

LAND USE

The Land Use Section of the Alexandria Comprehensive Plan includes:

- Analysis of existing land uses by type and volume;
- Examination of parcels within existing developed areas which provide an opportunity for land use redevelopment and/or infill;
- Calculation/identification of forecast land use volumes and types to support future growth;
- Future land use plan, policies and recommendations;
- Staging of annexation and urban growth boundaries; and
- Planning District Evaluations

I. PURPOSE

The purpose of the Land Use Chapter is to quantify and analyze existing development within the City and surrounding areas and provide guidance for future development and redevelopment. Virtually every policy or decision of the City may affect the way land is used; this makes careful consideration of the City's future land use very important.

Additionally as provided in Chapter Three (Demographic Trends & Assumptions), the City of Alexandria is projected to see steady growth over the next two decades; nearly 30%. This continued growth will pose many land use challenges. The strain between the demands of an urban community and the character of the surrounding townships may be at the forefront of this struggle. As vacant developable land in the City decreases, urban land uses will continue to extend into the neighboring townships, putting development pressure on the surrounding areas. As residential, industrial and commercial development expands, there will be increased pressure on the City to closely scrutinize land for development. Annexation dynamics will also become increasingly important. This Chapter also addresses urban growth areas.

II. LAND USE INVENTORY

A. Inventory By Zoning Classification

The following table illustrates the gross acres of land uses by zoning classification in the City of Alexandria in 2007 as depicted on the Official Zoning Map. Please note, Table 5-1 includes calculations only by land use type according to existing zoning districts. The 2007 Zoning Map (Map 5-1) is included at the close of this Chapter. The current zoning map has been used in this Chapter as the starting point for examining alternative strategies for future land use.

**Table 5-1
Zoning District Areas**

Zoning District	Gross Acres	Percent of Total City
A-0	148.3	1.6%
R-1	3,356.9	37.2%
R-2	705.7	7.8%
R-3	296.0	3.3%
R-4	43.4	0.5%
R-B	109.1	1.2%
R-V/A	569.6	6.3%
B-1	1,692.6	18.8%
B-2	261.4	2.9%

I-1	886.5	9.8%
I-B	91.6	1.0%
Total	8161.1	--

B. Inventory By Existing Land Use

To better analyze and more realistically prepare a future land use map, an existing land use map was created in March 2007 (Map 5-2). Prior to preparing this land use map, a list of land use categories was formulated. These categories reflect uses grouped together that will generally be compatible with each other. They do not reflect the City's existing zoning district categories, but were used as a guide to develop the future land use map. These categories are further discussed below in Table 5-2 with examples of the type of use or development associated with each. From these categories, a map was prepared using Douglas County Assessor data by parcel and visual and physical surveys; the color coding within the table is reflective of the Existing Land Use Map. Please note, finite details were omitted in the categorization (i.e. seasonal recreation residential categorized with residential). However, said generalizations do not affect the implication for future land use.

The breakdown according to estimated existing land use with descriptions at the time of this Comprehensive Plan (March 2007) follows below:

**Table 5-2
2007 Existing Land Uses**

Land Use Category	Description	Gross Acres	Percent of Total Study Area
Rural Residential/ Agricultural 	Areas of single-family residential lots of at least ten acres. Agricultural parcels containing homes are included in this category.	578	3.32%
Low to Medium Density Residential 	Residential development (up to three units). Housing types include detached single family units, duplexes, triplexes and townhomes.	3,566	20.49%
High Density Residential 	High Density Residential development includes apartments and other multiple-unit residences with over three units. For sale condominiums are also included within this category as they are generally more than seven units per acre.	138	0.79%
Manufactured Home Park 	The City's three mobile home parks are included within this category.	62	0.36%
Seasonal Recreational Commercial 	Resorts	15	0.09%
CBD Commercial 	This category comprises the central business district of the community and is bounded by Second Avenue, Eighth Avenue, Fillmore Street, and Hawthorne Street. This area includes a mix of retail, office and service establishments.	12	0.07%
Commercial 	The commercial category includes that of general commercial uses (retail and wholesale trade,	1,209	6.95%

		services and entertainment). The commercial establishments in this area include larger retailers and highway-oriented businesses such as convenience stores, gas stations and other auto-oriented businesses.		
Industrial		This category includes areas for manufacturing, processing and other activities that may have off-site impacts and are generally isolated from other uses or buffered from them. Sites should have direct access to major regional transportation facilities and other infrastructure.	399	2.29%
Institutional		Semi-public land use includes educational, religious, health care, cemetery, and other public uses.	518	2.97%
Public/Governmental Facilities		This category includes all governmental facilities and agencies.	310	1.79%
Private Outdoor Commercial Recreation		This land use category includes privately owned commercial recreation uses generally of a large scale. Uses included within this class include the Alexandria Golf Club.	129	0.74%
Private Parks/Open Space/Natural Amenities		This category contains private parks or areas specifically designated as private open space or natural areas by the City Assessor. This category does not include common areas in associations or declaration such as found in traditional townhome or Planned Unit Developments. Example uses included within this category include the Scenic Heights Waterway Areas and Conservation Easements.	46	0.2%
Public Open Space/Natural Areas		The public open space/natural areas land use category includes public owned open space and wildlife areas, however does not include any recreational amenities other than trails and passive recreation.	177	1.02%
Public Park		Included in this category are park and open space areas dedicated to active recreation, such as neighborhood parks, play grounds, ball fields and associated facilities such as parking. A detailed description of each park can be found in Chapter Ten.	115	0.66%
Lakes/Wetlands		This category includes those areas as identified as public waters or wetlands.	1,147	6.59%
Right-of Way		This includes all right of way property such as county, state and local roadways.	1,795	10.31%
Airport/Rail		Chandler Airport and the railroad property are located within this category.	611	3.51%

Vacant/Agricultural 	Vacant/Agricultural land uses include property that is currently unoccupied, vacant or utilized for agricultural purposes within the study area. This area also can include former farmland that has not been cultivated for many years and is now sitting idle.	6,579	38%
Total		17,407	

II. REDEVELOPMENT/INFILL POTENTIAL

Comprising 6,579 acres or 38 percent of the total City, vacant/agricultural land is a substantial part of the City's total land use. The majority of this vacant land is located in the southern part of the City. Included in this area are the runway 'safety (glide) zone' and various wetlands. Discounting these undevelopable areas still leaves a large amount of vacant land in the City. The vacant land may be developed as commercial or industrial land.

The 'safety zones' are approach areas for the airport runway. There are restrictions on the types of land uses that can be located in these zones and the height of that development. For all intents and purposes, the areas in "Safety Zone A" that are vacant will remain vacant. Those areas in "Safety Zone B" may develop with height and density restrictions. The amount of vacant land in the safety zones is 217.3 acres.

While the amount of vacant land within the area serviced by municipal utilities is modest, the City should emphasize the use of currently available sites within the serviced area prior to the development of alternative 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 shall 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 shall focus redevelopment efforts on commercial and residential areas/parcels in the more established areas of the City.

To achieve this the City will (those responsible for implementing efforts are in parenthesis):

1. Encourage the removal of existing buildings that have exceeded their useful life and promote the redevelopment of the site or dedicate the site to public open space.
2. Encourage the preservation/retention and re-use of existing buildings that have historical significance. preservation and reuse. The City may also consider the establishment of an Historic Preservation Board.
3. Promote appropriate re-uses for under-utilized properties.
4. Preserve existing neighborhoods through zoning, subdivision and building controls.
5. Support efforts to eliminate nuisance conditions relating to specific property(ies) and/or conditions which are deemed to have a 'blighting effect' upon adjacent properties and/or nuisance conditions which pose a threat to the health and safety of adjacent property owners.

Further information regarding specific redevelopment/development policy statements can be found in the Economic Development Section of the Comprehensive Plan. However, it is the intent of the City of Alexandria to promote the commercial in the City's core. Therefore the City should encourage uses customarily dependent on pedestrian traffic to locate in the City's core. Correspondingly, uses dependent on visibility and/or heavy traffic patterns shall be centered along the Highway 27/29 corridor. A number of

sites throughout the community have been identified as future infill or redevelopment sites and are illustrated on Map 5-3, located at the end of this Chapter:

IV. FORECAST LAND USE DEMAND

The City of Alexandria will need additional land with urban services to accommodate forecasted household and employment growth through the year 2030. Projections of population and households in Alexandria identified in Chapter Three of this Plan were developed on the basis of an analysis of local and regional trends and policies, and through the application of economic and demographic principals, with emphasis on the detailed profile of the City developed in this planning inventory. Specific data applied to the projections were the rate of U.S. Census data, residential building permits issued, historical population/household patterns and trends, trends in average household size, and sub-regional migration patterns. The rate and timing of growth within a community are influenced by several factors some of which may be controlled by the City and others over which the City has little or no control. The following are some factors which influence the rate/timing of growth:

<u>FACTOR</u>	<u>AMOUNT OF LOCAL CONTROL</u>
Economy	Very Limited
Availability of Developable Acreage	Some
Presence of Sewer Treatment/Water Capacity	Significant
Zoning Ordinance	Significant
Subdivision Ordinance	Significant
Capital Improvement Plan	Significant

A. Projected Residential Density

Market conditions will have a major impact on housing types as well as the City progresses toward the year 2030. 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.

In Chapter Three (Demographic Trends & Assumptions), three different methods of calculating future population estimates were employed, with an average of the three methods and compared to the MN Demographer’s estimate used to forecast population in five-year incremental stages over the next two decades.

Table 5-3 illustrates the estimated population and household growth expected in Alexandria through 2030.

**Table 5-3
Summary of Population Projections,
Household Growth with Annexation Population Included**

Year	MN Demographer	Top Down	Lineal	Exponential	Average Top Down, Lineal and Exponential	Households
2005	*11,043	10,858	10,513	10,751	10,707	5,099
2010	10,521	13,185	12,790	12,932	12,969	6,176
2015	11,038	14,117	13,964	13,673	13,918	6,628
2020	11,708	14,844	14,627	14,164	14,545	6,926
2025	12,054	15,621	14,804	14,198	14,874	7,083
2030	12,501	16,451	15,417	14,598	15,489	7,376
2005-2030 % Increase Based on Average of MN Demographer Estimate, Top Down, Lineal and Exponential Projection Methods = 31 percent						

Projected households= Population/2.10 people per household

*2005 State Demographer's Estimate; 2010 – 2030 State Demographer's Projection

Table 5-4 illustrates the number of housing units in each of the classifications utilized by the US Census in 2000. Due to the additional growth in housing over the past few years, permits issued since the 2000 enumeration has been added to allow projections to be based on the most recent housing mix statistics.

**Table 5-4
Community Housing Mix**

TYPE	2000 Census		Bldg Permits 2000-2006		
	Owned	Rental	Owned and Rented	Total	% of Total
SF detached	1,674	222	879	2,775	54%
SF attached	106	107	112	325	6%
Two-Family unit	42	130	13	185	4%
Triplex/Quad	31	227	2	260	5%
5 or more units in structure	51	1,259	12	1,322	26%
Manufactured Home	182	52	7	241	5%
TOTAL	2,086	1,997	1,025	5,108	100%

Future land use needs may be calculated based on densities allowed in Zoning Ordinance or on historic trends. The Zoning Ordinance allows single-family homes to be constructed on 8,000 to 15,000 square foot lot. The future land use needs projected in Table 5-5 are based on average lot size of 11,500 square feet for single-family and an average of densities for multiple family with a mix of lower and higher densities.

**Table 5-5
Projected Net Residential Density Assumptions**

LAND USE	2007 No. of Units	2007 Percent of Units	2007 Acres	Percent of Res. Ac	Average Density	2010 Est. Units	2010 Acres	2015 Est. Units	2015 Acres	2020 Est. Units	2020 Acres	2025 Est. Units	2025 Acres	2030 Est. Units	2030 Acres	Total Est. Units	Total Acres
R1-R2 – Up to Three Unit Residential, Including Manufactured Homes	3,341	0.68%	4,206	0.97%	1.26/ac	754	199	316	84	209	55	110	29	205	54	1,594	421
R3- Multiple Family Residential	1,582	0.32%	138	0.03%	11.46/ac	323	24	136	10	89	7	47	4	88	7	683	51
Total Residential	4,923	100%	4,344	100%	--	1,077	223	452	94	298	62	157	33	293	61	2,277	472

- Based on 2007 Population Projections contained within the Demographic Trends and Assumptions Component (Chapter 3). Assumes the same ratios of low to high residential in the future five year phases.
- Total residential units include units identified in the 2000 census (enumerated in 1999) plus building permits issued by the City from 2000 to 2006.
- Number of units is based on healthy ratio single family to multiple family residential units (70/30).
- Based on 11,500 sq. ft single-family and average densities in the R-3 with a mix of lower and higher densities.

B. Projected Commercial and Industrial Densities

Estimating the future demand of commercial and industrial land is more difficult than the projection of residential demand due to fluctuating market conditions and the wide variability of industry employment patterns and needs. Due to the inherent uncertainty, this Plan will further forecast commercial and industrial acreage using a comparative methodical approach. To that end, two different alternatives to forecast commercial and industrial acreage were used and compared to historical commercial/industrial growth patterns as well as a 60/40 residential to C/I planning benchmark. It is noted that a "market factor" or multiplier to anticipate the affect of local 20 year development trends or patterns was used in both models to figure into a greater semblance of the real world real estate marketplace. The principle is that without the market factor, the plan assumes that every property included in the area acreage allocation is available and desirable for development. Proponents of a market factor feel a conservative acreage calculation doesn't allow flexibility for over-priced properties, properties not being placed on the market, or buyer whimsy.

The first method shown in Table 5-6 calculated a percentage of commercial/industrial land use to total land use to develop both population and employee estimate development ratios. This ratio method anticipates a direct relationship to service demands and population levels. Commuting patterns indicate that the majority of employees are drawn from outside of City limits (76% from Douglas County), therefore we have utilized the **population ratio** for determining the projected acres as opposed to the employee ratio or an average.

**Table 5-6
Commercial/Industrial Acreage Projections by Population and Employee Ratio**

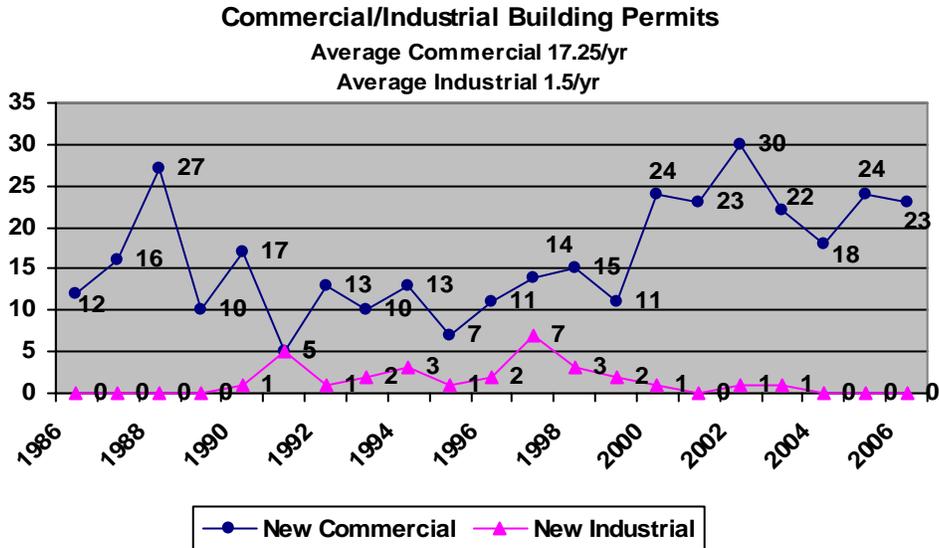
Method 1	
Existing	
Acres Existing Commercial/Industrial Development (C/I)	851
2005 Population Estimate	10,068
2005 Employee Estimate	13,857
Acres of C/I per Person	0.08
Acres per 1000 person of C/I	84.53
Person per acres of C/I	11.83
Acres per Employee of C/I	0.06
Acres per 1000 employees of C/I	61.41
Employees per acres of C/I	16.28
Projected	
2030 Population Projection	14,742
2030 Employee Projection	*18,531
Projected acres of C/I (population ratio)	1,246
Projected acres of C/I (employee ratio)	1,138
Estimated Acreage Needs	
Population Ratio	395
Employee Ratio	287
Average	341
10% Market Factor	TOTAL NET ACRES 434

*2005 Employment Number MN DEED QCEW, 2030 Projection MDG, Inc. Projection

The second method for forecasting commercial/industrial land demand projections consisted of analyzing the average number of commercial and industrial building permits issued over the last

20 years (1986 through 2006). Chart 5-1 Illustrates the number of new and industrial building permits issued since 1986.

Chart 5-1



The average number of permits were straight-line forecasted throughout 2030 as an average with each permit attributed a land acreage to calculate demands and potential property conversions to commercial and industrial use. Table 5-7 represents this projection methodology.

Table 5-7
Commercial/Industrial Acreage Projections by Average Permit

Method 2

Building Permit Activity		Estimated Acreage Required 2006 to 2030	
		Commercial 1.0 Ac./permit	Industrial 2.0 Ac./permit
Total Commercial Permits 1986 - 2006	345	414	72
20 Yr Commercial Permit Avg.	17.25		
Total Industrial Permits 1986 - 2006	30		
20 Yr. Industrial Permit Avg.	1.5		
Total Estimated Acreage Needs Plus 10% Market Factor		486 + 48.6 = 534C/I Net Acres	

Finally, it is generally accepted that the ratio of residential to commercial/industrial acreage representative of a healthy environment is sixty percent residential growth to forty percent commercial/industrial growth. It is noted the current ratio of residential to commercial/industrial acreage in the City of Alexandria is 63:37 percent commercial/industrial. Under this planning principal, it is assumed 316 additional net acres will be needed to support future commercial and industrial growth within Alexandria. Due to the strong influx of commercial and industrial activity over the past six years and the establishment of Alexandria as strong regional center that includes a strong retail and employment base in manufacturing, health care, education and service, this Plan utilizes an average of the three commercial/industrial acre forecasts (428 net acres).

The following Table 5-8 represents projected net and gross acreages, which is projected to be used for residential, commercial and industrial land uses through the year 2030. It is noted that the net acreage does not include land needed to support development such as additional right-of-way, utilities and park and open space where the gross calculation does.

**Table 5-8
Net/Gross Acreage Forecasts:
Residential, Commercial and Industrial Land Uses**

Land Use	Current Acres- 2007	Additional Net Required Acres 2030	Total Net Acres 2030	Additional Gross Required Acres 2030
Residential Acre Forecast	4,344	472	4,816	614 (54%)
Commercial/Industrial Acre Forecast	1,621	428	2,049	514 (46%)
Total Net Forecast	5,965	900	6,865	1,128

- Total acreage based on 2007 City land use acres plus projected land uses based on C/I Projection Average Method Projections.
- Net acreage does not include acreage for parks, ROW and utility needs, gross acreage includes 20% additional acreage for commercial and industrial for ROW, utility etc. and 30% additional for residential for ROW, utility and park/open space.

VI. FUTURE LAND USE PLAN

A. Planning Compared to Zoning

The Future Land Use Plan was developed as part of the Comprehensive Plan for Alexandria. It is an overall growth and development guide for a 20+ year period. The Future Land Use Plan (planning) and the Zoning Map (zoning), along with their respective texts, have different yet complementary roles in guiding and regulating land development in Alexandria. They should be used jointly to review the merits of a proposed development to ensure that it meets the legal regulations pertaining to land use and complies with the City's goals and policies. The relationship between land use planning and zoning is an important one. Planning is basically the act of planning the uses of land within a community for the future, while zoning is the act of regulating the use of these lands by Ordinance.

The differences between planning and zoning are further noted in the following table:

**Table 5-9
Planning & Zoning Differences**

Planning	Zoning
Provides general policies for the City (i.e. attract new businesses to City and provide a mixture of housing).	Sets forth zoning regulations – <u>the law</u> . (i.e. notes location where uses are allowed, setbacks, density etc.)
Flexible, written to be able to respond to changing conditions.	Rigid, requiring formal amendment and details of how to administer.
The Future Land Use Map is a 20 year distant snapshot of the community's preferred future mix of land uses. The map shows what the community <i>prefers</i> – the map guides land use decisions for the next 20 years.	The Zoning Map is a regulatory map for the immediate future. The map shows what the community has already decided to <i>allow</i> today.
The Land Use Plan reflects, in general terms, the relationships that ensure compatible land uses and the overall soundness of the Plan.	The Zoning Map is specific in nature. It identifies the zoning classification for each land parcel in the City and allowable uses.
The Plan projects land needs into the future, thus serving as a policy <u>guide</u> for future development.	The Map is updated as soon as a zoning application is approved and reflects current opportunities for development.
The Plan enables government officials to anticipate future public expenditures more effectively. This results in more efficient use of tax dollars.	The Map permits development to occur in accordance with present opportunities and constraints.
Provides a background on the community, issues, goals, citizen desires and potential actions and recommendations.	Deals just with physical development and how to administer the zoning ordinance.
The Plan provides an opportunity for citizens, developers, and affected agencies or governmental jurisdictions to determine the City's goals.	The Map is an official document that is legally binding and reflects the current development potential of land parcels.

The most immediate outcome of the future land use map will be in the review and update of the City's development ordinances (zoning, subdivision, floodplain, shoreland, and others). While zoning and land use maps are distinctly different, as are the zoning district descriptions and land use categories, the official controls such as the zoning ordinance must be consistent with the Plan and the Plan's future land use map. As the City creates or modifies zoning districts and the zoning map, each decision must be evaluated against the yardstick of the Comprehensive Plan; does the proposed change rationally move the City toward the land use future portrayed in the land use map?

B. Future Land Use

The Future Land Use Map presents a geographic representation of the City's preferred future land use scenario. The map summarizes the community's discussion of how development and public investment should play out over the next twenty plus years. Being able to see a picture of the end result is helpful in directing the myriad large and small decisions and investments over this timeframe. The future land use map is intended to be used in conjunction with the written content of the Plan. The map shows the geographic layout of Alexandria's preferred land uses, but does not capture the full detail of Comprehensive Plan policies, nor does it identify the full range of recommended strategies, or any staging of development priorities. The recommendations and policies provide additional direction on staging of growth, on priorities within land use categories, and on implementation preferences.

The land use plan is generally consistent with existing development. Dramatic changes in existing land uses are not proposed, as the land use pattern is generally one that the City wishes to see continued.

Also, there is no public interest served in making large groups of houses and businesses non-conforming under zoning. Thus, areas that are stable or not undergoing change are preserved. There are a few minor rezonings that the plan recommends to correct inconsistencies with the existing land use or to bring the specific site into closer correspondence with its neighbors. These changes are depicted in Map 5-4b located at the end of this Chapter.

Map 5-4a at the close of this Chapter offers a visual representation of future land use projections. The Future Land Use map also provides the future land uses with likely future collector streets (discussed in Chapter 7 – Transportation). The future land use map has been developed based on:

1. Ability to serve areas with public utilities;
2. Projected land uses for each category with a 54/46 ratio of residential to commercial/industrial park land. This ratio assumes that the City will continue to see a larger proportionate share of commercial and industrial growth and will continue to serve as a regional market;
3. Tiered land uses with more intense land uses adjacent to arterials and collector streets and more compatible land uses adjacent to each other;
4. Land topography and natural resources; and
5. Community input in the process through surveys, community input meetings and monthly Planning Commission meetings.

C. Potential Development Constraints (PDC) Overlay

In addition to the future land uses, a Potential Development Constraints Overlay (PDC) has been added to the future land use map. A critical element of land use planning is setting aside the community's 'green infrastructure' before identifying where development is preferred. Green infrastructure includes a variety of natural systems, such as groundwater recharge and storm water infiltration; passive and active recreation areas; and viewsheds and open space that sustain quality of life and help maintain property values of adjacent developed lands.

Alexandria has identified areas where natural functions and systems need to be preserved or restored, yet can also sustain some development. Over these areas the future land use map shows the PDC overlay. The overlay lies on both developed and undeveloped lands, covering including all Alexandria's shoreland, wetlands and wellhead protection recharge area.

D. Future Study Areas and Master Planning Areas

The future land use map shows two future study areas and three master planning areas. Future study areas acknowledge the sometimes high level of uncertainty about long term, or even short term, land use preferences. Where uncertainty about market conditions, ownership patterns, infrastructural capacity is particularly high or lands involve controversial projects within a high political environment, the Comprehensive Plan recommends additional study to guide possible modifications to the future land use map. The studies take one or two general forms: master planning areas and study areas.

Master planning areas are recommended for areas where development or redevelopment should be planned, coordinated and phased for a single large area. Study areas can also be master planned as a single site, but generally have a broader range of ownership and building form issues. Study areas are more likely to need site specific decisions on preferred forms, design themes, and resolving transitions between the study area and adjacent land use areas and between existing land uses and the preferred land uses.

The airport and fairgrounds properties have been designated as future study areas due to the fact that they are now surrounded by development and/or feeling development pressure. The current locations of both of these facilities may not be the long-term site for both of these facilities. The city will remain committed to studying the appropriateness of the current location of both of these sites.

Future Land Use Category	Map Designation	Description	Gross Acres	Percent of Total
Neighborhood Mixed Use		Neighborhood Mixed Use is primarily intended to provide suitable locations for limited, low-intensity, neighborhood-oriented, commercial, business and service activities in close proximity or compatibly within major residential neighborhoods. It includes small- to moderate scale commercial, serving primarily the adjacent neighborhood(s). May include specialty retail; community gathering businesses such as coffee shops or lower intensity entertainment; offices; studios or housing above retail (storefront retail with vertical mixed use).	2,464	14.15%
General Mixed Use		General Mixed Use depicts those areas appropriate to be developed, as dynamic areas of mixed use of commerce and employment. This category may include a consolidated, concentrated array of typically more intense retail and commercial uses. It includes the broadest mix of uses, including light industrial, office and commercial with performance standards to ensure compatibility. These areas require access to regional transportation routes.	245	1.41%
Low to Medium Density Residential		This category depicts those areas that are now developed, or appropriate to be developed, in a low to moderate density residential manner; and to recognize such areas as primarily well suited for residential uses.	4,431	25.45%
High Density Residential		This category depicts those areas that are now developed, or appropriate to be developed, in a high density residential manner; and to recognize such areas as primarily well suited for high density residential uses.	312	1.79%
Manufactured Home Park		The Manufactured Home Park District provides a separate district for manufactured home parks, distinct from other residential uses.	57	0.33%
Seasonal Recreation Commercial		This category contains entertainment and lodging facilities, meeting facilities, waterfront-related uses and open space uses typically associated with resorts.	16	0.09%
CBD Commercial		The purpose of this district is to preserve and perpetuate an intensive and cohesive downtown characterized as the focus of commerce, community, governmental and cultural activities. The CBD is intended to provide a district accommodating those retail, service and office functions which are characteristic to a traditional "downtown" area and to allow the present downtown area to expand, develop and redevelop, with emphasis on specialty shops and office uses.	29	0.17%

Commercial		The Commercial District is to provide space for concentrated general business and commercial activities where the vehicular-oriented activities can be maximized with minimal infringement on residential neighborhoods and with minimal conflicts with uses allowed in the Central Business District. It is intended that this District provide opportunities for neighborhood-service commercial, office, general retail and other low impact commercial uses.	417	2.39%
Highway Commercial		This district provides for community and regional – wide commerce and big box retail development, with associated surrounding retail and service uses, but only ancillary office uses and no residential uses. It is oriented primarily to the motorist, with planned internal circulation patterns while still accommodating pedestrian movement and is situated along arterial roads.	888	5.10%
Industrial		The Industrial land use classification identifies distribution, research and development, warehouse, assembly, light processing and manufacturing uses.	756	4.34%
Institutional		Institutional land uses identify community facilities and institutions. These lands may include: churches, hospitals and health care facilities, utilities, day care centers, schools and colleges.	516	2.96%
Public/ Governmental Facilities		Government-owned administration buildings and offices and land.	144	0.83%
Private Outdoor Commercial Recreation		Golf Courses.	129	0.74%
Parks, Recreation & Open Space (Public & Private)		Parks & recreation lands category includes either publicly or privately owned lands and/or facilities and may include parks, playgrounds, golf courses, wildlife management areas, recreation centers and similar uses.	466	2.69%
Urban Reserve		The urban reserve district may include property that is currently unoccupied, vacant or utilized for agricultural purposes outside of corporate city limits but within the study area. This area also can include developed land, located within the urban fringe of the City and not anticipated to be required for urban use during the term of this plan.	3,136	18.01%
Total			13,748	100%

V. FUTURE LAND USE POLICIES

A. Overall Land Use Concept

Alexandria is a vibrant and regional growth center with a distinctive downtown, a growing number of residents, a growing employment base and assorted park/recreational opportunities. Although Alexandria is largely self-sustaining “micropolitan”, residents and participants in the comprehensive planning process have expressed a desire to retain the “small town” atmosphere. The following guiding principals have also been considered:

- *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 and parks and recreation to offer quality of life amenities.
- *A place for people to gather* – Downtown Alexandria historically served as the center or focus of the community. The enactment of stronger aesthetic or building requirements will help to preserve the downtown as well as encourage pedestrian traffic oriented businesses versus vehicular traffic oriented businesses. Identifying locations for future highway commercial nodes and adoption of policies relating to the downtown will assist in accomplishing this goal.
- *A well-balanced tax base* – In order to assist with the fiscal health of the City with employment offerings, a range of land uses including commercial and industrial have been planned for.
- *A proactive position on future growth* – The future land use plan includes projections and growth boundaries intended to serve the City to the year 2030. As market demands change the plan will need periodic review and updates. The future land use plan has included recommendations to complete comprehensive water, sanitary sewer and storm water management plans and identify future transportation or collector street locations to encourage proactive planning of land uses with infrastructure and the funding of the infrastructure.

B. Residential Land Uses

As noted within this Chapter, it is anticipated an additional 614 acres will be required to serve residential growth. The future land use map illustrates an additional 2,228 acres of land within city limits devoted for low to moderate density residential purposes. Policies and objectives for existing as well as future residential areas have been developed to protect the integrity of residential neighborhoods and the character of Alexandria.

Existing Residential Neighborhood Objectives

1. Encourage the continued maintenance and quality of existing neighborhoods.
2. Minimize the development of incompatible land uses adjacent to and traffic through residential neighborhoods.

Existing Residential Neighborhood Recommendations

1. Monitor the quality of housing stock and enforce codes and ordinances relating to outdoor storage, etc. as well as research the desirability of applying for Small Cities Development funds for housing rehabilitation as a means of encouraging on-going maintenance of older housing stock.

2. Discourage through traffic on local residential streets while preserving emergency access by following a transportation plan, which includes a recommended collector street system.
3. Prohibit non-residential land use intrusions into residential neighborhoods and require appropriate buffering and/or screening between non-compatible land uses.
4. Require infill residential units to be compatible in use and scale with the surrounding neighborhood.
5. Continue to upgrade infrastructure such as streets, water and sewer in existing neighborhoods as needed.
6. Restrict home occupations to businesses customarily found in homes which employ only household residents and that do not sell products or services to customers at the premises.

New Residential Neighborhood Objectives

1. Plan residential areas to encourage neighborhood unity and cohesiveness while protecting the integrity of the natural environment and providing access to other community amenities.
2. Provide a variety of life-cycle housing for the diverse needs of the community.

New Residential Neighborhood Recommendations

1. Incorporate natural features into new residential neighborhoods while protecting the features through ordinances.
2. Limit access points directly onto arterial streets or collector streets by requiring driveway accesses and lots to front streets within the subdivision. Explore traffic calming techniques in areas where safety and mobility should be enhanced.
3. Require the development of parks, trails and/or sidewalks along collector streets to service neighborhoods and provide access to other community amenities such as places of commerce, educational facilities and larger community parks.
4. Plan residential subdivisions while following the comprehensive transportation plan which includes a recommended collector street system to encourage connection of neighborhoods to commercial areas and arterial streets.
5. Consider the changing housing needs of the growing community and review residential housing land areas to accommodate the changing needs and demands.
6. Specific sites for high density residential uses have been specified on the future land use map. Additionally, high-density residential uses should be developed as a part of a master planning process within mixed use proposals. The Planning Commission and Council should consider high density residential land uses in areas designated for medium density residential if they are adjacent to major collector streets, arterials or major arterials, are near community services and/or provide tiered land uses (higher intensity to lower intensity). The City should avoid locating all multiple-family housing in one concentrated area.

C. Commercial Land Uses

Currently the City has 1,221 acres or 7.02 percent of the City's land inventory is commercial in nature, within its commercial zoning districts. It is projected an additional 385 acres would be needed for commercial expansion, to continue the current ratio of industrial to commercial land uses in the future. A total of 872 acres have been designated as Highway Commercial in the future land use map.

Alexandria's downtown commercial area has historically served as the heart of the community. Public input relating to the desire to protect and maintain this central focus occurred during the planning process. Redevelopment of the downtown and planning new commercial areas that provide links and continuity to the downtown were discussed. The future land use map illustrates 30 acres of land dedicated for Central Business District Commercial. Due to limited sites available in the downtown for larger uses and those requiring off-street parking, highway commercial areas along also exist and have in recent years expanded. The expansion of commercial areas outside of the downtown is expected to continue as the City grows. The following objectives and policies have been prepared for each unique commercial area.

Downtown Commercial Objectives

1. Continue downtown Alexandria as an important retail center.
2. Promote the expansion of the downtown on sites identified for potential redevelopment.
3. Continue to promote downtown as the center of the community as a focal point for government, community social activities and commerce.
4. Develop a downtown redevelopment plan and coordinate potential funding sources to encourage participation such as a Small Cities Development Grant, low interest loan program and tax incentives.
5. Provide and enhance convenient and aesthetically pleasing parking areas for customers and employees.
6. Promote land uses that will reinforce business synergy.

Downtown Commercial Recommendations

1. Continue to encourage private sector rehabilitation and renovation of existing buildings in the downtown.
2. Encourage the use of upper levels of commercial buildings for office and residential uses.
3. Continue, through the Chamber of Commerce and business organizations, to promote unified commercial and service promotional events to attract customers to the downtown.
4. Monitor traffic and provide safe and convenient access to businesses for vehicular and pedestrian traffic.
5. Require design standards for new and remodeled buildings to ensure the building mass, scale and facades are compatible with existing buildings.
6. Continue to offer on-street parking for business patrons as well as municipal parking lots to accommodate overflow and employee parking. Develop a landscape plan to make the

parking lots in the downtown commercial district more aesthetically pleasing while allowing it to remain user friendly and provide an efficient flow of traffic.

General Commercial Objectives

1. Provide commercial areas for businesses which are more vehicle oriented, versus pedestrian traffic oriented, and which require larger sites.
2. Minimize traffic conflicts within commercial areas.
3. Provide linkages between highway commercial areas and the downtown or general business district.

General Commercial Recommendations

1. Link the existing downtown or general commercial district with new expansions of these districts with unique design features including ornamental streetlights, pavers, signage and similar design patterns.
2. Plan future commercial areas with frontage or backage roads that allow access to future areas.
3. Encourage pedestrian connections between commercial areas to allow customers to walk between business areas.

D. Industrial Land Uses

Industrial land uses comprise 399 acres or 2.29 percent of total land uses within the City today. If the City maintains the current ratio of commercial to industrial land use mix it is projected that an additional 128 gross acres will be required for industrial expansion. The actual amount of industrial land required will depend upon the size of the industrial user, whether or not land is available at a competitive cost when compared to neighboring communities and other economic factors. The future land use map illustrates 756 acres.

Industrial Development Objectives

1. Continue, through the City, AEDC and Chamber of Commerce, to take a proactive approach to business retention and expansion.
2. Promote quality industrial development that is compatible with the environment and which do not negatively impact the City's infrastructure system such as wastewater treatment ponds.
3. Promote industrial development that pays employees a livable wage.

Industrial Development Recommendations

1. Consider economic incentives for industries that will contribute substantially to the City's tax and employment bases without substantial negative impacts on the City's infrastructure system.
2. Design new industrial areas to minimize impact on environmental features such as wetlands and creeks.

3. Design new industrial areas to discourage industrial traffic from traversing through residential neighborhoods.
4. Minimize the impact of industrial properties on adjacent land uses by requiring additional setbacks, screening and/or fencing and landscaping.
5. Requiring landscaping within industrial parks, as a part of the Zoning Ordinance, to improve the aesthetic appeal of the district.

E. Public Land Uses

As of 2007, 311 acres 1.79% of land were used for public/semi-public uses including the School District property, church property and properties owned by the City including City Hall and other governmental facilities.

Public Land Use Objectives

1. Provide needed public facilities to support current and future growth.

Public Land Use Policies

1. Begin planning and budgeting for future public facilities.
2. Work in cooperation with other public agencies such as the school district to coordinate rather than duplicate public space such as auditoriums, meeting rooms, etc.
3. Provide sufficient land for future public facilities including utility sites and buildings.
4. Retain governmental administrative offices in the central business district to support the downtown as a focal point for services.

Public park and recreational land uses comprise 291 acres of the City. It is projected that __ additional acres of park and open space are anticipated to be needed to support the __ additional acres of land guided for residential development. It is recommended the City plan for a higher ratio of park space to other land uses as parks have been identified as an area to expand to meet the current residential populace as well as future growth.

Park and Recreation Objectives

1. Expand the quality of life offered by parks and recreational amenities in the City of Alexandria as it continues to grow.
2. Retain the small town feel of the City of Alexandria.
3. Improve the quality of Alexandria's City's parks.
4. Provide park and recreation opportunities for all ages of the population.

Park and Recreation Policies

1. Continue to require park land dedication and fees to add parks and recreational amenities in new growth areas.
2. Plan for trail and/or sidewalk connections from neighborhoods to parks and linkages between parks.

3. Continue to budget for parks within the capital improvement plan and work with local organizations to upgrade existing parks.
4. Offer park and recreational amenities for all age groups such as playground equipment for children, athletic fields for adults, and passive recreation for seniors.
5. Continue to work with the school district to provide for joint use of school/park facilities.

VI. ANNEXATION AND URBAN GROWTH BOUNDARIES

A. Annexation

As the population increases, it will become necessary to expand City services outside of the current municipal boundaries. To remain healthy, Alexandria must be allowed to grow. The benefits of annexation include that of protecting the environment and natural resources, providing a wider variety of housing and commercial options than what low-density, rural zoning can offer, fairly distributing the costs of urban services among all that benefit, providing urban services more efficiently and without costly duplication, and providing sound land use planning practices by using land resourcefully.

State Statutes allow three forms of annexation:

- Automatic
 - Annexation by Ordinance (MN Statute §414.033)
 - Ordered Service Extension (MN Statute §414.0335)
- Negotiated
 - Orderly Annexation (MN Statute §414.0325)
- Contested
 - Unincorporated Land, City/Township (MN Statute §414.031)
 - Concurrent Detachment, City/City (MN Statute §414.061)

Each of these procedures can be used, but only one may apply and be appropriate in any given situation at one time.

In November of 2002, the City of Alexandria and Alexandria Township entered into an orderly annexation agreement which includes a four-phase annexation process to occur between 2002 and 2014. Map 5-5, located at the end of this Chapter, illustrates the phasing of land. The annexation agreement spells out how property tax revenues will be distributed between the City and the Township and when municipal services will be extended to each Phase. Land use and zoning decisions in the annexation areas are overseen by a joint planning board comprised of two City Officials, two Township Officials and one at-large member. This board regulates development according to the City's zoning ordinance so that any new development will conform to the regulations when they are annexed.

Prior to the agreement, annexations were completed irregularly as landowners adjacent to the City petitioned for annexation in order to gain city services such as water. This approach made it difficult for the City to budget and plan for the increased services and for the Township to absorb a sudden decrease in property tax revenues that it depended on to provide services to the remaining portions of the Township. The agreement establishes Alexandria's potential for residential and nonresidential growth within the City's planning area beyond the current corporate limits. Alexandria is thus able to take a more comprehensive approach when considering strategies for land use, public facilities, recreation/open space, transportation and economic development. There is the opportunity to consider in a rational manner new directions for public policy relating to concepts such as quality of life, sustainable economic, social and ecological development practices and growth management techniques.

B. Urban Growth Area (UGA)

“Urban Growth” is generally defined as residential, commercial or industrial growth that requires additional or expanded services for sanitary sewer, public water supply and storm drainage facilities, parks and police and fire protection. An urban growth area is the land needed to accommodate the estimated urban growth of a community during a specified time period or simply, where the City is expected to grow. The rationale for defining this area is for communities to most efficiently provide public facilities and infrastructure by identifying where development is likely or desired to occur. UGA's help to hold down the costs of public services and facilities, save agriculture from urban sprawl, lead to better coordination of City and township/county land-use planning and they bring greater certainty for those who own, use, or invest in land at the City's edge.

Drawing an urban growth area is a joint effort between the City, surrounding townships and respective counties. UGA typically creates an urban growth area that encircles the City. Land in that area is not within the City's corporate limits is under county jurisdiction. Since much of that land may be annexed to the City, it is important for the City and county to work together in planning and zoning that area. Usually, the urban growth area is subject to the City's Comprehensive Plan, but the county controls zoning and land use permits there until the area is annexed or becomes developed to urban standards. Cities and counties coordinate planning and zoning in urban growth areas through "urban growth management agreements." Such agreements provide the answers to important questions such as:

- Which local government will administer land-use regulations in the urban growth area?
- How should the growth area be zoned until it becomes urbanized?
- What standards for public services and facilities should be applied there?
- What interim controls should be used to protect the growth area's potential for urban development?

Outside of a joint urban growth management agreement or orderly annexation agreement, State Statutes 462.358, Subd. 1 states, *“A municipality may by resolution extend the application of its subdivision regulations to unincorporated territory located within two miles of its limits in any direction but not in a town which has adopted subdivision regulations; provided that where two or more noncontiguous municipalities have boundaries less than four miles apart, each is authorized to control the subdivision of land equal distance from its boundaries within this area.”*

Since the townships have adopted the Douglas County Zoning Regulations the extension of the City's local controls is not applicable, however, the City of Alexandria should at minimum, comment on projects proposed within the Townships in order to protect roadway corridors and ensure the proposed use is consistent with the proposed future land use map.

The following recommendations have been developed to ensure that Alexandria has the ability to grow outside of its boundaries and develop in an orderly manner:

1. Establish open communication with La Grand, Lake Mary and Hudson Townships about growth and annexation issues affecting the area.
2. Develop an evaluation program to determine when a property should be annexed into the City. Although there is vacant land available within the City, higher density developments are likely to occur outside of the City limits as development pressure increases. Higher density developments that have access to City services should be annexed into the City if they meet a certain threshold. Part of the evaluation process should include determining if the properties to be annexed want to be annexed into the City.

3. Develop an orderly growth and annexation plan with La Grand, Lake Mary and Hudson Townships. It is imperative that the City and the townships work in cooperation to ensure that orderly growth occurs in the region and to keep friendly working relationships between the City, County, and Townships. The City should focus primarily on *orderly annexation* rather than the other procedures for annexation. The orderly growth and annexation plan should include provisions for property owners that petition to be annexed into the City.
4. Work with La Grand, Lake Mary and Hudson Townships and Douglas County toward an urban growth boundary agreement which would apply agreed upon zoning and subdivision controls within the two-mile buffer around the City. In order to provide City services new development must be at a certain density level. The two-mile buffer acts as an urban transition zone that provides housing and commercial options at urban and rural densities. Requiring higher density development in the undeveloped areas immediately surrounding the City makes it more efficient to connect City services to the development and to annex the property into the City.
5. Land immediately adjacent to the City limits shall be annexed into the corporate limits prior to development.
6. Annex land as the area is about to become urban or suburban in nature or if surrounded by City limits.

VII. PLANNING DISTRICT EVALUATIONS

To more fully examine all areas of the community, the City of Alexandria has been divided into sixteen (16) individual 'planning' districts. The planning district boundaries were established using the location of similar land uses and physical barriers and do not represent zoning district boundaries. The extent of the planning district boundaries follow a two-mile buffer which is intended to serve as an urban transition zone that provides housing and commercial options at urban and rural densities. The City also enforces the building Code within this two-mile boundary. The locations of the planning districts are illustrated on Map 5-6.

This section of the land use plan will detail existing and recommended development for each individual planning district. Goals outlined for each planning district will vary, however, the following general guidelines form the basis for recommendations hereafter:

- Promotion of safe, healthy and attractive residential environments offering a broad choice of housing options including sufficient life-cycle housing options, sizes and values conducive to a diverse population and various income levels.
- Promotion of continuous economic development and redevelopment projects that are conscientiously planned and reviewed so as to induce growth, maximize quality of life and further local employment opportunities while responding to market demands.
- Promote fiscally responsible infrastructure construction conducive to continued development and redevelopment while ensuring existing infrastructure is maintained and upgraded in a cost effective and timely manner that provides optimum service to the community.
- Support Alexandria Lakes Area Sewer District and Alexandria Light and Power in the promotion of adequate and affordable public wastewater treatment facilities and water supplies that sustain current and future development while securing the public's health and safety.
- Promote and sustain an affordable, safe and convenient transportation network including local, county and state roadways and amenities.

- Promote other public facilities including parks, trails and open space that favorably impact the quality of life for all residents.

District One

Location

District One occupies the northwestern portion of the City and, for conceptual planning purposes only, includes areas within the eastern-most portion of LaGrand Township. The planning district is bounded to the north by Lake Darling, to the east by CSAH 44 and 82, to the south by County Road 90 (Latoka Road) and, to the west by northern portion of Lake Latoka and Lake Cowdry.

Existing Uses/Features

Existing land uses within District One include residential, commercial and agricultural uses. Portions of the residential land uses are included in the Shoreland Overlay District. A summary of existing land uses within the City and Township follow:

Land Use	Acres	Percent
Airport/Rail	0.059	0.01%
Commercial	39.044	3.75%
High Density Residential	11.544	1.11%
Industrial	14.193	1.36%
Institutional	8.868	0.85%
Lakes/Wetlands	42.141	4.05%
Low to Medium Density Residential	336.669	32.38%
Public Open Space/Natural Areas	19.523	1.88%
Public Park	9.632	0.93%
Public/Governmental Facilities	19.936	1.92%
Right of Way	111.713	10.74%
Rural Residential	193.765	18.63%
Seasonal Recreational Commercial	2.28	0.22%
Vacant/Agricultural	230.511	22.17%
Total Acres	1,039.878	100.00%

Residential developments exist:

- Along the southeastern shore of Lake Darling;
- South of CSAH 22;
- West of CSAH 44;
- Along the east and southeastern shores of Lake Cowdry; and,
- Along the northeastern shore of Lake Latoka.

Areas south of CSAH 82 and east of the west bypass (CSAH 45) contain existing land uses which are commercial/industrial in nature. Several additional pockets of commercial land uses have developed adjacent to CSAH 82. Agricultural uses dominate the central portion of District One in addition to wetlands and an operating extractive use. Residential developments bordering Lake Darling and Lake Cowdry feature dead-end streets which are gravel surfaced. The Central Lakes Trail passes through District One.

Recommendations

1. Recommended land uses within District One in the future include:

- Continued residential development south of Lake Darling, east of CSAH 44 and, east of Lake Cowdry.

- Commercial adjacent to CSAH 82 and CSAH 45 (west bypass).
2. Discussions with LaGrand Township and affected residents regarding orderly annexation of contiguous parcels should be initiated. It is noted an unofficial arrangement (i.e. if property owners petition for annexation the township will not oppose said annexation) is currently in effect.
 3. The City and the Township should work together to monitor the amount of vacant lots available as a means of avoiding excess lot quantities, partially developed subdivisions and 'leap-frog' type developments.
 4. Medium to high-density residential developments bordering industrial and commercial areas should be encouraged, as they will allow for a smooth transition between commercial/industrial and residential uses.
 5. Future residential development driveway access points directly onto CSAH 22, CSAH 82 and CSAH 45 (west bypass) should be avoided by planning internal road systems with provide access to the lots or when direct access is required, joint driveways.
 6. Future pedestrian/bicycle trail constructions and linkages should be provided as a means of maximizing the use of the Central Lakes Trail and as a means of promoting alternative transportation methods.
 7. Continued judicial development of existing land resources is suggested.
 8. The township and City should work together to review proposed developments within the District to determine:
 - a. Impact on existing and future transportation facilities,
 - b. Existing and future surface water management systems,
 - c. Adequacy of park facilities within the proposed development,
 - d. Appropriateness of the proposed use(s),
 - e. Adequacy and quality of proposed sanitary sewer and water facilities,
 - f. Sufficient capacity is available within proposed sanitary sewer and water facilities to service the proposed development, and
 - g. Compliance with shoreland standards.
 9. Commercial uses introduced in Planning District One should be coordinated with future area improvements (i.e. public water service).

District Two

Location

District Two occupies the extreme eastern portion of LaGrand Township located east of Lake Winona and the portion of LaGrand Township located between Lake Winona and Lake Latoka south of County Road 90 (Latoka Drive) and north of Johnson Lake.

Existing Uses/Features

Existing land uses within District Two are predominantly residential and agricultural in nature. A summary of existing land uses within the City and Township follow:

Land Use	Acres	Percentage
Commercial	2.117	0.31%
Institutional	9.958	1.47%
Lakes/Wetlands	135.541	19.95%
Low to Medium Density Residential	250.755	36.91%

Private Outdoor Commercial Recreational	0.389	0.06%
Private Parks/Open Space/Natural Amenities	6.61	0.97%
Public Park	1.907	0.28%
Right of Way	74.277	10.93%
Rural Residential	77.814	11.45%
Vacant/Agricultural	120.045	17.67%
Total	679.413	100.00%

The airport glide zone extends diagonally in the district from southern Lake Winona to CSAH 45 (west bypass). Residences adjacent to Ridgeway Drive, Lakeside Drive and Westwood Drive are included in the airport glide zone. Residential lots south of Latoka Drive adjacent to Shady Lane, Cardinal Lane, Sunset Drive Prairie Lane and Morningside are small in size with more aged housing stock. Agricultural uses exist within areas adjacent to the West Bypass.

Recommendations

1. Recommended future land use within District Two are predominantly limited to those residential in nature, with the exception of property directly adjacent to CSAH 45 (west bypass) which could support commercial or industrial development which is environmentally sensitive, as Lake Lakota, Lake Winona and Johnson Lake are in close proximity.
2. The City and LaGrand Township should re-initiate discussions regarding orderly annexation of contiguous parcels. It is noted an unofficial arrangement (i.e. if property owners petition for annexation the township will not oppose said annexation) is currently in effect.
3. The City and the Township should work together to monitor the amount of vacant lots available as a means of avoiding excess lot quantities, partially developed subdivisions and 'leap-frog' type developments.
4. Future residential development driveway access points directly onto CSAH 45 (west bypass) should be curtailed.
5. Continued judicious development of existing land resources is suggested.
6. The township and City should work together to review proposed developments within the District to determine:
 - a. Impact on existing and future transportation facilities,
 - b. Existing and future surface water management systems,
 - c. Adequacy of park facilities within the proposed development,
 - d. Adequacy and amount of proposed pedestrian/bicycle trails/right-of-ways within the proposed development,
 - e. Appropriateness of the proposed use(s),
 - f. Adequacy and quality of proposed sanitary sewer and water facilities,
 - g. Sufficient capacity is available within proposed sanitary sewer and water facilities to service the proposed development, and
 - h. Compliance with shoreland standards.
7. Commercial uses introduced in Planning District Two should be coordinated with future area improvements (i.e. public water service).

District Three

Location

District Three occupies the southwest portion of the City and adjacent areas within LaGrand Township located east of Lake Latoka and north of Interstate 94.

Existing Uses/Features

This planning district includes: the airport; commercial and industrial uses south of the airport and west of State Highway 29; residential uses in LaGrand Township adjacent to Firemens Lodge Road; Johnson Lake; several wetlands and Highway 27 and CSAH 45 (west bypass). A summary of existing land uses within the City and Township follow:

Land Use	Acres	Percentage
Airport/Rail	525.575	23.19%
Commercial	131.554	5.80%
Industrial	97.826	4.32%
Institutional	17.239	0.76%
Lakes/Wetlands	212.622	9.38%
Low to Medium Density Residential	100.67	4.44%
Public/Governmental Facilities	136.832	6.04%
Right of Way	199.53	8.80%
Rural Residential	222.221	9.80%
Vacant/Agricultural	622.769	27.47%
Total	2,266.838	100.00%

Industrial uses within District Three and the City's corporate limits are adjacent to 36th Avenue, Minnesota Street, Dakota Street and Highway 27. A few industrial uses are located within the township adjacent to Lakota Lane Road and the West Bypass. Heritage Business/Industrial Park is located within this district. The Alexandria Lakes Area Sanitary District mechanical wastewater treatment system is located within this district. Steep slopes exist near Lake Latoka. Wetlands and agricultural uses comprise the bulk of remaining land uses.

Recommendations

1. Recommended future land uses in District Three include:
 - a. Frontage road access to support expansion of industrial park along I-94.
 - b. Commercial uses adjacent to T.H. 27 and State Highway 29.
 - c. Residential growth in the western portion of the district including areas adjacent to Johnson Lake.
2. Existing primary single-family residential uses within the commercial/industrial should be transitioned to future commercial/industrial development as appropriate.
3. To the extent possible, future industrial and commercial developments should be focused around areas now designated for such uses.
4. The City should consider the adoption of design standards for new, expanded or remodeled areas as well as amend landscaping standards to require trees and plantings per lineal foot of frontage and on a per acre basis.
5. Parking areas for industrial and commercial uses should be planned for the airport glide zone, which carries restrictions on the location and height of buildings.
6. The City and Township should work together to allow the expansion of commercial and industrial uses in non-contiguous areas outside of the City limits on a cautious, limited basis and only if substantial need for such expansion is demonstrated.
7. Commercial and industrial uses introduced in Planning District Three should be coordinated with future area improvements (i.e. public water service).

8. The City and LaGrand Township should re-initiate discussions regarding orderly annexation of contiguous parcels. It is noted an unofficial arrangement (i.e. if property owners petition for annexation the township will not oppose said annexation) is currently in effect.
9. Medium density residential developments bordering industrial and commercial areas should be encouraged as they will allow for a smooth transition between commercial/industrial and residential uses.
8. Continued judicial development of existing land resources is suggested.
9. Future driveway access points directly onto Highway 27, Interstate 94 and, CSAH 45 (west bypass) should be curtailed.
10. The township and City should work together to review proposed developments within the District to determine:
 - d. Impact on existing and future transportation facilities,
 - e. Existing and future surface water management systems,
 - f. Adequacy of park facilities within the proposed development,
 - g. Adequacy and amount of proposed pedestrian/bicycle trails/right-of-ways within the proposed development,
 - h. Appropriateness of the proposed use(s),
 - i. Adequacy and quality of proposed sanitary sewer and water facilities,
 - j. Sufficient capacity is available within proposed sanitary sewer and water facilities to service the proposed development, and
 - k. Compliance with shoreland standards.
11. The best long term location for the airport should be further studied including the potential cost in relocation, the impact on existing businesses and the potential revenue generated from the re-sale and reuse of the land.

District Four

Location

District Four occupies the north central portion of the City and a portion of Alexandria Township located within the chain of lakes and west of CSAH 42. District Four's northern boundary is formed by Lake Le Homme Dieu and Lake Darling. The western boundary for this planning district is Lake Darling and CSAH 44. The southern boundary is contiguous with the northernmost portion of the commercial land uses in the City's core area. The eastern boundary for this planning district is North Nokomis Avenue/CR 70. Lake Henry, Lake Agnes and several wetlands are prominent features in this district. The Douglas County Fairgrounds, an auto race track, the Central Lakes Trail and, a golf course are also contained in District Four. The northern portion of this district will be annexed in 2009.

Existing Uses/Features

Planning District Four includes land uses vary and include:

- Several clusters of residential development: especially bordering Lake Henry and Lake Agnes and, in between lakes Carlos, Le Homme Dieu and Darling.
- Residential subdivisions southwest of Lake Henry and northeast of Agnes Boulevard.
- A residential subdivision west of the golf course adjacent to CSAH 42 features single-family units to the west of 42 and higher density units to the east of the county state aid highway.
- Multi-family residential units are also located in the vicinity of the fairgrounds.
- Clusters of commercial uses are located just north of CSAH 44 adjacent to a larger wetland, along the southwest side of Agnes Boulevard, adjacent to North Nokomis near the golf course and, north of Third Avenue (west of the lake).
- Industrial uses are located adjacent to Central Lakes Trail in the vicinity of CSAH 22 and CSAH 82.

A summary of existing land uses within the City and Township follow:

Land Use	Acres	Percentage
Commercial	42.24	2.28%
High Density Residential	14.308	0.77%
Industrial	90.768	4.90%
Institutional	76	4.10%
Lakes/Wetlands	389.744	21.03%
Low to Medium Density Residential	574.262	30.98%
Private Outdoor Commercial Recreational	128.829	6.95%
Private Parks/Open Space/Natural Amenities	14.009	0.76%
Public Open Space/Natural Areas	44.422	2.40%
Public Park	37.621	2.03%
Public/Governmental Facilities	80.982	4.37%
Right of Way	162.127	8.75%
Rural Residential	10.266	0.55%
Seasonal Recreational Commercial	2.915	0.16%
Vacant/Agricultural	184.889	9.98%
Total	1,853.382	100.00%

The northern portion of District Four is nearly completely developed with substantial residential lots bordering the interior chain of lakes area. A golf course is also prominent within the district.

Recommendations

1. Recommended future land uses within District 4 include:
 - a. Continued residential development in suitable areas in the southern half of the district.
 - b. Reserve strips adjacent to community collector streets (i.e. CSAH 82, CSAH 42, CSAH 44 and CSAH 22) for commercial uses dependent on higher volumes of traffic.
 - c. Continued development of higher density residential uses adjacent to commercial and/or industrial land uses and adjacent to the fairgrounds.
 - d. Industrial development south of Central Lakes Trail and north of Agnes Boulevard adjacent to existing industrial land uses.
2. To the extent possible, future industrial and commercial developments should be focused in areas now designated for such uses.
3. The City and the Township should work together to monitor the amount of vacant lots available as a means of avoiding excess lot quantities, partially developed subdivisions and 'leap-frog' type developments.
4. The City and the Douglas County Fair Board should discuss the future plans for the Douglas County Fairgrounds.
5. Medium density residential developments bordering industrial and commercial areas should be encouraged as they will allow for a smooth transition between commercial/industrial and residential uses.
6. Future residential development driveway access points directly onto CSAH 44, CSAH 42 and Agnes Boulevard should be curtailed.

7. Future pedestrian/bicycle trail constructions and linkages between parks in this district should be provided as a means of maximizing the use of the Central Lakes Trail and as a means of promoting alternate transportation methods.
8. Continued judicial development of existing land resources is suggested.
9. Continue to work with the Township to review proposed developments within the District to determine:
 - a. Impact on existing and future transportation facilities,
 - b. Existing and future surface water management systems,
 - c. Adequacy of park facilities within the proposed development,
 - d. Appropriateness of the proposed use(s),
 - e. Adequacy and quality of proposed sanitary sewer and water facilities,
 - f. Sufficient capacity is available within proposed sanitary sewer and water facilities to service the proposed development, and
 - g. Compliance with shoreland standards.
10. Commercial uses introduced in Planning District Four should be coordinated with future area improvements (i.e. public water service).

District Five

Location

District Five occupies the west central portion of the City of Alexandria. District Five boundaries are from Fifth Avenue to Douglas Street, from Douglas Street to 10th Avenue, from 10th Avenue east to Fillmore Street, from Fillmore north to Aga Drive, from Aga west adjacent to the airport and south to Lake Winona.

Existing Uses/Features

Existing land uses are primarily residential in nature. The predominant land use is single-family residential which is occasionally interspersed with residential uses of a higher density. Public uses are scattered throughout District Five. A summary of existing land uses within the city and township follow:

Land Use	Acres	Percentage
Commercial	1.836	0.58%
High Density Residential	7.285	2.30%
Institutional	23.78	7.51%
Lakes/Wetlands	39.924	12.61%
Low to Medium Density Residential	146.361	46.23%
Public Park	26.777	8.46%
Right of Way	70.619	22.31%
Total	316.582	100.00%

Recommendations

1. Since the area within District Five is fully developed, recommendations are primarily limited to identification of underutilized and/or substandard parcels with investigation of re-use options. Re-use options may include construction of new affordable single-family residential units.
2. As a means of protecting the property values of well-maintained housing units, and to enhance the community's character, the City should continue to pursue policies that will provide incentive programs for upgrading depressed parcels.
3. Strict enforcement of property maintenance codes is warranted.
4. Continued emphasis on residential rehabilitation programs within the district should be a priority.

5. The City should encourage the construction of high/medium density housing units in areas directly adjacent to commercial uses so as to provide a transitional zone between high intensity uses and single-family residential uses.
6. The City shall continue to promote attractive residential environments that offer a broad choice of housing options including diverse life-style housing options, sizes and values.
7. The City should consider adoption of a sidewalk plan to ensure adequate and continuous pedestrian access to public uses to the east of District Five.
8. The City should use multiple funding sources, including the storm water utility fee, to complete improvement to the existing storm sewer system. The improvement should address both water quality and water quantity. The TMDL study for Lake Winona should be considered when planning for improvements.

District Six

Location

District Six is located in the south central portion of the City of Alexandria. The area occupied by District Six is west of South Broadway, east of Highway 29 (Aga Drive) and north of the City's southern most corporate boundary. Portions of Highway 29, CSAH 22 and Interstate 94 are located within District Six.

Existing Use/Features

Existing land uses within District Six are primarily commercial in nature, with the exception of some multiple-family housing located in the district's northern most point adjacent to 22nd Avenue. A summary of existing land uses within the city and township follow:

Land Use	Acres	Percentage
Commercial	211.713	27.65%
High Density Residential	16.367	2.14%
Industrial	4.578	0.60%
Institutional	2.302	0.30%
Lakes/Wetlands	32.461	4.24%
Low to Medium Density Residential	2.425	0.32%
Public Open Space/Natural Areas	52.768	6.89%
Public/Governmental Facilities	6.675	0.87%
Right of Way	116.96	15.27%
Vacant/Agricultural	319.492	41.72%
Total	765.741	100.00%

A few single-family residential parcels are located in immediate proximity of the airport just east of Aga Drive. Other important features of District 6 include airport clear zones and wetlands.

Recommendations

1. Recommended future land uses within District Six are primarily limited to those commercial in nature and dependent on high traffic volumes. Airport clear zones and wetlands should be protected.
2. Existing land uses, which are now residential in nature and within commercial areas, should be transitioned to future commercial development as appropriate.
3. The multi-family land uses located in the southern portion of the district should be maintained and the integrity of structures ensured.

4. Medium density residential developments bordering industrial and commercial areas should be encouraged as they will allow for a smooth transition between commercial/industrial and residential uses.
5. The City should identify a possible Southeast Watershed trail route adjacent to the floodplain easements in this areas. The goal is the creation of a trail linkage from the southern highway commercial area to Discovery Middle Scholl and potentially all the way to Lake LeHomme Dieu.
6. The City will work with future commercial development to improve pedestrian connectivity betwwn commercial areas.
7. The City will consider traffic impacts of new commercial developments and consider traffic calming measures as needed.

District Seven

Location

District Seven is located in the heart of the City's and extends from the original core to the Douglas County Hospital. The area occupied by the district extends adjacent to Broadway from 4th Avenue to Irving Street, to 8th Avenue, to Hawthorne, to 15th Avenue, to Jefferson Street, to 18th Avenue, to Fillmore Street, to 10th Avenue, to Douglas Street, to 5th Avenue, to Elm Street and, back to 4th Avenue.

Existing Uses/Features

Existing land uses within District Seven are primarily commercial and public in nature. Uses dependent on heavy pedestrian traffic including, specialty shops, antique stores and gift shops are located in the City's downtown commercial area. City Hall, the Post Office, Douglas County Offices, financial establishments and several office buildings (realtors, attorneys, accountants) draw pedestrians to the City's core. Generalized commercial uses exist adjacent to Broadway and south of 10th Avenue. The Douglas County Hospital is located within District Seven east of Broadway near 17th Avenue. A summary of existing land uses within the City follow, this district is completely within the corporate limits:

Land Use	Acres	Percentage
CBD Commercial	10.085	4.80%
Commercial	51.094	24.33%
High Density Residential	4.091	1.95%
Institutional	31.298	14.90%
Low to Medium Density Residential	32.716	15.58%
Public Park	1.372	0.65%
Public/Governmental Facilities	10.758	5.12%
Right of Way	68.614	32.67%
Total	210.028	100.00%

Recommendations

1. Since all areas within District Seven are developed, recommendations are primarily centered on redevelopment of underutilized parcels and preservation of structures within the district.
2. The City should investigate commercial assistance programs aimed at rehabilitation and/or restoration of significant structures within the City's core area.
3. The City should consider the adoption of design standards for new, expanded or remodeled buildings in its City's core area as a means of preserving the historical significance and character of the area.

4. The City should maintain the integrity of the commercial areas by strict code enforcement.
5. The City should encourage streetscape design and amenities which encourage pedestrian use of the City's core area.
6. The City should ensure pedestrian safety throughout the City's core area by strictly enforcing applicable laws.
7. The City should encourage the development of uses dependent on heavier volumes of vehicular traffic in the corridor adjacent to Broadway and south of 10th Avenue.
8. New development and redevelopment should be encouraged on a case-by-case basis for appropriateness, compatibility and compliance with City standards.
9. The City should continue to implement measures that promote fiscally responsible infrastructure (re) construction that is conducive to and whenever possible concurrent with redevelopment efforts.
10. The City should encourage high-density residential uses where applicable.
11. The City should continue study traffic patterns in the City's core area to determine alternatives that may encourage efficient traffic flow while providing sufficient access to area establishments.

District Eight

Location

District Eight occupies the northeastern portion of the City and extends into Alexandria Township, south of Lake Le Homme Dieu. District Eight boundaries include Geneva Road (east), Central Lakes Trail (north) and Nokomis Street(CSAH 42)/CR 70 to the west.

Existing Uses/Features

The majority of existing land use in the district is residential in nature. In addition, sizable clusters of commercial uses exist adjacent to CSAH 42 (North Nokomis) and State Highway 29. Several acres of institutional uses are also located within District Eight. The east bypass (CSAH 46/43) passes through this planning district. A summary of existing land uses within the City and Township follow:

Land Use	Acres	Percentage
Airport/Rail	35.587	2.29%
Commercial	86.622	5.59%
High Density Residential	8.434	0.54%
Institutional	109.838	7.08%
Lakes/Wetlands	33.746	2.18%
Low to Medium Density Residential	721.607	46.53%
Manufactured Home Park	19.065	1.23%
Private Parks/Open Space/Natural Amenities	25.027	1.61%
Public Open Space/Natural Areas	15.338	0.99%
Public Park	18.738	1.21%
Public/Governmental Facilities	15.602	1.01%
Right of Way	225.095	14.52%
Rural Residential	13.943	0.90%
Seasonal Recreational Commercial	2.33	0.15%
Vacant/Agricultural	219.783	14.17%
Total	1,550.755	100.00%

Recommendations

1. Recommended future land uses within District Eight include:
 - a. Continued residential development in suitable areas in the northern half of the district.
 - b. Commercial zones adjacent to community collector streets and minor arterials (i.e. CSAH 42, State Highway 29 and, CSAH 43 near the intersection of Highway 29) for commercial uses dependent on higher volumes of traffic.
 - c. Continued development of higher density residential uses in the area between Highway 29 and Geneva Road.
 - d. Continued expansion of the institutional use north of Central Lakes Trail.
2. To the extent possible, future industrial and commercial developments should be focused in areas now designated for such uses.
3. Continue to work with the Township to monitor the amount of vacant lots available as a means of avoiding excess lot quantities, partially developed subdivisions and 'leap-frog' type developments.
4. Medium density residential developments bordering industrial and commercial areas should be encouraged as they will allow for a smooth transition between commercial/industrial and residential uses.
5. Future residential development driveway access points directly onto CSAH 43 (east bypass), McKay Avenue, Highway 29, CSAH 42 and Geneva Road should be curtailed.
6. Future pedestrian/bicycle trail constructions and linkages should be provided as a means of maximizing the use of the Central Lakes Trail and as a means of promoting alternative transportation methods.
7. Areas for additional park facilities within the district should be identified.
8. Continued judicious development of existing land resources is suggested.
9. Continue to work with the Township to review proposed developments within the District to determine:
 - a. Impact on existing and future transportation facilities,
 - b. Existing and future surface water management systems,
 - c. Adequacy of park facilities within the proposed development,
 - d. Appropriateness of the proposed use(s),
 - e. Adequacy and quality of proposed sanitary sewer and water facilities,
 - f. Sufficient capacity is available within proposed sanitary sewer and water facilities to service the proposed development, and
 - e. Compliance with shoreland standards.
10. Commercial uses introduced in Planning District Eight should be coordinated with future area improvements (i.e. public water service).
11. The City encourages redevelopment along the North Nokomis Street/Hwy 29 corridor that allows for improved traffic flow and pedestrian access.
12. The City should work with MNDOT to facilitate the installation of a traffic signal at the intersection of North Nokomis and Lakeview Avenue.
13. The City should work with MNDOT to redesign the CSAH 42 (North Nokomis) and TH 29 intersection.

District Nine

Location

District Nine occupies a roughly 26-block area adjacent to 3rd Avenue in the northern portion of the City of Alexandria. The district encompasses roughly one block north and one block south of 3rd Avenue from Fillmore Street to Unumb Street.

Existing Uses/Features

Existing land use within District Nine includes a majority of commercial uses interspersed with residential and institutional uses. Land use in the blocks between 2nd and 3rd Avenues from Fillmore to Unumb are almost completely commercial in nature. The majority of the residential uses and all institutional uses within the district are located in the second tier of lots in the block south of 3rd Avenue. A summary of existing land uses within the City follow, this district is completely within the corporate limits:

Land Use	Acres	Percentage
Airport/Rail	2.33	2.24%
CBD Commercial	1.968	1.89%
Commercial	36.71	35.24%
Industrial	2.957	2.84%
Institutional	3.779	3.63%
Low to Medium Density Residential	14.615	14.03%
Public Open Space/Natural Areas	3.49	3.35%
Public/Governmental Facilities	1.026	0.98%
Right of Way	33.718	32.37%
Vacant/Agricultural	3.581	3.44%
Total	104.174	100.00%

Recommendations

1. The City of Alexandria should continue to work with MnDOT to assure the historic character and small town nature of Main Street in the City's core area is preserved despite roadway reconstruction and explore redevelopment opportunities which take advantage of the lake frontage (e.g. marina and supportive tourist related businesses).
2. The City should investigate commercial assistance programs aimed at rehabilitation and/or restoration of significant structures within the City's core area.
3. The City should consider the adoption of design standards for new, expanded or remodeled buildings in its City's core area as a means of preserving the historical significance and character of the area.
4. The City should maintain the integrity of the commercial areas by strict code enforcement.
5. The City should ensure pedestrian safety throughout the City's core area by strictly enforcing applicable laws.
6. The City should also encourage streetscape design and amenities which encourage pedestrian use of the City's core area while maintaining pedestrian safety.
7. As a means of protecting the property values of well-maintained housing units, and to enhance the community's character, the City should continue to pursue policies that will provide incentive programs for upgrading depressed parcels.
8. Strict enforcement of property maintenance codes is warranted.
9. Continued emphasis on residential rehabilitation programs within the district should be a priority.

10. The City should encourage the construction of high/medium density housing units in areas directly adjacent to commercial uses so as to provide a transitional zone between high intensity uses and single-family residential uses.
11. The City shall continue to promote attractive residential environments that offer a broad choice of housing options including diverse life-style housing options, sizes and values.
12. The City shall promote mixed-use redevelopment along the 2nd Avenue corridor.
13. The City should complete ad revitalization of Big Ole Central Park.

District Ten

Location

District Ten occupies an area which includes established neighborhoods east of Hawthorne Street. Planning District Ten extends from 4th Avenue (north) to just east of Nokomis Street, to 12th Avenue, to Jefferson Street, to 15th Avenue, to Hawthorne Street, to 8th Avenue, to Irving Street and, back to 4th Avenue.

Existing Uses/Features

Existing land uses are almost completely residential interspersed with occasional institutional uses (churches). Residential uses are predominantly single-family with multiple-family dwellings scattered throughout the district. Lot sizes within the district are quite small and a sizable portion (40%) of existing structures were constructed prior to 1940 according to the City Assessor. A summary of existing land uses within the City follow, this district is completely within the corporate limits:

Land Use	Acres	Percentage
Airport/Rail	5.637	2.68%
Commercial	7.88	3.74%
High Density Residential	2.376	1.13%
Institutional	6.538	3.10%
Lakes/Wetlands	2.692	1.28%
Low to Medium Density Residential	119.923	56.91%
Public Park	5.049	2.40%
Right of Way	60.625	28.77%
Total	210.72	100.00%

Recommendations

1. Since the area within District Ten is fully developed, recommendations are primarily limited to identification of underutilized and/or substandard parcels with investigation of re-use options. Re-use options may include construction of new affordable single-family residential units.
2. As a means of protecting the property values of well-maintained housing units, and to enhance the community's character, the City should continue to pursue policies that will provide incentive programs for upgrading older buildings within the district.
3. Strict enforcement of property maintenance codes is warranted.
4. Continued emphasis on residential rehabilitation programs within the district should be a priority.
5. The City should encourage the construction of high/medium density housing units in areas directly adjacent to commercial uses so as to provide a transitional zone between high intensity uses and single-family residential uses.

6. The City shall continue to promote attractive residential environments that offer a broad choice of housing options including diverse life-style housing options, sizes and values.
7. The City should consider adoption of a sidewalk plan to ensure adequate and sensible pedestrian access to public uses to the west and north of District Ten.
8. The City should encourage master planning as a part of all mixed use developments.

District Eleven

Location

District Eleven occupies an area in the east central portion of the City of Alexandria. District Eleven's southern boundary is County Road 100 (50th Avenue), its western boundary is South Broadway and its eastern boundary is coterminous with the City's corporate limits. The northern boundary of District Eleven is staggered from Jefferson Street, to 12th Avenue, to just east of Nokomis Street to just north of the High School.

Existing Uses/Features

The major land use within the district is Institutional and includes the Alexandria Technical College Campus and the High School. Other existing land uses within District Eleven include a manufactured home park and public/government uses. A large area of agricultural acreage is guided to future residential growth and located in the southern portion of the district. The southeast portion of District Eleven includes several wetland areas and farm fields. A summary of existing land uses within the City follow, this district is completely within the corporate limits:

Land Use	Acres	Percentage
Airport/Rail	4.829	0.64%
Commercial	58.823	7.82%
High Density Residential	27.062	3.60%
Industrial	39.159	5.21%
Institutional	118.157	15.71%
Lakes/Wetlands	64.679	8.60%
Low to Medium Density Residential	10.994	1.46%
Manufactured Home Park	25.774	3.43%
Public/Governmental Facilities	8.697	1.16%
Right of Way	49.964	6.64%
Rural Residential	8.165	1.09%
Vacant/Agricultural	336.005	44.66%
Totals	752.308	100.00%

Recommendations

1. Future land use within District Eleven should include
 - a. Expansion of institutional uses as needed.
 - b. Future multiple-family residential uses in the area adjacent to the intersection of Nokomis Street and CSAH 23 is suggested.
 - c. Multiple-family housing in the area above would be convenient for students attending the Technical College, therefore, facilitation of pedestrian traffic should be considered.
 - d. Land use south of 34th Avenue may be guided to future residential development, however, care should be taken to mitigate the effects of the airport fly zone and future commercial development adjacent to South Broadway.
2. Medium density residential developments bordering institutional areas should be encouraged as they will allow for a smooth transition.
3. Future residential development driveway access points directly onto 30th and 34th Avenues should be curtailed.

4. Future pedestrian/bicycle trail constructions and linkages should be provided as a means of promoting alternative transportation methods.
5. Continued judicial development of existing land resources is suggested.
6. The City should review proposed developments within the District to determine:
 - a. Impact on existing and future transportation facilities,
 - b. Existing and future surface water management systems,
 - c. Adequacy of park facilities within the proposed development,
 - d. Appropriateness of the proposed use(s),
 - e. Adequacy and quality of proposed sanitary sewer and water facilities, and,
 - f. Sufficient capacity is available within proposed sanitary sewer and water facilities to service the proposed development.
7. Communication between the high school and Technical College regarding future expansion plans for both entities should be encouraged.

District Twelve

Location

District Twelve occupies the east portion of the City adjacent to Lake Geneva. The Planning District extends west to Geneva Road and the Soo Line Railroad, south to Highway 27, to Unumb Street, west along 4th Avenue, to just past Oak Street and then south to Victoria Drive and Lake Victoria. This planning district is entirely within the City limits except for a small area just east of Rosewood Lane North and Geneva Road. District Twelve includes several wetlands and the northern portion of Lake Connie.

Existing Uses/Features

Although existing land uses within this district are of mixed types, the majority of uses are residential in nature. Several residential units occupy the southeastern portion of District Twelve, including lots along the shore of Lake Geneva. Industrial uses exist in the western portion of District Twelve in a triangular shaped area adjacent to Highway 27, McKay Avenue and the Soo Line. A second pocket of industrial acreage is located south of the Soo Line between Agnes Avenue and Rosewood Lane North. A manufactured home park is located east of McKay and west of Lakepark Avenue. Institutional and public uses are also located within this planning district. Extractive uses extend within a portion of this district. A summary of existing land uses within the City and Township follow:

Land Use	Acres	Percentage
Airport/Rail	2.873	0.27%
Commercial	48.405	4.61%
High Density Residential	46.728	4.45%
Industrial	38.307	3.65%
Institutional	100.054	9.53%
Lakes/Wetlands	21.123	2.01%
Low to Medium Density Residential	439.138	41.81%
Manufactured Home Park	17.103	1.63%
Public Open Space/Natural Areas	34.851	3.32%
Public Park	5.11	0.49%
Public/Governmental Facilities	1.172	0.11%
Right of Way	170.362	16.22%
Seasonal Recreational Commercial	2.872	0.27%
Vacant/Agricultural	122.242	11.64%
Total	1,050.34	100.00%

Recommendations

1. Future land uses within District Twelve consisting of:
 - a. Additional single-family development within the corporate limits west of Birch Avenue (adjacent to Glacier Avenue) and the area north of 3rd Avenue and east of Elmwood Drive.
 - b. Re-Use of existing extractive uses.
 - c. Higher intensity uses such as industrial, commercial and high density residential are expected to continue adjacent to Highway 27, CSAH 46 and Geneva Road.
2. Medium density residential developments bordering commercial and industrial areas should be encouraged as they will allow for a smooth transition between commercial/industrial and residential uses.
3. Future residential development driveway access points directly onto 3rd Avenue, McKay Drive, Birch Avenue and, Geneva Road should be curtailed.
4. Future pedestrian/bicycle trail constructions and linkages should be provided as a means of promoting alternative transportation methods. Special attention should be given to providing safe pedestrian crossing of Highway 27 east of McKay Avenue as several residential developments occupy the adjacent area.
5. Areas for additional park facilities within the district should be identified.
6. Continued judicial development of existing land resources is suggested.
7. The City should review proposed developments within the District to determine:
 - a. Impact on existing and future transportation facilities,
 - b. Existing and future surface water management systems,
 - c. Adequacy of park facilities within the proposed development,
 - d. Appropriateness of the proposed use(s),
 - e. Adequacy and quality of proposed sanitary sewer and water facilities,
 - f. Sufficient capacity is available within proposed sanitary sewer and water facilities to service the proposed development, and
 - g. Compatibility with the Shoreland Ordinance.

District Thirteen

Location

District Thirteen occupies that portion of the City, north of Interstate 94, bordering Lake Burgen and Lake Victoria the chain of lakes. This district includes a portion of Hudson Township.

Existing Uses/Features

The southern portion of Lake Connie and the east bypass (CSAH 46/43) are located within this planning district. A large portion of this district has not been developed, although several single-family dwelling units are located on the western shores of Lake Victoria and Lake Burgen. Extractive uses also currently exist within District Thirteen. A summary of existing land uses within the township follow. The district is located entirely outside of the corporate limits:

Land Use	Acres	Percentage
Airport/Rail	29.8	1.51%
Commercial	17.65	0.89%
Institutional	10.011	0.51%
Lakes/Wetlands	35.725	1.81%
Low to Medium Density Residential	230.469	11.67%

Public Open Space/Natural Areas	1.629	0.08%
Public Park	8.44	0.43%
Right of Way	109.425	5.54%
Rural Residential	52.034	2.63%
Vacant/Agricultural	1480.226	74.93%
Total	1,975.409	100.00%

District Thirteen features rolling hills, stands of trees and steep slopes bordering Lake Victoria and Lake Burgen. The physical characteristics of this district are conducive to large lot residential uses.

Recommendations

1. Future land uses within this District are expected to remain predominantly residential in nature. Re-use of existing extractive uses are also expected. 40+ acres within this district has been acquired by ISD 206.
2. A majority of this area has been designated as a master/study planning area within the future land use map. This area is likely to need site specific decisions on preferred forms, environmental review and resolving transitions between the study area and adjacent land use areas and between existing land uses and the preferred land uses.
3. As a part of the Master planning for this area, the City should oversee and administer an overall environmental review program (EAW, AUAR) to disclose the potential environmental impacts of future development and identify ways to avoid or minimize them. Stormwater management concerns should be addressed as a part of the environmental review.
4. As residential growth occurs with District Thirteen, additional park facilities and identification and preservation of trail corridors, in particular Lake Connie, should be included within this area.
5. The City and the Township should work together to monitor the amount of vacant lots available as a means of avoiding excess lot quantities, partially developed subdivisions and 'leap-frog' type developments.
6. Medium density residential developments bordering industrial and commercial areas (if they develop, especially near CSAH 46) should be encouraged as they will allow for a smooth transition between commercial/industrial and residential uses.
7. Future residential development driveway access points directly onto CSAH 23, CR 106, 50th Avenue, 34th Avenue and, CSAH 46 (east bypass) should be curtailed.

District Fourteen

Location

District Fourteen occupies that portion of Hudson Township south of the City limits, south of Interstate 94 and easterly of Highway 29 and Bounded by County Road 87.

Existing Uses/Features

Roughly half of this district has not been developed. Areas adjacent to I-94 and Highway 29 are commercial with several industrial sites located within this district as well. A summary of existing land uses within the Township follow. The district is located entirely outside of the corporate limits:

Land Use	Acres	Percentage
Airport/Rail	4.645	0.38%
Commercial	382.358	31.61%
Industrial	111.271	9.20%
Lakes/Wetlands	72.856	6.02%

Low to Medium Density Residential	21.684	1.79%
Public Open Space/Natural Areas	4.669	0.39%
Right of Way	103.046	8.52%
Vacant/Agricultural	508.951	42.08%
Total	1,209.48	100.00%

The physical characteristics of this district are conducive to large lot residential uses.

Recommendations

1. Future land uses within this District are expected to remain predominantly commercial adjacent to I-94 and industrial.
2. The City and the Township should work together to monitor the amount of vacant lots available as a means of avoiding excess lot quantities, partially developed subdivisions and 'leap-frog' type developments.
3. Medium density residential developments bordering industrial and commercial areas (if they develop, especially near CR 87) should be encouraged as they will allow for a smooth transition between commercial/industrial and residential uses.
4. Future pedestrian/bicycle trail constructions and linkages should be provided as a means of promoting alternate transportation methods.
5. Continued judicious development of existing land resources is suggested.
6. The township and City should work together to review proposed developments within the District to determine:
 - a. Impact on existing and future transportation facilities,
 - b. Existing and future surface water management systems,
 - c. Adequacy of park facilities within the proposed development,
 - d. Appropriateness of the proposed use(s),
 - e. Adequacy and quality of proposed sanitary sewer and water facilities,
 - f. Sufficient capacity is available within proposed sanitary sewer and water facilities to service the proposed development, and
 - g. Compliance with shoreland standards.
7. Commercial uses introduced in Planning District Fourteen should be coordinated with future area improvements (i.e. public water service).

District Fifteen

Location

District Fifteen occupies that portion of Lake Mary south of the City limits, southwesterly of the Interstate 94 interchange. This district borders the northern side of Lake Andrew.

Existing Uses/Features

The majority of this district has not been developed. A summary of existing land uses within the Township follow. The district is located entirely outside of the corporate limits:

Land Use	Acres	Percentage
Commercial	91.465	4.06%
Lakes/Wetlands	29.599	1.31%
Low to Medium Density Residential	412.178	18.30%
Public/Governmental Facilities	13.262	0.59%

Right of Way	93.539	4.15%
Seasonal Recreational Commercial	4.731	0.21%
Vacant/Agricultural	1607.003	71.37%
Total	2,251.777	100.00%

The physical characteristics of this district are conducive to mixed density residential. Some transitional office and professional uses may be appropriate in this district if a future collector street is established.

Recommendations

1. Future land uses within this District are expected to remain predominantly residential in nature.
2. As residential growth occurs with District Fifteen, additional park facilities should be included within this area.
3. The City and the Township should work together to monitor the amount of vacant lots available as a means of avoiding excess lot quantities, partially developed subdivisions and 'leap-frog' type developments.
4. Future pedestrian/bicycle trail constructions and linkages should be provided as a means of promoting alternate transportation methods.
5. Continued judicial development of existing land resources is suggested.
6. The Township and City should work together to review proposed developments within the District to determine:
 - h. Impact on existing and future transportation facilities,
 - i. Existing and future surface water management systems,
 - j. Adequacy of park facilities within the proposed development,
 - k. Appropriateness of the proposed use(s),
 - l. Adequacy and quality of proposed sanitary sewer and water facilities,
 - m. Sufficient capacity is available within proposed sanitary sewer and water facilities to service the proposed development, and
 - n. Compliance with shoreland standards.

District Sixteen

Location

District Sixteen occupies that portion of Lake Mary south of the City limits, southwesterly of Interstate 94 and Highway 27. CSAH 21 runs through the center of this district.

Existing Uses/Features

The majority of this district has not been developed. A summary of existing land uses within the Township follow. The district is located entirely outside of the corporate limits:

Land Use	Acres	Percentage
Lakes/Wetlands	34.346	2.93%
Low to Medium Density Residential	151.433	12.94%
Public/Governmental Facilities	15.962	1.36%
Right of Way	145.426	12.43%
Vacant/Agricultural	823.227	70.34%
Total	1,170.394	100.00%

The physical characteristics of this district are conducive to large lot residential uses.

Recommendations

1. Future land uses within this District are expected to remain predominantly Highway Commercial.
2. The City and the Township should work together to monitor the amount of vacant lots available as a means of avoiding excess lot quantities, partially developed subdivisions and 'leap-frog' type developments.
3. Medium density residential developments bordering industrial and commercial areas may be warranted as they will allow for a smooth transition between commercial/industrial and residential uses.
4. Continued judicious development of existing land resources is suggested.
5. The township and City should work together to review proposed developments within the District to determine:
 - o. Impact on existing and future transportation facilities,
 - p. Existing and future surface water management systems,
 - q. Adequacy of park facilities within the proposed development,
 - r. Appropriateness of the proposed use(s),
 - s. Adequacy and quality of proposed sanitary sewer and water facilities,
 - t. Sufficient capacity is available within proposed sanitary sewer and water facilities to service the proposed development, and
 - u. Compliance with shoreland standards.
6. Commercial uses introduced in Planning District Fourteen should be coordinated with future area improvements (i.e. public water service).