City of Montrose
Comprehensive Plan 2040

MONTROSE
It's good to be home.

March, 2017

MUNICIPAL
DEVELOPMENT GROUP, LLC

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INTRODUCTION

I. WHAT IS A COMPREHENSIVE PLAN?

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

* Introduction
* Community History, Community Character and Vision
* Natural Resources
* Demographic Characteristics and Projections
* Economic Development
* Parks, Trails and Recreation
* Transportation
* Utilities
* Housing
* Community Facilities
* Land Use
* Implementation

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

II. PLANNING FRAMEWORK

The City of Montrose prepared a Comprehensive Plan in 2002, with amendments in 2006 and 2007. Similar to metropolitan communities, which are required to update their plans every ten (10) years, the City of Montrose is proactively addressing future needs and incorporating changes and studies which have occurred over the past decade. A summary of the studies and data utilized to prepare the 2040 Comprehensive Plan follows:

2010 Census.
Information on population, demographics, housing and employment, from the 2010 Census has been incorporated into the various chapters of the 2040 Comprehensive Plan, along with data from the 2014 American Community Survey (ACS).

MN State Demographer Projections
The Minnesota State Demographer's population estimates and projections to the year 2045, for Wright County, have been incorporated into the Demographics Chapter.

Building Permit Records, 2002-2016
Historical building construction, including new home construction and commercial/industrial construction, from City building permits, is incorporated into the Housing and Land Use Chapters.

City of Montrose Housing Study, 2014
The City of Montrose engaged the services of Maxfield Research, Inc. in 2014, to identify the housing needs within the City until 2020. The Study incorporates 2010 US Census data and includes recommendations for various housing types.

City of Montrose, Master Park and Open Space Plan, 2015
The City of Montrose prepared a Master Park and Open Space Plan in 2015. Information from this plan has been incorporated into the Parks, Trails and Open Space Chapter.

City of Montrose Utility Plans.
Information from the City's Comprehensive Water System, Wastewater System and Stormwater Management Plans have been incorporated by reference into the Utility Chapters of the Comprehensive Plan. These documents are an appendix to the Comprehensive Plan.

Transportation Plan
As a part of the AUAR, Bolton & Menk prepared a Transportation Plan for the City of Montrose. The information is in included in the Transportation Chapter.

Retail Food Market Survey and Retail Survey, August 2012
Information from a Retail Market Study, completed by Keith Wicks & Associates, has been referenced within the Economic Development Chapter of the Comprehensive Plan.

City of Montrose Zoning and Subdivision Ordinances.
The City's Zoning and Subdivision Ordinances have been reviewed and are referenced within the Land Use Chapter and Implementation Chapter.

Wright County Transportation CIP, 2017-2021
Wright County's Transportation Capital Improvement Plan includes information on pavement preservation projects along County Roads 110, 9 and 108 near Montrose. Urban and Rural Designations of roadways are included within the Transportation Chapter.

Wright County Comprehensive Plan, 2007
Wright County's Comprehensive Land Use Plan, adopted in 2007, was reviewed for consistency.

III. SCOPE OF THE COMPREHENSIVE PLAN

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

1. This **Introduction** includes the planning framework, the scope of the plan, the process for completing the plan and participants in the process.

2. **Community History, Community Character and Vision -** This chapter provides historical information on the city, the character of the community and the vision for the future growth and (re) development. It includes a vision statement,

guiding principles and general community goals and strategies that set forth standards for land use and growth management.

3. A review of the **Natural Resources** in the community indicate the geographical nature of the community in terms of a regional context along with an evaluation of the physical aspects of the City such as water resources, topographical elements and physical barriers to development.

4. **Demographic and Social Characteristics and Trends** contains historic and projected population information as it relates to growth, age characteristics, education, occupation, and income levels. This chapter also includes information from the 2010 Census, 2011-2015 American Community Survey (ACS), Minnesota State Demographer and building permit data. Using this data and community input, this chapter projects the future population and demographic data to enable the City to plan for future residents.

5. The **Economic Development Chapter** includes a review of various economic statistics, a review of the EDA and economic development policy statements relative to the commercial and industrial districts. Business trends and employment projections are included which assist in identifying the amount of commercial and industrial land to plan for in the land use chapter.

6. The **Parks, Trails and Recreation Chapter** includes an inventory of existing park and recreational amenities in the city, an analysis of future needs and policies relating to the future parks, trails and other recreational offerings in the city and adjacent areas. The Master Park and Trail Plan is incorporated within this Chapter.

7. The **Transportation Chapter** includes information on the current transportation system, categorizes the current street system, addresses local, regional and state transportation plans which impact the city, and establishes access management policies as well as overall transportation policies for future transportation planning. Information from the City's AUAR has been incorporated into this Chapter.

8. The **Utilities Chapter** includes an overview of sanitary sewer, water and surface water utilities as they relate to the city's ability to service current and future growth area and capital improvements required to support growth.

9. The **Housing Chapter** evaluates the current housing stock, evaluates housing trends, reviews land use options and establishes housing objectives and policies to meet future housing needs.

10. The chapter on **Community Facilities and Services** includes information relating to government and educational facilities as well as a summary of public commissions.

11. **The Land Use Chapter** inventories existing land uses, identify potential infill or redevelopment areas and evaluates future land uses. This chapter also discusses the Municipal Boundary Expansion and defines a growth area outside of the current municipal limits in which future growth is anticipated, and where the city is

able to service growth with future utilities. This chapter also includes policies for boundary expansion or annexation.

12. Finally, the **Implementation Chapter** describes and summarizes local controls pertaining to land use; the subdivision of land, Capital Improvement Planning, orderly annexation and implementation strategies.

IV. PLANNING PROCESS

This Plan evolved through a participatory process that included:

- **Community survey-** An on-line and paper community survey was available in August and September, 2016. Two-hundred and twenty-eight (228) responses were received. The 2015 MN State Demographer's estimated population for Montrose was 3,110 residents. There were 1,134 estimated households in 2015 suggesting approximately 20% of households participated, if one person per household responded.

- **Public meetings,** including:
  - A **community visioning session** held September 21, 2016. Approximately 20 people attended and provided input.
  - A **public hearing** held on February 15, 2017.

- **Input from the following City Committees** including the:
  - EDA Input Session
  - Park and Recreation Commission

- **City staff, Fire Chief and City Engineer**

- **Monthly Workshop Meetings** with the Planning from July, 2016 to February, 2017.

V. PROJECT PARTICIPANTS

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

City Council:

Gregory Youmans, Mayor (2016)
Michelle Otto, City Council (2016), Mayor (2017)
Melissa Gudvangen 2016-2017
Lloyd Johnson, 2016-2017
Jillayne Menard. 2016-2017
Ben Kuehl, 2017

Economic Development Authority:

Melissa Gudvangen
Lloyd Johnson

Michelle Otto
Jill Menard
Greg Youmans, 2016
Ben Kuehl, 2017

Planning Commission:

Cory DeWitte, Chair 2016
Chuck Smallwood, Vice Chair 2016, Chair 2017
Catherine Neiberger, Secretary
Lloyd Johnson, Council liaison
Sylvia Henry
Tracy Gurneau
Kurt Andersen

Park & Recreation Commission:

Sylvia Henry
Bru Ploog
Kirby Moynaugh
Christina Bentfield
Staff Coordinator: Sean Diercks

Other:

Citizens of Montrose

City Staff

Margaret McCallum, City Clerk/Treasurer
Sean Diercks, Public Works Director
Wendy Manson, Deputy Clerk
Anna Carlson, Utility Billing Clerk
Kevin Triplett, Fire Chief

City Consultants

Municipal Development Group, LLC, Planning Consultants
Bolton and Menk, City Engineers

COMMUNITY HISTORY, COMMUNITY CHARACTER & VISION

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

I. HISTORY

The village of Montrose was incorporated in 1881 and the first officers were elected. Montrose was located on the Great Glacier Trail which later became U.S. Highway 12. Located about 35 miles west of Minneapolis, the village was surrounded by beautiful prairies and lakes. Montrose was named by the first settler, George M. Wright, after a town in his home state of Pennsylvania. In the 1920's Highway 12 was officially established and a second main highway was constructed – State Highway 25, which connects Buffalo to the north and Watertown to the south.

The population grew quickly from its incorporation in the early 1880's to 1900 with 305 persons in that Census. The population remained steady throughout the most of the 20th century until starting to experience significant growth starting in the 1970's. The 2010 Census reported a population of 2,847, with the MN State Demographer estimating a 2014 population of 3,046.

Most businesses in Montrose were located on Railroad Street in the early days of the village. Electricity first came to Montrose in 1918. The 1930's saw the business district move outward to U.S. Highway 12 after fires destroyed most of the buildings on Railroad Street. The Montrose "strip" included Onstott's hotel, Lundsten Lumber, Red's Coffee Bus and Eckerman's Grocery.

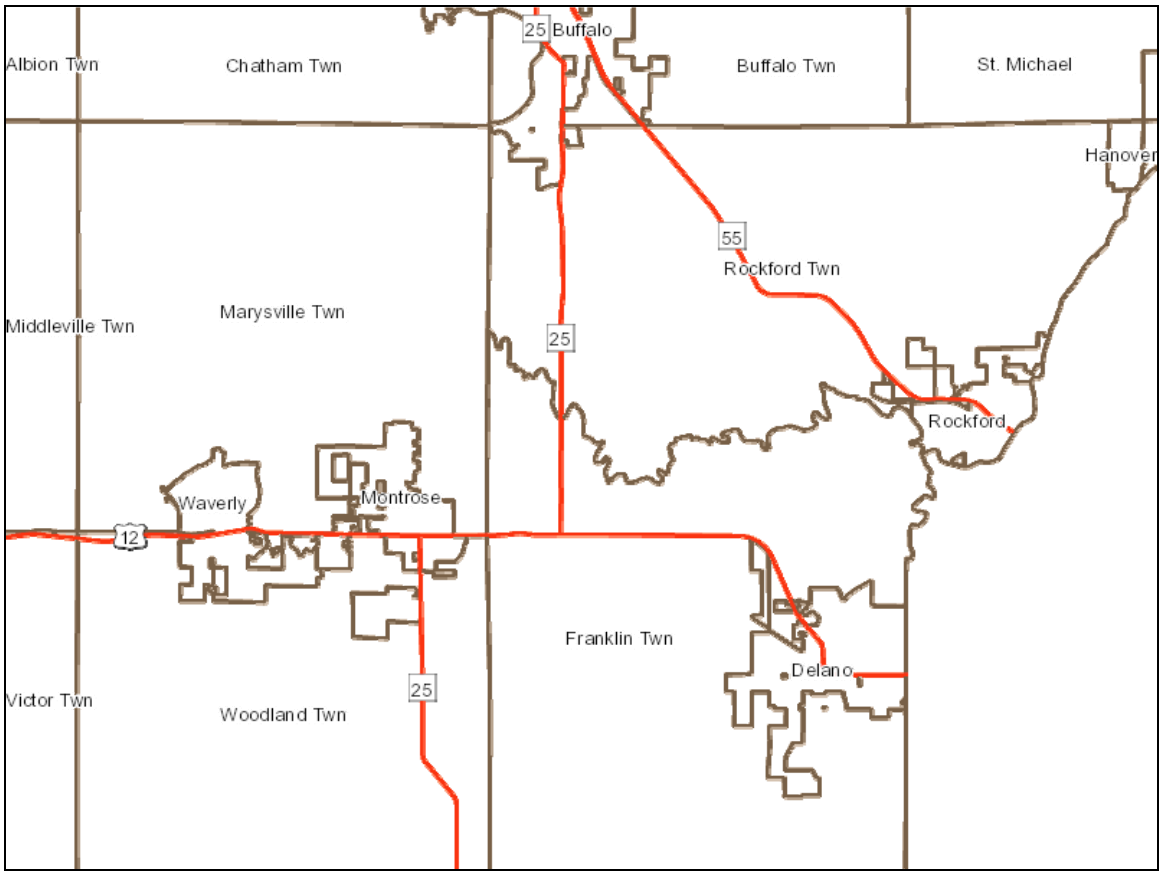
In 1904, the first Montrose School burned and was replaced in 1905 by a new school. In 1942, the Montrose High School closed. In 1977, a new Montrose Elementary School was opened. Montrose is part of Independent School District #877 which includes the communities of Buffalo, Hanover and Montrose and surrounding townships.

Places of worship also have a strong history in Montrose. Montrose United Methodist Church dates back to 1858, when at least 10 families decided to join together. The group was originally called the Virginia settlement, then the Fountain Lake Settlement, and finally the Montrose Methodist Church. The current church building was constructed in 1953. St. Paul's Evangelical Lutheran Church was established in 1909. More recently the House of Grace Lutheran Church was formed and meets in the Montrose Methodist Church.

II. REGIONAL SETTING

Montrose is located along U.S. Highway 12, MN Highway 25 and Co. Rd 12 and is within 17 minutes of Interstate 94. Located 25 miles west of Minneapolis, Montrose has easy access to metropolitan amenities while retaining small town charm. Montrose is located in Wright County, which is considered one of the 13 counties in the Minneapolis-St. Paul Region.

Figure 2.1- Location Map



III. INTRODUCTION

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

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

IV. COMMUNITY VISION

A Visioning Session was held on September 21, 2016. Approximately 20 members participated. Strengths of the community were discussed, along with the vision for the city in 2040. The following "Vision Statement" was developed as a basis for the Comprehensive Plan:

In 2040, the City of Montrose will be….

"*A comfortable and progressive, self-reliant community, living in harmony with nature and family values.*"

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

GUIDING PRINCIPLES

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

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

GENERAL GOALS AND STRATEGIES

General Goal #1

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

Strategies:

1. Promote the implementation of the Comprehensive Plan and efficiently plan for land use, community facilities, transportation, housing, economic development and environmental protection for Montrose and the immediately surrounding area.

2. Review and amend the Comprehensive Plan as necessary to ensure its usefulness as a practical guide for current and future development. Adhere to this Plan, which shall guide all zoning changes, as closely as possible to ensure consistent development policy.

3. Formulate and enforce city ordinances to ensure development in accordance with the Comprehensive Plan and general residential, commercial and industrial development requirements.

4. Continue to plan for land uses to support and enhance the further development of Montrose's downtown.

5. Continue to plan for land uses to support and enhance Montrose's ability to attract quality development, by providing adequate quality areas for new business development.

6. Participate in the State, Wright County, and surrounding townships' governmental processes regarding issues important to the city.

7. Protect both the general welfare and the individual choices of Montrose's residents. Insure that decisions that are made by the community reflect the needs of current residents and business owners.
8. Continue to support the relationship between the City and the School District in efforts to address new development and its impact on enrollment and facilities.

General Goal #2

Promote community spirit and unity and enhance Montrose's character and identity.

Strategies:

1. Encourage volunteerism, participation in community activities and acceptance of community leadership positions.

2. Actively encourage and utilize resident participation in the local decision-making process.

3. Encourage increased interaction and communication between citizens of all ages, cultural heritages and incomes.

4. Continue to improve and enhance communication among the city, residents, businesses, civic groups and public agencies utilizing various media such as a city newsletter, local newspaper and the city website and social media.

5. Continue to improve connections between the city, and its business community through active participation in the local Chamber of Commerce and civic groups.

6. Encourage a variety of living, working and social experiences and opportunities within the community.

7. Protect and enhance important historical, cultural and natural resources as a means to maintain the integrity, heritage and local character of Montrose's natural and built environment.

PHYSICAL PROFILE & NATURAL RESOURCES

PURPOSE

Natural and physical features of the City of Montrose are bountiful resources which provide a healthy environment and high quality of life for citizens. An Alternative Urban Areawide Review (AUAR) was completed in October of 2008 and contains a wealth of information relative to natural resources. In order to plan for sustainable growth, these natural resources should be considered as the city continues to develop. This Chapter provides information on:

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

2. Natural Resource Objectives and Policies.

3. Maps referenced within this Chapter are taken from the City of Montrose's AUAR, which was prepared by Bolton & Menk, Inc. in 2008.

I. PHYSICAL PROFILE.

A. Area.

The City of Montrose is 3.21 square miles in size or 2,054.4 acres. (Source: U.S. Census Bureau, American Factfinder, 2015).

B. Soils.

The characteristics of the soils in the Montrose area should be examined in order to make proper decisions on the use of the land and to protect the natural environment. Maps 3-1 A, B, and C identify the various soil types which are within the City of Montrose and its growth area.

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

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

ability of the soil to support vegetation, access to water, potential water impoundment sites, and either access to public sewer lines or the capacity of the soil to absorb septic tank effluent. Soils subject to flooding are limited, in varying degrees, for recreational uses by the duration of flooding and the season when it occurs. Onsite assessment of the height, duration, intensity, and frequency of flooding is essential in planning recreational facilities."[1]

- **Wildlife Habitat.** Soils are rated based on their ability to support wildlife habitat. Factors which are included are the soils ability to provide a habitat which includes food and cover.

- **Engineering.** Soil properties are rated for their ability to support building site development, sanitary facilities, construction materials and water management. The various tables including information to assist with planning for site development.

- **Soil Properties** include the "Engineering Index Properties", "Physical and Chemical Properties of Soils", "Water features" and "Soil Features".

The various types of soils present different opportunities as well as requirements for correction for urban development. It is recommended the developer or builder perform soil borings prior to applying for building permits in areas where soils have been rated as severe to moderate. Hydric soils are illustrated on Map 3-2.

C. Topography.

The topography within the City of Montrose and AUAR boundary features mild fluctuations in elevation from about 940 to 1000 feet above sea level. According to the Soil Survey, four of the 38 soil map units within the AUAR boundary have slopes of at least 12 percent. These steeply sloped areas cover approximately 191 acres, or three percent, of the AUAR area. These areas are included on Map 3-6 as Nondevelopable Areas. These include the following soils and slopes:

Lester-Malardi Complex, Eroded, 12 to 18 percent slopes
Lester Loam, Eroded, 12 to 18 percent slopes
Lester Loam, 18 to 25 percent slopes
Lester-Storden Complex, 12 to 18 percent slopes

While the City's Subdivision Ordinance restricts development on steep slopes, it does not define "Steep Slopes". The City's Zoning Ordinance; however, defines a "Steep Slope" as "Steep Slope. Land where agricultural activity or development is either not recommended or described as poorly suited due to slope steepness and the site's soil

[1] Montrose Alternative Urban Areawide Review, City of Montrose, Bolton and Menk, Inc., October 2008

[2] Soil Survey of Wright County, Minnesota. USDA, Natural Resources Conservation Service in cooperation with the MN Agricultural Experiment Station.

characteristics, as mapped and described in available County soil surveys or other technical reports, unless appropriate design and construction techniques and farming practices are used in accordance with the provisions of the Ordinance. Where specific information is not available, steep slopes are lands having slopes over twelve (12) percent, as measured over horizontal distances of fifty (50) feet or more, that are not bluffs. "

The Subdivision Ordinance recognizes Conservation Developments or "The development pattern and technique whereby lots are arranged in closely related groups to preserve the natural amenities of land through the creation of common open space." The Subdivision Ordinance also allows development through a Planned Unit Development which, "...is designed to be in harmony with the natural features of the landscape. Steep slopes, wetlands, and natural features are to be preserved to the maximum extent possible...."[2]

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

D. Water bodies.

There are two major waterbodies on the east side of the City and its growth boundary. (See Map 3-3). Malardi Lake and the associated Malardi Wildlife Management Area, a 127-acre open water wetland, is located 1.5 miles northeast of existing City limits.

Mud Lake and associated Woodland Wildlife Management Area, consists of a total of 701 acres and includes the 500-acre open water cattail dominated wetland, is located one mile southeast of existing City limits. A portion of Fountain Lake is located in the southeastern corner of the AUAR boundary. A number of unnamed public waters are also located on the eastern, western and southern end. There are also four unnamed creeks that flow through the AUAR area.

National Wetland Inventory. Map 3-4 illustrates the locations of wetlands, according to the National Wetland Inventory, within the city and its growth boundary. This is not an official wetland map. Wetland delineations are required in accordance with the Wetland Conservation Act before development can occur. Seasonally flooded basins or flat wetlands, Deep Marsh wetlands and Shallow Marsh wetlands are located within the City and AUAR area. There are a total of 1,849.13 acres or 26 percent of the AUAR are identified in the NWI. In rural areas, wetlands larger than 10 acres are designated as DNR protected. In urban or developed areas, including the City of Montrose City limits, this threshold falls to 2.5 acres.

FEMA Floodplain. Map 3-5 illustrates areas identified by the Federal Emergency Management Agency as 100-Year Floodplain. Floodplains are identified around the

[2] City of Montrose Subdivision Ordinance, Chapter 11.

area of Mud Lake that include a small portion of the southeast corner of the existing City limits. The City of Montrose's Floodplain Overlay District is included as Chapter 1095 in the Zoning Ordinance. The City of Montrose's Shoreland Overlay District is included in Chapter 1096 of the Zoning Ordinance. Mud Lake and Malardi Lake are classified as Natural Environment Lakes. Malardi Lake is also in Special Protection Shoreland District (S-1).

E. Watersheds.

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

Storm water runoff from the AUAR area travels in three general directions: north, south and east. Major receiving waters include Malardi Lake, Mud Lake, Fountain Lake and many unnamed wetlands. The City of Montrose and AUAR area is entirely within the North Fork of the Crow River watershed, so it eventually drains into the North Fork of the Crow River, which lies northeast of the AUAR area.

Green techniques, which may be employed by a community and its citizens to assist in maintaining the water quality of its watersheds, include such activities as repairing leaky faucets, repairing septic tanks, using pervious pavers in lieu of asphalt driveway allowing for drainage and planting of trees and plants native to the area to reduce the use of fertilizers and pesticides. Because a large portion of the soils in the AUAR area have rapid to moderate infiltration rates, infiltration will be encouraged where appropriate to reduce stormwater volumes and recharge groundwater.

F. Groundwater.

Montrose is in the Metro Ground Water Province. This is characterized by sand aquifers in generally thick (greater than 100 feet) sandy and clayey glacial drift overlying Precambrian sandstone and Paleozoic sandstone, limestone and dolostone aquifers.[3]

The Minnesota Pollution Control Agency reports eleven known leak sites. None included groundwater contamination. All files on the sites have been closed as of the drafting of this Plan. The sites are identified in the following Table 3-1.

A summary of remediation sites, the type of site, address and date the file was closed is included in Table 3-2.

[3] Minnesota Geological Survey Map & Data Base, MNDNR

TABLE 3-1
LEAKING UNDERGROUND STORAGE TANK SITES
CITY OF MONTROSE

Site	Status
ID# 13641 CCF Convenience Store 175 Nelson Blvd Product released: unknown; Contaminated Soils Remaining	Discovered 06/26/2000 Site closed 10/13/2000
ID #4584 DNR Fisheries Headquarters Hwy 25 South Product released: gasoline, type unknown; Contaminated Soils Remaining	Discovered 09/25/1991 Site closed 10/29/1992
ID# 8196 Former Gas Station US Hwy 12 & County Road 12 Product released: Gasoline, type unknown; Contaminated Soil Remaining Unknown	Discovered 10/06/1994 Site closed 09/14/2000
ID #10219 Former Twister Restaurant 2472 Hwy 12 Product released: Gasoline, type unknown; Contaminated Soil Remaining	Discovered 05/23/1997 Site closed 06/30/2014
ID #15525 McCain Residence 10389 Baker Ave SW Product released: Fuel Oil 1 & 2; Contaminated Soil Remaining Unknown	Discovered 011/10/2003 Site closed 08/16/2004
ID # 7932 MnDot Parcel 78 434 US Hwy 12 SE Product released: Gasoline, Type unknown; Contaminated Soils Remaining Unknown	Discovered 10/03/1994 Site closed 05/01/1996
ID #8197 Mobil Station US Hwy12 & County Road 12 Product released: Diesel, Gasoline, Type Unknown; Contaminated Soils Remaining	Discovered 10/06/1994 Site closed 07/19/2000
ID # 5156 Montrose City Hall 311 Buffalo Street Product released: Gasoline, Type unknown; Contaminated Soils Remaining	Discovered 05/04/1992 Site closed 03/09/2005
ID # 8201 Rasset Construction Services TH 12 at County Road 11 Product released: Unknown; Contaminated Soils Remaining Unknown	Discovered 10/06/1994 Site closed 02/15/1995
ID # 8764 Rasset Property 330 Hwy 12 Product released: Gasoline, unleaded; Contaminated Soils Remaining	Discovered 09/14/1995 Site closed 04/29/1996
ID # 4249 Varner Farms Inc. PO Box 275, Route 1 Product released: Unknown; Contaminated Soils Remaining Unknown	Discovered 05/31/1991 Site closed 07/19/1991

- Source: MN Pollution Control Agency, 2016

TABLE 3-2
MPCA REMEDIATION SITES CITY OF MONTROSE

AI ID	AI NAME	SITE TYPE	SITE NAME	ADDRESS	SITE CLOSED DATE
106249	Montrose city of	Leak Site	Montrose City Hall	311 Buffalo Ave S	3/9/2005
107530	Formerly Johns Bait Shop	Leak Site	Former Gas Station	Highway 12 & County Road 12	9/14/2000
107532	Varner Farms Inc	Leak Site	Varner Farms Inc	PO Box 275 Route 1	7/19/1991
110908	Dnr Fisheries Hq	Leak Site	Dnr Fisheries Hq	Highway 25 S	10/29/1992
114226	Montrose Clark	Leak Site	CCF Convenience Store	175 Nelson Blvd	10/13/2000
185467	Rasset Property	Leak Site	Rasset Property	330 Highway 12	4/29/1996
186557	Adult Learning Center	Brownfield Site	Adult Learning Center	115 2nd St S	3/25/2011
187752	Mccain Residence	Leak Site	Mccain Residence	10389 Baker Ave SW	8/16/2004
189320	Fitzsimmons Service #2	Brownfield Site	Fitzsimmons Service #2	305 Emerson Ave N	1/1/2006
189320	Fitzsimmons Service #2	Brownfield Site	Fitzsimmons Property/Montrose	305 Emerson Ave N	1/1/2007
189478	US Highway 12 Reconstruction	Brownfield Site	US Highway 12 Reconstruction	US Highway 12	1/1/2007
189512	Mn-dot Parcel 78	Leak Site	Mn-dot Parcel 78	434 US Highway 12 SE	5/1/1996
191528	Rasset Construction Services	Leak Site	Rasset Construction Services	Th 12 at County Road 12	2/15/1995
191784	Former Twister Restaurant	Leak Site	Former Twister Restaurant	2472 Highway 12	6/30/2014
197309	Fitzsimmons Service	Site Assessment Site	Fitzsimmons Service Company	See location description	
197309	Fitzsimmons Service	Brownfield Site	Fitzsimmons Service	See location description	10/14/1996
199922	Mobil Station	Leak Site	Mobil Station	US Highway 12 & County Road 12	7/19/2000

Source: MPCA: https://www.pca.state.mn.us/data/contaminated-sites-data

G. Wildlife Management Areas.

The AUAR area includes both the Malardi Wildlife Management Area (WMA) and the Woodland WMA. The wetlands and woodlands provide habitat and cover for many species commonly found in the upper Midwest such as woodcock, thrushes, woodpeckers, amphibians and birds of prey. The City has two greenway/habitat corridors included in the Park and Trail Plan.

The Woodland WMA consists of a 500-acre open water cattail-dominated wetland surrounded by upland cool season grasses with some brushy components. This area is of high importance as a spring and fall waterfowl use. Malardi WMA is 127 acres, composed mostly of an open water wetland with surrounding lowland shoreline vegetation. Spring and fall diver duck migrations can be exceptional on the marsh. Trumpeter swans have routinely nested on the marsh.

H. Endangered Species

A Minnesota Natural Heritage database search reported five known occurrences of rare species or native plant communities within a one-mile radius of (but not within) the AUAR area. The list includes a Bald Eagle nesting site, three Native Plant Communities and a large area of a rare plant. The U.S. Fish and Wildlife Service has identified federally-listed Threatened, Endangered, Proposed and Candidate Species. The following have been identified within Wright County.

TABLE 3-3
THREATENED & ENDANGERED SPECIES WRIGHT COUNTY

Species	Status	Description
Northern long-eared bat MYOTIS SEPTENTRIONALIS	Threatened	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during spring and summer.

Source: U.S. Fish and Wildlife Service (as of July 2016)

I. Development Constraints

Map 3.6 illustrates potential constraints to future development, as illustrated in the 2008 AUAR.[4] The boundaries on the map are a compilation of floodplain areas, National Wetland Inventory data areas, areas of organic deposits and Wildlife Management Areas. Field verification was not done to determine wetland existence. It should be noted that further review of these and sites identified is required prior to development. This map is intended to provide a general overview. The City should require that areas proposed within these areas be shown in detail as necessary to determine development suitability and protection when submitted with development proposals.

[4] City of Montrose AUAR 2008, Bolton & Menk, Inc. Figure No. 7

J. **City Ordinances.** The City's Subdivision Ordinance includes requirements for tree planting, tree replacement, and lot design to ensure compliance with Floodplain, Shoreland and Surface Water Management. Identification of floodplains and delineated wetlands inventory data are also required on Preliminary plats. The Subdivision Ordinance also required that "In the subdividing or any land, due regard shall be shown for all natural features, such as the growth, water courses, historic places or similar conditions, which, if preserved, will add attractiveness and stability to the proposed development."[5]

II. NATURAL RESOURCE OBJECTIVES.

A. Promote conservation of key natural resources and open space areas.

B. To the extent possible establish a balance between promoting, protecting, enhancing and preserving natural and physical features (including, but not limited to, woodlands, wetlands, soils, steep slopes, surface waters, groundwater) while managing requests for development and redevelopment.

C. Protect the quality and use of surface water through support and coordination with state and federal agencies.

D. Protect and preserve groundwater supply and quality through support and coordination with state and federal agencies.

E. Educate the community about its natural resource assets and encourage them to think about their use and impact on the natural resources of the community and greater areas.

III. NATURAL RESOURCE POLICIES.

A. Encourage "Green techniques" which may be employed by a community and its citizens to assist in maintaining the water quality of its watersheds.

B. Integrate locations of identified sensitive natural resource information into a park and open space plan and/or other tools to guide development to allow for observation and interaction with natural resources. Support the construction of soft, permeable, low impact trail systems in natural areas when feasible, encourage the construction of trail connections linking residents to parkland and natural resources.

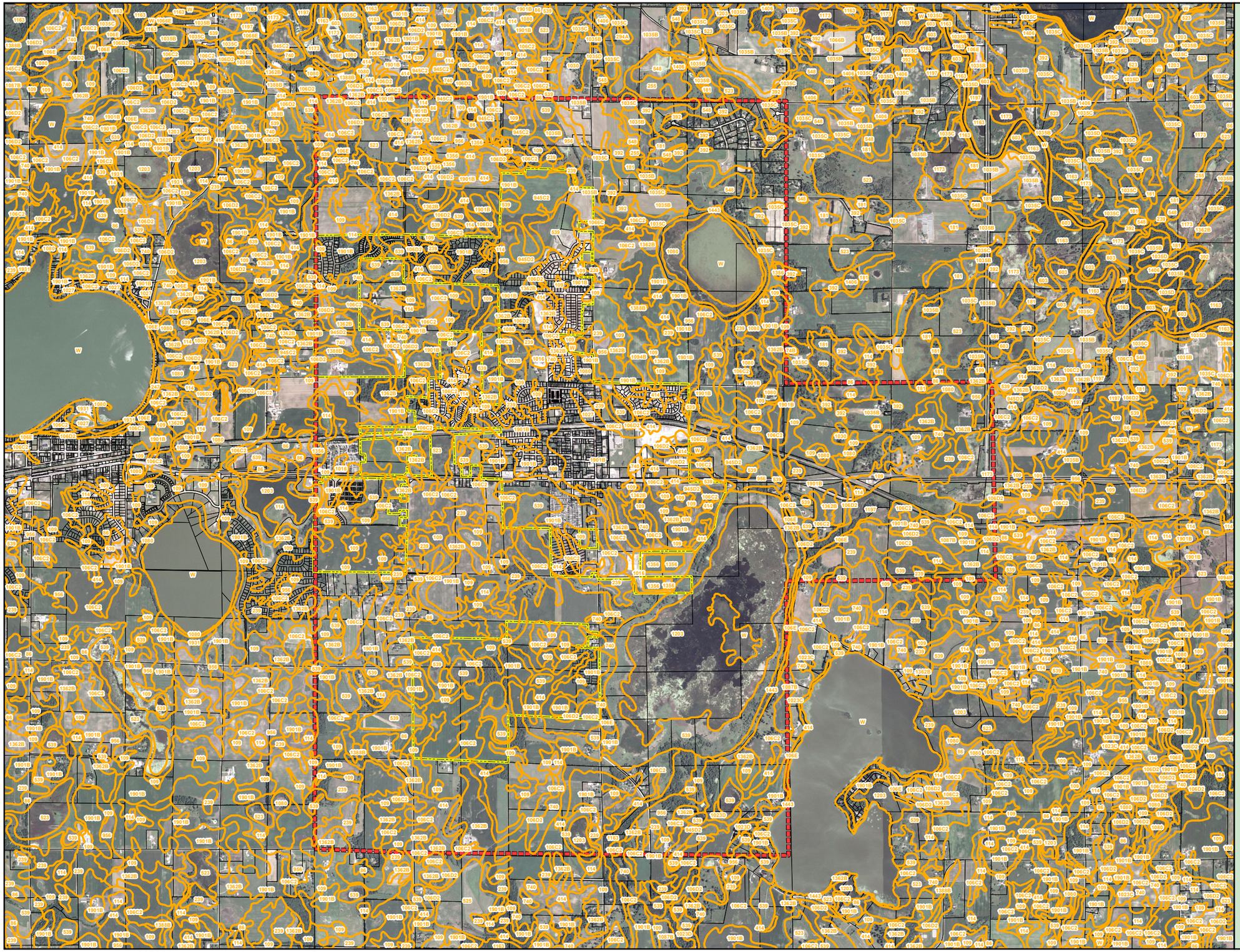
[5] City of Montrose Subdivision Ordinance, Chapter 11.

C. Promote good stewardship of the land and support a sustainable environment through community efforts such as recycling and collection of household hazardous wastes. Continue to encourage composting by providing a municipal compost and yard waste site. Protect the urban forest by implementing best management practices for forest management, tree preservation, and disease management and prevention.

CITY OF MONTROSE
AUAR
SOILS MAP

FIGURE NO. 24
OCTOBER, 2008

Map 3-1 A - Soils



BOLTON & MENK, INC.
Consulting Engineers & Surveyors

Map Document: (H:\Mtrs\W1337928\Arcview\Mtrs Soil Types 11x17.mxd)
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CITY OF MONTROSE
AUAR
HIGHLY ERODIBLE SOILS

FIGURE NO. 25
OCTOBER, 2008

Map 3-1 B

Legend

Highly Erodible Soils

- Highly erodible land
- Potentially highly erodible land
- A.U.A.R. Boundary
- City Limits

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BOLTON & MENK, INC.
Consulting Engineers & Surveyors

Map Document: (H:\Mtrs\W1337928\Arcview\Mtrs Soils Highly Erodible 11x17.mxd)
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CITY OF MONTROSE
AUAR
HYDRIC SOILS MAP

FIGURE NO. 26
OCTOBER, 2008

Legend

- Hydric Soils
- A.U.A.R. Boundary
- City Limits

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BOLTON & MENK, INC.
Consulting Engineers & Surveyors

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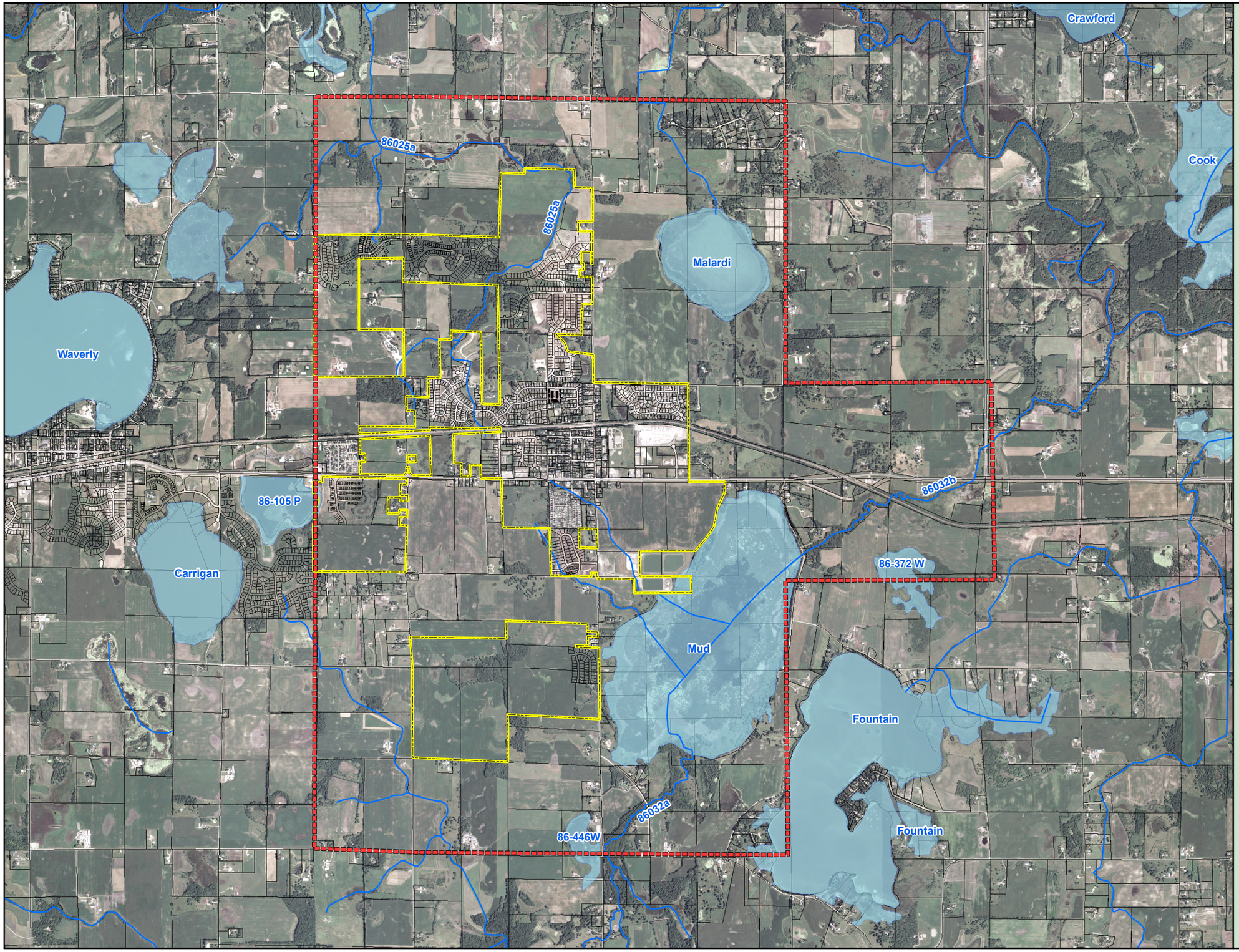
CITY OF MONTROSE
AUAR
PROTECTED WATERS

FIGURE NO. 10
OCTOBER, 2008

Map 3-3



Legend

- Rivers & Streams
- PWI
- A.U.A.R. Boundary
- City Limits

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BOLTON & MENK, INC.
Consulting Engineers & Surveyors

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CITY OF MONTROSE
AUAR
NATIONAL WETLANDS INVENTORY

FIGURE NO. 11
OCTOBER, 2008

Map 3-4

Legend

- NWI
- A.U.A.R. Boundary
- City Limits

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BOLTON & MENK, INC.
Consulting Engineers & Surveyors

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CITY OF MONTROSE
AUAR
FEMA 100-YEAR FLOOD PLAIN

FIGURE NO. 23
OCTOBER, 2008

Map 3-5

Legend

- 100-Year Flood Plain
- A.U.A.R. Boundary
- City Limits

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Consulting Engineers & Surveyors

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CITY OF MONTROSE
AUAR
NONDEVELOPABLE AREAS

FIGURE NO. 7
OCTOBER, 2008

Map 3-6

Legend

- Nondevelopable Areas
- Existing Development
- A.U.A.R. Boundary
- City Limits

SOURCE: THE FOLLOWING INFORMATION WAS USED TO DETERMINE THE NONDEVELOPABLE AREAS

NATIONAL WETLANDS INVENTORY
PROTECTED WATERS INVENTORY
FEMA FLOODWAYS
ORGANIC DEPOSITS
WILDLIFE MANAGEMENT AREAS

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Consulting Engineers & Surveyors

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DEMOGRAPHIC TRENDS AND PROJECTIONS

In order to plan for the future, it is important to understand the demographics of the community. An analysis of who the city is currently serving and how analyze future housing, park and recreation, governmental, utility and transportation needs of the City it is important to review historic trends that have occurred and review projections for future population and employment growth of the community. The information contained in this Chapter has been obtained through statistical data released by the United States Census Bureau, the State Demographer's Office and the City of Montrose, including building permit activity. This Section provides an overview of the population and household characteristics of the residents of Montrose in 2010 and 2015, as well as projected in 2040.

I. SOCIAL PROFILE SUMMARY

- **Population**. The MN Department of Administration State Demographic Center estimated that the City of Montrose's population as of 2015 was 3,079, an increase of 8% or 232 residents from the 2010 Census population of 2,847.

- **Households**. The MN State Demographer estimated 1,140 households in Montrose in 2014 per the American Community Survey (ACS). This is an increase of 97 housing units from the 2010 Census which reported 1,043 households.

- **Household Size.** The average household size in Montrose, per the American Community Survey 2010-2014 was 2.74. This is almost identical to the 2010 Census household size of 2.73. The average household size of owner-occupied units was estimated at 2.97, while renter occupied units had an average household size of 2.66.

- **Population and Household Projected Growth**. This Comprehensive Plan includes projections for a 2040 population of 6,055 residents (mid-range) to 7,500 (fast-growth) in 2040 with approximately 2,422 to 3,000 households.

- **Age** distribution statistics indicate the City of Montrose had a median age of 29.5 years (2010 Census). This is significantly younger than the Minnesota median age of 37.4 years and the U.S. median age of 37.2 years per the 2010 Census. The 201-2014 ASC indicates the median age in Montrose is 28.8 years.

- **Gender.** 2010-2014 ASC Census information identifies a gender distribution of 53% female to 47% male within the City of Montrose, while Wright County has a female to male ratio of (49.7% to 50.3%).

- **Income.** The 2010-2-14 ASC reports a Median Family Income in Montrose of $66,270 and a Median Household Income of $62,419. This compares to a Wright County Median Household Income of $73,085 and median Family Income of $83,758.

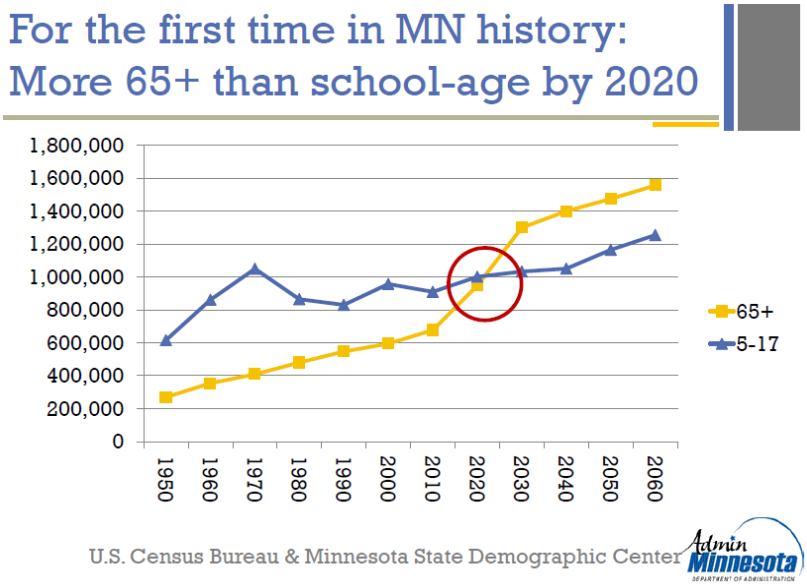
- **Employment.** The 2010-2014 American Community Survey estimates 1,666 people, 16 years and older, in the workforce, with a median earning for workers of $33,632. Male full-time workers were reported to be earning $48,750 and female full time workers earning $37,398.

- **Race**. The 2010-2014 ASC Census data reports 99.3% of Montrose's population is white or Caucasian.

II. POPULATION TRENDS – STATE AND REGIONAL

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

A. The population is aging. The median age in Minnesota was 35 years old in 2000. This increased to 37 years of age in 2011. The MN State Demographer projects "unprecedented increases in Minnesota's 65+ age population."[1]



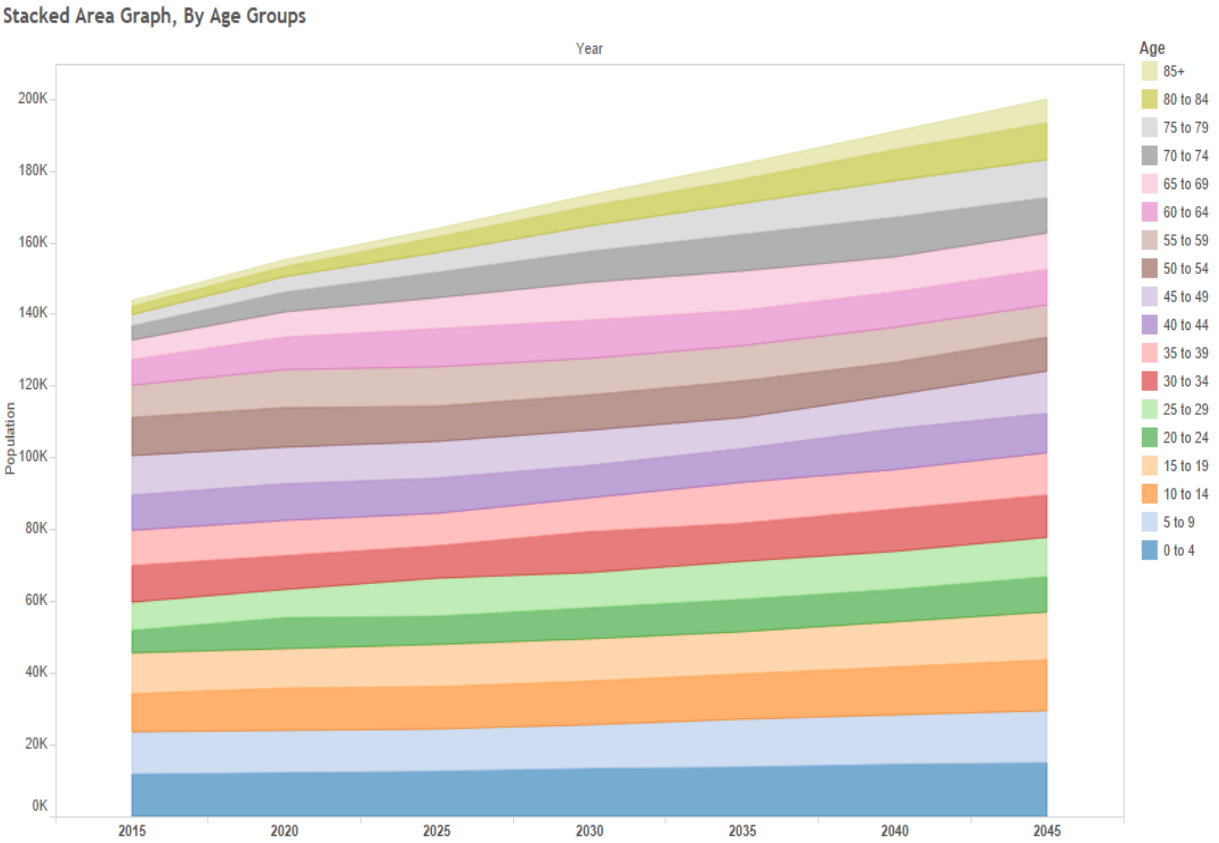
The MN State Demographer predicts that by 2020, there will be more senior citizens aged 65+ years than there will be school aged children. Planning communities which address this changing demographic is important. This includes the types of housing, park and recreational opportunities, types of businesses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

Conversely,
In Montrose,
the median age remained stable at 29.5 years of age per the 2000 Census to the 2010 Census.
The median age per the 2010-2014 ASC was **28.8** years of age

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

[1] MN State Demographic Center, February 12, 2013 "How Social, Economic & Demographic Changes are Transforming Minnesota" PowerPoint

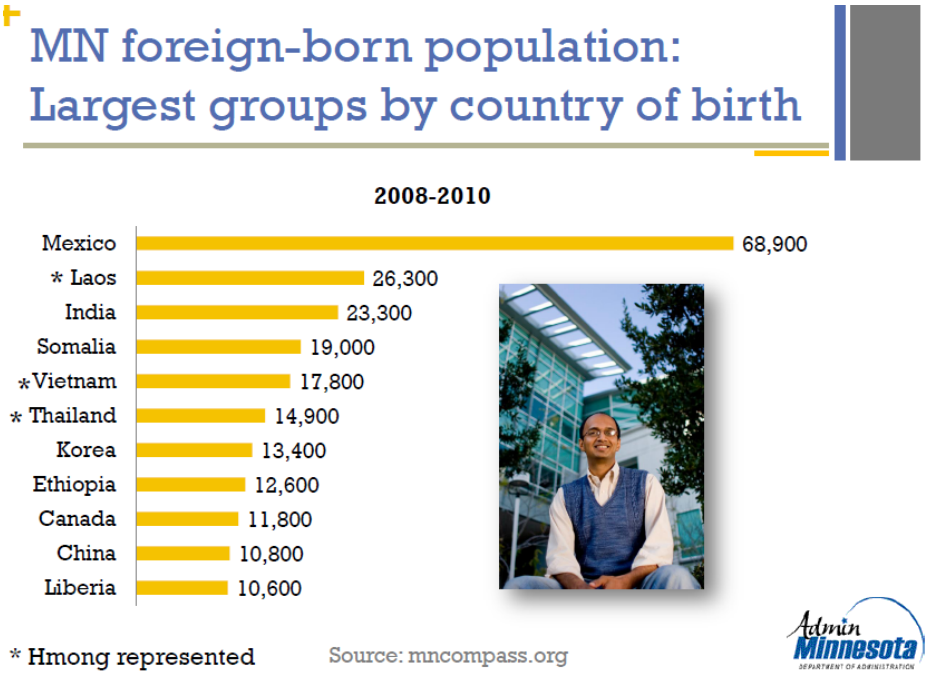
WRIGHT COUNTY: POPULATION PROJECTIONS BY AGE GROUP
MN STATE DEMOGRAPHER



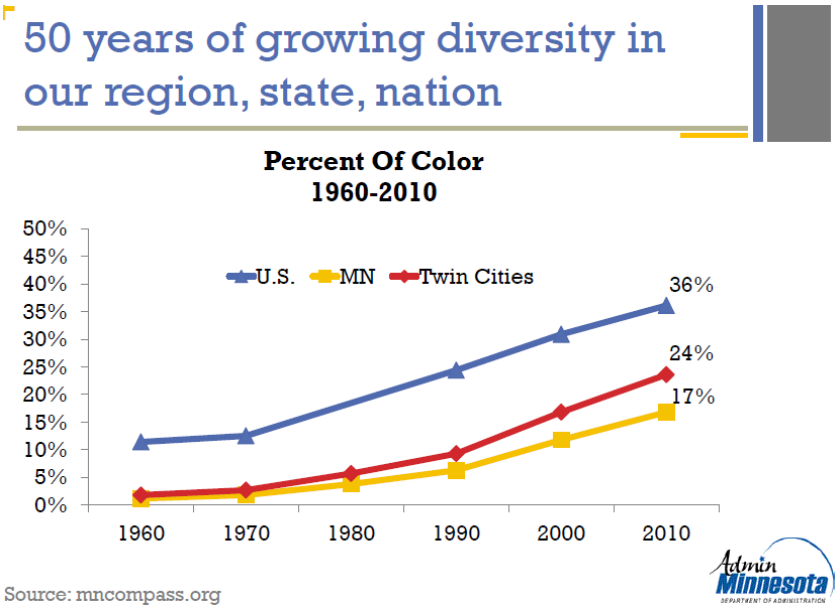
Source: Minnesota State Demographic Center.

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

B. More diversity. According to the MN Department of Administration, "3% of adults 85+ years are people of color (2011 data), while 30% of children under the age of 5 are people of color. Within Wright County 5.4% of the residents are a race other than white. (2010-2014 ASC)." The charts below, from mncompass.org, illustrates the countries in which MN foreign born population are from.



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

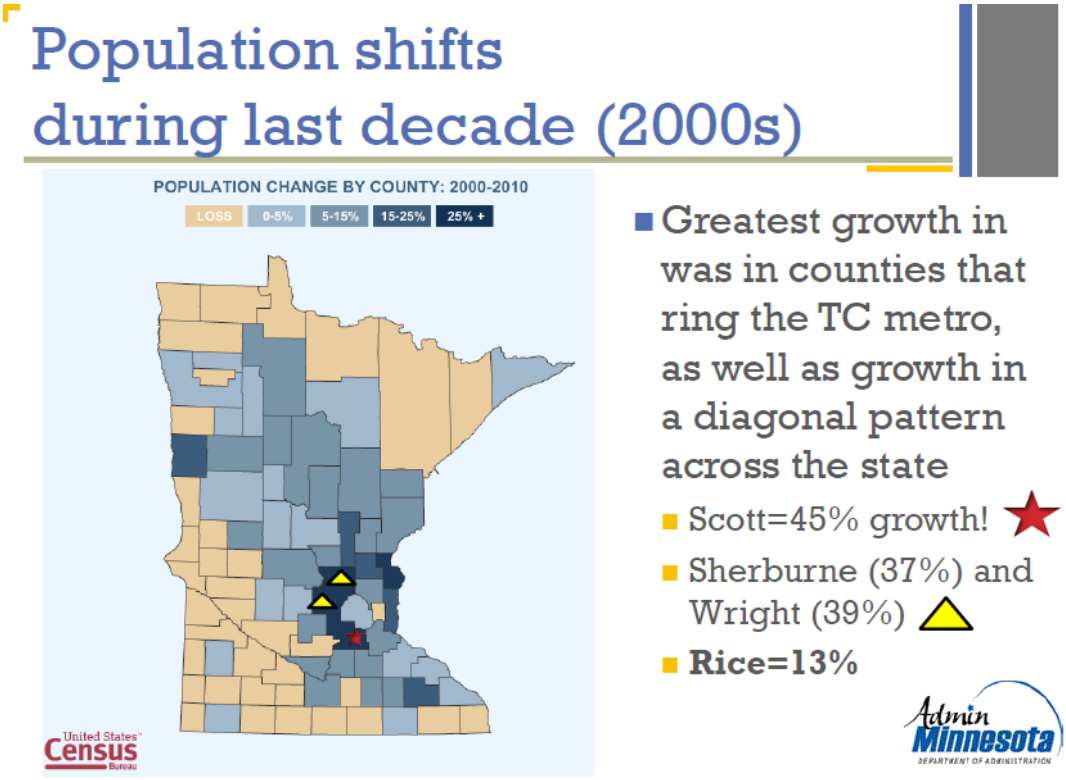


According to the MN State Demographer, "In 1920, about 1 in 5 Minnesotans was foreign-born; today about 1 in 14 are (2010-2012). The largest groups of foreign-born Minnesotans were born in Mexico; India; Laos, including Hmong; Somalia; Vietnam; Thailand, including Hmong, and China (data from 2010-2012). These estimates do not include U.S.-born children

of these immigrants. They also likely underestimate the size of our immigrant populations because trust and language issues depress response rates to Census surveys.

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

C. Population shifts. The US Census Bureau reports the largest population shifts were within the metropolitan areas in Minnesota. Wright County experienced 39% growth from 2000 to 2010.



III. CITY OF MONTROSE POPULATION AND HOUSEHOLD PROJECTIONS

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

A. Historical Building Trends. In projecting the future, it is important to review the historical building trends in the community. As reflected in the graph and table below, Montrose's new single-family housing construction grew in the early part of the decade, with 628 new

single-family homes constructed between 2000 and 2005 or an average of 105 new homes per year. New construction dropped off between 2006 and 2016, as illustrated in the graph below.

An average of 61 new housing units were constructed annually between 2000 and 2015. In the past five years (2011-2015), the City averaged 14 new residential permits per year. If the 15-year average trend continued over the next 29 years, the City would add 1,769 new dwelling units to the housing stock. While it is not anticipated the building construction will peak and fall as in the past, it is hoped the construction will steadily grow over the next 29 years.

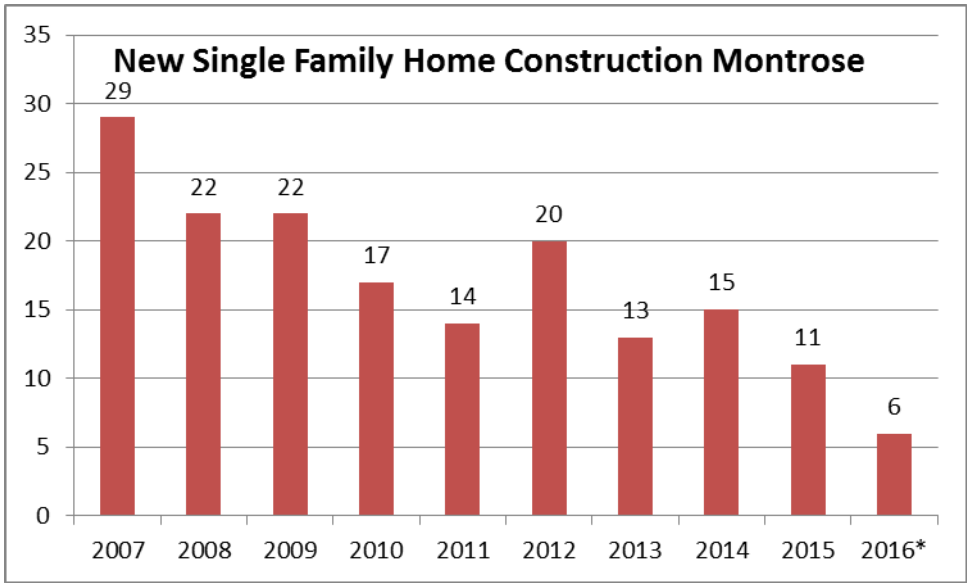
The household size, as of 2014 was 2.58 people per household, is predicted to decline in size as the demographic ages. The 2010 Census reported 2.78 people per household in Wright County and 2.48 people per household in Minnesota. For planning purposes, a 2040 household size of 2.50 people per household is included.

TABLE 4-1
AVERAGE NUMBER OF PERSONS PER HOUSEHOLD

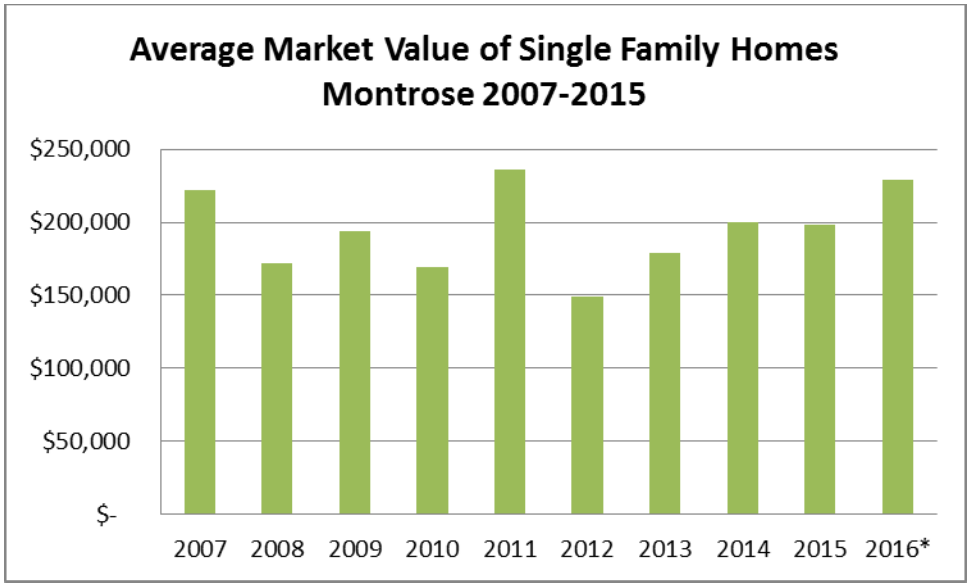
	2000 Census	2010 Census	2014 ACS
City of Montrose	2.52	2.73	2.58
Wright County	2.83	2.78	2.58

Source: U.S. Census

Building Permit Method
Based on the 15-year average of 61 homes per year x 29 years = 1,769 homes new homes would be built by 2040. Based on 2.5 people per household this would result in 4,423 new residents or a 2040 population of 7,500.



NEW SINGLE-FAMILY HOUSING CONSTRUCTION SUMMARY
MONTROSE 2000-2016*



Source: City of Montrose Building Permit Records
*2016, through September 31, 2016

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

In 2000, the City of Montrose accounted for 1.27% of the County's total population. With significant growth in the City 2001-2007, the City grew at a faster rate than the county. By 2010, the City accounted for 2.28% of Wright County's population. The growth rate in the city has continued at a faster pace than the county in recent years.

Table 4-2, below, depicts the historical population and growth rates within the City of Montrose and Wright County. Table 4-3 includes the State Demographer's projected population and growth rates for Wright County (updated in March, 2014). The City's population, as a percent of the County's population is projected to continue to grow at a faster rate than the county. Table 4-3 suggests that by 2040, the City will account for 2.85% of the County's population, resulting in a population of about 4,465.

TABLE 4-2
HISTORIC POPULATION AND GROWTH RATES
CITY OF MONTROSE – WRIGHT COUNTY

Year/Census	City Pop.%	Annual Growth	Wright Co. Pop.	City % of the County pop.
2000	1,143		89,986	1.27%
2010	2,847	14.9% (74.5% -5 yr.)	124,700	2.28%
2015 est.	3,079	1.6% (8.1% -5 yr.)	131,311	2.34%

TABLE 4-3
PROJECTED POPULATION BASED ON COUNTY AND GROWTH RATES

Year	Wright Co. Population Projection based on MN State Demographer	County Growth % in 5 year increments	Projected City Population if City grows at same rate as Wright Co.	City % of the County Population at an increased growth rate	Projected City Population if City grows at a faster rate than Wright Co.
2015	131,311		3,079	2.34%	3,079
2020	155,175	18%	3,633	2.45%	3,802
2025	163,610	5.4%	3,829	2.55%	4,175
2030	172,983	5.7%	4,048	2.65%	4,584
2035	181,632	5.0%	4,250	2.75%	4,995
2040	190,736	5.0%	4,465	2.85%	5,436

B. Summary of Population Projections 2040:

Building Permit Method=	7,500
If The City grows at the same rate as Wright Co. =	4,465
If the City continues to grow at a faster rate than Wright County's projected population	5,436
Average of the three approaches	5,800

For purposes of planning for housing units and land required to support growth to 2040, a population projection of 6,055 is being used, as a moderate growth projection. The Planning Commission suggested planning for a population of 7,500 as a fast-growth option. Factors such as the economy, gas prices, local employment opportunities, etc. will impact actual population. A conservative projection places the City's 2040 population at 4,465, moderate growth projection at 6,055 and fast growth projection at 7,500.

IV. MONTROSE POPULATION CHARACTERISTICS

A. Household Type

The 2010 Census reported a total of 1,043 housing units with 100% or 1,043 occupied. Of the total number of occupied units, the U. S. Census data indicates a significantly higher percent of family households (70.4%) than non-family households (29.6%) within the City of Montrose. The Census defines non-family households as those with persons who are not related by birth, marriage or adoption.

Almost 34% of the households have individuals under 18 years of age and 5.4% of the households have individuals 65 years and over.

TABLE 4-4
HOUSEHOLD COMPOSITION - MONTROSE, 2010 CENSUS

Total households	**1,043**	**100%**
Family Households	734	70.4%
Husband-wife family	569	55% of all households & 77.5% of Family Households
Husband-wife families with own children under 18 years	347	61% of all Husband-wife families
Female householder, no husband present	96	13% of all family households
With own children under 18 years	75	10% of all family households & 78% of female households with no husband
Nonfamily households [7]	309	29.6% of households
Average Household size	2.72	
Average family size	3.23	

The 2010 Census reports 84% of the occupied housing units were owner-occupied, with 16% (168 units) as renter-occupied housing units.

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

B. Age.

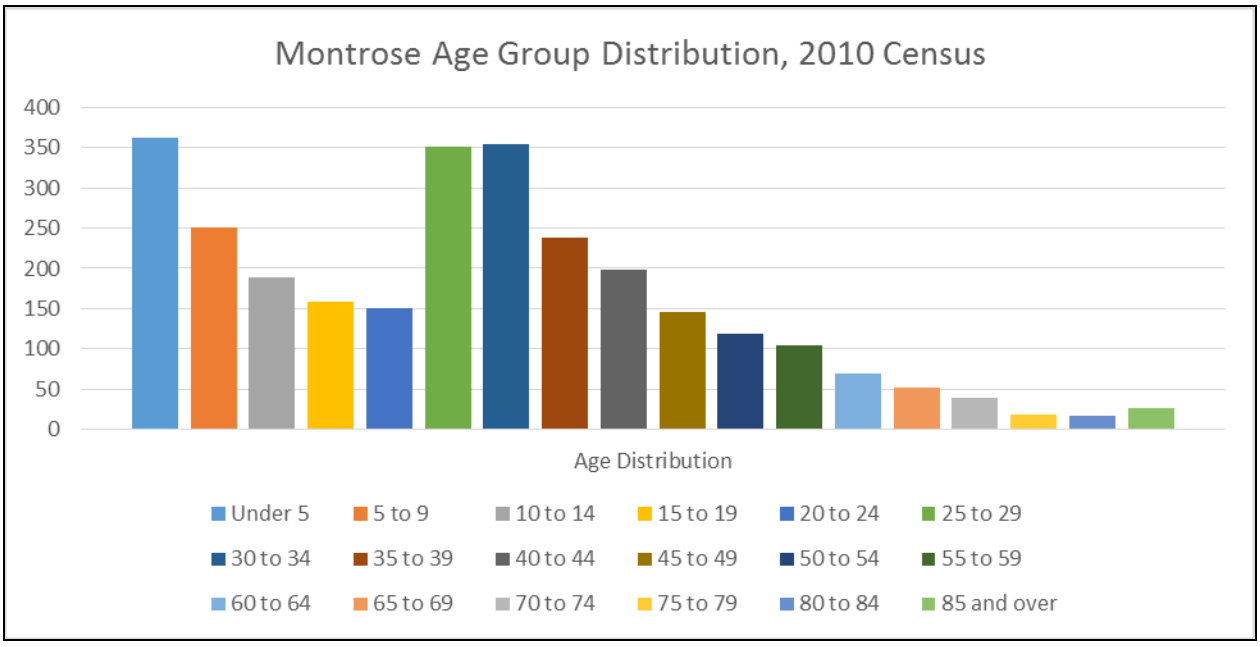
As noted, the median age of Montrose residents per the 2000 and 2010 Census was 29.5 years of age. The 2014 ACS estimates the median age of Montrose residents at 28.8 years. Over 34% of Montrose's population in 2010 was under 18 years of age while 5.4% of the population was 65 years old or older. These ratios are projected to change with a continued aging of the demographics in the community, county and state.

The City of Montrose's median age remains slightly younger than Wright County (29.5 years), Minnesota (37.4 years) and the United States median age (37.2 years), according to the 2010 Census. Table 4-5 identifies the age distribution within Montrose. As of 2010, the largest age categories were under the age of 5 years.

TABLE 4-5
MONTROSE 2010 AGE GROUP DISTRIBUTION

Age Group (Years)	Montrose 2010 Census	Percent of Total Population
Under 5	362	12.7
5 to 9	251	8.8
10 to 14	189	6,6
15 to 19	158	5.5
20 to 24	150	5.3
25 to 29	351	12.3
30 to 34	355	12.5
35 to 39	238	8.4
40 to 44	199	7.0
45 to 49	146	5.1
50 to 54	119	4.2
55 to 59	105	3.7
60 to 64	69	2.4
65 to 69	52	1.8
70 to 74	40	1.4
75 to 79	19	0.7
80 to 84	17	0.6
85 and over	27	0.9
TOTAL	2847	100%

Source: U.S. Census- 2010



C. Educational Attainment.

According to the 2014 American Community Survey, (ASC) Census, there were 1,686 people in Montrose 25 years of age and older in 2014. Of these, 93.3% graduated from high school. 18.1% had a bachelor's degree or higher.

Within Wright County, 94.1% had a high school graduate degree or higher, with 27.4% having a bachelor's degree or higher. Within Minnesota 92.3% have a high school degree and 33.2% have bachelor's degree or higher. Within the US, 29.3% have a bachelor's degree or higher. (2014). Source: American Community Survey (ACS) 2014

D. Employment Characteristics

Of the 1,666 civilian employed residents, who were 16 and older in Montrose, the median earnings were $33,632 per year. The largest sector of Montrose residents hold occupations in the management, business, science and arts occupations, followed by the sales and office occupations.

According to the U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates, the mean travel time was 35.1 minutes. This compares to 30.1 minutes for workers in Wright County, and 23.0 mean travel minutes in Minnesota.

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

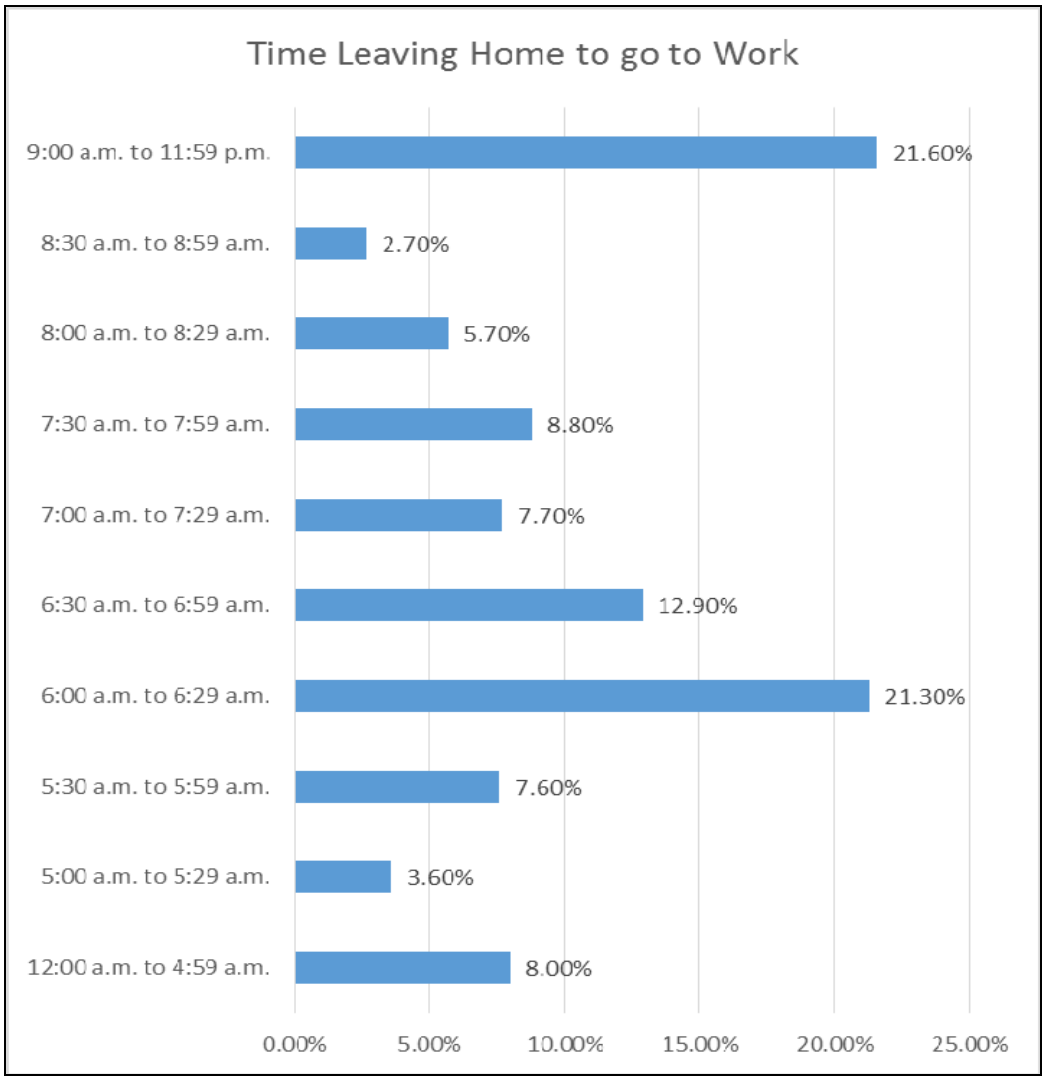
TABLE 4-6
MEANS OF TRANSPORTATION TO WORK- MONTROSE, 2014

Means of Transportation to Work	2010	2014
Total workers 16+ commuting to work	1,442	1,561
Drove alone-Car, truck or van	80.2%	80.7%
Carpooled	17.1%	14.3%
Public transportation (excluding taxicab)	0.0%	0.0%
Walked	0.5%	2.2%
Taxicab, motorcycle, or other means	0.2%	1.4%
Worked at home	2.0%	1.4%

Source: 2010 Census

According to the American Community Survey (ASC) 2014, only 5.1% of residents work within the City; 36.1% of Montrose workers 16 years and older work within Wright County, 63% work outside of Wright County and 1.0% work outside of Minnesota. This compares to Wright County statistics which indicate 72.4% of Wright County residents also work in Wright County and 23.8% commute to work outside of the county. This illustrates a high commuter population within Montrose.

As illustrated below, 45.4% of workers are leaving Montrose between 5 a.m. and 7 a.m. to go to work. Note the chart below includes 30 minute increments for departure time, with the exceptions of the 9:00 a.m. to 11:59 a.m. and 12:00 a.m. to 4:59 a.m. timeframes.



In order to build community and include young workers in the community, additional local employment opportunities should be sought.

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

E. Income

The median *household* income in Montrose per the 2014 ACS was $62,419.[2] The median *household* incomes in Wright County in 2014 was $73,085.

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

The 2010-2014 American Community Survey 5-Year Estimates report 6.3% of the population in Montrose was below the poverty level. (Note: the ACS indicates there is a 2.5% margin of error.) This compares to 6.3% poverty level in Wright County and 11.5% in Minnesota.

F. Race

2010 Census statistics indicate 2,710 of the 2,847 residents (95.2%) of Montrose residents classify themselves as white or Caucasian, 0.6% or 16 are Black or African American, 0.2% or 5 are American Indian and Alaska Native, 0.9% or 26 are Asian, 0% are Native Hawaiian or Other Pacific Islander, 1.2% or 35 are some other race and 1.9% or 55 are two or more races.

When compared to the 2000 Census, the community is slightly more diverse. In 2000, 97.2% of Montrose residents classified themselves as white or Caucasian, 0.7% of the population were Black or African American, 0.2% of the population were Asian, 1.3 % reported "some other race" and 0.6% noted two or more races.

ECONOMIC DEVELOPMENT

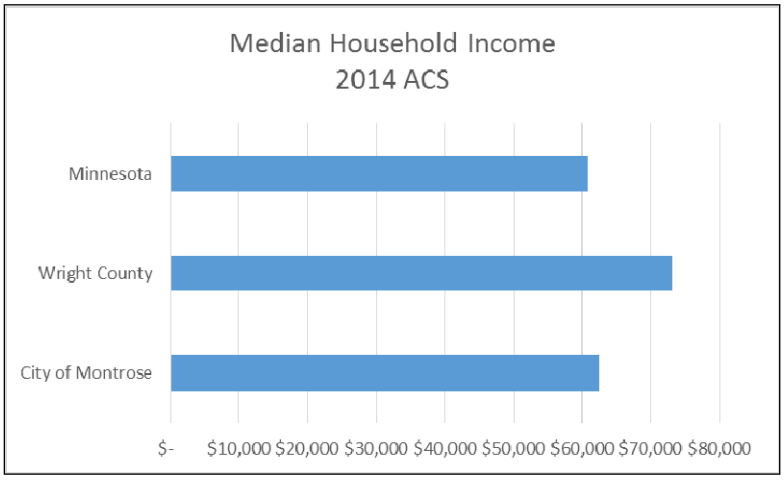
I. ECONOMIC DEVELOPMENT OVERVIEW

The City of Montrose is situated along Highway 12. Located in Wright County, Montrose's economy has changed over the past twenty years and is anticipated to change over the next twenty years. The expansion of the first and second ring suburbs and associated road improvements has resulted in a more mobile society; allowing Montrose to become a home to those working in other communities. This however, also has made it easier for residents and nearby patrons to travel to larger shopping centers rather than shop locally. This section will discuss trends in economic development, the community's input related to the topic, locations for future development, types of business development, economic development agencies, and goals and policies for the future growth and redevelopment of Montrose's commercial and industrial sectors.

II. ECONOMIC TRENDS

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

Income and Wages.
The 2010-2014 American Community Survey reports a Median Family Income in Montrose of $66,270 and a Median Household Income of $62,419. This compares to a Wright County Median Household Income of $73,085 and Median Family Income of $83,758.



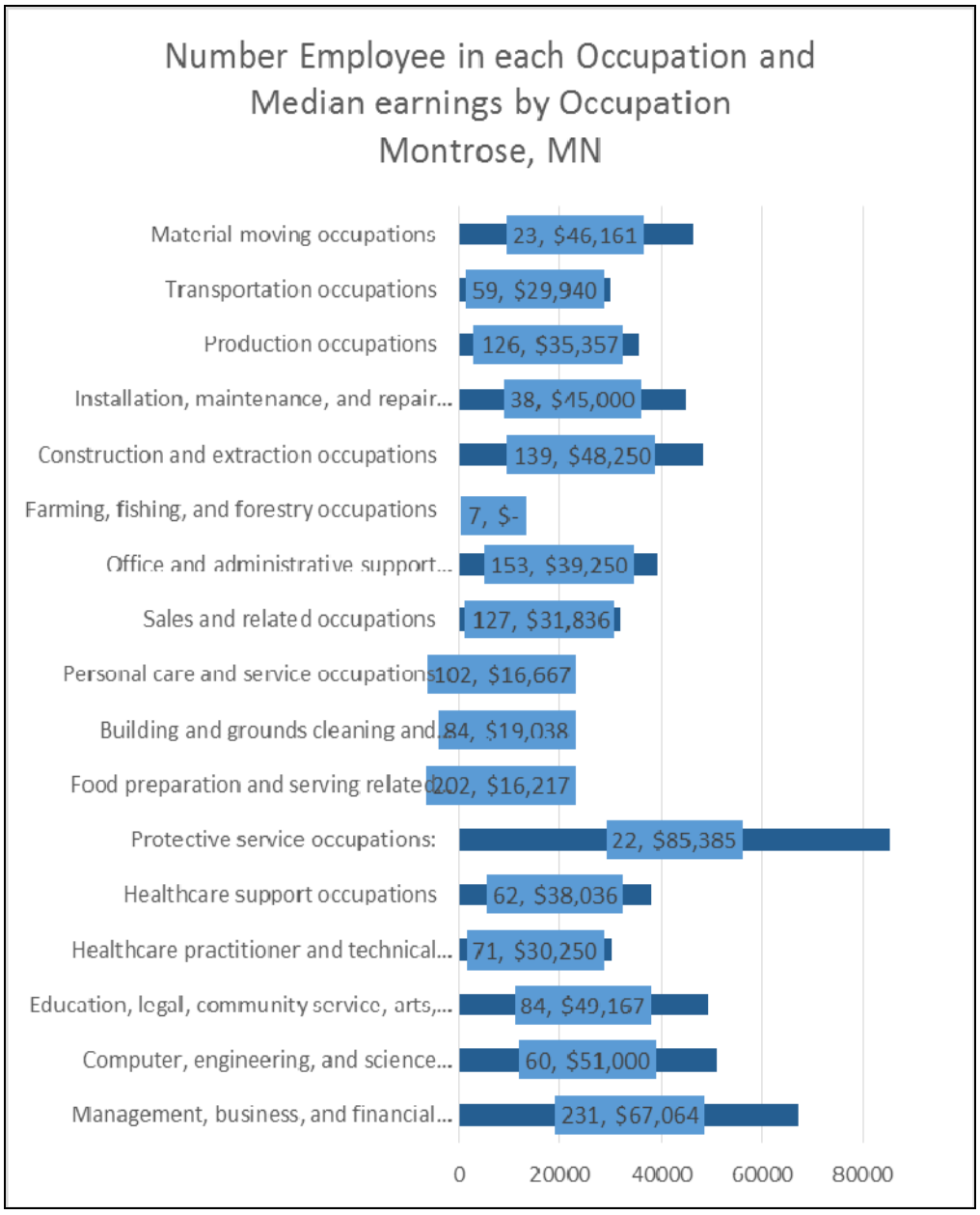
The 2010-2014 ACS estimates 1,590 people, 16 years and older, in the workforce, with a median earning of $32,278 for workers.

According to the Survey, the top five occupations for Montrose are as follows:

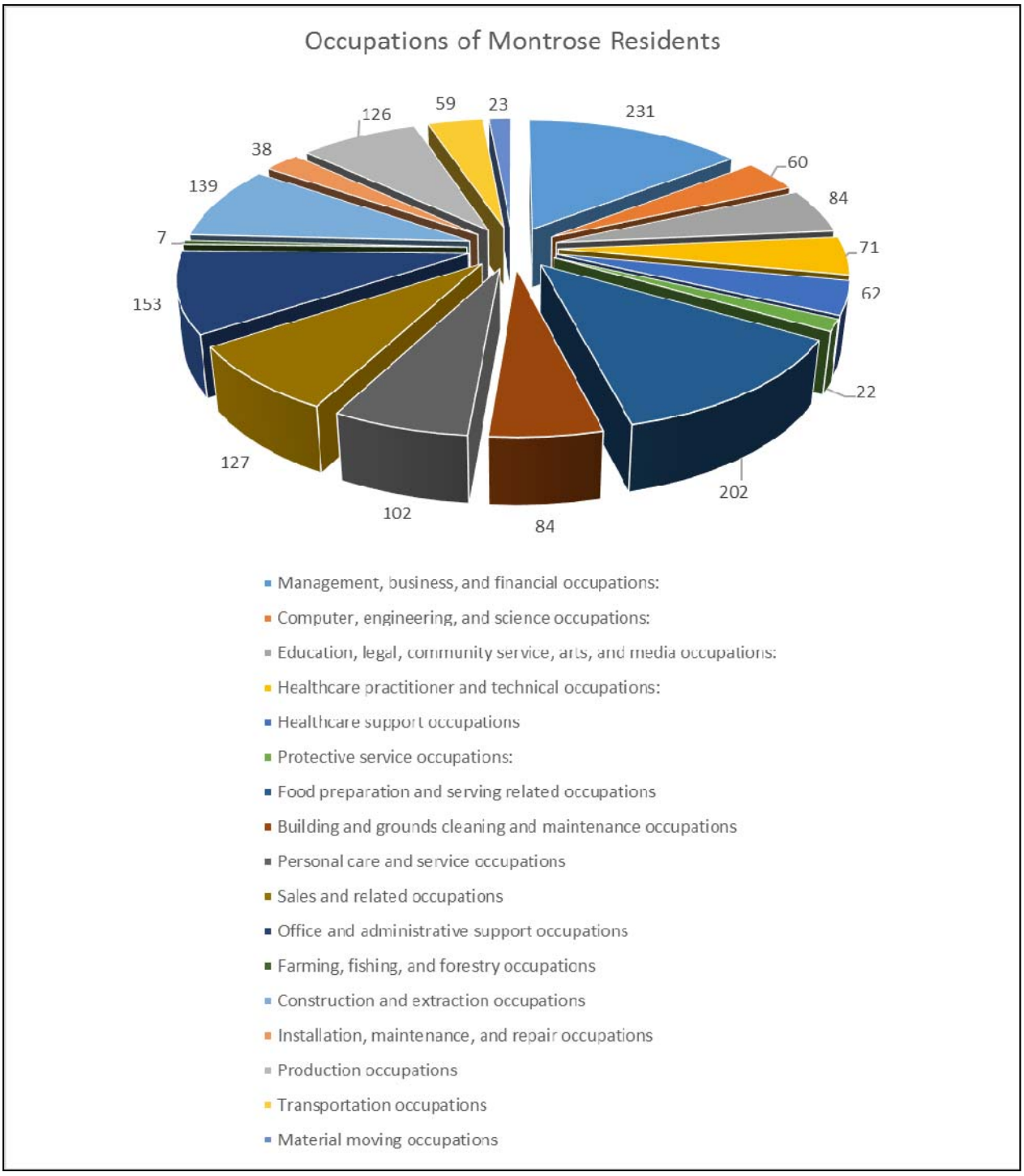
1.	Management, business, and financial field	231 employed
2.	Food preparation and serving related	202 employed
3.	Office and administrative support	153 employed
4.	Construction and extraction occupations	139 employed
5.	Sales and related occupations	127 employed

The occupations with the highest median earnings included:

1. Protective services: $85,385
2. Management, business, and financial: $67,064
3. Education, legal, community service, arts: $49,167
4. Construction and extraction occupations: $48,250
5. Material moving occupations: $46,161



Source: US. Census Bureau, American Community Census, 2014



Source: US. Census Bureau, American Community Census, 2014

Local Trends.

According to the US Census and the 2012 Survey of Business Owners there were 185 business establishments located within Montrose. Employment numbers increased from 514 jobs in 2012 to 623 in 2015. Likewise, annual wages paid to employees increased from $20,457,691 in 2012 to $25,041,527 in 2015. The following tables illustrate trends in employment and wages in the City.

TABLE 5-1
EMPLOYMENT IN MONTROSE 2012-2016
MN DEPARTMENT OF EMPLOYMENT AND ECONOMIC DEVELOPMENT

Year	Q1	Q2	Q3	Q4	Annual
2012	491	513	523	527	514
2013	463	495	525	527	503
2014	565	577	583	548	568
2015	580	619	649	644	623
2016	616	NA	NA	NA	NA

Source: MN Department of Employment and Economic Development

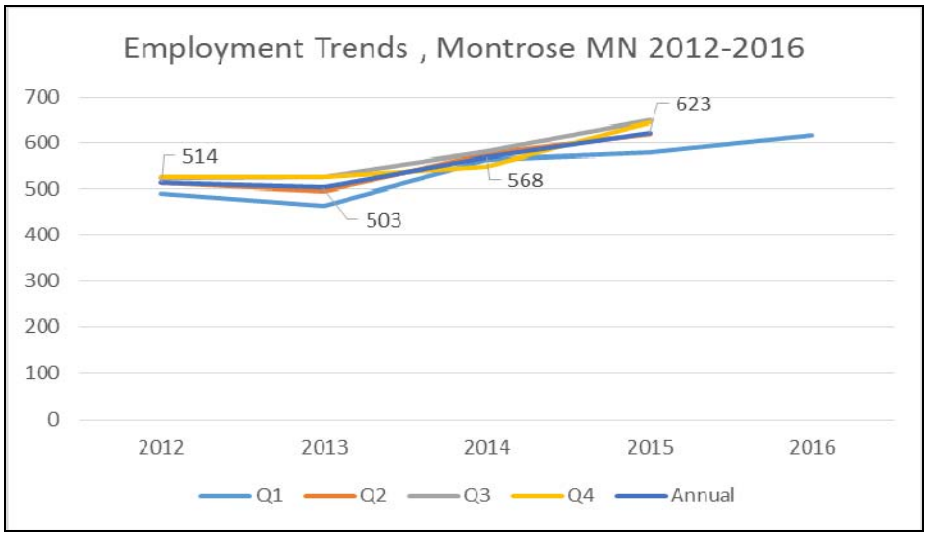
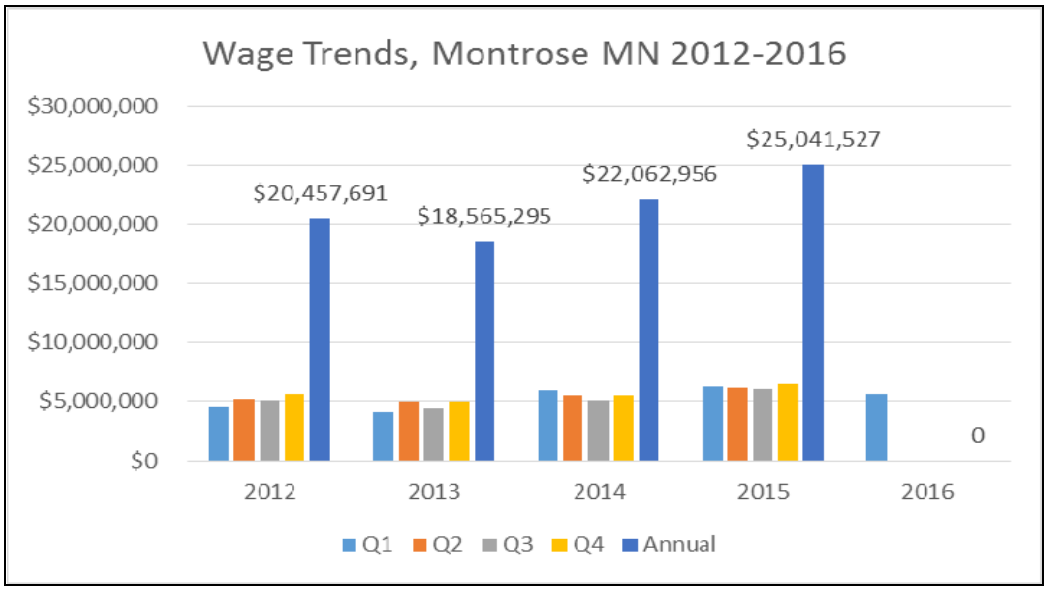


TABLE 5-2
WAGES PAID BY MONTROSE BUSINESS ESTABLISHMENTS 2012-2016
MN DEPARTMENT OF EMPLOYMENT AND ECONOMIC DEVELOPMENT

Year	Q1	Q2	Q3	Q4	Annual
2012	$4,600,494	$5,225,909	$5,045,384	$5,585,904	$20,457,691
2013	$4,132,536	$4,950,205	$4,475,504	$5,007,050	$18,565,295
2014	$5,910,132	$5,480,044	$5,091,898	$5,580,882	$22,062,956
2015	$6,328,687	$6,201,693	$6,025,868	$6,485,279	$25,041,527
2016	$5,684,823	NA	NA	NA	NA

Source: MN Department of Employment and Economic Development



Major Employers within the City.
The major employers in the City of Montrose are identified in Table 5-3 which follows.

TABLE 5-3
MAJOR EMPLOYERS IN MONTROSE, 2016

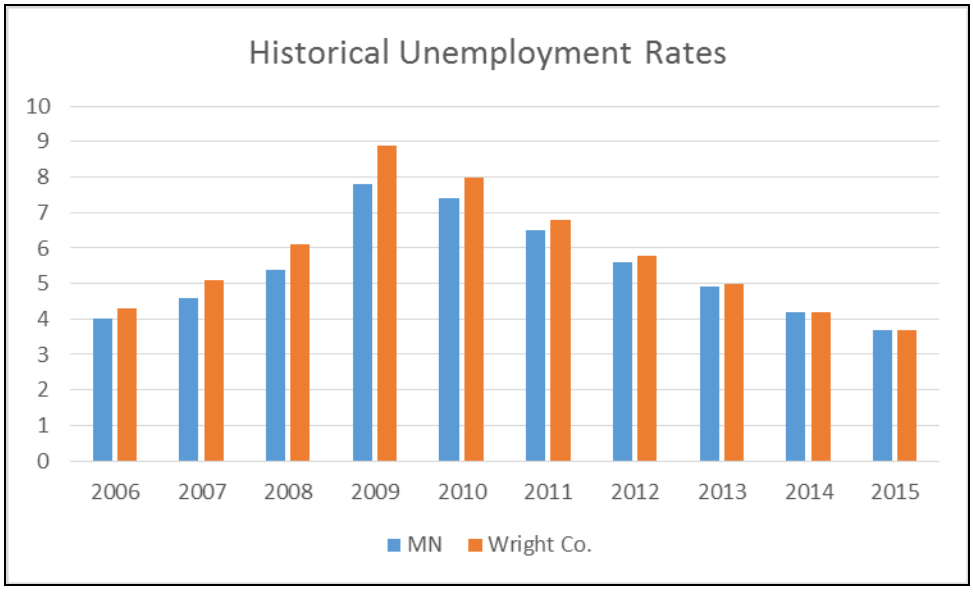
Employer	Business Sector	Employees
Carpentry Contractors Company	Construction	300 est. (100 in city)
Montrose Elementary School	Education	50
Craft Pattern and Mold	Manufacturing	25
City of Montrose	Government	23
Red's Café	Restaurant/catering	20
Montrose United Methodist Church	Religious	20
Jacque B's Kitchen & Cocktail	Restaurant/bar	
Casey's	Gas/convenience	
Xcel Energy	Electric	

Source: City survey of businesses, 2016 and Demographics Now

Unemployment Rates.
Unemployment rates in Wright County and Minnesota peaked in 2009, with nearly 9% unemployment in the county. With the economic recovery and increase in employment opportunities, the 2015 unemployment rate in MN and Wright County was less than half of the 2009 rate, at 3.7%.

TABLE 5-4
HISTORICAL UNEMPLOYMENT RATES

Year	MN	Wright Co.
2006	4	4.3
2007	4.6	5.1
2008	5.4	6.1
2009	7.8	8.9
2010	7.4	8
2011	6.5	6.8
2012	5.6	5.8
2013	4.9	5
2014	4.2	4.2
2015	3.7	3.7



Economic Snapshot.
The Minnesota Department of Employment and Economic Development (DEED) provides a "Statistical Snapshop" of Minnesota's economic performance. Following is the November 4, 2016 snapshot. This indicates 54.1% of businesses had a 5-year business survival rate between 2010 and 2015. This compares to the US rate of 51.4%. Minnesota ranked eighth highest in the U.S. for business survival rates (5 year). Other economic indicators are included.

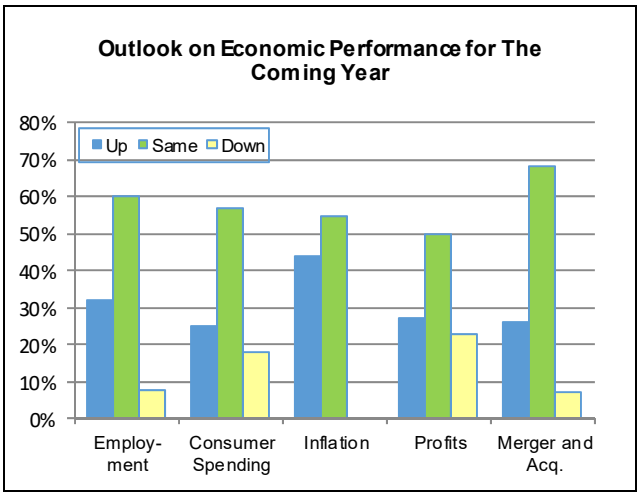
Statistical Snapshot

A monthly review of Minnesota's economic peformance.

Category	Metric	MN rate	MN rank (Best to worst)
Business Climate	5-Year Business Survival Rate, 2010-2015	54.1%	8
	Business Taxes as a Percent of State GDP, FY 2014	4.6%	26
	State and Local (Own Source) Revenue Per Capita, 2013	$7,141	11
Labor Market	1-Year Growth in Employment, September 2016	1.4%	26
	Labor Force Participation Rate, September 2016	69.2%	7
	Total State Employment, September 2016	2,905,300	18
	Unemployment Rate, September 2016	4.0%	11
Overall Economy	1-Year Export Growth, 2015	-6.6%	29
	1-Year Growth in Real GDP, 2015	2.4%	13
	Per Capita Personal Income, 2015	$50,541	14
	State Gross Domestic Product, 2015 (in Millions of Current $)	$333,267	17

Source: Minnesota DEED Data, November 4, 2016.

According to the Minnesota Department of Employment and Economic Development, "Minnesota business services firms expect stable or improved conditions for Minnesota's Economy but to a lesser degree than in the previous year. ... Respondents are most optimistic about employment with 92 percent expecting stable (60 percent) or improved (32 percent) conditions." [1]



[1] MN Department of Employment and Economic Development Business Services Industry Conditions Survey, 2016

Commuting Trends.
According to the U.S. Census Bureau and the 2010-2014 American Community Survey 5-Year Estimates, the mean travel time was 35.1 minutes. This compares to 30.1 minutes for workers in Wright County, and 23.0 mean travel minutes in Minnesota.

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

TABLE 5-5
MEANS OF TRANSPORTATION TO WORK- MONTROSE, 2014

Means of Transportation to Work	2010	2014
Total workers 16+ commuting to work	1,442	1,561
Drove Alone-Car, truck or van	80.2%	80.7%
Carpooled	17.1%	14.3%
Public transportation (excluding taxicab)	0.0%	0.0%
Walked	0.5%	2.2%
Taxicab, motorcycle, or other means	0.2%	1.4%
Worked at home	2.0%	1.4%

Source: 2010 Census

According to the American Community Survey (ASC) 2014, only 5.1% of residents work within the City; 36.1% of Montrose workers 16 years and older work within Wright County, 63% work outside of Wright County, and 1.0% work outside of Minnesota. This compares to Wright County statistics which indicate 72.4% of Wright County residents also work in Wright County and 23.8% commute to work outside of the county. This illustrates a high commuter population within Montrose.

In order to build community and include young workers in the community, additional local employment opportunities should be sought.

III. COMMUNITY INPUT

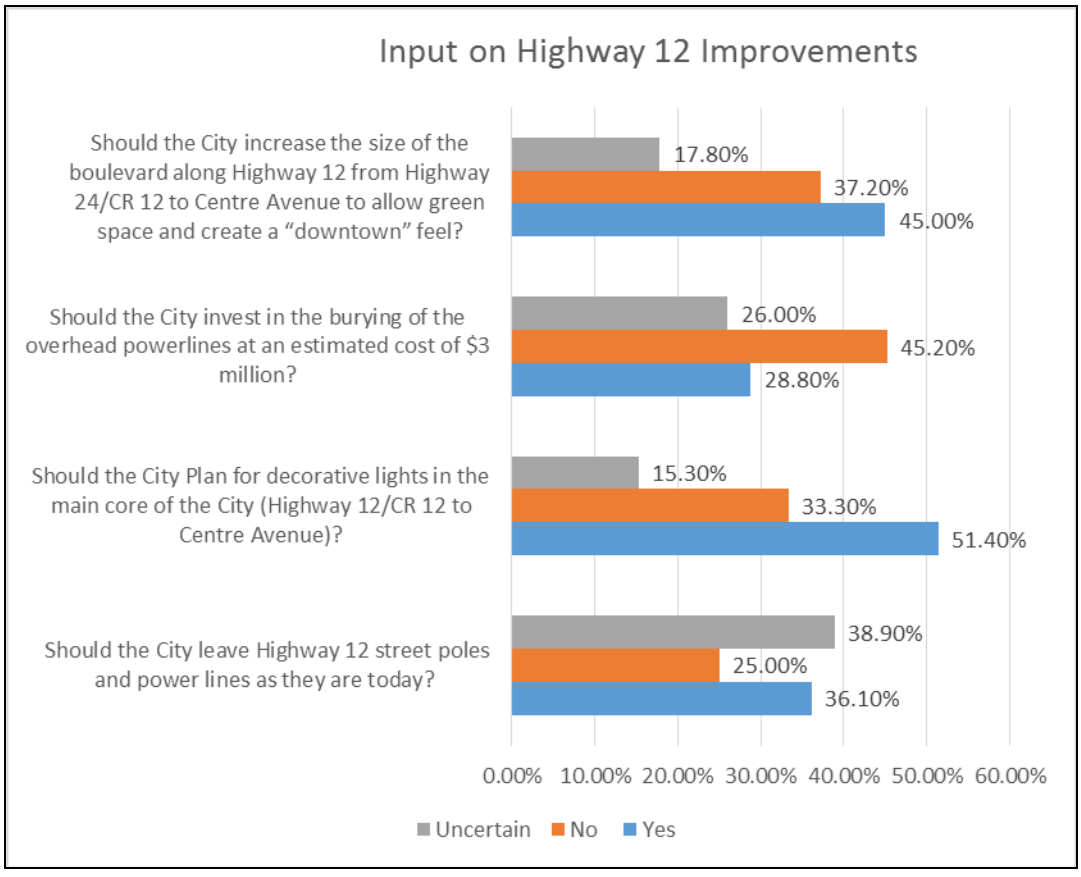
The City of Montrose conducted a Community Survey in August and September, 2016. Responses were received from 228 people. Questions relating to economic development were included. Following is a summary of the responses as they relate to various economic development topics.

Highway 12 Development: MnDOT is planning an overlay project for Highway 12, through Montrose, in the year 2021. Participants were asked if the City should leave the street poles and power lines as they currently are, if the City should plan for decorative streetlights through the center of the city (Highway 25 to Centre Avenue), if the City should invest an estimated $3 million to bury the overhead powerlines and finally, if the City should narrow the roadway and increase the sidewalk/boulevard area along Highway 12 from Highway 25 to Centre Avenue. Following are the responses received:

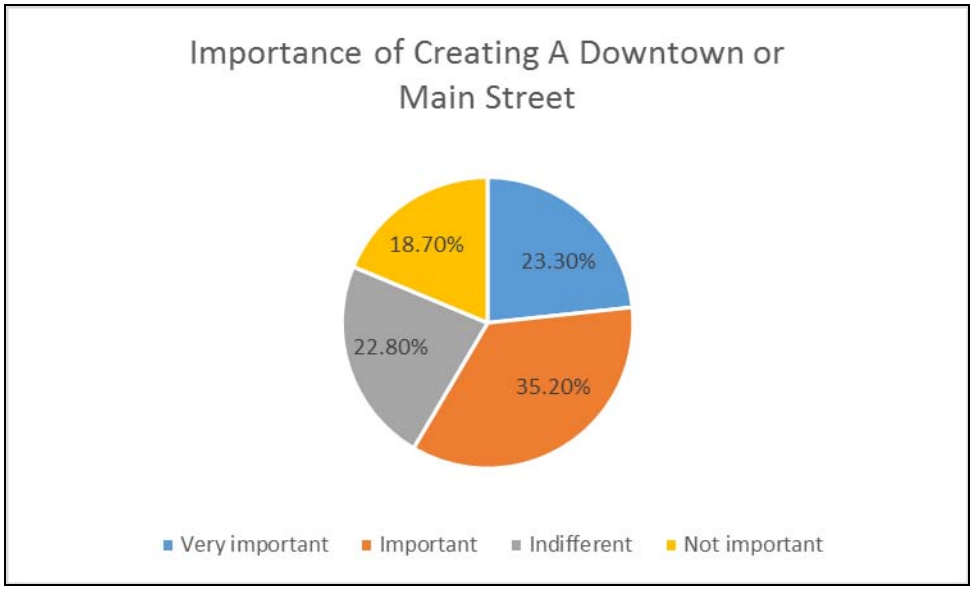
As illustrated below, a majority of the participants expressed support for decreasing the roadway width and increasing the boulevard/sidewalk area along Highway 12 from Highway 25/CR 12 west to Centre Avenue. This would accommodate decorative streetlights, sidewalks, potential plantings, and a downtown feel.

TABLE 5-6
HIGHWAY 12 IMPROVEMENTS – SURVEY INPUT

Question: MnDOT has a street overlay project planned along Highway 12 in Montrose in the year 2020:	**Yes**	**No**	**Uncertain**
1. Should the City leave Highway 12 street poles and power lines as they are today?	78 36.1%	54 25.0%	84 38.9%
2. Should the City Plan for decorative lights in the main core of the City (Highway 12/CR 12 to Centre Avenue)?	111 51.4%	72 33.3%	33 15.3%
3. Should the City invest in the burying of the overhead powerlines at an estimated cost of $3 million?	63 28.8%	99 45.2%	57 26.0%
4. Should the City increase the size of the boulevard along Highway 12 from Highway 24/CR 12 to Centre Avenue to allow green space and create a "downtown" feel?	98 45.0%	81 37.2%	39 17.8%



Survey participants were also asked, "How important is it to create a "Downtown" and "Main Street" as a reail center and gathering place for the community?" One hundred and twenty-eight people (58.5%) noted it is important or very important. Only 18.7% or 41 people noted it was not important.



Businesses Desired.
Residents were asked to identify the types of businesses that they would like to have in the community and would also support. Following is a summary of the most requested businesses.

TABLE 5-7
TYPES OF BUSINESSES DESIRED- MONTROSE COMMUNITY SURVEY, 2016

# of Responses	Type of Business Desired
142	Grocery Store
120	Restaurant – Fast Food
99	Coffee Shop
74	Hardware
60	Restaurant – Sit Down/Family Style
32	Pharmacy
30	Medical Clinic
20	Entertainment (Pets, toys, t.v., radio, sound equipment.
17	Apparel
16	Daycare
12	Veterinarian
9	Dentist

IV. LOCATION OF FUTURE BUSINESS DEVELOPMENT

VACANT LAND INVENTORY

The following sites are currently available for commercial and industrial development with over 100 acres of land available.

1. **Montrose Business Park** – North of Highway 12 and west of Clementa Avenue. There are approximately 22 acres available for highway commercial and industrial development. The site currently includes outlots which may be platted to meet a businesses' needs. Utilities are in place, with a need for the road to be extended.

2. **Preserve of Montrose** – South side of Highway 12/west side of the City. The City of Montrose acquired a tax forfeit 54.22-acre site. The property was originally platted for residential townhomes. The property could be replatted to accommodate highway commercial along the corridor.

3. **Terning Site**- Located at the SE corner of Highway 12 and Highway 25, this 35.67-acre site offers opportunities for highway commercial uses.

4. **Highway Commercial site –** A 3.56-acre highway commercial site is located along the east side of the city, along the south side of Highway 12.

5. **Lemmerman Industrial Park** – Several lots, both highway commercial and industrial, remain available within Lemmerman Industrial Park on the east side of the city, north of Highway 12.

In addition, there are a number of potential infill and redevelopment sites along Highway 12. The City has very limited vacant buildings. New construction will be required to accommodate new commercial and industrial development in the community.

The City assists property owners with marketing available sites.

V. BUSINESS ZONING DISTRICTS.

The City currently has three zoning classifications for commercial developments and two zoning districts to accommodate industrial development. The Zoning Map illustrates the locations of the following districts:

R-B; Residential Business District. The purpose of the R-B, Residential Business District is to provide for a transition in land use from residential to low intensity businesses and allow for the mixing of these uses. The establishment of this district is to be limited to those areas specifically guided for mixed use development by the Comprehensive Plan and only when a full range of public services and facilities are available.

B-1; Central Business District. The purpose of the B-1, Central Business District is to provide specifically for the regulations of high intensity commercial uses located within the downtown area defined by the Comprehensive Plan.

B-2; Highway Business District. The purpose of the B-2, Highway Business District is to provide for and limit the establishment of motor vehicle oriented or dependent high intensity commercial and service activities.

I-1; Light Industrial District. The purpose of the I-1, Light Industrial District is to provide for less intensive types of industrial uses which, because of their proximity to residential areas or other sensitive uses, are less likely to impose objectionable influences, such as noise, vibrations, dust, heat, smoke, odor, etc.

I-2; General Industrial District. The purpose of the I-2, General Industrial District is to provide for the establishment of industrial uses of a more intense nature development in areas guided for industrial land use by the Comprehensive Plan.

VI. ECONOMIC DEVELOPMENT AGENCIES

The City of Montrose Economic Development Authority was formed in 1992. This seven-member commission is appointed by the City Council. This includes five City Council members with two seats reserved for members-at-large. As required by MS. 469.095, Subd. 2 the EDA serves six year terms; however, Council members' terms run with their council term.

The Mission of the EDA is:

- To assist existing businesses with retention and expansion plans;
- To attract new commercial and industrial businesses to the community;
- To promote and encourage revitalization of commercial areas; and
- To encourage the expansion of the Montrose tax base.

The Economic Development Authority (EDA) Board provides business assistance and referral services; assists existing businesses and industry within the community; and promotes the continued growth and development of the City of Montrose. The EDA works to add job opportunities for the residents of Montrose and the surrounding area and increase the commercial and industrial tax base.

The EDA offers a Revolving Loan Fund which provides gap financing. The EDA also offers a Matching Grant Program to encourage façade improvements.

The City of Montrose EDA projects in recent years have included sponsorship of a Business Development Infrastructure Grant for the public improvements in Montrose Business Park, loans and matching grants to local businesses, implementation of Highway 12 improvements, and marketing of the community and its available sites.

Highway 12 Redevelopment Committee. The Highway 12 Committee was formed in 2008 to develop a Highway 12 Redevelopment Plan, Highway 12 Design Guidelines, and implement the Plan. The Committee has been instrumental in several landscape projects along the Highway 12 corridor, completed through the MnDOT Cooperative Landscape Grant Program; the selection of seasonal banners for light poles; painting of streetlight poles; installation of bump-outs, and trails and flower planters. The Committee has remained active over the past nine years, as a recommending body to the EDA.

The Wright County Economic Development Partnership is based in Rockford. The WCEDP works with cities and businesses in the county, offering a loan fund, business luncheons and programs, and access to the Small Business Development Center programs. The EDA has supported the

WCEDP through membership dues. In turn, the WCEDP provides technical assistance and collaborates with the City.

The Initiative Foundation. The Initiative Foundation has served 14 counties in central Minnesota since 1986. The Foundation's 2017-2019 priorities are to, "Support and grow existing for-profit and nonprofit businesses."

- Help new **entrepreneurs** and the start-up of businesses and social enterprise ventures.
- Improve the **economic status** of financially disadvantaged people.
- Enhance **kindergarten readiness** for children (ages 0-5) living in poverty.
- Cultivate the **next generation** of leaders (ages 40 and under) working and living in our region."[2]

The Initiative Foundation has supported the efforts of the Montrose EDA through various training and grant programs over the past 10 years.

VII. ECONOMIC DEVELOPMENT GOALS

A. DOWNTOWN (B-1 DISTRICT) GOALS

1. **Create a Downtown Montrose as a Focal Point.** As identified in the Highway 12 Master Plan, a Central Business District should be developed and promoted as a community center for retail, community events, and social gatherings. The City should consider budgeting for capital improvements along Highway 12, in coordination with the MnDOT resurfacing project in 2021, to widen the sidewalks and boulevard, install decorative streetlights and streetscape amenities.

2. **Landscaping Treatments.** Landscaping treatments can be used to enhance the pedestrian experience, compliment architectural features, and/or screen utility areas. The continued maintenance and installation of landscape treatments along the Highway 12 corridor is recommended.

3. **Setbacks.** In order to create a "downtown", principal buildings within the downtown district should be encouraged to be built to the front property line and oriented so that the front of the building faces the public street. New construction and infill buildings should maintain the alignment of facades along the sidewalk edge. Exceptions may be granted if the setback is pedestrian-oriented and contributes to the quality and character of the streetscape. An example would be for outdoor dining.

4. **Building Design Standards**. The EDA and City should work with business and building owners and encourage them to incorporate Downtown Building Guidelines.

B. HIGHWAY COMMERCIAL (B-2 DISTRICT) GOALS

Montrose should plan to utilize the properties abutting Highway 12 to establish attractive commercial areas, as this corridor is the gateway into the community. The development should

[2] Minnesota Initiative Foundation: www.ifound.org

be complimentary to the services in the Downtown District. These developments should be of a specialized nature exhibiting needs of highway access and visibility.

1. **Design Standards.** The City should work with business and land owners in the B-2 District to incorporate design guidelines to promote quality construction in the highly visible highway corridor, while taking the cost of development into consideration.

2. **Aesthetics and Zoning Regulations.** Outdoor commercial storage should be consistently regulated and enforced.

3. **Future Highway Commercial Areas.** Future highway commercial areas as identified on the Future Land Use Map should be encouraged, with technical and financial assistance as appropriate.

4. **Business Recruitment.** The EDA should actively work to recruit businesses identified by the community as desired, which may feasibly be located in the community.

C. INDUSTRIAL DEVELOPMENT GOALS

Following are goals and objectives for the future development and redevelopment of the industrial district(s):

1. **Promotion and Financial Assistance.** The Economic Development Authority should actively promote industrial developments that maximize the return on city investments in public facilities and services, provide quality employment opportunities, and compliment existing services. The City should consider economic incentives for industries that will contribute substantially to the City's tax and employment bases without substantial negative impacts on the City's infrastructure system.

2. **Impact on Utilities**. Consideration should be given to facility demands (i.e., traffic generation, sewer and water demands, etc.) of any proposed industrial development, to ensure the City has the capacity to serve the proposed project(s). Extension of utilities and annexation of areas about to become industrial in nature should occur prior to the issuance of building permits for the industrial construction.

3. **Expansion and Relocation of Existing Industries.** As opportunities arise, the EDA and City should work closely with local industries to identify industrial sites within the city to accommodate their growth, and redevelop sites which are within residential neighborhoods.

D. GENERAL ECONOMIC DEVELOPMENT GOALS

1. **Business Retention and Expansion** –The EDA will strive to work with local businesses to retain their facilities in the community as well as assist them with growth needs.

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

3. **Collaboration with Economic Development Agencies.** Continue to support and collaborate with the Chamber of Commerce, WCEDP, and Initiative Foundation on economic development efforts.

4. **Redevelopment of the Preserve of Montrose –** The EDA will work with the City Council and developers to redevelop the City owned 54.22-acre Preserve of Montrose.

PARKS, TRAILS AND RECREATION

I. INTRODUCTION

Parks, trails and recreational facilities are valuable community resources that contribute positively to the quality of life in a community. Parks and trails have a positive impact on a city's environmental and economic value as well as its residents' physical and social health. Parks with trees and shrubs and open space help reduce the carbon footprint in communities. Studies have shown the market values of homes adjacent to parks are higher than those greater distances from parks. Parks and trails provide greater opportunities for residents to participate in physical activities increasing the overall health of a community and finally, parks provide gather spaces for social interaction and locations for community events.

This Chapter will provide an overview of:

1. Demographics Served
2. Park Classifications
3. An Inventory Existing Park Facilities
4. Existing and Future Park Facility Needs
5. Recreational Facility Standards
6. Existing Trails and Pedestrian Ways
7. Proposed Future Trails and Pedestrian Ways
8. Community Input;
9. Administration, Maintenance and Operations
10. Recommended Goals and Policies for Future Parks, Trails and Recreation Facilities and Programs.

The following maps are included:

6-1 City Parks and School Recreational Facilities
6-2 Park Service Areas
6-3 Park Search Areas
6-4 Existing Sidewalks and Trails
6-5 Trail and Sidewalk Plan
6-6 Park Search Areas and Trail/Sidewalk Plan

A majority of the content within this Chapter was derived from the December, 2015 **Montrose Master Parks and Trail Plan**, developed by the Parks Commission and city staff.

II. INTENT

It is a goal of this Comprehensive Plan to provide parks, trails and recreational opportunities for residents of all ages and incomes, now and in the future. Providing quality recreational opportunities begins with proper planning. To assure adequacy and maximum usability, recreational areas and facilities shall be developed with regard for the needs of the people and

the area they serve. Proper planning must take into consideration a number of factors, including but not limited to, location of existing recreational areas (i.e. proximity to the area served, separation from incompatible land uses), adequacy of existing facilities, site planning for the location of future facilities, access to current and future facilities, provisions for recreation programs, and financing, maintenance and management of existing and proposed parks, trails and recreational facilities.

III. DEMOGRAPHICS SERVED

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

Population Changes
The City of Montrose grew 8% between 2010 and 2015, from 2,847 to 3,079. This plan is intended to guide growth to the year 2040, with a projected population of 6,055. As a result, the Parks, Trails and Recreational Chapter includes an analysis of current facilities and programs as well as facilities which may be needed to serve an additional 2,976 residents.

Age of residents/market
The median age of Montrose residents was 29.5 years in the year 2010. The Minnesota State Demographer's Office projects the largest increases in population over the next 20 years will be in the 60+ year segment of the population, therefore increasing the median age over time. This Chapter recognizes the importance of planning park facilities and recreational programs for all age groups.

Income of our residents/market
The 2010-2-14 ASC reports a Median Family Income in Montrose of $66,270 and a Median Household Income of $62,419. This compares to a Wright County Median Household Income of $73,085 and median Family Income of $83,758. This Chapter recognizes the need to provide recreational opportunities for individuals/families of all income levels.

Household/family make-up
In 2010, 70.4% of all households were "family households", with 29.6% of households "non-family households".

IV. PARK CLASSIFICATIONS

The City of Montrose features a number of existing park and recreational facilities. Recreational facilities within the City can typically be described according to their type, population served and location. The following terms and descriptions shall be used to classify existing and future recreational facilities, as taken from the 2015 Montrose Master Park and Trail Plan.

Neighborhood Mini Parks

Use: Designed to provide passive activities with some active short term activities and may include specialized facilities serving a limited population or specific group such as a playground

Service Area: Neighborhood sizes of 1,000 to 5,000 persons, within 1/4 to 1/2 mile

Population Served: Toddlers through age 15, with informal recreation for groups of all ages

Desirable Size: 1 to 10 acre Acres/1,000
Population: 1.0 - .0
Site Characteristics: Open space for spontaneous play, play areas for both pre-school and school age children, multiple use paved areas, limited field games, small court games, ice rinks, playground equipment, within easy walking/biking distance

Neighborhood Parks

Use: Area for designated active and passive recreation areas

Service Area: 1/2 to 1-mile radius to serve a population of up to 5,000 persons (a large neighborhood)

Population Served: Focus upon ages 5 through 39 with emphasis upon ages 5 through 18.

Desirable Size: 5 to 10 acres

Acres/1,000 Population: 1.5 - 2.0

Site Characteristics: Suited for multi-use recreation development, easily accessible to neighborhood population, geographically centered with safe walking and bike access, may include school facilities

Community Playfields

Use: A large recreation area with primarily athletic facilities designed to serve older children and adults

Service Area: 1- 1 1/2-mile radius City wide

Desirable Size: 10 to 25 acres

Acres/1,000 Population: 2.0 to 5.0

Site Characteristics: Organized sports facility or athletic complex including lighted court and field games, community center or indoor recreation facility, swimming pool, ice rink, capacity for special events, must include support elements such as rest rooms, drinking water, parking, and lighting

Community Parks

Use: Area of diverse environmental quality which may include areas suited to intense recreational facilities such as athletic complexes as well as passive type areas, depends largely upon the site location, suitability and community need

Service Area: Several neighborhoods, 1 to 4-mile radius

Population Served: All ages, toddler to retiree, entire community for cities up to 25,000

Desirable Size: 20 to 35+ acres

Acres/1,000 Population: 5.0 - 10.0

Site Characteristics: Provides for a combination of intensive and non-intensive development ranging from play equipment to trails, may include natural features, such as water bodies or forested land, must include support elements such as rest rooms, drinking water, parking, and lighting

Natural/Conservancy Areas

Use: Protection and management of the natural/cultural environment with recreational use as a secondary objective

Service Area: No applicable standard, scattered among City parks of all sizes

Desirable Size: Sufficient to protect the resource and accommodate desired recreational uses

Acres/1,000 population: Variable

Site Characteristics: Variable, depending upon the resource being protected

Private Facilities

Use: Areas for specialized or single purpose recreational activities, such as golf courses, nature centers, display gardens, arenas, outdoor theaters, gun ranges, historical buildings/ areas, and parkways or boulevards within commercial centers.

School Facilities

Use: Facilities developed in association with schools which are intended for children's educational and recreational instruction, which on a secondary basis, provide opportunities for community residents, this shared usage is positive in that it allows for daytime usage by students, evening, weekend, and summer usage by all.

Linear Park/ Trails

Use: Area developed for one or more varying modes of recreational travel, may include other activities such as sitting areas, exercise courses, play areas, landscaping, etc.

Service Area: Not applicable standards

Population Served: All of community

Desirable Size: Sufficient width to provide for specified activities, maximum usage, and setbacks from streets or residential areas.

Acres/1,000 Population: Variable

Site Characteristics: Built or natural corridors such as utility rights-of-way, bluff lines, vegetation patterns, and roads that link other components of the recreation system or community facilities such as parks, schools, and residential areas.

V. EXISTING PARK AND RECREATION INVENTORY

A. MUNICIPAL PARKS

There are thirteen (13) municipal owned parks located within the City of Montrose, providing 111.81 acres of recreational opportunities**.** In addition, there is a recreational area owned by the school district in the community, and area county and state recreational areas. Following is a summary of existing park and recreational facilities existing in the City of Montrose. **Map 6-1** illustrates the locations of these facilities:

1. Carver Field

Size and Location: This 3.8-acre park.

Classification: Neighborhood Park

Recreational Amenities: Ballfield

Future Improvements: Future improvements to the park recommended include enhancements to the field and an upgraded concession stand.

2. Forest Creek Park

Size and Location: This 7.84-acre park is located south of Breckenridge Lane and east of Cole Avenue, in the northern portion of the City.

Classification: Neighborhood Park

Park Amenities: Trails

Future Improvements: This park is located south of Breckenridge Lane east of Cole Avenue in the northern portion of the City. The park is basically a southwesterly extension of Rolling Meadows Park. The Park Commission vision is to connect the trail segment to the rest of the trail system, and to add playground equipment in the future, as well as make it physically handicap accessible.

3. **Lent Park**

Size and Location: This 9.97-acre park is located on Garfield Avenue, within Parkview addition.

Classification: Neighborhood Park

Amenities: Skate park. The park and has been graded for a future soccer field; however due to lack of adequate parking, the soccer field(s) cannot be utilized

Future Improvements: If a design is feasible for future parking, future soccer fields could be added.

4. **Lions Park**

Size and Location: This 1.0-acre park is adjacent to the City's watertower.

Classification: Neighborhood Park (size, but used as a community park)

Amenities: Swing set, picnic shelter, horseshoe pit, merry-go-round and dirt digger.

Future Improvements: The Park Commission recommends replacement or removal of playground equipment.

5. Northridge Park A and Northridge B

Size and Location: This 14.6-acre park is located in the southern portion of Northridge subdivision.

Classification: Neighborhood Park

Amenities: Play structure, volleyball courts, swings, picnic bench, community garden plots, parking lot and trees.

Future Improvements: The Park Commission feels there is room in the park for improvements, but recommends the development of the Regional Park be the priority.

6. Hill Street – Parkview Park A & B

Size and Location: Parkview Park A is 1.1 acres (upland) and Parkview B is 1.1 acres. This is in Parkview Addition.

Classification: Neighborhood Park

Amenities: None

Future Improvements: The Park Commission has not identified plans for future improvements in this park.

7. Pheasant Hills Park

Size and Location: This 7.9-acre park is located within Pheasant Hills Addition. Approximately 2.8 acres is upland with the remainder of the park in wetlands and significant vegetation.

Classification: Neighborhood Park/Specialized Recreation Area

Amenities: Trail system, play equipment and benches. The park is lit with solar lighting.

Future improvements: The Park Commission has not identified plans for future improvements in this park.

8. Preserve of Montrose Park

Size and Location: This 14.3-acre future park is located on the southwest side of the city, south of US Highway 12.

Classification: Future Neighborhood Park or Community Park.

Amenities: This park is undeveloped at this time.

Future improvements: When the Preserve of Montrose is re-platted or redeveloped, the developer will be responsible for the dedication of the park land and possible park improvements.

9. Rock Brook Park

Size and Location: This 0.4-acre park is located north of 7th Street South and west of Brook Circle East.

Classification: Neighborhood Park/Pocket Park

Amenities: Play structure, climbing rock, picnic table and bench.

Future improvements: The Park Commission has not identified plans for future improvements in this park.

10. Regional Park – formerly known as Rolling Meadows Park

Size and Location: This 26.7-acre park is located on the west side of CR 12, on the north side of the City.

Classification: The park will be a community wide park, once developed.

Amenities: The park was platted in 2016. Some grading has been completed with additional grading improvements in 2017 planned.

Future improvements: A master park plan has been developed for the Regional Park. It is proposed to include a trail system, parking, soccer fields, tennis courts, basketball courts, ice skating rinks, baseball fields and a concession stand as well as playground equipment and restrooms.

11. Thorson Park

Size and Location: This 3.5-acre park is located in Parkside Meadows Addition.

Classification: Neighborhood Park

Amenities: Play structure

Future Improvements: Possibly expand and connect to Lent Park, if land becomes available.

12. Veteran's Memorial Park

Size and Location: This 3.3-acre park is located north of First Street North and west of CR 12.

Classification: Community Park

Amenities: Shelter with picnic tables, lighted tennis court, tot lot, swings and basketball court.

Future Improvements: Continue to upgrade/maintain amenities.

13. White Tail Ridge Park – Disc Golf Course

Size and Location: This 16.3-acre park is located in the northwest corner of the City.

Classification: Specialized Recreation Area.

Amenities: Disc Gold Course, dense wooded areas, wetland features and natural rolling topography.

Future Improvements: The Park Commission recommends the development of off-street parking.

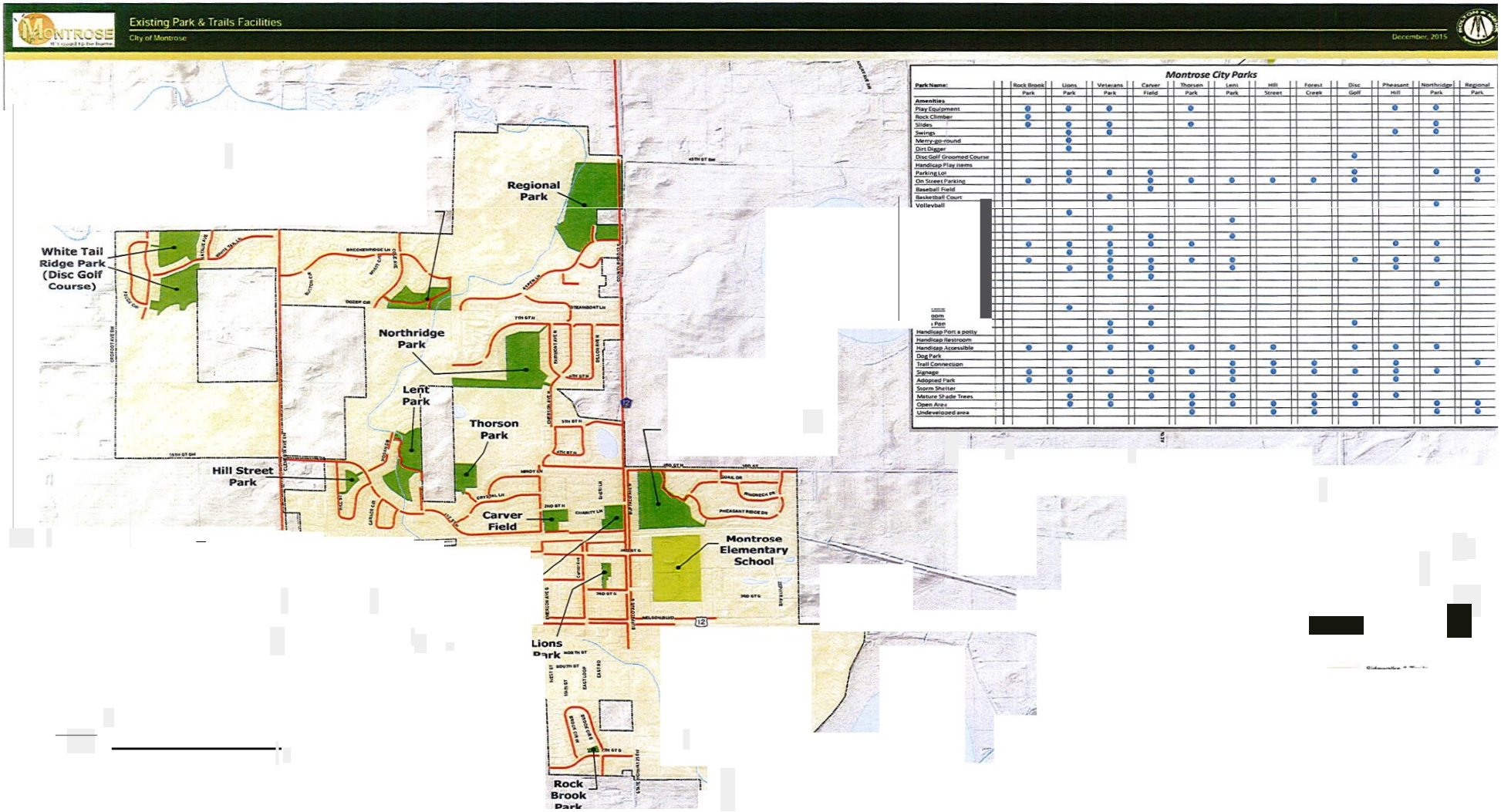
B. School Recreational Facilities

Montrose Elementary School Facilities - In addition to the City owned parks there is playground equipment at the Montrose Elementary School. While this is not a "municipal park", the amenities are available to serve the public at times in which school or extracurricular activities are not underway. It is important to note that the Elementary School includes Montrose as well as the surrounding townships.

C. County and State Parks

Crow Springs County Park is located south of 40th Street and west of Highway 25 (within Franklin Township). It is operated by Wright County. Public boat access is available within the park, to the Crow River.

Two wildlife management areas are operated by the State of Minnesota. **The Malardi Lake State Wildlife Area** is located east of the City limits south of 45th Street and west of Meridian Avenue. **The Woodland State Wildlife Management Area** is located south of the City limits, north of 72nd Street and east of Highway 25. Also, the Fountain Lake public access serves as an additional recreational amenity to the area. These facilities provide passive recreational opportunities and environments


Existing Park & Trails Facilities
City of Montrose
December, 2015
Regional Park
White Tail Ridge Park (Disc Golf Course)
Northridge Park
Lent Park
Thorson Park
Hill Street Park
Carver Field
Montrose Elementary School
Lions Park
Rock Brook Park
Montrose City Parks
Park Name:
Rock Brook Park
Lions Park
Veterans Park
Carver Field
Thorsen Park
Lent Park
Hill Street
Forest Creek
Disc Golf
Pheasant Hill
Northridge Park
Regional Park
Amenities
Play Equipment
Rock Climber
Slides
Swings
Merry-go-round
Dirt Digger
Disc Golf Groomed Course
Handicap Play items
Parking Lot
On Street Parking
Baseball Field
Basketball Court
Volleyball
Handicap Port a potty
Handicap Restroom
Handicap Accessible
Dog Park
Trail Connection
Signage
Adopted Park
Storm Shelter
Mature Shade Trees
Open Area
Undeveloped area

VI. EXAMINATION OF EXISTING AND FUTURE PARK FACILITIES

Map 6-2 indicates areas served by existing recreational facilities. As indicated, parks are located to serve the needs of most residential areas of the City, however additional facilities would benefit residents.

A. Search Areas. Map 6-3 indicates park search areas. As noted in the park classifications, the service area will vary depending on the type of park. This plan does not identify additional locations for smaller neighborhood parks, rather only those facilities which would serve a greater population and those within a ½ mile radius of the park. Additional neighborhood parks and playgrounds should also be considered as residential neighborhoods develop.

The City should closely review the topography, natural resources on sites, access and future roadways, etc. prior to the actual acceptance of dedicated park land to ensure it fits the community's identified park use needs.

B. Accessibility

1The American with Disability Act (ADA) was signed into law on July 26, 1990. The law requires local and state governments, places of public accommodation and commercial facilities to be readily accessible to persons with disabilities. ADA statutes affect the City of Montrose and other local and state park and recreation facilities in the following ways:

- Newly constructed buildings (after January 26, 1993) must be constructed to be readily accessible.
- Renovations or alterations occurring after January 26, 1992 to existing facilities must be readily accessible.
- Barriers to accessibility in existing buildings and facilities must be removed when it is "readily accessible". This includes the location and accessibility to restrooms, drinking fountains and telephones.

Other requirements include but are not limited to:

- One accessible route from site access point, such as a parking lot, to the primary accessible entrance must be provided. A ramp with a slope no greater than 1:6 for a length no greater than two feet may be used as a part of the route. Otherwise a slope with a maximum 1:12 is allowed.
- One accessible public entrance must be provided.
- If restrooms are provided, then one accessible unisex toilet facility must be provided along an accessible route.
- Only the publicly used spaces on the level of the accessible entrance must be made accessible.
- Any display and written information should be located where it can be seen by a seated individual and should provide information accessible to the blind.

Parks which are developed with items such as parking lots, swimming pools, tennis courts and basketball courts should have routes which are accessible. Nature parks or areas with limited

[1] Source: Park, Recreation, Open Space and Greenway Guidelines, James D. Meres, Ph.D., CLP and James R. Hall, CLP. © 1996, National Recreation and Park Association

development should have the minimum of accessible routes to the site. The National Park Service provides design guidelines for accessible outdoor recreation. 1

As the City redevelops city parks, it will be important to include ADA standards in the design. Installation of curb cuts and pathways within the park, designation of handicap parking in the parking lots, remodeling of restroom facilities to provide a handicap accessible stall in each of the men's and women's facilities and pathways to shelters and recreational amenities has been recommended as a method to achieve accessibility goals.

VII. RECREATIONAL FACILITY STANDARDS

As parkland is acquired either through dedications or purchase, it is important to plan space according to the desired recreational contents. In existing parks, it is important for the City to be aware of space requirements and orientation recommendations to determine if it is feasible to include the item(s) within the park. Following are facility standards for a number of recreational activities:

TABLE 6-1
RECREATIONAL FACILITY STANDARDS

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. of Units for Population Recommen-ded (National standards)	Service Area	Existing Facilities	Local Need Identified
Baseball Diamond	3 to 3.85 acres	1. Official: Baselines-90' Pitching dist-60.5' Foul lines-min 320' Center field-400'+ 2. Little League: Baselines-60' Pitching Dist.-46' Foul lines-200' Center field-200'-250'	Locate home plate so the pitcher is not throwing across the sun, and batter is not facing sun. Line from home plate through pitcher's mound to run E-NE.	1/6,000 Based on current population-1 By 2040 need one	Approximat ely ¼ to ½ mile radius Part of neighborh ood complex. Lighted fields part of a communit y complex	Carver Field	Meets current and future needs per standard. Additional proposed at Regional Park.
Softball/ Youth Diamond	1.5 to 2 acres	Baselines 60' Pitching dist- 45' men, women-40', Fast pitch field radius from plate – 225' Slow pitch 275' men, 250' women	Locate home plate so the pitcher is not throwing across the sun, & the batter is not facing sun. Line from home plate through pitcher's mound to run E/NE	1/ 1,500 Based on current population-5 By 2040 need three	Approximat ely ¼ to ½ mile radius		

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. of Units for Population Recommen-ded (National standards)	Service Area		Surplus/ Deficit / Standard (Local Standards)
Tennis Court	7,200 sq. ft. / court. 2 acres/ complex	36' x 78' with 12' clearance on both ends	Long axis north-south	1/2000 Based on current population-2 By 2040 need three.	¼ to ½ mile radius. Best in batteries of 2 to 4. Located in neighborh ood/com munity parks or near a school	One in Vetera n's Memori al Park.	Meets current need. Additional needed for future growth. Proposed at the regional park.
Basket-ball	0.25 to 0.59 acre Youth: 2400 to 3036 sq. ft. High School: 5040 to 7280 sq. ft.	Youth: 46' to 50' x 84' High School 50' x 84'	Long axis north-south	1/2000 Based on current population-2 By 2040 need three	¼ to ½ mile radius Outdoor courts in neighborh ood/ Communit y parks. Indoor as part of schools	Vetera n's Memori al Park	Meets current need. Additional needed for future growth. Proposed at the regional park.
Volleyball	4,000 sq. ft.	30' x 60' with a minimum clearance of 6' on all sides	Long axis north-south (outdoor)	1/2000 By 2040 need three	½ to 1 mile	North-ridge Park	Meets current need. Additional needed for future growth.
Football Field	1.5 acres	160' x 300' with a minimum of 10' clearance on all sides.	Long axis northwest or southeast	1/3000 Based on current population-1 By 2040 need two	Approx. 2-mile radius	No formal football fields.	Additional needed for future growth. Could be in a residential park.
Soccer Field	1.7 to 2.1 acres	195 to 225' x 330' to 360' with 10' clearance on all sides. Size depends on age group using field	Long axis northwest or southeast	1/3000 Based on current population-1 2040-2	Approx. 1 to 2-mile radius	No formal at this time.	Additional needed for future growth at Regional park

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. of Units for Population Recommended (National standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
Ice Arena	2 acres	Rink 85' x 200' (min. 85' 185') Addt. 5000. 22,000 sq. ft. to include support area	Long axis is north-south (outdoors)	1/20,000 Based on current and future population - 1	15 to 30-minute travel	None Ice Rink at Lent Park	NA
Warming House	Variable	Variable	Variable	1/rink area	1 hocking rink/skating indoor 2 outdoor rinks & house outdoor.		One proposed at Regional Park with new rink
Picnic Area Shelter	Variable	Variable	Variable	1/5000 Based on current population-1 2040-2	2-mile radius	Lion's Park	One needed for 2040
Play Equipment	0.5 acre	Variable	Variable	1 acre/park	2 to 3-mile radius	Thorson Park Northridge Pheasant Hills Rock Brook	Per standard meets requirement now Include with new parks.
Sliding Hill	2-4 acres	Variable	Variable	1/7,500 Based on current population-1 needed.	1-mile radius	None	Per standard 1 needed by 2040
Archery Range	0.65 acre	300' length x min. 10' between targets. Roped, clear area on side of range min. 30'. Clear space behind targets min. 90' x 45' with bunker.	Archer facing north + or – 45 degrees	1/7,500 Based on current population-0 2040- 1 needed	30-minute travel time. Part of a regional complex	None	Per standard 1 needed by 2040

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. of Units for Population	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
Community Center/ Senior Center	15-25 acres	Varies	Varies	1/20,000	--	None	
Horseshoe courts	0.1 acre			1/2000 Based on current population-2 2040 need 3	--	Lions Park	
Swimming Pool	1 to 2 acres	Teaching- min. 25 yards x 45' even depth of 3-4 ft. Competitive- min. 25 m x 16m. Min. of 25 sq. ft. water surface per swimmer. Ratio of 2 to 1 deck to water	No recommended pool orientation but care must be taken in locating life stations in relation to afternoon sun	1/10,000 2040 – One?	150-person capacity 15-minute travel	None	Meets standards to population of 10,000 Community survey requests pool or splash pad
Disc-Golf Course	Size depend-ent on number of holes: 9, 12, 18, 24 or 27.	Average 200-240' per hole. Hard surface tee pads of textured cement or asphalt are preferred. Preferred size is 5 ft. wide by at least 12 ft. long (1.8x3m). Maximum size is 6 ft. wide by 20 ft. long with the back end flaring out to 10 feet wide. (Source: Disc Golf Association)	Fairways should not cross one another & should be far enough apart so errant throws aren't in the wrong fairway. Fairways should not cross or be too close to public streets, sidewalks and other busy areas where non-players congregate. The 1st tee should be closest to parking.	No standard found.		One at White Tail Ridge	Meets needs.

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. of Units for Population Recommended (National standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
Mountain Bike Skills Course				No standard found.		None	Possible local demand in the future.
Off-leash Dog Park	1 to 2 acres for a neighbo r-hood dog park.			No standard found		None.	
Lacrosse		Outside dimensions: 60 yards x 110 yards. The "wing area" is 10 yards in from sidelines (20 yards in from center) of field. The "attack area" &"defensive area" are marked 35 yards from the end lines. Goal is surrounded by a 9' radius. The Lacrosse goal is 6' high by 6' wide by 7' deep.	Long axis northwest or southeast	No Standard Found.		None	.
Off-Street Parking	300 S.F Per Car	Typically, 9' x 20 with a 20' driving lane	Variable	NP: 8-12 cars CWR: 25-100 cars SR: 25-100 cars	NA		May need off street parking at new parks Planned at regional park.
Restroom Facilities	Varies	Per building code	Variable	1 double unit per park	1 park		Planned at regional park.

* Derived from the National Recreation and Park Association and the American Academy for Park and Recreation Administration Standards with local standards applied.

Summary of needs identified per National Standards

- Tennis court in the future
- Basketball courts in the future
- Volleyball courts in the future
- Picnic shelter, now and future
- Sliding hill in the future
- Archery range in the future
- Splash pad in the future

Summary of needs identified per Community Survey:

- Splash pad – 57% of respondents
- Dog park – 36% of respondents
- Enclosed picnic shelter – 34% of respondents
- Playground equipment – 32% of respondents
- Trails, additional – 29% of respondents

Proposed improvement within existing parks by the Master Park and Trail Plan, 2015:

- **Carver Field** - At such time when a larger, alternative ballfield site is available, the existing ballfield be converted to a little league diamond.

- **Forest Creek Park** - At such time when the property to the south develops, a coordinated trail extension to the south (along the drainage way) be provided.

- **Lent Park** - The City consider opportunities for easterly expansion of the park (to allow it to merge with Thorson Park if the property becomes available). Future interconnecting walking trail. Passive recreational facilities such as play equipment, a picnic shelter/gazebo, benches, etc. be provided in the park.

- **Lions Park -** The City to add trees, maybe sustainable ones such as apple, plum, pear, etc. The City reinforce the mixed use district concept by promoting and establishing the park as a "central square" of sorts which is easily accessible to neighboring residents. Considering its location within the City's "mixed use" district, it is believed the park has great untapped potential to become a community focal point. However, with the development of the Regional Park, community activities will be relocated to the new facility.

- **Northridge Park**
  1. A trail system/linkages be provided through the park.
  2. Relatively small-scale active recreational facilities be provided within the park (i.e. tennis courts, basketball, etc.) with ample setback from neighboring single family residences. Portions of this have been completed.
  3. Passive recreational facilities (i.e., picnic shelter, etc.) be provided as deemed appropriate by the City.
  4. Off-street parking areas be provided. Parking lot area has been installed, but could be expanded and potentially blacktopped in the future.
  5. Community Garden plots have been established, the need has been established, but discussion as to whether they are kept in this location or moved to the Regional Park is on-going.

6. A fence may be needed in the future, due to bordering neighbors driving across the park and use of motorized vehicles. The fence would be installed on the west property line and also across the north property line. Additional fencing may be needed if the problem is not corrected, for the safety of the children, and to save destruction of property and facilities.

- **Parkview/Hill Street Park** - The park be reserved for a future trail connection to Lent Park.

- **Pheasant Hills Park –**
  1. Trail way connections to the park from the east.
  2. Passive recreational facilities such as play equipment, are provided.
  3. Additional adjacent land is acquired, provide exercise/fitness equipment, picnic shelter, gazebo, etc.

- **Rock Brook Park**
  - As the area west of the park develops, a sidewalk/trail connection between the park and future westerly neighborhoods be provided.
  2. When the MnDot redesigns and upgrades Hwy 25 south, the Park Commission recommends working with the MnDot, the City of Montrose, and the Park Commission to design a safe connection from Rock Brook going north to the intersection of Hwy 25 and Hwy 12.

NON-CITY FACILITIES

Crow Springs County Park
While it is acknowledged that Crow Spring Park is located outside the City limits, its inherent scenic beauty and Crow River boat access make it an attractive recreational area available to Montrose residents. Recognizing that the City's long term land use plan incorporates lands adjacent to the park, it is anticipated that the City will, at some future point, encounter development proposals in the area.

Recommendations:

1. The City work with Wright County and other governmental bodies to provide a logical trail connection between the park and the City of Montrose.

2. The City support the westward expansion of the park when and if such opportunities arise.

Malardi Lake State Wildlife Area
The Malardi Lake State Wildlife Area lies outside the present Montrose City limits. Because the wildlife area does provide a passive recreational opportunity to area residents, it should be considered as part of an "area" park system.

Recommendations:

1. The City work with Wright County and other governmental bodies to provide a logical trail connection to the wildlife area.

Montrose Elementary School
Recognizing the elementary school's central location within the community, its recreational facilities are considered a community advantage.

Recommendations:

1. To the extent possible, the City work with the School District in regard to future recreational improvements and programs which serve the needs not only of the School District, but the community as a whole. The Lions Club recently installed new play equipment including handicap equipment.

Woodland State Wildlife Management Area
The Woodland State Wildlife Management Area is located south of the City limits, east of Highway 25. It provides an opportunity for passive recreational opportunities (i.e., bird watching, etc.).

Recommendations:

1. The City work with Wright County and other governmental bodies to provide a logical trail connection (along Highway 25) to the wildlife area.

VIII. TRAILS AND GREENWAYS

The following is taken from the 2015 Montrose Parks and Trails Plan:

"A park plan and ultimate park system is truly not complete without a system by which residents are afforded a convenient and safe means to access such facilities. In this regard, the designation of future trail corridors is considered a worthwhile planning effort, and of utmost importance.

A primary goal of the Trails Plan is to provide linkages between the City's various park facilities and residential centers. To achieve this, desired trail locations should be earmarked prior to new growth so that when opportunities arise, various trail segments can be established or reserved.

Retrofitting trailways onto an existing development pattern is more difficult than identifying new corridors for new development. Therefore, an effort to identify connection points to existing development should be considered prior to additional new growth. The trails illustrated on the Parks and Trails Plan will likely consist of three types of trails: on-street trails, grade separated trails, and overland trails.

On-street trails are those that utilize local streets as connecting links between other types of trail segments. They are vital in that they provide ingress and egress through residential areas, which is commonly the place of origin for most trail uses.

Grade separated trails are those that are located parallel to a street, often within the street right-of-way, but do not share the same paved surface. Grade separated trails are typically set apart from the driving surface by a grasses and/or landscaped median area. Grade separated trails provide safer access along high volume transportation corridors and depend on signalized intersection of specific pedestrian crossings to cross streets with high traffic counts.

Overland trails are those that provide pedestrian or bicycle connection in areas where it is not desirable or feasible to utilize on-street or grade separated trails. These are wider corridors of at least 30 feet and up to 100 feet wide which may include elements of a linear park such as open space, vegetative plantings or other complementary features in addition to the paved trail surface. The Trail Plan, shown on page 34, focuses upon the designation of future trails based upon the location of varied trail routes and lengths, connection to existing trails, connection to various destinations, availability of land and anticipated development area. The proposed development of the trail system has been prioritized into those trails for which there is an immediate need and those for which a future need is anticipated. Both classifications of trails should be acquired and developed as the opportunity is presented.

Immediate Trail Needs:

- The completion of the interrupted or incomplete sidewalk/trail route along Highway 25 from U.S. Highway 12 to the City's southern boundary.
- Determine, establish, and complete Northridge Park Trail System.
- Determine, establish, and complete Trail System from Forrest Creek Park to Aspen Lane
- Determine, establish, and complete Thoreson Park Trail System
- Determine, establish, and complete walking trail segment from Emerson Ave. North to Thoreson Park.
- Determine, establish, and complete trail system between Thoreson Park and Lent Park. (Currently Private Property)
- Determine, establish, and complete trail system between Hogan Drive and Seventh Street North.
- Connect Emerson N to Breckenridge and also Rolling Meadows to Forest Creek.

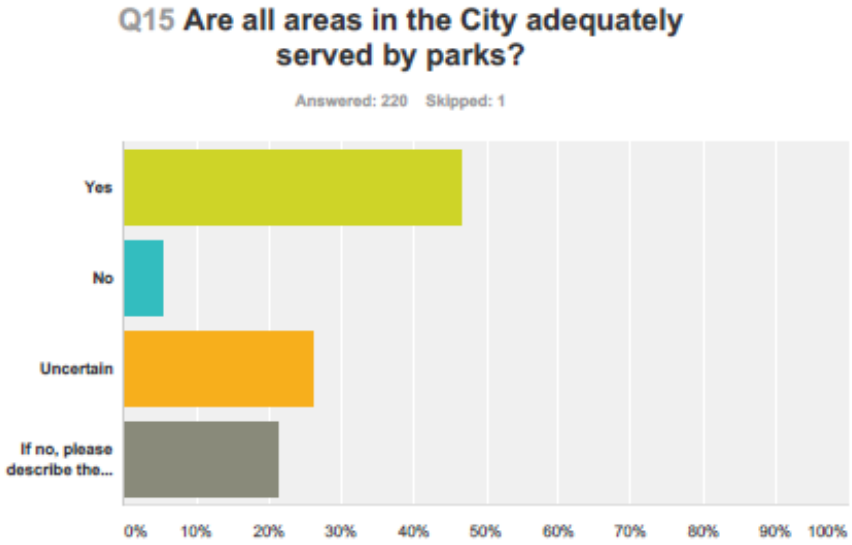
Anticipated Needs:

- Along the drainage way north of 55th Street between Clementa Ave. and County Road 12.
- In extreme northwest area of the study area (north of 45th Street and west of County Road 12) along existing drainage way. (Ties into Regional Park Plan)"

IX. PUBLIC INPUT

Parks and Recreation. In 2016, an on-line survey was conducted with 220 responses received. Residents were asked if all areas in the City are adequately served by parks. 46.8% indicated they are, 5.4% noted they are not and 26.36% were uncertain.

Locations proposed included Forest Creek, Pheasant Hills (enlarge) and a larger park versus the small parks.

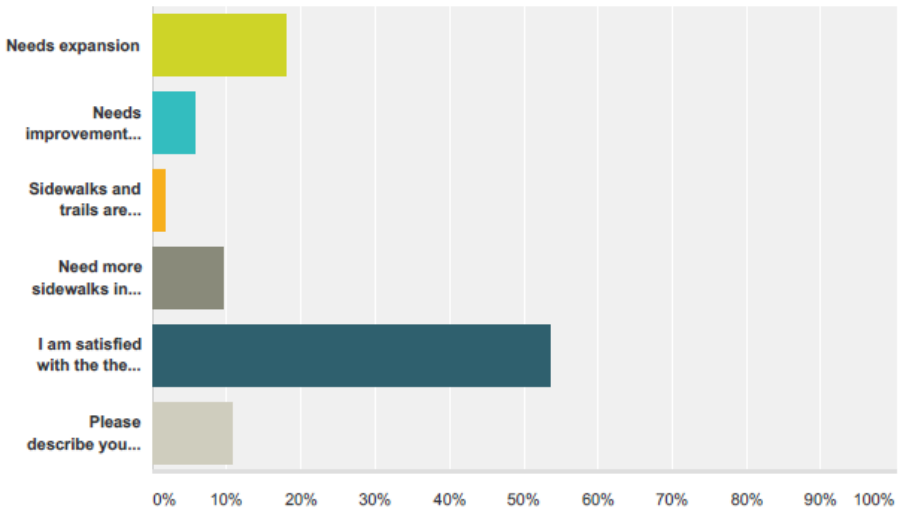


Answer Choices	Responses	
Yes	46.82%	103
No	5.45%	12
Uncertain	26.36%	58
If no, please describe the location in which a park is needed.	21.36%	47
Total		220

Residents were also asked to provide input on the sidewalk and trail system. Over ½ were satisfied with the existing system, while 18% recommended expanding the system.

Q14 What is your opinion onthe sidewalk and trail system in Montrose?

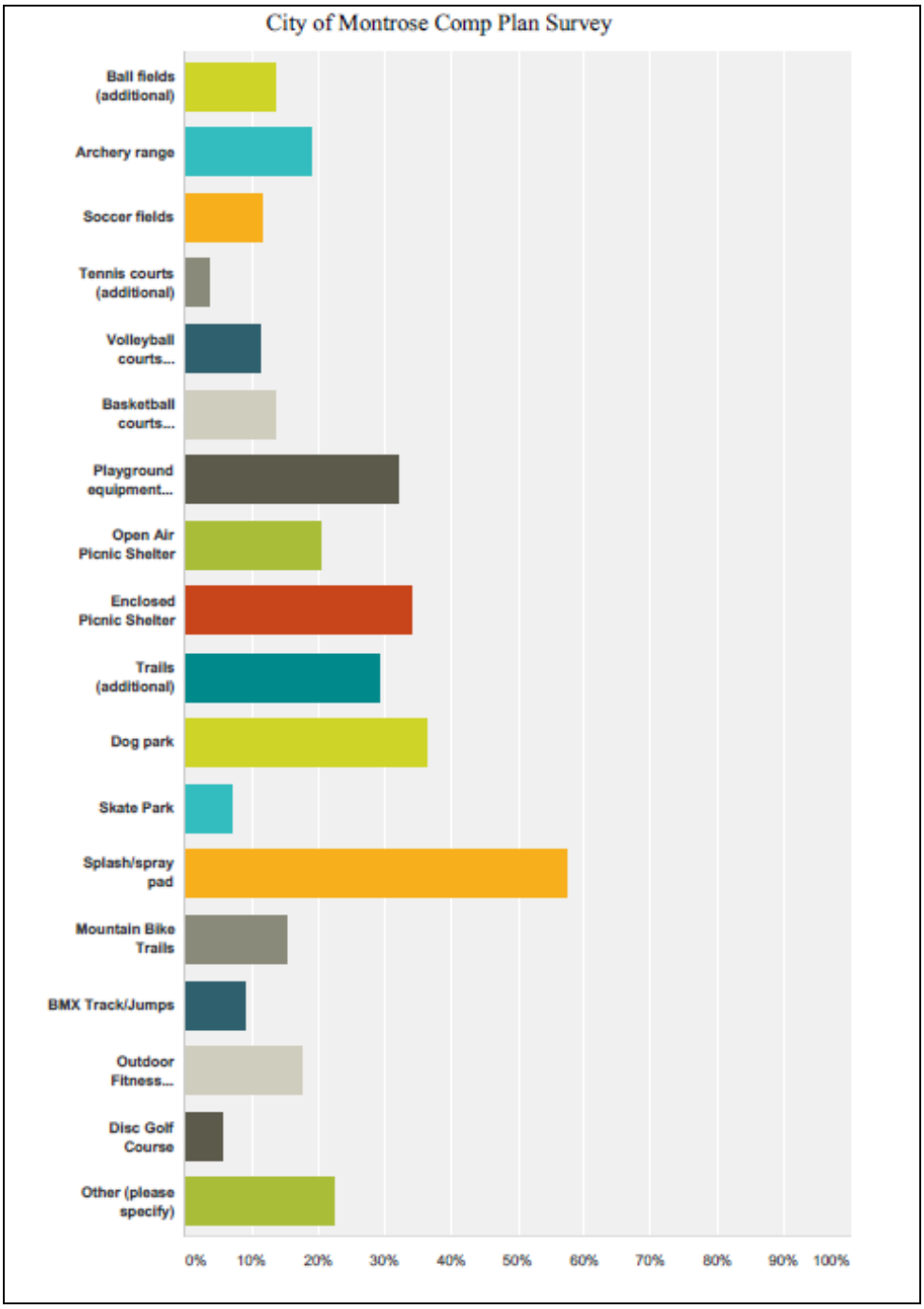
Answered: 220 Skipped: 1



Answer Choices	Responses	
Needs expansion	18.18%	40
Needs improvement (poor condition)	5.91%	13
Sidewalks and trails are undesireable	1.82%	4
Need more sidewalks in existing residential areas	9.55%	21
I am satisfied with the the current sidewalk and trail system	53.64%	118
Please describe your concern or recommendation:	10.91%	24
Total		**220**

Additional Park Facilities.

Residents were asked what additional park facilities would add to the quality of life in Montrose. The top responses were additional trails, additional playground equipment and a dog park. Other responses are illustrated in the chart. The top five items requested included a splash pad (57%), dog park (36%) enclosed picnic shelter (34%), playground equipment (32%), and additional trails (29%).



X. ADMINISTRATION, MAINTENANCE AND OPERATIONS

A. Park Commission. The City Council has appointed a Park Commission, which meets monthly to plan for the development and redevelopment of Montrose's park and trail system. The Montrose Park Commission reviews current and future community park and recreation needs, programs and facilities and recommends policies and improvements to promote the implementation of the City's parks, trails, and recreational plans. The City Public Works Director serves as the staff to the Park Commission.

B. **The City of Montrose's Public Works Department** maintains the city parks.

Full-time employees perform mowing, maintenance of the parks and restrooms within and trail cleaning.

In addition to City staff, various volunteers and volunteer organizations assist in park maintenance and improvements.

C. **Future Needs for Administration, Maintenance and Operations**.

A Trail Replacement and Seal Coating Plans are recommended which includes the age of the trail segment, its condition and plans for seal coating. This should be incorporated into a larger Park and Trail Capital Improvement Plan.

The City should continue to evaluate staffing needs as well as intergovernmental sharing of staff and equipment as the number of park acres and miles of trails grow.

XI. FINANCIAL RESOURCES

The City budgets for operational expenses through its annual budget process. The City currently utilizes user fees, donations from organizations and individuals, grant programs, park dedication land, fees, the general tax levy, and volunteer labor to cover expenses relating to parks. Maintenance of parks is included in the general fund budget, while park dedication fees are tracked in a park dedication fund.

A. Park Land Dedication Fund. The City has a dedicated fund for park improvements. The purpose of all funds derived is to pay for all or part of the acquisition of parkland, park equipment and park improvements as established by the City Council. All revenues derived from the park land dedication fees are credited to the Park Land Dedication Fund.

Park Land Dedication Ordinance**.** MN State Statute 462.358 subdivision 2b, grants cities the authority to, "require that a reasonable portion of the buildable land, as defined by municipal ordinance, of any proposed subdivision be dedicated to the public or preserved for public use as streets, roads, sewers, electric, gas, and water facilities, storm water drainage and holding areas or ponds and similar utilities and improvements, parks,

recreational facilities as defined in section 471.191, playgrounds, trails, wetlands, or open space." Statutes require that, "If a municipality adopts the ordinance or proceeds under section 462.353, subdivision 4a, as required by paragraph (a), the municipality must adopt a capital improvement budget and have a parks and open space plan or have a parks, trails, and open space component in its comprehensive plan…"

The City's Subdivision Ordinance includes parkland dedication requirements. At the time of this Chapter, new subdivisions are required to dedicate 10% of the land being platted or a fee-in-lieu of the land equal to the value.

B. Grants. The city has an opportunity to apply for a number of park and trail grants. These include but are not limited to the DNR Outdoor Recreation Grant Program, Walkable Community Program, MnDOT Community Roadside Landscape Grant, MnDOT Transportation Enhancement Grant and DNR Grant for the Prairie Restoration. A further explanation of possible grants is included within the 2015 Master Park and Trail Plan.

XII. GOALS AND RECOMMENDATIONS FOR PARKS, TRAILS AND RECREATION

Parks, Trails and Recreation Plan
The Master Park and Trail Plan, adopted in December, 2015 has identified the following Goals and Recommendations:

OVERALL SYSTEM POLICIES

1. Develop an ongoing planning process for the establishment and development of parks and trails which responds to the Comprehensive Land Use Plan policies as well as those identified herein.

2. Develop goals and priorities for park/trail acquisition and development.

3. Identify present and future park/trail needs on a continual basis for evaluation by the Planning Commission as development proposals are considered and recommendations are made to the City Council.

4. Update physical plans and related documents as necessary to respond to changes in goals, needs, priorities, and budget.

5. Plan for recreational facilities and budget needs by preparing a master plan for each component of the park/trail system to be used as the basis for development.

6. Promote public participation in the planning process via the Planning Commission to host a forum for open discussion of issues.

7. Promote integration with other City activities, services, and facilities.

8. Identify the means by which to implement park/trail administration and operations (i.e., by the Parks Commission, Planning Commission, and City Council policies, procedures, and ordinances).

9. The Parks Commission shall review and make recommendation to the Planning Commission and City Council on all aspects of park/trail planning, design, acquisition, development, and maintenance.

10. The City shall achieve an equitable distribution of park lands, trails, recreational facilities, and programs throughout the community.

11. Develop a system of directional park signage. New signage is in place at each city park showing its name & the rules, but additional consideration has been given to more signage showing "all" parks, their location, and amenities contained therein.

ACQUISITION

1. Dedication of land for park and open space facilities shall be accepted only when the land satisfies the needs of the community.

2. Pursue park and recreation grants to acquire park and trail land and improve existing parks/trails.

3. The Parks Commission shall review and submit recommendations to the City Council on all park and trail land acquisition issues.

4. When financially feasible, the City shall acquire and reserve sufficient park and open space lands to fulfill the needs of the present and projected future population of the community.

5. New recreation sites shall be pursued in association with new residential subdivisions which serve a broad range of age groups and activities.

6. Proper right-of-way widths shall be dedicated for sidewalks and trails during the subdivision process.

7. Developers shall provide sidewalks or trails on one side of all residential streets and on both sides of all new minor and major collector streets within their development, as further detailed within Chapter 7-Transportation of this plan.

8. Park and open space shall be developed and improved to take maximum advantage of natural community features, including lake frontage, forests, native prairie, other unique vegetation associations, or areas of rugged topography with quality views and vistas.

9. Park and open space facilities shall be planned and developed in coordination with similar services or surrounding communities.

10. Portions of a parcel that are within delineated wetlands or include slopes of more than 12 percent shall not be credited for dedication of park and trail lands.

11. Developers with land abutting a minor arterial or collector street shall construct a bituminous trail in accordance with City design standards. If said street leads to a major

park, school, commercial center or other majority activity area, the City may require construction of a concrete trail in place of the bituminous trail.

PROGRAMMING / DEVELOPMENT

1. An appropriate balance between active, passive, and cultural recreational areas and activities, tailored to the needs of the total population throughout the community shall be provided.

2. When financially feasible, recreational facilities and a year-round program of activities shall be provided which are suited to the varied recreational needs of all age groups within the community.

3. When financially feasible, providing safe and convenient, pedestrian and bicycle access to recreational facilities shall be considered a high priority.

4. When possible, construct trails in conjunction with State, County, and City street improvements to minimize construction costs.

5. The City shall gauge capital improvements made to individual park facilities on the basis of relative need for developed park facilities.

6. Recreational open space improvements shall be programmed in accordance with a Capital Improvement Program and updated periodically.

7. On a periodic basis, the City shall undertake studies to analyze the effectiveness and comprehensiveness of the community recreation program.

FACILITY PURPOSE AND DESIGN

1. The City shall classify and make any improvements to the park system utilizing a classification system defined by the Parks and Trails Plan.

2. Trails corridors shall serve transportation and/or recreational functions. The transportation function of a trail corridor is to provide as direct a link possible between population areas and activity centers such as schools, parks, churches, places of work, and shopping areas. They generally will occur adjacent to collector and minor arterial streets. Trails with a recreational focus shall be developed in places of interest such as natural areas, parks, creek corridors, around lakes, or other areas suited to recreational use.

3. Consider the long term costs of maintenance and operation in a recreational facility's design and development and budget accordingly.

4. Neighborhood and community scale recreational facilities shall be located within safe and easy access of users.

5. Parks shall be designed and maintained with proper lighting, landscaping, shelter design, etc. to ensure a high degree of public and property safety.

6. The use of motorized recreational vehicles shall be subject to applicable City regulations and limited to designated areas.

7. Where necessary, park and open space areas shall be buffered and screened via a fence, berm, plantings, or a combination thereof for the safety and protection of the user.

8. Adequate parking shall be provided to serve major park and recreational facilities.

9. The slope of trails along their length should not exceed 5 percent to be considered disability accessible and 8 to 10 percent in areas where access would otherwise be limited.

10. The recreational needs of the disabled shall be considered and incorporated in park designs, and will be a major consideration in development of the Regional Park.

MAINTENANCE AND OPERATION

1. Provide a safe and sanitary environment in all park facilities and trail systems under the direction of the City.

2. Provide an effective system of controlled and consistent maintenance to safeguard the condition of all park and trail facilities.

3. The City will coordinate maintenance of park and trail facilities to insure their availability for safe use.

RECREATION PROGRAM POLICIES

1. Cooperative agreements with the School District shall be established for provision of recreational open space areas, athletic programs and services.

2. Work with surrounding communities to utilize existing facilities within Montrose and surrounding communities to provide opportunities for recreational activities.

3. Insure cooperation with local civic groups that show interest in providing services and events that benefit the community's recreation needs.

4. Establish a system of providing recreational services which satisfy the needs of all ages and abilities.

5. Accept gifts and donations (i.e. cash, building materials, etc.) for recreation programs if they are determined to be in the City's best interest.

PUBLIC RELATIONS / COMMUNITY ISSUES

1. The City shall encourage continued citizen participation in the planning, development and operation of recreational open space.

2. Educate residents and facility users on the proper use and safety rules for each facility.

3. Use print and broadcast media, the local newspaper, the City's promotional packet, and informational signs to promote facilities and recreational programs.

4. Develop a clear and concise system of trail graphics and signage that direct people along trails and into parks to specific points of interest.

5. Develop ways to organize recreation programs and facilities to maximize participation and overcome physical or economic limitations that may prevent equal opportunity for all citizens.

This Chapter is intended to be a guide for the development of parks and trails and recreational programs within the community. As events and circumstances within the community change, the Chapter should be reviewed and updated, as appropriate. Amendments should be considered if there have been significant changes within the community or opportunities arise which were not anticipated by the Chapter.

City of Montrose
Map 6-1
City Parks

Montrose Parks

1 - White Tail Ridge Park
2 - Forest Creek Park
3 - Rolling Meadows Park
4 - Northridge Park
5 - Lent Park
6 - Parkview Park A
7 - Parkview Park B
8 - Thorson Park
9 - Carver Field
10 - Veterans Park
11 - Pheasant Hills Park
12 - Lions Park
13 - Preserve of Montrose Park
14 - Rock Brook Park

MONTROSE
It's good to be home.

Parks
City Limits
Water

MUNICIPAL
DEVELOPMENT GROUP, LLC

Map Date: November 27, 2016

0 0.1 0.2 0.4 0.6 Miles

N

City of Montrose
Map 6-2
Park Service Areas

Montrose Parks

1 - White Tail Ridge Park
2 - Forest Creek Park
3 - Rolling Meadows Park
4 - Northridge Park
5 - Lent Park
6 - Parkview Park A
7 - Parkview Park B
8 - Thorson Park
9 - Carver Field
10 - Veterans Park
11 - Pheasant Hills Park
12 - Lions Park
13 - Preserve of Montrose Park
14 - Rock Brook Park

MONTROSE
It's good to be home.

1/4 Mile Buffer
1/2 Mile Buffer
1 Mile Buffer
2 Mile Buffer
Parks
City Limits
Water

MUNICIPAL
DEVELOPMENT GROUP, LLC

Map Date: November 27, 2016

0 0.1 0.2 0.4 0.6 Miles

N

City of Montrose
Map 6-3
Park Search Areas

Montrose Parks

1 - White Tail Ridge Park
2 - Forest Creek Park
3 - Rolling Meadows Park
4 - Northridge Park
5 - Lent Park
6 - Parkview Park A
7 - Parkview Park B
8 - Thorson Park
9 - Carver Field
10 - Veterans Park
11 - Pheasant Hills Park
12 - Lions Park
13 - Preserve of Montrose Park
14 - Rock Brook Park

MONTROSE
It's good to be home.

Park Search Areas
Parks
City Limits
Water

MUNICIPAL
DEVELOPMENT GROUP, LLC

Map Date: November 27, 2016

0 0.125 0.25 0.5 0.75 Miles

City of Montrose
Map 6-4
Existing Sidewalks and Trails

Montrose Parks

1 - White Tail Ridge Park
2 - Forest Creek Park
3 - Rolling Meadows Park
4 - Northridge Park
5 - Lent Park
6 - Parkview Park A
7 - Parkview Park B
8 - Thorson Park
9 - Carver Field
10 - Veterans Park
11 - Pheasant Hills Park
12 - Lions Park
13 - Preserve of Montrose Park
14 - Rock Brook Park

MONTROSE
It's good to be home.

Existing Sidewalks & Trails
Parks
City Limits
Water

MUNICIPAL
DEVELOPMENT GROUP, LLC

Map Date: November 27, 2016

0 0.1 0.2 0.4 0.6 Miles

N

City of Montrose
Map 6-5
Future Sidewalks and Trails

Montrose Parks

1 - White Tail Ridge Park
2 - Forest Creek Park
3 - Rolling Meadows Park
4 - Northridge Park
5 - Lent Park
6 - Parkview Park A
7 - Parkview Park B
8 - Thorson Park
9 - Carver Field
10 - Veterans Park
11 - Pheasant Hills Park
12 - Lions Park
13 - Preserve of Montrose Park
14 - Rock Brook Park

MONTROSE
It's good to be home.

Future Trails
Parks
City Limits
Water

MUNICIPAL
DEVELOPMENT GROUP, LLC

Map Date: November 27, 2016

0 0.125 0.25 0.5 0.75
Miles

TRANSPORTATION

I. INTRODUCTION AND PURPOSE

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

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

II. EXISTING TRANSPORTATION SYSTEMS

1. **Roadway Transportation System**. The existing street system within Montrose consists of arterial, collector, and local streets. Jurisdiction of these roadways consists of federal, state, county, and city owned facilities. The Existing Transportation Classification System is depicted on Map 9-1. Along with local roads, Montrose is served by US TH 12, TH 25, and CSAH 12.

2. **Air**. Montrose has access to air transportation with several airports within a one-hour radius of the city. Montrose is 47 miles west of the Minneapolis-St. Paul International Airport, 10 miles south of the Buffalo Municipal Airport, and 16 miles northeast of Winsted Municipal Airports. Montrose is not located within any airport noise exposure zones.

3. **Rail.** The Burlington Northern Santa Fe Railroad runs parallel to Highway 12, through Montrose. There are at grade railroad crossings at CSAH 12, Clementa Avenue and Dempsey Avenue, north of US TH 12. Approximately 10 trains utilize the railroad through Montrose on a daily basis.

4. **Public Transit.** Trailblazer Transit offers public transit options within Montrose. Trailblazer Transit provides service in Wright, Sibley, and McLeod Counties. Service is provided on a dial a ride basis.

5. **Trails.** Chapter 6 of this Plan includes maps with existing and proposed trails. Presently the City has paved trails and sidewalks that exist in commercial and residential areas. A plan is in place to extend the trail system and create connectivity around the city.

III. FUNCTIONAL CLASSIFICATIONS

This section outlines the Functional Classification System for the transportation system in Montrose. The following information was taken from the July, 2007 AUAR, Transportation Plan prepared by Bolton & Menk.

"It is recognized that individual roads and streets do not operate independently in any major way. Most travel involves movement through a network of roadways. It becomes necessary to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a roadway network. Functional classification is the process by which streets and highways are grouped into classes according to the character of service they are intended to provide. Functional classification involves determining what functions each roadway should perform prior to determining its design features, such as street widths, speed, and intersection control as shown in the following Roadway Functional Classification table.

The functional classification system typically consists of four major classes of roadways: Principal Arterials, Minor Arterials, Major Collectors, and Minor Collectors. The functional classifications of existing roadways located within Montrose are illustrated in the Existing Roadway Functional Classification Map.

Principal Arterials

Roadways of this classification typically connect large urban areas to other large urban areas or they connect metro centers to regional business concentrations via a continuous roadway without stub connections. They are designed to accommodate the longest trips. Their emphasis is focused on mobility rather than access. They connect only with other Principal Arterials, interstate freeways, and select Minor Arterials and Collector Streets. Principal Arterials are responsible for accommodating thru-trips, as well as trips beginning or ending outside of the Montrose area.

Trunk Highway (TH) 12 is the only Principal Arterial in the Montrose area. It connects the Twin Cities Metropolitan Area with western Minnesota.

Minor Arterials

Roadways of this classification typically link urban areas and rural Principal Arterials to larger towns and other major traffic generators capable of attracting trips over similarly long distances. Minor Arterials service medium length trips, and their emphasis is on mobility as opposed to access in urban areas. They connect with Principal Arterials, other Minor Arterials, and Collector Streets. Connections to Local Streets should be avoided if possible. Minor Arterials are responsible for accommodating thru-trips, as well as trips beginning or ending outside the Montrose area. Minor Arterial roadways are typically spaced approximately 1 – 2 miles apart in developing communities similar to Montrose. The Minor Arterials in the Montrose area include TH 25 and CSAH 12. TH 25 currently has at-grade intersections with US 12. At this intersection, TH 25 coincides with TH 12 for approximately 2 miles west of the intersection where the corridor continues north into the City of Buffalo. CSAH 12 begins at the intersection of TH 25/TH 12 and also extends into the City of Buffalo. In Buffalo, TH 25 extends north to I-94 in the City of Monticello. This route includes a Mississippi River Crossing at the north Wright County limits and connects to TH 10 in the City of Big Lake.

Major Collectors

Roadways of this classification typically link neighborhoods together within a city or they link neighborhoods to business concentrations. In highly urban areas, they also provide connectivity between major traffic generators. A trip length of less than 5 miles is most common for Major Collector roadways. A balance between mobility and access is desired. Major Collector street connections are predominately to Minor Arterials, but they can be connected to any of the other four roadway functional classes. Local access to Major Collectors should be provided via public streets and individual property access should be avoided. Major Collector streets are predominantly responsible for providing circulation within a city such as Montrose, and are typically spaced approximately ½ to 1 mile apart in urbanizing areas. TH 25 north of TH 12 is the only roadway functionally classified as a Major Collector roadway in the Montrose area.

Minor Collector Streets

Roadways of this classification typically include city streets and rural township roadways, which facilitate the collection of local traffic and convey it to Major Collectors and Minor Arterials. Minor Collector streets serve short trips at relatively low speeds. Their emphasis is focused on access rather than mobility. Minor Collectors are responsible for providing connections between neighborhoods and the Major Collector/Minor Arterial roadways. These roadways should be designed to discourage short-cut trips through the neighborhood by creating jogs in the roadway (i.e. not direct, through routes). First Street is a good example of an existing street serving as a Minor Collector roadway in Montrose.

IV. ROADWAY CAPACITY

Capacities of roadway systems vary based on the roadway's functional classification. From the Highway Capacity Manual, Quality/Level of Service Handbook, and the Metropolitan Council Local Planning Handbook, roadway capacity per lane for divided arterials is 700 to 1,000 vehicles per hour and 600 to 900 vehicles per hour for undivided arterials. These values tend to be around 10% of the daily physical roadway capacity.

Principal and Minor Arterials

Based on the capacities noted above, a two lane arterial roadway has a daily capacity of 12,000 to 18,000 vehicles per day, a four-lane divided arterial street has a daily capacity of 28,000 to 40,000 vehicles per day, and a four-lane freeway has a daily capacity of approximately 70,000 vehicles per day. The variability in capacities are directly related to many roadway characteristics including access spacing, traffic control, adjacent land uses, as well as traffic flow characteristics, such as percentage of trucks and number of turning vehicles. Therefore, it is important that the peak hour conditions are reviewed to determine the actual volume-to-capacity on roadway segments with average daily traffic volumes approaching these capacity values.

Major Collectors and Minor Collector Streets

Major Collector and Minor Collector streets have physical capacities similar to those of a two-lane arterial street, however the acceptable level of traffic on a residential street is typically significantly less than the street's physical capacity. The acceptable level of traffic volumes on Major Collectors and Minor Collector streets vary based on housing densities and setbacks, locations of parks and schools, and overall resident perceptions. Typically, traffic levels on Major Collector streets in residential/educational areas are acceptable when they are at or below 50% of the roadway's physical capacity, resulting in an acceptable capacity of 6,000 to 9,000 vehicles per day. Acceptable traffic levels on Minor Collector streets are considerably less. Typically, a daily traffic volume of 1,000 to 1,500 vehicles per day is acceptable on Minor Collector streets in residential

areas. The Roadway Types and Capacities table identifies various roadway types and the estimated daily capacities that the given roadway can accommodate.

Roadway Types and Capacity	
Roadway Type	**Daily Capacities**
Gravel Roadway	Up to 500
Minor Collector Street	Up to 1,000
Urban 2-Lane	7,500 – 12,000
Urban 3-Lane or 2-Lane Divided	12,000 – 18,000
Urban 4-Lane Undivided	Up to 20,000
Urban 4-Lane Divided	28,000 to 40,000
4-Lane Freeway	Up to 70,000

The capacity of a gravel road is physically greater than 500 vehicles per day, but based on studies conducted by Minnesota counties, it has been determined that an ADT over 500 justifies paving the roadway. This is justified due to the maintenance costs of keeping a gravel road in working condition when ADT is over 500, and balancing this against the pavement costs, pavement life, and maintenance costs of a paved roadway with the same volumes.

The capacity of a transportation facility reflects its ability to accommodate a moving stream of people or vehicles. It is a measure of a supply side of transportation facilities. Level of Service (LOS) is a measure of the quality of flow. The concept of LOS uses qualitative measures that characterize operational conditions with a traffic stream and their perception by motorists. Six LOS are defined for roadways. They are LOS A, B, C, D, E, and F. LOS A represents the best operating conditions and LOS F represents the worst. The LOS of a multilane roadway can be dictated by its volume-to-capacity (v/c) ratio. The LOS of a two-lane roadway is defined in terms of both percent time-spent-following and average travel speed. LOS F is determined when v/c ratio is over 1.00. The criteria for LOS and general v/c ratio for multilane highways and speed for two- lane highways are provided in the Highway Level of Service table below:

Highway Level of Service		
LOS	**Multilane v/c**	**Two-Lane Avg. Travel Speed (mph)**
A	<0.30	>55
B	>0.30 – 0.50	>50-55
C	>0.50 – 0.70	>45-50
D	>0.70 – 0.90	>40-45
E	>0.90 – 1.00	≤40
F	> 1.00	v/c >1.00

For roadways in urban sections, the urban street class and average travel speed determine the LOS. This is generally similar to the LOS for two-lane highways but takes into account the free flow speed of the facility (average speed achieved with no other vehicles present on roadway) and the addition of traffic control. This criterion is established in the Urban Street Level of Service table below:

Urban Street Level of Service				
Range of Free-Flow Speed	**55 to 45**	**45 to 35**	**35 to 30**	**35 to 25**
LOS	**Average Travel Speed (mph)**			
A	>42	>35	>30	>25
B	>34-42	>28-35	>24-30	>19-25
C	>27-34	>22-28	>18-24	>13-19
D	>21-27	>17-22	>14-18	>9-13
E	>16-21	>13-17	>10-14	>7-9
F	≤16	≤13	≤10	≤7

Generally, the City of Montrose should consider capacity improvements on roadways with a LOS D or worse and volume-to-capacity ratios over 0.75 during the peak hours.

V. INTERSECTION CAPACITY

As traffic levels rise at intersections, delays will increase. This increase in delay may require a change in traffic control to ensure acceptable service levels. A study will determine if a traffic control change is needed and identify the correct traffic control option. A traffic study should be completed in conjunction with a development proposal to review peak hour delay and volumes, in addition to daily volumes at intersections directly impacted by development traffic. Typically, an Intersection Control Evaluation (I.C.E.) or similar type of study would be completed when total approach volumes are over 8,000 vehicles per day and at least one of the minor approaches is over 1,500 vehicles per day. Intersections with volumes less than that would likely not warrant any change in traffic control.

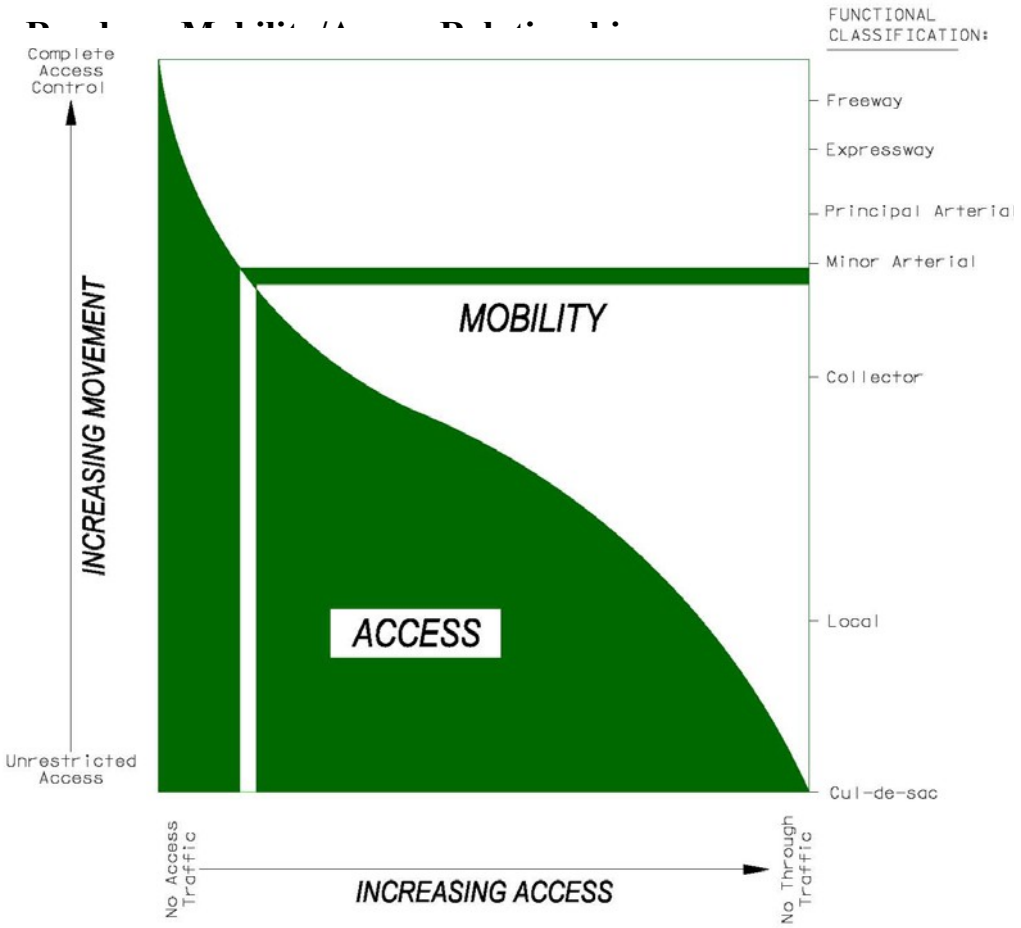
VI. ACCESS MANAGEMENT GUIDELINES

Access management guidelines are developed to maintain traffic flow on the network so each roadway can provide its functional duties, while providing adequate access for private properties to the transportation network. This harmonization of access and mobility is the keystone to effective access management.

Mobility, as defined for this Transportation Plan, is the ability to move people, goods, and services via a transportation system component from one place to another. The degree of mobility depends on a number of factors, including the ability of the roadway system to perform its

functional duty, the capacity of the roadway, and the operational level of service on the roadway system.

Access, as applied to the roadway system in Montrose, is the relationship between local land use and the transportation system. There is an inverse relationship between the amount of access provided and the ability to move through-traffic on a roadway. As higher levels of access are provided, the ability to move traffic is reduced. The graphic below illustrates the relationship between access and mobility.



Each access location (i.e. driveway and/or intersection) creates a potential point of conflict between vehicles moving through an area and vehicles entering and exiting the roadway. These conflicts can result from the slowing effects of merging and weaving that takes place as vehicles accelerate from a stop turning onto the roadway, or deceleration to make a turn to leave the roadway. At signalized intersections, the potential for conflicts between vehicles is increased, because through-vehicles are required to stop at the signals. If the amount of traffic moving through an area on the roadway is high and/or the speed of traffic on the roadway is high, the number and nature of vehicle conflicts are also increased.

Accordingly, the safe speed of a road, the ability to move traffic on that road, and safe access to cross streets and properties adjacent to the roadway all diminish as the number of access points increase along a specific segment of roadway. Because of these effects, there must be a balance between the level of access provided and the desired function of the roadway.

In Montrose, access standards and spacing guidelines are recommended as a strategy to effectively manage existing ingress/egress onto City streets and to provide access controls for new development and redevelopment. The proposed access standards (driveway dimensions) are based on Minnesota Department of Transportation (Mn/DOT) State-Aid design standards. The tables below present the proposed access standards and access spacing for the roadway network in the City of Montrose:

Roadway Access Standards		
Driveway Dimensions	**Residential**	**Commercial or Industrial**
Driveway Access Width	11' – 22', 16' desired	16' – 32' 32' desired
Minimum Distance Between Driveways	20'	20'
Minimum Corner Clearance from a Collector Street	60'	80'(1)
(1) At the discretion of the City Engineer, 80' minimum.		

Access Spacing Guidelines for City Collector Roadways in Montrose		
Type of Access	**Major Collector (1)**	**Minor Collector (2)**
Private Residential	Not Permitted	As Needed
Private Commercial/Industrial	Not Permitted	As Needed
Minimum Corner Clearance from a Collector Street	660'	300'
(1) Access to Major Collectors shall be reserved for public street access. Steps should be taken to redirect private accesses on Major Collectors to other local streets. New private access to Major Collectors shall not be permitted unless deemed necessary by the City Engineer.		
(2) Private access to Minor Collectors shall be at the discretion of the City Engineer. Whenever possible, residential access should be directed to non-continuous streets rather than Minor Collector roadways. Commercial/Industrial properties shall provide common accesses with adjacent properties when access is located on the Minor Collector system.		

Access Spacing Guidelines for Wright County Roadways in Montrose

Category	Area or Facility Type	Intersection Spacing		Signal Spacing	Private Access
		Primary Full Movement Intersection	Conditional Secondary Intersection		
5	**Minor Arterials**				
5A	Urban Mobility Corridor	½ mile	¼ mile	½ mile	Permitted Subject to Conditions
5B	Urbanizing Arterial	¼ mile	1/8 mile	¼ mile	By Exception or Deviation Only
5C	Urban Core Arterial	300 – 600 feet dependent on block length			Permitted Subject to Conditions
6	**Collectors**				
6A	Rural Collector	½ mile	¼ mile	½ mile	Permitted Subject to Conditions
6B1	Rural/Urbanizing Collector	¼ mile	1/8 mile	¼ mile	
6B2	Local Collector	1/8 mile	NA	¼ mile	
6C	Urban Core Collector	300 – 600 feet dependent on block length		1/8 mile	

(1) Recommended Access Spacing (Table 18) from the Northeast Wright County Sub-Area Transportation Study applied by Wright County to county roadways in A.U.A.R. Study Area Boundary.

Access Spacing Guidelines for Mn/DOT Roadways in Montrose							
Segment		**Access Management Category**	**Facility Type**	**Intersection Spacing**		**Signal Spacing**	**Private Access**
Begin	**End**			**Primary Full Movement**	**Conditional Secondary**		
Trunk Highway 12 – High Priority Regional Corridor – Principal Arterial							
E Limits Waverly (129 + 0.610)	W Limits Montrose (131 + 0.597)	3A	Rural, Ex Urban & Bypass	1 mile	½ mile	1 mile	Permitted Subject to Conditions
W Limits Montrose (131 + 0.597)	W Jct. MN TH 25, Buffalo Ave. (132 + 0.095)	3C	Urban Core	300 – 660 feet dependent on block length		¼ mile	Permitted Subject to Conditions
W Jct. MN TH 25, Buffalo Ave. (132 + 0.095)	Zephyr St. (132 + 0.519)	3B	Urban Urbanizing	½ mile	¼ mile	½ mile	By Exception or Deviation Only
Zephyr St. (132 + 0.519)	N Limits Delano (138 + 0.534)	3A	Rural, Ex Urban & Bypass	1 mile	½ mile	1 mile	Permitted Subject to Conditions
Trunk Highway 25 – Minor Arterial							
Carver-Wright Co. Line (42 + 0.047)	S Limits Montrose (48 + 0.127)	5A	Rural, Ex Urban & Bypass	½ mile	¼ mile	½ mile	Permitted Subject to Conditions
S Limits Montrose (48 + 0.127)	W Jct. US TH 12, CSAH 122 AHD, Nelson Blvd. Crossing (48 + 0.383)	5B	Urban Urbanizing	¼ mile	1/8 mile	¼ mile	By Exception or Deviation Only
E Jct. TH 12 (50 + 0.481)	S Limits Buffalo (56 + 0.184)	5A	Rural, Ex Urban & Bypass	½ mile	¼ mile	½ mile	Permitted Subject to Conditions

[1] Based on Access Categories outlined on Mn/DOT Appendix A: Access Category System and Spacing Guidelines, page 9, March 20, 2002, http://www.oim.dot.state.mn.us/access/pdfs/MnDOTAccessGuidelines.pdf, and Mn/DOT Access Management Category Assignments, February 23, 2004, http://www.oim.dot.state.mn.us/access/pdfs/D3%20Assignments.pdf. These requirements are subject to change by Mn/DOT.

VII. GEOMETRIC DESIGN STANDARDS

Geometric design standards are directly related to a roadway's functional classification and the amount of traffic that the roadway is designed to carry. For the City of Montrose, geometric design standards were developed based on Mn/DOT State-Aid standards. The proposed geometric design standards for Major and Minor Collector roadways are illustrated in the Geometric Design Standards for Minor and Major Collector Figures.

The Geometric Design Standards were developed to achieve adequate capacity within the roadway network, as well as a level of acceptance by adjacent land uses. Each component identified in the typical sections is essential to a particular roadway's ability to perform its function in the roadway network.

Roadway Width – Roadway and travel lane widths are directly associated with a roadway's ability to carry vehicular traffic. On Major Collector roadways and Minor Collector streets, a 12' lane is required for each direction of travel. The 24' total travel width is needed to accommodate anticipated two-way traffic volumes without delay. In addition to the travel width, minimum shoulder/parking lane widths are also required to accommodate parked or stalled vehicles. Roadway widths not meeting the Geometric Design Standards will result in decreased performance of the particular roadway and additional travel demand on the adjacent roadway network components. For example, a sub-standard Major Collector roadway may result in additional travel demand on an adjacent Minor Collector street resulting in an overburden for adjacent landowners. Similarly, additional local circulation may result on an adjacent Minor Arterial resulting in reduced mobility for regional trips.

Sidewalk/Trail – Sidewalks and/or trails are recommended to be adjacent to all Minor Collector, Major Collector, and Minor Arterial roadways within Montrose to accommodate pedestrian, bicycle, and other non-motorized travel in a safe and comfortable manner. These roadways are expected to carry a significant amount of vehicular traffic and separation of travel modes is necessary. In commercial and industrial areas, the requirements for trails and sidewalks may vary to accommodate additional pedestrian and bicycle traffic.

Along Minor Arterials, a minimum 8' bituminous trail is recommended on both sides of the roadway. Similar to the type of travel on the adjacent roadway, the trail will accommodate higher volume and longer pedestrian and bicycle trips. A 10' bituminous trail would be more desirable as the 10' width would better accommodate two-way travel safely.

Along Major Collector roadways, an 8' bituminous trail and 6' concrete walk is recommended on either side of the roadway to accommodate local pedestrian and bicycle travel. The pedestrian facilities on both sides of these roadways allow for pedestrian travel within the corridor without introducing excessive crossing demand on Major Collectors. A 6' concrete walk and 8' bituminous trail will accommodate pedestrian travel along the corridor, as well as provide a safe, comfortable link between lower volume residential streets and the other pedestrian facilities within the community.

Along Minor Collector roadways, a 6'concrete sidewalk is recommended on each side of the roadway. With the anticipated vehicular volumes on Minor Collector streets, pedestrians can

safely cross the roadway, however, pedestrian travel along the roadway may become uncomfortable.

Medians – Medians are recommended on several Major Collector roadways under the jurisdiction of the City. Medians on Major Collector roadways assist in accommodating significant vehicular volumes at acceptable travel speeds for adjacent land uses. While maintaining the travel lane widths required for traffic, the total pavement width is reduced, creating a more appealing and acceptable travel corridor.

Trees and other landscaping can be included within medians on city Major Collector roadways, provided they do not compromise minimum clear zone requirements and do not interfere with traffic control devices. Medians also allow for more comfortable pedestrian crossings of Major Collector roadways by providing a safe haven for pedestrians to assess crossing opportunities one direction of vehicular travel at a time.

Design Speed – The design speed of a roadway is directly related to the roadway's function in the roadway system. The focus of Minor Arterial roadways is mobility; therefore, these roadways should be designed to accommodate higher travel speeds. Likewise, Minor Collector roadways are more focused on accessibility and should be designed to accommodate lower travel speeds. The function of Major Collectors is balanced between mobility and accessibility; therefore, these roadways should be designed accordingly. The table below presents the recommended design speed for the Montrose roadway network:

Roadway Design Speed Guidelines	
Roadway Functional Classification	**Design Speed (1)**
Minor Collector Street	30 mph
Major Collector Roadway	35 – 40 mph
Minor Arterial Roadway	45 – 55 mph
(1) At the discretion of the City engineer for City	

Right-of-Way Width – Right-of-way width is directly related to the roadway's width and its ability to carry vehicular and pedestrian traffic in a safe and efficient manner. The roadway right-of-way widths identified in the geometric design standards are the minimum required for Major and Minor Collector streets respectively. For Minor Collector streets in residential areas, a minimum right-of-way width of 80' is necessary for the added roadway width, as well as to provide added setback distance between the roadway and homes along the roadway. Right-of-way widths greater than 100' will be required on Major Collector roadways within commercial areas to accommodate the potential for higher traffic volumes and the need for additional lanes. All right-of-way requirements may be increased at the discretion of the City Engineer.

VIII. FUTURE ROADWAY NETWORK

The existing daily traffic volume data for the primary roadways in the City of Montrose has been obtained from traffic flow maps from 2010 from the Minnesota's Department of Transportation. These volumes, shown on Map 9-2, provide an indication of the daily volumes on these facilities and are updated periodically. Traffic counts along US Trunk Hwy 12 range from 9,600 average daily trips (ADT) on the west side of the city, to 12,000 ADT on the east side of the city.

It is anticipated that Montrose will continue to grow into the foreseeable future, as indicated in Chapter 4, Demographics. Based on population projections and proposed land uses, forecasted traffic volumes are also projected. This assists the City in determining when roadways may reach capacity. The AUAR, completed in 2007, by Bolton & Menk includes detailed traffic forecasting. The City was divided into numerous Traffic Analysis Zones (TAZ) to assist in forecasting traffic generation, based on future proposed land uses. A copy of the Traffic Analysis Zone map is enclosed for reference purposes, as Map 9-3.

The AUAR forecasts population, households and employment based on various land use build-out scenarios. For the 2040 Comprehensive Plan purpose, the "Interim Build Scenario" is being referenced. This includes areas most likely to develop within the next 20+ years. The Land Uses proposed within this model are depicted on Map 9-4. A full build option has also been prepared within the AUAR.

In order to accommodate this growth, the existing roadway system will need to be expanded and improved accordingly. Map 9-5 depicts Forecasted Traffic Volumes, with the Interim Build Scenario. Future Major and minor collector roadways which are recommended to serve the Interim Build Scenario are also reflected on this map. As illustrated, traffic counts are projected to increase to 13,800 ADTs, along US TH 12, on the west side of the city and up to 25,700 ADTs near the center of the city.

The AUAR completed in 2007 identifies the need for several roadway improvements to accommodate the Interim Build Scenario and maintain acceptable levels of service on roadways. Recommended improvements include:

- Widening TH 12 to a four-lane express east of TH 25 (East leg) and a 4-lane divided highway from TH 25 (East leg) to Dempsey Avenue. Dual turn lanes are also recommended.
- The widening of TH 25 and CSAH 12 to 4-lane divided highways in portions of the City
- At the TH 12 and TH 25 intersection a signal or roundabout is suggested.
- Signalization at TH 12 at Zephyr Avenue with turn lane improvements
- Widening of the TH 12 and TH 25/CSAH 12 intersection to 4 lanes. Alternatives to the signal are also introduced.

The following excerpt is from the July 2007 AUAR, prepared by Bolton & Menk:

> **"Future Transportation System**
> As mentioned previously, the City's transportation system has a direct relationship to the City's Land Use Plan and influences land use related decisions. The Transportation Plan is based upon the total transportation system in Montrose and how it relates to and serves the existing and anticipated land use patterns in the community. The transportation system emphasizes several modes of traffic including automotive, non-automotive, and personal**.**

The transportation system in the Montrose area is in a rural to urban transition in response to the rapid growth experienced in the past 10 years and the anticipated growth for this area. As growth continues to occur, it will be important for the city to develop a roadway system that is efficient and consistent with the transportation system principles and standards outlined in the Transportation Inventory section of this Plan.

FUTURE ROADWAY CORRIDORS

A future road network has been developed to support the Land Use Plan and is illustrated in the Recommended Future Roadway Functional Classification Map. This network has been developed in consideration of the proposed land uses and the Wright County and Mn/DOT access spacing guidelines.

A suitable arterial-collector system to accommodate future development and traffic patterns is necessary in the growing community of Montrose. The existing county and state highways have historically provided much of the local circulation and connectivity, however these roadways will not be capable of meeting both the future local and regional travel demands. A city collector system consisting of Major Collector roadways and Minor Collector streets is needed to provide acceptable local circulation and access to developing areas, as well as to enable the Principal Arterial and Minor Arterial roadways to serve longer, regional travel. It is not anticipated that all of the proposed collector streets will be constructed in the next 20 years, rather, collector streets should be constructed as development occurs.

The local roadway corridors identified are conceptual, based on network needs, and should be used as a guide for development of the city's roadway system. In most cases, the actual roadway alignments are flexible to meet the needs of future development, at the discretion of the City Engineer. New or re- designated roadways necessary to support the land uses identified in the Land Use Plan and future traffic growth are mentioned below.

The Transportation Plan also suggests the relocating the Burlington Northern Santa Fe rail crossing west of the City at Cushing Avenue to go straight north along the Dempsey Avenue alignment. Such realignment would rectify an existing unsafe crossing condition and allow the integration of the crossing with a future Major Collector roadway. The City should work cooperatively with Burlington Northern Santa Fe and the City of Waverly to ensure a safe at-grade rail crossing.

TRAILS AND SIDEWALKS

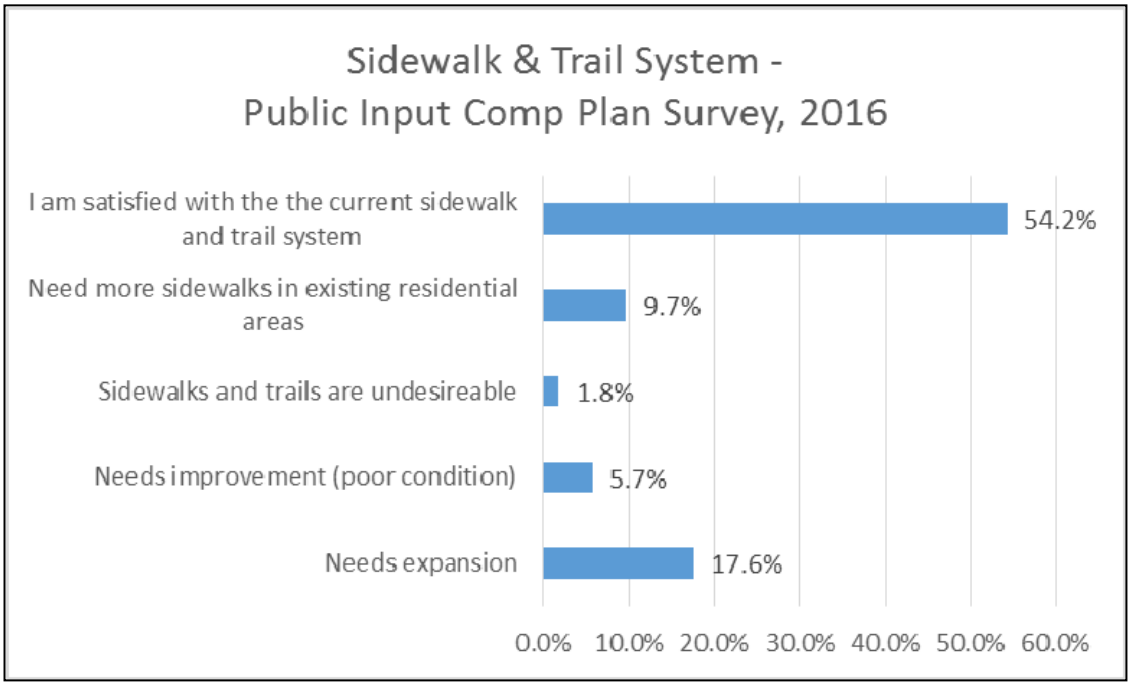
Also to be noted is that trails and sidewalks constitute a component of the City's overall Transportation Plan and have a direct relationship with roadway network planning. In this regard, a specific Park and Trail Plan has been developed which identifies desired trail locations. The Plan emphasizes the development of a trail system along collector streets (in conjunction with street improvements) resulting in lower overall construction costs."[1]

[1] AUAR, July 2007, Bolton & Menk

IX. TRANSPORTATION ISSUES

During the preparation of the Comprehensive Plan, input was sought from the public relating to various areas of transportation. Following are the results of from 228 surveys.

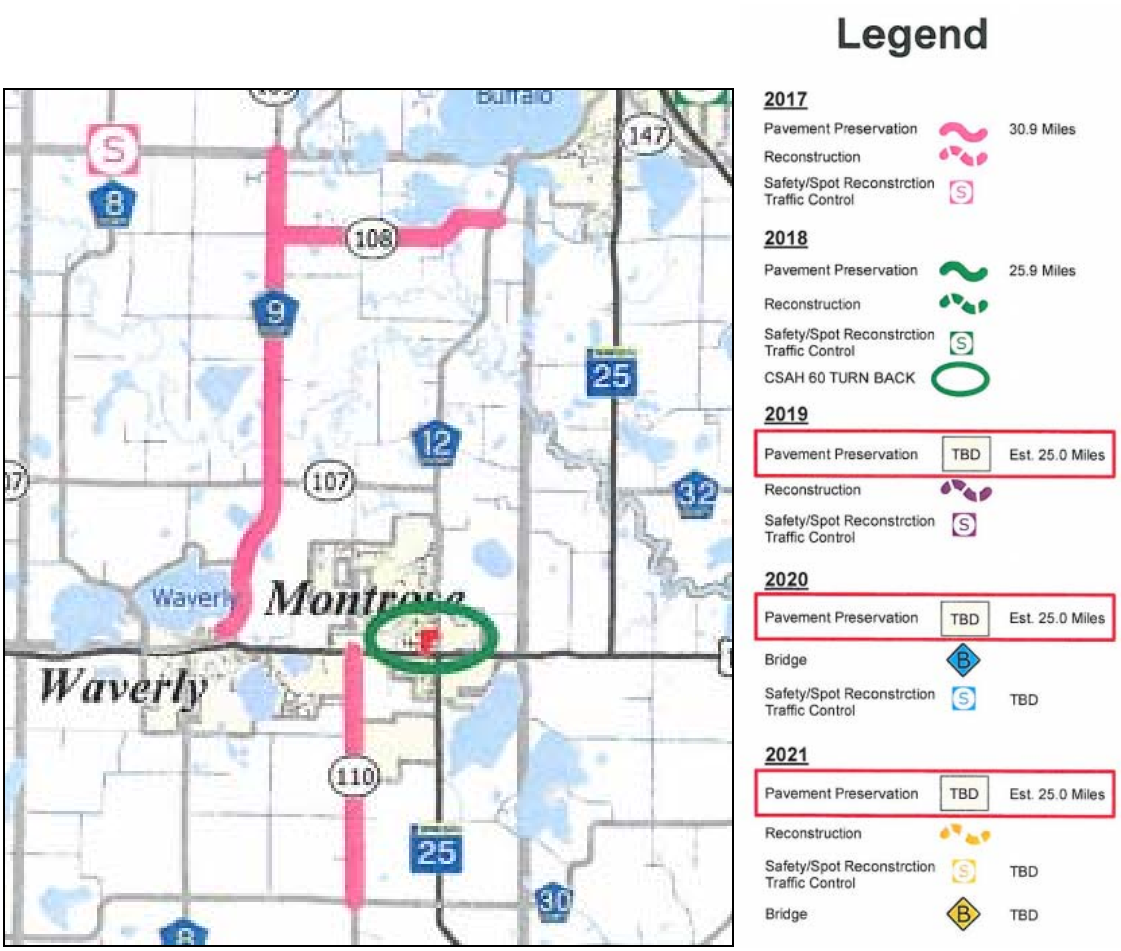
Relating to the City of Montrose's sidewalk and trail system, over one-half of survey participants noted they were satisfied with the current system. Approximately 18% indicated they need expansion with another 10% requesting more sidewalks in existing residential areas. Less than 2% noted sidewalks and trails are undesirable.



Respondents were also asked to identify any transportation safety concerns or areas in the roadways which need to be addressed. They were asked to describe the location and type of concern. The majority of comments were relative to Hwy 12 including the need for turn lanes, safe crosswalks, and lower speed limits. Also noted were concerns regarding the railroad tracks, specifically pedestrian crossings, proximity to residential, and safety.

The City is encouraged to work with MNDOT and the railroad to determine if these concerns may be addressed.

The Wright County Highway Department Transportation Plan, for 2017-2021 identifies proposed road improvement projects. Projects related to Montrose include CSAH 60 improvements needed for a turn-back project planned in 2018. This project is estimated at $600,000. There are also pavement preservation projects planned each year, but specific roadways are not identified.



X. TRANSPORTATION GOALS

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

Goals

1. Provide a transportation system that serves the existing and future access and mobility needs of the City.

2. Continue to provide a safe and efficient transportation system that is cost effective, including continued updates to the street and trail improvement and maintenance program. (Example: street reconstruction projects, chip sealing, mill and overlay and seal coating, crack filling)

3. Ensure that the transportation system, in the implementation phases, is as environmentally sensitive as possible, taking into account wetlands, steep slopes, and other natural resources.

4. Provide a coordinated transportation system with respect to regional and county's plans.

5. Provide a transportation system that supports multi-modal transportation whenever and wherever feasible and advantageous.

6. Provide and support a transportation system that enhances quality economic development within the City.

7. Continually update the capital improvement program to include street projects for the upcoming five years and include projects such as the Highway 12, CSAH 12, etc.

8. Continue to seek Safe Routes to School Grants to expand walking and biking paths.

9. Encourage use of public transportation services.

XI. TRANSPORTATION FUNDING

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

1. **MnDOT Funds.** The State of Minnesota has funds available to assist with cooperative projects which increase safety and mobility. Improvements to TH 12 may be eligible for cooperative funding projects. The State of Minnesota, through the gas tax and license fees, collects funds to be used to construct and maintain the State's transportation system. Most of the funds collected are distributed for use on the State's Trunk Highway (TH) system, the County State Aid Highway (CSAH) system and the Municipal State Aid Street (MSAS) system. When a city's population goes above 5,000 they become eligible to receive a portion of the MSAS funding.

2. **County Road Project Participation.** Wright County participates in county road projects which traverse through cities.

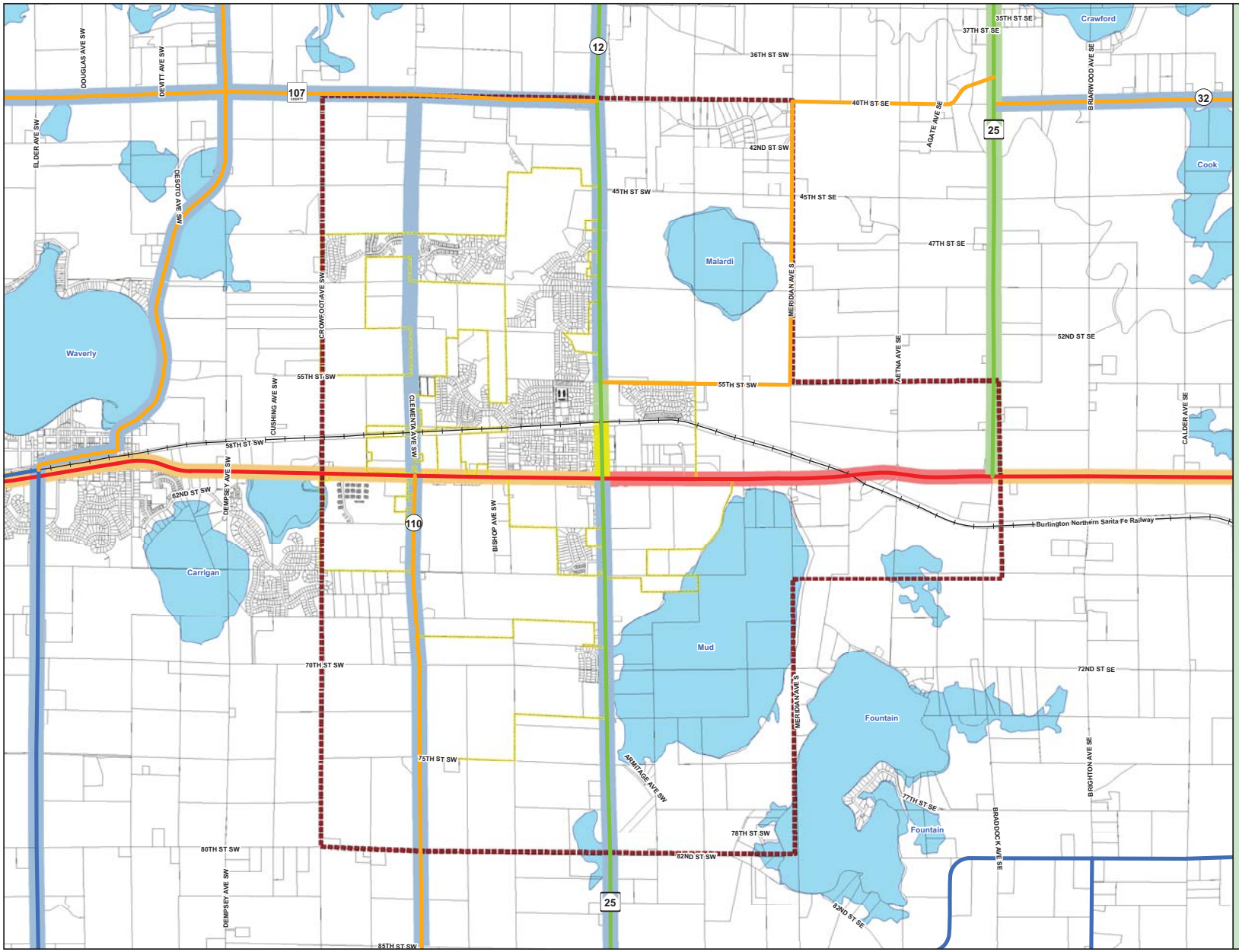
3. **New Street Development.** The City of Montrose's policy, at the time of this Comprehensive Plan update, requires developers to fund the entire cost of minor and major collector streets, as well as local streets, within their development, as a part of their development fees.

4. **Assessments.** The City may assess a portion of the project costs to adjacent property owners for road improvements.

5. **Grants.** In the past the City of Montrose and Buffalo-Hanover-Montrose Schools have been successful in obtaining Safe Routes to School Grants. Safe Routes to School Grants are available for construction of trails and sidewalks leading to school facilities.

6. **City Levy.** The City may levy funds to build a capital improvement fund for future roadway improvements. The levy may also be used to pay improvement bonds for debt issued to support roadway improvements.

Map 7-1 Functional Classification and Level of Service



CITY OF MONTROSE
AUAR
EXISTING LEVEL OF SERVICE

FIGURE NO. 6
APRIL, 2007

Legend

Existing Functional Classification

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- A.U.A.R. Boundary
- City Limits

Level of Service

- Los A, V/C < 0.30
- Los B, V/C < 0.50
- Los C, V/C < 0.70
- Los D, V/C < 0.90
- Los E, V/C < 1.00

N
W E
S

0.5 0 0.5
Miles

BOLTON & MENK, INC.
Consulting Engineers & Surveyors

Map Document: (H:\Mtrs\W1337928\Arcview\Mtrs Existing LOS 11x17.mxd)
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CITY OF MONTROSE

FUTURE ROADWAY FUNCTIONAL CLASSIFICATION

JULY, 2007

Legend

Future Functional Classification

- Principal Arterial
- Minor Arterial
- Major Collector
- Future Major Collector
- Minor Collector
- Future Minor Collector
- A.U.A.R. Boundary
- National Wetlands Inventory

N
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BOLTON & MENK, INC.
Consulting Engineers & Surveyors

Map Document: (H:\MTRS\W1337928\Arcview\Mtrs Comp Plan Future Functional Class 11x17.mxd)
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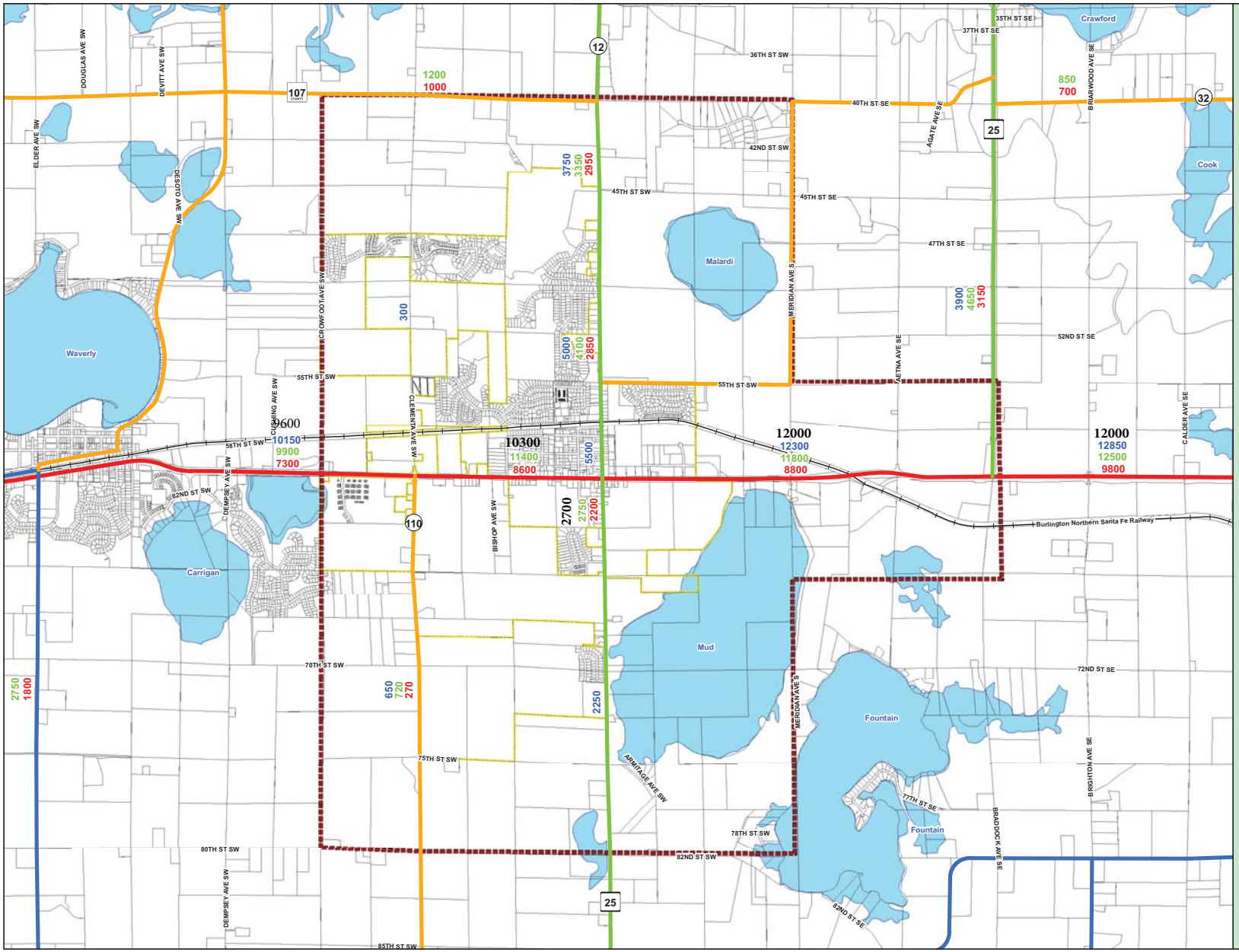
Map 7-2 Traffic Counts



CITY OF MONTROSE
AUAR
EXISTING ADT VOLUMES

FIGURE NO. 3
APRIL, 2007

Updated December, 2007 by MDG, LLC. with MNDOT Traffic Counts.

Legend

XXXX 2000 ADT Volumes
XXXX 2004 ADT Volumes
XXXX 2006 ADT Volumes
XXXX 2010 ADT Volumes

Existing Functional Classification

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- A.U.A.R. Boundary
- City Limits

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BOLTON & MENK, INC.
Consulting Engineers & Surveyors

Map Document: (H:\Mtrs\W1337928\Arcview\Mtrs Existing ADT Volumes 11x17.mxd)
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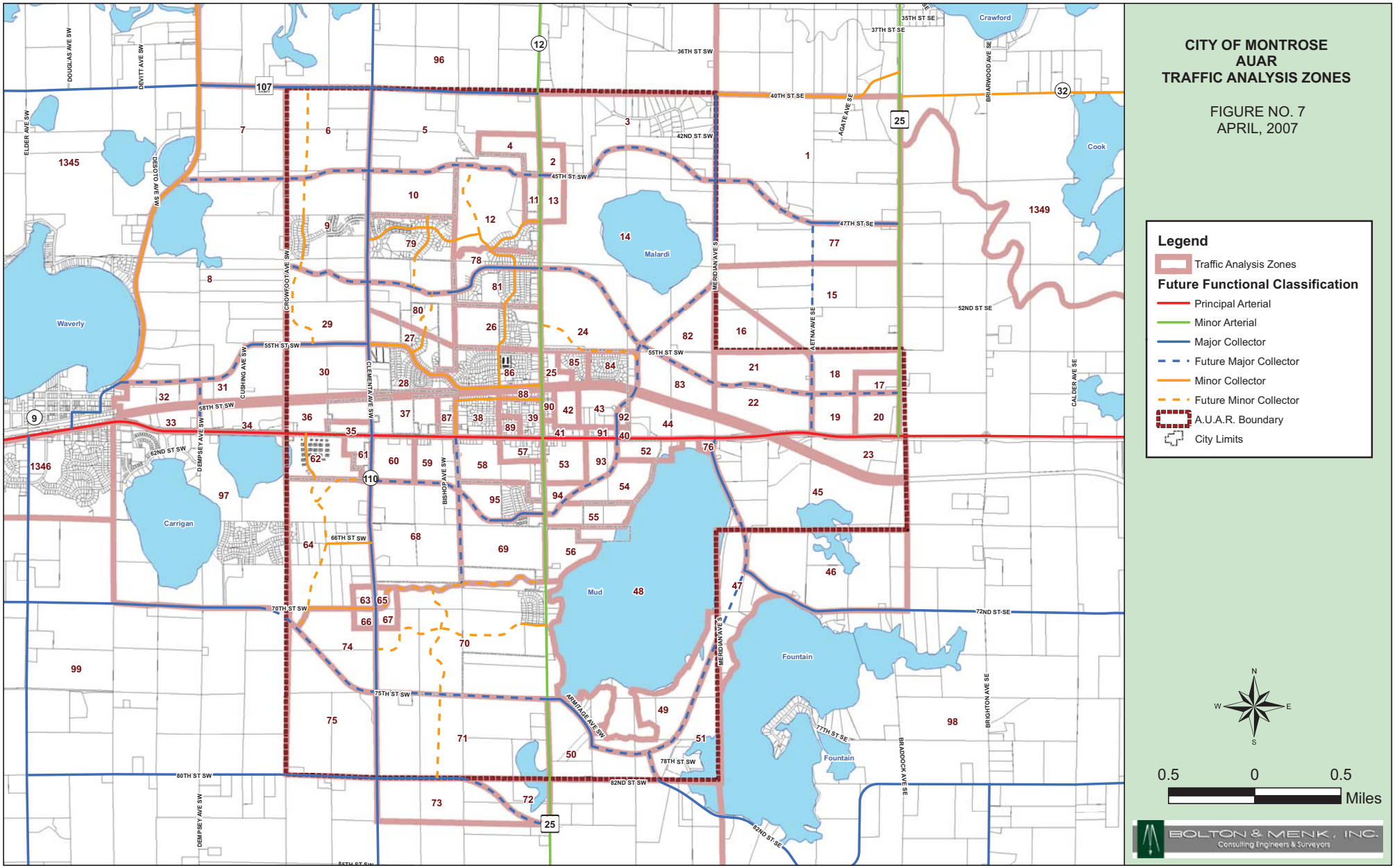
Map 7-3 Traffic Analysis Zones



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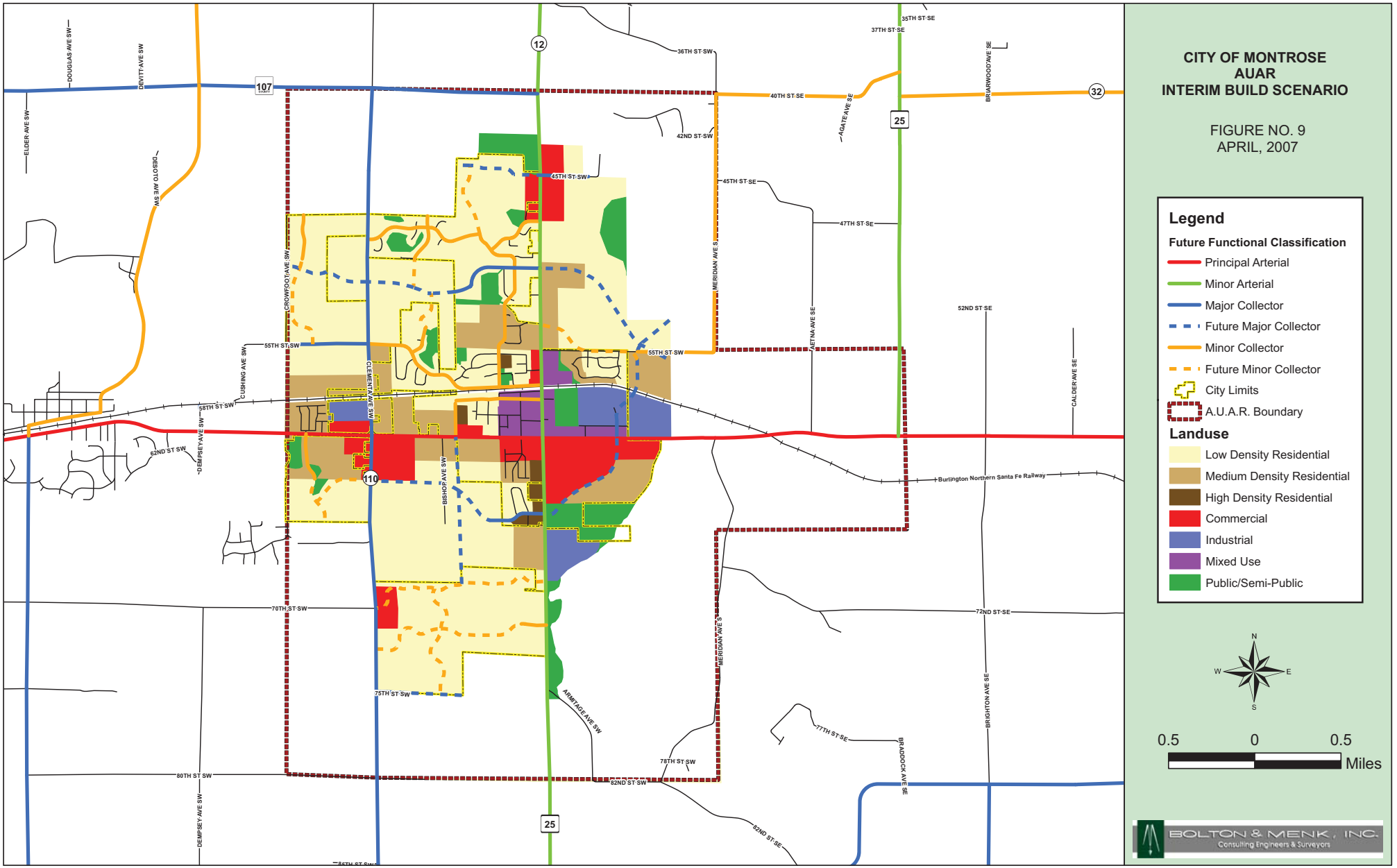
Map 7-4 Interim Build Land Uses



Map Document: (H:\Mtrs\W1337928\Arcview\Mtrs Scenario Interim Build 11x17.mxd)
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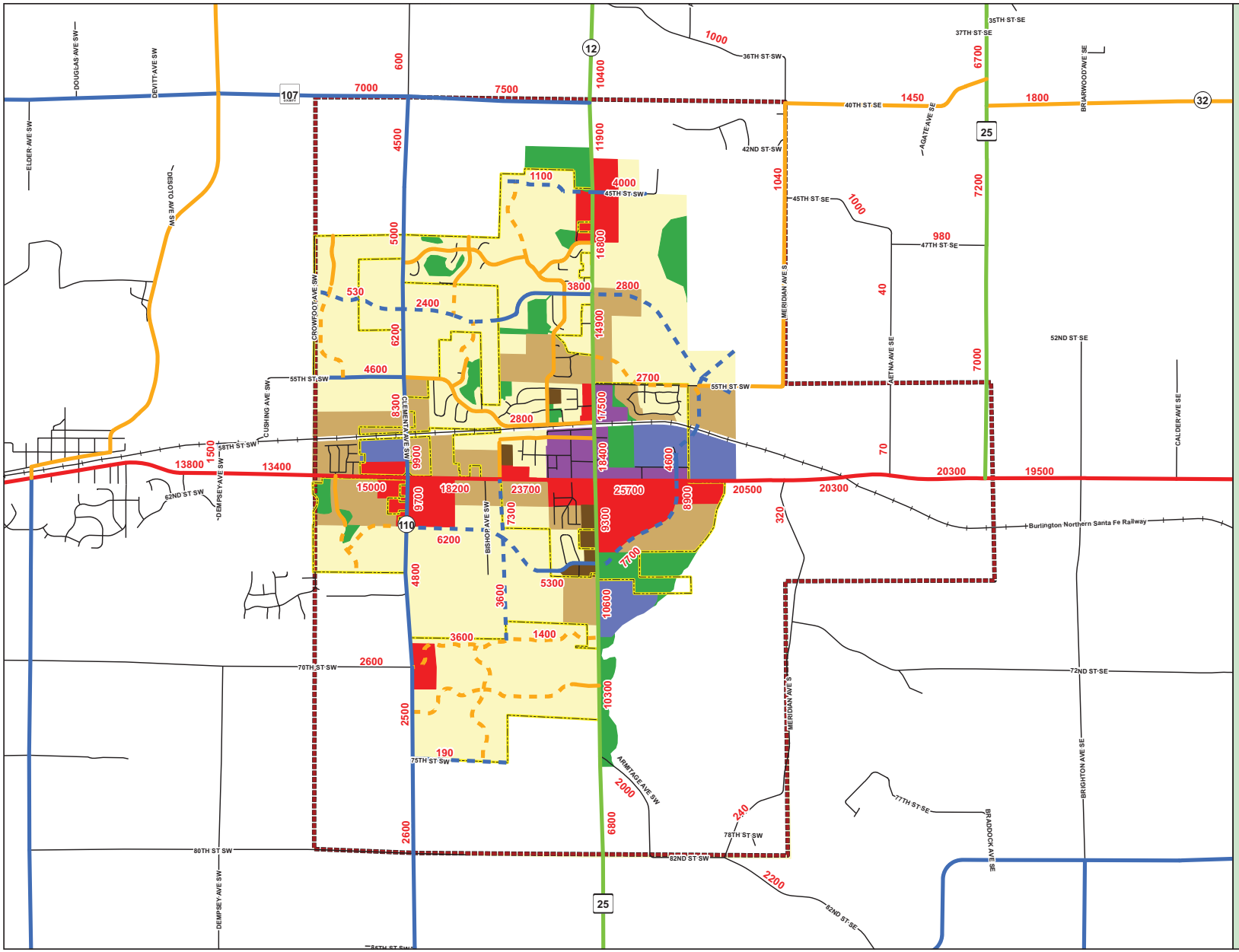
7-5 Traffic Forecasts - Interim Build



CITY OF MONTROSE
AUAR
INTERIM BUILD SCENARIO
2030 ADT VOLUMES

FIGURE NO. 16
APRIL, 2007

Legend

XXXX 2030 Projected ADT Volumes

Future Functional Classification

- Principal Arterial
- Minor Arterial
- Major Collector
- Future Major Collector
- Minor Collector
- Future Minor Collector
- City Limits
- A.U.A.R. Boundary

Notes:
Traffic volumes rounded as follows:
<1000, Nearest 10
>1000, Nearest 100

Forecast numbers depicted have a confidence range of plus or minus 15%.

Forecasts follow procedures as documented in the Twin City Travel Demand Forecasts Prepared for Mn/DOT Metro: Model and Parameters for Adjustments to Model Inputs (Revised January 5, 2006).

BOLTON & MENK, INC.
Consulting Engineers & Surveyors

Map Document: (H:\Mtrs\W1337928\Arcview\Mtrs Scenario Interim Build Volumes 11x17.mxd)
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UTILITIES

I. INTRODUCTION/PURPOSE

Public utilities include the municipal wastewater/sanitary sewer system, municipal water and storm water utilities. Private utilities include electrical, gas and telecommunications. The ability to serve the City with utilities is essential to the City's future growth. Proactively planning and budgeting for infrastructure replacement and upgrades will assist the City in providing infrastructure more cost effectively. As a part of financial reporting requirements, the City is required to create an itemized inventory of the value of each individual collection main and when each main was placed into service, for the purposes of itemizing asset depreciation in conjunction with Government Accounting Standards Board (GASB) 34 directive.

This portion of the Comprehensive Plan will review the:

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

II. WASTEWATER/SANITARY SEWER SYSTEM

Appendix C of the AUAR, completed in July 2007 by Bolton & Menk, Inc. includes a Wastewater System Plan. This Study includes information including but not limited to:

A. System components: The existing sanitary sewer facilities can be divided into two distinct components: the wastewater treatment plant (WWTP) and the sewage collection system. The City owns and operates a wastewater treatment facility, which also provides service to the City of Waverly and the 12-Hi Estates mobile home park. The City's wastewater ponds were located at their current site since 1965. In 2001, the City began construction of a mechanical plant and expansion of the treatment facility. The current wastewater treatment plant was placed on line in 2002.

The WWTP includes two high intensity aeration ponds adjacent to two stabilization ponds and polishing pond. Two final clarifiers include chemical treatment. Ultraviolet (UV) disinfection is completed prior to discharge into the adjacent Mud Lake. The treatment facility is located east of TH 25, south of US TH 12. The plant removes solids, organic compounds, nutrients and pathogens that have a degrading effect on natural water systems. The City follows the regulations of the Minnesota Pollution Control Agency (MPCA).

The mechanical plant has a capacity of 420,000 gallons per day with an average demand of 106,000 gallons per day and a peak demand of 322,000 gallons per day.

Collection System. The sanitary sewer collection system within the city was placed into service at various times. The City's existing wastewater collection system consists of gravity flow pipes ranging in size from 8-inch to 24-inch, forcemain pipes, fire lift stations (not including Waverly lift stations) and one privately owned lift station. Two lift stations in Waverly pump Waverly's wastewater to an 18-inch gravity sewer within Montrose which ten carries the flows to the wastewater treatment plant.

The City discharges its treated wastewater to a large protected wetland which is 0.91 acres in size, which is within the Woodland Wildlife Management Area, which is 672 acres in size.

The City has a "Premature Subdivision", Section 1102.07, in its Subdivision Ordinance, which allows for the denial of plats if the City is unable to service the area with municipal sewer, among other services. If in the future growth increased significantly and the city did not have funding to expand the WWTP, the City could implement and exercise the premature subdivision clause.

B. System Improvements/Expansions. As noted within Chapter 4 - Demographic Projections, the City is planning for the following household with future populations of 3,500 in 2020; 4,600 in 2030 and 6,055 in 2040. According to Table 18-3 in the AUAR, 2007, the current wastewater treatment plant is anticipated to serve a population (combined Montrose and Waverly) of 7,800. With the combined growth of Montrose and Waverly, the combined population is likely to far exceed the Wastewater Treatment Plant capacity prior to 2040; therefore, a plant expansion will be required to accommodate growth. The current NPDES/SDS permit for the wastewater treatment plant (WWTP) discharge is expected to expire in 2022. Due to more stringent requirements on receiving waters, discharge limits for the WWTP are expected to become more stringent. It is likely these more stringent requirements will require a WWTP update prior to 2040; therefore, planning a combined plant upgrade and increase in capacity should be completed in the next five to ten years.

TABLE 8-1
POPULATION PROJECTIONS

Year	Projected City Population	Population Growth
2015	3,079	232
2020	3,500	421
2025	4,000	500
2030	4,600	600
2035	5,300	700
2040	6,055	755

The growth boundaries for future land use extend into Marysville, Woodland and Franklin Townships. Orderly annexation agreements are in place. According to the AUAR, "Existing sanitary sewer lines will need extension to serve properties in the AUAR area. Eight additional lift stations will be required to serve the full-build AUAR area as well as expansion and upgrades to two other lift stations. Multiple trunk lines and force mains will be required as

well. Expansions and process changes will be required to the existing Montrose Regional Wastewater Treatment Facility to treat the additional sanitary sewer flows".1

D. Private Sewer Treatment Plants/Cluster Systems. The City of Montrose regulates private sewage disposal systems through City Code § 33.10. Private Systems Prohibited. It requires that "All private septic systems and other similar facilities shall be properly abandoned or removed within one year of both sanitary sewer and water service becoming available. Where both septic sewer and water service is available private septic systems are prohibited."

E. Policies for the Sanitary Sewer or Wastewater Treatment System

1. Monitor growth of the community and the remaining capacity of the treatment plant on a regular basis.

2. Coordinate trunk sewer improvements with street construction or reconstruction projects to replace many of the mains that were installed in the original portions of town.

3. Review current sewer user charges and utility charges to be able to accommodate treatment capital improvements, labor, and maintenance costs for future facilities.

4. Continue to complete Infiltration/Inflow measures to maximize the facility's potential.

5. Expansions of the sanitary sewer system should be orderly to prevent "leap frog" development. This occurs when large parcels of land are left vacant or underdeveloped between existing and new development. As a matter of policy, this should be avoided to minimize unnecessary expenditures and prevent premature development.

III. WATER

Appendix B of the Comprehensive Plan, completed in July 2007 by Bolton & Menk, Inc. includes a Water System Plan. This Study includes an analysis of the Existing Water System, Water Supply and Storage Evaluation, Distribution System Improvements and a number of Figures depicting existing and proposed improvements, including:

Figure Number - Illustration

No. 1 – Proposed Land Use Plan Figure
No. 2 – Proposed Watermain – Interim Build Figure
No. 3 – Proposed Watermain – Full Build Figure
No. 4 – Proposed Watermain Full Build - Northern Figure
No. 5 – Proposed Watermain Full Build - Eastern Figure
No. 6 – Proposed Watermain Full Build - Southern Figure
No. 7 – Existing Conditions Water Pressure Figure
No. 8 – Existing Conditions Fire Flow Figure
No. 9 – Proposed Interim Build Water Pressure Figure

1 Montrose AUAR, Bolton& Menk, 2007

No. 10 – Proposed Interim Build Fire Flow Figure
No. 11 – Proposed Full Build Water Pressure Figure
No. 12 – Proposed Full Build Fire Flow

Following is a brief summary.

Existing Water System. The City of Montrose's municipal water system includes the following:

A. Wells. The City presently obtains its raw water supply primarily from three wells with a combined capacity 1,100 gallons per minute (GPM), Well #2, Well #4 and Well #5.

The 2007 AUAR identifies a need for 17 additional wells, to serve the full build out of the AUAR boundary. The 2040 planned area is smaller, therefore fewer wells will be needed to serve anticipated growth over the next 20 years.

B. Water Storage. The City currently has a 250,000 gallon elevated water tower and a 50,000-gallon water tower; for a total 300,000 gallons of water storage. According to the AUAR, 2007, "One additional 300,000-gallon water tower will be constructed within the Interim Build area towards the north boundary line…"2 The study references another 500,000-gallon water tower towards the south boundary of the interim build area. Both of these water towers would not be required for servicing the projected 2040 population of 6,055.

C. Water Distribution. The water distribution system includes pipes ranging from four to twelve inches in diameter, with mains in newer additions being eight to twelve inches in diameter. The AUAR notes the future need to add 8", 10" and 12" water lines to service the growth boundaries.

D. Water Treatment. The City of Montrose currently utilizes wells from two different parts of the City for their source of drinking water. Wells 2 and 3 are located within Lions Park east of the Community Center/Fire Station and pump to Well House No. 1 which is located directly east of the Fire Station. Well House No. 1 was constructed in the 1930's and is unreliable for current and future drinking water supplies. The age of the structure and equipment makes it outdated to keep up with the current demand. There are several deficiencies with the structure making it beyond repair or upgrades.

Wells 4 and 5 are located near the intersection of Garfield Ave. and 2nd St. S. and pump to Well House No. 2 located at the same site. Well House No. 2 and Wells 4 and 5 were constructed in 2004 and are in good operating condition.

The City currently injects chlorine, polyphosphate and fluoride to disinfect the water and to meet drinking water standards. Iron or manganese removal or water softening is not part of the current treatment system.

Manganese levels for the wells that serve the City of Montrose are shown in Table 3.1 below. The manganese levels in the raw water supply significantly exceed the EPA Secondary Drinking Water Regulation of 0.05 mg/L (50 µg/L) and the Minnesota Department of Health guidelines. The effects of high levels of manganese are discussed below.

2 Montrose AUAR, 2007 Bolton & Menk Engineering.

The levels of manganese in the raw water supply do not appear to be dropping and remain steady for the last several years. Since the manganese levels exceed the Secondary Drinking Water Regulations, it is recommended that the City consider constructing a water treatment plant to remove both iron and manganese from the raw water supply that services the City.

TABLE 8.1
MONTROSE MN LEVELS (MG/L)

Well #	Year			
	2003	**2004**	**2011**	**2013**
2	--	--	1.300	1.330
4	0.795	--	0.926	0.995
5	--	0.727	0.810	0.827

The City's water requires treatment to meet the Maximum Contaminant Levels (MCL's) for manganese set forth by the Environmental Protection Agency (EPA) and the health based guidelines set by the Minnesota Department of Health.

Manganese is an essential mineral for our bodies, however too much manganese may be harmful to human health. The EPA has a Secondary Regulation of 50 µg/L for drinking water supplies. Additionally, the Minnesota Department of Health has set a health based limit on manganese in drinking water. High levels of manganese in drinking water has recently been shown to affect learning and behavior in infants and young children. The current MDH guideline limit on manganese in drinking water is 0.1 mg/L (100 µg/L) for infants and 0.3 mg/L (300 µg/L) for children and adults.

In addition to these regulatory concerns, the City has for many years been aware of clarity, staining (rust), taste, and odor complaints. The cause of these complaints is high concentrations of iron and manganese. Excessive iron and manganese cause maintenance issues, staining, and taste and odor issues. Removing iron and manganese will improve customer satisfaction and reduce maintenance of the system.

As mentioned in the Wastewater System section of this plan, it is likely that more stringent requirements will be put in place by the MPCA in coming years for the City's wastewater treatment requirements. It is likely that chloride limits will be implemented as part of these wastewater requirements. Currently, the most cost effective way to meet chloride limits on the wastewater discharge is to actually treat the City's drinking water with a softening plant. With the City softening water at a treatment plant, this eliminates the need to have individual water softeners in each home which produce high levels of chlorides in the wastewater discharge. Therefore, it is recommended that the City plan for and consider the possibility of a water treatment plant to accomplish iron and manganese removal and water softening. As additional water infrastructure is constructed or re-constructed such as wells and wellhouses, thought should be put into how a future water treatment plant can effectively utilize and connect to these improvements in the future.

E. Water Supply & Distribution Plan Polices

1. Follow the Comprehensive Water Supply and Distribution Plan as a guide to the orderly expansion of the City's water system

2. Coordinate trunk watermain improvements with street construction or reconstruction projects to replace many of the mains that were installed in the original portions of town.

3. Annually review the water system Capital Improvement Program to better serve the community development needs.

4. Review current water connection fees and user rates to be able to accommodate treatment capital improvements, labor, and maintenance costs for future facilities.

5. Fund the supply, storage and distribution system through WAC charges and Trunk Area Fees.

6. Review the comprehensive water plan and distribution every 5 years to account for changes in development patterns, water use, and construction costs, and to check the balances in the trunk water fund.

IV. STORM WATER UTILITY

Appendix D of the Comprehensive Plan, completed in July 2007 by Bolton & Menk, Inc. includes a Storm Water Management Plan.

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

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

The City of Montrose and its growth areas are located within the North Fork of the Crow River watershed. According to the AUAR, in reference to the existing undeveloped area, "there is no pretreatment of runoff into existing wetlands or drainage ways due to the agricultural nature of the AUAR area. Wetland impacts resulting from additional growth are addressed within the AUAR.

Chapter 34 of the City Code outlines the requirements for stormwater management. This includes definitions, rules and regulations, stormwater pollution prevention and grading plan, inspection measures, minimum requirements, plan requirements, wet detention facilities, minimum protection for natural wetlands, models, methodologies and computations and permit requirements, among other requirements.

V. PRIVATE UTILITY PROVIDERS

A. Electric and Gas. The City of Montrose is served by Xcel Energy and Wright-Hennepin Cooperative Electric Association.

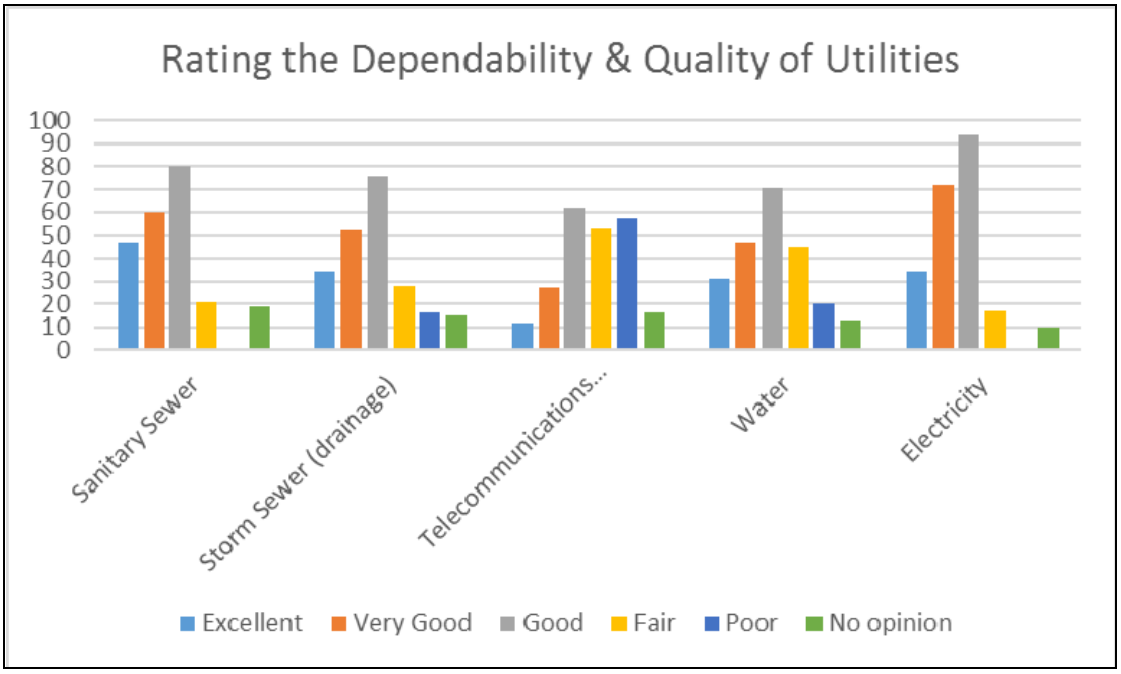
B. Telecommunications. Several providers serve the City with cable and internet service. These include Comcast, Windstream, DISH Network and Direct TV. Windstream Communications provides local and long distance phone service and internet access.

C. Garbage/Recycling. Randy's Sanitation serves as the city's garbage and recycling provider.

VI. COMMUNITY INPUT

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

The highest ranking utilities were sanitary sewer and electricity. Telecommunications received the lowest average ranking. Comments relating to telecommunications included concerns with the price, lack of options. Concerns with water related to the cost, hardness and taste. Results of the survey are illustrated below:



Source: 2016 Community Survey, 228 participants

VII. MUNICIPAL UTILITIES OBJECTIVES AND GOALS

MUNICIPAL UTILITY OBJECTIVES

1. Continue to provide quality utility services to Montrose residents and businesses at cost effective rates.

2. Plan for future utility needs and structure rates and fees to ensure future development pays for infrastructure costs needed to support the growth.

3. Continue to upgrade existing utility infrastructure as well as plan for future extensions and improvements.

MUNICIPAL UTILITY GOALS

1. The City should emphasize redevelopment/infill in existing urban areas to maximize existing municipal utilities.

2. The City should continually review the appropriateness of: utility rates, sewer and water availability and connection charges and trunk area charges to determine whether or not said fees are sufficient to provide for future reconstruction and expansion of the system.

3. To avoid duplicate costs, the City should continue to coordinate future street construction/reconstruction with needed municipal utility construction and reconstruction including coordination with other jurisdictions (county, MnDOT).

4. Utility improvements should balance environmental factors with the need to rehabilitate and expand.

5. The City should review and calculate the impact of all proposed development and land subdivision on the capacity of the existing sanitary sewer system to determine whether the City can provide services requested within a timely manner (i.e. two years).

6. The capital improvement plan should be updated periodically to plan for expenditures for sanitary sewer/WWTP, water facilities, storm water facilities and any public telecommunication.

HOUSING

I. INTRODUCTION

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

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

The issues have been identified through:

- An analysis of City demographics;
- An evaluation of historical building trends gathered from building permit information on file at the City offices;
- A Housing Study, completed in November of 2014 by Maxfield Research;
- Input from a Community Survey; and
- Statistics from the National Association of Realtors and Economic Indicators.

II. LIFE CYCLE HOUSING

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

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

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

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

III. POPULATION CHARACTERISTICS/GROWTH

Montrose's existing population, as described in the Demographic Overview (Chapter 4), reports a 2010 Census (and a 2010-2014 American Community Survey 5-year estimate) median age of 28.8 years. This is much younger than the median age in Wright County which was 35.3 years of age and the State median age of 37.4 years.

The State Demographer's Office projects future population by age group at a counties level between 2010 and 2045. Projections suggest the fastest growing age group in Wright County is anticipated to be those 65+ years of age. This will have an impact on the type of housing required in the future.

A community's median income affects the types of housing units which are needed or residents can afford. Likewise, the type of housing lots and products offered can ultimately affect the median income of a community. The 2010 inflation adjusted median *family* income in Montrose was $66,270. This compares to a 2000 Census median family income of $52,833. The median *household* income in Montrose was $62,419, below Wright County's median family and median household incomes of $83,758 and 73,085, respectively. The increase in family and household incomes, along with reduced interest rates, has increased the price point for housing for many households in Montrose.

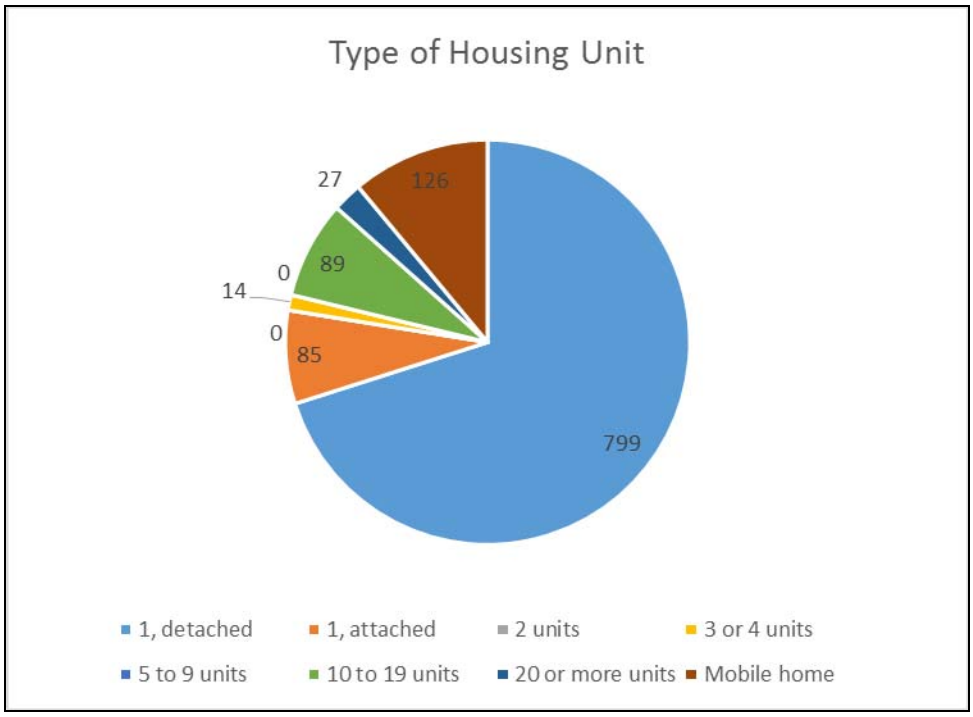
IV. EXISTING HOUSING STOCK

The existing housing supply in Montrose includes a variety of housing units, with a majority of the units being one unit detached homes. One-unit units comprise 70% of all housing units, while about 8% of units are in buildings with 10 or more units. According to the 2014 American Community Survey (SCS), the make-up of the existing housing stock is as follows:

TABLE 9-1
TYPES OF HOUSING MONTROSE, 2014

Units in Structure	Total	% All Housing Units
1, detached	799	70.1%
1, attached	85	7.5%
2 units	0	0.0%
3 or 4 units	14	1.2%
5 to 9 units	0	0.0%
10 to 19 units	89	7.8%
20 or more units	27	2.4%
Mobile home	126	11.1%
Total	1,140	100.0%

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



Of the 1,140 housing units, 1,043 are occupied. Of these, 83.9% are owner-occupied and 16.1% are renter-occupied. The percent of owner-occupied to renter-occupied in area communities is shown in Table 9-2. The City of Montrose's percent of owner-occupied units to total units is about .5% lower than Wright County's make-up, as illustrated in the following table. Overall; however, Montrose has a higher home ownership rate than most area communities.

TABLE 9-2
OWNER-OCCUPIED AND RENTAL STATISTICS 2010 CENSUS

Area	Occupied Housing Units	Owner Occupied Units	% Owner-Occupied Units	Renter Occupied Units	% Renter Occupied Units
Buffalo	5,699	4,177	73.3%	1,522	26.7%
Cokato	1,000	684	68.4%	316	31.6%
Delano	1,958	1,496	76.4%	462	23.6%
Howard Lake	768	564	71.8%	222	28.2%
Montrose	**1,043**	**875**	**83.9%**	**168**	**16.1%**
Watertown	1,564	1,234	78.9%	330	21.1%
Waverly	520	429	82.5%	91	17.5%
Wright County	31,465	26,560	84.4%	4,905	15.6%

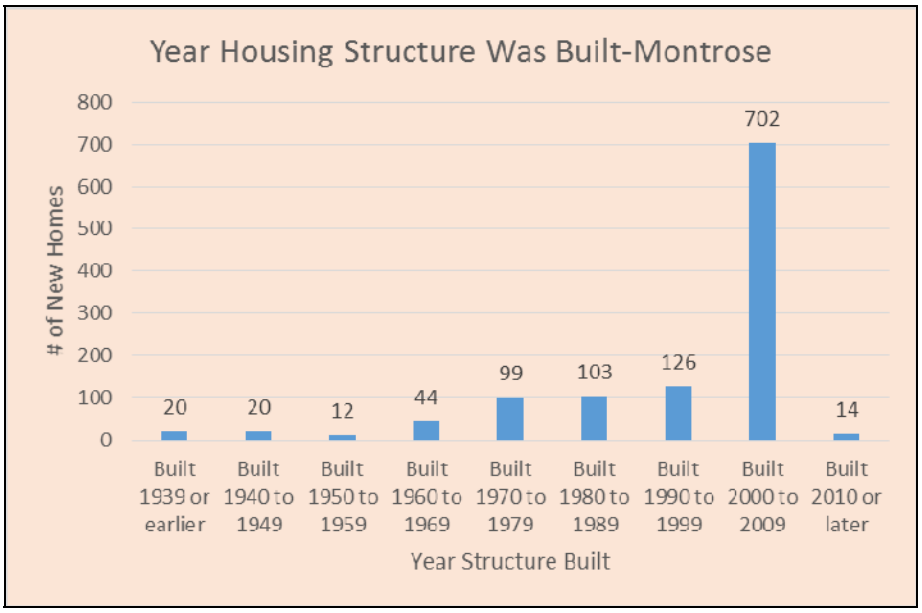
SOURCE: 2014 America Community Survey (ASC), Census Bureau Population Estimates.

Housing Condition. As depicted in Table 9-3, over one-half of the housing units in the city were built between 2000 and 2009. Given the new construction, the need for residential rehabilitation programs is somewhat limited. According to the 2014 ACS, no housing unit lacked complete kitchen facilities.

TABLE 9-3
YEAR HOUSING STRUCTURE WAS BUILT

Total Housing Units	1,140	Percent
Built 1939 or earlier	20	1.80%
Built 1940 to 1949	20	1.80%
Built 1950 to 1959	12	1.10%
Built 1960 to 1969	44	3.90%
Built 1970 to 1979	99	8.70%
Built 1980 to 1989	103	9.00%
Built 1990 to 1999	126	11.10%
Built 2000 to 2009	702	61.60%
Built 2010 or later	14	1.20%

Source: 2014, American Community Survey



The condition of the existing housing stock in Montrose has been documented to be in generally good condition. As a part of the Comprehensive Plan survey, survey participants were asked to rate the current quality of housing stock in the City. A majority (44.5%) rate it as "Good", with 24% rating it as "Fair". Responses follow:

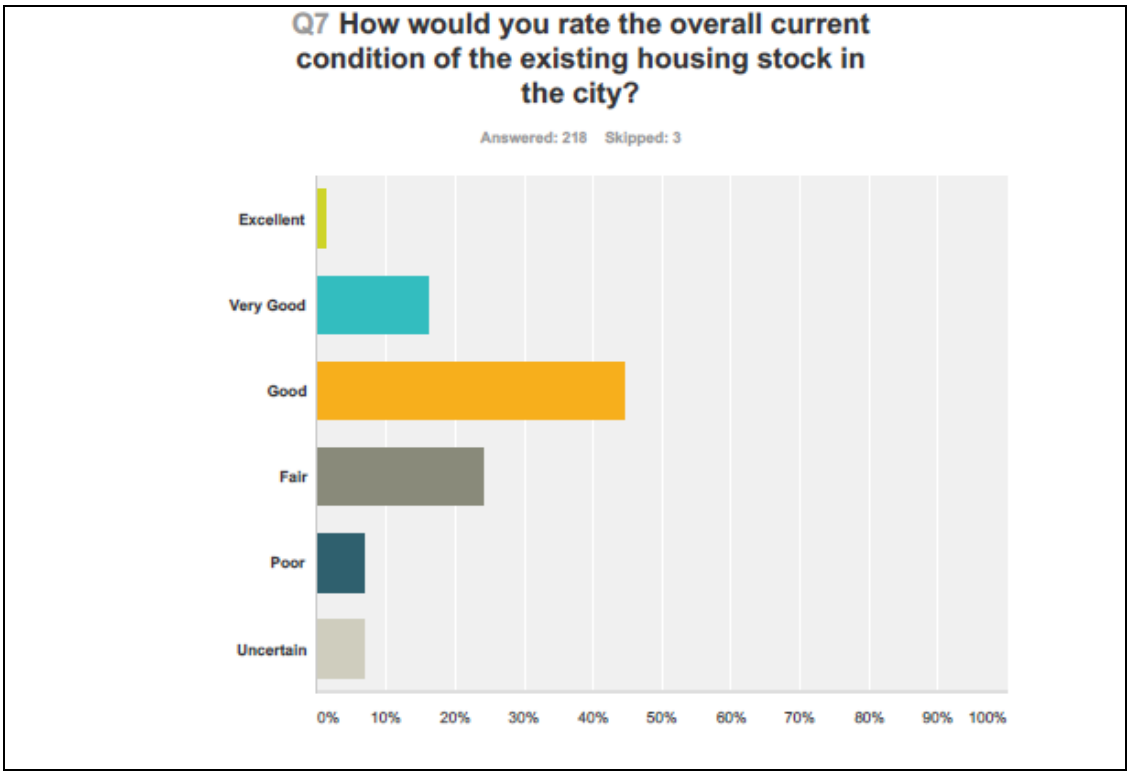
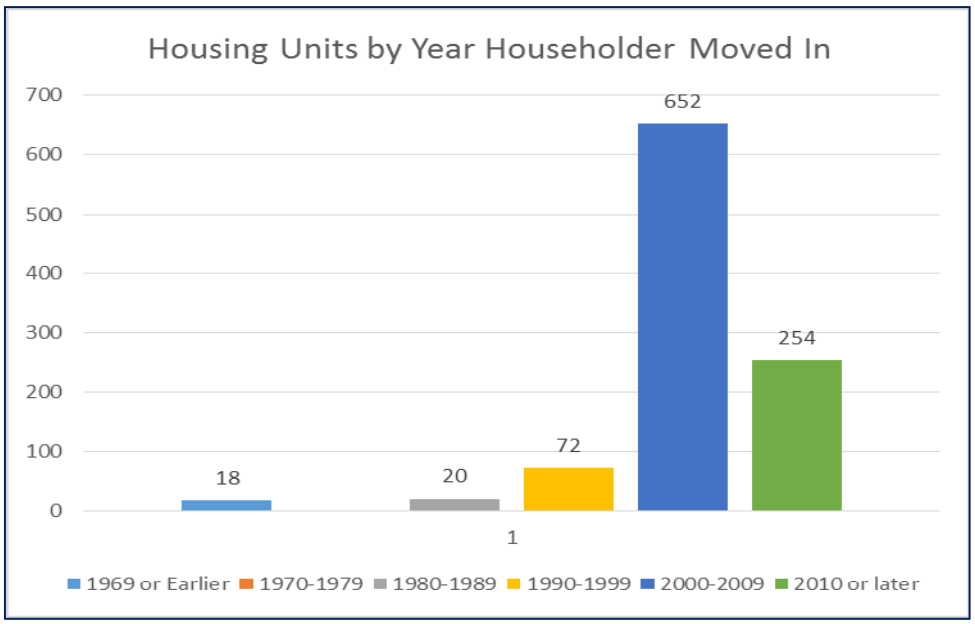


Table 9-4 illustrates 2014 ACS Census data showing that 89.2% of those occupying housing units within the community moved into their unit within the past 16 years. Over 254 of householders moved into their current household since 2010.

TABLE 9-4
MONTROSE HOUSING UNITS BY YEAR HOUSEHOLDER MOVED IN

Year Household Moved Into Unit	Population in Occupied Units	Percent in Occupied Units
1969 or Earlier	18	1.80%
1970-1979	0	0.00%
1980-1989	20	2.00%
1990-1999	72	7.10%
2000-2009	652	64.20%
2010 or later	254	25.00%
Total	1,016	100%

Source: 2014, American Community Survey



Housing Unit Vacancies

The 2014 American Community Survey (ACS) identifies 124 vacant housing units within the City (10.9% vacancy rate). This compares to an 8.7% vacancy rate in Wright County.

V. HOUSING AFFORDABILITY

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

The 2014 American Community Survey (ACS) reports that the median monthly housing cost for housing units, with a mortgage, in Montrose was $1,385 per month, which equates to 27% of the median household income of $62,419, and 25% of the median family income of $66,270. Of the 1,016 owner-occupied units, 66% had a mortgage. Of the 140 units without a mortgage, these households were spending a median of $374 per month on housing costs or 7% of the median household income and median family income on housing. According to Census Definitions, "the amounts reported include everything paid to the lender including principal and interest payments, real estate taxes, fire, hazard, and flood insurance payments, and mortgage insurance premiums. It also includes, where appropriate, the monthly condominium fee for

condominiums, and mobile home costs (installment loan payments, personal property taxes, site rent, registration fees, and license fees)."

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

TABLE 9-5
ESTIMATED ACTUAL HOUSING COSTS

Area	All Occupied Hsg. Units*	Owner-Occupied Units With Mortgage	Owner Occupied Median Value	Median Monthly Housing Cost for Housing Units with a Mortgage	Owner-Occupied Units Without Mortgage	Median Monthly Housing Cost for Housing Units without a mortgage
City of Montrose	1,016	675	$147,100	$1,385	140	$374

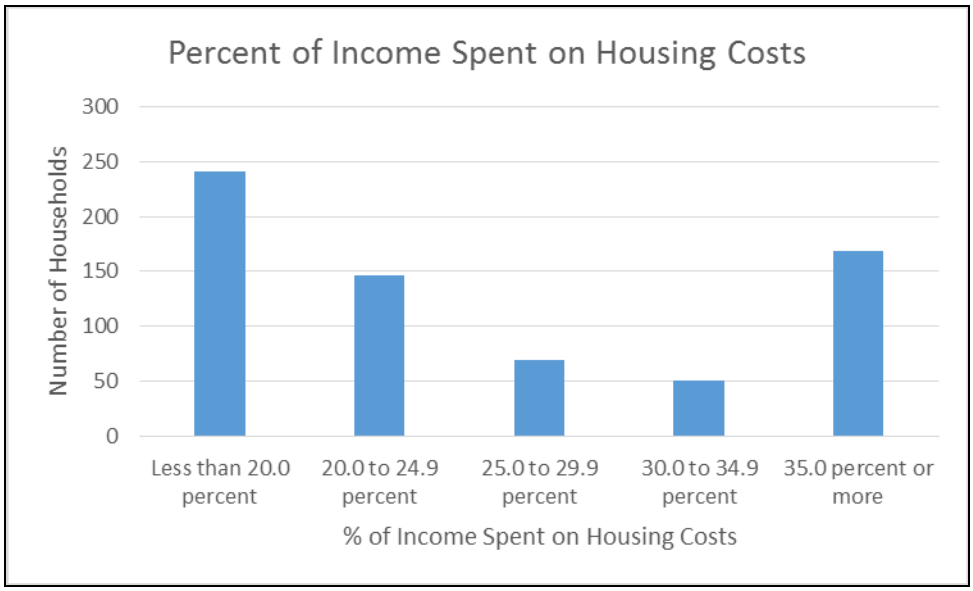
Source: 2014 American Community Survey

Of the 675 housing units with a mortgage, 219 were spending 30% or more of their household income on housing costs. The following chart and table illustrate the percent of income those with a mortgage are spending monthly. It is important to note that 12.8% did not have a mortgage.

TABLE 9-6
CITY OF MONTROSE MONTHLY COST AS A PERCENT OF HOUSEHOLD INCOME

Amount of Mortgage	# of Households	% of Households with a mortgage
Less than 20.0 percent	241	35.7%
20.0 to 24.9 percent	146	21.6%
25.0 to 29.9 percent	69	10.2%
30.0 to 34.9 percent	51	7.6%
35.0 percent or more	168	24.9%

Source: 2014 American Community Survey



Source: Source: 2014 American Community Survey

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

TABLE 9-7
INCOME (2014 ACS)

Annual Income	Households	% of Households	Families	% of Families
Less than $10,000	20	2.0%	0	0.0%
$10,000 to $14,999	65	6.4%	19	2.7%
$15,000 to $24,999	74	7.3%	34	4.9%
$25,000 to $34,999	88	8.7%	89	12.8%
$35,000 to $49,999	172	16.9%	107	15.4%
$50,000 to $74,999	223	21.9%	170	24.5%
$75,000 to $99,999	193	19.0%	134	19.3%
$100,000 to $149,999	155	15.3%	121	17.4%
$150,000 to $199,999	21	2.1%	16	2.3%
$200,000 or more	5	0.5%	5	0.7%

Source: 2014 American Community Survey

'Median' is created by dividing income distribution data into two groups, one having incomes greater than the median and the other having incomes below the median. 'Average' income is calculated by adding all incomes together and dividing the total by the number of responses. The following Tables illustrate "affordable monthly housing costs for the households and families with the median income in Montrose.

TABLE 9-8
AFFORDABLE HOUSING – GENERAL DEFINITION
30 PERCENT OF MEDIAN INCOME ON HOUSING COSTS

City of Montrose	Income	"Affordable" Monthly Housing Costs
Median Household Income	$62,419	$1,560.48
Median Family Income	$66,270	$1,656.75
Moderate Income (80% of Median Family Income)	$53,016	$1,325.40
Low Income (50% of Median Family Income)	$33,135	$828.38

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

AFFORDABLE HOUSING IN MONTROSE

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

TABLE 9-9
CITY OF MONTROSE HOUSEHOLD INCOME AFFORDABILITY

Annual Household Income	Number of Households in Category	Maximum Sustainable Monthly Rent or House Payment
Less than $10,000	20	Less than $250
10,000 – 14,999	65	$250 to $375
15,000 – 24,999	74	$375 to $625
25,000 – 34,999	88	$625 to $875
35,000 – 49,999	172	$875 to $1,250
50,000 – 74,999	223	$1,250 to $1,875
75,000 – 99,999	193	$1,875 to $2,500
100,000 - 149,999	155	$2,500 to $3,750
150,000 - 199,999	21	$3,750 to $5,000
200,000 or more	5	$5,000 +
Total	1,016	

VI. RENTAL UNIT SUPPLY

Montrose has approximately 20 general occupancy market rate rental units in the community, which are within three multi-family developments (8 units and larger). There are not any subsidized/affordable general occupancy projects with eight or more units.

There are two senior housing facilities in Montrose that are rural development projects with 30 units. There are no active adult, independent living, assisted living or memory care senior housing facilities in the City.

Of the 1,016 occupied housing units, 201 were occupied units with rent. The 2014 ACS reports that the median gross rent in the City of Montrose in 2014 was $747 per month. The Chart below illustrates the gross rent paid per month. Over 48% of renter-occupied households are paying less than 30% of their household income on rent, with over 42.3% paying over 35% or more of their household income in gross rent. As illustrated in Table 9-8, it is suggested the median household can afford monthly rent rates of $1,560.48, if 30% of income is spent on housing costs and "affordable rent" for those at 50% of the median is $828.38 per month. The following chart and table illustrate actual monthly rents as reported in the 2014 ACS.

TABLE 9-10
MONTROSE GROSS RENT PAID

Occupied units paying rent	No. of Rental Units	%
Less than $200 per month	5	2.5%
$200 to $299 per month	0	0.0%
$300 to $499 per month	30	14.9%
$500 to $749 per month	66	32.8%
$750 to $999 per month	53	26.4%
$1,000 to $1,499 per month	15	7.5%
$1,500 or more per month	32	15.9%
Total		100%

Source: 2014 American Community Survey (ACS)

VII. BUILDING ACTIVITY

Table 9-11 summarizes new residential building permit information for the previous 16 years. The following charts illustrate new single-family home construction trends. An average of 105 new single-family homes were constructed between 2000 and 2005. Limited new construction occurred between 2013 and 2016, partially due to the lack of available shovel ready lots.

TABLE 9-11
NEW SINGLE-FAMILY HOUSING CONSTRUCTION SUMMARY
MONTROSE 2000-2016*

Year	Number of New Single Family Units	Total New SF Residential Value	Average Value Per New Home
2000-2005	628 (105 per year average)	--	$ -
2006	56	--	$ -
2007	29	$ 6,427,204	$ 221,628
2008	22	$ 3,776,135	$ 171,643
2009	22	$ 4,269,620	$ 194,074
2010	17	$ 2,873,788	$ 169,046
2011	14	$ 3,302,960	$ 235,926
2012	20	$ 2,984,278	$ 149,214
2013	13	$ 2,321,379	$ 178,568
2014	15	$ 2,995,892	$ 199,726
2015	11	$ 2,184,262	$ 198,569
2016*	6	$ 1,371,960	$ 228,660
Total 10 yr. 2007-2016	169 (17 per year average	$32,507,478	$ 192,351.94

Source: City of Montrose

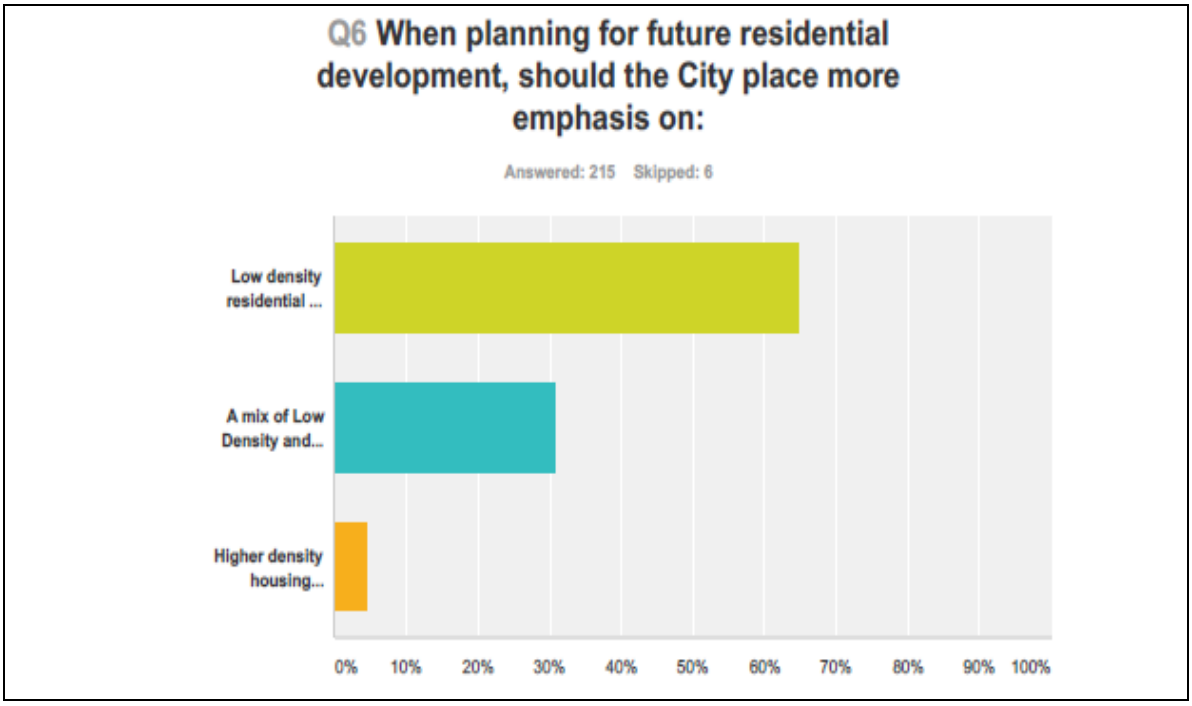
VIII. HOUSING NEEDS

This Comprehensive Plan includes projections for population and households to the year 2040. Growth is dependent upon a number of factors including the economy, interest rates, gas prices, land prices, etc. The following population and household projections are to be used as a guide.

TABLE 9-12
POPULATION AND HOUSEHOLD PROJECTIONS

Year	Projected City Population	Population Growth	Projected Households	Estimated Household Size	Projected Average New Units/Year
2014	2,952		1,142	2.58	
2020	3,385	433	1,322	2.56	30
2025	3,866	481	1,522	2.54	40
2030	4,465	599	1,772	2.52	50
2035	5,180	715	2,072	2.50	60
2040	6,055	875	2,422	2.50	70

As a part of the Community Survey, residents were to provide input on the future housing needs and whether the city should place a higher emphasis on low density, medium density or high density housing. Over 2/3 recommended focusing on low density residential.



Based on the Demographic projections (Chapter 3), the City of Montrose projects a need for 1,280 new housing units between 2014 and 2040. The Demographic Chapter of this plan suggests a 2040 population in Montrose of 6,055.

RESIDENTIAL LOTS FOR OWNER-OCCUPIED HOUSING. The City of Montrose has a number of residential subdivisions with 190 lots available for infill. Based on projections in Table 9-12, this lot inventory should support growth until around 2020. The table below illustrates the locations of the vacant lots.

TABLE 9-13
VACANT RESIDENTIAL LOTS INVENTORY AS OF JULY, 2016 MONTROSE

Subdivision	Lots Final Platted	Occupied Lots	Vacant Lots with Street and Utility Access
Montrose Meadows	66	65	1
Forest Creek	146	72	74
Parkside Meadows	116	116	0
Parkside Meadows 4th	8	8	0
Parkview Estates	135	134	1
Rock Brook	48	47	1
Rock Brook Townhomes	18	18	0
Pheasant Hills	127	127	0
Northridge 1st & 2nd	114	114	0
Northridge 3rd	36	36	0
Northridge 4th	31	31	0
Northridge 5th	3	3	0
Rolling Meadows 1st, 2nd & 3rd	84	84	0
Old Town	256	256	0
Meadow Brook Cottages	16	8	8
White Tail Ridge	117	12	105
The Preserve of Montrose	0	0	0
Total Lots	**1,321**	**1,131**	**190**

Source: City of Montrose, July 2016

Utilization of public infrastructure already developed is encouraged prior to the annexation or further platting of new subdivisions.

IX. HOUSING RECOMMENDATONS

The 2014 Maxfield Housing Study included the following Recommendations for Housing in Montrose:

Single-Family Housing
Given the number of existing platted lots and the building activity since the housing downturn; the City of Montrose seems to have enough existing platted lots to meet the demand in the short-term. Maxfield Research recommends maintaining a three to five year supply of vacant lots to meet future demand. Additional lots will need to be platted to accommodate additional growth.

For-Sale Multifamily Housing
Nearly all of the new housing stock in Montrose has been the single-family detached home; which will continue to be a highly sought after product in Montrose due to a more affordable housing stock and popularity among families with children. At the same time, there are very few maintenance free options in the City of Montrose. Nearly 50 units of for-sale multifamily house product were found in demand in Montrose through 2020. However, this demand will not be

realized until the existing lender-mediated properties in Montrose wanes and the single family market continues to appreciate.

The recommendation is for twinhomes and/or detached townhomes or villas for the move-up buyer prior to an entry-level rowhome concept. The majority of new townhome construction that is occurring in today's market is move-up product targeting baby boomers who desire maintenance-free housing.

General Occupancy Rental Housing

Maxfield Research Inc. calculated demand for 55 general occupancy rental units in Montrose through 2020 (33 market rate, 15 affordable, and 7 subsidized units). Because of the economies of scale needed for affordable and subsidized rental units; the recommendation is not to pursue this project as demand is not sufficient to support new construction. Montrose lacks rental housing in general, especially newer rental housing units that today's renters desire. As a result, the recommendation is for a market rate product.

- Market Rate Rental Apartment – The recommendation is for a new market rental project with roughly 18 to 20 units that will attract a diverse resident profile; including young to mid-age professionals as well as single and couple across all ages. To appeal to a wide target market, the suggestion is for a market rate apartment project with a unit mix consisting of one-bedroom units, two-bedroom units, and two-bedroom plus den or three-bedroom units. Larger three-bedroom units would be attractive to households with children.

  Monthly rents (in 2014 dollars) should range from $725 for one-bedroom units to $1,100 to three-bedroom units. Average rents in Montrose are likely renting for less than $0.75 per square foot; however, monthly rents at a new product will likely exceed $1 per square foot to be financially feasible. Monthly rents can be trended up to 2.0% annually prior to occupancy to account for inflation depending on overall market conditions. Because of construction and development costs, it may be difficult for a market rate apartment to be financially feasible with rents lower than the suggested per square foot price. Thus for this type of product to become a reality, there may need to be a public-private partnership to reduce development costs and bring down the rents or the developer will need to provide smaller unit sizes.

  New market rate rental units should be designed with contemporary amenities that include open floor plans, higher ceilings, in-unit washer and dryer, full appliance package, central air-conditioning, and garage parking.

- Market Rate Rental Townhomes – In addition to the recommended apartment project, it was found that a demand exists for some larger townhome units for families – including those who are new to the community and want to rent until they find a home for purchase. An additional 12 to 14 rental townhome units could be supported in Montrose. The recommendation is for a project with rents of approximately $850 for two-bedroom units to $1,225 for three-bedroom units. Units should feature contemporary amenities (i.e. in-unit washer/dryer, higher ceilings, etc.) and an attached two-car garage.

Senior Housing

Very few senior housing options exist in the Montrose Market Area. Demand exists for most senior housing product types in Montrose. There is demand for 115 total units across incomes and

services levels. However, demand will not be realized in all service levels due to the economies of scale needed to support new development.

- Affordable Senior Rental – Montrose demand for affordable senior housing is approximately 30 units in 2020. Affordable senior housing products can also be incorporated into a mixed-income building which may increase the project's financial feasibility. Affordable senior housing will likely be a low-income tax credit project through the Minnesota Housing Finance Agency. Maxfield recommends the development of a 26- to 30-unit project to meet this demand.

- Active Adult Rental – Demand was projected for 26 market rate active adult rental units in Montrose through 2020. It is very likely that there are seniors who currently reside in general-occupancy housing who would consider a newer active adult rental product.

  Because active adult rental housing is not need based, this product could be more difficult to develop in the short-term as many senior housing developers cater to service-intensive senior housing products.

- Service-Enhanced Senior Living or "Catered Living" – Demand is shown for 16 congregate units, 11 assisted living units, and 12 memory care units. Due to economies of scale, it will be difficult to develop stand-along facilities for these service levels that are financially feasible. Therefore, the recommendation is for a senior facility that allows seniors to "age in place" and remain in the same facility in the stages of later life.

  The catered living concept is a newer concept, but tends to be in more rural communities that cannot support stand-alone facilities for each product type. The recommendation is for a project of about 30 to 40 units later this decade. Monthly rents should include a base rent and service package with additional services provided either a la carte or within care packages. Monthly rents should start at about $1,500 per month for congregate care.

X. HOUSING GOALS AND STRATEGIES

1. **Life-Cycle Housing.** Maintain a balanced housing supply with housing available for people at all income levels and unit types which meet the varying life-cycle needs of Montrose residents.

2. **Preservation and Maintenance.** Establish a community of well-maintained housing and neighborhoods including ownership and rental housing by promoting on-going maintenance of owner-occupied and rental housing units.

3. **Infill Development.** Proactively plan for housing needs including infill of available residential lots. New residential development within existing neighborhoods should be designed to be compatible in use and in scale with the surrounding neighborhood. When locating duplexes or multi-family development in a single-family residential district, the buildings should be designed with an adequate setback or buffer space, be of materials compatible with the surrounding area so as to blend into the neighborhood.

Multi-family housing projects should be spread throughout the City rather than concentrated in one area.

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

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

5. **Connectivity.** Improve access and linkages between housing, employment and retail centers in Montrose, through street connections as well as pedestrian routes.

6. **Implement the 2014 Maxfield Housing Study Recommendations**. The 2014 Maxfield Research Housing Study includes recommendations to further housing development in Montrose. The City should work to implement these recommendations.

7. **Explore Housing Options** for senior citizens and family members with special temporary housing needs. The City of Montrose opted out of legislation for temporary medical accessory dwelling units in 2016. The City and its Planning Commission would like to explore local options to address this potential housing need.

MUNICIPAL AND PUBLIC FACILITIES AND SERVICES

I. INTRODUCTION

The City of Montrose currently operates with a Council/City Clerk/Public Works form of government. Departments that report to the City Clerk include: finance, and fire. Public Works oversees water and sewer. In addition, the city contracts professional services for legal, engineering, building inspection and planning/economic development consulting services. The city contracts with Wright County to provide police coverage. As of 2016, the City employed 8 full-time and two to three part-time/seasonal employees. In addition, 28 paid-on-call fire fighters are also employed by the City.

The City also draws on the expertise of various boards and commissions including the City Council, Economic Development Authority (EDA), Highway 12 Task Force (subcommittee of EDA), Planning Commission, and Park & Recreation Commission. A description of the make-up and duties of these commissions is included within this chapter, along with the following:

Contents of this chapter include:

- An overview of existing municipal facilities;
- An overview of other community facilities;
- A description of municipal boards and commissions;
- A summary of projected municipal staffing and facility needs; and
- Objectives and Policies for Community Facilities and Public Services

II. EXISTING COMMUNITY FACILITIES

Locations of existing municipal and community facilities are identified on Map 10-1. A brief description of these facilities follows:

City Hall: 311 Buffalo Avenue.
City Hall administrative offices are located in a one-story building, owned by the city, and located on .61 acres. The facility has been remodeled over the yearsto include city offices and a meeting room. The facility houses city administration, finance, public works director, and utility/building permit billing. City hall administrative staff includes three staff members.

Community Center: 200 Center Avenue South

The Montrose Community Center's main room is 3,764 square feet with an occupancy rate of 276. There are tables and chairs along with a complete kitchen. The Community Center is available for rent for community events and private parties. The City Council and Planning Commission also use the facility for their monthly meetings.

The Fire Department is located in the same building as the Community Center. The Fire Department was founded in 1881. The Fire Department building consists of a small office, maintenance room, and an apparatus bay area. The station houses nine (9) pieces of apparatus used by the Fire Department.

Public Works: 251 2nd Street South.

Water Source: Two water towers with a combined storage capacity of 300,000 gallons. Three wells with a combined pumping capacity of 1,050 gallons/minute. The Average Demand is: 150,000 gallons/day and the Peak Demand is: 450,000 gallons/day. The Total Water Hardness is 23 ppm.

Wastewater Treatment Mechanical Plant. The capacity of the plant is 420,000 gallons/day. The Average Demand is 106,000 gallons/day. The Peak Demand is 322,000 gallons/day.

III. OTHER COMMUNITY FACILITIES

Education: The City of Montrose is a part of the Buffalo-Hanover Montrose School District (ISD #877). The Montrose Elementary School is located at 100 2nd Street SW, Montrose. It includes kindergarten through 5th grade. It is also the Wright County site for head start and community education ECFE.

BHM Schools has over 5,800 students in grades K-12. The district includes six elementary schools, one middle school, one high school, one alternative high school, and one transitions program. Northwinds Elementary was added to the district in September 2006 after the success of a 2003 bond referendum. The bond also allowed for additions to the high school, middle school, Hanover Elementary, and Montrose Elementary.

Buffalo Hanover Montrose School District Population: 32,391
District Area: 157 square miles
District Employees: 777
Enrollment: 5,707
October 1, 206 Enrollment Numbers: 324 at Montrose Elementary (K-5)

In 2010, the Montrose Early Education Center opened adjacent to the Elementary School. This features classrooms, a lunchroom, and large motor skills room for preschool and Headstart age children. Adult education classes are also offered in the facility. The space also serves as a daycare facility.

The Buffalo Hanover Montrose school district has 60.4 acres of land on the north side of Montrose for a future middle school.

Post Office: 360 Center Avenue South.
The Montrose Post Office is located at 360 Center Avenue South. The Postal Service serves the city of Montrose and adjacent townships. Post office boxes are available on site for those within the community and delivery service is also provided.

IV. MUNICIPAL BOARDS, COMMISSIONS AND COMMITTEES

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

1. **City Council.** The Montrose City Council consists of a mayor and four council members. The City Council meets once per month. The City Clerk/Treasurer is the chief administrative officer of the City and is responsible to the City Council for the administration of affairs of the City.

2. **Planning Commission.** The Planning Commission consists of six members and a City Council liaison. The Commissioners act as an advisory body to the City Council in matters of directing the future physical development of the City. The Commission, upon request of the Council, makes studies, investigations, and recommendations to the Council regarding matters affecting zoning, platting, and public improvements.

3. **Economic Development Authority (EDA).** The City of Montrose Economic Development Authority (EDA) was established in 1992. The Commission coordinates economic development projects at a local level for the community. The seven-member commission, which consists of five members of the City Council and has two seats reserved for at large members, meets on a quarterly basis.

   A subcommittee of the EDA is the Highway 12 Task Force works with other communities along the Highway 12 Corridor in planning coordinated improvements to this major thoroughfare.

4. **Park and Recreation Commission.** The Park and Recreation Commission has been established to have seven members, with staggered three year terms. The Park Commission meets monthly to plan for the development and redevelopment of Montrose's park and trail system. The Park and Recreation Commission is a recommending body to the City Council that provides on-going public input on the system. Specific duties of the Park Commission are outlined in Chapter 23.02 of the City Code.

5. **Emergency Management**. The Montrose Fire Department leads the Emergency Management Team for the City of Montrose. The Emergency Management Director is the Fire Chief. The committee is comprised of the Fire Chief, Assistant Fire Chief, Public Works Director, City Clerk/Treasurer and Mayor.

V. PROJECTED GROWTH AND FACILITY NEEDS

The population is forecasted to increase from 3,079 people in 2015 to 6,055 people by the year 2040, a 97% increase. The projected growth will reasonably require the expansion of existing administrative and protection services. Such services will not only result in a demand for increased public employees, but also increased facility space and increased capital equipment costs. The expansion of administrative facilities and capital equipment purchases should be considered in future capital improvement/equipment program.

City Facility Needs: City staff and the City Council has identified the following future building facility needs:

1. **City Hall/Administration**: As the City continues to grow, the City hall facilities should be evaluated.

2. **Fire Department**: In 2016 a Feasibility and Space Needs Study was ordered to assess current and future needs of the Fire Department. The Department has identified a need for office and training space as well as storage space.

VI. MUNICIPAL FACILITIES AND SERVICES OBJECTIVES AND POLICIES

In order to meet the projected fast growth and accomplish identified objectives a number of policies have been outlined below.

OBJECTIVES

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

2. To continue to serve the citizens of Montrose in an efficient, friendly, and cost effective manner.

3. To continue to update and maintain facilities and operations.

4. To continue to evaluate technology and the need to incorporate technology in carrying out the functions of the city (e.g. public access television, web page development).

5. To provide citizens the opportunity to participate in local government as well as inform citizens of municipal activities.

POLICIES

1. Work in cooperation with other public agencies, such as the Buffalo-Hanover Montrose School District to coordinate rather than duplicate public space such as auditoriums, meeting rooms, etc. when feasible.

2. Plan and budget for additional land for future public facilities including municipal buildings and utility sites (wells, water towers, etc.).

3. Plan and budget for additional municipal employees to efficiently serve the citizens of Montrose, as the community grows.

4. Upon receiving concept plans for new subdivisions, review impacts on public administration and public protection services such as police and fire service to ensure said services which are reasonably necessitated by the proposed subdivisions and must be provided at public expense, can be reasonably provided within two (2) fiscal years of approval of the proposed subdivision. If said services cannot be reasonably provided, the subdivision may be deemed premature.

5. The City should continue to plan for public facility maintenance and expansions within its Capital Improvement Plan.

6. The City should continue working with Wright County, MNDOT, the DNR, etc. to ensure coordinated growth of land uses, transportation systems and regional recreational areas and trails.

7. The City should evaluate technology needs and continue to update its web site and cable television programming as a means of informing and updating community members.

LAND USE

I. INTRODUCTION

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

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

II. LAND USE INVENTORY

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

Map 11-1 illustrates the zoning classification for parcels within the community. Table 11.1 shows Montrose's historical land use make up and existing land uses by acreage, as of September, 2016. Acreages are given as "gross acres" which is the total acreage, including water and wetlands. Montrose is about 3.21 square miles in size, or twice the geographic size it was in 2005, when it was 1.57 square miles.

As illustrated in Table 11-1, growth over the past 11 years has primarily occurred in the low density and medium density residential categories. Since 2005, the city has included over 260 additional acres of low density residential land. The commercially zoned land has increased by 42%. Industrial zoned acreage has grown from 40.88 acres to 56.47 acres.

The following table includes the land use by zoning category.

TABLE 11-1
EXISTING ZONING DISTRICT BREAKDOWN

Land Use	2005 Acres	2005 % of City Area	2016 Acres	2016 % of City Area
Agriculture/Vacant/Urban Reserve	215.27	21.4%	517.90	21.4%
Low Density Residential (R-1)	538.55	53.6%	798.90	33.0%
Manufactured Home Park	23.56	2.34%	21.81	0.9%
Medium Density Residential (R-3)	6.96	0.46%	185.93	7.7%
High Density Residential (R-4)			10.10	0.4%
Commercial (B-1 and B-2)	37.35	3.7%	53.22	2.2%
Residential/Business (R-B)			36.47	1.5%
Industrial (I-1 and I-2)	40.88	4.0%	56.47	2.3%
Right-of-way	71.85	7.2%	631.96	26.1%
Institutional	70.57	7.1%	109.25	4.5%
Total	**1005.00**	**100%**	**2422**	**100%**

III. EXISTING LAND USE TYPES

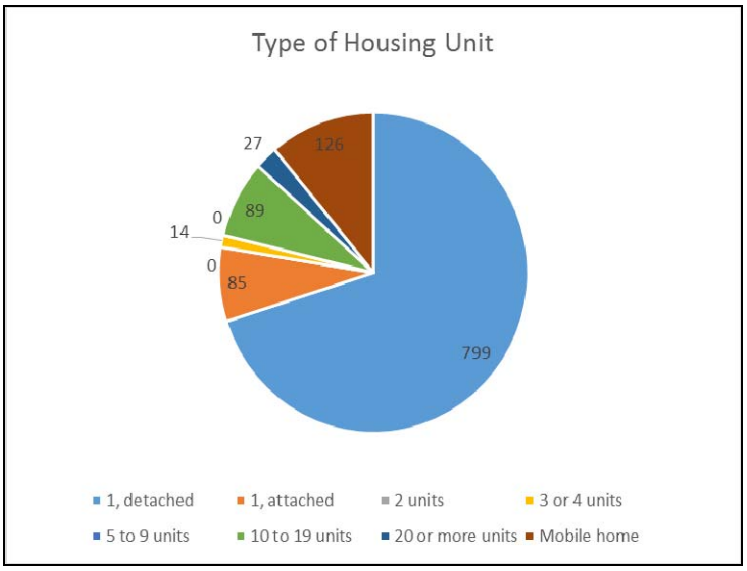
Low Density Residential

Historically, Montrose has been primarily a single-family residential community with limited multi-family residential housing. Prior to the 1990's most of the housing was built on a traditional grid street pattern. Since then the pattern of development has changed with more curvilinear streets, more irregular blocks and some cul-de-sacs. Due to the City's location within a 30-minute drive to the metropolitan area, easy access to arterial roads, lower land values, and relatively few barriers to development, Montrose is experiencing continued residential growth. Many of the new residents moving to Montrose appear to be coming from the western Twin Cities metropolitan area and many are in search of more affordable homes. According to the City's 2015 community survey, 62% of the 221 respondents reported they moved to Montrose within the past 10 years.

As of 2014, there were approximately 1,140 housing units. Of these 884 were single-family attached and detached residential housing units, comprising 77.6% of the housing stock. For purposes of the Comprehensive Plan, areas zoned R-1 are considered low density residential areas. Low Density Residential comprises the largest land use category in the City.

Medium to High Density Residential

Historically, multi-family residential housing in Montrose has been primarily rental units. The unit make-up of Montrose's medium and high density housing units is illustrated below.



As noted in Chapter 9 Housing, there are approximately 20 general occupancy market rate rental units in the city which are within three multi-family developments (8 units and larger). There are two senior housing facilities that are rural development projects.

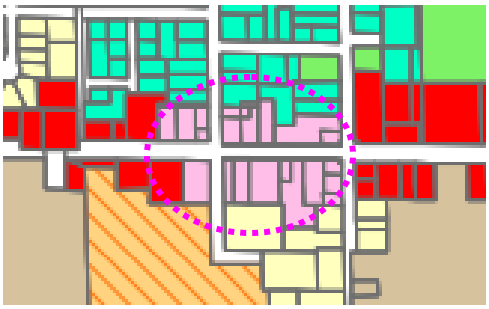
As noted in the Housing Chapter, the City should plan for more medium and high density housing, including townhouse developments, to accommodate empty nesters and seniors who prefer less yard and maintenance.

Areas zoned R-3 and R-4 are considered medium to high density residential. As of 2016 there were 187 acres of medium to high density residential land with 185.9 acres of medium density (R-3 zoned land) and 10.1 acres of high density (R-4 zoned land). At the time of this Comprehensive plan, the City owned 54.22 acre of the R-3 land in the Preserve of Montrose, providing opportunities for additional medium and high density development.

Commercial

Montrose's commercial uses are located primarily along the Highway 12 corridor.

Downtown - Montrose's downtown, or B-1 Zoning District, is the area along Highway 12, from the intersection of Highway 12/CR 12 to the west side of Center Avenue.

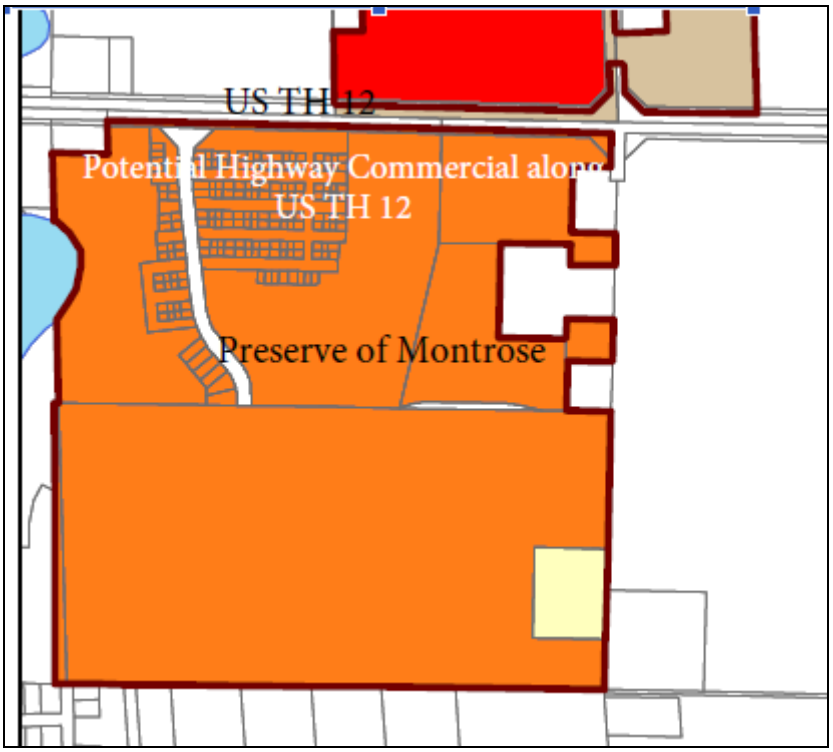


As noted in Chapter 5- Economic Development, the EDA has expressed interest in investing in the development of a downtown through the implementation of the Highway 12 Redevelopment Plan which was adopted in 2009.

The Downtown, or B-1 District, comprises 7.6 acres or 0.3% of all commercial acres in the City. No expansion of the downtown is proposed as a part of the Comprehensive Plan, rather redevelopment and rehabilitation of the existing buildings and sites are proposed. As a part of a community survey, 108 participants (58.5%) responded that it is "important" or "very important" to create a downtown and "Main Street" as a retail center and gathering place for the community.

Highway Commercial - Areas zoned B-2 or Highway Commercial are located on the east and west sides of the City, along Highway 12. These businesses tend to be auto oriented.

As of 2016, there were 45.58 acres of Highway Commercial or B-2 Zoned land. This is 86% of all commercial land in the City and 1.9% of all land in the City. Future highway commercial development is proposed along Highway 12. The City's Economic Development Authority has recommended flexibility in the zoning of the northern portion of the Preserve of Montrose, to allow highway commercial development. The site may be re-guided for a mixed use commercial/residential development.



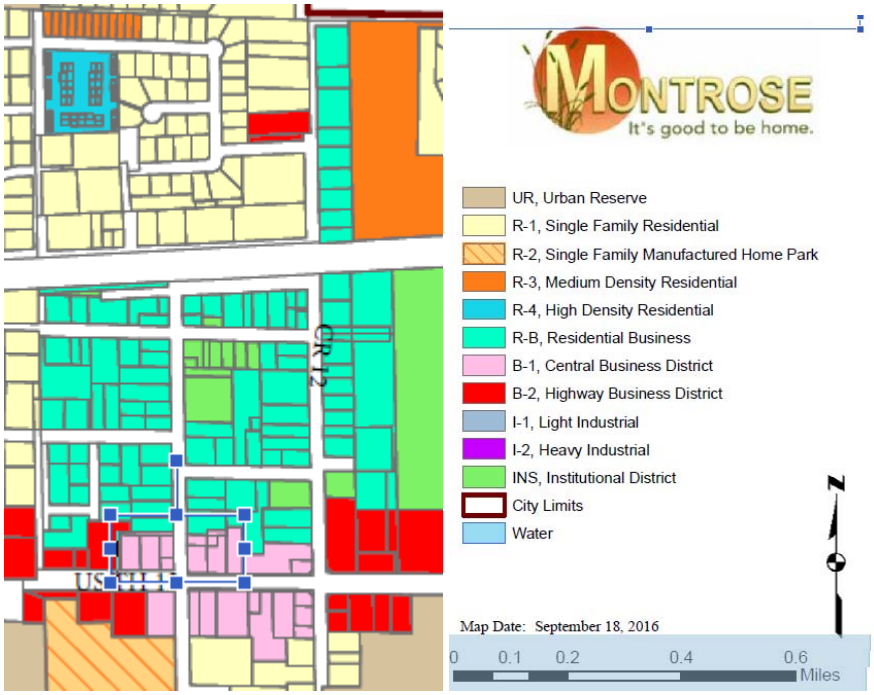
Highway commercial areas should be developed with high architectural standards as they will serve as gateways into the community.

Within the commercial district, there are parcels currently zoned Central Business District, which may be more suitable for highway commercial zoning. The City should look at rezoning these parcels to their highest and best use. An example, is illustrated below:

401 Nelson is zoned Central Business District, while the parcels to the west and south are zoned Highway Commercial. It is recommended this parcel be rezoned B-2, Highway Commercial.

Residential Business (R-B) – Areas zoned R-B, Residential Business are located near the center of the community, along CR 12.

There are 36.47 acres in the R-B District. This is 1.5% of the land in the City. No expansion of the B-1 District is proposed as a part of the Comprehensive Plan.

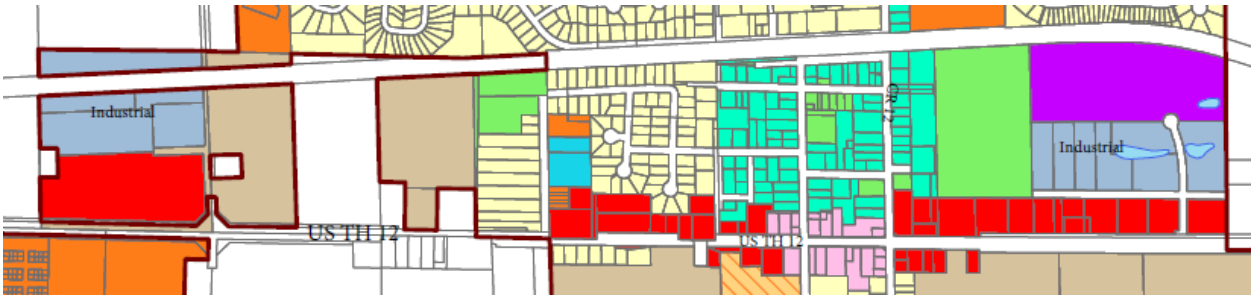


Industrial

Industrial uses presently make up 56.47 acres of the City. Two Industrial Districts are included in this calculation: I-1 Light Industrial and I-2, General Industrial. Industrial land uses are present and concentrated in the east side of town.

In 2011, the City approved the Montrose Business Park on the west side of town adjacent to State Highway 12 and Clementa Avenue SW. The business park is approximately 29.31 acres in

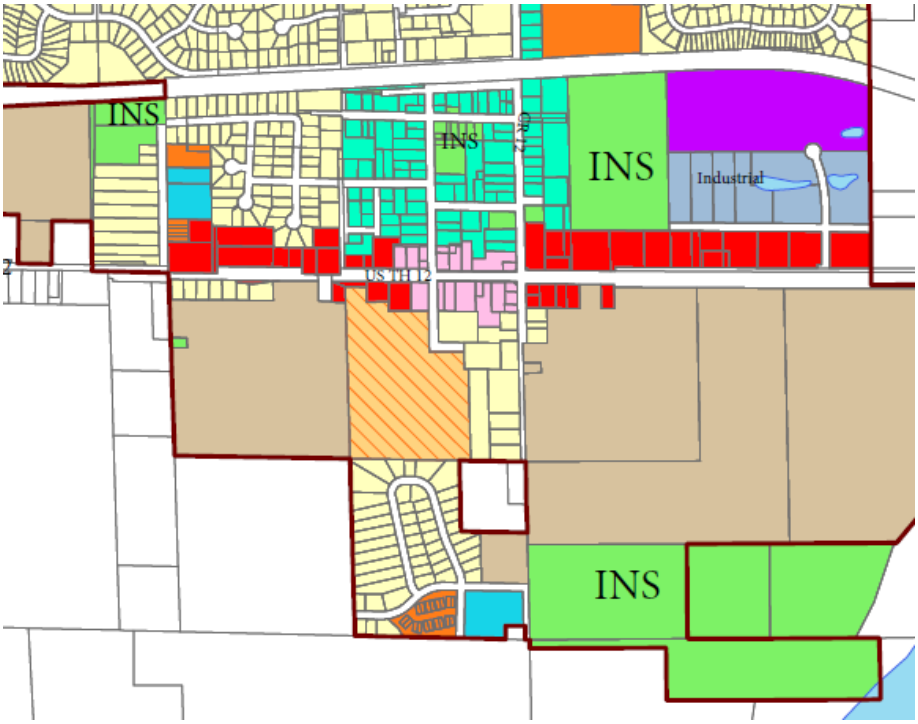
size and includes land for highway commercial development as well as industrial development. Additional industrial is proposed to the west, along Highway 12.



Public/Semi Public

Public land uses make up an important portion of the existing land. This category includes the regional park, city's wastewater treatment ponds and the elementary school. Additional information on municipal and semi-public land uses may be found in Chapter 10.

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



Parks and Open Space

The City of Montrose's Park and Recreational land uses include thirteen city owned parks, as well as other open space and recreational areas. These land uses account for approximately 111.18 acres or 4.5% of the City's total acreage. Parks and open spaces include both active recreational areas, such as ballfields, as well as nature areas for passive recreation.

As the City grows, additional parks will be needed to serve the City. Park Search Areas have been identified on Map 6-3. Additional information on parks and open spaces may be found in Chapter 6.

IV. FUTURE LAND USE PLAN

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

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

REDEVELOPMENT/INFILL POTENTIAL

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

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

1. Encourage the removal of existing buildings that have exceeded their useful life, or

2. Encourage or participate in the removal of those which are deemed to have a "blighting effect" upon adjacent properties and/or present nuisance conditions that pose a threat to health and safety of citizens; or

3. Promote appropriate re-uses for under-utilized properties.

Infill. There are 190 vacant residential lots with streets and utilities in place, and utilities provided, ready for residential development. The following table identifies the residential subdivisions with final plats approved and the number of available lots within each.

TABLE 11-2
VACANT RESIDENTIAL LOT INVENTORY, 2016

Subdivision	Lots Final Platted	Occupied Lots	Vacant Lots with Street and Utility Access
Montrose Meadows	66	65	1
Forest Creek	146	72	74
Parkside Meadows	116	116	0
Parkside Meadows 4th	8	8	0
Parkview Estates	135	134	1
Rock Brook	48	47	1
Rock Brook Townhomes	18	18	0
Pheasant Hills	127	127	0
Northridge 1st & 2nd	114	114	0
Northridge 3rd	36	36	0
Northridge 4th	31	31	0
Northridge 5th	3	3	0
Rolling Meadows 1st, 2nd & 3rd	84	84	0
Old Town	256	256	0
Meadow Brook Cottages	16	8	8
White Tail Ridge	117	12	105
The Preserve of Montrose	0	0	0
Total Lots	**1,321**	**1,131**	**190**

Source: City of Montrose, July 2016

V. FORECAST LAND USE DEMAND

The City of Montrose should be able to accommodate projected growth until around 2035 with vacant lots with street and utility access. Projections of population and households identified in Chapters 4 (Demographics and Social Profile) and 5 (Housing) of this Plan, were developed based on local and regional trends and policies, and through the application of economic and demographic principals. Projections were based on U.S. Census data, historic residential building permits issued, historical population/household patterns and trends, trends in average household size, and sub-regional migration patterns.

The 2015 estimated population of Montrose is 3,079. The City is projecting a moderate growth projection of 6,055 or an increase of 2,976 people. At an average of 2.5 people per household, 1,190 new housing units will be required. It is generally recommended a city maintain a two to three year supply of vacant lots to support growth and provide options for new construction. Additional final plats will be needed prior to 2040 to accommodate this or if growth rates increase.

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

VI. LAND USE PLAN CATEGORIES

Low Density Residential

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

Map 11-2, Future Land Use, illustrates the proposed locations of future low density residential housing.

Medium to High Density Residential

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

Locations for proposed medium and high density residential development are illustrated on Map 11-2.

Highway Commercial

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

The 2040 Plan envisions additional Highway Commercial along the major roadways including TH 12, CR 12 and CR 110.

Downtown Commercial

The purpose of this category is to develop a traditional mixed-use commercial core in the City. The downtown area has good access via vehicle and pedestrian traffic. Land uses could include small-scale commercial development (retail, office) and civic uses.

New development within this district should take into consideration pedestrian areas, architectural character, streetscape improvements, move buildings close to the street with parking located in the rear or in shared or structured parking, use decorative lighting, etc. (See Chapter 5 - Economic Development for Downtown Revitalization).

Industrial

The purpose of this category is to identify portions of Montrose and its growth areas that contain or should be developed for industrial use. Land uses could include manufacturing, warehousing, business service and assembly.

The 2040 Plan recognizes the importance of industrial development with local tax base and employment opportunities. At this time, there are available industrial lots, within a privately owned industrial park, Montrose Business Park. As these lot are sold and developed, the City should continue to pursue industrial development. The future location for industrial development has been identified on the east side of the community, along TH 12 as well as along the south side of the city, along the east side of Highway 25.

Parks and Open Space

Montrose currently has 13 City-owned parks. The regional park is proposed to be developed on the north side of the City. Chapter 6 identifies locations for future park search areas.

Public/Semi-Public

As noted in Chapter 8 – Community Facilities and Services, there is a need to plan for an expanded/new fire hall facility. As the City grows, the city should also evaluate the city offices and community center spaces.

VII. LONG TERM GROWTH AREA - 2040 PLAN

ANNEXATION

The City's AUAR has identified future land uses and future city boundaries. The city is projected to expand within Marysville, Woodland and Franklin Townships. The City of Montrose has orderly annexation agreements in place with Marysville and Woodland Townships. The areas identified in the orderly annexation agreements correspond with the boundary in the AUAR. The "Interim Build" scenario, which is reflected on Map 11-2 as the Future Land Use Map will accommodate a population of approximately 21,000 with 8,585 households, employment of 3,358 retail and 4,94 non-retail jobs.[1] It should be noted, this Comprehensive Plan projects a 2040 population of 6,055 to 7,500. The Future Land Use Map or Interim Build Map proactively plans for growth beyond 2040.

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

[1] Montrose AUAR, October 2008, Table 7-5 Staging Scenerios, Bolton & Menk

VIII. LAND USE AND GROWTH GOALS AND STRATEGIES

As a part of the Community Visioning Session, participants identified a desire to develop the city as, "*A comfortable and progressive, self-reliant community, living in harmony with nature and family values.".* In order to accomplish this the following principles have been developed:

- *Preserve the spirit of a small town*. The goal of retaining the small town atmosphere is included through a logical pattern of future land use in an organized fashion, along with a transportation system to support the various land uses, parks and recreation and quality educational facilities to offer quality of life amenities.

- *A proactive position on future growth* – The future land use plan includes projections and growth boundaries intended to serve the City to the year 2040, and beyond. As market demands change the plan may need periodic review and updates. The future land use plan has been coordinated with the AUAR to encourage proactive planning of land uses with infrastructure and the funding of the infrastructure. Additional information on utility needs is included in the Utility Chapter of this Comprehensive Plan.

- *A well-balanced tax base* – In order to assist with the fiscal health of the city and discourage the future development of a bedroom community for other suburbs with employment offerings, a range of land uses including commercial and industrial have been planned.

- *Proactive Planning* - It is the intent of this Plan to facilitate or create a community within which these elements exist:
    - A variety of housing types,
    - Adequate parks, trails and community facilities,
    - An efficient transportation system,
    - An orderly and planned extension of municipal utilities, and
    - Ample business and commercial opportunities for residents and visitors alike

Land Use and Growth Goal #1

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

Strategies:

1. Encourage infill on existing vacant lots and redevelopment of underutilized lots.

2. Coordinate growth and development with logical and phased extension of municipal utilities and public streets. Avoid "leap frog" development.

3. Protect significant natural resources which benefit the community and incorporate these into passive recreational areas.

4. Encourage the development of additional commercial and industrial areas within the city in accordance with the 2040 Comprehensive Land Use Plan.

5. Have new development pay the public infrastructure, parks, trails and service costs necessary to support the development.

Land Use and Growth Goal #2
Protect natural resources without restricting community growth.

Strategies:

1. Protect gateways into the community with higher design standards, landscaping and architectural guidelines.
2. Protect natural resources such as tree lines, wetlands, creeks, etc. through appropriately located new parks, buffers and open space areas.

Land Use and Growth Goal #3
Basic Planning Provisions:

1. (Re)Zone all property in accordance with this Comprehensive Plan.

2. Connect existing and new residential neighborhoods, park and community facilities, with new neighborhoods, downtown, new commercial areas, schools, and other points of interest with walking and/or recreational trails.

3. Work with County and State transportation departments to ensure appropriate street access to all existing and future development in the city and the Montrose Orderly Annexation Areas.

Map 11-1

ZONING MAP

FEBRUARY 2017

MAP OF THE

CITY OF MONTROSE

WRIGHT COUNTY, MINNESOTA

BOLTON & MENK

2040 HIGHWAY 12 EAST
WILLMAR, MINNESOTA 56201
Phone: (320) 231-3956
Email: Willmar@bolton-menk.com
www.bolton-menk.com

0 400 800
SCALE FEET

CITY LIMITS

CLEMENTA AVE

CR 12

CR 110

US HIGHWAY 12 SW

BNSFRR

STATE HIGHWAY 25 SW

ZONING LEGEND

- = UR, URBAN RESERVE DISTRICT
- = R-1, SINGLE FAMILY RESIDENTIAL DISTRICT
- = R-2, SINGLE FAMILY MANUFACTURED HOME PARK DISTRICT
- = R-3, MEDIUM DENSITY RESIDENTIAL DISTRICT
- = R-4, HIGH DENSITY RESIDENTIAL DISTRICT
- = R-B, RESIDENTIAL BUSINESS
- = B-1, CENTRAL BUSINESS DISTRICT
- = B-2, HIGHWAY BUSINESS DISTRICT
- = I-1, LIGHT INDUSTRIAL DISTRICT
- = I-2, HEAVY INDUSTRIAL DISTRICT
- = INS, INSTITUTIONAL DISTRICT
- = DOWNTOWN DISTRICT
- = HIGHWAY COMMERCIAL DISTRICT
- = CITY LIMITS
- = SHORELAND OVERLAY DISTRICT

O:\MTRS\Maps\New Maps\2010\zone.dwg

AUAR INTERIM BUILD SCENARIO

City Of Montrose, Minnesota

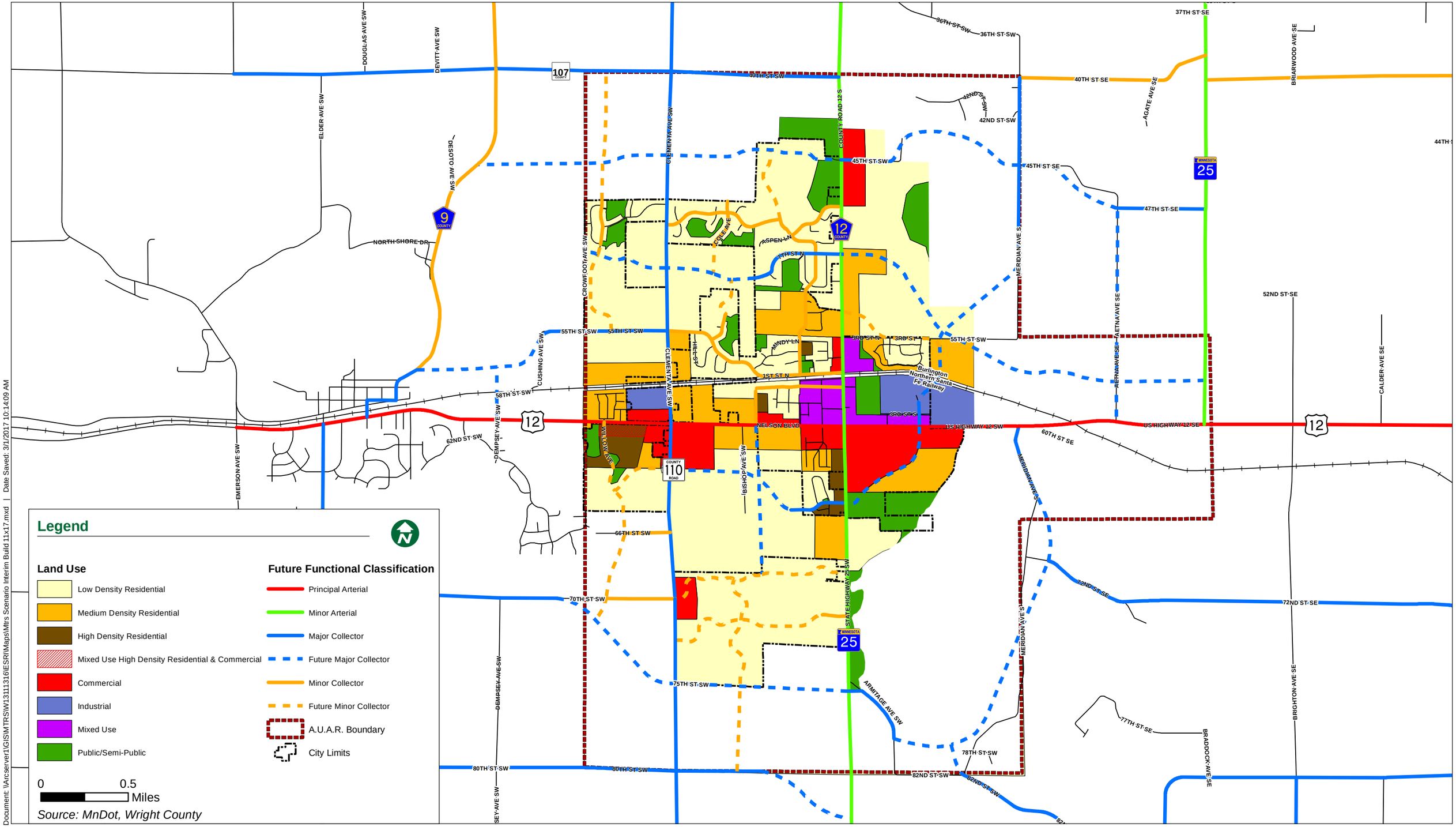
Map 11-2A Interim Build

Figure 4

March 2017

BOLTON & MENK

Real People. Real Solutions.



Map Document: \\Arcserver1\GIS\MTRSW\3111316\ESRI\Maps\Mtrs Scenario Interim Build 11x17.mxd | Date Saved: 3/1/2017 10:14:09 AM

Map 11-2B Full Build

Legend

Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use High Density Residential & Commercial
- Commercial
- Industrial
- Mixed Use
- Public/Semi-Public

Future Functional Classification

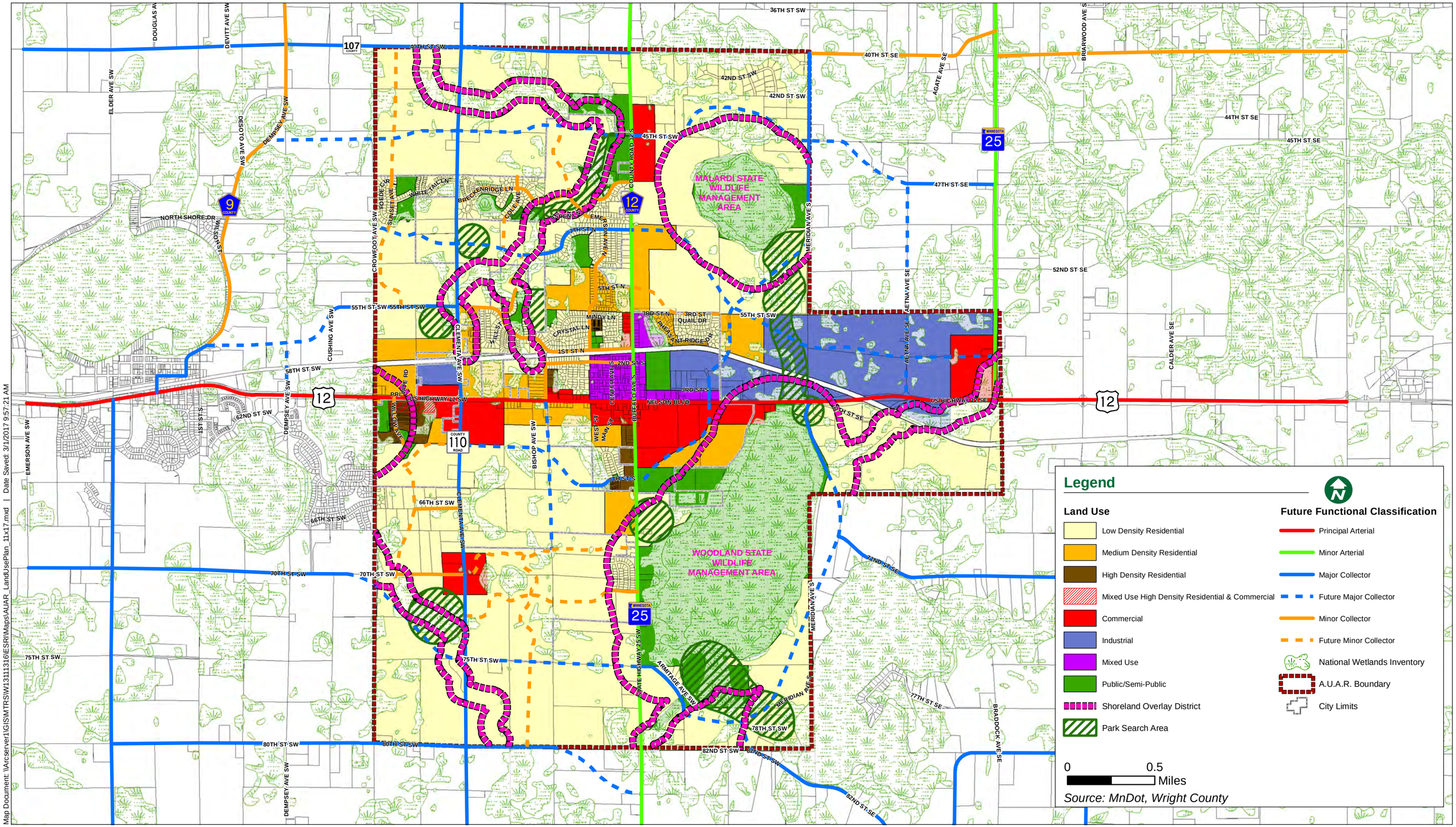
- Principal Arterial
- Minor Arterial
- Major Collector
- Future Major Collector
- Minor Collector
- Future Minor Collector
- A.U.A.R. Boundary
- City Limits

0 0.5 Miles

Source: MnDot, Wright County

Map Document: \\Arcserver1\GIS\MTRS\W1311316\ESRI\Maps\Mtrs_Scenario_Full_Build_11x17.mxd | Date Saved: 3/1/2017 10:09:53 AM

Map 11-2C Ultimate Land Use



Map Document: \\Arcserver\GIS\MTRS\W13111316\ESRI\Maps\AUAR_LandUsePlan_11x17.mxd | Date Saved: 3/1/2017 9:57:21 AM

IMPLEMENTATION

I. INTRODUCTION

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

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

- The City's Official Controls including its Zoning Ordinance and Subdivision Ordinance;
- The City's Capital Improvement Plan;
- Review of growth areas and annexation; and
- Review of the Comprehensive Plan

II. ZONING ORDINANCE

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

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

Purpose: The purpose and intent of the Montrose Zoning Ordinance is outlined in as follows, "The intent of this Ordinance is to protect the public health, safety and general welfare of the community and its people through the establishment of minimum regulations in regard to the location, erection, construction, alteration and use of structures and land. Such regulations are established to protect such use areas; to promote orderly development and redevelopment; to provide adequate light, air and convenience of access to property; to prevent congestion in the public right of way; to prevent overcrowding of land and undue concentration of structures by regulating land, building, yards and density of population; to provide for compatibility of different land uses; to provide for administration of this Ordinance; to provide for amendments; to prescribe penalties for violation of such regulations; and to define powers and duties of the City staff, the Board of Adjustment and Appeals, the Planning Commission, and the City Council in relation to this Ordinance."[1]

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

[1] Montrose Zoning Ordinance, Chapter 1001

- General purpose and intent, rules, definitions, administration of the Zoning Ordinance as it relates to amendments, conditional use permits, interim use permits, variances, administrative permits and site and building plan review.
- Planned Unit Developments
- Non-conforming buildings, structures and uses
- General Performance Standards, General Yard, Lot Areas and Building Regulations
- Regulations relating to accessory buildings, off-street parking, fencing and screening and landscaping, home occupations, animals, antennas, signs, daycare facilities, essential services, landfill, excavating and grading, adult uses,
- Wind Energy Systems and Solar Energy Systems and
- Zoning Districts and Provisions.

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

TABLE 12-1
ZONING DISTRICT DIMENSIONAL STANDARDS MATRIX

District	Lot Area[1]	Lot Width[2]	*Ave. Density Allowed	Front Yard	Side Yard[4]	Rear Yard	Maximum Height[5]	Lot Coverage[6]
R-1 Single Family Residential District	10,000 sq. ft.	80 ft.	3.48 units per acre	25 ft.	10 ft.	20 ft.	35 ft.	30%
R-2, Single Family Manufactured Home Park District	10,000 sq. ft.	75 ft.	3.48 units per acre	25 ft.	10 ft.	20 ft.	35 ft. 2 ½ stories	30%
R-3 Medium Density Residential District	7,500 sq. ft. two-unit structure. (15,000 sq. ft. base lot) 5,000 sq. ft. per unit multiple family	100ft. detached	4.65 units per acre two-unit 6.97 units per acre multi-family	25 ft.	10 ft. Corner 25 ft. Additional setbacks between units	20 ft. Double frontage lots 25 feet	45 ft. Or three stories	30%
R-4 High Density Residential District	15,000 sq. ft. Multiple family dwellings 2,500 sq. ft. per unit. Senior housing 1,000 sq. ft. per unit	85 ft. detached	13.9 units per acre senior and 34.8 units per acre multiple family	30 ft.	30 ft. +20 ft. if adj. to major collector or arterial road	30 ft. +20 ft. if adj. to major collector or arterial road	45 ft. Or 2 ½ stories	30%

District	Minimum Lot Area	Minimum Lot Width	*Ave. Density Allowed	Setback Front Yard	Setback Side Yard	Setback Rear Yard	Maximum Height	Max. Lot Coverage
R-B Residential Business District	S.F. 10,000 sq. ft Two-family 12,000 sq. ft. Townhomes, Quads, & manor homes 20,000 sq. ft. with 5,000 sq. ft. per unit.	75 ft. (minimum lot depth 100 ft)	3.48 units per acre for single family 5.8 units per acre for two-family 6.97 units per acre townhomes, quads & manors	25 ft.	10 ft.	20 ft.	45 ft. or three stories	50%
B-1 Central Business District	None	30 ft.	NA	None	None except 25 ft. adj. to residential	None except 25 ft. adj. to residential	3 stories or 35 ft.	NA
B-2 Highway Commercial District	20,000 sq. ft.	80 ft.	1.74 lots per acre	30 ft.	10 ft. or 20 ft. if adjacent to a street or res. district	20 ft. or 30 ft. if abutting a residential district	3 stories or 35 ft.	75%
I-1 Light Industrial District	20,000 sq. ft.	100 ft.	1.74 lots per acre	25 ft.	15 ft.	25 ft. or 50 ft. if abutting a residential district	4 stories or 45 ft.	80%
I -2 General Industrial District	40,000 sq. ft.	100 ft.	< 1 lot per acre	40 ft.	20 ft. or 40 ft. on side yard abutting a public right-of way or residential district	25 ft. or 50 ft. if abutting a residential district	4 stories or 45 ft.	80 %
INS – Institutional District	20,000 sq. ft.	None	1.74 lots per acre	40 ft.	20 ft.	50 ft.	4 stories or 45 feet	65%

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

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

The Zoning Ordinance is subject to periodic review to ensure consistency with the City's Comprehensive Plan and overall goals/objectives as defined by the City. The City Council may amend the Ordinance provided the Council adheres to constitutional, statutory, and other

lawful procedures. The City shall not approve zoning ordinance amendments which conflict with the current Comprehensive Plan.

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

Recommendations:

1. As the city continues to grow, the Planning Commission and EDA, per Chapter 5 of the Comprehensive Plan, are encouraged to work with businesses and landlords to implement Highway 12 Design Standards within the Zoning Ordinance for the Downtown and Highway Commercial Districts, as illustrated on Map 11-1, in order to effectively implement the Highway 12 Redevelopment Plan.

2. **Section 1066-7.** The Planning Commission should review minimum lot size, lot width and maximum lot coverage regulations within the R-B district for commercial and public uses. The ordinance currently addresses lot sizes and setbacks for residential structures. While medical buildings, city offices, and nursing homes are permitted as a conditional use, lot sizes for those uses are not addressed.

3. To address the changing demographic and needs of aging individuals, it is recommended the Planning Commission investigate options to serve this growing population through zoning provisions for senior housing or consider provisions to consider allowing accessory dwelling units in appropriate residential areas.

4. The City should rezone parcels identified in the Land Use Chapter, Chapter 11, to fit the identified highest and best use.

5. **Section 1065-**9 B. allows a maximum height of two and one-half (2 ½ stories) or 45 feet in the R-4 High Density District. The R-3, Medium Density District and the R-B, residential Business Districts allow 45 feet or 3 ½ stories. Multiple family buildings are more likely to be three story structures. The 45-foot height corresponds with a 3 story. It is recommended Section 1065-9 B be amended to allow three story buildings.

6. To encourage sustainability and quality of life goals, it is recommended the Planning Commission review the Zoning Ordinance as it relates to recommendations provided by *Minnesota GreenStep Cities*, including mixed uses, vertical mixed uses, etc.

III. SUBDIVISION ORDINANCE

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

Purpose: As stated in the Subdivision Ordinance, "The City Council being aware of the responsibility which they have for the adoption of ordinances, rules and regulations designed for the protection of health, safety and general welfare of this community, deems it necessary to provide regulations for the subdividing of property within the City. Each new subdivision shall

become a permanent neighborhood in the community. Piecemeal planning of subdivisions, without correlation to the Comprehensive Plan, can bring a disconnected patchwork of plats, poor circulation, and an undesirable atmosphere..." [2] To accomplish this, the Subdivision Ordinance includes several sections, as follows:

Contents: The Subdivision Ordinance includes the following Sections:

- Title and Application
- Rules and Definitions
- Administrative Subdivisions
- Concept Plan, Preliminary Plats and Final Plats
- Design Standards
- Enforcement; and
- Severability, Supremacy and Effective Date.

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

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

Recommendations:

1. **Section 1107.13 Public Site and Open Spaces (Park Land Dedication).** The Planning Commission and City Council should review park dedication standards to assure they are adequately addressing the needs of the park system through developer dedication. When subdivisions occur in areas in which "park search areas" have been identified, on Map 6-3, the City is encouraged to obtain land versus a fee-in-lieu of payment.

2. The Planning Commission, in consultation with the City Engineer and City Planner, should review the Subdivision Ordinance as it relates to recommendations provided by ***Minnesota GreenStep Cities***, including street design, parks and trails, etc., to encourage sustainability and quality-of-life goals.

IV. CAPITAL IMPROVEMENT PLAN

The long-range capital improvements program ("CIP") is a five (5) to ten (10) year plan that prioritizes and directs city funding for appropriate projects including streets, utilities, trails, parks, trails, municipal buildings, etc. The CIP includes a financing plan for multi-year projects and a schedule for high priority projects. A key component of the CIP is a one-year adopted capital improvement budget. The CIP may identify a mix of local funds, grants, private and other public funding sources for the capital improvement projects.

The overall objective of the Capital Improvement Plan (CIP) is to provide for the efficient use of fiscal resources in funding future capital expenses. The CIP should be a flexible, evolving tool the

[2] Montrose Subdivision Ordinance, Chapter 11

City uses as a guide for the future. The annual CIP update should allow for capital necessity and prioritization changes. Along with anticipated expenditures, the CIP should include proposed sources of funding such as special assessments, enterprise funds (water, sanitary sewer, and storm sewer), state aid, annual levy, etc. Expenditures for water, sewer, transportation (street/sidewalk/trail), equipment purchases and public facilities are included. The phasing in of projects which require the same sources of funds assists in retaining a level annual tax levy.

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

Recommendations:

1. The City should formally adopt a Capital Improvement Plan and continue to update the plan to include street projects anticipated to be completed within the next five years including, but not limited to Centre Avenue, US TH 12, TH 25 and the widening of the right-of-way (sidewalk area) within the designated "downtown" area.

2. The City should continually analyze Water and Sewer Access Charges and user fees and adjust rates to ensure capital expenditures identified in the CIP can be funded.

3. The Capital Improvement Plan should be expanded to address future public facilities needs including fire hall, community center and city hall improvement projects.

4. The City Council should consider including the implementation of the Downtown Streetscape Plan, including decorative streetlights, trees and landscaping, and signage in the Capital Improvement Plan, and explore funding sources to assist with the project.

V. GROWTH AREAS AND ANNEXATION

The City of Montrose, through its comprehensive planning process, has identified land use needs to accommodate additional residential, commercial and industrial development both within the existing corporate limits as well as in potential annexation areas. The interim growth boundary identified within the AUAR is anticipated to meet the needs of the city to the year 2040 and beyond. Parcels within the interim growth boundary, which are currently in the townships, are to be annexed into the City of Montrose prior to being developed. The City has orderly annexation agreements in place to address the timing and process for annexation.

VI. COMPREHENSIVE PLAN REVIEW AND REVISION

The Comprehensive Plan is intended to guide the growth of the community. As events and circumstances within the community change, the Comprehensive Plan shall be reviewed and

updated, as appropriate. Amendments to the Comprehensive Plan shall not occur without public notice, a public hearing conducted by the Planning Commission and final approval by the City Council. Amendments to the Comprehensive Plan should be considered if there have been changes within the community or issues arise which were not anticipated by the Plan.

Recommendations:

1. It is recommended the Planning Commission and City Council review and update the Comprehensive Plan at five to ten year intervals to ensure it is a current reflection of the city's growth patterns, community goals and land use needs.

2. The Comprehensive Plan may be amended upon petition from the public, initiation by the Planning Commission or direction from the City Council. No amendment shall be adopted until a public hearing has been conducted by the Planning Commission with recommendation to the City Council. A 2/3 affirmative vote of the City Council is required to amend the Plan.

3. It is recommended that the City Clerk periodically report to the Planning Commission and City Council (re)development issues which have occurred as they relate to the Comprehensive Plan, proposed projects which have an impact on the accuracy on the Plan projections, and a list of implementation goals identified within the Plan and the status of implementation.