>Side Yard</u> ⁴	<u>Rear Yard</u>	<u>Maximum Height</u> ⁵	<u>Lot Coverage</u> ⁶
R-1 Single Family Residential District (large lots)	18,000 sq. ft.	100 ft.	1.9 units per acre	35 ft.	15 ft. Corner 35 ft.	30 ft.	40 ft. Accessory 12 ft.	30%
R-1A, Single Family Detached Residential (medium lots)	11,000 sq. ft.	80 ft.	3.2 units per acre	30 ft.	10 ft. Corner 30 ft.	20 ft.	40 ft. Accessory 20 ft.	45%
R-2 Single-Family Detached Residential	10,000 sq. ft. detached 12,000 sq. ft. attached.	75 ft. detached 80 ft. attached	3.4 units per acre detached 5.8 units per acre attached	30 ft.	10 ft. Corner 30 ft.	20 ft.	40 ft. Accessory 20 ft.	45%
R-2A Single Family Detached and Duplex Residential	10,000 sq. ft. detached 12,000 sq. ft. attached.	75 ft. detached 80 ft. attached	3.4 units per acre detached 5.8 units per acre attached	30 ft.	10 ft. Corner 30 ft.	20 ft.	40 ft. Accessory 20 ft.	45%

District	Minimum Lot Area	Minimum Lot Width	*Ave. Density Allowed	Setback Front Yard	Setback Side Yard	Setback Rear Yard	Maximum Height	Max. Lot Coverage
R-3 Townhouse and 4-Plexes Residential	3,500 sq. ft. per dwelling	Minimum Depth 80 ft.	9.96 units per acre	25 ft.	10 ft. Corner 25 ft.	30 ft.	40 ft. Accessory 20 ft.	60%
R-4 Medium Density Residential	1,400 sq. ft. per dwelling		24.9 units per acre	25 ft.	25 ft. Corner 25 ft.	25 ft.	45 ft. Accessory 20 ft.	70%
Rural Residential	1.5 acres	150 ft.	1 unit per 1.5 acres	50 ft.	25 ft.	50 ft.	40 ft. Accessory 12 ft.	Minimum lot coverage 30%
B-1 Limited Business		Minimum lot depth 75 ft.	NA	10 ft.	15 ft. Corner 10 ft.	30 ft.	35 ft.	80%
B-2 Highway Business	10,000 sq. ft.	50 ft.	3.48 units per acre	20 ft.	20 ft. Corner 20 ft.	20 ft. or If abutting residential, 40 ft.	35 ft.	90%
B-3 Central Business District	3,500 sq. ft.	25 ft.	9.96 units per acre	No front, side or rear setback.			42 ft. or CUP	100%
C-1 Commercial Industrial District	20,000 sq. ft.	100 ft.		35 ft.	20 ft. Corner 35 ft.	25 ft. 40 ft. adj. to arterials & res. Districts	40 ft.	75%
I-1 Light Industrial District	20,000 sq. ft.	Min. 100 ft. frontage and lot depth	1.7 units per acre	35 ft.	20 ft. Corner 35 ft.	25 ft.	40 ft. Accessory 12 ft.	80%
I-2 Medium Industrial District	40,000 sq. ft.	150 ft. min. frontage 250 minimum lot depth.	.87 units per acre	45 ft.	30 ft. Corner 45 ft.	30 feet Corner 45 ft.	40 ft.	75%
P – Parks and Open Space	5,000 sq. ft.	50 ft.	NA	0 ft.	0 ft.	0 ft.	NA	NA
PF Public Facilities and Government	NA	NA	NA	0 ft.	0 ft.	0 ft.	0 ft.	NA
OI Original Industrial	10,000 sq. ft.	70 ft. minimum frontage 100 ft. minimum depth	3.48 units per acre	15 ft. before 12-30-10 25 ft. after 12-30-11	15 ft.	15 ft.	40 ft.	80% after 12-30-10 90% before 12-30-10
C/I District	20,000 sq. ft.	100 ft.	1.7 units per acre	35 ft.	20 ft. Corner 25 ft.	25 ft. or 40 ft. if adj. to residential or arterial roadways	40 ft.	75%

*For Table 12-1 The Maximum Units Per Net Acreage (Assumes net acreage equals gross acreage less 20% for wetlands, surface water, floodplain, and existing road easements or rights-of-way divided by the minimum lot area allowed per Ordinance or sq. feet allowed/34,848 sq. feet (80% of 43,560)).

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

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

In order to ensure the Zoning Ordinance is consistent with the goals and objectives of this Comprehensive Plan, the Planning Commission and Council should, after approving the Comprehensive Plan, address the following zoning ordinance recommendations:

Recommendations:

1. The Planning Commission and EDA, per Chapter 6 of the Comprehensive Plan, are encouraged to work with businesses and landlords to develop Design Standards and/or Guidelines for the Highway Commercial District.
2. **Section 153.040.** The Planning Commission should review minimum lot size, lot width and maximum lot coverage regulations within the B-2, Highway Commercial district. The minimum lot size in the B-2 District is 10,000 square feet with a minimum lot width of 50 feet. The lot size requirements should be researched to ensure sufficient minimum requirements for highway commercial uses. The allowable site coverage is 90%. This should be reviewed to ensure sufficient green/open space.
3. **Section 153.07 Home Occupations,** includes limited regulations for home occupations. The Planning Commission should review these standards and consider expanding regulations, including the maximum percent of the home which may be utilized for business purposes, etc., to ensure compatibility of home occupations in residential neighborhoods.
4. To address the changing demographic and needs of aging individuals, it is recommended the Planning Commission investigate options to serve this growing population through the zoning of land for senior housing or consider provisions to allow accessory dwelling units in residential areas.
5. To encourage sustainability and quality of life goals, it is recommended the Planning Commission review the Zoning Ordinance as it relates to recommendations provided by *Minnesota GreenStep Cities*, including mixed uses, vertical mixed uses, etc.

III. SUBDIVISION ORDINANCE

The City of Lonsdale Subdivision Ordinance regulates the division or platting of land within the City's corporate limits. Subdivision regulations address the layout and placement of a new lots, developments, roads, parks, trail utilities, etc. Subdivision regulations are a tool for guiding the design of new development and its coordination with existing development, and existing and planned public facilities and services.

Purpose: As stated in the Subdivision Ordinance, the Ordinance, "is enacted for the purpose of safeguarding the best interests of the public, the homeowner, the subdivider, and the investor; encouraging well planned subdivisions by the establishment of adequate standards for design and construction and in order that new subdivisions will be integrated in the general plans of the community, thereby contributing toward an attractive, orderly, stable, and wholesome community environment with adequate municipal services and safe streets."

Contents: The Subdivision Ordinance includes the following Sections:

- General Provisions
- Platting and Design Procedures
- Administration and Enforcement

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

In order to ensure the Subdivision Ordinance is consistent with the goals and objectives of this Comprehensive Plan, the Planning Commission and Council, after approving the Comprehensive Plan, should address the following:

Recommendations:

1. **Section 152.40.** The Planning Commission and City Council should consider updating language relating to variances and practical difficulties.
2. **Section 152.26. Parks, Open Space and Natural Resources.** The Planning Commission and City Council should review park dedication standards to assure they are adequately addressing the needs of the park system through developer dedication. The City should require the Park Board to review proposed parkland dedication and/or fee in lieu of parkland dedication and make a recommendation to the City Council relating to the adequacy of said dedication and its consistency with existing plans and ensure fees are appropriate to support capital improvements proposed in the capital improvement plan. When subdivisions occur in areas in which "park search areas" have been identified, on Map 7-3, the City is encouraged to obtain land versus a fee-in-lieu of payment.
3. **Section 152.24,** Subdivision Design Standards, (B) refers to the City's 2006 Transportation Plan. The desired width of new local streets in subdivisions should be reviewed with an updated Transportation Plan.
4. The Planning Commission should review the Subdivision Ordinance as it relates to recommendations provided by *Minnesota GreenStep Cities*, including street design, parks and trails, etc., to encourage sustainability and quality-of-life goals.

IV. CAPITAL IMPROVEMENT PLAN

The long-range capital improvements program ("CIP") is a five (5) year plan that prioritizes and directs city funding for appropriate projects including streets, utilities, trails, parks, trails, municipal buildings, etc. The CIP includes a financing plan for multi-year projects and a schedule for high priority projects. A key component of the CIP is a one-year adopted capital improvement budget. The CIP may identify a mix of local funds, grants, private and other public funding sources for the capital improvement projects.

The overall objective of the Capital Improvement Plan (CIP) is to provide for the efficient use of fiscal resources in funding future capital expenses. The CIP should be a flexible, evolving tool the City uses as a guide for the future. The annual CIP update should allow for capital necessity and prioritization changes. Along with anticipated expenditures, the CIP should include proposed sources of funding such as special assessments, enterprise funds (water, sanitary sewer, and storm sewer), state aid, annual levy, etc. Expenditures for water, sewer, transportation (street/sidewalk/trail), equipment purchases and public facilities are included. The phasing in of projects which require the same sources of funds assists in retaining a level annual tax levy.

A CIP is an important implementation tool to ensure that Lonsdale has planned the most cost-effective facilities and to determine whether the government will have the capability to fund needed public facilities and services. The long-range CIP should reflect the size, approximate location and estimated costs of improvements needed to serve anticipated growth for the next fifteen to twenty years. This plan is not a detailed engineering document, but it should provide enough specificity to determine which costs are required to remedy existing deficiencies and which costs provide new capacity that will be demanded by new development. Lonsdale staff, officials and public should participate in the annual review and update of the CIP. The City Council will ultimately determine the five-year CIP and the annual capital improvement plan budget.

Recommendations:

1. The Capital Improvement Plan should be updated to include **street projects** anticipated to be completed within the next five years including, but not limited to: Highway 19/CSAH 4/3rd Avenue intersection, Highway 19 and 8th Avenue NE intersection, and sidewalks along Main Street.
2. The City should complete a **Trunk Sanitary Sewer Analysis** for the remaining portions of the city, particularly the northern portion of the city. Adjust sanitary sewer rates accordingly.
3. The City Council should consider expanding the Capital Improvement Plan to include **utility projects** such as the acquisition of a site for new Well #1, trunk watermain improvements, etc. Update the 2004 Water Supply and Distribution Plan as appropriate with development pattern, water use and construction cost change.
4. The Capital Improvement Plan should be expanded to address future public facilities needs including city hall, police station, and Public Works Department Maintenance Shop/Office expansion, and larger scale park/recreation projects.
5. The City Council should consider including the implementation of the **Downtown Streetscape Plan**, including decorative streetlights, trees and landscaping, and signage in the Capital Improvement Plan, and explore funding sources to assist with the project.

V. HOUSING PLAN

Chapter 5 of the Comprehensive Plan addresses a Housing Plan for the City of Lonsdale. Following is a summary of the goals stated within Chapter 5.

1. **Maintain a balance of “Life-Cycle Housing”** for people at all income levels and unit types which meet the varying life-cycle needs of Lonsdale residents.
2. **Preserve and maintain** housing and neighborhoods by promoting on-going maintenance of owner-occupied and rental housing units.
3. Proactively plan for housing needs including **infill of available residential lots**. New residential development within existing neighborhoods should be designed to be compatible in use and in scale with the surrounding neighborhood.
4. **Retain a Small-Town Neighborhood Character through design elements**.
5. **Improve access and linkages** between housing, employment and retail centers in Lonsdale, through street connections as well as pedestrian routes.
6. **Implement the 2012 Rice County Housing Study Recommendations**.

VI. GROWTH AREAS AND ANNEXATION

The City of Lonsdale, through its comprehensive planning process, has identified land use needs to accommodate additional residential, commercial and industrial development both within the existing corporate limits as well as in potential annexation areas. The urban growth boundary (Map 11-4 included in Chapter 11) is anticipated to meet the needs of the city to the year 2040 and beyond. The urban growth boundary will coincide with municipal utility service areas and projected capital infrastructure. Parcels within the urban growth boundary are to be annexed into the City of Lonsdale prior to being developed.

At this time the City does not have a Joint Annexation Agreement in place with Webster or Wheatland Townships.

Rice County, at the time of the Lonsdale Comprehensive Plan update, was in the process of updating the County Comprehensive Plan. The County Plan is anticipated to be completed in early 2017.

Recommendations:

1. It is recommended the City of Lonsdale begin working with Wheatland and Webster Townships on the development of Orderly Annexation Agreements.
2. It is recommended the City take an active role and provide comments on the Rice County Comprehensive Plan, especially for areas which affect Lonsdale or can be cooperative projects such as transportation systems, regional trails or parks and land uses adjacent to the city.

VII. COMPREHENSIVE PLAN REVIEW AND REVISION

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

Recommendations:

1. It is recommended the Planning Commission and City Council review and update the Comprehensive Plan at five to ten year intervals to ensure it is a current reflection of the city's growth patterns, community goals and land use needs.
2. The Comprehensive Plan may be amended upon petition from the public, initiation by the Planning Commission or direction from the City Council. No amendment shall be adopted until a public hearing has been conducted by the Planning Commission with recommendation to the City Council. A 2/3 affirmative vote of the City Council is required to amend the Plan.
3. It is recommended that, on an annual basis, the City Administrator report to the Planning Commission and City Council (re)development issues which have occurred as they relate to the Comprehensive Plan, proposed projects which have an impact on the accuracy on the Plan projections, and a list of implementation goals identified within the Plan and the status of implementation.

